

COUNCIL MEETING AGENDA

Casper City Council

The Lyric, 230 W Yellowstone Hwy

Tuesday, September 19, 2023 at 6:00 p.m.



COUNCIL POLICY ON PUBLIC COMMENT

- I. Members of the public wishing to speak to an item already on the agenda, other than a public hearing or ordinance reading, may speak during the communications from persons present.
- II. When speaking to the City Council:
 - Please clearly state your name.
 - Direct all questions/comments to the Mayor and only the Mayor.
 - No personal obscenities or threats will be tolerated.
 - Speak to the City Council with civility and decorum.
- III. The City Council will not respond to any comments or questions concerning personnel matters; any such comments or questions will be referred to the City Manager. Public hearing comments and presentations will be limited to five minutes or less per person, and no time extensions will be permitted.
- IV. If Council chooses to address public comments, this will be done during the “Introduction of Measures and Proposals by City Council”.
- V. Willful disruption of, or the breach of the peace at, a Council Meeting may result in the removal of any such individuals or groups from the meeting.

Public input via email is encouraged: CouncilComments@casperwy.gov

Please silence cell phones during the City Council meeting.

AGENDA

1. ROLL CALL
2. PLEDGE OF ALLEGIANCE
3. APPROVAL OF COUNCIL MEETING MINUTES
 - A. Consideration of **Minutes of the August 15, 2023 Executive Session.**
4. CONSIDERATION OF BILLS AND CLAIMS
5. COMMUNICATIONS
 - A. From Persons Present

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6. ESTABLISH PUBLIC HEARINGS

A. Consent

1. Establish October 3, 2023 as the Public Hearing Date for Consideration of:
 - a. An **Ordinance Amending Section 10.52.030 of the Casper Municipal Code Regarding Driving or Having Control of a Vehicle While Under the Influence of Intoxicating Liquor or Controlled Substance.**
 - b. **An Ordinance Amending Chapter 9.48 Of the Casper Municipal Code. (Camping)**
 - c. An Ordinance **Amending Section 17.104.170 – Parking and Dwelling Use Restrictions – Permit**, of the Casper Municipal Code.

7. PUBLIC HEARINGS

A. Resolution

1. Amending the Current Budget for the Fiscal Year Ending June 30, 2024 (**First Amendment to the Original Adopted Budget**)

8. SECOND READING ORDINANCES

A. Ordinances

1. Updating and **Amending Chapter 5.08 of the Casper Municipal Code** Including Sections 5.08.010 & 5.08.340.
 - a. Communications from Persons Present
2. **Amending Chapter 6.04 of the Casper Municipal Code.**
 - a. Communications from Persons Present

9. RESOLUTIONS

A. Consent

1. Authorizing a Cooperative Agreement with the **Wyoming Department of Transportation** for the **Interstate 25 Casper Marginal Enhancements, Phase 2 – McKinley Street to Yellowstone Highway**, Project, No. 21-027, Federal Project STP-E I254175.
2. Issuing a Revocable License Agreement with **Mountain West Technologies Corporation** for **Installation and Maintenance of a Fiber Optic Line.**

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3. Approving and Adopting the **Casper Impact Fee Study**.
4. Approving and Adopting the **North Platte River Park No. 2 Simple Master Plan** for the Casper Metropolitan Area.
5. Approving and Adopting the **Casper Area Transit Electric Fleet Conversion Study** for the Casper Metropolitan Area.
6. Approving and Adopting the **Evansville East Side Sidewalk and Trail Study** for the Casper Metropolitan Area.
7. Authorizing a Professional Services Agreement with **Raftelis Financial Consultants, Inc.** for a **Water and Sewer Utility Rate Study**.
8. Authorizing an Agreement with **Modern Electric, Co.**, for the **Metro Facility Emergency Generator Project** No. 23-009.
9. Authorizing the Sole Source **Purchase of Outer Carriers and Ballistic Plates** from **Warrior Kit, Safety, and Survival Gear**.
10. Authorizing **Change Order No. 2** to the Agreement with **Wind River Environmental Solutions, LLC**, for the **City Hall Project S.A.F.E. Asbestos Abatement**, Project No. 22-010.
11. Authorizing an **Underground Right-of-Way Easement** with Rocky Mountain Power as Part of the **Wyoming Sports Ranch Construction** (15x33 ft).
12. Authorizing an **Underground Right-of-Way Easement** with Rocky Mountain Power as Part of the **Wyoming Sports Ranch Construction** (15x15 ft).

10. MINUTE ACTION

A. Consent

1. Authorizing the Re-Appointment of Kermit Wille to the **City of Casper Investment Advisory Committee**.
2. Approving the Appointment of Shelly Zimmerman to the **Parks and Recreation Advisory Board**.
3. Authorizing the **Purchase of 120 Computers**, in the Amount of \$168K, through the State of Wyoming Contract with the **Computer Professionals Unlimited**.

11. INTRODUCTION OF MEASURES AND PROPOSALS BY CITY COUNCIL

12. ADJOURN INTO EXECUTIVE SESSION – PERSONNEL & LAND

13. ADJOURNMENT OF REGULAR MEETING

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Upcoming Council Meetings

Regular Council Meetings

6:00 p.m. Tuesday, October 3, 2023 – The Lyric

6:00 p.m. Tuesday, October 17, 2023 – The Lyric

Work Sessions

4:30 p.m. Tuesday, September 26, 2023 – The Lyric

4:30 p.m. Tuesday, October 10, 2023 – The Lyric

ZONING CLASSIFICATIONS			
FC	Major Flood Channels & Riverbanks	PUD	Planned Unit Development
AG	Urban Agriculture	HM	Hospital Medical
R-1	Residential Estate	C-1	Neighborhood Convenience
R-2	One Unit Residential	C-2	General Business
R-3	One to Four Unit Residential	C-3	Central Business
R-4	High-Density Residential	C-4	Highway Business
R-5	Mixed Residential	M-1	Limited Industrial
R-6	Manufactured Home (Mobile) Park	M-2	General Industrial
PH	Park Historic	SMO	Soil Management Overlay

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City of Casper - Bills and Claims for September 19, 2023

(PC) 0970 CED

(PC) 0970 CED	Regional Water Operations	Caspar 8 Circuit Box - Well Supplies	\$1,440.00
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<i>(PC) 0970 CED - Total For Regional Water Operations</i>			<i>\$1,440.00</i>
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(PC) 0970 CED - ALL DEPARTMENTS			\$1,440.00
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19TH HOLE RESTAURANT

19TH HOLE RESTAURANT	City Manager	Lunch meeting with Councilor	\$38.51
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19TH HOLE RESTAURANT	City Manager	EATING PLACES, RESTAURANTS	\$36.42
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<i>19TH HOLE RESTAURANT - Total For City Manager</i>			<i>\$74.93</i>
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19TH HOLE RESTAURANT - ALL DEPARTMENTS			\$74.93
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2530 - CPS DSTRBTRS

2530 - CPS DSTRBTRS	Field Maintenance	Soccer Field 12	\$67.79
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2530 - CPS DSTRBTRS	Field Maintenance	Irrigation repairs Crossroads, Lansing	\$257.95
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2530 - CPS DSTRBTRS	Field Maintenance	Irrigation repair Tani field	\$278.28
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2530 - CPS DSTRBTRS	Field Maintenance	Locate paint and irrigation repair at Tani	\$39.42
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2530 - CPS DSTRBTRS	Field Maintenance	Misc. Irrigation Supplies	\$1,237.96
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<i>2530 - CPS DSTRBTRS - Total For Field Maintenance</i>			<i>\$1,881.40</i>
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2530 - CPS DSTRBTRS	Parks - Parks Maint.	Van nozzles and ICC power module for Bever	\$183.31
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2530 - CPS DSTRBTRS	Parks - Parks Maint.	Irrigation repair Service Center	\$8.37
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2530 - CPS DSTRBTRS	Parks - Parks Maint.	Locate paint and irrigation repair at Tani	\$46.50
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2530 - CPS DSTRBTRS	Parks - Parks Maint.	Head for Washington	\$65.43
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<i>2530 - CPS DSTRBTRS - Total For Parks - Parks Maint.</i>			<i>\$303.61</i>
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2530 - CPS DSTRBTRS	Weed & Pest Fund	Sprayer part	\$10.20
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2530 - CPS DSTRBTRS	Weed & Pest Fund	Pin flags and mulch	\$95.65
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<i>2530 - CPS DSTRBTRS - Total For Weed & Pest Fund</i>			<i>\$105.85</i>
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2530 - CPS DSTRBTRS	WWTP Operations	Sprinkler heads	\$339.68
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<i>2530 - CPS DSTRBTRS - Total For WWTP Operations</i>			<i>\$339.68</i>
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2530 - CPS DSTRBTRS - ALL DEPARTMENTS			\$2,630.54
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360TRAINING.COM

360TRAINING.COM	Ice Arena - Operations	TIPS Training - Casper Ice Arena	\$40.00
360TRAINING.COM	Ice Arena - Operations	TIPS Training - Concessions	\$40.00
360TRAINING.COM	Ice Arena - Operations	TIPS Training for Concession Servers	\$40.00
360TRAINING.COM	Ice Arena - Operations	TIPS Training - Casper Ice Arena Concessions	\$40.00
<i>360TRAINING.COM - Total For Ice Arena - Operations</i>			<i>\$160.00</i>
360TRAINING.COM - ALL DEPARTMENTS			\$160.00

4IMPRINT, INC

4IMPRINT, INC	City Council	Proclamation folders - \$11.45 in sales tax to	\$251.11
<i>4IMPRINT, INC - Total For City Council</i>			<i>\$251.11</i>
4IMPRINT, INC	Sewer Stormwater	Promotion and marketing Stromwater--tax t	\$520.46
<i>4IMPRINT, INC - Total For Sewer Stormwater</i>			<i>\$520.46</i>
4IMPRINT, INC - ALL DEPARTMENTS			\$771.57

4TE ALARM SERVICES

4TE ALARM SERVICES	Ft. Caspar Museum	Quarterly Alarm monitoring for museum and	\$534.00
<i>4TE ALARM SERVICES - Total For Ft. Caspar Museum</i>			<i>\$534.00</i>
4TE ALARM SERVICES	Ice Arena - Operations	COMTRONIX - Change zone type in the middl	\$257.50
4TE ALARM SERVICES	Ice Arena - Operations	COMTRONIX - Changed delay time and test	\$80.00
<i>4TE ALARM SERVICES - Total For Ice Arena - Operations</i>			<i>\$337.50</i>
4TE ALARM SERVICES - ALL DEPARTMENTS			\$871.50

6H GROUP LLC

6H GROUP LLC	Metro Animal Shelter	Dog & Cat Food	\$662.90
<i>6H GROUP LLC - Total For Metro Animal Shelter</i>			<i>\$662.90</i>
6H GROUP LLC - ALL DEPARTMENTS			\$662.90

71 CONSTRUCTION, INC

71 CONSTRUCTION, INC	Capital Projects Fund	2023 Cape Seal	\$96,066.37
71 CONSTRUCTION, INC	Capital Projects Fund	Retainage - Contract #23300063	\$5,056.13
<i>71 CONSTRUCTION, INC - Total For Capital Projects Fund</i>			<i>\$101,122.50</i>
71 CONSTRUCTION, INC	Golf - Operations	Pea Gravel & Hauling Charges	\$608.62
<i>71 CONSTRUCTION, INC - Total For Golf - Operations</i>			<i>\$608.62</i>

71 CONSTRUCTION, INC - ALL DEPARTMENTS

\$101,731.12

A.M.B.I. & SHIPPING,

A.M.B.I. & SHIPPING,	Balefill - Disposal & Landfill	Mailing / Postage Service	\$59.29
<i>A.M.B.I. & SHIPPING, - Total For Balefill - Disposal & Landfill</i>			\$59.29
A.M.B.I. & SHIPPING,	City Manager	Mailing / Postage Service	\$0.73
<i>A.M.B.I. & SHIPPING, - Total For City Manager</i>			\$0.73
A.M.B.I. & SHIPPING,	Engineering	Mailing / Postage Service	\$13.94
<i>A.M.B.I. & SHIPPING, - Total For Engineering</i>			\$13.94
A.M.B.I. & SHIPPING,	Fire-EMS Administration	Mailing / Postage Service	\$3.02
<i>A.M.B.I. & SHIPPING, - Total For Fire-EMS Administration</i>			\$3.02
A.M.B.I. & SHIPPING,	Human Resources	23-08-327	\$39.63
<i>A.M.B.I. & SHIPPING, - Total For Human Resources</i>			\$39.63
A.M.B.I. & SHIPPING,	Municipal Court	Mailing / Postage Service	\$213.94
<i>A.M.B.I. & SHIPPING, - Total For Municipal Court</i>			\$213.94
A.M.B.I. & SHIPPING,	Police Administration	Mailing / Postage Service	\$350.95
<i>A.M.B.I. & SHIPPING, - Total For Police Administration</i>			\$350.95
A.M.B.I. & SHIPPING,	Risk Management	Mailing / Postage Service	\$1.46
<i>A.M.B.I. & SHIPPING, - Total For Risk Management</i>			\$1.46

A.M.B.I. & SHIPPING, - ALL DEPARTMENTS

\$682.96

ABI ATTACHMENTS INC

ABI ATTACHMENTS INC	Field Maintenance	Vibra Flex Infield Drag for Rascal	\$955.40
ABI ATTACHMENTS INC	Field Maintenance	ABI Infield Rascal MVP	\$5,895.10
<i>ABI ATTACHMENTS INC - Total For Field Maintenance</i>			\$6,850.50

ABI ATTACHMENTS INC - ALL DEPARTMENTS

\$6,850.50

ACADEMY ONLINE COURS

ACADEMY ONLINE COURS	Fire-EMS Training	Online Training	\$89.00
ACADEMY ONLINE COURS	Fire-EMS Training	Annual FireRescue 1 Academy online trainin	\$65.00
<i>ACADEMY ONLINE COURS - Total For Fire-EMS Training</i>			\$154.00

ACADEMY ONLINE COURS - ALL DEPARTMENTS

\$154.00

ADAMS, ETHAN

ADAMS, ETHAN	Sewer Fund		\$75.00
<i>ADAMS, ETHAN - Total For Sewer Fund</i>			<i>\$75.00</i>

ADAMS, ETHAN - ALL DEPARTMENTS \$75.00

AIR INNOVATIONS

AIR INNOVATIONS	Balefill - Disposal & Landfill	Filter Change MONTHLY SERVICE AGREEMEN	\$335.00
<i>AIR INNOVATIONS - Total For Balefill - Disposal & Landfill</i>			<i>\$335.00</i>

AIR INNOVATIONS - ALL DEPARTMENTS \$335.00

AIRGAS LLC -CENTRAL

AIRGAS LLC -CENTRAL	Parks - Parks Maint.	Welding rod and gloves for skatepark	\$30.94
AIRGAS LLC -CENTRAL	Parks - Parks Maint.	Welding rod and gloves for skatepark	\$27.24
<i>AIRGAS LLC -CENTRAL - Total For Parks - Parks Maint.</i>			<i>\$58.18</i>

AIRGAS LLC -CENTRAL - ALL DEPARTMENTS \$58.18

AIRGAS USA LLC

AIRGAS USA LLC	Balefill - Baler Processing	Nzl Ctng Duramax tips for Plazma table	\$123.00
AIRGAS USA LLC	Balefill - Baler Processing	Propane FOR BALER FORKLIFT	\$120.70
AIRGAS USA LLC	Balefill - Baler Processing	Nzl Ctng Duramax tips for Plazma table	\$123.00
AIRGAS USA LLC	Balefill - Baler Processing	Propane FOR BALER BLDG Forklift	\$178.95
AIRGAS USA LLC	Balefill - Baler Processing	Propane FOR FORKLIFTS	\$209.74
<i>AIRGAS USA LLC - Total For Balefill - Baler Processing</i>			<i>\$755.39</i>
AIRGAS USA LLC	Balefill - Disposal & Landfill	Welding Supplies	\$857.61
<i>AIRGAS USA LLC - Total For Balefill - Disposal & Landfill</i>			<i>\$857.61</i>

AIRGAS USA LLC - ALL DEPARTMENTS \$1,613.00

ALBERTSONS #0060

ALBERTSONS #0060	Fire-EMS Operations	Gatorade for crews on Durbin St. Fire	\$35.97
<i>ALBERTSONS #0060 - Total For Fire-EMS Operations</i>			<i>\$35.97</i>

ALBERTSONS #0060 - ALL DEPARTMENTS \$35.97

ALBERTSONS #0062

ALBERTSONS #0062	Rec Center - Operations	CRC Equipment Cardio and Weight Shipment	\$42.43
<i>ALBERTSONS #0062 - Total For Rec Center - Operations</i>			<i>\$42.43</i>
ALBERTSONS #0062	Risk Management	Supplies for Risk Wins! Lunch	\$15.45
<i>ALBERTSONS #0062 - Total For Risk Management</i>			<i>\$15.45</i>
ALBERTSONS #0062 - ALL DEPARTMENTS			\$57.88

ALLEYCAT

ALLEYCAT	Metro Animal Shelter	CHARITABLE AND SOCIAL SERVICE ORGANIZ	\$87.52
<i>ALLEYCAT - Total For Metro Animal Shelter</i>			<i>\$87.52</i>
ALLEYCAT - ALL DEPARTMENTS			\$87.52

ALLIANCE ELECTRIC LL

ALLIANCE ELECTRIC LL	Balefill - Baler Processing	Install Switch/In-Use Cover/Repair Heater IN	\$330.56
<i>ALLIANCE ELECTRIC LL - Total For Balefill - Baler Processing</i>			<i>\$330.56</i>
ALLIANCE ELECTRIC LL - ALL DEPARTMENTS			\$330.56

ALLIANT INSURANCE SV

ALLIANT INSURANCE SV	Property Insurance Fund	23-24 Public Official Bond - F. Tremel	\$100.00
<i>ALLIANT INSURANCE SV - Total For Property Insurance Fund</i>			<i>\$100.00</i>
ALLIANT INSURANCE SV - ALL DEPARTMENTS			\$100.00

ALSCO

ALSCO	Balefill - Disposal & Landfill	Professional Laundry Services	\$110.26
ALSCO	Balefill - Disposal & Landfill	Professional Laundry Services	\$61.76
ALSCO	Balefill - Disposal & Landfill	Professional Laundry Services	\$110.26
ALSCO	Balefill - Disposal & Landfill	Professional Laundry Services	\$61.76
<i>ALSCO - Total For Balefill - Disposal & Landfill</i>			<i>\$344.04</i>
ALSCO	Fleet Maintenance Fund	Laundry service	\$169.60
ALSCO	Fleet Maintenance Fund	Laundry Service	\$126.85
<i>ALSCO - Total For Fleet Maintenance Fund</i>			<i>\$296.45</i>
ALSCO	Refuse - Residential	Professional Laundry Services	\$96.86

ALSCO	Refuse - Residential	Professional Laundry Services	\$96.86
<i>ALSCO - Total For Refuse - Residential</i>			<i>\$193.72</i>
ALSCO	Regional Water Operations	Professional Laundry Services	\$41.41
<i>ALSCO - Total For Regional Water Operations</i>			<i>\$41.41</i>
ALSCO	Sewer Wastewater Collection	Professional Laundry Services	\$46.18
ALSCO	Sewer Wastewater Collection	Professional Laundry Services	\$43.58
ALSCO	Sewer Wastewater Collection	Professional Laundry Services	\$46.18
ALSCO	Sewer Wastewater Collection	Professional Laundry Services	\$47.74
<i>ALSCO - Total For Sewer Wastewater Collection</i>			<i>\$183.68</i>
ALSCO	Streets	Professional Laundry Services	\$126.26
ALSCO	Streets	Professional Laundry Services	\$126.78
ALSCO	Streets	Professional Laundry Services	\$127.30
ALSCO	Streets	Professional Laundry Services	\$126.26
<i>ALSCO - Total For Streets</i>			<i>\$506.60</i>
ALSCO	WWTP Operations	Professional Laundry Services	\$152.88
ALSCO	WWTP Operations	Professional Laundry Services	\$152.88
<i>ALSCO - Total For WWTP Operations</i>			<i>\$305.76</i>
ALSCO - ALL DEPARTMENTS			\$1,871.66

AMAZON.COM T342A6WF1

AMAZON.COM T342A6WF1	Police Career Services	BOOK STORES boots for Jensen	\$225.00
<i>AMAZON.COM T342A6WF1 - Total For Police Career Services</i>			<i>\$225.00</i>
AMAZON.COM T342A6WF1 - ALL DEPARTMENTS			\$225.00

AMAZON.COM T343R5TH0

AMAZON.COM T343R5TH0	Balefill - Disposal & Landfill	LAMINATOR FOR SCALEHOUSE	\$64.63
<i>AMAZON.COM T343R5TH0 - Total For Balefill - Disposal & Landfill</i>			<i>\$64.63</i>
AMAZON.COM T343R5TH0 - ALL DEPARTMENTS			\$64.63

AMAZON.COM T39MM3C60

AMAZON.COM T39MM3C60	Police Career Services	BOOK STORES boots new officer	\$89.99
<i>AMAZON.COM T39MM3C60 - Total For Police Career Services</i>			<i>\$89.99</i>

AMAZON.COM T39MM3C60 - ALL DEPARTMENTS \$89.99

AMAZON.COM TA9QP84F0

AMAZON.COM TA9QP84F0 Police Career Services BOOK STORES Training books new Sergeants \$256.74

AMAZON.COM TA9QP84F0 - Total For Police Career Services \$256.74

AMAZON.COM TA9QP84F0 - ALL DEPARTMENTS \$256.74

AMAZON.COM TL1HG9CJ1

AMAZON.COM TL1HG9CJ1 Police Career Services BOOK STORES replacement uniform boots c. \$87.62

AMAZON.COM TL1HG9CJ1 - Total For Police Career Services \$87.62

AMAZON.COM TL1HG9CJ1 - ALL DEPARTMENTS \$87.62

AMAZON.COM TO1457SJ1

AMAZON.COM TO1457SJ1 Rec Center - Admin Comtronix Panic Alarm Device Replacement \$28.94

AMAZON.COM TO1457SJ1 - Total For Rec Center - Admin \$28.94

AMAZON.COM TO1457SJ1 - ALL DEPARTMENTS \$28.94

AMAZON.COM TO51C2OA0

AMAZON.COM TO51C2OA0 Ft. Caspar Museum Flash Drives for Archives \$15.99

AMAZON.COM TO51C2OA0 - Total For Ft. Caspar Museum \$15.99

AMAZON.COM TO51C2OA0 - ALL DEPARTMENTS \$15.99

AMAZON.COM TQ9A87ZX2

AMAZON.COM TQ9A87ZX2 Fire-EMS Operations Station supplies \$120.16

AMAZON.COM TQ9A87ZX2 - Total For Fire-EMS Operations \$120.16

AMAZON.COM TQ9A87ZX2 - ALL DEPARTMENTS \$120.16

AMERICAN GAS LAMP WO

AMERICAN GAS LAMP WO Traffic Control Shipping on warranty gas lamp \$13.67

AMERICAN GAS LAMP WO - Total For Traffic Control \$13.67

AMERICAN GAS LAMP WO - ALL DEPARTMENTS \$13.67

AMERICAN RED CROSS

AMERICAN RED CROSS	Aquatics - Operations	Lifeguard Certifications	\$42.00
AMERICAN RED CROSS	Aquatics - Operations	Water Safety Instructor Certification	\$123.00
AMERICAN RED CROSS	Aquatics - Operations	Lifeguard Certifications	\$84.00

AMERICAN RED CROSS - Total For Aquatics - Operations \$249.00

AMERICAN RED CROSS	Rec Center - Classes	CPR 1st Aid Training Supplies CRC Summer C	\$2,273.12
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AMERICAN RED CROSS - Total For Rec Center - Classes \$2,273.12

AMERICAN RED CROSS - ALL DEPARTMENTS \$2,522.12

AMERI-TECH EQUIPMENT

AMERI-TECH EQUIPMENT	Fleet Maintenance Fund	230080 Equipment repair	\$1,471.97
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AMERI-TECH EQUIPMENT - Total For Fleet Maintenance Fund \$1,471.97

AMERI-TECH EQUIPMENT - ALL DEPARTMENTS \$1,471.97

AMZN Mktp US

AMZN Mktp US	Aquatics- Paradise Valley Op	Bleach Test Strips	\$40.47
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AMZN Mktp US - Total For Aquatics- Paradise Valley Oper \$40.47

AMZN Mktp US	Aquatics- Washington Oper	Vinyl Adhesive for Pool Liners	\$22.96
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AMZN Mktp US - Total For Aquatics- Washington Oper \$22.96

AMZN Mktp US	Balefill - Disposal & Landfill	LIGHT COVERS FOR UPFRONT IN SCALEHOUS	\$49.88
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AMZN Mktp US	Balefill - Disposal & Landfill	LIGHT COVERS FOR SCALEHOUSE	\$49.88
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AMZN Mktp US - Total For Balefill - Disposal & Landfill \$99.76

AMZN Mktp US	Community Development	Electrical Code Books	\$243.50
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AMZN Mktp US - Total For Community Development \$243.50

AMZN Mktp US	Direct Distribution - Police	BOOK STORES Ev Tech cameras	\$432.38
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AMZN Mktp US - Total For Direct Distribution - Police \$432.38

AMZN Mktp US	Fire-EMS Administration	Laminator	\$63.98
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AMZN Mktp US - Total For Fire-EMS Administration \$63.98

AMZN Mktp US	Fire-EMS Operations	Blankets for sleeping areas	\$233.52
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AMZN Mktp US - Total For Fire-EMS Operations \$233.52

AMZN Mktp US	Fire-EMS Training	Mini Instax Camera. One for replacement an	\$269.90
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<i>AMZN Mktp US - Total For Fire-EMS Training</i>			<i>\$269.90</i>
AMZN Mktp US	Ft. Caspar Museum	Tablecloths for events	\$29.97
<i>AMZN Mktp US - Total For Ft. Caspar Museum</i>			<i>\$29.97</i>
AMZN Mktp US	Hogadon - Operations	Staff Jackets	\$760.00
<i>AMZN Mktp US - Total For Hogadon - Operations</i>			<i>\$760.00</i>
AMZN Mktp US	Ice Arena - Concessions	CONCESSION - Nacho Trays	\$67.27
<i>AMZN Mktp US - Total For Ice Arena - Concessions</i>			<i>\$67.27</i>
AMZN Mktp US	Metro Animal Shelter	BOOK STORES Shelter care items	\$135.57
<i>AMZN Mktp US - Total For Metro Animal Shelter</i>			<i>\$135.57</i>
AMZN Mktp US	Rec Center - Admin	Recreation Division Laminating Sheets	\$43.29
AMZN Mktp US	Rec Center - Admin	Rec Admin Assistant Desktop Calendar 2024	\$19.99
<i>AMZN Mktp US - Total For Rec Center - Admin</i>			<i>\$63.28</i>
AMZN Mktp US	Rec Center - Classes	CRC Summer Camp Sporting Games Supplies	\$77.99
AMZN Mktp US	Rec Center - Classes	CRC Summer Camp Storage Solutions; game	\$845.94
AMZN Mktp US	Rec Center - Classes	CRC Summer Camp Storage Cabinets for sup	\$643.80
AMZN Mktp US	Rec Center - Classes	CRC Summer Camp Sport Supplies	\$425.30
AMZN Mktp US	Rec Center - Classes	CRC Summer Camp Team Building; Ice Machi	\$1,438.99
AMZN Mktp US	Rec Center - Classes	CRC Summer Camp Athletic Tape First Aid su	\$19.25
AMZN Mktp US	Rec Center - Classes	CRC Summer Camp Sporting Games	\$89.00
AMZN Mktp US	Rec Center - Classes	CRC Summer First Aid Supplies Bandages; Ga	\$228.11
<i>AMZN Mktp US - Total For Rec Center - Classes</i>			<i>\$3,768.38</i>
AMZN Mktp US	Rec Center - Operations	CRC Fitness/Weight Room Equipment; Label	\$274.24
AMZN Mktp US	Rec Center - Operations	Weight Room equipment Curl Bar	\$26.55
AMZN Mktp US	Rec Center - Operations	CRC Weight Room Equipment Components/	\$41.72
AMZN Mktp US	Rec Center - Operations	Weight Equip CRC	\$145.99
AMZN Mktp US	Rec Center - Operations	Weight Equipment components; TV Compon	\$217.97
AMZN Mktp US	Rec Center - Operations	Weight equipment parts; TV components	\$140.89
<i>AMZN Mktp US - Total For Rec Center - Operations</i>			<i>\$847.36</i>
AMZN Mktp US	Sewer Stormwater	scoop the poop campaign supplies	\$31.98
AMZN Mktp US	Sewer Stormwater	scoop the poop campaign supplies	\$104.95
<i>AMZN Mktp US - Total For Sewer Stormwater</i>			<i>\$136.93</i>
AMZN Mktp US	Water Distribution	SPOTLIGHT- SMALL TOOLS	\$45.68
<i>AMZN Mktp US - Total For Water Distribution</i>			<i>\$45.68</i>
AMZN Mktp US	Water Meters	DESK CONVERTER FOR KAREN- TECHNOLOG	\$188.09
<i>AMZN Mktp US - Total For Water Meters</i>			<i>\$188.09</i>

AMZN Mktp US - ALL DEPARTMENTS \$7,449.00

ANCHOR ELECTRIC INC

ANCHOR ELECTRIC INC Golf - Operations Replacement of 3 Wall Packs \$3,810.09

ANCHOR ELECTRIC INC - Total For Golf - Operations \$3,810.09

ANCHOR ELECTRIC INC - ALL DEPARTMENTS \$3,810.09

ANDREEN HUNT CONSTRU

ANDREEN HUNT CONSTRU Water Revenue and Transfer \$25.22

ANDREEN HUNT CONSTRU Water Revenue and Transfer \$19.76

ANDREEN HUNT CONSTRU - Total For Water Revenue and Transfers \$44.98

ANDREEN HUNT CONSTRU - ALL DEPARTMENTS \$44.98

APPLE COMPUTER, INC.

APPLE COMPUTER, INC. Fire-EMS Administration Adobe PDF Editor \$73.49

APPLE COMPUTER, INC. Fire-EMS Administration iCloud Storage \$0.99

APPLE COMPUTER, INC. - Total For Fire-EMS Administration \$74.48

APPLE COMPUTER, INC. - ALL DEPARTMENTS \$74.48

AT & T CORP

AT & T CORP Balefill - Disposal & Landfill Acct #287325725737 \$200.20

AT & T CORP - Total For Balefill - Disposal & Landfill \$200.20

AT & T CORP City Manager Acct #287317342545 \$40.04

AT & T CORP - Total For City Manager \$40.04

AT & T CORP Public Transit - CARES Act Acct #287306431868 \$244.58

AT & T CORP - Total For Public Transit - CARES Act \$244.58

AT & T CORP Regional Water Operations Acct #287311040412 - Tablet Srvce.- Comm \$40.04

AT & T CORP - Total For Regional Water Operations \$40.04

AT & T CORP - ALL DEPARTMENTS \$524.86

ATLANTIC ELECTRIC, I

ATLANTIC ELECTRIC, I Buildings & Structures Fund Septic Pump Repair \$360.00

<i>ATLANTIC ELECTRIC, I - Total For Buildings & Structures Fund</i>			<i>\$360.00</i>
ATLANTIC ELECTRIC, I	Fleet Maintenance Fund	151576 Generator Load Test	\$180.00
<i>ATLANTIC ELECTRIC, I - Total For Fleet Maintenance Fund</i>			<i>\$180.00</i>
ATLANTIC ELECTRIC, I	Risk Management	2nd St Decorative luminaire pole replaceme	\$13,025.00
<i>ATLANTIC ELECTRIC, I - Total For Risk Management</i>			<i>\$13,025.00</i>
ATLANTIC ELECTRIC, I - ALL DEPARTMENTS			\$13,565.00

ATLAS OFFICE PRODUCT

ATLAS OFFICE PRODUCT	Balefill - Disposal & Landfill	Office supplies FOR SCALEHOUSE	\$13.89
ATLAS OFFICE PRODUCT	Balefill - Disposal & Landfill	Office Supplies FOR LDF	\$32.20
<i>ATLAS OFFICE PRODUCT - Total For Balefill - Disposal & Landfill</i>			<i>\$46.09</i>
ATLAS OFFICE PRODUCT	Balefill - Diversion & Special	Office supplies FOR SPECIAL WASTE	\$98.95
<i>ATLAS OFFICE PRODUCT - Total For Balefill - Diversion & Special</i>			<i>\$98.95</i>
ATLAS OFFICE PRODUCT	City Council	Office supplies	\$23.73
<i>ATLAS OFFICE PRODUCT - Total For City Council</i>			<i>\$23.73</i>
ATLAS OFFICE PRODUCT	City Manager	Office supplies	\$42.70
<i>ATLAS OFFICE PRODUCT - Total For City Manager</i>			<i>\$42.70</i>
ATLAS OFFICE PRODUCT	Customer Service	COFFEE	\$16.64
<i>ATLAS OFFICE PRODUCT - Total For Customer Service</i>			<i>\$16.64</i>
ATLAS OFFICE PRODUCT	Finance	OFFICE SUPPLIES	\$133.65
<i>ATLAS OFFICE PRODUCT - Total For Finance</i>			<i>\$133.65</i>
ATLAS OFFICE PRODUCT	Fire-EMS Administration	Ink Cartridges	\$45.99
ATLAS OFFICE PRODUCT	Fire-EMS Administration	Return of incorrect ink cartridges	(\$20.88)
ATLAS OFFICE PRODUCT	Fire-EMS Administration	Ink Cartridges	\$20.88
<i>ATLAS OFFICE PRODUCT - Total For Fire-EMS Administration</i>			<i>\$45.99</i>
ATLAS OFFICE PRODUCT	Information Services	Kensington Trackball, ID Reels, office supplie	\$125.53
ATLAS OFFICE PRODUCT	Information Services	Kensington Trackball, ID Reels, office supplie	\$99.94
<i>ATLAS OFFICE PRODUCT - Total For Information Services</i>			<i>\$225.47</i>
ATLAS OFFICE PRODUCT	Police Administration	Office supplies	\$194.49
ATLAS OFFICE PRODUCT	Police Administration	Office supplies	\$116.75
<i>ATLAS OFFICE PRODUCT - Total For Police Administration</i>			<i>\$311.24</i>
ATLAS OFFICE PRODUCT	Regional Water Operations	Lumbar Support Piece for Office Chair - Offic	\$37.15
ATLAS OFFICE PRODUCT	Regional Water Operations	Batteries, Toilet Paper, Office Stamps (Paid	\$215.71
ATLAS OFFICE PRODUCT	Regional Water Operations	Trash Bags and Label Maker Cartridge - Offic	\$212.74
<i>ATLAS OFFICE PRODUCT - Total For Regional Water Operations</i>			<i>\$465.60</i>

ATLAS OFFICE PRODUCT - ALL DEPARTMENTS \$1,410.06

ATLAS REPRODUCTION

ATLAS REPRODUCTION Capital Projects Fund Printing Service \$1,791.56

ATLAS REPRODUCTION - Total For Capital Projects Fund \$1,791.56

ATLAS REPRODUCTION - ALL DEPARTMENTS \$1,791.56

AXON

AXON Police Career Services INDUSTRIAL SUPPLIES NOT ESLEWHERE CLAS \$495.00

AXON - Total For Police Career Services \$495.00

AXON - ALL DEPARTMENTS \$495.00

B&B RUBBER STAMP

B&B RUBBER STAMP Police Investigations STATIONARY, OFFICE AND SCHOOL SUPPLY S \$30.95

B&B RUBBER STAMP - Total For Police Investigations \$30.95

B&B RUBBER STAMP - ALL DEPARTMENTS \$30.95

BACKFLOWREPAIRPROS

BACKFLOWREPAIRPROS Parks - Parks Maint. Springs for backflows \$113.00

BACKFLOWREPAIRPROS - Total For Parks - Parks Maint. \$113.00

BACKFLOWREPAIRPROS - ALL DEPARTMENTS \$113.00

BADGEANDWALLET.COM

BADGEANDWALLET.COM Direct Distribution - Police GIFT, CARD, NOVELTY, AND SOUVENIR SHOP \$165.00

BADGEANDWALLET.COM - Total For Direct Distribution - Police \$165.00

BADGEANDWALLET.COM - ALL DEPARTMENTS \$165.00

BADGER METER INC

BADGER METER INC Water Meters Orion Cellular Lte Serv Unit - August 2023 \$162.87

BADGER METER INC - Total For Water Meters \$162.87

BADGER METER INC - ALL DEPARTMENTS

\$162.87

BAILEYS ACE HDWE

BAILEYS ACE HDWE	Balefill - Disposal & Landfill	REPLACEMENT SAW BLADES and CAULKING f	\$76.94
<i>BAILEYS ACE HDWE - Total For Balefill - Disposal & Landfill</i>			<i>\$76.94</i>
BAILEYS ACE HDWE	Balefill - Diversion & Special	SUPPLIES FOR ALL CREW AT SPECIAL WASTE	\$37.73
BAILEYS ACE HDWE	Balefill - Diversion & Special	PROCESSING BLDG SUPPLIES FOR SPECIAL W	\$15.96
<i>BAILEYS ACE HDWE - Total For Balefill - Diversion & Special</i>			<i>\$53.69</i>
BAILEYS ACE HDWE	Buildings & Structures Fund	Pool shutdown supplies for Marion Kreiner -	\$11.99
BAILEYS ACE HDWE	Buildings & Structures Fund	BAS Shop Supplies - Baileys Ace	\$19.96
BAILEYS ACE HDWE	Buildings & Structures Fund	BAS Shop Supplies - Baileys Ace	\$5.98
<i>BAILEYS ACE HDWE - Total For Buildings & Structures Fund</i>			<i>\$37.93</i>
BAILEYS ACE HDWE	Field Maintenance	Irrigation repair supplies	\$28.99
BAILEYS ACE HDWE	Field Maintenance	Leaf Rakes and tape measure	\$110.93
<i>BAILEYS ACE HDWE - Total For Field Maintenance</i>			<i>\$139.92</i>
BAILEYS ACE HDWE	Parks - Parks Maint.	Grill cleaner	\$14.95
BAILEYS ACE HDWE	Parks - Parks Maint.	small garbage bags	\$18.99
BAILEYS ACE HDWE	Parks - Parks Maint.	Hand tools	\$60.97
BAILEYS ACE HDWE	Parks - Parks Maint.	Painting supplies	\$44.94
<i>BAILEYS ACE HDWE - Total For Parks - Parks Maint.</i>			<i>\$139.85</i>
BAILEYS ACE HDWE - ALL DEPARTMENTS			\$448.33

BARCODE WAREHOUSE

BARCODE WAREHOUSE	Ft. Caspar Museum	Barcode printer for museum store	\$198.77
<i>BARCODE WAREHOUSE - Total For Ft. Caspar Museum</i>			<i>\$198.77</i>
BARCODE WAREHOUSE - ALL DEPARTMENTS			\$198.77

BAR-D SIGNS, INC.

BAR-D SIGNS, INC.	Metro Animal Control	Furnish & Install New Vehicle Decal	\$340.00
<i>BAR-D SIGNS, INC. - Total For Metro Animal Control</i>			<i>\$340.00</i>
BAR-D SIGNS, INC. - ALL DEPARTMENTS			\$340.00

BARGREEN WYOMING

BARGREEN WYOMING	Ice Arena - Operations	Popcorn Machine - Casper Ice Arena	\$1,479.10
<i>BARGREEN WYOMING - Total For Ice Arena - Operations</i>			<i>\$1,479.10</i>
BARGREEN WYOMING - ALL DEPARTMENTS			\$1,479.10

BB'S Q

BB'S Q	Risk Management	EATING PLACES, RESTAURANTS	\$392.78
<i>BB'S Q - Total For Risk Management</i>			<i>\$392.78</i>
BB'S Q - ALL DEPARTMENTS			\$392.78

BEST BUY

BEST BUY	Fire-EMS Operations	Return of a USB Cord for Cardiac Monitor	(\$8.99)
BEST BUY	Fire-EMS Operations	USB Cord for Cardiac Monitor	\$8.99
<i>BEST BUY - Total For Fire-EMS Operations</i>			<i>\$0.00</i>
BEST BUY - ALL DEPARTMENTS			\$0.00

BIG HORN TIRE

BIG HORN TIRE	Balefill - Disposal & Landfill	Service Call - tire repair UNIT#141420 HAUL	\$249.30
BIG HORN TIRE	Balefill - Disposal & Landfill	Replacement tires for Articulating Sand mine	\$39,464.80
<i>BIG HORN TIRE - Total For Balefill - Disposal & Landfill</i>			<i>\$39,714.10</i>
BIG HORN TIRE - ALL DEPARTMENTS			\$39,714.10

BLACK HILLS ENERGY

BLACK HILLS ENERGY	Aquatics - Operations	Acct #7584 6122 74	\$1,580.18
<i>BLACK HILLS ENERGY - Total For Aquatics - Operations</i>			<i>\$1,580.18</i>
BLACK HILLS ENERGY	Aquatics- Marion Kreiner Op	Acct #9723 1947 06	\$2,132.78
<i>BLACK HILLS ENERGY - Total For Aquatics- Marion Kreiner Oper.</i>			<i>\$2,132.78</i>
BLACK HILLS ENERGY	Aquatics- Mike Sedar Oper.	Acct #9723 1947 06	\$3,400.53
<i>BLACK HILLS ENERGY - Total For Aquatics- Mike Sedar Oper.</i>			<i>\$3,400.53</i>
BLACK HILLS ENERGY	Aquatics- Paradise Valley Op	Acct #9723 1947 06	\$3,682.26
<i>BLACK HILLS ENERGY - Total For Aquatics- Paradise Valley Oper</i>			<i>\$3,682.26</i>
BLACK HILLS ENERGY	Aquatics- Washington Oper	Acct #9723 1947 06	\$2,566.15
<i>BLACK HILLS ENERGY - Total For Aquatics- Washington Oper</i>			<i>\$2,566.15</i>
BLACK HILLS ENERGY	Field Maintenance	Acct #5655 3404 55	\$32.33

<i>BLACK HILLS ENERGY - Total For Field Maintenance</i>			<i>\$32.33</i>
BLACK HILLS ENERGY	Ft. Caspar Museum	Acct #9861 5264 23	\$68.87
<i>BLACK HILLS ENERGY - Total For Ft. Caspar Museum</i>			<i>\$68.87</i>
BLACK HILLS ENERGY	Ice Arena - Operations	Acct #9570 6006 61	\$361.24
<i>BLACK HILLS ENERGY - Total For Ice Arena - Operations</i>			<i>\$361.24</i>
BLACK HILLS ENERGY	Rec Center - Operations	Acct #4400 2150 46	\$882.43
<i>BLACK HILLS ENERGY - Total For Rec Center - Operations</i>			<i>\$882.43</i>
BLACK HILLS ENERGY - ALL DEPARTMENTS			\$14,706.77

BLAKEMAN PROPANE

BLAKEMAN PROPANE	Hogadon - Operations	Propane	\$3,302.35
BLAKEMAN PROPANE	Hogadon - Operations	Propane	\$3,716.14
BLAKEMAN PROPANE	Hogadon - Operations	Propane	\$741.63
BLAKEMAN PROPANE	Hogadon - Operations	Propane	\$4,437.78
<i>BLAKEMAN PROPANE - Total For Hogadon - Operations</i>			<i>\$12,197.90</i>
BLAKEMAN PROPANE - ALL DEPARTMENTS			\$12,197.90

BLOEDORN LUMBER CO

BLOEDORN LUMBER CO	Buildings & Structures Fund	BAS Shop Supplies - Bloedorn	\$8.54
<i>BLOEDORN LUMBER CO - Total For Buildings & Structures Fund</i>			<i>\$8.54</i>
BLOEDORN LUMBER CO - ALL DEPARTMENTS			\$8.54

BRENNTAG PACIFIC, IN

BRENNTAG PACIFIC, IN	Regional Water Operations	Ferric Chloride - Sole Source - Chemicals	\$17,149.40
BRENNTAG PACIFIC, IN	Regional Water Operations	Ferric Chloride-Sole Source - Brenntag - Che	\$18,651.70
BRENNTAG PACIFIC, IN	Regional Water Operations	Ferric Chloride -Sole Source - Chemicals	\$19,423.60
BRENNTAG PACIFIC, IN	Regional Water Operations	Ferric Chloride - Sole Source Memo - Chemic	\$19,730.70
BRENNTAG PACIFIC, IN	Regional Water Operations	Ferric Chloride - Brenntag-Sole Source - Che	\$19,000.30
BRENNTAG PACIFIC, IN	Regional Water Operations	Ferric Chloride - Sole Source Memo - Chemic	\$19,549.10
BRENNTAG PACIFIC, IN	Regional Water Operations	Ferric Chloride - Brenntag -Sole Source- Che	\$19,896.70
<i>BRENNTAG PACIFIC, IN - Total For Regional Water Operations</i>			<i>\$133,401.50</i>
BRENNTAG PACIFIC, IN	WWTP Operations	Ferric Chloride	\$18,737.50
<i>BRENNTAG PACIFIC, IN - Total For WWTP Operations</i>			<i>\$18,737.50</i>

BRENTAG PACIFIC, IN - ALL DEPARTMENTS

\$152,139.00

BRIAN'S GO TO SERVIC

BRIAN'S GO TO SERVIC	Community Development	Mowing Service	\$202.40
BRIAN'S GO TO SERVIC	Community Development	Mowing Service	\$218.24
BRIAN'S GO TO SERVIC	Community Development	Mowing Service	\$36.00
BRIAN'S GO TO SERVIC	Community Development	Mowing Service	\$106.27
BRIAN'S GO TO SERVIC	Community Development	Mowing Service	\$36.00
BRIAN'S GO TO SERVIC	Community Development	Mowing Service	\$131.32
BRIAN'S GO TO SERVIC	Community Development	Mowing Service	\$119.57
BRIAN'S GO TO SERVIC	Community Development	Mowing Service	\$195.71
BRIAN'S GO TO SERVIC	Community Development	Mowing Service	\$187.30
BRIAN'S GO TO SERVIC	Community Development	Mowing Service	\$196.35
BRIAN'S GO TO SERVIC	Community Development	Mowing Service	\$36.00
BRIAN'S GO TO SERVIC	Community Development	Mowing Service	\$146.40
BRIAN'S GO TO SERVIC	Community Development	Mowing Service	\$131.91
BRIAN'S GO TO SERVIC	Community Development	Mowing Service	\$105.31
BRIAN'S GO TO SERVIC	Community Development	Mowing Service	\$91.92
BRIAN'S GO TO SERVIC	Community Development	Mowing Service	\$35.00
BRIAN'S GO TO SERVIC	Community Development	Mowing Service	\$221.80
BRIAN'S GO TO SERVIC	Community Development	Mowing Service	\$105.98
BRIAN'S GO TO SERVIC	Community Development	Mowing Service	\$453.22
BRIAN'S GO TO SERVIC	Community Development	Mowing Service	\$216.90
BRIAN'S GO TO SERVIC	Community Development	Mowing Service	\$127.56

BRIAN'S GO TO SERVIC - Total For Community Development \$3,101.16

BRIAN'S GO TO SERVIC - ALL DEPARTMENTS **\$3,101.16**

BUDGET RENT A CAR

BUDGET RENT A CAR	Police Career Services	BUDGET RENT-A-CAR car rental IA conferenc	\$601.66
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BUDGET RENT A CAR - Total For Police Career Services \$601.66

BUDGET RENT A CAR - ALL DEPARTMENTS **\$601.66**

CAFE MEXICO

CAFE MEXICO	Parks - Parks Maint.	Travel Meal for Matt and Mark	\$27.76
<i>CAFE MEXICO - Total For Parks - Parks Maint.</i>			<i>\$27.76</i>
CAFE MEXICO - ALL DEPARTMENTS			\$27.76

CASEY PETERSON LTD

CASEY PETERSON LTD	Direct Distribution - Finance	Audit Consultation - Client #360200.0	\$4,600.00
<i>CASEY PETERSON LTD - Total For Direct Distribution - Finance</i>			<i>\$4,600.00</i>
CASEY PETERSON LTD - ALL DEPARTMENTS			\$4,600.00

CASPAR BUILDING SYST

CASPAR BUILDING SYST	Capital Projects Fund	City Hall Project SAFE Remodel	\$294,226.23
<i>CASPAR BUILDING SYST - Total For Capital Projects Fund</i>			<i>\$294,226.23</i>
CASPAR BUILDING SYST - ALL DEPARTMENTS			\$294,226.23

CASPER AUTOMOTIVE RE

CASPER AUTOMOTIVE RE	Ft. Caspar Museum	Primer and paint for Fort Caspar Museum Be	\$170.44
CASPER AUTOMOTIVE RE	Ft. Caspar Museum	Paint for bell at Fort Caspar Museum	\$98.80
<i>CASPER AUTOMOTIVE RE - Total For Ft. Caspar Museum</i>			<i>\$269.24</i>
CASPER AUTOMOTIVE RE - ALL DEPARTMENTS			\$269.24

CASPER COLLEGE

CASPER COLLEGE	City Clerk	COLLEGES, UNIVERSITIES, PROFESSIONAL SC	\$315.00
<i>CASPER COLLEGE - Total For City Clerk</i>			<i>\$315.00</i>
CASPER COLLEGE - ALL DEPARTMENTS			\$315.00

CASPER ELECTRIC INC

CASPER ELECTRIC INC	Sewer Fund		\$19.88
<i>CASPER ELECTRIC INC - Total For Sewer Fund</i>			<i>\$19.88</i>
CASPER ELECTRIC INC - ALL DEPARTMENTS			\$19.88

CASPER FORD LINCOLN

CASPER FORD LINCOLN	Regional Water Operations	Diagnose & Repair Ford Explorer - Vehicle Su	\$361.99
CASPER FORD LINCOLN	Regional Water Operations	Diagnose & Repair to Mechanics Truck - Vehi	\$1,242.90
<i>CASPER FORD LINCOLN - Total For Regional Water Operations</i>			<i>\$1,604.89</i>
CASPER FORD LINCOLN - ALL DEPARTMENTS			\$1,604.89

CASPER MUNICIPAL BAN

CASPER MUNICIPAL BAN	Social Community Services	Property Tax Revenue Allocation	\$171,048.81
<i>CASPER MUNICIPAL BAN - Total For Social Community Services</i>			<i>\$171,048.81</i>
CASPER MUNICIPAL BAN - ALL DEPARTMENTS			\$171,048.81

CASPER STAR-TRIBUNE,

CASPER STAR-TRIBUNE,	Capital Projects Fund	Advertisement For Bids	\$571.92
<i>CASPER STAR-TRIBUNE, - Total For Capital Projects Fund</i>			<i>\$571.92</i>
CASPER STAR-TRIBUNE,	Metro Animal Shelter	Advertisement For Bids	\$540.24
<i>CASPER STAR-TRIBUNE, - Total For Metro Animal Shelter</i>			<i>\$540.24</i>
CASPER STAR-TRIBUNE,	Regional Water Operations	RWS Special Meeting	\$52.60
CASPER STAR-TRIBUNE,	Regional Water Operations	August 24, 2023 Meeting	\$54.04
CASPER STAR-TRIBUNE,	Regional Water Operations	Regularly Scheduled Meeting	\$52.60
<i>CASPER STAR-TRIBUNE, - Total For Regional Water Operations</i>			<i>\$159.24</i>
CASPER STAR-TRIBUNE,	Traffic Control	Notice Of Final	\$144.68
<i>CASPER STAR-TRIBUNE, - Total For Traffic Control</i>			<i>\$144.68</i>
CASPER STAR-TRIBUNE, - ALL DEPARTMENTS			\$1,416.08

CASPER TIRE

CASPER TIRE	Fleet Maintenance Fund	230090 Flat repair	\$20.00
<i>CASPER TIRE - Total For Fleet Maintenance Fund</i>			<i>\$20.00</i>
CASPER TIRE	Refuse - Recycling	Flat repair TRK#2309 RECYCLE FL 2023	\$45.00
<i>CASPER TIRE - Total For Refuse - Recycling</i>			<i>\$45.00</i>
CASPER TIRE	Refuse - Residential	Semi Flat, LF Lic#2320 TRK#2313 RESIDENT	\$45.00
CASPER TIRE	Refuse - Residential	Flat repair TRK#2274 RESIDENT SL 2015	\$45.00
<i>CASPER TIRE - Total For Refuse - Residential</i>			<i>\$90.00</i>
CASPER TIRE - ALL DEPARTMENTS			\$155.00

CASPER WINAIR SUPPLY

CASPER WINAIR SUPPLY	Buildings & Structures Fund	HVAC Repair supplies for Fire Station 3 - Win	\$366.08
<i>CASPER WINAIR SUPPLY - Total For Buildings & Structures Fund</i>			<i>\$366.08</i>
CASPER WINAIR SUPPLY - ALL DEPARTMENTS			\$366.08

CASPER WINNELSON CO

CASPER WINNELSON CO	Buildings & Structures Fund	Drain covers for Parking Garage - Winnelson	\$323.72
CASPER WINNELSON CO	Buildings & Structures Fund	Pool repair supplies for PV Pool - Winnelson	\$478.84
CASPER WINNELSON CO	Buildings & Structures Fund	Plumbing repair supplies for Transit Garage -	\$295.85
<i>CASPER WINNELSON CO - Total For Buildings & Structures Fund</i>			<i>\$1,098.41</i>
CASPER WINNELSON CO	Parks - Parks Maint.	Test cocks	\$79.75
<i>CASPER WINNELSON CO - Total For Parks - Parks Maint.</i>			<i>\$79.75</i>
CASPER WINNELSON CO - ALL DEPARTMENTS			\$1,178.16

CASPER/NATRONA COUNT

CASPER/NATRONA COUNT	Fire-EMS Training	Parking fee while traveling for training	\$42.00
<i>CASPER/NATRONA COUNT - Total For Fire-EMS Training</i>			<i>\$42.00</i>
CASPER/NATRONA COUNT	Police Career Services	AUTOMOBILE PARKING LOTS AND GARAGES	\$42.00
CASPER/NATRONA COUNT	Police Career Services	AUTOMOBILE PARKING LOTS AND GARAGES;	\$24.00
<i>CASPER/NATRONA COUNT - Total For Police Career Services</i>			<i>\$66.00</i>
CASPER/NATRONA COUNT - ALL DEPARTMENTS			\$108.00

CC NRPA CAREER CENT

CC NRPA CAREER CENT	Rec Center - Admin	NRPA - RECREATION MANAGER RECRUITME	\$74.50
<i>CC NRPA CAREER CENT - Total For Rec Center - Admin</i>			<i>\$74.50</i>
CC NRPA CAREER CENT - ALL DEPARTMENTS			\$74.50

CENTRAL WY GRAPHICS

CENTRAL WY GRAPHICS	Parks - Parks Maint.	Screen Printing Service & Shirts	\$163.00
<i>CENTRAL WY GRAPHICS - Total For Parks - Parks Maint.</i>			<i>\$163.00</i>
CENTRAL WY GRAPHICS - ALL DEPARTMENTS			\$163.00

CENTRAL WY. REGIONAL

CENTRAL WY. REGIONAL	Water Administration	Regional Wholesale Water Revenue	\$1,197,486.43
<i>CENTRAL WY. REGIONAL - Total For Water Administration</i>			<i>\$1,197,486.43</i>
CENTRAL WY. REGIONAL	Water Revenue and Transfer	System Investment Charges - August 2023	\$65,802.00
<i>CENTRAL WY. REGIONAL - Total For Water Revenue and Transfers</i>			<i>\$65,802.00</i>
CENTRAL WY. REGIONAL - ALL DEPARTMENTS			\$1,263,288.43

CENTRAL WYO KENNEL C

CENTRAL WYO KENNEL C	Water Revenue and Transfer		\$1,206.44
<i>CENTRAL WYO KENNEL C - Total For Water Revenue and Transfers</i>			<i>\$1,206.44</i>
CENTRAL WYO KENNEL C - ALL DEPARTMENTS			\$1,206.44

CENTURYLINK

CENTURYLINK	Aquatics - Operations	Acct #P-307-111-9950 456M	\$27.77
<i>CENTURYLINK - Total For Aquatics - Operations</i>			<i>\$27.77</i>
CENTURYLINK	Balefill - Disposal & Landfill	Acct #307-265-4035 606B	\$81.68
CENTURYLINK	Balefill - Disposal & Landfill	Acct #P-307-111-9950 456M	\$89.33
<i>CENTURYLINK - Total For Balefill - Disposal & Landfill</i>			<i>\$171.01</i>
CENTURYLINK	Buildings & Structures Fund	Acct #P-307-111-9950 456M	\$16.80
CENTURYLINK	Buildings & Structures Fund	Acct #307-265-0955 140B	\$45.28
<i>CENTURYLINK - Total For Buildings & Structures Fund</i>			<i>\$62.08</i>
CENTURYLINK	Cemetery	Acct #P-307-111-9950 456M	\$16.80
<i>CENTURYLINK - Total For Cemetery</i>			<i>\$16.80</i>
CENTURYLINK	City Attorney	Acct #P-307-111-9950 456M	\$61.38
<i>CENTURYLINK - Total For City Attorney</i>			<i>\$61.38</i>
CENTURYLINK	City Council	Acct #P-307-111-9950 456M	\$16.80
<i>CENTURYLINK - Total For City Council</i>			<i>\$16.80</i>
CENTURYLINK	City Hall	Acct #P-307-111-9950 456M	\$11.14
<i>CENTURYLINK - Total For City Hall</i>			<i>\$11.14</i>
CENTURYLINK	City Manager	Acct #P-307-111-9950 456M	\$39.09
<i>CENTURYLINK - Total For City Manager</i>			<i>\$39.09</i>
CENTURYLINK	Community Development	Acct #P-307-111-9950 456M	\$133.90
<i>CENTURYLINK - Total For Community Development</i>			<i>\$133.90</i>

CENTURYLINK	Customer Service	Acct #307-235-8290 915B	\$49.18
CENTURYLINK	Customer Service	Acct #P-307-111-9950 456M	\$39.09
<i>CENTURYLINK - Total For Customer Service</i>			<i>\$88.27</i>
CENTURYLINK	Engineering	Acct #P-307-111-9950 456M	\$78.18
<i>CENTURYLINK - Total For Engineering</i>			<i>\$78.18</i>
CENTURYLINK	Finance	Acct #P-307-111-9950 456M	\$89.33
<i>CENTURYLINK - Total For Finance</i>			<i>\$89.33</i>
CENTURYLINK	Fire-EMS Administration	Acct #307-432-1300 572B	\$497.63
CENTURYLINK	Fire-EMS Administration	Acct #P-307-111-9950 456M	\$111.62
<i>CENTURYLINK - Total For Fire-EMS Administration</i>			<i>\$609.25</i>
CENTURYLINK	Fleet Maintenance Fund	Acct #P-307-111-9950 456M	\$72.52
CENTURYLINK	Fleet Maintenance Fund	Acct #P-307-111-5112 611M	\$177.78
<i>CENTURYLINK - Total For Fleet Maintenance Fund</i>			<i>\$250.30</i>
CENTURYLINK	Ft. Caspar Museum	Acct #P-307-111-9950 456M	\$16.80
<i>CENTURYLINK - Total For Ft. Caspar Museum</i>			<i>\$16.80</i>
CENTURYLINK	Golf - Operations	Acct #P-307-111-9950 456M	\$16.81
<i>CENTURYLINK - Total For Golf - Operations</i>			<i>\$16.81</i>
CENTURYLINK	Hogadon - Operations	Acct #P-307-111-9950 456M	\$55.72
<i>CENTURYLINK - Total For Hogadon - Operations</i>			<i>\$55.72</i>
CENTURYLINK	Human Resources	Acct #P-307-111-9950 456M	\$27.95
<i>CENTURYLINK - Total For Human Resources</i>			<i>\$27.95</i>
CENTURYLINK	Ice Arena - Operations	Acct #307-235-7540 740B	\$49.18
CENTURYLINK	Ice Arena - Operations	Acct #P-307-111-9950 456M	\$22.29
<i>CENTURYLINK - Total For Ice Arena - Operations</i>			<i>\$71.47</i>
CENTURYLINK	Information Services	Acct #P-307-111-9950 456M	\$89.33
<i>CENTURYLINK - Total For Information Services</i>			<i>\$89.33</i>
CENTURYLINK	Metro Animal Shelter	Acct #P-307-111-9950 456M	\$16.80
<i>CENTURYLINK - Total For Metro Animal Shelter</i>			<i>\$16.80</i>
CENTURYLINK	Municipal Court	Acct #P-307-111-9950 456M	\$61.38
<i>CENTURYLINK - Total For Municipal Court</i>			<i>\$61.38</i>
CENTURYLINK	Parks - Parks Maint.	Acct #P-307-111-9950 456M	\$61.38
<i>CENTURYLINK - Total For Parks - Parks Maint.</i>			<i>\$61.38</i>
CENTURYLINK	Police Administration	Acct #P-307-111-9950 456M	\$345.81
CENTURYLINK	Police Administration	Acct #P-307-111-5103 060M	\$403.40
<i>CENTURYLINK - Total For Police Administration</i>			<i>\$749.21</i>
CENTURYLINK	Public Safety Communication	Acct #P-307-111-5107 160M	\$11,106.45

CENTURYLINK	Public Safety Communication	Acct #307-235-7592 537B	\$203.95
CENTURYLINK	Public Safety Communication	Acct #P-307-632-4759 643M	\$302.58
CENTURYLINK	Public Safety Communication	Acct #P-307-111-9950 456M	\$11.14
<i>CENTURYLINK - Total For Public Safety Communications</i>			<i>\$11,624.12</i>
CENTURYLINK	Rec Center - Operations	Acct #P-307-111-9950 456M	\$44.58
<i>CENTURYLINK - Total For Rec Center - Operations</i>			<i>\$44.58</i>
CENTURYLINK	Regional Water Operations	Acct #P-307-111-9950 456M	\$22.29
<i>CENTURYLINK - Total For Regional Water Operations</i>			<i>\$22.29</i>
CENTURYLINK	Risk Management	Acct #P-307-111-9950 456M	\$16.84
<i>CENTURYLINK - Total For Risk Management</i>			<i>\$16.84</i>
CENTURYLINK	Sewer Wastewater Collection	Acct #P-307-111-9950 456M	\$11.14
<i>CENTURYLINK - Total For Sewer Wastewater Collection</i>			<i>\$11.14</i>
CENTURYLINK	Streets	Acct #P-307-111-9950 456M	\$39.09
<i>CENTURYLINK - Total For Streets</i>			<i>\$39.09</i>
CENTURYLINK	Water Administration	Acct #P-307-111-9950 456M	\$22.29
<i>CENTURYLINK - Total For Water Administration</i>			<i>\$22.29</i>
CENTURYLINK	Water Distribution	Acct #P-307-111-9950 456M	\$16.80
<i>CENTURYLINK - Total For Water Distribution</i>			<i>\$16.80</i>
CENTURYLINK	Water Meters	Acct #P-307-111-9950 456M	\$33.25
<i>CENTURYLINK - Total For Water Meters</i>			<i>\$33.25</i>
CENTURYLINK	WWTP Operations	Acct #P-307-111-9950 456M	\$33.43
<i>CENTURYLINK - Total For WWTP Operations</i>			<i>\$33.43</i>
CENTURYLINK	WWTP Regional Interceptors	Acct #P-307-234-3201 148M	\$1,336.11
<i>CENTURYLINK - Total For WWTP Regional Interceptors</i>			<i>\$1,336.11</i>
CENTURYLINK - ALL DEPARTMENTS			\$16,022.09

CHAPMAN VALDEZ & LAN

CHAPMAN VALDEZ & LAN	City Manager	Attorney Fees	\$2,000.00
<i>CHAPMAN VALDEZ & LAN - Total For City Manager</i>			<i>\$2,000.00</i>

CHAPMAN VALDEZ & LAN - ALL DEPARTMENTS **\$2,000.00**

CHARTER COMMUNICATIO

CHARTER COMMUNICATIO	Golf - Operations	Cable for Golf Shop	\$119.95
<i>CHARTER COMMUNICATIO - Total For Golf - Operations</i>			<i>\$119.95</i>

CHARTER COMMUNICATIO - ALL DEPARTMENTS

\$119.95

CHEVRON 0208171

CHEVRON 0208171	Balefill - Disposal & Landfill	FUEL FOR TRAVELING BACK FROM WSWRA C	\$50.00
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<i>CHEVRON 0208171 - Total For Balefill - Disposal & Landfill</i>			\$50.00
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CHEVRON 0208171 - ALL DEPARTMENTS

\$50.00

CINDY PRITCHARD

CINDY PRITCHARD	General Fund Revenue	Souvenirs For Museum Resale	\$30.00
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<i>CINDY PRITCHARD - Total For General Fund Revenue</i>			\$30.00
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CINDY PRITCHARD - ALL DEPARTMENTS

\$30.00

CIRCLE K 09850

CIRCLE K 09850	Fleet Maintenance Fund	Travel fuel	\$103.37
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<i>CIRCLE K 09850 - Total For Fleet Maintenance Fund</i>			\$103.37
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CIRCLE K 09850 - ALL DEPARTMENTS

\$103.37

CITIZEN PAYMENT

CITIZEN PAYMENT	Aquatics- Mike Sedar Oper.	Refund For Canceled Pool Party	\$460.00
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<i>CITIZEN PAYMENT - Total For Aquatics- Mike Sedar Oper.</i>			\$460.00
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CITIZEN PAYMENT	Fire-EMS Training	Physical Exams	\$4,870.00
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<i>CITIZEN PAYMENT - Total For Fire-EMS Training</i>			\$4,870.00
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CITIZEN PAYMENT	General Fund Revenue	Return Of Funds - Overpayment On Case	\$20.00
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<i>CITIZEN PAYMENT - Total For General Fund Revenue</i>			\$20.00
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CITIZEN PAYMENT - ALL DEPARTMENTS

\$5,350.00

CITY OF CASPER

CITY OF CASPER	Field Maintenance	Top Soil - Screened - Balefill Ticket #103216	\$56.50
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<i>CITY OF CASPER - Total For Field Maintenance</i>			\$56.50
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CITY OF CASPER	Hogadon - Operations	Public Garbage - Balefill Ticket #107313	\$20.00
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<i>CITY OF CASPER - Total For Hogadon - Operations</i>			\$20.00
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CITY OF CASPER	Parks - Parks Maint.	Public Garbage - Balefill Ticket #106780	\$112.75
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<i>CITY OF CASPER - Total For Parks - Parks Maint.</i>			<i>\$112.75</i>
CITY OF CASPER	Public Transit - Operations	Fuel & Workorder Charges - July 2023	\$28,885.96
CITY OF CASPER	Public Transit - Operations	Fuel & Workorder Charges - July 2023	\$18,123.76
<i>CITY OF CASPER - Total For Public Transit - Operations</i>			<i>\$47,009.72</i>
CITY OF CASPER	Rec Center - Operations	Pickup Landfill - Balefill Ticket #104369	\$20.00
CITY OF CASPER	Rec Center - Operations	Pickup Landfill - Balefill Ticket #105548	\$20.00
<i>CITY OF CASPER - Total For Rec Center - Operations</i>			<i>\$40.00</i>
CITY OF CASPER	Refuse - Residential	Monthly Balefill Pass Billing For August 2023	\$44,000.00
CITY OF CASPER	Refuse - Residential	Garbage baler/park trash/sweepng/recycle c	\$10,347.90
CITY OF CASPER	Refuse - Residential	Garbage baler, park trash, newspaper / card	\$7,979.05
CITY OF CASPER	Refuse - Residential	Garbage baler, park trash & recycle cardboar	\$7,452.50
CITY OF CASPER	Refuse - Residential	Garbage baler/park trash/sweepng/recycle c	\$8,580.20
CITY OF CASPER	Refuse - Residential	Garbage baler & recycle cardboard	\$644.60
CITY OF CASPER	Refuse - Residential	Garbage baler, recycle newspaper & cardboa	\$6,933.23
CITY OF CASPER	Refuse - Residential	Garbage baler, park trash & recycle cardboar	\$6,863.45
CITY OF CASPER	Refuse - Residential	Garbage baler, park trash, newspaper / card	\$7,004.85
CITY OF CASPER	Refuse - Residential	Garbage baler, park trash & recycle cardboar	\$6,656.65
CITY OF CASPER	Refuse - Residential	Garbage baler, park trash, newspaper/cardb	\$6,904.08
CITY OF CASPER	Refuse - Residential	Garbage baler & park trash	\$7,162.10
CITY OF CASPER	Refuse - Residential	Garbage baler & recycle cardboard	\$690.80
<i>CITY OF CASPER - Total For Refuse - Residential</i>			<i>\$121,219.41</i>
CITY OF CASPER	Regional Water Operations	Sewer & Refuse Charges - Split Account	\$89.00
CITY OF CASPER	Regional Water Operations	Sewer & Refuse Charges - Split Account	\$31.78
<i>CITY OF CASPER - Total For Regional Water Operations</i>			<i>\$120.78</i>
CITY OF CASPER	Sewer Administration	201 Sewer RWWS	\$468,974.00
<i>CITY OF CASPER - Total For Sewer Administration</i>			<i>\$468,974.00</i>
CITY OF CASPER	WWTP Operations	Sump Sludge/Honey Wagon	\$135.30
CITY OF CASPER	WWTP Operations	Sump Sludge/Honey Wagon	\$100.10
CITY OF CASPER	WWTP Operations	Sump Sludge/Honey Wagon & Alternate Dail	\$1,583.80
CITY OF CASPER	WWTP Operations	Sump Sludge/Honey Wagon	\$135.85
<i>CITY OF CASPER - Total For WWTP Operations</i>			<i>\$1,955.05</i>
CITY OF CASPER - ALL DEPARTMENTS			\$639,508.21

CIVIL ENGINEERING PR

CIVIL ENGINEERING PR	Capital Projects Fund	Design & CA - Wolf Creek Rd Im	\$31,245.60
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<i>CIVIL ENGINEERING PR - Total For Capital Projects Fund</i>			<i>\$31,245.60</i>
CIVIL ENGINEERING PR	Engineering	Surveying Services	\$750.00
<i>CIVIL ENGINEERING PR - Total For Engineering</i>			<i>\$750.00</i>
CIVIL ENGINEERING PR	Sewer Wastewater Collection	GemsS028991-Poplar & 1st St In	\$2,450.00
<i>CIVIL ENGINEERING PR - Total For Sewer Wastewater Collection</i>			<i>\$2,450.00</i>
CIVIL ENGINEERING PR	Water Distribution	Ongoing Water Modeling Contrac	\$1,820.00
CIVIL ENGINEERING PR	Water Distribution	Ongoing Water Modeling Contrac	\$11,100.00
<i>CIVIL ENGINEERING PR - Total For Water Distribution</i>			<i>\$12,920.00</i>
CIVIL ENGINEERING PR - ALL DEPARTMENTS			\$47,365.60

CLYMORE, LINDA

CLYMORE, LINDA	Refuse Revenue and Transfer		\$43.88
<i>CLYMORE, LINDA - Total For Refuse Revenue and Transfers</i>			<i>\$43.88</i>
CLYMORE, LINDA - ALL DEPARTMENTS			\$43.88

CMI TECO, INC.

CMI TECO, INC.	Balefill - Baler Processing	Equipment repair BALER HAUL TRAILER	\$11,963.46
CMI TECO, INC.	Balefill - Baler Processing	LEAF SPRING REPLACEMENT FOR UNIT#1415	\$1,392.96
<i>CMI TECO, INC. - Total For Balefill - Baler Processing</i>			<i>\$13,356.42</i>
CMI TECO, INC.	Fleet Maintenance Fund	70789 Equipment repair	\$811.55
<i>CMI TECO, INC. - Total For Fleet Maintenance Fund</i>			<i>\$811.55</i>
CMI TECO, INC.	Refuse - Commercial	Equipment repair TRK#2272 COMMERCIAL F	\$3,742.05
CMI TECO, INC.	Refuse - Commercial	Equipment repair TRK#2272 COMMERCIAL FL	\$1,848.34
CMI TECO, INC.	Refuse - Commercial	Hydraulic Fittings TRK#2288 COMMERCIAL F	\$114.53
CMI TECO, INC.	Refuse - Commercial	Injectors ALL TRUCKS	\$990.18
CMI TECO, INC.	Refuse - Commercial	Hoses TRK#2272 COMMERCIAL FL 2014	\$263.50
CMI TECO, INC.	Refuse - Commercial	Parts for Com Front Load Truck#2288 2018	\$1,687.13
<i>CMI TECO, INC. - Total For Refuse - Commercial</i>			<i>\$8,645.73</i>
CMI TECO, INC.	Refuse - Recycling	Equipment repair TRK#2276 COMMERCIAL R	\$5,337.12
<i>CMI TECO, INC. - Total For Refuse - Recycling</i>			<i>\$5,337.12</i>
CMI TECO, INC.	Refuse - Residential	Equipment repair TRK#2302 RESIDENT SL 20	\$3,386.15
CMI TECO, INC.	Refuse - Residential	Gripper Rollers ALL MCNEILUS TRUCKS	\$282.80
CMI TECO, INC.	Refuse - Residential	Brackets For Prox Switches TRK#2299 RESIDE	\$111.59
CMI TECO, INC.	Refuse - Residential	Arm Rollers ALL MCNEILUS TRUCKS	\$373.13

CMI TECO, INC.	Refuse - Residential	Extended Finger For ALL MCNEILUS TRUCKS	\$478.92
CMI TECO, INC.	Refuse - Residential	Equipment repair TRK#2313 RESIDENT SL 202	\$2,268.82
CMI TECO, INC.	Refuse - Residential	Equipment repair TRK#2313 RESIDENT SL 20	\$3,251.85
CMI TECO, INC.	Refuse - Residential	Equipment repair TRK#2312 RESIDENT RL 202	\$452.10
CMI TECO, INC.	Refuse - Residential	Grippers ALL MCNEILUS SIDELOADS	\$3,562.29
<i>CMI TECO, INC. - Total For Refuse - Residential</i>			<i>\$14,167.65</i>
CMI TECO, INC. - ALL DEPARTMENTS			\$42,318.47

COCA COLA BOTTLING C

COCA COLA BOTTLING C	Balefill - Disposal & Landfill	Water delivery for SCALEHOUSE CUSTOMER	\$24.75
<i>COCA COLA BOTTLING C - Total For Balefill - Disposal & Landfill</i>			<i>\$24.75</i>
COCA COLA BOTTLING C - ALL DEPARTMENTS			\$24.75

COMMUNICATION TECHNO

COMMUNICATION TECHNO	Fire-EMS Operations	Installation of equipment/shipping cost of pr	\$4,046.23
COMMUNICATION TECHNO	Fire-EMS Operations	Installation of equipment per quote	\$3,000.00
<i>COMMUNICATION TECHNO - Total For Fire-EMS Operations</i>			<i>\$7,046.23</i>
COMMUNICATION TECHNO	Police Administration	Radio Sent To Factory For Repair	\$523.48
COMMUNICATION TECHNO	Police Administration	Removal of battery	\$110.00
<i>COMMUNICATION TECHNO - Total For Police Administration</i>			<i>\$633.48</i>
COMMUNICATION TECHNO	Refuse - Commercial	REPALCE FLASHING LIGHT TRK#2292 KEVIN T	\$154.00
<i>COMMUNICATION TECHNO - Total For Refuse - Commercial</i>			<i>\$154.00</i>
COMMUNICATION TECHNO - ALL DEPARTMENTS			\$7,833.71

COMPOUNDING SPECIALI

COMPOUNDING SPECIALI	Metro Animal Shelter	DRUG STORES, PHARMACIES ringworm medi	\$75.00
<i>COMPOUNDING SPECIALI - Total For Metro Animal Shelter</i>			<i>\$75.00</i>
COMPOUNDING SPECIALI - ALL DEPARTMENTS			\$75.00

CONSENSUS CLOUD SOLU

CONSENSUS CLOUD SOLU	Information Services	E-Fax-September 2023	\$189.90
<i>CONSENSUS CLOUD SOLU - Total For Information Services</i>			<i>\$189.90</i>

CONSENSUS CLOUD SOLU - ALL DEPARTMENTS \$189.90

CONVERGEONE

CONVERGEONE Balefill - Disposal & Landfill Telephone for Scalehouse \$382.71

CONVERGEONE - Total For Balefill - Disposal & Landfill \$382.71

CONVERGEONE Information Services Telephony maintenance \$17,229.00

CONVERGEONE - Total For Information Services \$17,229.00

CONVERGEONE - ALL DEPARTMENTS \$17,611.71

CORDICO INC

CORDICO INC Health Insurance Fund Cordico Wellness Apps Renewal \$27,000.00

CORDICO INC - Total For Health Insurance Fund \$27,000.00

CORDICO INC - ALL DEPARTMENTS \$27,000.00

Core & Main

Core & Main Water Meters SEAL PINS- NEW METERS/ERTS \$102.00

Core & Main - Total For Water Meters \$102.00

Core & Main - ALL DEPARTMENTS \$102.00

COUNTRY HOME ELEVATO

COUNTRY HOME ELEVATO Buildings & Structures Fund Elevator Repair supplies for Ash St Building - \$3,214.77

COUNTRY HOME ELEVATO - Total For Buildings & Structures Fund \$3,214.77

COUNTRY HOME ELEVATO - ALL DEPARTMENTS \$3,214.77

COUNTS, DOROTHY

COUNTS, DOROTHY Refuse Revenue and Transfer \$67.74

COUNTS, DOROTHY - Total For Refuse Revenue and Transfers \$67.74

COUNTS, DOROTHY - ALL DEPARTMENTS \$67.74

COUNTY ROAD ICE HOUS

COUNTY ROAD ICE HOUS Police Career Services EATING PLACES, RESTAURANTS - Training KC \$24.00

<i>COUNTY ROAD ICE HOUS - Total For Police Career Services</i>			\$24.00
COUNTY ROAD ICE HOUS - ALL DEPARTMENTS			\$24.00

COURTYARD BY MARRIOT

COURTYARD BY MARRIOT	Police Career Services	COURTYARD INNS hotel IA conference	\$841.44
<i>COURTYARD BY MARRIOT - Total For Police Career Services</i>			<i>\$841.44</i>
COURTYARD BY MARRIOT - ALL DEPARTMENTS			\$841.44

COWBOY SUPPLY HOUSE

COWBOY SUPPLY HOUSE	Buildings & Structures Fund	multifold paper towels; transend 2ply	\$154.00
COWBOY SUPPLY HOUSE	Buildings & Structures Fund	Trifold towels Custodial Supplies	\$81.12
COWBOY SUPPLY HOUSE	Buildings & Structures Fund	Toilet paper; Hillyard Soap;	\$145.86
COWBOY SUPPLY HOUSE	Buildings & Structures Fund	Cleaning supplies; windows; laundry deterge	\$604.14
COWBOY SUPPLY HOUSE	Buildings & Structures Fund	60 gallon bags	\$89.02
<i>COWBOY SUPPLY HOUSE - Total For Buildings & Structures Fund</i>			<i>\$1,074.14</i>
COWBOY SUPPLY HOUSE - ALL DEPARTMENTS			\$1,074.14

CPS DISTRIBUTORS, IN

CPS DISTRIBUTORS, IN	Field Maintenance	NC Soccer PVC Coupler Slip, Tee Slip, Adapte	\$602.30
CPS DISTRIBUTORS, IN	Field Maintenance	Irrigation Repair Crossroads/Lansing	\$619.58
CPS DISTRIBUTORS, IN	Field Maintenance	Slip Fix 1" SXSP & PVC Coupler Slip	\$8.80
<i>CPS DISTRIBUTORS, IN - Total For Field Maintenance</i>			<i>\$1,230.68</i>
CPS DISTRIBUTORS, IN	Parks - Parks Maint.	Slip Fix 2-1/2" & Coupler Slip	\$36.33
CPS DISTRIBUTORS, IN	Parks - Parks Maint.	Bushing, paint, coupler slip, valve & shovel	\$7.28
<i>CPS DISTRIBUTORS, IN - Total For Parks - Parks Maint.</i>			<i>\$43.61</i>
CPS DISTRIBUTORS, IN - ALL DEPARTMENTS			\$1,274.29

CPU IIT

CPU IIT	Balefill - Disposal & Landfill	TV MONITORS AND WIRELESS KEYBOARD AN	\$370.71
<i>CPU IIT - Total For Balefill - Disposal & Landfill</i>			<i>\$370.71</i>
CPU IIT	Balefill - Diversion & Special	TV MONITORS AND WIRELESS KEYBOARD AN	\$106.90
<i>CPU IIT - Total For Balefill - Diversion & Special</i>			<i>\$106.90</i>
CPU IIT	Engineering	TV MONITORS AND WIRELESS KEYBOARD AN	\$262.67

<i>CPU IIT - Total For Engineering</i>			\$262.67
CPU IIT	Human Resources	Desktop Scanner	\$546.00
<i>CPU IIT - Total For Human Resources</i>			\$546.00
CPU IIT	Refuse - Commercial	TV MONITORS AND WIRELESS KEYBOARD AN	\$60.97
<i>CPU IIT - Total For Refuse - Commercial</i>			\$60.97
CPU IIT	Refuse - Residential	TV MONITORS AND WIRELESS KEYBOARD AN	\$536.04
<i>CPU IIT - Total For Refuse - Residential</i>			\$536.04
CPU IIT	Sewer Wastewater Collection	TV MONITORS AND WIRELESS KEYBOARD AN	\$358.20
<i>CPU IIT - Total For Sewer Wastewater Collection</i>			\$358.20
CPU IIT	Streets	TV MONITORS AND WIRELESS KEYBOARD AN	\$119.41
<i>CPU IIT - Total For Streets</i>			\$119.41
CPU IIT	Water Administration	TV MONITORS AND WIRELESS KEYBOARD AN	\$573.13
<i>CPU IIT - Total For Water Administration</i>			\$573.13
CPU IIT - ALL DEPARTMENTS			\$2,934.03

CREATIVE BUS SALES I

CREATIVE BUS SALES I	Capital Projects Fund	2022 Startrans - Senator II	\$187,959.00
<i>CREATIVE BUS SALES I - Total For Capital Projects Fund</i>			\$187,959.00
CREATIVE BUS SALES I - ALL DEPARTMENTS			\$187,959.00

CREATOPY

CREATOPY	City Manager	Creatopy subscription - animation software	\$32.00
<i>CREATOPY - Total For City Manager</i>			\$32.00
CREATOPY - ALL DEPARTMENTS			\$32.00

CRESCENT ELECTRIC SU

CRESCENT ELECTRIC SU	Buildings & Structures Fund	HVAC Repair supplies for the Nic - Crescent E	\$83.21
CRESCENT ELECTRIC SU	Buildings & Structures Fund	HVAC Repair supplies for the Nic - Crescent E	\$83.60
<i>CRESCENT ELECTRIC SU - Total For Buildings & Structures Fund</i>			\$166.81
CRESCENT ELECTRIC SU - ALL DEPARTMENTS			\$166.81

CROWN CONSTRUCTION L

CROWN CONSTRUCTION L	Balefill - Disposal & Landfill	Solid Waste Facility Asphalt I	\$81,761.75
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<i>CROWN CONSTRUCTION L - Total For Balefill - Disposal & Landfill</i>			<i>\$81,761.75</i>
CROWN CONSTRUCTION L	River Fund	Contract Withholding: 23300081	\$10,986.25
<i>CROWN CONSTRUCTION L - Total For River Fund</i>			<i>\$10,986.25</i>
CROWN CONSTRUCTION L - ALL DEPARTMENTS			\$92,748.00

CRUM ELECTRIC SUPPLY

CRUM ELECTRIC SUPPLY	Parks - Parks Maint.	Plates for light poles at skate park	\$2.76
CRUM ELECTRIC SUPPLY	Parks - Parks Maint.	Fuses for soft start panel at Crossroads Well	\$299.56
<i>CRUM ELECTRIC SUPPLY - Total For Parks - Parks Maint.</i>			<i>\$302.32</i>
CRUM ELECTRIC SUPPLY - ALL DEPARTMENTS			\$302.32

DANA KEPNER COMPANY

DANA KEPNER COMPANY	Field Maintenance	Irrigation parts for soccer Field 12	\$8.50
<i>DANA KEPNER COMPANY - Total For Field Maintenance</i>			<i>\$8.50</i>
DANA KEPNER COMPANY	Sewer Wastewater Collection	North Platte lift station piping upgrade fittin	\$1,652.36
<i>DANA KEPNER COMPANY - Total For Sewer Wastewater Collection</i>			<i>\$1,652.36</i>
DANA KEPNER COMPANY	Water Distribution	BRASS SADDLES, COUPLINGS- WATER & SEW	\$1,314.95
DANA KEPNER COMPANY	Water Distribution	POLY TUBE- WATER & SEWER LINE MATERIA	\$448.14
<i>DANA KEPNER COMPANY - Total For Water Distribution</i>			<i>\$1,763.09</i>
DANA KEPNER COMPANY - ALL DEPARTMENTS			\$3,423.95

DBC IRRIGATION SUPPL

DBC IRRIGATION SUPPL	Field Maintenance	Misc. Irrigation supplies for Soccer Complex	\$334.70
DBC IRRIGATION SUPPL	Field Maintenance	Misc. Fittings for Leak on Soccer Field 12	\$70.90
DBC IRRIGATION SUPPL	Field Maintenance	Misc. Irrigation Supplies for Soccer Complex	\$75.09
<i>DBC IRRIGATION SUPPL - Total For Field Maintenance</i>			<i>\$480.69</i>
DBC IRRIGATION SUPPL	Parks - Parks Maint.	Locate paint	\$24.46
DBC IRRIGATION SUPPL	Parks - Parks Maint.	Irrigation repair Mike Sedar South	\$109.18
DBC IRRIGATION SUPPL	Parks - Parks Maint.	Spray head and test cock	\$24.05
DBC IRRIGATION SUPPL	Parks - Parks Maint.	Locate supplies and DBRY connectors	\$209.86
DBC IRRIGATION SUPPL	Parks - Parks Maint.	Solenoid for Washington	\$40.86
DBC IRRIGATION SUPPL	Parks - Parks Maint.	Irrigation repair Washington Park	\$179.73
DBC IRRIGATION SUPPL	Parks - Parks Maint.	Techline couplings	\$5.77

DBC IRRIGATION SUPPL	Parks - Parks Maint.	Irrigation heads	\$515.23
<i>DBC IRRIGATION SUPPL - Total For Parks - Parks Maint.</i>			<i>\$1,109.14</i>
DBC IRRIGATION SUPPL - ALL DEPARTMENTS			\$1,589.83

DECKER AUTO GLASS, I

DECKER AUTO GLASS, I	Fleet Maintenance Fund	660255 Auto Glass Repair	\$227.75
<i>DECKER AUTO GLASS, I - Total For Fleet Maintenance Fund</i>			<i>\$227.75</i>
DECKER AUTO GLASS, I	Refuse - Commercial	Auto Glass Repair TRK#2272 WINDSHIELD RE	\$220.22
<i>DECKER AUTO GLASS, I - Total For Refuse - Commercial</i>			<i>\$220.22</i>
DECKER AUTO GLASS, I - ALL DEPARTMENTS			\$447.97

DELL MARKETING LP

DELL MARKETING LP	Information Services	Office F3 Lcenses	\$209.00
<i>DELL MARKETING LP - Total For Information Services</i>			<i>\$209.00</i>
DELL MARKETING LP - ALL DEPARTMENTS			\$209.00

DELTA 0064265123

DELTA 0064265123	Fire-EMS Training	Luggage fee while traveling for training	\$30.00
<i>DELTA 0064265123 - Total For Fire-EMS Training</i>			<i>\$30.00</i>
DELTA 0064265123 - ALL DEPARTMENTS			\$30.00

DELTA 0064265980

DELTA 0064265980	Fire-EMS Training	Luggage fee while traveling for training	\$30.00
DELTA 0064265980	Fire-EMS Training	Luggage fee while traveling for training	\$30.00
<i>DELTA 0064265980 - Total For Fire-EMS Training</i>			<i>\$60.00</i>
DELTA 0064265980 - ALL DEPARTMENTS			\$60.00

DENNIS SUPPLY CO.

DENNIS SUPPLY CO.	Buildings & Structures Fund	HVAC Repair supplies for Fire Station 3 - Den	\$17.28
DENNIS SUPPLY CO.	Buildings & Structures Fund	HVAC Repair supplies for Fire Station 3 - Den	\$19.68
DENNIS SUPPLY CO.	Buildings & Structures Fund	HVAC Repair supplies for the Nic - Dennis Su	\$45.50
<i>DENNIS SUPPLY CO. - Total For Buildings & Structures Fund</i>			<i>\$82.46</i>

DENNIS SUPPLY CO. - ALL DEPARTMENTS \$82.46

DETECTACHEM,

DETECTACHEM, Police Investigations INDUSTRIAL SUPPLIES NOT ESLEWHERE CLAS \$246.18

DETECTACHEM, - Total For Police Investigations \$246.18

DETECTACHEM, - ALL DEPARTMENTS \$246.18

DEWITT WATER SYSTEMS

DEWITT WATER SYSTEMS Fire-EMS Operations Service for Fire Station 2 \$35.00

DEWITT WATER SYSTEMS - Total For Fire-EMS Operations \$35.00

DEWITT WATER SYSTEMS - ALL DEPARTMENTS \$35.00

DISCOUNT DOORS GARAG

DISCOUNT DOORS GARAG Water Distribution 50% of estimate #1388 / invoice #3439 \$3,298.74

DISCOUNT DOORS GARAG - Total For Water Distribution \$3,298.74

DISCOUNT DOORS GARAG - ALL DEPARTMENTS \$3,298.74

DK HAULING INC

DK HAULING INC City Council ADA Portable Toilet Rental \$280.00

DK HAULING INC - Total For City Council \$280.00

DK HAULING INC - ALL DEPARTMENTS \$280.00

DOLLAR TREE

DOLLAR TREE City Attorney VARIETY STORES \$26.25

DOLLAR TREE - Total For City Attorney \$26.25

DOLLAR TREE Risk Management Risk Wins! Supplies \$16.75

DOLLAR TREE - Total For Risk Management \$16.75

DOLLAR TREE - ALL DEPARTMENTS \$43.00

DOMINO'S 6042

DOMINO'S 6042 River Volunteer Events Lunch meeting on boat ramp planning \$79.31

<i>DOMINO'S 6042 - Total For River Volunteer Events</i>				\$79.31
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DOMINO'S 6042 - ALL DEPARTMENTS				\$79.31
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DP SERVICE FEE UTILI

DP SERVICE FEE UTILI	Ice Arena - Operations	Surcharge for Special Malt Beverage Permit -		\$22.27
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<i>DP SERVICE FEE UTILI - Total For Ice Arena - Operations</i>				\$22.27
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DP SERVICE FEE UTILI - ALL DEPARTMENTS				\$22.27
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DPC INDUSTRIES, INC.

DPC INDUSTRIES, INC.	Regional Water Operations	Sodium Hypochlorite - Sole Source Memo - C		\$13,015.86
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DPC INDUSTRIES, INC.	Regional Water Operations	Sodium Hypochlorite - Sole Source Memo - C		\$13,086.54
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DPC INDUSTRIES, INC.	Regional Water Operations	Sodium Hypochlorite - Sole Source Memo - C		\$12,959.79
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DPC INDUSTRIES, INC.	Regional Water Operations	Sodium Hypochlorite - Sole Source Memo - C		\$13,130.60
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<i>DPC INDUSTRIES, INC. - Total For Regional Water Operations</i>				\$52,192.79
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DPC INDUSTRIES, INC. - ALL DEPARTMENTS				\$52,192.79
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DRIVEN POWERSPORTS

DRIVEN POWERSPORTS	Capital Projects Fund	Polaris Roof Rack Mounts and Tie Down Hoo		\$461.99
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DRIVEN POWERSPORTS	Capital Projects Fund	Polaris Ranger Roof Rack		\$519.99
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<i>DRIVEN POWERSPORTS - Total For Capital Projects Fund</i>				\$981.98
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DRIVEN POWERSPORTS - ALL DEPARTMENTS				\$981.98
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DYNAMIC CONTROLS INC

DYNAMIC CONTROLS INC	Buildings & Structures Fund	CBC FedEx Door Install		\$1,380.00
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<i>DYNAMIC CONTROLS INC - Total For Buildings & Structures Fund</i>				\$1,380.00
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DYNAMIC CONTROLS INC - ALL DEPARTMENTS				\$1,380.00
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EATON SALES & SVC.,

EATON SALES & SVC.,	Fleet Maintenance Fund	Labor-Service & Trip Charge		\$333.75
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EATON SALES & SVC.,	Fleet Maintenance Fund	State Inspection / Routine Hydro-Test		\$595.00
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<i>EATON SALES & SVC., - Total For Fleet Maintenance Fund</i>				\$928.75
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EATON SALES & SVC., - ALL DEPARTMENTS

\$928.75

EB INC

EB INC	Balefill - Disposal & Landfill	SOLIDWASTE FACILITY LAWN & WEED SERVI	\$326.32
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<i>EB INC - Total For Balefill - Disposal & Landfill</i>			\$326.32
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EB INC - ALL DEPARTMENTS

\$326.32

eBay O 06-10517-9962

eBay O 06-10517-9962	Fleet Maintenance Fund	121248 SEALING WASHER	\$9.44
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<i>eBay O 06-10517-9962 - Total For Fleet Maintenance Fund</i>			\$9.44
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eBay O 06-10517-9962 - ALL DEPARTMENTS

\$9.44

eBay O 16-10504-5100

eBay O 16-10504-5100	Fleet Maintenance Fund	6 NEW GRACO LUBE DISPENSERS #24V034	\$2,015.46
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<i>eBay O 16-10504-5100 - Total For Fleet Maintenance Fund</i>			\$2,015.46
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eBay O 16-10504-5100 - ALL DEPARTMENTS

\$2,015.46

eBay O 27-10468-9437

eBay O 27-10468-9437	Fleet Maintenance Fund	82240 L STEERING ARM	\$68.25
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<i>eBay O 27-10468-9437 - Total For Fleet Maintenance Fund</i>			\$68.25
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eBay O 27-10468-9437 - ALL DEPARTMENTS

\$68.25

ELITE K-9 INC

ELITE K-9 INC	Police Administration	K-9 Eyes and Ears Deluxe Kits	\$169.72
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ELITE K-9 INC	Police Administration	K-9 Eyes and Ears Deluxe Kits	\$169.72
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<i>ELITE K-9 INC - Total For Police Administration</i>			\$339.44
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ELITE K-9 INC - ALL DEPARTMENTS

\$339.44

EMPLOYEE REIMBURSEME

EMPLOYEE REIMBURSEME	Fleet Maintenance Fund	Boot Reimbursement	\$171.89
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<i>EMPLOYEE REIMBURSEME - Total For Fleet Maintenance Fund</i>			\$171.89
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EMPLOYEE REIMBURSEME	Human Resources	Reimbursement-Strategic Analysis/Organizat	\$485.00
<i>EMPLOYEE REIMBURSEME - Total For Human Resources</i>			<i>\$485.00</i>
EMPLOYEE REIMBURSEME	Police Career Services	Clothing Reimbursement	\$141.10
<i>EMPLOYEE REIMBURSEME - Total For Police Career Services</i>			<i>\$141.10</i>
EMPLOYEE REIMBURSEME	Water Distribution	Work clothing reimbursement	\$150.00
EMPLOYEE REIMBURSEME	Water Distribution	Work clothing reimbursement	\$98.62
EMPLOYEE REIMBURSEME	Water Distribution	Distribution Systems Leve 1 Exam Reimburse	\$100.00
<i>EMPLOYEE REIMBURSEME - Total For Water Distribution</i>			<i>\$348.62</i>
EMPLOYEE REIMBURSEME	WWTP Operations	Work clothing reimbursement	\$78.73
<i>EMPLOYEE REIMBURSEME - Total For WWTP Operations</i>			<i>\$78.73</i>
EMPLOYEE REIMBURSEME - ALL DEPARTMENTS			\$1,225.34

ENERGY LABRATORIES I

ENERGY LABRATORIES I	Regional Water Operations	Bacteria, Public Water Supply -Testing	\$53.00
ENERGY LABRATORIES I	Regional Water Operations	IOC, VOC & Nitrogen, Nitrate Tests - Testing	\$338.00
<i>ENERGY LABRATORIES I - Total For Regional Water Operations</i>			<i>\$391.00</i>
ENERGY LABRATORIES I	Water Tanks	Bacteria, SDWA Testing	\$99.00
ENERGY LABRATORIES I	Water Tanks	Bacteria, SDWA testing	\$99.00
ENERGY LABRATORIES I	Water Tanks	Bacteria, SDWA testing	\$53.00
ENERGY LABRATORIES I	Water Tanks	Bacteria, SDWA testing	\$53.00
ENERGY LABRATORIES I	Water Tanks	Bacteria, SDWA testing	\$116.00
<i>ENERGY LABRATORIES I - Total For Water Tanks</i>			<i>\$420.00</i>
ENERGY LABRATORIES I - ALL DEPARTMENTS			\$811.00

ENGINEERING DESIGN A

ENGINEERING DESIGN A	Capital Projects Fund	Design of Athletic Fields Ligh	\$687.50
<i>ENGINEERING DESIGN A - Total For Capital Projects Fund</i>			<i>\$687.50</i>
ENGINEERING DESIGN A - ALL DEPARTMENTS			\$687.50

ENNIS-FLINT, INC.

ENNIS-FLINT, INC.	Traffic Control	6 Totes of yellow striping paint	\$17,242.50
<i>ENNIS-FLINT, INC. - Total For Traffic Control</i>			<i>\$17,242.50</i>

ENNIS-FLINT, INC. - ALL DEPARTMENTS

\$17,242.50

ENTERPRISE RENT-A-CA

ENTERPRISE RENT-A-CA	Public Safety Communication	ENTERPRISE RENT-A-CAR rental car conferen	\$52.72
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<i>ENTERPRISE RENT-A-CA - Total For Public Safety Communications</i>			\$52.72
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ENTERPRISE RENT-A-CA - ALL DEPARTMENTS

\$52.72

ENVATO

ENVATO	City Manager	Envato subscription - stock photo, imagery, v	\$58.00
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<i>ENVATO - Total For City Manager</i>			\$58.00
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ENVATO - ALL DEPARTMENTS

\$58.00

E-S PRESS INC

E-S PRESS INC	Police Grants Fund	Emotional Survival For Law Enforcement Cou	\$6,241.88
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<i>E-S PRESS INC - Total For Police Grants Fund</i>			\$6,241.88
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E-S PRESS INC - ALL DEPARTMENTS

\$6,241.88

ESTATE OF OLSON, SUZ

ESTATE OF OLSON, SUZ	Water Revenue and Transfer		\$22.33
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<i>ESTATE OF OLSON, SUZ - Total For Water Revenue and Transfers</i>			\$22.33
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ESTATE OF OLSON, SUZ - ALL DEPARTMENTS

\$22.33

EXPEDIA 726169288196

EXPEDIA 726169288196	Police Career Services	TRAVEL AGENCIES canceled rooms	(\$754.80)
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EXPEDIA 726169288196	Police Career Services	TRAVEL AGENCIES canceled room	(\$754.80)
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<i>EXPEDIA 726169288196 - Total For Police Career Services</i>			(\$1,509.60)
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EXPEDIA 726169288196 - ALL DEPARTMENTS

(\$1,509.60)

EXPEDIA 726447494734

EXPEDIA 726447494734	Police Career Services	TRAVEL AGENCIES rental car for R. Dabney tr	\$340.89
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<i>EXPEDIA 726447494734 - Total For Police Career Services</i>			\$340.89
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EXPEDIA 726447494734 - ALL DEPARTMENTS

\$340.89

EXPRESS SERVICES INC

EXPRESS SERVICES INC	Balefill - Disposal & Landfill	Temp service	\$1,161.60
EXPRESS SERVICES INC	Balefill - Disposal & Landfill	Temp Service	\$1,281.39

EXPRESS SERVICES INC - Total For Balefill - Disposal & Landfill \$2,442.99

EXPRESS SERVICES INC - ALL DEPARTMENTS

\$2,442.99

EXXON GOOD TO GO STO

EXXON GOOD TO GO STO	Fire-EMS Operations	Fuel for E6	\$84.36
EXXON GOOD TO GO STO	Fire-EMS Operations	Fuel	\$65.07
EXXON GOOD TO GO STO	Fire-EMS Operations	Fuel	\$130.37
EXXON GOOD TO GO STO	Fire-EMS Operations	Fuel	\$51.64
EXXON GOOD TO GO STO	Fire-EMS Operations	Fuel for BR6	\$24.97
EXXON GOOD TO GO STO	Fire-EMS Operations	Fuel	\$75.20
EXXON GOOD TO GO STO	Fire-EMS Operations	Fuel	\$49.54

EXXON GOOD TO GO STO - Total For Fire-EMS Operations \$481.15

EXXON GOOD TO GO STO - ALL DEPARTMENTS

\$481.15

FACEBK 26A47WX6Z2

FACEBK 26A47WX6Z2	Ft. Caspar Museum	Facebook Advertising	\$15.00
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FACEBK 26A47WX6Z2 - Total For Ft. Caspar Museum \$15.00

FACEBK 26A47WX6Z2 - ALL DEPARTMENTS

\$15.00

FACEBK 2CS6GPTZA2

FACEBK 2CS6GPTZA2	Ft. Caspar Museum	Facebook Advertising	\$90.39
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FACEBK 2CS6GPTZA2 - Total For Ft. Caspar Museum \$90.39

FACEBK 2CS6GPTZA2	Sewer Stormwater	Facebook Advertising	\$351.40
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FACEBK 2CS6GPTZA2 - Total For Sewer Stormwater \$351.40

FACEBK 2CS6GPTZA2 - ALL DEPARTMENTS

\$441.79

FACEBK 5PVD4TP6Z2

FACEBK 5PVD4TP6Z2	Ft. Caspar Museum	Facebook Advertising	\$8.39
<i>FACEBK 5PVD4TP6Z2 - Total For Ft. Caspar Museum</i>			<i>\$8.39</i>
FACEBK 5PVD4TP6Z2 - ALL DEPARTMENTS			\$8.39

FACEBK 5V94PTF7E2

FACEBK 5V94PTF7E2	Ice Arena - Operations	ADVERTISING SERVICES - Facebook Ad Jr Hoc	\$2.45
<i>FACEBK 5V94PTF7E2 - Total For Ice Arena - Operations</i>			<i>\$2.45</i>
FACEBK 5V94PTF7E2 - ALL DEPARTMENTS			\$2.45

FACEBK J2H7SRT6Z2

FACEBK J2H7SRT6Z2	Ft. Caspar Museum	Facebook Advertising	\$8.00
<i>FACEBK J2H7SRT6Z2 - Total For Ft. Caspar Museum</i>			<i>\$8.00</i>
FACEBK J2H7SRT6Z2 - ALL DEPARTMENTS			\$8.00

FACEBK LB564TK7E2

FACEBK LB564TK7E2	Ice Arena - Operations	ADVERTISING SERVICES - Facebook Ad Jr Hoc	\$19.25
<i>FACEBK LB564TK7E2 - Total For Ice Arena - Operations</i>			<i>\$19.25</i>
FACEBK LB564TK7E2 - ALL DEPARTMENTS			\$19.25

FACEBK SUAQHS37Z2

FACEBK SUAQHS37Z2	Ft. Caspar Museum	Facebook Advertising	\$15.00
<i>FACEBK SUAQHS37Z2 - Total For Ft. Caspar Museum</i>			<i>\$15.00</i>
FACEBK SUAQHS37Z2 - ALL DEPARTMENTS			\$15.00

FACEBK XW6FTRF6Z2

FACEBK XW6FTRF6Z2	Ft. Caspar Museum	Facebook Advertising	\$10.00
<i>FACEBK XW6FTRF6Z2 - Total For Ft. Caspar Museum</i>			<i>\$10.00</i>
FACEBK XW6FTRF6Z2 - ALL DEPARTMENTS			\$10.00

FACEBK Z3KDHSF6Z2

FACEBK Z3KDHSF6Z2	Ft. Caspar Museum	Facebook Advertising	\$3.05
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FACEBK Z3KDHSF6Z2 - Total For Ft. Caspar Museum	\$3.05
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FACEBK Z3KDHSF6Z2 - ALL DEPARTMENTS	\$3.05
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FAZOLIS_5965

FAZOLIS_5965	Parks - Parks Maint.	Travel meal for Matt and Mark	\$42.78
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FAZOLIS_5965 - Total For Parks - Parks Maint.	\$42.78
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FAZOLIS_5965 - ALL DEPARTMENTS	\$42.78
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FEDEX OFFICE

FEDEX OFFICE	City Attorney	Postage Printing	\$36.24
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FEDEX OFFICE - Total For City Attorney	\$36.24
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FEDEX OFFICE - ALL DEPARTMENTS	\$36.24
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FEDEX782938783378

FEDEX782938783378	Fire-EMS Administration	Shipping bunkers in for repair	\$44.91
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FEDEX782938783378 - Total For Fire-EMS Administration	\$44.91
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FEDEX782938783378 - ALL DEPARTMENTS	\$44.91
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FEDEX783092635188

FEDEX783092635188	Regional Water Operations	Overnight Shipping of Stem Nut & Riser Piec	\$158.27
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FEDEX783092635188 - Total For Regional Water Operations	\$158.27
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FEDEX783092635188 - ALL DEPARTMENTS	\$158.27
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FEDEX80934955

FEDEX80934955	Police Administration	COURIER SERVICES-AIR OR GROUND,FREIGH	\$28.72
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FEDEX80934955 - Total For Police Administration	\$28.72
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FEDEX80934955 - ALL DEPARTMENTS	\$28.72
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FEDEX80935179

FEDEX80935179	Police Administration	COURIER SERVICES-AIR OR GROUND,FREIGH	\$59.20
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FEDEX80935179 - Total For Police Administration	\$59.20
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FEDEX80935179 - ALL DEPARTMENTS

\$59.20

FERGUSON ENTERPRISES

FERGUSON ENTERPRISES	Balefill - Diversion & Special	PART FOR WATER SHED AT THE COMPOST Y	\$2.70
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<i>FERGUSON ENTERPRISES - Total For Balefill - Diversion & Special</i>			\$2.70
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FERGUSON ENTERPRISES	Field Maintenance	Fittings for Soccer Field 12 Leak	\$283.51
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<i>FERGUSON ENTERPRISES - Total For Field Maintenance</i>			\$283.51
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FERGUSON ENTERPRISES	Regional Water Operations	DEX BFV FLGXFLG/FLG Set - Well Supplies	\$3,990.22
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FERGUSON ENTERPRISES	Regional Water Operations	Band clamp, & Gaskets - Well Supplies	\$52.70
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FERGUSON ENTERPRISES	Regional Water Operations	Pipe for Caspar 8 & Morad 3 Pipe Stands - W	\$69.11
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<i>FERGUSON ENTERPRISES - Total For Regional Water Operations</i>			\$4,112.03
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FERGUSON ENTERPRISES - ALL DEPARTMENTS

\$4,398.24

FINALLY RESTAURANT G

FINALLY RESTAURANT G	Police Administration	MANAGEMENT, CONSULTING AND PUBLIC R	\$100.00
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FINALLY RESTAURANT G	Police Administration	MANAGEMENT, CONSULTING AND PUBLIC R	\$50.00
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<i>FINALLY RESTAURANT G - Total For Police Administration</i>			\$150.00
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FINALLY RESTAURANT G - ALL DEPARTMENTS

\$150.00

FIREPENNY

FIREPENNY	Fire-EMS Operations	Gear bag for Maiers uniform order	\$169.95
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<i>FIREPENNY - Total For Fire-EMS Operations</i>			\$169.95
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FIREPENNY - ALL DEPARTMENTS

\$169.95

FIRST INTERSTATE BAN

FIRST INTERSTATE BAN	Human Resources	Gift Cards	\$445.00
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<i>FIRST INTERSTATE BAN - Total For Human Resources</i>			\$445.00
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FIRST INTERSTATE BAN	Police Administration	Tamper Resistant Bags	\$40.50
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<i>FIRST INTERSTATE BAN - Total For Police Administration</i>			\$40.50
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FIRST INTERSTATE BAN - ALL DEPARTMENTS

\$485.50

FIRST VETERINARY SUP

FIRST VETERINARY SUP	Metro Animal Shelter	Veterinary Supplies	\$493.38
<i>FIRST VETERINARY SUP - Total For Metro Animal Shelter</i>			<i>\$493.38</i>
FIRST VETERINARY SUP - ALL DEPARTMENTS			\$493.38

FISHER SCIENTIFIC

FISHER SCIENTIFIC	WWTP Operations	LAB supplies	\$220.71
FISHER SCIENTIFIC	WWTP Operations	LAB supplies	\$211.34
<i>FISHER SCIENTIFIC - Total For WWTP Operations</i>			<i>\$432.05</i>
FISHER SCIENTIFIC - ALL DEPARTMENTS			\$432.05

FOXSTER OPCO, LLC

FOXSTER OPCO, LLC	Public Transit - CARES Act	TripMaster Base / Licenses / Fleet Fee / Etc	\$2,512.00
FOXSTER OPCO, LLC	Public Transit - CARES Act	TripMaster Base / Licenses / Fleet Fee / Etc	\$1,362.00
<i>FOXSTER OPCO, LLC - Total For Public Transit - CARES Act</i>			<i>\$3,874.00</i>
FOXSTER OPCO, LLC - ALL DEPARTMENTS			\$3,874.00

FULL ROD CONSTRUCTIO

FULL ROD CONSTRUCTIO	Water Revenue and Transfer		\$25.00
<i>FULL ROD CONSTRUCTIO - Total For Water Revenue and Transfers</i>			<i>\$25.00</i>
FULL ROD CONSTRUCTIO - ALL DEPARTMENTS			\$25.00

GALLES GREENHOUSE AN

GALLES GREENHOUSE AN	Parks - Urban Forestry	Stump killer	\$9.59
<i>GALLES GREENHOUSE AN - Total For Parks - Urban Forestry</i>			<i>\$9.59</i>
GALLES GREENHOUSE AN - ALL DEPARTMENTS			\$9.59

GALLS, INC.

GALLS, INC.	Police Career Services	Uniform Supplies	\$81.00
GALLS, INC.	Police Career Services	Uniform Supplies	\$41.40
GALLS, INC.	Police Career Services	Uniform Supplies	\$543.19
<i>GALLS, INC. - Total For Police Career Services</i>			<i>\$665.59</i>

GALLS, INC. - ALL DEPARTMENTS

\$665.59

GARDEN GATE REAL EST

GARDEN GATE REAL EST	Refuse Revenue and Transfer		\$34.61
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<i>GARDEN GATE REAL EST - Total For Refuse Revenue and Transfers</i>			\$34.61
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GARDEN GATE REAL EST - ALL DEPARTMENTS			\$34.61
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GARRIS, ERIC

GARRIS, ERIC	Refuse Revenue and Transfer		\$41.85
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<i>GARRIS, ERIC - Total For Refuse Revenue and Transfers</i>			\$41.85
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GARRIS, ERIC - ALL DEPARTMENTS			\$41.85
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GH PHIPPS WYOMING LL

GH PHIPPS WYOMING LL	Capital Projects Fund	CFAC Natatorium Improvements	\$131,678.64
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<i>GH PHIPPS WYOMING LL - Total For Capital Projects Fund</i>			\$131,678.64
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GH PHIPPS WYOMING LL - ALL DEPARTMENTS			\$131,678.64
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GLOBAL SPECTRUM L.P.

GLOBAL SPECTRUM L.P.	Cemetery	Catering Fees - City Meeting on 1/25/23	\$20.00
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<i>GLOBAL SPECTRUM L.P. - Total For Cemetery</i>			\$20.00
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GLOBAL SPECTRUM L.P.	City Council	Catering Fees - City Meeting on 2/06/23	\$455.70
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GLOBAL SPECTRUM L.P.	City Council	Event Sponsorship - 307 Fireworks Festival 2	\$10,000.00
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<i>GLOBAL SPECTRUM L.P. - Total For City Council</i>			\$10,455.70
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GLOBAL SPECTRUM L.P.	Ford Wyoming Center	Net Loss Funds - September 2023	\$73,333.30
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<i>GLOBAL SPECTRUM L.P. - Total For Ford Wyoming Center</i>			\$73,333.30
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GLOBAL SPECTRUM L.P.	Ft. Caspar Museum	Catering Fees - City Meeting on 1/25/23	\$20.00
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<i>GLOBAL SPECTRUM L.P. - Total For Ft. Caspar Museum</i>			\$20.00
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GLOBAL SPECTRUM L.P.	Ice Arena - Operations	Catering Fees - City Meeting on 1/25/23	\$20.00
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<i>GLOBAL SPECTRUM L.P. - Total For Ice Arena - Operations</i>			\$20.00
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GLOBAL SPECTRUM L.P.	Parks - Parks Maint.	Catering Fees - City Meeting on 1/25/23	\$20.00
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<i>GLOBAL SPECTRUM L.P. - Total For Parks - Parks Maint.</i>			\$20.00
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GLOBAL SPECTRUM L.P.	Rec Center - Operations	Catering Fees - City Meeting on 1/25/23	\$11.30
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<i>GLOBAL SPECTRUM L.P. - Total For Rec Center - Operations</i>			\$11.30
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GLOBAL SPECTRUM L.P.	Weed & Pest Fund	Catering Fees - City Meeting on 1/25/23	\$20.00
<i>GLOBAL SPECTRUM L.P. - Total For Weed & Pest Fund</i>			<i>\$20.00</i>
GLOBAL SPECTRUM L.P. - ALL DEPARTMENTS			\$83,900.30

GOLF COURSE SUPERINT

GOLF COURSE SUPERINT	Golf - Operations	MEMBERSHIP GCSAA	\$430.00
<i>GOLF COURSE SUPERINT - Total For Golf - Operations</i>			<i>\$430.00</i>
GOLF COURSE SUPERINT - ALL DEPARTMENTS			\$430.00

GOLF SAFETY

GOLF SAFETY	Weed & Pest Fund	Safety Videos	\$95.00
<i>GOLF SAFETY - Total For Weed & Pest Fund</i>			<i>\$95.00</i>
GOLF SAFETY - ALL DEPARTMENTS			\$95.00

GRAINGER, INC.

GRAINGER, INC.	Buildings & Structures Fund	Roofing repair supplies for CBC - Grainger	\$112.30
<i>GRAINGER, INC. - Total For Buildings & Structures Fund</i>			<i>\$112.30</i>
GRAINGER, INC.	Fleet Maintenance Fund	Desk Top Label Printer	\$133.44
<i>GRAINGER, INC. - Total For Fleet Maintenance Fund</i>			<i>\$133.44</i>
GRAINGER, INC.	Ice Arena - Concessions	CONCESSIONS Supplies - Dixie Forks Spoons	\$286.12
<i>GRAINGER, INC. - Total For Ice Arena - Concessions</i>			<i>\$286.12</i>
GRAINGER, INC.	WWTP Regional Interceptors	Phase monitor	\$93.55
<i>GRAINGER, INC. - Total For WWTP Regional Interceptors</i>			<i>\$93.55</i>
GRAINGER, INC. - ALL DEPARTMENTS			\$625.41

GREINER MOTOR CO - C

GREINER MOTOR CO - C	Capital Projects Fund	2023 Ford F250	\$52,522.00
GREINER MOTOR CO - C	Capital Projects Fund	2023 Ford F250	\$52,522.00
GREINER MOTOR CO - C	Capital Projects Fund	2023 Ford F250	\$52,522.00
<i>GREINER MOTOR CO - C - Total For Capital Projects Fund</i>			<i>\$157,566.00</i>
GREINER MOTOR CO - C	Fleet Maintenance Fund	70961 Vehicle Repair	\$1,130.22
GREINER MOTOR CO - C	Fleet Maintenance Fund	101283 Vehicle repair	\$3,681.16
<i>GREINER MOTOR CO - C - Total For Fleet Maintenance Fund</i>			<i>\$4,811.38</i>

GREINER MOTOR CO - C	Property Insurance Fund	Warm Claim 2023012 Unit 332	\$49,443.00
<i>GREINER MOTOR CO - C - Total For Property Insurance Fund</i>			<i>\$49,443.00</i>
GREINER MOTOR CO - C - ALL DEPARTMENTS			\$211,820.38

GRIZZLY EXCAVATING

GRIZZLY EXCAVATING	Water Revenue and Transfer		\$25.00
<i>GRIZZLY EXCAVATING - Total For Water Revenue and Transfers</i>			<i>\$25.00</i>
GRIZZLY EXCAVATING - ALL DEPARTMENTS			\$25.00

GSG ARCHITECTURE

GSG ARCHITECTURE	Balefill - Disposal & Landfill	Scale House Renovation and Enc	\$11,606.80
<i>GSG ARCHITECTURE - Total For Balefill - Disposal & Landfill</i>			<i>\$11,606.80</i>
GSG ARCHITECTURE	Capital Projects Fund	Design and CA of CFAC Natatori	\$9,344.64
<i>GSG ARCHITECTURE - Total For Capital Projects Fund</i>			<i>\$9,344.64</i>
GSG ARCHITECTURE	Refuse - Recycling	Scale House Renovation and Enc	\$2,447.00
<i>GSG ARCHITECTURE - Total For Refuse - Recycling</i>			<i>\$2,447.00</i>
GSG ARCHITECTURE - ALL DEPARTMENTS			\$23,398.44

HALEY, ARIEL

HALEY, ARIEL	Refuse Revenue and Transfer		\$72.96
<i>HALEY, ARIEL - Total For Refuse Revenue and Transfers</i>			<i>\$72.96</i>
HALEY, ARIEL - ALL DEPARTMENTS			\$72.96

HALLS CUSTOM PAVING

HALLS CUSTOM PAVING	Water Revenue and Transfer		\$46.32
<i>HALLS CUSTOM PAVING - Total For Water Revenue and Transfers</i>			<i>\$46.32</i>
HALLS CUSTOM PAVING - ALL DEPARTMENTS			\$46.32

HAMPTON INN

HAMPTON INN	Balefill - Disposal & Landfill	HAMPTON INNS TRAVEL/TRAINING	\$500.64
HAMPTON INN	Balefill - Disposal & Landfill	HAMPTON INNS TRAVEL/TRAINING	\$500.64
HAMPTON INN	Balefill - Disposal & Landfill	HAMPTON INNS TRAVEL/TRAINING	\$500.64

HAMPTON INN	Balefill - Disposal & Landfill	HAMPTON INNS/TRAVEL/TRAINING	\$500.64
<i>HAMPTON INN - Total For Balefill - Disposal & Landfill</i>			<i>\$2,002.56</i>
HAMPTON INN - ALL DEPARTMENTS			\$2,002.56

HARBOR FREIGHT TOOLS

HARBOR FREIGHT TOOLS	Balefill - Baler Processing	SAND BLAST CABINET- CLEANING BALER PAR	\$229.99
<i>HARBOR FREIGHT TOOLS - Total For Balefill - Baler Processing</i>			<i>\$229.99</i>
HARBOR FREIGHT TOOLS	Buildings & Structures Fund	BAS Shop Supplies - Harbor Freight	\$29.96
<i>HARBOR FREIGHT TOOLS - Total For Buildings & Structures Fund</i>			<i>\$29.96</i>
HARBOR FREIGHT TOOLS	Fire-EMS Operations	Tv Wall Mount	\$14.99
<i>HARBOR FREIGHT TOOLS - Total For Fire-EMS Operations</i>			<i>\$14.99</i>
HARBOR FREIGHT TOOLS	Refuse - Residential	SMALL TOOLS FOR TRUCK BARN	\$55.97
<i>HARBOR FREIGHT TOOLS - Total For Refuse - Residential</i>			<i>\$55.97</i>
HARBOR FREIGHT TOOLS	Regional Water Operations	Parts Washer - Small Tools & Supplies	\$139.99
<i>HARBOR FREIGHT TOOLS - Total For Regional Water Operations</i>			<i>\$139.99</i>
HARBOR FREIGHT TOOLS	Water Tanks	SUN II MIXER- BOOSTER/LIFT STATION SUPP	\$7.48
<i>HARBOR FREIGHT TOOLS - Total For Water Tanks</i>			<i>\$7.48</i>
HARBOR FREIGHT TOOLS	Weed & Pest Fund	tools	\$259.98
HARBOR FREIGHT TOOLS	Weed & Pest Fund	supplies	\$47.97
<i>HARBOR FREIGHT TOOLS - Total For Weed & Pest Fund</i>			<i>\$307.95</i>
HARBOR FREIGHT TOOLS - ALL DEPARTMENTS			\$786.33

HARDWARE PARTNERS LL

HARDWARE PARTNERS LL	Buildings & Structures Fund	Plumbing repair supplies for Service Center -	\$9.64
<i>HARDWARE PARTNERS LL - Total For Buildings & Structures Fund</i>			<i>\$9.64</i>
HARDWARE PARTNERS LL	Fire-EMS Operations	Propane for Station 2	\$28.43
<i>HARDWARE PARTNERS LL - Total For Fire-EMS Operations</i>			<i>\$28.43</i>
HARDWARE PARTNERS LL	Refuse - Residential	SUPPLIES FOR WASHER TRUCKS	\$119.84
<i>HARDWARE PARTNERS LL - Total For Refuse - Residential</i>			<i>\$119.84</i>
HARDWARE PARTNERS LL	Water Tanks	SUN II MIXER- BOOSTER/LIFT STATION SUPP	\$9.99
HARDWARE PARTNERS LL	Water Tanks	SUN II MIXER- BOOSTER/LIFT STATION SUPP	\$19.50
<i>HARDWARE PARTNERS LL - Total For Water Tanks</i>			<i>\$29.49</i>
HARDWARE PARTNERS LL	Weed & Pest Fund	sprayer	\$49.98
HARDWARE PARTNERS LL	Weed & Pest Fund	chainsaw and parts	\$848.95

HARDWARE PARTNERS LL	Weed & Pest Fund	brush	\$12.78
HARDWARE PARTNERS LL	Weed & Pest Fund	driver	\$44.99
HARDWARE PARTNERS LL	Weed & Pest Fund	supplies	\$11.99
HARDWARE PARTNERS LL	Weed & Pest Fund	Chains	\$169.98
HARDWARE PARTNERS LL	Weed & Pest Fund	Chainsaw repair and chains	\$182.98
HARDWARE PARTNERS LL	Weed & Pest Fund	multi tool trimmer	\$749.98
<i>HARDWARE PARTNERS LL - Total For Weed & Pest Fund</i>			<i>\$2,071.63</i>
HARDWARE PARTNERS LL - ALL DEPARTMENTS			\$2,259.03

HDR ENGINEERING, INC

HDR ENGINEERING, INC	Metropolitan Planning Org	Western Gateway Corridor Study	\$8,520.18
HDR ENGINEERING, INC	Metropolitan Planning Org	Casper Area Transit Electric F	\$8,129.30
<i>HDR ENGINEERING, INC - Total For Metropolitan Planning Org</i>			<i>\$16,649.48</i>
HDR ENGINEERING, INC	Water Administration	Water Rights Supply and Studie	\$5,707.50
<i>HDR ENGINEERING, INC - Total For Water Administration</i>			<i>\$5,707.50</i>
HDR ENGINEERING, INC	WWTP Operations	Gems S028763 - WWTP DIGESTER B	\$2,019.25
<i>HDR ENGINEERING, INC - Total For WWTP Operations</i>			<i>\$2,019.25</i>
HDR ENGINEERING, INC - ALL DEPARTMENTS			\$24,376.23

HENSLEY BATTERY CASP

HENSLEY BATTERY CASP	WWTP Regional Interceptors	Batteries	\$179.98
<i>HENSLEY BATTERY CASP - Total For WWTP Regional Interceptors</i>			<i>\$179.98</i>
HENSLEY BATTERY CASP - ALL DEPARTMENTS			\$179.98

HERR, LISA

HERR, LISA	Refuse Revenue and Transfer		\$19.71
<i>HERR, LISA - Total For Refuse Revenue and Transfers</i>			<i>\$19.71</i>
HERR, LISA - ALL DEPARTMENTS			\$19.71

HLSG

HLSG	Golf - Operations	10 gallons Zipline wetting agent	\$1,320.64
<i>HLSG - Total For Golf - Operations</i>			<i>\$1,320.64</i>

HLSG - ALL DEPARTMENTS

\$1,320.64

HOBBY-LOBBY #0233

HOBBY-LOBBY #0233	Rec Center - Admin	Parks, Rec and Public Services Division BBQ S	\$65.90
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<i>HOBBY-LOBBY #0233 - Total For Rec Center - Admin</i>			\$65.90
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HOBBY-LOBBY #0233 - ALL DEPARTMENTS

\$65.90

HOLLAND & HART LLP

HOLLAND & HART LLP	Water Tanks	Renegotiation of Water Storage	\$5,815.00
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<i>HOLLAND & HART LLP - Total For Water Tanks</i>			\$5,815.00
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HOLLAND & HART LLP - ALL DEPARTMENTS

\$5,815.00

HOMAX OIL SALES, INC

HOMAX OIL SALES, INC	Fleet Maintenance Fund	8896 GALLONS Unleaded Fuel	\$27,759.35
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HOMAX OIL SALES, INC	Fleet Maintenance Fund	7203 gal Unleaded Fuel	\$22,649.33
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HOMAX OIL SALES, INC	Fleet Maintenance Fund	7000 gal Clear Diesel Fuel & Ecoclean Power	\$27,832.21
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HOMAX OIL SALES, INC	Fleet Maintenance Fund	8902 GALLON Clear Diesel Fuel & Ecoclean P	\$35,051.46
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<i>HOMAX OIL SALES, INC - Total For Fleet Maintenance Fund</i>			\$113,292.35
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HOMAX OIL SALES, INC	Golf - Operations	Midgrade Gasoline & Clear Diesel Fuel	\$2,713.17
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<i>HOMAX OIL SALES, INC - Total For Golf - Operations</i>			\$2,713.17
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HOMAX OIL SALES, INC	Regional Water Operations	PetroleumSolvent Parts Washer-Small Tools	\$122.25
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HOMAX OIL SALES, INC	Regional Water Operations	Fuel for Explorer & Pick Ups - Gas/Fuel	\$470.82
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<i>HOMAX OIL SALES, INC - Total For Regional Water Operations</i>			\$593.07
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HOMAX OIL SALES, INC	Water Meters	Fuel	\$1,426.43
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<i>HOMAX OIL SALES, INC - Total For Water Meters</i>			\$1,426.43
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HOMAX OIL SALES, INC - ALL DEPARTMENTS

\$118,025.02

HONNEN EQUIPMENT CO.

HONNEN EQUIPMENT CO.	Fleet Maintenance Fund	Equipment repair	\$1,583.61
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<i>HONNEN EQUIPMENT CO. - Total For Fleet Maintenance Fund</i>			\$1,583.61
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HONNEN EQUIPMENT CO. - ALL DEPARTMENTS

\$1,583.61

HOODS EQUIP & SPRINK

HOODS EQUIP & SPRINK	Refuse Revenue and Transfer		\$16.80
<i>HOODS EQUIP & SPRINK - Total For Refuse Revenue and Transfers</i>			<i>\$16.80</i>
HOODS EQUIP & SPRINK - ALL DEPARTMENTS			\$16.80

HOOD'S EQUIPMENT & S

HOOD'S EQUIPMENT & S	Direct Distribution - Fire	5HP Briggs Stamped Deck, Recycler Kit & Del	\$3,482.99
<i>HOOD'S EQUIPMENT & S - Total For Direct Distribution - Fire</i>			<i>\$3,482.99</i>
HOOD'S EQUIPMENT & S - ALL DEPARTMENTS			\$3,482.99

HOSE AND RUBBER SUPP

HOSE AND RUBBER SUPP	Balefill - Diversion & Special	PARTS FOR WATER SHED AT COMPOST YARD	\$189.36
<i>HOSE AND RUBBER SUPP - Total For Balefill - Diversion & Special</i>			<i>\$189.36</i>
HOSE AND RUBBER SUPP	Buildings & Structures Fund	HVAC Repair supplies for Service Center - Ho	\$29.23
<i>HOSE AND RUBBER SUPP - Total For Buildings & Structures Fund</i>			<i>\$29.23</i>
HOSE AND RUBBER SUPP	Fire-EMS Operations	Parts to repair sta. 1 breathing air compress	\$36.08
<i>HOSE AND RUBBER SUPP - Total For Fire-EMS Operations</i>			<i>\$36.08</i>
HOSE AND RUBBER SUPP	Parks - Parks Maint.	Hose for water trailer	\$86.20
<i>HOSE AND RUBBER SUPP - Total For Parks - Parks Maint.</i>			<i>\$86.20</i>
HOSE AND RUBBER SUPP	Water Distribution	RUBBER GASKETS 6" TAPPING MACHINE- OT	\$10.00
<i>HOSE AND RUBBER SUPP - Total For Water Distribution</i>			<i>\$10.00</i>
HOSE AND RUBBER SUPP	Water Meters	HOSE- OTHER MATERIALS & SUPPLIES	\$87.00
<i>HOSE AND RUBBER SUPP - Total For Water Meters</i>			<i>\$87.00</i>
HOSE AND RUBBER SUPP - ALL DEPARTMENTS			\$437.87

HOTEL INDIGO KANSAS

HOTEL INDIGO KANSAS	Police Career Services	HOLIDAY INNS training Jacobs	\$469.53
<i>HOTEL INDIGO KANSAS - Total For Police Career Services</i>			<i>\$469.53</i>
HOTEL INDIGO KANSAS - ALL DEPARTMENTS			\$469.53

HOTSY EQUIPMENT OF W

HOTSY EQUIPMENT OF W	Metro Animal Shelter	MISCELLANEOUS AND RETAIL STORES replac	\$333.00
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<i>HOTSY EQUIPMENT OF W - Total For Metro Animal Shelter</i>			\$333.00
HOTSY EQUIPMENT OF W - ALL DEPARTMENTS			\$333.00

HOWARD SUPPLY COMPAN

HOWARD SUPPLY COMPAN	Balefill - Baler Processing	Flashlights COMPONENTS FOR HYDR POWER	\$227.46
HOWARD SUPPLY COMPAN	Balefill - Baler Processing	Electric Hydraulic Pump, for Baler	\$3,918.00
<i>HOWARD SUPPLY COMPAN - Total For Balefill - Baler Processing</i>			<i>\$4,145.46</i>
HOWARD SUPPLY COMPAN - ALL DEPARTMENTS			\$4,145.46

IAEI

IAEI	Community Development	PROFESSIONAL SERVICES NOT ELSEWHERE C	\$120.00
<i>IAEI - Total For Community Development</i>			<i>\$120.00</i>
IAEI - ALL DEPARTMENTS			\$120.00

INGRAM BOOK COMPANY

INGRAM BOOK COMPANY	General Fund Revenue	Books for resale in museum store	\$237.77
INGRAM BOOK COMPANY	General Fund Revenue	Books for resale in museum store	\$159.69
INGRAM BOOK COMPANY	General Fund Revenue	Books for resale in museum store	\$106.07
<i>INGRAM BOOK COMPANY - Total For General Fund Revenue</i>			<i>\$503.53</i>
INGRAM BOOK COMPANY - ALL DEPARTMENTS			\$503.53

INSTALLATION & SVC.

INSTALLATION & SVC.	Capital Projects Fund	Mariposa Blvd Improvements - S	\$71,559.70
<i>INSTALLATION & SVC. - Total For Capital Projects Fund</i>			<i>\$71,559.70</i>
INSTALLATION & SVC.	Water Distribution	2023 CPU Asphalt Repair	\$40,838.12
<i>INSTALLATION & SVC. - Total For Water Distribution</i>			<i>\$40,838.12</i>
INSTALLATION & SVC.	Water Revenue and Transfer	Retainage - Contract #23300089	\$2,149.38
<i>INSTALLATION & SVC. - Total For Water Revenue and Transfers</i>			<i>\$2,149.38</i>
INSTALLATION & SVC. - ALL DEPARTMENTS			\$114,547.20

INTUIT, INC.

INTUIT, INC.	Buildings & Structures Fund	Plumbing repair supplies for Service Center -	\$366.52
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<i>INTUIT, INC. - Total For Buildings & Structures Fund</i>			<i>\$366.52</i>
INTUIT, INC.	Capital Projects Fund	Window tinting on Chief's Rig	\$300.00
INTUIT, INC.	Capital Projects Fund	Window tinting of Chief's rig	\$300.00
INTUIT, INC.	Capital Projects Fund	Window tinting for a Chief's rig	\$300.00
<i>INTUIT, INC. - Total For Capital Projects Fund</i>			<i>\$900.00</i>
INTUIT, INC.	Community Development	COMMERCIAL PHOTOGRAPHY, ART, AND GR	\$3,795.00
<i>INTUIT, INC. - Total For Community Development</i>			<i>\$3,795.00</i>
INTUIT, INC.	Fire-EMS Administration	Annual PSTrax PPE Tracker Software	\$1,312.50
<i>INTUIT, INC. - Total For Fire-EMS Administration</i>			<i>\$1,312.50</i>
INTUIT, INC.	Hogadon - Operations	Chair Lift	\$5.65
<i>INTUIT, INC. - Total For Hogadon - Operations</i>			<i>\$5.65</i>
INTUIT, INC.	Ice Arena - Operations	Rink Blaster Shovel - Casper Ice Arena	\$540.94
<i>INTUIT, INC. - Total For Ice Arena - Operations</i>			<i>\$540.94</i>
INTUIT, INC.	Parks - Parks Maint.	Graffiti removal - skate park, Adams park, fai	\$1,025.00
INTUIT, INC.	Parks - Parks Maint.	Rotary Club of Casper Membership Dues	\$240.50
INTUIT, INC.	Parks - Parks Maint.	Cleaned Pavilions at Crossroads	\$250.00
<i>INTUIT, INC. - Total For Parks - Parks Maint.</i>			<i>\$1,515.50</i>
INTUIT, INC.	Parks - Special Areas	flowers	\$202.50
<i>INTUIT, INC. - Total For Parks - Special Areas</i>			<i>\$202.50</i>
INTUIT, INC.	Parks - Urban Forestry	stump killer	\$17.14
<i>INTUIT, INC. - Total For Parks - Urban Forestry</i>			<i>\$17.14</i>
INTUIT, INC.	Risk Management	Splash Pad Parts for Claims: 202400026 & 20	\$2,361.76
<i>INTUIT, INC. - Total For Risk Management</i>			<i>\$2,361.76</i>
INTUIT, INC. - ALL DEPARTMENTS			\$11,017.51

JACOBS ENGINEERING G

JACOBS ENGINEERING G	WWTP Operations	Engineering Services with Jaco	\$1,630.00
<i>JACOBS ENGINEERING G - Total For WWTP Operations</i>			<i>\$1,630.00</i>
JACOBS ENGINEERING G - ALL DEPARTMENTS			\$1,630.00

JC GOLF ACCESSORIES

JC GOLF ACCESSORIES	Golf	Inventory	\$472.71
<i>JC GOLF ACCESSORIES - Total For Golf</i>			<i>\$472.71</i>

JC GOLF ACCESSORIES - ALL DEPARTMENTS

\$472.71

JERSEY MIKES

JERSEY MIKES	Community Development	FAST FOOD RESTAURANTS	\$262.80
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<i>JERSEY MIKES - Total For Community Development</i>			\$262.80
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JERSEY MIKES	Fire-EMS Operations	Meal for crews working an incident	\$78.78
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<i>JERSEY MIKES - Total For Fire-EMS Operations</i>			\$78.78
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JERSEY MIKES	Police Career Services	FAST FOOD RESTAURANTS meal for hosted t	\$471.22
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<i>JERSEY MIKES - Total For Police Career Services</i>			\$471.22
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JERSEY MIKES - ALL DEPARTMENTS

\$812.80

JFH DISTRIBUTING

JFH DISTRIBUTING	WWTP Operations	Bronze Shaft Sleeve & Freight/Handling Char	\$138.87
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JFH DISTRIBUTING	WWTP Operations	Cylinder gasket/seal assembly/rotor & cylind	\$4,367.05
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<i>JFH DISTRIBUTING - Total For WWTP Operations</i>			\$4,505.92
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JFH DISTRIBUTING - ALL DEPARTMENTS

\$4,505.92

JIMMY JOHNS -

JIMMY JOHNS -	Fire-EMS Training	Lunch for flashover instructors	\$83.04
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<i>JIMMY JOHNS - - Total For Fire-EMS Training</i>			\$83.04
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JIMMY JOHNS - - ALL DEPARTMENTS

\$83.04

JONES, MAGDALENA

JONES, MAGDALENA	Refuse Revenue and Transfer		\$47.22
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<i>JONES, MAGDALENA - Total For Refuse Revenue and Transfers</i>			\$47.22
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JONES, MAGDALENA - ALL DEPARTMENTS

\$47.22

JUNG BROS ENGINEERS

JUNG BROS ENGINEERS	Capital Projects Fund	Midwest Avenue Coring	\$735.08
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<i>JUNG BROS ENGINEERS - Total For Capital Projects Fund</i>			\$735.08
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JUNG BROS ENGINEERS - ALL DEPARTMENTS

\$735.08

JUSTICE CLEARINGHOUS

JUSTICE CLEARINGHOUS	Metro Animal Control	PROFESSIONAL SERVICES NOT ELSEWHERE C	\$894.00
<i>JUSTICE CLEARINGHOUS - Total For Metro Animal Control</i>			<i>\$894.00</i>
JUSTICE CLEARINGHOUS - ALL DEPARTMENTS			\$894.00

JW MARRIOTT LAS VEGA

JW MARRIOTT LAS VEGA	Police Career Services	MARRIOTT Polygraph training conference	\$678.00
<i>JW MARRIOTT LAS VEGA - Total For Police Career Services</i>			<i>\$678.00</i>
JW MARRIOTT LAS VEGA - ALL DEPARTMENTS			\$678.00

JWI INVESTMENTS LLC

JWI INVESTMENTS LLC	Refuse Revenue and Transfer		\$27.67
JWI INVESTMENTS LLC	Refuse Revenue and Transfer		\$52.11
<i>JWI INVESTMENTS LLC - Total For Refuse Revenue and Transfers</i>			<i>\$79.78</i>
JWI INVESTMENTS LLC	Sewer Fund		\$21.72
<i>JWI INVESTMENTS LLC - Total For Sewer Fund</i>			<i>\$21.72</i>
JWI INVESTMENTS LLC - ALL DEPARTMENTS			\$101.50

KELE, INC

KELE, INC	Balefill - Disposal & Landfill	Replacement of NO2 Monitor in Truck Barn	\$1,938.60
<i>KELE, INC - Total For Balefill - Disposal & Landfill</i>			<i>\$1,938.60</i>
KELE, INC - ALL DEPARTMENTS			\$1,938.60

KNIFE RIVER/JTL

KNIFE RIVER/JTL	Capital Projects Fund	Contract Withholding: 23300067	\$7,275.00
<i>KNIFE RIVER/JTL - Total For Capital Projects Fund</i>			<i>\$7,275.00</i>
KNIFE RIVER/JTL	Streets	Crushed Base	\$252.32
KNIFE RIVER/JTL	Streets	1/2" Plant Mix	\$553.84
KNIFE RIVER/JTL	Streets	1/2" Plant Mix	\$561.20
KNIFE RIVER/JTL	Streets	1/2" Plant Mix	\$555.68
KNIFE RIVER/JTL	Streets	1/2" Plant Mix	\$2,939.40
KNIFE RIVER/JTL	Streets	1/2" Plant Mix	\$22,811.40

KNIFE RIVER/JTL	Streets	1/2" Plant Mix	\$182.16
KNIFE RIVER/JTL	Streets	1/2" Plant Mix	\$558.44
KNIFE RIVER/JTL	Streets	1/2" Plant Mix	\$565.80
KNIFE RIVER/JTL	Streets	1/2" Plant Mix	\$563.04
KNIFE RIVER/JTL	Streets	1/2" Plant Mix	\$840.88
KNIFE RIVER/JTL	Streets	1/2" Plant Mix	\$558.44
KNIFE RIVER/JTL	Streets	1/2" Plant Mix	\$559.36
KNIFE RIVER/JTL	Streets	57 Rock	\$1,062.10

KNIFE RIVER/JTL - Total For Streets \$32,564.06

KNIFE RIVER/JTL - ALL DEPARTMENTS \$39,839.06

LANCASTER ARCHERY SU

LANCASTER ARCHERY SU	Rec Center - Classes	CRC Summer Camp sport supplies	\$1,435.72
LANCASTER ARCHERY SU	Rec Center - Classes	CRC Summer Camp Sporting Equipment	\$449.92

LANCASTER ARCHERY SU - Total For Rec Center - Classes \$1,885.64

LANCASTER ARCHERY SU - ALL DEPARTMENTS \$1,885.64

LAWSON PRODUCTS INC

LAWSON PRODUCTS INC	Fleet Maintenance Fund	Equipment rental	\$525.00
LAWSON PRODUCTS INC	Fleet Maintenance Fund	Equipment rental	\$375.00

LAWSON PRODUCTS INC - Total For Fleet Maintenance Fund \$900.00

LAWSON PRODUCTS INC - ALL DEPARTMENTS \$900.00

LEWALLEN, ALLYSON M

LEWALLEN, ALLYSON M	Refuse Revenue and Transfer		\$45.00
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LEWALLEN, ALLYSON M - Total For Refuse Revenue and Transfers \$45.00

LEWALLEN, ALLYSON M - ALL DEPARTMENTS \$45.00

LOAF N JUG #0111

LOAF N JUG #0111	WWTP Operations	Lab supplies	\$5.99
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LOAF N JUG #0111 - Total For WWTP Operations \$5.99

LOAF N JUG #0111 - ALL DEPARTMENTS \$5.99

LOAF N JUG #0119

LOAF N JUG #0119	Fire-EMS Operations	Fuel for travel while attending training	\$69.81
<i>LOAF N JUG #0119 - Total For Fire-EMS Operations</i>			<i>\$69.81</i>
LOAF N JUG #0119	Police Career Services	AUTOMATED FUEL DISPENSERS - Training CO	\$41.03
<i>LOAF N JUG #0119 - Total For Police Career Services</i>			<i>\$41.03</i>
LOAF N JUG #0119 - ALL DEPARTMENTS			\$110.84

LOAF N JUG #0159

LOAF N JUG #0159	Fire-EMS Operations	Fuel for travel while attending a training	\$73.87
<i>LOAF N JUG #0159 - Total For Fire-EMS Operations</i>			<i>\$73.87</i>
LOAF N JUG #0159 - ALL DEPARTMENTS			\$73.87

LONG BUILDING TECHNO

LONG BUILDING TECHNO	Buildings & Structures Fund	Circuit & Inverter Assembly/Scroll Compress	\$6,163.00
<i>LONG BUILDING TECHNO - Total For Buildings & Structures Fund</i>			<i>\$6,163.00</i>
LONG BUILDING TECHNO	Regional Water Operations	Cold System Repair -Maint./Repair (Non-Con	\$546.00
<i>LONG BUILDING TECHNO - Total For Regional Water Operations</i>			<i>\$546.00</i>
LONG BUILDING TECHNO - ALL DEPARTMENTS			\$6,709.00

LONGHORN STEAK

LONGHORN STEAK	Parks - Parks Maint.	Travel meal for Matt	\$43.10
<i>LONGHORN STEAK - Total For Parks - Parks Maint.</i>			<i>\$43.10</i>
LONGHORN STEAK - ALL DEPARTMENTS			\$43.10

LS BARBARIAN COFFEE

LS BARBARIAN COFFEE	Police Administration	FAST FOOD RESTAURANTS Retirement party	\$66.94
<i>LS BARBARIAN COFFEE - Total For Police Administration</i>			<i>\$66.94</i>
LS BARBARIAN COFFEE - ALL DEPARTMENTS			\$66.94

M & T ENTERPRISES

M & T ENTERPRISES	Refuse Revenue and Transfer		\$47.22
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M & T ENTERPRISES - Total For Refuse Revenue and Transfers \$47.22

M & T ENTERPRISES - ALL DEPARTMENTS \$47.22

MAINSTAY SUITES

MAINSTAY SUITES Fire-EMS Training Credit for sales tax charged for a room for a (\$111.72)

MAINSTAY SUITES - Total For Fire-EMS Training (\$111.72)

MAINSTAY SUITES - ALL DEPARTMENTS (\$111.72)

MCCI, LLC

MCCI, LLC City Clerk Laserfiche Renewal - 11/24/23 to 11/23/24 \$10,522.05

MCCI, LLC - Total For City Clerk \$10,522.05

MCCI, LLC - ALL DEPARTMENTS \$10,522.05

MCDONALD'S F35665

MCDONALD'S F35665 Police Investigations FAST FOOD RESTAURANTS: food \$7.76

MCDONALD'S F35665 - Total For Police Investigations \$7.76

MCDONALD'S F35665 - ALL DEPARTMENTS \$7.76

MCMURRY READY MIX CO

MCMURRY READY MIX CO Sewer Fund \$9.76

MCMURRY READY MIX CO - Total For Sewer Fund \$9.76

MCMURRY READY MIX CO - ALL DEPARTMENTS \$9.76

MD MEDICAL RESOURCES

MD MEDICAL RESOURCES Rec Center - Classes CRC Summer Camp Sport Supplies Rock Clim \$4,350.00

MD MEDICAL RESOURCES Rec Center - Classes Flooring material for CRC Room for activities \$4,981.00

MD MEDICAL RESOURCES Rec Center - Classes CRC Summer Camp Sport Supplies Rock Clim \$4,825.00

MD MEDICAL RESOURCES - Total For Rec Center - Classes \$14,156.00

MD MEDICAL RESOURCES - ALL DEPARTMENTS \$14,156.00

MENARDS CASPER WY

MENARDS CASPER WY	Balefill - Disposal & Landfill	SURGE PROTECTOR/CHARGING CORDS	\$474.33
<i>MENARDS CASPER WY - Total For Balefill - Disposal & Landfill</i>			\$474.33
MENARDS CASPER WY	Buildings & Structures Fund	Plumbing repair supplies for Service Center -	\$77.72
<i>MENARDS CASPER WY - Total For Buildings & Structures Fund</i>			\$77.72
MENARDS CASPER WY	Fire-EMS Operations	(2) Cargo Bars	\$59.98
<i>MENARDS CASPER WY - Total For Fire-EMS Operations</i>			\$59.98
MENARDS CASPER WY	Parks - Parks Maint.	Grill knobs	\$7.98
<i>MENARDS CASPER WY - Total For Parks - Parks Maint.</i>			\$7.98
MENARDS CASPER WY	Refuse - Recycling	CLEANING SUPPLIES FOR MRF	\$4.35
<i>MENARDS CASPER WY - Total For Refuse - Recycling</i>			\$4.35
MENARDS CASPER WY	Water Distribution	DEF & WASHER FLUID- VEHICLE SUPPLIES	\$203.04
<i>MENARDS CASPER WY - Total For Water Distribution</i>			\$203.04
MENARDS CASPER WY - ALL DEPARTMENTS			\$827.40

MERBACK AWARDS CO

MERBACK AWARDS CO	Community Development	MISCELLANEOUS AND RETAIL STORES	\$64.99
<i>MERBACK AWARDS CO - Total For Community Development</i>			\$64.99
MERBACK AWARDS CO	Fire-EMS Operations	Name tags	\$209.77
<i>MERBACK AWARDS CO - Total For Fire-EMS Operations</i>			\$209.77
MERBACK AWARDS CO - ALL DEPARTMENTS			\$274.76

MIDLAND SCIENTIFIC

MIDLAND SCIENTIFIC	WWTP Operations	Lab supplies	\$74.50
<i>MIDLAND SCIENTIFIC - Total For WWTP Operations</i>			\$74.50
MIDLAND SCIENTIFIC - ALL DEPARTMENTS			\$74.50

MOTOROLA SOLUTIONS

MOTOROLA SOLUTIONS	Capital Projects Fund	Radios for 4 Unmarked Units	\$16,750.24
<i>MOTOROLA SOLUTIONS - Total For Capital Projects Fund</i>			\$16,750.24
MOTOROLA SOLUTIONS	Public Safety Communication Network Monitoring/Systm Pkg/Microwave		\$9,457.67
<i>MOTOROLA SOLUTIONS - Total For Public Safety Communications</i>			\$9,457.67
MOTOROLA SOLUTIONS - ALL DEPARTMENTS			\$26,207.91

MOUNTAIN STATES

MOUNTAIN STATES	Municipal Court	Envelopes - Municipal Court	\$225.84
<i>MOUNTAIN STATES - Total For Municipal Court</i>			\$225.84
MOUNTAIN STATES	Risk Management	Printing Service - business cards	\$89.54
<i>MOUNTAIN STATES - Total For Risk Management</i>			\$89.54
MOUNTAIN STATES - ALL DEPARTMENTS			\$315.38

MOUNTAIN WEST TECHNO

MOUNTAIN WEST TECHNO	Aquatics- Marion Kreiner Op	Acct #12213	\$49.95
<i>MOUNTAIN WEST TECHNO - Total For Aquatics- Marion Kreiner Oper.</i>			\$49.95
MOUNTAIN WEST TECHNO	Aquatics- Mike Sedar Oper.	Acct #12214	\$49.95
<i>MOUNTAIN WEST TECHNO - Total For Aquatics- Mike Sedar Oper.</i>			\$49.95
MOUNTAIN WEST TECHNO	Aquatics- Paradise Valley Op	Acct #12212	\$49.95
<i>MOUNTAIN WEST TECHNO - Total For Aquatics- Paradise Valley Oper</i>			\$49.95
MOUNTAIN WEST TECHNO	Aquatics- Washington Oper	Acct #12211	\$49.95
<i>MOUNTAIN WEST TECHNO - Total For Aquatics- Washington Oper</i>			\$49.95
MOUNTAIN WEST TECHNO	Casper Business Center	Acct #20778	\$80.74
<i>MOUNTAIN WEST TECHNO - Total For Casper Business Center</i>			\$80.74
MOUNTAIN WEST TECHNO	Hogadon - Operations	Guest Internet	\$59.95
<i>MOUNTAIN WEST TECHNO - Total For Hogadon - Operations</i>			\$59.95
MOUNTAIN WEST TECHNO	Information Services	Acct #13922	\$450.00
<i>MOUNTAIN WEST TECHNO - Total For Information Services</i>			\$450.00
MOUNTAIN WEST TECHNO	Miller St. Dormitory	Acct #13502	\$49.95
<i>MOUNTAIN WEST TECHNO - Total For Miller St. Dormitory</i>			\$49.95
MOUNTAIN WEST TECHNO - ALL DEPARTMENTS			\$840.44

MURDOCH'S RANCH&HOME

MURDOCH'S RANCH&HOM	Balefill - Disposal & Landfill	JUMPER CABLE REPLACEMNTS	\$133.96
<i>MURDOCH'S RANCH&HOME - Total For Balefill - Disposal & Landfill</i>			\$133.96
MURDOCH'S RANCH&HOM	Fire-EMS Operations	Chainsaw Fuel	\$80.97
<i>MURDOCH'S RANCH&HOME - Total For Fire-EMS Operations</i>			\$80.97
MURDOCH'S RANCH&HOM	Sewer Wastewater Collection	weed killer for lift stations	\$22.39
MURDOCH'S RANCH&HOM	Sewer Wastewater Collection	uniform--exchange for size	(\$5.00)

MURDOCH'S RANCH&HOM	Sewer Wastewater Collection uniform--exchange for different size		(\$0.99)
<i>MURDOCH'S RANCH&HOME - Total For Sewer Wastewater Collection</i>			\$16.40
MURDOCH'S RANCH&HOME - ALL DEPARTMENTS			\$231.33

NAPA AUTO PARTS CORP

NAPA AUTO PARTS CORP	Fleet Maintenance Fund	Consumables, Small Tools, IBS Expenses & P	\$1,064.77
NAPA AUTO PARTS CORP	Fleet Maintenance Fund	Consumables, Small Tools, IBS Expenses & P	\$1,628.57
NAPA AUTO PARTS CORP	Fleet Maintenance Fund	Consumables, Small Tools, IBS Expenses & P	\$12,725.70
NAPA AUTO PARTS CORP	Fleet Maintenance Fund	Consumables, Small Tools, IBS Expenses & P	\$13,243.80
NAPA AUTO PARTS CORP	Fleet Maintenance Fund	Consumables, Small Tools, IBS Expenses & P	\$102,490.00
NAPA AUTO PARTS CORP	Fleet Maintenance Fund	Consumables, Small Tools, IBS Expenses & P	\$140,311.85
NAPA AUTO PARTS CORP	Fleet Maintenance Fund	Consumables, Small Tools, IBS Expenses & P	\$149.17
<i>NAPA AUTO PARTS CORP - Total For Fleet Maintenance Fund</i>			\$271,613.86
NAPA AUTO PARTS CORP	Refuse - Residential	HAND SOAP DEGREASER FOR TRUCK BARN	\$29.08
<i>NAPA AUTO PARTS CORP - Total For Refuse - Residential</i>			\$29.08
NAPA AUTO PARTS CORP	Regional Water Operations	Bottle Jack - Small Tools & Supplies	\$30.82
<i>NAPA AUTO PARTS CORP - Total For Regional Water Operations</i>			\$30.82
NAPA AUTO PARTS CORP - ALL DEPARTMENTS			\$271,673.76

NATL ALLIANCE FOR DR

NATL ALLIANCE FOR DR	Police Career Services	BUSINESS SERVICES NOT ELSEWHERE CLASSI	\$435.00
<i>NATL ALLIANCE FOR DR - Total For Police Career Services</i>			\$435.00
NATL ALLIANCE FOR DR - ALL DEPARTMENTS			\$435.00

NATRONA COUNTY OFFIC

NATRONA COUNTY OFFIC	City Attorney	Copy Charges	\$1.50
<i>NATRONA COUNTY OFFIC - Total For City Attorney</i>			\$1.50
NATRONA COUNTY OFFIC	Municipal Court	April 2023 thru June 2023 Expenses	\$5,392.29
<i>NATRONA COUNTY OFFIC - Total For Municipal Court</i>			\$5,392.29
NATRONA COUNTY OFFIC	Police Administration	April 2023 thru June 2023 Expenses	\$33,124.05
<i>NATRONA COUNTY OFFIC - Total For Police Administration</i>			\$33,124.05
NATRONA COUNTY OFFIC	Weed & Pest Fund	Tempo 900 ML	\$1,143.68
<i>NATRONA COUNTY OFFIC - Total For Weed & Pest Fund</i>			\$1,143.68

NATRONA COUNTY OFFIC - ALL DEPARTMENTS

\$39,661.52

NORCO, INC.

NORCO, INC.	Buildings & Structures Fund	Hand Sanitizer, Garbage Bags & Paper Towel	\$605.33
<i>NORCO, INC. - Total For Buildings & Structures Fund</i>			<i>\$605.33</i>
NORCO, INC.	Fleet Maintenance Fund	Cylinder Rental	\$176.39
<i>NORCO, INC. - Total For Fleet Maintenance Fund</i>			<i>\$176.39</i>
NORCO, INC.	Metro Animal Fund	Cleaning supplies	\$453.04
<i>NORCO, INC. - Total For Metro Animal Fund</i>			<i>\$453.04</i>
NORCO, INC.	Metro Animal Shelter	LAB/MEDICAL/DENTAL/OPHTHALMIC HOSPI	\$29.89
NORCO, INC.	Metro Animal Shelter	LAB/MEDICAL/DENTAL/OPHTHALMIC HOSPI	\$110.42
<i>NORCO, INC. - Total For Metro Animal Shelter</i>			<i>\$140.31</i>
NORCO, INC.	Refuse - Recycling	Garbage bags FOR RECYCLING ROUTES	\$859.80
<i>NORCO, INC. - Total For Refuse - Recycling</i>			<i>\$859.80</i>
NORCO, INC.	Refuse - Residential	Penlight Flashlights for crews	\$342.45
<i>NORCO, INC. - Total For Refuse - Residential</i>			<i>\$342.45</i>
NORCO, INC.	Sewer Wastewater Collection	safety supplies	\$32.13
<i>NORCO, INC. - Total For Sewer Wastewater Collection</i>			<i>\$32.13</i>
NORCO, INC.	Water Distribution	NORTON BLUEFIRE- BUILDING SUPPLIES	\$13.35
NORCO, INC.	Water Distribution	Safety vests	\$170.40
<i>NORCO, INC. - Total For Water Distribution</i>			<i>\$183.75</i>
NORCO, INC.	Weed & Pest Fund	safety	\$56.96
<i>NORCO, INC. - Total For Weed & Pest Fund</i>			<i>\$56.96</i>
NORCO, INC.	WWTP Operations	Lime	\$1,200.00
NORCO, INC.	WWTP Operations	Gloves, hand cleaner	\$256.75
<i>NORCO, INC. - Total For WWTP Operations</i>			<i>\$1,456.75</i>
NORCO, INC. - ALL DEPARTMENTS			\$4,306.91

NORTH PARK TRANSPORA

NORTH PARK TRANSPORA	Fleet Maintenance Fund	151570 Freight Charges - AC Machine	\$228.96
<i>NORTH PARK TRANSPORA - Total For Fleet Maintenance Fund</i>			<i>\$228.96</i>
NORTH PARK TRANSPORA - ALL DEPARTMENTS			\$228.96

NORTHWEST CONTRACTOR

NORTHWEST CONTRACTOR	Balefill - Baler Processing	Gloves & snow shovel FOR BALER CREW	\$574.32
NORTHWEST CONTRACTOR	Balefill - Baler Processing	Fuel Blower Kit FOR RESIDENTAL DOOR MOR	\$349.00
<i>NORTHWEST CONTRACTOR - Total For Balefill - Baler Processing</i>			<i>\$923.32</i>
NORTHWEST CONTRACTOR	Buildings & Structures Fund	Supplies to shut down Marion Kreiner Pool -	\$58.38
<i>NORTHWEST CONTRACTOR - Total For Buildings & Structures Fund</i>			<i>\$58.38</i>
NORTHWEST CONTRACTOR	Parks - Parks Maint.	Wedge anchors for benches at Yesness	\$2.16
NORTHWEST CONTRACTOR	Parks - Parks Maint.	Wedge anchors for benches at Yesness and	\$3.60
<i>NORTHWEST CONTRACTOR - Total For Parks - Parks Maint.</i>			<i>\$5.76</i>
NORTHWEST CONTRACTOR	Refuse - Residential	Supplies GLOVES & HANDCLEANER FOR DRIV	\$767.84
<i>NORTHWEST CONTRACTOR - Total For Refuse - Residential</i>			<i>\$767.84</i>
NORTHWEST CONTRACTOR	Water Distribution	LOCATES/SHOP- OTHER MATERIALS & SUPPL	\$830.48
NORTHWEST CONTRACTOR	Water Distribution	TOOLS FOR 660260- SMALL TOOLS	\$96.54
<i>NORTHWEST CONTRACTOR - Total For Water Distribution</i>			<i>\$927.02</i>
NORTHWEST CONTRACTOR - ALL DEPARTMENTS			\$2,682.32

NVA CASPER VETERINAR

NVA CASPER VETERINAR	Metro Animal Fund	Veterinarian Services	\$250.70
<i>NVA CASPER VETERINAR - Total For Metro Animal Fund</i>			<i>\$250.70</i>
NVA CASPER VETERINAR - ALL DEPARTMENTS			\$250.70

NYE, DAVID H.

NYE, DAVID H.	Refuse Revenue and Transfer		\$45.11
<i>NYE, DAVID H. - Total For Refuse Revenue and Transfers</i>			<i>\$45.11</i>
NYE, DAVID H. - ALL DEPARTMENTS			\$45.11

ODP BUS SOL LLC

ODP BUS SOL LLC	Human Resources	Returned 2 boxes of divider folders	(\$75.04)
<i>ODP BUS SOL LLC - Total For Human Resources</i>			<i>(\$75.04)</i>
ODP BUS SOL LLC - ALL DEPARTMENTS			(\$75.04)

OFFICE SHOP INC

OFFICE SHOP INC	Fire-EMS Administration	Copier usage	\$58.89
<i>OFFICE SHOP INC - Total For Fire-EMS Administration</i>			<i>\$58.89</i>
OFFICE SHOP INC - ALL DEPARTMENTS			\$58.89

OHIO UAV SERVICES LL

OHIO UAV SERVICES LL	Police Administration	Drones & equipment	\$19,249.20
<i>OHIO UAV SERVICES LL - Total For Police Administration</i>			<i>\$19,249.20</i>
OHIO UAV SERVICES LL - ALL DEPARTMENTS			\$19,249.20

ONE CALL OF WY.

ONE CALL OF WY.	Traffic Control	Tickets For August	\$84.00
<i>ONE CALL OF WY. - Total For Traffic Control</i>			<i>\$84.00</i>
ONE CALL OF WY. - ALL DEPARTMENTS			\$84.00

O'REILLY AUTO PARTS

O'REILLY AUTO PARTS	Parks - Parks Maint.	Cables for Ipads in trucks	\$53.97
<i>O'REILLY AUTO PARTS - Total For Parks - Parks Maint.</i>			<i>\$53.97</i>
O'REILLY AUTO PARTS - ALL DEPARTMENTS			\$53.97

OVERHEAD DOOR CO

OVERHEAD DOOR CO	Balefill - Disposal & Landfill	Door Repair - fix west garage door exit scale	\$344.08
<i>OVERHEAD DOOR CO - Total For Balefill - Disposal & Landfill</i>			<i>\$344.08</i>
OVERHEAD DOOR CO	Risk Management	Glass for Claim: 2023062	\$5,054.34
<i>OVERHEAD DOOR CO - Total For Risk Management</i>			<i>\$5,054.34</i>
OVERHEAD DOOR CO - ALL DEPARTMENTS			\$5,398.42

OWPSACSTATE

OWPSACSTATE	Water Distribution	STUDY COURSE FOR BRYAN KELICK- TRAVEL	\$100.00
OWPSACSTATE	Water Distribution	STUDY COURSE FOR PAUL LARSEN- TRAVEL/	\$75.00
<i>OWPSACSTATE - Total For Water Distribution</i>			<i>\$175.00</i>
OWPSACSTATE - ALL DEPARTMENTS			\$175.00

PACE ANALYTICAL SERV

PACE ANALYTICAL SERV	WWTP Operations	Sample testing & disposal	\$865.00
PACE ANALYTICAL SERV	WWTP Operations	Sample testing & disposal	\$3,469.00
<i>PACE ANALYTICAL SERV - Total For WWTP Operations</i>			<i>\$4,334.00</i>
PACE ANALYTICAL SERV - ALL DEPARTMENTS			\$4,334.00

PALMER, LESLIE L

PALMER, LESLIE L	Water Revenue and Transfer		\$43.08
<i>PALMER, LESLIE L - Total For Water Revenue and Transfers</i>			<i>\$43.08</i>
PALMER, LESLIE L - ALL DEPARTMENTS			\$43.08

PAPA JOHNS 1393

PAPA JOHNS 1393	Public Safety Communication	FAST FOOD RESTAURANTS inhouse training	\$52.91
<i>PAPA JOHNS 1393 - Total For Public Safety Communications</i>			<i>\$52.91</i>
PAPA JOHNS 1393 - ALL DEPARTMENTS			\$52.91

PARK MOBILE CAMPUS S

PARK MOBILE CAMPUS S	Police Career Services	SCHOOLS AND EDUCATIONAL SERVICES NOT	\$17.80
<i>PARK MOBILE CAMPUS S - Total For Police Career Services</i>			<i>\$17.80</i>
PARK MOBILE CAMPUS S - ALL DEPARTMENTS			\$17.80

PAYPAL DANA

PAYPAL DANA	Public Safety Communication	PROFESSIONAL SERVICES NOT ELSEWHERE C	\$2,900.00
<i>PAYPAL DANA - Total For Public Safety Communications</i>			<i>\$2,900.00</i>
PAYPAL DANA - ALL DEPARTMENTS			\$2,900.00

PDF SUPPLY COMPANY L

PDF SUPPLY COMPANY L	Balefill - Baler Processing	Input Cards For Baler	\$4,693.06
<i>PDF SUPPLY COMPANY L - Total For Balefill - Baler Processing</i>			<i>\$4,693.06</i>
PDF SUPPLY COMPANY L - ALL DEPARTMENTS			\$4,693.06

PERL, MARTIN H

PERL, MARTIN H	Refuse Revenue and Transfer		\$29.37
<i>PERL, MARTIN H - Total For Refuse Revenue and Transfers</i>			<i>\$29.37</i>
PERL, MARTIN H - ALL DEPARTMENTS			\$29.37

PETCO 1456

PETCO 1456	Metro Animal Control	PET SHOPS-PET FOOD AND SUPPLY STORES	\$33.98
<i>PETCO 1456 - Total For Metro Animal Control</i>			<i>\$33.98</i>
PETCO 1456	Metro Animal Shelter	PET SHOPS-PET FOOD AND SUPPLY STORES c	\$21.38
PETCO 1456	Metro Animal Shelter	PET SHOPS-PET FOOD AND SUPPLY STORES	\$21.99
PETCO 1456	Metro Animal Shelter	PET SHOPS-PET FOOD AND SUPPLY STORES f	\$5.99
PETCO 1456	Metro Animal Shelter	PET SHOPS-PET FOOD AND SUPPLY STORES f	\$5.49
PETCO 1456	Metro Animal Shelter	PET SHOPS-PET FOOD AND SUPPLY STORES i	\$23.97
<i>PETCO 1456 - Total For Metro Animal Shelter</i>			<i>\$78.82</i>
PETCO 1456 - ALL DEPARTMENTS			\$112.80

PETERBILT OF WYOMING

PETERBILT OF WYOMING	Fleet Maintenance Fund	70780 Equipment repair	\$646.94
<i>PETERBILT OF WYOMING - Total For Fleet Maintenance Fund</i>			<i>\$646.94</i>
PETERBILT OF WYOMING - ALL DEPARTMENTS			\$646.94

PETSMART #3082

PETSMART #3082	Metro Animal Shelter	PET SHOPS-PET FOOD AND SUPPLY STORES i	\$99.16
PETSMART #3082	Metro Animal Shelter	PET SHOPS-PET FOOD AND SUPPLY STORES i	\$50.96
PETSMART #3082	Metro Animal Shelter	PET SHOPS-PET FOOD AND SUPPLY STORES	\$39.38
<i>PETSMART #3082 - Total For Metro Animal Shelter</i>			<i>\$189.50</i>
PETSMART #3082 - ALL DEPARTMENTS			\$189.50

PIONEER ATHLETICS

PIONEER ATHLETICS	Field Maintenance	Game Day Aerosol Pain	\$2,140.75
<i>PIONEER ATHLETICS - Total For Field Maintenance</i>			<i>\$2,140.75</i>

PIONEER ATHLETICS - ALL DEPARTMENTS

\$2,140.75

PIZZA RANCH - CASPER

PIZZA RANCH - CASPER	Police Career Services	EATING PLACES, RESTAURANTS training	\$281.85
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<i>PIZZA RANCH - CASPER - Total For Police Career Services</i>			\$281.85
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PIZZA RANCH - CASPER - ALL DEPARTMENTS

\$281.85

POLICE FACILITY DESI

POLICE FACILITY DESI	Capital Projects Fund	CBC design contract	\$475,310.00
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<i>POLICE FACILITY DESI - Total For Capital Projects Fund</i>			\$475,310.00
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POLICE FACILITY DESI - ALL DEPARTMENTS

\$475,310.00

POSITIVE PROMOTIONS

POSITIVE PROMOTIONS	Fire-EMS Prevent & Inspect	Public Education Supplies	\$1,135.97
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<i>POSITIVE PROMOTIONS - Total For Fire-EMS Prevent & Inspect</i>			\$1,135.97
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POSITIVE PROMOTIONS - ALL DEPARTMENTS

\$1,135.97

POSTAL PROS, INC.

POSTAL PROS, INC.	Customer Service	E-Statements, Texts & Payments / IVR Paym	\$3,715.60
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POSTAL PROS, INC.	Customer Service	UB/Past Due Printing / Postage / Mail Servic	\$3,532.96
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POSTAL PROS, INC.	Customer Service	UB/Past Due Printing / Postage / Mail Servic	\$4,506.21
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<i>POSTAL PROS, INC. - Total For Customer Service</i>			\$11,754.77
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POSTAL PROS, INC. - ALL DEPARTMENTS

\$11,754.77

PREMIUM POLY PATIOS

PREMIUM POLY PATIOS	Risk Management	Lifeguard Chair for Claim 202400025	\$2,010.00
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<i>PREMIUM POLY PATIOS - Total For Risk Management</i>			\$2,010.00
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PREMIUM POLY PATIOS - ALL DEPARTMENTS

\$2,010.00

PRO PAINT WYO, LLC

PRO PAINT WYO, LLC	Buildings & Structures Fund	Pressure wash and paint overhead doors	\$2,800.00
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<i>PRO PAINT WYO, LLC - Total For Buildings & Structures Fund</i>	\$2,800.00
PRO PAINT WYO, LLC - ALL DEPARTMENTS	\$2,800.00

PROUD TO HOST

PROUD TO HOST	Direct Distrib - Soc Com Svcs	2023/2024 Proud To Host The Best Sponsors	\$50,000.00
<i>PROUD TO HOST - Total For Direct Distrib - Soc Com Svcs</i>			<i>\$50,000.00</i>
PROUD TO HOST - ALL DEPARTMENTS			\$50,000.00

Publication Printers

Publication Printers	Rec Center - Admin	Fall Rec Guide CRC	\$1,386.47
<i>Publication Printers - Total For Rec Center - Admin</i>			<i>\$1,386.47</i>
Publication Printers - ALL DEPARTMENTS			\$1,386.47

PURVIS INDUSTRIES

PURVIS INDUSTRIES	Water Meters	1" BLACK IRON COUPLING- GENERAL SUPPLI	\$56.27
<i>PURVIS INDUSTRIES - Total For Water Meters</i>			<i>\$56.27</i>
PURVIS INDUSTRIES - ALL DEPARTMENTS			\$56.27

RAY ALLEN MANUFACTUR

RAY ALLEN MANUFACTUR	Police Administration	DURABLE GOODS,NOT ELSEWHERE CLASSIFI	\$1,556.98
RAY ALLEN MANUFACTUR	Police Administration	DURABLE GOODS,NOT ELSEWHERE CLASSIFI	(\$1,556.98)
<i>RAY ALLEN MANUFACTUR - Total For Police Administration</i>			<i>\$0.00</i>
RAY ALLEN MANUFACTUR	Police Grants Fund	DURABLE GOODS,NOT ELSEWHERE CLASSIFI	\$1,556.98
<i>RAY ALLEN MANUFACTUR - Total For Police Grants Fund</i>			<i>\$1,556.98</i>
RAY ALLEN MANUFACTUR - ALL DEPARTMENTS			\$1,556.98

REVIVAL ANIMAL HEALT

REVIVAL ANIMAL HEALT	Metro Animal Shelter	PET SHOPS-PET FOOD AND SUPPLY STORES c	\$863.44
<i>REVIVAL ANIMAL HEALT - Total For Metro Animal Shelter</i>			<i>\$863.44</i>
REVIVAL ANIMAL HEALT - ALL DEPARTMENTS			\$863.44

REXEL 3212

REXEL 3212	Balefill - Baler Processing	BALER PARTS / PROX SWITCH	\$972.41
<i>REXEL 3212 - Total For Balefill - Baler Processing</i>			\$972.41
REXEL 3212 - ALL DEPARTMENTS			\$972.41

RICKS CUSTOMS

RICKS CUSTOMS	Police Administration	MISCELLANEOUS PUBLISHING & PRINTING p	\$386.25
<i>RICKS CUSTOMS - Total For Police Administration</i>			\$386.25
RICKS CUSTOMS - ALL DEPARTMENTS			\$386.25

Rocky Mountain

Rocky Mountain	Regional Water Operations	Bulk Oxygen - Chemicals	\$4,142.68
<i>Rocky Mountain - Total For Regional Water Operations</i>			\$4,142.68
Rocky Mountain - ALL DEPARTMENTS			\$4,142.68

ROCKY MOUNTAIN INDUS

ROCKY MOUNTAIN INDUS	Fire-EMS Operations	Structure Gloves	\$1,946.52
<i>ROCKY MOUNTAIN INDUS - Total For Fire-EMS Operations</i>			\$1,946.52
ROCKY MOUNTAIN INDUS - ALL DEPARTMENTS			\$1,946.52

ROCKY MOUNTAIN POWER

ROCKY MOUNTAIN POWER	Aquatics - Operations	Acct #54730761-088 1	\$2,231.96
<i>ROCKY MOUNTAIN POWER - Total For Aquatics - Operations</i>			\$2,231.96
ROCKY MOUNTAIN POWER	Aquatics- Marion Kreiner Op	Acct #54730761-112 9	\$532.97
<i>ROCKY MOUNTAIN POWER - Total For Aquatics- Marion Kreiner Oper.</i>			\$532.97
ROCKY MOUNTAIN POWER	Aquatics- Mike Sedar Oper.	Acct #54730761-112 9	\$3,167.07
<i>ROCKY MOUNTAIN POWER - Total For Aquatics- Mike Sedar Oper.</i>			\$3,167.07
ROCKY MOUNTAIN POWER	Aquatics- Paradise Valley Op	Acct #54730761-112 9	\$1,099.61
<i>ROCKY MOUNTAIN POWER - Total For Aquatics- Paradise Valley Oper</i>			\$1,099.61
ROCKY MOUNTAIN POWER	Aquatics- Washington Oper	Acct #54730761-112 9	\$523.15
<i>ROCKY MOUNTAIN POWER - Total For Aquatics- Washington Oper</i>			\$523.15
ROCKY MOUNTAIN POWER	Balefill - Disposal & Landfill	Acct #54730761-139 2	\$34.91

ROCKY MOUNTAIN POWER	Balefill - Disposal & Landfill	Acct #54730761-002 2	\$518.21
<i>ROCKY MOUNTAIN POWER - Total For Balefill - Disposal & Landfill</i>			\$553.12
ROCKY MOUNTAIN POWER	Casper Business Center	Acct #54730761-159 0	\$11,466.65
<i>ROCKY MOUNTAIN POWER - Total For Casper Business Center</i>			\$11,466.65
ROCKY MOUNTAIN POWER	Cemetery	Acct #54730761-092 3	\$145.94
<i>ROCKY MOUNTAIN POWER - Total For Cemetery</i>			\$145.94
ROCKY MOUNTAIN POWER	City Center Building	Acct #54730761-093 1	\$822.99
<i>ROCKY MOUNTAIN POWER - Total For City Center Building</i>			\$822.99
ROCKY MOUNTAIN POWER	City Hall	Acct #54730761-093 1	\$1,449.45
<i>ROCKY MOUNTAIN POWER - Total For City Hall</i>			\$1,449.45
ROCKY MOUNTAIN POWER	Field Maintenance	Acct #54730761-131 9	\$9,430.11
<i>ROCKY MOUNTAIN POWER - Total For Field Maintenance</i>			\$9,430.11
ROCKY MOUNTAIN POWER	Fleet Maintenance Fund	Acct #54730761-096 4	\$3,766.54
<i>ROCKY MOUNTAIN POWER - Total For Fleet Maintenance Fund</i>			\$3,766.54
ROCKY MOUNTAIN POWER	Golf - Operations	Acct #54730761-099 8	\$5,104.03
ROCKY MOUNTAIN POWER	Golf - Operations	Acct #54730761-165 7	\$117.83
<i>ROCKY MOUNTAIN POWER - Total For Golf - Operations</i>			\$5,221.86
ROCKY MOUNTAIN POWER	Hogadon - Operations	Acct #54730761-100 4	\$1,200.02
ROCKY MOUNTAIN POWER	Hogadon - Operations	Acct #54730761-126 9	\$1,736.29
<i>ROCKY MOUNTAIN POWER - Total For Hogadon - Operations</i>			\$2,936.31
ROCKY MOUNTAIN POWER	Ice Arena - Operations	Acct #54730761-147 5	\$3,982.89
ROCKY MOUNTAIN POWER	Ice Arena - Operations	Acct #54730761-101 2	\$2,129.43
<i>ROCKY MOUNTAIN POWER - Total For Ice Arena - Operations</i>			\$6,112.32
ROCKY MOUNTAIN POWER	Marathon Building	Acct #54730761-093 1	\$457.70
<i>ROCKY MOUNTAIN POWER - Total For Marathon Building</i>			\$457.70
ROCKY MOUNTAIN POWER	Metro Animal Shelter	Acct #54730761-102 0	\$1,485.14
<i>ROCKY MOUNTAIN POWER - Total For Metro Animal Shelter</i>			\$1,485.14
ROCKY MOUNTAIN POWER	Miller St. Dormitory	Acct #54730761-093 1	\$142.88
<i>ROCKY MOUNTAIN POWER - Total For Miller St. Dormitory</i>			\$142.88
ROCKY MOUNTAIN POWER	Parks - Parks Maint.	Acct #54730761-103 8	\$3,910.88
<i>ROCKY MOUNTAIN POWER - Total For Parks - Parks Maint.</i>			\$3,910.88
ROCKY MOUNTAIN POWER	Parks - Special Areas	Acct #54730761-132 7	\$2,121.42
ROCKY MOUNTAIN POWER	Parks - Special Areas	Acct #54730761-148 3	\$56.99
<i>ROCKY MOUNTAIN POWER - Total For Parks - Special Areas</i>			\$2,178.41
ROCKY MOUNTAIN POWER	Police Administration	Acct #54730761-146 7	\$342.02
ROCKY MOUNTAIN POWER	Police Administration	Acct #54730761-104 6	\$88.29

<i>ROCKY MOUNTAIN POWER - Total For Police Administration</i>			<i>\$430.31</i>
ROCKY MOUNTAIN POWER	Public Transit - Operations	Acct #54730761-156 6	\$315.47
<i>ROCKY MOUNTAIN POWER - Total For Public Transit - Operations</i>			<i>\$315.47</i>
ROCKY MOUNTAIN POWER	Rec Center - Operations	Acct #54730761-095 6	\$4,916.10
<i>ROCKY MOUNTAIN POWER - Total For Rec Center - Operations</i>			<i>\$4,916.10</i>
ROCKY MOUNTAIN POWER	Regional Water Operations	Acct #60931133-011 0 - Electricity	\$1,454.11
ROCKY MOUNTAIN POWER	Regional Water Operations	Acct #60931133-017 7 - Electricity	\$586.21
ROCKY MOUNTAIN POWER	Regional Water Operations	Acct #60931133-018 5 - Electricity	\$4,479.09
ROCKY MOUNTAIN POWER	Regional Water Operations	Acct #60931133-013 6 - Electricity	\$644.52
ROCKY MOUNTAIN POWER	Regional Water Operations	Acct #60931133-012 8 - Electricity	\$1,069.36
ROCKY MOUNTAIN POWER	Regional Water Operations	Acct #60931133-010 2 - Electricity	\$3,622.94
ROCKY MOUNTAIN POWER	Regional Water Operations	Acct #60931133-005 2 - Electricity	\$452.12
ROCKY MOUNTAIN POWER	Regional Water Operations	Acct #60931133-002 9 - Electricity	\$662.63
ROCKY MOUNTAIN POWER	Regional Water Operations	Acct #60931133-009 4 - Split - Electricity	\$43,645.63
<i>ROCKY MOUNTAIN POWER - Total For Regional Water Operations</i>			<i>\$56,616.61</i>
ROCKY MOUNTAIN POWER	RWS - Booster Stations	Acct #60931133-015 1 - Booster - Electricity	\$42.23
ROCKY MOUNTAIN POWER	RWS - Booster Stations	Acct #60931133-009 4 - Split - Electricity	\$1,741.55
ROCKY MOUNTAIN POWER	RWS - Booster Stations	Acct #60931133-001 1 - Booster - Electricity	\$25.92
ROCKY MOUNTAIN POWER	RWS - Booster Stations	Acct #60931133-003 7 - Booster - Electricity	\$2,509.24
ROCKY MOUNTAIN POWER	RWS - Booster Stations	Acct #60931133-021 9 - Booster - Electricity	\$24.63
ROCKY MOUNTAIN POWER	RWS - Booster Stations	Acct #60931133-014 4 - Booster - Electricity	\$26.29
ROCKY MOUNTAIN POWER	RWS - Booster Stations	Acct #60931133-024 3 - Booster - Electricity	\$25.14
ROCKY MOUNTAIN POWER	RWS - Booster Stations	Acct #60931133-016 9 - Booster - Electricity	\$1,716.12
ROCKY MOUNTAIN POWER	RWS - Booster Stations	Acct #60931133-025 0 - Booster - Electricity	\$2,267.08
ROCKY MOUNTAIN POWER	RWS - Booster Stations	Acct #60931133-026 8 - Booster - Electricity	\$34.40
ROCKY MOUNTAIN POWER	RWS - Booster Stations	Acct #60931133-019 3 - Booster - Electricity	\$24.51
<i>ROCKY MOUNTAIN POWER - Total For RWS - Booster Stations</i>			<i>\$8,437.11</i>
ROCKY MOUNTAIN POWER	Sewer Wastewater Collection	Acct #54730761-105 3 Ifit station power	\$387.13
<i>ROCKY MOUNTAIN POWER - Total For Sewer Wastewater Collection</i>			<i>\$387.13</i>
ROCKY MOUNTAIN POWER	Traffic Control	Acct #54730761-106 1	\$47,687.35
<i>ROCKY MOUNTAIN POWER - Total For Traffic Control</i>			<i>\$47,687.35</i>
ROCKY MOUNTAIN POWER	WWTP Operations	Acct #54730761-108 7	\$29,078.10
<i>ROCKY MOUNTAIN POWER - Total For WWTP Operations</i>			<i>\$29,078.10</i>
ROCKY MOUNTAIN POWER - ALL DEPARTMENTS			\$205,503.24

RODRICK, DEREK

RODRICK, DEREK	Refuse Revenue and Transfer	\$60.00
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<i>RODRICK, DEREK - Total For Refuse Revenue and Transfers</i>		<i>\$60.00</i>
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RODRICK, DEREK - ALL DEPARTMENTS	\$60.00
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Router

Router	Parks - Parks Maint.	Porta-John from R&R	\$104.40
Router	Parks - Parks Maint.	Porta-John from R&R	\$331.65
Router	Parks - Parks Maint.	Porta-John from R&R	\$853.65
Router	Parks - Parks Maint.	Porta-John from R&R	\$540.45
Router	Parks - Parks Maint.	Porta-John from R&R	\$67.78
Router	Parks - Parks Maint.	Porta-John from R&R	\$104.40
Router	Parks - Parks Maint.	Porta-John from R&R	\$331.65
Router	Parks - Parks Maint.	Porta-John from R&R	\$433.24
Router	Parks - Parks Maint.	Porta-John from R&R	\$162.28
Router	Parks - Parks Maint.	Porta-John from R&R	\$104.40
Router	Parks - Parks Maint.	Porta-John from R&R	\$560.00
Router	Parks - Parks Maint.	Porta-John from R&R	\$141.02
Router	Parks - Parks Maint.	Porta-John from R&R	\$644.85
Router	Parks - Parks Maint.	Porta-John from R&R	\$853.65
Router	Parks - Parks Maint.	Porta-John from R&R	\$331.65
Router	Parks - Parks Maint.	Porta-John from R&R	\$104.40
Router	Parks - Parks Maint.	Porta-John from R&R	\$1,519.36
Router	Parks - Parks Maint.	Porta-John from R&R	\$331.65
Router	Parks - Parks Maint.	Porta-John from R&R	\$227.25
Router	Parks - Parks Maint.	Porta-John from R&R	\$208.80
Router	Parks - Parks Maint.	Porta-John from R&R	\$162.28
Router	Parks - Parks Maint.	Porta-John from R&R	\$227.25
Router	Parks - Parks Maint.	Porta-John from R&R	\$227.25

<i>Router - Total For Parks - Parks Maint.</i>		<i>\$8,573.31</i>
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Router - ALL DEPARTMENTS	\$8,573.31
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RUBBERCYCLE LLC

RUBBERCYCLE LLC	Capital Projects Fund	Rubber Mulch fall material	\$10,760.00
<i>RUBBERCYCLE LLC - Total For Capital Projects Fund</i>			<i>\$10,760.00</i>
RUBBERCYCLE LLC - ALL DEPARTMENTS			\$10,760.00

SAFARILAND TRAINING

SAFARILAND TRAINING	Police Career Services	SCHOOLS AND EDUCATIONAL SERVICES NOT	\$995.00
<i>SAFARILAND TRAINING - Total For Police Career Services</i>			<i>\$995.00</i>
SAFARILAND TRAINING - ALL DEPARTMENTS			\$995.00

SALTUS TECHNOLOGIES,

SALTUS TECHNOLOGIES,	Police Administration	Paper for Digiticket Printers	\$1,890.00
<i>SALTUS TECHNOLOGIES, - Total For Police Administration</i>			<i>\$1,890.00</i>
SALTUS TECHNOLOGIES, - ALL DEPARTMENTS			\$1,890.00

SAMS CLUB #6425

SAMS CLUB #6425	Aquatics- Mike Sedar Conc	Icee Pops, Pretzels	\$144.74
<i>SAMS CLUB #6425 - Total For Aquatics- Mike Sedar Conc</i>			<i>\$144.74</i>
SAMS CLUB #6425	Balefill - Disposal & Landfill	SHOP TOWELS/CHLORIX WIPES AND SAFETY	\$84.32
<i>SAMS CLUB #6425 - Total For Balefill - Disposal & Landfill</i>			<i>\$84.32</i>
SAMS CLUB #6425	Fire-EMS Operations	Station Supplies	\$17.12
SAMS CLUB #6425	Fire-EMS Operations	Station Supplies	\$309.13
<i>SAMS CLUB #6425 - Total For Fire-EMS Operations</i>			<i>\$326.25</i>
SAMS CLUB #6425	Golf - Operations	Golf Shop Supplies	\$91.92
<i>SAMS CLUB #6425 - Total For Golf - Operations</i>			<i>\$91.92</i>
SAMS CLUB #6425	Ice Arena - Concessions	CONCESSIONS - Chips, Pretzels, Hot Dog Bun	\$191.78
<i>SAMS CLUB #6425 - Total For Ice Arena - Concessions</i>			<i>\$191.78</i>
SAMS CLUB #6425	Police Administration	WHOLESALE CLUBS items for retirement par	\$116.26
SAMS CLUB #6425	Police Administration	WHOLESALE CLUBS items for retirement par	\$33.96
<i>SAMS CLUB #6425 - Total For Police Administration</i>			<i>\$150.22</i>
SAMS CLUB #6425	Rec Center - Classes	Dish Soap, Slide, Cheeseballs, Whip Cream,	\$101.10
<i>SAMS CLUB #6425 - Total For Rec Center - Classes</i>			<i>\$101.10</i>
SAMS CLUB #6425	Refuse - Residential	SHOP TOWELS/CHLORIX WIPES AND SAFETY	\$84.36
<i>SAMS CLUB #6425 - Total For Refuse - Residential</i>			<i>\$84.36</i>

SAMS CLUB #6425	Sewer Wastewater Collection office supplies	\$53.94
<i>SAMS CLUB #6425 - Total For Sewer Wastewater Collection</i>		<i>\$53.94</i>
SAMS CLUB #6425 - ALL DEPARTMENTS		\$1,228.63

SAMSCLUB #6425

SAMSCLUB #6425	Aquatics- Mike Sedar Conc	Concession Supplies	\$385.86
SAMSCLUB #6425	Aquatics- Mike Sedar Conc	Pretzels, Hot Dog Buns	\$46.59
<i>SAMSCLUB #6425 - Total For Aquatics- Mike Sedar Conc</i>			<i>\$432.45</i>
SAMSCLUB #6425	Aquatics- Mike Sedar Oper.	Trash Bags	\$17.98
<i>SAMSCLUB #6425 - Total For Aquatics- Mike Sedar Oper.</i>			<i>\$17.98</i>
SAMSCLUB #6425	Aquatics- Paradise Valley Con	Concession Supplies	\$112.59
<i>SAMSCLUB #6425 - Total For Aquatics- Paradise Valley Conc</i>			<i>\$112.59</i>
SAMSCLUB #6425	Aquatics- Paradise Valley Op	Trash Bags	\$17.98
<i>SAMSCLUB #6425 - Total For Aquatics- Paradise Valley Oper</i>			<i>\$17.98</i>
SAMSCLUB #6425	Aquatics- Washington Oper	Trash Bags	\$21.48
<i>SAMSCLUB #6425 - Total For Aquatics- Washington Oper</i>			<i>\$21.48</i>
SAMSCLUB #6425	Fire-EMS Administration	Supplies for Fire Admin	\$11.16
SAMSCLUB #6425	Fire-EMS Administration	Administrative supplies for office	\$118.98
<i>SAMSCLUB #6425 - Total For Fire-EMS Administration</i>			<i>\$130.14</i>
SAMSCLUB #6425	Fire-EMS Operations	Station Supplies	\$431.24
<i>SAMSCLUB #6425 - Total For Fire-EMS Operations</i>			<i>\$431.24</i>
SAMSCLUB #6425	Ice Arena - Concessions	CONCESSIONS - Hot Dogs, AirHeads, Popcorn	\$226.03
<i>SAMSCLUB #6425 - Total For Ice Arena - Concessions</i>			<i>\$226.03</i>
SAMSCLUB #6425	Information Services	WHOLESALE CLUBS	\$153.06
<i>SAMSCLUB #6425 - Total For Information Services</i>			<i>\$153.06</i>
SAMSCLUB #6425	Police Administration	WHOLESALE CLUBS items for national night	\$46.66
<i>SAMSCLUB #6425 - Total For Police Administration</i>			<i>\$46.66</i>
SAMSCLUB #6425	Weed & Pest Fund	Saw oil	\$24.96
<i>SAMSCLUB #6425 - Total For Weed & Pest Fund</i>			<i>\$24.96</i>
SAMSCLUB #6425 - ALL DEPARTMENTS			\$1,614.57

SAMSCLUB.COM

SAMSCLUB.COM	Aquatics- Mike Sedar Conc	Concession Supplies	\$302.38
SAMSCLUB.COM	Aquatics- Mike Sedar Conc	Concession Supplies	\$129.70

<i>SAMSCLUB.COM - Total For Aquatics- Mike Sedar Conc</i>			<i>\$432.08</i>
SAMSCLUB.COM	Aquatics- Mike Sedar Oper.	Nacho Cheese	\$48.98
<i>SAMSCLUB.COM - Total For Aquatics- Mike Sedar Oper.</i>			<i>\$48.98</i>
SAMSCLUB.COM	Aquatics- Paradise Valley Con	Concession Supplies	\$29.14
<i>SAMSCLUB.COM - Total For Aquatics- Paradise Valley Conc</i>			<i>\$29.14</i>
SAMSCLUB.COM	Fire-EMS Operations	Station Supplies	\$43.76
<i>SAMSCLUB.COM - Total For Fire-EMS Operations</i>			<i>\$43.76</i>
SAMSCLUB.COM	Ice Arena - Concessions	CONCESSIONS - Popcorn	\$174.72
<i>SAMSCLUB.COM - Total For Ice Arena - Concessions</i>			<i>\$174.72</i>
SAMSCLUB.COM - ALL DEPARTMENTS			\$728.68

SAWYER INC

SAWYER INC	Hogadon - Operations	Preventive Pest Control Service	\$150.97
<i>SAWYER INC - Total For Hogadon - Operations</i>			<i>\$150.97</i>
SAWYER INC - ALL DEPARTMENTS			\$150.97

SEAWESTERN FIRE FIGH

SEAWESTERN FIRE FIGH	Fire-EMS Operations	Station 1 Compressor Repair	\$1,645.75
SEAWESTERN FIRE FIGH	Fire-EMS Operations	SCBA Parts	\$1,815.70
<i>SEAWESTERN FIRE FIGH - Total For Fire-EMS Operations</i>			<i>\$3,461.45</i>
SEAWESTERN FIRE FIGH - ALL DEPARTMENTS			\$3,461.45

SEA-WESTERN INC

SEA-WESTERN INC	Fire-EMS Administration	Annual Compressor Service	\$2,590.00
<i>SEA-WESTERN INC - Total For Fire-EMS Administration</i>			<i>\$2,590.00</i>
SEA-WESTERN INC - ALL DEPARTMENTS			\$2,590.00

SHELL OIL 5744427920

SHELL OIL 5744427920	Fire-EMS Operations	Fuel	\$59.20
SHELL OIL 5744427920	Fire-EMS Operations	Fuel	\$82.09
SHELL OIL 5744427920	Fire-EMS Operations	Fuel	\$123.35
SHELL OIL 5744427920	Fire-EMS Operations	Fuel	\$61.10
SHELL OIL 5744427920	Fire-EMS Operations	Fuel	\$46.05

SHELL OIL 5744427920	Fire-EMS Operations	Fuel	\$57.85
SHELL OIL 5744427920	Fire-EMS Operations	Fuel	\$46.22
SHELL OIL 5744427920	Fire-EMS Operations	Fuel	\$61.03
<i>SHELL OIL 5744427920 - Total For Fire-EMS Operations</i>			<i>\$536.89</i>
SHELL OIL 5744427920 - ALL DEPARTMENTS			\$536.89

SHELL OIL10083950013

SHELL OIL10083950013	Balefill - Disposal & Landfill	FUEL FOR TRAVELING TO WSWRA CONFERE	\$60.00
<i>SHELL OIL10083950013 - Total For Balefill - Disposal & Landfill</i>			<i>\$60.00</i>
SHELL OIL10083950013 - ALL DEPARTMENTS			\$60.00

SHEPHERD, MARK

SHEPHERD, MARK	Water Revenue and Transfer		\$100.89
<i>SHEPHERD, MARK - Total For Water Revenue and Transfers</i>			<i>\$100.89</i>
SHEPHERD, MARK - ALL DEPARTMENTS			\$100.89

SHERWIN-WILLIAMS COR

SHERWIN-WILLIAMS COR	Parks - Parks Maint.	Green Paint	\$47.47
<i>SHERWIN-WILLIAMS COR - Total For Parks - Parks Maint.</i>			<i>\$47.47</i>
SHERWIN-WILLIAMS COR - ALL DEPARTMENTS			\$47.47

SHIRTS & MORE INC

SHIRTS & MORE INC	Capital Projects Fund	Vehicle Vinyl Wrap	\$825.00
<i>SHIRTS & MORE INC - Total For Capital Projects Fund</i>			<i>\$825.00</i>
SHIRTS & MORE INC - ALL DEPARTMENTS			\$825.00

SHOSHONE DISTRIBUTIN

SHOSHONE DISTRIBUTIN	General Fund Revenue	Souvenirs For Museum Resale	\$812.50
<i>SHOSHONE DISTRIBUTIN - Total For General Fund Revenue</i>			<i>\$812.50</i>
SHOSHONE DISTRIBUTIN - ALL DEPARTMENTS			\$812.50

SHUTTERFLY, INC.

SHUTTERFLY, INC.	Police Administration	PHOTOGRAPHIC STUDIOS Retirement plaque	\$71.96
<i>SHUTTERFLY, INC. - Total For Police Administration</i>			\$71.96
SHUTTERFLY, INC. - ALL DEPARTMENTS			\$71.96

SILVER SPOON CAFE

SILVER SPOON CAFE	Police Career Services	EATING PLACES, RESTAURANTS - Training KC	\$12.04
<i>SILVER SPOON CAFE - Total For Police Career Services</i>			\$12.04
SILVER SPOON CAFE - ALL DEPARTMENTS			\$12.04

SIRCHIE ACQUISITION

SIRCHIE ACQUISITION	Police Investigations	MISCELLANEOUS GENERAL MERCHANDISE S	\$29.58
<i>SIRCHIE ACQUISITION - Total For Police Investigations</i>			\$29.58
SIRCHIE ACQUISITION - ALL DEPARTMENTS			\$29.58

SKILLPATH / NATIONAL

SKILLPATH / NATIONAL	Balefill - Disposal & Landfill	EXCEL CLASS & BOOK	\$528.70
<i>SKILLPATH / NATIONAL - Total For Balefill - Disposal & Landfill</i>			\$528.70
SKILLPATH / NATIONAL	Refuse - Residential	SCHOOLS AND EDUCATIONAL SERVICES NOT	(\$2.45)
SKILLPATH / NATIONAL	Refuse - Residential	EXCEL CLASS & BOOK	\$528.70
<i>SKILLPATH / NATIONAL - Total For Refuse - Residential</i>			\$526.25
SKILLPATH / NATIONAL - ALL DEPARTMENTS			\$1,054.95

SKYLINE RANCHES

SKYLINE RANCHES	Sewer Fund	Retail Sewer Revenue/201 Sewer Billing/Ad	(\$105.65)
SKYLINE RANCHES	Sewer Fund	Retail Sewer Revenue/201 Sewer Billing/Ad	\$1,056.58
<i>SKYLINE RANCHES - Total For Sewer Fund</i>			\$950.93
SKYLINE RANCHES	WWTP Revenue and Transfer	Retail Sewer Revenue/201 Sewer Billing/Ad	(\$750.11)
<i>SKYLINE RANCHES - Total For WWTP Revenue and Transfers</i>			(\$750.11)
SKYLINE RANCHES - ALL DEPARTMENTS			\$200.82

SMARSH, INC

SMARSH, INC	Information Services	Professional Archive Service	\$2,191.90
<i>SMARSH, INC - Total For Information Services</i>			<i>\$2,191.90</i>
SMARSH, INC - ALL DEPARTMENTS			\$2,191.90

SMASHBURGER #1026

SMASHBURGER #1026	Parks - Parks Maint.	Travel Meal for Mark	\$25.56
<i>SMASHBURGER #1026 - Total For Parks - Parks Maint.</i>			<i>\$25.56</i>
SMASHBURGER #1026 - ALL DEPARTMENTS			\$25.56

SOFT DR INC

SOFT DR INC	Municipal Court	Water Delivery	\$20.25
<i>SOFT DR INC - Total For Municipal Court</i>			<i>\$20.25</i>
SOFT DR INC - ALL DEPARTMENTS			\$20.25

SONNYS RV SALES INC

SONNYS RV SALES INC	Streets	Propane	\$24.35
SONNYS RV SALES INC	Streets	Propane	\$89.82
<i>SONNYS RV SALES INC - Total For Streets</i>			<i>\$114.17</i>
SONNYS RV SALES INC - ALL DEPARTMENTS			\$114.17

SP GO BOOT COUNTRY

SP GO BOOT COUNTRY	Fire-EMS Operations	Boots for O'Neal's uniform order	\$174.99
<i>SP GO BOOT COUNTRY - Total For Fire-EMS Operations</i>			<i>\$174.99</i>
SP GO BOOT COUNTRY - ALL DEPARTMENTS			\$174.99

SP PENNYBANDZ WHOLES

SP PENNYBANDZ WHOLES	General Fund Revenue	Souvenirs for resale in gift shop	\$306.00
<i>SP PENNYBANDZ WHOLES - Total For General Fund Revenue</i>			<i>\$306.00</i>
SP PENNYBANDZ WHOLES - ALL DEPARTMENTS			\$306.00

SP THE BLUE CELL

SP THE BLUE CELL	Fire-EMS Training	ICS 300 Class	\$250.00
<i>SP THE BLUE CELL - Total For Fire-EMS Training</i>			<i>\$250.00</i>
SP THE BLUE CELL - ALL DEPARTMENTS			\$250.00

SPEEDWAY 06444

SPEEDWAY 06444	Public Safety Communication	AUTOMATED FUEL DISPENSERS fuel for rent	\$14.60
<i>SPEEDWAY 06444 - Total For Public Safety Communications</i>			<i>\$14.60</i>
SPEEDWAY 06444 - ALL DEPARTMENTS			\$14.60

SQ BAILEY'S ACE HAR

SQ BAILEY'S ACE HAR	Field Maintenance	Wire Strippers	\$31.98
<i>SQ BAILEY'S ACE HAR - Total For Field Maintenance</i>			<i>\$31.98</i>
SQ BAILEY'S ACE HAR - ALL DEPARTMENTS			\$31.98

SQ COMPUTER PROFESS

SQ COMPUTER PROFESS	City Attorney	COMPUTER MAINTENANCE,REPAIR & SERVI	\$478.00
<i>SQ COMPUTER PROFESS - Total For City Attorney</i>			<i>\$478.00</i>
SQ COMPUTER PROFESS	Hogadon - Operations	New batt backup	\$139.99
<i>SQ COMPUTER PROFESS - Total For Hogadon - Operations</i>			<i>\$139.99</i>
SQ COMPUTER PROFESS	Police Administration	COMPUTER MAINTENANCE,REPAIR & SERVI	\$99.90
<i>SQ COMPUTER PROFESS - Total For Police Administration</i>			<i>\$99.90</i>
SQ COMPUTER PROFESS	Rec Center - Operations	APC Elec Security Back Up	\$139.99
SQ COMPUTER PROFESS	Rec Center - Operations	Cord for CRC CC Not needed	(\$39.98)
SQ COMPUTER PROFESS	Rec Center - Operations	CRC Front Desk Cord for Credit Card Machin	\$39.98
<i>SQ COMPUTER PROFESS - Total For Rec Center - Operations</i>			<i>\$139.99</i>
SQ COMPUTER PROFESS	Sewer Wastewater Collection	printer repair part	\$302.44
<i>SQ COMPUTER PROFESS - Total For Sewer Wastewater Collection</i>			<i>\$302.44</i>
SQ COMPUTER PROFESS - ALL DEPARTMENTS			\$1,160.32

SQ GW MECHANICAL, I

SQ GW MECHANICAL, I	Rec Center - Operations	CRC Summer Refrigerator/Freezer move and	\$340.00
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SQ GW MECHANICAL, I - Total For Rec Center - Operations	\$340.00
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SQ GW MECHANICAL, I - ALL DEPARTMENTS	\$340.00
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SQ HUBER PLUMBING

SQ HUBER PLUMBING	Public Safety Communication HEATING, PLUMBING, AIR CONDITIONING C	\$550.00
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SQ HUBER PLUMBING - Total For Public Safety Communications	\$550.00
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SQ HUBER PLUMBING - ALL DEPARTMENTS	\$550.00
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SQ INDIAN ICE COMPA

SQ INDIAN ICE COMPA	Balefill - Diversion & Special	SUPPLIES FOR DRIVERS AND SPECIAL WASTE	\$87.00
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SQ INDIAN ICE COMPA - Total For Balefill - Diversion & Special	\$87.00
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SQ INDIAN ICE COMPA	Refuse - Residential	SUPPLIES FOR DRIVERS AND SPECIAL WASTE	\$87.00
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SQ INDIAN ICE COMPA - Total For Refuse - Residential	\$87.00
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SQ INDIAN ICE COMPA - ALL DEPARTMENTS	\$174.00
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SQ INTERIOR SOLUTIO

SQ INTERIOR SOLUTIO	Balefill - Disposal & Landfill	INSTALL SHELVING IN JANITOR'S CLOSET AT L	\$397.88
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SQ INTERIOR SOLUTIO - Total For Balefill - Disposal & Landfill	\$397.88
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SQ INTERIOR SOLUTIO - ALL DEPARTMENTS	\$397.88
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SQ MY EDUCATIONAL R

SQ MY EDUCATIONAL R	Fire-EMS Training	BLS card (Atkinson)	\$10.00
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SQ MY EDUCATIONAL R - Total For Fire-EMS Training	\$10.00
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SQ MY EDUCATIONAL R - ALL DEPARTMENTS	\$10.00
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SQ PEDEN'S INC.

SQ PEDEN'S INC.	Fire-EMS Operations	Admin Staff work shirts	\$81.60
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SQ PEDEN'S INC. - Total For Fire-EMS Operations	\$81.60
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SQ PEDEN'S INC.	Hogadon - Operations	Uniform embroidery	\$160.00
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SQ PEDEN'S INC. - Total For Hogadon - Operations	\$160.00
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SQ PEDEN'S INC.	Human Resources	4 retirement plaques	\$180.00
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SQ PEDEN'S INC. - Total For Human Resources	\$180.00
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SQ PEDEN'S INC.	Police Career Services	MEN'S AND WOMEN'S CLOTHING STORES pa	\$44.20
SQ PEDEN'S INC.	Police Career Services	MEN'S AND WOMEN'S CLOTHING STORES S	\$290.30
<i>SQ PEDEN'S INC. - Total For Police Career Services</i>			<i>\$334.50</i>
SQ PEDEN'S INC.	Public Transit - Operations	MEN'S AND WOMEN'S CLOTHING STORES	\$108.00
<i>SQ PEDEN'S INC. - Total For Public Transit - Operations</i>			<i>\$108.00</i>
SQ PEDEN'S INC.	Risk Management	Risk Wins! Trophy Tag	\$5.00
<i>SQ PEDEN'S INC. - Total For Risk Management</i>			<i>\$5.00</i>
SQ PEDEN'S INC. - ALL DEPARTMENTS			\$869.10

SQ SUMMIT ELECTRIC

SQ SUMMIT ELECTRIC	Buildings & Structures Fund	Electrical Contractor for Stuckenhoff Septic T	\$1,512.38
<i>SQ SUMMIT ELECTRIC - Total For Buildings & Structures Fund</i>			<i>\$1,512.38</i>
SQ SUMMIT ELECTRIC - ALL DEPARTMENTS			\$1,512.38

SQ VAILINTERIORSLLC

SQ VAILINTERIORSLLC	Fire-EMS Operations	Station 1 Captain's Room Cove Base Installat	\$102.04
<i>SQ VAILINTERIORSLLC - Total For Fire-EMS Operations</i>			<i>\$102.04</i>
SQ VAILINTERIORSLLC - ALL DEPARTMENTS			\$102.04

STAPLES

STAPLES	Fire-EMS Administration	Personal office supplies	\$42.76
STAPLES	Fire-EMS Administration	Dry Erase Markers	\$13.49
<i>STAPLES - Total For Fire-EMS Administration</i>			<i>\$56.25</i>
STAPLES	Golf - Operations	Golf Shop Supplies	\$248.92
<i>STAPLES - Total For Golf - Operations</i>			<i>\$248.92</i>
STAPLES	Metro Animal Shelter	STATIONARY, OFFICE AND SCHOOL SUPPLY S	\$7.65
<i>STAPLES - Total For Metro Animal Shelter</i>			<i>\$7.65</i>
STAPLES	Regional Water Operations	New Office Chair for Admin - Office Supplies	\$199.99
<i>STAPLES - Total For Regional Water Operations</i>			<i>\$199.99</i>
STAPLES - ALL DEPARTMENTS			\$512.81

STARBUCKS STORE

STARBUCKS STORE	Police Administration	FAST FOOD RESTAURANTS coffee retirement	\$22.00
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<i>STARBUCKS STORE - Total For Police Administration</i>			\$22.00
STARBUCKS STORE - ALL DEPARTMENTS			\$22.00

STATE OF WY.

STATE OF WY.	Water Distribution	Loan #DW062	\$73,787.91
<i>STATE OF WY. - Total For Water Distribution</i>			<i>\$73,787.91</i>
STATE OF WY. - ALL DEPARTMENTS			\$73,787.91

STATELINE NO 7 ARCHI

STATELINE NO 7 ARCHI	Capital Projects Fund	Washington Park Restroom Upgra	\$3,000.00
STATELINE NO 7 ARCHI	Capital Projects Fund	Architectural design for City	\$15,988.56
<i>STATELINE NO 7 ARCHI - Total For Capital Projects Fund</i>			<i>\$18,988.56</i>
STATELINE NO 7 ARCHI - ALL DEPARTMENTS			\$18,988.56

STELLAR PROGRAMMING

STELLAR PROGRAMMING	Refuse - Commercial	Programming & Consulting thru 8/31/23 soft	\$1,732.50
<i>STELLAR PROGRAMMING - Total For Refuse - Commercial</i>			<i>\$1,732.50</i>
STELLAR PROGRAMMING - ALL DEPARTMENTS			\$1,732.50

STERLING

STERLING	Human Resources	Centralized employee background	\$1,369.79
<i>STERLING - Total For Human Resources</i>			<i>\$1,369.79</i>
STERLING - ALL DEPARTMENTS			\$1,369.79

STOTZ EQUIPMENT

STOTZ EQUIPMENT	Capital Projects Fund	UTV/SPRAYER - Unit #83351	\$29,300.00
STOTZ EQUIPMENT	Capital Projects Fund	upfront rotary and accessories for Cemetery	\$48,250.00
<i>STOTZ EQUIPMENT - Total For Capital Projects Fund</i>			<i>\$77,550.00</i>
STOTZ EQUIPMENT	Fleet Maintenance Fund	83304 Equipment repair	\$3,784.39
<i>STOTZ EQUIPMENT - Total For Fleet Maintenance Fund</i>			<i>\$3,784.39</i>
STOTZ EQUIPMENT - ALL DEPARTMENTS			\$81,334.39

Subway 12197

Subway 12197	Fire-EMS Training	Meal while traveling for training	\$15.96
<i>Subway 12197 - Total For Fire-EMS Training</i>			<i>\$15.96</i>
Subway 12197 - ALL DEPARTMENTS			\$15.96

Subway 14736

Subway 14736	Rec Center - Operations	CRC Equipment Moving Cardio and Weight R	\$81.33
<i>Subway 14736 - Total For Rec Center - Operations</i>			<i>\$81.33</i>
Subway 14736 - ALL DEPARTMENTS			\$81.33

SUTHERLANDS 2816

SUTHERLANDS 2816	Water Distribution	VALVE BOX PARTS- WATER & SEWER LINE M	\$5.48
<i>SUTHERLANDS 2816 - Total For Water Distribution</i>			<i>\$5.48</i>
SUTHERLANDS 2816	Water Tanks	SUN III BUILDING- BOOSTER/LIFT STATION S	\$30.00
SUTHERLANDS 2816	Water Tanks	SUN III BUILDING- BOOSTER/LIFT STATIONS S	\$13.35
SUTHERLANDS 2816	Water Tanks	MATERIALS FOR SUN III BLDG- BOOSTER/LIF	\$80.14
<i>SUTHERLANDS 2816 - Total For Water Tanks</i>			<i>\$123.49</i>
SUTHERLANDS 2816 - ALL DEPARTMENTS			\$128.97

SYN-TECH SYSTEMS

SYN-TECH SYSTEMS	Fleet Maintenance Fund	ANNUAL MAINTENANCE RENEWAL (2)	\$2,550.00
SYN-TECH SYSTEMS	Fleet Maintenance Fund	200 PRO KEYS	\$1,651.50
<i>SYN-TECH SYSTEMS - Total For Fleet Maintenance Fund</i>			<i>\$4,201.50</i>
SYN-TECH SYSTEMS - ALL DEPARTMENTS			\$4,201.50

SYSCO CORP

SYSCO CORP	Ice Arena - Concessions	CONCESSIONS - Chicken, Bosco Sticks, Pizza,	\$917.88
<i>SYSCO CORP - Total For Ice Arena - Concessions</i>			<i>\$917.88</i>
SYSCO CORP - ALL DEPARTMENTS			\$917.88

TALMADGE, KENNETH

TALMADGE, KENNETH	Refuse Revenue and Transfer		\$29.21
<i>TALMADGE, KENNETH - Total For Refuse Revenue and Transfers</i>			<i>\$29.21</i>
TALMADGE, KENNETH - ALL DEPARTMENTS			\$29.21

TARGET

TARGET	Police Administration	DISCOUNT STORES key fob for PIO issued car	\$7.19
<i>TARGET - Total For Police Administration</i>			<i>\$7.19</i>
TARGET - ALL DEPARTMENTS			\$7.19

TARHEEL CANINE TRAIN

TARHEEL CANINE TRAIN	Police Grants Fund	MISCELLANEOUS PERSONAL SERVICES K Bite	\$1,575.00
<i>TARHEEL CANINE TRAIN - Total For Police Grants Fund</i>			<i>\$1,575.00</i>
TARHEEL CANINE TRAIN - ALL DEPARTMENTS			\$1,575.00

TAYLOR, GLENN

TAYLOR, GLENN	Refuse Revenue and Transfer		\$47.22
<i>TAYLOR, GLENN - Total For Refuse Revenue and Transfers</i>			<i>\$47.22</i>
TAYLOR, GLENN - ALL DEPARTMENTS			\$47.22

TECHPOINTLLC

TECHPOINTLLC	Balefill - Disposal & Landfill	cleaned & detailer sterilized interior of unit#	\$209.00
<i>TECHPOINTLLC - Total For Balefill - Disposal & Landfill</i>			<i>\$209.00</i>
TECHPOINTLLC - ALL DEPARTMENTS			\$209.00

TENNIS WAREHOUSE

TENNIS WAREHOUSE	Rec Center - Classes	Tennis CRC Program Equipment	\$84.95
<i>TENNIS WAREHOUSE - Total For Rec Center - Classes</i>			<i>\$84.95</i>
TENNIS WAREHOUSE - ALL DEPARTMENTS			\$84.95

THE ABY MANUFACTURIN

THE ABY MANUFACTURIN	Police Administration	Uniform Supplies	\$732.50
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THE ABY MANUFACTURIN - Total For Police Administration \$732.50

THE ABY MANUFACTURIN - ALL DEPARTMENTS \$732.50

THE HOME DEPOT

THE HOME DEPOT Balefill - Diversion & Special REPLACED BROKEN LADDER AT COMPOST BL \$299.00

THE HOME DEPOT - Total For Balefill - Diversion & Special \$299.00

THE HOME DEPOT Buildings & Structures Fund Door repair supplies for Ice Arena - Home De \$23.44

THE HOME DEPOT Buildings & Structures Fund Repair supplies for Hogadon - Home Depot \$100.00

THE HOME DEPOT Buildings & Structures Fund Repair supplies for Rec Center - Home Depot \$47.41

THE HOME DEPOT Buildings & Structures Fund Repair supplies for Ice Arena - Home Depot \$3.22

THE HOME DEPOT Buildings & Structures Fund Repair supplies for PV Pool - Home Depot \$56.87

THE HOME DEPOT Buildings & Structures Fund Plumbing repair supplies for Transit Garage - \$6.56

THE HOME DEPOT Buildings & Structures Fund Repair supplies for Rec Center - Home Depot \$48.66

THE HOME DEPOT - Total For Buildings & Structures Fund \$286.16

THE HOME DEPOT Field Maintenance Weed Eater String \$131.79

THE HOME DEPOT - Total For Field Maintenance \$131.79

THE HOME DEPOT Fire-EMS Operations Straps for Ranger 1 \$87.89

THE HOME DEPOT Fire-EMS Operations Electric cord and plugs \$39.76

THE HOME DEPOT Fire-EMS Operations Station washing machine \$884.98

THE HOME DEPOT Fire-EMS Operations Station Supplies \$13.41

THE HOME DEPOT Fire-EMS Operations Nozzles and wood screws for Engine 3 and St \$107.87

THE HOME DEPOT - Total For Fire-EMS Operations \$1,133.91

THE HOME DEPOT Fire-EMS Training Materials for vertical vent \$352.00

THE HOME DEPOT Fire-EMS Training Materials for flashover burns \$465.37

THE HOME DEPOT Fire-EMS Training Materials for forcible entry \$132.00

THE HOME DEPOT - Total For Fire-EMS Training \$949.37

THE HOME DEPOT Hogadon - Operations Tool Return (\$199.00)

THE HOME DEPOT Hogadon - Operations Fence Project \$74.24

THE HOME DEPOT Hogadon - Operations Fence project \$43.72

THE HOME DEPOT Hogadon - Operations New 18v batteries \$486.25

THE HOME DEPOT - Total For Hogadon - Operations \$405.21

THE HOME DEPOT Metro Animal Shelter HOME SUPPLY WAREHOUSE STORES Storage \$484.84

THE HOME DEPOT Metro Animal Shelter HOME SUPPLY WAREHOUSE STORES paint fo \$7.33

THE HOME DEPOT - Total For Metro Animal Shelter \$492.17

THE HOME DEPOT Parks - Parks Maint. Purchase of Huber Tennis Court Paint withou \$214.72

THE HOME DEPOT	Parks - Parks Maint.	Deck Screws	\$9.97
THE HOME DEPOT	Parks - Parks Maint.	Parts to repair Adventure Playground	\$51.57
THE HOME DEPOT	Parks - Parks Maint.	Mortar and trowel to fix skatepark	\$37.00
THE HOME DEPOT	Parks - Parks Maint.	Screws and lumber	\$59.30
THE HOME DEPOT	Parks - Parks Maint.	Return of paint for Huber Tennis Courts with	(\$225.46)
THE HOME DEPOT	Parks - Parks Maint.	2x6x10 board	\$10.65
THE HOME DEPOT	Parks - Parks Maint.	Tennis court paint for Huber	\$225.46
<i>THE HOME DEPOT - Total For Parks - Parks Maint.</i>			<i>\$383.21</i>
THE HOME DEPOT	Refuse - Commercial	PARTS FOR THE WALMART COMPACTOR REP	\$63.54
<i>THE HOME DEPOT - Total For Refuse - Commercial</i>			<i>\$63.54</i>
THE HOME DEPOT	Regional Water Operations	Lightbulbs for Mechanical Room - Building S	\$29.96
<i>THE HOME DEPOT - Total For Regional Water Operations</i>			<i>\$29.96</i>
THE HOME DEPOT	Sewer Stormwater	storm pipe plugging material	\$66.78
<i>THE HOME DEPOT - Total For Sewer Stormwater</i>			<i>\$66.78</i>
THE HOME DEPOT	Sewer Wastewater Collection	battery powered pressure washer for pulling	\$338.00
<i>THE HOME DEPOT - Total For Sewer Wastewater Collection</i>			<i>\$338.00</i>
THE HOME DEPOT - ALL DEPARTMENTS			\$4,579.10

THE UPS STORE

THE UPS STORE	Fire-EMS Administration	Shipping for Autopulse Repair	\$42.50
<i>THE UPS STORE - Total For Fire-EMS Administration</i>			<i>\$42.50</i>
THE UPS STORE	WWTP Operations	Shipping	\$42.81
<i>THE UPS STORE - Total For WWTP Operations</i>			<i>\$42.81</i>
THE UPS STORE - ALL DEPARTMENTS			\$85.31

THE WASH LLC

THE WASH LLC	Police Administration	Car wash	\$23.67
<i>THE WASH LLC - Total For Police Administration</i>			<i>\$23.67</i>
THE WASH LLC - ALL DEPARTMENTS			\$23.67

THIRTY THREE MILE RO

THIRTY THREE MILE RO	Sewer Wastewater Collection	33-mile Monthly Water Charge - July & Augu	\$87.60
<i>THIRTY THREE MILE RO - Total For Sewer Wastewater Collection</i>			<i>\$87.60</i>

THIRTY THREE MILE RO - ALL DEPARTMENTS \$87.60

Thyssenkrupp

Thyssenkrupp Buildings & Structures Fund Elevator full maintenance with phone monit \$1,247.34

Thyssenkrupp - Total For Buildings & Structures Fund \$1,247.34

Thyssenkrupp - ALL DEPARTMENTS \$1,247.34

TIM FORCE TIN SHOP I

TIM FORCE TIN SHOP I Water Tanks SUN III- BOOSTER/LIFT STATION SUPPLIES \$174.89

TIM FORCE TIN SHOP I - Total For Water Tanks \$174.89

TIM FORCE TIN SHOP I - ALL DEPARTMENTS \$174.89

T-MOBILE

T-MOBILE Information Services Acct #971783311 \$21.14

T-MOBILE - Total For Information Services \$21.14

T-MOBILE - ALL DEPARTMENTS \$21.14

TOP OFFICE PRODUCTS

TOP OFFICE PRODUCTS Fleet Maintenance Fund Copy Charge - August 2023 \$46.75

TOP OFFICE PRODUCTS - Total For Fleet Maintenance Fund \$46.75

TOP OFFICE PRODUCTS Parks - Parks Maint. Copy Charge - August 2023 \$46.75

TOP OFFICE PRODUCTS - Total For Parks - Parks Maint. \$46.75

TOP OFFICE PRODUCTS Public Transit - Operations Copy Charge - August 2023 \$82.40

TOP OFFICE PRODUCTS - Total For Public Transit - Operations \$82.40

TOP OFFICE PRODUCTS Streets Copy Charge - August 2023 \$46.75

TOP OFFICE PRODUCTS - Total For Streets \$46.75

TOP OFFICE PRODUCTS WWTP Operations Copy Charge - August 2023 \$123.41

TOP OFFICE PRODUCTS - Total For WWTP Operations \$123.41

TOP OFFICE PRODUCTS - ALL DEPARTMENTS \$346.06

TOTAL MECHANICAL SER

TOTAL MECHANICAL SER Buildings & Structures Fund Repair On Chiller Controller \$7,862.00

<i>TOTAL MECHANICAL SER - Total For Buildings & Structures Fund</i>			\$7,862.00
TOTAL MECHANICAL SER - ALL DEPARTMENTS			\$7,862.00

TOWN OF BAR NUNN

TOWN OF BAR NUNN	RWS - Booster Stations	Wardwell Water Charge - Booster Supplies	\$113.23
<i>TOWN OF BAR NUNN - Total For RWS - Booster Stations</i>			<i>\$113.23</i>
TOWN OF BAR NUNN - ALL DEPARTMENTS			\$113.23

TRACTOR SUPPLY CO

TRACTOR SUPPLY CO	Fire-EMS Operations	Station Supplies	\$122.91
<i>TRACTOR SUPPLY CO - Total For Fire-EMS Operations</i>			<i>\$122.91</i>
TRACTOR SUPPLY CO	Metro Animal Shelter	MISCELLANEOUS AUTOMOTIVE DEALERS cre	(\$50.00)
TRACTOR SUPPLY CO	Metro Animal Shelter	MISCELLANEOUS AUTOMOTIVE DEALERS cat	\$437.75
TRACTOR SUPPLY CO	Metro Animal Shelter	MISCELLANEOUS AUTOMOTIVE DEALERS de	\$79.98
<i>TRACTOR SUPPLY CO - Total For Metro Animal Shelter</i>			<i>\$467.73</i>
TRACTOR SUPPLY CO	Sewer Wastewater Collection spotlight for 660317		\$37.99
<i>TRACTOR SUPPLY CO - Total For Sewer Wastewater Collection</i>			<i>\$37.99</i>
TRACTOR SUPPLY CO	Water Tanks	WEED KILLER- OTHER MATERIALS & SUPPLIE	\$339.98
<i>TRACTOR SUPPLY CO - Total For Water Tanks</i>			<i>\$339.98</i>
TRACTOR SUPPLY CO - ALL DEPARTMENTS			\$968.61

TRAFFIC AND PARKING

TRAFFIC AND PARKING	Risk Management	Controller/Blinker Sign/Etc - Claim #2024000	\$2,694.00
<i>TRAFFIC AND PARKING - Total For Risk Management</i>			<i>\$2,694.00</i>
TRAFFIC AND PARKING - ALL DEPARTMENTS			\$2,694.00

TREESTUFF

TREESTUFF	Parks - Urban Forestry	SUPPLIES	\$100.97
TREESTUFF	Parks - Urban Forestry	supplies	\$1,135.39
<i>TREESTUFF - Total For Parks - Urban Forestry</i>			<i>\$1,236.36</i>
TREESTUFF - ALL DEPARTMENTS			\$1,236.36

TRETO CONST.

TRETO CONST.	Capital Projects Fund	Wolf Creek Road Improvements -	\$122,417.00
<i>TRETO CONST. - Total For Capital Projects Fund</i>			<i>\$122,417.00</i>
TRETO CONST. - ALL DEPARTMENTS			\$122,417.00

TRI STATE OIL RECLAI

TRI STATE OIL RECLAI	Balefill - Diversion & Special	Pickup Antifreeze For Recycling	\$151.50
<i>TRI STATE OIL RECLAI - Total For Balefill - Diversion & Special</i>			<i>\$151.50</i>
TRI STATE OIL RECLAI - ALL DEPARTMENTS			\$151.50

TRI-STATE TRUCK & EQ

TRI-STATE TRUCK & EQ	Fleet Maintenance Fund	111187 Equipment Repair	\$8,197.82
<i>TRI-STATE TRUCK & EQ - Total For Fleet Maintenance Fund</i>			<i>\$8,197.82</i>
TRI-STATE TRUCK & EQ - ALL DEPARTMENTS			\$8,197.82

TST SPITZ - COTTONW

TST SPITZ - COTTONW	Fire-EMS Training	Meal for two members while traveling for tr	\$28.09
<i>TST SPITZ - COTTONW - Total For Fire-EMS Training</i>			<i>\$28.09</i>
TST SPITZ - COTTONW - ALL DEPARTMENTS			\$28.09

TST STREET CAR GRIL

TST STREET CAR GRIL	Police Career Services	EATING PLACES, RESTAURANTS - Training KC	\$21.00
<i>TST STREET CAR GRIL - Total For Police Career Services</i>			<i>\$21.00</i>
TST STREET CAR GRIL - ALL DEPARTMENTS			\$21.00

TURF MASTER

TURF MASTER	Field Maintenance	Sod for Soccer Field 12	\$572.80
<i>TURF MASTER - Total For Field Maintenance</i>			<i>\$572.80</i>
TURF MASTER - ALL DEPARTMENTS			\$572.80

TY INC

TY INC	General Fund Revenue	Stuffed animals for resale in gift shop	\$370.63
<i>TY INC - Total For General Fund Revenue</i>			<i>\$370.63</i>
TY INC - ALL DEPARTMENTS			\$370.63

TYLER TECHNOLOGIES I

TYLER TECHNOLOGIES I	Municipal Court	Incode Program Annual Fee - 8/1/23 to 7/31	\$30,811.35
<i>TYLER TECHNOLOGIES I - Total For Municipal Court</i>			<i>\$30,811.35</i>
TYLER TECHNOLOGIES I - ALL DEPARTMENTS			\$30,811.35

UBER TRIP

UBER TRIP	Police Career Services	TAXICABS/LIMOUSINES rideshare to airport	\$46.75
UBER TRIP	Police Career Services	TAXICABS/LIMOUSINES ride share polygraph	\$12.66
UBER TRIP	Police Career Services	TAXICABS/LIMOUSINES Polygraph training ri	(\$42.99)
UBER TRIP	Police Career Services	TAXICABS/LIMOUSINES ride share Polygraph	\$90.80
UBER TRIP	Police Career Services	TAXICABS/LIMOUSINES; Training - KC	\$33.96
UBER TRIP	Police Career Services	TAXICABS/LIMOUSINES - Training KC	\$7.30
UBER TRIP	Police Career Services	TAXICABS/LIMOUSINES - Training KC	\$54.99
UBER TRIP	Police Career Services	TAXICABS/LIMOUSINES - Training KC	\$3.00
UBER TRIP	Police Career Services	TAXICABS/LIMOUSINES - Training KC	\$5.09
<i>UBER TRIP - Total For Police Career Services</i>			<i>\$211.56</i>
UBER TRIP - ALL DEPARTMENTS			\$211.56

ULINE SHIP SUPPLIE

ULINE SHIP SUPPLIE	Police Investigations	CATALOG MERCHANTS heat sealer repairs	\$205.71
ULINE SHIP SUPPLIE	Police Investigations	CATALOG MERCHANTS heat sealer repairs	\$31.70
ULINE SHIP SUPPLIE	Police Investigations	CATALOG MERCHANTS heat sealer repairs	\$94.57
<i>ULINE SHIP SUPPLIE - Total For Police Investigations</i>			<i>\$331.98</i>
ULINE SHIP SUPPLIE - ALL DEPARTMENTS			\$331.98

UNIFORMS 2 GEAR

UNIFORMS 2 GEAR	Police Career Services	Uniform Supplies	\$82.50
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UNIFORMS 2 GEAR	Police Career Services	Uniform Supplies	\$1,164.80
UNIFORMS 2 GEAR	Police Career Services	Uniform Supplies	\$165.00
UNIFORMS 2 GEAR	Police Career Services	Uniform Supplies	\$267.50
UNIFORMS 2 GEAR	Police Career Services	Uniform Supplies	\$82.50
UNIFORMS 2 GEAR	Police Career Services	Uniform Supplies	\$1,602.88
UNIFORMS 2 GEAR	Police Career Services	Uniform supplies	\$97.02
UNIFORMS 2 GEAR	Police Career Services	Uniform supplies	\$97.02

UNIFORMS 2 GEAR - Total For Police Career Services \$3,559.22

UNIFORMS 2 GEAR - ALL DEPARTMENTS \$3,559.22

UNITED 0162320287

UNITED 0162320287	Police Career Services	UNITED AIRLINES flight Berg to IA conferenc	\$606.80
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UNITED 0162320287 - Total For Police Career Services \$606.80

UNITED 0162320287 - ALL DEPARTMENTS \$606.80

UNITED 0162322798

UNITED 0162322798	Police Career Services	UNITED AIRLINES flight training Etchison	\$536.20
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UNITED 0162322798	Police Career Services	UNITED AIRLINES flight training Hamilton	\$536.20
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UNITED 0162322798 - Total For Police Career Services \$1,072.40

UNITED 0162322798 - ALL DEPARTMENTS \$1,072.40

UNITED 0164230517

UNITED 0164230517	Police Career Services	UNITED AIRLINES baggage IA conference	\$35.00
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UNITED 0164230517 - Total For Police Career Services \$35.00

UNITED 0164230517 - ALL DEPARTMENTS \$35.00

UNITED 0164232065

UNITED 0164232065	Police Career Services	UNITED AIRLINES baggage from IA conferenc	\$35.00
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UNITED 0164232065 - Total For Police Career Services \$35.00

UNITED 0164232065 - ALL DEPARTMENTS \$35.00

UNITED 0164233050

UNITED	0164233050	Public Safety Communication	UNITED AIRLINES baggage from conference t	\$35.00
UNITED	0164233050	Public Safety Communication	UNITED AIRLINES baggage from conference t	\$35.00
<i>UNITED 0164233050 - Total For Public Safety Communications</i>				<i>\$70.00</i>
UNITED 0164233050 - ALL DEPARTMENTS				\$70.00

UNITED 0164233803

UNITED	0164233803	Public Safety Communication	UNITED AIRLINES baggage receipt conferenc	\$35.00
<i>UNITED 0164233803 - Total For Public Safety Communications</i>				<i>\$35.00</i>
UNITED 0164233803 - ALL DEPARTMENTS				\$35.00

UNITED 0164233804

UNITED	0164233804	Public Safety Communication	UNITED AIRLINES baggage conference travel	\$35.00
<i>UNITED 0164233804 - Total For Public Safety Communications</i>				<i>\$35.00</i>
UNITED 0164233804 - ALL DEPARTMENTS				\$35.00

UNITED 0164234010

UNITED	0164234010	Police Career Services	UNITED AIRLINES baggage Polygraph training	\$35.00
<i>UNITED 0164234010 - Total For Police Career Services</i>				<i>\$35.00</i>
UNITED 0164234010 - ALL DEPARTMENTS				\$35.00

UNITED 0164235111

UNITED	0164235111	Police Career Services	UNITED AIRLINES - Training KC	\$35.00
<i>UNITED 0164235111 - Total For Police Career Services</i>				<i>\$35.00</i>
UNITED 0164235111 - ALL DEPARTMENTS				\$35.00

UNITED 0164235258

UNITED	0164235258	Police Career Services	UNITED AIRLINES baggage Polygraph training	\$35.00
<i>UNITED 0164235258 - Total For Police Career Services</i>				<i>\$35.00</i>
UNITED 0164235258 - ALL DEPARTMENTS				\$35.00

URGENT CARE OF CASPE

URGENT CARE OF CASPE	Property Insurance Fund	MEDICAL SERVICES & HEALTH PRACTITIONE	\$1,620.00
<i>URGENT CARE OF CASPE - Total For Property Insurance Fund</i>			<i>\$1,620.00</i>
URGENT CARE OF CASPE - ALL DEPARTMENTS			\$1,620.00

USA ARCHERY

USA ARCHERY	Rec Center - Classes	CRC Instructor Training fees	\$70.00
USA ARCHERY	Rec Center - Classes	CRC Instructor Training Archery	\$75.00
<i>USA ARCHERY - Total For Rec Center - Classes</i>			<i>\$145.00</i>
USA ARCHERY - ALL DEPARTMENTS			\$145.00

USPS PO 5715590945

USPS PO 5715590945	Community Development	POSTAGE STAMPS	\$34.24
<i>USPS PO 5715590945 - Total For Community Development</i>			<i>\$34.24</i>
USPS PO 5715590945	Human Resources	1 certified letter	\$8.56
USPS PO 5715590945	Human Resources	1 certified letter	\$9.49
<i>USPS PO 5715590945 - Total For Human Resources</i>			<i>\$18.05</i>
USPS PO 5715590945 - ALL DEPARTMENTS			\$52.29

USPS PO 5762700491

USPS PO 5762700491	Water Distribution	POSTAGE STAMPS- POSTAGE & PRINTING	\$660.00
<i>USPS PO 5762700491 - Total For Water Distribution</i>			<i>\$660.00</i>
USPS PO 5762700491 - ALL DEPARTMENTS			\$660.00

VCN NATRONAREALESTAT

VCN NATRONAREALESTAT	Community Development	GOVERNMENT SERVICES NOT ELSEWHERE C	\$101.50
<i>VCN NATRONAREALESTAT - Total For Community Development</i>			<i>\$101.50</i>
VCN NATRONAREALESTAT - ALL DEPARTMENTS			\$101.50

VERIZON WIRELESS

VERIZON WIRELESS	Public Safety Communication Acct #465552982-00010		\$80.14
VERIZON WIRELESS	Public Safety Communication Acct #465552982-00003		\$39.10
<i>VERIZON WIRELESS - Total For Public Safety Communications</i>			<i>\$119.24</i>

VERIZON WIRELESS	Streets	Acct #242152162-00003	\$30.39
<i>VERIZON WIRELESS - Total For Streets</i>			<i>\$30.39</i>
VERIZON WIRELESS	WWTP Operations	Acct #842227834-00001	\$146.65
<i>VERIZON WIRELESS - Total For WWTP Operations</i>			<i>\$146.65</i>
VERIZON WIRELESS - ALL DEPARTMENTS			\$296.28

VIDAL, ELIZABETH

VIDAL, ELIZABETH	Water Revenue and Transfer		\$27.78
<i>VIDAL, ELIZABETH - Total For Water Revenue and Transfers</i>			<i>\$27.78</i>
VIDAL, ELIZABETH - ALL DEPARTMENTS			\$27.78

VISTAPRINT

VISTAPRINT	Sewer Stormwater	Promotion and marketing Stormwater--tax t	\$608.97
<i>VISTAPRINT - Total For Sewer Stormwater</i>			<i>\$608.97</i>
VISTAPRINT - ALL DEPARTMENTS			\$608.97

VOIANCE LANGUAGE

VOIANCE LANGUAGE	Public Safety Communication	Interpretation Services	\$61.38
<i>VOIANCE LANGUAGE - Total For Public Safety Communications</i>			<i>\$61.38</i>
VOIANCE LANGUAGE - ALL DEPARTMENTS			\$61.38

VRC COMPANIES LLC

VRC COMPANIES LLC	Municipal Court	File Destruction Service	\$60.78
<i>VRC COMPANIES LLC - Total For Municipal Court</i>			<i>\$60.78</i>
VRC COMPANIES LLC - ALL DEPARTMENTS			\$60.78

WAL-MART #1617

WAL-MART #1617	Aquatics- Mike Sedar Conc	Butter Spray	\$5.86
<i>WAL-MART #1617 - Total For Aquatics- Mike Sedar Conc</i>			<i>\$5.86</i>
WAL-MART #1617	Aquatics- Mike Sedar Oper.	Plunger, Toilet Cleaner, Rags	\$15.50
<i>WAL-MART #1617 - Total For Aquatics- Mike Sedar Oper.</i>			<i>\$15.50</i>
WAL-MART #1617	Rec Center - Classes	Ice Cream Sandwiches	\$5.72

WAL-MART #1617 - Total For Rec Center - Classes	\$5.72
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WAL-MART #1617 - ALL DEPARTMENTS	\$27.08
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WAL-MART #3778

WAL-MART #3778	Hogadon - Operations	Team Office	\$56.72
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WAL-MART #3778 - Total For Hogadon - Operations	\$56.72
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WAL-MART #3778	Regional Water Operations	Pop for JPB Meeting & New Trash for Janitor	\$26.93
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WAL-MART #3778 - Total For Regional Water Operations	\$26.93
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WAL-MART #3778 - ALL DEPARTMENTS	\$83.65
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WARSOP, KYLE

WARSOP, KYLE	Sewer Fund	\$21.72
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WARSOP, KYLE - Total For Sewer Fund	\$21.72
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WARSOP, KYLE - ALL DEPARTMENTS	\$21.72
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WEAR PARTS INC

WEAR PARTS INC	WWTP Operations	Maintenance supplies	\$52.05
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WEAR PARTS INC - Total For WWTP Operations	\$52.05
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WEAR PARTS INC - ALL DEPARTMENTS	\$52.05
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Wear Parts, Inc.

Wear Parts, Inc.	Balefill - Disposal & Landfill	HARDWARE FOR COMPRESSOR	\$67.04
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Wear Parts, Inc. - Total For Balefill - Disposal & Landfill	\$67.04
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Wear Parts, Inc. - ALL DEPARTMENTS	\$67.04
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WEATHERBY PARENT

WEATHERBY PARENT	Police Administration	System Service Pkg - 10/15/23 to 10/14/24	\$7,290.00
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WEATHERBY PARENT - Total For Police Administration	\$7,290.00
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WEATHERBY PARENT - ALL DEPARTMENTS	\$7,290.00
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WENDY'S - 9035

WENDY'S - 9035	Parks - Parks Maint.	Travel meal for Matt	\$9.94
WENDY'S - 9035	Parks - Parks Maint.	Travel meal for Matt	\$10.15
<i>WENDY'S - 9035 - Total For Parks - Parks Maint.</i>			<i>\$20.09</i>
WENDY'S - 9035 - ALL DEPARTMENTS			\$20.09

WENDY'S #6703

WENDY'S #6703	Fire-EMS Training	Meal while traveling for training	\$14.48
<i>WENDY'S #6703 - Total For Fire-EMS Training</i>			<i>\$14.48</i>
WENDY'S #6703 - ALL DEPARTMENTS			\$14.48

WEST, CHRISTINE

WEST, CHRISTINE	Water Revenue and Transfer		\$23.08
<i>WEST, CHRISTINE - Total For Water Revenue and Transfers</i>			<i>\$23.08</i>
WEST, CHRISTINE - ALL DEPARTMENTS			\$23.08

WESTERN PLAINS LOGIS

WESTERN PLAINS LOGIS	Capital Projects Fund	Center St Enhance Construction	\$108,313.30
<i>WESTERN PLAINS LOGIS - Total For Capital Projects Fund</i>			<i>\$108,313.30</i>
WESTERN PLAINS LOGIS - ALL DEPARTMENTS			\$108,313.30

WESTERN WATER CONSUL

WESTERN WATER CONSUL	Capital Projects Fund	Engineering - Midwest Ave from	\$13,650.00
WESTERN WATER CONSUL	Capital Projects Fund	College Drive Improvements	\$1,333.00
WESTERN WATER CONSUL	Capital Projects Fund	K St Imp-St Mary-Bryan Stk Eng	\$360.00
<i>WESTERN WATER CONSUL - Total For Capital Projects Fund</i>			<i>\$15,343.00</i>
WESTERN WATER CONSUL - ALL DEPARTMENTS			\$15,343.00

WESTLAND PARK-RED BU

WESTLAND PARK-RED BU	Sewer Fund	Retail Sewer Revenue/201 Sewer Billing/Ad	\$3,971.00
WESTLAND PARK-RED BU	Sewer Fund	Retail Sewer Revenue/201 Sewer Billing/Ad	(\$397.10)
<i>WESTLAND PARK-RED BU - Total For Sewer Fund</i>			<i>\$3,573.90</i>
WESTLAND PARK-RED BU	WWTP Revenue and Transfer	Retail Sewer Revenue/201 Sewer Billing/Ad	(\$1,935.65)

<i>WESTLAND PARK-RED BU - Total For WWTP Revenue and Transfers</i>			<i>(\$1,935.65)</i>
WESTLAND PARK-RED BU - ALL DEPARTMENTS			\$1,638.25
WH LLC			
WH LLC	Capital Projects Fund	Ford Wyoming Center South Walk	\$2,091.64
<i>WH LLC - Total For Capital Projects Fund</i>			<i>\$2,091.64</i>
WH LLC - ALL DEPARTMENTS			\$2,091.64
WHITLATCH, MARY FAIR			
WHITLATCH, MARY FAIR	Refuse Revenue and Transfer		\$43.88
<i>WHITLATCH, MARY FAIR - Total For Refuse Revenue and Transfers</i>			<i>\$43.88</i>
WHITLATCH, MARY FAIR - ALL DEPARTMENTS			\$43.88
WILLIAMSON, HEATHER			
WILLIAMSON, HEATHER	Refuse Revenue and Transfer		\$33.62
<i>WILLIAMSON, HEATHER - Total For Refuse Revenue and Transfers</i>			<i>\$33.62</i>
WILLIAMSON, HEATHER - ALL DEPARTMENTS			\$33.62
WM SUPERCENTER			
WM SUPERCENTER	Aquatics- Mike Sedar Conc	Butter Spray	\$11.72
WM SUPERCENTER	Aquatics- Mike Sedar Conc	Butter Spray	\$5.86
<i>WM SUPERCENTER - Total For Aquatics- Mike Sedar Conc</i>			<i>\$17.58</i>
WM SUPERCENTER	Aquatics- Mike Sedar Oper.	Washcloths	\$6.44
<i>WM SUPERCENTER - Total For Aquatics- Mike Sedar Oper.</i>			<i>\$6.44</i>
WM SUPERCENTER	Aquatics- Paradise Valley Con	Butter Spray	\$2.93
<i>WM SUPERCENTER - Total For Aquatics- Paradise Valley Conc</i>			<i>\$2.93</i>
WM SUPERCENTER	Balefill - Diversion & Special	SUPPLIES FOR SPECIAL WASTE	\$17.92
<i>WM SUPERCENTER - Total For Balefill - Diversion & Special</i>			<i>\$17.92</i>
WM SUPERCENTER	Metro Animal Shelter	GROCERY STORES, SUPERMARKETS wet cat f	\$129.10
WM SUPERCENTER	Metro Animal Shelter	GROCERY STORES, SUPERMARKETS Display f	\$14.97
WM SUPERCENTER	Metro Animal Shelter	GROCERY STORES, SUPERMARKETS items for	\$32.62
<i>WM SUPERCENTER - Total For Metro Animal Shelter</i>			<i>\$176.69</i>
WM SUPERCENTER	Rec Center - Admin	Parks, Rec and Public Services Division BBQ S	\$40.02

<i>WM SUPERCENTER - Total For Rec Center - Admin</i>			<i>\$40.02</i>
WM SUPERCENTER	Regional Water Operations	Coffee & Kleenex - Office Supplies	\$38.02
<i>WM SUPERCENTER - Total For Regional Water Operations</i>			<i>\$38.02</i>
WM SUPERCENTER - ALL DEPARTMENTS			\$299.60

WPY TeamSideline

WPY TeamSideline	Sport & Athletics Admin	Team Sideline League Scheduling	\$2,624.00
<i>WPY TeamSideline - Total For Sport & Athletics Admin</i>			<i>\$2,624.00</i>
WPY TeamSideline - ALL DEPARTMENTS			\$2,624.00

WWW.EVAWINTL.ORG

WWW.EVAWINTL.ORG	Police Career Services	CIVIC, SOCIAL AND FRATERNAL ASSOCIATIO	\$49.00
<i>WWW.EVAWINTL.ORG - Total For Police Career Services</i>			<i>\$49.00</i>
WWW.EVAWINTL.ORG - ALL DEPARTMENTS			\$49.00

WY. DEPT. OF TRANSP

WY. DEPT. OF TRANSP	Capital Projects Fund	Gems S028919 - I-25 & Casper m	\$22,940.44
<i>WY. DEPT. OF TRANSP - Total For Capital Projects Fund</i>			<i>\$22,940.44</i>
WY. DEPT. OF TRANSP - ALL DEPARTMENTS			\$22,940.44

WY. MACHINERY CO.

WY. MACHINERY CO.	Balefill - Disposal & Landfill	Equipment repair UNIT#141402 SERVICE 500	\$1,438.40
WY. MACHINERY CO.	Balefill - Disposal & Landfill	Equipment repair UNIT#141503 SERVICE 500	\$1,896.64
WY. MACHINERY CO.	Balefill - Disposal & Landfill	Equipment repair WIRING HARNESS REPAIR	\$2,293.21
WY. MACHINERY CO.	Balefill - Disposal & Landfill	Equipment RENTAL EXCAVATOR LDF OPERAT	\$9,500.00
WY. MACHINERY CO.	Balefill - Disposal & Landfill	Equipment repair UNIT#141503 AC ON COM	\$220.50
<i>WY. MACHINERY CO. - Total For Balefill - Disposal & Landfill</i>			<i>\$15,348.75</i>
WY. MACHINERY CO. - ALL DEPARTMENTS			\$15,348.75

WYOMING CAMERA OUTFI

WYOMING CAMERA OUTFI	Direct Distribution - Police	CAMERA AND PHOTOGRAPHIC SUPPLY STOR	\$679.98
<i>WYOMING CAMERA OUTFI - Total For Direct Distribution - Police</i>			<i>\$679.98</i>

WYOMING CAMERA OUTFI	Rec Center - Classes	CRC Camera, Camp Supply	\$1,699.99
<i>WYOMING CAMERA OUTFI - Total For Rec Center - Classes</i>			<i>\$1,699.99</i>
WYOMING CAMERA OUTFI - ALL DEPARTMENTS			\$2,379.97

Wyoming Recreation P

Wyoming Recreation P	Rec Center - Admin	Rec Admin WRPA Membership and Conferen	\$235.00
<i>Wyoming Recreation P - Total For Rec Center - Admin</i>			<i>\$235.00</i>
Wyoming Recreation P	Rec Center - Operations	State Training for Recreation	\$235.00
<i>Wyoming Recreation P - Total For Rec Center - Operations</i>			<i>\$235.00</i>
Wyoming Recreation P - ALL DEPARTMENTS			\$470.00

WYOMING WOOD 'N WORK

WYOMING WOOD 'N WORK	Hogadon - Operations	Knotty Pine Wood	\$4,999.75
<i>WYOMING WOOD 'N WORK - Total For Hogadon - Operations</i>			<i>\$4,999.75</i>
WYOMING WOOD 'N WORK - ALL DEPARTMENTS			\$4,999.75

WYOMING WORK WAREHOU

WYOMING WORK WAREHO	Sewer Wastewater Collection safety coveralls for whole crew		\$503.94
<i>WYOMING WORK WAREHOU - Total For Sewer Wastewater Collection</i>			<i>\$503.94</i>
WYOMING WORK WAREHOU - ALL DEPARTMENTS			\$503.94

XEROX CORPORATION

XEROX CORPORATION	Regional Water Operations	Copier Usage - Office Supplies	\$201.48
<i>XEROX CORPORATION - Total For Regional Water Operations</i>			<i>\$201.48</i>
XEROX CORPORATION - ALL DEPARTMENTS			\$201.48

ZONAR SYSTEMS INC

ZONAR SYSTEMS INC	Refuse - Residential	Cable / Wiring Assembly FOR NEW TRUCKS	\$187.42
<i>ZONAR SYSTEMS INC - Total For Refuse - Residential</i>			<i>\$187.42</i>
ZONAR SYSTEMS INC - ALL DEPARTMENTS			\$187.42

CITYWIDE BILLS AND CLAIMS TOTAL

\$5,909,484.36

I certify, under penalty of perjury, that this listing of vouchers and the items included therein for payment are correct and just in every respect.

SUBMITTED BY (Finance Dir) _____ DATE _____

DULY AUDITED BY (City Manager) _____ DATE _____

APPROVED BY (Mayor) _____ DATE _____

CITY of CASPER, WYOMING
 BILLS and CLAIMS ADDENDUM
 Council Meeting
 09/19/23


Additional Accounts Payable


<u>08/31/23</u>	Prewrits - Travel Reimbursements &	
	Lyle Berg - Travel Reimbursement	416.00
	Teton Distributors - Ice Arena Inventory	519.10
		<u>935.10</u>
	Total Additional AP	<u>\$ 935.10</u>

Payroll

<u>08/31/23</u>	City Payroll	
	Salary & Wages	1,036,237.56
	Other Employee Liabilities	3,489.65
	Internal Revenue Service	280,270.76
	Wyoming Retirement System	236,466.09
	State of Wyoming Workers Comp	25,520.95
	State of Wyoming Employee Benefits Insurance	23,941.06
	ICMA Retirement	23,617.25
	Orchard Trust Retirement	1,690.00
	Reliastar Life Insurance-Accident/Voya	24.88
		<u>1,631,258.20</u>
<u>08/31/23</u>	City Payroll	
	Salary & Wages	4,593.00
	Internal Revenue Service	1,494.00
	State of Wyoming Workers Comp	116.40
		<u>6,203.40</u>
<u>09/11/23</u>	Fire Payroll	
	Salary & Wages	129,815.25
	Internal Revenue Service	23,917.30
	Wyoming Retirement System	52,486.38
	State of Wyoming Workers Comp	3,344.12
	State of Wyoming Employee Benefits Insurance	56,699.47
	ICMA Retirement	5,000.40
	Lincoln National Life Insurance	636.43
	Orchard Trust Retirement	8,115.00
	Reliastar Life Insurance-Accident/Voya	33.86
		<u>280,048.21</u>
	Total Payroll	<u>\$ 1,917,509.81</u>
	Addendum Total	<u>\$ 1,918,444.91</u>

August 31, 2023

MEMO TO: City Council
J. Carter Napier, City Manager 

FROM: Eric K. Nelson, City Attorney 

SUBJECT: An Ordinance Amending Section 10.52.030 of the Casper Municipal Code Regarding Driving or Having Control of a Vehicle While Under the Influence of Intoxicating Liquor or Controlled Substance.

Meeting Type & Date:

Pre-Meeting and Regular Council Meeting
September 19, 2023

Action type:

Minute action.

Recommendation:

That City Council establish the Public Hearing regarding “An Ordinance Amending Section 10.52.030 of the Casper Municipal Code Regarding Driving or Having Control of a Vehicle While Under the Influence of Intoxicating Liquor or Controlled Substance,” to be held on October 3, 2023.

Summary:

The Casper Municipal Code needs to be updated periodically. Section 10.52.030 has not been updated since 2002. Staff is requesting City Council to adopt an ordinance which would align Section 10.52.030 of the Casper Municipal Code with Wyoming State Statute §31-5-233. Find attached a copy of the proposed ordinance.

Financial Considerations:

None.

Oversight/Project Responsibility

Eric K. Nelson, City Attorney

Attachments

Proposed Ordinance

ORDINANCE NO.

AN ORDINANCE AMENDING SECTION 10.52.030 OF THE CASPER MUNICIPAL CODE REGARDING DRIVING OR HAVING CONTROL OF A VEHICLE WHILE UNDER THE INFLUENCE OF INTOXICATING LIQUOR OR CONTROLLED SUBSTANCE.

WHEREAS, the governing body of the City of Casper has the authority to adopt ordinances and resolutions necessary for the health, safety, and welfare of the City of Casper and its citizenry pursuant to Wyoming State Statute § 15-1-103(a)(xli); and,

WHEREAS, the governing body of the City of Casper may perform all acts in relation to concerns of the City necessary to exercise its corporate powers; and,

WHEREAS, the Casper Municipal Code needs updated from time to time; and,

WHEREAS, for the purpose of aligning the City's Code with Wyoming Statutes regarding driving or having control of a vehicle while under the influence of intoxicating liquor or controlled substances, the governing body desires to amend Section 10.52.030 of the Casper Municipal Code.

NOW, THEREFORE, BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF CASPER, WYOMING: that Section 10.52.030 of the Municipal Code is amended and shall be replaced and codified as follows:

10.52.030 Driving or having control of a vehicle while under the influence of intoxicating liquor or controlled substance.

A. As used in the section:

1. "Alcohol concentration" means:
 - a. The number of grams of alcohol per one hundred milliliters of blood;
 - b. The number of grams of alcohol per two hundred ten milliliters of breath;
 - c. The number of grams of alcohol per seventy-five milliliters of urine.
2. "Controlled substance" includes:
 - a. Any drug or substance defined by Wyoming Statutes Section 35-7-1002(a)(IV);
 - b. Any glue, aerosol or other toxic vapor which when intentionally inhaled or sniffed results in impairment of an individual's ability to drive safely.

c. Any drug or psychoactive substance, or any combination of these substances, capable of impairing a person's physical or mental faculties.

3. "Conviction" means as defined in Wyoming Statutes Section 31-7-102(A)(IV).
 4. "Other law prohibiting driving while under the influence" means a statute of another state, the United States or district of the United States or an ordinance of a governmental entity of this or another state or of an Indian tribe which prohibits driving while under the influence of intoxicating liquor, alcohol, controlled substance or drugs.
- B. No person shall drive or have actual physical control of any vehicle within the city if the person:
1. Has an alcohol concentration of eight one-hundredths of one percent (0.08%) or more; or
 2. To a degree which renders him incapable of safely driving:
 - a. Is under the influence of alcohol;
 - b. Is under the influence of a controlled substance; or
 - c. Is under the influence of a combination of any of the elements named in subsections (B)(2)(a) and (b) of this section.
- C. Upon the trial of any criminal action or proceeding arising out of acts alleged to have been committed by any person while driving or being in actual physical control of a vehicle while under the influence of alcohol, the amount of alcohol in the person's blood at the time alleged as shown by chemical analysis of the person's blood, urine, breath or other bodily substance shall give rise to the following presumptions:
1. If there was at that time an alcohol concentration of five one-hundredths of one percent (0.05%) or less, it shall be presumed that the person was not under the influence of alcohol.
 2. If there was at that time an alcohol concentration of more than five one-hundredths of one percent (0.05%), and less than eight one-hundredths of one percent (0.08%), that fact shall not give rise to any presumption that the person was or was not under the influence of alcohol, but it may be considered with other competent evidence in determining whether the person was under the influence of alcohol to a degree which renders him incapable of safely driving a motor vehicle.
- D. Subsection C of this section shall not be construed as limiting the introduction of any other competent evidence bearing upon the question of whether the person was under the influence of alcohol, including tests obtained more than three hours after the alleged violation. The fact that any person charged with a violation of subsection B or C of this section is or has been entitled to use the

controlled substance under the laws of the state shall not constitute a defense against any charge under subsection B or C of this section.

- E. Chemical analysis of a person's blood, breath or urine to determine alcohol concentration or controlled substance content shall be performed in accordance with Wyoming Statutes Section 31-6-105(A) or applicable Wyoming state statute.

The remainder of this page is intentionally left blank.

PASSED on 1st reading the ____ day of _____, 2023.

PASSED on 2nd reading the ____ day of _____, 2023.

PASSED, APPROVED, AND ADOPTED on third and final reading the _____ day of _____, 2023.

APPROVED AS TO FORM:


ATTEST:


CITY OF CASPER, WYOMING
A Municipal Corporation

Fleur Tremel
City Clerk

Bruce Knell
Mayor

September 12, 2023

MEMO TO: City Council
 J. Carter Napier, City Manager 

FROM: Eric K. Nelson, City Attorney 

SUBJECT: Establish the Public Hearing regarding, “An Ordinance Amending Chapter 9.48 of the Casper Municipal Code” for October 3, 2023.

Meeting Type & Date

City Council Meeting
September 19, 2023

Action Type

Minute Action – Establish Public Hearing regarding, “An Ordinance Amending Chapter 9.48 of the Casper Municipal Code.”

Recommendation

That City Council establish October 3, 2023, as the Public Hearing date concerning, “An Ordinance Amending Chapter 9.48 of the Casper Municipal Code.” The proposed ordinance addresses camping on private property within the City limits of Casper.

Summary

In response to the rising number of homeless persons in the City of Casper, the City convened a Homeless Task Force in late 2022. The increase in homeless persons, specifically in the downtown area of Casper, has coincided with an increase in crime and has negatively impacted the City. Through the task force, it was determined that ordinance changes, specifically addressing camping within the City of Casper, should be explored to give law enforcement additional enforcement ability to address the negative impacts.

At the August 22, 2023, Work Session, City Council discussed some of staff’s recommendations concerning changes to the Casper Municipal Code and provided direction to staff to prepare an ordinance for Council’s consideration.

Find attached a proposed ordinance which entails a multi-faceted approach:

- Address camping on private property with the goal of increasing law enforcement’s ability to timely respond to individuals camping on private property by requiring the expressed written permission of property owner(s) or their agent(s).
- Since camping is temporary in nature, the proposed ordinance limits camping on private property to seven (7) consecutive days or a total of fourteen (14) days in a calendar year. Setting a cap on the total number of days within a calendar year will aid the Police Department in enforcing the ordinance while considering private property owner’s needs to allow for temporary accommodations for guests.

- Protect the City’s river and riparian areas by prohibiting camping within 100 feet of a stream or the North Platte River, except on properly permitted public campgrounds or other areas approved by a government authority.

Additionally, camping within city limits is addressed within two other sections of the Casper Municipal Code which need to be modified to clear up inconsistencies within the Code.

- **Section 17.104.170 – Parking and Dwelling use restrictions – Permit.**
This section of the code states, “The use of a recreational vehicle as a dwelling when parked on private property or on a public street, shall be limited to five consecutive days.” This section needs to be modified to align with the changes to Chapter 9.48 of the Casper Municipal Code. A subsequent Memo is included within the City Council Packet which would establish a Public Hearing to change Section 17.104.170 of the Code.
- **Section 10.36.010 – Delegation of Authority concerning the City of Casper’s Parking Manual.**
The majority of the City’s prohibitions, limitations and regulations concerning parking are set out in the City of Casper’s Parking Manual. Page 9 of the Parking Manual, under the heading “Recreational Vehicle Parking Permit” states, the use of a recreational vehicle as a dwelling when parked on private property or on public street shall be limited to five (5) days within a thirty day period”.

The authority is delegated for City Council to modify the Parking Manual by resolution is setout in 10.36.010. In the event that City Council moves forward with a proposed ordinance amending Chapter 9.48 of the Municipal Code, staff is recommending City Council to consider a Resolution which would remove this verbiage from the Parking Manual so that the Code and Parking Manual align.

Find attached a copy of the proposed ordinance. Staff is requesting City Council to establish October 3, 2023, as the Public Hearing date regarding, “An Ordinance Amending Chapter 9.48 of the Casper Municipal Code.”

Financial Considerations

None

Oversight/Project Responsibility

Eric K. Nelson, City Attorney

Attachments

Draft Ordinance

ORDINANCE NO.

AN ORDINANCE AMENDING CHAPTER 9.48 OF THE
CASPER MUNICIPAL CODE.

WHEREAS, the governing body of the City of Casper has the authority to adopt ordinances and resolutions necessary for the health, safety, and welfare of the City of Casper and its citizenry pursuant to Wyoming State Statute § 15-1-103(a)(xli); and,

WHEREAS, the governing body of the City of Casper may perform all acts in relation to concerns of the City necessary to exercise its corporate powers; and,

WHEREAS, City Council desires to adopt an ordinance to address camping within the City limits of Casper.

NOW, THEREFORE, BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF CASPER, WYOMING: that the following Sections of Chapter 9.48 of the Casper Municipal Code are amended and shall be replaced and codified as follows:

9.48.010 - Camping restricted.

- A. "Camping" means staying overnight or otherwise taking up residence for any length of time in an open space, tent, vehicle, or other temporary, mobile, or portable shelter.
- B. It is unlawful to camp on or in any public property in the city of Casper, unless permitted by any person or persons designated by the public entity which owns the public property or in a designated campground of the public entity.
- C. It is unlawful to camp on private property within the City of Casper, except with the express written permission of the property owner or his agent. Any such camping must be temporary in nature, must not exceed a period of seven (7) consecutive days or a total of fourteen (14) days in a calendar year, and must be in such locations where camping otherwise may be conducted in accordance with other applicable city laws.
- D. It is unlawful to camp within one hundred (100) feet of a stream or the North Platte River within the City of Casper, except as may be allowed in a properly permitted public campground, or otherwise approved by the appropriate government authority.

PASSED on 1st reading the ____ day of _____, 2023.

PASSED on 2nd reading the ____ day of _____, 2023.

PASSED, APPROVED, AND ADOPTED on third and final reading the _____ day of _____, 2023.

APPROVED AS TO FORM:

ATTEST:


CITY OF CASPER, WYOMING

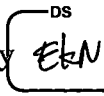
A Municipal Corporation

Fleur Tremel
City Clerk

Bruce Knell
Mayor

September 12, 2023

MEMO TO: City Council
 J. Carter Napier, City Manager 

FROM: Eric K. Nelson, City Attorney 

SUBJECT: Establish the Public Hearing regarding, “An Ordinance Amending Section 17.104.170 – Parking and Dwelling Use Restrictions – Permit, of the Casper Municipal Code.

Meeting Type & Date

City Council Meeting
September 19, 2023

Action Type

Minute Action

Recommendation

That City Council establish October 3, 2023, as the Public Hearing date concerning, “An Ordinance Amending Section 17.104.170 – Parking and Dwelling Use Restrictions – Permits, of the Casper Municipal Code.”

Summary

At the August 22, 2023, Work Session, City Council discussed some of staff’s recommendations concerning changes to the Casper Municipal Code regarding camping within the City limits of Casper and provided direction to staff to prepare an ordinance for Council’s consideration. Staff is recommending City Council to consider an Ordinance Amending Chapter 9.48 of the Casper Municipal Code, regarding camping within the City limits.

Camping within city limits is addressed within two other sections of the Casper Municipal Code which need to be modified to clear up inconsistencies within the Code.

Section 17.104.170 – Parking and Dwelling use restrictions – Permit states, “The use of a recreational vehicle as a dwelling when parked on private property or on a public street, shall be limited to five consecutive days.” This section needs to be modified to align with the proposed changes to Chapter 9.48 of the Casper Municipal Code. Staff is requesting City Council to consider the two ordinances simultaneously, so that the separate sections of the code align.

Find attached a copy of the proposed Ordinance. Staff is requesting City Council to establish October 3, 2023, as the Public Hearing date regarding, “An Ordinance Amending Section 17.104.170 – Parking and Dwelling Use Restrictions – Permits, of the Casper Municipal Code.”

Financial Considerations

None

Oversight/Project Responsibility

Eric K. Nelson, City Attorney

Attachments

Draft Ordinance

ORDINANCE NO.

AN ORDINANCE AMENDING SECTION 17.104.170 –
PARKING AND DWELLING USE RESTRICTIONS – PERMIT,
OF THE CASPER MUNICIPAL CODE.

WHEREAS, the governing body of the City of Casper has the authority to adopt ordinances and resolutions necessary for the health, safety, and welfare of the City of Casper and its citizenry pursuant to Wyoming State Statute § 15-1-103(a)(xli); and,

WHEREAS, the governing body of the City of Casper may perform all acts in relation to concerns of the City necessary to exercise its corporate powers; and,

WHEREAS, the Casper Municipal Code needs updated from time to time.

NOW, THEREFORE, BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF CASPER, WYOMING: that Section 17.104.170 the Casper Municipal Code is amended and shall be replaced and codified as follows:

17.104.170 Parking and dwelling use restrictions—Permit.

- A. Reserved.
- B. Reserved.
- C. Reserved.

- D. It is unlawful to camp on private property within the City of Casper, except with the express written permission of the property owner or his agent. Any such camping must be temporary in nature, must not exceed a period of seven (7) consecutive days or a total of fourteen (14) days in a calendar year, and must be in such locations where camping otherwise may be conducted in accordance with other applicable city laws.
- E. It is unlawful to camp within one hundred (100) feet of a stream or the North Platte River within the City of Casper, except as may be allowed in a properly permitted public campground, or otherwise approved by the appropriate government authority.

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PASSED on 1st reading the ____ day of _____, 2023.

PASSED on 2nd reading the ____ day of _____, 2023.

PASSED, APPROVED, AND ADOPTED on third and final reading the _____ day of _____, 2023.

APPROVED AS TO FORM:

CITY OF CASPER, WYOMING




ATTEST:

A Municipal Corporation

Fleur Tremel
City Clerk

Bruce Knell
Mayor

September 12, 2023

MEMO TO: J. Carter Napier, City Manager 
FROM: Jill Johnson, Financial Services Director 
Pete Meyers, Management Analyst 
SUBJECT: Amendment to the Fiscal Year 2024 Budget

Meeting Type & Date

Regular Council Meeting, September 19, 2023

Action Type

Public Hearing
Resolution

Recommendation

That Council, by resolution, authorize an amendment to the Fiscal Year 2024 Budget.

Summary

The City of Casper budgets on an annual basis. Legally, the budget provides City staff with an authorization to spend City funds throughout the upcoming fiscal year. The current fiscal year, Fiscal Year 2024, will run from July 1, 2023 through June 30, 2024.

It is typical for the City to amend the annual budget soon after the beginning of the fiscal year. That first budget amendment is now being submitted. The changes that are spelled out in this amendment fall into one of four categories: New Budget Requests, Contract Rollovers, Project Rollovers, and Purchase Order Rollovers.

New Budget Requests (Attachment A) are either for things that are entirely new, or they are for unfinished operational expenditures that cannot be carried over from one year to the next. These new expenditures might be needed to cover changes to planned City operations, or they might be needed in response to grants or other types of new funding that simply weren't available in time for the passage of the regular budget.

This proposal for Budget Amendment #1 includes a request for additional spending authority of \$1,485,288. Most of this request is in response to a \$1,000,000 federal grant that was awarded to the Wastewater Treatment Plant. The budget will have to be amended so that the City can begin spending those funds. Another major project in this category is the authorization of additional funding for the Casper Family Aquatic Center roof replacement project. Council authorized the acceptance of a several construction alternates at its work session on May 24, 2023. This amendment will authorize staff to spend those additional funds.

Project Carryovers (Attachment B) are for projects that were authorized in Fiscal Year 2023, but the services or products were not delivered before June 30, 2023. Those projects might be

construction related. Alternatively, the projects might be grant funded, or they might be projects to acquire vehicles or equipment. In cases like this, the project could be at any point of its lifecycle: it might be in its final stages (contractors might be on site and nearly finished) or it might have just begun (the contractors or vendors might not even be selected yet). Regardless of the amount of progress made, the expenditure authority for these items lapsed on June 30th, so it is necessary to reauthorize that spending authority. Project rollover requests make up the bulk of this proposed budget amendment; they amount to a total expenditure request of \$45,728,166.

Purchase Orders (Attachment C) are the formal purchase requests that the City issues when equipment is bought via minute action. If the purchase order was issued before June 30 but the items have not yet arrived, then the purchase order will need to be rolled to the following fiscal year. Those obligations come to \$1,715,544 of new expenditure authority. Please note that some of these purchase orders might be attached to a project, but if they are listed in this category, then only the funds for the purchase order itself will be carried over. Any additional unspent project funds will remain unspent.

Last but not least, certain **Contracts** (Attachment D) were authorized in Fiscal Year 2023, but they were not completed before June 30. Contracts are typically for services or for capital construction, and they are typically adopted by Council via resolution. The City's ongoing contract obligations come to \$2,798,382. As with the purchase orders, contracts that are listed here might be part of a larger project, but for items in this category, only the contract funds are being reauthorized.

Financial Considerations

The new requests within this budget amendment come to \$1,485,288 of additional spending, but \$1,236,295,539 of this will be offset with new revenue (such as grant revenue). The net budget impact of these requests therefore comes to \$248,993.

The carried over projects, purchase orders, and contracts have all been budgeted previously, so they effectively have no budget impact. The amendment simply allows those pre-existing authorizations to continue into the current fiscal year.

Oversight/Project Responsibility

Jill Johnson, Financial Services Director

Attachments

Resolution

Attachment A: Budget Amendment #1 – New Budget Requests

Attachment B: Budget Amendment #1 – Project Rollovers

Attachment C: Budget Amendment #1 – Purchase Order Rollovers

Attachment D: Budget Amendment #1 – Contract Rollovers

NEW BUDGET REQUESTS

	Expense	Revenue
Aquatics	\$ (60,851)	\$ 306,914
Funding from Capital Reserves for Aquatics Center Roof Repair Additional Work	\$ 551,693	
Pool pump over budget new request	\$ 1,284	
Reduced Transfer from Perp Care for Aquatics Center Roof Repair	\$ (613,828)	\$ 306,914
Balefill	\$ 480	
Republic Parking passes at CBC	\$ 480	
City Clerk	\$ 2,500	
Scanner carryover (operational)	\$ 2,500	
City Manager	\$ 14,500	
CNFR Support not included in original budget	\$ 6,500	
Historic Designation	\$ 8,000	
Customer Service	\$ 2,400	\$ (2,400)
Republic Parking passes at CBC	\$ 2,400	
Republic Parking passes at the Casper Business Center (CBC)		\$ (2,400)
Direct Distribution	\$ (198,232)	
Minimum Revenue Guarantee - NC Airport	\$ 50,000	
Parks and Rec Master Plan	\$ 50,000	
Reduced transfer from Direct Distribution to support Transit	\$ (298,232)	
Engineering Division	\$ 70,793	\$ (51,756)
Chinook Trail LAD Project	\$ 70,793	\$ (51,756)
Fire EMS Department	\$ 89,872	\$ (17,532)
Drill Tower Imps. For Confined Space Training	\$ 17,532	
Drill Tower Imps. For Confined Space Training - Transfer to Fund 112	\$ 17,532	\$ (17,532)
Station 3 Roof Replacement	\$ 54,808	
Ford Wyoming Center	\$ 8,572	\$ (3,786)
Network switches at FWC	\$ 3,786	
Network switches at FWC - transfer out from the General Fund	\$ 3,786	\$ (3,786)
Network switches at FWC - WARM Loss control funds	\$ 1,000	
Municipal Court	\$ 5,612	
Muni Court - Software Maintenance Expense	\$ 5,612	
Parking	\$ 61,500	
Parking Garage Drainage	\$ 61,500	
Parks	\$ 200,000	\$ (200,000)
Parks and Rec Master Plan	\$ 200,000	\$ (200,000)
Public Transit	\$ 49,709	\$ (49,709)
CARES and ARPA funding for Transit	\$ 49,709	\$ (347,941)
Reduced transfer from Direct Distribution to support Transit		\$ 298,232
Recreation Center	\$ (6,850)	
Budget Reduction from Boiler Heads project	\$ (6,850)	
Refuse Collection	\$ 9,317	\$ (10,022)
Call Center Software Underbudget - Returning excess support to Enterprise funds		\$ (10,022)
Republic Parking passes at CBC	\$ 480	

	<i>Expense</i>	<i>Revenue</i>
Sander for Pickup - refuse	\$ 8,837	
Transfers Out General Fund	\$ 30,066	
Call Center Software Underbudget - Returning excess support to Enterprise funds	\$ 30,066	
Wastewater Collections	\$ 480	\$ (10,022)
Call Center Software Underbudget - Returning excess support to Enterprise funds		\$ (10,022)
Republic Parking passes at CBC	\$ 480	
Wastewater Treatment Plant	\$ 1,000,480	\$ (1,000,000)
ARPA Grant 1222 adding federal budget	\$ 1,000,000	\$ (1,000,000)
Republic Parking passes at CBC	\$ 480	
Water Distribution	\$ 16,980	\$ (10,022)
Call Center Software Underbudget - Returning excess support to Enterprise funds		\$ (10,022)
Compressor truck replacement	\$ 16,500	
Republic Parking passes at CBC	\$ 480	
Fleet Maintenance	\$ 187,960	\$ (187,960)
Visitors Bureau Bus - passthrough to 5150 Tourism	\$ 187,960	\$ (187,960)
TOTAL BUDGET AMENDMENTS (NEW SPENDING):	\$ 1,485,288	\$ (1,236,295)

PROJECT ROLLOVERS

	<i>Expense</i>
Aquatics	\$ 898,619
2210022002 - CFAC - New Starburst	\$ 28,520
2210022003 - CFAC - New Roof - Design	\$ 204,257
2210023002 - CFAC - New Leisure Pool Pump	\$ 8,000
2210024003 - PV Pool - Gutter Replacement	\$ 425,065
Transfer out to cover budgeted Project 2210022002 - CFAC - New Starburst	\$ 28,520
Transfer out to cover budgeted Project 2210022003 - CFAC - New Roof - Design	\$ 204,257
Balefill	\$ 1,408,882
2060021005 - Paint Solid Waste Buildings	\$ 56,000
2060021010 - Tree Farm & Green House Supplies	\$ 12,675
2060021012 - Miller House Upgrades	\$ 14,800
2060022005 - Pickup Truck Replacement	\$ 12,511
2060022032 - Old Landfill Remediation	\$ 500,000
2060023004 - Bale Haul Trucks	\$ 225,000
2060023015 - Solid Waste Asphalt Improvements	\$ 296,347
2060023018 - WTR & WWTR Svc lines Cmpst Bldg	\$ 47,000
2060023022 - Landfill Supervisor Truck	\$ 85,000
2060023033 - 5-Year Closed Balefill Mon & Rep	\$ 159,549
Buildings and Structures	\$ 8,631,717
2520020011 - City Hall Project SAFE Improvements	\$ 5,468,167
2520024006 - Replace Ford Wyoming Center Showers	\$ 27,973
Transfer out to cover budgeted Project 2520020011 - City Hall Project SAFE Improvements	\$ 3,128,552
Transfer out to cover budgeted Project 2230023003 - Accessible Walkway Fall Protection	\$ 7,025
Cemetery	\$ 115,017
1019121001 - Irrigation for existing Cemetery	\$ 28,432
1019122002 - Cemetery Mower - Unit 90965	\$ 51,845
1019123002 - Replace UTV/Sprayer 83293	\$ 34,740
Customer Service	\$ 23,280
1014122001 - Call Center Telephone System	\$ 23,280
Engineering Division	\$ 4,752,785
1015022003 - 12th St Improvements-CY to McKinley	\$ 19,133
1015022005 - Mariposa Blvd-Ridgecrest to Brkview	\$ 735,424
1015022006 - Poplar St Improvs - CY to Collins	\$ 1,045,542
1015023001 - Lake McKenzie Pathway	\$ 13,207
1015023013 - Bryan Stock Trl Cape Seal	\$ 157,410
1015023015 - Coffman Ave from Essex to 25th Stre	\$ 1,771,746
1015023016 - Westridge Improvements	\$ 901,393
1015023200 - Center St RR Underpass Painting	\$ 108,930
Fire EMS Department	\$ 1,390,785
1018020015 - RRT2 Hazmat SCBAs	\$ 105,838
1018021006 - 50 Replacement Portable Radios	\$ 12,495
1018021007 - Station 1 Breathing Air Compressor	\$ 85,500
1018021013 - Utility Terrain Vehicle (UTV)	\$ 50,850
1018021015 - Replace Fire CRR Vehicles (3)	\$ 144,259

1018022001 - St. 2 Sewer Service Replacement	\$	30,000
1018022002 - Brush 6 Replacement	\$	175,000
1018022024 - RRT2 Winch Adapter Kit	\$	2,219
1018023003 - Station 3 Steel Roof Replacement	\$	62,252
1018023015 - Replace Chief/Captain Vehicles (3)	\$	50,250
1018023028 - RRT2 F550 Crew Cab 4x4 Chassis	\$	91,926
1018023039 - RRT2 Custom Body Escape Packs	\$	109,000
1018023040 - RERT2 Hazmat and Comm. Equipment#21	\$	31,400
1018023041 - RRT2 TechResc Gear #22	\$	20,000
1018023042 - RERT2 USAR Training Grant #23	\$	37,998
1018023044 - HMEP Grant FY22-24	\$	63,082
Transfer out to cover budgeted Project 1018023044 - HMEP Grant FY22-24	\$	12,616
Transfer out to cover budgeted Project 1018021013 - Utility Terrain Vehicle (UTV)	\$	50,850
Transfer out to cover budgeted Project 1018023015 - Replace Chief/Captain Vehicles (3)	\$	50,250
Transfer out to cover budgeted Project 1018022002 - Brush 6 Replacement	\$	175,000
Transfer out to cover budgeted Project 1018022001 - St. 2 Sewer Service Replacement	\$	30,000
Ford Wyoming Center	\$	835,254
2260021001 - South Walkway Replacement	\$	648,865
2260021009 - Kitchen Equipment Replacement	\$	75,444
2260021016 - Concession Equipment	\$	31,000
2260022002 - Bypass System Replacement	\$	75,000
2260022005 - Event Center Door Access Control	\$	4,945
Fort Caspar Museum	\$	51,720
1019223002 - Fort building roof repair	\$	5,000
1019223003 - Carriage Shed roof repair	\$	4,000
1019223004 - 5 File Cabinets for Ft. Caspar	\$	16,860
Transfer out to cover budgeted Project 1019223003 - Carriage Shed roof repair	\$	4,000
Transfer out to cover budgeted Project 1019223002 - Fort building roof repair	\$	5,000
Transfer out to cover budgeted Project 1019223004 - 5 File Cabinets for Ft. Caspar	\$	16,860
Hogadon Ski Area	\$	104,689
2250022005 - Snowmaking Repair and Expansion	\$	13,750
2250023001 - Replace Tracked ATV	\$	10,347
2250023002 - Stain Wooden Beams	\$	12,100
2250023004 - Lift Concrete at Hogadon Lodge	\$	34,246
Transfer out to cover budgeted Project 2250023004 - Lift Concrete at Hogadon Lodge	\$	34,246
Ice Arena	\$	35,031
2230023003 - Accessible Walkway Fall Protection	\$	35,031
Information Systems	\$	1,213,618
1013223005 - Fiber Network Phase II	\$	606,809
Transfer out to cover budgeted Project 1013223005 - Fiber Network Phase II	\$	606,809
Metro Animal Shelter	\$	102,515
1050021001 - Metro Animal Shelter Walking Path	\$	7,540
1050024001 - Metro Generator	\$	94,975
Metropolitan Planning	\$	375,959
1160022008 - Casper Area Impact Fee Study FY22	\$	1,632
1160022009 - East Evansville Trail Study FY 22	\$	466
1160022010 - Garden Creek Trail Loop Study FY22	\$	3,728
1160022011 - Bar Nunn Streetscape Plan FY22	\$	145
1160022012 - Western Gateway Corridor Phase 1	\$	127,252

1160023004 - Small Program Support FY23	\$	1,651
1160023005 - FY23 Traffic Counts	\$	100
1160023007 - Evansville Texas Street Extension	\$	79
1160023008 - Mills Platte River Trail Connectivi	\$	32,691
1160023009 - Transit Electric Fleet Study	\$	33,215
1160023010 - FY23 MPO Travel Demand Model Project	\$	25,000
1160023011 - Westwinds Extension & Land Use	\$	2,061
1160023012 - Non-Motorized Travel Counts	\$	18,000
1160023015 - North Platte River Park No 2 Simple	\$	9,825
1160023016 - Miscellaneous MPO Project	\$	6,288
1160024006 - LONG RANGE TRANSPORTATION PLAN	\$	113,826
Municipal Golf Course	\$	834,578
2220021015 - Muni Cart Path Improvements	\$	23,400
2220022018 - Driving range ball dispenser	\$	11,488
2220023022 - 70 - Golf Cart fleet replacement	\$	399,845
Transfer out to cover budgeted Project 2220023022 - 70 - Golf Cart fleet replacement	\$	399,845
Parking	\$	7,956
2270024002 - Parking Structure Drainage Imps	\$	7,956
Parks	\$	3,373,338
101902015 - V.A. Reservoir Dog Park	\$	19,261
1019021201 - Poplar St. & 1st St. Enhancements	\$	588,991
1019022027 - PV to Robertson Road Bridge -Constr	\$	1,538,179
1019023001 - Replace Toro Zero Turn mower	\$	44,000
1019023005 - City Wide Baseline Central Control	\$	170,937
1019023006 - PRTT FY23 Trail Maintenance	\$	14,500
1019023011 - Replace City Park Playground	\$	186,962
1019023012 - Replace Playground at Meadowlark	\$	106,962
1019023015 - Highland Pickle Ball Resurfacing	\$	108,817
1019023017 - Landscape Boulderling Park	\$	30,000
1019023019 - Playground Fall Material	\$	48,852
1019023020 - Replace Pump and Motor at Crossroad	\$	22,916
1019024005 - Replace 84023 Ford Pickup Truck	\$	59,904
1019024015 - Washington Park Revival Phase 2	\$	50,000
1019025002 - Replace Air Compressor 83261	\$	90,096
Transfer out to cover budgeted Project 1019023015 - Highland Pickle Ball Resurfacing	\$	108,817
Transfer out to cover budgeted Project 1019023005 - City Wide Baseline Central Control	\$	170,937
Transfer out to cover budgeted Project 1015023001 - Lake McKenzie Pathway	\$	13,207
Police Administration	\$	3,840,291
1017021002 - Spillman Arrest Module	\$	38,000
1017021013 - New Police Station	\$	1,232,057
1017021029 - 2 Marked F150s	\$	29,928
1017021030 - 1 Marked Hybrid	\$	31,467
1017021031 - 6 Marked SUVs	\$	66,307
1017022007 - Purchasing 5 marked units	\$	156,228
1017022009 - Marathon Impound Lot	\$	227,414
1017022023 - State Seizures (Continuous)	\$	30,000
1017023005 - Bearcat	\$	177,210
1017023011 - 18 Marked Units	\$	1,410,116
1017023012 - 4 Unmarked Units	\$	33,712
1017023013 - Canine purchase - bomb dog Homeland	\$	16,004
1017023019 - FY23 Federal DUI Enforcement WHVA	\$	37,304

1017023020 - FY23 Fed Non DUI Enforcement WHVE	\$	30,198
1017023023 - Mobile Field Force Unit Equipment	\$	32,000
1017023024 - FY20 JAG Equipment Procurement	\$	6,206
1017023027 - Mental Health Support - LE/1st Resp	\$	78,484
1017023028 - Dual Purpose Canine BJA 2022	\$	30,446
Transfer out to cover budgeted Project 1017023005 - Bearcat	\$	177,210
Public Safety Communications	\$	203,482
1170021002 - Mobile Command Vehicle Upgrades	\$	146,008
1469 - T1EthernetConversion	\$	57,474
Public Transit	\$	498,106
1150021003 - DOOR TO DOOR DISPATCHING UPGRADE	\$	226,152
1150021005 - Transit Bus Wrap Project	\$	49,775
1150022001 - CATC ADA High Top Van	\$	72,000
1150022004 - RESCUE MISSION BUS SHELTER	\$	11,329
1150023002 - Transit Employee Parking Lot	\$	54,881
1150023004 - Transit Shelters	\$	10,396
Transfer out to cover budgeted Project 1150023004 - Transit Shelters	\$	2,026
Transfer out to cover budgeted Project 1150022004 - Rescue Mission Bus Shelter	\$	2,266
Transfer out to cover budgeted Project 1150022001 - Transit ADA High Top Van	\$	14,400
Capital Fund Transfer Out - Transit Employee Parking Lot	\$	54,881
Recreation Center	\$	128,248
2240023002 - Replace CRC Commercial Dryer & Wash	\$	15,000
2240023010 - Rec Center camp improvements	\$	113,248
Refuse Collection	\$	1,750,905
2050021017 - Tree Farm Trees & Maintenance	\$	12,389
2050022001 - Roll-Off Truck Replacement	\$	186,686
2050022009 - Recycle Depot Improvements	\$	21,721
2050022016 - Front Load Garbage Truck Replacemen	\$	590,142
2050022017 - Side Load Garbage Truck Replacement	\$	721,242
2050022024 - FY 22 Pickup Truck Replacement	\$	24,222
2050023001 - Pickup Truck Replacement	\$	55,000
2050023002 - Enclose N Wash Bay of Truck Barn	\$	20,000
2050023004 - Recycle Truck-Replace Chassis	\$	119,503
River Fund	\$	319,598
1061022001 - Izaak Walton River Project	\$	319,598
Streets	\$	7,872,235
1015117072 - Poplar and 1st St. Intersection	\$	1,588,851
1015121214 - Midwest - Walnut to Poplar	\$	3,225,534
1015121223 - I25 Casper Marginal Proj No 21-027	\$	222,635
1015123006 - East 21st Street Improvements	\$	157,321
1015123008 - College Drive Improvements	\$	734,205
1015123009 - East 2nd Street Cape Seal - Hat Six	\$	345,481
1015123011 - 2022 Standard Specifications Update	\$	5,068
1015123017 - D Street Improvements	\$	75,000
101523017 - 12th St Cape Seal	\$	405,100
1401 - Wolf Creek Road Improvements	\$	801,336
Transfer out to cover budgeted Project 1015123017 - D Street Improvements	\$	75,000
Transfer out to cover budgeted Project 1015121214 - Midwest - Walnut to Poplar	\$	236,704

Wastewater Collections	\$ 1,635,500
2030022005 - FY22 Misc Sewer Main Replacement	\$ 868,500
2030023004 - Pickup Truck Replacement	\$ 40,000
2030023005 - FY23 Misc Sewer Main Replacement	\$ 727,000
Wastewater Treatment Plant	\$ 2,030,789
2040023001 - Bar Nunn #1 Lift Station Generator	\$ 90,000
2040023005 - FY23 Dewatering Building HVAC Repla	\$ 132,919
2040023007 - Concrete Repairs	\$ 25,000
2040023008 - Secondary Rehab Phase 2	\$ 1,431,379
2040023011 - Utility Cart Replacement	\$ 15,000
2040023012 - DAFT Pressure Tank	\$ 40,000
2040023015 - AB Blower Control Upgrade	\$ 150,000
2040023016 - AB Basin Cleaning and Diffuser Repl	\$ 71,491
2040023017 - Skidsteer Replacement	\$ 75,000
Water Distribution	\$ 3,293,269
2010021014 - Water Garage Meter Building	\$ 861,010
2010022001 - FY22 Misc Water Main Replacements	\$ 691,210
2010022012 - Compressor Truck Replacement	\$ 62,200
2010023001 - FY23 Misc Water Main Replacements	\$ 1,593,000
2010023014 - FY23 Water Line Materials	\$ 85,849
PROJECTS TO ROLL:	\$ 45,728,166

PURCHASE ORDER ROLL OVERS

	<i>Expenses</i>
Animal Control	\$ 119,192
1017123002 - 3 Metro Trucks	\$ 119,192
Buildings and Structures	\$ 1,653
Transfer out to cover budgeted Project 2520020011 - City Hall Project SAFE Improvements	\$ 1,653
Fire EMS Department	\$ 27,760
1018022025 - RRT2 Equipment and Supplies Grant	\$ 14,780
1018023004 - Annual Turnout Gear Replacements	\$ 12,980
Municipal Golf Course	\$ 45,500
2220021006 - JD Pro Gator 2030 (082230) replace	\$ 45,500
Property Insurance	\$ 71,195
1693 - Replacement of PD Fleet Vehicle	\$ 66,595
2540022002 - CRC Sign Replacement	\$ 4,600
Recreation Center	\$ 1,653
2240023009 - Recreational Fitness Area	\$ 1,653
Refuse Collection	\$ 12,822
2050022012 - Repair Construction Containers	\$ 12,822
Streets	\$ 850,656
1015121003 - Streets Unit 70797 Tandem Axle Dump	\$ 192,748
1015121007 - 70980 Sterling Tandem Axle	\$ 192,748
1015123001 - 70981 Tandem Axle Plow/Sander	\$ 232,580
1015123002 - 70986 Tandem Axle Plow/Sander	\$ 232,580
Wastewater Collections	\$ 88,075
2030022004 - Service Truck Replacement	\$ 81,276
2030023007 - Vactor Decant Pump	\$ 6,799
Water Distribution	\$ 411,035
2010021009 - F-550 Hydraulic/Crane Truck Replace	\$ 55,810
2010021010 - Sterling Tandem Axle Dump Truck	\$ 134,854
2010023007 - Backhoe Replacement	\$ 213,221
2010023009 - Power Mole Boring Machine	\$ 7,150
Weed & Pest	\$ 86,003
1100022001 - Replace Pickup 83251	\$ 86,003
PURCHASE ORDER ROLLOVERS:	\$ 1,715,544

CONTRACT ROLLOVERS

	<i>Expenses</i>	
Balefill	\$	1,276,959
2023 CRL Survey	\$	10,125
21-012 CRL Cell 1 Close and Cell 5 Build	\$	16,577
21-019 SW Planning and airspace	\$	34,109
Baler Bag Procurement	\$	70,556
Baler Bag Testing	\$	305
Cell 5 Construction (Earthwork)	\$	294,148
Cell 5 Construction (Geosynthetics)	\$	82,171
Cell 5 leachate controls	\$	83,270
Compost Concrete Blocks	\$	79,870
CRL GPS Connectivity Upgrades Study	\$	1,967
CRL Permit Amendment Project 19-010	\$	2,371
Environmental Closed Balefill Monitoring & Reporti	\$	86,357
Gems S028501 - Electronic Waster Recycling	\$	16,310
Gems S028759-5-Year Air Emission Mon./Rep. 18-004	\$	11,435
Gems S028766 - SWF & CSC Stormwater/Spill Plan	\$	8,936
Gems S028782 - CRL Annual mon/reporting	\$	2,448
Gems S028998-CRL Monitoring & Reporting 19-005	\$	41,920
GemsS028749-OP/Mnt/mon srvc gas collection 17-043	\$	132,599
GolderWatch SCADA System For Gas and Leachate	\$	14,565
Installation of Leachate Force Main (Cell5)	\$	28,600
Leachate Control Panel	\$	3,110
PSC Peak CQA CRL Cell 5 Const	\$	59,186
Repair waste baler ejection cylinder & ongoing mai	\$	12,000
RMP Gen Serv Contract 8200809 CRL	\$	62,716
Scale House Renovation and Enclose N Truck Brn Was	\$	16,371
Solid Waste CRL Electrical Services Upgrades	\$	81,070
Solid Waste Thermal and Electrical Service Upgrade	\$	675
SW Monitoring Ntwrk Upgrds & CRL Cell Proj 20-016	\$	13,234
Ten (10) Diesel Fuel Shipments	\$	626
Old Landfill Remediation - Metro Road	\$	9,332
City Council	\$	13,000
Council Chambers - The Lyric	\$	13,000
City Manager	\$	278,507
Design of Paradise Valley to Robertson Road Trail	\$	1,156
Redesigning Russin sculpture	\$	12,170
Transfer out to cover budgeted Project 1011123001 - Redesigning Russin Sculpture	\$	12,170
1% #16 Funding Nicolaysen Art Museum	\$	253,011
Engineering Division	\$	6,836
EngCA for Industrial Ave Elm to David	\$	1,032
Industrial Avenue 19-068 - Construction Admin	\$	3,102
Industrial Avenue Elm-David Construction 21-055	\$	2,703

	<i>Expenses</i>
Fire EMS Department	\$ 8,562
Dr. Colgan (Emergency Medical Physicians) Contract	\$ 200
Dr. Selde Medical Director Contract	\$ 899
Fire Department Uniforms	\$ 128
Fire Station 1 Drywall Repair and Painting	\$ 540
Fire Station No. 1 Asbestos Abatement	\$ 250
Medical Direction for Casper Fire-EMS	\$ 550
PSTrax PPE Inspection Software	\$ 2,500
TERP Consulting (Fire Protection Engineering) 1	\$ 3,495
Ford Wyoming Center	\$ 153,637
Ford Wyoming Center Fire Alarm Upgrades - Phase II	\$ 152,187
Engineering For FWC Work	\$ 1,450
Information Systems	\$ 188,986
Converge One Blade Server Upgrade Project	\$ 188,986
Parks	\$ 6,618
Design of Athletic Fields Lighting Replacements	\$ 6,618
Police Administration	\$ 17,840
Gems S028675 - Comp analysis of Police Dept.	\$ 17,840
Recreation Center	\$ 20,040
Washington Park Restroom Upgrades	\$ 20,040
River Fund	\$ 64,808
1st St. Environmental Inspection	\$ 12,069
1st. St. Environmental Inspection - Stantec	\$ 46,763
NPRR 1st Street Reach Boat Ramp and Pathway	\$ 5,275
Riparian vegetation plan/RFP/Specs-N Platte Rvr	\$ 100
Vegetation and Soil Survey	\$ 601
Streets	\$ 348,162
Gems S028465 - K STREET REHAB PH 2	\$ 39,124
Gems S028919 - I-25 & Casper marginal beaut 18-044	\$ 34,994
GemsS028990-I-25 & Casper marginal 18-044	\$ 22,918
K St Imp-St Mary-Bryan Stk Engineering	\$ 126,658
Luminaire Services FY21-24	\$ 5,248
Midwest Elm to Walnut Construction	\$ 119,221
Wastewater Treatment Plant	\$ 225,072
Gems S028763 - WWTP DIGESTER BOILER INSTALL 17-068	\$ 2,019
N Platte Sanitary Sewer Rehab 20-015	\$ 104,820
WWTP Digester Boiler Build	\$ 38,170
WWTP Operations Building Transformer Replacement	\$ 80,063
Water Distribution	\$ 189,356
2023 CPU Asphalt Repair	\$ 147,027
Renegotiation of Water Storage Agreement	\$ 17,511
Water Rights Supply and Studies	\$ 24,818
Total Contracts to Roll:	\$ 2,798,382

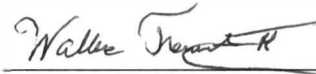
RESOLUTION NO. 23-189

A RESOLUTION AMENDING THE CURRENT BUDGET FOR THE FISCAL YEAR ENDING JUNE 30, 2024							
(FIRST AMENDMENT TO THE ORIGINAL ADOPTED BUDGET)							
Section 1 The originally adopted Fiscal Year 2024 budget is amended as set out herein and in the detail by fund type and activity that supports this resolution.							
		Total Budget As Certified	Project Carryovers	Amendment #1	Encumbered Contracts/PO	Total Budget As Amended	Amendment #1 Funding Source(s)
General Fund Revenues & Other Financing Sources							
Taxes	101	-5,368,052		-867,838		-6,235,890	Incorrect rev reported in orig resolution
Licenses & Permits	101	-5,845,236		242,759		-5,602,477	Incorrect rev reported in ong resolution
Intergovernmental	101	-33,877,454		1,437,141		-32,440,313	Incorrect rev reported in ong resolution
Fines and Forfeits	101	-1,285,000				-1,285,000	Incorrect rev reported in ong resolution
Charges for Services	101	-4,443,110		-473,359		-4,916,469	Charged to utility funds
Interest	101	-230,452		-1,907,308		-2,137,760	Incorrect rev reported in ong resolution
Miscellaneous	101	-875,839		124,096		-751,743	Incorrect rev reported in ong resolution
Operating Transfers	101	-1,234	-25,860	-2,646	-12,170	-41,910	One Cent 16 and Capital Reserves
Total GF Revenues	101	-51,926,377	-25,860	-1,447,155	-12,170	-53,411,562	
General Fund Expenditures & Other Financing Uses							
Public Safety (502)	101	30,386,614			26,402	30,413,016	Unassigned Cash
Public Works (503)	101	4,011,820			5,248	4,017,068	
Health and Social Services (504)	101	613,889				613,889	
Culture and Recreation (505)	101	2,803,842	25,860			2,829,702	One Cent 16
General Government (501)	101	11,654,729		18,512	25,170	11,698,411	Capital reserves and Unassigned Cash
Transfers Out	101	3,872,534	1,376,939	33,852		5,283,325	Unassigned Cash and Cedar Impact
Total GF Activity Expenditures	101	53,343,428	1,402,799	52,364	56,820	54,855,411	
Business Type / Enterprises							
Opportunities Fund	102	5,725,503	2,813,651		1,653	8,540,807	Unassigned Cash
Perpetual Care	103	2,844,157	262,777	-306,914		2,800,020	Interest Earnings and Budget Reduction
Local Assessment Districts	104	368,320				368,320	
Metro Animal Shelter	105	1,595,035	94,975		119,192	1,809,202	Unassigned Cash
River Fund	106	68,000			64,808	132,808	Donations, Unassigned Cash, Grants
CARES Act Fund	107	12,224,514				12,224,514	
Weed & Pest	110	856,882			86,003	942,885	Unassigned Cash
CDBG	111	0				0	
Special Fire Assistance	112	0	461,463	17,532	14,780	493,775	Capital Reserves, Grants, General Fund
Revolving Land Fund	113	45,849	13,207			59,056	Unassigned Cash
Police Grants	114	113,751	260,642			374,393	Grant Reimbursement
Public Transit	115	2,674,249	424,533	49,709		3,148,491	Reimbursed by Grant
MPO	116	962,608	375,959			1,338,567	Member Agencies, Grant Reimbursement
PSCC	117	3,164,764	203,482			3,368,246	Unassigned Cash
Direct Distribution	118	3,240,969		-198,232		3,042,737	Budget Reduction
Revolving Loan Fund	130	59,888				59,888	
Capital Projects	150	28,591,811	24,729,643	770,306	1,755,582	55,847,342	Cedar Impact, Grants, Unassigned Cash
One Cent #17	151	4,546,939	1,002,000	6,500		5,555,439	One Cent 17
Water	201	18,364,666	5,418,090	16,980	669,631	24,469,367	Unassigned Cash
CWR Water System	202	4,344,283				4,344,283	
Sewer	203	8,576,207	2,869,799	480	113,910	11,560,396	Fund Reserves and One Cent 16
WWTP	204	9,357,673	2,030,789	1,000,480	225,072	12,614,014	Fund Reserves and One Cent 16
Refuse Collection	205	10,389,466	1,750,905	9,317	12,822	12,162,510	Fund Reserves
Ballfill	206	9,576,789	1,408,882	480	1,276,959	12,263,110	Fund Reserves and Grant Reimbursement
Aquatics	221	1,181,166				1,181,166	
Golf Course	222	1,058,352	23,400			1,081,752	Unassigned Cash
Ice Arena	223	677,177				677,177	
Casper Recreation Center	224	1,039,429	113,248			1,152,677	Grant Reimbursement
Hogadon	225	1,043,219	47,996			1,091,215	Capital Reserves and Perpetual Care
Ford Wyoming Events Center	226	1,098,544	4,945	3,786		1,107,275	General Fund and Grant Reimbursement
Sports and Athletics	228	1,102,213				1,102,213	
Parking	227	69,700	7,956	61,500		139,156	Unassigned Cash
Fleet Maintenance	251	4,028,818				4,028,818	
Buildings & Structures	252	1,581,070	7,025			1,588,095	Internal Service Fees
Employee Health Insurance	253	442,355				442,355	
Property and Liability Insurance	254	3,159,104		1,000	116,695	3,276,799	Loss Control Funds
Total Gov Activities & Business Expenditures		197,516,898	45,728,166	1,485,288	4,513,927	249,244,279	

The Governing Body of the City of Casper hereby approves and adopts this "First Amendment" to the fiscal year 2023-24 original adopted budget.

Passed this 19th day of September, 2023.

APPROVED AS TO FORM:



CITY OF CASPER, WYOMING
A Municipal Corporation

ATTEST:

Fleur Tremel, City Clerk

Bruce Knell, Mayor

August 11, 2023

MEMO TO: J. Carter Napier, City Manager *JCN*

FROM: Fleur Tremel, Assistant to the City Manager/City Clerk *FT*
Carla Mills-Laatsch, Licensing Specialist *CM*

SUBJECT: Approving Amendments to the Liquor License Code Sections, 5.08.150, and 5.08.390.

Meeting Type & Date

Regular Council Meeting
September 5, 2023

Action type

Public Hearing
1st Reading

Recommendation

That Council, by ordinance, review and adopt, amendments to “An ordinance updating and amending chapter 5.08 of the Casper Municipal Code, including sections: 5.08.150, & 5.08.390.

Summary

During the last Legislative Session, the State amended Wyoming State Statutes §12-4-413 regarding Bar and Grill Liquor Licenses. This recent change amended the population formula for Bar and Grill allocations. Under the previous version of the statute, the City of Casper was issued 13 Bar and Grill Liquor Licenses. Under the amended statute, as of July 1, 2023, the city is allowed 19 Bar and Grill Liquor Licenses. This means that as of July 1, there are 6 available licenses. In 2028, the formula will change again and allow for a total of 27 Bar and Grill liquor licenses.

Another change made to this license type is with regard to the requirements for the revenues of the business. One of the requirements for a bar and grill liquor license was the primary source of revenue shall be derived from food service and not from the sale of malt or alcoholic beverages in a 60-40% split. This restriction has been changed to include entertainment in addition to food. This can be from food services, entertainment, or any combination of food and entertainment. Entertainment is defined by the state statute §12-1-101 as any activity designed to provide diversion or amusement, regardless of the age required for the activity. “Entertainment” shall not include adult entertainment as defined by the local licensing authority, or gambling.

Financial Considerations

Bar and Grill liquor licenses are \$10,500 for the first year and \$3,000 each year after.

Oversight/Project Responsibility

Carla Mills-Laatsch, Licensing Specialist

Attachments

Proposed ordinance to amend and adopt modifications to Code Sections, 5.08.150 & 5.08.390 as amended.

ORDINANCE NO. 16-23

AN ORDINANCE UPDATING AND AMENDING
CHAPTER 5.08 OF THE CASPER MUNICIPAL CODE,
INCLUDING SECTIONS 5.08.010 & 5.08.340

WHEREAS, authority is granted to cities and towns by W.S. §15-1-103(a) (iv), (xiii), and (xli) to adopt ordinances and regulations for the health, welfare, and safety of the city and to license and regulate business activities within the City for the health, safety, and welfare of its citizens; and,

WHEREAS, the governing body of cities and towns may perform all acts in relation to the property and concerns of the city or town necessary to the exercise of its corporate powers; and,

WHEREAS, incorporated cities, towns, and counties within Wyoming are the entities which are charged with licensing, regulating, and prohibiting the retail sale of alcoholic and malt beverages within their jurisdictions (Wyo. Stat. 12-4-101(a)); and,

WHEREAS, the Casper Municipal Code regarding alcoholic beverages requires updating from time to time; and,

WHEREAS, In July of 2023, the State Statute was amended to include entertainment revenue in the the requirement for bar and grill liquor licenses, so that not less than sixty percent (60%) of gross sales from the preceding twelve (12) months of operation of a licensed bar and grill be derived from food services, entertainment, or a combination of food services and entertainment.

NOW, THEREFORE, BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF CASPER, WYOMING: That the following sections of Chapter 5.08 of the Casper Municipal Code are hereby updated and amended as follows:

5.08.010 Definitions.

As used in this chapter:

1. "Alcoholic liquor" means any spirituous or fermented fluid, substance or compound other than malt beverage, intended for beverage purposes, which contains at least one-half of one percent of alcohol by volume. As used in this paragraph, "beverage" does not include liquid filled candies containing less than six and one-quarter percent of alcohol by volume.
2. "Bar and grill liquor license" means the authority under which a licensee is permitted to sell alcoholic liquor or malt beverages for consumption on the

premises owned or leased by the licensee, and is subject to the limitations hereinafter provided.

3. "Barrel" is a unit of liquid measure equal to thirty-one U.S. gallons.
4. "Brewery" means a commercial enterprise at a single location producing more than fifty thousand barrels per year of malt beverage.
5. "Building" means a roofed and walled structure built or set in place for permanent use.
6. "Club" means any of the following organizations:
 - a. A post, charter, camp or other local unit composed only of veterans and its duly organized auxiliary, chartered by the Congress of the United States for patriotic, fraternal or benevolent purposes and, as the owner, lessee or occupant, operates an establishment for these purposes within the state;
 - b. A chapter, lodge or other local unit of an American National Fraternal Organization and, as the owner, lessee or occupant, operates an establishment for fraternal purposes within the state. As used in this subdivision, an American Fraternal Organization means an organization actively operating in not less than thirty-six states or having been in active continuous existence for not less than twenty years, but does not mean a college fraternity;
 - c. A hall or building association of a local unit specified in subdivisions a and b of this subsection, of which all of the capital stock is owned by the local unit or its members, operating clubroom facilities for the local unit;
 - d. A golf club having more than fifty bona fide members and owning, maintaining or operating a bona fide golf course together with a clubhouse;
 - e. A social club with more than one hundred bona fide members who are residents of the county in which it is located, owning, maintaining or operating club quarters, incorporated and operating solely as a nonprofit corporation under the laws of this state and qualified as a tax exempt organization under the Internal Revenue Service Code and having been continuously operating for a period of not less than one year. The club shall have had during this one-year period a bona fide membership paying dues of at least twenty-five dollars per year as recorded by the secretary of the club, quarterly meetings, and an actively engaged membership carrying out the objects of the club. A social club shall, upon applying for a license, file with the licensing authority and the division a true copy of its bylaws and shall further, upon applying for a renewal of its license, file with the licensing authority and the division a detailed statement of its activities during the preceding year which were undertaken or furthered in pursuit of the objects of the club together with an itemized statement of amounts expended for such activities. Club members, at the time of application for a limited retail liquor license pursuant to this chapter, shall be in good standing by having paid at least one full year in dues;
 - f. Club does not mean college fraternities, sororities or labor unions.

7. "Conviction" shall mean a finding of guilty, the entry of a guilty or no contest plea, or the entry of a guilty or no contest plea as part of a deferred sentence in any court.
8. "Division" means the Wyoming Liquor Division.
9. "Entertainment" means any activity designed to provide diversion or amusement, regardless of the age required for the activity. "Entertainment" shall not include adult entertainment, defined as a "sexually oriented business" by this code, or gambling.
109. "Industry representative" means and includes all wholesalers, manufacturers, rectifiers, distillers and breweries dealing in alcoholic liquor or malt beverage, and proscriptions under their conduct includes conduct by a subsidiary, affiliate, officer, director, employee, agent, broker or any firm member of such entity.
110. "Intoxicating liquor," "alcoholic liquor," "alcoholic beverage" and "spirituous liquor" are construed as synonymous in meaning and definition.
121. "Licensee" means a person holding a:
 - a. Retail liquor license;
 - b. Limited retail liquor license;
 - c. Resort liquor license;
 - d. Twenty-four hour malt beverage permit
 - e. Restaurant liquor license;
 - f. Catering permit;
 - g. Special malt beverage permit;
 - h. Bar and grill liquor license;
 - i. City-issued satellite manufacturer's permit;
 - j. Microbrewery permit;
 - k. Winery permit;
 - l. Winery satellite permit;
 - m. Special malt beverage permit for events conducted at rodeo arenas issued pursuant to Wyoming Statutes Section 12-4-507.
132. "Limited retail liquor license" means a license issued as hereinafter provided to a bona fide fraternal club.
134. "Local licensing authority" means the city council of Casper, Wyoming.
154. "Malt beverage" means any fluid, substance or compound intended for beverage purposes manufactured from malt, wholly or in part, or from any substitute therefor, containing at least one-half of one percent of alcohol by volume.
165. "Malt beverage permit" means the authorization under which the licensee is permitted to sell malt beverages only.

176. "Manufacture" or "manufactures" means distilling or rectifying and bottling or packaging any spirituous fluid, substance or compound intended for beverage purposes which contains at least one-half of one percent alcohol by volume;
187. "Microbrewery" is a commercial enterprise as defined by Wyoming Statutes Section 12-1-101(a)(xix).
198. "Operational," for nongovernmental owned properties, means offering for sale on an ongoing weekly basis for twelve months per year during the license term year to the general public, alcohol and malt beverages as authorized, and as stated herein excluding periods of time where government issued community public health orders restrict the licensee's business operations.
2019. "Original package" means any receptacle or container used or labeled by the manufacturer of the substance, containing any alcoholic liquors or malt beverages.
201. "Person" includes an individual person, partnership, corporation, limited liability company or association.
212. "Resident" means a domiciled resident and citizen of Wyoming for a period of not less than one year who has not claimed residency elsewhere for any purpose within a one-year period immediately preceding the date of application for any license or permit authorized under this chapter.
232. "Restaurant" means space in a building maintained, advertised and held out to the public as a place where individually priced meals are prepared and served primarily for on-premises consumption and where the primary source of revenue from the operation is from the sale of food and not from the sale of alcoholic or malt beverages.
243. "Restaurant liquor license" means the authority under which a licensee is permitted to sell alcoholic liquor and malt beverages for consumption on the premises owned or leased by the licensee, and is subject to the limitations hereinafter provided.
254. "Retail liquor license" means the authority under which a licensee is permitted to sell alcoholic liquor or malt beverages for use or consumption, but not for resale.
265. "Room" means an enclosed and partitioned space within a building, large enough for a person. Partitions may contain windows and doorways, but any partition shall extend from floor to ceiling.
276. "Sell" or "sale" includes offering for sale, trafficking in, bartering, delivery, or dispensing and pouring for value, exchanging goods, services or patronage, or an exchange in any way other than purely gratuitously. Every delivery of any alcoholic liquor or malt beverage made otherwise than by gift constitutes a sale.
287. "Special malt beverage permit" means the authority under which a licensee is permitted to sell malt beverages at public auditoriums, civic centers or events centers, meeting the qualifications hereinafter provided.
298. "Weekly basis" means at least eight hours per day five days per week for forty-six weeks for retail, and bar and grill licenses at a location not owned by the state of

Wyoming, Natrona county or the city of Casper, and at least five hours per day five days per week for fifty weeks per year for a restaurant license, unless the license was issued as a seasonal license and excluding periods of time where government issued public health orders restrict community wide business operations.

3029. "Wholesaler" means any person, except the commission, who sells any alcoholic or malt beverage to a retailer for resale.

310. "Winery" means a commercial enterprise manufacturing wine at a single location in Wyoming in quantities not to exceed ten thousand gallons per year.

5.08.340 Bar and grill liquor license issuance, council authority, criteria, and restrictions.

- A. Subject to availability, restaurants, as defined by ~~subsection 19 of Section 5.08.010 of this chapter, or establishments providing entertainment,~~ may be licensed by the city council under a bar and grill liquor license. In addition to the application requirements required by this chapter, the license applicant shall submit a valid food service permit issued by the state of Wyoming upon application. Criteria that may be considered by the city council in determining to whom any such license may be issued may include, but is not limited to the following:
1. The location of the proposed business is in an area:
 - a. In need of redevelopment;
 - b. Officially designated as an urban renewal area; or
 - c. That has been identified as being under served by food and beverage services.
 2. The issuance of the license will contribute to economic development goals or purposes of the city.
 3. Whether the applicant will be investing in the construction of a new structure or will otherwise be materially and substantially updating a current building.
 4. If the applicant's business is a new business, the number of new jobs reasonably estimated to be created, or if an existing business, the number of new or additional jobs that will reasonably be created by use of the bar and grill liquor license.
- B. Bar and grill licenses shall be subject to the provisions of ~~Sections 5.08.310 and 5.08.330(D) of this chapter to the same extent that those provisions are applicable to restaurant liquor licenses,~~ and shall comply with the following:
- (i) An applicant for a bar and grill liquor licenses shall satisfy the city council that not less than sixty percent (60%) of gross sales revenue from the operation of the bar and grill to be licensed will be derived from food services, entertainment or a combination of food services and entertainment and not from the sale of alcoholic or malt beverages.

(ii) When renewing a bar and grill liquor license, the city council shall condition renewal upon a requirement that not less than sixty percent (60%) of gross sales from the preceding twelve (12) months of operation of a licensed bar and grill were derived from food services, entertainment, or a combination of food services and entertainment.

(iii) The city council shall consider the type, level and appropriateness of food services and entertainment sales proposed in each application when determining whether to issue or renew a bar and grill license.

(iv) Upon application for license renewal, a license holder shall submit an annual report to the city council, upon a form approved by city council, on the sales of the licensed bar and grill. The report shall contain the annual gross sales figures of the bar and grill and shall separate the gross sales figures into the following three (3) categories:

(A) Food service sales;

(B) Alcoholic and malt beverage sales;

(C) Entertainment Sales.

C. Bar and grill liquor licensees shall not sell alcoholic or malt beverages for consumption off the premises owned or leased by the licensee except as allowed under Section 5.08.330(F) of this chapter.

DE. A "Bar and grill" licensee must have a physical bar with at least eight adult customer alcohol serving places, as well as a serving station for ordered alcoholic drinks or pick-up alcoholic drinks; the bar must have at least one dedicated service representative (bartender), and a choice of at least six major distilled spirits (e.g. vodka, bourbon, tequila, etc.) available for retail sale.

ED. Every person holding a bar and grill liquor license authorized by the provisions of this chapter shall pay annually, in advance, a license fee for such license the sum of ten thousand five hundred dollars for the first license year; and, three thousand dollars for each year thereafter that such license is granted, in addition to any other fees due from such person otherwise holding a microbrewery or winery permit. The license fee shall be paid to the clerk of the city before the license is issued.

EF. Bar and grill liquor licenses shall not be sold, transferred, or assigned by the holder.

PASSED on 1st reading the 5th day of September, 2023

PASSED on 2nd reading the _____ day of _____, 2023

PASSED, APPROVED, AND ADOPTED on third and final reading the _____ day of _____, 2023.

APPROVED AS TO FORM:

ATTEST:

Fleur Tremel
City Clerk

CITY OF CASPER, WYOMING
A Municipal Corporation

Bruce Knell
Mayor

August 28, 2023

MEMO TO: City Council
J. Carter Napier, City Manager *JCN*

FROM: Eric K. Nelson, City Attorney *E.K.N.*
Keith McPheeters, Police Chief

SUBJECT: An Ordinance Amending Chapter 6.04 of the Casper Municipal Code regarding the establishment of a trial trap-neuter-return program.

Meeting Type & Date:

Regular Council Meeting
September 5, 2023

Action type:

Public hearing and first reading.

Recommendation:

That City Council conduct the public hearing and first reading of “An Ordinance Amending Chapter 6.04 of the Casper Municipal Code.”

Summary:

Metro Animal Services has identified an influx of feral cat colonies in our community, and complaints associated therewith, and wishes to implement a trial, trap-neuter-return (“TNR”) program with the goal of reducing the number of feral cats in our community. TNR programs have been widely adopted as industry best practices relating to the control of feral cat colony populations.

At the July 11, 2023, Work Session, and August 1, 2023, Council Meeting, City Council received information and a proposed resolution regarding the opportunity to establish a trial TNR program. At the August 15, 2023, Council Meeting, City Council was advised by staff that the Municipal Code needed to be amended to align with the objectives of a TNR program. City Council requested staff to draft an ordinance that would facilitate the implementation and maintenance of a trial TNR program. Find attached a copy of the proposed ordinance.

The proposed ordinance, if passed, authorizes and establishes the guidelines of a TNR program. The ordinance does not require the City to operate, finance or facilitate the operation of a TNR program. Some of the processes/requirements of a trial TNR program under the proposed ordinance are:

- TNR is the process of humanely trapping, sterilizing, vaccinating for rabies, eartipping, and returning feral cats to the location where the feral cat was trapped, or an alternate location as designated by Metro Animal Services.

- Eartipping is the process of removing one-quarter inch tip of the feral cat's left ear, performed while the feral cat is under anesthesia, to identify the feral cat as being sterilized and lawfully vaccinated for rabies.
- TNR program initiatives are required to be carried out by licensed veterinarians or Metro Animal Services.
- Organizations or persons harboring feeding, or lodging feral cats, are empowered to reclaim impounded feral cats without proof of ownership.

Metro Animal Services is hoping to work together with community organizations, private donors, and other groups or entities that are able to provide services, equipment, and other methods of financial support to facilitate a trial TNR program initiative.

Financial Considerations:

Funding sources concerning the trial TNR program are not allocated at this time.

Oversight/Project Responsibility

Keith McPheeters, Chief of Police
Ryan Dabney, Police Captain
Eric K. Nelson, City Attorney

Attachments

Proposed Ordinance

ORDINANCE NO. 17-23

AN ORDINANCE AMENDING CHAPTER 6.04 OF THE
CASPER MUNICIPAL CODE.

WHEREAS, the governing body of the City of Casper has the authority to adopt ordinances and resolutions necessary for the health, safety, and welfare of the City of Casper and its citizenry pursuant to Wyoming State Statute § 15-1-103(a)(xli); and,

WHEREAS, the Metro Animal Services has identified an influx of feral cat colonies in our community, and complaints associated therewith, and desires to implement a trial, trap-neuter-return program with the goal of reducing the number of feral cats in our community; and,

WHEREAS, trap-neuter-return programs have been widely adopted as industry best practices relating to the control of feral cat colonies and populations; and,

WHEREAS, to facilitate the implementation of a trial trap-neuter-return program, the Casper Municipal Code needs modified to align with the objectives of the trial program.

NOW, THEREFORE, BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF CASPER, WYOMING: the following sections of Chapter 6.04 of the Casper Municipal Code are hereby amended or added and shall be codified with Chapter 6.04 of the Casper Municipal Code as follows:

6.04.010 Definitions.

When used in this Chapter, words have their common meaning and in addition the following words, terms, and phrases, and their derivations have the following meanings:

1. "Abandon" means a person leaves an animal on public or private property without permission to ensure proper care and supervision. An animal that is left in the Metro Animal Shelter for seven (7) working days, shall be deemed abandoned.
2. "Aggressive Animal" means:
 - A. Any animal not on the owner of the animal's property, that has attacked a domestic animal or livestock in such a manner that resulted in physical contact between the animals not necessarily requiring medical treatment to either animal, or;
 - B. Any animal that has chased, approached or otherwise interacted with a human being, domestic animal or livestock in an intimidating or aggressive manner.

These behaviors shall be prima facia evidence that an animal(s) is aggressive and there is a rebuttable presumption that the animal(s) is aggressive.

3. "Altered" means neutered; spayed or castrated.

4. "Animal" means any live vertebrate creature, domestic or wild.
5. "Animal control district" means the City of Casper, Wyoming.
6. "Animal protection officer" means any person designated by the director as a special municipal officer who is qualified to perform such duties under this chapter and the laws of this state.
7. "Animal services shelter" means any facility operated by a municipal agency, or its authorized agents, for the purpose of housing, impounding or caring for animals held under the authority of this chapter or state law.
8. "At large."
 - a. The definition of "at large" in this Chapter, is subject to and subservient to Sections 6.04.301 to 6.04.303 of this Chapter addressing dangerous or vicious animals. For dangerous or vicious animals, any violation of Sections 6.04.301 to 6.04.303 are violations also of the "at large" provisions of this Chapter.
 - b. i. A non-vicious, non-dangerous animal is deemed "at large:"
 - (a) If it is off the owner's property and not leashed or in an enclosed carrier; or,
 - (b) If it is on the owner's property and not under the direct supervision of the owner or not confined to the extent that the animal cannot leave the boundaries of the property; examples of confinement are by use of fencing or other secure enclosures, or by tethering.
 - b. ii. A non-dangerous or non-vicious animal shall not be considered "at large" when held and controlled by a person by means of a leash or chain of proper strength and length to control the action of the animal, or while confined within a vehicle. If the animal within a parked vehicle can extend its entire head outside the enclosed cabin compartment of the vehicle or beyond the side of a truck bed, that animal shall be deemed at large.
 - b. iii. A non-dangerous or non-vicious dog is not considered to be at large if within the interior of designated areas which permit dogs to be off leash, as established by the City of Casper.
 - b. iv. Under any circumstance, on a City-owned Golf Course.
9. "Attack" means an aggressive or violent action against a person or animal. If the animal being accused of an attack, was responding to an aggressive or violent action by a person or animal not on the person's property, or the animal owner's property, this circumstance should be considered as a possible mitigating factor by the Court.
10. "Cage and aviary birds" means those exotic, captive-reared birds, such as parrots, exotic finches, and canaries, which are adapted to live and breed in a cage. For the purpose of this chapter, the monk parakeet (*myiopsitta monachus*) is not a cage and aviary bird.

11. "Cat" A member of the feline family and shall not include feral cats, exotic wild cats, wild species of this family, or hybrids thereof.
12. "Chicken" a domestic fowl kept for its production of eggs and meat.
13. "Circus" means any nonresident, variety show which features animal acts.
14. "City-county health officer" means a representative of the Natrona County-City of Casper Health Department, or a health official designated by the Casper City Manager.
15. "Clean" means:
 - A. The premises are free of feces and urine as to not cause offensive odors or unsanitary conditions in the enclosure(s), yard or surrounding areas.
 - B. Does not draw in flies or insects to the area and/or resulting in injury or illness to the animal(s).
 - C. The area is free of physical hazards and/or risks to the animal(s). (i.e. excessive items cluttering the property, broken or sharp objects.)
16. "Commercial animal establishment" means any pet store, grooming shop, auction, riding school or stable, circus performing animal exhibition, kennel, or other establishment in which animals are used for commercial purposes.
17. "Commercial purpose" means the keeping of animals for the purpose of profit or remuneration.
18. "Control" means an animal which:
 - a. Is under a physical restraint so as to not be allowed to engage a passerby or other animal; such as on a leash or in an enclosed carrier.
19. "Dangerous animal" means any animal which, under the totality of circumstances, ~~which~~ poses an unacceptable risk of injuring a human, a pet or property. Indicia of a dangerous animal shall include, but not be limited to, aggressive lunging, growling, snarling, nipping, and baring teeth.
20. "Direct supervision" as used in the definition of "at large," above, means: The owner of the animal is in the same area as the animal and not separated by any barrier; the owner must be able to immediately see and effectively call and manage the animal.
21. "Director" means the City Manager or his/her designee.
22. "Dog" A member of the canine family, but shall not include wild species of this family, or any hybrid thereof.
23. "Domesticated animals" means those individual animals which have been made tractable or tame.
24. "Ear-tipping" means the removal of the one-quarter-inch tip of a feral cat's left ear, performed while the feral cat is under anesthesia, to identify the feral cat as being sterilized and lawfully vaccinated for rabies.

254. "Facilities for keeping" The pens, stalls, stables, corrals, feeding area, sheds and facilities of every kind where fowl, livestock or pets are penned, fed and/or protected from the weather. This shall not be interpreted to include a grazing area.
265. "Feral Cat" means a cat that lives outdoors and has little or no human contact other than feeding, and no person claiming any aspect of ownership can be reasonably located. It does not allow itself to be handled or touched by humans and will run away if able. It typically remains hidden from humans, although some feral cats become more comfortable with people who regularly feed them. Even with long-term attempts at socialization, feral cats usually remain fearful and avoidant of humans.
276. "Feral Dog" means a dog that lives outdoors, has little or no human contact other than being fed by humans, and typically does not allow itself to be handled or touched by humans. No person claiming any aspect of ownership in the animal can be reasonably located.
287. "Fowl" includes feathered animals, regardless of age, excluding parrots and chickens.
298. "Grooming shop" A commercial establishment where animals are bathed, clipped, or otherwise groomed.
3029. "High Risk Rabies Vector" means raccoon, skunk, fox, coyote and bat.
310. "Impound" means to place an animal in the Metro Animal Shelter, or the taking into custody of an animal.
321. "Isolation facility" means any place specified by the Director or his/her designee which is equipped with a pen or cage which isolates an animal from contact with other animals.
332. "Kennel" or "cattery" means any premises wherein any person engages in the business of boarding, breeding, buying, letting for hire, training for a fee, or selling dogs or cats, or any residence or property on which is maintained more than three dogs and three cats more than six months of age. It is illegal to maintain a kennel or cattery contrary to the terms of this code, in a zone or location in which a kennel or cattery is not permitted.
343. "License" means permission issued by the Director, or his/her designee, authorizing the holder to keep a dog or cat. An identification tag shall be issued for each animal licensed. A valid rabies vaccination is required to obtain a license.
354. "License Tag" means a tag of a design prescribed by the Director, or his/her designee, which bears the corresponding number of the dog or cat's license.
365. "Licensed Veterinarian" A practitioner of veterinary medicine who holds a valid license to practice their profession in the state in which they practice.
376. "Licensing authority" means Metro Animal Services (MAS).
387. "Livestock" Includes any species of equine, bovine, ovine, swine, caprine or any hybrid thereof, regardless of age, sex, breed, size or purpose; inclusive of all ungulates.

398. "Local Rabies Control Authority" The Metro Animal Protection Supervisor, as appointed by the Casper Chief of Police.

4039. "MAS" means Metro Animal Services.

410. "Microchip" means an identifying, integrated circuit which is placed under the skin of an animal and which, when scanned or activated by a microchip reading device, identifies the microchip's number, thereby facilitating the identification and ownership of the animal in which the microchip has been placed.

421. "Owner" includes a person who owns, harbors, keeps, maintains or exercises control over an animal. Proof that a person is in control of a premise where an animal is usually kept, harbored or maintained shall establish a prima facie presumption that such person is the owner of such animal.

432. "Parrot" means Aany of numerous tropical and semi-tropical birds of the order of Psittaciformes, characterized by short hooked bills, brightly colored plumage, and, in some species, the ability to mimic human speech.

443. "Pen or corral" An enclosure in which livestock are kept.

454. "Performing animal exhibition" Any spectacle, display, act or event, other than circuses, in which performing animals are used.

465. "Pet" Any animal normally kept for pleasure, rather than utility, and excluding those defined as fowl, livestock or wild by this code.

476. "Pet shop" Any person, partnership or corporation, whether operated separately or in connection with another business enterprise, that buys, sells or boards any species of pets.

487. "Premises" A parcel of land (one or more contiguous lots) owned, leased or controlled by one or more persons, partnership, corporation or government agency.

498. "Proper shelter" means a structure with three (3) sides, a top and a bottom, or a commercially manufactured structure, which includes an igloo styled house, designed and marketed to protect animals from outside elements. The shelter must have adequate ventilation and drainage which allows the animal to enter, stand, turn around and lie down in a natural manner. It shall be placed on the owner's premises to effectively protect the animal from outside elements. Proper shelter includes circumstances where if the animal is provided at will access to inside the care taker's residence or the animal has access to a structure through a commercial or homemade "dog door".

5049. "Public nuisance" means any animal is considered a public nuisance if it:

- a. Trespasses on school grounds; or,
- b. Damages private or public property; or,
- c. Interferes with passersby or a passing vehicle, to include bicycles; or,
- d. Either individually or in concert, barks, whines, howls or otherwise makes noise in an excessive, continuous or untimely fashion; or,
- e. Interferes with the delivery of U.S. Mail or other delivery services; or,

- f. Causes garbage which was previously placed in garbage or refuse container(s) to be strewn or deposited on private or public property.
519. "Quarantine" means ~~To~~ to detain and isolate due to suspected zoonosis or other communicable disease, or when otherwise needed maintain in the interest of public health and safety.
524. "Rabies certificate" means a certificate signed by a licensed veterinarian verifying that an animal is vaccinated against rabies, and which includes the date of immunization, the date that the immunization expires, and the type of vaccine used.
532. "Riding school or stable" Any place, which has available for hire, boarding and/or riding instruction, any horse, donkey or mule.
543. "Sanitary" Any condition of good order and cleanliness.
554. "Service Animal" means an animal as defined in 28 C.F.R. 35.104 and 28 C.F.R. 36.104, including a domesticated trained dog, that is owned in order to assist an individual with a disability. Examples of service animals are dogs that are individually trained to do work or perform tasks for the benefit of an individual with a disability, including physical, sensory, psychiatric, intellectual, or other mental disability. Tasks performed can include, among other things, pulling a wheelchair, retrieving dropped items, alerting a person to a sound, reminding a person to take medication, or pressing an elevator button. Emotional support animals and comfort animals are not service animals. The work or tasks performed by a service animal must be directly related to the individual's disability. To be a service animal, there is no requirement for certified documentation of training or designation; it is the task for which the animal provides disability assistance which is determinative of whether an animal is a "service animal". ~~Conversely a~~ doctor's letter does not turn an animal into a service animal.
565. "Tether or tethering" means to restrain a dog by tying the dog to any object or structure, including, but not limited to, a house, tree, fence, post, pole, garage, or shed or similar structure or object, by any means, including, but not limited to, a chain, rope, cord, leash, or running line. "Tethering" shall not include using a leash to walk a dog.
57. "Trap-neuter-return" or "TNR" means the process of humanely trapping, sterilizing, vaccinating for rabies, ear-tipping, and returning feral cats to the location from which the feral cat was trapped, or an appropriate, alternate location as determined by Metro Animal Services.
586. "Ungulate" means a hoofed mammal.
597. "Veterinary hospital" means any establishment maintained and operated by a licensed veterinarian for health maintenance, surgery, wellness program, boarding, diagnosis and treatment of diseased and injured animals.
6058. A "vicious animal" means:

- a. Any animal ~~(s)~~ which has attacked a human being resulting in injury or death.
- b. Any animal ~~(s)~~ who, while in a place it is not legally entitled to be, attacks or has attacked a domestic animal or livestock in such a manner that it results or resulted in death or injury which subsequently results or resulted in a visit to a licensed veterinarian.
- c. The animal's conduct is that of an "aggressive animal" and the animal has previously been declared an "aggressive animal".

These behaviors shall be prima facia evidence that an animal(s) is vicious and there is a rebuttable presumption that the animal(s) is vicious.

6159. "Wild animal" or "exotic pet" means any live monkey (non-human primate), raccoon, skunk, fox, snake, leopard, panther, tiger, lion, lynx, coyote, wolf, crocodilian, any monitor exceeding three (3) feet in overall length, or any animal which can normally be found in the wild state, or any hybrid thereof. Venomous and poisonous animals shall be prohibited in the city limits of Casper, regardless of species or purpose.

620. "Working day" means a day that the Metro Animal Services Shelter is open to the public.

631. "Zoological garden" means any facility, other than a pet shop or kennel, displaying or exhibiting one or more of non-domesticated animal(s) by a person, partnership, corporation or government agency.

Section 6.04.045 Trap-neuter-return program; implementation and process:

A. Trap-neuter-return program initiatives shall be permitted, and licensed veterinarians and Metro Animal Services are permitted to carry out trap-neuter-return programs.

B. An ear-tipped, feral cat received by an Animal Services Shelter will be returned to the location from which it had been trapped, provided the feral cat's medical condition is conducive to its return to the trapped location. A trapped, ear-tipped, feral cat will be released on site, provided that the feral cat's medical condition is conducive to release back into its environment.

C. Keepers of feral cats are empowered to reclaim impounded feral cats without proof of ownership.

D. In order to facilitate the implementation and maintenance of a trap-neuter-return program, Metro Animal Services, or the City, may partner with appropriate community organizations, non-profit organizations, private donors, and other such entities, groups, or persons to provide trap-neuter-return services, equipment, medical services, or other methods of financial support or cost-sharing assistance.

PASSED on 1st reading the 5th day of September, 2023.

PASSED on 2nd reading the ____ day of _____, 2023.

PASSED, APPROVED, AND ADOPTED on third and final reading the ____ day of _____, 2023.

APPROVED AS TO FORM:




ATTEST:

CITY OF CASPER, WYOMING
A Municipal Corporation

Fleur Tremel
City Clerk

Bruce Knell
Mayor

August 16, 2023.

MEMO TO: J. Carter Napier, City Manager 
FROM: Cindie Langston, Interim Public Services Director 
Alex Sveda, P.E., City Engineer 
SUBJECT: Cooperative Agreement with the Wyoming Department of Transportation
Interstate 25 Casper Marginal Enhancements, Phase 2 – McKinley Street to
Yellowstone Highway, Project No. 21-027.

Meeting Type & Date
Regular Council Meeting
September 19, 2023

Action Type
Resolution

Recommendation:

That Council, by Resolution, authorize a Cooperative Agreement with the Wyoming Department of Transportation (WYDOT) for construction activities for the Interstate 25 Casper Marginal Enhancements, Phase 2 – McKinley Street to Yellowstone Highway, Project No. 21-027, Project No. 21-027, in the amount of \$44,444.

Summary:

WYDOT has begun the Phase 1 of reconstructing Interstate 25 between the Poplar Street interchange and East Yellowstone Highway. They are preparing for Phase 2 of the work from McKinley Street to Yellowstone Highway which is scheduled to begin in 2025.

Federal Surface Transportation On-System Enhancement funds, administered by WYDOT, have been allocated to both phases of the project. Four Hundred Thousand Dollars (\$400,000) is available for Phase 2, and the coop agreement for this second phase is being considered at this time.

Proposed enhancements along the project corridor adhere to recommendations from the I-25 Entryway Beautification Project – Design Master Plan & Guidelines manual. These elements include red, green and blue (RGB) light-emitting diode (LED) lighting at the McKinley Street Interchange, wayfinding signage, terraced retaining walls, and a Welcome to Casper sign at Interstate Park on North Center Street. A separate cooperative agreement will be executed for City of Casper utilities planned to be replaced with Phase 2 work.

Under the terms of a cooperative agreement with WYDOT, WYDOT will acquire all necessary construction permits and easements necessary to complete the work and provide engineering

Cooperative Agreement
WYDOT
I25 Casper Marginal Enhancements, Phase 2
McKinley Street to Yellowstone Highway
Project No. 21-027
Federal Project STP-E I254175

services during construction. The cooperative agreement spells out the project limits, responsibilities of WYDOT and the City, and the funding arrangements.

Financial Considerations

Enhancement funds for the project are capped at \$400,000 and require a 10% City match. WYDOT also assesses a 10% construction engineering fee and Indirect Cost Allocation Plan, obligating the City to a total match portion of \$44,444. The City's funding for this project will come from FY24 budgeted Capital Projects Fund - Improvements Other Than Bldgs, Streets - I25 Phase 2 Enhancements.

Oversight/Project Responsibility

Alex Sveda, P.E., City Engineer

Attachments

- Resolution
- Cooperative Agreement Between the Wyoming Department of Transportation and the City of Casper, Federal Project STP-E I254175

**COOPERATIVE AGREEMENT
BETWEEN THE
WYOMING DEPARTMENT OF TRANSPORTATION
AND THE
CITY OF CASPER**

Federal Project STP-E 1254175
I-25 Casper Marginal Enhancements
Center Street and East Yellowstone Highway
Natrona County

1. **Parties.** The parties to this Cooperative Agreement (Agreement) are the Wyoming Department of Transportation (WYDOT), whose address is 5300 Bishop Boulevard, Cheyenne, Wyoming 82009, and the City of Casper (City) whose address is 200 North David Street, Casper, Wyoming 82601.
2. **Purpose of Agreement.** The purpose of this Agreement is to set forth the terms and conditions by which WYDOT and the City shall participate in the federally funded Surface Transportation On-System Enhancements Program. This project is associated with WYDOT main project I254167. The approved location for the construction of the Interstate 25 (I-25) Casper Marginal enhancements is shown in Exhibit A, Location Map, which is attached to and incorporated into this Agreement by this reference. Enhancements include installation of red, green and blue (RGB) light-emitting diode (LED) lighting at the McKinley Street Interchange, wayfinding signage, terraced retaining walls, and a Welcome to Casper sign.
3. **Term of Agreement.** This Agreement is effective when all parties have executed it (Effective Date). The term of the Agreement is from the Effective Date through the completion of the project. All services shall be completed during this term. However, the Parties agree that maintenance requirements described in Section 6 Subsection H are indefinite.
4. **Participation of Project Costs.**
 - A. The City agrees to match the project costs at the rate of nine and fifty-one hundredths percent (9.51%) of the cost of right-of-way acquisition, utility adjustment, letting, construction and construction engineering as shown on Exhibit B, Summary of Project Costs, which is attached to and incorporated into this Agreement by this reference. The City agrees to reimburse to WYDOT any funds above those authorized by WYDOT and matched by the City necessary to build this project.
 - B. It is understood by the parties that the above-mentioned percentages may vary slightly during the life of this Agreement, as dictated by the *Federal Notices on Sliding Scale Rates of Federal Aid Participation in Public Lands States*. It is further understood by the City that the estimated costs may vary as the project plans are

developed and let to contract and that the City shall reimburse WYDOT for the total amount not paid with federal funds.

- C. The costs shown on Exhibit B are estimates only and the City understands that the final costs may be higher or lower. Rates may vary for the life of this project based on federal reviews and approval. If the actual costs go over the total estimated costs by twenty percent (20%), both parties must agree upon and sign an amendment for the additional costs.
 - D. The City agrees to pay their portion of actual cost of this project, including all indirect costs through the current Indirect Cost Allocation Plan (ICAP) rate as approved by the Federal Highway Administration (FHWA). ICAP is a rate built into WYDOT's accounting system for overhead expenditures for administering a project. The ICAP rate is developed by WYDOT and approved by the FHWA, with the new rate taking effect immediately. The current rate of eleven percent (11%) is effective until September 30, 2024, at which time the rate is subject to change based on FHWA approval. The ICAP rate will be charged on total direct costs on this project as shown on Exhibit B. WYDOT will bill the City on a monthly basis unless otherwise agreed upon between the parties.
 - E. No payment shall be made for work performed before the Effective Date of this Agreement.
 - F. WYDOT will provide up to four hundred thousand dollars (\$400,000.00) toward project costs.
5. **Reimbursement.** The City hereby agrees to reimburse WYDOT for its share of actual costs incurred to the project, less previous payments, within forty-five (45) days after billing pursuant to Wyo. Stat. § 16-6-602.
6. **Responsibilities of the City.** The City agrees to:
- A. Reimburse WYDOT in accordance with Sections 4 and 5 above.
 - B. In accordance with Wyo. Stat. § 1-26-801(a), the City shall be responsible for acquiring rights-of-way by condemnation proceedings with the understanding any settlements reached out of court must be justified and supported. WYDOT will assist the City in condemnation proceedings by preparing exhibits and displays. At its request, the City shall be provided a copy of the right-of-way plans and cost estimates when federal acquisition approval is requested. The City agrees to reimburse WYDOT for the total cost needed to clear the right-of-way not paid with federal Aid funds. Under the terms of this Agreement, if right-of-way acquisition is not required for this project, all references to such acquisition herein is considered null and void.

- C. The City shall submit a letter to WYDOT designating a qualified project representative, at no cost to WYDOT, capable of making timely decisions and authorized to sign documents concerning the construction of the project.
- D. The City shall conduct preliminary survey work, engineering investigations, environmental and right-of-way studies, and shall develop final design plans and estimates. Final engineering plans must be stamped by a professional engineer licensed or registered in the state of Wyoming.
- E. Preliminary engineering will be performed by the City who will complete engineering investigations and develop design plans in accordance with the *Public Rights of Way Accessibility Guidance (PROWAG)*; which will be included in the final design plans. All work covered by this Agreement shall comply with the standards of the Americans with Disabilities Act of 1990 (ADA). Any work outside the existing limits of the WYDOT project will require the City to perform environmental clearances.
- F. The City shall submit the following to WYDOT five (5) business days prior to the WYDOT project due dates, which WYDOT will provide:
 - (i) 90% plans for the Right-of-Way and Utility Plans.
 - (ii) 99% plans and draft specifications for the Final Plans.
 - (iii) Final engineering plans and specifications for the Plans, Specifications and Estimates (PS&E) Plans.

Failure to meet the required deadlines may be considered project abandonment.

- G. Upon completion and acceptance of the project by WYDOT and the City, the City shall return, within thirty (30) days of WYDOT Resident Engineer's request, WYDOT's Acceptance Certificate, or any other required WYDOT documents. Once this Acceptance Certificate has been completed, all National Pollutant Discharge Elimination System (NPDES) General Permits related to the project will be transferred to the City. The City shall then be responsible for all storm water runoff on the project and storm water monitoring until a Notice of Termination (NOT) can be submitted for the project by the City. In the event petroleum contaminated soil or water is encountered on this project, the required work associated with mitigation of the contamination will become part of this project.
- H. Upon completion and acceptance of this project, the City shall maintain, at its sole expense, all features in compliance with all applicable federal and state standards and regulations. Maintenance shall include all repairs necessary to keep the improvement in its functional constructed condition.

7. Responsibilities of WYDOT. WYDOT agrees to:

- A. Except as provided in Section 6 above, acquire all necessary rights-of-way and provide any relocation assistance necessary for this project.

- B. WYDOT will perform utility adjustments. If any adjustments are needed, arrangements will be made by separate agreement(s) with the affected utility owner(s) and are not covered by this Agreement. Costs for reimbursable utility work not owned by the City are not shown and will be in addition to the identified costs. Under the terms of this Agreement, if utility adjustments are not required for this project, all references to such adjustments herein are considered null and void.
- C. Perform the letting of this project. The City shall be given the opportunity to approve final design plans and estimates prior to the advertisement for bids by WYDOT. Likewise, the City shall be asked to concur in the award of this project to the lowest qualified bidder. As a result of signing the letter of concurrence, the City agrees to the amended costs shown on Exhibit B to match the actual amount bid, as well as make proportionate changes in the match and overmatch amounts.
- D. Construction engineering for this project will be performed by and under the immediate direction, control and supervision of WYDOT in accordance with the plans and specifications.

8. **Special Provisions.**

- A. **Project Abandonment.** Should the City abandon the project at any time, or if the project is not let to construction within two (2) years of the completion of the design or prior to the completion, due to the delay or actions by the City, the City shall reimburse WYDOT for the entire cost, including any federal aid portion of the work completed at the time of abandonment.
- B. **Assumption of Risk.** The City shall assume the risk of any loss of state or federal funding, either administrative or program dollars, due to the City's failure to comply with state or federal requirements. WYDOT shall notify the City of any state or federal determination of noncompliance.
- C. **Conflict of Interest.** Per 2 CFR 200.112, the parties must disclose in writing any potential conflict of interest to WYDOT including financial or other personal interests.
- D. **Environmental Policy Acts.** The City agrees all activities under this Agreement will comply with the Clean Air Act, the Clean Water Act, the National Environmental Policy Act, and other related provisions of federal environmental protection laws, rules or regulations.
- E. **Human Trafficking.** As required by 22 U.S.C. § 7104(g) and 2 CFR Part 175, this Agreement may be terminated without penalty if a private entity that receives funds under this Agreement:

- (i) Engages in severe forms of trafficking in persons during the period of time that the award is in effect;
- (ii) Procures a commercial sex act during the period of time that the award is in effect; or
- (iii) Uses forced labor in the performance of the award or subawards under the award.

F. Kickbacks. The City certifies and warrants that no gratuities, kickbacks, or contingency fees were paid in connection with this Agreement, nor were any fees, commissions, gifts, or other considerations made contingent upon the award of this Agreement. If the City breaches or violates this warranty, WYDOT may, at its discretion, terminate this Agreement without liability to WYDOT, or deduct from the agreed upon price or consideration, or otherwise recover, the full amount of any commission, percentage, brokerage, or contingency fee.

The City shall comply with the Copeland Anti-Kickback Act (18 U.S.C. § 874) as supplemented in the Department of Labor Regulations (29 CFR, Part 3). This Act provides that the City is prohibited from inducing, by any means, any person employed in the construction, completion, or repair of public works to give up any part of the compensation to which he or she is otherwise entitled.

G. Limitations on Lobbying Activities. By signing this Agreement, the City certifies and agrees that, in accordance with P.L. 101-121, payments made from a federal grant shall not be utilized by the City or its subcontractors in connection with lobbying member(s) of Congress, or any federal agency in connection with the award of a federal grant, contract, cooperative agreement, or loan.

The City and subcontractors may also be required to submit an additional certification statement and disclosure form acceptable to the WYDOT before commencement of the work.

H. Monitoring Activities. WYDOT shall have the right to monitor all activities related to this Agreement that are performed by the City or its subcontractors. This shall include, but not be limited to, the right to make site inspections at any time and with reasonable notice; to bring experts and consultants on site to examine or evaluate completed work or work in progress; to examine the books, ledgers, documents, papers, and records pertinent to this Agreement; and to observe personnel in every phase of performance of Agreement related work.

I. Nondiscrimination. The City shall comply with the Civil Rights Act of 1964, the Wyoming Fair Employment Practices Act (Wyo. Stat. § 27-9-105, *et seq.*), the Americans with Disabilities Act (ADA), 42 U.S.C. § 12101, *et seq.*, and the Age Discrimination Act of 1975 and any properly promulgated rules and regulations thereto and shall not discriminate against any individual on the grounds of age, sex, color, race, religion, national origin, or disability in connection with the performance under this Agreement. Federal law requires the City to include all

relevant special provisions of this Agreement in every subcontract awarded over ten thousand dollars (\$10,000.00) so that such provisions are binding on each subcontractor.

- J. No Finder's Fees:** No finder's fee, employment agency fee, or other such fee related to the procurement of this Agreement, shall be paid by either party.
- K. Publicity.** Any publicity given to the projects, programs, or services provided herein, including, but not limited to, notices, information, pamphlets, press releases, research, reports, signs, and similar public notices in whatever form, prepared by or for the City and related to the services and work to be performed under this Agreement, shall identify WYDOT as the sponsoring agency and shall not be released without prior written approval of WYDOT.
- L. Suspension and Debarment.** By signing this Agreement, the City certifies that neither it nor its principals/agents are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction or from receiving federal financial or nonfinancial assistance, nor are any of the participants involved in the execution of this Agreement suspended, debarred, or voluntarily excluded by any federal department or agency in accordance with Executive Order 12549 (Debarment and Suspension), 44 CFR Part 17, or 2 CFR Part 180, or are on the debarred, or otherwise ineligible, vendors lists maintained by the federal government. Further, the City agrees to notify WYDOT by certified mail should it or any of its principals/agents become ineligible for payment, debarred, suspended, or voluntarily excluded from receiving federal funds during the term of this Agreement.
- M. Administration of Federal Funds.** The City agrees its use of the funds awarded herein is subject to the Uniform Administrative Requirements of 2 C.F.R. Part 200, *et seq.*; any additional requirements set forth by the federal funding agency; all applicable regulations published in the Code of Federal Regulations; and other program guidance as provided to it by WYDOT.
- N. Copyright License and Patent Rights.** The City acknowledges that federal grantor, the State of Wyoming, and WYDOT reserve a royalty-free, nonexclusive, unlimited, and irrevocable license to reproduce, publish, or otherwise use, and to authorize others to use, for federal and state government purposes: (1) the copyright in any work developed under this Agreement; and (2) any rights of copyright to which the City purchases ownership using funds awarded under this Agreement. The City must consult with WYDOT regarding any patent rights that arise from, or are purchased with, funds awarded under this Agreement.
- O. Federal Audit Requirements.** The City agrees that if it expends an aggregate amount of seven hundred fifty thousand dollars (\$750,000.00) or more in federal funds during its fiscal year, it must undergo an organization-wide financial and compliance single audit. The City agrees to comply with the audit requirements of

the U.S. General Accounting Office Government Auditing Standards and Audit Requirements of 2 C.F.R. Part 200, Subpart F. If findings are made which cover any part of this Agreement, the City shall provide one (1) copy of the audit report to WYDOT and require the release of the audit report by its auditor be held until adjusting entries are disclosed and made to WYDOT's records.

- P. **Non-Supplanting Certification.** The City hereby affirms that federal grant funds shall be used to supplement existing funds, and shall not replace (supplant) funds that have been appropriated for the same purpose. The City should be able to document that any reduction in non-federal resources occurred for reasons other than the receipt or expected receipt of federal funds under this Agreement.
- Q. **Program Income.** The City shall not deposit grant funds in an interest bearing account without prior approval of WYDOT. Any income attributable to the grant funds distributed under this Agreement must be used to increase the scope of the program or returned to WYDOT.

9. **General Provisions.**

- A. **Amendments.** Any changes, modifications, revisions, or amendments to this Agreement which are mutually agreed upon by the parties to this Agreement shall be incorporated by written instrument, executed by all parties to this Agreement.
- B. **Americans with Disabilities Act.** The City shall not discriminate against a qualified individual with a disability and shall comply with the Americans with Disabilities Act, P.L. 101-336, 42 U.S.C. 12101, *et seq.*, and any properly promulgated rules and regulations related thereto.
- C. **Applicable Law, Rules of Construction, and Venue.** The construction, interpretation, and enforcement of this Agreement shall be governed by the laws of the State of Wyoming, without regard to conflicts of law principles. The terms "hereof," "hereunder," "herein," and words of similar import, are intended to refer to this Agreement as a whole and not to any particular provision or part. The Courts of the State of Wyoming shall have jurisdiction over this Agreement and the parties. The venue shall be the First Judicial District, Laramie County, Wyoming.
- D. **Assignment Prohibited and Agreement Shall Not be Used as Collateral.** Neither party shall assign or otherwise transfer any of the rights or delegate any of the duties set out in this Agreement without the prior written consent of the other party. The City shall not use this Agreement, or any portion thereof, for collateral for any financial obligation without the prior written permission of WYDOT.
- E. **Audit and Access to Records.** WYDOT and its representatives shall have access to any books, documents, papers, electronic data, and records of the City which are pertinent to this Agreement.

- F. Availability of Funds.** Each payment obligation of WYDOT is conditioned upon the availability of government funds which are appropriated or allocated for the payment of this obligation and which may be limited for any reason including, but not limited to, congressional, legislative, gubernatorial, or administrative action. If funds are not allocated and available for continued performance of the Agreement, the Agreement may be terminated by WYDOT at the end of the period for which the funds are available. WYDOT shall notify the City at the earliest possible time of the services which will or may be affected by a shortage of funds. No penalty shall accrue to WYDOT in the event this provision is exercised, and WYDOT shall not be obligated or liable for any future payments due or for any damages as a result of termination under this section.
- G. Award of Related Contracts.** WYDOT may award supplemental or successor contracts for work related to this Agreement or may award contracts to other contractors for work related to this Agreement. The City shall cooperate fully with other contractors and WYDOT in all such cases.
- H. Compliance with Laws.** The City shall keep informed of and comply with all applicable federal, state, and local laws and regulations in the performance of this Agreement.
- I. Confidentiality of Information.** Except when disclosure is required by the Wyoming Public Records Act or court order, all documents, data compilations, reports, computer programs, photographs, data, and other work provided to or produced by the City in the performance of this Agreement shall be kept confidential by the City unless written permission is granted by WYDOT for its release. If and when City receives a request for information subject to this Agreement, City shall notify WYDOT within ten (10) days of such request and shall not release such information to a third party unless directed to do so by WYDOT.
- J. Entirety of Agreement.** This Agreement, consisting of twelve (12) pages; Exhibit A, Location Map, consisting of one (1) page; and Exhibit B, Summary of Project Costs, consisting of one (1) page, represent the entire and integrated Agreement between the parties and supersede all prior negotiations, representations, and agreements, whether written or oral. In the event of a conflict or inconsistency between the language of this Agreement and the language of any attachment or document incorporated by reference, the language of this Agreement shall control.
- K. Ethics.** The City shall keep informed of and comply with the Wyoming Ethics and Disclosure Act (Wyo. Stat. § 9-13-101, *et seq.*) and any and all ethical standards governing City's profession.
- L. Force Majeure.** Neither party shall be liable for failure to perform under this Agreement if such failure to perform arises out of causes beyond the control and without the fault or negligence of the nonperforming party. Such causes may

include, but are not limited to, acts of God or the public enemy, fires, floods, epidemics, quarantine restrictions, freight embargoes, and unusually severe weather. This provision shall become effective only if the party failing to perform immediately notifies the other party of the extent and nature of the problem, limits delay in performance to that required by the event, and takes all reasonable steps to minimize delays.

- M. Indemnification.** Each party to this Agreement shall assume the risk of any liability arising from its own conduct. Neither party agrees to insure, defend, or indemnify the other.
- N. Independent Contractor.** The City shall function as an independent contractor for the purposes of this Agreement and shall not be considered an employee of the State of Wyoming for any purpose. Consistent with the express terms of this Agreement, the City shall be free from control or direction over the details of the performance of services under this Agreement. The City shall assume sole responsibility for any debts or liabilities that may be incurred by the City in fulfilling the terms of this Agreement and shall be solely responsible for the payment of all federal, state, and local taxes which may accrue because of this Agreement. Nothing in this Agreement shall be interpreted as authorizing the City or its agents or employees to act as an agent or representative for or on behalf of the State of Wyoming or WYDOT or to incur any obligation of any kind on behalf of the State of Wyoming or WYDOT. The City agrees that no health or hospitalization benefits, workers' compensation, unemployment insurance or similar benefits available to State of Wyoming employees will inure to the benefit of the City or the City's agents or employees as a result of this Agreement.
- O. Nondiscrimination.** The City shall comply with the Civil Rights Act of 1964, the Wyoming Fair Employment Practices Act (Wyo. Stat. § 27-9-105, *et seq.*), the Americans with Disabilities Act (ADA), 42 U.S.C. § 12101, *et seq.*, and the Age Discrimination Act of 1975 and any properly promulgated rules and regulations thereto and shall not discriminate against any individual on the grounds of age, sex, color, race, religion, national origin, or disability in connection with the performance under this Agreement.
- P. Notices.** All notices arising out of, or from, the provisions of this Agreement shall be in writing either by regular mail or delivery in person at the addresses provided under this Agreement.
- Q. Ownership and Return of Documents and Information.** WYDOT is the official custodian and owns all documents, data compilations, reports, computer programs, photographs, data, and other work provided to or produced by the City in the performance of this Agreement. Upon termination of services, for any reason, City agrees to return all such original and derivative information and documents to WYDOT in a useable format. In the case of electronic transmission, such transmission shall be secured. The return of information by any other means shall

be by a parcel service that utilizes tracking numbers.

- R. Prior Approval.** This Agreement shall not be binding upon either party, no services shall be performed, and the Wyoming State Auditor shall not draw warrants for payment, until this Agreement has been fully executed, approved as to form by the Office of the Attorney General, filed with and approved by A&I Procurement, and approved by the Governor of the State of Wyoming, or her designee, if required by Wyo. Stat. § 9-2-3204(b)(iv).
- S. Insurance Requirements.** The City is protected by the Wyoming Governmental Claims Act, Wyo. Stat. § 1-39-101, *et seq.*, and certifies that it is a member of the Wyoming Association of Risk Management (WARM) pool or the Local Government Liability Pool (LGLP), Wyo. Stat. § 1-42-201, *et seq.*, and shall provide a letter verifying its participation in the WARM or LGLP to WYDOT.
- T. Publicity.** Any publicity given to the projects, programs, or services provided herein, including, but not limited to, notices, information, pamphlets, press releases, research, reports, signs, and similar public notices in whatever form, prepared by or for the City, shall identify WYDOT as the sponsoring agency and shall not be released without prior written approval from WYDOT.
- U. Severability.** Should any portion of this Agreement be judicially determined to be illegal or unenforceable, the remainder of the Agreement shall continue in full force and effect, and the parties may renegotiate the terms affected by the severance.
- V. Sovereign Immunity and Limitations.** Pursuant to Wyo. Stat. § 1-39-104(a), the State of Wyoming and WYDOT expressly reserve sovereign immunity by entering into this Agreement and the City expressly reserves governmental immunity. Each of them specifically retains all immunities and defenses available to them as sovereign or governmental entities pursuant to Wyo. Stat. § 1-39-101, *et seq.*, and all other applicable law. The parties acknowledge that the State of Wyoming has sovereign immunity and only the Wyoming Legislature has the power to waive sovereign immunity. Designations of venue, choice of law, enforcement actions, and similar provisions shall not be construed as a waiver of sovereign immunity. The parties agree that any ambiguity in this Agreement shall not be strictly construed, either against or for either party, except that any ambiguity as to immunity shall be construed in favor of immunity.
- W. Taxes.** The City shall pay all taxes and other such amounts required by federal, state, and local law, including, but not limited to, federal and social security taxes, workers' compensation, unemployment insurance, and sales taxes.
- X. Termination of Agreement.** This Agreement may be terminated, without cause, by WYDOT upon thirty (30) days written notice. This Agreement may be terminated by WYDOT immediately for cause if the City fails to perform in accordance with the terms of this Agreement.

- Y. Third-Party Beneficiary Rights.** The parties do not intend to create in any other individual or entity the status of third-party beneficiary, and this Agreement shall not be construed so as to create such status. The rights, duties, and obligations contained in this Agreement shall operate only between the parties to this Agreement and shall inure solely to the benefit of the parties to this Agreement. The provisions of this Agreement are intended only to assist the parties in determining and performing their obligations under this Agreement.
- Z. Time is of the Essence.** Time is of the essence in all provisions of this Agreement.
- AA. Titles Not Controlling.** Titles of sections and subsections are for reference only and shall not be used to construe the language in this Agreement.
- BB. Waiver.** The waiver of any breach of any term or condition in this Agreement shall not be deemed a waiver of any prior or subsequent breach. Failure to object to a breach shall not constitute a waiver.
- CC. Counterparts.** This Agreement may be executed in counterparts. Each counterpart, when executed and delivered, shall be deemed an original and all counterparts together shall constitute one and the same Agreement. Delivery by the City of an originally signed counterpart of this Agreement by facsimile or PDF shall be followed up immediately by delivery of the originally signed counterpart to WYDOT.

THE REMAINDER OF THIS PAGE WAS INTENTIONALLY LEFT BLANK.

10. **Signatures.** The parties to this Agreement, either personally or through their duly authorized representatives, have executed this Agreement on the dates set out below, and certify that they have read, understood, and agreed to the terms and conditions of this Agreement.

The Effective Date of this Agreement is the date of the signature last affixed to this page.

ATTEST:

CITY OF CASPER

Signature

Signature

Print Name

Print Name

Title

Title

Date

Date

**WYOMING DEPARTMENT
OF TRANSPORTATION**

ATTEST:

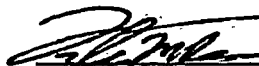
Caitlin Casner, Secretary
Transportation Commission of Wyoming

Mark J. Gillett, P.E., Chief Engineer



Date

Approved as to form:

 #233039 08-15-2023

Tyler M. Renner,
Supervising Attorney General
Date agreement prepared: 8/14/2023

EXHIBIT A
Location Map

Federal Project STP-E I254175
I-25 Casper Marginal Enhancements
Center Street and East Yellowstone Highway
Natrona County

August 17, 2023

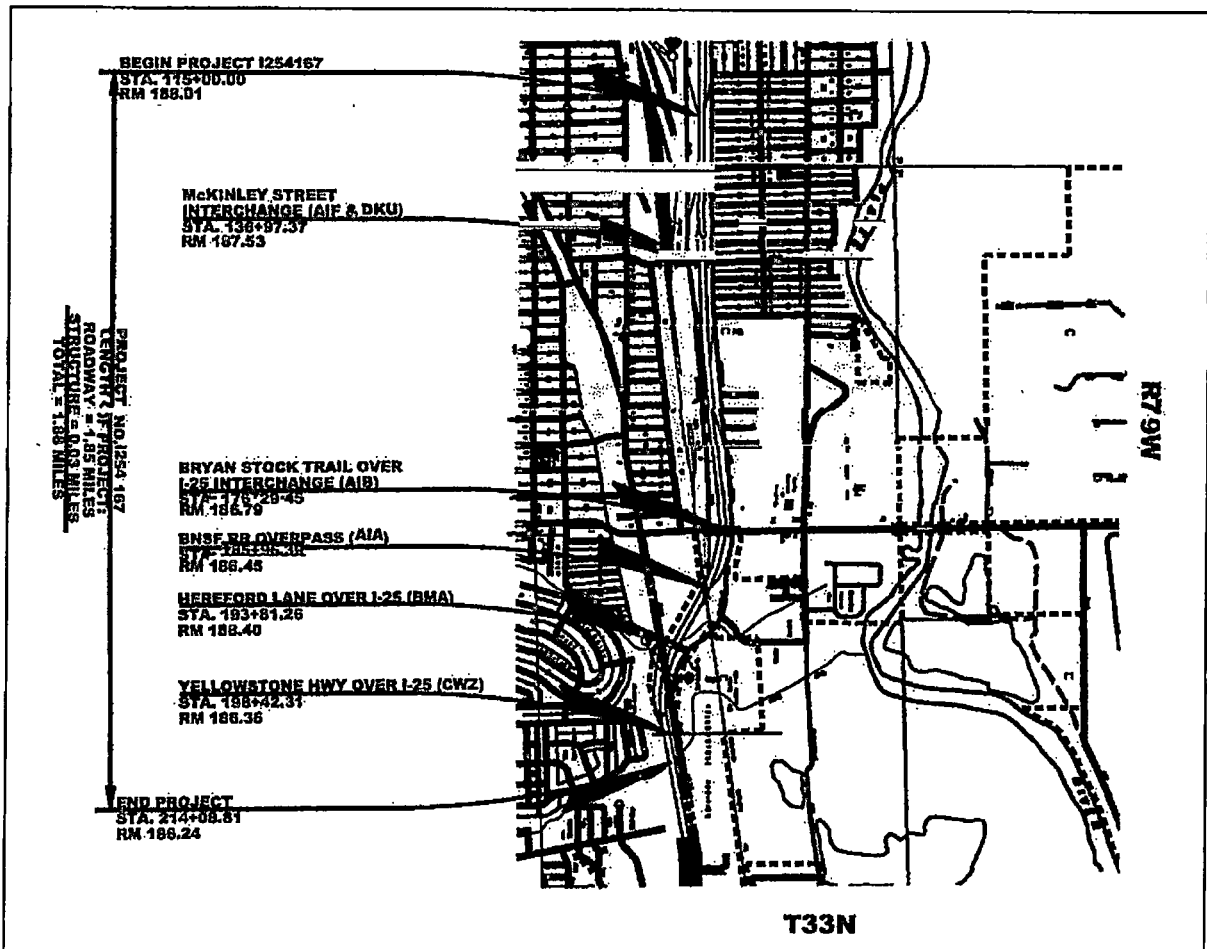


EXHIBIT B
Summary of Project Costs

Federal Project STP-E I254175
 I-25 Casper Marginal Enhancements
 Center Street and East Yellowstone Highway
 Natrona County

August 17, 2023

Costs were prepared by WYDOT using information provided by the City.

<u>Item</u>	=	<u>Cost</u>	
Estimated Construction Costs	=	\$364,000.00	
10% Construction Engineering	=	\$36,400.00	
Total Direct Costs	=	\$400,400.00	[1]
Indirect Cost Allocation Plan (ICAP) (\$400,400.00) (0.1100)	=	\$44,044.00	[2]
Total Project Costs = [1] + [2]	=	<u>\$444,444.00</u>	[3]
 <u>Funding Breakdown:</u>			
WYDOT's Maximum Funding	=	\$400,000.00	[4]
City's Match Portion: (9.51%)	=	\$42,038.00	[5]
City's Overmatch:	=	\$2,406.00	[6]
Total Project Costs	=	<u>\$444,444.00</u>	

NOTE: All costs shown are rounded to the nearest even dollar.

The above figures are for estimating purposes only and are subject to revision
 throughout the life of this project.

APPROVAL AS TO FORM

I have reviewed the Cooperative Agreement between the Wyoming Department of Transportation and the City of Casper Federal Project STP-E I254175 and approve it as to form on behalf of the City of Casper, Wyoming.

Dated: August 21, 2023

A handwritten signature in black ink, appearing to read "Wallace Trembath III", is written over a horizontal line.

Wallace Trembath III
Deputy City Attorney

RESOLUTION NO. 23-190

A RESOLUTION AUTHORIZING A COOPERATIVE AGREEMENT WITH THE WYOMING DEPARTMENT OF TRANSPORTATION FOR THE INTERSTATE 25 CASPER MARGINAL ENHANCEMENTS, PHASE 2 - MCKINLEY STREET TO YELLOWSTONE HIGHWAY, PROJECT NO. 21-027, FEDERAL PROJECT STP-E I254175.

WHEREAS, the City of Casper desires to enter into a Cooperative Agreement with the Wyoming Department of Transportation for enhancements associated with the Interstate 25 Casper Marginal Enhancements, Phase 2 - McKinley Street to Yellowstone Highway, Project No. 21-027, Federal Project STP-E I254175; and,

WHEREAS, the Wyoming Department of Transportation is able and willing to provide those services.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF CASPER, WYOMING: That the Mayor is hereby authorized and directed to execute, and the City Clerk to attest, a Cooperative Agreement with the Wyoming Department of Transportation for the Interstate 25 Casper Marginal Enhancements, Phase 2 - McKinley Street to Yellowstone Highway, Project No. 21-027, in the amount of Forty-Four Thousand Four Hundred Forty-Four and 00/100 Dollars (\$44,444.00).

BE IT FURTHER RESOLVED: That the City Manager is hereby authorized to make verified partial payments and contract extensions throughout the project in an amount not to exceed Forty-Four Thousand Four Hundred Forty-Four and 00/100 Dollars (\$44,444.00).

PASSED, APPROVED, AND ADOPTED this ____ day of _____, 2023.

APPROVED AS TO FORM:



ATTEST:

CITY OF CASPER, WYOMING
A Municipal Corporation




Fleur D. Tremel
City Clerk

Bruce Knell
Mayor

Cooperative Agreement- WYDOT
I25 Casper Marginal Enhancements, Phase 2
McKinley Street to Yellowstone Highway
Project No. 21-027, Federal Project STP-E I254175

Resolution Page 1 of 1

August 18, 2023

MEMO TO: J. Carter Napier, City Manager 
FROM: Cindie Langston, Interim Public Services Director 
Alex Sveda, P.E., City Engineer 
SUBJECT: Revocable License Agreement with Mountain West Technologies Corporation, for
Installation and Maintenance of a Fiber Optic Line

Meeting Type & Date

Regular Council Meeting
September 19, 2023

Action Type

Resolution

Recommendation

That Council, by Resolution, authorize a Revocable License Agreement with Mountain West Technologies Corporation (Mountain West), for installation and maintenance of a Fiber Optic Line on City of Casper property.

Summary

Mountain West has requested to install a fiber optic distribution main from 4th Street near the Casper Area Transit Office at 1715 East 4th Street to the Highland Cemetery Office at 1860 East 12th Street and along the property line of the Cemetery and Highland Park. The main will provide fiber optic service to the Transit Office, Highland Cemetery Office, and Fire Station No. 3. Single-use service line maximum lengths would be exceeded to provide reliable service runs to these facilities. Therefore, the route of the main through City of Casper property allows for the shortest sufficient connection to service these facilities.

The License Agreement includes the provision that the City may revoke the license with 60-days' notice. Mountain West is also responsible for all costs associated with maintenance and restoration of the property should the license agreement be revoked.

Financial Considerations

None.

Oversight/Project Responsibility

Alex Sveda, City Engineer

Attachments

Resolution
Revocable License Agreement

REVOCABLE LICENSE AGREEMENT FOR FIBER OPTIC LINE

FOR AND IN CONSIDERATION OF THE SUM OF Ten Dollars (\$10.00), the receipt of which is hereby acknowledged, the City of Casper, Wyoming, a Wyoming municipal corporation, 200 North David Street, Casper, Wyoming 82601, ("**Licensor**"), HEREBY GRANTS A REVOCABLE LICENSE ("**License**") to Mountain West Technologies Corporation, 851 Werner Court, Suite 100, Casper, Wyoming 82601, ("**Licensee**"), to install, maintain, inspect, repair, and remove a fiber optic line (the "**Facility**"), located upon the following-described land situated in the City of Casper, County of Natrona, State of Wyoming, to-wit:

(See attached Exhibit "A" consisting of three (3) pages and Exhibit "B" consisting of four (4) pages, and hereby made part of this License.)

THIS LICENSE is granted upon such express terms and conditions as are hereinafter set forth, and should the Licensee at any time violate any of the said terms and conditions, the Licensor, at its option, may immediately revoke this License; provided, however, Licensor first gives notice to Licensee of the alleged violation and provides to Licensee a reasonable opportunity to cure or rectify the alleged violation.

THIS LICENSE is subject to the following conditions:

1. Abandonment. If Licensee removes the Facility at any time for purposes other than maintenance or repair, this License shall be considered abandoned by the Licensee and automatically terminate.
2. Facility Condition. The work of maintaining, inspecting, repairing, or removing the Facility shall be prosecuted and completed in a good and workmanlike manner at the sole expense of the Licensee, and in accordance with good construction practice and the applicable City of Casper Standard Specifications. The Licensee's responsibility shall include, but not be limited to, restoring all surfaces to the same or better condition they were in prior to the maintenance authorized by this License. The Licensor reserves the right to, but need not, inspect such work in order to ensure compliance with said standards. Such work of maintenance, repair, or removal of the Facility shall be done in such a manner as to not unreasonably interfere with the use of the licensed premises by the Licensor and the general public and in such manner as to in no way endanger the general public in the use of said premises.
3. Title. Licensee hereby acknowledges the title of Licensor to the above-described licensed premises, and agrees never to sell, resist, deny or encumber any such title.

4. Indemnification. Licensee agrees to indemnify the Licensor, its elected officials, appointed officials, employees, and duly authorized agents against, and save them harmless from, all liability for damages to property, or injury to, or death of, persons, including the Licensor, its agents and employees, and including all costs and expenses incident thereto arising wholly or in part from, or in conjunction with, existence, maintenance, repair, renewal, operation, use, or removal of the said Facility, to the extent such damage or injury is caused by the acts of Licensee, its agents or employees.

5. Insurance Requirements.
 - A. In order to ensure the ability of the Licensee to indemnify the City, the Licensee shall obtain, at its sole cost and expense, public liability insurance coverage in an amount no less than the City's maximum liability under the Wyoming Governmental Claims Act, W.S. 1-39-101 *et seq.*, currently Two Hundred Fifty Thousand Dollars (\$250,000) to any claimant for any number of claims arising out of a single transaction or occurrence, and Five Hundred Thousand Dollars (\$500,000) for all claims of all claimants arising out of a single transaction or occurrence.
 - B. Such insurance shall provide that it will not be cancelled or limits reduced without at least thirty (30) days prior written notification to the City, that the City is an additional named insured thereunder, and that it is primary insurance without any right of contribution from any other resource or insurance.
 - C. Licensee shall provide the City with certificates evidencing such insurance as described herein immediately after execution of this License and prior to use of the licensed premises.
 - D. Licensee shall further provide the City with copies of its insurance policy and/or policy endorsements listing the City of Casper as an additional insured. The City's failure to request or review such policies, endorsements, and certificates shall not affect the City's rights or the Licensee's obligation hereunder.
 - E. It is recognized by and between the Parties to this License that the insurance requirements contained herein are the maximum liabilities which may be imposed under Wyoming Statutes Section 1-39-101 *et seq.*
 - F. In the event the maximum liability allowed by law is altered, either during the initial Term of this License, then such insurance requirements as outlined above from the Licensee shall be amended accordingly so as to provide insurance in an amount equal to or greater than the maximum liability imposed by law.
 - G. It is entirely the obligation of the Licensee to provide insurance for their personal property and for that of its participants, employees and agents.

6. Right of Use, Relocation, Revocation and Removal.

- A. The Licensor reserves the right to use, occupy, and enjoy the licensed premises in such a manner and at such times as it shall desire, the same as if this instrument had not been executed by them. If any such use shall, at any time, necessitate any change in the location or manner of use of said Facility, or any part thereof, such change or alteration shall be made by the Licensee within a reasonable time at the sole expense of said Licensee, upon the demand of the Licensor and the Licensor shall not be liable to said Licensee on-account thereof, or on account of any damage growing out of any use which the Licensor may make of its Facility.
- B. In addition to its right to revoke this License for cause, the Licensor shall have the right, at any time, to revoke this License without cause upon giving of not less than sixty (60) days' notice in writing to the said Licensee, and at the expiration of the time limited by said notice or upon the express revocation of this License for any of the causes enumerated herein, the Licensee shall promptly and in the manner directed by the Public Services Director, through the City Manager, remove the Facility and each and every part thereof hereby authorized, from the licensed premises and leave said premises in the same condition in which it was before the installation of the Facility.
- C. If the Facility, or any portion thereof, is not removed within sixty (60) days of the receipt of the notice, or such additional time as may be granted in writing by the Licensor, then the Facility, or any part thereof, shall be considered to be abandoned and shall become the property of the Licensor. Upon the refusal or failure of Licensee to remove the Facility, when directed, the Licensor may remove the Facility, and each and every part thereof, and restore the premises to the same condition as before the granting of this License, and the Licensee hereby agrees to pay the Licensor the cost of said removal of the Facility or any part thereof.

7. Assignment. In the event the Facility is conveyed to another party, this License may also be assigned to said party, and upon said assignment said party shall become entitled to all of the rights and privileges granted and shall assume all of the obligations and duties herein provided.

8. Reservations. This License is granted to Licensee subject to all existing easements, rights-of-way, covenants, restrictions and reservations.

9. NO WARRANTY. **LICENSOR DOES NOT WARRANT OR REPRESENT THAT THE PREMISES ARE SAFE, HEALTHFUL, OR SUITABLE FOR THE PURPOSES FOR WHICH THEY ARE PERMITTED TO BE USED UNDER THE TERMS OF**

THIS LICENSE, AND LICENSEE ACCEPTS THE LICENSED PREMISES “AS IS”.

10. Governmental Claims Act. The Licensor does not waive any right or rights it may have pursuant to the Wyoming Governmental Claims Act, Wyoming State Statutes Sections 1-39-101, *et seq.* The licensor specifically reserves the right to assert any and all immunities, rights and defenses it may have pursuant to the Wyoming Governmental Claims Act.
11. Entire Agreement. This License contains the entire agreement between the parties hereto, the terms hereof may not be modified in any respect whatsoever unless in writing by both parties under the signature of the duly authorized representative of Licensor.
12. No Partnership, Joint Venture or Third-Party Beneficiaries. Nothing herein contained shall constitute a partnership between or joint venture by the Parties hereto or constitute any Party the agent of the others. No Party shall hold itself out contrary to the terms of this Section and no Party shall become liable by any representation, act or omission of the other contrary to the provisions hereof. This License is not for the benefit of any third Party and shall not be deemed to give any right or remedy to any such party whether referred to herein or not.
13. Changes. No modifications to this License may be made unless they are made in writing, signed by both parties, and approved by the Licensor.
14. Waiver. No failure by the Licensor to insist upon the strict performance of any terms or conditions of the License, or to exercise any right or remedy available on a breach thereof, and no acceptance of full or partial fee payments during the continuance of any such breach shall constitute a waiver of any such breach or of any term or condition of this License. No term or condition of this License required to be performed by the Licensee, and no breach thereof, shall be waived, altered, or modified, except by a written instrument executed by all appropriate parties. No waiver of any breach shall affect or alter any term or condition of this License, and such term or condition shall continue in full force and effect with respect to any other then existing or subsequent breach thereof.
15. Reimbursement of Default, Removal and Eviction Action Expenses. Licensee agrees to pay and indemnify the Licensor against all legal costs and charges, and attorney’s fees, in obtaining possession of the licensed premises after a default of the Licensee, or after the Licensee’s default in surrendering possession of the licensed premises, or for the City enforcing any covenant of the License herein contained.
16. Compliance with Laws. Licensee shall comply with all federal, state or local laws and regulations, including all environmental laws. Licensee shall obtain all required permits, permission, licenses, etc. prior to performing any work on any additional work on Licensor’s property, easements or rights-of-way.
17. Recording. This License shall be recorded in the Natrona County Clerk’s office, and the Licensee shall, at Licensor’s option, either pre-pay or reimburse the City of Casper for the

cost therefor.

18. Notices. Until a different address is provided in a notice to the other party, all notices, demands or requests made by either party to the other which are required or permitted by the provisions of this License shall be in writing and shall be deemed sufficiently given if: (a) delivered by hand (against a signed receipt); (b) mailed by United States certified or registered mail, return receipt requested, postage prepaid; or (c) sent by nationally recognized commercial overnight delivery service at the following addresses:

Mountain West Technologies
Corporation
Attn: Kyle A Ridgeway
851 Werner Court, Suite 100
Casper, WY 82601

City of Casper
Attn: Public Services Director
200 North David St.
Casper, WY 82601

Notwithstanding anything contained in this License to the contrary, any notice required to be given by Licensor or Licensee hereunder shall be deemed to be effective as of the date such notice is received or refused as reflected on said notice.

19. Severability. If any term of this License is found to be void or invalid, such finding shall not affect the remaining terms of this License, which shall continue in full force and effect. The parties agree that if any provisions are deemed not enforceable, they shall be deemed modified to the extent necessary to make them enforceable. Any questions of particular interpretation shall not be interpreted against the draftsman, but rather in accordance with the fair meaning thereof.

The remainder of this page is intentionally left blank.

IN WITNESS WHEREOF, the CITY OF CASPER, WYOMING, has caused this License to be executed on the ____ day of _____, 2023.

APPROVED AS TO FORM:

Wallace Tremel

ATTEST:

CITY OF CASPER, WYOMING
A municipal corporation

Fleur Tremel
City Clerk

Bruce Knell
Mayor

THE UNDERSIGNED, the Licensee mentioned in the foregoing License, hereby accepts the same subject to the terms and conditions contained therein.

WITNESS:

Amanda McClain
Name: Amanda McClain

Kyle A. Ridgeway
Kyle A. Ridgeway, President
Mountain West Technologies
Corporation

ACKNOWLEDGMENT

STATE OF WYOMING)
) ss.
COUNTY OF NATRONA)

The foregoing instrument was acknowledged before me on the _____ day of _____, 2023, by Bruce Knell, as the Mayor of the City of Casper, Wyoming.

Notary Public

My commission expires: _____

STATE OF Wyoming)
) ss.
COUNTY OF Natrona)

The foregoing instrument was acknowledged before me on the 7th day of September, 2023, by Kyle A. Ridgeway, President, Mountain West Technologies Corporation.

Amanda McClain

Notary Public

My commission expires: 7-26-2029

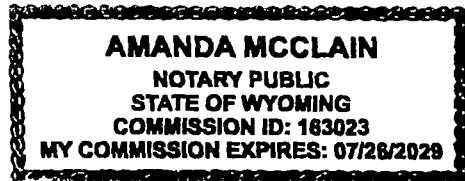
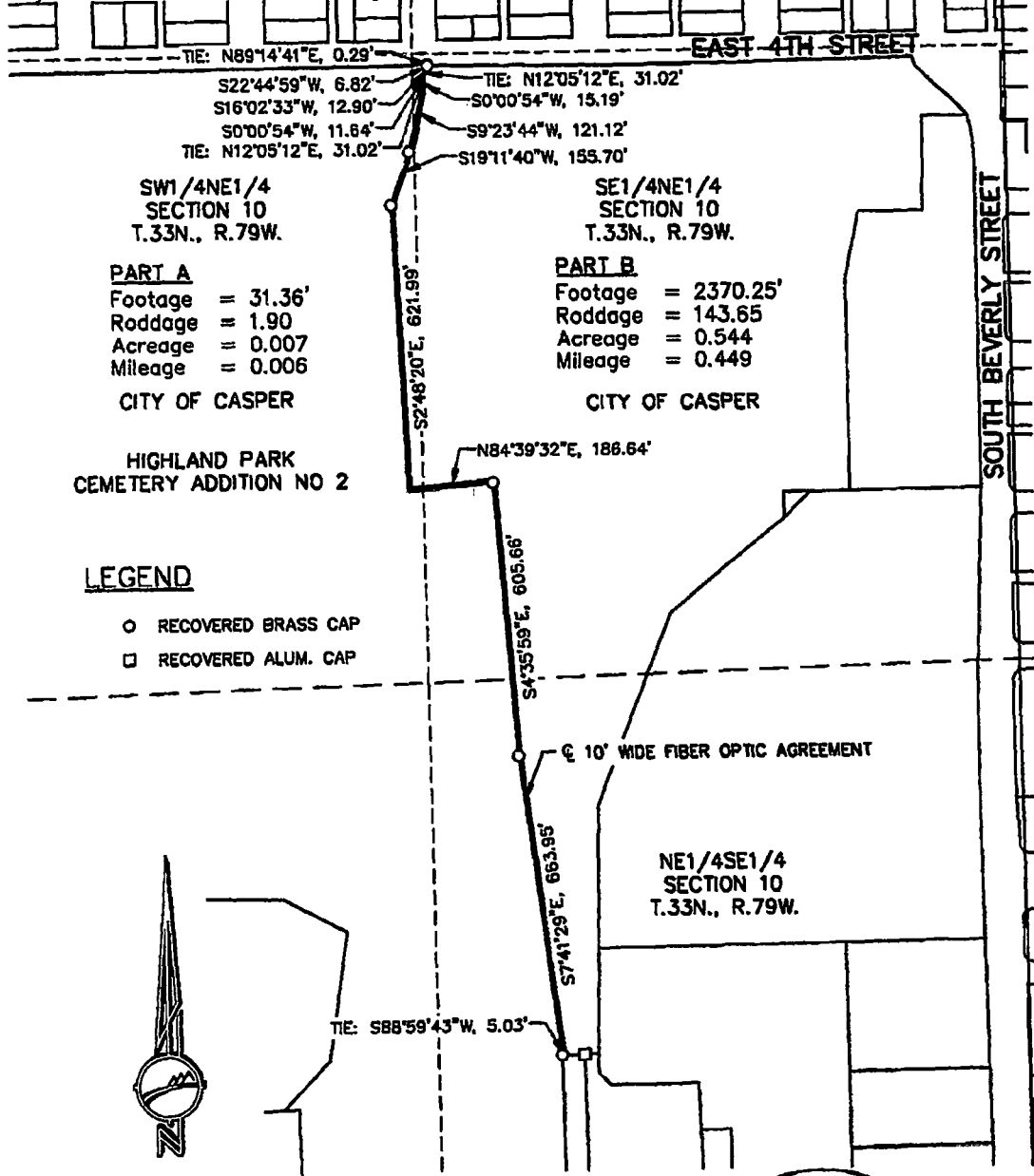


Exhibit "A", Page 1 of 3
WLC ENGINEERING & SURVEYING
 200 PRONGHORN STREET, CASPER, WYOMING 82601
 FOR

Client MOUNTAIN WEST TECHNOLOGIES Address 400 EAST 1ST STREET, STE. 307
 City CASPER State WYOMING Zip 82601

PROPERTY LOCATION PLAT

S1/2NE1/4
NE1/4SE1/4 Section 10, T. 33 N., R. 79 W., 6th Principal Meridian, Wyoming
 Lot _____ Block _____ Subdivision HIGHLAND PARK CEMETERY ADDITION NO. 2
 City CASPER County NATRONA State WYOMING



SW1/4NE1/4
SECTION 10
 T.33N., R.79W.

PART A
 Footage = 31.36'
 Roddage = 1.90
 Acreage = 0.007
 Mileage = 0.006
 CITY OF CASPER

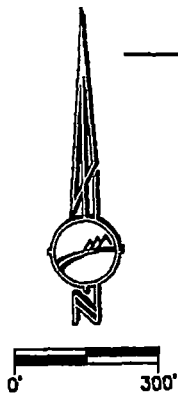
SE1/4NE1/4
SECTION 10
 T.33N., R.79W.

PART B
 Footage = 2370.25'
 Roddage = 143.65
 Acreage = 0.544
 Mileage = 0.449
 CITY OF CASPER

HIGHLAND PARK
 CEMETERY ADDITION NO 2

LEGEND

- RECOVERED BRASS CAP
- RECOVERED ALUM. CAP



SCALE: 1"=300'
 BASIS OF BEARING:
 STATE PLANE COORDINATES
 WYOMING EAST CENTRAL ZONE
 NAD 83/2011
 US SURVEY FOOT GRID DISTANCE

Date: 07-21-23
 W.O. No. 17684-10
 Book No. _____, Pg. _____
 Drawn By: MPJ
 Acad File: MERAKI_FS3



N:\CLIENT\MOUNTAIN WEST TECHNOLOGIES\17684-MTNWESTTECH-2023 2024\17684-10 MERAKI TO FS3\SURVEY\DWG\MERAKI_FS3.DWG



CASPER
200 PRONGHORN
CASPER, WY 82601
P: 307-266-2524

July 24, 2023
Page 1 of 2

Mountain West Technologies
400 East 1st Street, STE. 307
Casper, Wyoming 82601

W.O. No.: 17684-10

Description: (10' Wide Fiber Optic Agreement, City of Casper)



Part A

A Parcel and Strip being 10 feet in width located in and through a portion of Highland Park Cemetery Addition No. 2, and the SE1/4NE1/4, Section 10, Township 33 North, Range 79 West of the Sixth Principal Meridian, Natrona County, Wyoming and lying 5 feet, parallel and perpendicular, to each side of the centerline being more particularly described as follows:

Beginning at the most northerly end of said Parcel and Strip and a point in the northerly line of said Highland Park Cemetery Addition No. 2 and the southerly right of way line of East Fourth Street and from which point the northeasterly corner of said Highland Park Cemetery Addition No. 2, bears N89°14'41"E, 0.29 feet; thence from said Point of Beginning and along the centerline of said Parcel and Strip and into said Highland Park Cemetery Addition No. 2, S22°44'59"W, 6.82 feet to a point; thence, S16°02'33"W, 12.90 feet to a point; thence, S0°00'54"W, 11.64 feet to a point in and intersection with the easterly line of said Highland Park Cemetery Addition No. 2 and being the Point of Terminus and from which point the northeasterly corner of said Highland Park Cemetery Addition No. 2, bears N12°05'12"E, 31.02 feet and said Parcel and Strip containing 0.007 acres, more or less, as set forth by the plat attached and made a part hereof. The sidelines of the above described Parcel and Strip shall be extended and/or shortened to terminate at the intersecting property, easement and agreement lines.

Said Parcel being subject to any and all reservations, easements, agreements and rights-of-way of record or as may otherwise exist.

Part B

A Parcel and Strip being 10 feet in width located in and through a portion of the SE1/4NE1/4, SW1/4NE1/4, NE1/4SE1/4, Section 10, Township 33 North, Range 79 West of the Sixth Principal Meridian, Natrona County, Wyoming and lying 5 feet, parallel and perpendicular, to each side of the centerline being more particularly described as follows:

Beginning at the most northerly end of said Parcel and Strip and a point in the easterly line of Highland Park Cemetery Addition No. 2 and from which point the northeasterly corner of said Highland Park Cemetery Addition No. 2, bears N12°05'12"E, 31.02 feet; thence from said Point of Beginning and along the centerline of said Parcel and Strip, S0°00'54"W, 15.19 feet to a point; thence, S9°23'44"W, 121.12 feet to a point; thence along a line parallel to and measured 5' perpendicular from said easterly line of Highland Park Cemetery Addition No. 2, and into said SW1/4NE1/4, Section 10, S19°11'40"W, 155.70 feet to a point; thence continuing along a line parallel to and measured 5' perpendicular from said easterly line of Highland Park Cemetery Addition No. 2, S2°48'20"E, 621.99 feet to a point; thence continuing along a line parallel to and measured 5' perpendicular from said easterly line of Highland Park Cemetery Addition No. 2 and into said SE1/4NE1/4, Section 10, N84°39'32"E, 186.64 feet to a point; thence continuing along a line parallel to and measured 5' perpendicular from said easterly line of Highland Park Cemetery Addition No. 2, S4°35'59"E, 605.66 feet to a point; thence continuing along a line parallel to and measured 5' perpendicular from said easterly line of Highland Park Cemetery Addition No. 2, S7°41'29"E, 663.95 feet to a point in and intersection with the northerly line of Highland Park Addition No.3 and the northerly line of South Lowell Street and being the Point of Terminus and from which point the northwest corner of said South Lowell Street bears S88°59'43"W, 5.03 feet and said Parcel and Strip containing 0.544 acres, more or less, as set forth by the plat attached and made a part hereof. The sidelines of the above described Parcel and Strip shall be extended and/or shortened to terminate at the intersecting property, easement and agreement lines.

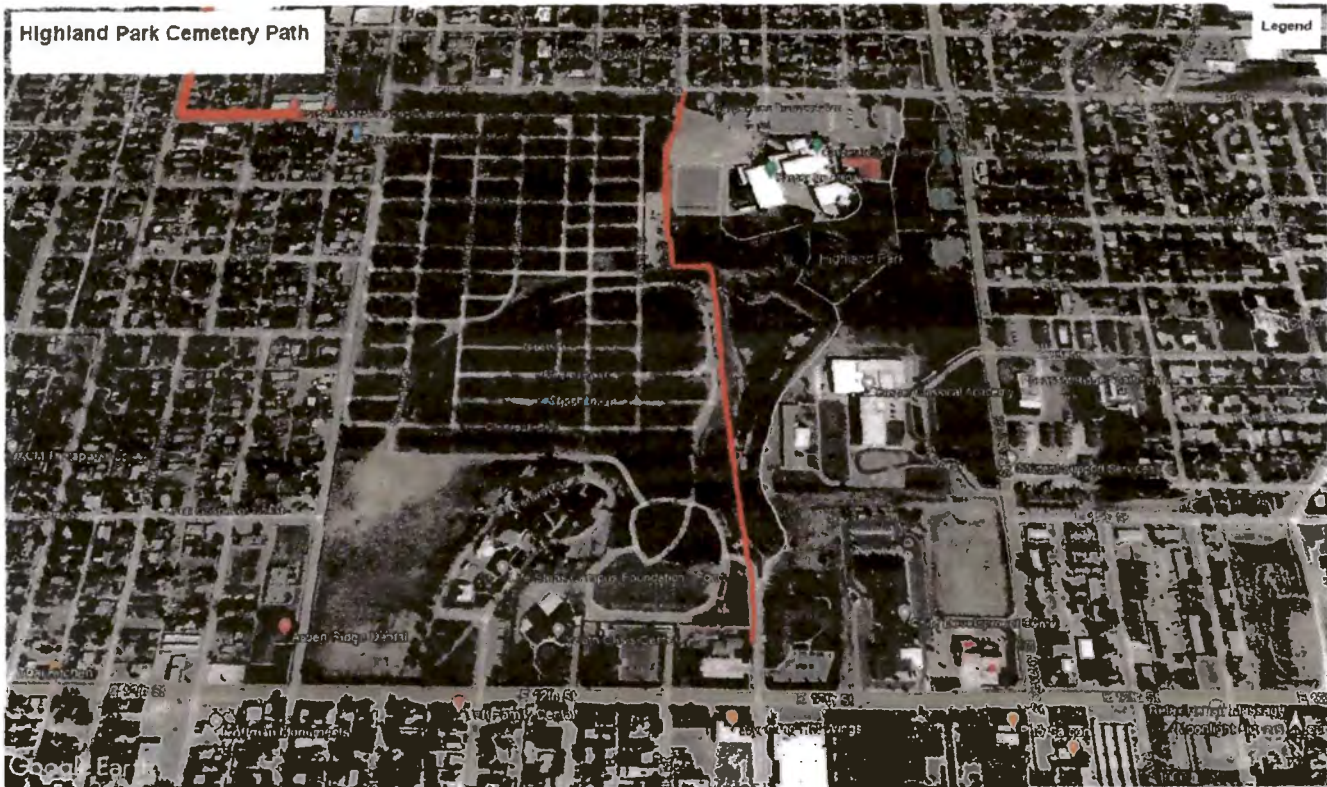
Said Parcel being subject to any and all reservations, easements, agreements and rights-of-way of record or as may otherwise exist.



Mtn West
TECHNOLOGIES

Mountain West Technologies Corporation
400 E. 1st St Suite 307
Casper, WY 82601
307-233-8400
Contact: Chad Bauer (Construction)
1-307-253-0212
cbauer@mwtcorp.net
Contact: Tim Meads (Operations Manager)
1-307-247-0353
tmeads@mwtcorp.net

Starting near Casper Area Transportation office at existing Hand Hole on E. 4th St. Proposed route shoots south across the driveway entrance to Casper Area Transportation Office to get in line with the east side of the East fence of Highland Park Cemetery. We would like to run within 5 feet of fence line almost the entirety of the run. We would stay North of the drainage ditch in the center of area, as indicated by flags to get lined up with remainder of fence going South. Halfway down this remaining stretch the fence line moves west while the actual property line stays East towards drainage. We stay within 5 feet (East side) of property line taking us away from fence and towards drainage area. We come out under the South Entrance to Cemetery in line with West sidewalk of S. Lowell Street. Hand Hole will be Place in easement area close to Cemetery Office. Typical Depth is 30 to 36 inches. In the Drainage Area we would like to drop down to a depth around 5 feet. Any Utility crossings will have 18 inches of clearance if possible. We will install qty (2) 1.25" HDPE Ducts colored orange and blue. It will carry a 96 count Fiber. No other Hand Holes or Access points will be required.



Cemetery Path

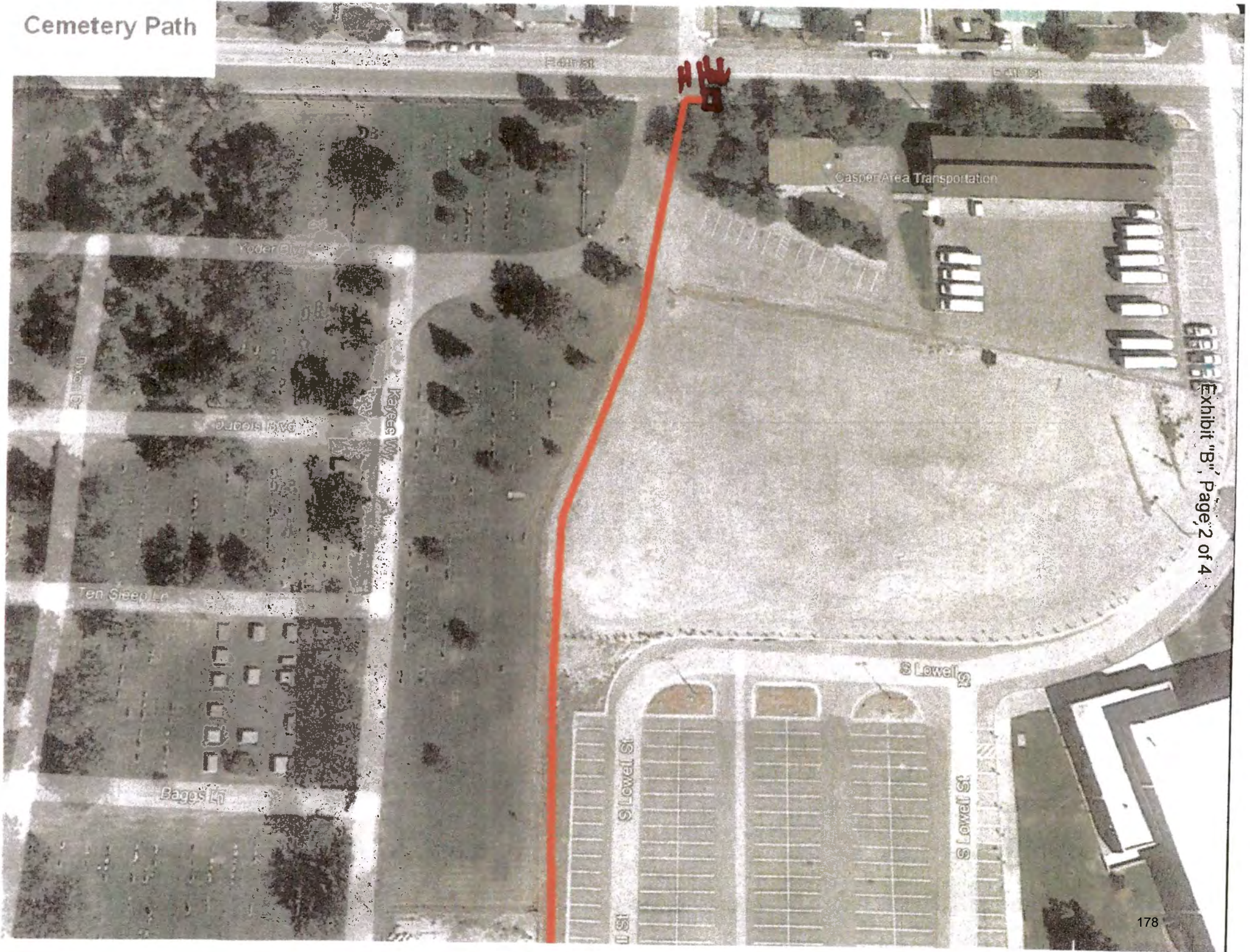


Exhibit "B", Page 2 of 4

Cemetery Path



Exhibit "B", Page 3 of 4

Cemetery Path

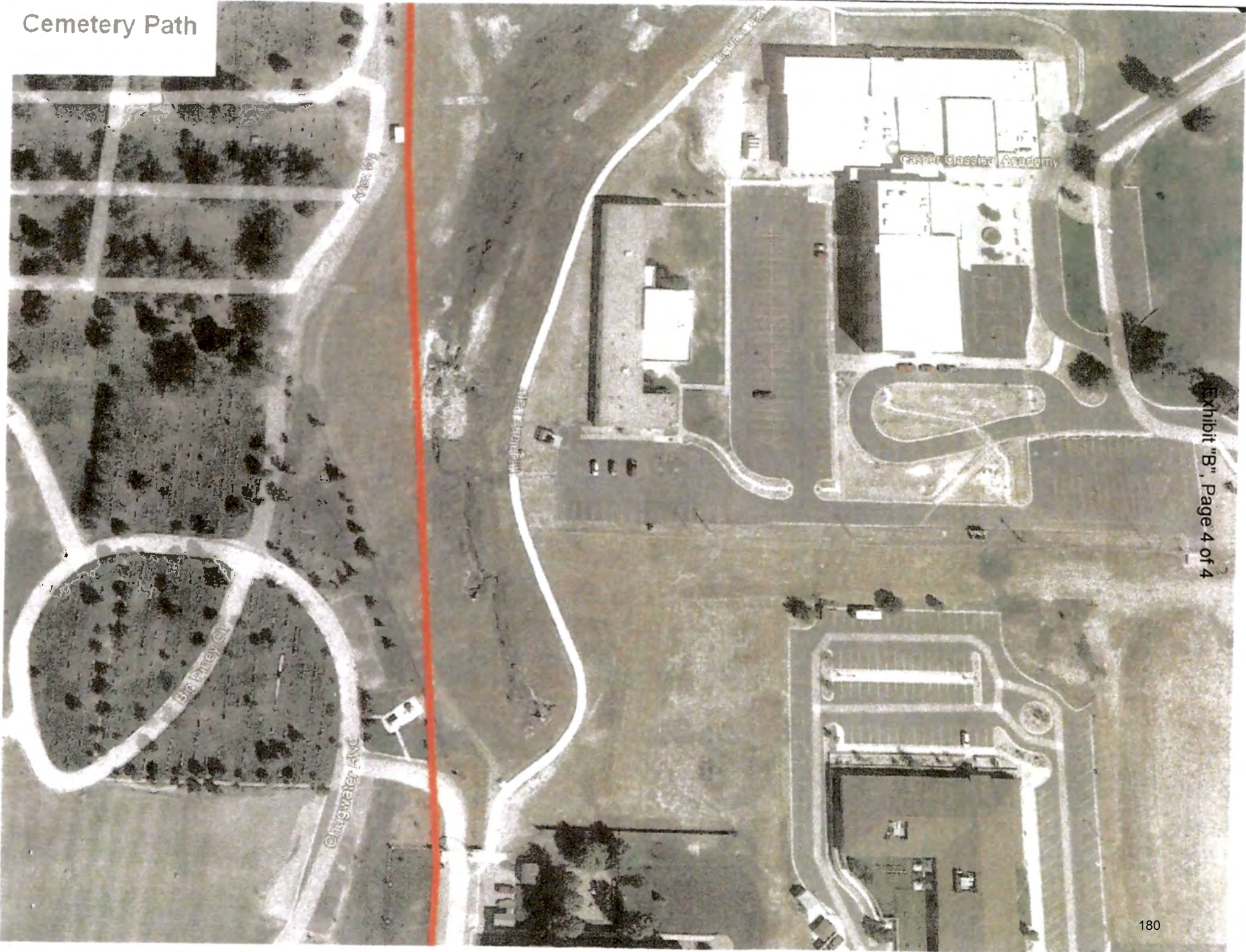


Exhibit "B", Page 4 of 4

RESOLUTION NO. 23-191

A RESOLUTION ISSUING A REVOCABLE LICENSE AGREEMENT WITH MOUNTAIN WEST TECHNOLOGIES CORPORATION FOR INSTALLATION AND MAINTENANCE OF A FIBER OPTIC LINE.

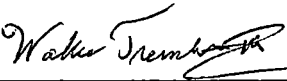
WHEREAS, Mountain West Technologies Corporation, has requested permission from the City to use City property for installing, maintaining, inspecting, repairing, and removing a fiber optic line from 4th Street near the Casper Area Transit Office at 1715 East 4th Street to the Highland Cemetery Office at 1860 East 12th Street along the property line of the Cemetery and Highland Park; and,

WHEREAS, the City of Casper has determined that the use of said City property will not unreasonably interfere with the use thereof by the City or the general public.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF CASPER, WYOMING: That the Mayor is hereby authorized and directed to execute, and the City Clerk to attest, a Revocable License Agreement for Fiber Optic Line with Mountain West Technologies Corporation, for the purpose of using certain City-owned property for maintaining, inspecting, repairing, and removing fiber optic line, more particularly described in said license agreement, and specifically subject to the conditions set forth therein.

PASSED, APPROVED, AND ADOPTED this ____ day of _____, 2023.

APPROVED AS TO FORM:



ATTEST:

CITY OF CASPER, WYOMING
A Municipal Corporation

Fleur Tremel
City Clerk

Bruce Knell
Mayor

August 18, 2023

MEMO TO: J. Carter Napier, City Manager *JCN*
FROM: Liz Becher, Community Development Director *LB*
Beth Address, MPO Supervisor
SUBJECT: Approval of the Casper Impact Fee Study

Meeting Type & Date: Regular Council Meeting, September 19, 2023.

Action Type: Resolution

Recommendation: That Council, by resolution, approve the Casper Impact Fee Study conducted by the Casper Area Metropolitan Planning Organization (MPO) for the City of Casper.

Summary:

The MPO publishes a Unified Planning Work Program (UPWP) that outlines and guides its slate of projects for the upcoming year. UPWP projects are proposed by the member jurisdictions of the MPO, drafted by MPO staff, and approved by both the MPO Technical and Policy Committees. The objective of the UPWP is to provide local officials in all MPO jurisdictions and participating agencies with a method of ensuring that local and federal transportation planning resources are allocated in accordance with established governmental policies. The UPWP also ensures that the MPO is meeting its transportation planning objectives as identified in the 2020 update of the Long Range Transportation Plan: *Connecting Crossroads*. The UPWP provides guidance and structure for development of planning projects of importance to MPO members. Development of a UPWP project listing allows for the efficient use of federal and local municipal match funding.

The FY22 UPWP identified the need for the Casper Impact Fee Study to determine if the assessment of reasonable impact fees on new development would be a functional and equitable funding source. The Study includes growth trends and forecasts, impact fee calculations and revenue projections, and an evaluation of fee collection. An ordinance package was not developed as the consultant recommends that Casper wait for recommended conditions to implement fees. The MPO, through the City, contracted with consulting firm Felsburg, Holt, & Ullevig, to complete the plan.

The MPO Technical and Policy Committees approved this plan on August 17, 2023. This action is intended to be a final approval of the plan. As the fiscal agent for the MPO, the City of Casper is asked to approve all plans regardless of the municipal jurisdiction involved with the project.

Financial Considerations:

Funding for this project comes from the MPO, including federal monies and contributions from member agencies. The MPO Policy Committee approved the funding of \$60,000 of MPO Programs and Projects funds from the Federal Consolidated Planning Grant for the total project on June 16, 2022.

Oversight/Project Responsibility:

Beth Address, MPO Supervisor

Attachments:

Casper Impact Fee Study

Casper Transportation Impact Fee Feasibility Study Final Report

Prepared for:



Casper Area Metropolitan Transportation Organization
Community Development Department
200 N. David Street, #203
Casper, WY 82601

Prepared by:



Felsburg Holt & Ullevig
6400 S. Fiddlers Green Circle, Suite 1500
Greenwood Village, CO 80111

In Association with:

Economic & Planning Systems, Inc.

July 2023

Disclaimer: Preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the US Department of Transportation, Federal Highway Administration (FHWA), or Wyoming Department of Transportation (WYDOT).

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Introduction

Study Background

Impact fees are a one-time charge on new development intended to defray a city's costs directly related to that development. Many cities and counties around the United States have implemented impact fee programs related to funding of roads, other transportation facilities, parks, open space, public safety facilities, libraries, and other capital investments.

The City of Casper completed a Development Impact Fees study in 2004, which proposed development impact fees to help fund parks, fire/emergency services, and arterial streets. However, City Council did not adopt impact fees proposed in that study.

Consideration of impact fees has surfaced more recently in the *City of Casper Comprehensive Plan* and in the Casper Area Metropolitan Planning Organization (MPO) *Connecting Crossroads Long Range Transportation Plan*. Following on those recommendations, the MPO obtained funding through the Federal Highway Administration and Wyoming Department of Transportation (WYDOT) for this impact fee study, focused specifically on transportation.

From *Connecting Crossroads Long Range Transportation Plan*:

*Impact fees are a financing mechanism assessed on developers to fund improvements that will mitigate project impacts on the transportation system. While the feasibility of impact fees has been studied, none of the municipalities in the Casper Area have adopted such a policy, as there is concern that such a fee would deter development or encourage developers to move projects to jurisdictions where fees are not assessed. **Implementation of a "reasonable impact fee on building permits for adequate construction of future roadways" is a strategy recommendation in the City of Casper Comprehensive Plan.***

Study Process

The MPO, in coordination with the City of Casper, initiated the Transportation Impact Fee Feasibility Study in November 2022. The study focuses on the potential for a transportation impact fee for the City of Casper. A project management team consisting of MPO and city staff has guided the study. A consulting team was engaged to complete the analysis and included Felsburg Holt & Ullevig (FHU) leading the study and performing transportation planning tasks, assisted by Economic and Planning Systems (EPS) performing demographic and economic analysis.

The scope of work for the study consisted of six principal tasks, including:

- Task 1 - Project Meetings and Coordination
- Task 2 - Summary of Existing Fees and Funding
- Task 3 – Develop Impact Fee Program Options
- Task 4 – Develop Impact Fee and Documentation
- Task 5 – Impact Fee and Ordinance Package
- Task 6 – Stakeholder Involvement

As the primary stakeholder involvement activity, a January 12, 2023 “Coffee Talk” Session engaged city and MPO staff, elected and appointed officials, and local real estate industry and other businesspeople. The outcome of this stakeholder meeting, project team meetings, and other coordination meetings with senior city staff members resulted in an adjustment to the study scope. It was decided that it was premature to complete the implementation ordinance package originally envisioned as part of Task 5. Instead, Tasks 4 and 5 were modified resulting in the structuring of the final product of the project being this Transportation Impact Fee Feasibility Study.

This study report presents two alternative methods to calculate defensible transportation impact fees. It then summarizes conditions that would be more conducive to future refinement and implementation of a transportation impact fee.

Transportation Impact Fees

Impact fees are charges that are assessed on new development based on a standard formula applied to all new development rather than an individualized assessment on development projects. The fees are one-time, up-front charges, with the payment usually made at the time a building permit is issued. Essentially, impact fees require that each new residential or commercial project pay its pro-rata share of the cost of new infrastructure facilities required to serve that development. A “nexus study” is needed to establish the basis for the fees and demonstrate that the fee is proportional to the cost of mitigating a development’s impact.

Transportation impact fees focus on capital projects that increase capacity in the city’s transportation system. Impact fees should be used on projects that are of citywide benefit. Types of eligible projects include roadway capacity projects, completing the roadway network, new multimodal facilities, and other growth and capacity-related projects. Impact fee funds must be spent within a reasonable time period. Maintenance projects or in-kind reconstruction of existing infrastructure are not eligible for impact fee funding. Impact fees should not be used on projects that serve a single property or development, such as a required turn lane or signal or creating access to a property.

The City of Casper currently applies project-specific assessments on new development, negotiating specific transportation system improvements that a development is required to construct or contribute to. A citywide impact fee would instead use a standard formula applied to the number of trips or miles of travel expected to be generated by a new development.

It is important to understand that facilities that are within a development and are not part of the citywide major roadway and multimodal transportation system would remain the developer’s responsibility if an impact fee were to be implemented. This includes interior local streets and turn lanes providing access to an individual development. The citywide impact fee would replace current requirements for developer contributions to the major (non-local) transportation system.

Key advantages of transportation impact fees that spur many jurisdictions to implement those programs to replace case-by-case negotiated requirements include:

- **Equity** – Fees are proportional to development size and trip generation
- **Predictability** – Fee is known by developers in advance
- **Flexibility** – City can use funds based on needs and priority
- **Timing** – Fee is typically assessed at building permit stage, not all at once for a large multi-phase project.
- **Streamlining** – May be easier to administer than individual assessments

Conversely, there can be drawbacks or challenges associated with a shift to transportation impact fees for a community in some circumstances. These are discussed in the **Conclusions** section of the report where there is a discussion of conditions that would be more conducive to future implementation of a transportation impact fee in Casper.

Growth Trends and Forecasts

This Chapter presents the analysis of the growth trends and projections used to make the preliminary impact fee calculations and to inform recommendations on the practicality of an impact fee program in Casper.

Population and Housing Trends

Residential and non-residential growth trends were reviewed to inform projections of future growth and transportation demand.

Natrona County has a population of 81,000, including Casper, the largest city, with a population estimated at just under 60,000 (**Table 1**). From 2010 through 2022, Natrona County added 5,581 people at an annual rate of 0.6 percent. The City of Casper added 3,782 people during this time period, with an annual growth rate of 0.5 percent. This is a fairly slow growth rate and less than the 1.3 percent annual growth that occurred from 2000 through 2010.

Table I. Population and Household Trends, Natrona County, 2000-2022

Area	2000	2010	2022	2000-2010			2010-2022		
				Total	Ann. #	Ann. %	Total	Ann. #	Ann. %
Population									
Bar Nunn Town	1,044	2,253	2,988	1,209	121	8.0%	735	61	2.4%
Casper City	50,817	56,168	59,950	5,351	535	1.0%	3,782	315	0.5%
Edgerton Town	110	161	153	51	5	3.9%	-8	-1	-0.4%
Evansville Town	2,236	2,530	2,749	294	29	1.2%	219	18	0.7%
Midwest Town	205	300	286	95	10	3.9%	-14	-1	-0.4%
Mills Town	3,772	4,002	4,232	230	23	0.6%	230	19	0.5%
Remainder/Unincorporated	<u>8,349</u>	<u>10,036</u>	<u>10,673</u>	<u>1,687</u>	<u>169</u>	<u>1.9%</u>	<u>637</u>	<u>53</u>	<u>0.5%</u>
Natrona County	66,533	75,450	81,031	8,917	892	1.3%	5,581	465	0.6%
Households									
Bar Nunn Town	363	772	995	409	41	7.8%	223	19	2.1%
Casper City	20,751	23,148	24,926	2,397	240	1.1%	1,778	148	0.6%
Edgerton Town	53	76	75	23	2	3.7%	-1	0	-0.1%
Evansville Town	847	967	1,076	120	12	1.3%	109	9	0.9%
Midwest Town	89	128	127	39	4	3.7%	-1	0	-0.1%
Mills Town	1,602	1,668	1,816	66	7	0.4%	148	12	0.7%
Remainder/Unincorporated	<u>3,114</u>	<u>3,857</u>	<u>4,159</u>	<u>743</u>	<u>74</u>	<u>2.2%</u>	<u>302</u>	<u>25</u>	<u>0.6%</u>
Natrona County	26,819	30,616	33,174	3,797	380	1.3%	2,558	213	0.7%

Source: U.S. Census; ESRI Business Analyst; Economic & Planning Systems

Residential construction in Casper has supported the population growth. The City's building permit database shows approximately 700 new housing units constructed from 2015 through 2022 (**Table 2**). This equates to an annual pace of approximately 90 new housing units per year.

Table 2. New Residential Construction Permits, Casper, 2015-2022

Description	2015	2016	2017	2018	2019	2020	2021	2022	2015-2022	
									Total	Ann. #
Single Unit	98	66	61	61	62	64	66	75	553	69
Multi Unit	14	2	0	4	10	4	60	59	153	19
Total	112	68	61	65	72	68	126	134	706	88

Source: City of Casper

The Economic Analysis Division of the Wyoming Department of Administration & Information prepares population projections for each city and county in the State. Their projections were consulted to inform the growth estimates used in this study. As shown in **Table 3**, the State forecasts that Natrona County will grow at a slow 0.26 percent annual rate for about the next 20 years. The City of Casper would absorb most of this population growth, adding 3,100 people.

Table 3. Population Projection, 2020-2040, Wyoming and Natrona County Cities

	2020	2025	2030	2035	2040	Change	Ann. #	Ann. %
WYOMING	579,280	586,950	597,260	606,390	614,820	35,540	1,777	0.30%
Natrona County	67,378	67,840	68,960	70,045	71,037	3,659	183	0.26%
Bar Nunn	2,668	2,686	2,730	2,773	2,812	145	7	0.26%
Casper	57,502	57,896	58,852	59,778	60,625	3,123	156	0.26%
Edgerton	200	202	205	208	211	11	1	0.26%
Evansville	2,869	2,889	2,937	2,983	3,025	156	8	0.26%
Midwest	398	401	407	414	420	22	1	0.26%
Mills	3,741	3,766	3,829	3,889	3,944	203	10	0.26%
Casper Equiv. Households at 2.40 pop. per household	23,959	24,123	24,521	24,908	25,260	1,301	65	0.26%

Source: WY Dept. of Administration & Information, Economic Analysis Division (<http://eadiv.state.wy.us>), August 2019

Non-residential development also generates travel demand. Employment has declined slightly in Natrona County since 2010, largely due to job losses in the resource extraction sectors, which has lost 1,300 jobs (**Table 4**). Gains in trade (largely retail), hotels and restaurants, and education and health care offset some of these losses. The overall job trend, however, was a 0.1 percent annual loss of jobs.

Table 4. Employment Trends by Major Industry, Natrona County, 2010-2022

Description	2010 Q3	2015 Q3	2121 Q3	2022 Q2	2010-2022	
					Total	Ann. %
101 Goods-producing	7,886	8,531	6,267	6,585	-1,301	-1.5%
1011 Natural resources and mining	3,464	3,454	1,646	1,972	-1,492	-4.6%
1012 Construction	2,819	3,444	2,956	2,868	49	0.1%
1013 Manufacturing	1,603	1,634	1,665	1,746	142	0.7%
102 Service-providing	24,961	27,438	25,505	25,806	845	0.3%
1021 Trade, transportation, and utilities	8,052	9,300	8,305	8,446	394	0.4%
1022 Information	495	426	322	334	-160	-3.2%
1023 Financial activities	1,891	2,015	1,883	1,971	80	0.3%
1024 Professional and business services	2,994	3,133	2,803	2,851	-142	-0.4%
1025 Education and health services	5,631	6,120	5,970	6,023	392	0.6%
1026 Leisure and hospitality	4,153	4,866	4,908	4,822	669	1.3%
1027 Other services	1,745	1,578	1,288	1,348	-397	-2.1%
1029 Unclassified	---	---	25	10	---	---
Undisclosed	5,433	5,474	5,471	5,646	213	0.3%
10 Total, all industries	38,280	41,443	37,242	38,037	-243	-0.1%

Source: Felsburg, Holt & Ulevig; Economic & Planning Systems

While there were job losses, there was still a small net increase in commercial real estate (non-residential real estate), mainly in industrial buildings with 57,000 square feet added since 2012. These data come from CoStar, a national commercial real estate data subscription service. Overall square footage grew at 0.2 to 0.5 percent per year (**Table 5**).

Table 5. Non-residential Real Estate Construction Trends

Building Type	2012	2022	2023 YTD	2012-2023 YTD		
				Total	Ann. #	Ann. %
Retail						
Buildings	237	251	251	14	1	0.52%
Sf.	4,383,298	4,590,892	4,590,892	251	23	0.42%
Office						
Buildings	128	129	129	1	0	0.07%
Sf.	1,804,307	1,849,444	1,849,444	129	12	0.22%
Industrial						
Buildings	100	107	107	7	1	0.62%
Sf.	1,234,599	1,291,604	1,291,604	57,005	5,182	0.41%

Source: Economic & Planning Systems

Growth Projections

EPS prepared residential and non-residential growth and travel demand projections through 2040 using the data shown previously. First, a population projection was made by converting projected housing construction to population. Assuming that the pace of 90 new dwelling units per year continues, the city would add just over 1,600 new housing units through 2040 (**Table 6**). At an average household size of 2.42, the new construction equates to just over 3,900 new people in the city. After applying trip generation rates from the *ITE Trip Generation Manual*, new residential development generates an estimated 14,530 new daily trip ends.

Table 6. Residential Construction and Population Projection, Casper, 2023–2040

Description		2023	2025	2030	2035	2040	2022 (year end) - 2040		
							Total	Ann. #	Ann. %
Annual Construction	<u>Units</u>								
Single Unit	70	70	140	350	350	350	1,260	70	
Multi Unit	20	20	40	100	100	100	360	20	
Total	90	90	180	450	450	450	1,620	90	
New Population	<u>HH Size</u>								
Single Unit	2.60	182	364	910	910	910	3,276	182	
Multi Unit	1.80	36	72	180	180	180	648	36	
Total	2.42	218	436	1,090	1,090	1,090	3,924	218	
Cumulative Population	<u>2022</u>								
	59,950	60,168	60,604	61,694	62,784	63,874	3,924	218	0.37%
New Daily Trip Ends	<u>Trip Ends per Unit</u>								
Single Unit	9.44						11,894		
Multi Unit	7.32						2,635		
Total							14,530		

Source: Felsburg, Holt & Ulevig; Economic & Planning Systems

Non-residential development is projected at 0.50 percent per year growth in retail and office space and 0.25 percent per year in industrial space (**Table 7**). These assumptions represent a modest economic recovery, but slower growth in the energy and extractive sectors than in other service-based sectors. Through 2040, the city is projected to add over 600,000 square feet of commercial real estate. After applying the trip generation rates, this growth equates to 17,118 new daily trip ends.

This projection of non-residential space may be optimistic given the declines in employment. If these projections are not met, there will be less demand on the transportation system and less potential fee revenue from new development.

Table 7. Non-residential Development Projection, Casper, 2023–2040

Land Use	Factors	2023	2025	2030	2035	2040	2022-2040		
							Change	Ann. #	Ann. %
Sq. Ft. of Development	<u>Growth</u>								
Retail	0.50%	4,590,892	4,636,916	4,754,004	4,874,048	4,997,124	406,232	23,896	0.50%
Office	0.50%	1,849,444	1,867,985	1,915,154	1,963,514	2,013,095	163,651	9,627	0.50%
Industrial	0.25%	<u>1,291,604</u>	<u>1,298,070</u>	<u>1,314,377</u>	<u>1,330,889</u>	<u>1,347,609</u>	<u>56,005</u>	<u>3,294</u>	<u>0.25%</u>
Total		7,731,940	7,802,970	7,983,535	8,168,451	8,357,828	625,888	36,817	0.46%
New Daily Trip Ends	<u>Trip Rate</u>								
Retail	37.75	173,306	175,044	179,464	183,995	188,641	15,335		
Office	9.74	18,014	18,194	18,654	19,125	19,608	1,594		
Industrial	3.37	<u>4,353</u>	<u>4,374</u>	<u>4,429</u>	<u>4,485</u>	<u>4,541</u>	189		
Total		195,672	197,612	202,547	207,605	212,790	17,118		

Source: Economic & Planning Systems

Trip End Projection

The impact fee calculations use daily trip ends as the demand unit and express the fee in a cost per trip end. A trip end is defined as the origin or destination of a vehicle trip; for example, a commuting trip from a home to a job would represent two trip ends. It is, therefore, necessary to develop a projection of total and new daily trip ends in 2040 for the fee calculations. Existing trip ends are estimated by major land use type by tabulating housing units and non-residential development in 2022 and then multiplying those figures by the ITE Trip Generation rates. In 2022, there are an estimated 268,659 residential trip ends and 195,672 non-residential trip ends (**Table 8**).

Table 8. Estimated 2022 Trip Ends

Land Use	2021 ACS 5-Yr Est.	2022 Bldg. Permits	2022 Total	Daily Trip Ends	ITE Code	2022 Daily Trip Ends
Residential				<u>Per Unit</u>		
Single Unit	22,166	75	22,241	9.44	210	209,955
Multi Unit	6,818	59	6,877	7.32	220	50,340
Mobile Home and Other	<u>886</u>	<u>0</u>	<u>886</u>	9.44	210	<u>8,364</u>
Total	29,870	134	30,004			268,659
Non-Residential				<u>per 1K Sq. Ft.</u>		
Retail			4,590,892	37.75	820	173,306
Office			1,849,444	9.74	710	18,014
Industrial			<u>1,291,604</u>	3.37	130	<u>4,353</u>
Total			7,731,940			195,672
Total						464,331

Source: Felsburg, Holt & Ulevig; Economic & Planning Systems

The next step adds the projected new trip ends from the development projections to the existing trips. New development is estimated to add 32,700 new daily trip ends, resulting in 497,301 total trip ends in 2040 (**Table 9**). In 2040, new trips would represent growth of 7.04 percent above existing trips. This means that new development contributes only about 7 percent of the demand on the transportation system in 2040, while existing development contributes the other 93 percent.

Table 9. Projected 2040 Trip Ends and New Trip Ends in 2040 as Percent of Total Trip Ends

Land Use	Existing Trip Ends	New Trip Ends 2022-2040	2040 Total Trip Ends	New as % Existing
Non-Residential Trip Ends	195,672	18,171	213,843	9.29%
Residential Trip Ends	268,659	14,530	283,188	5.41%
Total Daily Trip Ends	464,331	32,700	497,031	7.04%
Source: Felsburg, Holt & Ulevig; Economic & Planning Systems				

Impact Fee Calculations

This Chapter shows the preliminary impact fee calculations using the inputs derived in the previous chapter on growth and development. Two calculation methods are shown:

- **Plan-based method** – The plan-based method uses a selection of projects from the 2040 long range transportation plan and calculates the share of those projects that are eligible to be funded with impact fees.
- **Consumption-based method** – The fee in this method represents the typical cost to add capacity to the transportation system, expressed as a cost per new trip end. Each unit of new development pays for the amount of capacity it uses.

Plan-Based Method

The basic formula for the plan-based method fee calculation is:

$$\frac{\text{(Project cost X Portion attributed to growth)}}{\text{New Trips 2022-2040}}$$

This formula results in a cost per new daily trip end, which is multiplied by the appropriate trip generation rate for the land use paying the fee.

FHU reviewed the *Connecting Crossroads Long Range Transportation Plan* (LRTP) and identified projects that could be candidates for impact fees. The LRTP presents recommended transportation improvements for the Casper metropolitan area, including near-term, mid-term, and long-range needs. Projects were selected for inclusion in the impact fee calculation by first identifying the subset of projects that are within the city of Casper. Near-term and mid-term projects were selected as being an appropriate project subset for the 2023–2040 timeframe used for the impact fee study.

The identified near-term and mid-term projects within the city of Casper are shown in **Table 10**, along with the project Type and estimated Project Cost. Since only projects that expand capacity of the system are eligible for impact fees, an Estimated Expansion Share column is included, showing 0 percent for projects that are solely replacement of existing infrastructure and 25 percent for projects that are largely replacement but also include a capacity expansion element.

Each project in the LRTP would serve both existing and new development in 2040. Impact fees can be levied on only the portion of the cost attributed to growth; therefore, the costs were multiplied by 7.04 percent (new trips in 2040 as a percentage of total trips). This adjustment reduces the project list costs from \$174 million to \$6.4 million, which is the portion eligible for impact fee funding.

Table 10. Connecting Crossroads LRTP Capacity and Transportation Network Projects*

Project Name *	Type	Project Cost	Estimated Expansion Share	Percent Growth In VMT**	Impact Fee Eligible Cost
Midwest Ave Reconstruction	CS	\$6,350,000	25%	7.04%	\$111,798
Poplar/1st Reconstr & Bridge Widening	CS	18,316,000	25%	7.04%	322,473
Poplar & 1st Sidewalk & Landscaping	MM	790,000	100%	7.04%	55,635
Western Ave Sidewalk Imps	MM	109,000	100%	7.04%	7,676
Metro Rd Extension	RC	566,000	100%	7.04%	39,860
1-25 Casper Marginal Recon/Bridge Replace	Bridge	13,221,000	0%	7.04%	0
Hat 6 Rd Signals	Int	162,000	100%	7.04%	11,409
Wyoming Blvd Sidepath	MM	9,111,000	100%	7.04%	641,635
CY & Poplar Int Safety Imps	Int	323,000	100%	7.04%	22,747
Central St Underpass Imps	MM	551,000	100%	7.04%	38,804
Trail System Ped Bridges	MM	661,000	100%	7.04%	46,550
Midwest Ave Bike Lane	MM	60,000	100%	7.04%	4,225
Durbin St Bike Lane Ext	MM	38,000	100%	7.04%	2,676
Yellowtone Hwy Int Imps	Int	804,000	100%	7.04%	56,621
Blackmore Rd Bike Lanes	MM	63,000	100%	7.04%	4,437
Hat 6 Rd Bike Lanes	MM	67,000	100%	7.04%	4,718
E. 2nd St Bike Lanes	MM	308,000	100%	7.04%	21,691
College Dr Bike Lanes & Int Treatments	MM	56,000	100%	7.04%	3,944
College Dr Mixed Use Path	MM	441,000	100%	7.04%	31,057
I-25 Casper Marginal Reconstr / Bridge Replace	Bridge	25,366,000	0%	7.04%	0
13th St Platte River Pkwy Ext	MM	154,000	100%	7.04%	10,845
Brian Stock Trail Sidepath	MM	119,000	100%	7.04%	8,380
E 14th St & Farnum St Bike Blvd	MM	336,000	100%	7.04%	23,663
Beech St Bike Lanes / Bike Blvd	MM	116,000	100%	7.04%	8,169
Wocott St 2-way Conversion & Streetscape	CS	426,000	100%	7.04%	30,001
Durbin St 2-way Conversion & Bike Lane Ext	CS	402,000	100%	7.04%	28,311
Reconstruct I-25 Marginal Struct	Bridge	25,600,000	0%	7.04%	0
CY/Wyoming Blvd Int and Approach Redesign	Int	39,238,000	100%	7.04%	2,763,306
SE Wyoming Blvd Widening NB	RC	2,011,000	100%	7.04%	141,623
SE Wyoming Widening	RC	12,210,000	100%	7.04%	859,880
Legion Lane Ext	RC	1,224,000	100%	7.04%	86,199
N Center St RR Underpass Widening	RC	14,827,000	100%	7.04%	1,044,180
Total		\$174,026,000			\$6,432,514

Source: Felsburg, Holt & Ulevig; Economic & Planning Systems

* Project Types: BR = Bridge Projects, CS = Complete Streets Projects, IN = Intersection Improvements, MM = Multimodal Improvements, RC = Roadway Construction

Next, the impact fee eligible costs are converted to a cost per new daily trip end. Dividing the \$6.4 million in project costs by the 32,700 new trips (2022–2040) results in a cost per new trip of \$197 (Table 11). Applying \$197 per new trip to the trip generation rates for each major land use type gives the maximum impact fee that can be charged.

The fees are proportional to the number of daily trips generated by different types of development. The impact fee for a single-family dwelling unit would be \$1,857 and the fee for a multi-family dwelling unit would be \$1,440. Retail has both the highest trip generation rates and the highest impact fee at \$7.43 per square foot.

Table II. Plan-based Impact Fee Calculation

Description	Cost per Trip	Daily Trip Rate	ITE Code	Impact Fee	
Growth Eligible Cost	\$6,432,514				
New Daily Trip Ends	32,700				
Cost per Trip	\$197				
Residential		<u>Per Dwelling Unit</u>			
Single Unit	\$197	9.44	210	\$1,857	
Multi Unit	\$197	7.32	220	\$1,440	
Non-Residential		<u>Per 1K Sq. Ft.</u>		<u>Per 1K Sq. Ft.</u>	<u>Per Sq. Ft</u>
Retail/Commercial	\$197	37.75	820	\$7,425.88	\$7.43
Office	\$197	9.74	710	\$1,915.98	\$1.92
Industrial	\$197	3.37	130	\$662.92	\$0.66
Warehouse	\$197	1.74	150	\$342.28	\$0.34
Mini Warehouse	\$197	1.51	151	\$297.04	\$0.30
Institutional/Nursing Home	\$197	6.64	620	\$1,306.17	\$1.31
Source: Economic & Planning Systems					

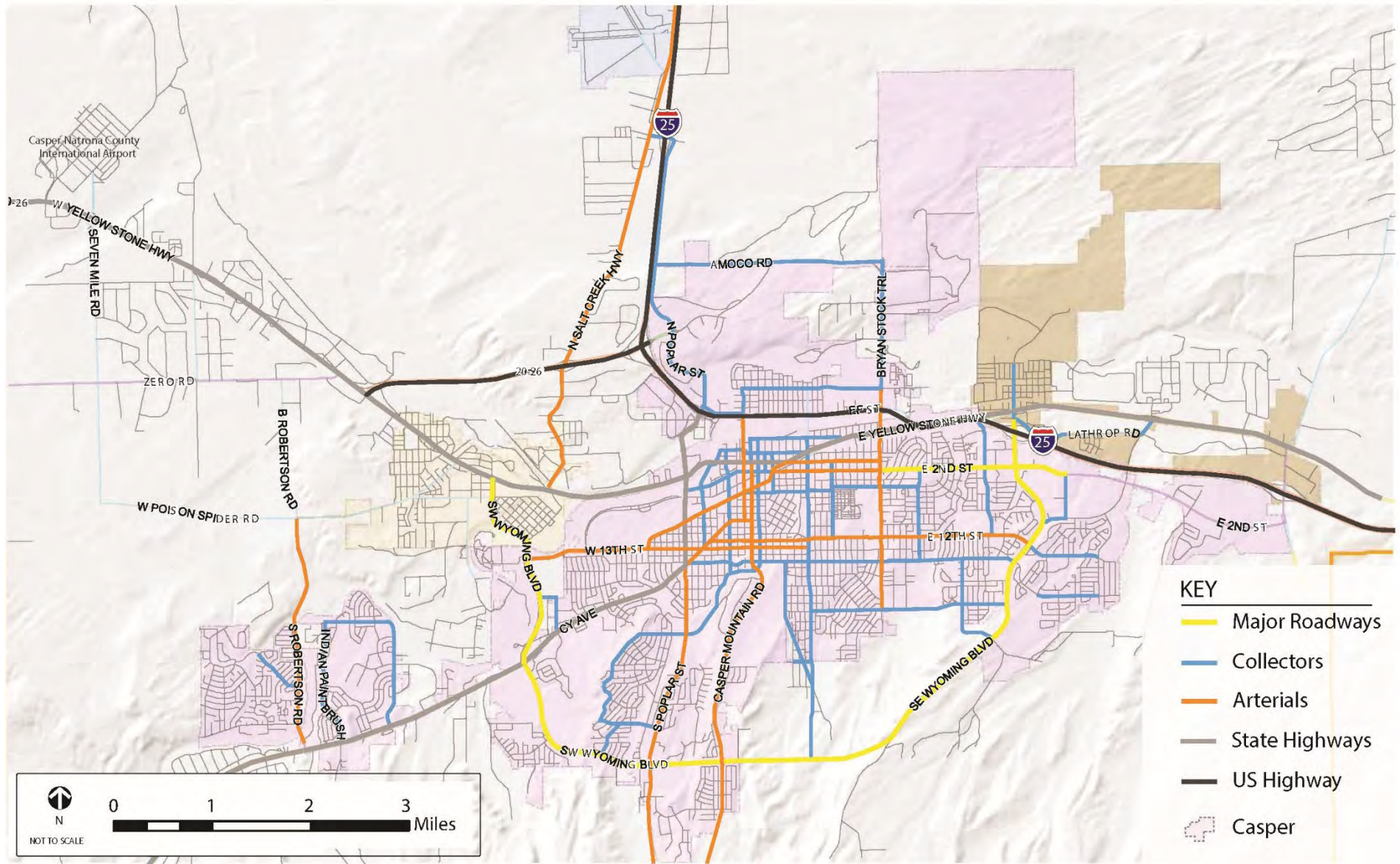
Consumption-Based Method

The consumption-based method is another way to calculate a transportation impact fee. The advantages of the consumption-based method are that it does not rely on a specific set of projects and use of impact fee funds is not limited to those specific projects. The fee in the consumption-based method represents the typical cost to add capacity to the transportation system, expressed as a cost per new trip end. Each unit of new development pays for the amount of capacity it uses.

The fee calculation requires estimation of the new lane-miles that will be needed over the 2022–2040 forecast period and the estimated cost of constructing those lane-miles.

The first step is identifying the road network that will be the basis of the consumption-based impact fee. **Figure 1** shows the major road network that was identified. The Major Roadways, Arterials, and Collectors shown on Figure 1 that are within the Casper city boundary forms the designated impact fee network. State highways, US highways, and local streets that are shown with different shades of grey would not be included.

Figure I. Impact Fee Road Network



The next step is to estimate the growth in vehicle miles traveled (VMT) and daily trip ends. From the city’s traffic count database, there are an estimated 457,460 daily vehicle-miles of travel on the major roadway network. Per previous sections, there is estimated to be 7.04 percent growth in travel demand. This growth generates an additional 32,216 miles of VMT in the transportation system (**Table 12**). Arterials and collectors comprising the major roadway network have an average capacity per lane-mile of an estimated 6,600 vehicles per day. Dividing the growth in VMT by the capacity per lane-mile results in demand for 4.88 new lane miles of capacity.

The average cost to construct a new lane-mile of major roads was estimated by Casper engineers at \$3.0 million based on recent construction projects. Using this cost estimate, 4.88 new lane miles would cost \$14.6 million. Dividing this cost by 32,700 new trips (2022–2040) equates to a cost per new trip end of \$448.

Table 12. Road Capacity Demand Calculations

Road Expansion Needs 2022-2040		
Existing lane miles	197.6	
Daily VMT	457,463	
VMT Growth	7.04%	
New VMT	32,216	<i>a</i>
Capacity per lane mile	6,600	<i>b</i>
Lane miles needed	4.88	= a / b
Cost of Road Expansion		
Cost per lane mile	\$3,000,000	
Lane miles needed	4.88	
Cost	\$14,643,854	
New trip ends	32,700	
Cost per new trip end	\$448	
Source: FHU; Economic & Planning Systems		

The consumption-based impact fee takes the cost per new trip end and multiplies it by the trip generation rates for each major land use type (**Table 13**). At \$448 per new trip end, the impact fee for a single-family dwelling unit would be \$4,229 and the fee for a multi-family dwelling unit would be \$3,279. The impact fees for non-residential developments range from \$0.68 per square foot for miniwarehouse/storage uses to \$1.51 for industrial buildings, \$4.36 for office, and \$10.82 for retail/commercial.

Table 13. Consumption-based Impact Fee Calculation

Description	Cost per Trip	Daily Trip Rate	% New Trips	ITE Code	Impact Fee	
Growth Eligible Cost	\$14,643,854					
New Daily Trip Ends	32,700					
Cost per Trip	\$448					
Residential		<u>Per Dwelling Unit</u>				
Single Unit	\$448	9.44	100%	210	\$4,229	
Multi Unit	\$448	7.32	100%	220	\$3,279	
Non-Residential		<u>Per 1K Sq. Ft.</u>			<u>Per 1K Sq. Ft.</u>	<u>Per Sq. Ft.</u>
Retail/Commercial	\$448	37.75	64%	820	\$10,823.68	\$10.82
Office	\$448	9.74	100%	710	\$4,363.52	\$4.36
Industrial	\$448	3.37	100%	130	\$1,509.76	\$1.51
Warehouse	\$448	1.74	100%	150	\$779.52	\$0.78
Mini Warehouse	\$448	1.51	100%	151	\$676.48	\$0.68
Institutional/Nursing Home	\$448	6.64	100%	620	\$2,974.72	\$2.97
Source: Economic & Planning Systems						

Revenue Projections

Revenue projections from impact fees were prepared to help City management and policymakers decide if they may be a good funding source. Under the plan-based approach, impact fees would generate approximately \$370,000 per year or \$5.5 million over 15 years (**Table 14**). The consumption-based method yielded a higher impact fee and would generate roughly \$680,000 per year or \$10.2 million over 15 years.

Table 14. Impact Fee Revenue Projection

Land use type		2025-2030	2031-2035	2036-2040	2025-2040	Annual
Development Projection	<u>Units/Yr</u>					
Single Family Residential Units	70	350	350	350	1,050	70
Multifamily Residential Units	<u>20</u>	<u>100</u>	<u>100</u>	<u>100</u>	<u>300</u>	<u>20</u>
Total	90	450	450	450	1,350	90
Retail	25,000	125,000	125,000	125,000	375,000	25,000
Office	10,000	50,000	50,000	50,000	150,000	10,000
Industrial	<u>5,000</u>	<u>25,000</u>	<u>25,000</u>	<u>25,000</u>	<u>75,000</u>	<u>5,000</u>
Total Sq. Ft.	40,000	200,000	200,000	200,000	600,000	40,000
Impact Fee Revenue: Plan-Based						
Single Family Residential Units	\$1,857	\$649,937	\$649,937	\$649,937	\$1,949,810	\$129,987
Multifamily Residential Units	\$1,440	<u>143,993</u>	<u>143,993</u>	<u>143,993</u>	<u>431,980</u>	<u>28,799</u>
Residential Subtotal		\$793,930	\$793,930	\$793,930	\$2,381,790	\$158,786
Retail	\$7.43	\$928,235	\$928,235	\$928,235	\$2,784,705	\$185,647
Office	\$1.92	95,799	95,799	95,799	287,396	19,160
Industrial	\$0.66	<u>16,573</u>	<u>16,573</u>	<u>16,573</u>	<u>49,719</u>	<u>3,315</u>
Non-residential subtotal		\$1,040,607	\$1,040,607	\$1,040,607	\$3,121,820	\$208,121
Total Impact Fee Revenue		\$1,834,537	\$1,834,537	\$1,834,537	\$5,503,610	\$366,907
Impact Fee Revenue: Consumption-Based						
Single Family Residential Units	\$4,229	\$1,480,192	\$1,480,192	\$1,480,192	\$4,440,576	\$296,038
Multifamily Residential Units	\$3,279	<u>327,936</u>	<u>327,936</u>	<u>327,936</u>	<u>983,808</u>	<u>65,587</u>
Residential Subtotal		\$1,808,128	\$1,808,128	\$1,808,128	\$5,424,384	\$361,626
Retail	\$10.82	\$1,352,960	\$1,352,960	\$1,352,960	\$4,058,880	\$270,592
Office	\$4.36	218,176	218,176	218,176	654,528	43,635
Industrial	\$1.51	<u>37,744</u>	<u>37,744</u>	<u>37,744</u>	<u>113,232</u>	<u>7,549</u>
Non-residential subtotal		\$1,608,880	\$1,608,880	\$1,608,880	\$4,826,640	\$321,776
Total Impact Fee Revenue		\$3,417,008	\$3,417,008	\$3,417,008	\$10,251,024	\$683,402

Source: Economic & Planning Systems

Conclusions

Transportation Impact Fee Evaluation

Impact fees are charges that are assessed on new development based on a standard formula applied citywide rather than an individualized assessment. This study looks at the potential for the City of Casper to implement an impact fee focused on transportation improvements. The citywide impact fee would replace current requirements for developer contributions to the major (non-local) transportation system.

Many jurisdictions implement transportation impact fees to replace case-by-case negotiated individual assessments due to several potential advantages, including:

- **Equity** – Fees are proportional to development size and trip generation
- **Predictability** – Fee is known by developers in advance
- **Flexibility** – City can use funds based on needs and priority
- **Timing** – Fee is typically assessed at building permit stage, not all at once for a large multi-phase project
- **Streamlining** – May be easier to administer than individual assessments

Based on the analysis performed for this study and discussion among city and MPO staff and stakeholders, it was recognized that transportation impact fees represent a promising assessment method and revenue source but Casper is not ready to implement a transportation impact fee program.

A primary reason for this conclusion involves the currently forecasted level of development and scale of resulting potential impact fee revenue. The estimated revenue is based on current growth projections and the transportation impact fee levels described in the previous chapter. The anticipated impact fee revenue would be in the range of \$350,000 to \$680,000 per year. With this revenue level, it would take several years to accumulate sufficient revenue to implement meaningful projects with those funds.

Additionally, at this time the city does not have a defined plan with identified high-priority transportation system expansion projects. If such a plan were in place with other funding sources identified, transportation impact fees could be a valuable supplemental source for implementation of high-priority projects.

Finally, there is not a strong set of precedents for development impact fees in Casper or other communities in Wyoming. The presence of these precedents would help facilitate the acceptance and implementation process for a focused City of Casper transportation impact fee.

For those reasons, the project management team has concluded that a transportation impact fee is not recommended for immediate implementation and that the existing case-by-case exactions directly tied to needs of new development is more effective in the short term.

However, the study concludes that impact fees do represent a promising tool for future consideration. The next section describes future conditions that could spur a decision to reconsider impact fees in Casper.

Future Implementation

The previous section described some of the reasons for concluding that conditions are not ripe in Casper for implementing a transportation impact fee at this time. Following are discussions of circumstances that could change that conclusion and be more conducive for future implementation.

Higher Growth Expectations

Transportation impact fees are most common in cities and counties that are experiencing substantial growth. With high growth comes increased travel demand and widespread need for transportation system expansion. With high growth and widespread transportation expansion needs, a citywide impact fee can be a valuable tool to help a city plan and implement system expansions in the most logical and efficient way to serve growing travel demands. Since recent and currently forecasted growth in Casper has been relatively moderate, the anticipated revenues would make it difficult to accumulate sufficient funds to implement expansion projects of citywide significance.

Defined Capacity Expansion Plan

The City of Casper does not currently have a well-defined set of transportation expansion projects to form the basis for a focused, especially a plan-based, transportation impact fee. The transportation projects that are part of the city's current capital improvements plan are primarily rehabilitation and maintenance projects, not capacity expansion projects that would form the basis of an impact fee program. The LRTP presents an extensive plan of transportation system expansion recommendations, but it is a regional plan that includes an extensive and expensive set of projects that are not tied directly to established growth forecasts. A city plan identifying a specific set of transportation system expansion projects needed to accommodate forecasted growth would form a sounder basis for a future transportation impact fee program.

Broader Impact Fee Program

Since a transportation impact fee would be a new program for Casper, it would require a significant new regulatory and administrative process for the city. If the city were to tackle that new process, it may make sense to apply the process to other growth needs at the same time in addition to transportation. Parks, open space, public safety facilities, wastewater, and libraries are examples of other growth-related capital facilities that could be part of a broader impact fee program.

Regional Approach

This study focused only on the City of Casper, but a substantial part of the potential growth in the Casper area may occur in unincorporated Natrona County or in other municipalities in the area. If the county and other communities were to join with the City of Casper in a regional impact fee program, that program could include important interjurisdictional transportation projects and generate higher revenues. In addition, a regional approach would mitigate concerns that have been expressed about an impact fee in deterring development in that jurisdiction.

RESOLUTION NO. 23-192

A RESOLUTION APPROVING AND ADOPTING THE CASPER
IMPACT FEE STUDY.

WHEREAS, the Casper Area Metropolitan Planning Organization (MPO) initiated the Casper Impact Fee Study; and,

WHEREAS, the Casper Impact Fee Study represents a key component in the MPO's FY23 Unified Planning Work Plan (UPWP); and,

WHEREAS, the MPO is required to successfully complete all of the projects approved in the FY22 UPWP; and,

WHEREAS, the MPO Policy Committee passed a motion on August 17, 2023, to approve the Plan; and,

WHEREAS, it is the desire of the governing body of the City of Casper to approve and adopt said Plan for the Casper Urbanized Area.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF CASPER, WYOMING: That the Casper Impact Fee Study is hereby approved and adopted.

PASSED, APPROVED, AND ADOPTED on this ____ day of _____, 2023.

APPROVED AS TO FORM:



ATTEST:

CITY OF CASPER, WYOMING
A Municipal Corporation

Fleur Tremel
City Clerk

Bruce Knell
Mayor

September 14, 2023

MEMO TO: J. Carter Napier, City Manager *JCN*

FROM: Liz Becher, Community Development Director *LB*
Beth Andress, MPO Supervisor

SUBJECT: Approval and Adoption of the North Platte River Park No.2 Simple Master Plan

Meeting Type & Date: Regular Council Meeting, September 19, 2023.

Action Type: Resolution

Recommendation: That Council, by resolution, approve and adopt the North Platte River Park No.2 Simple Master Plan conducted by the Casper Area Metropolitan Planning Organization (MPO) for the City of Casper.

Summary:

The MPO publishes a Unified Planning Work Program (UPWP) that outlines and guides its slate of projects for the upcoming year. UPWP projects are proposed by the member jurisdictions of the MPO, drafted by MPO staff, and approved by both the MPO Technical and Policy Committees. The objective of the UPWP is to provide local officials in all MPO jurisdictions and participating agencies with a method of ensuring that local and federal transportation planning resources are allocated in accordance with established governmental policies. The UPWP also ensures that the MPO is meeting its transportation planning objectives as identified in the 2020 update of the Long Range Transportation Plan: *Connecting Crossroads*. The UPWP provides guidance and structure for the development of planning projects of importance to MPO members. The development of a UPWP project listing allows for the efficient use of federal and local municipal match funding.

The FY23 UPWP Amendment identified the need for the North Platte River Park No.2 Simple Master Plan. The simple master plan examines the impacts of the development of 111.5 acres of vacant city-owned land located north of the Ford Wyoming Center and east of Interstate 25. The master plan identifies preferred uses, establishes a land use framework, provides a preliminary infrastructure analysis, and provides the City of Casper with implementation strategies and an action matrix. The MPO, through the City, contracted with consulting firm Ayres Associates, Inc., to complete the plan.

The MPO Technical Committee approved this plan on September 8, 2023, and the Policy Committee approved this plan on September 14, 2023. This action is intended to be a final approval of the plan. As the fiscal agent for the MPO, the City of Casper is asked to approve all plans regardless of the municipal jurisdiction involved with the project.

Financial Considerations:

Funding for this project comes from the MPO, including federal monies and contributions from member agencies. The MPO Policy Committee approved the funding of \$24,000 of MPO Programs and Projects funds from the Federal Consolidated Planning Grant for the total project on October 20, 2022.

Oversight/Project Responsibility:

Beth Address, MPO Supervisor

Attachments:

North Platte River Park No.2 Simple Master Plan



NORTH PLATTE PARK MASTER PLAN



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Project & Team Introduction

The North Platte Park Master Plan seeks to establish a consensus vision to help guide the community in developing this important activity center. Adjacent to significant attractions, including the Ford Wyoming Center and the Bureau of Land Management's National Historic Trails Interpretive Center, the property holds great potential for leveraging these economic drivers. With the pending development of the Wyoming Sports Ranch, additional interest will be placed on the adjacent City of Casper owned properties.

There's an old adage about land... They're not making any more of it. While Wyoming is known for its wide open spaces, properties with access to the Interstate Highway, adjacent to population centers, and proximate to tourism drivers are a recipe for success. With that, the City has an opportunity to shape this place into a destination that elevates Casper's economy and presents a powerful representation of local values.

This plan seeks to identify preferred uses to ensure that as incremental development takes place, local leaders can shape progress to be additive toward a common and inspired vision.

We want to thank the following groups and individuals for their time and commitment in helping shape this Master Plan report.

Casper Area Metropolitan Organization

| Beth Andress

| Renee Hardy

City of Casper

| Liz Becher

| Craig Collins

| Zulima Lopez

| Andrew Beamer

| Alex Sveda

Ayres Project Team

| Matt Ashby, AICP CUD

| Josh Olhava, AICP

| Lily Sider

| Craig Stoffel, PLA

| Tiara Wuethrich

WWC Engineering

| Garrett Zimmer, PE

A special thank you to the stakeholders and Casper residents that took part in the effort and helped guide the development of this plan.

Process & Engagement Summary

The master plan effort launched in May 2023 and concluded 3 1/2 months later in early September 2023, following a 30-day public comment period. This Plan's Appendix includes the feedback received during the public comment period. The process included the following stakeholder and public workshops that helped guide the development of the Plan.

Stakeholder's Workshop (May 18, 2023)

To kick off the process, the project team met with a curated cross-section of Casper movers and shakers. This group kicked the tires on a number of ideas and helped to shape the interactive activities that would help the Public Workshop process.

To start, the group explored the words and language used to describe this landmark space in Casper. When asked what the place should be, the following responses were received:



Highlights & Insights:

- The views and open lands define the character of the area.
- Exceptional attractions already exist in the area. We want to look to leverage and compliment these uses.
- Recreation continues to be a primary focus.
- Access and circulation are complicated by periods of intense activity at the Event Center.
- We should not develop just to develop. Purposeful use of the land is essential.
- The area needs to be named and branded – Platte River Park No. 2 is confusing and uninspiring.

Public Workshop (June 8, 2023)

Advertisement:

Oil City News - [Casper Area MPO seeks public input on North Platte River Park No. 2 simple master plan](#)

Casper Tribune - [Officials want public's input on future of land near Ford Wyoming Center](#)

The Casper MPO and participating partners sent direct emails to broaden the outreach efforts.

Approximately 30 people attended the meeting, including area landowners, community youth, Casper business-owners, and residents. Several engagement stations were provided, including land use and transportation preference boards. Two different land use scenarios were presented which provided opportunities for folks to start thinking about the arrangement of possible uses. These concepts helped to generate comments, and many attendees developed their own master plan maps using the 5 Minute Master Plan activity station. Additional feedback stations included an interactive poll question, a visual preference dot exercise, and a group land use map compilation.

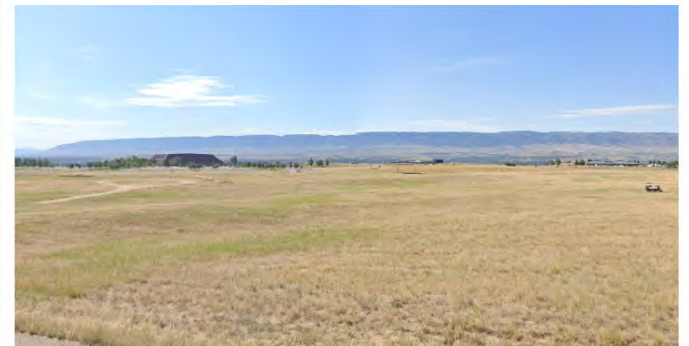
COMMUNITY

Casper Area MPO seeks public input on North Platte River Park No. 2 simple master plan

Public invited to share vision for vacant land north of the Ford Wyoming Center

By OIL CITY STAFF | 30 days ago

[Twitter](#)
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[Email](#)
[Share](#)



The City of Casper is proposing the rezoning of an area off of Interstate 25 near the Ford Wyoming Center in order to help attract new business development. (Screenshot via Google Street View)

Outreach and Engagement Summary

Based on the extensive discussions and written feedback provided during both the Stakeholder workshop and the Public Workshop, a consolidated plan was developed.



Land Use Framework Evolution

Working with the feedback provided at the Workshop, several land uses received stronger feedback than others. These ideas helped create “character areas” where a variety of uses might be able to find a home.

LAND USE	+	-
Destination Recreation	13	
Hotel	12	1
Camping Sites	11	1
Park	10	
Destination Retail	9	1
Restaurant	8	2
Plaza	7	
General Retail	5	
Convenience Store	5	1
Tech/Business	4	1
Truck Stop	4	4
Industrial Flex		4

Additional Land Uses that were added by the community included several more specific items:

- Dog Park
- Climbing Gym or Wall
- Additional Nature Trails
- Softball Facilities
- Mountain Bike/BMX Trails
- Indoor Archery Range
- Indoor Pickleball and Tennis Courts
- Library
- Art Museum
- Amphitheater and Stage
- Skate Park/Skate Rink
- School
- Apartments/Townhomes
- Public Art
- Teen Hangout Area
- Toy Store
- Semi Pro Sports
- Fire Pits
- Outdoor Water Park
- Batting Cages
- Ropes Course
- Go Cart Track
- Butterfly Pavilion
- Costco
- Alamo Draft House
- Chick-fil-a
- Experiential Convenience Store
- Coffee shop
- Food Bank

Specific comments were received providing more insight into certain uses.

Truck Stop vs Convenience Store: Several comments were provided guiding a suggestion to trend more toward a large convenience store catering to passenger vehicles rather than a truck stop. While there is a distinction between the two, it appears the scale of desired services is more than a corner gas station, but less than a mega-travel plaza. The distinction is likely based on providing quality services in an environment that presents a clean and positive image of Casper. (Both Bar Nunn and Mills are working to attract a Truck Stop.)

Recreation Uses Desired: Although additional development is viewed positively, the general trend of comments was targeted at providing more experiential recreation opportunities. To help ensure that the area has ample opportunity to accommodate these uses in the future, acreage should be identified where these types of uses can be located.

Restaurants/Services: A push-pull dynamic was evident during conversations and via written comments. Participants are interested in providing some level of services in the area; however, they are not interested in competing with other areas of Casper, including the Downtown.

Flex/Industry/Tech: Although employment and business opportunities didn't receive significant attention during the public engagement, there was generally an acknowledgment that the property is large and could accommodate a wide variety of uses. Similar to the restaurant discussion, these opportunities should be carefully evaluated to direct uses that are not otherwise accommodated elsewhere to this property.



Transportation Considerations

Specific comments were received providing more insight into specific transportation opportunities.

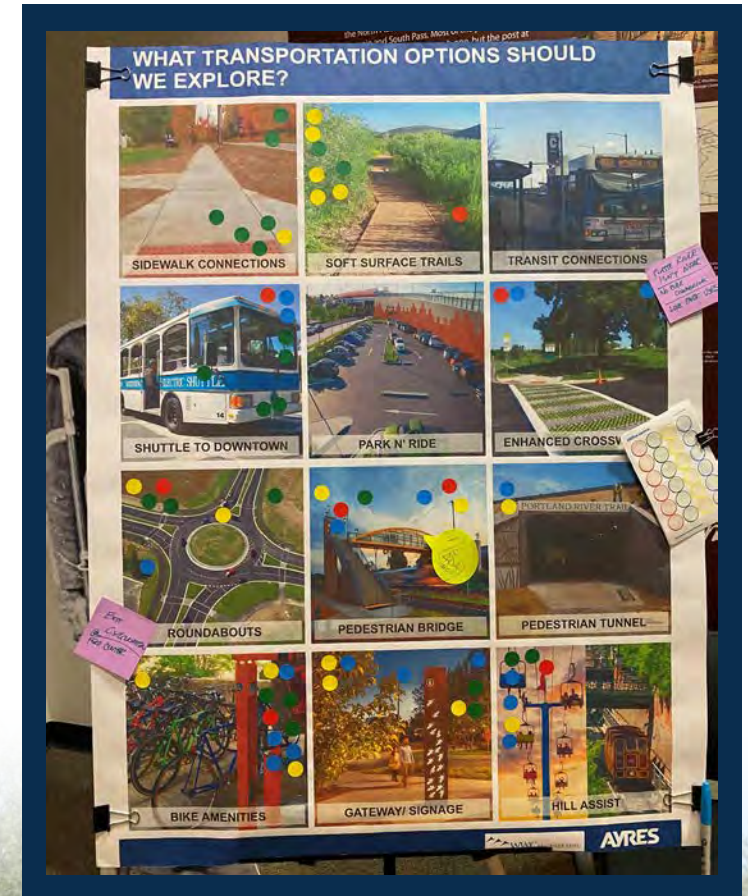
Event Center Traffic: Several of the recommendations relate to the traffic immediately following events. Although a pedestrian bridge received interest, a tunnel underpass was less popular. Either of these options should be carefully evaluated for cost/benefit analysis related to other crossing safety enhancements. The Ford Wyoming Center currently hosts approximately 50 events per year. It is unlikely that unless significant retail/commercial development occurs to the north that traffic outside of event times would necessitate the demand for a large investment. To future proof this issue, it is recommended that the primary crossing location be identified with the option to develop several phases of crossing enhancements short and long term.

Roundabouts were received positively as a transportation opportunity. The City should consider developing a transportation model to minimize delays, potentially including analysis of roundabout intersections at key locations along Events Drive. The placement would assist in reduction of left hand turns, likely enabling faster and more orderly egress.

LAND USE	+	-
Bike Amenities	11	
Soft Surface Trails	8	
Shuttle to Downtown	8	
Gateway Features	8	
Roundabouts	7	
Gondola	7	
Pedestrian Bridge	7	
Sidewalk Connections	7	
Enhanced Crosswalks	3	
Pedestrian Tunnel	2	
Transit Connections		
Park N' Ride		

Shuttle to Downtown: With the addition of more hotels in the vicinity, a shuttle to and from the Downtown would be a positive addition. This system would link visitors and patrons of North Platte Park to the dynamic venues and businesses in Downtown, building on the ongoing resurgence and investment in the downtown area.

Trails: Additional trails were highlighted as a positive addition to the area. In considering the nature of youth sports events, the presence of biking and hiking opportunities could provide event-goers an opportunity for recreation between matches. A more regional trail plan, extending beyond the subject property, should be explored to provide a variety of loops with varying degrees of distance and difficulty.



Preliminary Infrastructure Analysis

A major component for the development of the project site will be the utilities; specifically, water and sanitary sewer systems. With various developments in the area such as the Ford Wyoming Center, and the upcoming Wyoming Sports Ranch, there are some existing utilities within the vicinity of the Master Plan area. The sections below expand on each of the critical utilities in the area and how connections could be made for future development.

Water System

Water systems in the area are readily available and proposed connections do not pose much difficulty. Events Drive currently has an existing 8" PVC water main which extends along the entire southern edge of the Master Plan limits. There is also a 20" deionized water main which extends along Poplar Street to the existing water tower on the subject property. Water taps into either of these water mains will include short runs with sufficient capacity for the anticipated land uses. Water pressure will need to be evaluated based on the intended land uses and appropriate boosters incorporated to meet demand and pressure needs.

Sanitary Sewer System

The sanitary sewer systems in the area are not as abundant as the water systems. Currently, there is an 8" PVC sanitary main along the southeastern edge of the Ford Wyoming Center. The upcoming Wyoming Sports Ranch will connect to this existing main. With this in mind, the project team does not recommend a third connection to this main, as it has the potential to exceed the flow capacity.

A second nearby 8" PVC sanitary sewer main runs along Wilkins Circle, southwest of the subject site. The project team analyzed the existing sanitary main elevations, manhole depths, and elevation of Events Drive near the Master Plan area. While this nearby main would be an ideal connection for any proposed development, a combination of meeting gravity flow and bury depth over the pipe render this connection unviable.

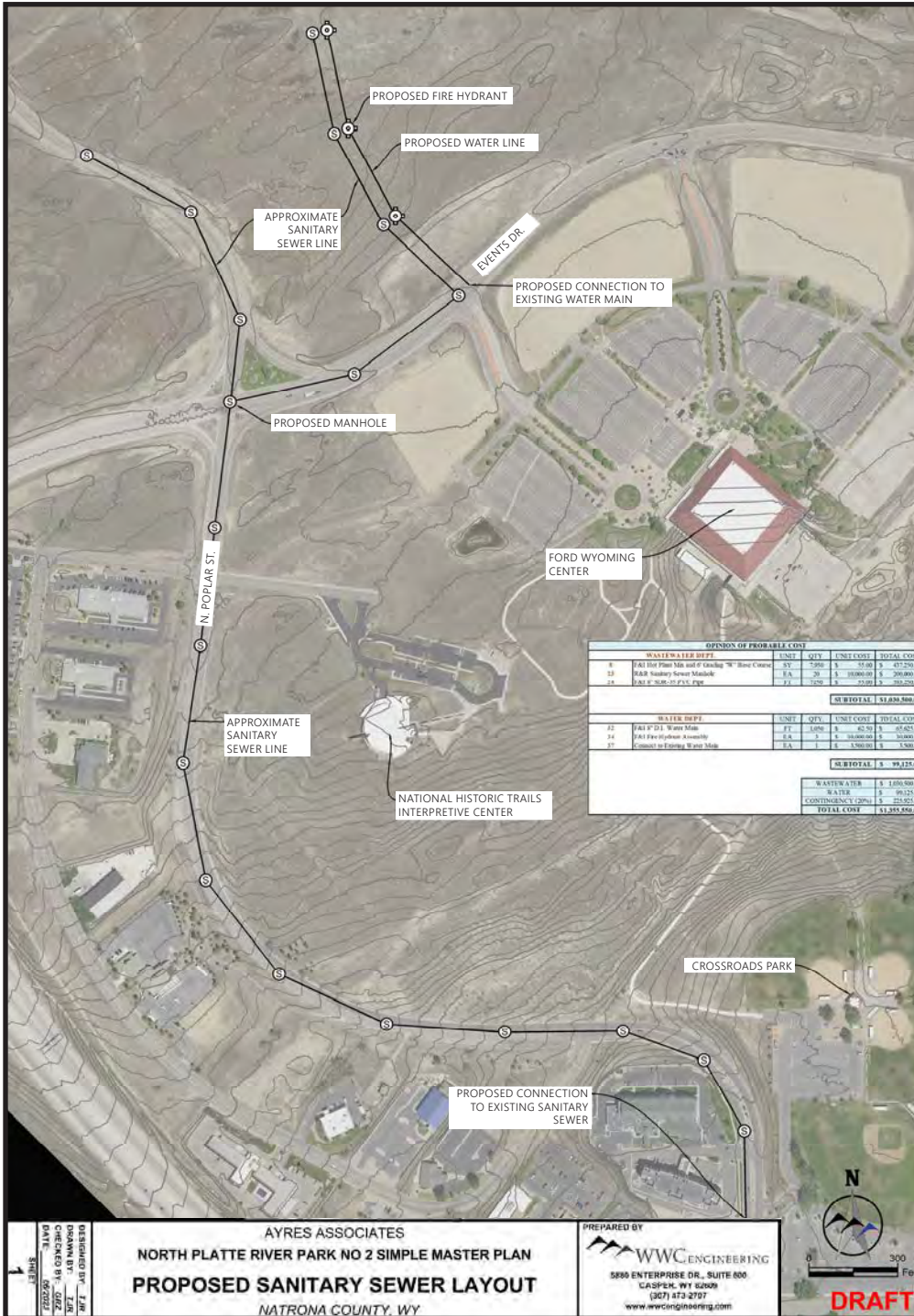
The third option, as shown on the sewer layout map, is to install a new sanitary main along Events Drive to collect wastewater from the site. This main would extend to the intersection of Events Drive and Poplar Street, head south along Poplar Street and extend down the hill approximately 7,000 feet in total to tie into the existing 8" PVC sanitary main near the Hampton Inn & Suites and Crossroads Park, at an existing manhole.

Transportation Systems

The district has direct vehicular access to Interstate 25 to the west via both Events Drive and Poplar Street.

- Events Drive shifts from a five (5) lane road west of Poplar Street to a seven (7) lane road, which includes a center turn lane, east of Poplar Street. This road was designed to accommodate the large influx of traffic associated with the Ford Wyoming Center. As development occurs in the area, access points will be limited, and re-striping may need to occur to meet the long-term use of the corridor.
- Poplar Street transitions between a three (3) and two (2) lane roadway, with turn lanes from south of Events Drive to the north edge of the district. It is anticipated that Poplar will be widened and include additional turn lanes with the full buildout of the district.
- On the north side of the district is JC's Way, a narrow one (1) to two (2) lane informal roadway that will need to be reconstructed as part of any future development activity that accesses this area.
- The intersection of Events Drive and Poplar street will need traffic control measures installed as part of the ultimate buildout of the district. Many stakeholders and citizens that attended the master planning activities suggested and preferred a roundabout design concept to accommodate vehicles and pedestrians.

Currently, pedestrian amenities are lacking within the district and adjacent roadways, which is not uncommon due to the overall site context and nature of the area being undeveloped. Stakeholders and citizens were very interested in seeing additional pedestrian facilities and amenities incorporated as part of the ultimate buildout of the district. This includes inter- and intra-connected sidewalks and trails that will connect the future internal land uses with one another and to the surrounding region, including the Ford Wyoming Center, National Historic Trails Interpretive Center, and future WYO Sports Ranch.



OPINION OF PROBABLE COST					
WASTEWATER DEPT.					
8	F&I Hot Plant Mix and 6" Grading "W" Base Course	SY	7,950	\$ 55.00	\$ 437,250.00
23	R&R Sanitary Sewer Manhole	EA	20	\$ 10,000.00	\$ 200,000.00
24	F&I 8" SDR-35 PVC Pipe	FT	7150	\$ 55.00	\$ 393,250.00
				SUBTOTAL	\$1,030,500.00
WATER DEPT.					
32	F&I 8" D.I. Water Main	FT	1,050	\$ 62.50	\$ 65,625.00
34	F&I Fire Hydrant Assembly	EA	3	\$ 10,000.00	\$ 30,000.00
37	Connect to Existing Water Main	EA	1	\$ 3,500.00	\$ 3,500.00
				SUBTOTAL	\$ 99,125.00
				WASTEWATER	\$ 1,030,500.00
				WATER	\$ 99,125.00
				CONTINGENCY (20%)	\$ 225,925.00
				TOTAL COST	\$1,355,550.00

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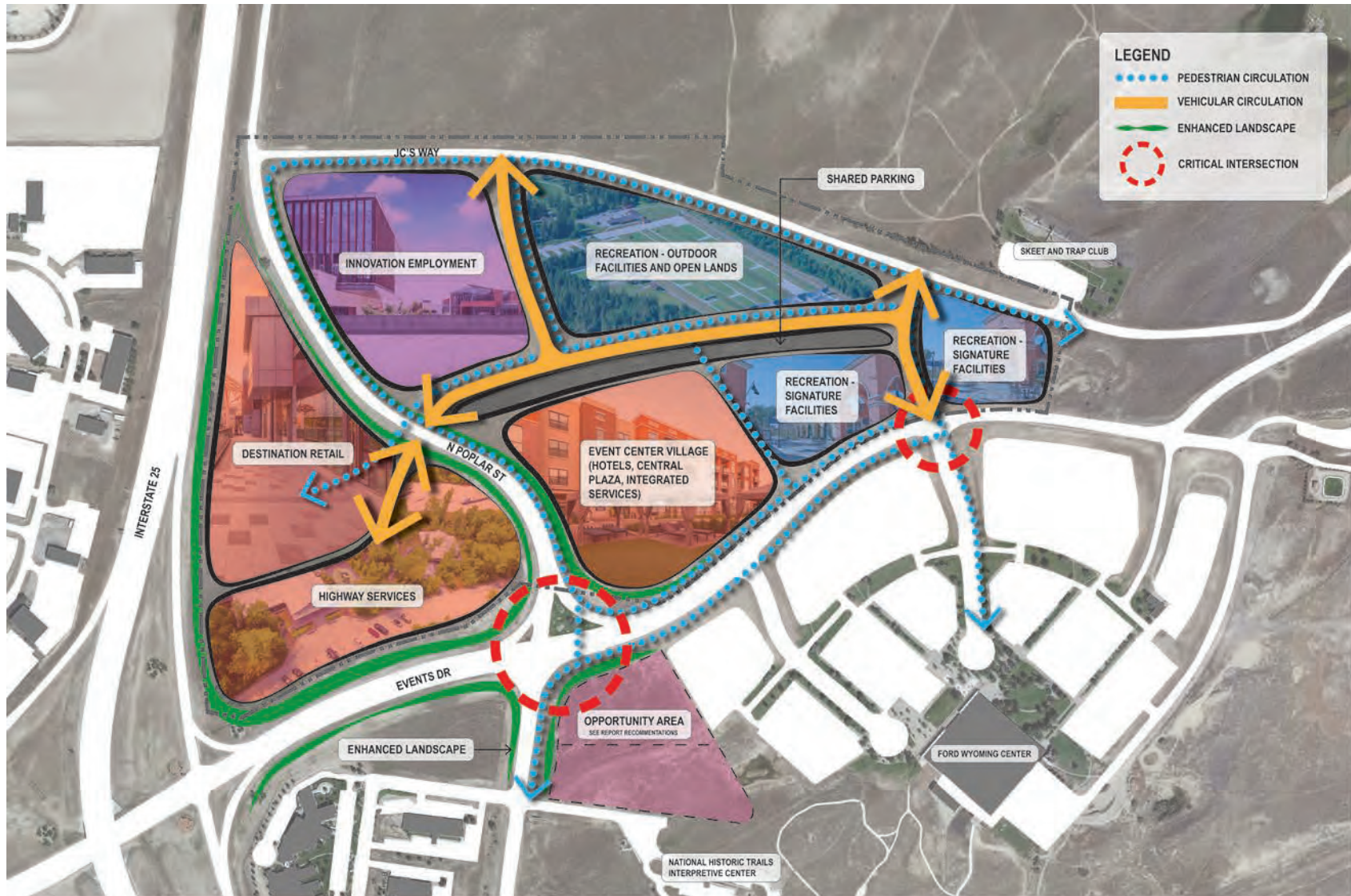
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 DRAWN BY: JAM
 CHECKED BY: JAM
 DATE: 09/2023

AYRES ASSOCIATES
 NORTH PLATTE RIVER PARK NO 2 SIMPLE MASTER PLAN
PROPOSED SANITARY SEWER LAYOUT
 NATRONA COUNTY, WY

PREPARED BY
WWC ENGINEERING
 5800 ENTERPRISE DR., SUITE 800
 CASPER, WY 82409
 (307) 473-2707
 www.wwcengineering.com



Final Land Use Framework



Land Use Categories:

Recreation – Signature Facilities:

Indoor recreation and community facilities are the primary use in this category. Structures may be large, multi-story buildings to accommodate a wide range of recreation and civic uses. The overall intensity of use is considered high due to the volume of traffic that may be generated by these uses. Locations should be in well-connected areas, served by both vehicular and pedestrian circulation routes. Shared parking facilities are encouraged, with smaller pods of parking shielded by the building or landscape buffers. Public or private.

Primary Uses: Event Halls, Field Houses, Sports Arenas, Museums, and other sporting facilities.

Recreation – Outdoor Facilities:

Moderate intensity outdoor recreation facilities are appropriate, with activities that require a minimal level of indoor facilities but have some supporting physical elements required. These uses may be appropriate in the Open Lands category with special review where visible obstructions are limited and buffered with landscaping. Typical uses will likely generate some traffic, so access to the transportation network is beneficial.

Primary Uses: Camping, Amphitheater, Bike Park, Skate Facility, Dog Park, Shooting Range.

Recreation – Open Lands:

Outdoor recreation and parks are the primary use in this category, with lower concentrations of patrons and minimal traffic volumes. Uses include recreation that does not require extensive facilities, thus maintaining a more natural or parklike environment.

Primary Uses: Sports Fields, Trail Corridors, Parkland, and Natural Areas.

Event Center Village:

Central to the walkable campus, this category provides for a blend of commercial and hospitality uses that welcome users destined to experience the broader district. Hotels, restaurants, and retail services are appropriate in this area, focused on providing an environment that welcomes youths, parents and visitors from all walks of life to enjoy the variety of nearby attractions. To maintain the goal of providing a walkable campus, drive thru facilities are not allowed in this district/conditional use. Extensive focus on pedestrian connectivity and outdoor gathering spaces is essential. To help maximize the views, it is recommended that within the village center, uses step up from 1-2 stories along Events Drive, to higher buildings as you move north.

Primary Uses: Hotels, Meeting Facilities, Restaurants, Retail, Lodging with Integrated Recreation Facilities, Public Plaza Spaces.

Highway Services:

Provides basic commercial and retail service needs to both interstate travelers and visitors whose destination is the events district. Home to convenience services, appropriate uses include gas/fuel, convenience stores, fast food and drive thru restaurants and other similar services. Due to the intense passenger vehicle volume, larger truck stop facilities are not allowed. Locations with Interstate visibility and proximity are preferable.

Primary Uses: Gas Station, Convenience Stores, Fast Food and Drive-Thru Restaurants and other similar services.

Destination Retail:

Large scale regional retail stores are appropriate in this category, including uses that likely may only have a limited presence in the region, if not the state. These users are likely warehouse or mega-stores with an experiential shopping component and opportunities for field testing equipment. To provide for flexibility in administration, Destination Retail and Highway Services may be interchangeable due to similar access and visibility needs, with the most suitable locations being near the Interstate. Limited outdoor storage and display uses.

Primary Uses: Large Scale Commercial and Retail Uses.

Innovation Employment:

This category provides opportunities for flexible business uses, focused on innovative product development, research, and sale of goods. Preferred users in this area include craft manufacturers focused on developing goods and services related to outdoor adventure. Examples include clothing and equipment manufacturers. Welcoming businesses which provide opportunities for tours of manufacturing facilities affiliated with a company store would help elevate the destination experience draw for visitors. Attractive buildings and connected sites provide employees with access to area amenities and services. To minimize competition with other available industrial sites in the City and north of the site, outdoor storage and general industrial activities are restricted. ** Long term lease of land. To encourage projects that wouldn't happen otherwise.

Primary Uses: Research, Development, Light Manufacturing, Office, Accessory Retail Sales.



Vision & Values

Peering into the future to demystify the unknown is what planning is all about. Based on the robust engagement received during the two workshops, a clear vision was generated based on the values of the community. Linking the plan to these values helps personalize the goals, moving beyond technical jargon and helping inspire action that builds momentum.

UNPARALLELED PERSPECTIVE

You can learn a lot about a place by taking it all in from a prominent viewpoint. There is a beauty in soaking it all in, watching the North Platte River wind its way toward the plains, and imagining how the earliest residents of this place might have experienced a hitch in their breath as they soak it all in. Without the view, you might be anywhere else in Wyoming.



VENTURERS UNITE!

This place is about more than just turning some dirt. It holds opportunity built on generations of visionary efforts. There are plenty of places around Casper to develop. Yet this place should be reserved for those who are pushing the envelope. Entrepreneurs who are reshaping our economy and diversifying the Oil City's economic future.



GO DO SOMETHING

Go do something! The assets that shape this area have established Casper's experiential economy for decades, with more opportunities on the way. Building on the recreation roots and leveraging these resources can help elevate Casper's reputation as a destination even further.



Let's Tell a Story

During the process, we heard much confusion over the location of the property and relationship to the river. Rather than allow happenstance to name the area, we recommend establishing the identity of the district to enhance clarity and build value. Here's one example:

Welcome to Casper Highlands, the Oil City's Experience Adventure District. Situated on the bluffs overlooking the North Platte River, with sweeping views of Downtown and Casper Mountain, the Adventure District is home to one of a kind experiences that embody the Wyoming lifestyle.



- ◇ The **Ford Wyoming Center** is your destination for indoor sporting events, concerts, trade shows and family events. This 28,000 square foot facility brings nationally renowned entertainment throughout the year, along with High School Championship events, and so much more.
- ◇ The **WYO Sports Ranch** is a 131,000 square foot state of the art facility with one simple goal: be the home of youth sports out west. Welcoming 10 basketball courts, 20 volleyball courts and one of the largest permanent indoor turf fields west of the Mississippi.
- ◇ Our **National Historic Trails Interpretive Center** brings the history of the old west to life, exploring the lifelines that connect our people and places together. Immerse yourself in interactive displays and hands-on workshops that will leave your boots a bit dirty.
- ◇ Other district attractions include the **BoomTown Motor Cross & Casper Speedway**, **The Air Modeler's North Platte Park**, and **The Skeet & Trap Club**.

Our vision for the future expands upon these world class facilities to generate a synergy that's unmatched in the west. With over 100-acres of City-owned property ready for investment, Casper Highlands is primed for innovative uses that build upon the assets that make this property unforgettable. Highway frontage along Interstate 25 provides high visibility for destination retail opportunities. The proximity to the Ford Wyoming Events Center opens the door for hotel & resort properties, along with restaurants and services supporting a strong tourism draw. And the well-connected acreage north of Events Center Drive presents acreage for innovative manufacturing targeted to the active Wyoming lifestyle.

Join us at Casper Highlands, and experience what the future of adventure feels like!

Implementation Strategies

The Master Plan is only as good as the strategies and action steps taken to implement the vision and goals of the plan. This section is devoted to providing the details needed for the City of Casper and the Casper Area Metropolitan Planning Organization (MPO) to move towards implementing the North Platte Park Master Plan.

For this effort, we have developed five (5) implementation strategy topic areas with accompanying action steps. Action steps are listed under each associated strategy in order of emphasis as designated by the stakeholder team. These steps are anticipated to be completed simultaneously with one another and when resources are made available to do so. An “Action Matrix” is provided at the end of this section for the City and MPO to track progress of each detailed action step beginning on the next page of this report.

PLAN includes companion planning efforts and documents that support the Master Plan’s vision and shifts the overall efforts beyond the visioning stage. Action items are geared towards uncovering additional details that require exploration, including utility studies, traffic analysis and economic feasibility studies.

PROGRAM relates to activities that can help interweave the property with systems and activities elsewhere in the Casper areas. These action items include organizational structure considerations, coordinating services, programming for public spaces, and collaborating with community partners.

POLICY covers key considerations and guidance to help shape decision making over time. These keystones provide elected officials and staff with overarching principles to help keep the project on track.

CODE elements include an understanding of how the City’s processes and regulations can help to shape and implement the Master Plan’s vision through careful analysis and targeted updates.

CAPITAL recommendations identify large-scale investments that will be necessary to support the development of the vision, including infrastructure and facilities.

Strategy 1: Plan

Action Step 1.1: Complete Detailed Engineering Studies. It is important that the stakeholders gain a thorough understanding of any infrastructure limitations or needs to accommodate and fulfill the vision of the Master Plan. Detailed studies and analysis should be completed on infrastructure elements, including water and sewer utilities, storm drainage and detention/retention needs, and roadway and pedestrian amenities needed to meet the demands of the current and future land uses. These studies will help inform cost, timing, and public/private partnership opportunities.

Action Step 1.2: Align Site and Infrastructure Needs with the Ford Wyoming Center Plan. The Ford Wyoming Center and WYO Sports Ranch are critical assets that must be accounted for with infrastructure and overall site design discussions around the North Platte Park project area. These facilities place a large demand on water, sewer, and transportation systems during events and activities that must be complimentary to the surrounding area. All parties need to be involved throughout the design and investment phases to realize the full potential of the North Platte Park and Ford Wyoming Center visions.

Action Step 1.3: Establish Branding and Messaging for the Site. A targeted branding and messaging effort can clearly articulate to the community and private investors the City's vision for the project and get people excited and interested in being a part of the development activity. It is important that the City work to control the narrative by pointing individuals back to this Master Plan and educating them along the journey. During the Master Plan process, ongoing reference to the underlying subdivision name became confusing for the community and stakeholders to relate to and for the project team and staff to develop educational content around. The City may choose to develop branding and messaging similar to the Casper Highlands narrative provided or develop a new name and messaging moving forward.

Action Step 1.4: Regional Parks and Recreation Plan Coordination. There are existing recreation uses and activities in the vicinity, such as the National Historic Trails Interpretive Center, BoomTown Motor Cross, Casper Speedway, the Air Modeler’s North Platte Park, and Skeet and Trap Club. In addition, the City has developed new trails in the area to Crossroads Park and the North Platte River. The City is also considering additional recreational amenities for residents and visitors north of the river and east of the Ford Wyoming Center (east of the Master Plan area). It is important for the City to coordinate efforts of the Regional Parks and Recreation Plan with this Master Plan to ensure the desired indoor and outdoor recreation amenities complement one another and provide synergy to the overall area. Identifying specific uses and preferred and scaled locations can maximize the use of available land and create a sense of cohesion between the various uses and sites. This will help prevent a scattered development pattern with hard to access and competing activities.

Action Step 1.5: Complete a Connectivity Plan and Analysis. A connectivity plan should take into account a multi-modal approach to serve the entire area including vehicular infrastructure and circulation patterns, shuttle service considerations, bike facilities, and pedestrian circulation. The existing roads were designed to accommodate the Ford Wyoming Center and move traffic between the Center and Interstate 25. A more robust network will need to be developed to accommodate the large influx in event center traffic and day-to-day functionality for the future land uses in the vicinity. As stated under Action Step 1.4, there are existing trails developed by the City that connect the National Historic Trails Interpretive Center and the Ford Wyoming Center to Crossroads Park and the North Platte River to the south. This trail system does not meet ADA compliance and lacks connections north to the Master Plan area. A Connectivity Plan will help provide guidance to overall access and circulation strategies and phased implementation. Additionally, the plan will direct private investment on what is expected as part of their development proposals.

Action Step 1.6: Conduct a Downtown Shuttle Plan Feasibility and Needs Study. A downtown shuttle system was a popular amenity identified by the stakeholders and community members during the engagement discussions. This also aligns with one of the plan’s primary goals which is to, at the greatest extent possible, avoid specific business competition with the downtown area. As the downtown area continues to transform and evolve with new businesses, the North Platte Park area can provide patrons and event attendees with direct access to frequent downtown shops and restaurants. A shuttle service would likely reduce congestion and traffic in downtown and provide event attendees of the North Platte Park area an alternative to driving between these two destinations. It is important for the City to consider the overall cost for running the system in partnering with an existing business in the City. For a shuttle to be successful, it will need to be convenient for visitors to the area, reliable with a regular schedule during events or other activities, and cost effective to operate and to ride.

Action Step 1.7: Coordinate Efforts on a Community Art Plan for the Master Plan Area. Public art was discussed at a high level, and many thought the incorporation of public art could add a sense of place to the North Platte Park area and tie the site into the rest of the City since it is located north of and slightly disconnected from the main core of the City. Community art can take many forms and can be part of the overall development pattern, building architecture, and site landscaping. This effort can also incorporate branding elements as discussed under Action Step 1.3.

Action Step 1.8: Development Capacity Study and Economic Analysis. The Master Plan provides the City and MPO with an alignment of land uses and general locations where development should be directed. However, the study does not provide an in-depth exploration of the development capacity needed to accommodate the site elements for specific uses. The first step is an economic analysis that will evaluate the market potential and absorption of specific use types, such as hotels, event space, destination commercial retailers, and other uses identified within this study. The second element is a deep dive capacity analysis for the property to develop a more refined site analysis of parking, circulation, building footprints, and other key site elements following the detailed infrastructure and economic analysis. This information could feed into expanded renderings and 3-D modeling to illustrate the potential of the site to private investors and developers.

Strategy 2: Program

Action Step 2.1: Establish the Organizational Structure for the Site. Depending on the final direction the City pursues, careful analysis should be completed to identify and establish the specific management entity for the Master Plan area. This action step also aligns closely with the evaluation of financial strategies as the City may seek to establish a special assessment district or other geographically specific entity that may also serve in the management role, in addition to the financial role.

Action Step 2.2: Determine and Align Staffing Needs with Established Organizational Structure. Once an entity is identified and as part of the analysis, staffing needs should be considered and finalized shortly after establishment by the City and Council. It is important to clearly determine roles and responsibilities, as well as entity expectations as part of the staffing discussion.

Action Step 2.3: Identify Workforce Training Needs and Potential Partners. In order to attract additional business activity into the area, workforce needs should be evaluated by talking with prospective employers and area-wide resource representatives that can discuss alignment between new business needs and workforce knowledge and skills. Once gaps are identified or to move forward, discussions are encouraged between the City, Casper Colleague, University of Wyoming – Casper, and local workforce services to provide a pathway forward through courses and trainings that can prepare a robust and ready workforce.

Action Step 2.4: Build Upon Existing Relationships with Adjacent Organizations. As Action Step 1.2 seeks to align site planning and infrastructure efforts with the Ford Wyoming Center, the City should continue to work collaboratively with adjacent organizations such as the National Historic Trails Interpretive Center. As reflected on the Final Land Use Framework Map, the southeast corner of Events Drive and N. Poplar Street was not part of this master planning effort but is identified as an 'Opportunity Area'. This site should be planned and programmed complimentary to the trail center and event center, such as destination hospitality with conference/event space. Developing this corner would allow for shared infrastructure investments such as intersection pedestrian improvements and utility extensions.

Strategy 3: Policies

Action Step 3.1: Evaluate and Implement Policy Considerations. The following policy areas were identified by the stakeholders and community members during meetings and community outreach discussions.

1. Good Neighbor Policy – Success of the district as a unique contributor to Casper’s economy will greatly depend on providing the optimal mix of land uses. City leaders should be explicit and intentional in determining the uses that contribute to the district identity.
2. Incentive Policy – A key aspect to an adopted incentive policy for the district should ensure alignment of the intended uses, overall impact to the area-wide economy, and synergy between existing and future uses. Specific incentive evaluation criteria may include questions such as:
 - a. Are there other properties available within the City and region to accommodate this specific land use?
 - b. Are these sites better suited based on area context and overall community vision?
 - c. Is the proposal enhancing the harmony of the overall district?
 - d. Is the proposal broadening the economic diversity of the City and region?
3. Nuisance Policy – As is the case with the subject Master Plan area, there are existing and operating uses in the vicinity that may produce nuisances that are unfavorable with future site owners and business/activity operators. If existing activities continue long-term, clear communication early in the process will be imperative. The future owners and operators should be placed on notice that these existing activities could result in higher-than-normal noise, light, and traffic levels during operating hours and special events.
4. Property Sales/Lease Policy – Since the City owns the Master Plan property area, it is important to consider and adopt a policy centered around how sales and lease transactions will occur and how these align with the overall Master Plan vision in terms of future land uses, design standards, infrastructure investment, and overall expectations for the interim and ultimate buildout.

Strategy 4: Code

Action Step 4.1: Establish Streetscape and Buffering Design Criteria. Due to the overall nature of the site and proximity to major roadway corridors and traffic generating uses, the City should work to establish streetscape and buffering design requirements as part of the district design criteria. The City has already incorporated enhanced landscaping and buffering south along Poplar Street that could be carried north along the roadway frontage for future uses. In addition to this design palette, the City should consider the overall site context and characteristics as the vision for the area includes highway specific land uses west of Poplar Street that typically require higher buffering and landscaping treatments, as opposed to the Event Center Village that is envisioned to be more pedestrian focused with interconnected land uses and open space areas. Best practices in community planning for site design encourages quality over quantity, meaning a wide grass buffer is less effective than a narrow undulating berm, landscape screen wall, and/or vegetation in creating a visually appealing streetscape presence and buffer from headlights and large parking lots. The final landscape palette should be sensitive to the regional environment and include requirements for incorporating water conscious landscaping.

Action Step 4.2: Adopt the Complete Streets Ordinance. The Casper Area Metropolitan Planning Organization (MPO) recently finished a complete streets plan that should be closely evaluated by the City and incorporated in part or whole to encourage street designs that are inclusive of vehicles, transit/shuttle services, bicyclists, and pedestrians. It is likely that the criteria identified in the MPO's plan may need to be adjusted to fit the context of Events Drive and Poplar Street and to accommodate the traffic fluctuations that occur with the existing events center activities and future development pattern. This complete streets plan can serve as a basis when discussing development proposals with prospective applicants to guide decisions on roadway design, construction phasing, and financing.

Action Step 4.3: Incorporate Design Guidelines within the Code. The City is actively working on design criteria for the district. This design criteria should be incorporated in code or adopted by reference in code as standalone design guidelines that ensure future projects are of a high-quality design and meld with current and future projects within the district. Flexibility should be considered that would allow unique and/or creative approaches to meet the intent and goals of the design vision for the North Platte Park area. These guidelines should also take into account the varied land uses and subdistrict areas that evolved during the process with stakeholder and community input.

Action Step 4.4: Zoning and Subdivision. As the vision for the site continues to take shape and the City begins to entertain prospective development partners, the site may require rezoning to fit the desired use type, if it is not specifically known or identified. In addition, the property will likely need to be subdivided to create pad sites that can be sold or leased with appropriate right-of-way and easements established to fulfill the vision and goals of this Master Plan and the community.

Strategy 5: Capital

Action Step 5.1: Evaluate Available and Appropriate Financing Strategies. The City should continue to monitor potential funding mechanisms to help fulfill the vision of the Master Plan. Infrastructure is a critical element and there are a variety of funding sources that can assist with infrastructure planning and construction. Many funding sources are tied to specific application windows and timeframes that fluctuate throughout the year and can change from year to year. Understanding the upcoming goals for the district will help staff to develop a financing roadmap to pursue financing in a time sensitive manner.

Action Step 5.2: Adopt Financing Strategies. Developing a financing roadmap could help the City and should be done parallel to infrastructure studies when phasing and potential construction schedules are identified. As part of the financing strategy, understanding the capabilities of an established entity or special district can help outline triggers for when certain capital projects should take place to maximize public and private investments. Lastly, the City should identify a staff member that can keep track of available grant opportunities and initiate pursuit based on the project schedules.

Action Matrix

Strategy and Action Step	Timeframe	Status
Strategy 1: Plan		
Action Step 1.1: Complete Detailed Engineering Studies		
Action Step 1.2: Align Site and Infrastructure Needs with the Ford Wyoming Center Plan		
Action Step 1.3: Establish Branding and Messaging for a Site		
Action Step 1.4: Regional parks and Recreation Plan Coordination		
Action Step 1.5: Complete a Connectivity Plan and Analysis		
Action Step 1.6: Conduct a Downtown Shuttle Plan Feasibility and Needs Study		
Action Step 1.7: Coordinate Efforts on a Community Art Plan for the Master Plan Area		
Action Step 1.8: Development Capacity Study and Economic Analysis		
Strategy 2: Program		
Action Step 2.1: Establish the Organizational Structure for the Site		
Action Step 2.2: Determine and Align Staffing Needs with Established Organizational Structure		
Action Step 2.3: Identify Workforce Training Needs and Potential Partners		
Action Step 2.4: Build Upon Existing Relationships with Adjacent Organizations		
Strategy 3: Policy		
Action Step 3.1: Evaluate and Implement Policy Considerations		
Strategy 4: Code		
Action Step 4.1: Establish Streetscape and Buffering Design Criteria		
Action Step 4.2: Adopt the Complete Streets Ordinance		
Action Step 4.3: Incorporate Design Guidelines within the Code		
Action Step 4.4: Zoning and Subdivision		
Strategy 5: Capital		
Action Step 5.1: Evaluate Available and Appropriate Financing Strategies		
Action Step 5.2: Adopt Financing Strategies		



Appendix

Public Comment

From: julianna [REDACTED]
Sent: Wednesday, August 9, 2023 12:44 PM
To: Casper Area MPO <casperareampo@Casperwy.gov>
Subject: North Platte - Casper MPO

RE: North Platte – Casper MPO

I have viewed the plan and think it has tremendous potential for improving services in Casper.

- I love Casper - it is a great city and I never want to see any part of Wyoming turned into a sprawling metropolis but improved inter/intra state bus and rail service would be very helpful.
- I would love to see a Costco, Lowes and Trader Joe's based on my difficulties with appliances. Trying to find quality products that are energy efficient and reduce water consumption(that I could afford) was not easy. Many of the local big box stores have great buys on websites but do not offer in Casper WY area.
- TJ's is going to be expanding into WY, UT, ID and MT and we need in Casper –Cheyenne residents can easily commute to Fort Collins

I love the variety of potential housing options – and the green areas – very important

Thank you
Julianna [REDACTED]

Sent from [Mail](#) for Windows 10



INNOVATION EMPLOYMENT



Prepared by
AYRES
PLANNING+DEVELOPMENT



RETAIL



RESOLUTION NO. 23-193

A RESOLUTION APPROVING AND ADOPTING THE NORTH PLATTE RIVER PARK NO.2 SIMPLE MASTER PLAN FOR THE CASPER METROPOLITAN AREA.

WHEREAS, the Casper Area Metropolitan Planning Organization (MPO) initiated the North Platte River Park No.2 Simple Master Plan; and,

WHEREAS, the North Platte River Park No.2 Simple Master Plan represents a key component in the MPO's FY23 Unified Planning Work Plan (UPWP); and,

WHEREAS, the MPO is required to successfully complete all of the projects approved in the FY23 UPWP; and,

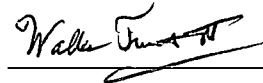
WHEREAS, the MPO Policy Committee passed a motion on September 14, 2023, to approve the Plan; and,

WHEREAS, it is the desire of the governing body of the City of Casper to approve and adopt said Plan for the Casper Urbanized Area.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF CASPER, WYOMING: That the North Platte River Park No.2 Simple Master Plan is hereby approved and adopted.

PASSED, APPROVED, AND ADOPTED on this ____ day of _____, 2023.

APPROVED AS TO FORM:





ATTEST:

Fleur Tremel
City Clerk

CITY OF CASPER, WYOMING
A Municipal Corporation

Bruce Knell
Mayor

July 21, 2023

MEMO TO: J. Carter Napier, City Manager 
FROM: Liz Becher, Community Development Director 
Beth Andress, MPO Supervisor
SUBJECT: Approval of the Casper Area Transit Electric Fleet Conversion Study

Meeting Type & Date: Regular Council Meeting, September 19, 2023.

Action Type: Resolution

Recommendation: That Council, by resolution, approve the Casper Area Transit Electric Fleet Conversion Study conducted by the Casper Area Metropolitan Planning Organization (MPO) for the City of Casper.

Summary:

The MPO publishes a Unified Planning Work Program (UPWP) that outlines and guides its slate of projects for the upcoming year. UPWP projects are proposed by the member jurisdictions of the MPO, drafted by MPO staff, and approved by both the MPO Technical and Policy Committees. The objective of the UPWP is to provide local officials in all MPO jurisdictions and participating agencies with a method of ensuring that local and federal transportation planning resources are allocated in accordance with established governmental policies. The UPWP also ensures that the MPO is meeting its transportation planning objectives as identified in the 2020 update of the Long Range Transportation Plan: *Connecting Crossroads*. The UPWP provides guidance and structure for development of planning projects of importance to MPO members. Development of a UPWP project listing allows for the efficient use of federal and local municipal match funding.

The FY23 UPWP identified the need for the Casper Area Transit Electric Fleet Conversion Study. The study provides information and planning-level details to the MPO and Casper Area Transit on the feasibility of the electrification of the Casper Area Transit fleet. The study analyzes the availability of electric vehicles, estimates the projected costs associated with conversion, identifies barriers to fleet conversion, and identifies potential sources of funding for conversion. The MPO, through the City, contracted with consulting firm HDR Engineering, Inc., to complete the plan.

The MPO Technical and Policy Committees approved this plan on August 17, 2023. This action is intended to be a final approval of the plan. As the fiscal agent for the MPO, the City of Casper is asked to approve all plans regardless of the municipal jurisdiction involved with the project.

Financial Considerations:

Funding for this project comes from the MPO, including federal monies and contributions from member agencies. The MPO Policy Committee approved the funding of \$100,000 of MPO

Programs and Projects funds from the Federal Consolidated Planning Grant for the total project on June 16, 2022.

Oversight/Project Responsibility:

Beth Andress, MPO Supervisor

Attachments:

Casper Area Transit Electric Fleet Conversion Study

p



CASPER AREA TRANSIT ELECTRIC FLEET FEASIBILITY STUDY

CASPER AREA MPO
July 2023



Disclaimer: Preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the US Department of Transportation, Federal Highway Administration (FHWA), or Wyoming Department of Transportation (WYDOT).



CASPER AREA MPO

CASPER AREA TRANSIT ELECTRIC FLEET FEASIBILITY STUDY

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INTRODUCTION

The City of Casper (the City) is the operator of the Casper Area Transit (CAT) system, which includes the Casper Area Link deviated fixed-route service and the Casper Area Assist door-to-door paratransit service. In response to the growing battery electric vehicle (BEV) market and continued allocation of State and Federal funds for fleet electrification projects, the Casper Area Metropolitan Planning Organization (MPO) in conjunction with CAT have developed a plan for a potential transition to BEVs. The incorporation of BEVs in public transit fleets reflects a national trend to modernize fleets, reduce harmful greenhouse gas (GHG) emissions, and promote a cleaner and more environmentally friendly service to local communities.

The introduction of new technologies, however, has the potential to impact service, infrastructure requirements, and financial performance for fleet owners. This plan is intended to provide the foundation for a fleet transition when it is both logistically and financially feasible, without dictating one in the near term. Developing this plan prepares the MPO to pursue Federal funding opportunities, such as those allocated by the Federal Transit Administration (FTA), when it is ready. Leveraging funding opportunities like this can significantly reduce the capital requirements of a fleet transition for agencies looking to provide their customers with quieter, cleaner, and healthier conditions.



CASPER AREA
METROPOLITAN PLANNING ORGANIZATION
Casper - Mills - Evansville - Bar Nunn - Natrona County

STAKEHOLDER ENGAGEMENT



STAKEHOLDER ENGAGEMENT

Throughout the development of this plan, the MPO has engaged its partners through a presentation to the City Council, stakeholder interviews, and working group meetings. This section of the report discusses these engagement activities and highlights key takeaways from each.

CITY COUNCIL WORK SESSION

The project team presented the project and some preliminary ideas on the feasibility of BEVs in a local context to the City Council during its work session on February 28, 2023. Attendees expressed interest in exploring hybrid vehicle replacements as an alternative to BEVs that may not have a driving range sufficient to complete daily service. It was also noted that, while funding is currently available, if a fleet transition is not feasible at present, it may also not make sense to pursue it for the near future. It is possible that the amount of Federal funding available for fleet transitions will decrease as more agencies electrify their fleets and the market becomes saturated with BEVs.

STAKEHOLDER INTERVIEWS

In-person interviews were held with the Wyoming Department of Transportation (WYDOT) and Rocky Mountain Power (RMP), the local utility provider, on February 28, 2023, to discuss the feasibility of fleet electrification in Casper. The interview with WYDOT was focused on funding opportunities and WYDOT's role in assisting the MPO and CAT in a potential fleet transition. Although WYDOT is not considering electrifying their own fleet, they are willing and able to serve as a "pass-through" for Federal funding distributed at the state level.

The interview with RMP was used to review the electrical system near potential new charging sites, discuss fee structures, and identify challenges and/or opportunities for installing new charging infrastructure. RMP reported there is sufficient electrical system capacity and infrastructure for charging at the Bus Garage Facility and all proposed on-route charging locations. If the MPO decides to purchase BEVs and install chargers at any facility, RMP projects a timeline of about 16 months for site inspections, design, component delivery, and construction. Additional coordination would be needed to assign responsibility for associated capital costs, identify fee structures for power delivery, and discuss the anticipated demand on the local grid related to charging activities.

WORKING GROUP MEETINGS

Two stakeholder working group meetings were held. The working group comprised staff from CAT, the MPO, WYDOT, and RMP, along with one representative from City Council. These meetings were used to provide progress updates, share findings, and discuss the feasibility of potential electrification strategies from local perspectives. The feedback received from the group was used to refine those strategies and develop a transition roadmap that reflects needs and priorities specific to Casper.



PUBLIC COMMENTS

A draft version of this report was published online for public comment beginning June 14, 2023 and ending July 14, 2023. No comments were received during the 30-day public comment period.



CASPER AREA
METROPOLITAN PLANNING ORGANIZATION
Casper - Mills - Evansville - Bar Nunn - Natrona County

EXISTING CONDITIONS



EXISTING CONDITIONS

To plan for the future of CAT’s fleet, it is important to understand current operations and maintenance practices. This section discusses CAT’s typical service profiles, bus storage and maintenance facilities, and fleet makeup.

FLEET VEHICLES

The current CAT fleet includes 22 internal combustion engine (ICE) vehicles—20 cutaway buses, a Dodge minivan, and a Ford commercial van. About half the fleet is gasoline-powered; the other half uses diesel fuel. Vehicle ages range from 2 to 13 years, and passenger capacities range from 7 to 30. All the cutaways have capacity for two wheelchairs (WC), while the minivan and commercial van have capacity for one. **Table 1** summarizes the existing CAT fleet.

Table 1. Inventory of Existing Fleet Vehicles

Existing ICE Fleet							
Vehicle ID #	Model Year	Vehicle Make / Model	Vehicle Class	Fuel Type	Service Type	Pass. Capacity	WC Capacity
230072	2010	Dodge Amerivan	Minivan	Gasoline	Assist	7	1
230074	2012	Ford E450	Cutaway	Gasoline	Assist	16	2
230075	2012	Freightliner Champion Defender	Cutaway	Diesel	Link	30	2
230076	2012	Freightliner Champion Defender	Cutaway	Diesel	Link	30	2
230079	2014	Ford E450	Cutaway	Gasoline	Assist	13	2
230080	2015	Ford Startrans F550	Cutaway	Diesel	Link	24	2
230081	2016	Ford E350	Cutaway	Gasoline	Assist	13	2
230082	2016	Chevrolet Elkhart EC II 4500	Cutaway	Diesel	Assist	16	2
230083	2016	Chevrolet Elkhart EC II 4500	Cutaway	Diesel	Assist	16	2
230084	2016	Chevrolet Elkhart EC II 4500	Cutaway	Diesel	Assist	16	2
230085	2016	Ford Startrans F550	Cutaway	Diesel	Link	24	2
230086	2016	Ford Startrans F550	Cutaway	Diesel	Link	24	2
230087	2017	Ford E450	Cutaway	Gasoline	Assist	16	2
230088	2018	Ford Startrans F550	Cutaway	Diesel	Link	24	2
230089	2018	Ford Startrans F550	Cutaway	Diesel	Link	24	2
230090	2018	Ford E450	Cutaway	Gasoline	Assist	16	2
230091	2018	Ford E450	Cutaway	Gasoline	Assist	16	2
230092	2019	Ford E450	Cutaway	Gasoline	Assist	16	2
230093	2019	Ford E450	Cutaway	Gasoline	Assist	16	2
230094	2019	Ford E450	Cutaway	Gasoline	Link	18	2
230095	2019	Ford E450	Cutaway	Gasoline	Link	18	2
230096	2021	Ford Transit 3500	Comm. Van	Gasoline	Assist	10	1



Existing vehicle usage data, derived from monthly odometer readings between May 2021 and December 2022, are summarized in **Table 2**. CAT’s fleet vehicles travel up to 145 miles per day on average and up to 204 miles on a high-use day, completing a full day’s service before returning to the Bus Garage Facility. They are typically in use for 8 to 10 hours per day but can be operated for up to 14 hours on a high-use day. Vehicle utilization, weather and road conditions, and the availability of maintenance staff have an impact on the overall condition of CAT’s fleet vehicles. Extreme cold conditions in Casper should be given extra consideration for today’s BEVs, as it can greatly reduce their driving range.

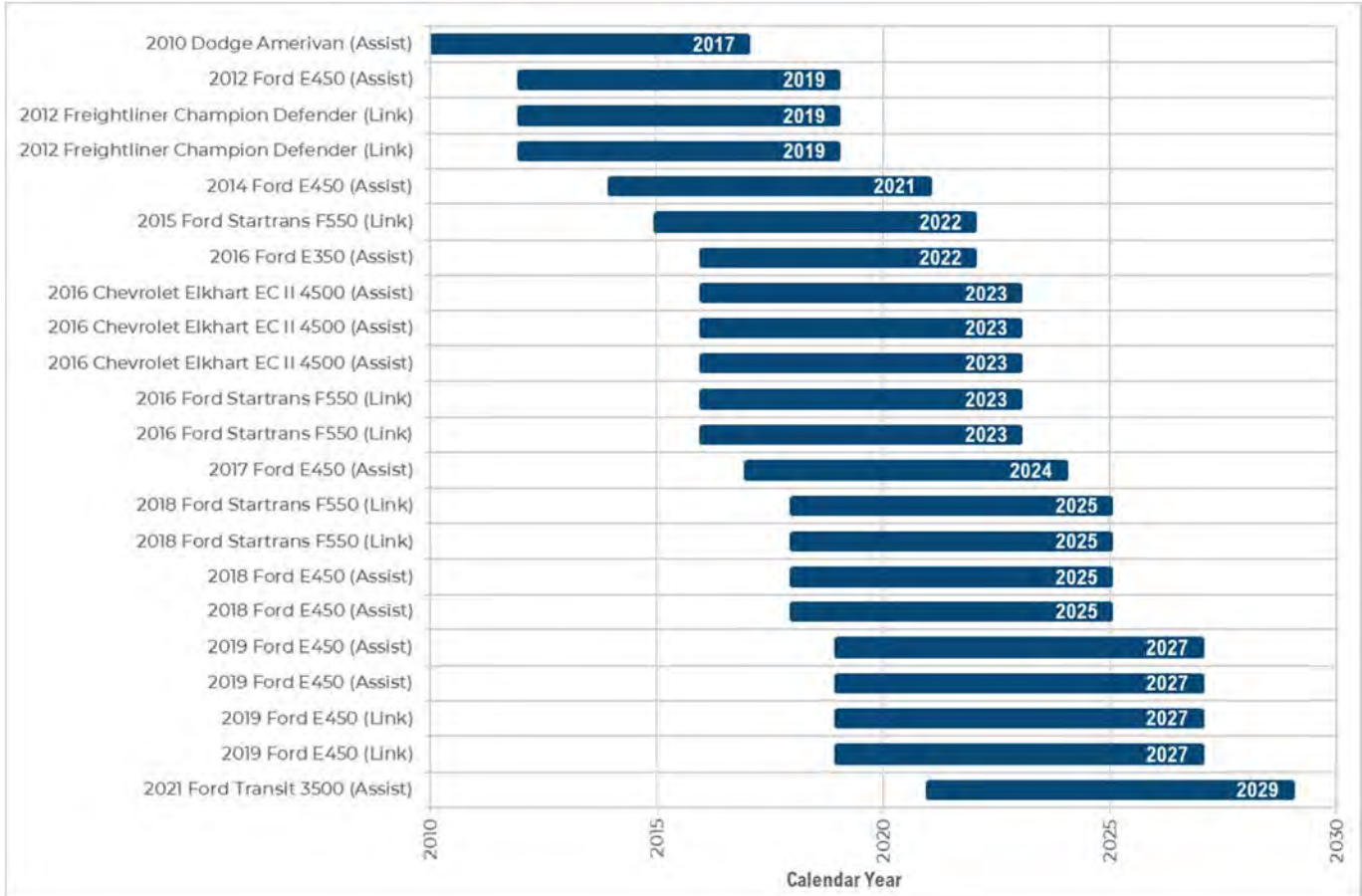
Table 2. Summary of Existing Fleet Vehicle Usage Data

Existing ICE Fleet							
Vehicle ID #	Model Year	Vehicle Make / Model	Service Type	Avg. Daily Miles	Max. Daily Miles	Avg. Daily Hours	Max. Daily Hours
230072	2010	Dodge Amerivan	Assist	70	145	10	14
230074	2012	Ford E450	Assist	119	193	10	14
230075	2012	Freightliner Champion Defender	Link	93	195	8	11
230076	2012	Freightliner Champion Defender	Link	100	196	8	11
230079	2014	Ford E450	Assist	104	196	10	14
230080	2015	Ford Startrans F550	Link	135	197	8	11
230081	2016	Ford E350	Assist	113	196	10	14
230082	2016	Chevrolet Elkhart EC II 4500	Assist	104	163	10	14
230083	2016	Chevrolet Elkhart EC II 4500	Assist	113	175	10	14
230084	2016	Chevrolet Elkhart EC II 4500	Assist	92	163	10	14
230085	2016	Ford Startrans F550	Link	127	196	8	11
230086	2016	Ford Startrans F550	Link	122	204	8	11
230087	2017	Ford E450	Assist	97	159	10	14
230088	2018	Ford Startrans F550	Link	134	197	8	11
230089	2018	Ford Startrans F550	Link	145	194	8	11
230090	2018	Ford E450	Assist	94	162	10	14
230091	2018	Ford E450	Assist	120	169	10	14
230092	2019	Ford E450	Assist	113	193	10	14
230093	2019	Ford E450	Assist	110	163	10	14
230094	2019	Ford E450	Link	126	162	8	11
230095	2019	Ford E450	Link	155	175	8	11
230096	2021	Ford Transit 3500	Assist	119	166	10	13

Finally, **Figure 1** outlines CAT’s current fleet replacement schedule with respect to its 22 ICE vehicles. Note that 7 vehicles are overdue for replacement and another 5 are due for replacement this year. All vehicles are due for replacement by the year 2030.



Figure 1. Existing Fleet Replacement Schedule



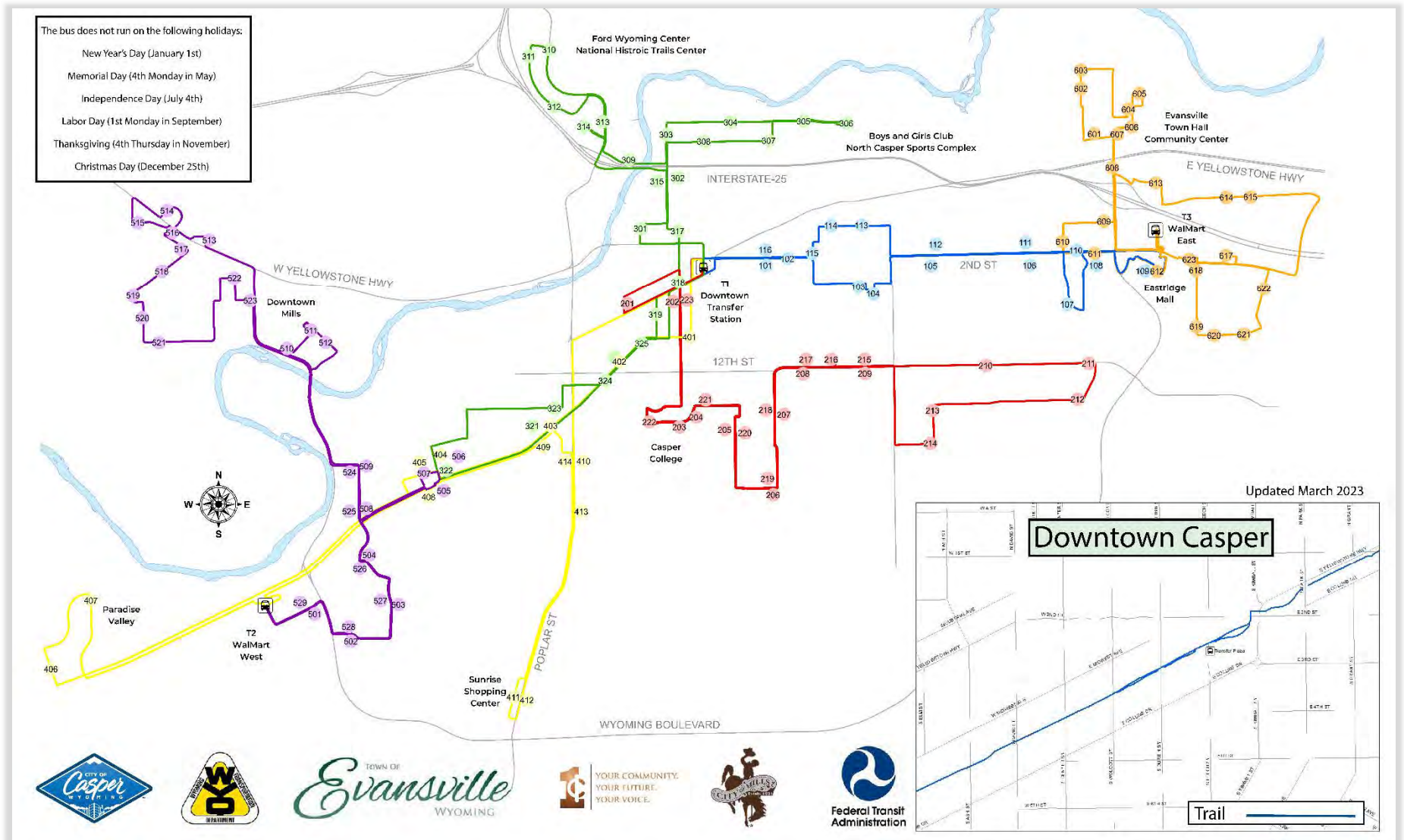
SERVICE PROFILES

Two services are operated by CAT: Casper Area Link, offering deviated fixed-route service, and Casper Area Assist, offering door-to-door paratransit service. The fixed-route service has six routes that typically operate for 11 to 12 hours per day (**Figure 2**). Transfer points between routes currently occur at the Downtown Transfer Center (Blue, Red, Yellow and Green), Walmart West (Yellow and Purple), and Walmart East (Blue and Orange).

Travel conditions vary between the routes. For example, the Green route traverses significant terrain changes, while the Yellow route travels the farthest distance. CAT does not necessarily assign each vehicle to the same route every day. Rather, each vehicle is assigned by passenger loads per route. Larger cutaways typically operate on the Blue and Green routes, while those with lower passenger capacities are used to serve the other four routes.



Figure 2. Existing Casper Area Link Service Routing





FACILITIES OVERVIEW

Fleet vehicles are stored overnight at the Bus Garage Facility at 1715 E 4th Street (**Figure 3**). Most buses are stored outdoors in a secure fenced lot, but there are five indoor storage bays. These bus bays are designed for small vehicles, so some larger vehicles do not fit well in these spaces. However, they could possibly be configured to accommodate BEV charging for a small-scale charging solution. A larger-scale charging solution may include covered parking and/or charging stations in the secure outdoor lot. Any outdoor chargers and dispensers would need to be installed such that all buses can park in the lot and snow removal is not impeded. Each BEV parked outdoors would need to be plugged in overnight to warm its battery. BEVs parked indoors can be kept warm by plugging in overnight, or CAT can continue to use block heaters to maintain an acceptable ambient temperature. Conversations with RMP indicated there is sufficient power available at this site to support demand related to charging activities.

Maintenance activities for City-owned vehicles are conducted at the City Garage, which is located at 1800 E K Street (**Figure 4**). The garage has a dedicated transit maintenance area for the CAT fleet and is equipped with multiple vehicle lifts that can accommodate BEVs, despite their heavier weights compared to ICE vehicles. The City Garage has a diesel-powered generator that provides redundant power. Further research is needed to determine whether this generator can be used to support BEVs in the event of a lengthy power outage. Vehicle parts are supplied by an on-site NAPA Auto Parts distributor, which currently has additional parts storage space that could be utilized for future BEV parts storage.

Conversations with RMP indicated there is ample power availability to support BEV charging activities at the City Garage. However, extreme cold temperatures can degrade a charger's ability to deliver power to a BEV, making it important to protect the charging equipment from these elements. This can be achieved by charging in a temperature-controlled environment or under covered parking. Note, however, that the latter may be less effective in keeping the vehicles' batteries from over-chilling in extreme cold weather conditions.



Figure 3. Aerial of Bus Garage Facility (1715 E 4th Street)

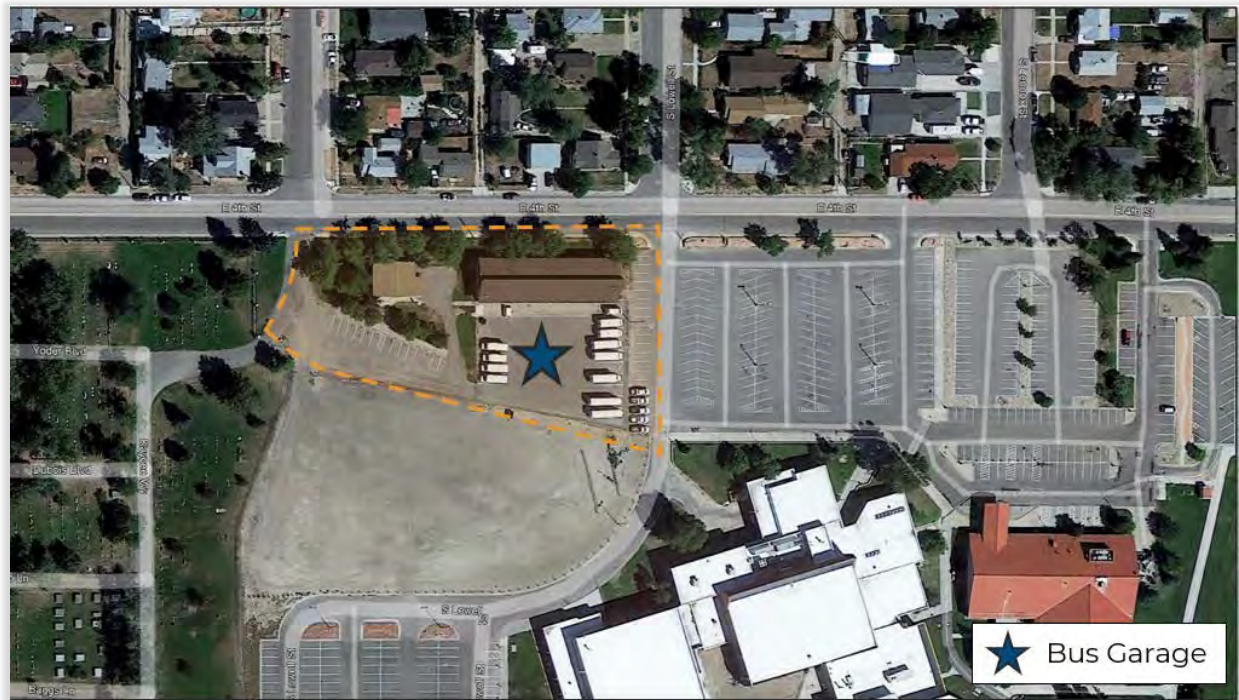


Figure 4. Aerial of City Garage Facility (1800 E K Street)





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MARKET ASSESSMENT



MARKET ASSESSMENT

This section outlines the current state of the battery electric cutaway vehicle and charging infrastructure markets that are relevant to CAT's current fleet. It also outlines relevant policies and incentives that can help local agencies reduce the financial burden associated with full fleet electrification.

VEHICLE TECHNOLOGY

Battery Electric Vehicles

The market for electric transit buses (30 to 60 feet in length) is well developed, but there are also newer applications for battery electric cutaway vehicles. Cutaway vehicle electrification is often achieved through 'repowering,' where the vehicle operates on the original equipment manufacturer's (OEM) chassis but the powertrain and other internal components are produced by a brand-independent manufacturer. Maintaining the warranty and certifications is a primary consideration for repowered vehicles. There are multiple options for these vehicles, and this market sector is growing rapidly. **Table 3** inventories the options that are market-available on the market as of Q1 2023 and shows vehicle specifications for each manufacturer. It is important to note that the actual range of each vehicle will vary by operational conditions, so the values above represent a best-case-scenario with new batteries. BEVs in Casper would experience decreased range during cold weather conditions.

Table 3. Available Battery Electric Cutaway Vehicles (Q1 2023)

Battery Electric Fleet					
Vehicle Make	Vehicle Model	# of Seats	Battery Capacity (kWh)	Driving Range (mi)	Max. DC Rate (kW)
Forest River	E-450 EV Shuttle	22	157	160	80
Forest River	F-550 EV Shuttle	24	128	120	80
Forest River	Transit Passenger Van EV	15	120	170	80
Green Power	AV Star	19	118	150	61
Green Power	EV STAR+	24	118	150	61
Lightning Electric	FE4-86	24	86	80	80
Lightning Electric	FE4-129	24	129	120	80
Motiv / TurtleTop	EPIC 4	16	127	105	50
Optimal EV	SILF (E-450 Chassis)	16	113	125	60
Phoenix Motorcars	ZEUS 400	23	156	160	50
Sunset Vans	Electric Low Floor Minibus	8	75	200	100
US Hybrid	Ford Transit T-350HD DRW	15	180	210	80

kWh = kilowatt-hours (energy) mi. = miles (distance) kW = kilowatts (power)



Example battery electric equivalents for the CAT’s existing ICE fleet are shown in **Table 4**. The vehicles identified have similar passenger capacities to their ICE counterparts, and all accommodate at least two wheelchairs. Future vehicles may have increased battery capacities and driving ranges compared to those available on the market today. Compared to the 80- or 100-kW power input that current battery electric cutaways can accept, future BEVs may be able to accept higher inputs and charge faster.

Table 4. Example Equivalent Battery Electric Cutaway Vehicles

Existing ICE Fleet			Example Battery Electric Fleet		
Vehicle Make / Model	Pass. Capacity	WC Capacity	Vehicle Make / Model	Max. Pass. Capacity	Max. WC Capacity
Chevrolet Elkhart EC II 4500	16	2	Forest River E450 EV	16	2
Dodge Amerivan	7	1	SV Electric Low Floor Minibus	8	3
Ford E350	13	2	Forest River E450 EV	16	2
Ford E450	16	2	Forest River E450 EV	16	2
Ford E450	18	2	Forest River E450 EV	16	2
Ford Startrans F550	24	2	Forest River F550 EV	24	2
Ford Transit 3500	10	1	SV Electric Low Floor Minibus	8	3
Freightliner Champion Defender	30	2	Forest River F550 EV	24	2

Hybrid Electric Vehicles

If BEVs are determined to not be appropriate for CAT’s fleet operations at this time, the MPO might explore a low-emission alternative until zero-emission vehicles (ZEV) as a more feasible alternative. Hybrid electric vehicles (HEV) are powered by an internal combustion engine and one or more electric motors, which use energy stored in the vehicle’s battery. The battery is charged via regenerative braking and the gasoline-powered engine rather than being plugged in. Plug-in hybrid electric vehicles (PHEV) can be plugged in, but there are currently no plug-in hybrid cutaways on the market. The Ford Transit Passenger Van can be converted to operate as an HEV by a qualified vehicle modifier, and the modified vehicle is delivered through Ford without impacting OEM warranties or service agreements.

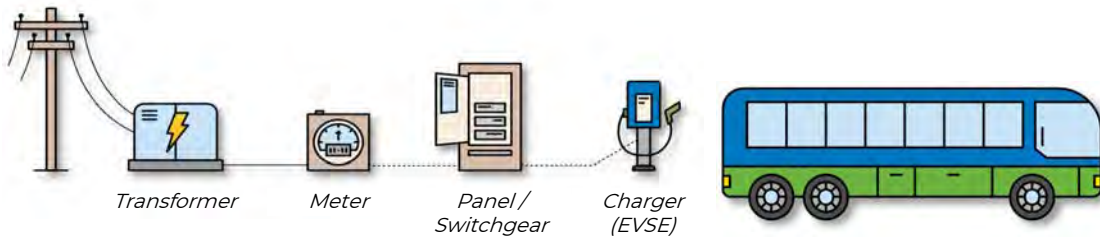
CHARGING TECHNOLOGY

Components of Charging

Charging infrastructure for BEV charging is well developed. It includes electrical delivery through the communications wiring, transformer, meter, and switchgear, as well as the charger (i.e., the cabinet used to supply power). A simplified diagram showing the components of charging infrastructure is shown in **Figure 5**. Today’s charging technologies can support current demand and can be scaled to meet the growing needs of new vehicle and fuel markets.



Figure 5. Charging Infrastructure Equipment Layout



Levels of Charging

Level 2 alternating current (AC) chargers charge vehicles over extended periods of time, with an average power output of 3.5 to 19.2 kilowatts (kW). A Level 2 charger may entail introducing or upgrading the existing electrical system to support 208- or 240-volt (V) capabilities. Level 2 chargers can typically provide a BEV with around 20 miles of range per hour plugged in regardless of vehicle type. This rate is typically adequate for overnight charging. Four examples of Level 2 AC chargers that are available as of Q1 2023 are shown in **Table 5**.

Direct current fast chargers (DCFC) utilize three-phase AC power to provide fast charging at power levels ranging up to 450 kW. The power output from each charging cabinet can be split into multiple dispenser connections. The cost for a DCFC system is greater than that for a Level 2 system because the higher level of power exchange requires larger and more expensive equipment. Even at lower power levels, however, DCFCs can supply over 100 miles of range per hour plugged in. This fast charge rate can enable rapid midday and/or on-route recharging for BEVs that lack the range needed to complete daily service. **Table 5** shows five examples of DCFCs that are available as of Q1 2023.

Table 5. Examples of Available Chargers

Charging Infrastructure		
Manufacturer	Model	Power Output (kW)
Level 2 Chargers		
Blink	IQ 200	19.2 kW
ChargePoint	CPF50	12.0 kW
ClipperCreek	HCS-60	11.5 kW
Wallbox	Pulsar Plus (40A)	9.6 kW
DC Fast Chargers		
ABB	Terra 124	120 kW
BTC Power	L3R-100	100 kW
FreeWire	Boost Charger 150	150 kW
Heliox	Flex 180	180 kW
Siemens	VersiCharge Ultra 175	175 kW

Methods of Charging

There are three ways to charge a BEV: a plug-in dispenser, a pantograph dispenser, and an inductive charging pad (i.e., wireless). Plug-in dispensers and inductive charging pads are the only charging types available for the battery electric cutaways that could replace CAT’s existing fleet vehicles. A Level 2 charge is delivered through a plug-in dispenser, while fast charging can be delivered through both a plug-in



dispenser and an inductive charging pad. **Figure 6** shows examples of both plug-in chargers and a wireless inductive charging pad.

Figure 6. Plug-In and Wireless Inductive Charging



Plug-in charging uses a cord and plug, similar to charging other electronics. The cord connects the charging cabinet to the vehicle, and the speed of charge depends on the power output of the charging cabinet. All BEVs are equipped to charge using a plug-in dispenser, which typically has the lowest capital and installation costs. However, the cords can pose maintenance and operational challenges if they are vandalized, run over by vehicles, or simply break from repetitive and regular use.

Inductive charging pads charge a BEV without a physical cord connection via coils buried beneath the pavement. Inductive charging is initiated when a vehicle parks over the charging pad, after which a current is sent through the underground coils. This induces a magnetic field, which in turn induces current in coils within the bus. Vehicles must be outfitted with a communications antenna, a system interface controller, a user display, and an undercarriage-mounted power receiver to charge wirelessly. Unlike plug-in charging ports, outfitting a vehicle to enable wireless charging capabilities will incur an additional cost. Typically, inductive charging is used by transit vehicles at an on-route layover. **Table 6** outlines the advantages and disadvantages of plug-in fast charging versus inductive fast charging with respect to transit vehicles.



Table 6. Comparison of Plug-In and Wireless Inductive Charging

Charging Comparison			
Type of Fast Charging	Typical Installation	Advantages	Disadvantages
Plug-In Fast Charging	Typically used to charge overnight or between blocks		Slower charge rate than wireless inductive charging
	1-2 buses per charger based on number of dispensers	Lower unit and construction costs than wireless inductive charging	Need to identify available space for equipment with large-scale deployments
	Typical charge power ranges from 50 kW to 150 kW	Additional chargers can be added for redundancy	Requires staff to manually plug/unplug the vehicle
	Compliant with SAE J1772 and J3068 standards		Chargers subject to weather and external damage
Wireless Inductive Fast Charging	Typically used to charge buses at on-route layovers	No manual connections or moving parts	Higher per-charger unit and construction costs
	One charger can serve as many buses as needed over a service day	Can be used by multiple vehicle types once vehicles have pads installed	Charging efficiency varies based on bus alignment
	Charge power from 50 kW to 350 kW	Infrastructure is protected from external elements	No interoperability among different charger providers
		No impacts to right-of-way or aesthetics	Not offered by all OEMs

Charge Management Technologies

Fleet operators can manage chargers in-house since there is no fare collection for charging fleet vehicles, or they may opt to contract with a third party to manage charger operations. Charging as a Service (CaaS) is a third-party turnkey solution that can help charger owners manage availability, usage, and, if appropriate, fare collection. The CaaS solution provides charger equipment, installation, software, maintenance, and customer support for a fixed monthly fee to the property owner. The provider is then able to meter vehicle use and payments. CaaS can also provide charging demand management for fleet vehicles housed and charged in a secure lot, regulating when they receive charge to minimize monthly utility costs without compromising the needs of the fleet.



POLICIES AND INCENTIVES

There are no local-level policies or incentives related to fleet electrification, but the Federal government and State of Wyoming have enacted some relevant legislation. At the Federal level, the U.S. Environmental Protection Agency's (EPA) Conversion and Tampering Regulations ensure aftermarket vehicle conversions are completed according to national standards. The Federal government has also implemented standards for the design of electric vehicle supply equipment (EVSE) and requires utility providers to promote affordable and equitable charging. Specific to Wyoming are the State's Alternative Fuel Tax Rate and EV Decal Fee, which can help to recover some of the costs lost due to EV drivers not paying gasoline taxes.

The Federal government provides multiple incentives for personal drivers and transit fleet owners to purchase BEVs. The MPO may be able to obtain a clean vehicle credit under Internal Revenue Code 45W. Businesses and tax-exempt organizations that purchase a qualified commercial clean vehicle are eligible for a tax credit of up to \$7,500 for qualified vehicles with gross vehicle weight ratings (GVWR) of under 14,000 pounds and \$40,000 for all other vehicles. The credit equals the lesser of 15% of the agency's basis in the vehicle (30% if the vehicle uses an alternative fuel) or the incremental cost of the vehicle.¹

The U.S. Department of Transportation (USDOT) provides funding for electrification projects specific to charging-related infrastructure through the RAISE Discretionary Grant program.² Finally, the FTA operates the Low or No Emission Grant (Low-No) Program, which provides funding specifically for transportation agencies looking to electrify their vehicle fleets. In FY 2023, nearly \$1.7 billion was allocated to the Low-No Program to support state and local efforts to buy or modernize buses, improve bus facilities, and support workforce development.³

¹ U.S. Internal Revenue Service: <https://www.irs.gov/credits-deductions/commercial-clean-vehicle-credit>

² U.S. Department of Transportation: <https://www.transportation.gov/RAISEgrants/about>

³ U.S. Federal Transit Administration: <https://www.transit.dot.gov/lowno>



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ENERGY MODELING



ENERGY MODELING

This section summarizes modeling conducted to evaluate the feasibility of an all-electric fleet in Casper based on fleet needs, infrastructure requirements, power demand, and daily energy consumption related to charging activities.

MODELING METHODS

The energy analysis was conducted to understand if CAT could maintain its current level of operations using BEVs. The analysis was based on monthly odometer readings of existing vehicles from May 2021 through December 2022, as well as the specifications of various example BEV equivalents. These BEVs were chosen because they have passenger and wheelchair capacities comparable to CAT's existing fleet.

Battery capacities and operational ranges for today's battery electric cutaways are very low relative to CAT's existing ICE vehicle fleet and may not be sufficient to satisfy existing service levels. If it is determined the modeled BEV cannot complete existing service on a single charge, the energy model will supply alternate strategies such as increasing the fleet size or adding high-power fast chargers on-route for charging during scheduled layovers. The energy modeling can also determine the impacts of charging vehicles on-route during scheduled layovers using wireless inductive fast chargers. Daily energy consumption is computed using both average and maximum operational profiles for each vehicle. The model will also identify the time needed for each vehicle to reach a full charge; if it exceeds the vehicle's inactive time, the model will show a higher power output is needed.

Table 7 summarizes the operating metrics of the existing fleet, the BEVs selected to represent each existing vehicle's all-electric replacement, and the battery capacity and operational range of each BEV equivalent. Each vehicle's usable battery capacity and range were assumed to be 70% of their nameplate values. Limiting the amount of power stored in the battery considered 'usable' keeps the battery from reaching zero charge, prolongs the life of the battery, and provides a buffer that accounts for cold weather impacts to the operating range of currently available BEVs.



Table 7. Modeled Battery Electric Fleet Inputs

Existing ICE Fleet	Example Battery Electric Fleet						
Vehicle Make / Model	Vehicle Make / Model	Avg. Daily Miles	Max. Daily Miles	Avg. Daily Hours	Max. Daily Hours	Usable Capacity (kWh)	Usable Range (mi)
Chevrolet Elkhart EC II 4500	Forest River E450 EV	104	163	10	14	110	119
Chevrolet Elkhart EC II 4500	Forest River E450 EV	113	175	10	14	110	119
Chevrolet Elkhart EC II 4500	Forest River E450 EV	92	163	10	14	110	119
Ford E350	Forest River E450 EV	113	196	10	14	110	119
Ford E450	Forest River E450 EV	119	193	10	14	110	119
Ford E450	Forest River E450 EV	104	196	10	14	110	119
Ford E450	Forest River E450 EV	97	159	10	14	110	119
Ford E450	Forest River E450 EV	94	162	10	14	110	119
Ford E450	Forest River E450 EV	120	169	10	14	110	119
Ford E450	Forest River E450 EV	113	193	10	14	110	119
Ford E450	Forest River E450 EV	110	163	10	14	110	119
Ford E450	Forest River E450 EV	126	162	8	11	110	119
Ford E450	Forest River E450 EV	155	175	8	11	110	119
Ford Startrans F550	Forest River F550 EV	135	197	8	11	90	70
Ford Startrans F550	Forest River F550 EV	127	196	8	11	90	70
Ford Startrans F550	Forest River F550 EV	122	204	8	11	90	70
Ford Startrans F550	Forest River F550 EV	134	197	8	11	90	70
Ford Startrans F550	Forest River F550 EV	145	194	8	11	90	70
Freightliner Champion Defender	Forest River F550 EV	93	195	8	11	90	70
Freightliner Champion Defender	Forest River F550 EV	100	196	8	11	90	70
Dodge Amerivan	SV Electric Low Floor Minibus	70	145	10	14	53	140
Ford Transit 3500	SV Electric Low Floor Minibus	119	166	10	13	53	140

MODELING RESULTS

Baseline Scenario

First, a baseline scenario was modeled to determine whether the BEV equivalents representing CAT’s fleet can satisfy existing service requirements based on a one-to-one replacement ratio. The results of the modeling indicate that none of the BEV equivalents can complete existing service profiles in the baseline scenario—all would exceed their respective maximum battery capacities. Many vehicles would even require double the amount of energy today’s batteries can store to accomplish a complete service day on a single charge. These results show a near-term transition to BEVs at a one-to-one ratio is virtually impossible without significant modifications to existing service patterns. **Table 8** summarizes the baseline scenario results.



Table 8. Energy Modeling Results for Baseline Scenario

Existing ICE Fleet	Modeled Battery Electric Fleet			
Vehicle Make / Model	Vehicle Make / Model	Max. Capacity (kWh)	Daily Energy (kWh)	% Daily Use on Battery
Chevrolet Elkhart EC II 4500	Forest River E450 EV	157	205	131%
Chevrolet Elkhart EC II 4500	Forest River E450 EV	157	207	132%
Chevrolet Elkhart EC II 4500	Forest River E450 EV	157	203	129%
Ford E350	Forest River E450 EV	157	208	132%
Ford E450	Forest River E450 EV	157	209	133%
Ford E450	Forest River E450 EV	157	206	131%
Ford E450	Forest River E450 EV	157	204	130%
Ford E450	Forest River E450 EV	157	203	130%
Ford E450	Forest River E450 EV	157	208	133%
Ford E450	Forest River E450 EV	157	208	132%
Ford E450	Forest River E450 EV	157	206	131%
Ford E450	Forest River E450 EV	157	208	132%
Ford E450	Forest River E450 EV	157	214	136%
Ford Startrans F550	Forest River F550 EV	128	284	222%
Ford Startrans F550	Forest River F550 EV	128	280	219%
Ford Startrans F550	Forest River F550 EV	128	279	218%
Ford Startrans F550	Forest River F550 EV	128	283	221%
Ford Startrans F550	Forest River F550 EV	128	287	224%
Freightliner Champion Defender	Forest River F550 EV	128	178	139%
Freightliner Champion Defender	Forest River F550 EV	128	270	211%
Dodge Amerivan	SV Electric Low Floor Minibus	75	100	133%
Ford Transit 3500	SV Electric Low Floor Minibus	75	103	138%

Expanded Fleet with Depot Charging Only Scenario

As the baseline scenario analysis identified operational concerns with replacing the existing fleet with BEVs at a one-to-one ratio, a second scenario was developed to evaluate overnight depot charging using Level 2 chargers at the Bus Garage Facility. The selected BEV equivalents can accept between 7.2 kilowatts (kW) and 11.5 kW of power from a Level 2 charger, replenishing 10 to 15 miles of range per hour plugged in. BEVs could receive 100 to 150 miles of range over a 10-hour window at these rates. **Table 9** summarizes the energy demand and battery usage results for this scenario. The results show the current 22-vehicle fleet would need to more than double in size to confidently maintain current service with a BEV fleet relying entirely on overnight depot charging.



Table 9. Energy Modeling Results for Expanded Fleet with Depot Charging Only Scenario

Existing ICE Fleet			Modeled Battery Electric Fleet								
Vehicle Make / Model	Current # of Vehicles	Inactive Time (hr)	Vehicle Make / Model	Needed # of Vehicles	Minimum Charger Level	Veh. Power (kW)	Total Power (kW)	Veh. Daily Energy (kWh)	Total Daily Energy (kWh)	Time to Full SOC (hr)	% Daily Use on Battery
Chevrolet Elkhart EC II 4500	1	10	Forest River E450 EV	2 (+1)	48A Level 2	11.5	23.0	102.7	205.3	8.9	65.4%
Chevrolet Elkhart EC II 4500	1	10	Forest River E450 EV	2 (+1)	48A Level 2	11.5	23.0	103.6	207.2	9.0	66.0%
Chevrolet Elkhart EC II 4500	1	10	Forest River E450 EV	2 (+1)	48A Level 2	11.5	23.0	101.6	203.1	8.8	64.7%
Ford E350	1	10	Forest River E450 EV	2 (+1)	48A Level 2	11.5	23.0	103.8	207.7	9.0	66.1%
Ford E450	1	10	Forest River E450 EV	2 (+1)	48A Level 2	11.5	23.0	104.4	208.7	9.1	66.5%
Ford E450	1	10	Forest River E450 EV	2 (+1)	48A Level 2	11.5	23.0	103.0	206.0	8.9	65.6%
Ford E450	1	10	Forest River E450 EV	2 (+1)	48A Level 2	11.5	23.0	102.0	204.0	8.9	65.0%
Ford E450	1	10	Forest River E450 EV	2 (+1)	48A Level 2	11.5	23.0	101.7	203.5	8.8	64.8%
Ford E450	1	10	Forest River E450 EV	2 (+1)	48A Level 2	11.5	23.0	104.2	208.4	9.0	66.4%
Ford E450	1	10	Forest River E450 EV	2 (+1)	48A Level 2	11.5	23.0	103.8	207.6	9.0	66.1%
Ford E450	1	10	Forest River E450 EV	2 (+1)	48A Level 2	11.5	23.0	103.2	206.4	9.0	65.7%
Ford E450	1	13	Forest River E450 EV	2 (+1)	48A Level 2	11.5	23.0	104.0	208.0	9.0	66.2%
Ford E450	1	13	Forest River E450 EV	2 (+1)	48A Level 2	11.5	23.0	106.8	213.6	9.3	68.0%
Ford Startrans F550	1	13	Forest River F550 EV	3 (+2)	32A Level 2	7.7	23.0	94.5	283.6	8.2	73.9%
Ford Startrans F550	1	13	Forest River F550 EV	3 (+2)	32A Level 2	7.7	23.0	93.5	280.5	8.1	73.0%
Ford Startrans F550	1	13	Forest River F550 EV	3 (+2)	32A Level 2	7.7	23.0	93.0	278.9	8.1	72.6%
Ford Startrans F550	1	13	Forest River F550 EV	3 (+2)	32A Level 2	7.7	23.0	94.4	283.2	8.2	73.8%
Ford Startrans F550	1	13	Forest River F550 EV	3 (+2)	32A Level 2	7.7	23.0	95.8	287.3	8.3	74.8%
Freightliner Champion Defender	1	13	Forest River F550 EV	2 (+1)	30A Level 2	7.2	14.4	89.1	178.2	7.7	69.6%
Freightliner Champion Defender	1	13	Forest River F550 EV	3 (+2)	30A Level 2	7.2	21.6	90.0	270.1	7.8	70.3%
Dodge Amerivan	1	10	SV Electric Low Floor Minibus	2 (+1)	30A Level 2	7.2	14.4	49.9	99.7	4.3	66.5%
Ford Transit 3500	1	11	SV Electric Low Floor Minibus	2 (+1)	30A Level 2	7.2	14.4	51.7	103.5	4.5	69.0%
Total ICE Fleet	22	-	Total BEV Fleet	50 (+28)	9 30A Level 2	-	479.5 kW	-	4754.5 kWh	-	-
					15 32A Level 2						
					26 48A Level 2						



To be feasible, this scenario would require 50 BEVs, incurring a peak load on the local electrical grid of about 480 kW. This falls well below the 1-megawatt (MW) threshold that triggers RMP's Large General Service rate structure, so the standard General Service rate structure would be applied to the Bus Garage Facility. Over a day, the expanded BEV fleet would be expected to consume 4.75 MW of energy.

Full BEV Fleet with On-Route Fast Charging Scenario

As an alternative to more than doubling the current fleet size, a third scenario was modeled to evaluate the feasibility of a BEV transition using on-route fast charging. This scenario assumes wireless inductive charging pads are installed at transfer points along CAT's existing routes where vehicles would charge during scheduled layovers. This extends each vehicle's operational range and mitigates the need for additional fleet vehicles.

Based on existing service profiles, fleet vehicles can arrive at each transfer point from 15 to 0 minutes prior to the start of their next trip. Uncertainty in arrival times will likely create concerns related to the level of charge a vehicle can receive if it arrives to a charger later than anticipated. Service profiles may need to be revisited and/or simplified to ensure fleet vehicles are arriving as planned and have time to charge to a level sufficient to complete their next two trips.

To determine the minimum power output needed for each inductive charger, it was assumed that each vehicle has a 10-minute window to charge every 2 hours. Half the fleet would charge on 'even' hours, while the other half would charge on 'odd' hours. This charging strategy would require four inductive charging pads—two at the Downtown Transfer Center, one at or near the existing stop at Walmart West, and one at or near the existing stop at Walmart East. This combination of charging pads would accommodate vehicles on all six routes operated by CAT.

Table 10 summarizes the power output needed for five charges per day to provide a sufficient state of charge (SOC) such that each vehicle can return to the Bus Garage Facility at the end of a service day. Because vehicles would share charging pads, the highest required power output (250 kW) would be applied to each charger unless a per-route analysis was conducted. However, the peak load on the electrical grid at each charging location will be based on the accepted power input of each vehicle actively charging. For example, if all four proposed charging pads provided an output of 250 kW, the peak load on the electrical grid would be 500 kW at the Downtown Transfer Center and 250 kW at the transfer points to the east and west. Even in this high-demand scenario, each location would fall under RMP's General Service rate structure. At a lower power input such as 80 kW, the peak load at the Downtown Transfer Center would be 160 kW and the peak load at the other transfer points would be just 80 kW each.



Table 10. Energy Modeling Results for Expanded Fleet with Depot Charging Only Scenario

Vehicle Make and Model	Usable Battery Capacity (kWh)	Distance Traveled per Shift (miles)	Power Used per Shift (kWh)	Available Time per Charge (min)	End of Service SOC [at 80 kW]	End of Service SOC [at 100 kW]	End of Service SOC [at 150 kW]	End of Service SOC [at 200 kW]	End of Service SOC [at 250 kW]	Minimum Charger Power Output
Sunset Vans Electric Low Floor Minibus	52.5	29.0	13.3	10	82%	82%	82%	82%	82%	80 kW
Forest River E450 EV	109.9	38.6	28.0	10	36%	46%	73%	82%	82%	80 kW
Forest River F550 EV	89.6	39.0	29.8	10	12%	25%	58%	77%	77%	150 kW
Forest River F550 EV	89.6	39.2	31.6	10	4%	17%	50%	75%	75%	150 kW
Forest River E450 EV	109.9	39.2	25.2	10	46%	57%	83%	84%	84%	80 kW
Forest River F550 EV	89.6	39.4	40.6	10	-38%	-25%	8%	40%	68%	200 kW
Forest River E450 EV	109.9	39.2	26.9	10	40%	50%	77%	83%	83%	80 kW
Forest River E450 EV	109.9	32.6	25.2	10	46%	57%	83%	84%	84%	80 kW
Forest River E450 EV	109.9	35.0	26.9	10	40%	50%	77%	83%	83%	80 kW
Forest River E450 EV	109.9	32.6	23.0	10	55%	65%	85%	85%	85%	80 kW
Forest River F550 EV	89.6	39.2	38.5	10	-28%	-15%	17%	50%	70%	200 kW
Forest River F550 EV	89.6	40.8	37.2	10	-22%	-9%	23%	56%	71%	200 kW
Forest River E450 EV	109.9	31.8	23.9	10	51%	62%	85%	85%	85%	80 kW
Forest River F550 EV	89.6	39.4	40.3	10	-37%	-24%	9%	41%	69%	200 kW
Forest River F550 EV	89.6	38.8	43.1	10	-50%	-37%	-4%	28%	61%	250 kW
Forest River E450 EV	109.9	32.4	23.4	10	53%	64%	85%	85%	85%	80 kW
Forest River E450 EV	109.9	33.8	28.2	10	35%	45%	72%	82%	82%	80 kW
Forest River E450 EV	109.9	38.6	26.9	10	40%	50%	77%	83%	83%	80 kW
Forest River E450 EV	109.9	32.6	26.3	10	42%	53%	79%	83%	83%	80 kW
Forest River E450 EV	109.9	32.4	29.3	10	31%	41%	68%	81%	81%	80 kW
Forest River E450 EV	109.9	35.0	34.6	10	10%	21%	47%	74%	78%	150 kW
Sunset Vans Electric Low Floor Minibus	52.5	33.2	16.9	10	53%	76%	77%	77%	77%	80 kW



Based on this analysis, wireless inductive charging at 80 kW would be sufficient to support 14 BEVs at a one-to-one replacement ratio, but the remaining 8 vehicles need to accept at least 150 kW to complete service with bihourly 10-minute top-offs (**Table 11**). However, the maximum power input today’s battery electric cutaways can accept is 80 to 100 kW. Until available BEVs can accept higher power inputs, CAT will not be able to leverage the benefits of faster charging or continue to provide service at today’s levels with a full BEV fleet.

Table 11. Number of Feasible BEVs by Required Power Output

Vehicle Make and Model	# of Feasible Vehicles by Required Charger Power Output					Fleet Size
	80 kW	100 kW	150 kW	200 kW	250 kW	
Sunset Vans Electric Low Floor Minibus	2	0	0	0	0	2
Forest River E450 EV	12	0	1	0	0	13
Forest River F550 EV	0	0	2	4	1	7
FLEET TOTAL	14	0	3	4	1	22

Note that implementing this scenario would still require 22 Level 2 chargers at the Bus Garage Facility to bring each vehicle to a full charge after its final two trips in a service day and protect the batteries (i.e., keep them warm) in cold weather. At 7.2 kW, the peak load on the electrical grid would be just 79.2 kW and overnight energy consumption would be about 670 kilowatts per hour (kWh).

CONCLUSIONS

Though the benefits of electrified transportation are clear, the MPO must consider the feasibility of fully transitioning to BEVs when they currently have lower ranges and higher costs than their ICE vehicle counterparts. Based on the energy modeling results described above, it is infeasible for the CAT fleet to fully transition at this time without incurring logistical concerns, operational impacts, and significant costs related to a combination of vehicle purchases, charger installations, and facility reconfigurations.

The Transition Roadmap section of this plan identifies a series of benchmarks at which the MPO may again consider an electric fleet transition using only Level 2 depot charging. It also outlines of the potential to conduct a potential pilot project using a small number of vehicles and a single charger that would enable CAT to evaluate wireless charging technologies against local conditions and its specific operational constraints.



CASPER AREA
METROPOLITAN PLANNING ORGANIZATION
Casper - Mills - Evansville - Bar Nunn - Natrona County

FINANCIAL ANALYSIS



FINANCIAL ANALYSIS

This section describes a financial analysis undertaken to determine the budgetary requirements associated with potential fleet electrification in Casper, including both capital and ongoing operations and maintenance (O&M) costs. The analysis was used to determine a high-level total cost of ownership over the 17-year period from 2023 through 2040, based on today's dollars.

ANALYSIS METHODS

Analysis Scenarios

Four transition scenarios were evaluated to compare the financial impacts of a BEV fleet in terms of both capital and ongoing O&M expenditures through 2040. The four scenarios were:

- **Baseline: Maintain ICE Fleet**
This scenario reflects CAT maintaining an ICE vehicle fleet to enable a direct comparison of the costs associated with owning and operating BEVs versus ICE vehicles. It includes two replacement cycles (2024-2029 and 2032-2037), with overdue vehicles being replaced between now and the end of 2027.
- **Expanded Fleet with Depot Charging Only** (BEV Cycle Begins 2024)
This scenario reflects an immediate start to CAT's fleet transition, which would entail the purchase of 50 BEVs and their associated Level 2 chargers over the next five years. One Level 2 charger was assigned to each vehicle based on discussions with CAT staff, which identified the need for convenience and resiliency if a charger breaks. During the following replacement cycle, it was assumed that the fleet size would return to 22 vehicles as battery technology and driving ranges improve. Note that the energy modeling determined this strategy is infeasible due to operational and logistical concerns.
- **Delayed Transition with Depot Charging** (BEV Cycle Begins 2032)
This scenario reflects one ICE vehicle replacement cycle (2024-2029) before BEVs are introduced to the fleet beginning in 2032. This strategy entails the purchase of 22 BEVs and their associated Level 2 chargers from 2032 to 2037. It is anticipated that the driving ranges of all-electric cutaways in 10 years will be sufficient for CAT's service, so the fleet size was not increased. Note that, although 2032 was assumed to be the start of a potential fleet transition based on CAT's current vehicle replacement cycle, this assumption is predicated on future improvements in battery technology and driving range.
- **Fast Charging with Near-Term Pilot Project**
This scenario reflects initiation of a pilot project to test wireless inductive on-route charging prior to a full fleet transition. Two BEVs, one on-route fast charger, and two Level 2 chargers would be purchased in 2025 then delivered and installed in 2026/2027 to test the technology with the Link service. A BEV equivalent for one Assist vehicle and one more Level 2 charger would then be purchased in 2028 and delivered in 2029, assuming OEM lead times decrease. The remainder of the fleet would be transitioned to BEVs in the 2032-2037



replacement cycle, with the addition of 3 more on-route chargers and 19 more Level 2 chargers, dictated by future advancements in vehicle and charger technologies. It is important that each BEV has its own charger to maintain an acceptable temperature for its battery when charging overnight.

Table 12 outlines the assumed replacement schedules for each of the scenarios described above. The values shown represent the number of vehicle purchases per year. Bold values indicate initial BEV purchases, while italicized values indicate the next BEV replacement after the initial BEV purchase. Unformatted values represent ICE vehicle purchases. Note that the vehicle purchases proposed for a potential pilot project would be made in advance of the project's start year to accommodate longer lead times from today's BEV and charging infrastructure manufacturers to deliver BEVs and install needed chargers.

Table 12. Assumed Fleet Replacement Schedules by Analysis Scenario

Existing ICE Fleet		Example BEV Fleet	Number of Vehicle Procurements																								
Vehicle Make / Model	Service Type	Vehicle Make / Model	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	Total
Maintain ICE Fleet																											
Chevrolet Elkhart EC II 4500	Assist												3								3						6
Dodge Amerivan	Assist									1								1									2
Ford E350	Assist											1								1							2
Ford E450	Assist									2	3		2					2	3		2						14
Ford E450	Link												2								2						4
Ford Startrans F550	Link										2	1	2						2	1	2						10
Ford Transit 3500	Assist														1								1				2
Freightliner Champion Defender	Link									2								2									4
Total			0	0	0	0	0	0	0	5	5	2	9	0	1	0	0	5	5	2	9	0	1	0	0	0	44
Expanded Fleet with Depot Charging Only (BEV Cycle Begins 2024)																											
Chevrolet Elkhart EC II 4500	Assist	Forest River E450 EV											6								3						9
Dodge Amerivan	Assist	SV Electric Low Floor Minibus								2								1									3
Ford E350	Assist	Forest River E450 EV										2								1							3
Ford E450	Assist	Forest River E450 EV								4	6		4					2	3		2						21
Ford E450	Link	Forest River E450 EV											4								2						6
Ford Startrans F550	Link	Forest River F550 EV									6	3	6						2	1	2						20
Ford Transit 3500	Assist	SV Electric Low Floor Minibus													2								1				3
Freightliner Champion Defender	Link	Forest River F550 EV								5								2									7
Total			0	0	0	0	0	0	0	11	12	5	20	0	2	0	0	5	5	2	9	0	1	0	0	0	72
Delayed Transition with Depot Charging Only (BEV Cycle Begins 2032)																											
Chevrolet Elkhart EC II 4500	Assist	Forest River E450 EV											3					0	0	0	3	0	0	0	0	0	6
Dodge Amerivan	Assist	SV Electric Low Floor Minibus								1								1									2
Ford E350	Assist	Forest River E450 EV										1								1							2
Ford E450	Assist	Forest River E450 EV								2	3		2					2	3		2						14
Ford E450	Link	Forest River E450 EV											2								2						4
Ford Startrans F550	Link	Forest River F550 EV									2	1	2						2	1	2						10
Ford Transit 3500	Assist	SV Electric Low Floor Minibus													1									1			2
Freightliner Champion Defender	Link	Forest River F550 EV								2								2									4
Total			0	0	0	0	0	0	0	5	5	2	9	0	1	0	0	5	5	2	9	0	1	0	0	0	44
Fast Charging with Near-Term Pilot Project																											
Chevrolet Elkhart EC II 4500	Assist	Forest River E450 EV											3								3	0	0				6
Dodge Amerivan	Assist	SV Electric Low Floor Minibus								1								1									2
Ford E350	Assist	Forest River E450 EV										1								1							2
Ford E450	Assist	Forest River E450 EV								2	3		2					2	3		2						14
Ford E450	Link	Forest River E450 EV									2										2						4
Ford Startrans F550	Link	Forest River F550 EV									2	1	2						2	1	2						10
Ford Transit 3500	Assist	SV Electric Low Floor Minibus													1									1			2
Freightliner Champion Defender	Link	Forest River F550 EV								2								2									4
Total			0	0	0	0	0	0	0	5	7	2	7	1	0	0	0	5	5	2	9	0	1	0	0	0	44



Capital Expenditures

This section discusses the methods used to identify the capital requirements of a BEV transition in Casper. Capital expenditures associated with fleet transitions are largely frontloaded, driven by initial vehicle purchases and charger installations.

VEHICLE PURCHASES

Although the purchase prices of smaller BEVs like sedans and crossovers are close to their ICE vehicle equivalents, the purchase prices of battery electric cutaways are more than 100 percent higher. **Table 13** summarizes the estimated costs to replace CAT's fleet vehicles with ICE vehicles or the example BEVs selected to inform this study. They are represented in 2023 dollars based on reported MSRPs and industry averages. For the example BEV fleet shown, price markups compared to the cost of equivalent ICE vehicles can range from 60 to 175 percent. Note that this analysis does not include the resale value of the existing fleet, which would help to reduce the capital required for new vehicle procurements.

Table 13. ICE Vehicle and Example BEV Purchase Prices

Existing ICE Fleet				Example Battery Electric Fleet	
Vehicle Make / Model	Service Type	# of Vehicles	Est. Cost (2023 \$)	Vehicle Make / Model	Est. Cost (2023 \$)
Chevrolet Elkhart EC II 4500	Assist	3	\$160,000	Forest River E450 EV	\$290,000
Dodge Amerivan	Assist	1	\$80,000	SV Electric Low Floor Minibus	\$220,000
Ford E350	Assist	1	\$135,000	Forest River E450 EV	\$290,000
Ford E450	Assist	7	\$160,000	Forest River E450 EV	\$290,000
Ford E450	Link	2	\$160,000	Forest River E450 EV	\$290,000
Ford Startrans F550	Link	5	\$220,000	Forest River F550 EV	\$350,000
Ford Transit 3500	Assist	1	\$100,000	SV Electric Low Floor Minibus	\$220,000
Freightliner Champion Defender	Link	2	\$225,000	Forest River F550 EV	\$350,000

Research and trends in the alternative fuel vehicle (AFV) market were reviewed to forecast future market conditions and purchase prices for ICE vehicles and BEVs. An annual inflation rate of 3 percent was assumed for all costs, which is consistent with trends in the consumer price index (CPI) as reported by the U.S. Bureau of Labor Statistics. A 5 percent discount rate was then applied to BEV purchase prices until 'price parity', or the point where ICE vehicle and BEV purchase prices are equal, was reached in about six years. This is consistent with BNEF forecasts for battery pack prices, which are expected to drop by up to 10 percent annually before reaching a critical threshold of \$60 per kilowatt-hour (kWh) in that year.⁴

⁴ BloombergNEF: <https://about.bnef.com/blog/the-ev-price-gap-narrows/>



Note that this analysis does not account for any financial incentives or support that CAT may pursue to help fund new vehicle purchases and/or charger installations. Federal funding sources, such as the Federal Transit Administration's (FTA) Low-No Grant Program and Bus and Bus Facilities grants. 80 percent of project funding is provided by the FTA, while the remaining 20 percent is matched locally. The Internal Revenue Service's (IRS) Clean Vehicle Credit can also be leveraged to reduce the capital needs associated with a potential fleet transition. This credit can fund up to \$40,000 per vehicle purchase for vehicles with gross vehicle weight ratings (GVWR) above 14,000 pounds.

CHARGING INFRASTRUCTURE

This analysis considers two BEV charging strategies: overnight depot charging at the Bus Garage Facility using Level 2 equipment and wireless inductive fast charging at key transfer points along CAT's Link service routes. Based on industry standard costs for electric vehicle supply equipment (EVSE), the purchase and installation prices per Level 2 charger were assumed to be \$10,000 each, for a per-charger total of \$15,000. Based on experience with similar projects, the average cost to install a new Level 2 charger is often closer to \$5,000; however, conversations with RMP indicated the potential need for utility upgrades and running of additional conduit. Additionally, CAT would need to install curbs and/or bollards to protect the charging stations in the Bus Garage Facility parking area. An installation cost of \$10,000 is assumed to account for these additional expenses.

Assumed costs for wireless inductive chargers were based on conversations with a charger original equipment manufacturer (OEM), who indicated a per-charger cost of up to \$400,000 for a 250-kilowatt (kW) inductive system, including installation. A per-BEV cost of \$15,000 was also applied to account for the installation of inductive charging equipment on each vehicle in applicable scenarios. All infrastructure costs were grown by the same 3 percent annual inflation rate used to project vehicle purchase prices.

Similar to the assumptions for vehicle purchases, no incentives were included in the analysis of infrastructure costs. Federal funding is available for infrastructure projects that support AFVs and fleet transitions through sources such as the USDOT's RAISE Discretionary Grant program. CAT can leverage available funding opportunities to further reduce its capital expenditures related to fleet electrification.

Ongoing Expenditures

Ongoing expenditures associated with both ICE vehicle and BEV fleets include fuel or electricity costs, respectively, and routine maintenance. This section discusses the methods used to identify the O&M needs of a potential fleet transition to BEVs.

FUEL & UTILITY COSTS

CAT's existing fleet is a mix of gasoline- and diesel-powered transit vehicles. Data provided during a site visit at the City Garage showed that, in 2022, CAT spent an average of \$3.46 per gallon of gasoline fuel and \$4.49 per gallon of diesel fuel. To



forecast future fuel costs, these values were increased or decreased annually based on projections from the Energy Information Administration (EIA) Annual Energy Outlook 2023.⁵ Fuel consumption data was provided by City staff.

Based on the energy analysis conducted for a potential BEV fleet in Casper, no charging site would generate a peak load greater than 500 kW, well below the 1-megawatt (MW) threshold set by RMP that would trigger the Large General Service rate structure. Therefore, the General Service rate structure would be applied to the Bus Garage Facility, Downtown Transfer Center, and other transfer stations where charging infrastructure is installed. Under this rate structure, RMP applies an energy charge of 1.468¢ to 1.519¢ per kWh consumed, then a demand charge of \$16.31 to \$16.89 per kW based on the highest-use 15-minute period per month.⁶ The high-end rates were applied to any power use related to charging activities to provide a more conservative analysis. The rates do not change based on time of day nor season of use. To forecast future utility costs, these values were also increased or decreased annually based on EIA projections.⁷

ROUTINE MAINTENANCE

Maintenance expenditures and vehicle usage data provided by City staff were used to determine that, in 2022, CAT's routine maintenance activities incurred a cost of approximately 71.1¢ per mile traveled by the current ICE vehicle fleet, which includes both parts and labor. Argonne National Laboratory has shown that BEV owners can save about 40 percent on routine maintenance costs due to BEVs' mechanical simplicity and less frequent maintenance intervals. BEVs are not equipped with spark plugs, oxygen sensors, and oil filters that require periodic replacement, they do not require oil changes, and their brake replacement intervals can be 50 percent longer than those of their ICE vehicle counterparts due to the reduced wear and tear achieved through regenerative braking.⁸ For CAT, a 40 percent savings on current maintenance expenditures would entail a cost of about 57¢ per mile based on the current vehicle usage and maintenance cost data provided by City staff. Note that this level of savings is assumed based on industry averages but may be lower for new BEV types like cutaways. A standard inflation rate of 3 percent per year was then applied to all costs through 2040.

ANALYSIS RESULTS

This financial analysis reflects two full replacement cycles for CAT's fleet vehicles: one from 2024-2029 and one from 2032-2037. Transition costs vary based on which cycle BEVs are introduced during and the type charging technology selected, which can significantly impact the fleet size required to maintain daily operations. The cost of delaying the fleet transition to use Level 2 charging only (\$27.38M) or conducting an on-route charging pilot project (\$29.75M) are similar or lower in cost to maintaining

⁵ Energy Information Administration: <https://www.eia.gov/outlooks/aeo/data/browser> (Table 57)

⁶ Rocky Mountain Power: <https://www.rockymountainpower.net/about/rates-regulation/wyoming-rates-tariffs.html>

⁷ Energy Information Administration: <https://www.eia.gov/outlooks/aeo/data/browser> (Table 8)

⁸ Argonne National Laboratory: <https://www.anl.gov/argonne-scientific-publications/pub/167399>



an ICE vehicle fleet (\$29.83M). Beginning the transition immediately while relying on Level 2 charging, however, would incur a significantly higher cost of \$47.52M as the fleet size would expand from 22 to 50 vehicles, requiring 28 extra vehicle purchases and the installation of 50 charging stations, many of which may not be needed in the future as battery capacities and driving ranges improve. Note that the results for this scenario do not account for additional costs associated with reconstructing the Bus Garage Facility to store and charge 28 additional vehicles.

Tables 14, 15, and 16 itemize annual expenditures for the Baseline scenario against those for each fleet transition scenario. **Figures 7, 8, 9, and 10** summarize projected annual capital, annual ongoing, annual total, and cumulative expenditures through 2040 under each scenario. Finally, **Table 17** provides a total cost-level summary for each analysis scenario, broken down by total capital and total O&M expenditures through 2040. Both ICE vehicle and BEV costs are shown because the fleet transition would occur over many years, during which ICE vehicles would still be part of CAT's fleet. O&M costs are shown to decrease significantly once all existing ICE vehicles have been replaced with BEVs, at which point all ICE vehicle-related costs reach zero dollars. For example, in the first year with an all-electric fleet under the Delayed Transition scenario (2038), costs are shown to be over \$1.3 M for an ICE fleet versus about \$625,000 for BEVs.

Note that the costs estimated in this analysis are based on fleetwide assumptions regarding vehicle usage and current expenditures rather than a per-vehicle or per-route analysis. Additionally, first year maintenance costs would likely be lower as the vehicles would be under warranty through the OEMs. Moving forward, consistent uptime is important in achieving these projected maintenance costs. If BEVs in the fleet are inoperable for long periods of time, CAT may not experience the full 40 percent savings assumed in this analysis.

The results of this analysis make clear that fleet expansion to support a near-term transition to BEVs is financially infeasible, as it would incur a total cost over \$18M greater than that of maintaining the current ICE vehicle fleet or selecting another transition strategy. To feasibly rely on Level 2 charging, CAT would need to introduce BEVs only when battery technology can enable driving ranges sufficient to complete service routes, relying on only 70 percent of the nameplate battery capacity. Both this strategy and operating an on-route fast charging pilot project appear to be financially feasible, and both show projected total costs similar to, or less than, those for maintaining an ICE vehicle fleet. Large savings in ongoing O&M and continued reductions in BEV purchase prices over the next few years are expected to outweigh the costs associated with installing new charging infrastructure in these scenarios.

Table 14. Summary of Projected Annual Fleet Transition Expenditures (Expanded Fleet with Depot Charging Only)

Expenditure Type	Annual Expenditures (2023 \$)																		Fleet Total (2023-2040)
	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	
MAINTAIN ICE FLEET																			
Capital Expenditures																			
# of Vehicle Purchases	0	5	5	2	9	0	1	0	0	5	5	2	9	0	1	0	0	0	44
\$ per Year (Vehicles)	\$0	\$886,609	\$981,893	\$399,556	\$1,791,906	\$0	\$122,987	\$0	\$0	\$1,123,130	\$1,243,833	\$506,145	\$2,269,934	\$0	\$155,797	\$0	\$0	\$0	\$9,481,791
Total Capital \$ per Year	\$0	\$886,609	\$981,893	\$399,556	\$1,791,906	\$0	\$122,987	\$0	\$0	\$1,123,130	\$1,243,833	\$506,145	\$2,269,934	\$0	\$155,797	\$0	\$0	\$0	\$9,481,791
O&M Expenditures																			
\$ per Year (ICE Maintenance)	\$485,242	\$499,799	\$514,793	\$530,237	\$546,144	\$562,528	\$579,404	\$596,786	\$614,690	\$633,131	\$652,124	\$671,688	\$691,839	\$712,594	\$733,972	\$755,991	\$778,671	\$802,031	\$11,361,664
\$ per Year (Fuel)	\$362,536	\$353,878	\$385,334	\$397,369	\$409,972	\$425,092	\$444,044	\$462,352	\$476,131	\$501,170	\$520,255	\$539,703	\$558,138	\$579,330	\$604,224	\$630,819	\$655,951	\$680,070	\$8,986,367
Total O&M \$ per Year	\$847,778	\$853,677	\$900,127	\$927,606	\$956,116	\$987,621	\$1,023,449	\$1,059,138	\$1,090,821	\$1,134,301	\$1,172,379	\$1,211,391	\$1,249,977	\$1,291,924	\$1,338,195	\$1,386,810	\$1,434,621	\$1,482,101	\$20,348,031
Total Baseline Cost per Year	\$847,778	\$1,740,286	\$1,882,020	\$1,327,161	\$2,748,022	\$987,621	\$1,146,436	\$1,059,138	\$1,090,821	\$2,257,431	\$2,416,212	\$1,717,537	\$3,519,911	\$1,291,924	\$1,493,992	\$1,386,810	\$1,434,621	\$1,482,101	\$29,829,821
EXPANDED FLEET WITH DEPOT CHARGING ONLY (BEV CYCLE BEGINS 2024)																			
Capital Expenditures																			
# of Vehicle Purchases	0	11	12	5	20	0	2	0	0	5	5	2	9	0	1	0	0	0	72
# of Level 2 AC Chargers	0	11	12	5	20	0	2	0	0	0	0	6	6	3	10	0	1	0	75
\$ per Year (Vehicles)	\$0	\$3,207,499	\$3,597,607	\$1,494,276	\$5,525,669	\$0	\$377,901	\$0	\$0	\$1,538,298	\$1,708,139	\$738,717	\$3,342,991	\$0	\$303,210	\$0	\$0	\$0	\$21,834,307
\$ per Year (Chargers)	\$0	\$175,049	\$196,691	\$84,413	\$347,782	\$0	\$36,896	\$0	\$0	\$0	\$0	\$39,208	\$44,056	\$18,907	\$77,898	\$0	\$8,264	\$0	\$1,029,165
Total Capital \$ per Year	\$0	\$3,382,547	\$3,794,298	\$1,578,690	\$5,873,451	\$0	\$414,798	\$0	\$0	\$1,538,298	\$1,708,139	\$777,925	\$3,387,047	\$18,907	\$381,109	\$0	\$8,264	\$0	\$22,863,472
O&M Expenditures																			
\$ per Year (Fuel)	\$362,536	\$238,595	\$106,736	\$92,349	\$12,436	\$12,895	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$825,545
\$ per Year (Electricity)	\$0	\$5,811	\$13,880	\$17,838	\$30,621	\$31,443	\$33,108	\$34,230	\$35,358	\$39,566	\$44,844	\$48,004	\$56,927	\$58,834	\$60,662	\$62,345	\$63,878	\$65,449	\$702,799
\$ per Year (ICE Maintenance)	\$485,242	\$358,333	\$167,001	\$147,744	\$25,490	\$26,254	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,210,063
\$ per Year (EV Maintenance)	\$0	\$173,447	\$416,112	\$534,472	\$967,628	\$996,657	\$1,069,931	\$1,102,029	\$1,135,090	\$1,268,810	\$1,429,830	\$1,500,997	\$1,732,969	\$1,784,958	\$1,865,980	\$1,921,959	\$1,979,618	\$2,039,006	\$21,919,494
Total O&M \$ per Year	\$847,778	\$776,186	\$703,728	\$792,402	\$1,036,175	\$1,067,249	\$1,103,039	\$1,136,259	\$1,170,448	\$1,308,375	\$1,474,675	\$1,549,000	\$1,789,896	\$1,843,793	\$1,926,642	\$1,984,305	\$2,043,496	\$2,104,456	\$24,657,901
Total Transition Cost per Year	\$847,778	\$4,158,733	\$4,498,026	\$2,371,091	\$6,909,626	\$1,067,249	\$1,517,837	\$1,136,259	\$1,170,448	\$2,846,673	\$3,182,814	\$2,326,926	\$5,176,943	\$1,862,700	\$2,307,750	\$1,984,305	\$2,051,761	\$2,104,456	\$47,521,374

Table 15. Summary of Projected Annual Fleet Transition Expenditures (Same Size Fleet with Depot Charging Only)

Expenditure Type	Annual Expenditures (2023 \$)																		Fleet Total (2023-2040)
	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	
MAINTAIN ICE FLEET																			
Capital Expenditures																			
# of Vehicle Purchases	0	5	5	2	9	0	1	0	0	5	5	2	9	0	1	0	0	0	44
\$ per Year (Vehicles)	\$0	\$886,609	\$981,893	\$399,556	\$1,791,906	\$0	\$122,987	\$0	\$0	\$1,123,130	\$1,243,833	\$506,145	\$2,269,934	\$0	\$155,797	\$0	\$0	\$0	\$9,481,791
Total Capital \$ per Year	\$0	\$886,609	\$981,893	\$399,556	\$1,791,906	\$0	\$122,987	\$0	\$0	\$1,123,130	\$1,243,833	\$506,145	\$2,269,934	\$0	\$155,797	\$0	\$0	\$0	\$9,481,791
O&M Expenditures																			
\$ per Year (ICE Maintenance)	\$485,242	\$499,799	\$514,793	\$530,237	\$546,144	\$562,528	\$579,404	\$596,786	\$614,690	\$633,131	\$652,124	\$671,688	\$691,839	\$712,594	\$733,972	\$755,991	\$778,671	\$802,031	\$11,361,664
\$ per Year (Fuel)	\$362,536	\$353,878	\$385,334	\$397,369	\$409,972	\$425,092	\$444,044	\$462,352	\$476,131	\$501,170	\$520,255	\$539,703	\$558,138	\$579,330	\$604,224	\$630,819	\$655,951	\$680,070	\$8,986,367
Total O&M \$ per Year	\$847,778	\$853,677	\$900,127	\$927,606	\$956,116	\$987,621	\$1,023,449	\$1,059,138	\$1,090,821	\$1,134,301	\$1,172,379	\$1,211,391	\$1,249,977	\$1,291,924	\$1,338,195	\$1,386,810	\$1,434,621	\$1,482,101	\$20,348,031
Total Baseline Cost per Year	\$847,778	\$1,740,286	\$1,882,020	\$1,327,161	\$2,748,022	\$987,621	\$1,146,436	\$1,059,138	\$1,090,821	\$2,257,431	\$2,416,212	\$1,717,537	\$3,519,911	\$1,291,924	\$1,493,992	\$1,386,810	\$1,434,621	\$1,482,101	\$29,829,821
DELAYED TRANSITION WITH DEPOT CHARGING (BEV CYCLE BEGINS 2032)																			
Capital Expenditures																			
# of Vehicle Purchases	0	5	5	2	9	0	1	0	0	5	5	2	9	0	1	0	0	0	44
# of Level 2 AC Chargers	0	0	0	0	0	0	0	0	0	5	5	2	9	0	1	0	0	0	22
\$ per Year (Vehicles)	\$0	\$886,609	\$981,893	\$399,556	\$1,791,906	\$0	\$122,987	\$0	\$0	\$1,538,298	\$1,708,139	\$738,717	\$3,342,991	\$0	\$303,210	\$0	\$0	\$0	\$11,814,307
\$ per Year (Chargers)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,794	\$103,818	\$42,773	\$198,252	\$0	\$23,370	\$0	\$0	\$0	\$469,006
Total Capital \$ per Year	\$0	\$886,609	\$981,893	\$399,556	\$1,791,906	\$0	\$122,987	\$0	\$0	\$1,639,092	\$1,811,957	\$781,490	\$3,541,243	\$0	\$326,580	\$0	\$0	\$0	\$12,283,313
O&M Expenditures																			
\$ per Year (Fuel)	\$362,536	\$353,878	\$385,334	\$397,369	\$409,972	\$425,092	\$444,044	\$462,352	\$476,131	\$377,135	\$272,178	\$228,082	\$16,930	\$17,573	\$0	\$0	\$0	\$0	\$4,628,607
\$ per Year (Electricity)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,093	\$7,153	\$9,113	\$16,648	\$17,206	\$18,040	\$18,541	\$18,997	\$19,464	\$128,256
\$ per Year (ICE Maintenance)	\$485,242	\$499,799	\$514,793	\$530,237	\$546,144	\$562,528	\$579,404	\$596,786	\$614,690	\$508,854	\$370,804	\$315,935	\$32,290	\$33,258	\$0	\$0	\$0	\$0	\$6,190,766
\$ per Year (EV Maintenance)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$99,667	\$225,613	\$285,307	\$528,945	\$544,814	\$588,631	\$606,290	\$624,479	\$643,213	\$4,146,958
Total O&M \$ per Year	\$847,778	\$853,677	\$900,127	\$927,606	\$956,116	\$987,621	\$1,023,449	\$1,059,138	\$1,090,821	\$988,750	\$875,749	\$838,437	\$594,813	\$612,851	\$606,671	\$624,831	\$643,476	\$662,677	\$15,094,587
Total Transition Cost per Year	\$847,778	\$1,740,286	\$1,882,020	\$1,327,161	\$2,748,022	\$987,621	\$1,146,436	\$1,059,138	\$1,090,821	\$2,627,842	\$2,687,706	\$1,619,927	\$4,136,056	\$612,851	\$933,251	\$624,831	\$643,476	\$662,677	\$27,377,900

Table 16. Summary of Projected Annual Fleet Transition Expenditures (Fast Charging with Near-Term Pilot Project)

Expenditure Type	Annual Expenditures (2023 \$)																		Fleet Total (2023-2040)
	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	
MAINTAIN ICE FLEET																			
Capital Expenditures																			
# of Vehicle Purchases	0	5	5	2	9	0	1	0	0	5	5	2	9	0	1	0	0	0	44
\$ per Year (Vehicles)	\$0	\$886,609	\$981,893	\$399,556	\$1,791,906	\$0	\$122,987	\$0	\$0	\$1,123,130	\$1,243,833	\$506,145	\$2,269,934	\$0	\$155,797	\$0	\$0	\$0	\$9,481,791
Total Capital \$ per Year	\$0	\$886,609	\$981,893	\$399,556	\$1,791,906	\$0	\$122,987	\$0	\$0	\$1,123,130	\$1,243,833	\$506,145	\$2,269,934	\$0	\$155,797	\$0	\$0	\$0	\$9,481,791
O&M Expenditures																			
\$ per Year (ICE Maintenance)	\$485,242	\$499,799	\$514,793	\$530,237	\$546,144	\$562,528	\$579,404	\$596,786	\$614,690	\$633,131	\$652,124	\$671,688	\$691,839	\$712,594	\$733,972	\$755,991	\$778,671	\$802,031	\$11,361,664
\$ per Year (Fuel)	\$362,536	\$353,878	\$385,334	\$397,369	\$409,972	\$425,092	\$444,044	\$462,352	\$476,131	\$501,170	\$520,255	\$539,703	\$558,138	\$579,330	\$604,224	\$630,819	\$655,951	\$680,070	\$8,986,367
Total O&M \$ per Year	\$847,778	\$853,677	\$900,127	\$927,606	\$956,116	\$987,621	\$1,023,449	\$1,059,138	\$1,090,821	\$1,134,301	\$1,172,379	\$1,211,391	\$1,249,977	\$1,291,924	\$1,338,195	\$1,386,810	\$1,434,621	\$1,482,101	\$20,348,031
Total Baseline Cost per Year	\$847,778	\$1,740,286	\$1,882,020	\$1,327,161	\$2,748,022	\$987,621	\$1,146,436	\$1,059,138	\$1,090,821	\$2,257,431	\$2,416,212	\$1,717,537	\$3,519,911	\$1,291,924	\$1,493,992	\$1,386,810	\$1,434,621	\$1,482,101	\$29,829,821
FAST CHARGING WITH NEAR-TERM PILOT PROJECT																			
Capital Expenditures																			
# of Vehicle Purchases	0	5	7	2	7	1	0	0	0	5	5	2	9	0	1	0	0	0	44
# of Level 2 AC Chargers	0	0	0	0	2	0	1	0	0	5	5	2	7	0	2	0	1	0	25
# of Wireless Fast Chargers	0	0	1	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	5
\$ per Year (Vehicles)	\$0	\$886,609	\$1,525,282	\$399,556	\$1,420,939	\$193,102	\$0	\$0	\$0	\$1,538,298	\$1,708,139	\$738,717	\$3,342,991	\$0	\$303,210	\$0	\$0	\$0	\$12,056,843
\$ per Year (Chargers)	\$0	\$0	\$469,873	\$0	\$34,778	\$17,911	\$18,448	\$0	\$0	\$1,814,287	\$207,635	\$85,546	\$491,959	\$0	\$15,580	\$0	\$8,264	\$0	\$3,164,280
Total Capital \$ per Year	\$0	\$886,609	\$1,995,154	\$399,556	\$1,455,717	\$211,013	\$18,448	\$0	\$0	\$3,352,585	\$1,915,774	\$824,263	\$3,834,949	\$0	\$318,790	\$0	\$8,264	\$0	\$15,221,123
O&M Expenditures																			
\$ per Year (Fuel)	\$362,536	\$353,878	\$385,334	\$397,369	\$371,959	\$372,783	\$389,403	\$405,457	\$417,541	\$315,464	\$208,159	\$161,669	\$0	\$0	\$0	\$0	\$0	\$0	\$4,141,550
\$ per Year (Electricity)	\$0	\$0	\$0	\$0	\$1,289	\$1,324	\$1,696	\$1,753	\$1,811	\$4,961	\$9,084	\$11,105	\$17,049	\$17,620	\$18,040	\$18,541	\$18,997	\$19,464	\$142,736
\$ per Year (ICE Maintenance)	\$485,242	\$499,799	\$514,793	\$530,237	\$487,087	\$475,445	\$489,708	\$504,400	\$519,532	\$410,841	\$269,851	\$211,954	\$0	\$0	\$0	\$0	\$0	\$0	\$5,398,889
\$ per Year (EV Maintenance)	\$0	\$0	\$0	\$0	\$45,983	\$48,783	\$71,934	\$74,092	\$76,315	\$178,271	\$306,576	\$368,698	\$554,841	\$571,486	\$588,631	\$650,541	\$624,479	\$683,472	\$4,844,103
Total O&M \$ per Year	\$847,778	\$853,677	\$900,127	\$927,606	\$906,318	\$898,335	\$952,741	\$985,702	\$1,015,199	\$909,538	\$793,669	\$753,426	\$571,890	\$589,107	\$606,671	\$669,083	\$643,476	\$702,936	\$14,527,278
Total Transition Cost per Year	\$847,778	\$1,740,286	\$2,895,281	\$1,327,161	\$2,362,035	\$1,109,349	\$971,189	\$985,702	\$1,015,199	\$4,262,123	\$2,709,443	\$1,577,688	\$4,406,839	\$589,107	\$925,461	\$669,083	\$651,740	\$702,936	\$29,748,401

Figure 7. Projected Annual Capital Expenditures by Analysis Scenario

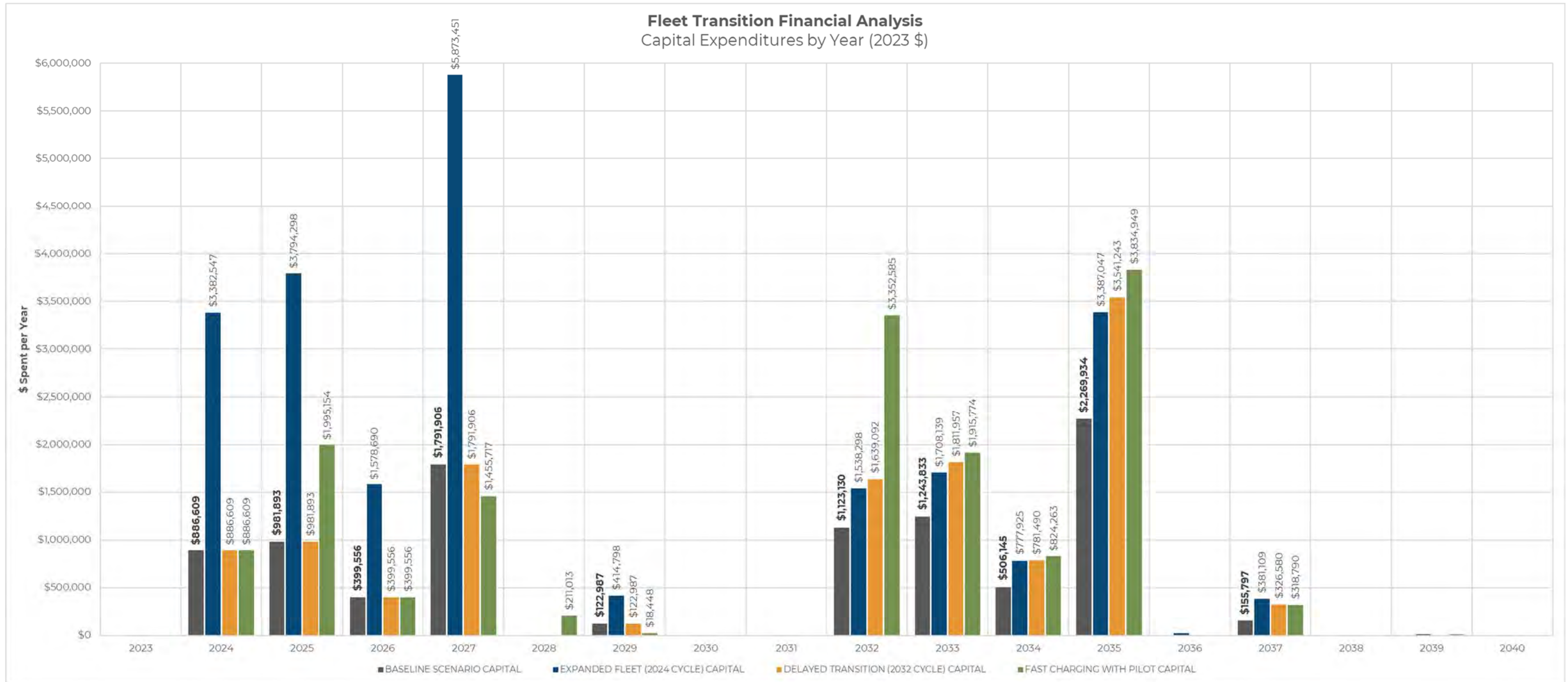


Figure 8. Projected Annual Ongoing Expenditures by Analysis Scenario

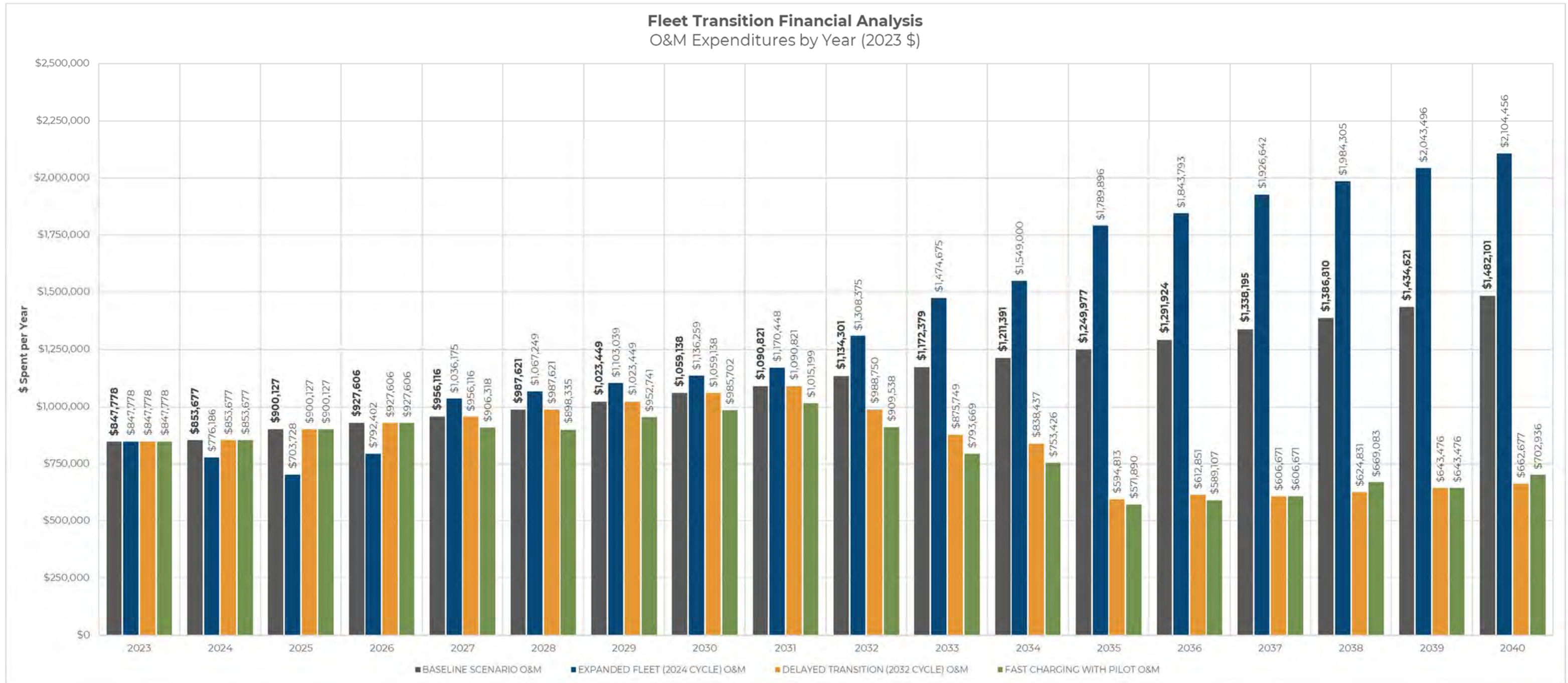


Figure 9. Projected Total Annual Expenditures by Analysis Scenario

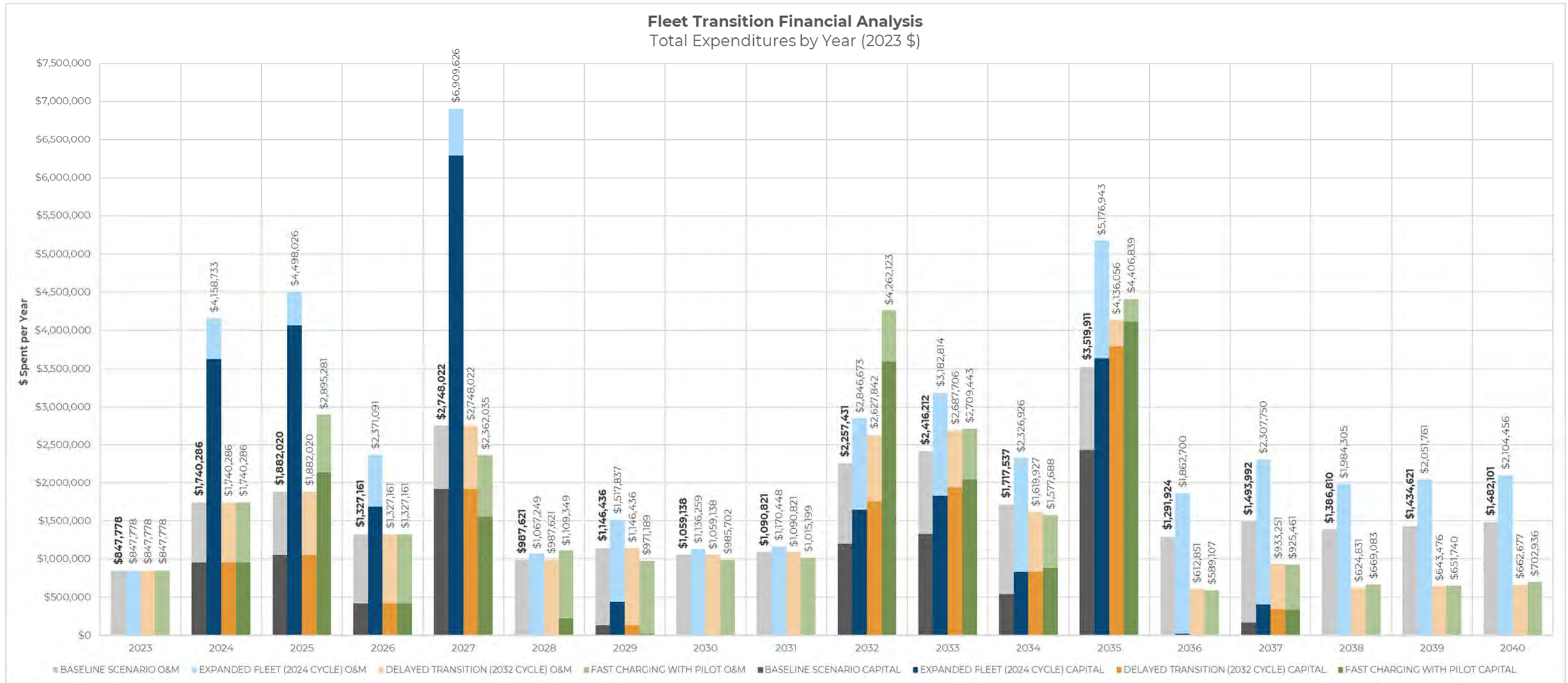


Figure 10. Projected Cumulative Cost of Ownership by Analysis Scenario

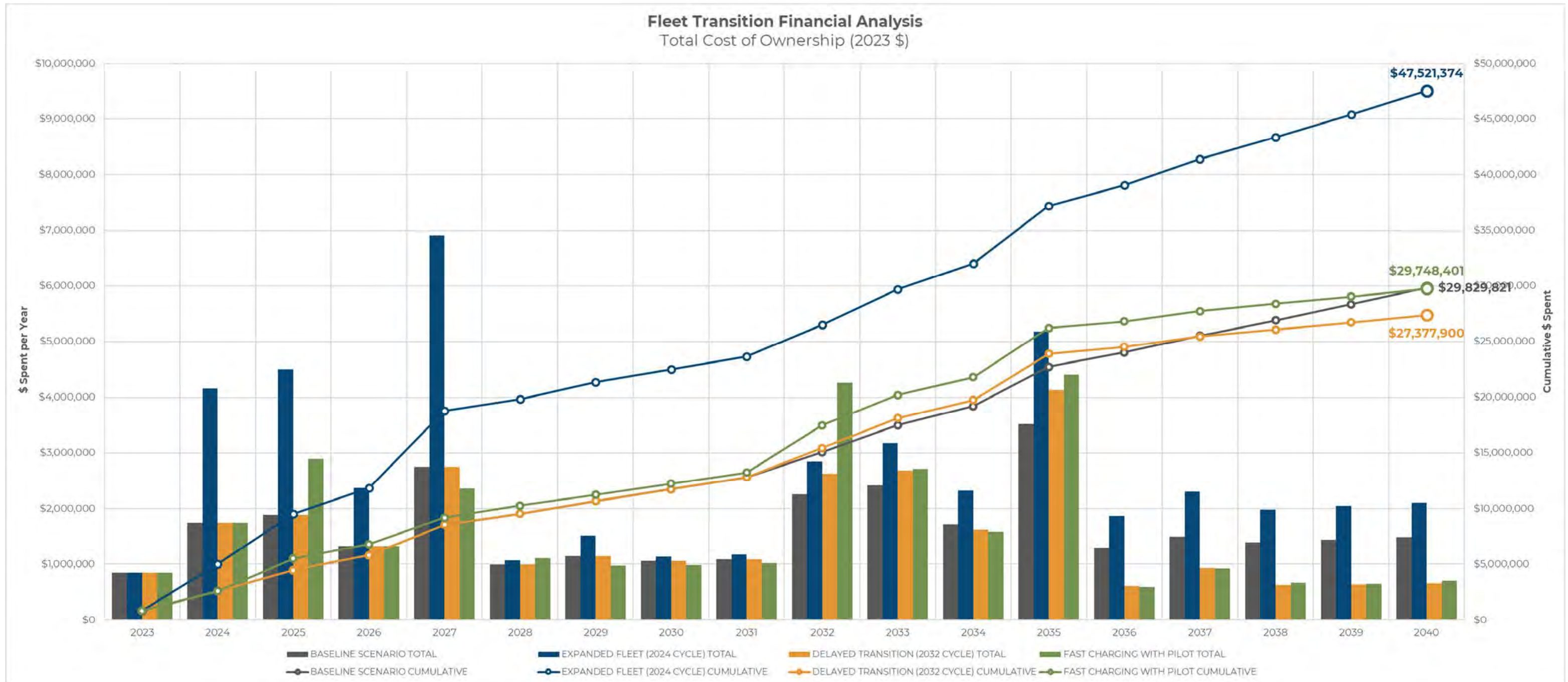




Table 17. Summary of Projected Total Baseline and Fleet Transition Expenditures

Analysis Scenario	Total Cost of Ownership (2023 \$)		
	Capital	O&M	Total
Maintain ICE Fleet	\$9,481,791	\$20,348,031	\$29,829,821
Expanded Fleet with Depot Charging Only (BEV Cycle Begins in 2024)	\$22,863,472	\$24,657,901	\$47,521,374
Delayed Transition with Depot Charging Only (BEV Cycle Begins in 2032)	\$12,283,313	\$15,094,587	\$27,377,900
Fast Charging with Near-Term Pilot Project	\$15,221,123	\$14,527,278	\$29,748,401

ANALYSIS CONCLUSIONS

This financial analysis evaluated four scenarios to compare the financial impacts of a BEV fleet in terms of both capital and ongoing O&M expenditures through 2040. The findings build upon those from the energy analysis to show that an expanded fleet is infeasible. However, a delayed transition or a near-term on-route fast charging pilot project are viable options with total costs of ownership that are not expected to significantly exceed those of maintaining an ICE vehicle fleet. Note that the Delayed Transition scenario relies on assumptions related to advancements in battery technology, so CAT would need to be sure an all-electric fleet is technologically feasible before committing to a full transition based on the technology available at that time. Also note that the Fast Charging Pilot Project scenario, although feasible, is the most dependent on upfront capital funds of the three viable options.

The Transition Roadmap section of this study identifies benchmarks at which CAT might feasibly operate a same-size BEV fleet relying entirely on depot charging, then describes in more detail the logistics of a potential on-route charging pilot project using a small number of BEVs and a single charger at the Downtown Transfer Center. If CAT wishes to pursue a BEV pilot project and leverage available funding in the near term, this is likely a more valid option than a complete fleet transition.



CASPER AREA
METROPOLITAN PLANNING ORGANIZATION
Casper - Mills - Evansville - Bar Nunn - Natrona County

WORKFORCE DEVELOPMENT



WORKFORCE DEVELOPMENT

Proper training on vehicle systems and subcomponents is crucial when introducing any AFV, proper training on vehicle systems and subcomponents is crucial to ensure the safe and efficient operation and maintenance of the new vehicles. CAT should encourage coordination between its operations department, vehicle OEMs, and the City Maintenance Department to ensure staff are acclimated to the new technology and prevent any displacement of the existing workforce. This section outlines steps to evaluate the skills of the current workforce, identify skill gaps at an individual level, and develop a plan to train both bus operators and maintenance personnel on BEVs and/or HEVs.

CURRENT PRACTICES

Training

CAT has an in-house training program called Entry Level Driver Training (ELDT) for new bus operators, which focuses on obtaining a commercial driver's license (CDL) with passenger endorsement. Due to limitations in personnel and vehicle availability and taxing requirements, ELDT is not conducted regularly at present. CAT relies on the Transportation Safety Institute's (TSI) passenger theory training, developed by the FTA under the supervision of the USDOT, when developing new curricula. Approval for adopting a new curriculum must be obtained from the City of Casper Risk Management and CAT Management. No in-house training program for bus maintenance exists today, but there is interest in establishing one if it makes sense for servicing new equipment.

As CAT considers the purchase of training from OEMs for new zero-emission rolling stock, several factors related to the agency's current training practices and staff base need to be considered. CAT and/or the City may need to purchase training materials unique to the new vehicle technologies from the OEM as part of the rolling stock procurement. Currently, CAT provides training for maintenance staff during normal work hours.

In terms of training and certifications of the City's current maintenance personnel, there are several elements to consider. While all transit-specific mechanics are trained to work on the existing fleet, there are no individuals on the CAT staff who are certified for high voltage work, and there are no current plans to develop this capability in-house. The City Maintenance Department typically contracts out any high-voltage work. Although CDL training is not required for City mechanics or management, it is preferred by operations and maintenance management. All maintenance technicians on the City's staff hold Automotive Service Excellence (ASE) certifications, and the agency traditionally participates in hydraulic training programs offered by Construction Equipment and Solutions and training clinics conducted by Ford for emissions and transmission.

CAT also actively coordinates with local first responding agencies, like Fire and emergency management services, to the best of their ability in terms of emergency



readiness plans. It would be important to coordinate emergency response for any issues with the BEVs or on-route chargers (e.g., breakdowns, fires, crashes, or other emergencies). The Mayor of the City of Casper is responsible for declaring and managing disasters or emergencies and, in the case of an emergency declaration, works with CAT via the City Manager to direct any actions of the agency. If CAT's services are required, they will make every effort to fulfill any given assignment in the safest manner possible.

Staffing

This section outlines the workplace hierarchy and authorized responsibilities of individuals based on qualifications, the skill level requirements for the work needing to be performed, and initial, refresher, and proficiency guidelines and requirements for training and associated qualifications. Generally, operational staff can be grouped into four categories:

1. **Bus Operations Support:** Staff include those critical to bus operations but not directly interacting with the buses. Minimal training is required and typically only covers a high-level overview of the bus technology and its capabilities. For example, it is important for dispatchers and schedulers to understand the operational range of the vehicles to avoid assigning them to routes for which they are not suited.
2. **Bus Operations:** Staff include those who directly interact with the buses but do not perform any maintenance. Bus Operations staff require more training than the Bus Operations Support staff given their direct interaction with CAT's vehicles. For example, bus operators must be familiar with all dash indicator lights, door operations, wheelchair accommodations, and safety procedures. Staff would also need to be knowledgeable regarding charging protocols and basic charger system elements.
3. **Bus Maintenance Support:** Staff include operations specialists who directly interact with the buses, support or lead bus maintenance training, or are responsible for the assignment and oversight of maintenance functions. Bus Maintenance Support staff receive the same training as Bus Maintenance staff as their roles require full familiarity with all vehicle systems and mechanical components.
4. **Bus Maintenance:** Staff include operations specialists who directly interact with the buses and perform routine and unplanned maintenance functions. Bus Maintenance staff require the most training as they have the most frequent and in-depth interaction with CAT's vehicles. Staff are individually assessed on current skills and assigned to training modules as necessary, ensuring that all staff receive all required training without duplicating efforts. For example, maintenance staff who can demonstrate proficient multiplexing skills are not assigned to multiplexing courses.



Table 18 shows the composition of CAT’s existing operations and maintenance staff, including the number of full-time equivalents (FTE), number of authorized positions, union affiliation, and role categorization with respect to fleet electrification in Casper.

Table 18. CAT Operations and Maintenance Staff (Q1 2023)

Job Title	Role Category	Full Time (FT) or Part Time (PT)	# of Employees	# of Authorized Positions	CDL Required?
Dispatcher	Bus Operations Support	FT	3	3	No
Management	Bus Operations Support	FT	2	3	Preferred
Vehicle Operator	Bus Operations	FT / PT	14 / 12	26	Yes
Maintenance Supervisor	Bus Maintenance Support	FT	1	1	No
Mechanic	Bus Maintenance	FT	6	7	No

Recruitment

CAT employs various strategies for recruiting its workforce that encompass many different approaches and methods. The agency would appreciate obtaining younger drivers through sponsoring internships or apprenticeships, but CDL certification requirements include an age minimum of 21 years. Budget also limits the agency from performing outreach for options like this. Today, CAT does not partner with any local technical, trade schools, or community colleges. The agency has worked with Disadvantaged Business Enterprises (DBE) as defined through the FTA; one of their most recent vehicle procurements was through a DBE.

When evaluating potential recruits for vehicle operator and mechanic positions, CAT considers various minimum qualifications in their hiring criteria. While a CDL is not mandatory for mechanics, having one is preferred. It is a requirement for mechanics to possess ASE certification. Obtaining a passenger endorsement on a driver's license in Wyoming necessitates converting a Class A, C, or D license to include the endorsement. CAT is only able to provide the training needed for Class C licenses to obtain passenger endorsement.

When examining CAT’s hiring practices and recruitment methods, it is important to consider various factors, especially when comparing approaches for internal versus external hires. CAT tends to promote from within for part-time or full-time positions. For certain roles, positions are posted internally for a period before being posted externally. Part-time positions for bus operators are publicly posted from the start, but full-time positions are generally posted internally first before being opened to public applications if the position is not filled; this occurs very infrequently. CAT also partners with NeoGov and State workforce to post new open positions on the City's website, which are spread through ‘word of mouth’ among City staff.



Overall, CAT does not have plans to hire additional staff to support a fleet transition, but may be open to doing so based on the requirements and recommendations identified in this plan. If CAT's fleet size grows, it may be necessary for the staff base to expand to adequately maintain the vehicles and infrastructure and support the capabilities of the agency.

TRAINING NEEDS

BEVs have systems that differ from the existing gasoline- and diesel-powered fleet, so additional training would be needed for staff working with the new technology. It is anticipated that Bus Operations Support staff, Bus Operations staff, and Bus Maintenance staff would take part in various training modules, as BEVs require some additional knowledge and skills to be operated and maintained efficiently and safely. CAT's Bus Operations Support staff would complete vehicle familiarization training to obtain an understanding of the BEVs. These trainings are typically offered by the vehicle OEM and completing these trainings is standard practice when new vehicles are introduced. It is generally recommended to purchase additional training from the OEM, and it would be advantageous for CAT to utilize a 'train the trainer' model when receiving the training. This would enable better knowledge transfer within the agency and reduce costs associated with sending staff to OEM trainings.

Bus Operations staff would need to complete driver trainings to learn to efficiently drive the BEVs, familiarize themselves with the sub-systems within them, and understand high voltage safety. Like with Bus Operations Support staff, it would be advantageous to utilize a 'train the trainer' model that enables CAT to conduct their own operator trainings in the future. Operators would need to be trained to drive BEVs differently than they do ICE vehicles to leverage the regenerative braking system in a way that maximizes battery efficiency and driving range. Operators should also be trained on the procedures for pulling the BEVs into the stalls where they would be charged. Operators would need to be familiarized with the camera, window, door, fire suppression, and fire detection sub-systems within the BEVs to provide efficient and safe operations. Finally, if the operators are tasked with charging the BEVs at a garage facility or pulling onto on-route charging spots, additional training should be conducted to ensure safety near high voltage systems.

Bus Maintenance staff would also need vehicle familiarization trainings. They would need to understand drive train theory, the on-board energy storage system, regular maintenance procedures, system diagnostics, troubleshooting, and repairs. Once this understanding is in place, Bus Maintenance staff would need to become high voltage certified. CAT's existing relationships with high voltage mechanics in the area might also be utilized for work specific to high voltage, while in-house staff are utilized for all other maintenance activities. Finally, mechanics would need to learn procedures for the proper use and inspection of personal protective equipment (PPE) and Lock-Out-Tag-Out (LOTO) procedures for BEVs. CAT should also consider the maintenance of any EVSE used to support the BEVs. Bus Maintenance staff may be tasked with maintaining the EVSE or coordinating repairs with the OEM(s).



If Casper Area Transit were to fully adopt BEVs and transition the fleet using Level 2 depot charging only, additional maintenance staff would be needed to support the 28 additional fleet vehicles. More drivers would also need to be hired to operate the additional vehicles and perform midday vehicle swaps. It is anticipated that at least 4 additional maintenance staff and 1 additional bus operator will be needed to support the expanded fleet in this scenario.

CASPER BEV TRAINING PROGRAM

Training Practices

When first adding any AFV to a fleet, it is often best practice to utilize OEM support, apply ‘train the trainer’ formats, and focus on training a subset of staff to work with the new vehicles. OEMs offer many resources (typically included with the vehicle purchase, while additional resources are available at an extra cost) to ensure that their vehicles are successful, and CAT should explore these options when purchasing a new vehicle. Training for vehicle and charging infrastructure maintenance should also be considered. It is typical for an agency to retain the vehicle maintenance in-house while another entity, such as the OEMs or local electricians, maintain the charging infrastructure. If it pursues a BEV fleet, CAT should consider purchasing extended warranties and preventative maintenance packages through the OEMs to ensure working order of equipment and minimize maintenance complexity for City Maintenance Department staff.

It is also helpful to focus initial training efforts on a subset of staff rather than all operations and maintenance staff. Transit agencies will typically add AFVs to their fleets over long periods of time, and it is not always necessary for all staff to become immediately specialized to work on the vehicles. Initial training efforts should focus on a subset of staff and use a ‘train the trainer’ format, where staff already trained can assist with training additional staff in the future.

Over time, CAT might work to develop a training program that integrates a BEV curriculum with its existing internal training program, including bus maintenance technical training and behind-the-wheel training. Technical training would need to include system familiarization and operations, safety, troubleshooting, diagnostics, rebuilding and repairs, and preventative maintenance.

Potential resources that might assist CAT in developing new training programs or revising existing ones include:

- Vehicle and charger OEM training curricula purchased as part of new rolling stock procurements,
- Vehicle sub-system and sub-component OEM training curricula,
- Partnerships with local first responding agencies,
- Memberships through training consortiums like the National Transit Institute (NTI), and



- Participation in transit associations like the American Public Transportation Association (APTA), Center for Transportation and the Environment (CTE), and Zero Emissions Bus Resource Alliance (ZEBRA).

If it chooses to begin an electric fleet transition, CAT should coordinate its training with local first responders. While a transit agency is not responsible for training local first responders, it is best practice to provide them training materials and work with them on-site to establish an emergency response plan. This ensures that, in case of emergency, the first responders are familiar with the facilities and vehicles.

Sample Training Program

A sample training program related to BEVs that CAT could adopt is shown in **Table 19**. Note this is not an exhaustive list; additional coordination between CAT and the vehicle OEMs would be needed to confirm real-world training needs. If the training module is marked with an 'X', the training is required for the respective fuel type. Shown at the bottom are the total estimated hours of training required for each fuel type. BEVs are shown to require the lowest number of training hours (284 hours), followed by diesel vehicles (324 hours) and HEVs (364 hours). Most trainings are similar regardless of fuel type, but there are a few specialized trainings for each. BEVs will require high voltage training and training on the propulsion system, while diesel buses require trainings around transmissions and engine tune-ups that BEVs do not. HEVs require all the diesel vehicle trainings, but also require high voltage training similar to BEVs. Overall, the total number of training hours required for each fuel type are comparable.



Table 19. Sample BEV Training Program Hours

Role	Training Module	Time to Train (hours)	Applicable to Fuel Type?		
			Diesel	Battery Electric	Hybrid Electric
Ops. Support	Vehicle Familiarization and Systems Overview	8	x	x	x
	Advance Communication System	16	x	x	x
Bus Ops.	New Vehicle Bus Operator Orientation	4	x	x	x
	Sub-Systems Overview	32	x	x	x
	High Voltage Safety	16		x	x
Bus Maint.	Shop Safety and Procedures	16	x	x	x
	Fundamentals of Troubleshooting	16	x	x	x
	Basic Repair Skills	16	x	x	x
	HVAC Systems	16	x	x	x
	Air Brake Systems	24	x	x	x
	Hydraulic Brake Systems	8	x	x	x
	Steering and Suspension Systems	16	x	x	x
	Basic Electrical	24	x	x	x
	Multiplex Systems	24	x	x	x
	Low Voltage Systems Troubleshooting and Repair	16	x	x	x
	High Voltage Systems Troubleshooting and Repair	24	x	x	x
	Automatic Transmissions	24	x		x
	Diesel Engine Tune-Up and Troubleshooting	24	x		x
	Diesel Engine Electronic Control Systems	16	x		x
	Diesel Hybrid Propulsion Systems	24			x
BEV Propulsion Systems	24		x		
Total Training Hours		388	324	300	364

Staffing and Recruitment

Training for existing staff on BEV operations and maintenance for newly acquired vehicles will help avoid displacement of the current CAT workforce. If new vehicles require new skills, it is CAT’s intention to train and/or promote existing staff before considering external labor. After training existing staff, there could be a need for additional staff to support BEV maintenance. If BEVs are introduced to the fleet, the



agency would reevaluate staffing needs on a rolling basis based on overall fleet growth. CAT may also need to approve additional mechanic positions if the City Maintenance Department determines they are necessary, with the goal of filling these positions internally before looking to external candidates or contracted labor.

FUNDING OPPORTUNITIES

Training costs will likely fluctuate in response to the adoption of BEVs in CAT's fleet. Funding for workforce development can come from many sources, including vehicle procurement, where the cost of training can be included in the budgeted cost of the vehicle or infrastructure purchase; existing funding sources used for training; and/or federal or local funding shares, such as:

- The FTA Bus and Bus Facilities Grant Program – 5339(b)
- The FTA Low- or No-Emission Grant Program – 5339(c)
- The Congestion Mitigation and Air Quality (CMAQ) Infrastructure Law

The labor cost to train bus maintenance personnel is anticipated to be high, but the cost of training is only one aspect of total costs related to workforce development. As highlighted by the International Transportation Learning Center, budgeting should include costs related to classroom training hours, instructor hours, wages, and benefits, instructor costs per class and trainee, mentor hours, wages, and benefits, on-the-job training hours, facilities, and training materials, software, and simulations.



CASPER AREA
METROPOLITAN PLANNING ORGANIZATION
Casper - Mills - Evansville - Bar Nunn - Natrona County

TRANSITION ROADMAP



TRANSITION ROADMAP

Based on the energy modeling and financial analysis, it is not currently feasible to transition CAT's entire fleet to BEVs without risking service reliability and incurring significant capital costs. Rather than begin a complete conversion right away, there are strategies that CAT might consider to introduce a small number of BEVs into the fleet and gain real-world experience before committing to a full fleet transition. Two strategies are presented for consideration by the MPO and CAT as feasible—but not required—paths toward fleet electrification in Casper.

FAST CHARGING WITH NEAR-TERM PILOT PROJECT

Pilot Project Overview

A pilot project to test on-route inductive fast charging technology in local conditions may be feasible in the near-term if the MPO leverages available Federal funding. The pilot project would build CAT experience operating BEVs and using wireless fast chargers that could be applied later to a larger electric transition. The pilot project would also build City maintenance staff expertise with BEV- and charging station-specialized maintenance practices.

In the potential pilot program, CAT would replace two Ford E450s assigned to the Link service and one Ford Transit 3500 assigned to the Assist service with BEVs. One inductive fast charger would be installed at the Downtown Transfer Center for on-route fast charging and three Level 2 chargers would be installed at the Bus Garage Facility, either inside or under covered parking, for overnight charging. Multiple short top-offs or one extended (i.e., 30-minute) midday layover at the Downtown Transfer Center would need to be scheduled for the Assist vehicle so that it could complete its service day. This layover would need to be scheduled while the Link vehicles are completing a trip to avoid blocking the charger.

Figure 11 illustrates above- and below-ground views of a potential fast charger at the Downtown Transfer Center, showing nearly no aesthetic impacts as most electrical infrastructure near Downtown Casper is located below the surface. Other than one charging cabinet, no above-ground infrastructure would be needed to support the pilot project. The charging cabinet would be strategically placed to avoid impacts to aesthetics and pedestrian flow, such as behind the existing bus shelter. **Table 20** summarizes the planning and implementation timeline for a potential pilot project. If the pilot project is successful, CAT may consider a full transition supported by fast charging during the day and Level 2 charging overnight. This would entail the installation of 3 more on-route fast chargers and 19 more Level 2 chargers to support a fleet of 22 BEVs. Discussions with RMP indicated there is ample power at all four proposed charging locations to support the associated power demand. CAT would need to coordinate with RMP throughout the pilot project to measure actual power requirements, ensure they are met, and confirm that optimal rates are applied.



Figure 11. Rendering of Potential Wireless Fast Charger at Downtown Transfer Center

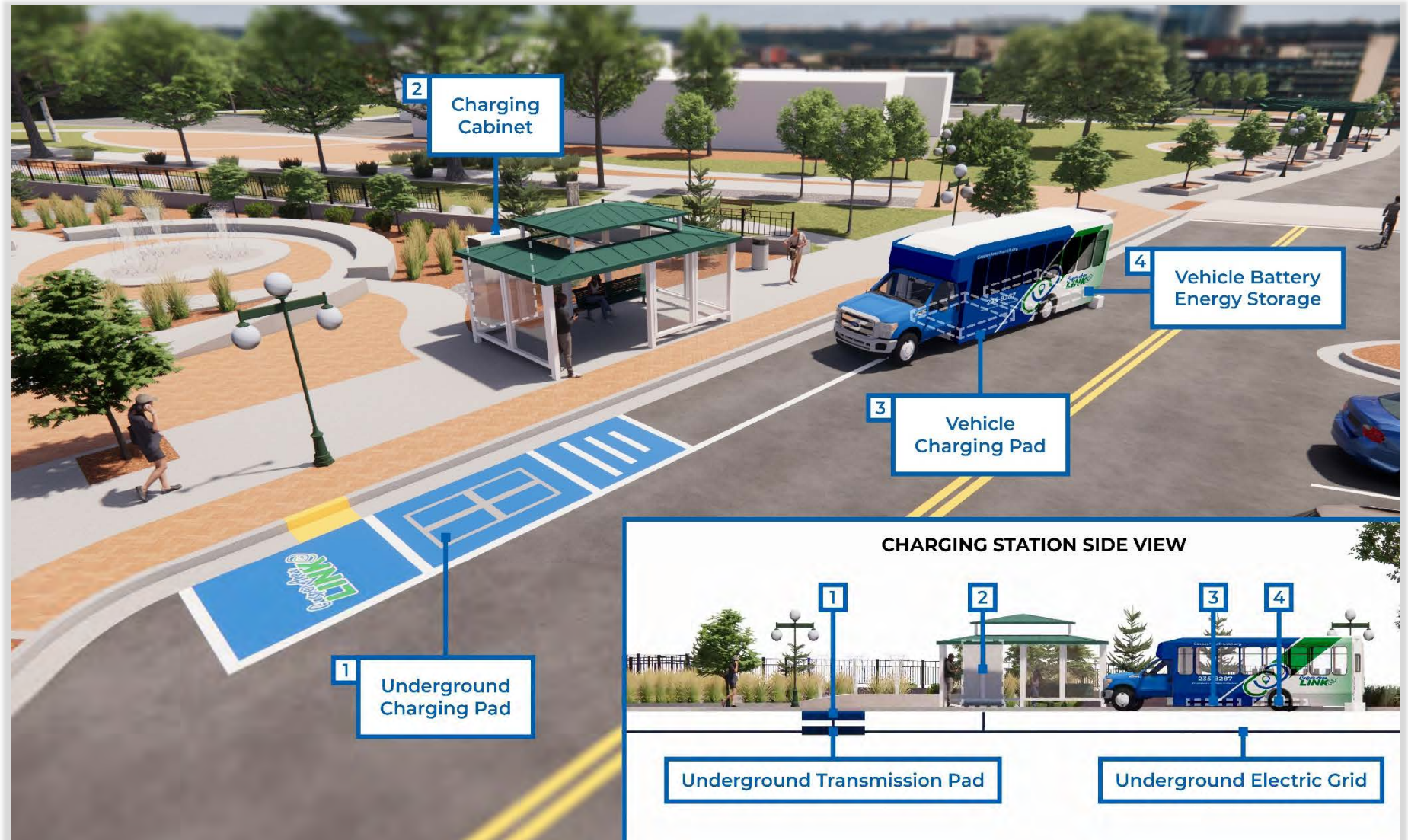




Table 20. Potential Pilot Project Timeline

2024	<ul style="list-style-type: none"> • Begin planning for pilot project • Obtain buy-in and approvals to execute pilot project • Determine exact vehicles to replace with BEVs <ul style="list-style-type: none"> ◦ Consider 2 Ford E450s on Link service in 2027 ◦ Consider 1 Ford Transit 3500 on Assist service in 2029 • Determine BEV make(s) and model(s) • Determine charger make(s) and model(s) <ul style="list-style-type: none"> ◦ Identifying OEM partners in grant applications can allow agencies to bypass the RFP process when applying for Federal funding • Determine placement for on-route fast charger • Create budget for pilot project
2025	<ul style="list-style-type: none"> • Work with WYDOT to submit grant application(s) for FTA Low-No Program and/or FTA Bus and Bus Facilities grants <ul style="list-style-type: none"> ◦ More than \$1 billion in annual funding has been allocated to these programs through 2026 ◦ Based on previous funding cycles, it is anticipated applications would be submitted in Spring or Summer 2025; awards would be announced toward the end of that year ◦ If the application is not successful, the MPO can apply again in 2026 before formula changes occur in 2027 under a new administration • Order two vehicles and chargers after award to plan for up to two-year lead times for vehicles and one-year lead times for chargers • Begin coordinating with RMP to install a new transformer at the Downtown Transfer Center
2026	<ul style="list-style-type: none"> • Begin planning, design, utility coordination, permitting, construction, installation, and testing for charging infrastructure and transformers <ul style="list-style-type: none"> ◦ One wireless fast charger at the Downtown Transfer Center ◦ Two Level 2 chargers (one per Link vehicle) at the Bus Garage Facility ◦ Two new transformers (one at each facility) • Conduct route planning to ensure BEVs operate on same or complementary service routes
2027	<ul style="list-style-type: none"> • Finish installing charging infrastructure • Receive vehicles from OEMs • Conduct standard testing and commissioning of all vehicles and chargers • Begin workforce development activities • Initiate transit service with pilot BEVs

Opportunities and Risks

There are several opportunities presented by the pilot project. It would offer CAT the ability to gain experience operating BEVs without committing to a full transition in the near term and enable CAT to test wireless charging technologies against its specific service profiles and local conditions, such as cold weather and terrain. The environmental benefits of BEVs are significant. They reduce emissions of harmful pollutants and GHGs that contribute to climate change and poor health—even when



considering the emissions produced during the battery manufacturing process—and use their stored energy more efficiently than traditional gasoline- and diesel-powered engines.

There are a few potential risks of operating a BEV pilot program specific to CAT and the vehicles it operates. The electric cutaway market is not as developed as the full-size electric transit bus market, but technological advancements are expected in the coming years. Battery technology for cutaway vehicles could advance rapidly, potentially making Level 2 depot charging feasible and negating the need for on-route inductive charging. However, it is impossible to predict the exact nature and timeline of these technological advancements.

Piloting a relatively new and unproven technology may result in operational and maintenance concerns based on CAT's current staffing levels and capabilities. There is also a risk associated with timely OEM support in remote areas like Casper. BEV and charger OEMs typically offer service agreements and warranties that help agencies maintain their vehicles and charging stations. Many OEMs have employees located nationwide, but they are largely concentrated in major urban areas. When a vehicle or charging station experiences an issue that requires OEM support, it could take longer for the OEM employee to travel to Casper. CAT may consider more robust training for in-house staff to mitigate the risk of longer repairs and down times, or wait to begin a pilot project until OEMs can offer timely support in the country's remote areas.

DELAYED TRANSITION WITH DEPOT CHARGING

CAT may consider BEVs to be a more feasible option as prices fall and technologies continue to improve in a way that makes relying entirely on Level 2 depot charging feasible and negates the need for on-route midday fast charging. Conversations with RMP indicate that there is ample energy available to support the electrification of CAT's fleet, but the energy analysis showed the fleet size would need to more than double to maintain current service levels. While energy is not a barrier, extreme cold weather conditions and long routes present unique challenges that limit current opportunities for electrification in Casper.

In response to the limitations of today's battery electric cutaways, CAT may consider several market indicators to assess the state of the industry and determine the correct time to reevaluate BEVs for its fleet moving forward. It is important to note that these indicators are not intended to prompt the immediate pursuit of BEVs; rather, they should be used as indicators to revisit this plan with new information.

Financial Indicators

BEV purchase prices similar to those of their ICE equivalents can help make full BEV fleet transitions more feasible for local transit agencies. According to BloombergNEF, 'price parity', or the point at which electric and ICE vehicles can be sold at the same price while maintaining the same margins for the OEMs, is anticipated to be reached



when battery pack prices fall to about \$60 per kWh.⁹ BloombergNEF expects this inflection point to be reached in 2029.

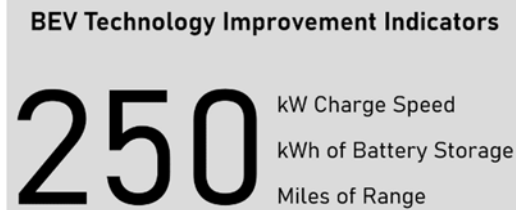
Until BEV and ICE vehicle purchase prices are equal, government programs, such as federal grants or tax credits, can help reduce the financial burden associated with an electric fleet transition. With adequate grant funding, the cost of purchasing a BEV could be made comparable to an ICE vehicle today. However, it is often the charging infrastructure that creates additional upfront costs. CAT might reevaluate the feasibility of BEVs when purchase prices are similar to those of ICE vehicles or when available funding programs can adequately mitigate or negate the cost differential.

Technology Indicators

Increases in the charge speeds and/or battery storage capacities of battery electric cutaways, both likely to occur over the next decade, could make relying entirely on Level 2 charging more feasible for CAT's fleet. Moderate improvements in both indicators, or significant improvement in just one indicator, could trigger the MPO and CAT to reconsider a full transition to BEVs. For example, increased charge speeds may enable

more routes to be electrified using on-route fast charging during the service day. Alternatively, if battery storage capacity significantly increases and market-available vehicles have enough range to complete a service day, Level 2 depot charging may adequately support CAT's service levels. A mixed scenario, where charge speeds and battery storage capacity both moderately increase, might also trigger a reevaluation of BEVs and the magnitude of charging infrastructure needed to support them.

The benchmarks provided below assume one indicator is met while the other stays consistent with today's technology. Meeting either (or both) indicators may prompt CAT's reevaluation of BEVs.



- **Charge Speed Improvements**

CAT might reevaluate BEVs for its fleet once market-available battery electric cutaways can accept a 250-kW fast charge, at which point the energy analysis showed all routes could be operated interchangeably using BEVs. Changes to service routes could change this threshold; but, based on existing service profiles, a fast charge speed of 250 kW can be used as a benchmark to indicate that technology has developed enough for CAT to revisit a full transition with a BEV fleet that relies primarily on on-route fast charging.

- **Battery Storage Capacity and Driving Range**

CAT might also reevaluate BEVs for its fleet once battery storage capacities approach 250 kWh and/or driving ranges approach 250 miles. Today's 40-foot

⁹ BloombergNEF: <https://about.bnef.com/blog/the-ev-price-gap-narrows/>



battery electric transit buses have battery capacities of 250 kWh to 650 kWh, but the battery capacities of battery electric cutaways on the market range from just 75 kWh to about 160 kWh. Increased battery capacities and driving ranges are likely to make BEVs more feasible for CAT service. Assuming BEVs continue to operate with the same energy efficiency, a battery capacity of 250 kWh would likely yield a range of about 250 miles, which would be adequate based on CAT's current service profiles. These values can serve as benchmarks indicating technology has developed enough such that a BEV fleet could rely entirely on Level 2 depot charging.



CONCLUSION

In response to the growing market for BEVs and continued allocation of State and Federal funds for fleet electrification projects, the Casper MPO in conjunction with CAT have developed a plan for a potential transition to BEVs. The incorporation of BEVs in public transit fleets reflects a national trend to modernize fleets, reduce harmful GHG emissions, and promote a cleaner, more environmentally friendly service to local communities. Developing this plan prepares the MPO to pursue Federal funding opportunities, such as those allocated by the FTA, when it is ready. Leveraging funding opportunities like this can greatly reduce the financial burden being placed on many local agencies electrifying their fleets.

Stakeholder engagement and an understanding of local conditions in Casper were integral in developing this plan, which identifies feasible approaches to fleet electrification that are specific to Casper's priorities and challenges. The extreme cold experienced in Casper, for example, can significantly impact the driving range of today's BEVs. These challenges were incorporated in an analysis of the energy requirements of an electric fleet, which identified that today's BEVs would be unable to complete a full day of CAT service. CAT's fleet would need to more than double in size to begin a fleet transition immediately, incurring logistical concerns, operational impacts, staffing increases, and significant costs related to a combination of vehicle purchases, charger installations, and facility reconfigurations.

Rather than recommend an immediate transition to BEVs, this plan identifies two potential strategies that could be adopted to introduce them to the CAT fleet over a longer period of time. The first strategy involves a near-term pilot project that would replace two Link vehicles and one Assist vehicle with electric alternatives by the end of 2027. One wireless inductive fast charger would be installed at the Downtown Transfer Center for on-route top-offs, and three Level 2 chargers would be installed at the Bus Garage Facility for overnight charging. Conducting a pilot project would allow CAT to gain experience operating BEVs and test new charging technologies against specific local conditions and operational constraints. However, while this pilot may be feasible, it presents some operational risks and incurs higher up-front costs. The pilot would utilize relatively new technology in extreme weather, and Casper's rural location could present challenges if support is needed from the vehicle and/or charger OEMs. CAT would also need to consider adjusting service, which may require additional operator hours and detailed planning. Lastly, funding the pilot may require significant grant funding to be financially viable for CAT.

The second strategy involves delaying the start of a potential fleet transition until certain market indicators have been met that indicate technology has improved such that an all-electric fleet is feasible in Casper. These indicators are not meant to prompt the immediate pursuit of BEVs, but rather serve as a guide to reevaluate their use with new information. The final decision must consider stakeholder and public input, financial considerations, and workforce development needs such that CAT's fleet can be modernized without leaving anyone behind.

RESOLUTION NO. 23-194

A RESOLUTION APPROVING AND ADOPTING THE CASPER
AREA TRANSIT ELECTRIC FLEET CONVERSION STUDY
FOR THE CASPER METROPOLITAN AREA.

WHEREAS, the Casper Area Metropolitan Planning Organization (MPO) initiated the Casper Area Transit Electric Fleet Conversion Study; and,

WHEREAS, the Casper Area Transit Electric Fleet Conversion Study represents a key component in the MPO's FY23 Unified Planning Work Plan (UPWP); and,

WHEREAS, the MPO is required to successfully complete all of the projects approved in the FY23 UPWP; and,


WHEREAS, the MPO Policy Committee passed a motion on August 17, 2023, to approve the Study; and,

WHEREAS, it is the desire of the governing body of the City of Casper to approve and adopt said Study for the Casper Urbanized Area.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF CASPER, WYOMING: That the Casper Area Transit Electric Fleet Conversion Study is hereby approved and adopted.

PASSED, APPROVED, AND ADOPTED on this ____ day of _____, 2023.

APPROVED AS TO FORM:





ATTEST:

Fleur Tremel
City Clerk

CITY OF CASPER, WYOMING
A Municipal Corporation

Bruce Knell
Mayor

August 18, 2023

MEMO TO: J. Carter Napier, City Manager 
FROM: Liz Becher, Community Development Director 
Beth Address, MPO Supervisor
Renee Hardy, MPO Technician
SUBJECT: Approval of the Evansville East Sidewalk and Trail Study

Meeting Type & Date: Regular Council Meeting, September 19, 2023.

Action Type: Resolution

Recommendation: That Council, by resolution, approve the Evansville East Sidewalk and Trail Study conducted by the Casper Area Metropolitan Planning Organization (MPO) for the City of Casper.

Summary:

The MPO publishes a Unified Planning Work Program (UPWP) that outlines and guides its slate of projects for the upcoming year. UPWP projects are proposed by the member jurisdictions of the MPO, drafted by MPO staff, and approved by both the MPO Technical and Policy Committees. The objective of the UPWP is to provide local officials in all MPO jurisdictions and participating agencies with a method of ensuring that local and federal transportation planning resources are allocated in accordance with established governmental policies. The UPWP also ensures that the MPO is meeting its transportation planning objectives as identified in the 2020 update of the Long Range Transportation Plan: *Connecting Crossroads*. The UPWP provides guidance and structure for development of planning projects of importance to MPO members. Development of a UPWP project listing allows for the efficient use of federal and local municipal match funding.

The study creates a guiding document for the Town of Evansville to use when planning trails and sidewalk improvements, which will connect the businesses and residential neighborhoods on the eastern side of the town to parks, other trails, town amenities, and each other. The study includes a plan to fill in gaps in the current sidewalk network, determines the ideal location of a trail or sidepath connecting to parks and other trails in the area, and analyzes the existing conditions of the network for future roadway planning and maintenance work.

The MPO, through the City, contracted with consulting firm Civil Engineering Professional, Inc., to complete the plan. The MPO Technical and Policy Committees approved this plan on August 17, 2023. This action is intended to be a final approval of the plan. As the fiscal agent for the MPO, the City of Casper is asked to approve all plans regardless of the municipal jurisdiction involved with the project.

Financial Considerations:

Funding for this project comes from the MPO, including federal monies and contributions from member agencies. The MPO Policy Committee approved the funding of \$25,000 of MPO Programs and Projects funds from the Federal Consolidated Planning Grant for the total project on June 16, 2022.

Oversight/Project Responsibility:

Beth Andress, MPO Supervisor

Attachments:

Evansville East Side Sidewalk and Trail Study



Evansville East Side Sidewalk & Trail Study

March 2023



Civil Engineering Professionals, Inc.
6080 Enterprise Dr. • Casper, WY 82609
Phone 307.266.4346
www.cepi-casper.com

Acknowledgments

Project Management Team:

Casper Area Metropolitan Planning Organization (MPO)
Town of Evansville

Representing the Town of Evansville:

Mayor: Chad Edwards
Clerk: Janelle Underwood
Public Works Director: Robert Lewallen



Representing the Casper Area MPO:

Renee Hardy
Beth Andress



CASPER AREA
METROPOLITAN PLANNING ORGANIZATION
Casper - Mills - Evansville - Bar Nunn - Natrona County

Sponsoring Agencies:

Wyoming Department of Transportation
Federal Highway Administration



Consulting Team:

CEPI
L4 Communications



The study team would like to thank all of the public meeting and survey participants. Without your input and guidance this study would not have been possible.

Thanks to all the community members who helped guide our efforts!

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Study Overview

▶ Evansville East Side Sidewalk Study

The intent of this study is to provide the Town of Evansville with a guiding document when planning pathways and sidewalk improvements on the east side of Town. This plan provides an overall vision of a new connecting loop pathway around Evansville, standards for installation of new sidewalks, and safe routes around town and for pedestrians. The sidewalk and pathway study for the east side of Evansville will play a crucial role in connecting this area to the newer neighborhoods, parks, and businesses in the greater Evansville area.

STUDY GOALS

- Connect residential neighborhoods on the eastern side of Evansville to Reshaw Park, the Rails to Trails Pathway, and each other.
- Allow for additional recreation and multi-modal transportation opportunities for all residents and visitors.
- Create a guiding document for the Town of Evansville to use when planning pathways and sidewalk improvements.

STUDY OBJECTIVES

- Filling in gaps in the current sidewalk network.
- Determining the ideal location of a pathway connecting to parks and other networks in the area.
- Analyze the existing conditions of the network for future planning and maintenance work.
- Improve functionality around the elementary school for children walking, biking, and crossing streets by minimizing pedestrian and vehicle interactions.

MEETING DATES

July 28, 2022	–	Committee kick-off meeting
September 28, 2022	–	Community meeting “Walk the Block”
October 3, 2022	–	Community survey mailed out
November 3, 2022	–	Community meeting findings

An evaluation of the needs and constraints was completed by the project team to better understand the demand for sidewalks in the oldest part of town. The existing conditions of pathways and sidewalks for each street was inventoried and cataloged. Using the information gathered through the on-site analysis, community input, and inventory review process, the team was able to understand the areas of opportunity for multi-modal travel around town and the need for additional connectivity. Potential solutions group comparable neighborhoods together into quadrants with like characteristics. The solutions prescribed reflect the community input, committee’s feedback, and consultant expertise.



General recurring issues within the study area include:

SAFETY

- No safe travel corridors along streets
- Excessive mid-block crosswalks near school
- Crosswalks at offset intersections create confusion
- Lack of adequate ADA accommodations
- Utilities located in center of sidewalks

CONNECTIVITY and CIRCULATION

- Sidewalk gaps throughout residential areas, primarily on east side of town.
- 13 crosswalks on one city block around the school
- Lack of pathways and sidewalks to major business areas and parks
- Lack of uniformity in neighborhoods

MAINTENANCE

- Crosswalk delineation maintenance
- Snow removal
- Weed maintenance along travel routes

General solutions for these issues include:

SAFETY

- Standardization of sidewalk sizes
- Elimination of unneeded crosswalks around town
- Strategically place improved crosswalks with pinchpoints and/or bulb-outs around the school and other intersections

CONNECTIVITY and CIRCULATION

- Utilize Evans Street for a connecting loop pathway
- Infill of sidewalk gaps
- Strategically placed crosswalks around the school

MAINTENANCE

- Snow storage in boulevard and by creating curb extensions with planted areas
- Minimize maintenance by creating buffer zones between street and path with native drought tolerant plantings
- Reduce upkeep by eliminating unnecessary or redundant walks and use permanent inlay striping.



► Definitions

ADA - The Americans with Disabilities Act (ADA) prohibits discrimination against people with disabilities in several areas, including employment, transportation, public accommodations, communications and access to state and local government' programs and services. ADA develops standards for individuals with disabilities which should be applied in design.

Boulevard – The area from the back of the curb to the edge of the road right of way

Buffer Zone – The area from the back of curb to the front edge of the sidewalk

Curb Extensions – A traffic calming measure which widens the pedestrian zone for a short distance, thus reducing the crossing distance and allowing pedestrians and drivers to see each other when parked vehicles or other obstructions would otherwise block visibility. The following are sub-categories of curb extensions that may be used in this study.

- **Bulb-outs** – Extensions located at intersections to narrow the crossing distance for pedestrians, slow vehicular turn speeds, reduce illegal parking at corners, and accommodate two curb ramps per corner.
- **Gateway** – A curb extension similar to a bulb-out applied at the mouth of an intersection or entrance to a neighborhood to signify a slower speed street or a transition to a different use area (i.e. commercial area to residential area).
- **Pinchpoint** – A mid-block curb extension used to slow traffic speed and reduce pedestrian crossing distance.

Pathways – Hard surface pedestrian travel-way constructed at a minimum of 8 feet in width.

Pedestrian Refuge Island – A median island in the center of two-way traffic streets that allows pedestrians to navigate only one direction of traffic at a time.

Multi-modal – The movement of people with a variety of travel modes including but not limited to walking, biking, transit riders, etc.

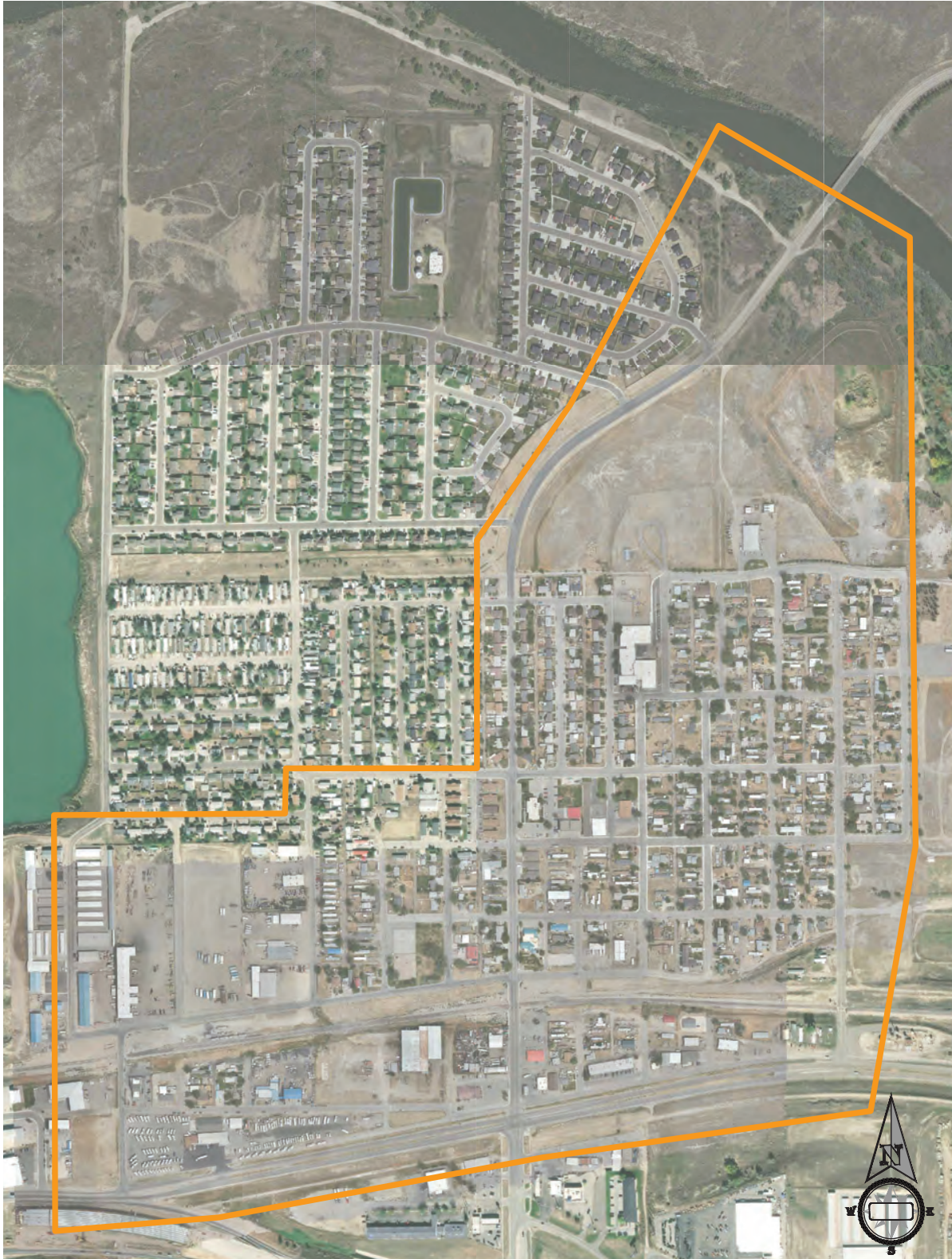
Sharrows – Indicated by a painting of a bicycle with two chevron markings above, this marking on a roadway indicates this is a shared use lane. This application is typically used in instances where the road right of way cannot accommodate a bike lane. The marking is meant to alert drivers of the possibility of bicyclist or other users within the travel-way.





Ch 1 Study Introduction

▶ Evansville East Side Study Area



► Existing Conditions Overview

The east side of Evansville was the first established area of town. It is also the area of town with the least adequate sidewalks and ADA accommodations. Most of the streets have curb and gutter but no sidewalks. When the curbs were constructed, they were done to accommodate future curb ramps at every intersection. This indicates that at one time the Town envisioned this neighborhood as being walkable with sidewalks on every street.

Curtis Street is the main arterial in town and bisects the east and west portions of town. There is another distinct bisection half a block north of 5th Street where Curtis Street becomes Veterans Road. The neighborhoods north of 5th Street were constructed in the 2000's and are disconnected from the south portion of town. The northern neighborhoods have established sidewalks and pathways so connecting them to the east side of town will create a well rounded network providing all residents with access to the Evansville amenities.

On the east side of Evansville the neighborhoods are multi-use with businesses, mobile homes, stick-built homes, and shops inhabiting the same block. The Town established a zoning plan in 2007 for new developments and business locations in Evansville. The following excerpt is directly from the Evansville Transportation Plan that was finished in 2021.

"The existing zoning classification for Evansville includes a mix of industrial, residential, and general business. According to the 2012 Survey of Business Owners, existing land uses include 434 businesses, while the American Community Survey estimated that Evansville has 1,221 houses. This is a ratio of approximately 3 homes to every business."

Most of these shops and businesses were



Curtis Street looking south



Parking within boulevard section of streets

grandfathered into the current zoning ordinance regulations. With so many businesses inhabiting the Town of Evansville, ease of access to and from these businesses is important for good circulation around and through town.

Residents in the study area commonly utilize the area behind the curb within right of way for short and long term parking of vehicles and trailers. This unplanned use of the right of ways creates a hindrance for safe pedestrian travel down these streets. Other factors that impede pedestrian travel on these streets are the long expanses of mobile home driveways, industrial equipment, fences, and plantings. Pedestrians traveling these streets are forced into the road due to this incidental use of the right of ways.

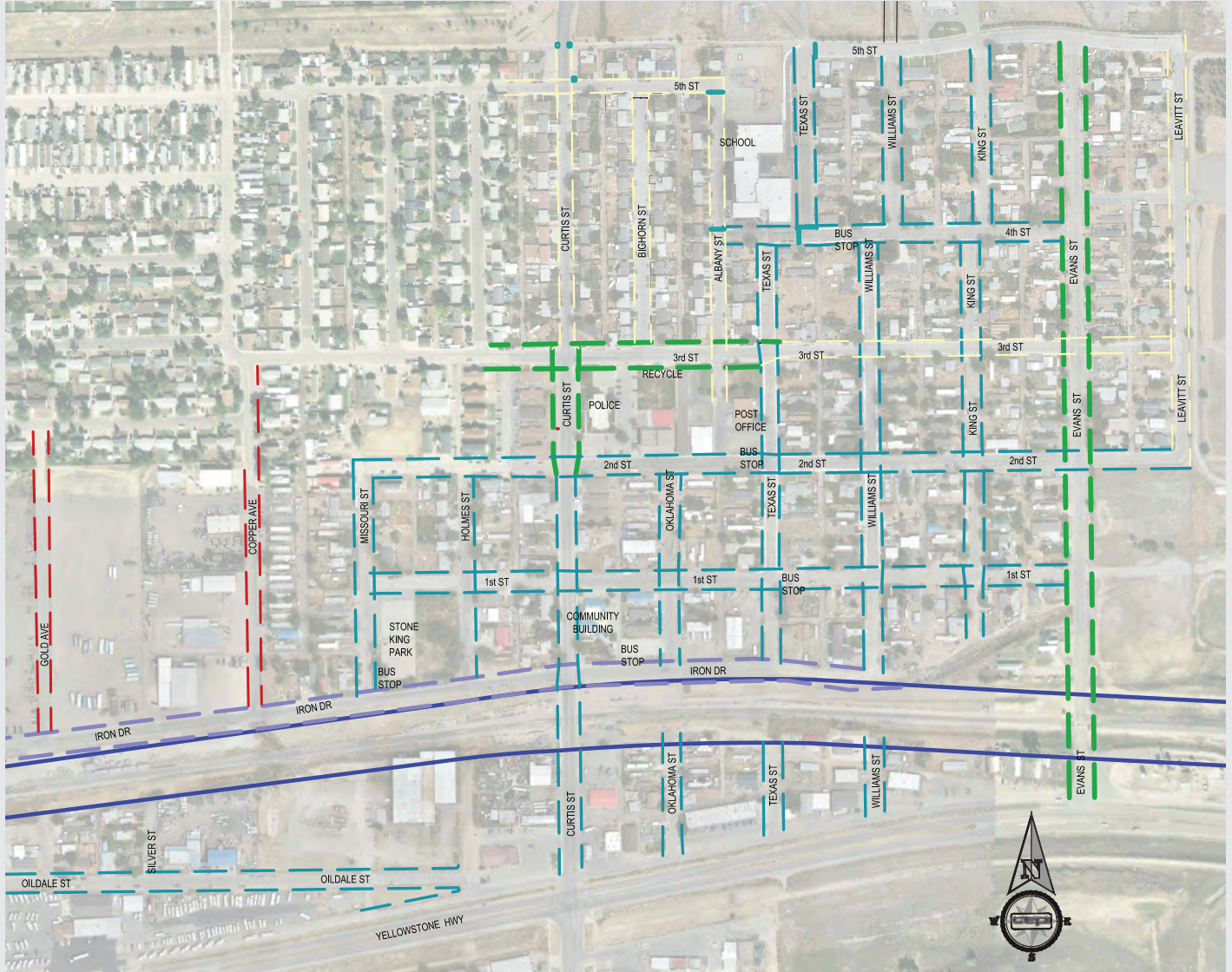
There are areas that have had sidewalks constructed within the past several years, however, we find these sidewalks to be under sized at 4-feet in width. There are also instances where, despite ample right of way space, utilities such as power poles, hydrants, and communication pedestals are located directly in the path of travel.

One overarching commonality within areas with sidewalk gaps is the location of utility poles, street signs, gas meters, electrical boxes, and fire hydrants where a sidewalk would most conveniently be located. Most utilities are within three feet of the current curb which has caused added pressure on constructing a walkable network of sidewalks and pathways around town. In most cases, local municipalities have franchise agreements with utility companies that would require the utility company to relocate their utility if the municipality requires it.





▶ Street Right of Ways



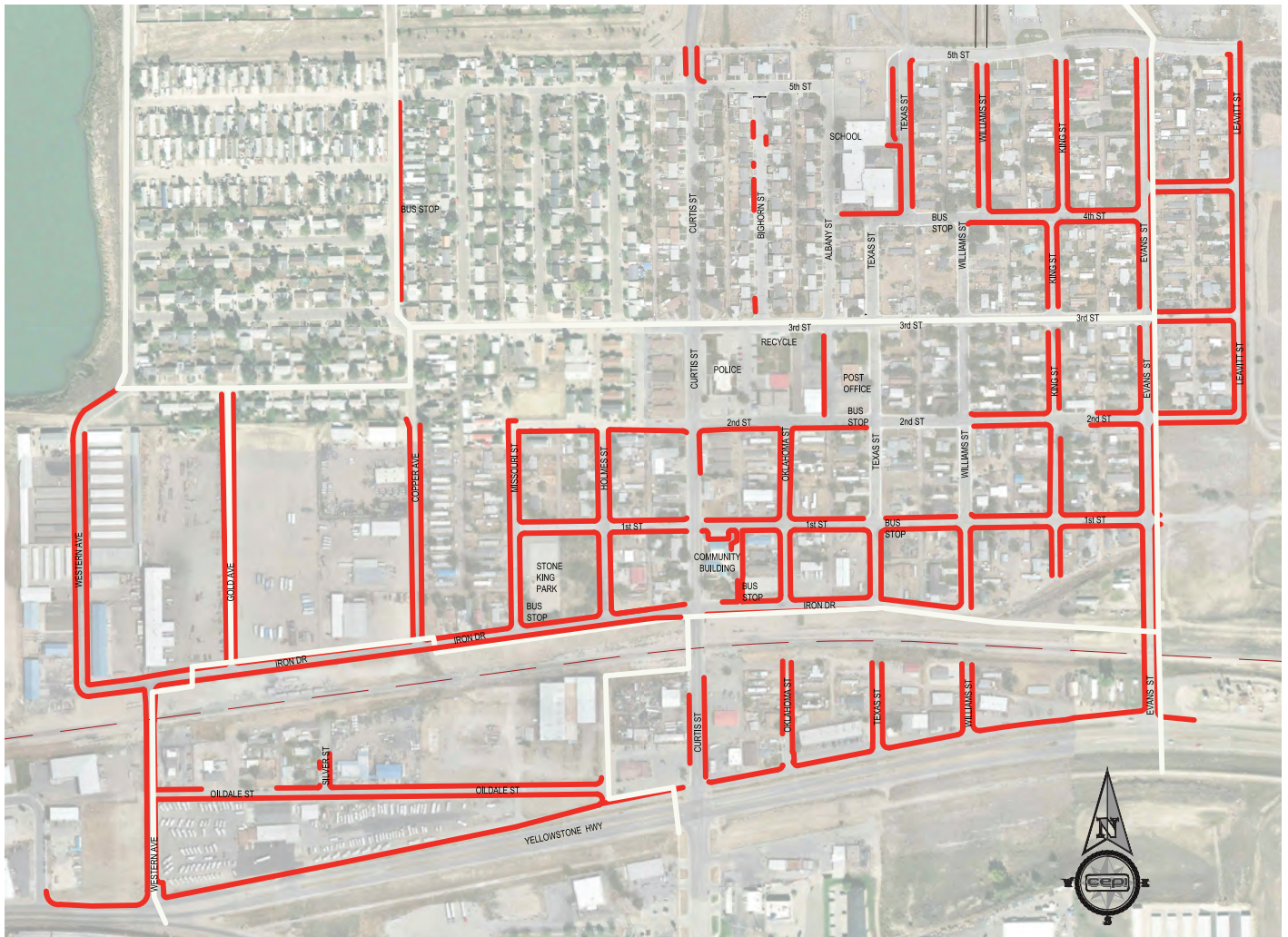
LEGEND

- 40' RIGHT OF WAY
- 46'-50' RIGHT OF WAY
- 60' RIGHT OF WAY
- 70' RIGHT OF WAY
- 80' RIGHT OF WAY
- 100' RR RIGHT OF WAY



Our team completed a drone survey of the area to identify gaps in the current sidewalk network. Once sidewalk gaps were mapped, we put boots on the ground and walked the study area. Our field inventory turned up a number of opportunities for improvement as well as potential pathway connections to local parks and trails. The following maps show a variety of characteristics that were inventoried.

► Sidewalk Gaps

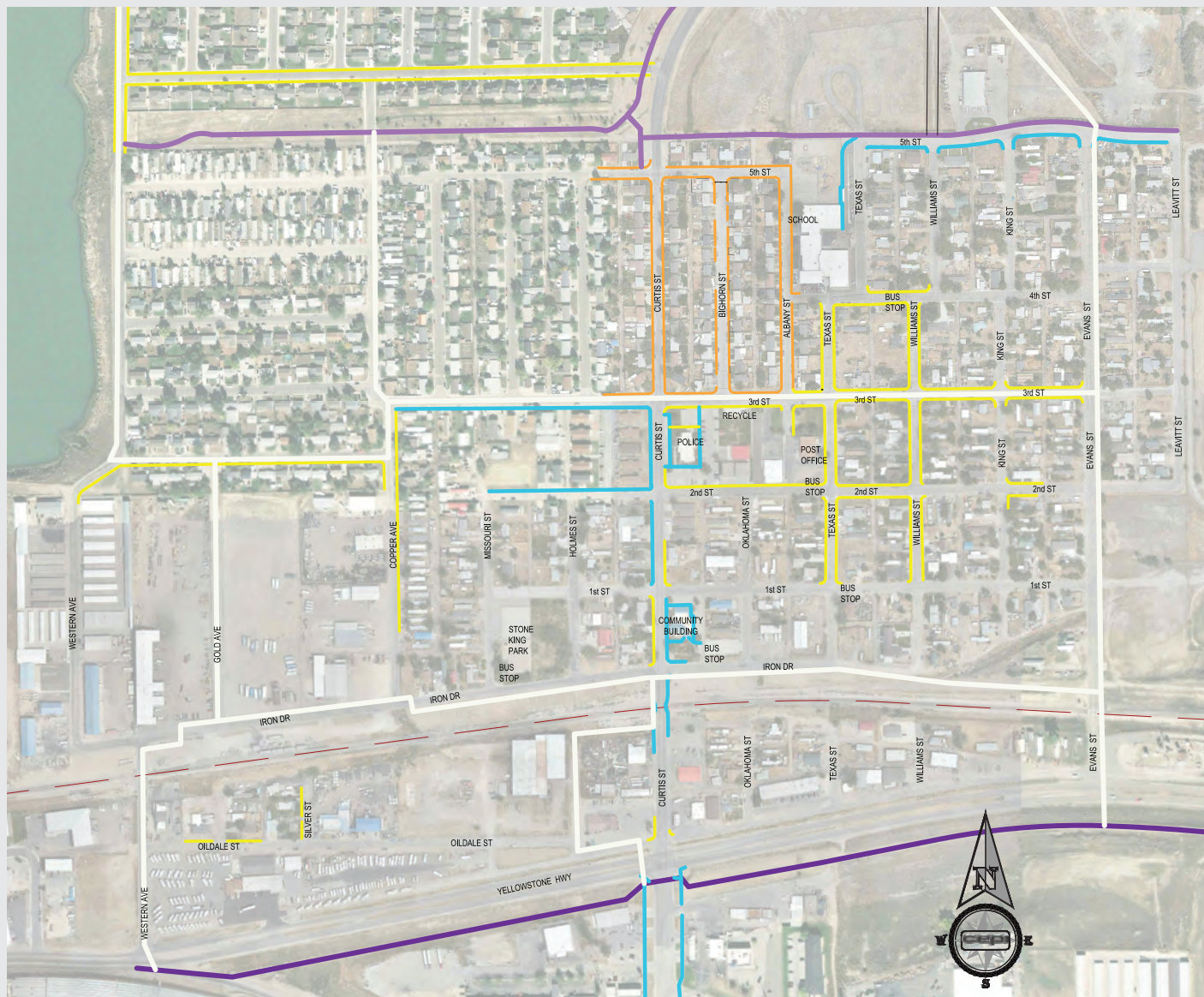


LEGEND


- SIDEWALK GAPS
- RAILROAD



Existing Sidewalks



LEGEND

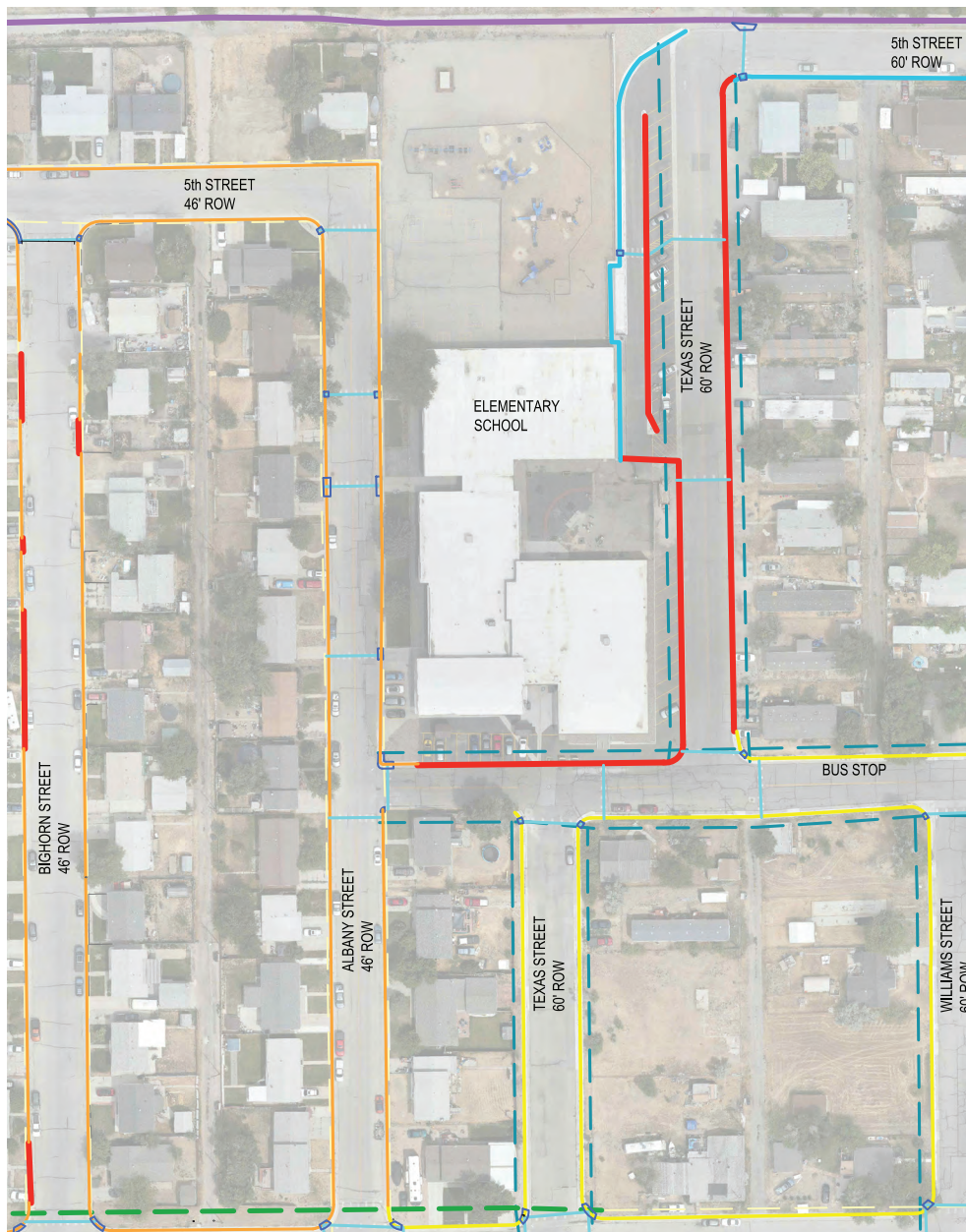
-  2.5'-3' SIDEWALK
-  3'-4' SIDEWALK
-  5'-6' SIDEWALK
-  8' PATHWAY
-  GRAVEL TRAIL
-  PROPOSED PATHWAYS



▶ Elementary School Safety Concerns

When school is in session, Evansville Elementary School is likely the busiest location in Evansville twice a day. Because the school is located in the heart of a residential neighborhood, the traffic congestion in the morning and afternoon coupled with children venturing to and from vehicles causes many points of interaction between pedestrians and drivers. The study team witnessed traffic congestion, on Albany, 4th Street, and Texas with children crossing in the middle of traffic. The traffic and parking around the school can cause major safety issues for school children. The diagonal parking stalls on Texas Street do not allow for safe passage in front of the vehicles so children walk behind parked cars. There are 13 crosswalks on the one block around the school which introduces more

points of vehicle/pedestrian interactions. The walkability around the school is a very precarious situation for children and parents during pick-up and drop-off times.



LEGEND	
	NO SIDEWALK
	2 - 3.5' SIDEWALK
	3.5 - 5' SIDEWALK
	5 - 7' SIDEWALK
	8' PATHWAY
	46 - 50' RIGHT OF WAY
	60' RIGHT OF WAY
	CURB RAMPS
	CROSSWALKS

► Summary

CURRENT CONDITIONS CONCERNS

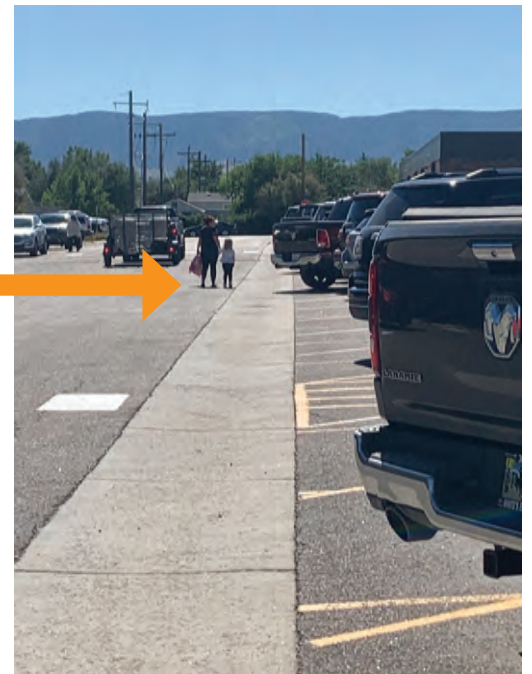
- Sidewalk gaps
- Right of ways used for storage
- Utilities impede existing sidewalks
- Inadequate ADA Accessibility
- No connections to pathways or other neighborhoods

SCHOOL SAFETY CONCERNS

- Congestion around school at pick-up and drop-off
- Children walking and riding bikes in the street
- Diagonal parking on Texas St with no path for walking
- 13 Crosswalks cause confusion
- Texas Street is void of sidewalks around school
- 4th Street void of sidewalks
- Ill-placed crosswalks



With no sidewalk in front of school's primary parking area, students, parents, and staff are forced into the street to navigate to destination.



NEIGHBORHOOD CONCERNS

- Multiple utilities located within potential path placement
- Southwest area of town is more industrial with minimal area to construct sidewalks
- No north-south pathway connecting to Reshaw Park
- No east-west connection through town
- No connecting loop pathway system



Utilities obstructing potential sidewalk

Ch 2 Previous Studies

► Creating a Connected Pathway and Sidewalk System

To fully benefit from the opportunities afforded by the improvements of the sidewalk network and connection to new pathways on the east side of town, the improvements should enhance the character of the neighborhoods while offering the user a safe leisurely route to amenities. The trail and sidewalks must be convenient, safe, and functional for all users, paying close attention to the needs of people with disabilities, the elderly, and children to offer a “Complete Streets” approach to the design. The guiding principles and design standards presented are benchmarks used to achieve a safe network of sidewalks and pathways. These principles grew out of consultation with town officials and citizens, property and business owners, public agencies, and the MPO in concert with the expertise of the study team.

Due to differing eras of construction, each neighborhood holds its own identity and character. The goal for these principles is to create a cohesive network that invites all residents and visitors to patronize. Key elements recommended can be used as building blocks and will need to be thoughtful of the types of residences and businesses inhabiting each particular block.

► Network Guiding Principles

EVANSVILLE MISSION STATEMENT:

“The Town of Evansville is a unique community located within a larger urban setting with small town values and a closeness we want to preserve. We wish to grow and strengthen the Town through local communication and participation, improve the physical appearance of Evansville, and provide for a balanced growth of residential and commercial lands. We plan to support our established businesses while creating opportunities for new business and industry. We intend to improve our neighborhoods and provide adequate and safe housing for our residents. In the end, Evansville will be a town that we are proud to be part of.” (Evansville Community Development Plan 2005)



CONNECTIVITY GUIDELINES

- Connect all neighborhoods to the greater Evansville area, parks, and local businesses
- Create ADA accessible safe routes on all primary and secondary streets in Evansville
- Create a looped pathway system that connects the west to east and north to south
- Create a standard for sidewalks and pathways to be followed throughout all future designs

PATHWAY AND SIDEWALK GUIDELINES

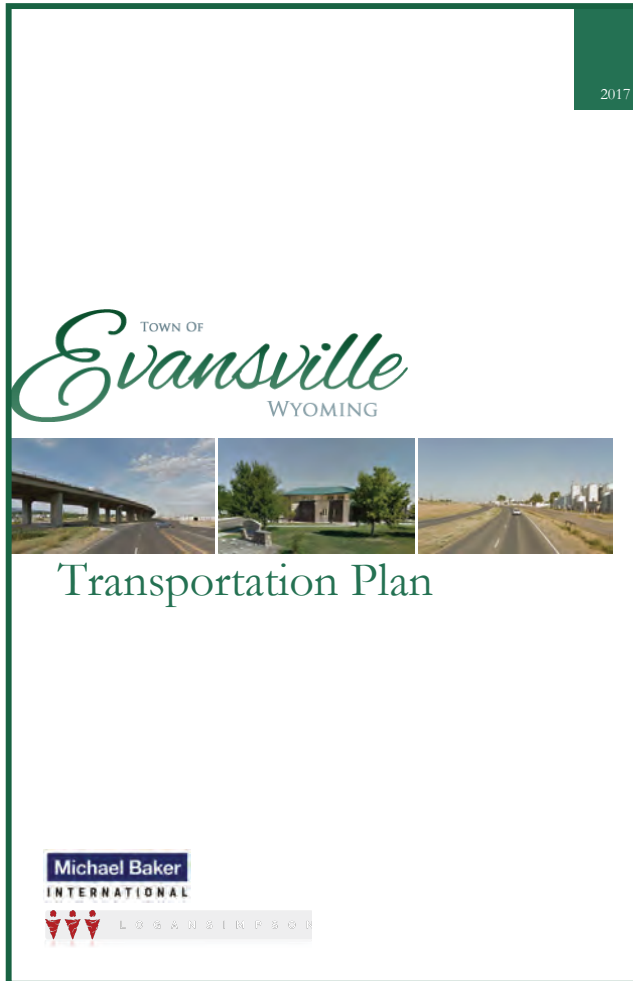
- Designated sidewalk size of 6-foot minimum throughout the town
- New pathway connection supports a green way with plantings for a protected path
- Provide landscaped buffer zones between street and pathway where feasible
- Clearly defined on-street bicycle routes where necessary

► Previous Plans

This study builds upon previously completed Casper Area plans and studies to create a more pedestrian friendly community. These studies should supplement this study and each other when completing a comprehensive design.

DOCUMENTS REVIEWED

- Evansville Transportation Plan 2021
- Evansville Trail Linkage Plan 2021
- Evansville Community Development Plan 2005
- Casper Area Long Range Transportation Plan
- Connecting Crossroads 2020
- Casper Complete Streets Plan and Policy 2022
- Casper Wyoming Safe Routes to School 2011
- Casper Walkability Study 2008
- Casper Area Trails, Paths, and Bikeway Plan 2013
- Casper Area Bicycle and Pedestrian Master Plan 2022



The Evansville Transportation Plan surveyed residents of Evansville and found the citizens feel walking and biking are important for a better quality of life.

“Residents of Evansville feel that biking and walking are important, as evidenced in the percentage of people that bike/walk within the community. The Evansville survey asked what modes people use to get around town. Based on the survey, 26.7% of residents use both a car and a bike to get around their community, while 33.3% use both a car and walk. It is important that the Town focus on ways to improve/expand the existing sidewalk and path network to embrace this healthy alternative.”

These findings show 60% of Evansville residents drive but also walk or bike around town. Thoughtful designs for leisurely pathways will encourage more multi-modal transportation options cutting down on emissions from motor vehicle use. This will improve the overall quality of life of residents within Evansville. In this study, it is suggested that in order to create a safe route through neighborhoods, the Town of Evansville should follow these guiding principles for new sidewalk installments:

- Respect the identity of the neighborhood
- Offer an enjoyable safe route through town no matter what street the user travels
- Where right of way allows create a buffer of plantings between the street and the path
- Design sidewalks around the current block’s character
- Offer enjoyable non-motorized commuting opportunities around Evansville

CASPER AREA TRAILS, PATH AND BIKEWAY PLAN



The **Casper Area Trails, Path and Bikeway Plan** is a regional vision for a comprehensive and connected bicycle and pedestrian network that is safe, comfortable, and convenient for people of all ages and abilities.

The plan builds upon previous planning and ongoing infrastructure implementation efforts to identify gaps and barriers to walking and biking in the Casper Area. The plan recommends both infrastructural improvements, as well as policies, programs, and practices that support these modes.



Accommodation Regulations and Recommendations, which recognize that:

- Bicycling and walking provide low-cost mobility options that place fewer demands on local roads and highways
- Increased commitment to and investment in bicycle and walking networks can help meet goals for less congested roadways and more livable, safe and cost-efficient communities

And as such:

- Walking and biking should be considered with other transportation modes when planning, designing, and implementing transportation system improvements
- Walking and biking facility design should go beyond minimum standards, where feasible, to ensure long-term viability and minimize need for future retrofits



Casper Wyoming Safe Routes To School

SIDEWALKS

“Sidewalks, trails, walkways and ramps should be on both sides of the street around the entire perimeter of the school. Where sidewalk gaps exist or ramps are missing, they should be fixed on a priority basis, working out block-by-block from the school. Sidewalks around the school should be at least eight feet wide and separated from the curb by a “furniture zone” that can accommodate planter strips, tree wells, hydrants, benches, etc. Where appropriate, on-street parking or bike lanes provide an additional buffer to the sidewalk”

SEPARATION

“It is best to separate the different modes of travel (walking, bicycling, bus and parent driving) at the school. Sidewalks and school entries should be designed to keep walking and cycling students from crossing the pathway of motorists. Parking lots should be designed so students do not need to walk through them to enter or exit the school. Where sidewalks and driveways must cross each other, a level sidewalk should continue. Additional design elements such as colorized or raised crossings should give motorists a clear message that they are to slow down and yield to students.”

Following the guidelines in this study and recommendations from the existing plans for the Casper and Evansville Area will help model a cohesive connected network of pathways in the Casper Area. By implementing these guidelines, the Town of Evansville will create a key network of sidewalks and a looped pathway system serving the east side neighborhoods while connecting to the entire Evansville area.

Ch 3 Current Plans & Opportunities

▶ Neighborhood Characteristics

Within the study area, the character of the neighborhoods vary from block to block. Some blocks have expanses of driveways with mobile homes on one side and shops with heavy equipment on the other side. New sidewalks have been installed recently around some of the interior blocks but every block in the study area still lacks in connectivity.

To better analyze the study area, the neighborhoods have been broken down into smaller, more digestible quadrants that encompass a few blocks at a time. That breakout can be found on the adjacent page. In this section, we will go through each quadrant in depth to address the existing conditions and recommendations.



▶ Needs and Recommendations

This study's needs and recommendations reflect extensive stakeholder and public input from Town staff and residents coupled with technical data collection and analysis. The Town's understanding of the needs of the community played a significant role. The Town staff has already targeted areas of importance for upcoming sidewalk projects. As funding and opportunity arise, a cohesive plan to continually expand the existing pedestrian network is essential. A built out network will continue to provide those who need to walk and want to walk an opportunity to do so safely and with a destination through expanded connection.

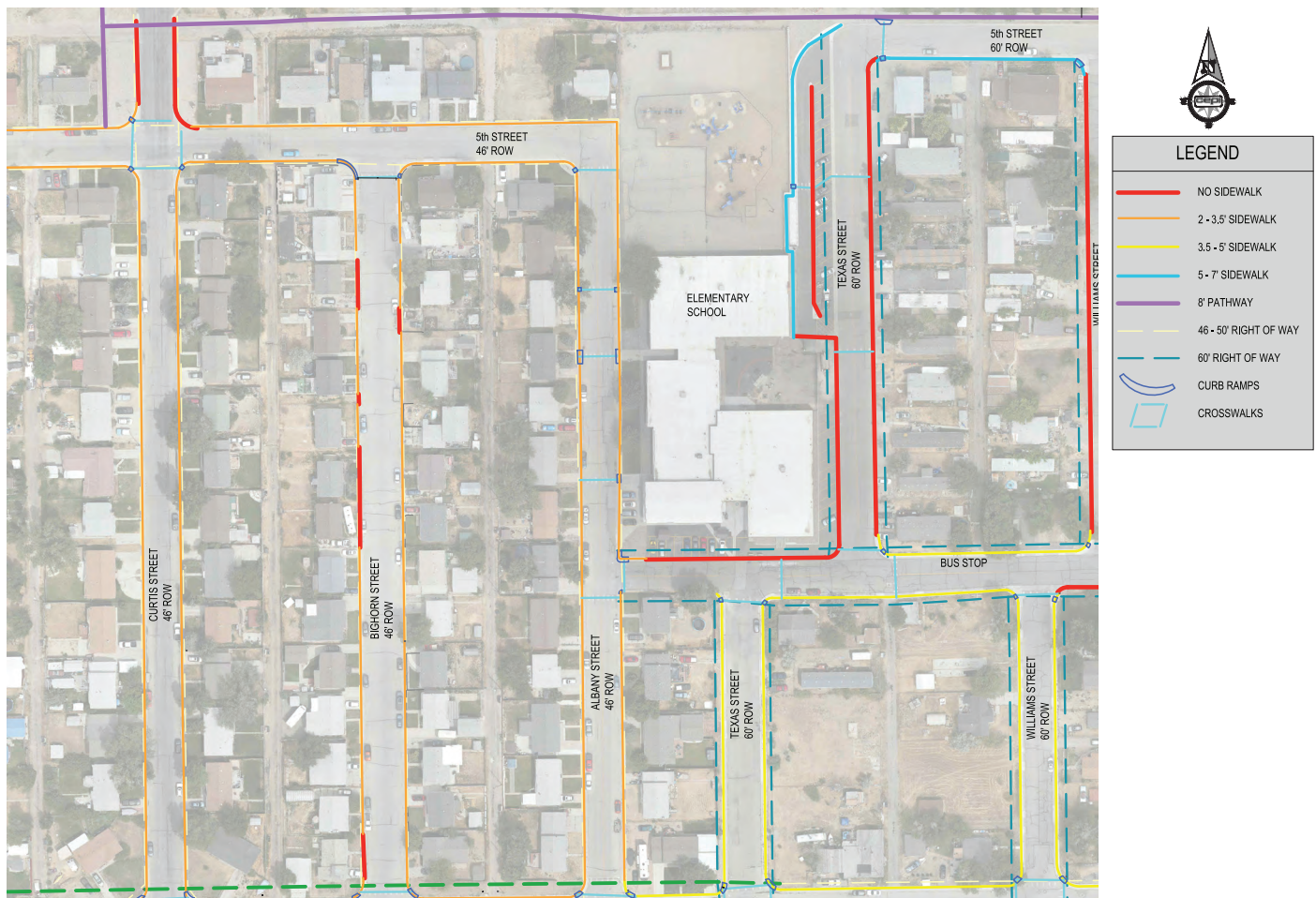


► Quadrant 1

This quadrant is mostly single family bi-level homes having similar characteristics with the exception of Texas Street around the school, which is primarily mobile homes. The school is what makes this area unique from any other in town. The concerns surrounding the school are detailed in Chapter 1.

Another unique aspect of this area is Curtis Street. Curtis is a primary arterial for all of Evansville but this portion is undersized for the volume of traffic that it moves on a day to day basis. This portion of Curtis has a narrow right of way and a very high volume of traffic. There is no room for logical improvements to be made to this portion of Curtis without first making major adjustments to the traffic patterns in town. What seems to be missing is another major arterial street in and out of Evansville. Evans Street appears to lend itself to filling that void if it were extended north to Veterans Road, but this study's purpose is not to address those types of traffic alterations.

Curtis, Albany, and Bighorn are the narrowest streets in the study area and currently have three to four foot sidewalks on each side. These three streets are also the longest streets in the study area so adequate sidewalks are important for safe navigation to other streets. This portion of Texas Street in this quadrant is devoid of any sidewalks.



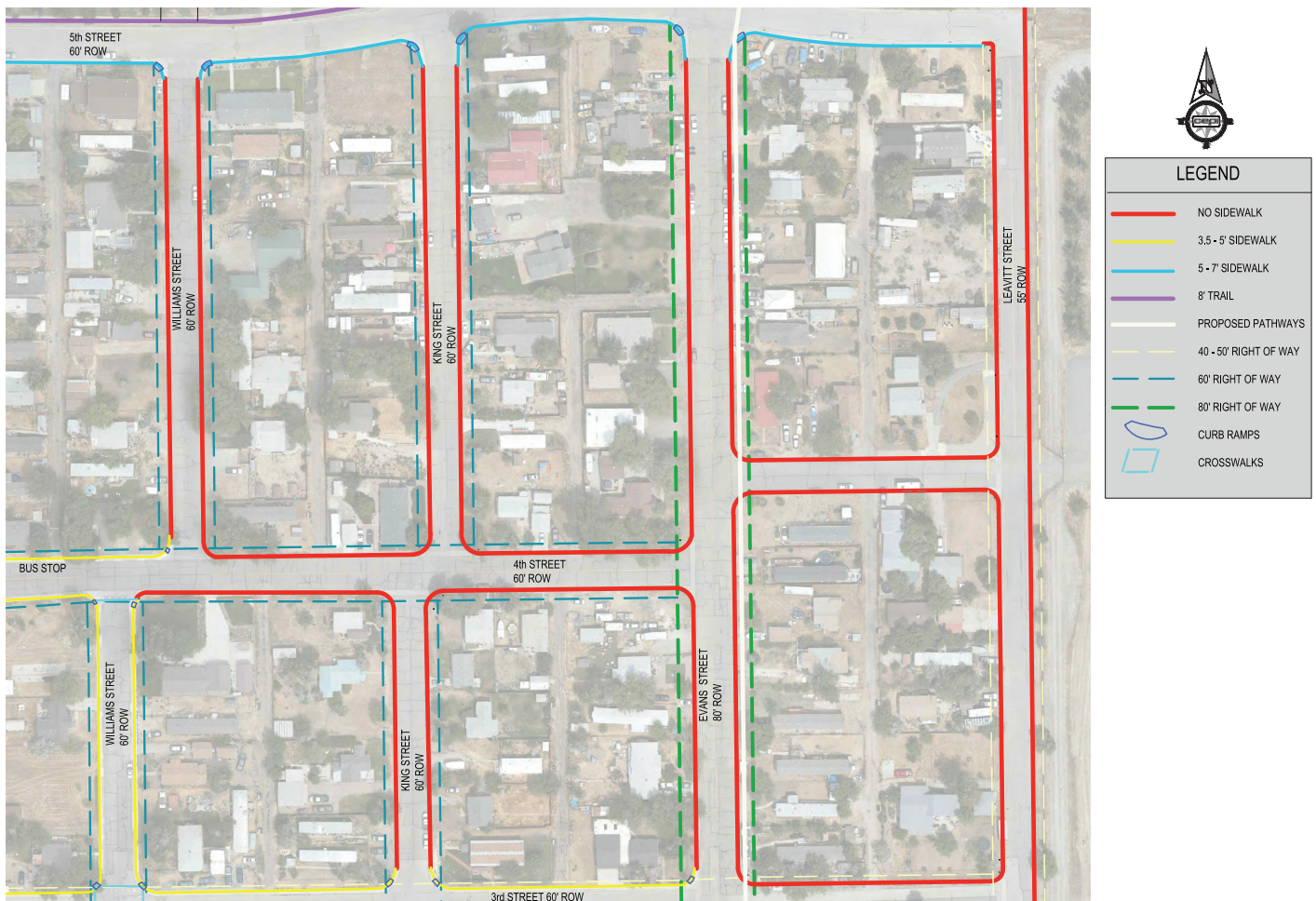
QUAD # 1				
STREET	Cross Street	Side of Street	ISSUES	PROPOSED SOLUTIONS
TEXAS				
	3rd	West side	<ul style="list-style-type: none"> Northwest corner of intersection has utilities in sidewalk without adequate ADA minimum passage. 	<ul style="list-style-type: none"> Create a curb extension here to shorten crossing distance and ease of passage.
	4th	Both sides	<ul style="list-style-type: none"> Congestion during pickup and drop off here is hazardous for drivers and school children. 	<ul style="list-style-type: none"> Create curb extension or pinchpoint to aide in visual sight lines and refuge for children during crossing.
	3rd to 4th	Both sides	<ul style="list-style-type: none"> Both sides of street have a new sidewalk paved width of 4--feet. 	<ul style="list-style-type: none"> When sidewalks need replaced, investigate 6-foot minimum width.
	4th to 5th	East side	<ul style="list-style-type: none"> Expanse of mobile home driveways and 2 crosswalks in middle of street lead to no sidewalk or parking on east side of street. 	<ul style="list-style-type: none"> Reduce current 36-foot pavement section (18-foot drive lanes) to accommodate minimum 6-foot attached sidewalk on east side of street. Create pinchpoints at crosswalks.
	4th to 5th	West side	<ul style="list-style-type: none"> Angled parking for school forces pedestrians into street. 	<ul style="list-style-type: none"> Reduce current 36-foot pavement section (18-foot drive lanes) to accommodate minimum 6-foot sidewalk in front of parking area. Create pinchpoints for crosswalks.

ALBANY				
	3rd to 5th	Both sides	<ul style="list-style-type: none"> • Street has a narrow ROW (46-feet) and parking on both sides of street. • Current sidewalks on both sides are 3-feet wide. 	<ul style="list-style-type: none"> • Allow parking on one side of street (preferably east) with 6-foot sidewalk on west side of street.
	4th to 5th	Both sides	<ul style="list-style-type: none"> • Seven crosswalks create too many pedestrian/vehicle interactions. • Street parking on both sides of street with narrow ROW. • Current sidewalks on both sides are 3-feet wide. 	<ul style="list-style-type: none"> • Reduce number of crosswalks to three. Leave crossings with curb extension; at 3rd and 5th streets and one midblock crossing with a pinch-point. • Enlarge sidewalk on school property to 10-feet.
BIGHORN				
	3rd to 5th	Both sides	<ul style="list-style-type: none"> • Street has a narrow ROW (46-feet) and parking on both sides of street. • Current sidewalks on both sides are 3-feet wide. • Vehicles overhang current sidewalks 	<ul style="list-style-type: none"> • Allow parking on one side of street (preferably west) with 6-foot sidewalk on east side of street. • West side is not as conducive to sidewalk because of grade changes that would result in needed retaining walls.
CURTIS				
	Highway 20 to Railroad	Both sides	<ul style="list-style-type: none"> • The sidewalks are primarily driveways for high-turnover business (gas station, bar, auto-salvage). 	<ul style="list-style-type: none"> • Improve Holmes and Oklahoma Streets as alternatives to pedestrian travel for this block on Curtis Street. • Improve sidewalks on both sides north of bar and auto-salvage businesses to Iron Drive.
	3rd to 5th	Both sides	<ul style="list-style-type: none"> • The ROW narrows to 46-feet and the entire space is taken up with 4-foot sidewalks on both sides, on-street parking, and driving lanes 	<ul style="list-style-type: none"> • Because Curtis is a primary arterial street for the Town, and this section is currently undersized, no recommendation for pedestrian improvement can be made outside of removal of street parking or until additional routes in and out of town are created.

3rd STREET				
	Curtis to Texas		<ul style="list-style-type: none"> • Wide street with new sidewalks but no bike lanes with heavy traffic. 	<ul style="list-style-type: none"> • Create a protected bike lane on both sides of street for safe passage off sidewalks.
4th STREET				
	Albany to Texas	South side	<ul style="list-style-type: none"> • No sidewalk as fence and are utilities located at street edge. • Right of way doesn't allow for safe connection around utilities 	<ul style="list-style-type: none"> • Improve street corners for pedestrians to cross street to sidewalk on north.
	Williams to Evans	Both sides	<ul style="list-style-type: none"> • No sidewalks 	<ul style="list-style-type: none"> • Install 6-foot minimum sidewalks
5th STREET				
	Curtis to Albany	North side	<ul style="list-style-type: none"> • 3-foot does not allow for safe passage. 	<ul style="list-style-type: none"> • Install 6-foot minimum sidewalks
	Bighorn to Albany	South side	<ul style="list-style-type: none"> • Narrow for two-way traffic and parking. Cars parked on south corner obstruct Albany Street. 	<ul style="list-style-type: none"> • Eliminate parking on south side of 5th Street from Albany 35-feet to west

► Quadrant 2 Characteristics

This area of town has very diverse housing types. The blocks are small with mobile homes interspersed between single family homes. Other than Evans and Leavitt, the streets within this area all have 60 foot right of ways. Evans has the widest road section and an 80 foot right of way. Leavitt only has a 55 foot right of way with housing only on the west side. The only two streets that currently have sidewalks are 3rd Street from Williams to Evans and 5th street with a nice sidewalk on the south and an asphalt bike path on the north. The only street running north to south that has a sidewalk is Williams Street leading to the bus stop on 4th Street.

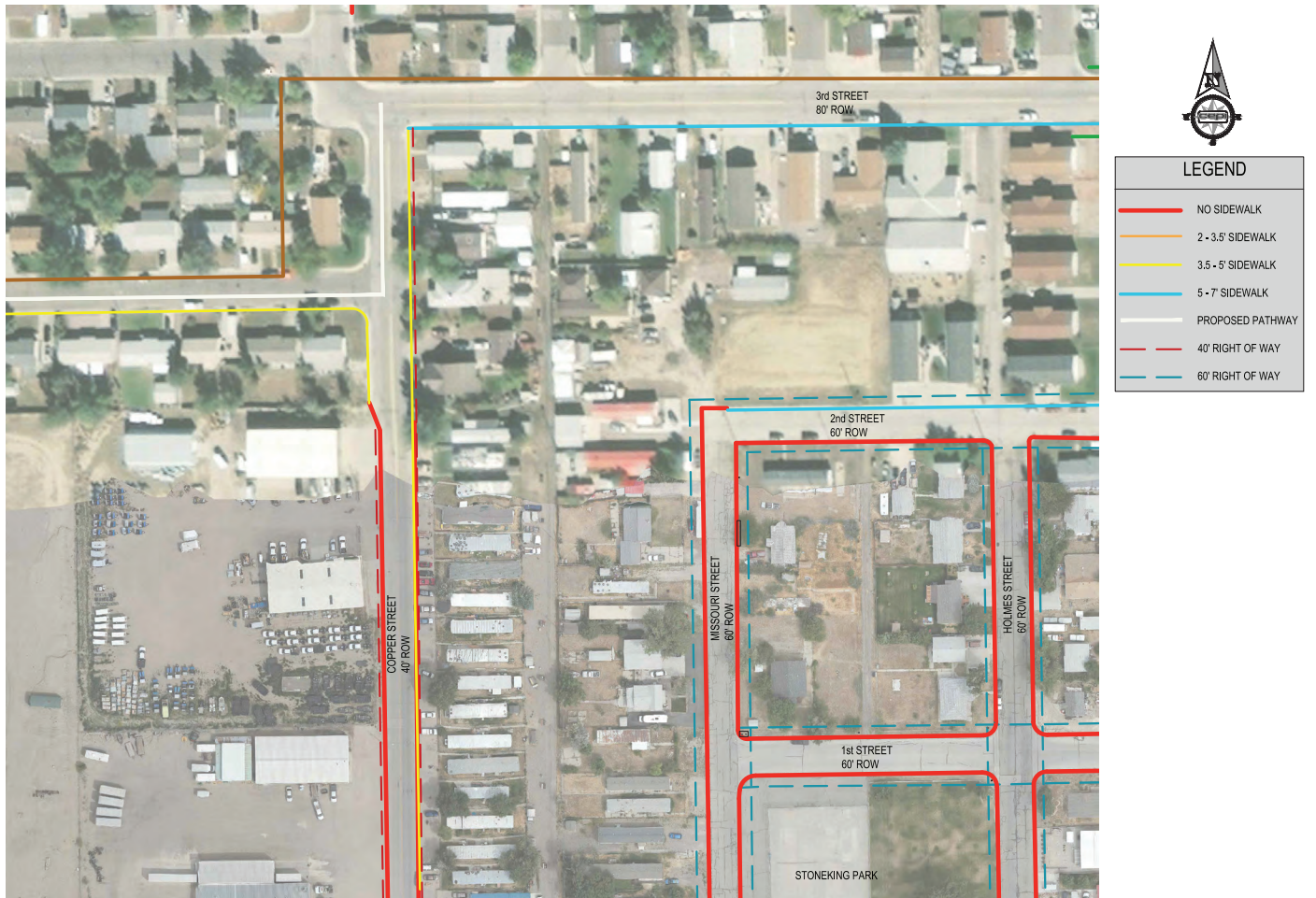


QUAD #2				
STREET	Cross Street	Side of Street	ISSUES	PROPOSED SOLUTIONS
LEAVITT				
	2nd to 5th	East side	<ul style="list-style-type: none"> Approximately 10-feet of ROW between asphalt and property line 	<ul style="list-style-type: none"> Install 8-foot asphalt path to tie into pathway at north side of 5th Street as need becomes apparent.
	2nd to 5th	West side	<ul style="list-style-type: none"> Some utilities right behind curb at intersections. 	<ul style="list-style-type: none"> Install 6-foot minimum sidewalk and relocate utilities accordingly
EVANS				
	3rd to 5th	West side	<ul style="list-style-type: none"> Diverse use of residential and businesses. Excessive use of right of way for immobilized vehicle/RV storage. 	<ul style="list-style-type: none"> Install 6-foot minimum sidewalk with 10-foot buffer zone and relocate utilities accordingly Install curb extensions at all intersections along Evans.
	3rd to 5th	East side	<ul style="list-style-type: none"> Diverse use of residential and businesses. Excessive use of right of way for immobilized vehicle/RV storage. 	<ul style="list-style-type: none"> Install 8 to 10-foot concrete pathway with a 6-foot buffer zone the length of Evans. Install curb extensions at all intersections along Evans.
KING				
	1st to 5th	Both sides	<ul style="list-style-type: none"> Little to no issues 	<ul style="list-style-type: none"> Install 6-foot minimum sidewalk with buffer zone on both sides of street
WILLIAMS				
	4th St intersection	Southeast corner	<ul style="list-style-type: none"> Southeast corner of 4th and Williams has utility pole in sidewalk without space to pass 	<ul style="list-style-type: none"> Create a curb extension to get around utilities and shorten crossing distance or relocate utility.
	4th to 5th	Both Sides	<ul style="list-style-type: none"> No sidewalks. 	<ul style="list-style-type: none"> Install 6-foot minimum sidewalk on both sides of street
4th STREET				
	Williams to Leavitt	Both sides	<ul style="list-style-type: none"> No sidewalks. 	<ul style="list-style-type: none"> Install 6-foot minimum sidewalk on both sides of street
5th STREET				
			<ul style="list-style-type: none"> No Issues 	<ul style="list-style-type: none"> All sides have sidewalks and pathway

► Quadrant 3 Characteristics

Quadrant Three is in the middle section of the study area on the western side. This quadrant houses industrial use on the west, mobile homes in the center, and parkland and single and multi-family homes on the east portion.

All of the streets have a right of way of 60 feet except for Copper that has a 40 foot right of way. Copper is the only north/south running street that currently has a sidewalk, however the sidewalk runs behind the contiguous parking area for 19 mobile homes. The only other sidewalk in this area is on the north side of 2nd Street.

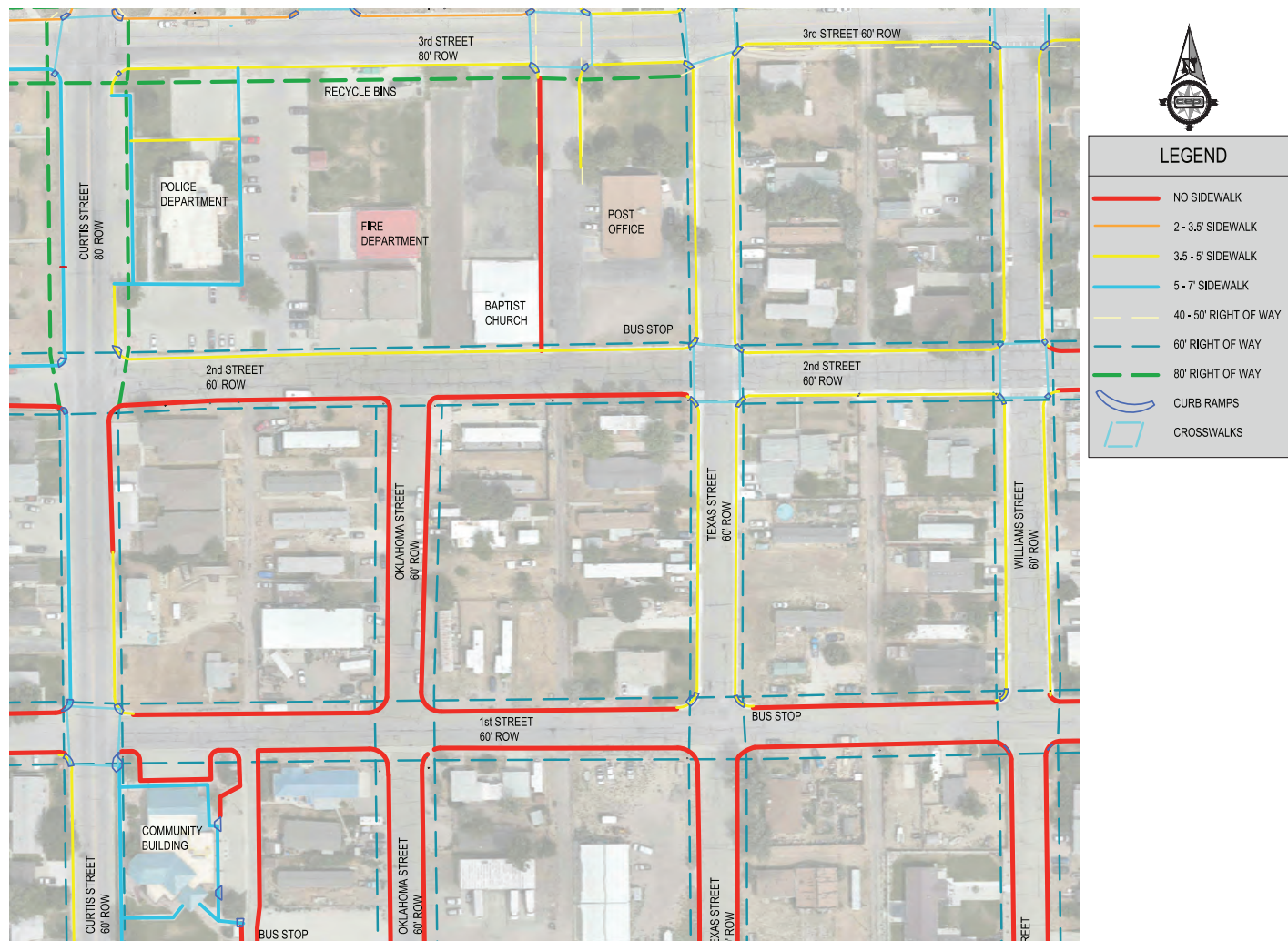


QUAD #3				
STREET	Cross Street	Side of Street	ISSUES	PROPOSED SOLUTIONS
HOLMES				
	Iron to 1st	West side	• Stoneking Park currently has no sidewalks around or to the park.	• Create an 8-foot sidewalk around the park with a planted buffer near street
	Iron to 1st	East side	• Businesses and houses inhabit this side of the street with terraced landscaping in right of way.	• Create a curb extension into the street to reduce street width and eliminate parking on east side.
	1st to 2nd	Both sides	• No sidewalks.	• Install 6-foot minimum sidewalk on both sides of street
MISSOURI				
	Iron to 1st	East side	• Stoneking Park currently has no sidewalks around or to the park.	• Create an 8-foot sidewalk around the park with a planted buffer near street
	Iron to 1st	West side	• Long expanse of driveways in front of mobile homes.	• Install 6-foot minimum sidewalk and delineate driveways.
	1st to 2nd	East side	• Utility poles at back of curb.	• Create a curb extension to get around utilities and shorten crossing distance or relocate utility.
COPPER				
	Iron to 3rd	East side	• Long expanse of driveways in front of mobile homes.	• Install 6-foot minimum sidewalk and delineate driveways.
	Iron	East side	• Corner lot is approximately 2-3 feet higher than curb with hubcap retaining wall and no sidewalk	• Install 6-foot minimum sidewalk and delineate driveways.
		West side	• Expanse of industrial driveways that run the length of property.	• Install 6-foot minimum sidewalk and delineate driveways.
1st STREET				
	Missouri to Holmes	South side	• Stoneking Park currently has no sidewalks around or to the park.	• Create an 8-foot sidewalk around the park with a planted buffer near street
	Holmes to Evans	Both sides	• No sidewalks.	• Install 6-foot minimum sidewalk with buffer zone on both sides of street with 4-foot buffer zone where warranted.
2nd STREET				
	Missouri to Curtis	South side	• Utility poles are directly adjacent to the curb.	• Relocate utilities to underground and install 6-foot sidewalk.
	Missouri to Curtis	North side	A minimal sidewalk is established here but doesn't allow for ease of passage near vehicles parked	Extend sidewalk to 6' minimum

▶ Quadrant 4 Characteristics

This area of town is central to a variety of uses. It is home to everything from businesses, homes, churches, and municipal services such as the community center, town hall, police department, fire department, post office, and recycling center.

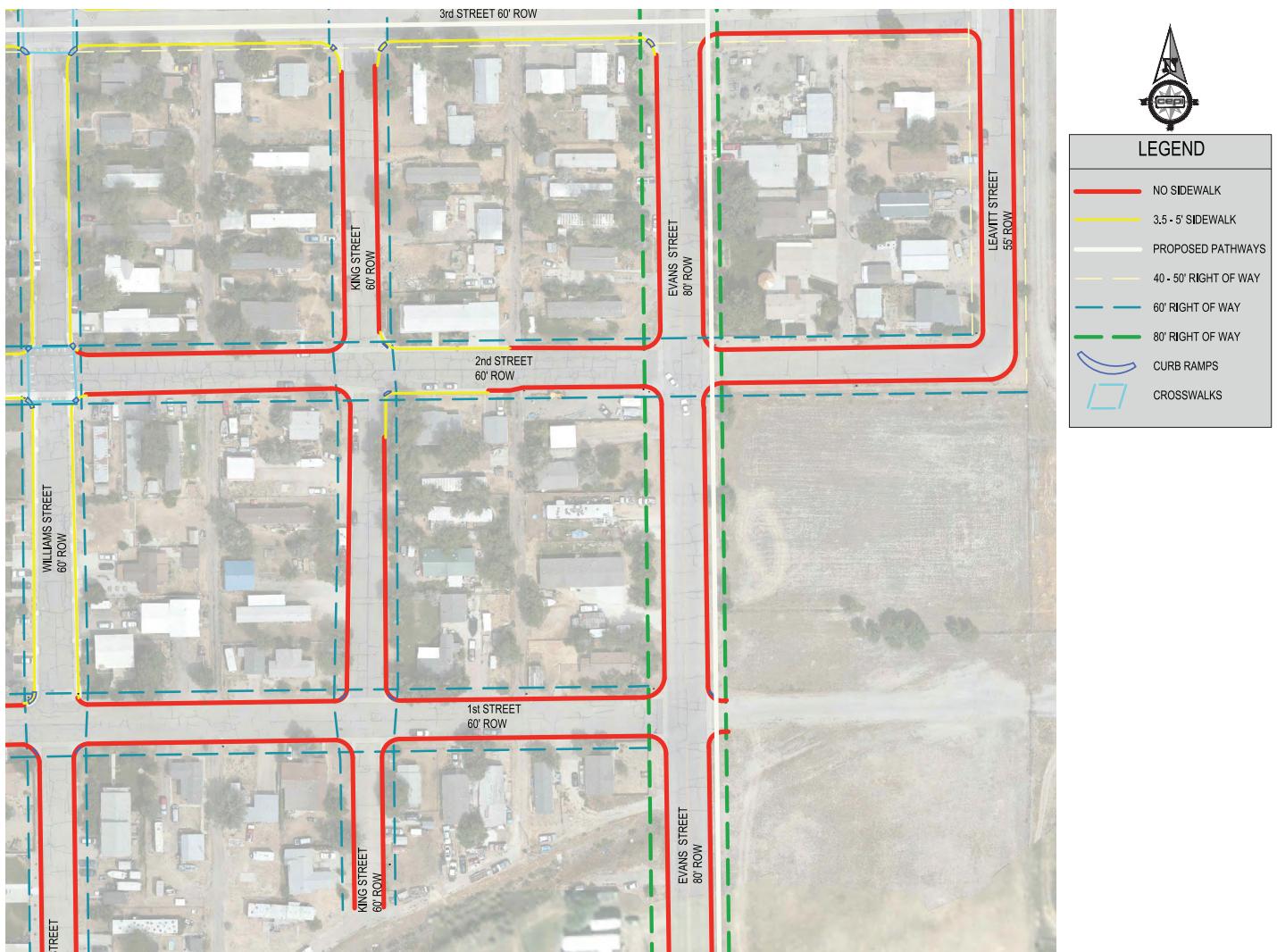
All of the streets in this area have a right of way of 60-feet with the exception of 3rd Street from Curtis to Texas being an 80-foot right of way. The blocks are small with multiple sidewalk gaps. The existing sidewalks include both sides of 3rd Street, Texas Street, and Curtis Street, and part of Williams Street, and the north side of 2nd Street.



QUAD #4				
STREET	Cross Street	Side of Street	ISSUES	PROPOSED SOLUTIONS
WILLIAMS				
	Iron to 1st	Both sides	<ul style="list-style-type: none"> No sidewalks. 	<ul style="list-style-type: none"> Install 6-foot minimum sidewalk on both sides of street
	1st St intersection	Northeast corner	<ul style="list-style-type: none"> Fire hydrant is located in new sidewalk with inadequate room for passage. No ADA curbramp. 	<ul style="list-style-type: none"> Install ADA ramp with curb extension to allow a minimum of 3-foot clear space around hydrant.
	1st to 4th	Both sides	<ul style="list-style-type: none"> Newer sidewalks installed, with utilities located in pedestrian travel way. 	<ul style="list-style-type: none"> Investigate relocation of overhead power to underground. Or install curb extensions to navigate around obstacles.
TEXAS				
	3rd St intersection	Northwest corner	<ul style="list-style-type: none"> Northwest corner has telephone pedestal located in sidewalk. 	<ul style="list-style-type: none"> Relocate pedestal to behind sidewalk or install curb extension.
CURTIS				
	2nd St intersection	Southeast corner	<ul style="list-style-type: none"> This is the only corner of intersection without sidewalk/curbramps. Fire hydrant and bollards directly behind curb. 	<ul style="list-style-type: none"> Install approx. 70-feet of 6-foot sidewalk. Relocate hydrant. Alternatively, install curb extension.
OKLAHOMA				
		Both sides	<ul style="list-style-type: none"> No sidewalks. 	<ul style="list-style-type: none"> Install 6-foot minimum sidewalk on both sides of street
1st STREET				
	Curtis to Williams	Both sides	<ul style="list-style-type: none"> No sidewalks. 	<ul style="list-style-type: none"> Install 6-foot minimum sidewalk on both sides of street
2nd STREET				
	Curtis to Texas	South side	<ul style="list-style-type: none"> No sidewalks. 	<ul style="list-style-type: none"> Install 6-foot minimum sidewalk on both sides of street

► Quadrant 5 Characteristics

This quadrant has multiple housing types dispersed throughout. These streets all have a 60 foot right of way besides Evans and Leavitt. Evans has the widest road surface and an 80 foot right of way. Leavitt only has a 55 foot right of way with housing on the western side only. The only streets that have sidewalks are 3rd Street from Williams to Evans; Williams from 1st to 3rd; and a half block portions of 2nd Street between King and Evans. The rest of the quadrant does not have sidewalks and pedestrians regularly use the street to walk in due to the lack of connectivity.



LEGEND

	NO SIDEWALK
	3.5 - 5' SIDEWALK
	PROPOSED PATHWAYS
	40 - 50' RIGHT OF WAY
	60' RIGHT OF WAY
	80' RIGHT OF WAY
	CURB RAMP
	CROSSWALKS

QUAD #5				
STREET	Cross Street	Side of Street	ISSUES	PROPOSED SOLUTIONS
LEAVITT				
	2nd to 5th	East side	<ul style="list-style-type: none"> Approximately 10-feet of ROW between asphalt and property line 	<ul style="list-style-type: none"> Install 8-foot asphalt path to tie into pathway at north side of 5th Street as need becomes apparent.
	2nd to 5th	West side	<ul style="list-style-type: none"> Some utilities right behind curb at intersections. 	<ul style="list-style-type: none"> Install 6-foot minimum sidewalk and relocate utilities accordingly
EVANS				
	2nd to 5th	West side	<ul style="list-style-type: none"> Diverse use of residential and businesses. Excessive use of right of way for immobilized vehicle/RV storage. 	<ul style="list-style-type: none"> Install 6-foot minimum sidewalk with 10-foot buffer zone and relocate utilities accordingly Install curb extensions at all intersections along Evans.
	2nd to 3rd	East side	<ul style="list-style-type: none"> Diverse use of residential and businesses. 	<ul style="list-style-type: none"> Install 8 to 10-foot concrete pathway with a 6-foot buffer zone the length of Evans. Install curb extensions at all intersections along Evans.
	1st to 2nd	East side	<ul style="list-style-type: none"> No homes, undeveloped. 	<ul style="list-style-type: none"> Install 8 to 10-foot concrete pathway with a 6-foot buffer zone the length of Evans. Install curb extensions at all intersections along Evans.
	1st to 2nd	West side	<ul style="list-style-type: none"> No sidewalks. 	<ul style="list-style-type: none"> Install 6-foot minimum sidewalk with 10-foot buffer zone and relocate utilities accordingly Install curb extensions at all intersections along Evans.
KING				
	1st to 3rd	Both sides	<ul style="list-style-type: none"> No sidewalks. 	<ul style="list-style-type: none"> Install 6-foot minimum sidewalk on both sides of street
1st STREET				
	Missouri to Evans	Both sides	<ul style="list-style-type: none"> No sidewalks. 	<ul style="list-style-type: none"> Install 6-foot minimum sidewalk with buffer zone on both sides of street with 4-foot buffer zone where warranted. Relocate utilities as necessary.
2nd STREET				
	Williams to Leavitt	Both sides	<ul style="list-style-type: none"> No sidewalks (except for half a block on between King and Evans). 	<ul style="list-style-type: none"> Install 6-foot minimum sidewalk with buffer zone on both sides of street with 4-foot buffer zone where warranted. Relocate utilities as necessary.
3rd STREET				
	Evans to Leavitt	Both sides	<ul style="list-style-type: none"> No sidewalks. 	<ul style="list-style-type: none"> Install 6-foot minimum sidewalk with buffer zone on both sides of street with 4-foot buffer zone where warranted.

► Quadrant 6 Characteristics

This is one of the entrances into Evansville through Western Avenue. This quadrant is primarily businesses with the railroad bisecting this area from the greater Evansville. There are a few single family homes on Silver and Oildale directly adjacent to industrial businesses. This entire area is without sidewalks, with the exception of some small stretches of sidewalk adjacent homes on Silver Street and Oildale Street.

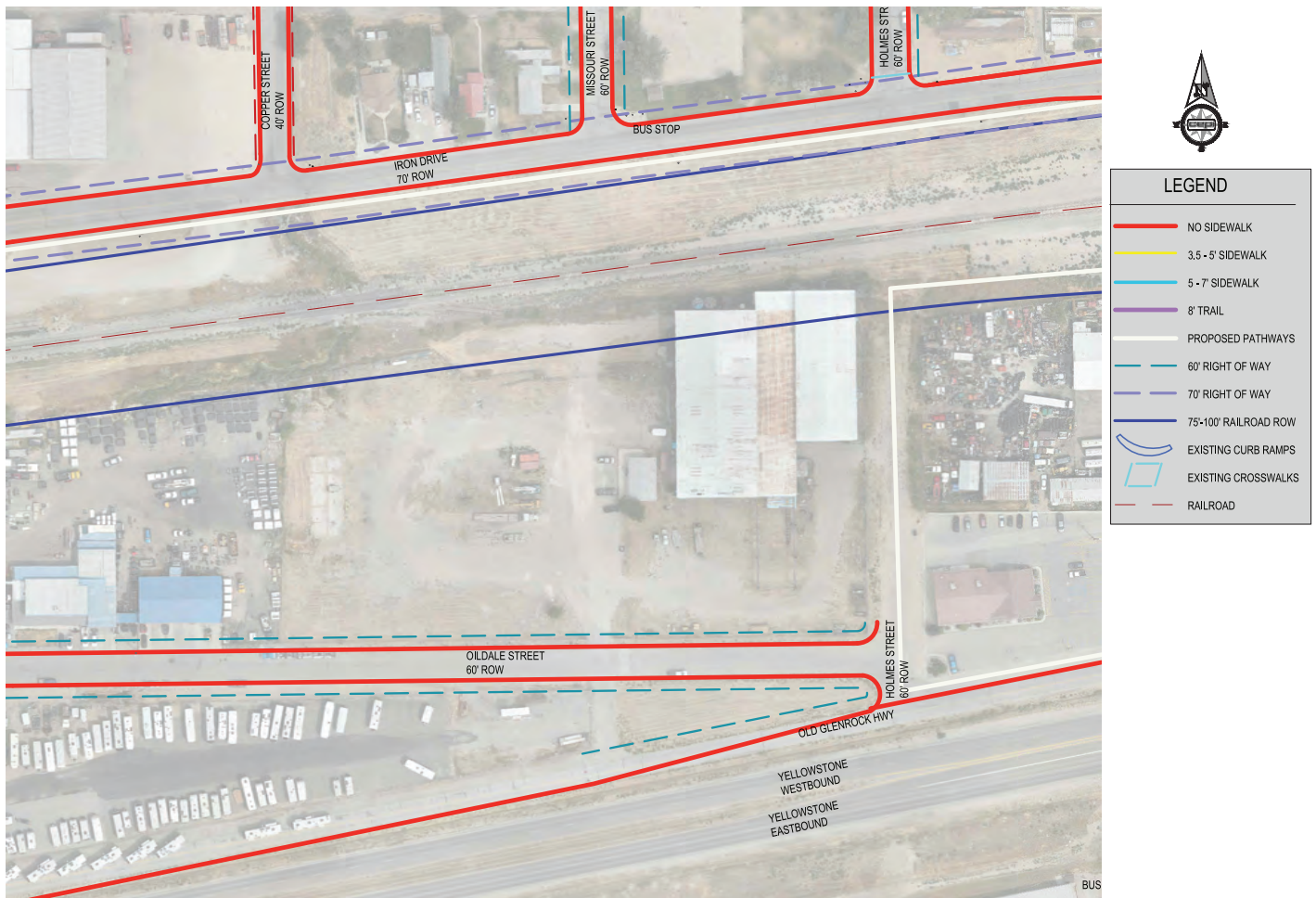
The current WYDOT project, with an expected completion in 2023, at Western and Yellowstone will incorporate a stoplight with pedestrian signals. This new light will offer the most direct route from Evansville to the Rails to Trails system, making Western Avenue a desirable route for pedestrians in and out of Evansville. The same WYDOT project will have the Old Glenrock Highway from Western Avenue to Holmes Street vacated, thereby eliminating one penetration onto Western.



QUAD #6				
STREET	Cross Street	Side of Street	ISSUES	PROPOSED SOLUTIONS
IRON				
	Western to Curtis	Both sides	<ul style="list-style-type: none"> • No sidewalks. • Oversized industrial driveway aprons. 	<ul style="list-style-type: none"> • Install 8-foot minimum sidewalk with buffer zone if warranted. • Reduce and delineate appropriately sized driveways. • Relocate utilities as necessary.
OILDALE				
	Western to Holmes	Both sides	<ul style="list-style-type: none"> • Diverse use of residential and industrial businesses. 	<ul style="list-style-type: none"> • Install 6-foot minimum sidewalk on both sides of street.
WESTERN				
	Iron to Yellowstone	East side	<ul style="list-style-type: none"> • Narrow right of way. • No sidewalks 	<ul style="list-style-type: none"> • Install 6-foot minimum sidewalk. • Install painted sharrow markings on street.

► Quadrant 7 Characteristics

Quadrant 7 is similar to quadrant 6 in character. It is home to businesses having to do with auto salvage, veterinary clinic, RV sales among others. The WYDOT vacation of the Old Glenrock Highway from Western Avenue ends at Holmes Street. All areas in this quadrant are devoid of sidewalks. Iron Drive is the primary east-west routing for our recommended connectivity pathway.



QUAD #7				
STREET	Cross Street	Side of Street	ISSUES	PROPOSED SOLUTIONS
HOLMES				
	Oildale	South of Railroad	<ul style="list-style-type: none"> Undeveloped, platted street 	<ul style="list-style-type: none"> Install 8-foot concrete pathway to tie into Curtis Street as pedestrian alternative to precarious Curtis Street travel. Consider lighting pathway.
IRON				
	Western to Curtis	Both sides	<ul style="list-style-type: none"> No sidewalks. Oversized industrial driveway aprons. 	<ul style="list-style-type: none"> Install 8-foot minimum sidewalk with buffer zone if warranted. Reduce and delineate appropriately sized driveways. Relocate utilities as necessary.
OILDALE				
	Western to Holmes	Both sides	<ul style="list-style-type: none"> Diverse use of residential and industrial businesses. 	<ul style="list-style-type: none"> Install 6-foot minimum sidewalk on both sides of street.

► Quadrant 8 Characteristics

Even though the Town of Evansville boundary extends south of Lathrop Road, Curtis Street at Yellowstone Highway is largely considered the de facto entrance to town. Curtis Street at this intersection is a high volume street and the main artery of Evansville. This makes the section between the Old Glenrock Highway and Iron Drive crucial because every driver must travel this gateway before having the option of turning east or west. Unfortunately, or perhaps coincidentally, this is also one of the least pedestrian friendly stretches of street in Evansville, as detailed in the Existing Conditions section of this study. For these reasons our connective pathway is routed a block west to Holmes and Oildale before returning to Curtis Street and crossing the railroad tracks.

Other notable occurrences in this area the railroad right of way narrowing from 200-feet to 150-feet near Texas Street; there are several businesses including a bar, gas station, strip mall, auto salvage, and veterinary clinic; and a cluster single family housing mixed with mobile homes primarily on Oklahoma Street.

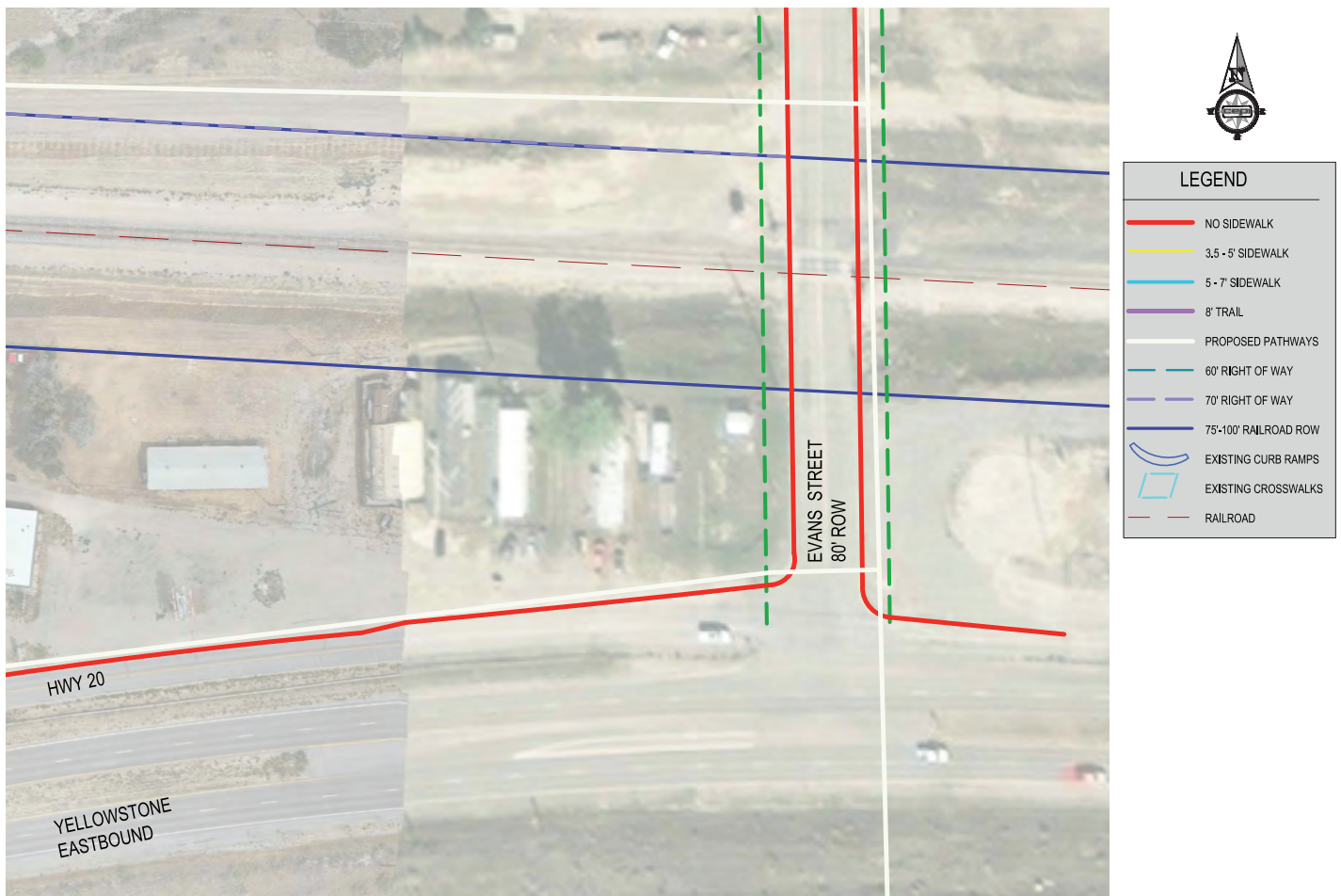


QUAD #8				
STREET	CROSS STREETS	Side of Street	PROBLEMS	PROPOSED SOLUTIONS
TEXAS				
	Old Glenrock Hwy to RR	Both sides	<ul style="list-style-type: none"> No sidewalks. 	<ul style="list-style-type: none"> Install 6-foot minimum sidewalk on both sides of street.
OKLAHOMA				
	Old Glenrock Hwy to RR	Both sides	<ul style="list-style-type: none"> Approx. 115 lineal feet of 4-foot sidewalk in front of one house on street. No other sidewalks. Fire hydrant directly behind curb on east side of street. 	<ul style="list-style-type: none"> Install 6-foot minimum sidewalk on both sides of street. Relocate hydrant.
CURTIS				
	Old Glenrock Hwy to Iron Drive		<ul style="list-style-type: none"> High traffic volume. Long driveways with high patron turnover at bar and gas station Auto salvage business typically has large trucks on sidewalk. 	<ul style="list-style-type: none"> Right-size driveway apron at businesses. Enforce parking violations on sidewalks.
IRON				
	Curtis to Williams	North side	<ul style="list-style-type: none"> No sidewalks. 	<ul style="list-style-type: none"> Install 6-foot concrete pathway with buffer zone if warranted to avoid utilities Relocate utilities as necessary.
	Curtis to Williams	South side	<ul style="list-style-type: none"> No sidewalks. 	<ul style="list-style-type: none"> Install 8-foot concrete pathway with buffer zone.
OLD GLENROCK HIGHWAY (HWY 20)				
	Curtis to Evans	North side	<ul style="list-style-type: none"> No sidewalks. 	<ul style="list-style-type: none"> Install 8-foot minimum sidewalk on north side of street.

► Quadrant 9 Characteristics

This area is in the southeastern portion of the study area. Evans Street is located at the far east side of this area and is an underutilized entrance into town. There are currently no sidewalks located in this quadrant. The intersection of Evans, the Old Glenrock Highway, and Highway 20-26 is somewhat difficult to navigate.

The selected routing of Evans Street for north-south pathway and Iron Street for an east-west pathway converge just north of the railroad. Iron Street actually dead-ends at Williams Street, but for a continuous pathway, we have shown it continuing through the undeveloped portion of the platted right of way to Evans. Additionally, there is room on the north side of the Old Glenrock Highway to install a pathway for pedestrians to reach these businesses along the highway.



QUAD #9				
STREET	CROSS STREETS	Side of Street	PROBLEMS	PROPOSED SOLUTIONS
IRON				
	Williams to Evans	Both sides	• No sidewalks.	• Install 8-foot concrete pathway with buffer zone.
OLD GLENROCK HIGHWAY (HWY 20)				
	Curtis to Evans	North side	• No sidewalks.	• Install 8-foot minimum sidewalk on north side of street.
EVANS				
	Hwy 20 to 1st	East side	• No homes, undeveloped.	• Install 8 to 10-foot concrete pathway with a 6-foot buffer zone the length of Evans. • Create a gateway into town with the pathway and safe crossings on Evans.
WILLIAMS				
	Iron to 1st	Both sides	• No sidewalks.	• Install 6-foot minimum sidewalk on both sides of street.

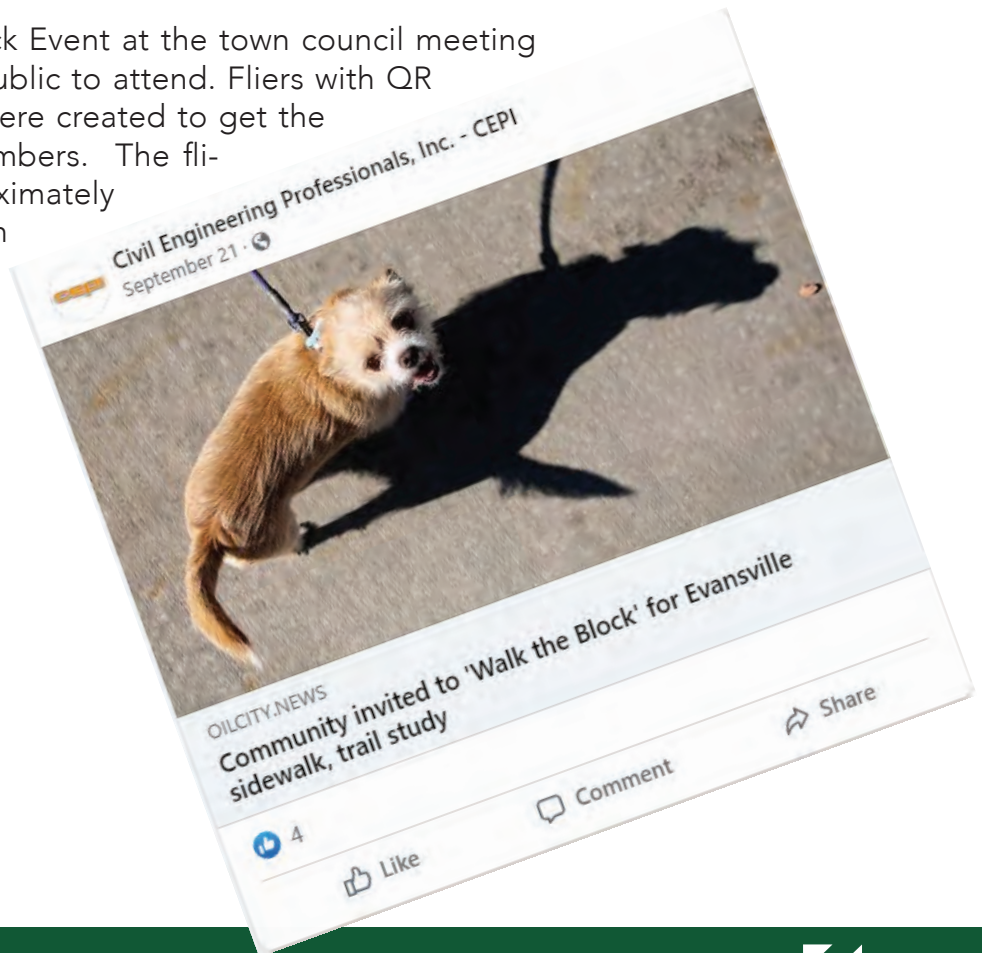
Ch 4 Community Involvement

► Community Involvement Meetings and Surveys

The project management team, Casper area MPO, Town's Mayor, Town Clerk, and Public works director met to launch the kick-off meeting for the Eastside Evansville Sidewalk and Trail Study. This meeting was an opportunity to meet the Town's committee, lock down the goals and priorities of the study, while finalizing the scope of work for the project. Using a large map attendees marked areas for concern and opportunities within the study area. Comments were focused around safe routes for connectivity between neighborhoods, streets, and community places. Discussion ensued about traffic flow, vacant land available for use, and potential railroad partnerships. The committee also located where new subdivision developments are likely and the home of the future dog park.

After our initial meeting, the project management team met to discuss website content, survey questions, marketing strategies, and potential dates for the upcoming community engagement event. L4 Communications created a web-page on CEPI's website and an event on CEPI's Facebook page. The MPO was contacted to get a public notice announcement out to the media. The Town of Evansville posted fliers at town hall and the post office as well as advertising the event on a lighted sign when entering into town.

CEPI presented the Walk the Block Event at the town council meeting on September 26th inviting the public to attend. Fliers with QR codes and a link to the website were created to get the survey out to the community members. The flier would be distributed to approximately 1,200 households in Evansville with their utility bills for October.



► “Walk The Block” Community Engagement Meeting



The project team held the first community engagement event at the Evansville Community Center on the evening of Sept 28, 2022. Fliers were put up around Evansville and an electronic board coming into town. The walking event was used to give community members an on-site perspective of the needs in the area. The weather was clear with blue skies and 70 degree temperatures, a perfect day for a walk around town. The walking portion was informative, giving the team a firsthand understanding of what constraints and opportunities lay in the study area.

Large format posters and maps were created to facilitate dialogue and capture the input of the community regarding trail connections and walkability on this side of town. There were approximately 10 people in attendance for the walk and at the facility afterwards to learn about the project, draw on posters, and voice their opinion.



While the public voiced their opinions regarding a multitude of concerns and opportunities, there were repeated safety concerns brought up along the walk and on the maps. The trail configuration down Evans Street was brought up repeatedly as the most logical route around town for a safe protected path, a full connectivity loop, and greatest opportunity because of a larger right of way.



EVANSVILLE EASTSIDE SIDEWALK STUDY 2022

PURPOSE OF STUDY

- Connect residents on east side of Evansville to parks, trails, and west neighborhoods
- Allow for additional recreation and multi-modal transportation opportunities for all residents and visitors
- Create a guiding document for the Town of Evansville to use when planning trails and sidewalk improvements

GOALS

- Filling in gaps in the current sidewalk network
- Determining the ideal location of pathways and sidewalks to connect parks and community
- Analyzing the existing conditions of the network for future roadway planning and maintenance work.

FEASIBILITY OF NEW PATHWAYS

Please mark a tally next to the pathway connection you would use most.

North Connection to Reshaw Park through:

- Evans Street
- Curtis Street
- Western Ave
- ▲ Texas/Williams

South Connection to Rail to Trails Pathway

- Evans Street
- Curtis Street
- Western

Project Focus Area

Current Sidewalk Network

Sidewalk Gaps

Proposed Multi-Modal Routes

No Sidewalks

Dead-end Sidewalk at Obstruction

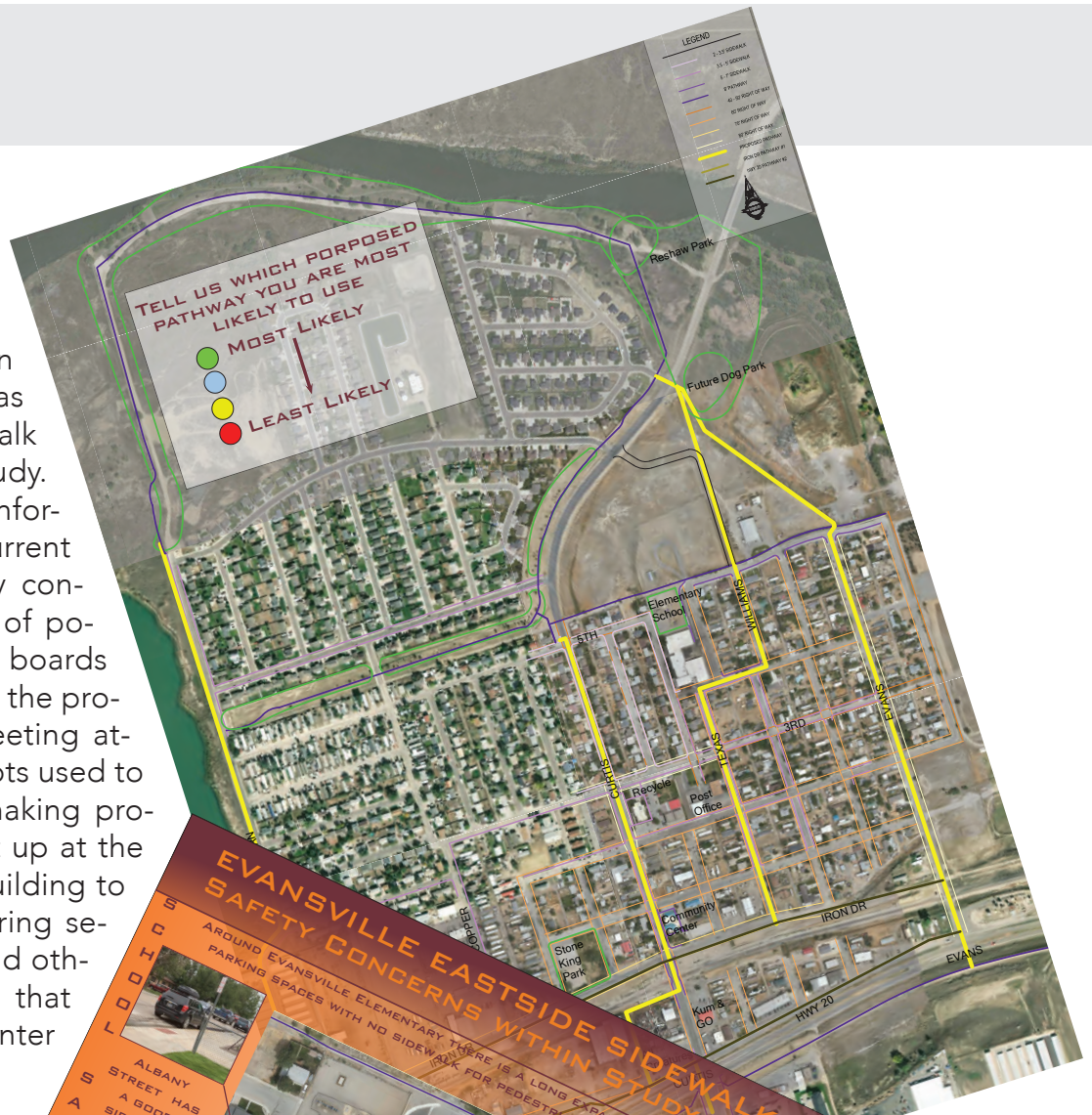
Narrow Sidewalk & Obstructions

Utility Obstructions Hinder Possible Routing

No ADA Accessible Routing

Crossing Sidewalk to Park

In addition to the maps created, boards were displayed to provide information on the terms and ideas related to the sidewalk and connectivity study. The boards included information regarding current site conditions, safety concerns, and pros/cons of potential routes. These boards were used throughout the process to familiarize meeting attendees of the concepts used to guide the decision making process. Boards were left up at the Community Center Building to facilitate dialogue during senior center lunches and other community events that may be held at the center in the coming weeks.



► Survey Results

Following the community engagement meeting, a flier was sent out with town utility bills inviting the community members to take a survey on the current Evansville sidewalk network. The study team completed two separate surveys for community members to review. One survey was posted on the website page asking users to rank trail options from most to least desirable. The second survey asked multiple questions about how the residents use the network of sidewalks and pathways, safety of users, and the frequency of use by the community.

From the survey results the study team found that:

88% of Citizens walk or bike for Leisure
60% of Citizens walk or bike for Parks

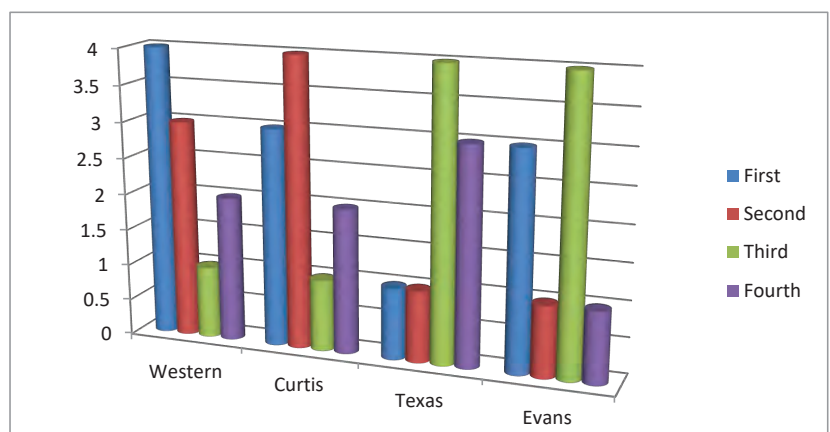
Survey results also show people walk or bike around Evansville for outdoor leisure activities. Building adequate sidewalks and pathways all around town will add multiple opportunities to enjoy these activities while enhancing the quality of life for the citizens of Evansville.

Of respondents with children walking and biking to school 70% of parents do not think their children have a safe route to school and the streets around the Elementary School are inadequate for children's safe passage.

One of the primary goals of the survey was to determine the most preferable routing of a pathway loop into and throughout town. Preferences displayed from these surveys influenced recommendations addressing the areas of concern identified by the participants. The results were compiled and weighted with a number 1 vote receiving four points, 2 vote receiving 3 points, and so on. The scores showed that Western Avenue was the most preferred pedestrian route into town. This is likely due to low traffic volume and the impending traffic light installation. Meeting attendees had less appetite for Texas due to offset blocks and Curtis Street connection due to the narrow street and sidewalk used for parking vehicles. With the right design elements and Evans Street's wide right of way, it is very conducive to pedestrian travel. Our public meeting attendees were in favor of Evans for a primary north-south pathway leg.

	Western	Curtis	Texas	Evans
First	4	3	1	3
Second	3	4	1	1
Third	1	1	4	4
Fourth	2	2	3	1

Number of Entries - 14





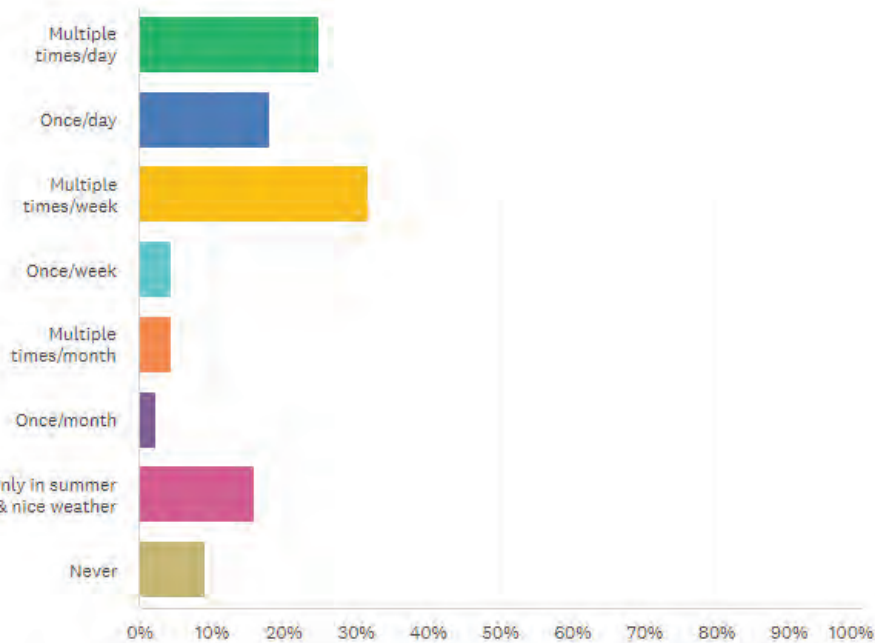
The survey results show Western being the 1st option, Curtis 2nd, and Evans 3rd. The graph summarizes the survey results from the trail survey posted on the website. There were 14 respondents on that survey. Out of the multiple choice surveys sent out with utilities, 44 people responded and results are displayed.

The other survey result question results:

Q1

How often do you walk/bike in Evansville?

Answered: 44 Skipped: 0



ANSWER CHOICES	RESPONSES	
Multiple times/day	25.00%	11
Once/day	18.18%	8
Multiple times/week	31.82%	14
Once/week	4.55%	2
Multiple times/month	4.55%	2
Once/month	2.27%	1
Only in summer & nice weather	15.91%	7
Never	9.09%	4
Total Respondents: 44		

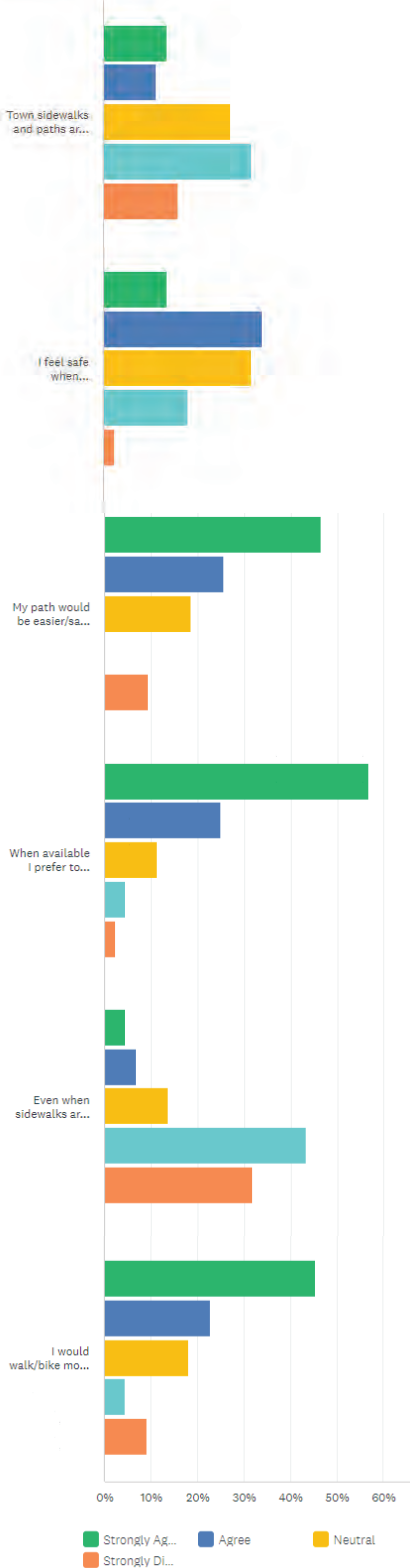




Q2

Tell us how you feel.

Answered: 44 Skipped: 0



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL
Town sidewalks and paths are adequate for use.	13.64% 6	11.36% 5	27.27% 12	31.82% 14	15.91% 7	44

	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL
I feel safe when walking/biking in Evansville.	13.64% 6	34.09% 15	31.82% 14	18.18% 8	2.27% 1	44

	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL
My path would be easier/safer if more sidewalks were available.	46.51% 20	25.58% 11	18.60% 8	0.00% 0	9.30% 4	43

	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL
When available I prefer to walk/ride on a sidewalk.	56.82% 25	25.00% 11	11.36% 5	4.55% 2	2.27% 1	44

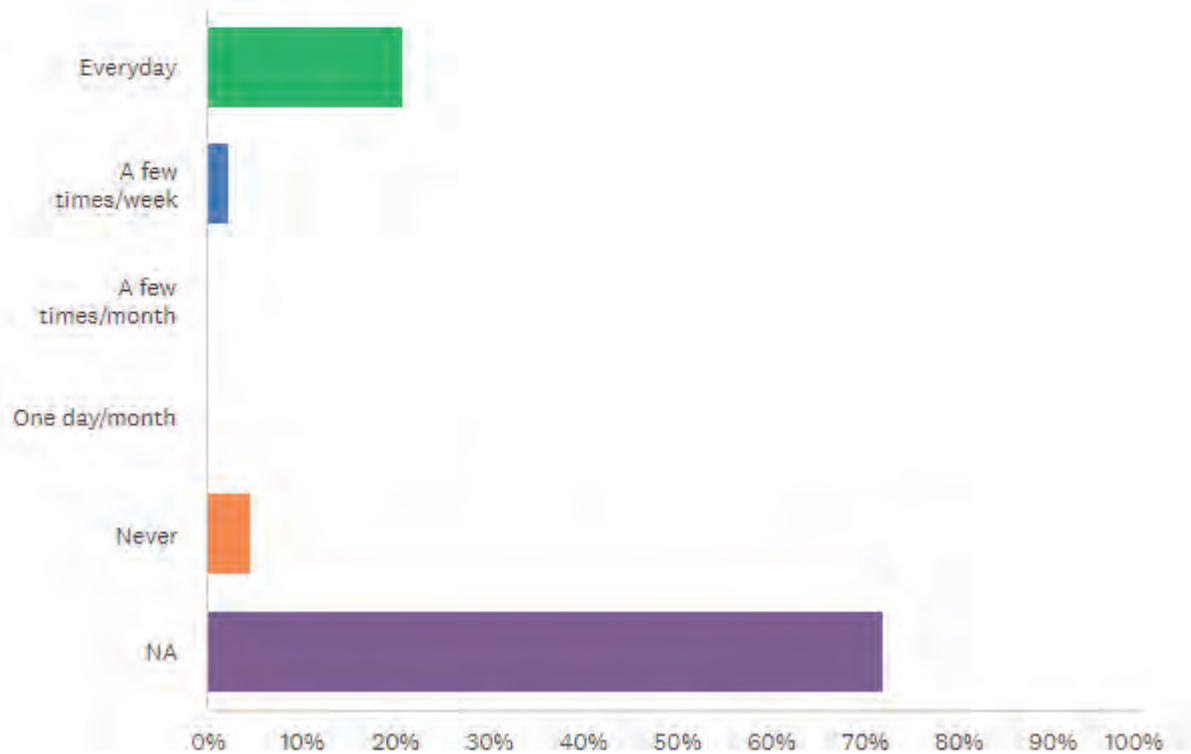
	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL
Even when sidewalks are present, I prefer to walk/bike in the street.	4.55% 2	6.82% 3	13.64% 6	43.18% 19	31.82% 14	44

	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL
I would walk/bike more if there were adequate sidewalks and trails through town.	45.45% 20	22.73% 10	18.18% 8	4.55% 2	9.09% 4	44

Q3

How often do your children walk/bike to school?

Answered: 43 Skipped: 1



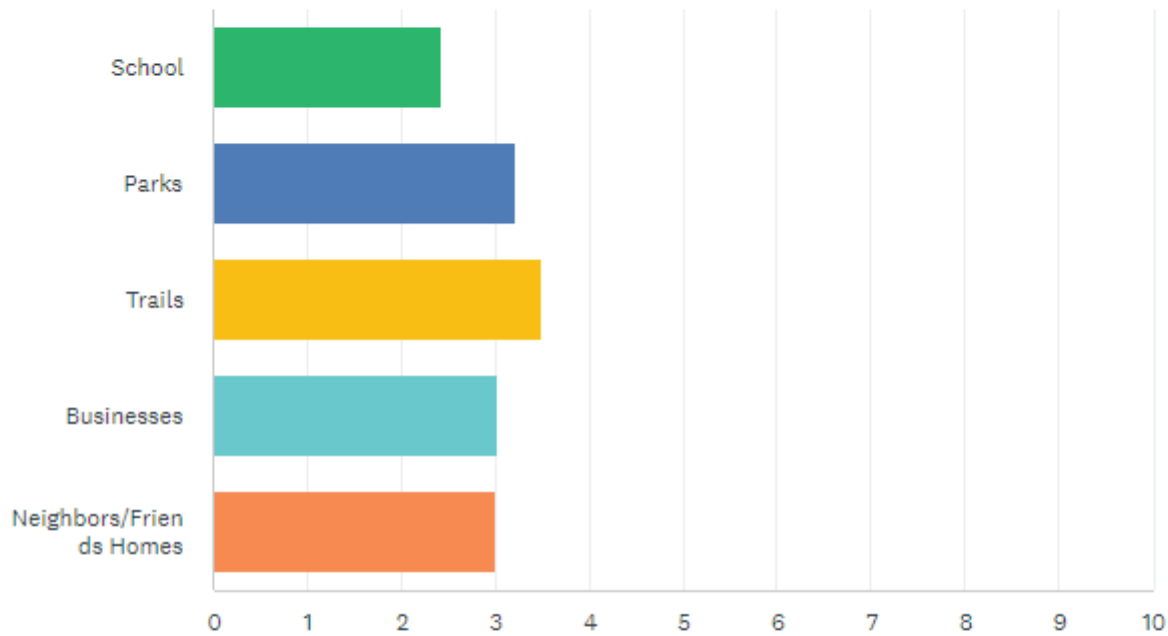
ANSWER CHOICES	RESPONSES	
Everyday	20.93%	9
A few times/week	2.33%	1
A few times/month	0.00%	0
One day/month	0.00%	0
Never	4.65%	2
NA	72.09%	31
TOTAL		43

Q5



What do you frequent most in town? (Please Rank. Most to least)

Answered: 41 Skipped: 3



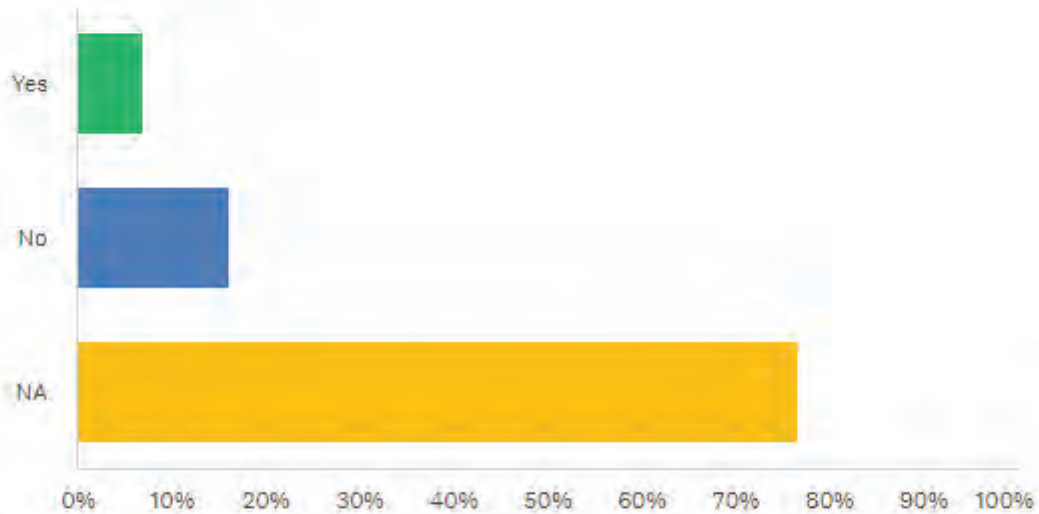
	1	2	3	4	5	TOTAL	SCORE
School	24.32% 9	8.11% 3	8.11% 3	5.41% 2	54.05% 20	37	2.43
Parks	20.51% 8	25.64% 10	17.95% 7	25.64% 10	10.26% 4	39	3.21
Trails	28.21% 11	25.64% 10	23.08% 9	12.82% 5	10.26% 4	39	3.49
Businesses	15.38% 6	25.64% 10	20.51% 8	23.08% 9	15.38% 6	39	3.03
Neighbors/Friends Homes	17.07% 7	14.63% 6	29.27% 12	29.27% 12	9.76% 4	41	3.00

Q4



Do you feel like your children have a safe route to school?

Answered: 43 Skipped: 1



ANSWER CHOICES

RESPONSES

Yes

6.98%

3

No

16.28%

7

NA

76.74%

33

TOTAL

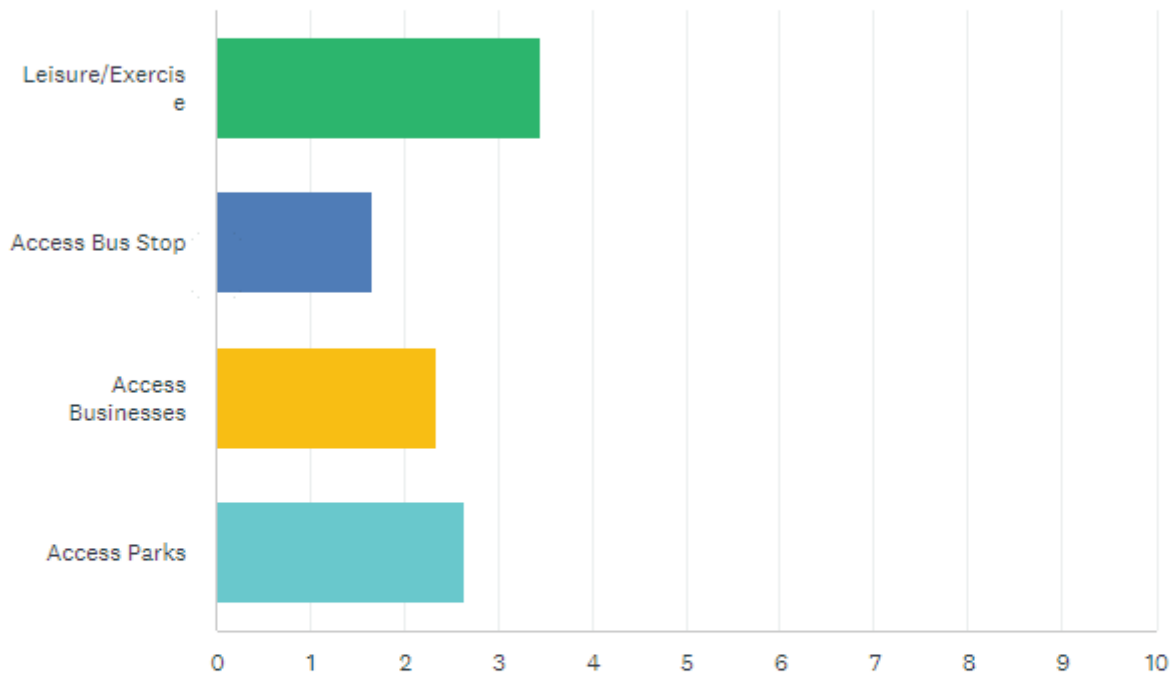
43

Q6



Why do you walk/ride in town most? (Please rank. Most to least.)

Answered: 39 Skipped: 5



	1	2	3	4	TOTAL	SCORE
Leisure/Exercise	69.23% 27	17.95% 7	2.56% 1	10.26% 4	39	3.46
Access Bus Stop	18.18% 6	3.03% 1	6.06% 2	72.73% 24	33	1.67
Access Businesses	8.82% 3	26.47% 9	55.88% 19	8.82% 3	34	2.35
Access Parks	8.33% 3	52.78% 19	33.33% 12	5.56% 2	36	2.64



► Additional Community Comments From Surveys

- The newest residential area of Evansville has great sidewalks. The older residential area has little to nonexistent sidewalks therefore I have to walk in the street. The whole town is mostly safe but there are some dogs that are aggressive and bark constantly, some drivers could care less about residents walking as they drive faster than 20mph down the street, and some neighbors are just simply rude. The river pathway is horrendous and needs replaced ASAP! I would really like to see the river bridge towards the Veteran's cemetery be replaced and replicate the bridge on Robertson Road with lights and benches as well as a walking path off the street. That would be awesome! Evansville is a great place to live and that is why I came back after growing up here as a child and recently purchased my childhood home. Let's take care of this beautiful town!!
10/29/2022 03:01 PM
- Please reconsider a proposed trail on the north side of the river linking Evansville with the trails by Bryan stock 10/28/2022 06:50 PM
- Love the updates to our town 10/22/2022 06:54 PM
- Some parts of the trail need to be repaired in order for the trail to be used with roller skates and skate boards. Goat head thorns keep popping bike tires and that is part of why we don't use the trails as much as we would like. 10/18/2022 04:51 PM
- We walk our dog and look for places to go to avoid traffic. We also appreciate when others keep their dogs fenced in or on a leash. You never know when a loose dog may come running after you. We are seniors who just want to be safe. 10/15/2022 11:05 AM
- Focus on putting sidewalks on our streets first, getting rid of the "junk yards" in our neighborhoods 10/14/2022 08:06 PM
- I would prefer we concentrate on putting sidewalks through all of our streets first before adding in trails 10/14/2022 07:56 PM
- Quality of life is directly associated with walking/biking paths that are easily accessible throughout the area you live in 10/14/2022 04:57 PM
- We are trillions upon trillions of dollars in debt in America. The interest on our debt is in the billions. Government is bankrupting our county. Stop spending money that we do not have. I would like for my children to grow up to have a future. 10/12/2022 05:38 PM
- It would be nice if the existing sidewalks were a minimum of 6' wide. Asphalt is okay IF there's a proper foundation laid underneath--the 1 by Reshaw's boat ramp has weeds coming through making it hard to walk--have to walk on the grass. Other sidewalks have cars parked on them because the street's not wide enough to accommodate parked cars on both sides of the street and two cars passing 1 another at the same time-->make parking available on ONLY 1 side of the street?? Would also like to see the (dump) bypass paved, with a bike/walking path alongside, and extended to exit the town by the old Sinclair parking area thus bypassing Evansville's residential



- area. Make the aforementioned extension capable of handling dump trucks, semis, RV trailers, etc. Then we don't have to go through town and worry about kids playing. 10/11/2022 03:23 PM
- Take a paver roller and smash down all the bumps along the paved path that runs along the Evansville park at the river until the city has enough money to fix it right. Then clean up all the weeds over growing the path on the west end of the trail by Knife Rivers property. There's a lot of kids and adults that use this path and it makes it hard to see snakes. The bumps on the west side of the trail make it especially hard for people with a stroller. 10/9/2022 08:41 AM
 - I wish there was a safe way to access the park river trail. Maybe down by the river crossing Knife Rivers land. Or along the north side of the river. Thru the dog park then down to the bridge 10/8/2022 01:01 PM
 - We need a connection to the soccer fields and crossroad trails without having to cross Yellowstone. We also need a connection completed to Edness Kimball Wilkens park 10/8/2022 08:41 AM
 - We need a connection to the soccer fields and crossroad trails without having to cross Yellowstone. We also need a connection completed to Edness Kimball Wilkens park 10/8/2022 08:37 AM
 - We love the trail around Evansville but the weeds and mosquito's got really bad this year. I think a little more upkeep would go a long way for most of us frequent walkers! 10/5/2022 07:45 PM
 - There are streets that should be looked at before this. The street I live on is sinking, has been for years. People speed by and rocks and crumbling street hit our car windows. 10/5/2022 12:41 PM
 - Can't walk on the sidewalk on Curtis street between 3rd and 5th because cars are parked on sidewalks. 10/5/2022 11:01 AM
 - Right now I feel Evansville #1 priority should be to clean up the entrance to Evansville on Curtis Street & Yellowstone where all encounter basically a junkyard. 10/4/2022 07:42 PM
 - Evansville has been cleaning up, and looks nice. It would be nice if they can get better trails and sidewalks in. They are becoming a very nice bedroom community for Natrona County. 10/3/2022 01:02 PM
 - It would help a lot if the trails were maintained on a regular basis. The weeds and bushes are growing over most of them on the Reshaw Park trails. 9/29/2022 12:59 PM
 - The upkeep of the pathways and sidewalks is horrible. Pathways are always overgrown with weeds and stickers. Flat tires while biking are very common. The pathway by the river has some neglected damaged spots that need repaired. Residents are not keeping weeds from their yards from growing over the sidewalk. Where the pathway crosses 6th street the city has never replaced the asphalt that was removed for excavation causing a huge pothole. 9/28/2022 11:29 PM
 - When making more trails be sure that they will be wheelchair accessible. Thank you. 9/28/2022 09:39 PM
 - Fix Curtis between 3rd and 5th 9/28/2022 05:10 PM



- Every street should have at least 1 side walk for safety. 9/28/2022 04:34 PM
- I believe everything is okay as is 9/28/2022 03:30 PM
- Build more bike lanes!!!!!!! !!!!!!!!!!!!!!!!!!!!!!! 9/21/2022 08:56 PM

▶ Second Community Engagement Meeting

The project team held the second community engagement event at the Evansville Community Center on the evening of November 3, 2022. The electronic board was put out with the event date and time, Facebook event posts were made and shared with the MPO’s page, a pop-up flier was posted on the web-page, and the MPO had a television interview about the upcoming event as well.

Similar to the first meeting, large format posters and maps were created to facilitate dialogue and capture the input of the community regarding the proposed trail connections and survey results. There were six people in attendance for the second public engagement. There were several new faces in attendance at this event from the first public engagement event. The event was an overall success met with quality dialogue amongst attendees voicing their opinions regarding the potential trail connections. There were the usual repeated safety concerns brought up during the discussion and in the survey results. Overall pathway alignments and sidewalk sizes suggested were agreed upon as being the best possible options.

EVANSVILLE EASTSIDE SIDEWALK STUDY

PURPOSE OF STUDY

- Connect residents on east side of Evansville to parks, pathways, and west neighborhoods
- Allow for additional recreation and multi-modal transportation opportunities for all residents and visitors
- Create a guiding document for the Town of Evansville to use when planning trails and sidewalk improvements

GOALS

- Filling in gaps in the current sidewalk network
- Determining the ideal location of pathways and sidewalks to connect parks and community
- Analyzing the existing conditions of the network for future roadway planning and maintenance work

NATCO Residential Street Option Before

NATCO Residential Street Option After

ROUTING SURVEY RESULTS

PROPOSED CONNECTIONS

- *North to South* - Evans creates a leisurely pathway corridor leading to the new dog park, Reshaw Park, and connecting northern neighborhoods to eastern
- *North to South* - Western Avenue’s narrow right of way yields a sharrow for bicycles/vehicular traffic and will have minimum sidewalks for pedestrians
- *East to West* - 3rd Street will have a sharrow for bicycles and minimum 6-foot sidewalk for all oncoming users’ comfortable passage
- *East to West* - Iron Drive offers a safe, low traffic connection across Evansville from Western to Evans

PROPOSED IDEAS

- Create an inviting entrance to town that highlights the new identity of a walkable user friendly pathway system with multi-modal transportation options
- Bulb outs and curb extensions to add green space, pedestrian buffer zone from vehicles, neighborhood identity, and potential storm water mitigation
- Buffer zones between street and sidewalks create a safe passage for pedestrians and aid in mitigating snow collection
- Minimum width of 6-foot for all new and reconstructed sidewalks throughout town
- Proposals for each area will offer the most feasible set of guiding principles to bolster the new identity of a walkable, bike-able, accessible community

50' ROW

60' ROW

80' ROW



PROPOSED CONNECTIONS

- North to South - Evans creates a leisurely pathway corridor leading to the new dog park, Re-shaw Park, and connecting northern neighborhoods to eastern
- North to South - Western Avenue's narrow right of way yields a sharrow for bicycles/vehicular traffic with a minimum sidewalks for pedestrians
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The next page shows suggestions from the National Association of City Transportation Officials (NACTO) on how to create a pedestrian friendly residential street and slow traffic and manage stormwater. These ideas were discussed in the second public meeting for areas such as Evans and other streets with wide right of ways.



1. The planting strip creates opportunities for large infiltrating surface area; graded bioretention cells may offer a softer urban design adjacent to the sidewalk. Prioritize maintaining mature trees where possible. Consider the use of tree wells and trenches if space is constrained
2. Designate the reconstructed street as a bike boulevard, with design strategies to manage motor vehicle speed and volume. A curb extension planter at the downstream end of the block serves as a partial closure to manage motor vehicle volume.

Curb extensions are also proven effective at increasing pedestrian visibility, shortening crossing distance, and calming motor vehicle traffic by enforcing low speed turns and through movements. Bioretention planters sited at curb extensions should be planted with low shrubs and vegetation that maximize visibility.

3. Mid-block curb extensions are configured to “chicane” the street, managing yield interactions between two-way vehicle traffic and maintaining slow operations. On the narrowest streets, parking and plantings are placed on alternating sides of the street with a clear zone reserved in the center for two-way emergency vehicle access.
4. Permeable pavement may be used on the full roadbed to manage runoff. In this illustration, permeable pavement under the parking lane is used to capture runoff from the street, with additional flow being directed to curbside infiltration facilities. If permeable pavement is only used in a partial zone, install a vertical liner between the two zones to protect the conventional pavement material. In cases of reconstruction, apply permeable pavement across the full roadway width to minimize maintenance needs.

Depending upon right-of-way width and available space, graded bioretention facilities may be feasible in existing planting strips and/or at curb extensions, as long as minimum bottom width can be provided for maintenance crews. In constrained spaces or in areas with high pedestrian activity, bioretention facilities with vertical walls may be more suitable.

Ch 5 Recommendations & Estimates

► Design Components

There are many ways to improve a pedestrian's experience on a neighborhood street. Increased sense of comfort and security is paramount for pedestrians. The primary ways to provide a sense of security would include such things as slowing traffic, providing safe crossings, separating the pedestrian from the vehicles through the use of buffer zones.

Curb extensions, bulb-outs, and pinchpoints are street components that will slow traffic while providing safe crossings for pedestrians. Often times, curb extensions can be implemented using bollards, planters, or simply paint to achieve the desired effect. The recommended improvements can be implemented to each block differently but still create a cohesive collection of added amenities to each neighborhood's character.

CURB BULB-OUTS OR EXTENSIONS

- Enhance the public realm
- Visually and physically reduce the roadway
- Aide in traffic calming
- Extensions reduce crossing distance
- Provide extra queuing space at intersection
- Facilitate eye contact between street users
- Allow for enhancements like seating and plantings
- Can be designed to absorb rainwater and reduce run-off
- Can be combined with bike racks or litter receptacles



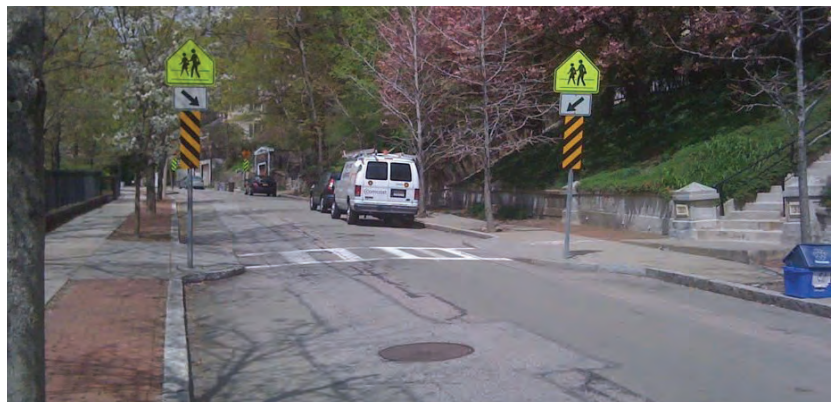
Curb extension

PINCHPOINTS

- Slow traffic
- Can facilitate mid-block pedestrian crossings
- Provide extra queuing space

BUFFER AND PROTECTED ZONES

- Create a safe zone between vehicles and pedestrians
- Allows for enhancements like seating and plantings
- Can be designed to absorb rainwater or push snow



Pinchpoint with buffer zone and crossing markings

- Create added aesthetics and reduces heat index with plantings and trees
- Provide space for bike racks

GATEWAYS

- Installed at entrance to residential street
- Marks the transition to a slower speed
- Increases visibility of pedestrians
- Aide in traffic calming
- Reduce crossing distance



BIKE SHARROW

- Visual cues for drivers
- Creates a safe riding space off the sidewalk



Evansville intersection with curb extensions



Before pedestrian improvements



After simple painting and signage improvements

► Recommended Pathway Routing

Creating a standard for the sidewalks moving forward is important for ease of access for all users despite their mode of travel. The recommended improvements will aide in safe passage all through the Town of Evansville. The map below shows the ideal locations for a pathway system connecting the east side to the northern and western neighborhoods. The recommended pathway width is 10-feet and should have a buffer zone where possible.



WHY EVANS STREET?

- Has the largest right of way (80 feet)
- Direct north and south alignment
- Connects a pathway from the river to the highway

WHY IRON DRIVE?

- Large right of way (70 feet)
- Ample room for buffer zones
- Least amount of cross streets for users to traverse

WHY WESTERN AVE?

- Future pedestrian signal at highway
- Very narrow right of way (40 feet)
- Bike sharrow & 6-foot sidewalk

► Pathway Recommendations

EVANS STREET PATHWAY

Large existing trees and borrowed viewsheds make Evans Street a premier north-south connection from Veterans Road to the highway.

There are opportunities to connect the east side of the town to Reshaw Park through the Town-owned land on the northeast of the maintenance shop at the north end of Evans Street. This allows for direct access to the current trail system and the future dog park.



Evans Street looking south



Evans Street looking north

IRON DRIVE PATHWAY

Iron Drive is wide open street with minimal conflicts on the south side of the street. It has a wide right of way for buffer zones and can carry pedestrians from Western Avenue to Evans with only one major street crossing in Curtis.

Where the pathway crosses streets on Evans and Iron, it is recommended to install curb extensions for pedestrian safety. This will allow pedestrians to be seen by oncoming traffic and gives drivers a sense of caution. Raised crosswalks and lighted crossing signals will also add to traffic calming and pedestrian safety.

► Sidewalk Recommendations

- Standard size for all new or reconstructed sidewalks should be a minimum of 6-feet in width. This width allows for two people to comfortably pass without having to step into a street or yard.
- Pathways should be a minimum of 10-feet in width to allow multi-modal use. Where 10-feet is not feasible, 8-feet may be acceptable. Pathway material should be concrete for longevity and ease of maintenance (i.e. snow plowing).
- Limit crosswalks to corners of the most utilized intersections. Avoid excessive crosswalks as it numbs drivers to possibility of pedestrians waiting to cross (i.e. around school, 3rd and Texas/3rd and Albany).
- Accommodate safe travel for pedestrians to pass around utilities in a stroller, wheelchair, or two people side-by-side with a minimum of 6-foot sidewalk.
- Where right of way and funding allows design sidewalks to be minimum of 6-foot including a buffer zone of 4+ feet of native plantings and trees between street and pedestrians.
- Incorporate street trees wherever possible to reduce heat island effect and enhance neighborhood character.



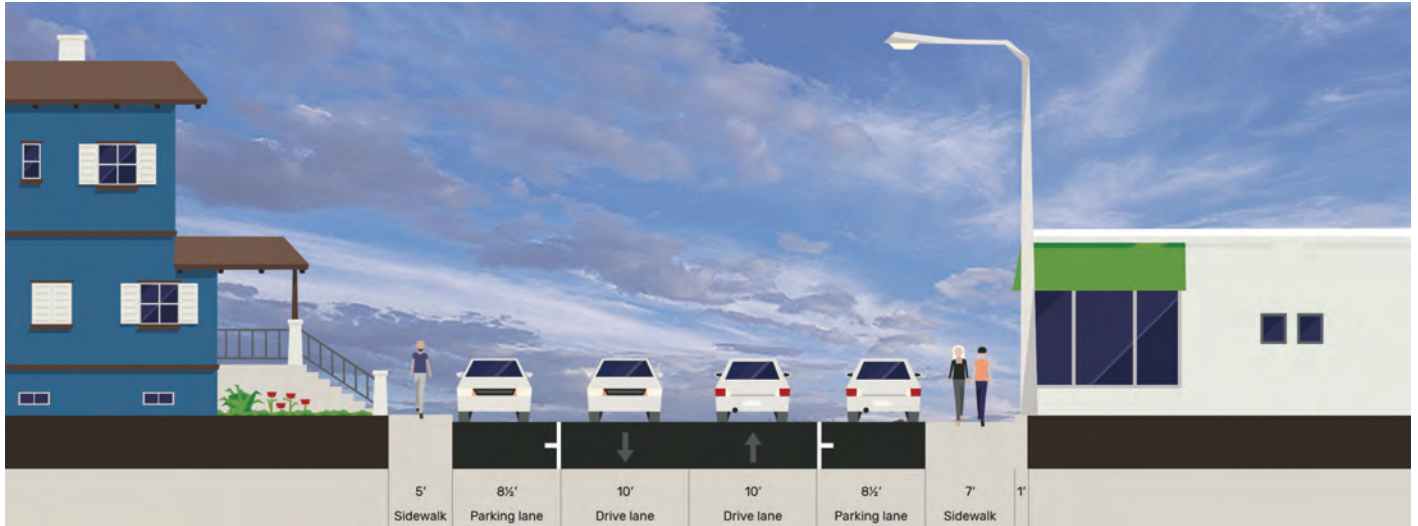
On most blocks where utilities currently run, they are located within a foot or two of the back of curb. This can make installation of a new sidewalk difficult, but there are a couple of options when designing a sidewalk in these areas:

- Where right of way widths allow, incorporate a buffer zone wide enough to house electrical poles, telephone pedestals, hydrants, etc... Buffer zones will help create comfortable sidewalks with added green space for aesthetics, resting places with benches, and room for snow storage in winter months.
- Install curb extensions to aide in pedestrian safety and traffic calming while also leaving adequate room for existing hydrants or poles.
- Review franchise agreement with local utility company to negotiate underground relocation for powerlines.

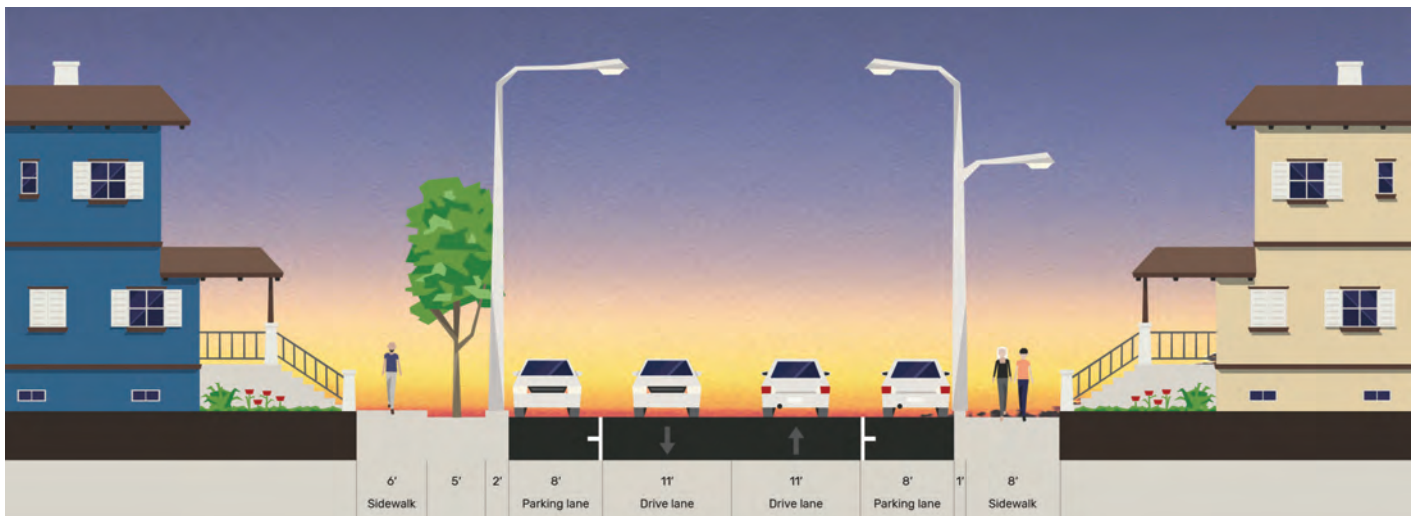




► Typical Roadway Sections



50-foot Right of Way



60-foot Right of Way



80-foot Right of Way



► Elementary School Recommendations

Young children are the most vulnerable when it comes to traversing roadways due to their small size, unpredictability, and inexperience. Extra care should be taken when designing sidewalks and pathways around school zones. Currently, there are 13 crosswalks on the block around the elementary school. This poses serious problems for traffic and pedestrian flow. Having too many crosswalks in one city block creates confusion and has the potential for vehicle/pedestrian conflicts.

To eliminate such confusion and for safer routes to the elementary school, there should be a reduction in the number of crosswalks. Crosswalks should be located strategically to accommodate drop-off and pick-up with the least amount of conflicts.



The Town of Evansville and Natrona County School District #1 should work together to achieve a safer school environment.

ROUTE IMPROVEMENTS

- Remove and realign crosswalks
- Place sidewalk in front of diagonal parking on Texas Street to eliminate the need to walk in the street
- Improved safe routes for children around parking lots
- Wider sidewalks around school grounds to accommodate pick-up and drop-off congestion
- Curb extensions and pinchpoint installation at crosswalks to shorten travelways in the street and allow vehicles to see pedestrians.

► North-South Street Cost Estimates

North/South Streets	Cross Streets	Right of Way Width	Approx. Road Width	Existing Sidewalk Width	West side Curb Length (ft)	West Side # Approaches	East Side Curb Length (ft)	East Side # Approaches	Proposed Buffer Zone	Treatment	Total Cost
WESTERN											
	Cielo Vista to Iron	50	38	0	1200	0	890	3	No	6-ft sidewalk on east side of street	\$75,766.67
	Iron to Yellowstone	35	28	0	760	0	760	1	No	6-ft sidewalk on east side of street	\$59,233.33
GOLD											
	Cielo Vista to Iron	40	32	0	955	0	955	1	No	Sharrow	\$5,000.00
MISSOURI											
	2nd to Iron	60	33.5	0	735	17	700	2	No	6-ft sidewalk on east side of street	\$58,333.33
HOLMES											
	2nd to 1st	60	38.5	0	325	5	325	6	No	6-ft sidewalk on east side of street	\$44,833.33
	1st to Iron	60	38.5	0	295	0	295	3	No	6-ft sidewalk on east side of street	\$32,133.33
CURTIS											
	5th to 3rd	46	37	3	775	11	775	12	No	None	\$-
	2nd to 1st	60	40	5	0	0	150	2	No	None	\$-
	Iron to Yellowstone	60	55	5	240	0	352	7	No	None	\$-
OKLAHOMA											
	2nd to 1st	60	37	0	325	5	325	5	No	6-ft sidewalk on both sides of street	\$82,666.67
	1st to Iron	60	33	0	250	4	250	3	No	6-ft sidewalk on both sides of street	\$61,166.67
BIGHORN											
	5th to 3rd	46	42.5	3	775	16	775	13	No	None	
ALBANY											
	5th to 3rd	46	37	3	775	12	775	5	No	Consolidate and improve crosswalks	\$7,000.00
TEXAS											
	5th to 4th	60	40	0	500	Parking Lot	500	0	No	6-ft sidewalk on east side of street	\$36,666.67
	1st to Iron	60	40	4	245	1	245	2	No	6-ft sidewalk on both sides of street	\$46,433.33
WILLIAMS											
	5th to 4th	60	40	0	520	10	520	7	No	6-ft sidewalk on both sides of street	\$135,766.67
	1st to Iron	60	40	0	280	2	280	4	No	6-ft sidewalk on both sides of street	\$62,066.67

KING											
	5th to 4th	60	33.5	0	520	8	520	10	Yes	6-ft sidewalk on both sides of street	\$167,000.00
	4th to 3rd	60	33.5	0	300	6	300	6	Yes	6-ft sidewalk on both sides of street	\$102,000.00
	3rd to 2nd	60	33.5	0	285	4	275	3	Yes	6-ft sidewalk on both sides of street	\$79,500.00
	2nd to 1st	60	33.5	0	320	5	265	5	Yes	6-ft sidewalk on both sides of street	\$88,000.00
	1st to Iron	60	33.5	0	175	1	175	2	Yes	6-ft sidewalk on both sides of street	\$45,500.00
EVANS											
							Pathway Side of Street				
	5th to 4th	80	44	0	520	10	430	8	Yes	6-ft sidewalk on west side of street & 8-ft concrete path on east side of street	\$163,333.33
	4th to 3rd	80	44	0	300	4	425	8	Yes	6-ft sidewalk on west side of street & 8-ft concrete path on east side of street	\$141,166.67
	3rd to 2nd	80	44	0	300	8	300	3	Yes	6-ft sidewalk on west side of street & 8-ft concrete path on east side of street	\$108,500.00
	2nd to 1st	80	44	0	320	4	320	0	Yes	6-ft sidewalk on west side of street & 8-ft concrete path on east side of street	\$88,666.67
	1st to Yellowstone	80	44	0	660	4	675	0	Yes	6-ft sidewalk on west side of street & 8-ft concrete path on east side of street	\$171,500.00
LEAVITT											
	5th to 2nd	55	33.5	0	1250	6	1325	1	No	6-ft sidewalk on both sides of street	\$218,833.33
EVANS TO TOLL CONNECTION											
	5th to Veterans Rd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	10-ft concrete pathway	\$150,350.00

► East-West Street Cost Estimates

East/West Streets	Cross Streets	Right of Way Width	Road Width	Existing Sidewalk Width	North side Curb Length	North Side # Approaches	South Side Curb Length	South Side # Approaches	Proposed Buffer Zone	Treatment	Total Cost
5th STREET											
	Curtis to Albany	46	37	4	481	8	390	1	No	None	\$-
	Texas to Leavitt	60	35	5	390	0	390	0	No	None	\$-
4th STREET											
	Albany to Texas	60	40	0	210	School parking	110	0	No	6-ft sidewalk on north side of street	\$8,066.67
	Texas to Williams	60	40	4	390	0	390	0	No	None	\$-
	Williams To King	60	37	0	245	3	280	3	No	6-ft sidewalk on both sides of street	\$56,933.33
	King to Evans	60	37	0	250	3	285	3	No	6-ft sidewalk on both sides of street	\$57,666.67
	Evans to Leavitt	60	37	0	285	4	285	4	No	6-ft sidewalk on both sides of street	\$69,800.00
3rd STREET											
	Curtis to Evans	60-80	35-46	4	390	0	390	0	No	None	\$-
	Evans to Leavitt	60	35	0	285	2	258	2	Yes	6-ft sidewalk on both sides of street	\$71,000.00
2nd STREET											
	Missouri to Holmes	60	43	4	390	0	275	3	Yes	6-ft sidewalk on south side of street	\$38,000.00
	Holmes to Curtis	60	43	4	390	0	275	3	Yes	6-ft sidewalk on south side of street	\$38,000.00
	Curtis to Oklahoma	60	43	4	600	0	285	1	Yes	6-ft sidewalk on south side of street	\$32,000.00
	Oklahoma to Texas	60	43	4	390	0	275	2	Yes	6-ft sidewalk on south side of street	\$34,500.00
	Texas to Williams	60	39	4	390	0	275	0	No	None	\$-
	Williams To King	60	39	0	275	2	275	0	No	6-ft sidewalk on both sides of street	\$54,666.67
	King to Evans	60	39	4	160	2	160	3	Yes	East of alley: 6-ft attached sidewalk on north, 6-ft sidewalk with buffer on south side	\$49,500.00
	Evans to Leavitt	60	39	0	285	2	325	0	Yes	6-ft sidewalk on both sides of street	\$72,000.00

1st STREET											
Missouri to Holmes	60	40	0	280	2	285	0	Yes	6-ft attached sidewalk on north, 6-ft sidewalk with buffer on south side	\$63,000.00	
Holmes to Curtis	60	40	0	275	3	275	4	Yes	6-ft attached sidewalk on north, 6-ft sidewalk with buffer on south side	\$79,500.00	
Curtis to Oklahoma	60	40	0	135	3	135	1	No	6-ft sidewalk on both sides of street	\$33,800.00	
Oklahoma to Texas	60	40	0	285	0	285	3	No	6-ft sidewalk on both sides of street	\$52,300.00	
Texas to Williams	60	40	0	280	3	280	4	Yes	6-ft sidewalk on both sides of street	\$80,500.00	
Williams to King	60	40	0	290	4	290	4	Yes	6-ft sidewalk on both sides of street	\$86,000.00	
King to Evans	60	40	0	290	3	290	5	Yes	6-ft sidewalk on both sides of street	\$86,000.00	
IRON											
Western to Curtis	70	32-40	0	1990	7	2150	3	Yes	8-ft sidewalk on both sides of street	\$512,777.78	
Curtis to Williams	70	40	0	210	0	880	0	Yes	6-ft sidewalk on north side of street	\$73,333.33	
Curtis to Evans	70	40	0	210	0	1600	0	Yes	8-ft sidewalk on south side of street	\$177,777.78	
OILDALE											
Western to Holmes	60	34	0	1665	8	1590	0	No	6-ft sidewalk on both sides of street	\$272,200.00	

Appendix A

Public Comments

Appendix A

▶ Public Comments

- ▶ We reference ADA throughout the document, but I do not see where we define what that means. If this is for public consumption we should probably add that somewhere
- ▶ I found the Evansville Eastside Sidewalk and Trails study interesting and well done. It should help bring about some meaningful changes in those parts of town.
- ▶ The study doesn't address the problems at Curtis and the Old Glenrock Highway. There are crosswalks on Yellowstone but none on the Old Glenrock Highway (the service road). In addition, a pedestrian needs to work their way through the mud and weeds between Yellowstone and the service road when heading south. Given the amount of foot traffic there is from Evansville to the businesses on Curtis and Wyoming Boulevard, this gap really needs to be addressed. This is likely a WYDOT issue. Still, the problem should be noted in the study regardless of who has responsibility to address it.

Appendix B

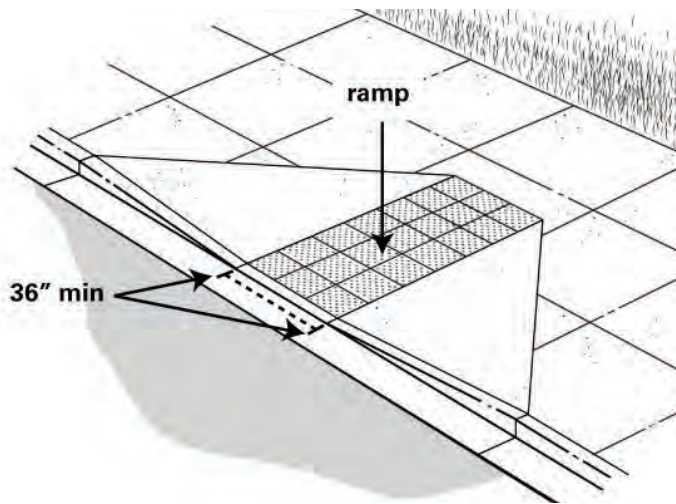
ADA Requirements

Appendix B

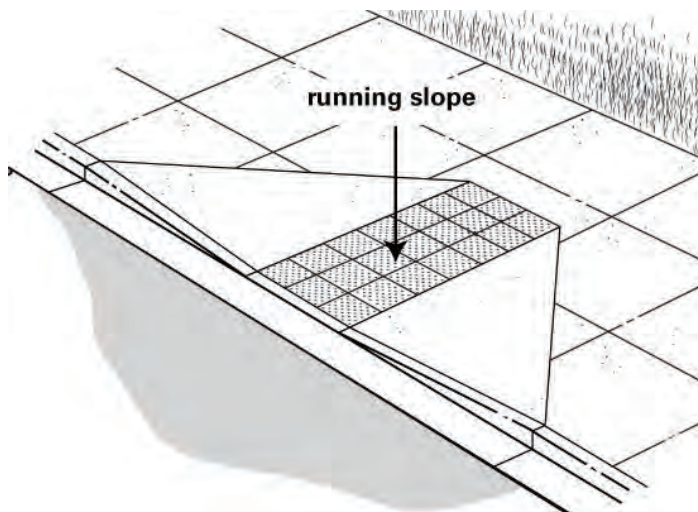
▶ ADA Accessibility: Curb Ramp Requirements

- ▶ The following guidelines are directly from ADA.gov website. For further information on curb ramps visit <https://archive.ada.gov/pcatoolkit/chap6toolkit.htm>

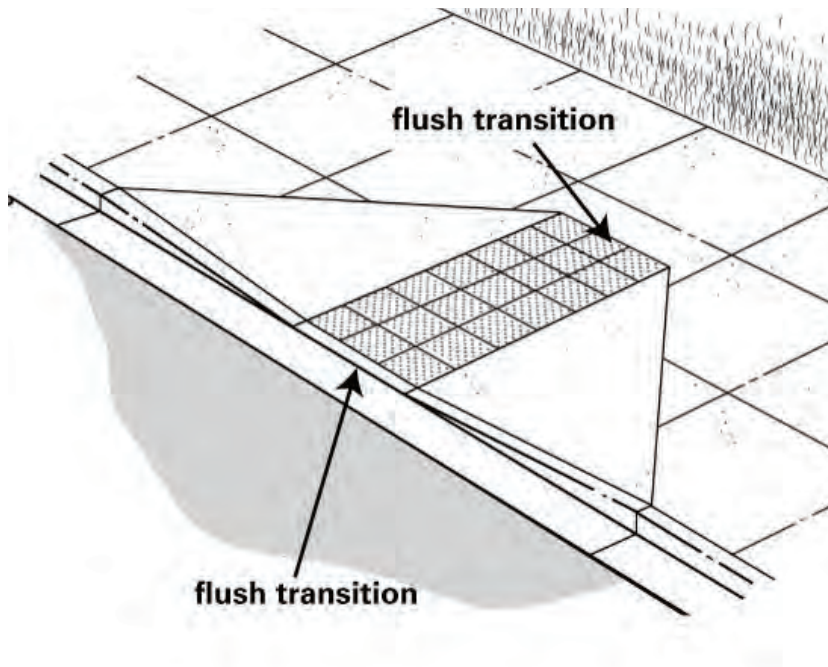
1. Only measure the width of the ramp section of the curb ramp (labeled “ramp” to the right). The ramp section of a curb ramp is also known as the “ramp run.” If the curb ramp has flared sides, which can also be seen in the illustration to the right, do not include them in the measurement. The ramp run must be at least 36 inches wide.



2. The running slope of the curb ramp is the slope in the direction that people travel when going up or down the ramp run. The arrow in the illustration to the left, aligned parallel to the ramp run and perpendicular to the curb, shows where to measure the running slope.
 - a. For new construction (when the curb ramp was built after January 26, 1991), the running slope of the ramp run must not exceed 8.33 percent.
 - b. For alterations (when the curb ramp was altered after January 26, 1991), the slope must not exceed 10 percent for a 6-inch rise or 12.5 percent for a 3-inch rise.

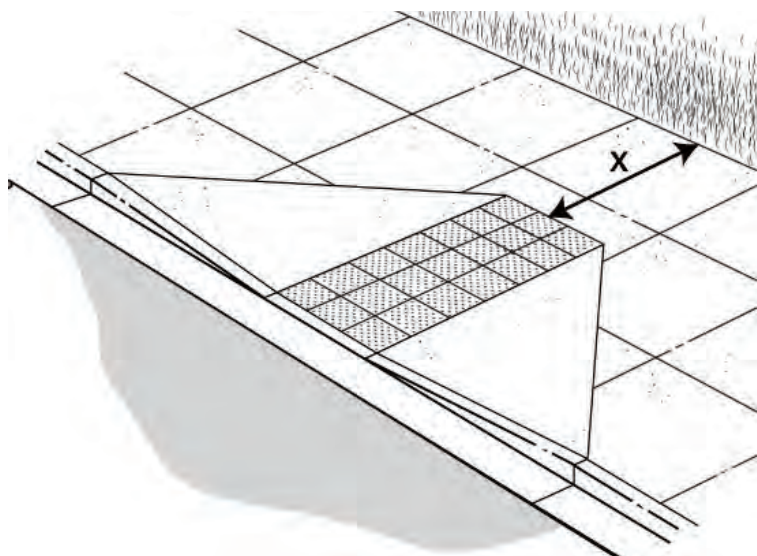


5. The transitions on and off the curb ramp are the points where the gutter meets the bottom of the ramp and where the top of the ramp meets the sidewalk. These transition points are required to be flush and cannot have any abrupt level changes. Record any level change at the transitions.

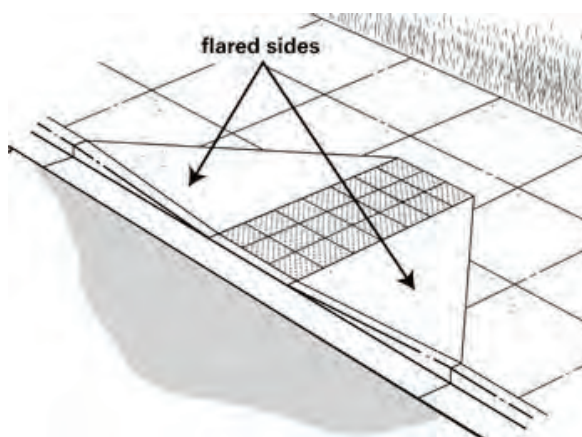
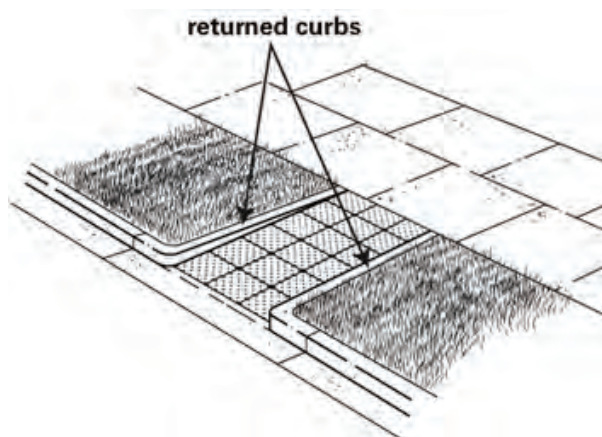


6. Detectable warnings are dome-shaped bumps that should cover the entire width and depth of the ramp run. Detectable warnings are designed to be felt underfoot or with a cane by people who are blind or have low vision, thereby alerting them of hazards— mainly, the transition from a pedestrian-only area to a roadway.
 - a. If the curb ramp you are surveying has detectable warnings but they do not cover the entire ramp run, explain how they are different in the “Comments” section at the bottom of the form. For curb ramps along public streets, the U.S. Department of Transportation (DOT) has deemed permissible a strip of detectable warnings that stretches across the width of the ramp run but covers only the two feet nearest the road. If the curb ramp you are surveying is located along a public street, you may circle "Y" if the detectable warnings comply with the DOT’s design.
7. Curb ramps must be located where they will not be obstructed by parked vehicles. If the curb ramp you are surveying is along a public right-of-way or at a pedestrian crossing, vehicles should be prohibited from parking directly in front of the curb ramp on the street. If the curb ramp you are surveying is part of the accessible route from a parking lot to a building, the curb ramp may not lead into a parking space because the curb ramp will be obstructed when a vehicle parks in the space.

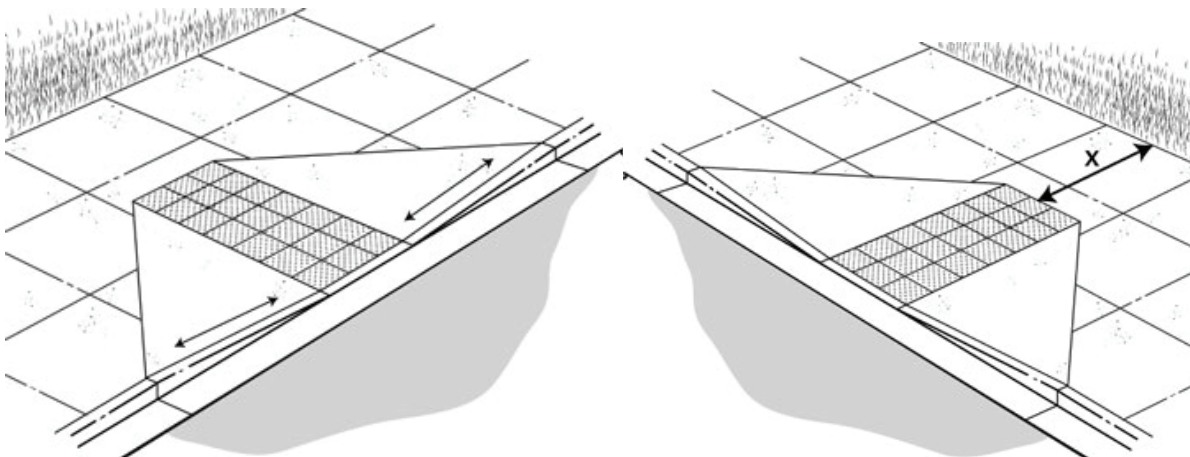
8. Curb ramps should have at least 36 inches of clear space at the “top” of the ramp, which can be seen in the illustration to the right. The 36-inch space at the top of the ramp allows pedestrians who are continuing along the sidewalk to bypass the curb ramp without traveling over it.
- a. The measurement should extend from where the ramp run meets the level sidewalk (at the lower end of the arrow) to the opposite edge of the sidewalk (where the sidewalk meets the grass). Do not include any part of the curb ramp in this measurement.



9. Curb ramps either have flared sides or vertical edges called returned curbs. Using the illustrations below, determine whether the curb ramp you are surveying has flared sides or returned curbs and answer accordingly. The next two questions relate to the slope of flared sides, and you should answer them only if you determine your curb ramp has flared sides. If your curb ramp has returned curbs, skip to question **10**.

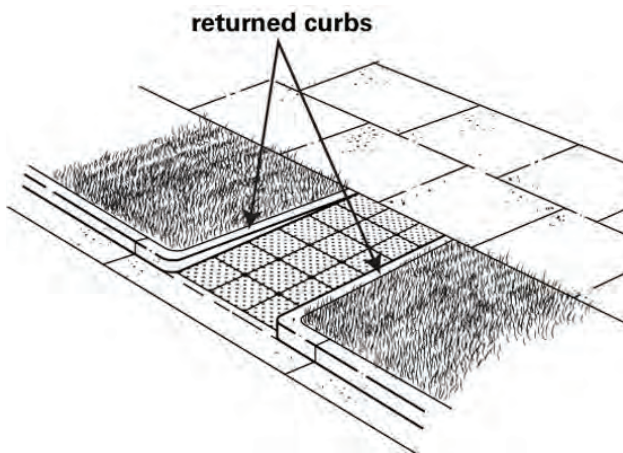


- a. If the sidewalk at the top of the ramp (“**x**” in the illustration) is 48 inches wide or more, answer this question. If “**x**” is less than 48 inches, skip this question and answer the next one.
- b. To answer this question you need to determine the slope of the flared sides to make sure it is 10 percent or less.
- c. Answer this question only if $X = 48$ " or more
- d. To measure the slope of a curb ramp’s flared side, place a level on the flared side near the edge of the curb. The level should be placed so that it is parallel to the curb. Place the level in the same position and location as each of the arrows in the illustration to the left.
- e. Place The Level in the areas designated by the arrows to measure the slope of the flared sides
 - i. If the sidewalk at the top of the ramp (“**x**”) is less than 48 inches wide and the curb ramp you are surveying has flared sides, answer this question. Otherwise, skip this question.
 - ii. To measure the slope of the curb ramp’s flared side, place a level on the flared side near the edge of the curb. The level should be placed so that it is parallel to the curb.
 - iii. Answer this question only if X is less than 48"
 - iv. Place the level in the same position and location as each of the arrows in the illustration to the left. The slope of the curb ramp’s flared sides may not exceed 8.33 percent when there is less than 48 inches between the top of the curb ramp and the edge of the sidewalk at the other side (“**x**”).
 - v. Place The Level in the areas designated by the arrows to measure the slope of the flared sides



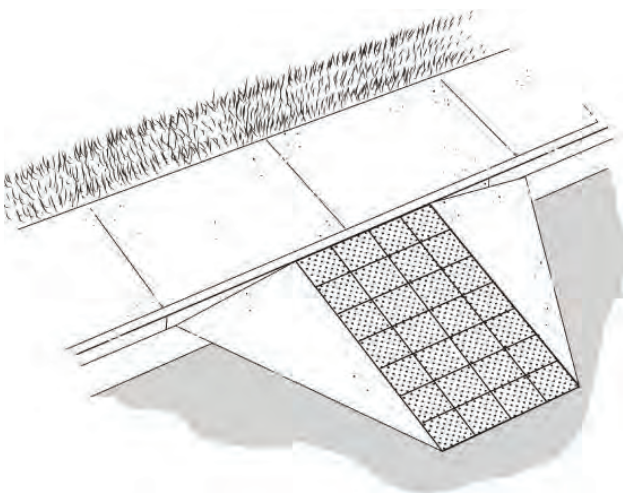
10. Answer this question only if you skipped the previous two questions because the curb ramp you are surveying does not have flared sides.

- a. Curb ramps must have flared sides unless pedestrians would not normally walk across the ramp. A curb ramp may have returned curbs if it has non-walking surfaces (such as grass) or obstructions on both sides because these conditions would normally discourage pedestrians from walking across the ramp.
- b. Generally, an object will qualify as an obstruction if it is immovable and is large enough to make it unlikely that pedestrians will walk across the ramp.



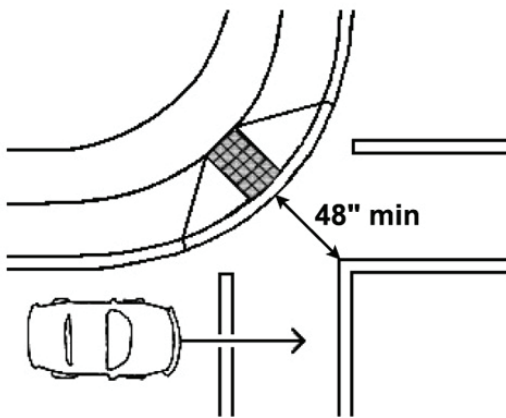
11. A built-up curb ramp typically consists of asphalt or concrete that is poured and shaped into a ramp that runs at a 90-degree angle away from an intact curb down to the roadway.

- a. Built-up curb ramps cannot project into the path of cars. The “path of cars” includes anywhere cars are allowed to drive, including roadways, parking lot driveways, parking spaces, and access aisles.
- b. Built-up curb ramps should have flared sides with a slope of 10 percent or less or have edge protection and handrails on the sides.



12. When a curb ramp is located at a marked crossing, the area where the ramp run ends must be contained within the marked crossing. The flared sides of a curb ramp do not have to be within the marked crossing.

13. A corner-type curb ramp is located at the center (or apex) of a corner and is often aligned to direct users into the middle of an intersection. As the illustration on the right shows, the alignment of a corner-type curb ramp means that people who travel down the ramp might be near the path of vehicular traffic once they enter the street. Therefore, if a marked crossing or crosswalk is provided, there must be a 48-inch deep area contained within the markings at the bottom of the ramp to protect people after they descend the ramp. When taking this measurement, the measuring tape should be aligned parallel to the ramp run itself and should stretch from the intersection of the ramp and gutter to the innermost edge of the pavement marking.

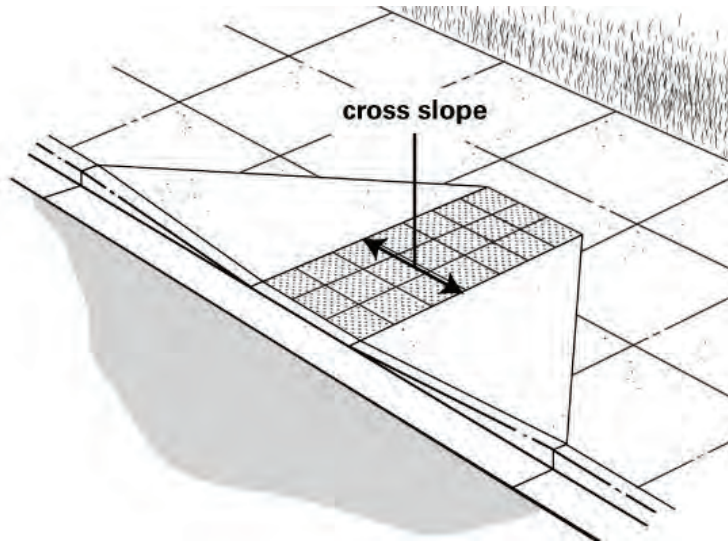


NOTICE

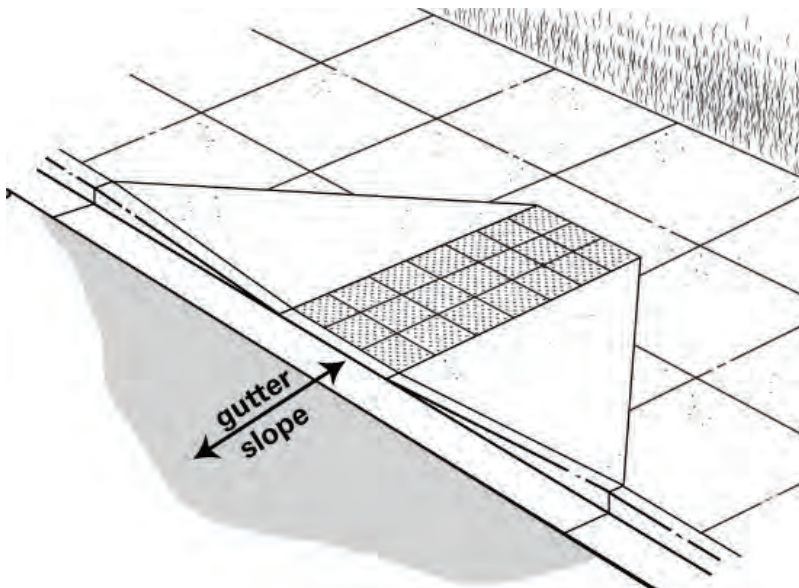
Portions of this appendix may not fully reflect the current ADA regulations. The [regulation implementing title II](#) of the ADA was revised as recently as 2016. Revised [ADA Standards for Accessible Design \(2010 Standards\)](#) were issued on September 15, 2010 and went into effect on March 15, 2012.

Additional related information can be found in the Department of Justice/Department of Transportation joint 2013 publication and 2015 publication.

3. The cross slope of the curb ramp is perpendicular to the running slope. Unlike the running slope, which runs along the ramp, the cross slope is measured *across* the ramp. The arrow in the illustration to the right, aligned perpendicular to the ramp run and parallel to the curb, shows where to measure the cross slope. The cross slope of a curb ramp, or any accessible route, may not exceed 2 percent.



4. The gutter is the part of the street that borders the curb. To measure the gutter slope, place the level in the same position as the arrow in the illustration, with one end where the gutter meets the ramp and the other end towards the street. The gutter slope is parallel to the ramp and perpendicular to the curb. The gutter may slope up to 5 percent towards the curb ramp, but not more.





Evansville East Side Sidewalk & Trail Study

Civil Engineering Professionals, Inc.
6080 Enterprise Dr. • Casper, WY 82609
Phone 307.266.4346
www.cepi-casper.com



RESOLUTION NO. 23-195

A RESOLUTION APPROVING AND ADOPTING THE EVANSVILLE EAST SIDE SIDEWALK AND TRAIL STUDY FOR THE CASPER METROPOLITAN AREA.

WHEREAS, the Casper Area Metropolitan Planning Organization (MPO) initiated the Evansville East Side Sidewalk and Trail Study; and,

WHEREAS, the Evansville East Side Sidewalk and Trail Study represents a key component in the MPO's FY22 Unified Planning Work Plan (UPWP); and,

WHEREAS, the MPO is required to successfully complete all of the projects approved in the FY22 UPWP; and,

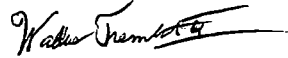
WHEREAS, the MPO Policy Committee passed a motion on August 17, 2023, to approve the Plan; and,

WHEREAS, it is the desire of the governing body of the City of Casper to approve and adopt said Plan for the Casper Urbanized Area.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF CASPER, WYOMING: That the Evansville East Side Sidewalk and Trail Study is hereby approved and adopted.

PASSED, APPROVED, AND ADOPTED on this ____ day of _____, 2023.

APPROVED AS TO FORM:




ATTEST:

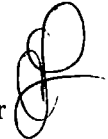

Fleur Tremel
City Clerk

CITY OF CASPER, WYOMING
A Municipal Corporation

Bruce Knell
Mayor

September 1, 2023

MEMO TO: J. Carter Napier, City Manager 

FROM: Cindie Langston, Interim Public Services Director 
Bruce Martin, Public Utilities Manager 

SUBJECT: Authorizing a Professional Services Agreement with Raftelis Financial Consultants, Inc., in the Amount of \$52,615 for Completion of a Water and Sewer Utility Rate Study

Meeting Type & Date

Regular Council Meeting
September 19, 2023

Action Type

Resolution

Recommendation

That Council, by resolution, authorize a Professional Services Agreement with Raftelis Financial Consultants, Inc., in the Amount of \$52,615 for completion of a Water and Sewer Utility Rate Study for use by the Casper Public Utilities Division.

Summary

The Public Services Department, Public Utilities Division, generally sets rates on a biennial basis. City Council will consider water and sewer rates for the 2024 and 2025 calendar years this fall. Staff is recommending that Council obtain the services of Raftelis Financial Consultants to conduct a rate study that will guide water and sewer rate setting over the coming years. The study will, in part, identify customer classes, determine the cost of providing service to each class, and set the frame work for establishing rates that recover the costs from the appropriate customer classes in an equitable manner. The study will evaluate the use of a “tiered” or “increasing block” water rate structure with the goal of reducing water waste and promoting financial equity.

The completion and implementation of this study directly relates to Council’s 2023 – 2025 sustainability goal.

Financial Considerations

Funds for this study, \$52,615, are included in the FY24 Water and Sewer fund budgets.

Oversight/Project Responsibility

Bruce Martin, Public Utilities Manager

Attachments

Agreement
Resolution

CONTRACT FOR PROFESSIONAL SERVICES

PART I - AGREEMENT

This Contract for Professional Services (“Contract”) is entered into on this _____ day of _____, 2023, by and between the following parties:

1. The City of Casper, Wyoming, a Wyoming municipal corporation, 200 North David Street, Casper, Wyoming 82601 (“City”).
2. Raftelis Financial Consultants, Inc., 227 West Trade Street, Suite 1400, Charlotte, North Carolina 28202 (“Consultant”).

Throughout this document, the City and the Consultant may be collectively referred to as the “parties.”

RECITALS

- A. The City is undertaking a project to complete a Water and Sewer Utility Rate Study.
- B. The project requires professional services for completion of the Water and Sewer Utility Rate Study .
- C. The Consultant represents that it is ready, willing, and able to provide the professional services to the City as required by this Contract.
- D. The City desires to retain the Consultant for such services.

NOW, THEREFORE, in consideration of the covenants and conditions set forth herein to be performed, the parties agree as follows:

1. **SCOPE OF SERVICES:**

The Consultant shall perform the services described in Exhibit “A”, Raftelis Financial Consultants, Inc. Proposal dated August 3, 2023, hereby attached and made a part of this contract.

2. **TIME OF PERFORMANCE:**

The services of the Consultant shall be undertaken and completed on or before the 31st day of May 2024.

3. COMPENSATION:

In consideration of the performance of services rendered under this Contract, the Consultant shall be compensated for services performed in accordance with paragraph 1, not to exceed a sum of Fifty-Two Thousand Six Hundred Fifteen Dollars (\$52,615.00).

4. METHOD OF PAYMENT:

Payment will be made following completion of the terms set forth herein and receipt of an itemized invoice, certified under penalty of perjury, from the Consultant for services rendered in conformance with the Contract, and following approval by the Casper City Council. The invoice for payment must specify the correct amount due; that the Consultant has performed the services rendered under this Contract, in conformance with the Contract, and that it is entitled to receive the amount requested under the terms of the Contract.

If amounts owed by the Consultant to the City for any goods, services, licenses, permits or any other items or purpose remain unpaid beyond the City's general credit policy, those amounts may be deducted from the payment being made by the City to the Consultant pursuant to this Contract.

5. TERMS AND CONDITIONS:

This Contract is subject to and incorporates the provisions attached hereto as PART II -- GENERAL TERMS AND CONDITIONS.

6. EXTENT OF CONTRACT:

This Contract represents the entire and integrated Agreement between the City and the Consultant, and supersedes all prior negotiations, representations, or agreements, either written or oral. The Contract may be amended only by written instrument signed by both the City's and the Consultant's authorized representatives.

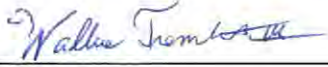
The City and the Consultant each individually represent that they have the requisite authority to execute this Contract and perform the services described in this Contract.

IN WITNESS WHEREOF, the undersigned duly authorized representatives of the parties have executed this Contract as of the day and year above.

[Signature Pages Follow]

Signature Page for the City of Casper

APPROVED AS TO FORM



CITY OF CASPER, WYOMING
A Municipal Corporation

ATTEST

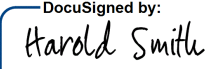
Bruce Knell
Mayor

Fleur Tremel
City Clerk

Signature Page for the Consultant

WITNESS

RAFTELIS FINANCIAL CONSULTANTS,
INC.

By: 
DocuSigned by:
39786002E95B445...

By: 
DocuSigned by:
0569EC26698D475...

Printed Name: Harold Smith

Printed Name: Todd Cristiano

Title: Vice-President

Title: Senior Manager

CONTRACT FOR PROFESSIONAL SERVICES

PART II - GENERAL TERMS AND CONDITIONS

1. **TERMINATION OF CONTRACT:**

1.2 The City may terminate this Contract anytime by providing thirty (30) days written notice to the Consultant of intent to terminate said Contract. In such event, all finished or unfinished documents, data, studies and reports prepared by the Consultant for delivery to the City under this Contract shall, at the option of the City, become its property, and the Consultant shall be entitled to receive just and equitable compensation for any satisfactory work completed on such documents.

1.2 Notwithstanding the above, the Consultant shall not be relieved of liability to the City for damages sustained by the City, by virtue of wrongful termination of the Contract by the Consultant, or any negligent breach of the Contract by the Consultant, and the City may withhold any payments to the Consultant for the purpose of setoff until such time as the exact amount of damages due the City from the Consultant are determined.

2. **CHANGES:**

The City may, from time to time, request changes in the scope of the services of the Contract. Such changes, including any increase or decrease in the amount of the Consultant's compensation, which are mutually agreed upon between the City and the Consultant, shall be incorporated in written amendments to this Contract.

3. **ASSIGNABILITY:**

Neither the City nor the Consultant shall assign any interest in this Contract, and shall not transfer any interest in the same (whether by assignment or novation) without the prior written approval of the other party: provided, however, that claims for money due or to become due to the Consultant from the City under this Contract may be assigned to a bank, trust company, or other financial institution, or to a trustee in bankruptcy, without such approval. Notice of any assignment or transfer shall be furnished to the City or the Consultant, as applicable, within five (5) business days of any assignment or transfer.

4. **AUDIT:**

The City and its representatives shall have access and obtain at its discretion, copies to any books, documents, papers, electronic data and records of the Consultant, which are pertinent to this Contract. The Consultant shall immediately, upon receiving written

instruction from the City, provide to any independent auditor or accountant all books, documents, papers, electronic data and recordings of the Consultant which are pertinent to this Contract. The Consultant shall cooperate fully with any such independent auditor or accountant during the entire course of any audit authorized by the City.

5. EQUAL EMPLOYMENT OPPORTUNITY:

In carrying out the program, the Consultant shall not discriminate against any employee or applicant for employment because of race, color, religion, sex, national origin, or disability. The Consultant shall take affirmative action to ensure that applicants for employment are employed, and that employees are treated during employment, without regard to their race, color, religion, sex, national origin, or disability. Such action shall include, but not be limited to, the following: employment upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The Consultant shall post in conspicuous places, available to employees and applicants for employment, notices required by the government setting forth the provisions of this nondiscrimination clause. The Consultant shall state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, national origin, or disability.

6. OWNER OF PROJECT MATERIALS:

All finished or unfinished documents and reports prepared by the Consultant for delivery to the City under this Contract shall be considered the property of the City, and upon completion of the services to be performed, or termination of this agreement, they will be provided to the City provided that, in any case, the Consultant may, at no additional expense to the City, make and retain such additional copies thereof as the Consultant desires for its own use; and provided further, that in no event may any of the documents or other reports retained by the Consultant be released to any person, agency, corporation, or organization without the written consent of the City. Nothing in this Contract or in any other document or instrument prepared, delivered or entered into in connection herewith shall be deemed or construed as a waiver, release, divestiture, transfer or assignment by the Consultant of any of its intellectual property, know-how or trade secrets. The Consultant may rely on all data and information provided by or on behalf of the City without additional investigation.

7. FINDINGS CONFIDENTIAL:

All reports, information, data, etc., given to or prepared, or assembled by the Consultant under this Contract are confidential and shall not be made available to any individual or organization by the Consultant without the prior written consent of the City, unless disclosure is compelled by legal process.

8. CHOICE OF FORUM AND STATUTE OF LIMITATIONS:

Each Party irrevocably and unconditionally submits to the exclusive jurisdiction of such courts and agrees to bring any such action, litigation or proceeding only in the courts of the State of Wyoming sitting in Casper, Wyoming. Each Party agrees that a final judgment in any such action, litigation, or proceeding is conclusive and may be enforced in other jurisdictions by suit on the judgment or in any other manner provided by law. To the extent allowable, Wyoming's statute of limitations also applies.

9. GOVERNING LAW:

This Contract, including all exhibits, schedules, attachments, and appendices attached hereto, and all matters arising out of or relating to this Contract, are governed by, and construed in accordance with, the laws of the State of Wyoming, United States of America, without regard to the conflict of laws provisions thereof to the extent such principles or rules would require or permit the application of the laws of any jurisdiction other than those of the State of Wyoming.

10. PERSONNEL:

The Consultant represents that it has, or will secure, all personnel required in performing the services under this Contract. Such personnel shall not be employees of the City. All of the services required shall be performed by the Consultant, or under its supervision, and all personnel engaged in the work shall be fully qualified. All personnel employed by the Consultant shall be employed in conformity with applicable local, state or federal laws.

11. SUBCONSULTANT:

The Consultant shall not employ any Subconsultant to perform any services in the scope of this project, unless the Subconsultant is approved in writing by the City. Any approved Subconsultant shall be paid by the Consultant.

12. INSURANCE AND INDEMNIFICATION:

A. **Prior to** the commencement of work, the Consultant shall procure and maintain for the duration of the Contract insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by the Consultant, its Subconsultants, agents, representatives, or employees.

B. *Minimum Scope and limit of Insurance.*

Coverage shall be at least as broad as:

1. Commercial General Liability (CGL): Insurance Services Office Form CG 00 01 covering CGL on an "occurrence" basis, including products and completed operations, property damage, bodily injury and personal & advertising injury with

limits no less than the sum of One Million Dollars (\$1,000,000) to any claimant for any number of claims arising out of a single transaction or occurrence; or the sum of Two Million Dollars (\$2,000,000) for all claims arising out of a single transaction or occurrence. If a general aggregate limit applies, the general aggregate limit shall apply separately to this project/location (ISO CG 25 03 or 25 04) or the general aggregate limit shall be twice the required occurrence limit). The CGL policy shall be endorsed to contain Employers Liability/Stop Gap Coverage

2. Automobile Liability: Insurance Services Office Form Number CA 0001 covering Code 1 (any auto), or if the Consultant has no owned autos, Code 8 (hired) and 9 (non-owned), with limit no less than Five Hundred Thousand (\$500,000) per accident for bodily injury and property damage.
3. Workers' Compensation: as required by the State of Wyoming with Statutory Limits.
4. Professional Liability (Errors and Omissions) Insurance appropriate to the Consultant's profession, with limit no less than the sum of Two Million Dollars (\$2,000,000) to any claimant for any number of claims arising out of a single transaction or occurrence; or the sum of Two Million Dollars (\$2,000,000) for all claims arising out of a single transaction or occurrence. If a general aggregate limit applies, the general aggregate limit shall apply separately to this project/location.

C. Higher Limits. If the Consultant maintains broader coverage and/or higher limits than required under this Agreement, then the City shall be entitled to the broader coverage and/or the higher limits maintained by the Consultant. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City.

D. Other Insurance Provisions

The insurance policies are to contain, or be endorsed to contain, the following provisions:

1. *Additional Insured Status*

The City, its officers, elected and appointed officials, employees, agents and volunteers are to be covered as additional insureds on the CGL policy with respect to liability arising out of work or operations performed by or on behalf of the Consultant including materials, parts, or equipment furnished in connection with such work or operations. General liability coverage shall be provided in the form of an endorsement to the Consultant's insurance (at least as broad as ISO Form CG 20 10 11 85 or both CG 20 10, CG 20 26, CG 20 33, or CG 20 38 and CG 20 37 forms if later revisions used).

2. *Primary Coverage*

For any claims related to this Contract, the Consultant's insurance coverage shall

be primary and non-contributory insurance coverage at least as broad as ISO CG 20 01 04 13 as respects the Consultant as respects the City, its officers, elected and appointed officials, employees, agents and volunteers.

3. *Notice of Cancellation*

Each insurance policy required above shall state that coverage shall not be canceled, materially changed, or reduced, except with notice to the City. Such notice to the City shall be provided in a commercially reasonable time.

4. *Waiver of Subrogation*

To the extent permitted, the Consultant hereby grants to the City a waiver of any right to subrogation which any insurer of said Consultant may acquire against the City by virtue of the payment of any loss under such insurance. The Consultant agrees to use commercially reasonable efforts to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not the City has received a waiver of subrogation endorsement from the insurer.

5. *Deductibles and Self-Insured Retentions*

The Consultant has two options regarding deductibles and self-insured retentions:

- a. Option 1: Any deductibles or self-insured retentions must be declared to and approved by the City. Unless otherwise approved by the City in writing, any deductible may not exceed Ten Thousand Dollars (\$10,000). Unless otherwise approved in writing by the City, self-insured retentions may not exceed Ten Thousand Dollars (\$10,000), and the City may require the Consultant to provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within the retention.
- b. Option 2: The Consultant shall carry insurance with terms that require its insurance company to pay the full value of a covered claim from the first dollar of coverage, even if the Consultant is unable to pay any deductible or self-insured retention amount(s) required by the insurance policy. The Consultant shall provide a written endorsement from its insurance carrier that such insurance coverage is in place, and shall keep such coverage in place during the term of this Contract and any subsequent time period required for claims made policies.

6. *Acceptability of Insurers*

Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A:VII, unless otherwise agreed to in writing by the City.

7. *Claims Made Policies*

If any of the required policies provide coverage on a claims-made basis:

- a. The Retroactive Date must be shown and must be before the date of the

Contract or the beginning of Contract work.

- b. Insurance must be maintained and evidence of insurance must be provided *for at least five (5) years after completion of the contract of work*. However, the Consultant's liabilities under this Contract shall not be deemed limited in any way by the insurance coverage required.
- c. If coverage is canceled or non-renewed, and not *replaced with another claims-made policy form with a Retroactive Date* prior to the Contract effective date, the Consultant must purchase "extended reporting" coverage for a minimum of *five (5) years after completion of contract work* and at all times thereafter until the applicable statute of limitations runs.

8. *Verification of Coverage*

The Consultant shall furnish the City with original certificates of insurance including all required amendatory endorsements or copies of the applicable policy language effecting coverage required by this clause and a copy of the Declarations and Endorsement Page of the CGL policy listing all policy endorsements to the City before work begins. All certificates and endorsements are to be received and approved by the City before work commences. However, failure to obtain the required documents prior to the work beginning shall not waive the Consultant's obligation to provide them. The City reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time.

9. *Subconsultants*

The Consultant shall require and verify that all Subconsultants maintain insurance meeting all the requirements stated herein, and the Consultant shall ensure that the City is an additional insured on insurance required from Subconsultants.

10. *Special Risks or Circumstances*

The City reserves the right to reasonably modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.

- E. The Consultant agrees to indemnify the City, the City's employees, elected officials, appointed officials, agents, and volunteers, and all additional insured and hold them harmless from all liability for damages to property or injury to or death to persons, including all reasonable costs, expenses, and attorney's fees incurred related thereto, to the extent arising from negligence, fault or willful and wanton conduct of the Consultant and any Subconsultant thereof.

13. LIMITATION OF LIABILITY:

In no event shall the City or the Consultant, the City's or the Consultant's employees, elected officials, appointed officials, or agents be liable under this Contract to the other or

to any third party for consequential, indirect, incidental, special, exemplary, punitive or enhanced damages or lost profits or revenues, or diminution in value, arising out of, relating to, or in connection with any breach of this Contract, regardless of (a) whether such damages were foreseeable (b) whether or not the Consultant or the City was advised of the possibility of such damages and (c) the legal or equitable theory (contract, tort, or otherwise) upon which the claim is based.

14. INTENT:

The Consultant represents that it has read and agrees to the terms of this Contract and further agrees that it is the intent of the parties that the Consultant shall perform all of the services for the compensation set forth in this Contract. The Consultant also agrees that it is the specific intent of the parties, and a material condition of this Contract, that it shall not be entitled to compensation for other services rendered unless specifically authorized by the City by Resolution of its governing body. The Consultant agrees that it has carefully examined the Scope of Services, and that the compensation is adequate for performance of this Contract.

15. WYOMING GOVERNMENTAL CLAIMS ACT:

The City does not waive any right or rights it may have pursuant to the Wyoming Governmental Claims Act, Wyoming Statutes Section 1-39-101 *et seq.*, and the City specifically reserves the right to assert any and all rights, immunities, and defenses it may have pursuant to the Wyoming Governmental Claims Act.

16. NO THIRD PARTY BENEFICIARY RIGHTS:

The parties to this Contract do not intend to create in any other individual or entity the status of third-party beneficiary, and this Contract shall not be construed so as to create such status. The rights, duties and obligations contained in this Contract shall operate only between the parties to this Contract, and shall inure solely to the benefit of the parties to this Contract. The parties to this Contract intend and expressly agree that only parties signatory to this Contract shall have any legal or equitable right to seek to enforce this Contract, to seek any remedy arising out of a party's performance or failure to perform any term or condition of this Contract, or to bring an action for the breach of this Contract.

17. FORCE MAJEURE:

Neither party shall be liable for failure to perform under this Contract if such failure to perform arises out of causes beyond the control and without the fault or negligence of the nonperforming party. Such causes may include, but are not limited to, acts of God or the public enemy, fires, floods, epidemics, pandemics, quarantine restrictions, freight embargoes, and unusually severe weather. This provision shall become effective only if the party failing to perform immediately notifies the other party of the extent and nature of

the problem, limits delay in performance to that required by the event, and takes all reasonable steps to minimize delays.

18. ELECTRONIC SIGNATURES:

The parties understand and agree that they have the right to execute this Contract through paper or through electronic signature technology, which is in compliance with Wyoming and federal law governing electronic signatures. The parties agree that to the extent they sign electronically, their electronic signature is the legally binding equivalent to their handwritten signature. Whenever they execute an electronic signature, it has the same validity and meaning as their handwritten signature. They will not, at any time in the future, repudiate the meaning of their electronic signature or claim that their electronic signature is not legally binding. They agree not to object to the admissibility of this Contract as an electronic record, or a paper copy of an electronic document, or a paper copy of a document bearing an electronic signature, on the grounds that it is an electronic record or electronic signature or that it is not in its original form or is not an original. Each party will immediately request that their electronic signature be revoked in writing if they discover or suspect that it has been or is in danger of being lost, disclosed, compromised or subjected to unauthorized use in any way. If either party would like a paper copy of this Contract, they may request a copy from the other party, and the other party shall provide it.

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City of Casper, Wyoming

Water and Wastewater Utility Rate Study

UPDATED PROPOSAL / AUGUST 3, 2023





August 3, 2023

Mr. Bruce Martin
Public Utilities Manager
City of Casper
200 N. David,
Casper WY, 82601

Subject: Proposal for Water and Wastewater Utility Rate Study

Dear Mr. Martin:

A successful water and wastewater study could be the difference between a City's reliable water future, and stressful financial decisions and even tougher rates down the line. We appreciate the opportunity to work with the City of Casper (City) as you look toward your future with this 2023 water and wastewater study.

We've tailored our approach based on the needs you've identified and our experience assisting other similar communities in the Rocky Mountain region. Like many utilities, the City is challenged with sustaining infrastructure and unfunded mandates from State and Federal agencies to meet more stringent water quality requirements. These externalities will directly affect the utility's financial health and will put upward pressure on rates and charges.

Raftelis is one of the most experienced financial consultants to utilities in the country, and with offices in Denver and Silverthorne, we have expertise serving dozens of utilities in Rocky Mountain region, where our recommendations are readily adopted and implemented. Our team has considerable experience in utility financial management, rate and fee studies, and infrastructure funding.

I will serve as the Project Manager, responsible for the day-to-day operations of the project and overseeing the technical analysis needed for this study. I have more than 20 years of national utility financial experience, including serving clients in Colorado. In fact, I was the Rates Manager at Denver Water for more than 6 years. I am also a co-instructor of AWWA's Financial Management Cost of Service seminar and am leading the update to the AWWA *Rates Manual of Practice – Principles of Rates, Fees, and Charges*. Most important to you, I have assisted similar communities in Wyoming as well the Cities of Laramie, Sheridan, and the Town of Pinedale in recent years. John Wright will serve as the technical advisor and quality reviewer on this project. John was the project manager on the previous study with the City. I am proud of the resources that we can offer and ask for the opportunity to assist the City on this engagement. Thank you very much for your consideration.

Sincerely,

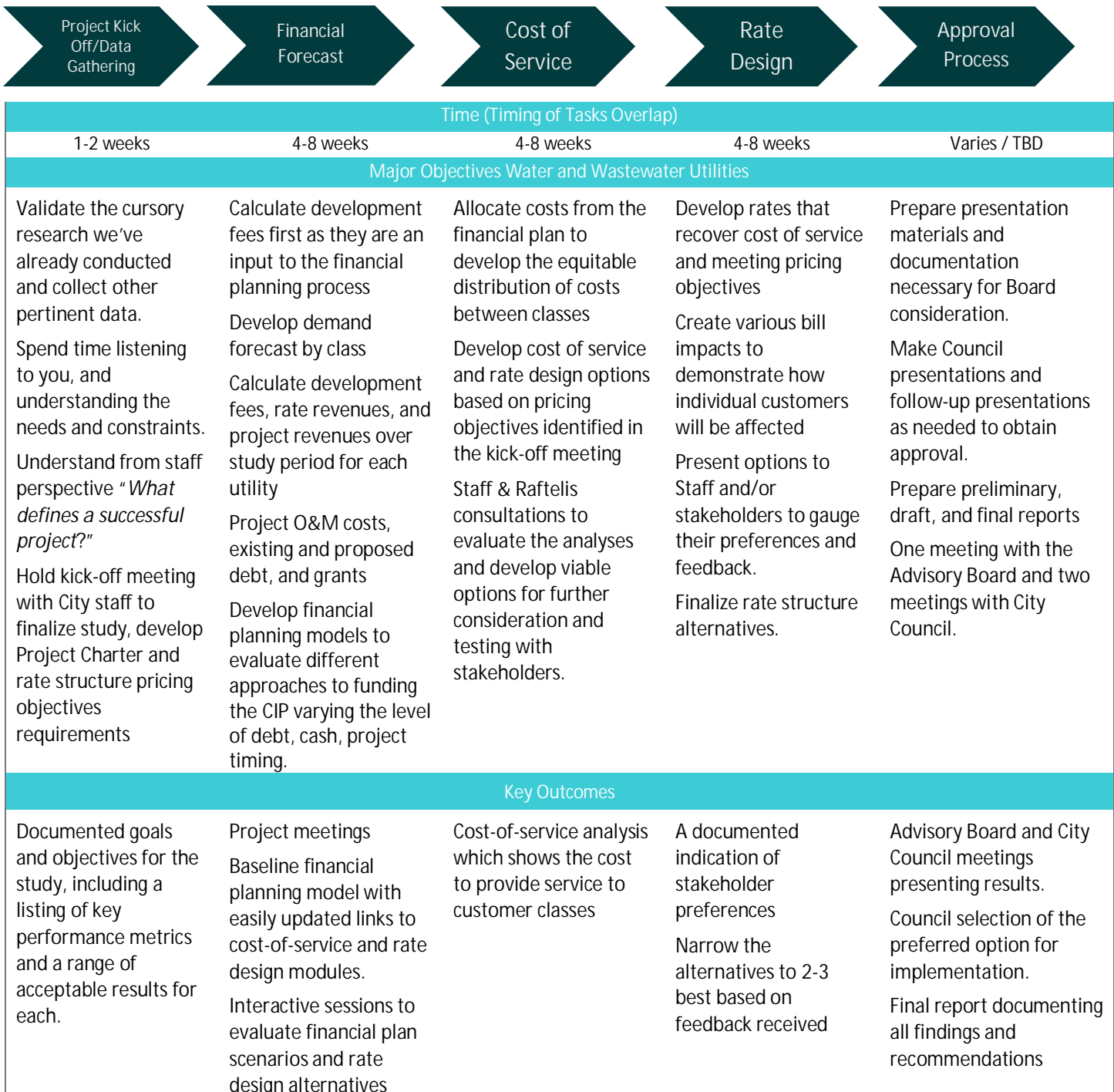
A handwritten signature in blue ink that reads 'Todd Cristiano'.

Todd Cristiano
Senior Manager

PROJECT APPROACH

Project Approach

We have tailored our approach to accomplish what we believe will result in a successful outcome to ensure the City’s future financial viability of its water utilities. Our approach for the water and wastewater utilities is summarized in the graphic below followed by a narrative on the following pages describing our process.



Project Management

This task provides a solid foundation for the project. During the kick-off meeting, all aspects of the project will be discussed, including the primary objectives of the City, final deliverables, and ongoing project management. In addition, Raftelis will lead a workshop on pricing objectives and rate setting in order to gain a clearer understanding of what the City would like to achieve through its rate structure. We will prepare separate financial forecasts, cost of service, rate design, and investment fee analysis for each utility.

Financial Analysis, Cost of Service and Rate Design

Customer Billing Data

We will analyze customer billing information to classify customers and project user demand and revenues over the planning period. Using this historical data and growth projections from the master plan, we will forecast demands and corresponding rate revenue for the study period. Raftelis will develop various scenarios each varying the changes in use per account and different growth projections resulting in an optimistic projection, pessimistic projection, and most likely projection. Raftelis will also examine the City's current customer classifications and identify any changes that may be necessary to make them more consistent with current industry practices and standards. We will then calculate the revenues under current rates at projected consumption levels (optimistic, pessimistic, and most likely) to understand the potential revenues realizable. We will then compare these revenues to the revenue requirements forecast in the financial plan to understand the magnitude of the potential shortfall under the current rates.

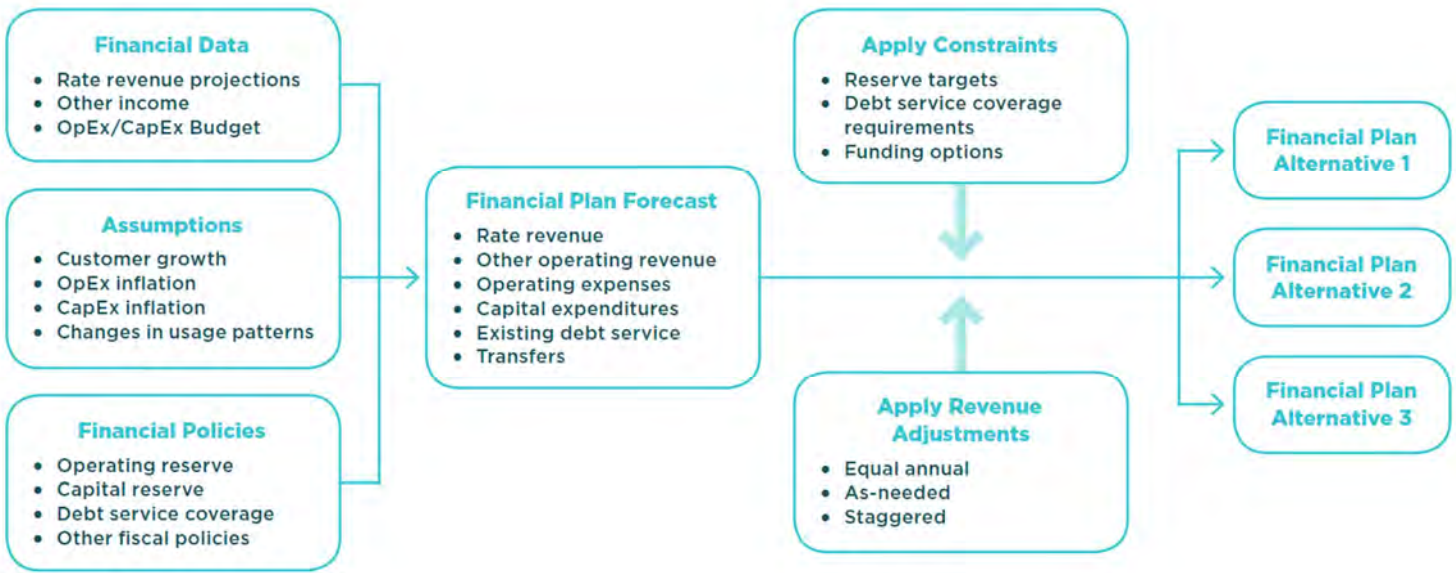
Financial Planning

A primary consideration in developing an 'optimal' financial plan is minimizing annual revenue increases through balancing the use of reserves, existing rate revenue, and state loans. This balance is subject to the constraints of meeting the City's target reserve policies and debt service coverage requirements on any proposed debt.

This approach is an iterative process. For example, issuing debt to fund a capital project may keep revenue increases low however, new debt payments may decrease the coverage below the target level. As a result, a revenue increase may be needed to meet to maintain compliance with the target. The revenue generated from the increase now may meet debt service coverage and produce an ending balance more than the target reserve. This excess can be used to partially fund the capital project which, in turn, could reduce the proposed state loan amount.

The financial planning task will include the development of forecasted revenues, O&M, debt service, and capital expenditures along with project bond or loan issues with any rate increases required to meet these requirements and financial metrics through the study period. We will create separate financial plans for each utility. The graphic below illustrates the requirements needed to build a sound financial plan.

Figure 1: Financial Planning Process

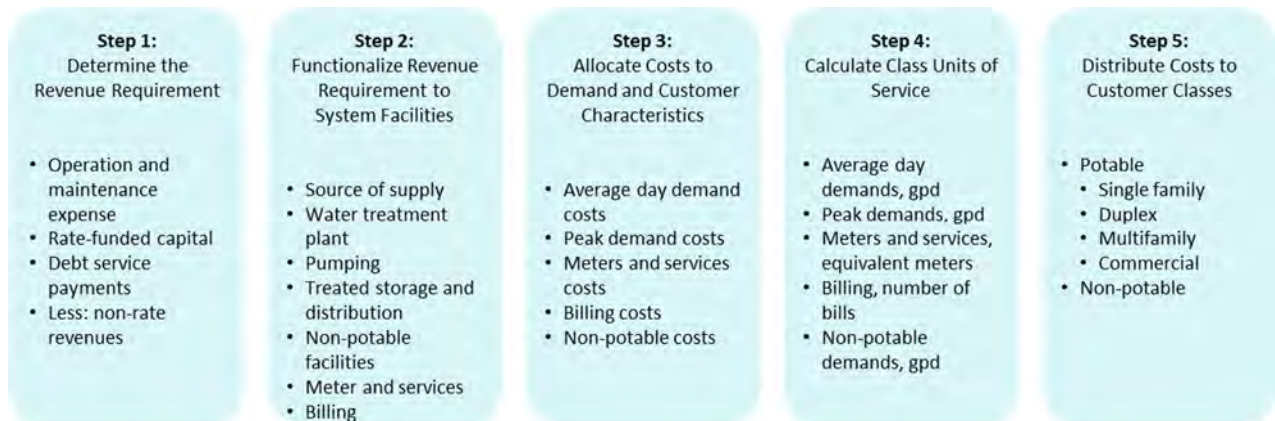


Cost of Service

Raftelis will start with industry-accepted cost-of-service principles and customize our analysis to account for the specific requirements of this study. The cost-of-service analysis will provide the City with a defensible justification explaining the reason why the costs are assigned in the manner they are. Raftelis need this information to evaluate the level of the current and proposed rates.

The cost-of-service analysis is a multi-step process. For water, it includes determining the revenue requirement, assigning the revenue requirement to various facilities (functional areas), and further allocating those costs to system parameters based on their design criteria or function in the system (e.g. water utility - average and peak demands, customers and billing). Those costs are then distributed to customer classes based on their water demands as well as accounts or equivalent meters. Raftelis will use the cost allocation process based on the industry standard methodologies published in the AWWA's *Manual M1, Principles of Water Rates, Fees, and Charges* and the *Water Environment Federation's Manual of Practice M27, Financing and Charges for Wastewater Systems*. The figure below illustrates the four primary steps we will use to complete the cost-of-service analysis for the water utility.

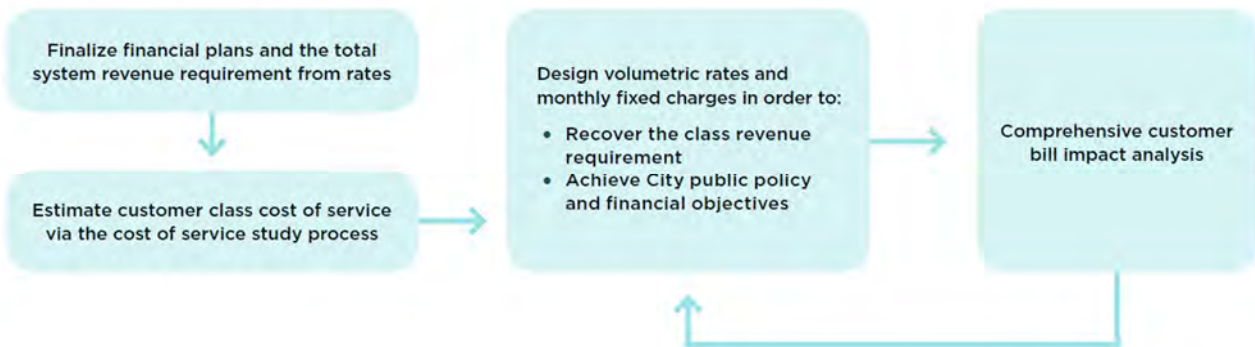
Figure 2: Water Cost of Service Framework



Rate Design

As noted previously, the process of developing rate structure alternatives will be based on pricing objectives identified by City staff. A critical element of the rate design process is the analysis of customer bill impacts under each alternative rate structure. We will calculate bill impacts across a range of customer demands (low, medium, and high) as well as the average monthly change for each customer. This will ensure that City staff and the City Council are fully informed regarding which customers will experience high bill impacts. The third figure below illustrates the rate design process. Like the financial planning and cost-of-service process the rate design process is iterative, and through the iterations, rates are refined to best meet the City's pricing objectives. The graphic below summarizes the rate structure development process.

Figure 3: Rate Design Process



Meetings and Presentations

On-Site Project Meetings

This study will require several touch points along the way and the proposed on-site project meetings will be key to ensuring successful and timely project delivery. We will prepare materials in advance of each meeting and to the extent possible provide key information ahead of the meeting for staff to review. We will follow up with project meeting notes and share that with Staff – making sure we captured the salient points of the conversations.

Council Meetings

We have included two Council meetings in our scope of work. The first meeting is typically an informational session about the rate study. The second meeting will be the presentation of preliminary results. These presentations and presentations to other stakeholders are of critical importance to the study. A maligned presentation could put the entire project in jeopardy. Our project manager has several years of experience presenting complex material to Councils and Board across Rocky Mountain region and the US. Our approach to presentations is to develop a narrative that provides the Board with the key information needed to make an informed decision. Too much information and detail and the messaging will get lost in translation; too little information and the Council will lack context and the inability to make a sound decision.

Reports

Raftelis views the development of a detailed and fully transparent study report as a critical objective of the cost-of-service study and rate design process. The study report serves as a “legacy” document that will serve as a reference for guiding the utility future financial sufficiency.

We will memorialize the assumptions, calculations, findings and conclusions of the study into a draft rate report for the City's review and comment. We will incorporate feedback and changes into a final report for the City's records.

SCOPE OF WORK

Scope of Work

We have developed the following scope of services based on our extensive experience in completing similar studies in Rocky Mountain region. The scope has been tailored to address the specific objectives and concerns identified in the RFP while maintaining those elements that we believe are essential for a successful project.

Task 1: Project Initiation and Project Management

Work Plan Activities

This task sets the stage for efficient and effective project execution through understanding the City's perspective and what they value in a successful project.

- Project Management
 - Provide timely invoices, regular calls with the City's project manager, and identify milestones and deliverables.
- Project Initiation Meeting
 - Provide data requests in advance of the project initiation meeting.
 - Review prior City rate models before the meeting
 - Schedule conference call to review and clarify data request items.
 - Discuss other policy objectives that may affect the study (e.g., reserve policies, debt coverage requirements, etc.).
 - Review rate model functional requirements with staff
- Pricing Objectives Workshop (held during project initiation meeting)
 - Conduct a pricing objectives workshop with City staff to better understand the objectives of current rate structures and critical issues that should be considered in the development of alternative rate designs
 - Establish criteria for each objective in which to measure the ability of each structure to meet the objectives
 - Prepare rate structure alternatives that align with the selected objectives. Rate structure alternatives will be evaluated in Task 4

DELIVERABLES:

- On-site kick-off meeting with City Staff
- Technical Memorandum summarizing results and action items from Kick-off meeting
- Pricing objectives workshop
- Technical memorandum summarizing results of pricing objectives workshop

Task 2: Water and Sewer Customer Usage Analysis

Work Plan Activities

This task is the basis for developing accurate revenue projections and cost allocation between the various customer classes.

- Analyze historical billed water consumption by meter size and by customer class. Tally the number of bills by customer class and calculate the average use per bill
- Complete a water bill frequency for the all customers showing the percentage of bills and volume included in the minimum charge and in excess of the minimum charge. This will be used the revenue projections developed in Task 3. Identify residential customers and nonresidential customers if data is available for use in rate design alternatives
- Complete a sewer bill frequency for all sewer customers showing the percentage of bills and volume included in the minimum charge and in excess of the minimum charge. This will be used the revenue projections developed in Task 3. Identify residential customers and nonresidential customers if data is available for use in rate design alternatives
- Conduct water use per account and account growth sensitivity analysis to develop optimum sales projections scenarios

DELIVERABLES:

- Customer water class demand characteristics and sewer contributed flow characteristics used to develop revenue projections and rate design alternatives
- Technical memorandum summarizing results of water demand and bill frequency analysis

Task 3: Water and Sewer 10-Year Financial Plan

Work Plan Activities

This task lays the groundwork for creating a long-term financial roadmap to meet financial goals. This will assist the City with proactive planning of large capital projects, evaluating various funding options, and balancing those to minimize future revenue adjustments.

- Create separate water and sewer financial plans for the study period from 2024 to 2033.

Operating Fund

- Forecast revenue under existing (2023) rates using the demands projections developed in Task 2, the capital improvement fee, and other miscellaneous revenues.
- Forecast operations and maintenance (O&M), repair and replacement (R&R) capital, expansion capital (based on master plan results or other engineering reports), and existing and proposed debt service. Incorporate new positions, changes in operating efficiencies, etc.
- Identify the projects eligible for bond or state loans based on timing, duration, and the project amount. Raftelis can present financial plan alternatives considering specific projects financed through state loans or grants the City has secured.
- Forecast existing and proposed debt service based on identified capital projects available for bond funding

Financial Plan Optimization

- Develop an 'optimal' revenue requirement financial plan balancing a mix of cash funding and debt financing capital projects (if applicable) while meeting reserve targets and debt service coverage requirements while maintaining conservative debt capacity levels and minimizing revenue increases. Calculate annual rate revenue adjustments needed through the study period.
- Review existing reserve and debt capacity levels and recommend changes based on specific financial risks or upcoming large capital expenditures.
- Conduct an on-site meeting to review preliminary results with City staff.

- Update financial plan scenarios based on feedback from City staff
- Prepare a rate survey of communities for use in the final presentation to City staff and the City Council

DELIVERABLES:

- Financial plan alternative cash flows
- Virtual with Staff to review and finalize cash flows for use in the cost of service and rate design analysis
- Technical memorandum summarizing results of financial plan analysis

Task 4: Water Cost of Service

Work Plan Activities

The cost of service analysis will determine each customer class' fair share of cost to provide service. We will use industry standard methodologies and our expertise to develop an equitable distribution of costs.

- Water Utility
 - Determine the test year revenue requirement
 - Assign the net book value or replacement cost of existing utility infrastructure to the correct functional categories for the allocation of annual capital costs. Functional categories include: treatment, transmission and distribution, pumping, storage, and fire protection.
 - Assign test-year capital costs (PAYGO financing and projected debt service), O&M expenses, and non-rate revenue offsets to the correct functional categories
 - Allocate test-year capital cost, O&M expenses, and non-rate revenue offsets to the correct demand parameters. Demand parameters include average day demands, peak demands, and customer-related activities such as billing, meters and services, and customer field services.
 - Determine customer class units of service. Units of service include class average day demands, peak demands, number of bills and number of ¾" meter equivalents.
 - Distribute the allocated test-year capital costs, O&M expenses and non-rate revenue offsets to customer classes based on each of their proportionate share of demands, bills and equivalent meters
 - Compare the class cost of service to the revenue projected under existing rates for the test-year. This comparison will show the percentage change in the classes based on the cost of service process.

DELIVERABLES:

- Draft technical memorandum summarizing assumptions, data sources, and preliminary results of the water cost of service analysis
- Virtual call with Staff to review water cost of service results.
- Technical memorandum summarizing the finalized cost of service results based on feedback from Staff. These results will be used in the rate design analysis

Task 5: Water and Sewer Rate Design

Work Plan Activities

This task develops the rate structure and rates required to meet the pricing objectives of the utility and generate sufficient revenue recovery from each customer class.

- Using the selected pricing objectives and evaluation metric identified in Task 1, determine the alignment the existing rate structure has with the objectives. Assess the ability of proposed rate structures to align with the evaluation metrics. Rank the existing structure against the alternatives and select 2 or 3 structures to determine test year rates.
- Update the current water and sewer rates with the test year revenue requirement increase. This serves as the baseline for comparison against other rate structures

Task 5: Water and Sewer Rate Design

Work Plan Activities

- Based on the rate structure ranking results, develop test year rates for each alternative. Compare results from proposed rates under each structure against the ability to meet ranked pricing objectives
- Develop a bill impact table for each customer class which compares typical monthly bills under existing and proposed rate structures, annual bills for typical customers, and an annual bill comparison under the rate alternative and existing rates for each customer in a class summarized to show the number of customers that will annual bill increase or decrease.
- Develop a water and sewer utility bill comparison under the City's existing and proposed rate alternatives compared against up to 10 peer utilities

DELIVERABLES:

- Technical memorandum summarizing results of rate design analysis of the existing and proposed rate structure alternatives
- On-site meeting with City Staff and other stakeholders to review rate design alternatives, update based on discussions with Staff and finalize the preferred rate alternative

Task 6: Council and Board Presentations and Reports

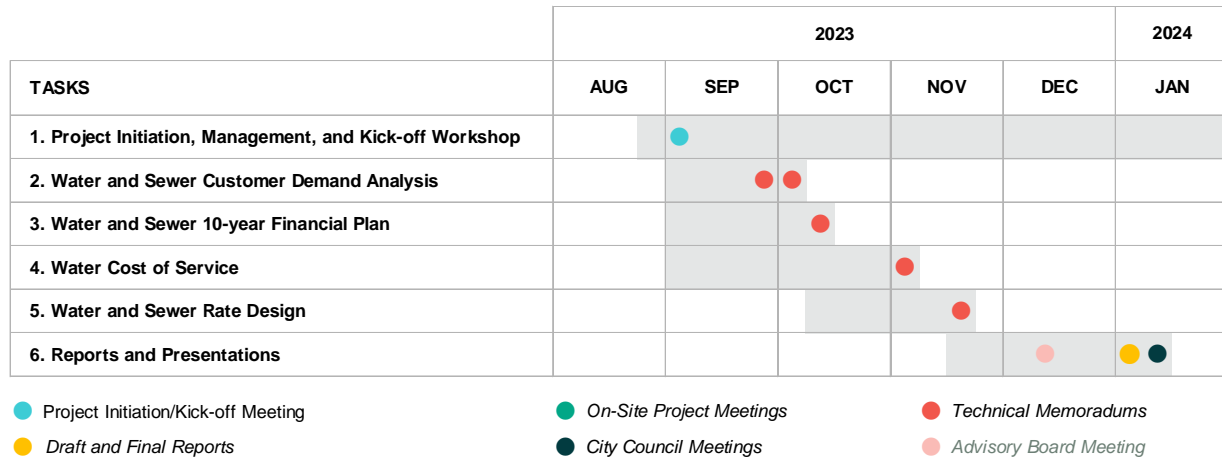
Work Plan Activities

- Attend one on-site meetings with the Advisory Board to present draft final findings
- Attend two on-site meetings to present findings the City Council Meetings
- Prepare a draft summary report of findings and conclusions of the study for staff to review and comment
Incorporate comments from the draft report into a final report.

SCHEDULE AND COST

Schedule

Raftelis will complete the scope of services within the timeframe shown in the schedule below. The proposed schedule assumes a notice-to-proceed by the beginning of August 2023 and that Raftelis will receive the needed data in a timely manner and be able to schedule meetings as necessary. Project completion is expected by January 2024.



Cost

The following table provides a breakdown of our proposed fee for this project. This table includes the estimated level of effort required for completing each task and the hourly billing rates for our project team members. Expenses include costs associated with travel and a \$10 per hour technology charge covering computers, networks, telephones, postage, etc.

Tasks	In-person Project Meetings	Hours				Total Expenses	Total Fees & Expenses
		TC	JW	NB	Total Labor		
1. Project Initiation, Management, and Kick-off Workshop	1	16		24	40	\$2,230	\$11,750
2. Water and Sewer Customer Demand Analysis		6		14	20	\$200	\$4,770
3. Water and Sewer 10-year Financial Plan		12	1	32	45	\$450	\$10,685
4. Water Cost of Service		10	1	14	25	\$250	\$6,295
5. Water and Sewer Rate Design		10	1	14	25	\$250	\$6,295
6. Reports and Presentations	3	20		18	38	\$3,320	\$12,820
Total Meetings / Hours	4	74	3	116	193		
Hourly Billing Rate		\$295	\$295	\$200			
Total Professional Fees		\$21,830	\$885	\$23,200	\$45,915		
TC - Todd Cristiano JW - John Wright NB - Nicki Bartak -						Total Fees	\$45,915
						Total Expenses	\$6,700
						Total Fees & Expenses	\$52,615

APPENDIX: RESUMES

Appendix: Resumes

Abbreviated



Todd Cristiano

PROJECT ROLE: PROJECT MANAGER

Raftelis Title: Senior Manager

Abbreviated resume

ROLE

Todd will be responsible the day to day operations of the project. He will oversee the technical analysis and ensure the approach followings industry standards and Raftelis' quality control process.

PROFILE

Todd has nearly 20 years of utility finance experience—14 years as a consultant to utilities and 6 years as the Manager of Rates at Denver Water. He has completed studies across the U.S. for water, wastewater, stormwater, electric, and gas utilities. His experience covers technical areas and industries such as municipal fee development, utility cost-of-service and rate structure studies, economic feasibility analyses, impact fee studies, and budget processes. While at Denver Water, he oversaw four significant rate- and fee-related studies, all unanimously approved by the Board of Water Commissioners, and also served as interim budget manager at Denver Water. As a member of the AWWA, he has helped to develop industry guidelines regarding financial and rate-making practices. In particular, as the Past Chair and current member of the AWWA Rates and Charges Committee, he co-authored the water reuse chapter in the latest edition of *Manual M1, Principles of Water Rates, Fees and Charges*. Todd is also co-instructor for the AWWA's biennial *Financial Management: Cost-of-Service Rate-Making Seminar*.

RECENT KEY PROJECT EXPERIENCE

Town of Wellington (CO)

Water, Wastewater Financial Plan, Cost of Service, Rate and Fee Study

City of Aspen (CO)

Water and Electric Financial Plan, Cost of Service, and Rate Design

Town of Eagle (CO)

Wastewater Financial Planning and Plant Investment Fee Study

City of Durango (CO)

Water and Wastewater Financial Plan, Cost of Service, Rate and Fee Study

City of Rifle (CO)

Water and Wastewater Financial Plan, Rate and Fee Study

Town of Breckenridge (CO)

Water Financial Plan, Cost of Service, and Rate and Fee Study with Stakeholder Participation



Specialties

- Financial planning
- Cost-of-service & rate structure studies
- Litigation support
- Economic feasibility analyses
- Impact fee studies - utility & non-utility
- Reviews of policies, procedures, & operating practices
- Budget processes

Professional History

- Raftelis: Senior Manager (2019-present); Manager (2017-2018)
- Stantec (2016-2017)
- Denver Water: Manager of Rates (2010-2016)
- Malcolm Pirnie-Arcadis-US (2005-2010)
- Black & Veatch (1998-2005)

Education

- Master of Business Administration - University of Colorado (2003)
- Bachelor of Science in Chemical Engineering - University of Tulsa (1995)

Professional Memberships

- AWWA: Past Chair and current member of Rates & Charges Committee
- WEF

John Wright CPA

PROJECT MANAGER

Senior Manager

Abbreviated resume

ROLE

John will manage the day-to-day aspects of the project ensuring it is within budget, on schedule, and effectively meets the District's objectives. He will also lead the consulting staff in conducting analyses and preparing deliverables for the project. John will serve as the District's main point of contact for the project.

PROFILE

John has more than 25 years of utility industry financial management and economic analysis experience. He has provided consulting services to numerous complex utility clients including the City of San Diego, Austin Water, the Portland Water Bureau, Milwaukee Water Works, the City of Calgary, and the Puerto Rico Aqueduct and Sewer Authority.

Prior to joining Raftelis in 2010, John was the Manager of Rate Administration at Denver Water where he was responsible for the annual financial planning, cost-of-service, and capacity fee studies. He also served as a Senior Economist for the City of Portland Oregon's Bureau of Environmental Services where he was responsible for the annual wastewater and stormwater cost-of-service and capacity fee studies.

In addition to his direct utility experience, John was a Senior Analyst at the both the Colorado and Oregon Public Utility Commissions. His work at the Colorado PUC included testifying as an expert witness in electric power and natural gas utility rate cases. At the Oregon PUC, John specialized in telecommunications utility issues and served as an expert witness in regulatory proceedings.

KEY PROJECT EXPERIENCE

City of Long Beach Water Department (CA)

Water and sewer cost-of- service study.

San Bernardino Municipal Water Department (CA)

Water and wastewater rate study

City of San Diego (CA)

Water and wastewater financial plan, cost of service, and rate design study



Professional History

- Raftelis: Senior Manager (2020-present); Manager (2017-2019); Senior Consultant (2010-2016)
- Denver Water: Manager of Rate Administration (2006-2009)
- Portland Bureau of Environmental Services: Senior Economist (2004-2006)
- Public Utility Commission of Oregon: Senior Utility Analyst (2002-2004)
- Positions in the Competitive Telecommunications Industry (1997-2002)
- Colorado Public Utilities Commission: Senior Financial Analyst (1991-1997)

Education

- Master of Science in Finance - University of Colorado, Denver
- Bachelor of Science in Accounting - Metropolitan State University of Denver

Certifications

- Certified Public Accountant, State of Colorado #11959
- Series 50 Municipal Advisor Representative

Professional Memberships

- AWWA - Rates & Charges Committee, Finance Accounting & Management Controls Committee, Asset Management Committee
- WEF Utility Management Committee

RESOLUTION NO. 23-196

A RESOLUTION AUTHORIZING A PROFESSIONAL SERVICES AGREEMENT WITH RAFTELIS FINANCIAL CONSULTANTS, INC. FOR A WATER AND SEWER UTILITY RATE STUDY.

WHEREAS, the City desires a Water and Sewer Utility Rate Study for use by the Public Services Department, Public Utilities Division; and,

WHEREAS, the Consultant represents that it is ready, willing, and able to provide the Rate Study as required by the Contract for Professional Services; and,

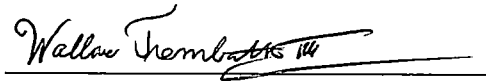
WHEREAS, the City desires to retain the Consultant to furnish a Water and Sewer Utility Rate Study.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF CASPER, WYOMING: That the Mayor is hereby authorized and directed to execute, and the City Clerk to attest, a Professional Services Agreement with Raftelis Financial Consultants, Inc., Charlotte, North Carolina, to furnish a Water and Sewer Utility Rate Study.

BE IT FURTHER RESOLVED, that the City Manager is hereby authorized and directed to make payments as set forth in the Professional Services Agreement in an amount not to exceed Fifty-Two Thousand Six Hundred Fifteen Dollars (\$52,615.00).

PASSED, APPROVED, AND ADOPTED this ____ day of _____, 2023.

APPROVED AS TO FORM:




ATTEST:



CITY OF CASPER, WYOMING
A Municipal Corporation

Fleur Tremel
City Clerk

Bruce Knell
Mayor

August 24, 2023

MEMO TO: J. Carter Napier City Manager 

FROM: Cindie Langston, Interim Public Services Director 
 Alex Sveda, P.E., City Engineer 
 Andrew Colling, Engineering Tech

SUBJECT: Authorizing an Agreement with Modern Electric, Co., in the amount of \$89,070.00, for the Metro Facility Emergency Generator, Project No. 23-009.

Meeting Type & Date:
 Regular Council Meeting
 September 19, 2023

Action Type
 Resolution

Recommendation:
 That Council, by Resolution, authorize an Agreement with Modern Electric, Co., in the amount of \$89,070.00, for the Metro Facility Emergency Generator, Project No. 23-009. Furthermore, it is recommended that Council authorize a construction contingency account, in the amount of \$10,000, for a total project amount of \$99,070.00.

Summary:
 On Thursday, August 24, 2023, two (2) bids were received for the Metro Facility Emergency Generator, Project No. 23-009. The bids received for this work are as follows:

<u>CONTRACTOR</u>	<u>BUSINESS LOCATION</u>	<u>BASE BID #1</u>	<u>ALTERNATE BID #1</u>
Modern Electric, Co.	Casper, Wyoming	\$89,070.00	\$110,285.00
Electrical Connections, Inc.	Casper, Wyoming	\$128,800.00	\$164,580.00

The engineer's estimate prepared by Engineering Design Associates for Base Bid #1 was \$90,000.

The Metro Facility Emergency Generator Project includes the installation of an emergency generator at the Metro Animal Facility. The generator will provide emergency power to ensure the safe and humane treatment of animals at the facility. Base Bid #1 was to provide a Generac generator, or approved

Modern Electric, Co.
 Metro Facility Emergency Generator
 Project No. 23-009

equal, and Alternate Bid #1 was to provide pricing for a Cummins generator, or approved equal.

Engineering Design Associates and City Staff have reviewed the bids and recommend award of Base Bid #1.

The project is scheduled to be completed by April 25, 2024.

Financial Considerations:

Funding for this project will be from the Metro Animal Services Fund reserves.

Oversight/Project Responsibility:

Kevin Schilling, P.E., Engineering Design Associates

Jeremy Tremel, Lieutenant, Casper Police Department

Andrew Colling, Engineering Technician, Public Services Department.

Attachments:

Resolution

Agreement

STANDARD FORM OF
AGREEMENT BETWEEN OWNER AND CONTRACTOR

THIS AGREEMENT is made between the City of Casper, Wyoming, a Wyoming municipal corporation, 200 North David Street, Casper, Wyoming 82601, hereinafter referred to as the "**Owner**," and Modern Electric Co., 246 West 1st Street, Casper, Wyoming 82601, hereinafter referred to as the "**Contractor**."

WHEREAS, the City of Casper wants to install an emergency generator at the Metro Animal Facility; and,

WHEREAS, Modern Electric, Co., is able and willing to provide those services specified as the Metro Facility Emergency Generator, Project No. 23-009.

NOW, THEREFORE, it is hereby agreed as follows:

ARTICLE 1. WORK.

The Contractor shall perform all the work required by the Contract Documents, and also submit a comprehensive traffic plan when streets or utilities are part of the project, together hereinafter referred to as the "**Work**." No open excavations shall remain overnight.

ARTICLE 2. ENGINEER.

The Project has been designed by Engineering Design Associates, who is hereinafter referred to as the "**Engineer**" and who is to act as the Owner's representative, assume all duties and responsibilities and have the rights and authority assigned to the Engineer in the Contract Documents in connection with completion of the Work in accordance with the Contract Documents.

ARTICLE 3. CONTRACT TIME.

- 3.1 The Work will be substantially completed by April 25, 2024, and ready for final payment in accordance with Article 14 of the Standard General Conditions of the Construction Contract hereinafter, "**General Conditions**" and Standard Supplementary Conditions by May 2, 2024. Substantial Completion will be granted once all playground equipment and fall protection is installed and functional. The Contractor shall work continuously on-site, during the construction activities hours specified in these Contract Documents, until the Work is substantially complete.
- 3.2 Liquidated Damages. The Owner and the Contractor recognize that time is of the essence of this Agreement and that the Owner will suffer financial loss if the Work is not substantially completed by the time specified in Section 3.1 above, plus any extension thereof allowed in accordance with Article 12 of the General Conditions. They also recognize the delays, expense, and difficulties involved in proving in a legal or arbitration proceeding the actual loss suffered by the Owner if the Work is not substantially completed

on time. Accordingly, instead of requiring any such proof, the Owner and the Contractor agree that as liquidated damages for delay (but not as a penalty) the Contractor shall pay the Owner One Thousand Dollars (\$1,000.00) for each day that expires after the time specified in Section 3.1 for Substantial Completion. After Substantial Completion, if the Contractor shall neglect, refuse, or fail to complete the remaining work within the time specified in Section 3.1 for completion and readiness for final payment or any proper extension thereof granted by the Owner, the Contractor shall pay the Owner Five Hundred Dollars (\$500.00) for each day that expires after the time specified in Section 3.1 for completion and readiness for Final payment. It is further agreed that such liquidated damages are not a penalty, but represent the parties' best estimate of actual damages.

ARTICLE 4. CONTRACT PRICE.

The Owner shall pay the Contractor in current funds for performance of the Work in accordance with the Contract Documents, subject to additions and deductions by Change Order, the Contract Price of Eighty-Nine Thousand Seventy and 00/100 Dollars (\$89,070.00), subject to additions and deductions by Change Order approved by the Owner. The Contract Price shall be based on materials actually furnished and installed and services actually provided, when the pricing is based on the unit prices contained in the Bid Form, included as Exhibit "A" (pages BF1 through BF4, Bid Form) and Itemized Bid Schedule, included as Exhibit "B" (page BS1, Bid Schedule) and by this reference made a part of this Agreement.

ARTICLE 5. PAYMENT PROCEDURES.

The Contractor shall submit Applications for Payment in accordance with Article 14 of the General Conditions. Applications for Payment will be processed through the Engineer as provided in the General Conditions.

5.1 Progress Payments. The Contractor's Applications for Payment, as recommended by the Engineer, shall be submitted to accountspayable@casperwy.gov **AND** the City engineering staff on or before the 25th day of each month during construction, and the Owner shall mail progress payments in the following month one day after the second monthly meeting of the Casper City Council. Progress payments shall be structured as provided below. All progress payments will be on the basis of the progress of the Work measured by the Schedule of Values provided for in Section 14.1 of the General Conditions, subject to the cutoff and submittal dates provided in the General Conditions.

5.1.1 Progress payment(s) will be made in an amount equal to ninety-five percent (95%) of the Work completed. The Owner shall withhold five percent (5%) of the Work completed as retainage, said retainage to be paid in accordance with the provisions of Section 5.3, Final Payment.

5.1.2 Should amounts owed by the Contractor to the City for any goods, services, licenses, permits or any other item or purpose remain unpaid beyond the City's general credit policy, those amounts may be deducted from the payment being made by the City to the Contractor pursuant to this Agreement.

- 5.2 The Owner may withhold progress payments if the Contractor fails to submit an updated progress schedule with the application for payment as detailed in Section 6.04 Progress Schedules of the General Conditions.
- 5.3 Final Payment. Upon final completion and acceptance of the Work in accordance with Section 14.07 of the General Conditions, the Engineer shall recommend payment and present the Contractor's Final Application for Payment to the City. Pursuant to Wyoming State Statutes Section 16-6-116, final payment cannot be made until forty-one (41) days after publication of the first Notice of Completion.

ARTICLE 6. WITHHELD FUNDS.

Pursuant to Wyoming Statutes Section 16-6-701 et seq., withheld percentages for Contracts exceeding Fifty Thousand and 00/100 Dollars (\$50,000.00) will be retained in an account in the name of the Contractor (except when specifically waived in writing by the Contractor) which has been assigned to the Owner until the Contract is completely, satisfactorily, and finally accepted by the Owner. Unless a depository is designated by the Contractor in a written attachment hereto, the Contractor's signature hereon shall act as authority for the Owner to designate a retainage depository on behalf of the Contractor, for the purposes specified in Wyoming Statutes Section 16-6-704. The Contractor's signature hereon shall act as an assignment of the depository account to the Owner, as provided by Wyoming Statutes Section 16-6-701 et seq., whether the depository is designated by the Contractor or by the Owner.

ARTICLE 7. CONTRACTOR'S REPRESENTATIONS.

In order to induce the Owner to enter into this Agreement, the Contractor makes the following representations:

- 7.1 The Contractor has familiarized himself with the nature and extent of the Contract Documents, Work, locality, and with all local conditions and federal, state, and local Laws and Regulations that in any manner may affect cost, progress, or performance of the Work.
- 7.2 The Contractor has studied carefully all reports of investigations and tests of subsurface and latent physical conditions at the site or otherwise affecting cost, progress, or performance of the work which were relied upon by the Engineer in the preparation of the Drawings and Specifications and which have been identified in the Standard Supplementary Conditions.
- 7.3 The Contractor has made or caused to be made examinations, investigations, and tests and studies as he deems necessary for the performance of the Work at the Contract Price, within the Contract Time, and in accordance with the other terms and conditions of the Contract Documents; and no additional examinations, investigations, tests, reports, or similar data are or will be required by the Contractor for such purposes.

- 7.4 The Contractor has correlated the results of all such observations, examinations, investigations, tests, reports, and data with the terms and conditions of the Contract Documents.
- 7.5 The Contractor has given the Engineer written notice of all conflicts, errors, or discrepancies that he has discovered in the Contract Documents and the written resolution thereof by the Engineer is acceptable to the Contractor.

ARTICLE 8. CONTRACT DOCUMENTS.

The Contract Documents which comprise the entire agreement between the Owner and the Contractor are attached to this Agreement, made a part hereof and consist of the following:

- 8.1 This Agreement (Pages SFA-1 of 7 to SFA- 7 of , inclusive).
- 8.2 Joint Account Agreement or Letter of Forfeiture waiving same.
- 8.3 Exhibit "A" - Bid Form (Pages BF-1 to BF-4, inclusive).
- 8.4 Exhibit "B" - Bid Schedule (Page BS-1, inclusive).
- 8.5 Addenda No. (2).
- 8.6 Performance and Labor and Payment Bonds.
- 8.7 Certificates of Insurance, of Workers' Compensation Coverage, and of Unemployment Insurance Coverage.
- 8.8 Standard General Conditions of the Construction Contract (Pages 00700-1 to 00700-42, inclusive).
- 8.9 Standard Supplementary Conditions (Pages SSC-1 to SSC-15, inclusive).
- 8.10 Technical Specifications, consisting of nineteen (19) sections.
- 8.11 Notice of Award.
- 8.12 Notice to Proceed.
- 8.13 Minutes of the Pre-Bid Conference, if any.
- 8.14 Contract Drawings, with each sheet bearing the following general title:

Metro Facility Emergency Generator, Project 23-009

- 8.15 Shop Drawings and other Submittals furnished by the Contractor during performance of the Work and accepted by the Owner.
- 8.16 Any modifications, amendments, and supplements, including Change Orders, issued pursuant to Sections 3.04 and 3.05 of the General Conditions, on or after the effective date of this Agreement.
- 8.17 Notice of Substantial Completion.

ARTICLE 9. GOVERNMENTAL CLAIMS ACT

The Owner does not waive any right or rights it may have pursuant to the Wyoming Governmental Claims Act, Wyoming Statutes Section 1-39-101 et seq. The Owner specifically reserves the right to assert any and all immunities, rights, and defenses it may have pursuant to the Wyoming Governmental Claims Act.

ARTICLE 10. MISCELLANEOUS PROVISIONS.

Terms used in this Agreement, which are defined in the General Conditions, shall have the meanings designated in those conditions.

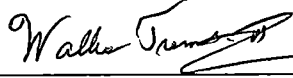
IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed in one (1) original copy on the day and year below written.

DATED this _____ day of _____, 2023.

(Signature pages to follow.)

Signature page for City of Casper

APPROVED AS TO FORM:



ATTEST:

OWNER:
CITY OF CASPER, WYOMING
A municipal corporation

Fleur Tremel
City Clerk

Bruce Knell
Mayor

Signature page for the Contractor

WITNESS:

CONTRACTOR:
Modern Electric, Co.

By: _____

By: _____

Title: _____

Title: _____

EXHIBIT "A"
STANDARD
BID FORM
August 23, 2023
(Approved by City Attorney, 1995)

PROJECT IDENTIFICATION: City of Casper
 Metro Facility Emergency Generator
 Project No. 23-009

THIS BID SUBMITTED TO: City of Casper
 200 North David Street
 Casper, Wyoming 82601

1. The undersigned Bidder proposes and agrees, if this Bid is accepted, to enter into an Agreement with the City in the form included in the Bidding Documents and to complete all Work as specified or indicated in the Bidding Documents for the Contract Price by April 25, 2024, and completed and ready for final payment not later than May 2, 2024 in accordance with the Bidding Documents.

2. Bidder accepts all of the terms and conditions of the Advertisement for Bids and Instructions to Bidders, including without limitation those dealing with the disposition of Bid Guaranty. This Bid will remain effective for thirty (30) days after the day of Bid opening. Bidder will sign the Agreement and submit the Bonds and other documents required by the Bidding Documents within thirty (30) days after the date of the City's Notice of Award.

3. Notice that preferences will be granted pursuant to Wyoming Statutes Section 16-6-101, et seq., is hereby acknowledged.

4. In submitting this Bid, Bidder represents, as more fully set forth in the Bidding Documents, that:
 - A. Bidder has examined copies of all the Bidding Documents and of the following addenda (receipt of all which is hereby acknowledged):

Addendum No. <u> 1 </u>	Dated <u> 8/18/23 </u>
Addendum No. <u> 2 </u>	Dated <u> 8/23/23 </u>

 - B. Bidder has examined the site and locality where the work is to be performed, the federal, state, and local Laws and Regulations, and the conditions affecting cost, progress, or performance of the work and has made such independent investigations as Bidder deems necessary;

C. This Bid is genuine and not made in the interest of or on behalf of any undisclosed person, firm, corporation, or other business entity. Bidder has not directly or indirectly induced or solicited any other Bidder to submit a false or sham Bid. Bidder has not solicited or induced any person, firm, or a corporation to refrain from bidding. Bidder has not sought by collusion to obtain for itself any advantage over any other Bidder or against the City.

5. Bidder is bidding all schedules, alternates, if any, and will complete the Work for unit price(s) stated on the attached bid schedule based on materials actually furnished and installed and services actually provided. The Bid is summarized below on the basis of estimated quantities:

TOTAL BASE BID #1, IN NUMERALS: \$ 89,070.00

TOTAL BASE BID, IN WORDS: Eighty Nine Thousand Seventy Dollars
DOLLARS.

TOTAL ALTERNATE BID #1, IN NUMERALS: \$ 110,285.00

TOTAL ALTERNATE BID #1, IN WORDS: One Hundred Ten Thousand
Two Hundred Eighty Five DOLLARS.

6. Bidder agrees that the work for the City will be as provided above.

7. Bidder accepts the provisions of the Bidding Documents as to liquidated damages in the event of failure to complete the work on time, unless otherwise stated as provided below. Bidder agrees that such liquidated damages are not a penalty and that the amount provided is as close an estimate as possible to actual damages. Any exceptions or objections to this provision are stated in writing and attached hereto by Bidder.

8. The following documents are attached to and made a condition of this Bid:

A. Required Bid Guaranty in the form of a Bid Bond. (Unless otherwise provided by the City.)

B. Itemized Bid Schedule.

C. State of Wyoming Certificate of Residency Status, in conformance with the Instructions to Bidders.

9. Communications concerning this Bid shall be addressed to:

Address of Bidder: Modern Electric Co. (Dave Walker)
246 W. First St.
Casper, WY 82601

10. The terms used in this Bid are defined in and have the meanings assigned to them in the General Conditions, except as provided in the Supplementary Conditions and Bidding Documents.

Submitted on August 23, 2023.

Bidder is bidding as a Resident (Insert Resident or Non-Resident)

IF BIDDER IS:

AN INDIVIDUAL

By: _____ (seal)
(Individual's Name)

doing business as: _____

Business Address: _____

Phone Number: _____

A PARTNERSHIP

By: _____ (seal)
(Firm's Name)

(General Partner)

Business Address: _____

Phone Number: _____

A CORPORATION OR LIMITED LIABILITY COMPANY

By: Modern Electric Co. (seal)
(Corporation's or Limited Liability Company's Name)

Wyoming
(State of Incorporation or Organization)

By: *Richard Vignaroff* (seal)
Richard Vignaroff, President

(Title)

(Seal)

Attest: *Dawn Clair* Dawn Clair, Corp. Secretary

Business Address: 246 West First St.
P.O. Box 2107
Casper, WY 82602

Phone Number: 307-266-1711

A JOINT VENTURE

By: _____ (seal)
(Name)

(Address)

By: _____ (seal)
(Name)

(Address)

(Each joint venturer must sign. The manner of signing for each individual, partnership, and corporation that is a party to the joint venture should be in the manner indicated above.)

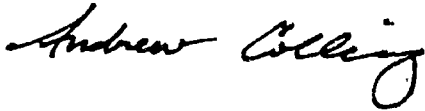
ADDENDUM NO. 1

to the
BIDDING AND CONTRACT DOCUMENTS
for the
METRO FACILITY EMERGENCY GENERATOR
PROJECT NO. 23-009
for
CITY OF CASPER
200 N. David
Casper, Wyoming 82601

ADDENDUM DATE: August 18, 2023

Receipt of this Addendum must be acknowledged by filling in the spaces provided below and including one (1) copy attached to the bid.

APPROVED: (CITY OF CASPER)



Andrew Colling
Engineering Technician

ACKNOWLEDGMENT OF RECEIPT OF
ADDENDUM (BIDDER)

Modern Electric Co.

Firm



By: Signature

Richard Vignaroli, President

Title

August 18, 2023

Date Received

ADDENDUM NO. 2

to the
BIDDING AND CONTRACT DOCUMENTS
for the
METRO FACILITY EMERGENCY GENERATOR
PROJECT NO. 23-009
for
CITY OF CASPER
200 N. David
Casper, Wyoming 82601

ADDENDUM DATE: August 23, 2023

Receipt of this Addendum must be acknowledged by filling in the spaces provided below and including one (1) copy attached to the bid.

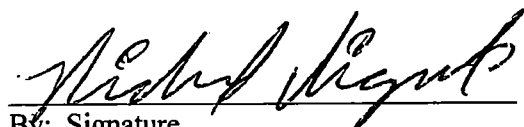
APPROVED: (CITY OF CASPER)



Andrew Colling
Engineering Technician

ACKNOWLEDGMENT OF RECEIPT OF
ADDENDUM (BIDDER)

Modern Electric Co.
Firm


By: Signature

Richard Vignaroli, President
Title

August 23, 2023
Date Received

BID SCHEDULE
Metro Facility Emergency Generator
Project No. 23-009
August 23, 2023

Bid Date. August 24, 2023

COMPANY NAME: Modern Electric Co.

ADDRESS: 246 W. First St. Casper, WY 82601

Contractor shall furnish and install items as shown on the Drawings or called for in the Specifications. All costs not included in the schedule that are necessary to provide a complete, functional project as depicted in the Drawings and Specifications are to be considered incidental and merged with costs of other related bid items.

LS = Lump Sum

ITEM		BASE BID #1 SCHEDULE		
NO.	DESCRIPTION	UNIT	QUANTITY	TOTAL COST
1	Furnish and Install generator (Generac or approved equal) at the Metro Facility as detailed in the drawings and in the specifications.	LS	1	\$89,070.00
TOTAL BASE BID #1				\$89,070.00

ITEM		ALTERNATE BID #1 SCHEDULE		
NO.	DESCRIPTION	UNIT	QUANTITY	TOTAL COST
A-1	Furnish and Install generator (Cummins, Caterpillar, or approved equal) at the Metro Facility as detailed in the drawings and in the specifications.	LS	1	\$110,285 00
TOTAL ALTERNATE BID #1				\$110,285.00

RESOLUTION NO. 23-197

A RESOLUTION AUTHORIZING AN AGREEMENT WITH MODERN ELECTRIC, CO., FOR THE METRO FACILITY EMERGENCY GENERATOR PROJECT NO. 23-009.

WHEREAS, the City of Casper desires to install an emergency generator at the Metro Animal Facility as part of the Metro Facility Emergency Generator Project; and,

WHEREAS, Modern Electric, Co., is able and willing to provide those services specified as the Metro Facility Emergency Generator Project, No. 23-009; and,

WHEREAS, it would be in the best interest of the City to expedite changes in the project by allowing the City Manager to sign change orders effecting time extensions of no more than thirty (30) days, dollar amount changes no greater than Ten Thousand Dollars (\$10,000) and other project administration related change orders that do not substantially alter the scope of the project.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF CASPER, WYOMING: That the Mayor is hereby authorized and directed to execute, and the City Clerk to attest, an agreement with Modern Electric, Co., for those services, in the amount of Eighty-Nine Thousand Seventy Dollars (\$89,070).

BE IT FURTHER RESOLVED: That the City Manager is hereby authorized to make verified partial payments and contract extensions throughout the project, retaining those amounts prescribed by the agreement, equal to a total amount not to exceed Eighty-Nine Thousand Seventy Dollars (\$89,070) and Ten Thousand Dollars (\$10,000) for a construction contingency account, for a total project amount of Ninety-Nine Thousand Seventy Dollars (\$99,070).

BE IT FURTHER RESOLVED: That the City Manager is hereby authorized to sign change orders effecting time extensions of no more than thirty (30) days, changes in the dollar amount of the above described agreement not greater than the sum of Ten Thousand Dollars (\$10,000) and other project administration related change orders that do not substantially alter the scope of the project.

PASSED, APPROVED, AND ADOPTED this ____ day of _____, 2023.

APPROVED AS TO FORM:



ATTEST:

Fleur Tremel
City Clerk

CITY OF CASPER, WYOMING
A Municipal Corporation

Bruce Knell
Mayor

September 8, 2023

MEMO TO: J. Carter Napier, City Manager *JCN*
FROM: Keith McPheeters, Police Chief *KMP 307*
Jack Fetter, Police Detective
SUBJECT: That City Council Authorizes the Sole Source Purchase of Ten (10) Outer Carrier and Ballistic Plates from Warrior Kit, Safety and Survival Gear in the Amount of Forty-Seven Thousand, Two Hundred Fifty Dollars and 00/100 (\$47,250.00)

Meeting Type & Date

Regular Council Meeting
September 19, 2023

Action type

Resolution

Recommendation

That City Council Authorizes the Sole Source Purchase of Ten (10) Outer Carrier and Ballistic Plates from Warrior Kit, Safety and Survival Gear in the Amount of Forty-Seven Thousand, Two Hundred Fifty Dollars and 00/100 (\$47,250.00)

Summary

The Casper Police Department utilizes Outer Carriers and Ballistic Plates in their Special Response Team (SRT) Uniforms. The current equipment has reached end of life and is no longer covered by a manufacturers warranty. This purchase will allow the department to outfit all SRT members will updated outer carriers, attachments and ballistic plates.

This purchase is being made according to the terms and conditions of the NASPO State Master Agreement.

Financial Considerations

This purchase was budgeted for in the FY24 Police Budget.

Oversight/Project Responsibility

Jack Fetter, Police Detective, SRT Coordinator

Attachments

Procurement of Goods

Procurement of Goods Agreement (Short Form)

This Procurement of Goods Agreement, dated the ___ day of _____, 2023, (this “**Agreement**,” to be referenced by Estimate # WKE23-264, is entered into between the City of Casper, Wyoming, a Wyoming municipal corporation with offices located at 200 N. David St., Casper, Wyoming 82601 (“**Buyer**”) and Warrior Kit, Safety and Survival Gear, a Colorado Corporation, with offices located at 1687 W Acomita Dr. Pueblo, Colorado 81007 (“**Seller**”), and together with Buyer, the “**Parties**”, and each, a “**Party**”).

RECITALS

WHEREAS, Seller is in the business of selling ballistic protective equipment, including ballistic armor and ballistic armor carriers; and

WHEREAS, Buyer desires to purchase from Seller, and Seller desires to sell to Buyer the Goods.

NOW, THEREFORE, in consideration of the mutual covenants and agreements hereinafter set forth and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties hereto agree as follows:

1. Sale of Goods. Seller shall sell to Buyer and Buyer shall purchase from Seller the goods set forth on Exhibit A (the “**Goods**”) in the quantities and at the prices and upon the terms and conditions set forth in this Agreement.
2. Delivery Date. Seller shall deliver the Goods in the quantities and on the date(s) specified in Exhibit A or as otherwise agreed in writing by the Parties (the “**Delivery Date**”). Timely delivery of the Goods is of the essence. If Seller fails to deliver the Goods in full on the Delivery Date, Buyer may terminate this Agreement immediately by providing written notice to Seller and Seller shall indemnify Buyer against any losses, claims, damages, and reasonable costs and expenses directly attributable to Seller’s failure to deliver the Goods on the Delivery Date.
3. Quantity. Seller shall deliver the quantities of the Goods specified in Exhibit A. If Seller delivers more than 10 outer carriers and 20 ballistic plates or less than 10 carriers and 20 ballistic plates the quantity of Goods specified in Exhibit A, Buyer may reject all or any excess Goods. Any such rejected Goods shall be returned to Seller at Seller’s risk and expense. If Buyer does not reject the Goods and instead accepts the delivery of Goods at the increased or reduced quantity, the Price for the Goods shall be adjusted on a pro-rata basis.
4. Delivery Location. All Goods shall be delivered to the address specified in Exhibit A (the “**Delivery Location**”) during Buyer’s normal business hours or as otherwise instructed by Buyer.
5. Shipping Terms Delivery shall be made (DDP Seller,) to the Casper Police Department, 201 N David Street, Casper, WY 82601, on or before June 30, 2024, in accordance with the terms set forth in Exhibit A. Seller shall give written notice of shipment to Buyer when the Goods are delivered to a carrier for transportation. Seller shall provide Buyer all shipping documents, including the commercial invoice, packing list, air waybill/bill of lading and any other documents necessary to release the Goods to Buyer

within 3 business days after Seller delivers the Goods to the transportation carrier.

6. Title and Risk of Loss. Title passes to Buyer upon delivery of the Goods to the Delivery Location. Seller bears all risk of loss or damage to the Goods until delivery of the Goods to the Delivery Location.

7. Packaging. Seller shall properly pack, mark and ship Goods as instructed by Buyer and otherwise in accordance with applicable law and industry standards and shall provide Buyer with shipment documentation showing the Agreement Reference Number, the quantity of pieces in shipment, the number of cartons or containers in shipment, Seller's name, the air waybill or bill of lading number, and the country of origin.

8. Inspection and Rejection of Nonconforming Goods. Buyer has the right to inspect the Goods on or after the Delivery Date. Buyer, at its sole option, may inspect all or a sample of the Goods, and may reject all or any portion of the Goods if it determines the Goods are nonconforming or defective. If Buyer rejects any portion of the Goods, Buyer has the right, effective upon written notice to Seller, to: (a) rescind this Agreement in its entirety; or (b) reject the Goods and require replacement of the rejected Goods. If Buyer requires replacement of the Goods, Seller shall, at its expense, promptly/within 10 Days replace the nonconforming Goods and pay for all related expenses, including, but not limited to, transportation charges for the return of the defective goods and the delivery of replacement Goods. Any inspection or other action by Buyer under this Section shall not reduce or otherwise affect Seller's obligations under this Agreement, and Buyer shall have the right to conduct further inspections after Seller has carried out its remedial actions.

9. Price. Buyer shall purchase the Goods from Seller at the prices set forth in Exhibit A, as it may be modified from time to time by agreement of the Parties (the "Price"). The Price includes all packaging, transportation costs, to the Delivery Location, insurance, customs duties and fees and applicable taxes, including, but not limited to, all sales, use, or excise taxes. No increase in the Price is effective, whether due to increased material, labor, or transportation costs or otherwise, without the prior written consent of Buyer.

10. Payment Terms. Seller shall issue an invoice to Buyer within 5 days after the completion of delivery of the Goods. Buyer shall pay all properly invoiced amounts due to Seller within 45 days after Buyer's receipt of such invoice, except for any amounts disputed by Buyer in good faith. All payments hereunder must be in US dollars. In the event of a payment dispute, Buyer shall deliver a written statement to Seller no later than 15 days after invoiced amounts are delivered to the Buyer on the disputed invoice listing all disputed items. The Parties shall seek to resolve all such disputes expeditiously and in good faith. Seller shall continue performing its obligations under this Agreement notwithstanding any such dispute.

11. Setoff. Without prejudice to any other right or remedy it may have, Buyer reserves the right to set off at any time any amount owing to it by Seller against any amount payable by Buyer to Seller.

12. Warranties. Seller warrants to Buyer that for a period of 60 months from the Delivery Date, all Goods will: (a) be free from any defects in workmanship, material, and design; (b) conform to applicable specifications and other requirements specified by Buyer; (c) be fit for their intended purpose and operate as intended; (d) be merchantable; (e) be free and clear of all liens, security interests, or other encumbrances; and (f) not infringe or misappropriate any third party's patent or other intellectual property rights. These warranties survive any delivery, inspection, acceptance, or payment of or for the

8/25/23 Template Page 2 of 8

Goods by Buyer. These warranties are cumulative and in addition to any other warranty provided by law or equity. Any applicable statute of limitations runs from the date of Buyer's discovery of the noncompliance of the Goods with the foregoing warranties. If Buyer gives Seller notice of noncompliance with this Section, Seller shall, at its own cost and expense, promptly replace or repair the defective or nonconforming Goods and pay for all related expenses, including, but not limited to, transportation charges for the return of the defective or nonconforming goods to Seller and the delivery of repaired or replacement Goods to Buyer.

13. Compliance with Law. Seller is in compliance with and shall comply with all applicable laws, regulations, and ordinances. Seller has and shall maintain in effect all the licenses, permissions, authorizations, consents, and permits that it needs to carry out its obligations under this Agreement.

14. General Indemnification. Seller agrees to indemnify Buyer, Buyer's employees, elected officials, appointed officials, agents, and volunteers, and all additional insured and hold them harmless from all liability for damages to property or injury to or death to persons, including all reasonable costs, expenses, and attorney's fees incurred related thereto, to the extent arising from negligence, fault or willful and wanton conduct of the Seller and any subcontractor thereof.

15. Intellectual Property Indemnification. Seller shall, at its expense, defend, indemnify, and hold harmless Buyer and any Indemnified Party against any and all Losses arising out of or in connection with any claim that Buyer's or Indemnified Party's use or possession of the Goods infringes or misappropriates the patent, copyright, trade secret or other intellectual property right of any third party. In no event shall Seller enter into any settlement without Buyer's or Indemnified Party's prior written consent.

16. Insurance. Before commencing with work under this Agreement, and for a period of 60 Months after the date of this Agreement, Seller shall, at its own expense, maintain and carry insurance in full force and effect that includes, but is not limited to, commercial general liability (including product liability) with limits no less than \$250,000 for each occurrence and \$500,000 in the aggregate with financially sound and reputable insurers. Seller shall provide Buyer with a certificate of insurance from Seller's insurer evidencing the insurance coverage specified in this Agreement. The certificate of insurance shall name Buyer as an additional insured. Seller shall provide Buyer with 30 days' advance written notice in the event of a cancellation or material change in Seller's insurance policy. Except where prohibited by law, Seller shall require its insurer to waive all rights of subrogation against Buyer's insurers and Buyer or the Indemnified Parties.

17. Termination. In addition to any remedies that may be provided under this Agreement, Buyer may terminate this Agreement with immediate effect upon written notice to Seller, either before or after the acceptance of the Goods, if Seller has not performed or complied with any of the terms and conditions of this Agreement, in whole or in part. If Seller becomes insolvent, is generally unable to pay, or fails to pay, its debts as they become due, files a petition for bankruptcy or commences or has commenced against it proceedings relating to bankruptcy, receivership, reorganization, or assignment for the benefit of creditors, then Buyer may terminate this Agreement upon written notice to Seller. If a Force Majeure Event affecting Seller's performance of this Agreement continues for more than 14 days, then Buyer may terminate this Agreement upon written notice to Seller. If Buyer terminates this Agreement for any reason, Seller's sole and exclusive remedy is payment for the Goods received and accepted by Buyer prior to the termination.

18. Confidential Information. All non-public, confidential, or proprietary information of the Buyer, including, but not limited to, specifications, samples, patterns, designs, plans, drawings, documents, data, business operations, customer lists, pricing, discounts, or rebates, disclosed by Buyer to Seller, whether disclosed orally or disclosed or accessed in written, electronic or other form or media, and whether or not marked, designated, or otherwise identified as "confidential," in connection with this Agreement is confidential, solely for the use of performing this Agreement and may not be disclosed or copied unless authorized by Buyer in writing. Upon Buyer's request, Seller shall promptly return all documents and other materials received from Buyer. Buyer shall be entitled to injunctive relief for any violation of this Section. This Section shall not apply to information that is: (a) in the public domain; (b) known to the Seller at the time of disclosure; or (c) rightfully obtained by the Seller on a non-confidential basis from a third party.

19. Entire Agreement. This Agreement, including and together with any related exhibits, schedules, attachments, and appendices, constitutes the sole and entire agreement of the Parties with respect to the subject matter contained herein and supersedes all prior and contemporaneous understandings, agreements, representations and warranties, both written and oral, regarding such subject matter.

20. Survival. Subject to the limitations and other provisions of this Agreement: (a) the representations and warranties of the Parties contained herein shall survive the expiration or earlier termination of this Agreement; and (b) as well as any other provision that, in order to give proper effect to its intent, should survive such expiration or termination, shall survive the expiration or earlier termination of this Agreement. All other provisions of this Agreement shall not survive the expiration or earlier termination of this Agreement.

21. Notices. All notices, requests, consents, claims, demands, waivers, and other communications under this Agreement (each, a "Notice", and with the correlative meaning "Notify") must be in writing and addressed to the other Party at its address set forth below (or to such other address that the receiving Party may designate from time to time in accordance with this Section). Unless otherwise agreed herein, all Notices must be delivered by personal delivery, nationally recognized overnight courier or certified or registered mail (in each case, return receipt requested, postage prepaid). Except as otherwise provided in this Agreement, a Notice is effective only (a) on receipt by the receiving Party, and (b) if the Party giving the Notice has complied with the requirements of this Section.

Notice to Buyer:

Casper Police Department
201 N David Street
Casper, WY 82601
307-235-8338

Notice to Seller:

Warrior Kit Safety and Survival Gear
1687 W. Acomita Dr.
Pueblo West, CO 81007

22. Severability. If any term or provision of this Agreement is invalid, illegal, or unenforceable in any jurisdiction, such invalidity, illegality, or unenforceability shall not affect any other term or provision of this Agreement or invalidate or render unenforceable such term or provision in any other jurisdiction. Upon a determination that any term or provision is invalid, illegal, or unenforceable, the Parties shall negotiate in good faith to modify this Agreement to effect the original intent of the Parties as closely as

possible in order that the transactions contemplated hereby be consummated as originally contemplated to the greatest extent possible.

23. Amendments. No amendment to, or modification of this Agreement is effective unless it is in writing and signed by an authorized representative of each Party.

24. Waiver. No waiver by any party of any of the provisions of this Agreement shall be effective unless explicitly set forth in writing and signed by the party so waiving. Except as otherwise set forth in this Agreement, no failure to exercise, or delay in exercising, any rights, remedy, power, or privilege arising from this Agreement shall operate or be construed as a waiver thereof, nor shall any single or partial exercise of any right, remedy, power or privilege hereunder preclude any other or further exercise thereof or the exercise of any other right, remedy, power, or privilege.

25. Cumulative Remedies. All rights and remedies provided in this Agreement are cumulative and not exclusive, and the exercise by either Party of any right or remedy does not preclude the exercise of any other rights or remedies that may now or subsequently be available at law, in equity, by statute, in any other agreement between the Parties, or otherwise. Notwithstanding the foregoing, the Parties intend that, if Buyer terminates the Agreement in accordance with Section 17, Seller's sole and exclusive remedy is the right to payment for the Goods received and accepted.

26. Assignment. Seller shall not assign, transfer, delegate, or subcontract any of its rights or obligations under this Agreement without the prior written consent of Buyer. Any purported assignment or delegation in violation of this Section shall be null and void. No assignment or delegation shall relieve the Seller of any of its obligations hereunder. Buyer may at any time assign, transfer or subcontract any or all of its rights or obligations under this Agreement without Seller's prior written consent.

27. Successors and Assigns. This Agreement is binding on and inures to the benefit of the Parties to this Agreement and their respective permitted successors and permitted assigns.

28. No Third-Party Beneficiaries. This Agreement benefits solely the Parties to this Agreement and their respective permitted successors and assigns and nothing in this Agreement, express or implied, confers on any other Person any legal or equitable right, benefit, or remedy of any nature whatsoever under or by reason of this Agreement.

29. Choice of Law. This Agreement, including all exhibits, schedules, attachments, and appendices attached hereto, and all matters arising out of or relating to this Agreement, are governed by, and construed in accordance with, the laws of the State of Wyoming, United States of America, without regard to the conflict of laws provisions thereof to the extent such principles or rules would require or permit the application of the laws of any jurisdiction other than those of the State of Wyoming.

30. Choice of Forum. Each Party irrevocably and unconditionally agrees that it will not commence any action, litigation, or proceeding of any kind whatsoever against the other Party in any way arising from or relating to this Agreement, including all exhibits, schedules, attachments, and appendices attached to this Agreement, and all contemplated transactions, including contract, equity, tort, fraud, and statutory claims, in any forum other than the courts of the State of Wyoming, sitting in Casper, Wyoming, and any appellate court from any thereof. Each Party irrevocably and unconditionally submits to the exclusive jurisdiction of such courts and agrees to bring any such action, litigation or proceeding only in the courts of the State of Wyoming sitting in Casper, Wyoming. Each Party agrees that a final judgment in any such

action, litigation, or proceeding is conclusive and may be enforced in other jurisdictions by suit on the judgment or in any other manner provided by law.

31. Counterparts. This Agreement may be executed in counterparts, each of which is deemed an original, but all of which together are deemed to be one and the same agreement. Notwithstanding anything to the contrary in [Section 21](#) (Notices), a signed copy of this Agreement delivered by facsimile, email or other means of electronic transmission is deemed to have the same legal effect as delivery of an original signed copy of this Agreement.

32. Force Majeure. Any delay or failure of either Party to perform its obligations under this Agreement will be excused to the extent that the delay or failure was caused directly by an event beyond such Party's control, without such Party's fault or negligence and that by its nature could not have been foreseen by such Party or, if it could have been foreseen, was unavoidable (which events may include natural disasters, embargoes, epidemics, explosions, riots, wars, or acts of terrorism) (each, a "**Force Majeure Event**"). Seller's financial inability to perform, changes in cost or availability of materials, components or services, market conditions or supplier actions or contract disputes will not excuse performance by Seller under this Section. Seller shall give Buyer prompt written notice of any event or circumstance that is reasonably likely to result in a Force Majeure Event, and the anticipated duration of such Force Majeure Event. Seller shall use all diligent efforts to end the Force Majeure Event, ensure that the effects of any Force Majeure Event are minimized and resume full performance under this Agreement.

33. Relationship of the Parties. The relationship between the Parties is that of independent contractors. Nothing contained in this Agreement shall be construed as creating any agency, partnership, franchise, business opportunity, joint venture, or other form of joint enterprise, employment or fiduciary relationship between the Parties, and neither Party shall have authority to contract for or bind the other Party in any manner whatsoever. No relationship of exclusivity shall be construed from this Agreement.

34. Wyoming Governmental Claims Act. Buyer does not waive any right or rights it may have pursuant to the Wyoming Governmental Claims Act, Wyoming Statutes Section 1-39-101 et seq., and Buyer specifically reserves the right to assert any and all rights, immunities, and defenses it may have pursuant to the Wyoming Governmental Claims Act.

35. Electronic Signatures. The Parties understand and agree that they have the right to execute this Agreement through paper or through electronic signature technology, which is in compliance with Wyoming and federal law governing electronic signatures. The Parties agree that to the extent they sign electronically, their electronic signature is the legally binding equivalent to their handwritten signature. Whenever they execute an electronic signature, it has the same validity and meaning as their handwritten signature. They will not, at any time in the future, repudiate the meaning of their electronic signature or claim that their electronic signature is not legally binding. They agree not to object to the admissibility of this Agreement as an electronic record, or a paper copy of an electronic document, or a paper copy of a document bearing an electronic signature, on the grounds that it is an electronic record or electronic signature or that it is not in its original form or is not an original. Each Party will immediately request that their electronic signature be revoked in writing if they discover or suspect that it has been or is in danger of being lost, disclosed, compromised or subjected to unauthorized use in any way. If either Party would like a paper copy of this Agreement, they may request a copy from the other Party, and the other Party shall provide it.

IN WITNESS WHEREOF, the undersigned duly authorized representatives of the Parties have executed this Agreement as of the day and year above.

APPROVED AS TO FORM

Fleur Tremel

ATTEST

Fleur Tremel
City Clerk

BUYER
CITY OF CASPER, WYOMING
A Wyoming municipal corporation

Bruce Knell
Mayor

WITNESS

By: _____
Printed Name: _____
Title: _____

SELLER
Warrior Kit, Safety and Survival Gear

DocuSigned by:
John Schaeffl
By: _____
Printed Name: John Schaeffl
Title: President, warrior Kit

EXHIBIT A

- **DESCRIPTION AND QUANTITY OF GOODS:** 10 Ballistic outer carriers with mole attachments and 20 Rifle rated ballistic plates (Front and back) See attached Estimate # WKE23-264, made part of this Agreement.
- **PRICE:** Forty-seven thousand two hundred fifty dollars and no cents (\$47,250.00)
- **DELIVERY DATE:** No later than June 30, 2024.
- **DELIVERY LOCATION:** 201 N David St. (Attn Casper Police Department), Casper, Wyoming 82601
- **SHIPPING TERMS:** Shipped DDP Seller (Incoterms 2010 Rules) to the Casper Police Department 201 N David, Casper, Wyoming, 82601.



1687 W Acomita Dr
Pueblo West, CO 81007

Estimate

Date	Estimate #
8/10/2023	WKE23-264
Rep	
John Schaerfl	
E-mail	
john@warriorkit.com	

Name / Address
CASPER POLICE DEPARTMENT 201 NORTH DAVID, 1ST FLOOR CASPER, WY 82601 ATTN: Jack Fetter

Project

Description	Qty	Rate	Total
AP4WADC20J APC Gen IV KWIQ-Clip Complete Set AXBIIIA ballistics Color - OD Green "POLICE" in Yellow on all ID panels (front/back/shoulders) Complete Set Includes: base vest, collar, throat, yoke, biceps, biceps adapter, groin protector and choice of 5 pouches Pouch selection for APC completes set - all in OD Green: 1. Zipper Medical Pouch, item# PCHMD2AC0J 2. Dump Pouch, item# PCHDP0AC0J 3. Zipper bottom Standard Gas Mask Pouch, item# PCHGM0AC0J 4. Zipper 8X4 Horizontal Utility Pouch, item# PCHUP2AC0J 5. Single Buckle Radio Pouch, item# PCHRD0AC0J MSRP: \$5,853.00 NASPO: \$3,277.68	10	3,175.00	31,750.00

Thank you for allowing Warrior Kit the opportunity to provide you with protective equipment. We appreciate it very much!	Total
--	--------------

Phone #	Web Site
(505) 690-7082	www.warriorkit.com

Customer Signature: _____



1687 W Acomita Dr
Pueblo West, CO 81007

Estimate

Date	Estimate #
8/10/2023	WKE23-264
Rep	
John Schaerfl	
E-mail	
john@warriorkit.com	

Name / Address
CASPER POLICE DEPARTMENT 201 NORTH DAVID, 1ST FLOOR CASPER, WY 82601 ATTN: Jack Fetter

Project

Description	Qty	Rate	Total
PLT341MCEC 30260-01 SA3 PLATE 30260 10X12, SHOOTER'S CUT MULTI-CURVE Rifle Plate MSRP: \$1,433.00 NASPO: \$802.48 shipping included Pricing below Current (2023) NASPO VALUEPOINT MASTER AGREEMENT # 164719	20	775.00	15,500.00
Thank you for allowing Warrior Kit the opportunity to provide you with protective equipment. We appreciate it very much!			Total \$47,250.00

Phone #	Web Site
(505) 690-7082	www.warriorkit.com

Customer Signature: _____

RESOLUTION NO. 23-198

A RESOLUTION AUTHORIZING THE SOLE SOURCE PURCHASE OF OUTER CARRIERS AND BALLISTIC PLATES FROM WARRIOR KIT, SAFETY AND SURVIVAL GEAR.

WHEREAS, the City of Casper desires to purchase ten (10) outer carriers with attachments and twenty (20) ballistic plates; and,

WHEREAS, by purchasing these carriers with attachments and ballistic plates, this will allow the Casper Police Department to outfit current department operational needs; and,

WHEREAS, Warrior Kit, Safety and Supply, is willing and able to provide such these outer carriers with attachments and ballistic plates.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF CASPER, WYOMING: That the Mayor is hereby authorized and directed to execute, and the City Clerk to attest, a Procurement of Goods Agreement with Warrior Kit, Safety and Supply.

BE IT FURTHER RESOLVED: That the City Manager is hereby authorized to make verified payment in an amount not to exceed forty-seven thousand two hundred fifty dollars and no cents (\$47,250.00)

PASSED, APPROVED, AND ADOPTED on this ___ day of ____, 2023.

APPROVED AS TO FORM:






ATTEST:

Fleur Tremel
City Clerk

CITY OF CASPER, WYOMING
A Municipal Corporation

Bruce Knell
Mayor

August 31, 2023

MEMO TO: J. Carter Napier, City Manager 
FROM: Cindie Langston, Acting Public Services Director 
Zulima Lopez, Parks, Recreation & Public Facility Director
Alex Sveda, P.E., City Engineer 
Scott R. Baxter, P.E., Associate Engineer
SUBJECT: Change Order No. 2
City Hall Project S.A.F.E. Asbestos Abatement, Project No. 22-010

Meeting Type & Date
Regular Council Meeting
September 19, 2023

Action type
Resolution

Recommendation

That Council, by resolution, authorize Change Order No. 2 for a price increase of \$10,972.65 for the City Hall Project S.A.F.E. Asbestos Abatement Project.

Summary

State Line No. 7 Architects performed design of the City Hall Project S.A.F.E. Building Remodel Project, provided bid support to City engineering staff, and represents the City during construction oversight. City Council awarded construction work on May 2, 2023, to Caspar Building Systems, and asbestos abatement on May 16, 2023, to Wind River Environmental (WRE). Construction began on June 5, 2023, and asbestos abatement began on June 26, 2023.

Change Order No. 1 was approved on August 1, 2023, due to the discovery of significant amounts of floor tile with asbestos-containing materials (ACM) in the mastic. This asbestos abatement scope of work includes almost entirely encapsulation methods and is scheduled to be complete by approximately September 8, 2023. After Change Order No. 1 was approved, WRE found that a portion of floor tile that included ACM had been placed in an outside dumpster which was not suited for asbestos disposal. In order to correct this problem, WRE needed to retrieve this floor tile, place it in appropriate bags for ACM, and complete the disposal according to state regulations. The price increase associated with this correction is \$1,829.83.

Also, up until mid-August it was not known that new walls planned for the building remodel are not allowed to be constructed over encapsulated asbestos (due to the disturbance of flooring by nails/screws). Therefore, all areas designed with new walls are required to undergo asbestos abatement. These thin but numerous areas were outlined by WRE in highlighted diagrams for each floor. The price increase associated with this required asbestos abatement is \$9,142.83.

Change Order No. 2 comes as a proposal from WRE to perform asbestos abatement wherever new walls must be constructed, with an addition of 100 square feet for any unplanned but necessary floor penetrations for plumbing, HVAC or electrical facilities, and for the proper retrieval and disposal of floor tiles that had been placed in a standard dumpster. The total price increase proposed by WRE is \$10,972.66.

Page 1 of 2

The City's consultant, State Line No. 7 Architects, and sub-consultant, Trihydro, have reviewed the proposed Change Order No. 1 and recommend approval.

Financial Considerations

The project is currently funded from excess One Cent #16 Funds. Change Order No. 1 used up the full allocated contingency amount of \$2,081, additional funds budgeted for asbestos abatement in the amount of \$55,000, and another \$50,091.00 came from contingency funds originally allocated to Caspar Building Systems, Inc., for the general contract. Change Order No. 2 would similarly come from contingency funds originally allocated to Casper Building Systems, Inc. in the amount of \$10,972.65.

Oversight/Project Responsibility

Scott Baxter, Associate Engineer

Zulima Lopez, Parks, Recreation & Public Facilities Director

Attachments

Change Order No. 2 Form

Change Order No. 2 Proposals (WRE)

Consultant Recommendations (State Line No. 7 Architects)

CITY OF CASPER
CHANGE ORDER

NO. Two (2)

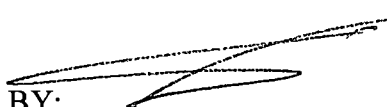

DATE OF ISSUANCE: August 31, 2023

PROJECT: City Hall Project S.A.F.E. Asbestos Abatement, Project No. 22-010
 OWNER: City of Casper, Wyoming
 CONTRACTOR: Wind River Environmental Solutions
 CONSULTANT: State Line No. 7 Architects/Trihydro

You are directed to make the following changes in the Contract Documents:
 Description: Floor tile mastic work throughout the building based on new testing results.

Attachments: Contractor's Change Order Proposal and Consultant's Recommendation

CHANGE IN CONTRACT PRICE	CHANGE IN CONTRACT TIME
Original Contract Price: <u>\$ 42,919.00</u>	Original Contract Time: (days or date) Substantial Completion: <u>05/30/24</u> Final Completion: <u>07/15/24</u>
Previous Change Orders No. <u>1</u> to <u>1</u> : <u>\$ 107,172.00</u>	Net change from previous Change Orders (days): <u>35</u>
Contract Price prior to this Change Order: <u>\$ 150,091.00</u>	Contract Time Prior to this Change Order: Substantial Completion: <u>07/04/24</u> Final completion: <u>08/19/24</u>
Net Increase of this Change Order: <u>\$ 10,972.66</u>	Net Increase/Decrease of this Change Order: <u>0</u> Calendar Days
Contract Price with all approved Change Orders: <u>\$ 161,063.66</u>	Contract Time with all approved Change Orders: Substantial completion: <u>07/04/24</u> Final completion: <u>08/19/24</u>

ACCEPTED: _____ RECOMMENDED: _____ APPROVED: _____
 BY:  BY:  BY: _____
 Contractor Consultant Owner

Wind River Environmental

Marcie Mangold
Business Number 307-709-0530
38 Obrien rd lander wy 82520
3077090530
andersonsam8508@gmail.com

INVOICE
INV0021

DATE
07/24/2023

DUE
On Receipt

BALANCE DUE
USD \$1,829.83

BILL TO

City of Casper

Scott Baxter
☐ 3077520509
sbaxter@casperwy.gov

DESCRIPTION	RATE	QTY	AMOUNT
Properly bagged ACM material from outside dumpster, cleaned dumpster and disposed of ACM material	\$40.00	41.5	\$1,660.00
One roll of Asbestos bags	\$97.45	1	\$97.45
Dump fee	\$72.38	1	\$72.38
TOTAL			\$1,829.83
BALANCE DUE			USD \$1,829.83

Wind River Environmental

Marcie Mangold

Business Number 307-709-0530

38 Obrien rd lander wy 82520

3077090530

andersonsam8508@gmail.com

ESTIMATE

EST0012

DATE

08/16/2023

TOTAL

USD \$9,142.83

TO

City of Casper

Scott Baxter

☐ 3077520509

sbaxter@casperwy.gov

DESCRIPTION	RATE	QTY	AMOUNT
As per progress meeting on 8/15/2023 additional areas on both first and second floor will need abated to accommodate for installation of interior walls. The additional abatement will take Windriver Environmental Solutions approximately 8 additional days of work. The additional abatement will require W.R.E.S to abate approximately 1080 LF of ACM mastic from first and second floors combined. That puts the cost per LF at \$8.46. Casper Building Systems has roughly layed out interior walls measuring roughly 540 LF. W.R.E.S will abate ACM mastic on both sides of said lines to accommodate for wall installation. The width of abatement will also accommodate for any small variances in measurement or slight adjustments that may need to be made in the installation process. This price will include an additional 3 containments if needed and all necessary material and equipment to accommodate the abatement process. This price will also include (as long as W.R.E.S is still on site) additional penetrations to accommodate for plumbing, electrical or mechanical up to 100sqft total that were not layed out or previously quoted.	\$9,142.83	1	\$9,142.83

TOTAL

USD \$9,142.83

Stateline No 7

ARCHITECTS

August 30, 2023

Mr. Scott Baxter, P.E.
Engineering Division
City of Casper
200 North David Street
Casper, Wyoming 82601

Re: Additional Asbestos Change Order Recommendation for project #20-010 Casper City Hall Project
S.A.F.E. Asbestos Abatement Package

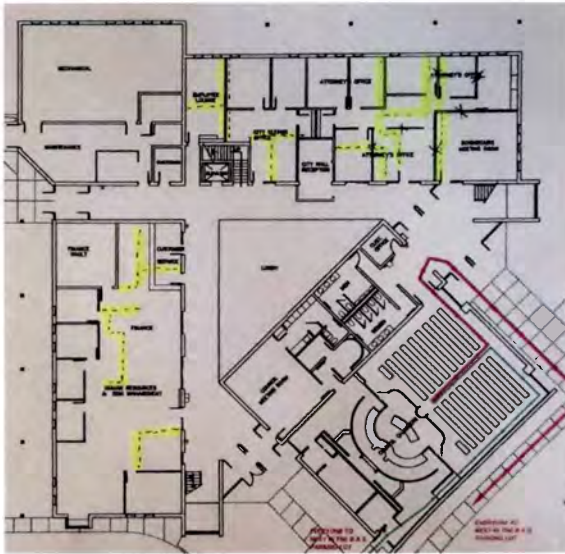
Dear Scott:

The Casper City Hall Project S.A.F.E. Asbestos Abatement package commenced construction in June, 2023. Prior to the discovery of additional asbestos within the building in late June/early July, some non-friable asbestos items were unknowingly removed from the building by the Building Construction contractor and placed in their dumpster along with normal construction demolition refuse. Upon discovery of the additional asbestos within the building, these now-known asbestos items placed in the dumpster needed to be recovered and abated properly as they became “known” asbestos containing materials. The asbestos abatement contractor, Wind River Environmental, provided this proper abatement, cleaning of the dumpster, and disposal of the materials at their standard hourly rates for a lump sum cost of \$1,829.83 per the attached invoice which has been reviewed by our environmental consultant.

Last month (July), the City Council approved the encapsulation method for the additional asbestos that was discovered within the building. What was not known at the time (for the building contractor, Caspar Building Systems) is that nothing can penetrate the encapsulated asbestos, including plumbing piping and even nails/screws to attach the new stud wall framing to the concrete floor deck. In order to properly deal with these items of future attachment thru the encapsulated asbestos the asbestos abatement contractor, Wind River Environmental, has supplied a proposal cost for removing the asbestos from the floor deck in the areas of the future stud wall framing and plumbing piping penetrations (along with costs for full-containment of these removal area and proper disposal) for a lump sum cost of \$9,142.83 per the attached invoice, which has been review by our environmental consultant, Trihydo, who’s recommendation is included in the following:

“Trihydro recommends abatement of the floor deck in the areas of future stud framing and plumbing piping penetrations. These areas were previously slated for encapsulation. However, in areas of encapsulation, nothing can penetrate the encapsulation as this will disturb the asbestos. In order for the walls and plumbing to be installed per the project plans, these areas of the floor deck should be abated. Trihydro has reviewed the Wind Reiver Environmental proposal cost for this work, and the costs seem reasonable.”

The areas of abatement are identified in the below diagrams with yellow highlight:



First Floor



Second Floor

Lacking an alternative method to deal with the above two items, it is my recommendation to accept the above proposed work and associated costs totaling \$10,972.66.

Respectfully,

Handwritten signature of Lyle Murtha in black ink.

Lyle Murtha, AIA
President
Stateline No. 7 Architects



RESOLUTION NO.23-199

A RESOLUTION AUTHORIZING CHANGE ORDER NO. 2 TO THE AGREEMENT WITH WIND RIVER ENVIRONMENTAL SOLUTIONS, LLC, FOR THE CITY HALL PROJECT S.A.F.E. ASBESTOS ABATEMENT, PROJECT NO. 22-010.

WHEREAS, the City of Casper entered into an agreement with Wind River Environmental Solutions, LLC, on May 16, 2023, to perform asbestos abatement in portions of City Hall, 200 N. David Street, Casper, Wyoming 82601 for the City Hall Project S.A.F.E. Asbestos Abatement, Project No. 22-010; and,

WHEREAS, the City of Casper desires to accept Change Order No. 2 in the amount of Ten Thousand Nine Hundred Seventy-Two and 66/100 Dollars (\$10,972.66) for floor tile abatement beneath new walls; and,

WHEREAS, Wind River Environmental Solutions, LLC, is able and willing to provide those services, specified as Change Order No. 2 to the agreement for the City Hall Project S.A.F.E. Asbestos Abatement, Project No. 22-010, and further described therein.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF CASPER, WYOMING: That the Mayor is hereby authorized and directed to execute, and the City Clerk to attest, Change Order No. 2 to the agreement with Wind River Environmental Solutions, LLC, for a price increase in the amount of Ten Thousand Nine Hundred Seventy-Two and 66/100 Dollars (\$10,972.66) for the City Hall Project S.A.F.E. Asbestos Abatement, Project No. 22-010, for those services.

PASSED, APPROVED, AND ADOPTED this ____ day of _____, 2023.

APPROVED AS TO FORM:
(City Hall Project S.A.F.E. Asbestos Abatement, Project No. 22-010)



ATTEST:

CITY OF CASPER, WYOMING
A Municipal Corporation

Fleur Tremel
City Clerk

Bruce Knell
Mayor

September 8, 2023

MEMO TO: J. Carter Napier, City Manager *JCN*

FROM: Cindie Langston, Interim Public Services Director
Alex Sveda, P.E., City Engineer *AS*

SUBJECT: Authorizing Underground Right-of-Way Easements with Rocky Mountain Power as part of the Wyoming Sports Ranch.

Meeting Type & Date:
Regular Council Meeting
September 19, 2023

Action Type:
Resolution

Recommendation:
That Council, by Resolution, authorize two (2) Underground Right-of-Way Easements with Rocky Mountain Power as part of the Wyoming Sports Ranch.

Summary:
Construction of the Wyoming Sports Ranch (WSR) has commenced. For Rocky Mountain Power (RMP) to provide primary service to the new facility, two (2) fifteen foot wide easements of relatively short length, approximately 33 feet and 15 feet, respectively, are required by RMP. One easement (33-foot in length) is required to extend power transmission main connection at Events Drive and Three Trails Road where existing power infrastructure is located within an existing easement. The second easement (15-foot in length) will extend the primary service point from Events Drive, where there is an existing easement, south to the WSR. Both new easements will cover the necessary easement gaps within City right-of-way to provide the necessary power to the WSR.

Financial Considerations
None

Oversight/Project Responsibility
Alex Sveda, City Engineer

Attachments
Resolution
33-foot length RMP Underground Right-Of-Way Easement (East)
15-foot length RMP Underground Right-Of-Way Easement (West)

REV101512
Return to:
Rocky Mountain Power
Estimating Department
2840 E. Yellowstone Hwy.
Casper, WY 82609

Project Name: CAS 5H158 CASPER RDVLPMT 1 EVENT DRIVE
WO#: 07029681

UNDERGROUND RIGHT OF WAY EASEMENT

For value received, **City of Casper, Wyoming** ("Grantor"), hereby grants to PacifiCorp, an Oregon Corporation, d/b/a Rocky Mountain Power its successors and assigns, ("Grantee"), an easement for a right of way **15 feet in width and 33 feet in length**, more or less, for the construction, reconstruction, operation, maintenance, repair, replacement, enlargement, and removal of underground electric power transmission, distribution and communication lines and all necessary or desirable accessories and appurtenances thereto, including without limitation: wires, fibers, cables and other conductors and conduits therefor; and pads, transformers, switches, cabinets, and vaults on, across, or under the surface of the real property of Grantor in **Natrona County, State of Wyoming** more particularly described as follows and as more particularly described and/or shown on Exhibit(s) **A & B** attached hereto and by this reference made a part hereof:

Legal Description: a Parcel and Strip being 15 feet in width located in Tract 4, North Platte River Park and Lot 3, North Platte River Park No. 2 and being portions of the NE1/4SW1/4, SE1/4NW1/4, Section 33, T.34N., R.79W., 6TH P.M., Natrona County, Wyoming lying 7.5 feet parallel and perpendicular to each side of the centerline

Assessor Parcel No. **33790420600200 & 34793320200100**

Together with the right of reasonable access to the right of way from adjacent lands of Grantor for all activities in connection with the purposes for which this easement has been granted; and together with the present and (without payment therefor) the future right to keep the right of way clear of all brush, trees, timber, structures, buildings and other hazards which might endanger Grantee's facilities or impede Grantee's activities.

Grantor hereby reserves, and shall have the right to use the right of way granted herein for any use which does not otherwise unreasonably interfere with the Grantee's use thereof, including the right to install walkways, trails, or sidewalks, or other public or private utilities on or in the easement property.

Grantee shall restore all areas disturbed for the purpose of the electrical system on the easement property to preexisting conditions following maintenance activities.

This easement shall terminate and be of no further force or effect upon the grantee ceasing to use the easement granted herein for a period of 12 consecutive months for its use for the electrical system described herein.

The rights and obligations of the parties hereto shall be binding upon and shall benefit their respective heirs, successors and assigns.

Dated this _____ day of _____, 2023.

APPROVED AS TO FORM:

Walter Tremel

City Attorney

ATTEST:

CITY OF CASPER, WYOMING
A Municipal Corporation

By: _____

Fleur Tremel
City Clerk

Bruce Knell
Mayor

STATE OF WYOMING
COUNTY of NATRONA

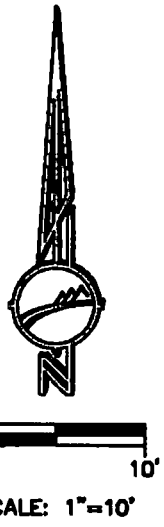
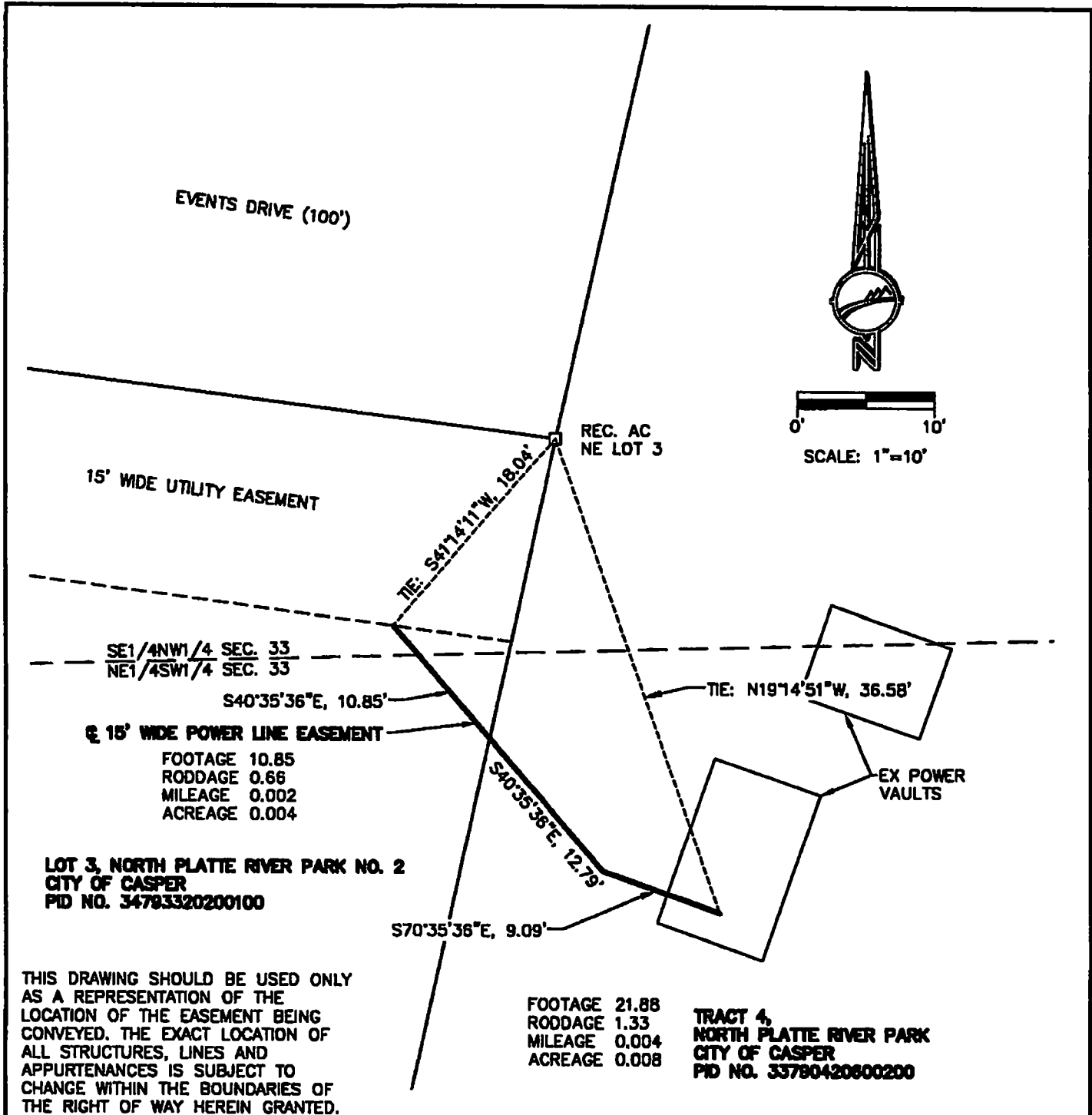
This instrument was acknowledged before me on this ____ day of _____, 2023,
by Bruce Knell, as the Mayor of the City of Casper, Wyoming, a Wyoming Municipal Corporation.

(notary signature)

NOTARY PUBLIC FOR _____ (state)

Residing at: _____ (city, state)

My Commission Expires: _____



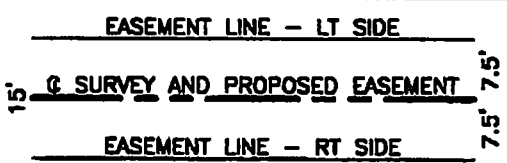
THIS DRAWING SHOULD BE USED ONLY AS A REPRESENTATION OF THE LOCATION OF THE EASEMENT BEING CONVEYED. THE EXACT LOCATION OF ALL STRUCTURES, LINES AND APPURTENANCES IS SUBJECT TO CHANGE WITHIN THE BOUNDARIES OF THE RIGHT OF WAY HEREIN GRANTED.

FOOTAGE 21.88
RODDAGE 1.33
MILEAGE 0.004
ACREAGE 0.008

**TRACT 4,
NORTH PLATTE RIVER PARK
CITY OF CASPER
PID NO. 33780420600200**

POWER LINE EASEMENT LOCATED IN LOT 3, NORTH PLATTE RIVER PARK NO. 2 AND TRACT 4, NORTH PLATTE RIVER PARK BEING PORTIONS OF THE SE1/4NW1/4, NE1/4SW1/4, SECTION 33, T.34N., R.79W., 6TH P.M., NATRONA COUNTY, WYOMING

NOTES:
BASIS OF BEARING - WYOMING STATE PLANE
COORDINATE SYSTEM - EAST CENTRAL ZONE -
NAD83/2011 (EPOCH 2010.0) - U.S. SURVEY
FEET - GRID DISTANCES



CERTIFICATE OF SURVEYOR
STATE OF WYOMING
COUNTY OF NATRONA } 38

PAUL R. SVENSON HEREBY STATES THAT HE IS BY OCCUPATION A PROFESSIONAL LAND SURVEYOR, EMPLOYED BY STATELINE NO. 7 ARCHITECTS TO MAKE THE SURVEY OF A POWER LINE EASEMENT DESCRIBED AND SHOWN ON THIS MAP; THAT THE SURVEY OF SAID WORKS WAS MADE UNDER HIS SUPERVISION DURING THE MONTH OF JUNE, 2023; AND THAT SUCH SURVEY IS ACCURATELY REPRESENTED ON THIS MAP.



WO#17297-09

EXHIBIT "A"

REV	DATE	DESC.	BY	CHK	APP
0	7-19-2023	SPORTS COMPLEX WEST LEASE BOUNDARY.DWG	JLS	PRS	
1	8-9-2023	REVISE ALIGNMENT	JLS	PRS	
2	8-23-2023	REVISE EASEMENT WIDTH	JLS	PRS	



**POWER LINE EASEMENT ON
CITY OF CASPER LANDS**
LOCATED IN LOT 3, NORTH PLATTE RIVER PARK NO. 2 AND TRACT 4, NORTH PLATTE RIVER PARK BEING PORTIONS OF THE SE1/4NW1/4, NE1/4SW1/4, SECTION 33, T.34N., R.79W., 6TH P.M., NATRONA COUNTY, WYOMING

ROCKY MOUNTAIN POWER
A DIVISION OF Xcel Energy

SHEET 1 OF 1	SCALE 1"=10'
CITY OF CASPER 1	REV. 2

RESOLUTION NO. 23-200

A RESOLUTION AUTHORIZING AN UNDERGROUND RIGHT OF WAY EASEMENT WITH ROCKY MOUNTAIN POWER AS PART OF THE WYOMING SPORTS RANCH CONSTRUCTION.

WHEREAS, construction of the Wyoming Sports Ranch (WSR) has commenced, and Rocky Mountain Power has requested additions to their existing easement to make appropriate power service/transformer connections to the WSR; and,

WHEREAS, authorizing an a Underground Right-of-Way Easement that is fifteen (15) feet in width and thirty-three (33) feet in length, more or less, with Rocky Mountain Power will allow the work to be constructed.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF CASPER, WYOMING: That the Mayor is hereby authorized and directed to execute, and the City Clerk to attest, an Underground Right of Way Easement with Rocky Mountain Power.

PASSED, APPROVED, AND ADOPTED this ____ day of _____, 2023.

APPROVED AS TO FORM:



ATTEST:

CITY OF CASPER, WYOMING
A Municipal Corporation

Fleur D. Tremel
City Clerk

Bruce Knell
Mayor

September 8, 2023

MEMO TO: J. Carter Napier, City Manager *JCN*

FROM: Cindie Langston, Interim Public Services Director
Alex Sveda, P.E., City Engineer *AS*

SUBJECT: Authorizing Underground Right-of-Way Easements with Rocky Mountain Power as part of the Wyoming Sports Ranch.

Meeting Type & Date:
Regular Council Meeting
September 19, 2023

Action Type:
Resolution

Recommendation:
That Council, by Resolution, authorize two (2) Underground Right-of-Way Easements with Rocky Mountain Power as part of the Wyoming Sports Ranch.

Summary:
Construction of the Wyoming Sports Ranch (WSR) has commenced. For Rocky Mountain Power (RMP) to provide primary service to the new facility, two (2) fifteen foot wide easements of relatively short length, approximately 33 feet and 15 feet, respectively, are required by RMP. One easement (33-foot in length) is required to extend power transmission main connection at Events Drive and Three Trails Road where existing power infrastructure is located within an existing easement. The second easement (15-foot in length) will extend the primary service point from Events Drive, where there is an existing easement, south to the WSR. Both new easements will cover the necessary easement gaps within City right-of-way to provide the necessary power to the WSR.

Financial Considerations
None

Oversight/Project Responsibility
Alex Sveda, City Engineer

Attachments
Resolution
33-foot length RMP Underground Right-Of-Way Easement (East)
15-foot length RMP Underground Right-Of-Way Easement (West)

REV101512

Return to:

Rocky Mountain Power
Estimating Department
2840 E. Yellowstone Hwy.
Casper, WY 82609

Project Name: CAS 5H158 CASPER RDVLPMT 1 EVENT DRIVE
WO#: 07029681

UNDERGROUND RIGHT OF WAY EASEMENT

For value received, **City of Casper, Wyoming** ("Grantor"), hereby grants to PacifiCorp, an Oregon Corporation, d/b/a Rocky Mountain Power its successors and assigns, ("Grantee"), an easement for a right of way **15 feet in width and 15 feet in length**, more or less, for the construction, reconstruction, operation, maintenance, repair, replacement, enlargement, and removal of underground electric power transmission, distribution and communication lines and all necessary or desirable accessories and appurtenances thereto, including without limitation: wires, fibers, cables and other conductors and conduits therefor; and pads, transformers, switches, cabinets, and vaults on, across, or under the surface of the real property of Grantor in **Natrona County, State of Wyoming** more particularly described as follows and as more particularly described and/or shown on Exhibit(s) **A & B** attached hereto and by this reference made a part hereof:

Legal Description: a Parcel and Strip being 15 feet in width located in Lot 3, North Platte River Park No. 2 and being a portion of the SW1/4NW1/4, Section 33, T.34N., R.79W., 6TH P.M., Natrona County, Wyoming lying 7.5 feet parallel and perpendicular to each side of the centerline

Assessor Parcel No. **34793320200100**

Together with the right of reasonable access to the right of way from adjacent lands of Grantor for all activities in connection with the purposes for which this easement has been granted; and together with the present and (without payment therefor) the future right to keep the right of way clear of all brush, trees, timber, structures, buildings and other hazards which might endanger Grantee's facilities or impede Grantee's activities.

Grantor hereby reserves, and shall have the right to use the right of way granted herein for any use which does not otherwise unreasonably interfere with the Grantee's use thereof, including the right to install walkways, trails, or sidewalks, or other public or private utilities on or in the easement property.

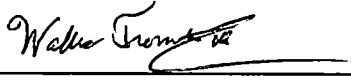
Grantee shall restore all areas disturbed for the purpose of the electrical system on the easement property to preexisting conditions following maintenance activities.

This easement shall terminate and be of no further force or effect upon the grantee ceasing to use the easement granted herein for a period of 12 consecutive months for its use for the electrical system described herein.

The rights and obligations of the parties hereto shall be binding upon and shall benefit their respective heirs, successors and assigns.

Dated this _____ day of _____, 2023.

APPROVED AS TO FORM:



City Attorney

ATTEST:

CITY OF CASPER, WYOMING
A Municipal Corporation

By: _____

Fleur Tremel
City Clerk

Bruce Knell
Mayor

STATE OF WYOMING
COUNTY of NATRONA

This instrument was acknowledged before me on this _____ day of _____, 2023,
by Bruce Knell, as the Mayor of the City of Casper, Wyoming, a Wyoming Municipal Corporation.

(notary signature)

NOTARY PUBLIC FOR _____ (state)

Residing at: _____ (city, state)

My Commission Expires: _____



SCALE: 1"=10'

EVENTS DRIVE (100')

REC AC
PC LOT 3

REC. AC
NE LOT 3

15' WIDE UTILITY EASEMENT

TIE: S83°29'08"E, 898.46'

15' WIDE POWER LINE EASEMENT

S72°16'W, 15.00'

TIE: S84°26'30"E, 898.84'

FOOTAGE 15.00
RODDAGE 0.91
MILEAGE 0.003
ACREAGE 0.005

LOT 3, NORTH PLATTE RIVER PARK NO. 2
CITY OF CASPER
PID NO. 34783320200100
SW1/4NW1/4

THIS DRAWING SHOULD BE USED ONLY AS A REPRESENTATION OF THE LOCATION OF THE EASEMENT BEING CONVEYED. THE EXACT LOCATION OF ALL STRUCTURES, LINES AND APPURTENANCES IS SUBJECT TO CHANGE WITHIN THE BOUNDARIES OF THE RIGHT OF WAY HEREIN GRANTED.

POWER LINE EASEMENT LOCATED IN LOT 3, NORTH PLATTE RIVER PARK NO. 2 BEING A PORTION OF THE SW1/4NW1/4, SECTION 33, T.34N., R.79W., 6TH P.M., NATRONA COUNTY, WYOMING

NOTES:
BASIS OF BEARING - WYOMING STATE PLANE
COORDINATE SYSTEM - EAST CENTRAL ZONE -
NAD83/2011 (EPOCH 2010.0) - U.S. SURVEY
FEET - GRID DISTANCES

EASEMENT LINE - LT SIDE

15' G SURVEY AND PROPOSED EASEMENT

EASEMENT LINE - RT SIDE

7.5' 7.5'

CERTIFICATE OF SURVEYOR
STATE OF WYOMING
COUNTY OF NATRONA } ss

EASEMENT DETAIL (NTS)

PAUL R. SVENSON HEREBY STATES THAT HE IS BY OCCUPATION A PROFESSIONAL LAND SURVEYOR, EMPLOYED BY STATELINE NO. 7 ARCHITECTS TO MAKE THE SURVEY OF A POWER LINE EASEMENT DESCRIBED AND SHOWN ON THIS MAP; THAT THE SURVEY OF SAID WORKS WAS MADE UNDER HIS SUPERVISION DURING THE MONTH OF JUNE, 2023; AND THAT SUCH SURVEY IS ACCURATELY REPRESENTED ON THIS MAP.



WO#17742

EXHIBIT "A"

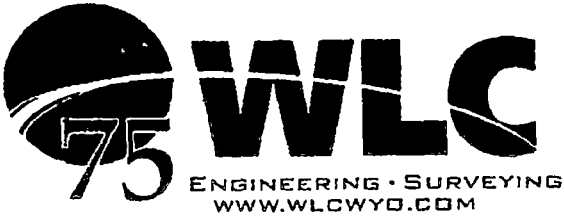
REV	DATE	DESC.	BY	CHK	APP
0	7-18-2023	SPORTS COMPLEX WEST LEASE BOUNDARY.DWG	JLS	PRS	
1	8-23-2023	REVISE EASEMENT WIDTH	JLS	PRS	



POWER LINE EASEMENT ON
CITY OF CASPER LANDS
LOCATED IN LOT 3, NORTH PLATTE RIVER PARK NO. 2 BEING
A PORTION OF THE SW1/4NW1/4, SECTION 33, T.34N., R.79W.,
6TH P.M., NATRONA COUNTY, WYOMING

ROCKY MOUNTAIN POWER
A DIVISION OF PACTCOOP

SHEET 1 OF 1	SCALE 1"=10'
CITY OF CASPER 2	REV. 1



CASPER
200 PRONGHORN
CASPER, WY 82601
P: 307-266-2524

EXHIBIT "B"

July 19, 2023 Rev 1 August 23, 2023

Page 1 of 1

Stateline No. 7 Architects
444 South Center
Casper, Wyoming 82601

W.O. No.: 17742

Description: 15' Wide Power Line Easement – City of Casper 2

A Parcel and Strip being 15 feet in width located in Lot 3, North Platte River Park No. 2 and being a portion of the SW1/4NW1/4, Section 33, T.34N., R.79W., 6TH P.M., Natrona County, Wyoming lying 7.5 feet parallel and perpendicular to each side of the centerline being more particularly described as follows:

Beginning at the northerly most end of the centerline being described and a point in the south line of an existing 15' wide utility easement and from which point the northeast corner of said Lot 3, North Platte River Park No. 2 bears S.83°29'08"E., 898.46 feet; thence S.7°28'16"W., 15.00 feet to the southerly most end of the centerline being described and the Point of Terminus and from which point northeast corner of said Lot 3, North Platte River Park No. 2 bears S.84°26'30"E., 898.84 feet, and said Parcel and Strip being 0.005 acres, more or less, as set forth by "Exhibit A", attached and made a part hereof. The sidelines of the above-described Parcel and Strip shall be extended and/or shortened to terminate at the intersecting easement line.



CASPER RAWLINS
DEDICATED TO CLIENTS. DEFINED BY EXCELLENCE.

RESOLUTION NO. 23-201

A RESOLUTION AUTHORIZING AN UNDERGROUND RIGHT OF WAY EASEMENT WITH ROCKY MOUNTAIN POWER AS PART OF THE WYOMING SPORTS RANCH CONSTRUCTION.

WHEREAS, construction of the Wyoming Sports Ranch (WSR) has commenced, and Rocky Mountain Power has requested additions to their existing easement to make appropriate power service/transformer connections to the WSR; and,

WHEREAS, authorizing ana Underground Right-of-Way Easement that is fifteen (15) feet in width and fifteen (15) feet in length, more or less, with Rocky Mountain Power will allow the work to be constructed.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF CASPER, WYOMING: That the Mayor is hereby authorized and directed to execute, and the City Clerk to attest, an Underground Right of Way Easement with Rocky Mountain Power.

PASSED, APPROVED, AND ADOPTED this ____ day of _____, 2023.

APPROVED AS TO FORM:





ATTEST:

CITY OF CASPER, WYOMING
A Municipal Corporation

Fleur D. Tremel
City Clerk

Bruce Knell
Mayor

August 25, 2022

MEMO TO: J. Carter Napier, City Manager 
FROM: Jill Johnson, CPA, Financial Services Director 
SUBJECT: City of Casper Investment Advisory Committee Appointment

Meeting Type & Date
Regular Council Meeting
September 19, 2023

Action type
Minute Action

Recommendation
That Council, by minute action, authorize the re-appointment of Kermit Willie to the City of Casper Investment Advisory Committee.


Summary
Resolution 20-168 adopting the City of Casper Financial Administration Guidelines was approved on September 1, 2020. The creation of an Investment Advisory Committee was introduced in the Investment Guidelines section to assist the City in developing and maintaining investment policies and strategies that comply with statutory regulations while maximizing return potential.

The committee members initial terms were staggered and Mr. Willie was set to serve a 2-year term. Following the initial term, per the committee guidelines, each member will serve a 3-year term. Mr. Willie has expressed an interest in continuing to serve on this committee and the committee has benefited tremendously from his extensive banking experience.

Financial Considerations
No financial considerations

Oversight/Project Responsibility
Jill Johnson, CPA, Financial Services Director

September 19, 2023

MEMO TO: J. Carter Napier, City Manager 

FROM: Zulima Lopez, Parks, Recreation and Public Facilities Director

SUBJECT: Appointment of Shelly Zimmerman to the Parks & Recreation Advisory Board

Meeting Type & Date

Regular Council Meeting
September 19, 2023

Action Type

Minute Action

Recommendation

That Council, by Minute Action, approve the appointment of Shelly Zimmerman to the Parks and Recreation Advisory Board.

Summary

The Parks and Recreation Advisory Board, formerly the Leisure Services Advisory Board, was established in 1994 and renamed and refreshed in 2022. The mission of the Board is to provide a source of active participation by a wide range of citizens in planning, setting priorities, and providing direction for the Parks and Recreation facilities and programs in the community.

There is currently one (1) Board vacancy due to the resignation of a board member in May 2023. The Board previously solicited letters of interest from community members beginning January 3, 2023, due to a Board Member vacancy from December 2022. Five (5) letters were received during the application period. Board members reviewed the letters of interest and selected two candidates, Susan Redding and Shelly Zimmerman, to be interviewed by a panel of Board and City staff members. Interviews were conducted in February 2023, and while both candidates were impressive, the interview panel recommended that Susan Redding fill the vacancy created in December 2022. Her appointment was approved by Council on March 7, 2023. After the resignation of a Board member in May 2023, staff offered the Board the option to re-advertise to fill the vacancy or consider the appointment of Ms. Zimmerman, who was interviewed in February. On August 16, 2023, the Board approved by unanimous vote to have Shelly Zimmerman fill the vacancy. The Board Chair recommends City Council's appointment of Ms. Zimmerman. When this position's term expires December 31, 2023, Ms. Zimmerman will have the ability to renew her Board position for a period of three (3) years.

Financial Considerations

None

Oversight/Project Responsibility

Zulima Lopez, Parks, Recreation, & Public Facilities Director

Attachments

Updated Parks and Recreation Advisory Board Membership List

2023-2024

PARKS AND RECREATION ADVISORY BOARD MEMBERS

MEMBER	TERM	EMAIL
AMY CRAWFORD (CHAIR)	<i>Term Expires 12/31/25</i>	amy.crawford@wyo.gov
SUSAN REDDING	<i>Term Expires 12/31/25</i>	susanredding078@gmail.com
IAN WALKER	<i>Term Expires 12/31/25</i>	ianwalker587@gmail.com
OLIVIA COLE	<i>Term Expires 12/31/23</i>	Keysgetaway111@gmail.com
SHELLY ZIMMERMAN (PROPOSED)	<i>Term Expires 12/31/23</i>	Shellyking88@gmail.com
JASON MAGNUSON	<i>Term Expires 12/31/23</i>	jason@wyomingvapor.com
JIM De GOLIA	<i>Term Expires 12/31/24</i>	jim.degolia@gmail.com
KRISTEN GALLES	<i>Term Expires 12/31/24</i>	galleskristen@gmail.com
RANDY HEIN (CO-CHAIR)	<i>Term Expires 12/31/24</i>	randy@heinbond.com
LISA ENGBRETSEN (COUNCIL LIAISON)	<i>N/A</i>	lengbretsen@casperwy.gov

August 24, 2023

MEMO TO: J. Carter Napier, City Manager *JCN*

FROM: Tracey L. Belser, Support Services Director *TLB*
Michael Szewczyk, Information Systems & Cyber Security Manager
Chad Edwards, Network & Cyber Security Administrator

SUBJECT: Authorization to Purchase Computer Replacements in the Amount of \$168,000.
The Total Amount Budgeted for Purchase is \$168,000.

Meeting Type & Date

Council Meeting
September 19, 2023

Action type

Minute Action

Recommendation

That Council, by minute action, authorize the purchase of 120 computers, in the amount of \$168,000, through the State of Wyoming contract with the vendor, Computer Professionals Unlimited.

Summary

The City maintains roughly 470 desktop and laptop computer systems utilized for day-to-day operations outside of police patrol units and refreshes 25% of these units each year. These replacements are necessary to maintain the ability to apply security patches, compatibility with evolving technologies, and prevent failure of outdated systems.

In previous years departments would order and pay for their systems from within their respective budgets. This is the first year where all computer purchases are being maintained within the IT (Information Technology) cost center. As such, orders will be placed in 3 to 4 groupings for all 120 devices.

Financial Considerations

Funding of \$168,000 is budgeted for this effort from the Information Technology FY24 operating budget. The vendor, Computer Professionals Unlimited, has an agreement with the State of Wyoming for HP computer equipment.

Oversight/Project Responsibility

Chad Edwards, Network Administrator

Attachments

None