

CAPITAL PROJECT ORDINANCE - PARTIAL CLOSEOUT
 ELECTRIC TRANSPORTATION EQUIPMENT CAPITAL PROJECT FUND AMENDMENT #10
 PWCORD2024-09

BE IT ORDAINED by the Fayetteville Public Works Commission (PWC) that pursuant to Section 13.2 of Chapter 159 of the General Statutes of North Carolina, the following capital project ordinance is hereby amended:

Section 1. The amendment for partial closeout authorized is to the Electric Transportation Equipment Capital Project Fund, adopted October 10, 2018 by PWC, for funding transportation equipment which requires long lead time purchaes.

Section 2. The officers of this unit are hereby directed to proceed with the partial closeout of the project within the budget contained herein.

Section 3. The following revenues are anticipated to be available to complete the project:

| | Current Budget | Budget Closeout | Revised Budget | Actual Closeout |
|-----------------------------|-------------------|--------------------|-------------------|--------------------|
| Transfer from Electric Fund | \$ 4,565,600 | \$ (465,000) | \$ 4,100,600 | \$ 410,441 |

Section 4. The following amounts are appropriated for the project:

| | Current Budget | Budget Closeout | Revised Budget | Actual Closeout |
|----------------------|-------------------|--------------------|-------------------|--------------------|
| Project Expenditures | \$ 4,565,600 | \$ (465,000) | \$ 4,100,600 | \$ 410,441 |

Section 5. Copies of this capital project ordinance amendment shall be made available to the PWC budget officer and finance officer.

Adopted this 26th day of June, 2024.

Electric Fund Transportation Equipment - Amendment #10

| AssetNumber | Dept | Year | Make | Model | Estimated Cost | Fiscal Yr |
|-------------------------------------|------|------|---------------|---------|---------------------|-----------|
| 254 | 820 | 2009 | International | 7400 | 291,000 | 2020 |
| 2309 | 820 | 2012 | International | 4400 | 155,000 | 2023 |
| 2323 | 820 | 2014 | Freightliner | M2-106 | 384,400 | 2023 |
| 2324 | 820 | 2014 | Freightliner | M2-106 | 384,400 | 2023 |
| 2327 | 820 | 2014 | Freightliner | M2-106 | 505,000 | 2023 |
| 2328 | 820 | 2015 | Freightliner | M2-106 | 415,000 | 2024 |
| 2329 | 820 | 2015 | Freightliner | M2-106 | 415,000 | 2024 |
| 2332 | 820 | 2014 | Freightliner | M2-106 | 405,000 | 2024 |
| 2334 | 820 | 2017 | International | 4300 | 377,800 | 2023 |
| 2330 | 820 | 2015 | Freightliner | M2-106 | 415,000 | 2025 |
| 5501 | 374 | 2008 | Ford | F550 | 77,000 | 2023 |
| 2325 | 820 | 2014 | Ford | F250 | 85,000 | 2024 |
| 2333 | 820 | 2015 | Ford | M2-106 | 85,000 | 2024 |
| | 820 | | Ford | F250 | 85,000 | 2024 |
| | 820 | | Ford | F450 | 90,000 | 2024 |
| | 820 | | Class 7 | Flatbed | 180,000 | 2024 |
| 208 | 821 | 2008 | Ford | F350 | 120,000 | 2024 |
| 1114 | 821 | 2014 | Ford | F250 | 96,000 | 2024 |
| Total from Amendment # 9 | | | | | \$ 4,565,600 | |
| Closeout Projects | | | | | | |
| 208 | 821 | 2008 | Ford | F350 | (120,000) | |
| | 820 | | Ford | F250 | (85,000) | |
| 2333 | 820 | 2015 | Ford | M2-106 | (85,000) | |
| 2325 | 820 | 2014 | Ford | F250 | (85,000) | |
| | 820 | | Ford | F450 | (90,000) | |
| Total Closeout | | | | | \$ (465,000) | |
| Revised Project List | | | | | | |
| 254 | 820 | 2009 | International | 7400 | 291,000 | |
| 2309 | 820 | 2012 | International | 4400 | 155,000 | |
| 2323 | 820 | 2014 | Freightliner | M2-106 | 384,400 | |
| 2324 | 820 | 2014 | Freightliner | M2-106 | 384,400 | |
| 2327 | 820 | 2014 | Freightliner | M2-106 | 505,000 | |
| 2328 | 820 | 2015 | Freightliner | M2-106 | 415,000 | |
| 2329 | 820 | 2015 | Freightliner | M2-106 | 415,000 | |
| 2332 | 820 | 2014 | Freightliner | M2-106 | 405,000 | |
| 2334 | 820 | 2017 | International | 4300 | 377,800 | |
| 2330 | 820 | 2015 | Freightliner | M2-106 | 415,000 | |
| 5501 | 374 | 2008 | Ford | F550 | 77,000 | |
| | 820 | | Class 7 | Flatbed | 180,000 | |
| 1114 | 821 | 2014 | Ford | F250 | 96,000 | |
| Revised Total-Amendment # 10 | | | | | \$ 4,100,600 | |