

RESOLUTION NO.: 97—2023-24

TO THE HONORABLE, THE OUTAGAMIE COUNTY BOARD OF SUPERVISORS

LADIES AND GENTLEMEN:

MAJORITY

1 The Outagamie County Highway Department recently submitted an application for
2 federal aid under the Highway Safety Improvement Program (HSIP), which has been
3 awarded to reconstruct the intersection of CTH A and CTH S as well as rehabilitate the
4 pavement on CTH A from CTH S to WIS 47.

5
6 The project is currently estimated to cost \$4,063,639 of which \$3,283,585 of federal
7 funds have been obligated. Outagamie County's share is estimated to be \$780,054.
8 Estimated costs cover design, construction, and state review with construction currently
9 scheduled for State Fiscal Year 2029. The county share of the project costs are
10 anticipated to be funded in future budgets.

11
12 This resolution authorizes the Outagamie County Highway Commissioner to enter into a
13 State/Municipal Agreement for the project and to support future funding for the CTH A &
14 CTH S intersection improvement and the rehabilitation of CTH A from CTH S to WIS
15 47.

16
17 NOW THEREFORE, the undersigned members of the Highway, Recycling and Solid Waste
18 Committee recommend adoption of the following resolution.

19 BE IT RESOLVED, that the Outagamie County Board of Supervisors does authorize the
20 Outagamie County Highway Commissioner to enter into a State/Municipal Agreement for the CTH A &
21 CTH S intersection project and CTH A rehabilitation project, as noted on the attached State/Municipal
22 Agreement For a State-Let Highway Safety Improvement Program (HSIP) Project document which by
23 reference is made a part hereof, and

24 BE IT FURTHER RESOLVED, that the Outagamie County Board of Supervisors does authorize
25 funding for the county share of the project costs to be included in future budgets as noted on the attached
26 fiscal note which by reference is made a part hereof, and

1 BE IT FINALLY RESOLVED, that the Outagamie County Clerk be directed to forward a copy
2 of this resolution to the Outagamie County Highway Commissioner and the Outagamie County Finance
3 Director.

4 Dated this ____ day of February 2024.

5 Respectfully Submitted,

6
7 HIGHWAY, RECYCLING AND SOLID
8 WASTE COMMITTEE
9

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11
12 _____
13 Joy Hagen

14
15
16 _____
17 Daniel Nejedlo

18 _____
19 Jason Wegand

20 _____
21 Dennis Clegg

22 _____
23 Jeremy Thyssen

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25
26 Duly and officially adopted by the County Board on: _____
27

28
29 Signed:

30 _____
31 Board Chairperson


32 _____
33 County Clerk

34 Approved: _____

35 Vetoed: _____

36 Signed:

_____ County Executive

 <p>STATE/MUNICIPAL AGREEMENT FOR A STATE- LET HIGHWAY SAFETY IIMPROVEMENT PROGRAM (HSIP) PROJECT</p> <p>Program Name: HSIP PROGRAM Sub-program #: 206 Cycle: 2024-2027</p>	<p>Date: December 12, 2023</p> <p>I.D.: 6521-05-00/70/71</p> <p>Road Name: CTH A</p> <p>Limits: CTH S Intersection; CTH S – STH 47</p> <p>County: Outagamie</p> <p>Roadway Length: 1.90 miles</p> <p>Functional Classification: Major Collector</p> <p>Project Sponsor: Outagamie County</p>
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The signatory, **Outagamie County**, hereinafter called the Municipality, through its undersigned duly authorized officers or officials, hereby requests the State of Wisconsin Department of Transportation, hereinafter called the State, to initiate and effect the highway or street improvement hereinafter described.

The authority for the Municipality to enter into this agreement with the State is provided by Sections 86.25(1), (2), and (3) and Section 66.0301 of the Statutes.

NEEDS AND ESTIMATE SUMMARY:

All components of the project must be defined in the environmental document if any portion of the project is federally funded. The Municipality agrees to complete all participating and any non-participating work included in this improvement consistent with the environmental document. No work on final engineering and design may occur prior to approval of the environmental document.

Existing Facility - Describe and give reason for request: The existing intersection of CTH A and CTH S is a two-way stop-controlled intersection with free flow traffic moving north and south along CTH A. CTH S is stop controlled with a right turn lane designated by a raised concrete island on both east and west legs. Safety at the intersection is a concern due to increasing traffic and truck volumes and the increasing number of crashes. Over the five-year period from 2018-2022, a total of 16 crashes occurred at this intersection resulting in one fatality, four injuries, and four possible injuries.

CTH A from CTH S to STH 47 is a rural section of county highway with 12' lanes and 4' paved shoulders and 8' gravel shoulders. No edge line or centerline rumble strips are present. Safety is a concern on this segment due to the increasing traffic volumes and increasing number of crashes. Over the five-year period from 2018-2022, a total of seven crashes occurred, resulting in one fatality and five injuries. Varying types of crashes have occurred on this segment including run-off the road (ROTR), head-on collision after crossing the centerline and right-angle crashes.

Proposed Improvement - Nature of work: The proposed improvement involves constructing a single lane roundabout at the intersection of CTH A and CTH S. It also includes repaving CTH A with a 6-ft paved shoulder and installing both shoulder and centerline rumble strips.

Describe non-participating work included in the project and other work necessary to completely finish the project that will be undertaken independently by the Municipality. Please note that non-participating components of a project/contract are considered part of the overall project and will be subject to applicable federal requirements: NONE

The Municipality agrees to the following 2024-2027 HSIP project funding conditions:

Project design and construction costs are funded with up to 90% federal funding when the Municipality agrees to provide the remaining 10% and any funds in excess of the federal funding limit. Non-participating costs are 100% the responsibility of the Municipality. Any work performed by the Municipality prior to federal authorization is not eligible for federal funding. The Municipality will be notified by the State that the project is authorized and available for charging.

This project is currently scheduled in State Fiscal Year 2029. **In accordance with the State’s sunset policy for HSIP projects, the subject 2024-2027 HSIP improvement must be let by June 30, 2034.** Extensions may be available upon approval of a written request by or on behalf of the Municipality to State. The written request shall explain the reasons for project implementation delay and revised timeline for project completion.

The dollar amounts shown in the Summary of Costs Table below are estimates. The final Municipal share is dependent on the final federal participation, and actual costs will be used in the final division of cost for billing and reimbursement. In no event shall federal funding exceed the estimate of **\$3,283,585** in the Summary of Costs Table, unless such increase is approved in writing by the State through the State’s Change Management Policy prior to the Municipality incurring the increased costs.

SUMMARY OF COSTS					
PROJECT TYPE	Total Est. Cost	Federal Funds	%	Project Sponsor Funds	%
ID 6521-05-00					
Design	\$302,000	\$271,800	90%	\$30,200	10%+BAL
State Review	\$17,300	\$15,570	90%	\$1,730	10%+BAL
<i>Subtotal 6521-05-00:</i>	\$319,300	\$287,370	CAP	\$31,930	BAL
ID 6521-05-70					
Priority 1: Participating Construction	\$1,363,486.12	\$1,227,137.51	90%	\$136,348.61	10%+BAL
Priority 2: Participating Construction	\$415,211	\$0	0%	\$415,211	100%
Construction Engineering	\$257,213.88	\$231,492.49	90%	\$25,721.39	10%+BAL
State Review	\$21,800	\$19,620	90%	\$2,180	10%+BAL
Non-Participating Construction	\$0	\$0	0%	\$0	100%
<i>Subtotal 6521-05-70:</i>	\$2,057,711	\$1,478,250	CAP	\$579,461	BAL
ID 6521-05-71					
Participating Construction	\$1,459,799.50	\$1,313,819.55	90%	\$145,979.95	10%+BAL
Construction Engineering	\$210,828.50	\$189,745.65	90%	\$21,082.85	10%+BAL
State Review	\$16,000	\$14,400	90%	\$1,600	10%+BAL
Non-Participating Construction	\$0	\$0	0%	\$0	100%
<i>Subtotal 6521-05-71:</i>	\$1,686,628	\$1,517,965	CAP	\$168,663	BAL
Total Est. Cost Distribution	\$4,063,639	\$3,283,585	MAX*	\$780,054	N/A

*Design ID# 6521-05-00 federal funding is limited to **\$287,370**.
 *Construction ID# 6521-05-70 federal funding is limited to **\$1,478,250**.
 *Construction ID# 6521-05-71 federal funding is limited to **\$1,517,965**.

This request is subject to the terms and conditions that follow and is made by the undersigned under proper authority to make such request for the designated Municipality and upon signature by the State and delivery to the Municipality shall constitute agreement between the Municipality and the State. No term or provision of neither the State/Municipal Agreement nor any of its attachments may be changed, waived or terminated orally but only by an instrument in writing executed by both parties to the State/Municipal Agreement.

Signatures certify the content has not been altered by the municipality. Signed for and on behalf of: Outagamie County (please sign in blue ink.)		
Name	Title	Date
Signed for and on behalf of the State:		
Name	Title	Date

GENERAL TERMS AND CONDITIONS:

1. All projects must be in an approved Transportation Improvement Program (TIP) or State Transportation Improvement Program (STIP) prior to requesting authorization.
2. Work prior to federal authorization is ineligible for federal funding.
3. The Municipality, throughout the entire project, commits to comply with and promote all applicable federal and state laws and regulations that include, but are not limited to, the following:
 - a. Environmental requirements, including but not limited to those set forth in the 23 U.S.C. 139 and National Environmental Policy Act (42 U.S.C. 4321 et seq.)
 - b. Equal protection guaranteed under the U.S. Constitution, WI Constitution, Title VI of the Civil Rights Act and Wis. Stat. 16.765. The municipality agrees to comply with and promote applicable Federal and State laws, Executive Orders, regulations, and implementing requirements intended to provide for the fair and equitable treatment of individuals and the fair and equitable delivery of services to the public. In addition, the Municipality agrees not to engage in any illegal discrimination in violation of applicable Federal or State laws and regulations. This includes but is not limited to Title VI of the Civil Rights Act of 1964 which provides that “no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” The Municipality agrees that public funds, which are collected in a nondiscriminatory manner, should not be used in ways that subsidize, promote, or perpetuate illegal discrimination based on prohibited factors such as race, color, national origin, sex, age, physical or mental disability, sexual orientation, or retaliation.
 - c. Prevailing wage requirements, including but not limited to 23 U.S.C 113.
 - d. Buy America Provision and its equivalent state statutes, set forth in 23 U.S.C. 313 and Wis. Stat. 16.754.
 - e. Competitive bidding and confidentiality requirements set forth in 23 U.S.C 112 and Wis. Stat. 84.06. This includes the sharing of financial data prior to the conclusion of the competitive bid period.
 - f. All applicable Disadvantaged Business Enterprise (DBE) requirements that the State specifies.
 - g. Federal statutes that govern the Surface Transportation Program (STP), including but not limited to 23 U.S.C. 133.
 - h. General requirements for administrating federal and state aids set forth in Wis. Stat. 84.03.

STATE RESPONSIBILITIES AND REQUIREMENTS:

4. Funding of each project phase is subject to inclusion in Wisconsin's approved 2024-2027 HSIP program. Federal funding will be limited to participation in the costs of the following items, as applicable to the project:
 - a. The grading, base, pavement, and curb and gutter, sidewalk, and replacement of disturbed driveways in kind.
 - b. The substructure, superstructure, grading, base, pavement, and other related bridge and approach items.
 - c. Storm sewer mains necessary for the surface water drainage.
 - d. Catch basins and inlets for surface water drainage of the improvement, with connections to the storm sewer main.
 - e. Construction engineering incident to inspection and supervision of actual construction work (except for inspection, staking, and testing of sanitary sewer and water main).
 - f. Signing and pavement marking.
 - g. New installations or alteration of street lighting and traffic signals or devices.
 - h. Landscaping.
 - i. Preliminary engineering and design.
 - j. State review services
5. The work will be administered by the State and may include items not eligible for federal participation.
6. As the work progresses, the State will bill the Municipality for work completed that is not chargeable to federal/state funds. Upon completion of the project, a final audit will be made to determine the final division of costs subject to funding limits in the Summary of Costs Table. If reviews or audits show any of the work to be ineligible for federal/state funding, the Municipality will be responsible for any withdrawn costs associated with the ineligible work.

MUNICIPAL RESPONSIBILITIES AND REQUIREMENTS:

7. Work necessary to complete the 2024-2027 HSIP improvement project to be financed entirely by the Municipality or other utility or facility owner includes the items listed below.
 - a. New installations of or alteration of sanitary sewers and connections, water, gas, electric, telephone, telegraph, fire or police alarm facilities, parking meters, and similar utilities.
 - b. Damages to abutting property after project completion due to change in street or sidewalk widths, grades or drainage.
 - c. Detour routes and haul roads. The municipality is responsible for determining the detour route.
 - d. Conditioning, if required and maintenance of detour routes.
 - e. Repair of damages to roads or streets caused by reason of their use in hauling materials incident to the improvement.
 - f. All work related to underground storage tanks and contaminated soils.

- g. Street and bridge width in excess of standards, in accordance with the current WisDOT Facilities Development Manual (FDM).
- h. Other 100% Municipality funded items:
 - 8. The construction of the subject improvement will be in accordance with the appropriate standards unless an exception to standards is granted by State prior to construction. The entire cost of the construction project, not constructed to standards, will be the responsibility of the Municipality unless such exception is granted.
 - 9. Work to be performed by the Municipality without federal funding participation necessary to ensure a complete improvement acceptable to the Federal Highway Administration and/or the State may be done in a manner at the election of the Municipality but must be coordinated with all other work undertaken during construction.
 - 10. The Municipality is responsible for financing administrative expenses related to Municipal project responsibilities.
 - 11. The Municipality will include in all contracts executed by them a provision obligating the contractor not to discriminate against any employee or applicant for employment because of age, race, religion, color, handicap, sex, physical condition, developmental disability as defined in Wis. Stat. 51.01 (5), sexual orientation as defined in Wis. Stat. 111.32 (13m), or national origin.
 - 12. The Municipality will pay to the State all costs incurred by the State in connection with the improvement that exceed federal/state financing commitments or are ineligible for federal/state financing. To guarantee the Municipality's foregoing agreements to pay the State, the Municipality, through its above duly authorized officers or officials, agrees and authorizes the State to set off and withhold the required reimbursement amount as determined by the State from any moneys otherwise due and payable by the State to the Municipality.
 - 13. **In accordance with the State's sunset policy for HSIP projects, the subject 2024-2027 HSIP improvement must be let by June 30, 2034.** Extensions may be available upon approval of a written request by or on behalf of the Municipality to State. The written request shall explain the reasons for project implementation delay and revised timeline for project completion.
 - 14. If the Municipality should withdraw the project, it will reimburse the State for any costs incurred on behalf of the project.
 - 15. The Municipality will at its own cost and expense:
 - a. Maintain all portions of the project that lie within its jurisdiction (to include, but not limited to, cleaning storm sewers, removing debris from sumps or inlets, and regular maintenance of the catch basins, curb and gutter, sidewalks and parking lanes [including snow and ice removal]) for such maintenance in a manner consistent with reasonable industry standards, and will make ample provision for such maintenance each year.
 - b. Regulate [or prohibit] parking at all times in the vicinity of the proposed improvements during their construction.
 - c. Regulate [or prohibit] all parking at locations where and when the pavement area usually occupied by parked vehicles will be needed to carry active traffic in the street.
 - d. Assume general responsibility for all public information and public relations for the project and to make fitting announcement to the press and such outlets as would generally alert the affected property owners and the community of the nature, extent, and timing of the project and arrangements for handling traffic within and around the project.
 - e. Provide complete plans, specifications, and estimates to State upon request.
 - f. Provide relocation orders and real estate plats to State upon request.

- g. Use the *WisDOT Utility Accommodation Policy* unless it adopts a policy, which has equal or more restrictive controls.
- h. Provide maintenance and energy for lighting.
- i. Provide proper care and maintenance of all landscaping elements of the project including replacement of any plant materials damaged by disease, drought, vandalism or other cause.

16. It is further agreed by the Municipality that:

- a. The Municipality assumes full responsibility for the design, installation, testing and operation of any sanitary sewer and water main infrastructure within the improvement project and relieves the state and all of its employees from liability for all suits, actions, or claims resulting from the sanitary sewer and water main construction under this agreement.
- b. The Municipality assumes full responsibility for the plans and special provisions provided by their designer or anyone hired, contracted or otherwise engaged by the Municipality. The Municipality is responsible for any expense or cost resulting from any error or omission in such plans or special provisions. The Municipality will reimburse State if State incurs any cost or expense in order to correct or otherwise remedy such error or omission or consequences of such error or omission.
- c. The Municipality will be 100% responsible for all costs associated with utility issues involving the Contractor, including costs related to utility delays.
- d. All signs and traffic control devices and other protective structures erected on or in connection with the project including such of these as are installed at the sole cost and expense of the Municipality or by others, will be in conformity with such *Manual of Uniform Traffic Control Devices* as may be adopted by the American Association of State Highway and Transportation Officials, approved by the State, and concurred in by the Federal Highway Administration.
- e. The right-of-way available or provided for the project will be held and maintained inviolate for public highway or street purposes. Those signs prohibited under federal aid highway regulations, posters, billboards, roadside stands, or other private installations prohibited by federal or state highway regulations will not be permitted within the right-of-way limits of the project. The Municipality, within its jurisdictional limits, will remove or cause to be removed from the right-of-way of the project all private installations of whatever nature which may be or cause an obstruction or interfere with the free flow of traffic, or which may be or cause a hazard to traffic, or which impair the usefulness of the project and all other encroachments which may be required to be removed by the State at its own election or at the request of the Federal Highway Administration, and that no such installations will be permitted to be erected or maintained in the future.
- f. The Municipality is responsible for any damage caused by legally hauled loads, including permitted oversize and overweight loads. The contractor is responsible for any damage caused to haul roads if the contractor does not obey size and weight laws, use properly equipped and maintained vehicles, and does not prevent spilling of materials onto the haul road (*WisDOT Standard Specifications* 618.1, 108.7, 107.8). The local maintaining authority can impose special or seasonal weight limitations as defined in Wis. Stat. 349.16, but this should not be used for the sole purpose of preventing hauling on the road.

The bid item 618.0100 Maintenance and Repair of Haul Roads (project) is ineligible for federal funding on local program projects as per the State/Municipal Agreement. The repair of damages as a result of hauling materials for the project is the responsibility of the Municipality as specified in the State/Municipal Agreement Terms and Conditions under "Municipal Responsibilities and Requirements."

LEGAL RELATIONSHIPS:

- 17. The State shall not be liable to the Municipality for damages or delays resulting from work by third parties. The State also shall be exempt from liability to the Municipality for damages or delays resulting from injunctions or other restraining orders obtained by third parties.
- 18. The State will not be liable to any third party for injuries or damages resulting from work under or for the Project. The Municipality and the Municipality's surety shall indemnify and save harmless the State, its officers and employees, from all suits, actions or claims of any character brought because of any injuries or damages received or sustained by any person, persons or property on account of the operations of the Municipality and its sureties; or on account of or in consequence of any neglect in safeguarding the work; or because of any act or omission, neglect or misconduct of the Municipality or its sureties; or because of any claims or amounts recovered for any infringement by the Municipality and its sureties of patent, trademark or copyright; or from any claims or amounts arising or recovered under the Worker's Compensation Act, relating to the employees of the Municipality and its sureties; or any other law, ordinance, order or decree relating to the Municipality's operations.
- 19. Contract modification: This State/Municipal Agreement can only modified by written instruments duly executed by both parties. No term or provision of either this State/Municipal Agreement or any of its attachments may be changed, waived or terminated orally.
- 20. Binding effects: All terms of this State/Municipal Agreement shall be binding upon and inure to the benefits of the legal representatives, successors and executors. No rights under this State/Municipal Agreement may be transferred to a third party. This State/Municipal Agreement creates no third-party enforcement rights.
- 21. Choice of law and forum: This State/Municipal Agreement shall be interpreted and enforced in accordance with the laws of the State of Wisconsin. The Parties hereby expressly agree that the terms contained herein and in any deed executed pursuant to this State/Municipal Agreement are enforceable by an action in the Circuit Court of Dane County, Wisconsin.

PROJECT FUNDING CONDITIONS

- 22. Non-appropriation of funds: With respect to any payment required to be made by the State under this State/Municipal Agreement, the parties acknowledge the State's authority to make such payment is contingent upon appropriation of funds and required legislative approval sufficient for such purpose by the Legislature. If such funds are not so appropriated, either the Municipality or the State may terminate this State/Municipal Agreement after providing written notice not less than thirty (30) days before termination.
- 23. Maintenance of records: During the term of performance of this State/Municipal Agreement, and for a period not less than three years from the date of final payment to the Municipality, records and accounts pertaining to the performance of this State/Municipal Agreement are to be kept available for inspection and audit by representatives of the State. The State reserves the right to audit and inspect such records and accounts at any time. The Municipality shall provide appropriate accommodations for such audit and inspection.

In the event that any litigation, claim or audit is initiated prior to the expiration of said records maintenance period, the records shall be retained until such litigation, claim or audit involving the records is complete.

- 24. The Municipality agrees to the following 2024-2027 HSIP project funding conditions:
 - a. ID 6521-05-00: Design is funded with 90% federal funding up to a funding limit of **\$287,370** when the Municipality agrees to provide the remaining 10% and any funds in excess of the **\$287,370** federal funding limit. This phase includes plan development and state review. The work includes project review, approval of required reports and documents and processing the final Plan, Specification & Estimate (PS&E) document for award of the contract. Costs for this phase include an estimated amount for state review activities, to be funded 90% with federal funding and 10% by the Municipality.

- b. Real estate is funded 100% by the Municipality. Real estate acquisition is 100% the responsibility of the Municipality.
- c. Costs for utility items are funded 100% by the Municipality.
- d. ID 6521-05-70: Construction:
 - i. Costs for roadway reconstruction are funded with 90% federal funding up to a funding limit of **\$1,478,250**, when the Municipality agrees to provide the remaining 10%, and any funds in excess of the **\$1,478,250** federal funding limit.
 - ii. Non-participating costs are funded 100% by the Municipality. Costs include construction delivery.
 - iii. Costs for this phase include an estimated amount for state review activities, to be funded 90% with federal funding and 10% by the Municipality.
- e. ID 6521-05-71: Construction:
 - ii. Costs for roadway reconstruction are funded with 90% federal funding up to a funding limit of **\$1,517,965**, when the Municipality agrees to provide the remaining 10%, and any funds in excess of the **\$1,517,965** federal funding limit.
 - ii. Non-participating costs are funded 100% by the Municipality. Costs include construction delivery.
 - iii. Costs for this phase include an estimated amount for state review activities, to be funded 90% with federal funding and 10% by the Municipality.

[End of Document]

OUTAGAMIE COUNTY FISCAL NOTE

INTRODUCTION: This form must be attached to any resolution or ordinance which contains a spending or revenue proposal. The form should be completed by an individual within the department initiating the resolution or ordinance with assistance from the Financial Services Department. Contact the Finance Director (1675), Controller (1674) or Staff Accountant (1681) for assistance. Once completed, forward a copy of the form to the Financial Services Department for their review. Financial Services will forward a reviewed copy of the fiscal note to Legislative Services.

1. **Subject:** Request to support future funding for the CTH A & CTH S intersection and pavement rehabilitation.

2. **Description:** This section must be completed for all fiscal notes. Briefly and concisely describe the request. State assumptions used and discuss any current year and long-term fiscal impacts. (A separate attachment can be used)

The Highway Department submitted an application for Highway Safety Improvement Funds (HSIP) and was approved for 90% federal funding for the project. The project includes construction of a roundabout at the intersection of CTH S & CTH A and paved shoulder on CTH A. The cost of the project is anticipated to be \$4,063,639 of which the federal funding is capped at \$3,283,585. The county would be responsible for \$780,054 which is 10% and any excess. The project is scheduled for the year 2029 county share, along with the federal portion to account for the full cost of construction will be included in the 2029 Highway budget.

Therefore, the Highway Department is seeking support from the County Board to grant the Highway Commissioner authority to enter into a State Municipal Agreement for the project and to support future funding of the CTH S & CTH A intersection construction.

Current Year Budget Impact (Check one or more of the following boxes)

Revenues Expenses (Cost) None

- 3. Is the specific cost or revenue included in the current year's budget? yes () no () n/a (X) N/A – future budget
- 4. If the proposal requests additional spending, can the additional cost be absorbed within the current year's line item? yes () no () n/a (X) N/A – future budget
- 5. Is the proposal to accept additional revenues only? yes () no (X)
- 6. Does this request modify/adjust the current year budget? yes () no (X)
If no, skip to question 8 below.

7. Detail current year budget changes. Please list cost center name, line item, account number and either the increase or decrease amount. (Please note that all budget adjustments must balance. For example, an increase in an expenditure account must be offset by a decrease in another expenditure account or the contingency fund or an increase in a revenue account or other funding sources such as fund balance applied.)


COST CENTER NAME	LINE ITEM (i.e. Salaries, Supplies, Etc.)	ACCOUNT NUMBER INCLUDING COST CENTER (i.e. 1004100.5100, 1004100.5400, etc.)	INCREASE (DECREASE) AMOUNT
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Not Applicable – Future Budget

Annual and Long-Term Impact

- 8. Is the above Increase/Decrease a nonrecurring one-time expense or revenue? yes () no () n/a (X)
- 9. What is the anticipated annual and/or long-term cost or revenue impact? Annual Cost 0.00
Annual Revenue 0.00

Fiscal Note Prepared by: Michelle Uitenbroek

For Financial Services purposes only	
Reviewed By: 	If expenditures are recorded in the financial system at a level of detail lower than the level 6 as shown above, indicate the specific account numbers and amounts below: <u>Detail Expenditure Account Number</u> <u>Amount</u>
Date: <u>1/17/2024</u>	
Comments:	