



COUNCIL STAFF REPORT

CITY COUNCIL of SALT LAKE CITY
tinyurl.com/SLCFY24CIP

TO: City Council Members
FROM: Ben Luedtke
Budget & Policy Analyst
DATE: June 6, 2023
RE: FY2024 Capital Improvement Program (CIP)
ANNUAL BUDGET BOOK: Pages 67-68 and 143 – 154

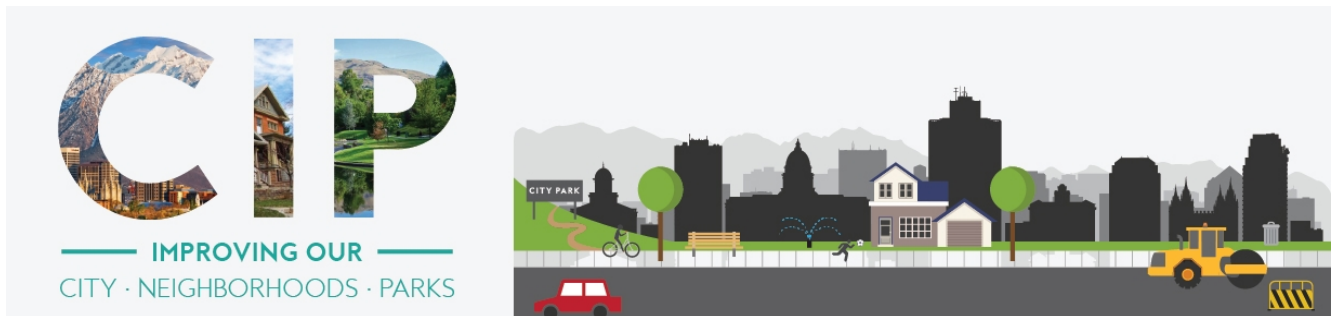
Project Timeline:

Budget Hearings: May 16 & June 6, 2023
1st Briefing: June 6, 2023
2nd Briefing: July 11, 2023
3rd Briefing & Public Hearing: July 18, 2023
4th Briefing & Public Hearing: August 8, 2023
Potential Action: August 15, 2023

Note: The Council approves debt service and overall CIP funding in the annual budget. Project specific funding is approved by September 1.

CIP BUDGET BOOK PAGES:

- 5-12 shows a summary table of proposed projects and funding sources
- 13-15 lists CIP projects not recommended for funding
- 19-23 identify existing bonds paid from CIP (does not include General Obligation bonds) and other ongoing obligations
- 27-53 has project specific pages for the recommended General Fund CIP projects
- 57-108 has project specific pages for enterprise fund capital projects (Airport, Golf, and Public Utilities)



ISSUE AT-A-GLANCE

Each year, the Council appropriates overall funding available for the Capital Improvement Program (CIP) and approves debt payments and ongoing obligations as part of the annual budget in June. Over the summer, the Council reviews individual projects and per state law must approve project specific funding by September 1. CIP is an open and competitive process where residents, local organizations, and City departments submit project applications. The Community Development and Capital Improvement Program (CDCIP) resident advisory board reviews the applications in public meetings and makes funding recommendations to the Mayor and Council. The Mayor provides a second set of funding recommendations which this year are identical to the advisory board's except one project; \$150,000 for Westside Art was proposed after the CDCIP board completed their deliberations. The Council considers both sets of funding recommendations and ultimately decides project specific funding. Funding for capital improvements sometimes occurs in midyear budget amendments but the annual CIP process is the Council's largest annual opportunity to fund large public construction projects. This report provides an overview of the proposed overall budget for FY2024, projects of Council Member interest not recommended for funding, policy questions, and further details in the Additional Info section and attachments.



Overview of the FY2024 CIP Proposed Budget

The total FY2024 CIP budget is \$39.3 million which is \$7.4 million (16%) less than last year. FY2023 was a record year for CIP with nearly \$47 million total funding plus the \$67.5 Million Sales Tax Bond and \$85 million Parks, Trails, and Open Space General Obligation Bond. The proposed FY2024 CIP budget is closer to the City’s typical total CIP funding level in recent years. However, the General Fund transfer to CIP (first row in the table below) is 6.8% of ongoing revenues which is slightly below the 7% seen in most budget years (last year was a record at 9%). An additional \$851,814 would be needed to reach the 7% level for FY2024. Most of the lower total CIP funding is caused by removal of \$3.7 million in one-time funds used in FY2023 to replace hand held radio equipment and the shift of \$1.8 million from Funding Our Future for parks from CIP (as it was in the FY2023 budget) to personnel costs. The Administration indicates that ongoing funding spent on vehicles this year for those personnel could be added to CIP again next year. The table below details funding sources for CIP by fiscal year. See Attachment 5 for an overview of the major CIP Funding Sources. Other highlights include:

\$10.3 Million Unrestricted Funds – \$10,287,935 of the ongoing transfer from the General Fund are unrestricted funds available for any new projects (the most flexible funding available). This does not include the Funding Our Future source which the Council has restricted to five critical need areas.

\$1.4 Million Decrease of Impact Fees Spending – The amount of impact fees in the proposed CIP budget is the smallest amount since FY2017. There are over \$20.7 million of impact fees available to spend across the four types: fire, parks, police, and transportation. Most of the available funds are for parks and transportation. See Additional info section for more. It’s worth noting the Council sometimes approves significant amounts of impact fees for capital expenses in midyear budget amendments so CIP is not the only relevant budget opening.

\$300,000 Decrease for County 1/4¢ Sales Tax for Transportation – This became a new funding source three years ago and is available to transportation projects per state law. As seen in other sales tax revenue line items, this one has experienced significant growth in recent years but is projects to slightly decrease in FY2024.

\$10.9 Million Debt and Lease Payments – \$10,901,526 (44%) of the General Fund transfer to CIP (including Funding Our Future dollars) is needed to cover debt payments and the Crime Lab lease payment. However, it should be noted that \$4,393,161 of this amount is for a first-year payment on a proposed sales tax revenue bond for which the Council has not approved the list of projects. This funding could be used for FY2024 projects if the Council declines to proceed with the bond or approves a smaller bond.

Comparison of CIP Funding Sources by Fiscal Year

CIP Funding Sources	Adopted 2021-22	Adopted 2022-23	Proposed 2023-24	FY2023 to FY2024	
				\$ Change	% Change
General Fund	\$ 15,126,884	\$ 25,231,431	\$ 21,189,461	\$ (4,041,970)	-16%
Funding Our Future*	\$ 3,580,000	\$ 5,100,000	\$ 3,626,875	\$ (1,473,125)	-29%
Class C	\$ 3,021,706	\$ 3,000,000	\$ 3,500,000	\$ 500,000	17%
Impact Fees**	\$ 8,276,103	\$ 4,159,755	\$ 2,968,850	\$ (1,190,905)	-29%
CDBG	\$ 322,000	\$ 722,000	\$ -	\$ (722,000)	ONE-TIME
Repurpose Old CIP Accounts***	\$ 252,271	\$ 152,660	PENDING	-	ONE-TIME
County 1/4¢ Sales Tax	\$ 4,900,000	\$ 8,000,000	\$ 7,700,000	\$ (300,000)	-4%
Surplus Land Fund	\$ 200,000	\$ -	\$ -	\$ -	ONE-TIME
Smith's Naming Rights Revenue	\$ 154,000	\$ 154,000	\$ 150,000	\$ (4,000)	-3%
SLC Sports Complex ESCO	\$ 148,505	\$ 148,505	\$ 150,500	\$ 1,995	1%
Memorial House Rent Revenue	\$ 68,554	\$ 68,554	\$ 50,000	\$ (18,554)	-27%
TOTAL	\$ 36,027,131	\$ 46,736,905	\$ 39,335,686	\$ (7,401,219)	-16%
TOTAL without ONE-TIME	\$ 35,252,860	\$ 45,862,245	\$ 39,335,686	\$ (6,526,559)	-14%

*Includes % to CIP "off the top" available to any project, and funding for transit, and public right of way infrastructure. Also, funding source is ongoing but Council could change the use categories in the future

**There are four impact fee types: fire, parks, police and streets

***Includes recaptured funds from multiple funding sources

Note: There's a \$22,892 debt service rescope reduction not separated out in the table above for FY2022

Projects of Council Member Interest Not Recommended for Funding by Advisory Board & Mayor

The total cost to fully fund the four projects listed below is \$2,514,126. Of this amount, \$747,000 could come from parks impact fees which is itemized by project below. The Council could fund these projects by adding funding to CIP above the Mayor's Recommended Budget and/or shifting funding from projects that are recommended for funding. Projects are listed in district numerical order:

Council Member Petro: Project #21 is \$830,000 for Rose Park Lane Landscaping, Trail Rebuild, and Safety

- \$235,000 is eligible for parks impact fees
- The project could be partially funded in two or three phases:
 - o \$565,000 for the trail reconstruction as the first phase
 - o \$235,000 for irrigation and tree planting as the second phase
 - o \$30,000 for two solar feedback speed limit signs which could be done independently from the other two phases (at any time) and potentially with funding from the temporary traffic calming intervention funding in the Transportation Division's base budget

Council Member Puy: Project #18 requesting \$500,000 for Madsen Park Improvements

- \$300,000 is eligible from park impact fees
- CDCIP Board said if additional funding is available, then this project is their next highest priority
- Madsen Park is also identified as a neighborhood park to be reimagined with funding from the Parks, Trails, and Open Space General Obligation Bond

Council Member Valdemoros: Project #22 requesting \$530,000 for Richmond Park Playground

- \$212,000 is eligible from park impact fees
- Richmond Park is also identified as a neighborhood park to be reimagined with funding from the Parks, Trails, and Open Space General Obligation Bond

Council Member Dugan: Project #46 requesting \$494,126 for Westside of Foothill Drive Safety Enhancements

- Some elements might be partially eligible for transportation impact fees
- The project is from the 2017 Foothill Drive Implementation Strategy but this was not brought to the Council for adoption
- A request has been submitted to the Administration for phasing options

Council Member Fowler: Project #32 requesting \$150,000 for Sugar House Safe Side Streets Phase 2

- Phase 1 received \$153,221 in FY2022 CIP for studying, testing, public engagement, and designs of traffic calming improvements on six local streets: Hollywood Avenue, Ramona Avenue, Garfield Avenue, Lincoln Street, 1000 East, and McClelland Street
- An application was submitted in the FY2023 CIP cycle for Phase 2 but did not receive additional funding
- The FY2024 CIP application is requesting funds that would be combined with remaining funds from Phase 1 to complete the traffic calming improvements recommended in the Phase 1 traffic study

Simplified Funding Log and Project Scores from CDCIP Resident Advisory Board

(See Attachment 4 for the simplified funding log)

The CDCIP Board scored each CIP application which serves as a general guide to help inform funding decisions but is not meant to be strictly adhered to. The Board recommends that if additional funding were available, then project #18 Madsen Park Improvements be prioritized. The log also includes a social vulnerability index developed by the Centers for Disease Control (CDC) using 16 factors to rank Census Tracts. The next column shows scores from the Sustainability Department where 10 is the highest (best) possible. Then the Parks, Natural Lands, Urban Forestry, and Trails or PNUT Board scores are shown where 1 is the highest (best) possible. The last column on the right side shows current pavement conditions for public right of way (streets, alleys, curb & gutter, and sidewalks) where applicable.

Recapture Funds from Completed Projects and Unfinished Projects Older than Three Years

(Attachment 6 – Pending at time of publishing this staff report)

The CIP and Debt Management Resolution (Attachment 1) states that remaining funds should be considered for recapture from completed projects and unfinished projects that are older than three years unless there has been significant progress. The table in Attachment 6 is the staff's attempt to follow up on the Council's policy guidance for CIP projects. Most of the 128 projects received General Fund dollars or impact fees. Some of this funding could be recaptured by the Council as one-time revenue for General Fund uses, however, the other sources like Class C, CDBG, impact fees, and donations have uses limited by law. The table was sent to the

Administration to identify whether a project is completed and status updates for unfinished projects. A response and potential funding to recapture will be added to one of the Council's upcoming unresolved issues briefings.

POLICY QUESTIONS

1. **Capital Asset Plan Early Policy Check-in Briefing** – The Council may wish to schedule a briefing for an early policy check-in about the guiding priorities and framework for developing the Capital Asset Plan (five-year CIP plan). The Non-departmental budget has a \$350,000 transfer to IMS for Capital Asset Planning software to facilitate development and periodic updating of the plan. See Attachment 7 for the Council's potential policy goals, metrics, and requests from a briefing in 2019.
2. **Livable Streets (Traffic Calming) Program Funding Level** – The Council may wish to discuss the funding level and pace of implementing the Livable Streets Program. See Attachment 9 with information from the Transportation Division including first year accomplishments and maps of the highest need zones. The Division anticipates completing six or seven zones (neighborhoods) at the proposed funding level of \$1.35 million in FY2024 combined with the \$2 million from FY2023 CIP. An additional \$9 million would be needed to fully fund the remaining 18 high need zones (red, orange, and yellow on the color-coded map assuming an average cost of \$500,000 per zone).
3. **Combine Two Separate \$150,000 Appropriations for Westside Art** – The Council may wish to continue the discussion from the RDA FY2024 budget overview about whether to combine two separate \$150,000 appropriations proposed for new art on the Westside. One appropriation is proposed in CIP and the other is proposed in the RDA 9-Line Project Area.
4. **Inflationary Price Increases and the Cost Overrun Account** – The Council may wish to ask the Administration how inflationary price increases have impacted departments utilizing the CIP Cost Overrun Account, and if additional funding may be needed to avoid project scope reductions. The Council could also re-evaluate the funding level for the account and/or the formula for the maximum amounts a project may receive, which hasn't been updated since 2004 (see section 11 of Attachment 1).
5. **Resources to Support Constituent Applications** – The Council may wish to discuss with the Administration the need to address geographic equity issues with additional targeted City resources for neighborhoods that submit few or no constituent applicants. Some Council Members expressed interest in being proactive to support constituent applications from neighborhoods with higher poverty rates. Some constituents and CDCIP Board Members commented at public meetings in recent years that they felt like some projects get more support from departments than others.
6. **CIP Project Status Reports** – The Council may wish to ask the Administration about mechanisms to facilitate the up-to-date sharing of information on current CIP projects. In the past, there were a variety of mechanisms to share information, ranging from topic-by-topic email requests to consolidated monthly reports. Council Members could then more quickly provide accurate/timely information to interested constituents.

ADDITIONAL & BACKGROUND INFORMATION

Definition of a CIP Project

As defined in the Council-adopted 2017 Capital and Debt Management Guiding Policies Resolution (Attachment 1), a CIP project must “involve the construction, purchase or renovation of buildings, parks, streets or other physical structures, ... have a useful life of five or more years, ... have a cost of \$50,000 or more, ... or significant functionality can be demonstrated...such as software.” The Council also set a three-year spending deadline as part of the guiding policies. CIP accounts older than three years are periodically reviewed for recapture from projects that finished under budget or were not pursued.

Cost Estimates for Regular CIP Projects

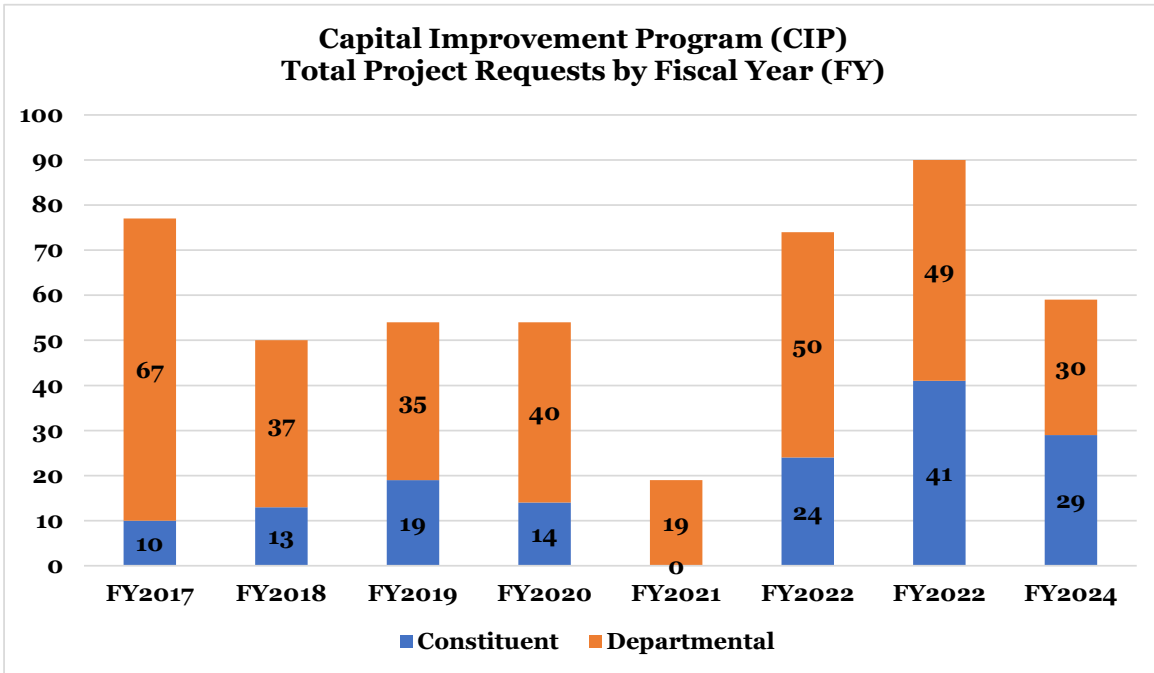
(Attachment 8)

Cost estimates will be updated over the summer to inform the Council's project-specific deliberations in July and August. The current version was last updated in July 2022. Cost estimates for various types of projects are based on actual costs from recent years. The document was developed by Council staff in collaboration with the Administration. The three categories of project cost estimates are parks, streets, and transportation. Inflation and supply chain constraints have continued to impact the City's capital projects so the costs shown in the current version are likely more expensive now. Some categories have seen significant increases while others have closer to typical inflation rate increases. The Engineering Division provided some context that the City doesn't

know to what extent the larger price increases are temporary (such as related to pandemic caused short-term supply chain disruptions) or longer-term trends.

Comparison of CIP Project Requests by Year and Type

This chart was prepared by Council staff as a comparison of total project requests on the CIP funding log since FY2017, and whether the application is come a constituent or internal to a City department. The FY2024 CIP cycle has 59 project requests which is about average over the time shown in the chart. FY2021 had the fewest with 19 project requests only from departments (it was intentionally an “abbreviated CIP cycle” per the Administration at the time). FY2023 had the most with 90 project requests.



Surplus Land Fund

The Administration reports the current available to spend balance is \$2,374,127 and another \$1,025,130 is proposed in FY2023 Budget Amendment #6. If approved, then the total available balance would be \$3,399,257. The Surplus Land Fund receives proceeds from the sale of real property (land and buildings). According to City policy the Surplus Land Fund can be spent on purchasing real property. The funds are one-time because the property can only be sold once.

Cost Overrun Account

The Administration reports the current available to spend balance is \$823,081 and another \$100,000 is proposed in FY2023 Budget Amendment #6 as a reimbursement to the account. The FY2024 CIP budget includes \$247,571 of additional funding. If the two appropriations are approved, then the total available balance would be \$1,170,652. The Council established this account for projects that experience costs slightly higher than budgeted. A formula determines how much additional funding may be pulled from the Cost Overrun account depending on the total Council-approved budget. See section 11 of Attachment 1 for the formula. This process allows the Administration to add funding to a project without returning to the Council in a budget amendment. A written notification to the Council on uses is required. The purpose is to allow projects to proceed with construction instead of delaying projects until the Council can act on a budget amendment which typically takes a few months.

1.5% for New Art and Maintenance of Existing Artworks

(New annual report is pending from the Arts Council)

The Administration stated the annual report required by ordinance about maintenance of City artworks in the past fiscal year and planned for the next will be transmitted to the Council in July or August. This timing is after the annual budget is adopted so the amount of funding available in CIP overall allows the 1.5% to be calculated and inform how those funds would be used.

Salt Lake City Code, Chapter 2.30, established the Percent for Art Fund and designates roles for the Art Design Board and Arts Council related to artist selection, project review and placement. The Public Art Program also oversees projects with funding from the Airport and RDA. In April 2021 the Council amended Chapter 2.30 to make several changes to the ordinance including an increase from 1% to 1.5% of ongoing unrestricted CIP funding for art. There is no ceiling so the Council could approve funding for art above 1.5%.

The ordinance also sets a range of 10%-20% for how much of the resulting annual funding is allocated to maintenance (as opposed to new artworks). This section of the ordinance also states that before funds are deposited into the separate public art maintenance fund a report from the Administration will be provided to the Council identifying works of art that require maintenance and estimated costs. This creates the first ongoing dedicated funding for conservation and maintenance of the City’s public art collection consisting of over 270 pieces and counting. The collection is expected to continue growing. Note that in Budget Amendment #2 of FY20 the Council made a one-time appropriation of \$200,000 to establish an art maintenance fund.

Impact Fee Unallocated “Available to Spend” Balances and Refund Tracking

The Council approved several million dollars of impact fee projects in the past few years. The table below is current as of April 24, 2023, and includes a couple adjustments based on Budget Amendment #6 of FY2023. Available to spend impact fee balances are bank account balances subtracting encumbrances and expired funds. The Mayor’s recommended CIP budget proposes using \$2,728,850 of parks impact fees and \$240,000 of transportation impact fees. The total amount of the four impact fee types is \$20,730,097. Impact fees must be encumbered within six years of the City receiving them. Expired impact fees must be returned to the entity who paid them with interest over the intervening six years.

Type	Unallocated Cash “Available to Spend”	Next Refund Trigger Date	Amount of Expiring Impact Fees
Fire	\$0	More than two years away	-
Parks	\$13,980,808	More than two years away	-
Police	\$1,339,030	More than two years away	-
Transportation	\$5,410,259	More than two years away	-

Note: Encumbrances are an administrative function when impact fees are held under a contract

Clarifying “Complete Streets” and “Livable Streets” Initiatives

(See Attachment 9 for a Livable Streets Program update from the Transportation Division including first year accomplishments and maps of the highest need zones)

There are two separate pots of funding – one for “complete streets” and another for “Livable Streets” – which are both under the CIP umbrella. The “complete streets” funding is intended to be used to ensure that major street reconstruction projects meet the standards defined in City Code Chapter 14.06, with elements like bike lanes (Complete Streets). The “Livable Streets” funding is intended to be used for neighborhood scale traffic calming projects as defined by the Livable Streets program presented to the Council in October 2021. This is separate from street reconstruction projects. The program ranked all 113 zones citywide across several variables including crash data, community assets, and resident socioeconomic factors. In August 2022, the Council provided policy guidance that a citywide needs-based equity approach should be used to prioritize zones based on the ranking.

CIP Tracking Technology Improvements

The Administration reports improvements are ongoing to CIP tracking of projects and applications. A project dashboard is in development. Once complete, the Administration plans to make the dashboard publicly available. The City currently provides a public interactive construction and permits project information map available here: <http://maps.slcgov.com/mws/projects.htm>

ATTACHMENTS

1. Capital and Debt Management Guiding Policies Resolution 29 of 2017
2. FY2024 CIP Funding Log – *Note the spreadsheet from the Administration is not formatted for printing*
3. FY2024 Mayor’s Recommended CIP Budget Book Log
4. FY2024 Simplified CIP Funding Log by CDCIP Board Scores
5. Overview of CIP Major Funding Sources
6. List of Completed and Unfinished Projects Older than Three Years
7. Capital Asset Plan (CAP) Council Requests from January 2019
8. Regular CIP Projects Cost Estimates (last updated July 2022)
9. Livable Streets Traffic Calming Program First Year Accomplishments Summary and Updated Zone Map

ACRONYMS

CAP – Capital Asset Plan (a five-year CIP plan)

CDBG – Community Development Block Grants

CDC – Centers for Disease Control

CDCIP – Community Development and Capital Improvement Program Advisory Board

CIP – Capital Improvement Program

ESCO – Energy Service Company

FTE – Full-time Employee

FY – Fiscal Year

GO Bond – General Obligation Bond

IMS – Information Management Systems Department

RESOLUTION NO. 29 OF 2017

(Salt Lake City Council capital and debt management policies.)

WHEREAS, the Salt Lake City Council (“City Council” or “Council”) demonstrated its commitment to improving the City's Capital Improvement Program in order to better address the deferred and long-term infrastructure needs of Salt Lake City; and

WHEREAS, the analysis of Salt Lake City’s General Fund Capital Improvement Program presented by Citygate Associates in February 1999, recommended that the Council review and update the capital policies of Salt Lake Corporation (“City”) in order to provide direction to the capital programming and budgeting process and adopt and implement a formal comprehensive debt policy and management plan; and

WHEREAS, the City’s Capital Improvement Program and budgeting practices have evolved since 1999 and the City Council wishes to update the capital and debt management policies by updating and restating such policies in their entirety to better reflect current practices; and

WHEREAS, the City Council desires to improve transparency of funding opportunities across funding sources including General Fund dollars, impact fees, Class C (gas tax) funds, Redevelopment Agency funds, Public Utilities funds, repurposing old Capital Improvement Program funds and other similar funding sources.

NOW THEREFORE, BE IT RESOLVED by the City Council of Salt Lake City, Utah:

That the City Council has determined that the following capital and debt management policies shall guide the Council as they continue to address the deferred and long-term infrastructure needs within Salt Lake City:

Capital Policies

1. Capital Project Definition – The Council intends to define a capital project as follows:

"Capital improvements involve the construction, purchase or renovation of buildings, parks, streets or other physical structures. A capital improvement must have a useful life of five or more years. A capital improvement is not a recurring capital outlay item (such as a motor vehicle or a fire engine) or a maintenance expense (such as fixing a leaking roof or painting park benches). In order to be considered a capital project, a capital improvement must also have a cost of \$50,000 or more unless such capital improvement’s significant functionality can be demonstrated to warrant its inclusion as a capital project (such as software). Acquisition of equipment is not considered part of a capital project unless such acquisition of equipment is an integral part of the cost of the capital project."

2. Annual Capital Budget Based on 10-Year Capital Facilities Plan – The Council requests that

the Mayor's Recommended Annual Capital Budget be developed based upon the 10-Year Capital Facilities Plan and be submitted each fiscal year to the City Council for consideration as part of the Mayor's Recommended Budget no later than the first Tuesday of May.

3. Multiyear Financial Forecasts – The Council requests that the Administration:
 - a. Prepare multi-year revenue and expenditure forecasts that correspond to the capital program period;
 - b. Prepare an analysis of the City's financial condition, debt service levels within the capital improvement budget, and capacity to finance future capital projects; and
 - c. Present this information to the Council in conjunction with the presentation of each one-year capital budget.
4. Annual General Fund Transfer to CIP Funding Goal – Allocation of General Fund revenues for capital improvements on an annual basis will be determined as a percentage of General Fund revenue. The Council has a goal that no less than nine percent (9%) of ongoing General Fund revenues be invested annually in the Capital Improvement Fund.
5. Maintenance Standard - The Council intends that the City will maintain its physical assets at a level adequate to protect the City's capital investment and to minimize future maintenance and replacement costs.
6. Capital Project Prioritization - The Council intends to give priority consideration to projects that:
 - a. Preserve and protect the health and safety of the community;
 - b. Are mandated by the state and/or federal government; and
 - c. Provide for the renovation of existing facilities resulting in a preservation of the community's prior investment, in decreased operating costs or other significant cost savings, or in improvements to the environmental quality of the City and its neighborhoods.
7. External Partnerships - All other considerations being equal, the Council intends to give fair consideration to projects where there is an opportunity to coordinate with other agencies, establish a public/ private partnership, or secure grant funding.
8. Aligning Project Cost Estimates and Funding - The Council intends to follow a guideline of approving construction funding for a capital project in the fiscal year immediately following the project's design wherever possible. Project costs become less accurate as more time passes. The City can avoid expenses for re-estimating project costs by funding capital projects in a timely manner.
9. Advisory Board Funding Recommendations - The Council intends that all capital projects be evaluated and prioritized by the Community Development and Capital Improvement Program Advisory Board. The resulting recommendations shall be provided to the Mayor, and shall be included along with the Mayor's funding recommendations in conjunction with the Annual Capital budget transmittal, as noted in Paragraph two above.

10. Prioritize Funding Projects in the 10-Year Plan - The Council does not intend to fund any project that has not been included in the 10-Year Capital Facilities Plan for at least one (1) year prior to proposed funding, unless extenuating circumstances are adequately identified.
11. Cost Overrun Process - The Council requests that any change order to any capital improvement project follow the criteria established in Resolution No. 65 of 2004 which reads as follows:
 - a. "The project is under construction and all other funding options and/or methods have been considered and it has been determined that additional funding is still required.
 - b. Cost overrun funding will be approved based on the following formula:
 - i. 20% or below of the budget adopted by the City Council for project budgets of \$100,000 or less;
 - ii. 15% or below of the budget adopted by the City Council for project budgets between \$100,001 and \$250,000;
 - iii. 10% or below of the budget adopted by the City Council for project budgets over \$250,000 with a maximum overrun cost of \$100,000.
 - c. The funds are not used to pay additional City Engineering fees.
 - d. The Administration will submit a written notice to the City Council detailing the additional funding awarded to projects at the time of administrative approval.
 - e. If a project does not meet the above mentioned criteria the request for additional funding will be submitted as part of the next scheduled budget opening. However, if due to timing constraints the cost overrun cannot be reasonably considered as part of a regularly scheduled budget opening, the Administration will prepare the necessary paperwork for review by the City Council at its next regularly scheduled meeting."
12. Recapture Funds from Completed Capital Projects - The Council requests that the Administration include in the first budget amendment each year those Capital Improvement Program Fund accounts where the project has been completed and a project balance remains. It is the Council's intent that all account balances from closed projects be recaptured and placed in the CIP Cost Overrun Contingency Account for the remainder of the fiscal year, at which point any remaining amounts will be transferred to augment the following fiscal year's General Fund ongoing allocation.
13. Recapture Funds from Unfinished Capital Projects – Except for situations in which significant progress is reported to the Council, it is the Council's intent that all account balances from unfinished projects older than three years be moved out of the specific project account to the CIP Fund Balance. Notwithstanding the foregoing, account balances for bond financed projects and outside restricted funds (which could include grants, SAA or other restricted funds) shall not be moved out of the specific project account.
14. Surplus Land Fund within CIP Fund Balance – Revenues received from the sale of real property will go to the unappropriated balance of the Capital Projects Fund and the revenue will be reserved to purchase real property unless extenuating circumstances warrant a different use. It is important to note that collateralized land cannot be sold.

15. Transparency of Ongoing Costs Created by Capital Projects – Any long-term fiscal impact to the General Fund from a capital project creating ongoing expenses such as maintenance, changes in electricity/utility usage, or additional personnel will be included in the CIP funding log and project funding request. Similarly, capital projects that decrease ongoing expenses will detail potential savings in the CIP funding log.
16. Balance Budget without Defunding or Delaying Capital Projects – Whenever possible, capital improvement projects should neither be delayed nor eliminated to balance the General Fund budget.
17. Identify Sources when Repurposing Old Capital Project Funds – Whenever the Administration proposes repurposing funds from completed capital projects the source(s) should be identified including the project name, balance of remaining funds, whether the project scope was reduced, and whether funding needs related to the original project exist.
18. Identify Capital Project Details – For each capital project, the capital improvement projects funding log should identify:
 - a. The Community Development and Capital Improvement Program Advisory Board's funding recommendations,
 - b. The Administration's funding recommendations,
 - c. The project name and a brief summary of the project,
 - d. Percentage of impact fee eligibility and type,
 - e. The project life expectancy,
 - f. Whether the project is located in an RDA project area,
 - g. Total project cost and an indication as to whether a project is one phase of a larger project,
 - h. Subtotals where the project contains multiple scope elements that could be funded separately,
 - i. Any savings derived from funding multiple projects together,
 - j. Timing for when a project will come on-line,
 - k. Whether the project implements a master plan,
 - l. Whether the project significantly advances the City's renewable energy or sustainability goals,
 - m. Ongoing annual operating impact to the General Fund,
 - n. Any community support for the project - such as community councils or petitions,
 - o. Communities served,
 - p. Legal requirements/mandates,
 - q. Whether public health and safety is affected,
 - r. Whether the project is included in the 10-Year Capital Facilities Plan,
 - s. Whether the project leverages external funding sources, and
 - t. Any partner organizations.

Debt Management Policies

1. Prioritize Debt Service for Projects in the 10-Year Capital Facilities Plan - The Council intends to utilize long-term borrowing only for capital improvement projects that are included in the City's 10-Year Capital Facilities Plan or in order to take advantage of

opportunities to restructure or refund current debt. Short-term borrowing might be utilized in anticipation of future tax collections to finance working capital needs.

2. Evaluate Existing Debt before Issuing a New Debt - The Council requests that the Administration provide an analysis of the City's debt capacity, and how each proposal meets the Council's debt policies, prior to proposing any projects for debt financing. This analysis should include the effect of the bond issue on the City's debt ratios, the City's ability to finance future projects of equal or higher priority, and the City's bond ratings.
3. Identify Repayment Source when Proposing New Debt - The Council requests that the Administration identify the source of funds to cover the anticipated debt service requirement whenever the Administration recommends borrowing additional funds.
4. Monitoring Debt Impact to the General Fund - The Council requests that the Administration analyze the impact of debt-financed capital projects on the City's operating budget and coordinate this analysis with the budget development process.
5. Disclosure of Bond Feasibility and Challenges - The Council requests that the Administration provide a statement from the City's financial advisor that each proposed bond issue appears feasible for bond financing as proposed. Such statement from the City's financial advisor should also include an indication of requirements or circumstances that the Council should be aware of when considering the proposed bond issue (such as any net negative fiscal impacts on the City's operating budget, debt capacity limits, or rating implications).
6. Avoid Use of Financial Derivative Instruments - The Council intends to avoid using interest rate derivatives or other financial derivatives when considering debt issuance.
7. Maintain Reasonable Debt Ratios - The Council does not intend to issue debt that would cause the City's debt ratio benchmarks to exceed moderate ranges as indicated by the municipal bond rating industry.
8. Maintain High Level Bond Ratings – The Council intends to maintain the highest credit rating feasible and to adhere to fiscally responsible practices when issuing debt.
9. Consistent Annual Debt Payments Preferred – The Council requests that the Administration structure debt service payments in level amounts over the useful life of the financed project(s) unless anticipated revenues dictate otherwise or the useful life of the financed project(s) suggests a different maturity schedule.
10. Sustainable Debt Burden – The Council intends to combine pay-as-you-go strategy with long-term financing to keep the debt burden sufficiently low to merit continued AAA general obligation bond ratings and to provide sufficient available debt capacity in case of emergency.
11. Lowest Cost Options – The City will seek the least costly financing available when evaluating debt financing options.

- 12. Avoid Creating Structural Deficits – The City will minimize the use of one-time revenue to fund programs/projects that require ongoing costs including debt repayments.
- 13. Aligning Debt and Project Timelines – Capital improvement projects financed through the issuance of bonded debt will have a debt service that is not longer than the useful life of the project.

Passed by the City Council of Salt Lake City, Utah, this 3rd day of October, 2017.



SALT LAKE CITY COUNCIL

By: _____

CHAIRPERSON

ATTEST:

By: _____

City Recorder

Salt Lake City
Approved As To Form
By: _____
Jaysen Oldroyd
Date: 10/2/17



Mayor's Recommended Capital Improvement Program Budget

FISCAL YEAR 2023-24



Table of Contents

CIP SUMMARY DOCUMENTS	Page:
FY 2023-24 PROJECTS OVERVIEW	1
FY 2023-24 CAPITAL PROJECTS SUMMARY	5
DEBT SERVICE CIP	
DEBT SERVICE CIP	19
ONGOING COMMITMENTS FROM GENERAL FUND AND OTHER SOURCES	22
GENERAL FUND CAPITAL PROJECTS	
Library Plaza Structural Assessment and Visioning	27
Safer Crossings: Main St., Glendale Park, and Citywide	28
200 East ADA and Sidewalk Improvements	29
Transit Capital for Frequent Transit Routes / Operational Investments	30
Complete Streets Program: 2100 South, Virginia St., and Citywide	31
Public Way Concrete 2023/2024	32
Livable Streets Implementation	33
Neighborhood Byways	34
Complete Streets Reconstruction 2023/2024	35
Poplar Grove Park Full Court Basketball Expansion	36
Cottonwood Park Trailhead and Parklet	37
Complete Streets Overlay 2023/2024	38
Urban Trails: The Other Side Village & the 9-Line Trail	39
Fire Station No. 7 Tennis and Pickleball Court Restoration and Amenities	40
337 Park Development	41
Jefferson Park Improvements	42
Parks Bilingual Signage Installation	43
Fairpark Traffic Circle Construction Phase	44
Alleyway Improvements 2023/2024	45
Fire Station #1 Apparatus Bay Extension	46
Facilities Asset Renewal Plan FY24	47
Mill and Overlay Maintenance Pilot Program	48
Historic Restorations, Replacements, Conservation Work at International Peace Gardens	49
75-Year-Old Traffic Signal Replacement	50
Westside Art	51
Cost Overrun	52
Percent for Art	53
ENTERPRISE FUND CAPITAL PROJECTS	
AIRPORT CAPITAL PROJECTS	
CUP Crossover Piping	58
Decommission R/W 14-32 & T/W Improvements (Design)	59

Table of Contents

Replace Pumps in Glycol Pumps Stations	60
Taxiway F Reconstruction (G - F1) - (Construction)	61
Taxiway U & V Proper (Design)	62
Taxiway U & V Tunnel & Roadway Realignment	63
UPS Pump Station Replacement	64
Demo Row 21 - Apron & Taxiway Reconstruction	65
SVRA Hangar Site Development - Phase I	66
TVY Water & Sewer Improvements	67
Electrical Vehicle Charging Stations FY24	68
S Employee Parking Lot Development Program / Surplus Canal Relocation (Design)	69
S Employee Parking Lot Development Program / Surplus Canal Relocation (Construction)	70
AOC Backup Generator	71
Demo FAA FMP and Construct New Roadway	72
NS1 & NS4 Switch Gear & Capacitor	73
NWS Replacement Controls	74
GOLF CAPITAL PROJECTS	
Tee Box Leveling	76
Pump Replacement	77
Maintenance Equipment	78
Parking Lot Resurfacing	79
Property Fencing Project	80
New Construction Projects	81
Irrigation Improvements	82
Cart Path Improvements	83
PUBLIC UTILITIES CAPITAL PROJECTS	
Water Main Replacements	86
Treatment Plant Improvements	87
Deep Pump Wells	88
Meter Change-Out Program	89
Water Service Connections	90
Storage Reservoirs	91
Pumping Plants & Pump Houses	92
Culverts, Flumes & Bridges	93
Distribution Reservoirs (Tanks)	94
Maintenance & Repair Shops (Water Utility)	95
Treatment Plants	96
Collection Lines	97
Lift Stations	98
Maintenance & Repair Shops (Sewer Utility)	99
Storm Drain Lines	100
Riparian Corridor Improvements	101
Landscaping	102

Table of Contents

Storm Water Lift Stations	103
Detention Basins	104
Street Lighting Projects	105
REDEVELOPMENT AGENCY CAPITAL PROJECTS	
City Creek Daylighting	108

This page intentionally left blank

CIP Summary *Documents*



This page intentionally left blank

CAPITAL IMPROVEMENT PROGRAM

Introduction and Overview

Salt Lake City's Capital Improvement Program (CIP) is a multi-year planning program of capital expenditures needed to replace or expand the City's public infrastructure. The principal element that guides the City in determining the annual infrastructure improvements and budgets schedule is the current fiscal year capital budget.

The City CIP Budget Process includes a review by the Community Development & Capital Improvement Program (CDCIP) Board, consisting of community residents from each district. The CDCIP Board scores projects on a variety of criteria and provides funding recommendations to the Mayor.

The Mayor considers the CDCIP recommendations as the Administration prepares its funding recommendations for the City Council as part of the Annual Recommended Budget. The City Council reviews the recommendations of the Mayor and the CDCIP Board and carefully analyzes each of the proposed projects before allocating funding and adopting the final CIP budget. The details of the recommended FY2023-24 CIP Budget are included in this book.

In considering major capital projects, the City looks at the potential operating impact of each project. New capital improvements often entail ongoing expenses for routine operations. Upon completion or acquisition, the repair and maintenance of new facilities often require additional positions to maintain the new infrastructure. Conversely, a positive contribution, such as a reduction in ongoing repairs and maintenance of a capital project, is factored into the decision-making process.

Each project includes a section for estimated future maintenance and/or operations expenses, where the departments have included projections of any increases to future operating costs.

The City also reviews all CIP projects to determine the progress. All projects older than three years that do not show significant progress are then considered for recapture, allowing those funds to be used on more shovel-ready projects. The Administration continuously evaluates the City's funding of its Capital Improvement Program. Because the proceeds from debt financing are considered a source for funding the City's capital improvement projects, the City analyzes the effect that issuance of additional debt would have on its debt capacity and current debt ratio.

Salt Lake City Resolution No. 29 of 2017 / Salt Lake City Council Capital and Debt Management Policies

Resolution No. 29 of 2017 provides the framework for project funding recommendations. Its guidance helps clarify the expectations of the City's Capital Improvement Program and the steps the Administration should take in determining how to best address the City's deferred and long-term maintenance needs.

Some of the policies guiding the CDCIP Board and the Administration include:

- A definition of a capital improvement as having a useful life of five or more years and cannot have a recurring capital outlay such as a motor vehicle or a fire engine. It also clarifies that a capital outlay does not include maintenance expenses such as fixing a leaking roof or painting park benches.
- A capital improvement must be a City asset and have a cost of \$50,000 or more, with few exceptions.
- Salt Lake City aims to maintain its physical assets at a level adequate to protect its capital investments and minimize maintenance and replacement costs.
- Priorities are given to projects that preserve and protect the health and safety of the community; are mandated by the state and/or federal government; and provide for the renovation of existing facilities resulting in the preservation of the community's prior investment.
- The recapture of Capital Improvement Program funds during the first budget amendment of each year if an existing balance remains on a completed project.
- Debt Service (excluding G.O. Bonding).

FY 2023-24 Capital Improvement Allocations

Salt Lake City's FY2023-24 adopted CIP budget appropriates \$545,012,942 for CIP, utilizing General Funds, Class "C" Funds, Impact Fee Funds, Quarter Cent Tax Funds, Redevelopment Agency Funds, Enterprise Funds, and other public and private funds.

The City's General Fund accounts for all debt service on outstanding Sales and Excise Tax Revenue bonds through a payment from the City CIP contribution, except for the Eccles Theater project. The Library Fund covers the Local Building Authority Lease Revenue bonds for Glendale and Marmalade Libraries while debt associated with the construction of two fire stations is funded through CIP. Motor Fuel Excise Tax Revenue bonds are funded through the City's Class C Road fund. Funds to pay debt service, equaling \$11,482,326, are included in the adopted annual budget.

Outstanding Sales and Excise Tax Revenue bonds financed a variety of the City's capital improvement projects. Motor Fuel Excise Tax Revenue bonds funded the reconstruction of Class C roads throughout the City.

A total of \$10,274,000 was recommended for Transportation projects. Of this amount, the budget appropriates \$1,194,000 of General Funds, \$240,000 of Impact Fee funds, \$2,090,000 of Funding our Future funds, and \$6,750,000 in ¼ Cent Tax funding. Programs funded include Safer Crossings, Sidewalk Improvements, Frequent Transit Routes, Complete Streets, Livable Streets, Neighborhood Byways, Urban Trails, Traffic Circle Construction, and Traffic Signal Replacement.

The recommended budget for Parks, Trails, and Open Space capital improvement projects includes a total appropriation of \$4,221,000 from the General Fund and Parks Impact Fee funds. Projects funded include Library Plaza Structural Assessment and Visioning, Park Development and Improvements, Bilingual Signage Installation, and Park Restoration and Conservation.

Public Services capital improvement recommended budget includes a total appropriation of \$10,348,771. Of this amount, the budget appropriates \$4,598,771 from the General Fund, \$3,500,000 of Class C funding, \$1,000,000 of Funding our Future funds, \$750,000 in ¼ Cent Tax funding, and \$500,000 of CIP funding. Programs funded include Public Way Concrete, Complete Streets Reconstruction and Overlay, Alleyway Improvements, Mill and Overlay Maintenance Pilot, and the Facilities Asset Renewal Plan. An apparatus bay extension project was also funded for Fire Station #1.

A total of \$150,000 was also recommended for a Westside Art Project from Funding our Future funds.

Capital Projects

The CIP pages include details for each recommended project for the FY2023-24 Budget. These pages provide a breakout of the funding recommendations and future costs associated with each project. The total for capital projects in the FY2023-24 budget is \$24,993,771.

Enterprise Fund Projects

The City's enterprise functions; Airport, Water, Sewer, Storm Water, Redevelopment, Refuse Collection and Golf – are by nature, very capital intensive. The budgets for these activities reflect the need to maintain the integrity and capacity of the current capital infrastructure and its functionality.

Airport Fund – The Department of Airports is an enterprise fund of Salt Lake City Corporation and does not receive any general fund revenues to support the operation of the City's system of airports. The Department of Airports (the Airport) has 639 employee budgeted positions and is responsible for managing, developing, and promoting airports that provide quality transportation facilities and services, and a convenient travel experience.

The Fiscal Year 2024 budget continues to see growth in enplanements, revenues, as well as expenditures. The Salt Lake City International Airport (SLCIA) continues to benefit from the American Rescue Plan Act (ARPA) as well as the Bipartisan Infrastructure Law (BIL) grants awarded for FY2024. The Airport will use the remaining funds in the ARPA

grants which will help offset operating and maintenance expenses that will lower the landing fee and terminal rents charged in FY24 as well as make up for lost revenues. The BIL grants will continue to provide much needed and critical funding for airport capital infrastructure projects that are moving from design into actual construction. The Airport will be bringing on 22 gates located on South Concourse East (SCE) in October 2024 which brings additional staffing and maintenance staff requirements while seeing a significant reduction in the hardstand operations.

The developed FY24 budget continues to provide positive financial benefits with increased passengers and revenues that help offset increased operating expenses. The Airport will continue to fund important capital projects. These projects include the Terminal Redevelopment Program (TRP) and the North Concourse Program (NCP), which together are called the New SLC. In addition, critical projects found in the airfield, terminal, and auxiliary airports will continue to be funded to ensure that all Airport's owned facilities keep up with critical infrastructure to support the growth we are currently experiencing as well as the growth we are projecting into future years.

Public Utilities Funds – Salt Lake City Department of Public Utilities (SLCDPU) has four distinct utilities: water, sewer, storm water, and street lighting. Each utility is operated as a separate enterprise fund. Tax money is not used to fund these services. Funding for SLCDPU capital expenditures comes from user fees, fund reserves, revenue bonds, and occasionally a grant or state/federal government subsidized loan. The department is utilizing a Water Infrastructure Financing Innovation Act (WIFIA) loan to finance a portion of the water reclamation facility construction. Customers pay for the services they receive through utility rates that have been established for each fund. The rates were developed on a cost of service basis. Our utilities are infrastructure intensive and administration of these assets requires long term project and financial planning.

The SLCDPU capital budget is shown by fund with subcategory cost centers under each. In fiscal year 2024, the department has over 95 capital projects between the four funds as well as continuing work on existing projects. Many of the capital projects in Public Utilities cover multiple fiscal years. It is common for projects to be designed in one year and constructed in subsequent years. The budget includes projects rated as a high priority in the Department's Capital Asset Program (CAP). The replacement of the water reclamation facility is the largest project undertaken by SLCDPU. Other elements of our systems are also experiencing aging problems and will require increasing attention in the future. For example, our three water treatment plants were built in the 1950's and early 60's. Planning is underway for each of the three plants to determine the best approaches for their replacement. A unique aspect of capital projects in SLCDPU is that Federal, State, and local regulations affect many of our priorities. Adding to the complexity are water rights and exchange agreement obligations.

RDA Funds – The Redevelopment Agency of Salt Lake City (RDA) strengthens neighborhoods and commercial districts to improve livability, create economic opportunity and foster authentic, equitable communities. The RDA utilizes a powerful set of financial and planning tools to support strategic development projects that enhance the City's housing opportunities, commercial vitality, public spaces, and environmental sustainability. The RDA's primary source of funds for the projects include property tax increment and program income revenue, depending on the specific budget account.

The RDA often participates with Salt Lake City in the redevelopment or construction of city owned infrastructure projects. As part of the RDA Budget Policy, Capital Projects are defined as any project that anticipates multi-year funding. The allocation of funds for these projects is part of the budget approval process and is typically contingent on the RDA Board authorizing appropriation once the specific project costs and details are known. Depending on the project, the timeline for this process may not follow the City's CIP schedule or requirements for approval.

The RDA fiscal year 2024 budget process proposes one potential City infrastructure project. The City Creek daylighting design plan explores bringing a portion of City Creek that currently runs in a culvert underground up to the surface just north of the Folsom Trail from 800 West to 1000 West. The project goals include increasing access to nature, improving water quality and mitigating surface flooding. This \$50,000 funding request will produce final construction drawings which will be used for project implementation. Landscaping improvements and other pedestrian amenities will also be recommended as a part of the design plan to activate the trail and create a welcoming centerpiece for the westside community. The total cost for implementation is estimated to be between \$15,000,000 and \$20,000,000.

Sustainability Fund - Sustainability operations enable continuing compliance with federal, state, and local regulations related to landfill gas collection, closing portions of the landfill, and constructing a new landfill cell within the permitted footprint included in the master plan. Sustainability proposed no projects for FY 2023-24.

Golf Fund - The Golf Division operates seven full-service golf courses at six Salt Lake City locations providing quality recreational experiences at a competitive price for Salt Lake City residents and visitors from surrounding cities and various out of state locations. Golf Course Capital Projects are funded, primarily, from excess revenue generated by user fees. Over the past several years, expenses have outpaced revenues and have limited Golf's ability to self-fund most if not all non-emergency Capital Projects. In 2012, a Golf CIP Fund was established that allocates \$1 per every 9 holes played and 9% from all annual pass sales toward building funds that can be used exclusively for Capital Projects. Until FY 2019, these funds had not been released for use as the fund balance was needed to provide a fund balance offset against a fund deficit. As part of the FY22 budget proposal, the Golf Division implemented a Golf CIP Fee increase from \$1 to \$2 per every 9 holes played, beginning in January 2022, in order to bring more capital into the Golf CIP Fund to increase funding from this source for additional future projects. The Golf Division has produced excess revenue over the past 3 years and is able to begin re-investing funds into long-overdue projects.

The Golf Division has budgeted \$6,610,220 for Capital Improvement Projects in FY24. The Golf Division is undertaking a four-year project to improve tee box hitting surfaces by re-leveling and re-sodding many of the tee box areas at each course and have allocated \$60,000 in FY24 from the Golf CIP Fund. The Golf Division is undertaking a multi-year project to repair existing cart paths and construct some new carts paths and has allocated \$525,000 for FY24. Other significant projects include new parking lot resurfacing at the Mountain Dell and driving range hitting facility at Glendale golf course.

As part of a multi-year plan to upgrade vital maintenance equipment at all courses, the Golf Division will be using \$424,263 in FY24 to purchase additional equipment.

Salt Lake City
General Fund / Class C / Impact Fee / Enterprise Fund / Other CIP Summary
Fiscal Year 2024

	PROJECT	GF	GF FOF	CLASS C	IMPACT FEES	¼¢ SALES TAX	OTHER	TOTAL
Debt Service	Debt Service Projects							
	Sales Tax Series 2013B Bond	\$ 362,950						\$ 362,950
	Sales Tax Series 2014B Bond	\$ 747,025						\$ 747,025
	Sales Tax Series 2016A Bond	\$ 2,003,973						\$ 2,003,973
	Sales Tax Series 2019A Bond	\$ 358,575						\$ 358,575
	Sales Tax Series 2022B Bond	\$ 1,999,625						\$ 1,999,625
	Sales Tax Series 2022C Bond	\$ 3,088,875						\$ 3,088,875
	B & C Roads Series 2014	\$ 979,503						\$ 979,503
	ESCO Debt Service to Bond	\$ 761,000						\$ 761,000
	Fire Station #3						\$ 679,400	\$ 679,400
	Fire Station #14						\$ 501,400	\$ 501,400
Debt Service Projects Total	\$ 10,301,526	\$ —	\$ —	\$ —	\$ —	\$ 1,180,800	\$ 11,482,326	
Ongoing	Ongoing Projects							
	Crime Lab	\$ 600,000						\$ 600,000
	Facilities Maintenance	\$ 350,000						\$ 350,000
	Trail Maintenance					\$ 200,000		\$ 200,000
	Public Lands Maintenance	\$ 250,000						\$ 250,000
Ongoing Projects Total	\$ 1,200,000	\$ —	\$ —	\$ —	\$ 200,000	\$ —	\$ 1,400,000	
Other Ongoing	Other Ongoing							
	Community and Neighborhoods - Surplus Land RES	\$ 700,000						\$ 700,000
	Public Services-Smiths Ballfield						\$ 150,000	\$ 150,000
	Public Services-ESCO County Steiner						\$ 150,500	\$ 150,500
	Public Services - Memorial House						\$ 50,000	\$ 50,000
Other Ongoing	\$ 700,000	\$ —	\$ —	\$ —	\$ —	\$ 350,500	\$ 1,050,500	

Salt Lake City
General Fund / Class C / Impact Fee / Enterprise Fund / Other CIP Summary
Fiscal Year 2024

	PROJECT	GF	GF FOF	CLASS C	IMPACT FEES	¼¢ SALES TAX	OTHER	TOTAL
New CIP	New/ Maintenance Projects Total							
	Library Plaza Structural Assessment and Visioning	\$ 190,000						\$ 190,000
	Safer Crossings: Main St., Glendale Park, and Citywide	\$ 270,000			\$ 90,000	\$ 540,000		\$ 900,000
	200 East ADA and Sidewalk Improvements	\$ 234,000						\$ 234,000
	Transit Capital for Frequent Transit Routes / Operational Investments		\$ 990,000		\$ 110,000			\$ 1,100,000
	Complete Streets Program: 2100 South, Virginia St., and Citywide					\$ 3,293,000		\$ 3,293,000
	Public Way Concrete 2023/2024		\$ 750,000					\$ 750,000
	Livable Streets Implementation	\$ 250,000	\$ 1,100,000					\$ 1,350,000
	Neighborhood Byways	\$ 440,000				\$ 360,000		\$ 800,000
	Complete Streets Reconstruction 2023/2024	\$ 2,250,000		\$ 2,250,000				\$ 4,500,000
	Poplar Grove Park Full Court Basketball Expansion	\$ 253,500			\$ 253,500			\$ 507,000
	Cottonwood Park Trailhead and Parklet	\$ 202,000			\$ 648,000			\$ 850,000
	Complete Streets Overlay 2023/2024			\$ 1,250,000				\$ 1,250,000
	Urban Trails: The Other Side Village & the 9-Line Trail					\$ 1,700,000		\$ 1,700,000
	Fire Station No. 7 Tennis and Pickleball Court Restoration and Amenities	\$ 438,850			\$ 416,150			\$ 855,000

Salt Lake City
General Fund / Class C / Impact Fee / Enterprise Fund / Other CIP Summary
Fiscal Year 2024

	PROJECT	GF	GF FOF	CLASS C	IMPACT FEES	¼¢ SALES TAX	OTHER	TOTAL
New CIP (Continued)	337 Park Development				\$ 550,000			\$ 550,000
	Jefferson Park Improvements				\$ 530,000			\$ 530,000
	Parks Bilingual Signage Installation	\$ 82,800			\$ 331,200			\$ 414,000
	Fairpark Traffic Circle Construction Phase					\$ 497,000		\$ 497,000
	Alleyway Improvements 2023/2024		\$ 250,000					\$ 250,000
	Fire Station #1 Apparatus Bay Extension	\$ 648,771					\$ 500,000	\$ 1,148,771
	Facilities Asset Renewal Plan FY24	\$ 1,700,000						\$ 1,700,000
	Mill and Overlay Maintenance Pilot Program					\$ 750,000		\$ 750,000
	Historic Restorations, Replacements, Conservation Work at International Peace Gardens	\$ 325,000						\$ 325,000
	75-Year-Old Traffic Signal Replacement				\$ 40,000	\$ 360,000		\$ 400,000
	Westside Art		\$ 150,000					\$ 150,000
New Projects Total	\$ 7,284,921	\$ 3,240,000	\$ 3,500,000	\$ 2,968,850	\$ 7,500,000	\$ 500,000	\$ 24,993,771	
Cost Overrun	\$ 22,214	\$ 225,357					\$ 247,571	
Percent for Art		\$ 161,518					\$ 161,518	
Total General Fund/Other Fund/Class C Fund/Impact Fee Fund/Surplus Land Fund CIP Projects	\$ 19,508,661	\$ 3,626,875	\$ 3,500,000	\$ 2,968,850	\$ 7,700,000	\$ 2,031,300	\$ 39,335,686	

Salt Lake City
General Fund / Class C / Impact Fee / Enterprise Fund / Other CIP Summary
Fiscal Year 2024

	PROJECT	GF	GF FOF	CLASS C	IMPACT FEES	¼¢ SALES TAX	OTHER	TOTAL
	Airport CIP Projects							
	CUP Crossover Piping						\$ 505,000	\$ 505,000
	Decommission R/W 14-32 & T/W Improvements (Design)						\$ 405,000	\$ 405,000
	Replace Pumps in Glycol Pumps Stations						\$ 967,000	\$ 967,000
	Taxiway F Reconstruction (G - F1) - (Construction)						\$ 9,400,000	\$ 9,400,000
	Taxiway U & V Proper (Design)						\$ 4,725,000	\$ 4,725,000
	Taxiway U & V Tunnel & Roadway Realignment						\$ 78,651,000	\$ 78,651,000
	UPS Pump Station Replacement						\$ 1,483,000	\$ 1,483,000
	Demo Row 21 - Apron & Taxiway Reconstruction						\$ 1,613,000	\$ 1,613,000
	SVRA Hangar Site Development - Phase I						\$ 2,721,000	\$ 2,721,000
	TVY Water & Sewer Improvements						\$ 9,046,000	\$ 9,046,000
	Electrical Vehicle Charging Stations FY24						\$ 1,068,000	\$ 1,068,000
	S Employee Parking Lot Development Program / Surplus Canal Relocation (Design)						\$ 1,559,000	\$ 1,559,000
	S Employee Parking Lot Development Program / Surplus Canal Relocation (Construction)						\$ 60,808,000	\$ 60,808,000
	AOC Backup Generator						\$ 311,000	\$ 311,000

Salt Lake City
General Fund / Class C / Impact Fee / Enterprise Fund / Other CIP Summary
Fiscal Year 2024

	PROJECT	GF	GF FOF	CLASS C	IMPACT FEES	¼¢ SALES TAX	OTHER	TOTAL
Airport (Continued)	Demo FAA FMP and Construct New Roadway						\$ 1,044,000	\$ 1,044,000
	NS1 & NS4 Switch Gear & Capacitor						\$ 1,063,000	\$ 1,063,000
	NWS Replacement Controls						\$ 624,000	\$ 624,000
	Total Airport CIP Projects	\$ —	\$ —	\$ —	\$ —	\$ —	\$ 175,993,000	\$ 175,993,000
Golf CIP Projects								
Golf	Tee Box Leveling						\$ 60,000	\$ 60,000
	Pump Replacement						\$ 20,000	\$ 20,000
	Maintenance Equipment						\$ 424,263	\$ 424,263
	Parking Lot Resurfacing						\$ 250,000	\$ 250,000
	Property Fencing Project						\$ 55,220	\$ 55,220
	New Construction Projects						\$ 1,300,000	\$ 1,300,000
	Irrigation Improvements						\$ 4,400,000	\$ 4,400,000
	Cart Path Improvements						\$ 525,000	\$ 525,000
Total Golf CIP Projects	\$ —	\$ —	\$ —	\$ —	\$ —	\$ 7,034,483	\$ 7,034,483	

Salt Lake City
General Fund / Class C / Impact Fee / Enterprise Fund / Other CIP Summary
Fiscal Year 2024

	PROJECT	GF	GF FOF	CLASS C	IMPACT FEES	¼¢ SALES TAX	OTHER	TOTAL
Public Utilities	Public Utilities CIP Projects							
	Water Main Replacements						\$ 14,620,000	\$ 14,620,000
	Treatment Plant Improvements						\$ 38,340,000	\$ 38,340,000
	Deep Pump Wells						\$ 100,000	\$ 100,000
	Meter Change-Out Program						\$ 2,500,000	\$ 2,500,000
	Water Service Connections						\$ 3,450,000	\$ 3,450,000
	Storage Reservoirs						\$ 6,690,000	\$ 6,690,000
	Pumping Plants & Pump Houses						\$ 900,000	\$ 900,000
	Culverts, Flumes & Bridges						\$ 4,200,000	\$ 4,200,000
	Distribution Reservoirs (Tanks)						\$ 2,300,000	\$ 2,300,000
	Maintenance & Repair Shops (Water Utility)						\$ 400,000	\$ 400,000
	Treatment Plants						\$ 212,259,773	\$ 212,259,773
	Collection Lines						\$ 23,955,000	\$ 23,955,000
	Lift Stations						\$ 2,750,000	\$ 2,750,000
	Maintenance & Repair Shops (Sewer Utility)						\$ 350,000	\$ 350,000
	Storm Drain Lines						\$ 6,230,000	\$ 6,230,000
	Riparian Corridor Improvements						\$ 250,000	\$ 250,000
	Landscaping						\$ 50,000	\$ 50,000
	Storm Water Lift Stations						\$ 650,000	\$ 650,000
	Detention Basins						\$ 365,000	\$ 365,000
Street Lighting Projects						\$ 2,240,000	\$ 2,240,000	
	Total Public Utilities CIP Projects	\$—	\$—	\$—	\$—	\$—	\$322,599,773	\$322,599,773
RDA	Redevelopment Agency (RDA) CIP Projects							
	City Creek Daylighting						\$ 50,000	\$ 50,000
	Total RDA CIP Projects	\$	—	\$	—	\$	—	\$ 50,000

Salt Lake City
General Fund / Class C / Impact Fee / Enterprise Fund / Other CIP Summary
Fiscal Year 2024

	PROJECT	GF	GF FOF	CLASS C	IMPACT FEES	¼¢ SALES TAX	OTHER	TOTAL
Sustainability	Sustainability CIP Projects							
	No Projects							\$ —
	Total Sustainability CIP Projects	\$ —	\$ —	\$ —	\$ —	\$ —	\$ —	\$ —
	Total Enterprise and Other Fund CIP						\$505,677,256	\$505,677,256
	GRAND TOTAL	\$ 19,508,661	\$ 3,626,875	\$ 3,500,000	\$ 2,968,850	\$ 7,700,000	\$507,708,556	\$545,012,942

Salt Lake City
Impact Fee Summary
Fiscal Year 2024

	PROJECT	Street Impact Fees	Parks Impact Fees	TOTAL
	Impact Fee Projects			
Impact Fees	Safer Crossings: Main St., Glendale Park, and Citywide	\$ 90,000	\$ —	\$ 90,000
	Transit Capital for Frequent Transit Routes / Operational Investments	\$ 110,000	\$ —	\$ 110,000
	Poplar Grove Park Full Court Basketball Expansion	\$ —	\$ 253,500	\$ 253,500
	Cottonwood Park Trailhead and Parklet	\$ —	\$ 648,000	\$ 648,000
	Fire Station No. 7 Tennis and Pickleball Court Restoration and Amenities	\$ —	\$ 416,150	\$ 416,150
	337 Park Development	\$ —	\$ 550,000	\$ 550,000
	Jefferson Park Improvements	\$ —	\$ 530,000	\$ 530,000
	Parks Bilingual Signage Installation	\$ —	\$ 331,200	\$ 331,200
	75-Year-Old Traffic Signal Replacement	\$ 40,000	\$ —	\$ 40,000
	Total Impact Fee by Type	\$ 240,000	\$ 2,728,850	\$ 2,968,850

Salt Lake City Unfunded Projects Fiscal Year 2024

	Organization Name	Proposal Title	Project Address Location	General Funds	Other Funds	Total
Unfunded Projects	Public Lands	Jordan Park and Peace Gardens Cultural Landscape Report and Master Plan	1060 S 900 W, Salt Lake City, UT 84104	\$ 200,000	\$ —	\$ 200,000
	Constituent	Three Creeks West - Roadways Addendum	948 W 1300 South to 1106 W 1300 South; and 1225 S 1000 West to 948 W 1300 South, SLC UT 84104	\$ 850,000	\$ —	\$ 850,000
	Public Lands	Rose Park and Jordan River Recreation Hub (Other Funds - \$225,000 Parks Impact Fees)	Roots Disc Golf Course - 1250 North Redwood Road, Salt Lake City, Utah 84116 Rose Park Golf Course Driving Range - 1386 North Redwood Road Salt Lake City, Utah 84116	\$ 270,000	\$ 225,000	\$ 495,000
	Constituent	Citywide Park Restroom Planning Study/Fairmont Restroom Conceptual Design	Citywide	\$ 75,000	\$ —	\$ 75,000
	Constituent	Madsen Park Improvements (Other Funds - \$300,000 Parks Impact Fees)	1000 W and South Temple St, Salt Lake City, 84116	\$ 200,000	\$ 300,000	\$ 500,000
	Constituent	Rose Park Lane Beautification, Trail, and Safety Improvements (Other Funds - \$294,000 Parks Impact Fees)	2100 N Exit off I-215 to Rose Park Ln and 1700 N intersection, Salt Lake City UT 84116	\$ 546,000	\$ 294,000	\$ 840,000
	Public Lands	Richmond Park Community Playground (Other Funds - \$212,000 Parks Impact Fees)	444 E 600 S, Salt Lake City, UT 84111	\$ 318,000	\$ 212,000	\$ 530,000
	Public Lands	Rose Park Lane Open Space and Trail Connection Study	1954 N Rose Park Lane, Salt Lake City, UT 84116 1944 N Rose Park Lane, Salt Lake City, UT 84116 1932 N Rose Park Lane, Salt Lake City, UT 84116 1902 N Rose Park Lane, Salt Lake City, UT 84116	\$ 140,000	\$ —	\$ 140,000
	Constituent	North Temple Arts and Tourism District Improvements	100 South 800 West SLC, Utah 84104	\$ 495,111	\$ —	\$ 495,111
	Constituent	Sugar House Safe Side Streets Part 2	The local, neighborhood streets within the area bounded by 900 East on the west, 1100 East on the east, 2100 South on the south, and Garfield Avenue on the north.	\$ 150,000	\$ —	\$ 150,000
	Constituent	Fred and Ila Rose Wetland Preserve Improvements	950 S 1100 W, SLC, Utah, 84104	\$ 361,073	\$ —	\$ 361,073
	Public Lands	Park Strip, Median, Park Irrigation/Water Reduction Strategy and Implementation	Citywide	\$ 500,000	\$ —	\$ 500,000
	Constituent	Liberty and Jordan Parks Greenhouses - Revisioned	600 E 1300 S, Salt Lake City, UT 84105 1060 S 900 W, Salt Lake City, UT 84104	\$ 242,823	\$ —	\$ 242,823
	Constituent	First Encampment Park	1704 S 500 E, Salt Lake City, UT 84105	\$ 125,500	\$ —	\$ 125,500

	Organization Name	Proposal Title	Project Address Location	General Funds	Other Funds	Total
Unfunded Projects (Continued)	Constituent	Indiana Avenue Area - Transit & Trail Connections	The approximate mid-point of the proposed trail between the Other Side Village and the new transit hub at 500 S and Orange Street. Proposed Redwood Road signalized crossing: 1040 South Redwood Road, Salt Lake City, UT 84104	\$ 162,500	\$ —	\$ 162,500
	Transportation	Multimodal Capital Maintenance (Other Funds - \$200,000 FOF Other)	Citywide	\$ —	\$ 200,000	\$ 200,000
	Engineering	700 South (Phase 7, 4600 West to 5000 West) Additional Funding	700 South Street from 4600 West to 5000 West, Salt Lake City, UT 84104	\$ 4,000,000	\$ —	\$ 4,000,000
	Constituent	800 S 1000 E Crosswalk Upgrade	800 South 1000 East Salt Lake City, Utah 84102	\$ 336,500	\$ —	\$ 336,500
	Constituent	Central 9th Streetscape Improvements	200 West between 800 S and the 900 S freeway off-ramp and 900 South between West Temple and 200 W in Salt Lake City, Utah 84101	\$ 85,000	\$ —	\$ 85,000
	Constituent	Sugar House Community Map Project	Multiple locations throughout the Sugar House area	\$ 93,400	\$ —	\$ 93,400
	Facilities	Phase I: Plaza 349 Life Safety, Security, and HVAC Upgrades	349 S 200 E, Salt Lake City, Utah, 84111	\$ 2,000,000	\$ —	\$ 2,000,000
	Constituent	Implementation of Safety Enhancements West Side Foothill Drive	Foothill Drive, Salt Lake City, UT 84108 and 1. Blaine Avenue and 2500 East 2. 2600 East 3. Bryan Avenue 4. Westminster Avenue 5. Possible modifications at Laurelhurst	\$ 494,126	\$ —	\$ 494,126
	Constituent	Reimagining 4th & 4th (4th West & 4th South)	400 N 400 W Intersection and Corridors, Salt Lake City, UT 84103	\$ 100,000	\$ —	\$ 100,000
	Public Lands	11th Ave Park Pavilion, Trees, and Benches (Other Funds - \$533,165 Parks Impact Fees)	581 Terrace Hills Dr., Salt Lake City, UT 84103	\$ —	\$ 533,165	\$ 533,165
	Constituent	New Liberty Park Crosswalks and Trails (Other Funds - \$13,000 Street Impact Fees, \$131,000 Parks Impact Fees)	1216 S 500 E, Salt Lake City, 84105 978 S 500 E, Salt Lake City, 84105 (Southeast and southwest corners of Edith Ave and Williams Ave @ 500 East)	\$ 118,000	\$ 144,000	\$ 262,000
	Transportation	Sunnyside and Arapeen Signal & Safety Improvements (Other Funds - \$45,000 Street Impact Fees, \$405,000 Qcent Tax)	2240 East Sunnyside Ave., Salt Lake City UT 84108	\$ —	\$ 450,000	\$ 450,000
	Constituent	Wasatch Hollow Park: Engagement, Planning & Restoration	1631 E 1700 S, Salt Lake City, UT 84105	\$ 500,000	\$ —	\$ 500,000
Constituent	Hansen Ave - West Entrance/Exit	400 West Hansen Ave, Salt Lake City, Utah 84115	\$ 470,703	\$ —	\$ 470,703	
Constituent	Nevada Street Reconstruction	Nevada Street from Redondo North to Garfield, Salt Lake City, Utah, 84108	\$ 479,000	\$ —	\$ 479,000	

	Organization Name	Proposal Title	Project Address Location	General Funds	Other Funds	Total
Unfunded Projects (Continued)	Constituent	Sunnyside Pickleball Courts (Other Funds - \$500,000 Parks Impact Fees)	1800 E. Sunnyside Drive, Salt Lake City, UT 84108	\$ —	\$ 500,000	\$ 500,000
	Constituent	1200 E Curb/Gutter/Sidewalk	1200 E Zenith Ave. Salt Lake City, Ut 84106	\$ 351,000	\$ —	\$ 351,000
	Constituent	Salt Lake City Pétanque (Other Funds - \$500,000 Parks Impact Fees)	Rosewood Park, 1400 N 1200 W, Salt Lake City, UT 84116	\$ —	\$ 500,000	\$ 500,000
	Constituent	Ensign Peak Nature Park Improvements	163 E Ensign Vista Drive, Salt Lake City, UT 84103	\$ 210,000	\$ —	\$ 210,000
	Constituent	11th Avenue Park Pickleball Expansion (Other Funds - \$502,500 Parks Impact Fees)	584 Terrace Hills Drive, Salt Lake City UT 84103	\$ —	\$ 502,500	\$ 502,500
Total Unfunded CIP Projects				\$13,873,736	\$3,860,665	\$17,734,401

This page intentionally left blank

Debit Service *Capital Improvement Program*



This page intentionally left blank

Sales and Excise Tax Revenue Bonds, Series 2013B

2024 Budget	Type of Debt	Origination Date	Final Payment	Funding Source
\$362,950	Sales Tax Revenue Bonds	November 2013	October 1, 2023	General Fund

Sales and Excise Tax Revenue Bonds, Series 2013B, were issued in November 2013 for the purpose of financing a portion of the costs of the Sugarhouse Streetcar and to pay for a portion of various improvements to create a “greenway” within the corridor. The total par amount of bonds issued was \$7,315,000.

A portion of the Series 2013B Bonds were refunded with the series 2021 Bonds. As of June 30, 2023, \$355,000 in principal remains outstanding.

Principal is due annually on October 1. Interest is due on October 1. The bonds mature on October 1, 2023.

Sales and Excise Tax Revenue Bonds, Series 2014B

2024 Budget	Type of Debt	Origination Date	Final Payment	Funding Source
\$747,025	Sales Tax Revenue Bonds	September 2014	October 1, 2034	General Fund

Sales and Excise Tax Revenue Bonds, Series 2014B, were issued in September 2014 for the purpose of acquiring, constructing, remodeling, and improving of various City buildings, parks, property, and roads.

The Series 2014B bonds were issued with a par amount of \$10,935,000. As of June 30, 2023, \$7,460,000 in principal remains outstanding.

Principal is due annually on October 1. Interest is due semi-annually on April 1 and October 1. The bonds mature on October 1, 2034.

Sales and Excise Tax Revenue Refunding Bonds, Series 2016A

2024 Budget	Type of Debt	Origination Date	Final Payment	Funding Source
\$2,003,973	Sales Tax Revenue Bonds	June 2016	October 1, 2028	General Fund

Sales and Excise Tax Revenue Refunding Bonds, Series 2016A, were issued in June 2016 to refund a portion of the Series 2009A Bonds. The Series 2009A Bonds were originally issued to finance all or a portion of the acquisition, construction, improvement and remodel of the new Public Services maintenance facility, a building for use as City offices and other capital improvements within the City.

Fleet contributes 13.9%, Refuse contributes 13%, and the general fund contributes 73.1% of the debt service on the Maintenance Facility Program portion of the bonds.

The Series 2016A bonds were issued with a par amount of \$21,715,000. As of June 30, 2023, \$13,880,000 in principal remains outstanding.

Principal is due annually on October 1. Interest is due semi-annually on April 1 and October 1. The bonds mature on October 1, 2028.

Sales and Excise Tax Revenue Refunding Bonds, Series 2019A

2024 Budget	Type of Debt	Origination Date	Final Payment	Funding Source
\$358,575	Sales Tax Revenue Bonds	December 2019	April 1, 2027	General Fund

Sales and Excise Tax Revenue Refunding Bonds, Series 2019A, were issued in December 2019 to refund a portion of the Series 2007A Bonds. The Series 2007A Bonds were originally issued to fund the TRAX Extension to the Intermodal Hub and Grant Tower improvements to realign rail lines near downtown.

The Series 2019A bonds were issued with a par amount of \$2,620,000. As of June 30, 2023, \$1,270,000 in principal remains outstanding.

Principal is due annually on April 1. Interest is due semi-annually on April 1 and October 1. The bonds mature April 1, 2027.

Sales and Excise Tax Revenue Refunding Bonds, Series 2022B

2024 Budget	Type of Debt	Origination Date	Final Payment	Funding Source
\$1,999,625.00	Sales Tax Revenue Bonds	November 2022	October 1, 2042	General Fund

Sales and Excise Tax Revenue Refunding Bonds, Series 2022C

2024 Budget	Type of Debt	Origination Date	Final Payment	Funding Source
\$3,088,875	Sales Tax Revenue Bonds	November 2022	October 1, 2032	General Fund

Sales and Excise Tax Revenue Refunding Bonds, Series 2022B&C, were issued in November 2022 to finance all or a portion of the cost of acquiring, constructing and improving capital improvement projects, including: City Cemetery irrigation and road repairs and reconstruction; Pioneer Park; 600 North Corridor; new radio towers for City communication; an upgrade of the electrical transformer at the Central Plant and emergency back-up generators; Westside railroad quiet zones; Warm Spring Plunge structure stabilization; Smith's Ballpark; urban wood re-utilization equipment and storage additions; and Fisher Mansion stabilization; and various other capital improvement program projects.

The Series 2022B bonds were issued with a par amount of \$40,015,000. As of June 30, 2023, \$40,015,000 in principal remains outstanding.

Principal is due annually on October 1. Interest is due semi-annually on April 1 and October 1. The bonds mature October 1, 2042.

The Series 2022C bonds were issued with a par amount of \$24,240,000. As of June 30, 2023, \$24,240,000 in principal remains outstanding.

Principal is due annually on October 1. Interest is due semi-annually on April 1 and October 1. The bonds mature October 1, 2032.

Motor Fuel Excise Tax Revenue Bonds, Series 2014

2024 Budget	Type of Debt	Origination Date	Final Payment	Funding Source
\$979,503	Sales Tax Revenue Bonds	August 2014	April 1, 2024	Class C

The Motor Fuel Excise Tax Revenue Bonds, Series 2014, were issued in August 2014 for the purpose of constructing and repairing 13th South Street from State Street to 4th West, and from State Street to 5th West, and 17th South Street from State Street to 700 East.

The Series 2014 bonds were issued with a par amount of \$8,800,000. As of June 30, 2023, \$960,000 in principal remains outstanding.

Principal is due annually on April 1. Interest is due semi-annually on April 1 and October 1. The bonds mature on April 1, 2024.

ESCO Lease Debt Service

2024 Budget	Type of Debt	Origination Date	Final Payment	Funding Source
\$93,500	Capital Lease	December 2019	March 2026	General Fund

This lease provides energy efficient equipment to Public Services Facilities Division.

ESCO Steiner Lease Debt Service

2024 Budget	Type of Debt	Origination Date	Final Payment	Funding Source
\$150,500	Capital Lease	January 2013	July 2029	County
\$150,500	Capital Lease	January 2013	July 2029	General Fund

This lease was entered into by Public Services to acquire energy efficient equipment for Steiner. Since the costs of this facility is shared 50% with the County, the County pays 50% of this lease payment.

ESCO Parks Lease Debt Service

2024 Budget	Type of Debt	Origination Date	Final Payment	Funding Source
\$517,000	Capital Lease	August 2012	March 2026	General Fund

This lease was entered into by Public Services to acquire energy efficient equipment for city parks.

Lease Revenue Bonds, Series 2016A

2024 Budget	Type of Debt	Origination Date	Final Payment	Funding Source
\$501,400	LBA Lease Revenue Bonds	March 2016	April 15, 2037	General Fund

The Local Building Authority of Salt Lake City (LBA of SLC) issued the Lease Revenue Bonds, Series 2016A in March 2016 for the purpose of financing a portion of the construction costs of the Fire Station #14 Project.

The Series 2016A bonds were issued with a par amount of \$6,755,000. As of June 30, 2023, \$5,220,000 in principal remains outstanding.

Principal is due annually on April 15. Interest is due semi-annually on April 15 and October 15. The bonds mature on April 15, 2037.

Lease Revenue Bonds, Series 2017A

2024 Budget	Type of Debt	Origination Date	Final Payment	Funding Source
\$679,400	LBA Lease Revenue Bonds	April 2017	April 15, 2038	General Fund

The Local Building Authority of Salt Lake City (LBA of SLC) issued the Lease Revenue Bonds, Series 2017A in April 2017 for the purpose of financing a portion of the construction costs of the Fire Station #3 Project.

The Series 2017A bonds were issued with a par amount of \$8,115,000. As of June 30, 2023, \$6,950,000 in principal remains outstanding.

Principal is due annually on April 15. Interest is due semi-annually on April 15 and October 15. The bonds mature on April 15, 2038.

ONGOING COMMITMENTS FROM GENERAL FUND AND OTHER SOURCES**Crime Lab Rental Payments**

2024 Budget	Origination Date	Funding Source
\$600,000		General Fund

Yearly rental payments for Crime Evidence Lab.

Facilities Maintenance

2024 Budget	Origination Date	Funding Source
\$350,000		General Fund

The Facilities ongoing CIP funding will be used to replace a variety of capital assets. The purpose is to stop problems early on and prevent larger catastrophic failures of equipment and systems in the City's building stock.

Trail Maintenance

2024 Budget	Origination Date	Funding Source
\$200,000		¼ Cent Tax

These funds will be used to fund contractors, equipment, and material to maintain urban trails and trail segments that potentially come online during the fiscal year. The maintenance of these trails is necessary to keep them safe for all that use them and so they can be used year-round.

Public Lands Maintenance

2024 Budget	Origination Date	Funding Source
\$250,000		General Fund

The Parks ongoing CIP funding will be used to replace a variety of capital assets. The purpose is to stop problems early on and prevent larger failures in the City's park stock.

Percent for Art

2024 Budget	Origination Date	Funding Source
\$161,518		Funding our Future

To provide enhancements such as decorative pavement, railings, sculptures, and other works of art. (1.5% of CIP)

Cost Overrun

2024 Budget	Origination Date	Funding Source
\$22,214 \$225,357		General Fund & Funding Our Future

Funding set aside to cover unforeseen costs of projects.

Smith Ballfield Naming Rights

2024 Budget	Origination Date	Funding Source
\$150,000		Other -Donations

Two parts to this request - to establish budget within the 83 fund to accept the revenue received for the naming rights pertaining to Smith Baseball Field and to establish an expense within the 83 fund to continue addressing the deferred maintenance backlog in this facility. This building was completed in 1990 and is now 33 yrs. old.

CIP Memorial House

2024 Budget	Origination Date	Funding Source
\$50,000		Other - Rental

A revenue cost center has been established to receive revenue payments from the Utah Heritage Foundation. Monthly payments are received and are to be re-invested in the facility to maintain the property. Plans for the use of the funding is to be determined.

Real Estate Services – Surplus Land

2024 Budget	Origination Date	Funding Source
\$700,000		General Fund

Salt Lake City Corporation holds several properties in its real estate inventory that are not used for city functions but that are either vacant or are leased to third parties. This fund is for the maintenance, security, and improvement of these properties.

Federally Taxable Sales and Excise Tax Revenue Refunding Bonds, Series 2019B

2024 Budget	Type of Debt	Origination Date	Final Payment	Funding Source
	Sales Tax Revenue Bonds	October 2019	April 1, 2038	RDA

Federally Taxable Sales and Excise Tax Revenue Bonds, Series 2013A, were issued in October 2013 for the purpose of financing a portion of the costs of acquiring, constructing, and equipping a performing arts center and related improvements. The Series 2013A Bonds were refunded with the Federally Taxable Sales and Excise Tax Revenue Refunding Bonds, Series 2019B.

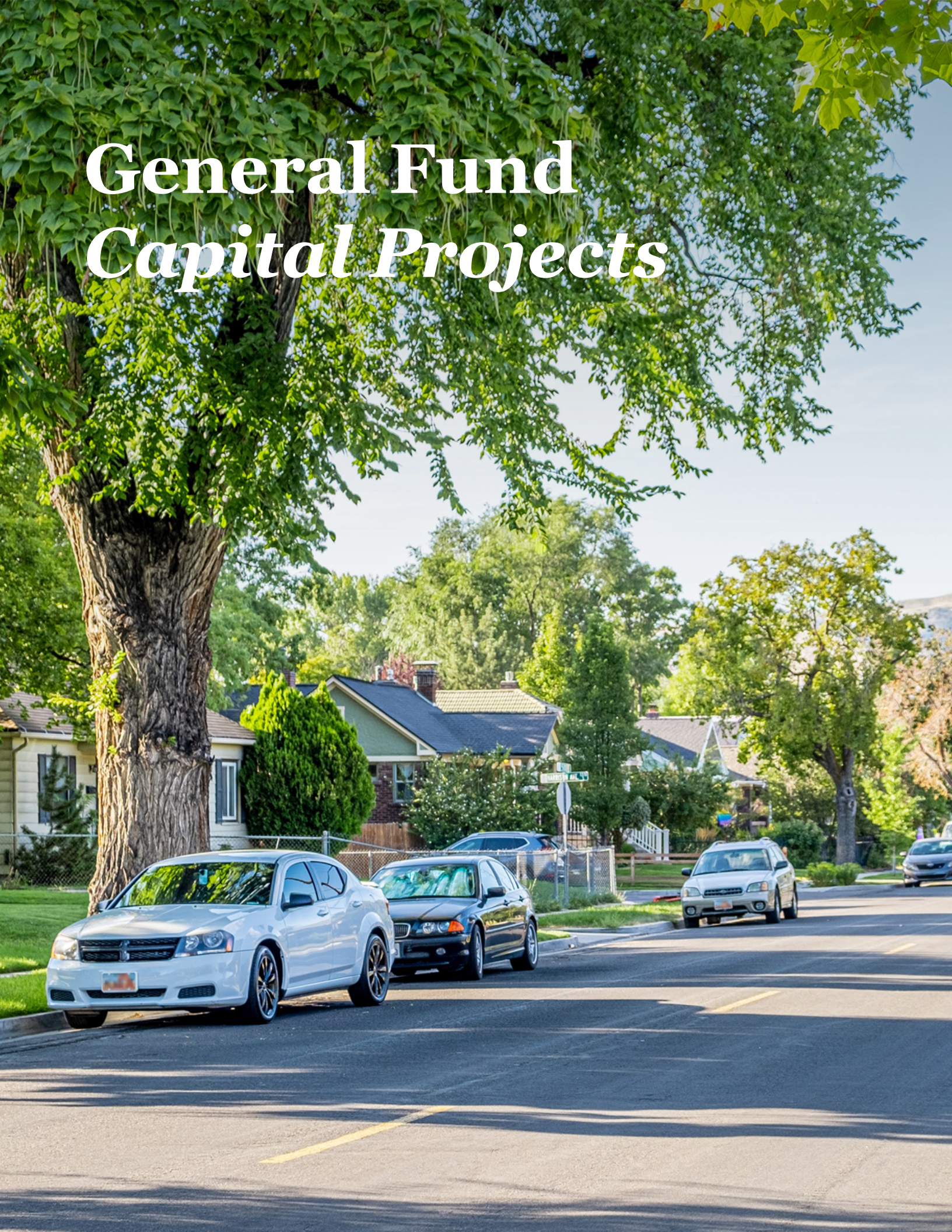
The RDA pays the full amount of the debt service for the Series 2019B bonds. However, if the RDA is unable to pay any of the debt service, the City's General Fund would be responsible for it.

The total par amount of bonds issued was \$58,540,000. As of June 30, 2023, \$56,790,000 in principal remains outstanding.

Principal is due annually on April 1. Interest is due semi-annually on April 1 and October 1. The bonds mature on April 1, 2038.

This page intentionally left blank

General Fund *Capital Projects*



This page intentionally left blank

Project Title:	Library Plaza Structural Assessment and Visioning
Project Address:	200 East 400 South, Salt Lake City, UT 84101

Project Description:
<p>Many complex structural and drainage issues at Library Plaza are causing known settling and damage to critical materials (e.g., pavers, railings and footings, walls) visible on the surface. This project will include an investigation into these issues, followed by planning and design to complete the necessary changes. Specific plaza elements that will be investigated include the wedge wall near 200 East, fountain, retaining walls and pavers, and overall stability throughout the plaza. The project will also include a planning process to identify solutions and designs for activating the plaza. These will mitigate currently unknown and known barriers (including direct sunlight and little shade or protection from the elements) to increase usage in line with its original intent as a public event space.</p> <p>Salt Lake City is a potential candidate for the 2030 Olympics and structural repairs, retrofitting, and reimagining space within this site and adjacent properties will be critical first steps if the City wants to use this site to host events and accommodate large crowds. If funded, this request would lay the groundwork for a funding application for construction within the next few years. Once construction is funded, this project will be a joint venture between Public Lands and Facilities.</p>



Proposal ID:	423313
Department:	Public Lands
Project Type:	Capital
Category:	Planning

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund	\$190,000	\$190,000	
Class C Funds			
Impact Fee Funds			

Estimated Future Maintenance and/or Operational Expense:
None

Project Title:	Safer Crossings: Main St., Glendale Park, and Citywide
Project Address:	Main St Crossings (900 South to 2100 South): This second set of crossings is likely to include: Layton Ave, Van Buren/Bryan Ave, Cleveland / Merrimac Ave, Paxton / Kelsey Ave, Fayette, OC Tanner, Grove Ave. Glendale Park Crossing: 1300 West 1700 South Citywide

Project Description:
<p>This project will fund two key projects as well as providing ongoing funding to a citywide program that installs warranted crossing beacons, traffic signals, or other traffic control devices to address safety issues.</p> <p>1. Main Street Pedestrian Crossings - Ten crossing locations need upgraded crosswalks; about half will be done with funds already allocated in FY23. This request is for construction funds for the remaining locations. Anticipated construction is 2024.</p> <p>2. Glendale Park / 1700 South - This request is for funds to upgrade the existing crosswalk at 1300 W 1700 S from flashing yellow beacons (RRFBs) to a pedestrian-activated signal (HAWK, Toucan, or half-signal), to fully stop traffic with a red light between the residential Glendale neighborhoods to the north and the new Glendale Regional Park (Phase 1 - 2024) to the south.</p> <p>3. Citywide traffic safety projects include the installation of traffic control devices such as signals, flashers, signs, or markings to improve pedestrian safety.</p>



Wide crosswalks like this one on Main Street will receive pedestrian refuge islands.

Proposal ID:	424230
Department:	Transportation
Project Type:	Capital
Category:	New

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund	\$270,000	\$270,000	
Class C Funds			
Impact Fee Funds	\$90,000	\$90,000	
1/4 Cent Tax	\$540,000	\$540,000	

Estimated Future Maintenance and/or Operational Expense:
Other departments and divisions may have increased operating expenses as a result of projects that would be planned / designed using these funds. These other agencies will be included in the planning and design process.

Project Title:	200 East ADA and Sidewalk Improvements
Project Address:	Route: 200 East from 1700 South to Westminster Ave Key intersection: 200 East Downington Ave, Salt Lake City, UT 84115

Project Description:
200 East ADA and sidewalk improvements. This project seeks to bring a section of sidewalks near senior housing into compliance with the Americans with Disabilities Act (ADA). It also seeks to improve walkability in a low-income neighborhood by fixing a gap in continuous sidewalks.



Proposal ID:	417914
Department:	Transportation
Project Type:	Capital
Category:	New, Constituent

Potential layout for new curb ramp and sidewalk at 200 East and Downington Ave.

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund	\$234,000	\$234,000	
Class C Funds			
Impact Fee Funds			

Estimated Future Maintenance and/or Operational Expense:
Other departments and divisions may have increased operating expenses as a result of projects that would be planned / designed using these funds. These other agencies will be included in the planning and design process.

Project Title:	Transit Capital for Frequent Transit Routes / Operational Investments
Project Address:	Citywide

Project Description:
 Funds will construct bus stops along frequent transit routes that reflect the recommendations of the Transit Master Plan. Examples include the 200 (State Street), 209 (900 East) and 217 (Redwood Road). Improvements ensure that stops are legal, accessible, safe, and convenient. This is a partnership program with UTA, with investment by the City made to complement (rather than supplant) UTA's plans for bus stop construction as articulated in their Bus Stop Master Plan, and City investments generate UTA investments. Salt Lake City constructs the concrete pad, and UTA provides the shelters, benches, bike racks, and trash cans. If bicyclist/pedestrian connections to bus stops are problematic or don't exist, these funds may be used to address those issues. Funds may also provide match to \$5.59 million in federal grants received so far for transit hubs (especially 200 S East Downtown Hub, Westside North Temple Hub). The transit hubs are multi-million-dollar projects; a portion of these funds will be used to provide the required local match. These projects are also partnership projects with UTA (and other potential partners, such as the University of Utah and real estate developers), with both agencies seeking funds, providing match, and together creating the full project.



Proposal ID:	424222
Department:	Transportation
Project Type:	Capital
Category:	New

Bus shelters, trash cans, and bike racks are all part of Salt Lake's transit improvements along Frequent Transit Network routes.

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund			
Class C Funds			
Impact Fee Funds	\$110,000	\$110,000	
FOF Transit	\$990,000	\$990,000	

Estimated Future Maintenance and/or Operational Expense:
 Other departments and divisions may have increased operating expenses as a result of projects that would be planned / designed using these funds. These other agencies will be included in the planning and design process.

Project Title:	Complete Streets Program: 2100 South, Virginia St., and Citywide
Project Address:	1000 East 2100 South, Salt Lake City, UT, 84106, 200 North Virginia Street, Salt Lake City, UT, 84103, Citywide

Project Description:
<p>This program funding request provides supplemental funds to street projects that have been found, including through input from the community, to need additional complete street elements such as sidewalks, pedestrian crossings, bikeways, safer intersections, placemaking, and street greening.</p> <p>This year's request focuses on three aspects: two critical streets, both tied to Streets Bond Funding in the 2024 construction season, and third, an allocation for citywide restriping and corridor designs, primarily in conjunction with planned maintenance. For these streets to be reconstructed and/or restriped to meet both City Ordinance and community expectations, these additional funds are needed.</p>



Rendering of updated design on 2100 South

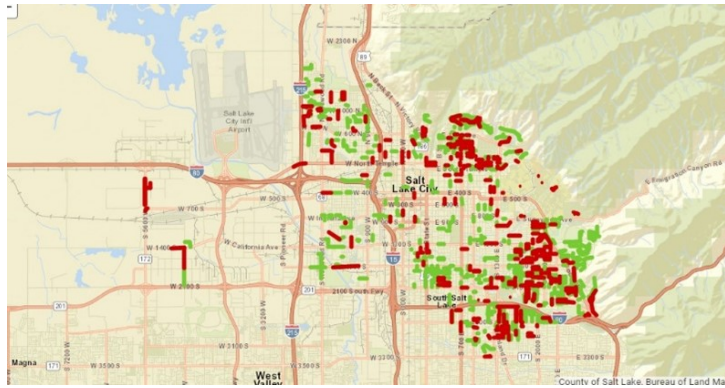
Proposal ID:	424210
Department:	Transportation
Project Type:	Capital
Category:	Renewal

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund			
Class C Funds			
Impact Fee Funds			
1/4 Cent Tax	\$3,293,000	\$3,293,000	

Estimated Future Maintenance and/or Operational Expense:
<p>The reconstructed streets will reduce pavement maintenance costs but may create increased operating expenses in other Departments and Divisions due to landscaping and new Complete Streets elements. These other agencies will be included in the planning and design process.</p>

Project Title:	Public Way Concrete 2023/2024
Project Address:	Citywide

Project Description:
This annual program addresses deteriorated or defective concrete sidewalks, accessibility ramps, curb and gutter, retaining walls, etc. in the public way through saw-cutting, slab jacking, or removal and replacement. Funding for this vital program in the last 4 years has averaged 53%. Providing a fully accessible public right-of-way is an unfunded federal mandate through the Americans with Disabilities Act of 1990. Not only is it the City's legal responsibility to ensure the public way is accessible to all, it is a moral obligation.



Proposal ID:	423889
Department:	Engineering
Project Type:	Capital
Category:	Renewal

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund			
Class C Funds			
Impact Fee Funds			
FOF Streets	\$750,000	\$750,000	

Estimated Future Maintenance and/or Operational Expense:
None

Project Title:	Livable Streets Implementation
Project Address:	Citywide

Project Description:
This citywide program aims to address the most common resident complaint to Transportation staff - speeding vehicles. It uses a data-driven & equitable prioritization process for the implementation of traffic calming improvements in the areas most in need.



Proposal ID:	424211
Department:	Transportation
Project Type:	Capital
Category:	New

Traffic circles are one tool identified in the Livable Streets Report to help slow traffic on neighborhood streets.

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund	\$250,000	\$250,000	
Class C Funds			
Impact Fee Funds			
FOF Other	\$1,100,000	\$1,100,000	

Estimated Future Maintenance and/or Operational Expense:
Other departments and divisions may have increased operating expenses as a result of projects that would be planned / designed using these funds. These other agencies will be included in the planning and design process.

Project Title:	Neighborhood Byways
Project Address:	975 North Star Crest Drive, Salt Lake City, UT 84116 (Westpointe / Jordan Meadows Neighborhood Byway, approximate mid-point) 1400 South 1600 East, Salt Lake City UT 84105 (Sugar House to the U Neighborhood Byway, approximate mid-point)

Project Description:
Neighborhood byways create pleasant and convenient routes for people walking, bicycling, or rolling by encouraging safe travel speeds, discouraging cut-through vehicle traffic, providing safe crossings of busy streets, and connecting people to key community destinations. These funds will be used for the engineering design and construction of the Westpointe / Jordan Meadows Neighborhood Byway, and for the engineering design of the Sugar House to the U Neighborhood Byway. Both projects are currently in conceptual design with significant community input. The Westpointe / Jordan Meadows Neighborhood Byway has already received a state grant for \$900,000 toward its \$1.5 million construction budget. This CIP request will serve as the required 40% match to this grant.



Proposal ID:	424216
Department:	Transportation
Project Type:	Capital
Category:	New

Technicians finishing up the installation of a neighborhood byway crossing in Poplar Grove along 400 South.

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund	\$440,000	\$440,000	
Class C Funds			
Impact Fee Funds			
1/4 Cent Tax	\$360,000	\$360,000	

Estimated Future Maintenance and/or Operational Expense:
Other departments and divisions may have increased operating expenses as a result of projects that would be planned / designed using these funds. These other agencies will be included in the planning and design process.

Project Title:	Complete Streets Reconstruction 2023/2024
Project Address:	Citywide

Project Description:
This annual program funds reconstruction of deteriorated City streets, including curb and gutter, sidewalk, and drainage improvements as necessary. Where appropriate, it will include appropriate complete streets bicycle and pedestrian access improvements.



Proposal ID:	423853
Department:	Engineering
Project Type:	Capital
Category:	Renewal

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund	\$2,250,000	\$2,250,000	
Class C Funds	\$2,250,000	\$2,250,000	
Impact Fee Funds			
FOF Streets			

Estimated Future Maintenance and/or Operational Expense:
None

Project Title:	Poplar Grove Park Full Court Basketball Expansion
Project Address:	Poplar Grove Park (Indiana Avenue and Emery St.), Salt Lake City, UT 84104

Project Description:
This park currently has a half court – which is used frequently, with players spilling out all over the court and grass surrounding it. This project will fund the expansion of the court which includes demolition, irrigation adjustments, a new concrete court, fencing, signage (that would include a flower bed, which will provide beautification opportunities for Friends of Poplar Grove Park to showcase their flower planting skills over the years. Not all will play on the court, but some could still benefit from this improvement by volunteering to plant flowers). Furthermore, it will also fund an artist to design and paint a mural on the new court. Which will provide an opportunity for local artists to share their talents with the community. There are so many benefits to this project - it invites all to participate, enjoy and cherish this wonderful open space for many years to come. COVID-19 may have been a hard time to deal with, but our parks became the extension of our homes and will remain that way for a long time.



Proposal ID:	419327
Department:	Public Lands
Project Type:	Capital
Category:	New, Constituent

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund	\$253,500	\$253,500	
Class C Funds			
Impact Fee Funds	\$253,500	\$253,500	

Estimated Future Maintenance and/or Operational Expense:
Annual maintenance is expected to increase by \$1,000.

Project Title:	Cottonwood Park Trailhead and Parklet
Project Address:	356 N Redwood Rd, Salt Lake City, UT 84116

Project Description:
 In November 2022, Public Lands acquired a property adjoining Cottonwood Dog Park and the Jordan River located at 356 Redwood Road. The dirt lot has long been used as an informal parking lot for dog park users, even prior to property acquisition. This project would develop a trailhead and parking lot that better serve the park’s current and future users. This site has the potential to better serve as a gateway to the Jordan River Trail and to Cottonwood Park as a whole, with interpretive signage, wayfinding, improved connectivity, landscaping, and a small gathering space along the river. This would also provide lighting and artwork to provide a welcoming space. This project also funds a new restroom facility to replace the existing failing restroom. It should be noted that Cottonwood Park was selected as one of District 1’s “Reimagine Neighborhood Parks, Trails, or Open Space” projects, funded by the GO Parks Bond.



Proposal ID:	424360
Department:	Public Lands
Project Type:	Capital
Category:	New

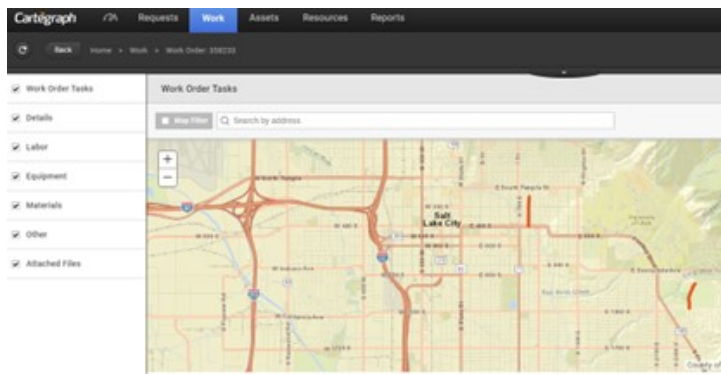
Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund	\$202,000	\$202,000	
Class C Funds			
Impact Fee Funds	\$648,000	\$648,000	

Estimated Future Maintenance and/or Operational Expense:
 Annual maintenance impact is estimated at \$2,000.

Project Title:	Complete Streets Overlay 2023/2024
Project Address:	Citywide

Project Description:
 This annual program funds rehabilitation of deteriorated City streets, including curb and gutter, sidewalk, and drainage improvements as necessary. Where appropriate, it will include appropriate complete streets bicycle and pedestrian access improvements. Street segments identified by Roadway Asset Services (RAS) as backlog candidates for 3" Overlay (OCI of approximately 40-50) are included below as recommended projects.

Suggested Project areas:
 2.34 Lane Miles
 Wasatch Drive - 1300 S to Michigan Ave (partly within Bonneville Golf Course)
 800 E - 100 S to 400 S (signal loops at 100 S)
 Work displayed below on the map.



Proposal ID:	424280
Department:	Engineering
Project Type:	Capital
Category:	Renewal

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund			
Class C Funds	\$1,250,000	\$1,250,000	
Impact Fee Funds			

Estimated Future Maintenance and/or Operational Expense:
 None

Project Title:	Urban Trails: The Other Side Village & the 9-Line Trail
Project Address:	1900 West Indiana Ave, Salt Lake City, UT 84104 1851 East Sunnyside Ave, Salt Lake City, UT 84108

Project Description:
Two projects are critical to this urban trails request: connectivity for The Other Side Village just west of Redwood Road, and a short gap in the 9-Line Trail near the University of Utah. This request seeks funding for critical trail connections in support of "The Other Side Village," the tiny home village with assistive services that will be constructed just west of Redwood Road in the City's Glendale / Poplar Grove neighborhoods. \$1.2 million will be allocated to begin improvements, currently under study, which will prioritize a multi-use trail and/or sidewalks on Indiana Avenue; safer crossings of Redwood Road; a new multi-use trail north from the Village to the transit center; and/or segments of the 9-line trail and Surplus Canal Trail (see map). This is anticipated to be Phase 1 of three or four requests. Funds will also be used for a missing gap in the 9-Line Trail near the University of Utah, where the 12' wide multi-use trail along Sunnyside Avenue narrows down to a scant 4' wide sidewalk, creating conflicts between bicyclists and pedestrians.



Proposal ID:	424227
Department:	Transportation
Project Type:	Capital
Category:	New

This section of Indiana Avenue lacks even a sidewalk connecting "The Other Side Village" to transit stops on Redwood Road.

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund			
Class C Funds			
Impact Fee Funds			
1/4 Cent Tax	\$1,700,000	\$1,700,000	

Estimated Future Maintenance and/or Operational Expense:
Other departments and divisions may have increased operating expenses as a result of projects that would be planned / designed using these funds. These other agencies will be included in the planning and design process.

Project Title:	Fire Station No. 7 Tennis and Pickleball Court Restoration and Amenities
Project Address:	273 North 1000 West, Salt Lake City, UT 84116

Project Description:
 This project will fund construction for restoring the courts and adding amenities at the Fire Station No. 7 Tennis Park on 300 North (west of 1000 West). This space is currently two failed tennis courts. One tennis court will be restored, and the other will be converted into two pickleball courts. The addition of two pickleball courts is necessary to meet increasing demand for usable pickleball courts throughout the city. There are currently no dedicated pickleball courts in the city's westside neighborhoods. This project would also complete associated amenities on site, as funding is available, such as court lighting, drinking fountains, and ADA access. Public Lands has already separately funded the design of this court project. This CIP funding will go towards construction costs of the courts and other associated amenities.



Proposal ID:	424358
Department:	Public Lands
Project Type:	Capital
Category:	Renewal

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund	\$438,850	\$438,850	
Class C Funds			
Impact Fee Funds	\$416,150	\$416,150	

Estimated Future Maintenance and/or Operational Expense:
 Annual maintenance costs will decrease by \$1,000.

Project Title:	337 Park Development
Project Address:	337 South 400 East, Salt Lake City, Utah 84111

Project Description:
 337 Pocket Park was initially established as a community garden but has since been decommissioned as such due to adjacent higher density property development to the south shading out agricultural potential. The parcel has since been sitting vacant and in a state of disrepair. This potential pocket park needs significant development to add park service to District 4. Funding would facilitate public engagement, planning and design, and construction of the site. This project is an expansion of a previously submitted constituent CIP application during the FY22-23 cycle with the addition of Public Lands-supported direction for implementation. Currently, a small portion of the parcel (nearest to 400 East) has public art and plantings. This project would develop the remainder of the parcel. Potential amenities and features of this site will be determined with public engagement but could include an off-leash dog park, seating, and native plantings appropriate for shaded areas. This property has been the subject of continuous encroachments since the lot to the south of this parcel has been under development. There have been inquiries about the 337 Park lot being reduced to allow for access to the southern development. Because of the increased interest in this lot and the threat to this valuable property in a low level-of-service area for parks, it is critical for the development of this lot to move forward as quickly as possible.



Proposal ID:	423315
Department:	Public Lands
Project Type:	Capital
Category:	New

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund			
Class C Funds			
Impact Fee Funds	\$550,000	\$550,000	

Estimated Future Maintenance and/or Operational Expense:
 Annual maintenance impact is estimated at \$7,500.

Project Title:	Jefferson Park Improvements
Project Address:	Fremont Ave and West Temple, Salt Lake City, Utah 84101

Project Description:
<p>Jefferson Park is an under-resourced jewel in the Ballpark Neighborhood. This application seeks to address long standing issues identified in the City’s Ballpark Station Area Plan, including “a lack of service and proper maintenance in current parks”. The park currently has a small, aging playground (to be replaced through separate funding by Public Lands in 2023) with two benches as well as a set of temporary soccer nets and an off-leash dog area. The constituent applicants request the following:</p> <ul style="list-style-type: none"> • <u>Safety improvements:</u> Ample, attractive 'dark sky' lighting throughout the perimeter of the park and fencing around the playground area. Given the area’s crime, this is essential. • <u>Health improvements:</u> Permanent, attractive garbage cans along the perimeter of the park to reduce the constant flow of garbage (including clothing, needles, and human waste), and to encourage responsible dog ownership. • <u>Activation improvements:</u> The retention pond berm is an ideal location for a walking path around the park and provides residents with a place to exercise. Adding a few benches (with garbage cans) under the existing shade trees, like in Liberty Park, will encourage activation.



Proposal ID:	417708
Department:	Public Lands
Project Type:	Capital
Category:	New, Constituent

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund			
Class C Funds			
Impact Fee Funds	\$530,000	\$530,000	

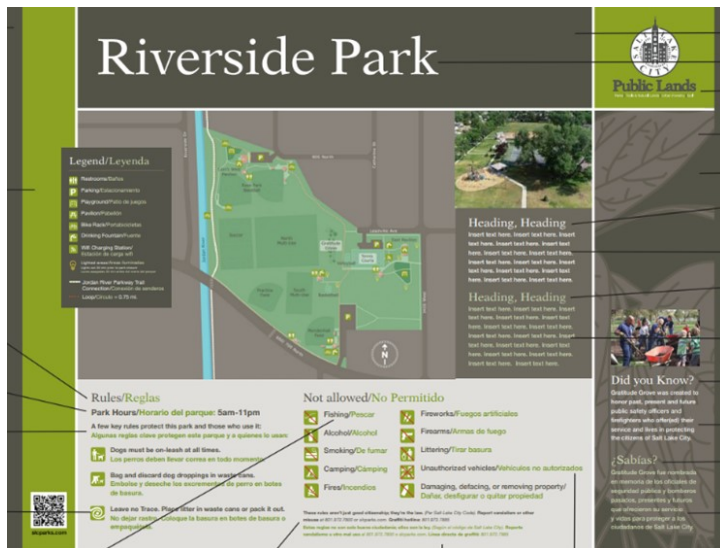
Estimated Future Maintenance and/or Operational Expense:
Annual maintenance would increase by \$4,000.

Project Title:	Parks Bilingual Signage Installation
Project Address:	Citywide

Project Description:

This project will replace existing signage and add new bilingual signage in English and Spanish in approximately ten parks citywide. This project will be the second phase of implementation of the City's new multi-lingual signage standards. The standards were completed in early 2022, with the first phase of implementation occurring in 2023 and early 2024. The first phase of implementation included ten parks and were initially chosen because they are classified as Community Parks in the Public Lands Master Plan, have numerous and varying amenities, and lack effective signage types and locations currently. The second phase of implementation, to be completed with this funding proposal, are the next largest parks with varying amenities that necessitate the addition of signage that the park currently lacks.

Currently, many parks, natural areas and public spaces are not adequately signed for appropriate and effective communication of public lands' regulations, assets, amenities, and stories. This project would not only add signage to parks with outdated or inadequate signage, but would add bilingual information on all signs in order to enhance communication and provide public lands information more equitably and reliably throughout Salt Lake City. The project will also help the City accomplish the goals of the recently-adopted Reimagine Nature Public Lands Master Plan.



Proposal ID:	423318
Department:	Public Lands
Project Type:	Capital
Category:	New

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund	\$82,800	\$82,800	
Class C Funds			
Impact Fee Funds	\$331,200	\$331,200	

Estimated Future Maintenance and/or Operational Expense:

Annual maintenance impact: \$2,900

Project Title:	Fairpark Roundabout Construction Phase
Project Address:	500 North 1000 West, Salt Lake City, UT 84116

Project Description:

1000 West is an important street for the Fairpark neighborhood and access to the Utah State Fairpark. Over the last two years, Salt Lake City Transportation Division has engaged with the community about the challenges and opportunities on 1000 West. Common requests for changes to 1000 West include slowing vehicle speeds, making the crosswalks safer, improving street aesthetics, and balancing regional access needs with neighborhood livability.

This application is requesting funds to build a roundabout at the intersection of 1000 West and 500 North. This application is related to one submitted for FY23, that awarded funds for study/design only. The Transportation Division is actively working on the study/design while supporting this application for construction funds. Intersection upgrades at 500 North is consistent with the 1000 West Corridor Plan, which seeks to moderate vehicle speeds, improve walkability, add landscaping, and create a gateway feature for the neighborhood.



Proposal ID:	416618
Department:	Transportation
Project Type:	Capital
Category:	New, Constituent

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund			
Class C Funds			
Impact Fee Funds			
¼ Cent Tax	\$497,000	\$497,000	

Estimated Future Maintenance and/or Operational Expense:

Other departments and divisions may have increased operating expenses as a result of projects that would be planned / designed using these funds. These other agencies will be included in the planning and design process.

Project Title:	Alleyway Improvements 2023/2024
Project Address:	Citywide

Project Description:
This annual program, kicked off in 2021, funds reconstruction or rehabilitation of deteriorated City alleyways, including pavement and drainage improvements as necessary.



Proposal ID:	424439
Department:	Engineering
Project Type:	Capital
Category:	Renewal

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund			
Class C Funds			
Impact Fee Funds			
FOF Streets	\$250,000	\$250,000	

Estimated Future Maintenance and/or Operational Expense:
None

Project Title:	Fire Station #1 Apparatus Bay Extension
Project Address:	211 South 500 East, Salt Lake City, Utah 84102

Project Description:
 Originally constructed in 1994, Fire Station #1 was built to house the resources (both human and mechanical) that were in use at the time. Since then, much of our apparatus and equipment needs at this strategic location have changed, requiring additional space. Fire Station #1 is located at 211 South 500 East, in the heart of Salt Lake City's downtown. The call volume for this station is consistently the highest in the city and has been steadily increasing over the past five (5) years. In fact, it recently came to the attention of SLCFD Administration that the current call volume and projected increase would be unsustainable for the single fire engine that was housed there. In response, the Administration made the data-based decision to reassign existing resources within the City, in an effort to alleviate the pressure on the fire crews operating out of Station 1. Specifically, a fire truck was moved from Fire Station #5 to Fire Station #1, essentially repurposing Fire Station #1 to what is known in the industry as a "dual-company house." While this reassignment of resources has certainly shown a more balanced delivery of emergency services, there are logistical limitations affecting the housing of the newly assigned aerial apparatus. The three newest and most advanced SLCFD aerial apparatus (trucks) are too long to be housed in the apparatus bays at Fire Station #1. Consequently, we have implemented the use of an older, shorter aerial apparatus. In the meantime, we await the construction of a new, smaller in length truck (not a standard build) which is anticipated to take 3-4 years to build. Additionally, there is uncertainty that the manufacturer will be able to build this length of truck in the future. As such, it is requested that funding be made available to design and construct the expansion of four (4) apparatus bays at Fire Station #1.



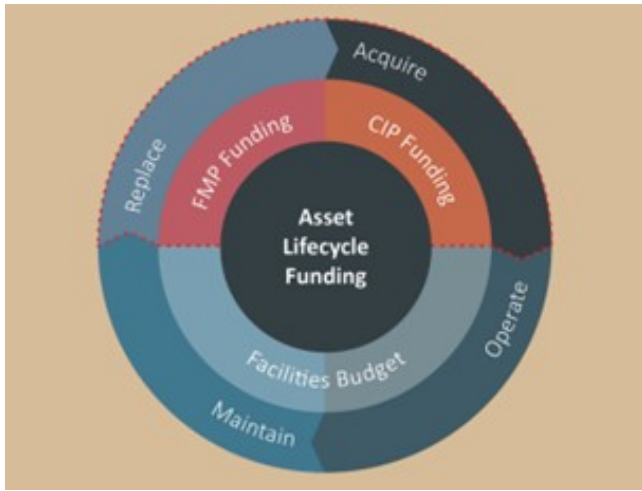
Proposal ID:	425243
Department:	Fire
Project Type:	Capital
Category:	New

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund	\$648,771	\$648,771	
Class C Funds			
Impact Fee Funds			
Other	\$500,000	\$500,000	

Estimated Future Maintenance and/or Operational Expense:
 None

Project Title:	Facilities Asset Renewal Plan FY24
Project Address:	Citywide

Project Description:
Following a 10-year plan to eliminate the \$45,600,000 in deferred asset renewal, the Facilities Division will utilize the funds requested to replace assets that are beyond their useful life, prioritizing replacements based on asset criticality.



Proposal ID:	426588
Department:	Facilities
Project Type:	Capital
Category:	Renewal

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund	\$1,700,000	\$1,700,000	
Class C Funds			
Impact Fee Funds			

Estimated Future Maintenance and/or Operational Expense:
Annual maintenance cost will be reduced as new assets are more efficient, switching from reactive repair work to ongoing preventative maintenance.

Project Title:	Mill and Overlay Maintenance Pilot Program
Project Address:	Citywide

Project Description:
 The Streets Division, part of Public Services, will be the project sponsor and implementation manager. Streets is requesting to begin a Mill & Overlay pilot program, which is a more robust form of roadway surface treatment. Many existing city roadways do not currently need a full depth reconstruction but are not in good enough condition for current maintenance surface treatments, namely chip and slurry seal. If nothing is done, these roads will continue to deteriorate and soon require a costly reconstruction. The Mill & Overlay program would allow Streets to perform maintenance on these roads at a lower cost, compared to reconstructing. To carry out this pilot program the Streets Division needs two additional pieces of equipment, an Asphalt Paver, and a Cold-Milling Machine.



Proposal ID:	426528
Department:	Streets
Project Type:	Capital
Category:	New

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund			
Class C Funds			
Impact Fee Funds			
1/4 Cent Tax	\$750,000	\$750,000	

Estimated Future Maintenance and/or Operational Expense:
 Average yearly maintenance cost: \$19,400 (for both pieces of equipment)

Project Title:	Historic Restorations, Replacements, Conservation Work at International Peace Gardens
Project Address:	1060 South 900 West, Salt Lake City, UT 84104

Project Description:
Despite receiving hundreds of visitors per day, the International Peace Gardens in District 2 has dilapidated garden architecture. Hollows left by stolen plaques and artwork remind visitors of theft and vandalism, and limit their understanding of the history and cultures behind the 28 national garden exhibits. CIP funding is needed to replace or replicate, conserve, and conceive a plan and trust fund for future upkeep of this trove of art, ethnic and botanic diversity. This request consists of multiple projects that include: conservation and restoration artworks, design and replacement of artwork that has been removed/stolen, replacement of perennial botanicals and landscaping, structural study and design exploring expansion of the greenhouse while assessing the feasibility of a visitor space/exhibition space.



Proposal ID:	418741
Department:	Public Lands
Project Type:	Capital
Category:	New, Constituent

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund	\$325,000	\$325,000	
Class C Funds			
Impact Fee Funds			

Estimated Future Maintenance and/or Operational Expense:
Annual Maintenance Impact: \$1,000-\$3,000.

Project Title:	75-Year-Old Traffic Signal Replacement
Project Address:	1300 East @ 400 South, Salt Lake City, UT 84102 or 1300 East @ 100 South, Salt Lake City, UT 84102

Project Description:
 Upgrade one aging traffic signal, along with parts of the surrounding intersection, with safety and operational improvements for all modes. The typical life of a traffic signal is 30 years. After that age, frequent repairs are needed, and the structural supports for the traffic signal may be at risk of failing. Twenty traffic signals in Salt Lake City are over 40 years old, with some of them rapidly approaching 75 years old. This project will fund the design and construction to replace one of the oldest and/or poorest condition traffic signals in Salt Lake City. The project will replace and upgrade the signal with new steel poles, signal heads, and detection, including current best practices for pedestrian detection and design, pedestrian countdown timers, and motor vehicle left turn phasing, as needed. It is anticipated that a traffic signal along 1300 East near the University of Utah will be selected. Those traffic signals were constructed in 1948.



Proposal ID:	424235
Department:	Transportation
Project Type:	Capital
Category:	Renewal

75-year-old traffic signal at the busy intersection of 1300 East 400 South.

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund			
Class C Funds			
Impact Fee Funds	\$40,000	\$40,000	
1/4 Cent Tax	\$360,000	\$360,000	

Estimated Future Maintenance and/or Operational Expense:
 This signal reconstruction will reduce signal maintenance costs, as keeping an older traffic signal alive past its normal expiration date typically includes extra repairs.

Project Title:	Westside Art
Project Address:	Westside of Salt Lake City

Project Description:
An art project will be incorporated into the City's westside neighborhood.



Proposal ID:	N/A
Department:	
Project Type:	Art
Category:	New

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund			
Class C Funds			
Impact Fee Funds			
FOF Other		\$150,000	

Estimated Future Maintenance and/or Operational Expense:
None

Project Title:	Cost Overrun
Project Address:	Citywide

Project Description:
Funding set aside to cover unforeseen costs of projects.

COST OVERRUN



Proposal ID:	NA
Department:	
Project Type:	Overrun
Category:	New

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund		\$22,214	
Class C Funds			
Impact Fee Funds			
FOF Other		\$225,357	

Estimated Future Maintenance and/or Operational Expense:
None

Project Title:	Percent for Art
Project Address:	Citywide

Project Description:
Funding set aside to provide art at City developed projects.



Proposal ID:	NA
Department:	
Project Type:	Art
Category:	New

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund			
Class C Funds			
Impact Fee Funds			
FOF Other		\$161,518	

Estimated Future Maintenance and/or Operational Expense:
None

This page intentionally left blank

Enterprise Fund *Capital Projects*



This page intentionally left blank

The Department of Airports

The Department of Airports is an enterprise fund of Salt Lake City Corporation and does not receive any general fund revenues to support the operation of the City's system of airports. The Department of Airports (the Airport) has 639 employee budgeted positions and is responsible for managing, developing, and promoting airports that provide quality transportation facilities and services, and a convenient travel experience.

The Fiscal Year 2024 budget continues to see growth in enplanements, revenues, as well as expenditures. The Salt Lake City International Airport (SLCIA) continues to benefit from the American Rescue Plan Act (ARPA) as well as the Bipartisan Infrastructure Law (BIL) grants awarded for FY2024. The Airport will use the remaining funds in the ARPA grants which will help offset operating and maintenance expenses that will lower the landing fee and terminal rents charged in FY24 as well as make up for lost revenues. The BIL grants will continue to provide much needed and critical funding for airport capital infrastructure projects that are moving from design into actual construction. The Airport will be bringing on 22 gates located on South Concourse East (SCE) in October 2024 which brings additional staffing and maintenance staff requirements while seeing a significant reduction in the hardstand operations.

The developed FY24 budget continues to provide positive financial benefits with increased passengers and revenues that help offset increased operating expenses. The Airport will continue to fund important capital projects. These projects include the Terminal Redevelopment Program (TRP) and the North Concourse Program (NCP), which together are called the New SLC. In addition, critical projects found in the airfield, terminal, and auxiliary airports will continue to be funded to ensure that all Airport's owned facilities keep up with critical infrastructure to support the growth we are currently experiencing as well as the growth we are projecting into future years.

Project Title:	CUP Crossover Piping
-----------------------	----------------------

Project Description:
This project will provide crossover 12-inch diameter piping from the existing 12-inch chilled water supply and return lines to the 20-inch supply and return hot water piping that feeds the Airport Terminal and Concourse areas from the Central Utility Plant (CUP). This would enable the Airport to maintain chilled water for cooling and hot water for heating as a backup to the system if there is a failure of lines that run underground from the CUP to the Terminal and Concourse areas.

Project Justification:
The existing chilled water and hot water piping systems run underground from a standalone location in the CUP north to the Airport Terminals and Concourse areas. If a failure of either supply lines happens, the crossover piping would facilitate the transfer of chilled water and/or hot water to keep the supply of cooling or heating to continue in a temporary operation mode until a permanent fix could be made.

Design Start Date	Construction Start Date	Project Completion Date
July 2023	November 2023	June 2024

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
\$401,000	\$54,000	\$8,000	\$2,000	\$40,000	\$505,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
				\$505,000

PROJECT LOCATION



Project Title:	Decommission R/W 14-32 & T/W Improvements (Design)
-----------------------	--

Project Description:
 As outlined in the SLCIA Master Plan, Runway 14-32 has two FAA hot spot locations and numerous non- standard geometry challenges. This runway accounts for only 1 percent of total aircraft operations at SLCIA and is unnecessary in the SLCIA runway system to meet FAA-defined wind coverage requirements and thus is not eligible for federal funding assistance. This means the entire cost of any and all corrective solutions would be paid by SLCDA. Through engagement with SLCDA staff and stakeholders, it was determined the cost to correct the runway hot spots outweighs the benefit the runway provides to the airport system. The Master Plan concluded that the final solution for implementation is to remove Runway 14-32.

Project Justification:
 Projects in the short-term phase of airport development focus on modifications to the airfield that enhance airport operational safety. These projects address changes in runways and taxiways needed to reduce the potential for runway incursions and comply with current FAA airport design standards. This request is to develop the design on removing Runway 14-32 and modifications needed to the existing taxiway connections at Taxiways J, M, P, and Q.

Design Start Date	Construction Start Date	Project Completion Date
July 2023		June 2024

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
	\$367,000		\$20,000	\$18,000	\$405,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
				\$405,000

PROJECT LOCATION



Project Title:	Replace Pumps in Glycol Pumps Stations
-----------------------	--

Project Description:
This project will replace the existing piping, pumps, and valves in the Intermediate East Pump Station (IEPS) and the East Pump Station (EPS) for the glycol pump stations.

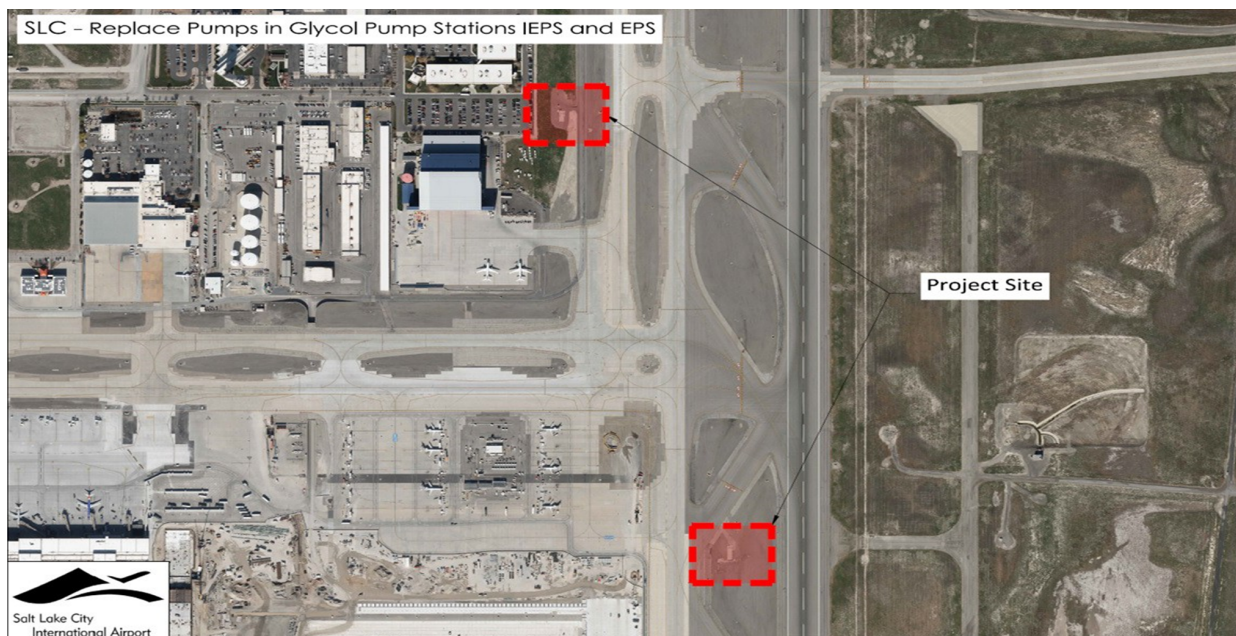
Project Justification:
The piping, pumps, and valves for the glycol pump stations have been in service for over 20 years and are approaching the end of their useful service life. The piping and equipment are obsolete and can no longer be maintained, and are showing significant signs of deterioration due to the corrosive nature of the deicing fluid. New pumps that are more efficient, require less maintenance, and safe guard against system failure will be installed. These pumps are long lead items and are critical for de-ice operations on Taxiway L and the 34R de-ice pad.

Design Start Date	Construction Start Date	Project Completion Date
July 203	July 2023	October 2023

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
\$734,000	\$155,000		\$5,000	\$73,000	\$967,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
				\$967,000

PROJECT LOCATION



Project Title:	Taxiway F Reconstruction (G - F1) - (Construction)
-----------------------	--

Project Description:
 This project is a continuing phase to maintain the Airport's infrastructure and bring the taxiway geometry to current FAA standards. The project will consist of replacing the pavement on Taxiway F between Taxiways G and F1. Work will include demolition of existing concrete pavement and econocrete base, unclassified excavation, placement of engineered fill, placement of new econocrete base course and new portland cement concrete. Also included is the installation of new in-pavement centerline base cans and the reinstallation of centerline and taxiway edge lights complete with new underground cabling and connectors. Finally new asphalt shoulder paving and pavement marking will be done.

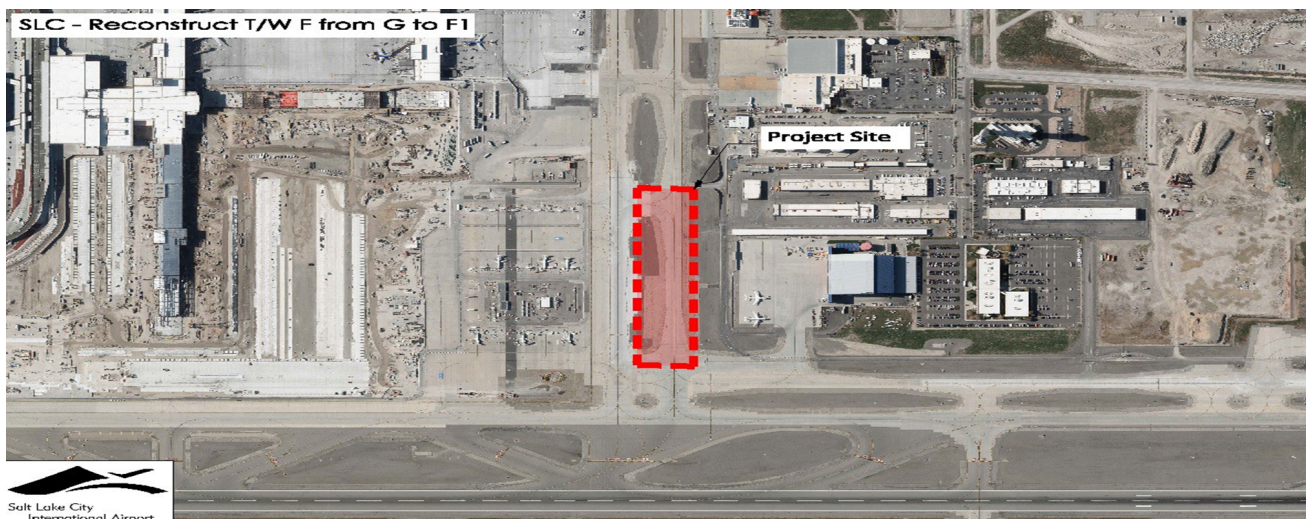
Project Justification:
 Taxiway F connects Runway 16R-34L and Runway 16L-34R with the terminal area. It has a high volume of aircraft use because it serves as a major taxi route for arriving and departing aircraft. The taxiway concrete panels are showing signs of pavement distress including surface spalling, full depth slab cracking, and corner breaking indicating that the pavement is at the end of its useful service life. This area has received multiple patches where the concrete has settled indicating possible base failure. This project will make a significant contribution to safety and capacity by ensuring that the taxiway pavement integrity is preserved while minimizing FOD.

Design Start Date	Construction Start Date	Project Completion Date
	April 2024	October 2024

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
\$9,400,000					\$9,400,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
\$7,050,000				\$2,350,000

PROJECT LOCATION



Project Title:	Taxiway U & V Proper (Design)
-----------------------	-------------------------------

Project Description:
This project is the first of two phases that includes constructing a tunnel structure to allow for Taxiways U and V to cross over a depressed portion of 4000 West. This work includes realigning 4000 West as identified on the SLCIA master plan and shown on the Airport Layout Plan (ALP). Other components of this project are constructing MSE walls along the new 4000 West realignment, earthwork, asphalt and concrete paving, relocating conflicting utilities, drainage systems, and fencing.

Project Justification:
The recently completed SLCIA master plan identified Taxiways U and V as a new cross field taxiway system between the north cargo support area and existing concourses. Currently Taxiways E and F are the only taxiway connections between Runways 16R/34L - 16L/34R and the terminal area. The construction of Taxiways U and V will provide alternative taxi routes to improve aircraft circulation and overall airfield efficiency and safety, particularly during snow removal operations on Taxiways E and F. This project will provide an immediate benefit to flow of aircraft on the airfield as well as improving safety by reducing traffic in a very congested area on the airfield. With current passenger numbers already approaching 2019 numbers and the airlines expecting to increase operations at SLCIA, there is a need to expand the airfield capacity. Additionally, the new taxiway system will allow for future maintenance to occur on Taxiways E and F as well as provide an enabling project for a future Concourse C.

Design Start Date	Construction Start Date	Project Completion Date
July 2023		June 2024

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
	\$4,725,000				\$4,725,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
				\$4,725,000

PROJECT LOCATION



Project Title:	Taxiway U & V Tunnel & Roadway Realignment
-----------------------	--

Project Description:
This project is the first of two phases that includes constructing a tunnel structure to allow for Taxiways U and V to cross over a depressed portion of 4000 West. This work includes realigning 4000 West as identified on the SLCIA master plan and shown on the Airport Layout Plan (ALP). Other components of this project are constructing MSE walls along the new 4000 West realignment, earthwork, asphalt and concrete paving, relocating conflicting utilities, drainage systems, and fencing.

Project Justification:
The recently completed SLCIA master plan identified Taxiways U and V as a new cross field taxiway system between the north cargo support area and existing concourses. Currently Taxiways E and F are the only taxiway connections between Runways 16R/34L - 16L/34R and the terminal area. The construction of Taxiways U and V will provide alternative taxi routes to improve aircraft circulation and overall airfield efficiency and safety, particularly during snow removal operations on Taxiways E and F. This project will provide an immediate benefit to flow of aircraft on the airfield as well as improving safety by reducing traffic in a very congested area on the airfield. With current passenger numbers already approaching 2019 numbers and the airlines expecting to increase operations at SLCIA, there is a need to expand the airfield capacity. Additionally, the new taxiway system will allow for future maintenance to occur on Taxiways E and F as well as provide an enabling project for a future Concourse C.

Design Start Date	Construction Start Date	Project Completion Date
July 2023	March 2024	November 2026

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
\$64,560,000	\$6,339,000	\$1,291,000	\$5,000	\$6,456,000	\$78,651,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
\$36,570,000				\$42,081,000

PROJECT LOCATION



Project Title:	UPS Pump Station Replacement
-----------------------	------------------------------

Project Description:
The glycol collection system is deteriorating in older portions of the airport. In new development the ability to divert low concentration surface water has been implemented to improve the efficiency of the reclamation process. This project will replace the pumps at the UPS Cargo facility pump station due to deterioration and add a diversion vault with actuators, similar to more recent installations. The actuators help manage the large volume of water that does not need treatment which is generated from the cargo ramp deicing pads.

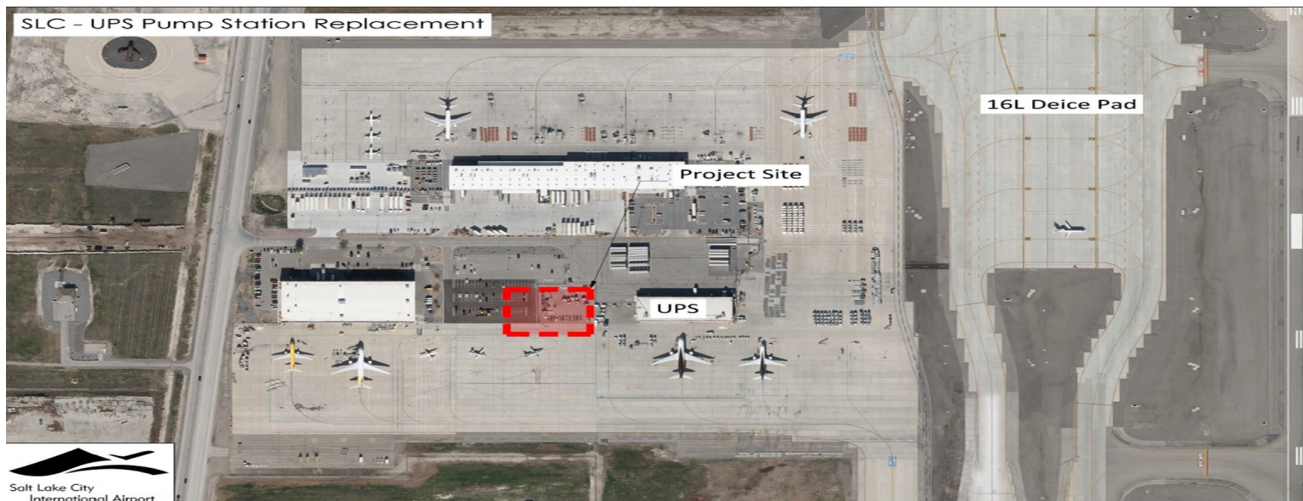
Project Justification:
The pump station near the UPS Cargo facility is rapidly deteriorating and is in need of replacement. The surface water that is collected during inclement weather that does not need to be treated at the reclamation plant needs to be diverted to storm drain. This project replaces essential infrastructure as well as improves efficiency of the reclamation process, ultimately reducing processing costs. The pump station work needs to be completed prior to the start of the Airport's deicing season to accommodate the air cargo carriers.

Design Start Date	Construction Start Date	Project Completion Date
July 2023	July 2023	October 2023

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
\$1,164,000	\$178,000	\$23,000	\$2,000	\$116,000	\$1,483,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
				\$1,483,000

PROJECT LOCATION



Project Title:	Demo Row 21 - Apron & Taxiway Reconstruction
-----------------------	--

Project Description:
This project is for site development within General Aviation Zone 3 on the eastside of Salt Lake City International Airport (SLCIA) to support future expansion. Work will include demolition of an existing row of T-hangars along with asbestos mitigation, if necessary, and site preparation consisting of taxilane pavement reconstruction and rerouting of existing water and storm drain utilities.

Project Justification:
The only remaining undeveloped land in General Aviation Zone 3 on the eastside of SLCIA currently cannot accommodate larger ADG II aircraft. This project will construct a taxilane for access to undeveloped areas at the Airport and allow for future growth.

Design Start Date	Construction Start Date	Project Completion Date
July 2023	October 2023	June 2024

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
\$1,126,000	\$141,000	\$23,000	\$210,000	\$113,000	\$1,613,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
				\$1,613,000

PROJECT LOCATION



Project Title:	SVRA Hangar Site Development - Phase I
-----------------------	--

Project Description:
This project will widen the existing taxilane north of the existing shade hangars and construct a new ramp complete with underground utilities for a proposed future site for a new T-hangar at the South Valley Regional Airport (SVRA).

Project Justification:
An existing taxilane north of the shade hangars will be widened approximately 21' to accommodate Group II aircraft to access a new 220' x 750' ramp where a future T-hangar will be constructed. New underground utilities consisting of gas, power, communication, water, storm drain, and sewer will be installed and stubbed up to within 15 feet of the future T-hangars.

Design Start Date	Construction Start Date	Project Completion Date
July 2023	October 2023	September 2024

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
\$2,276,000	\$216,000	\$46,000	\$1,000	\$182,000	\$2,721,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
				\$2,721,000

PROJECT LOCATION



Project Title:	TVY Water & Sewer Improvements
-----------------------	--------------------------------

Project Description:
This project will provide water and sewer infrastructure to the Tooele Valley Airport (TVY) to support the future aerial firefighting facilities being constructed by the Bureau of Land Management (BLM). This work includes the installation of a sewer lift station, 16,500 LF of sewer line, and 16,500 LF of water line.

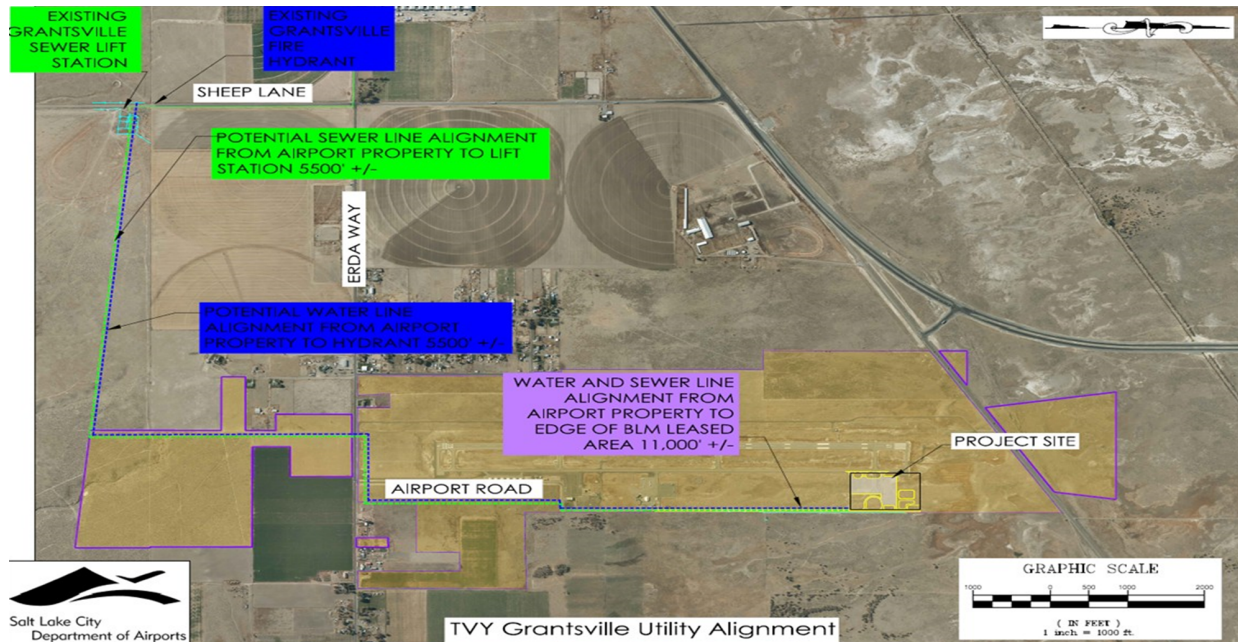
Project Justification:
Salt Lake City Corporation recently signed a lease agreement with the BLM which will begin construction of government facilities including a Single Engine Airtanker (SEAT) base of operations to include Air Attack, Helitack operations, retardant distribution and containment systems, and an Aviation Dispatch Center building on approximately 10 acres at TVY. Development of future hangars and facilities cannot occur until water and sewer utilities are available at TVY. The BLM is expected to begin construction of their new facility in 2023 and have an operational SEAT base by 2025. SLCDCA is working on an agreement with Grantsville City to connect the water and sewer utilities.

Design Start Date	Construction Start Date	Project Completion Date
July 2023	April 2024	October 2024

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
\$7,399,000	\$259,000	\$148,000	\$500,000	\$740,000	\$9,046,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
				\$9,046,000

PROJECT LOCATION



Project Title:	Electrical Vehicle Charging Stations FY24
-----------------------	---

Project Description:
Salt Lake City Department of Airports (SLCDA) has created a Master Plan for a phased installation program of Electric Vehicle Charging Stations (EVCS) and infrastructure relative to the annual purchase of electric vehicles in Utah. For the past several years, the Airport has received rebates from Rocky Mountain Power which have reimbursed up to 75% of the cost to purchase and install EVCS on the Airport campus. This year the Airport will apply for funding incentives to install infrastructure for 16 level 2 EVCS for employee parking.

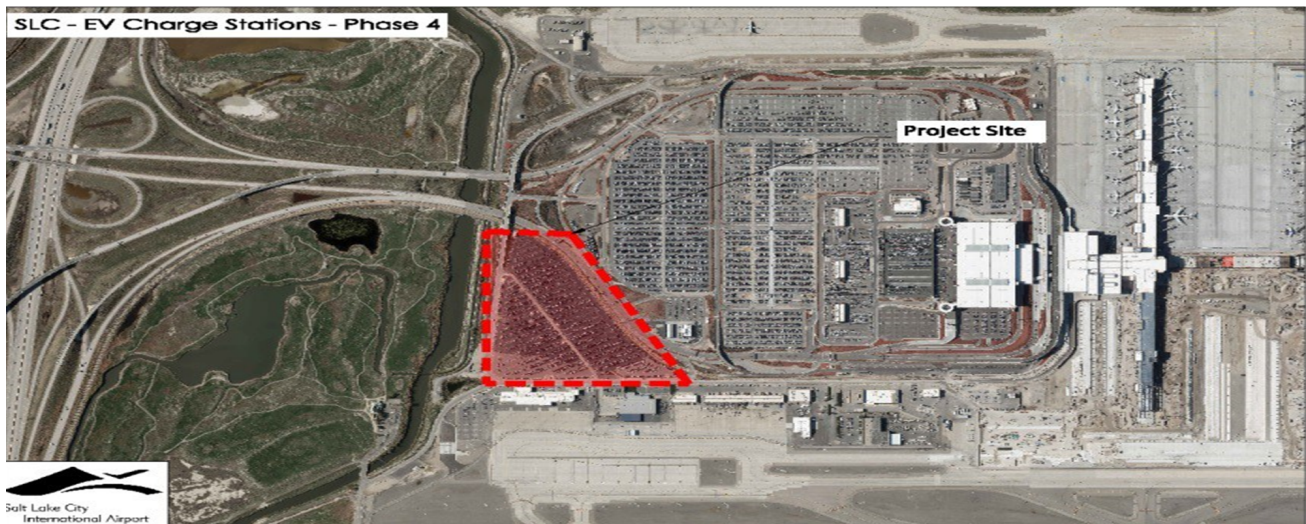
Project Justification:
Salt Lake City is designated as a Serious Nonattainment Area for EPA's 24-hour standard for particulate matter PM2.5. Fine particulate matter, or PM2.5 is an air pollutant resulting from motor vehicle emissions that contribute to respiratory problems. This project will promote additional options for sustainable transportation and will reduce area emissions that contribute to fine particulate matter. The Airport is proposing to install infrastructure and purchase 16 Level 2 EVCS for the employee parking lot.

Design Start Date	Construction Start Date	Project Completion Date
July 2023	October 2023	September 2024

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
\$884,000	\$89,000	\$2,000	\$5,000	\$88,000	\$1,068,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
				\$1,068,000

PROJECT LOCATION



Project Title:	S Employee Parking Lot Development Program / Surplus Canal Relocation (Design)
-----------------------	--

Project Description:
 This program will implement a series of projects over the next 5 years that will allow for the development of the Southern Open Space (Former Golf Course) into an employee parking lot as shown on the new SLCIA ALP. Phase 1 of this project will design the relocation of the surplus canal. This phase is intended to complete the design and permitting requirements set forth by the USACE. Phase 2 will be to mitigate the wetlands in the area which will allow for the new canal to be relocated. Phase 3 will be to relocate the canal to the south, parallel to the existing TRAX line. Phases 4 and 5 will then design and build the infrastructure, parking lot, roadways, and employee screening facility required to operate the South Employee Parking Lot.

Project Justification:
 The Environmental Assessment (EA) currently underway requires the design of the surplus canal relocation to be completed to a 60% design level. This budget request is to complete the balance of the design and provide contract documents for bid, award, and construction administration for the FY2025 construction season.

Design Start Date	Construction Start Date	Project Completion Date
July 2023	July 2025	June 2028

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
	\$1,410,000	\$19,000	\$10,000	\$120,000	\$1,559,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
				\$1,559,000

PROJECT LOCATION



Project Title:	S Employee Parking Lot Development Program / Surplus Canal Relocation (Construction)
-----------------------	--

Project Description:
 This program will implement a series of projects over the next 5 years that will allow for the development of the Southern Open Space (Former Golf Course) into an employee parking lot as shown on the new SLCIA ALP. Phase 1 of this project will design the relocation of the surplus canal. This phase is intended to complete the design and permitting requirements set forth by the USACE. Phase 2 will be to mitigate the wetlands in the area which will allow for the new canal to be relocated. Phase 3 will be to relocate the canal to the south, parallel to the existing TRAX line. Phases 4 and 5 will then design and build the infrastructure, parking lot, roadways, and employee screening facility required to operate the South Employee Parking Lot.

Project Justification:
 The recently completed SLCIA master plan identified that a new employee parking lot will be needed to accommodate the forecasted increase in employee numbers at our facility. The existing South Employee Parking Lot will be reutilized to accommodate the forecasted increase in passenger parking. With passenger numbers already approaching past 2019 numbers and the airlines expecting to increase both their operations and employee numbers at SLCIA, the need to expand our parking has been accelerated. There currently is not enough parking to sustain peak days. This program will provide an immediate and long-term parking solution.

Design Start Date	Construction Start Date	Project Completion Date
July 2023	July 2025	June 2028

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
\$45,185,000	\$4,784,000	\$904,000	\$5,417,000	\$4,518,000	\$60,808,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
				\$60,808,000

PROJECT LOCATION



Project Title:	AOC Backup Generator
-----------------------	----------------------

Project Description:
This project will provide a new 480V backup generator to support the Airport Operations Center (AOC) building users that have been affected by power outages.

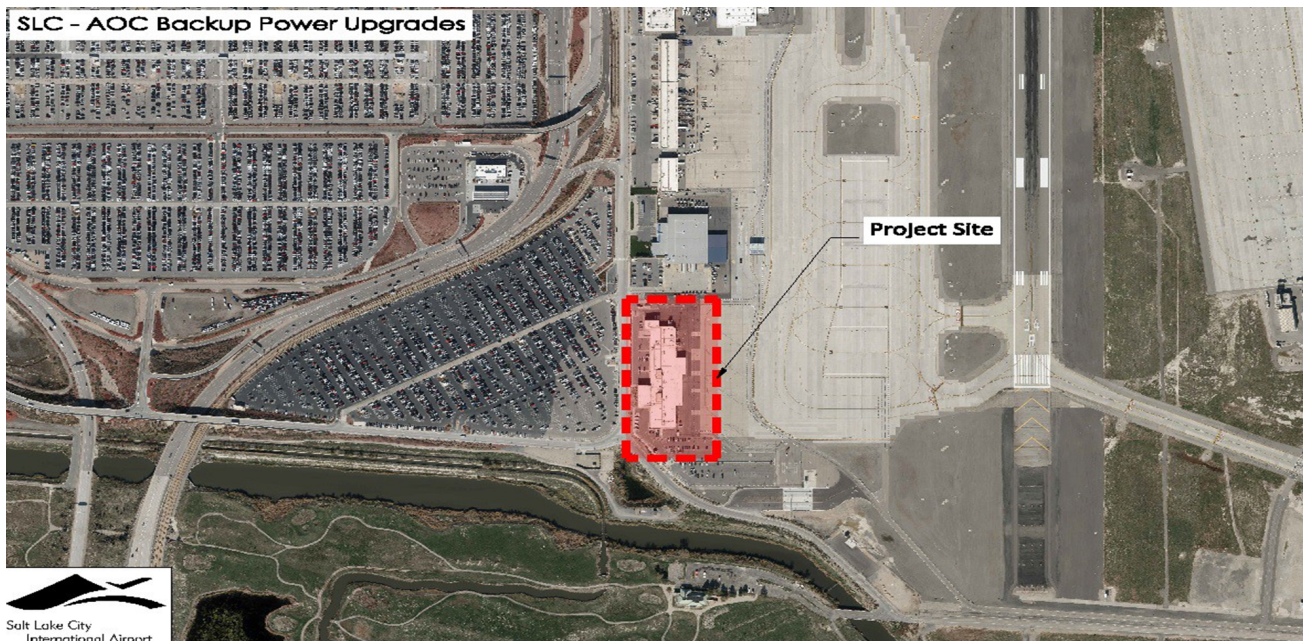
Project Justification:
The Airport Operations Center (AOC) is considered a vital building where Airport Control is directed and maintained. After a number of recent power outages, the facility users requested the building service loads to be backed up by a new generator. The AOC building is currently supported from two electrical services and two emergency standby generators. Envision Engineering, one of the Airport's on-call electrical consultants, has completed a study to evaluate the AOC standby branch capacity on the south side of the building and proposed options to backup these loads for the vital functions of the AOC. The option selected was to move the entire distribution panel NDL-1A-01 to a new 480V generator to meet the demands for full backup power.

Design Start Date	Construction Start Date	Project Completion Date
July 2023	October 2023	December 2024

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
\$250,000	\$29,000	\$5,000	\$2,000	\$25,000	\$311,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
				\$311,000

PROJECT LOCATION



Project Title:	Demo FAA FMP and Construct New Roadway
-----------------------	--

Project Description:
This project is for additional site development in General Aviation Zone 3 on the east side of Salt Lake City International Airport (SLCIA) to support current demand for corporate hangar development. Work will include demolition of the FAA FMP building and construction of a new hangar access road. This project includes site preparation and construction of taxiway pavement and installation of new underground utilities to a future hangar lease area. A new 475-foot wide by 30-foot long hangar access road and taxiway pavement will be constructed up to the future hangar lease line.

Project Justification:
The only remaining undeveloped land in General Aviation Zone 3 on the east side of SLCIA currently cannot accommodate larger ADG II aircraft for future hangar facility development. This project will construct infrastructure to allow for future growth.

Design Start Date	Construction Start Date	Project Completion Date
July 2023	October 2023	September 2024

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
\$783,000	\$75,000	\$48,000	\$60,000	\$78,000	\$1,044,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
				\$1,044,000

PROJECT LOCATION



Project Title:	NS1 & NS4 Switch Gear & Capacitor
-----------------------	-----------------------------------

Project Description:
This project will replace the Electrical Main Distribution equipment for buildings NS1 and NS4 located in North Support and provide a power factor capacitor bank for NS4 to condition the power output within this building. The work includes the purchase and installation of all new main electrical distribution equipment for the incoming high voltage Rocky Mountain Power (RMP) that feeds the main breakers and switchboards in both buildings. This also includes miscellaneous conduit, cabling, and junction box work.

Project Justification:
The NS1 and NS4 North Support buildings were constructed approximately 37 years ago and replacement parts for the original electrical equipment in these buildings is no longer available. This is due to the electrical manufacturer going out of business. Since parts are no longer available for purchase, any failure of the electrical infrastructure in either of these buildings will impact Airport Fleet Maintenance, Warehouse, and Roads and Grounds staff and equipment. Also impacted would be the CASS, Radio, and Electrical shops.

Design Start Date	Construction Start Date	Project Completion Date
July 2023	October 2023	December 2024

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
\$905,000	\$77,000	\$7,000	\$2,000	\$72,000	\$1,063,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
				\$1,063,000

PROJECT LOCATION



Project Title:	NWS Replacement Controls
-----------------------	--------------------------

Project Description:
This project will replace the existing Variable Air Volume (VAV) units that have reached the end of their useful life in the tenant area of the National Weather Service (NWS) facility. The units will be replaced with new VAV units with Direct Digital Controls (DDC).

Project Justification:
The existing VAV units are pneumatically controlled and have reached the end of their useful life and will be replaced with new units that have integrated DDC controls allowing BACKNET connections for the control and maintenance by Airport Maintenance.

Design Start Date	Construction Start Date	Project Completion Date
July 2023	October 2023	June 2024

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
\$494,000	\$66,000	\$10,000	\$5,000	\$49,000	\$624,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
				\$624,000

PROJECT LOCATION



The Salt Lake City Golf Division

The Golf Division operates seven full-service golf courses at six Salt Lake City locations providing quality recreational experiences at a competitive price for Salt Lake City residents and visitors from surrounding cities and various out of state locations. Golf Course Capital Projects are funded, primarily, from excess revenue generated by user fees. Over the past several years, expenses have outpaced revenues and have limited Golf's ability to self-fund most if not all non-emergency Capital Projects. In 2012, a Golf CIP Fund was established that allocates \$1 per every 9 holes played and 9% from all annual pass sales toward building funds that can be used exclusively for Capital Projects. Until FY 2019, these funds had not been released for use as the fund balance was needed to provide a fund balance offset against a fund deficit. As part of the FY22 budget proposal, the Golf Division implemented a Golf CIP Fee increase from \$1 to \$2 per every 9 holes played, beginning in January 2022, in order to bring more capital into the Golf CIP Fund to increase funding from this source for additional future projects.

The Golf Division has produced excess revenue over the past 3 years and is able to begin re-investing funds into long-overdue projects.

The Golf Division has budgeted \$6,610,220 for Capital Improvement Projects in FY24. The Golf Division is undertaking a four-year project to improve tee box hitting surfaces by re-leveling and re-sodding many of the tee box areas at each course and have allocated \$60,000 in FY24 from the Golf CIP Fund. The Golf Division is undertaking a multi-year project to repair existing cart paths and construct some new carts paths and has allocated \$525,000 for FY24. Other significant projects include new parking lot resurfacing at the Mountain Dell and driving range hitting facility at Glendale golf course.

As part of a multi-year plan to upgrade vital maintenance equipment at all courses, the Golf Division will be using \$424,263 in FY24 to purchase additional equipment.

Project Title:	Tee Box Leveling
Project Address:	All 6 SLC Golf Courses

Project Description:
 The Golf Division will be doing tee box leveling at all 6 courses (\$60,000). Salt Lake City customer satisfaction surveys and course evaluation initiatives have shown that the biggest area of needed improvement is the condition of the tee boxes. This is an area where course labor can be utilized to perform a large portion of the work. The Golf Division proposes utilizing Golf CIP funds to pay for needed equipment and supplies. Each course will undertake a four-year plan to address tee box leveling of existing tee boxes and to begin construction of new forward tee boxes.



Proposal ID:	
Department:	Public Lands - Golf
Project Type:	Improvement
Category:	Capital

Funding Recommendations			
	CDCIP Board	Mayor	Council
Golf CIP Funds		\$60,000	

Estimated Future Maintenance and/or Operational Expense:
 Future maintenance and operational expenses for the replacement of these already existing assets are developed within the Golf's annual operational budgets.

Project Title:	Pump Replacement
Project Address:	Glendale

Project Description:
 The Golf Division will be replacing the first of five irrigation pumps at Glendale golf course (\$20,000). The replacement of these pumps will take place over a 5-year period. This is the first of 5 pumps that are nearing their life expectancy. At any time if one of these pumps goes down it will have impact on our ability to irrigate the golf course.



Proposal ID:	
Department:	Public Lands - Golf
Project Type:	Replacement
Category:	Capital

Funding Recommendations			
	CDCIP Board	Mayor	Council
Golf CIP Funds		\$20,000	

Estimated Future Maintenance and/or Operational Expense:
 Future maintenance and operational expenses for the replacement of these already existing assets are developed within the Golf's annual operational budgets.

Project Title:	Maintenance Equipment
Project Address:	All 6 SLC Golf Courses

Project Description:
 As part of a multi-year plan to upgrade vital maintenance equipment at all courses, the Golf Division will be using \$424,263 in FY24 to purchase additional used equipment (usually lease-return equipment from high-end private courses). The plan would be to purchase equipment if available such as Sprayer, Groundsmaster, Greensmaster.



Proposal ID:	
Department:	Public Lands - Golf
Project Type:	Equipment
Category:	Capital

Funding Recommendations			
	CDCIP Board	Mayor	Council
Golf Operating Fund		\$424,263	

Estimated Future Maintenance and/or Operational Expense:
 Future maintenance and operational expenses for the replacement of these already existing assets are developed within the Golf's annual operational budgets.

Project Title:	Parking Lot Resurfacing
Project Address:	Mountain Dell

Project Description:
The Golf Division will be resurfacing the parking lot at Mountain Dell. This improvement project is estimated to cost (\$250,000). The current parking lot surface is beyond just normal sealing and patching and will require full replacement.



Proposal ID:	
Department:	Public Lands - Golf
Project Type:	Improvement
Category:	Capital

Funding Recommendations			
	CDCIP Board	Mayor	Council
Golf CIP Fund		\$250,000	

Estimated Future Maintenance and/or Operational Expense:
Future maintenance and operational expenses for the replacement of these already existing assets are developed within the Golf's annual operational budgets.

Project Title:	Property Fencing Project
Project Address:	Nibley Park

Project Description:
The Golf Division will be replacing property fencing at Nibley Park golf course (\$55,220). The projects consist of removal of existing damaged fencing along the northern perimeter (2700 south) and replacing it with new fencing material.



Proposal ID:	
Department:	Public Lands - Golf
Project Type:	Improvement
Category:	Capital

Funding Recommendations			
	CDCIP Board	Mayor	Council
Golf CIP Fund		\$55,220	

Estimated Future Maintenance and/or Operational Expense:
Future maintenance and operational expenses for the replacement of these already existing assets are developed within the Golf's annual operational budgets.

Project Title:	New Construction Projects
Project Address:	Glendale

Project Description:
 The Golf Division will be entering into the planning phases of a new construction project at Glendale Golf Course (\$1,300,000). The projects consist of a double-decker range structure and new fencing at Glendale. This project will position the Glendale driving range to take advantage of changing market conditions and will expand the range capacity and extend the use of the range by 3 to 4 additional months annually, having a significant increase in driving range revenue generation and providing an enhanced recreation opportunity for City residents and visitors.



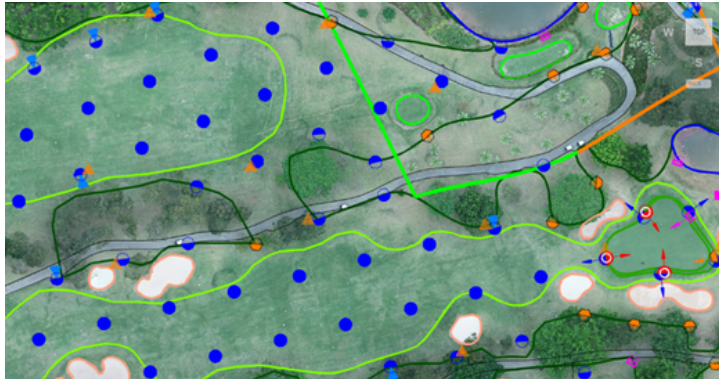
Proposal ID:	
Department:	Public Lands - Golf
Project Type:	Construction
Category:	Capital

Funding Recommendations			
	CDCIP Board	Mayor	Council
Golf CIP Fund		\$1,300,000	

Estimated Future Maintenance and/or Operational Expense:
 Future maintenance and operational expenses for the replacement of these already existing assets are developed within the Golf's annual operational budgets.

Project Title:	Irrigation Improvements
Project Address:	Rose Park

Project Description:
The Golf Division will be doing irrigation improvements at Rose Park (\$4,400,000). The current mainline system is as old as 65 years and is in desperate need of replacement. This project also includes a turfgrass reduction plan and some redesign of certain holes to allow for a more efficient system, utilizing fewer heads and potential water use reduction of up to 40%.



Proposal ID:	
Department:	Public Lands - Golf
Project Type:	Improvements
Category:	Capital

Funding Recommendations			
	CDCIP Board	Mayor	Council
Golf CIP Fund		\$4,400,000	

Estimated Future Maintenance and/or Operational Expense:
Future maintenance and operational expenses for the replacement of these already existing assets are developed within the Golf's annual operational budgets.

Project Title:	Cart Path Improvements
Project Address:	All 6 SLC Golf Courses

Project Description:
The Golf Division will be doing cart path improvements at all 6 courses (\$525,000). Well-maintained golf cart paths are critical for the overall customer experience and for helping to preserve golf course playing conditions. The existing paths are decades behind receiving proper repair and expansion. Additionally, with slight modifications, many cart paths can be used by non-golfers during the off season or other times when conditions are not ideal for golf.



Proposal ID:	
Department:	Public Lands - Golf
Project Type:	Improvements
Category:	Capital

Funding Recommendations			
	CDCIP Board	Mayor	Council
Golf CIP Fund		\$525,000	

Estimated Future Maintenance and/or Operational Expense:
Future maintenance and operational expenses for the replacement of these already existing assets are developed within the Golf's annual operational budgets.

This page intentionally left blank

The Salt Lake City Public Utilities

Salt Lake City Department of Public Utilities (SLCDPU) has four distinct utilities: water, sewer, storm water, and street lighting. Each utility is operated as a separate enterprise fund. Tax money is not used to fund these services. Funding for SLCDPU capital expenditures comes from user fees, fund reserves, revenue bonds, and occasionally a grant or state/federal government subsidized loan. The department is utilizing a Water Infrastructure Financing Innovation Act (WIFIA) loan to finance a portion of the water reclamation facility construction. Customers pay for the services they receive through utility rates that have been established for each fund. The rates were developed on a cost of service basis. Our utilities are infrastructure intensive and administration of these assets requires long term project and financial planning.

The SLCDPU capital budget is shown by fund with subcategory cost centers under each. In fiscal year 2024, the department has over 95 capital projects between the four funds as well as continuing work on existing projects. Many of the capital projects in Public Utilities cover multiple fiscal years. It is common for projects designed in one year and be constructed in subsequent years. The budget includes projects rated as a high priority in the Department's Capital Asset Program (CAP). The replacement of the water reclamation facility is the largest project undertaken by SLCDPU. Other elements of our systems are also experiencing aging problems and will require increasing attention in the future. For example, our three water treatment plants were built in the 1950's and early 60's. Planning is underway for each of the three plants to determine the best approaches for their replacement. A unique aspect of capital projects in SLCDPU is that Federal, State, and local regulations affect many of our priorities. Adding to the complexity are water rights and exchange agreement obligations.

Project Title:	Water Main Replacements
Project Address:	Various Locations

Project Description:
SLCDPU has over 1,300 miles of aging water pipe. Over the past 10 years, Public Utilities has replaced an average of 18,820 linear feet per year. The budget includes two major transmission line projects: 1) \$5,000,000 for the continuation of a master plan project – East-West Conveyance Line – Terminal Reservoir to 300 East and 2) next phase of Upper Conduit for \$3,500,000. This category also includes \$6,120,000 for routine replacement of pipelines in poor condition at various locations in the system with \$2,950,000 related to the Funding our Future streets bond projects. The department is continuing to develop a more robust way to identify pipeline replacement priorities and corrosion related issues within the system.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Water Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$14,620,000
Priority:	Project specific

Estimated Future Maintenance and/or Operational Expense:
Negligible

Project Title:	Treatment Plant Improvements
Project Address:	Various Locations

Project Description:
<p>All three city-owned water treatment plants (WTPs) were built in the 1950's and early 1960's. Each plant is nearing the end of its expected life and will need to be rebuilt. The City Creek WTP will be rebuilt first based on DPU's receipt of a FEMA BRIC grant for this project. The grant is a 70% match up to \$36.6M. Work during the coming FY includes completion of design (\$1.7M), start of construction (\$12.5M), and continued public engagement (\$290K).</p> <p>The reconstruction of the Big Cottonwood WTP will be delayed until sufficient budget is available to design and construct this important project. However, construction of the Big Cottonwood Creek Pump Station (\$10M this year) and associated SLA Replacement - Cottonwoods Connection pipeline (\$10M this year) will begin as part of a regionalization approach that allows Big Cottonwood Creek water to be treated using available capacity of the existing Little Cottonwood WTP. This pump station and pipeline will serve as redundancy to both the Big Cottonwood WTP and the portion of the Big Cottonwood Conduit that conveys drinking water from the plant to the City's drinking water distribution system.</p> <p>This cost center also includes replacing failing components as they wear out as part of annual budget (\$2M) to ensure regulatory compliance until larger projects can be funded. Finally, the budget for capital project support of \$1.65M includes contracted project management support necessary for delivery of these important projects.</p>



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Water Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$38,340,000
Priority:	Project specific

Estimated Future Maintenance and/or Operational Expense:
Estimated operational increase of \$2.2M per/year.

Project Title:	Deep Pump Wells
Project Address:	Various Locations

Project Description:
The Department would like to bring more wells online to help supplement water supplies, first starting with inactive wells. One of these inactive wells is the budgeted 1500 East Well. This well and other inactive wells are being evaluated for future use and repair or rehabilitation, as required to bring wells to current codes and Division of Drinking Water standards.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Water Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$100,000
Priority:	Project specific

Estimated Future Maintenance and/or Operational Expense:
Negligible

Project Title:	Meter Change-Out Program
Project Address:	Various Locations

Project Description:
 The budget includes the continuation of the small meter change out program piloted in 2015 and initiated in 2018. Metering water consumption by customers is the source of our revenue. Approximately 51,100, or 63%, of the system's water meters have been replaced with advanced metering infrastructure (AMI) read meters. With optimal conditions, 10,000 to 12,000 meters per year can be replaced. Supply chain issues have created delays thus replacement is planned at 8,000 meters per year. The plan is to complete the residential AMI meter change out program in the next 4 to 4 ½ years. AMI technology provides hourly usage information instead of relying on monthly data. An online portal provides our customers with information to better manage their water usage and alerts to the status of their water service. Better information will assist us in water conservation efforts.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Water Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$2,500,000
Priority:	Ongoing program

Estimated Future Maintenance and/or Operational Expense:
 Negligible

Project Title:	Water Service Connections
Project Address:	Various Locations

Project Description:
Water service extends beyond the corporate boundaries of Salt Lake City. Approximately 37% of our service connections are in this outlying area. Repair and replacement of these connections are part of an ongoing program. The components of this program are service line replacements, new connections, and small and large meter maintenance and replacement. Public Utilities is determining the best way to implement the EPA's Lead and Copper Rule Revision (LCRR) including developing inventories, sampling plans, public outreach, and lateral service line replacements. The plan will include resources, personnel, and capital needs. Budget associated with the LCRR includes \$500,000 to support pothole work associated with inventory development and service line material identification.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Water Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$3,450,000
Priority:	Project/need specific

Estimated Future Maintenance and/or Operational Expense:
Estimated operational increase of \$100,000 per year associated LCRR line replacement and temporary filters.

Project Title:	Storage Reservoirs
Project Address:	Various Locations

Project Description:
SLCDPU owns and operates six raw water reservoirs that store snow run-off. SLCDPU operates Little Dell Dam, for the Metropolitan Water District of Salt Lake and Sandy with a capital improvement budget of \$400,000 for controls replacements. Little Dell and 5 of SLCDPU's reservoirs are used to store water that is treated for drinking water. All seven of the reservoirs are a contingent way for the Department to meet exchange agreements for secondary water. Three of the reservoirs are used by ski areas for snowmaking. The raw water storage reservoir at Mountain Dell has a \$6,040,000 proposed budget for outlet replacement, upstream waterproofing, and land restoration work. SLCDPU has received a 30% matching funds, grant of \$265,000 in December of 2022 for engineering and planning for Lake Mary Dam's restoration.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Water Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$6,690,000
Priority:	Project specific

Estimated Future Maintenance and/or Operational Expense:
Negligible

Project Title:	Pumping Plants & Pump Houses
Project Address:	Various Locations

Project Description:
As a result of its size and topography, the water distribution system consists of more than 50 different pressure zones. Pump stations are often connections between pressure zones, pumping treated water from one zone to another. The utility has over thirty pump stations with many still needing back-up power or generators for system resiliency. Planned projects for this fiscal year are the Arlington Hills Pump Station Full Backup Power project, \$700,000, and the University Pump Station Piping Replacement and Equipment Upgrades project, \$200,000.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Water Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$900,000
Priority:	Project specific

Estimated Future Maintenance and/or Operational Expense:
Negligible

Project Title:	Culverts, Flumes & Bridges
Project Address:	Various Locations

Project Description:
These secondary water conveyance systems are critical to maintaining our water exchange agreements. Planned projects within this category are the flume from Double Barrels to the railroad tracks for \$2,200,000 and the JSL Canal Enclosure at Millcreek for \$2,000,000. These projects are intended to support the long-term resiliency and reliability of systems that are critical to maintaining water deliveries.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Water Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$4,200,000
Priority:	Project specific

Estimated Future Maintenance and/or Operational Expense:
Negligible

Project Title:	Distribution Reservoirs (Tanks)
Project Address:	Various Locations

Project Description:
SLCDPU has over 100,000,000 gallons of finished water storage in 22 tanks and reservoirs. These components require on-going inspection and maintenance. The location and elevation of these facilities is critical to the operation of the water distribution system. The budget includes \$1,850,000 dedicated to maintenance and repair of both the 15th East Reservoir and Park Reservoir structures. Other projects include slope stabilization efforts at the Canyon Cove Upper Tank, \$50,000, and drainage upgrades at the Capitol Hills Tanks site, \$400,000.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Water Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$2,300,000
Priority:	Project specific

Estimated Future Maintenance and/or Operational Expense:
Negligible

Project Title:	Maintenance & Repair Shops (Water Utility)
Project Address:	Various Locations

Project Description:
SLCDPU is evaluating properties for future use by the department. The budgeted \$400,000 is to evaluate the feasibility of expanding the SLCDPU campus at the existing location or relocating the SLCDPU campus to meet existing needs and address safety concerns. This evaluation will consider the cost benefit of campus improvements and will assess the department’s ability to mitigate financial impacts by leveraging existing assets.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Water Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$400,000
Priority:	Project specific

Estimated Future Maintenance and/or Operational Expense:
Negligible, long term operational costs to be evaluated with feasibility assessments through design.

Project Title:	Treatment Plants
Project Address:	1365 West 2300 North

Project Description:
The largest budgeted item in this category is for the construction of a new water reclamation facility. The \$210,499,773 estimate represents the continuation of a multi-year project and includes design, construction, and program management. Existing plant improvement projects include Capital Asset Rehabilitation and Upgrades for \$1,300,000, digester rehabilitation and cogeneration projects for \$210,000 and \$250,000 respectively. These existing plant improvements are critical to maintaining existing operations while the new water reclamation facility is commissioned.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Sewer Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$212,259,773
Priority:	Project specific

Estimated Future Maintenance and/or Operational Expense:
Temporary dewatering will continue to have an operational impact in FY24 for chemical costs. The annual operational cost of wastewater treatment is anticipated to increase by \$2M to \$4M for power and chemical costs when the construction of the new water reclamation facility is complete and operational. This estimate will be refined as construction progresses.

Project Title:	Collection Lines
Project Address:	Various Locations

Project Description:
 SLCDPU has over 667 miles of aging sewer collections pipelines. Proposed budget within this category includes pipe renewal & replacement projects, City/County/State driven projects, and master plan projects. Master plan projects are the largest budgeted item in this category and total \$23,955,000. This includes \$1,500,000 for the 1800 North Sewer Realignment Phase 2; \$6,000,000 for 1800 North Sewer Realignment Phase 3; \$12,000,000 for 2100 S Upsizing Project; and \$250,000 for South Temple Upsizing Project. Master plan projects identified within this category support system condition improvements and growth related capacity constraints. Pipe renewal & replacement projects are budgeted for \$2,155,000 and consist of Emergency Operations Support, 2100 S Sewer Rehab (600 E/400 E), and other small improvement projects intended to improve system operations and reliability. The budget includes \$1,650,000 for capital project support, program management, and emergency projects. Project budgets to support City, County and State driven projects are estimated at \$400,000 which includes Misc. Public Services Projects and the 700 N Sewer Rehabilitation design, which is to be completed in advance of the planned roadway improvements.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Sewer Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$23,955,000
Priority:	Project Specific

Estimated Future Maintenance and/or Operational Expense:
 Negligible

Project Title:	Lift Stations
Project Address:	Various Locations

Project Description:
The Proposed lift station renewal and replacement program anticipates two projects for FY 2023/2024. The first of these projects includes the 5300 West Lift Station capacity improvements budgeted for \$2,500,000. This project is intended to support growth within the International Center and surrounding inland port development area. The Industrial Lift Station Improvements budgeted for \$250,000 are intended to improve the existing lift station operating conditions and to mitigate sanitary sewer overflows that have been experienced over the past several years.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Sewer Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$2,750,000
Priority:	Project specific

Estimated Future Maintenance and/or Operational Expense:
Negligible

Project Title:	Maintenance & Repair Shops (Sewer Utility)
Project Address:	Various Locations

Project Description:
SLCDPU is evaluating properties for future use by the department. The budgeted \$350,000 is to evaluate the feasibility of expanding the SLCDPU campus at the existing location or relocating the SLCDPU campus to meet existing needs and address safety concerns. This evaluation will consider the cost benefit of campus improvements and will assess the department’s ability to mitigate financial impacts by leveraging existing assets.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Sewer Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$350,000
Priority:	Project specific

Estimated Future Maintenance and/or Operational Expense:
Negligible, long term operational costs to be evaluated with feasibility assessments through design.

Project Title:	Storm Drain Lines
Project Address:	Various Locations

Project Description:
The largest item in this category is \$5,730,000 for projects supporting City, County, and State driven projects, including \$4,430,000 in work supporting Funding our Future streets bond projects. Other projects in this category total \$1,300,000 for various collection lines and public utility defined projects to include Highland Drive storm drain improvements, northwest drain bypass to Jordan River improvements, and Emigration Creek at 1700 South improvements. Other local area projects to be completed by city crews at various locations are budgeted to be \$500,000.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Storm Water Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$6,230,000
Priority:	Project specific

Estimated Future Maintenance and/or Operational Expense:
Negligible

Project Title:	Riparian Corridor Improvements
Project Address:	Various Locations

Project Description:
The planned riparian project for FY 2023/2024 is Emigration Creek – 1700 S Outlet Protection. Riparian vegetation will be restored and a wingwall and apron will be installed to reduce erosion in Emigration Creek. This work will accompany the rehabilitation of the 1700 S culvert which conveys Emigration Creek through the roadway.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Storm Water Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$250,000
Priority:	Project specific

Estimated Future Maintenance and/or Operational Expense:
Negligible

Project Title:	Landscaping
Project Address:	Various Locations

Project Description:
The landscaping budget includes \$50,000 for the Northwest Oil Drain canal remediation. This budget is to reserve funding for cleanup and closeout on the remediated portions of the Northwest Drain.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Storm Water Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$50,000
Priority:	Project specific

Estimated Future Maintenance and/or Operational Expense:
Negligible

Project Title:	Storm Water Lift Stations
Project Address:	Various Locations

Project Description:
Storm water lift station work includes the design of a storm water lift station in Swede Town budgeted for \$200,000. This will provide improved drainage services in Swede Town and surrounding area east of the railroad. The Northwest Drain Lift Station Reconstruction is intended to increase capacity of the Northwest Drain and is budgeted for design in the amount of \$450,000.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Storm Water Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$650,000
Priority:	Project Specific

Estimated Future Maintenance and/or Operational Expense:
Negligible

Project Title:	Detention Basins
Project Address:	Various Locations

Project Description:
Detention Basins work includes the continuation of the design of the Granary District Floodplain Mitigation and Re-Mapping Project. This project will design detention basins to be installed within the city to reduce the Granary Floodplain. The Granary District Floodplain Mitigation and Re-mapping is budgeted for \$365,000.

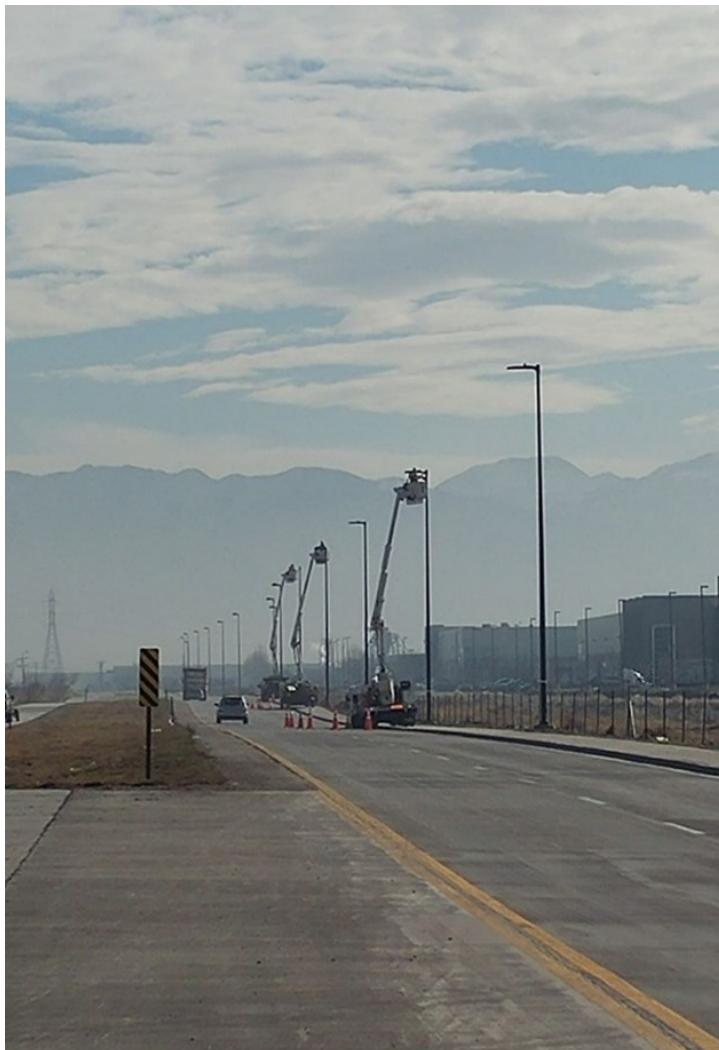


Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Storm Water Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$365,000
Priority:	Project Specific

Estimated Future Maintenance and/or Operational Expense:
Negligible

Project Title:	Street Lighting Projects
Project Address:	Various Locations

Project Description:
Planned projects for FY 2023/2024 are \$2,240,000 to upgrade to high efficiency lighting and other system improvements on arterial streets, collector streets, and in neighborhoods. This includes budget to hire a contractor to perform inspections on new street lighting facilities, consultant support to develop an Implementation Plan for new Master Plan related projects, and budget for improvements for base level lighting services and three enhanced lighting groups. The master plan determines and guides best practices for upgrades and new lights.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Street Lighting Utility CIP Projects - Enterprise Funds
Enterprise Funds:	\$2,240,000
Priority:	Ongoing program

Estimated Future Maintenance and/or Operational Expense:
Reduce electricity costs. Replacing aging poles and wiring throughout the city. Continued research on Smart City and Lighting Control Technology.

This page intentionally left blank

Salt Lake City Redevelopment Agency

The Redevelopment Agency of Salt Lake City (RDA) strengthens neighborhoods and commercial districts to improve livability, create economic opportunity and foster authentic, equitable communities. The RDA utilizes a powerful set of financial and planning tools to support strategic development projects that enhance the City's housing opportunities, commercial vitality, public spaces, and environmental sustainability. The RDA's primary source of funds for the projects include property tax increment and program income revenue, depending on the specific budget account.

The RDA often participates with Salt Lake City in the redevelopment or construction of city owned infrastructure projects. As part of the RDA Budget Policy, Capital Projects are defined as any project that anticipates multi-year funding. The allocation of funds for these projects is part of the budget approval process and is typically contingent on the RDA Board authorizing appropriation once the specific projects costs and details are known. Depending on the project, the timeline for this process may not follow the City's CIP schedule or requirements for approval.

The RDA fiscal year 2024 budget process proposes one potential City infrastructure project. The City Creek daylighting design plan explores bringing a portion of City Creek that currently runs in a culvert underground up to the surface just north of the Folsom Trail from 800 West to 1000 West. The project goals include increasing access to nature, improving water quality and mitigating surface flooding. This \$50,000 funding request will produce final construction drawings which will be used for project implementation. Landscaping improvements and other pedestrian amenities will also be recommended as a part of the design plan to activate the trail and create a welcoming centerpiece for the westside community. The total cost for implementation is estimated to be between \$15,000,000 and \$20,000,000.

Project Title:	City Creek Daylighting
Project Address:	Folsom Corridor – North Temple Project Area

Project Description:
 Appropriation of funds to support a design plan to daylight (bring to the surface) a portion of City Creek that runs north of the Folsom Trail from 800 West to 1000 West. Project goals include increasing access to nature, improving water quality and mitigating surface flooding. This funding request will produce final construction drawings which will be used for project implementation. Landscaping improvements and other pedestrian amenities will also be recommended as a part of the design plan to activate the trail and create a welcoming centerpiece for the westside community. The total cost for implementation is estimated to be between \$15,000,000 and \$20,000,000.



Proposal ID:	
Department:	RDA
Project Type:	
Category:	

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund		\$50,000	

Estimated Future Maintenance and/or Operational Expense:
 Impact will be determined on a case-by-case basis, but it's anticipated that City Parks and Public Utilities will maintain the creek and associated amenities.

Attachment 4 - FY2024 Simplified Capital Improvement Program (CIP) Funding Log by CDCIP Advisory Board Scores

#	Application Title	CDCIP Board	Council District	Requested Funding	Recommended Funding	Social Vulnerability Index	Sustainability 10 is Highest	PNUT Board 1 is Highest	Pavement Condition
1	Library Plaza Structural Assessment and Visioning	104	4	\$ 190,000	\$ 190,000	Moderate-Low Vulnerability	NA	Internal #7	Serious
2	Safer Crossings: Main St., Glendale Park, and Citywide	103.29	Citywide	\$ 900,000	\$ 900,000	Highest Vulnerability	5		Satisfactory
3	200 East ADA and Sidewalk Improvements	103.14	5	\$ 234,000	\$ 234,000	Moderate-Low Vulnerability	6		Failed
4	Transit Capital for Frequent Transit Routes / Operational Investments	101.86	Citywide	\$ 1,500,000	\$ 1,100,000	Citywide (N/A)	6		N/A
5	Complete Streets Program: 2100 South, Virginia St., and Citywide	100.71	Citywide	\$ 6,600,000	\$ 3,293,000	Citywide (N/A)	7		Failed
6	Public Way Concrete 2023/2024	100	Citywide	\$ 750,000	\$ 750,000	Citywide (N/A)	2		Ranges from Poor to Failed
7	Livable Streets Implementation	99.14	Citywide	\$ 2,500,000	\$ 1,350,000	Citywide (N/A)	5		N/A
8	Neighborhood Byways	98	Citywide	\$ 800,000	\$ 800,000	Highest Vulnerability	7		N/A
9	Complete Streets Reconstruction 2023/2024	97	Citywide	\$ 4,500,000	\$ 4,500,000	Citywide (N/A)	2		Serious/Failed
10	Poplar Grove Park Full Court Basketball Expansion	96.86	2	\$ 507,000	\$ 507,000	Highest Vulnerability	1	Constituent #8	Fair
11	Jordan Park and Peace Gardens Cultural Landscape Report and Master Plan	96	2	\$ 200,000	\$ -	Moderate-High Vulnerability	NA	Internal #5	N/A
12	Cottonwood Park Trailhead and Parklet	95.57	1	\$ 850,000	\$ 850,000	Highest Vulnerability	NA	Internal #4	Failed
13	Three Creeks West - Roadways Addendum	95.29	2	\$ 850,000	\$ -	Moderate-High Vulnerability	1		Serious
14	Complete Streets Overlay 2023/2024	95.29	Citywide	\$ 3,500,000	\$ 1,250,000	Citywide (N/A)	2		Serious/Failed
15	Urban Trails: The Other Side Village & the 9-Line Trail	94	Citywide	\$ 1,700,000	\$ 1,700,000	Highest Vulnerability	5		N/A
16	Rose Park and Jordan River Recreation Hub	93.86	1	\$ 495,000	\$ -	Highest Vulnerability	NA	Internal #9	N/A
17	Citywide Park Restroom Planning Study/Fairmont Restroom Conceptual Design	93.43	Citywide	\$ 75,000	\$ -	Lowest Vulnerability	1	Constituent #4	Poor
18	Madsen Park Improvements	93	2	\$ 500,000	\$ -	Highest Vulnerability	5	Constituent #3	Fair
19	Fire Station No. 7 Tennis and Pickleball Court Restoration and Amenities	92.57	1	\$ 855,000	\$ 855,000	Highest Vulnerability	NA	Internal #1	Failed
20	337 Park Development	92.29	4	\$ 550,000	\$ 550,000	Moderate-High Vulnerability	NA	Internal #8	N/A
21	Rose Park Lane Beautification, Trail, and Safety Improvements	92	1	\$ 840,000	\$ -	Moderate-High Vulnerability	4	Constituent #6	Failed

Attachment 4 - FY2024 Simplified Capital Improvement Program (CIP) Funding Log by CDCIP Advisory Board Scores

#	Application Title	CDCIP Board	Council District	Requested Funding	Recommended Funding	Social Vulnerability Index	Sustainability 10 is Highest	PNUT Board 1 is Highest	Pavement Condition
22	Richmond Park Community Playground	92	4	\$ 530,000	\$ -	Moderate-Low Vulnerability	NA	Internal #10	Serious
23	Rose Park Lane Open Space and Trail Connection Study	91.14	1	\$ 140,000	\$ -	Moderate-High Vulnerability	NA	not ranked	Very Poor
24	Jefferson Park Improvements	90.86	5	\$ 530,000	\$ 530,000	Highest Vulnerability	5	Constituent #2	Very Poor
25	Parks Bilingual Signage Installation	89.86	Citywide	\$ 414,000	\$ 414,000	Citywide (N/A)	NA	Internal #6	N/A
26	Fairpark Traffic Circle Construction Phase	89.57	1	\$ 497,000	\$ 497,000	Highest Vulnerability	4		Satisfactory
27	North Temple Arts and Tourism District Improvements	89.14	2	\$ 495,111	\$ -	Highest Vulnerability	5		Fair
28	Alleyway Improvements 2023/2024	87	Citywide	\$ 250,000	\$ 250,000	Citywide (N/A)	NA		Serious/Failed
29	Fire Station #1 Apparatus Bay Extension	86.57	4	\$ 1,148,771	\$ 1,148,771	Moderate-High Vulnerability	NA		N/A
30	Facilities Asset Renewal Plan FY24	85.57	Citywide	\$ 1,700,000	\$ 1,700,000	Citywide (N/A)	7		Ranges from Poor to Failed
31	Mill and Overlay Maintenance Pilot Program	84	Citywide	\$ 750,000	\$ 750,000	Citywide (N/A)	1		N/A
32	Sugar House Safe Side Streets Part 2	83.14	7	\$ 150,000	\$ -	Moderate-Low Vulnerability	3		N/A
33	Historic Restorations, Replacements, Conservation Work at International Peace Gardens	82.86	2	\$ 325,000	\$ 325,000	Moderate-High Vulnerability	NA	Constituent #1	Poor
34	Fred and Ila Rose Wetland Preserve Improvements	82.29	2	\$ 361,073	\$ -	Highest Vulnerability	NA	Constituent #9	Satisfactory/Poor
35	75-Year-Old Traffic Signal Replacement	80.14	4	\$ 400,000	\$ 400,000	Moderate-Low Vulnerability	NA		Failed
36	Park Strip, Median, Park Irrigation/Water Reduction Strategy and Implementation	80	Citywide	\$ 500,000	\$ -	Citywide (N/A)	7	Internal #3	N/A
37	Liberty and Jordan Parks Greenhouses - Revised	78.57	Citywide	\$ 242,823	\$ -	Moderate-High Vulnerability	5	Constituent #7	Fair/Poor
38	First Encampment Park	77	5	\$ 125,500	\$ -	Moderate-Low Vulnerability	1		Satisfactory
39	Indiana Avenue Area - Transit & Trail Connections	76.57	2	\$ 162,500	\$ -	Moderate-High Vulnerability	6		N/A
40	Multimodal Capital Maintenance	76.43	Citywide	\$ 200,000	\$ -	Citywide (N/A)	5		Ranges from Poor to Failed
41	700 South (Phase 7, 4600 West to 5000 West) Additional Funding	72.29	2	\$ 4,000,000	\$ -	Moderate-High Vulnerability	2		Failed
42	800 S 1000 E Crosswalk Upgrade	70.43	5	\$ 336,500	\$ -	Moderate-Low Vulnerability	4		Very Poor

Attachment 4 - FY2024 Simplified Capital Improvement Program (CIP) Funding Log by CDCIP Advisory Board Scores

#	Application Title	CDCIP Board	Council District	Requested Funding	Recommended Funding	Social Vulnerability Index	Sustainability 10 is Highest	PNUT Board 1 is Highest	Pavement Condition
43	Central 9th Streetscape Improvements	70.43	5	\$ 85,000	\$ -	Highest Vulnerability	2		N/A
44	Sugar House Community Map Project	68.71	7	\$ 93,400	\$ -	Lowest Vulnerability	3		Very Poor/NA
45	Phase I: Plaza 349 Life Safety, Security, and HVAC Upgrades	68.57	4	\$ 2,000,000	\$ -	Citywide (N/A)	7		Ranges from Poor to Failed
46	Implementation of Safety Enhancements West Side Foothill Drive	67.86	6	\$ 494,126	\$ -	Lowest Vulnerability	4		N/A
47	Reimagining 4th & 4th (4th West & 4th South)	65.57	3	\$ 100,000	\$ -	Moderate-Low Vulnerability	4		Satisfactory
48	11th Ave Park Pavilion, Trees, and Benches	64	3	\$ 533,165	\$ -	Lowest Vulnerability	NA	Internal #2	N/A
49	New Liberty Park Crosswalks and Trails	60.14	5	\$ 262,000	\$ -	Moderate-High Vulnerability	4	Constituent #5	N/A
50	Sunnyside and Arapeen Signal & Safety Improvements	60	6	\$ 450,000	\$ -	Moderate-High Vulnerability	2		Failed
51	Wasatch Hollow Park: Engagement, Planning & Restoration	56	6	\$ 500,000	\$ -	Lowest Vulnerability	2	Constituent #10	Fair
52	Hansen Ave - West Entrance/Exit	53.14	5	\$ 470,703	\$ -	Highest Vulnerability	2		N/A
53	Nevada Street Reconstruction	52.71	6	\$ 479,000	\$ -	Lowest Vulnerability	2		Serious
54	Sunnyside Pickleball Courts	49.29	6	\$ 500,000	\$ -	Moderate-High Vulnerability	NA		N/A
55	1200 E Curb/Gutter/Sidewalk	48	7	\$ 351,000	\$ -	Lowest Vulnerability	1		Serious
56	Salt Lake City Pétanque	44.57	1	\$ 500,000	\$ -	Moderate-High Vulnerability	NA		N/A
57	Ensign Peak Nature Park Improvements	43.43	3	\$ 210,000	\$ -	Lowest Vulnerability	NA		Poor
58	11th Avenue Park Pickleball Expansion	40.57	3	\$ 502,500	\$ -	Lowest Vulnerability	NA		N/A
59	Westside Art Project	N/A	1, 2, and/or 3	\$ 150,000	\$ 150,000	TBD	NA		N/A

Overview of Capital Improvement Program (CIP) Major Funding Sources

General Fund Dollars

(Most flexible funding source; can be spent on any project)

These are the City's most flexible unrestricted funds available to be spent on any CIP project. The Council transfers a portion of General Fund revenues into the CIP Fund as part of each annual budget in June. The City collects a variety of revenue sources that all go into the General Fund such as property taxes, sales taxes, franchise taxes, building permits and license fees, and many others. A Council audit identified 9% of ongoing General Fund revenues as an ideal funding level to help ensure the City keeps up with capital investment needs. The City reached that 9% funding level in FY2023. In the prior two decades the City's annual General Fund transfer into the CIP Fund averaged closer to 7%.

Funding Our Future 0.5% Local Salt Lake City Option Sales Tax

(Critical need categories: housing, public transit, streets, and public safety; a fifth category of parks maintenance was added in FY2023)

The 0.5% sales tax increase was authorized by the Legislature only for the capital city as part of the State prison relocation from Draper. The City's local option sales tax was increased as part of the FY2019 annual budget and was branded "Funding Our Future" along with a Streets Reconstruction Bond approved by voters (all those bond funds have now been budgeted). Prior to enacting the sales tax increase the City conducted impact research, public hearings, open houses, workshops, letters, online information, and other extensive outreach. The funds from the sales tax are limited to the critical need categories as determined by the Council. The definition of the critical need categories has evolved over the times such as expanding public safety from only police to also include 911 dispatch, fire, medical, and social workers. The number of categories was originally four and a fifth category, parks maintenance, was added in FY2023. There is no legal limitation to the categories which are subject to the Council's annual appropriation process and subject to change.

Class C Funds

(State gas tax)

Class C funds are generated by the Utah State Tax on gasoline. The state distributes these funds to local governments on a center lane mileage basis. The City's longstanding practice has been to appropriate Class C funds for the general purpose of street reconstruction and asphalt overlays. The Roadway Selection Committee selects specific street segment locations as recorded in the Engineering Division's Six Year Pavement Plan which is regularly updated. Note that there is overlap in eligible uses between this funding source and the County Quarter Cent Sales Tax for Transportation and Streets Funding.

Per state law, Class C funds may be used for:

1. All construction and maintenance on eligible Class B & C roads
2. Enhancement of traffic and pedestrian safety, including, but not limited to: sidewalks, curb and gutter, safety features, traffic signals, traffic signs, street lighting and construction of bicycle facilities in the highway right-of-way
3. Investments for interest purposes (interest to be kept in fund)
4. Equipment purchases or equipment leases and rentals
5. Engineering and administration costs
6. Future reimbursement of other funds for large construction projects
7. Rights of way acquisition, fencing and cattle guards
8. Matching federal funds
9. Equipment purchased with B & C funds may be leased from the road department to another department or agency
10. Construction of road maintenance buildings, storage sheds, and yards. Multiple use facilities may be constructed by mixing funds on a proportional basis
11. Construction and maintenance of alleys
12. B & C funds can be used to pay the costs of asserting, defending, or litigating
13. Pavement portion of a bridge (non-road portions such as underlying bridge structure are not eligible)

County Quarter Center (0.25%) Sales Tax

(Limited to transportation and streets eligible uses per state law)

The County fourth quarter-cent transportation funding is an ongoing sales tax funding source dedicated to transportation and streets. The City has taken a progressive view of transportation beyond a vehicle-focused perspective and uses a multi-modal, more inclusive approach (walking, biking, public transit, accessibility and ADA, ride-share, trails, safety, scooters, etc.). The Wasatch Front Regional Council summarized eligible uses for this funding as “developing new roads or enhancing (e.g., widening) existing roads; funding active transportation, including bike and pedestrian projects; or funding transit enhancements. It can also be used for maintenance and upkeep of existing facilities.” (SB136 of 2018 Fourth Quarter Cent Local Option Sales Tax Summary June 22, 2018). Revenue from the 0.25% sales tax increase is split 0.10% for the Utah Transit Authority or UTA, 0.10% for cities and 0.05% for Salt Lake County as of July 1, 2019 and afterwards. Note that there is overlap in eligible uses between this funding source and Class C funds.

Impact Fee Eligibility

(Four types: fire, parks, police, and transportation / streets)

Impact fees are one-time charges imposed by the City on new development projects to help fund the cost of providing infrastructure and services to that new development. This is part of the City’s policy that growth should pay for growth. A project, or portion of a project, must be deemed necessary to ensure the level of service provided can continue with the additional impacts of the new developments (such as serving more residents or workers). As a result, it’s common for a project to only be partially eligible for impact fee funding (the growth-related portion) so other funding sources must be found to cover the difference. It is important to note that per state law, the City has six years from the date of collection to spend or encumber under a contract the impact fee revenue. After six years, if those fees are not encumbered or spent then the fees are returned to the developer with interest.

General Impact Fee Guidelines:

1. Impact fees are to be used to keep a current level of service for new growth to a City.
2. Cannot be used to cure deficiencies serving existing development.
3. May not raise the established level of service in existing development.
4. Cannot include an expense for overhead, such as any cost for staff/administration, operation, and maintenance.
5. Impact fees can only be used to pay for the portion of the project directly attributable to growth (it’s uncommon for projects to be 100% eligible for impact fees).
6. Must be incurred or encumbered within 6 years from the date they are collected, or they shall be returned to the developer with interest payments per state law.
7. Must use an adopted Impact Fees Facilities Plan to determine the public facilities needed to serve new growth and set fees costs by development type.
8. Repair and replacement projects are not growth related.
9. Upgrade projects are not growth related.
10. Repair, replacement, or upgrades can be included as part of a mixed project where the scope will create increased capacity to serve projected growth.
11. Impact fees must be spent in the same geographic boundary (service area) in which they are collected. The City’s Impact Fee Facilities Plan designates the entire city as the service area. The Transportation section was updated in 2020. The other three sections were adopted in 2016.

Funding Source	Cost Center	Description	Remaining Appropriation	Complete?	If Not Complete, Status?
CDBG	8319062	Deteriorated or Missing Concre	\$209.89		
	Total		\$209.89		
Class C	8314031	Driver Feedback Signs	\$86,320.00		
	8317032	Bridge Maintenance Program	\$21,518.62		
	8317036	Street Improvements: Reconstru	\$2,219.83		
	8317359	Gladiola to Indiana 900S Seq C	\$112,657.56		
	8318023	Gladiola 900 S Imp	\$38,047.09		
	8319504	Street Reconstruct 1500S/2700S	\$8,281.62		
	8320501	Streets Reconstruction 20	\$1,497.88		
	8320502	Street Overlay 20	\$99,454.82		
	8320503	Traffic Signal Upgrades 20	\$0.74		
Total		\$369,998.16			
County	8300800	ESCO Steiner - County Ongoing	\$439,527.00		
	8317076	SLVSWMF Projects	\$132,043.12		
	8319705	ZAP Oak Tennis Pro	\$4,721.20		
	8319710	Trans Choice 9 Line	\$62,203.69		
	8319720	Millcreek Sugarhouse County	\$27,021.29		
	8320070	FY20 Landfill Monitoring	\$207,402.00		
Total		\$872,918.30			
Donations	8314094	West Salt Lake Master Plan Imp	\$8,598.00		
	8314104	Genesee Trailhead Acquistion	\$234,427.36		
	8314105	Fisher Mansion Carriage House	\$12,039.79		
	8315083	Wakara Way/Arapeen Dr Donation	\$35,565.72		
	8317064	Jordan River Trail à€" Union P	\$500,000.00		
	8321800	Community Nutrition Hub	\$75,462.02		
	8322633	200 South Dominion Donation	\$300,000.00		
	8323401	Backman Community Donation	\$20,000.00		
	8600071	Smith Ballfield Naming Rights	\$374,908.15		
	8619621	Transportation Safety Improvem	\$630.25		
Total		\$1,561,631.29			
	8315015	Fire Station #14 furnishings	\$6,265.96		
	8315027	Bikeway - Close the gap	\$25,335.87		
	8316046	1300 S Bicycle Bypass (pedestr	\$103,181.93		
	8316070	Warm Springs Park, 840 N 300 W	\$13,194.60		
	8317025	500/700 S Reconstruction	\$476,232.86		
	8317029	Bus Stop Enhancements	\$16,990.39		
	8317043	Parks and Public Lands Compreh	\$7,343.15		
	8317049	UTA TIGER GRANT MATCH	\$21,634.16		
	8317055	Capital Facilities Plan	\$4,928.32		
	8318028	Bridge Maintenance	\$76,503.76		
	8318044	East West Connections Study	\$970.74		
	8318045	Bikeways Urban Trails	\$57,732.81		
	8318047	Rose Park Pedestrian Byway	\$24,336.20		
	8318048	Miller Park ADA access	\$364,735.10		
	8318049	Jordan R. Flood Control	\$4,432.91		
	8318053	Parks and Rec HVAC	\$9,900.00		
	8318084	PROPERTY MANAGEMENT - CIP	\$110,104.00		
	8319085	Cost overrun	\$56,027.29		
	8319301	Delong & Parks Yard Improvemen	\$20,915.09		
	8319401	Glendale Park Playground Path	\$43,476.17		
8319403	RAC Shade Structure and Playgr	\$1,428.58			

Funding Source	Cost Center	Description	Remaining Appropriation	Complete?	If Not Complete, Status?
General Fund	8319405	Rose Park Multiloop Trail	\$148,007.23		
	8319406	11th Ave Pavilion and Signage	\$39,545.97		
	8319616	Whitlock Curb and Gutter	\$18,909.88		
	8319619	1900 East Reconsruction	\$68,502.51		
	8319621	Traffic Signals Upgrade	\$0.68		
	8319622	1400 E Sunnyside Intersection	\$64,662.90		
	8319701	Library Parking Equipment	\$59,576.57		
	8319721	Millcreek Sugarhouse GF	\$485.95		
	8319741	WestsideMultimodal GF	\$29,657.50		
	8319900	Transportation Acctg SalesTax	\$2,241.02		
	8320085	Cost overrun	\$70,381.00		
	8320401	Liberty Park 7 Cany Fountain	\$695,580.27		
	8320402	Hidden Hollow Water Enhancemen	\$379,928.03		
	8320404	10 E Senior Ctr Retaining Wall	\$2,378.51		
	8320405	Libert Prk Drainage Fueling S.	\$94,837.45		
	8320406	Community Parks Signage	\$248,665.00		
	8320407	Three Creeks Con Phase III	\$492,800.00		
	8320432	Liberty 7 Canyons Fountain	\$127,968.00		
	8320442	Match UT FHA Foothill Trails	\$144,106.12		
	8320602	Bus Stop Signal Enhancements	\$772,947.60		
	8320603	McClelland Str Phase 2a	\$124,740.00		
	8320701	Sorensen Unity Connecting Corr	\$875,000.00		
	8381200	OPEN SPACE LAND MATCHING	\$11,600.00		
	8395046	OPEN SPACE LAND TRUST	\$9,103.01		
	8600001	PROPERTY MANAGEMENT - GF	\$598,685.20		
	8600005	Crime Lab Rent	\$101,842.10		
	8600040	Percent for Art	\$255,895.77		
	8600042	Maintenance Percent for Art	\$43,133.35		
	8600401	Parks Maintenance	\$206,898.27		
	8600402	Public Lands Maintenance FOF	\$1,170,528.45		
	8600701	Facilities Maintenance	\$451,424.24		
	8600702	Facilities Asset Renewal	\$964,847.78		
	8619402	City-wide Park Walkway Safety	\$5,386.33		
8619409	Fairmont Stream Access Beautif	\$17,000.00			
8619411	Westside Trail Connections	\$249,922.91			
8619602	Bridge Maintenance	\$150,000.00			
8619603	Saw Cutting Sidewalk	-\$33.59		Why is this negative?	
8619624	1700 S Lane Reconfiguration	\$35,322.27			
8619625	Sunnyside 9 Line Trail	\$3,342.01			
8620608	Sugarhouse 600 E Traffic Calmi	\$149,068.28			
8620621	Bridge Maintenance	\$250,000.00			
8686058	Elections Expenses	\$91,546.00			
	Total		\$10,672,104.46		
	8405005	Public Safety Building Replcmn	\$0.28		
	8406001	Gladiola Street	\$2,244.33		
	8412002	Indiana Ave/900 S Rehab Design	\$124,593.18		
	8416004	1300 S Bicycle Bypass (pedestr	\$42,832.69		
	8416005	9line park	\$4,420.71		
	8417011	Marmalade Park Block Phase II	\$73,264.60		
	8417012	Parley's Trail Design & Constr	\$327,678.45		
	8417013	Rosewood Dog Park	\$1,055.97		

Funding Source	Cost Center	Description	Remaining Appropriation	Complete?	If Not Complete, Status?
Impact Fees	8417014	Redwood Meadows Park Dev	\$9,350.26		
	8417017	Jordan R Trail Land Acquisitn	\$2,945.50		
	8417018	Jordan R 3 Creeks Confluence	\$1,569.60		
	8418002	Cwide Dog Lease Imp	\$261.73		
	8418003	Bikeway Urban Trails	\$181,845.59		
	8418005	Bridge to Backman	\$251,757.84		
	8418016	500 to 700 S	\$22,744.01		
	8419008	Traffic Signal Upgrades	\$450.00		
	8419103	ImperialParkShadeAcct'g	\$6,397.50		
	8419150	Pioneer Park	\$3,022,323.09		
	8419201	Eastside Precint	\$21,639.09		
	8419202	Fire'sConsultant'sContract	\$58.00		
	8419203	Street'sConsultant'sContract	\$12,374.31		
	8419204	Park'sConsultant'sContract	\$42.00		
	8420110	Transp Safety Improvements	\$32,028.03		
	8420120	Complete Street Enhancements	\$18,699.37		
	8420125	Street Improve Reconstruc 20	\$383,308.67		
	8420134	Jordan Prk Event Grounds	\$399,055.66		
	8420136	9Line Orchard	\$142,612.29		
	8420138	Rich Prk Comm Garden	\$8,103.29		
	8420142	Wasatch Hollow Improvements	\$413,726.49		
	8420406	IF Prop Acquisition 3 Creeks	\$54,807.56		
	8420420	UTGov Ph2 Foothill Trails	\$121,329.10		
8420424	Cnty #1 Match 3 Creek Confluen	\$110,390.48			
8420430	FY20 Bridge to Backman	\$117,628.28			
	Total		\$5,911,537.95		
Land Sales	8600002	PROPERTY MANAGEMENT	-\$27,171.28		Why is this negative?
	Total		-\$27,171.28		
Private Donations	8316079	University bikeway	\$1,200.80		
	Total		\$1,200.80		
Sale of Property	8318100	Fire Training Center	\$19,313.38		
	8319801	PolicePrecinctLandAquisition	\$1,299,688.00		
	8381600	Regional Sports Complex land p	\$489,836.03		
	8381750	Building Assessment - City Bld	\$19,602.62		
	Total		\$1,828,440.03		
Grand Total			\$208,275,255.98		

Capital Asset Plan (CAP) Council Requests from January 2019

1. **Policy Goals and Metrics** – Council Members requested high-level cost estimates for the City to implement the below policy goals as well as any metrics. The Administration was invited to recommend policy goals to the Council. Three cost estimates are included based on prior discussions but may not represent the best currently available information. The table is intended for discussion purposes and does not represent a comprehensive list of policy goals for Council consideration.

Potential Policy Goals	Potential Metrics	High-level Cost Estimate
Bring all facilities out of deferred maintenance	Appropriations vs. funding need identified in Public Services' Facilities Dashboard that tracks each asset	\$6.8 million annually or \$68 million over ten years
Expand the City's urban trail network with an emphasis on East-West connections	Total paved/unpaved network miles; number and funding for improved trail features; percentage of 9-Line completed	\$21 million for 9-Line implementation
Increase the overall condition index of the City's street network from poor to fair	Overall Condition Index (OCI); pavement condition survey every five years	\$133 million cost estimate (in addition to existing funding level)
Implement the Foothill Trails Master Plan	Distance of improved trails completed; number and funding for improved trailheads	\$TBD
Advance the City's sustainability goals through building energy efficiency upgrades	Energy savings; carbon emission reductions	\$TBD
Focus on renewal and maintenance projects over creating new assets	Number, funding level and ratio of renewed assets vs. new assets	\$TBD

2. **Project Location Mapping** – Council Members requested a map of all CAP projects. The idea of multiple maps based on dollar value was discussed such as \$50,000 - \$999,999, \$1 million - \$5 million, and over \$5 million.
3. **Measure CAP to CIP Alignment** – Council Members expressed support for annually measuring the alignment of how many CIP Funding Log projects were previously listed in the CAP and how many CIP projects receiving appropriations were previously listed in the CAP. A high alignment would indicate the CAP is successfully identifying the City's capital needs.
4. **Council Adoption of CAP** – The question arose if the Council should adopt the CAP each year with the annual budget or potentially in the summer when reviewing project specific funding. Does the Administration have a preference?

Attachment 7 - Regular CIP Project Cost Estimates (July 2022)

Regular CIP Project Costs; General Rules of Thumb			
<i>NOTE: Costs are estimates based on most recent information available (could be out of date), vary by project, and do not include ongoing maintenance</i>			
Parks	2019 Estimate	2021 Estimate	2022 Estimate
Restrooms (dependent on site and utility work)			
Trailside Pit Toilet	\$150,000	\$168,000	\$200,000
Portland Loo (each) Existing Sewer Line	\$200,000	\$224,000	\$270,000
4 Seat Each Gender. Existing Sewer Line	\$350,000	\$450,000	\$550,000
8 Seat Each Gender. Existing Sewer Line	\$550K - \$600K	\$700,000	\$850,000
Studies			
Site Master Plan	\$50K - \$75K	\$75,000-\$100,000	\$90,000-\$115,000
Cultural Landscape Report		\$75,000-\$150,000	\$90,000-\$175,000
City-wide Comprehensive Study	\$150K - \$250K	\$200,000-\$300,000	\$230,000-\$350,000
Drinking Fountains			
Installed with sewer connection	\$15K - \$30,000	\$35,000- \$50,000	\$45,000-\$62,500
Playground Replacement	\$150K - \$250K	\$250,000-\$350,000	\$300,000-\$450,000
New Playground	\$150K - \$250K	\$450,000-\$550,000	\$550,000-\$650,000
Multi-purpose Field Improvements			
Native soil field	\$150,000	\$400,000-\$500,000	\$450,000-\$550,000
Sand-based field	\$400,000	\$1,000,000	\$1,200,000
Softball/Baseball Field Improvements (Each Field)	\$200,000	\$250,000	\$300,000
Fencing (6 ft. vinyl coated chain link)		\$45.00-\$55.00/LF	\$54.00-\$65.00
Tennis Court Improvements (2 Courts)			
Patch, repair and paint	\$150,000	\$168,000	\$210,000
New post tension court	\$250,000	\$300,000	\$360,000
Path/ Trail Improvements			
Hand-built natural surface single track trail (40" width)	\$6-12/LF	\$25.00-\$30.00/LF	\$30.00-\$35.00
Machine-built natural-surface trail (40" width)	\$20-25/LF	\$10.00-\$15.00/LF	\$13.00-\$18.00
Asphalt Trail	\$3.50/SF	\$5.00/SF	\$7.00/SF
Concrete Trail (6" thick)	\$4.50/SF	\$8.00/SF	\$12.00/SF
Soft Surface - Crushed stone	\$2.50/SF	\$6.00-\$10.00/ SF	\$8.00-\$13.00/SF
Off-leash Dog Parks	\$250K - \$350K	\$280,000-\$392,000	\$330,000-\$460,000
Irrigation Systems Per Acre	\$52,000+	\$75,000 +	\$50,000+
Tree Replacements (Each 2-inch caliper)	\$350	\$750	\$600
Natural Area Restoration Per Acre	\$100K - \$200K	\$112,000- \$224,000	\$135,000-\$250,000
Transportation	2019 Estimate	2021 Estimate	2022 Estimate
Bike - One Mile Cycle Track/Lane Mile (3 lane miles = 1.5 actual miles)	500,000+	\$600,000+	\$700,000.00
Bike - One Lane Mile (2 lane miles = 1 mile actual mile)	2,000+	\$2,500+	\$4,000.00
Bike - Protected Lane Mile (200 West 2015)	\$400,000	\$500,000-1,000,000	\$750,000-\$1,250,000
Traffic Signals - New	\$ 250,000	\$ 350,000.00	\$ 400,000.00
Traffic Signals - Upgrades	\$ 250,000	\$ 350,000.00	\$ 400,000.00
HAWK Signals	\$ 130,000	\$ 150,000.00	\$ 175,000.00
Crosswalk - Flashing	\$ 60,000	\$75,000	\$85,000
Crosswalk - School Crossing Lights	\$ 25,000	\$30,000	\$35,000
Crosswalk - Colored/Stamped varies based on width of road	\$15K - \$25K	\$18,000-\$27,000	\$20,000 - \$30,000
Driver Feedback Sign	\$ 8,000	\$9,500	\$11,000
Speed Table / Raised Crosswalk	\$ 25,000	\$30,000	\$40,000
Pedestrian Refuge Island	\$ 10,000	\$12,000	\$15,000
Curb Extension at Intersection	\$ 20,000	\$25,000	\$30,000
Crosswalk	\$ 1,600	\$1,800	\$2,000
Streets	2019 Estimate	2021 Estimate	2022 Estimate
Asphalt Overlay (Lane Mile)	\$ 280,000	\$ 335,000	\$ 360,000
Crack Seal (Lane Mile)	\$ 5,000	\$ 6,000	\$ 8,000
Road Reconstruction - Asphalt (Lane Mile)	\$ 500,000	\$ 600,000	\$ 700,000
Road Reconstruction - Asphalt to Concrete (Lane Mile)	\$700k - \$1.2 M	\$840,000 - \$1,440,000	\$1,000,000 - \$1,700,000
Sidewalk slab jacking (per square foot)	\$ 4	\$5	\$6
Sidewalk replacement (per square foot)	\$ 7 - \$10	\$8 - \$12	\$9 - \$15

Note: Last updated July 2022

Livable Streets Traffic Calming Program First Year Accomplishments Summary

From the Transportation Division

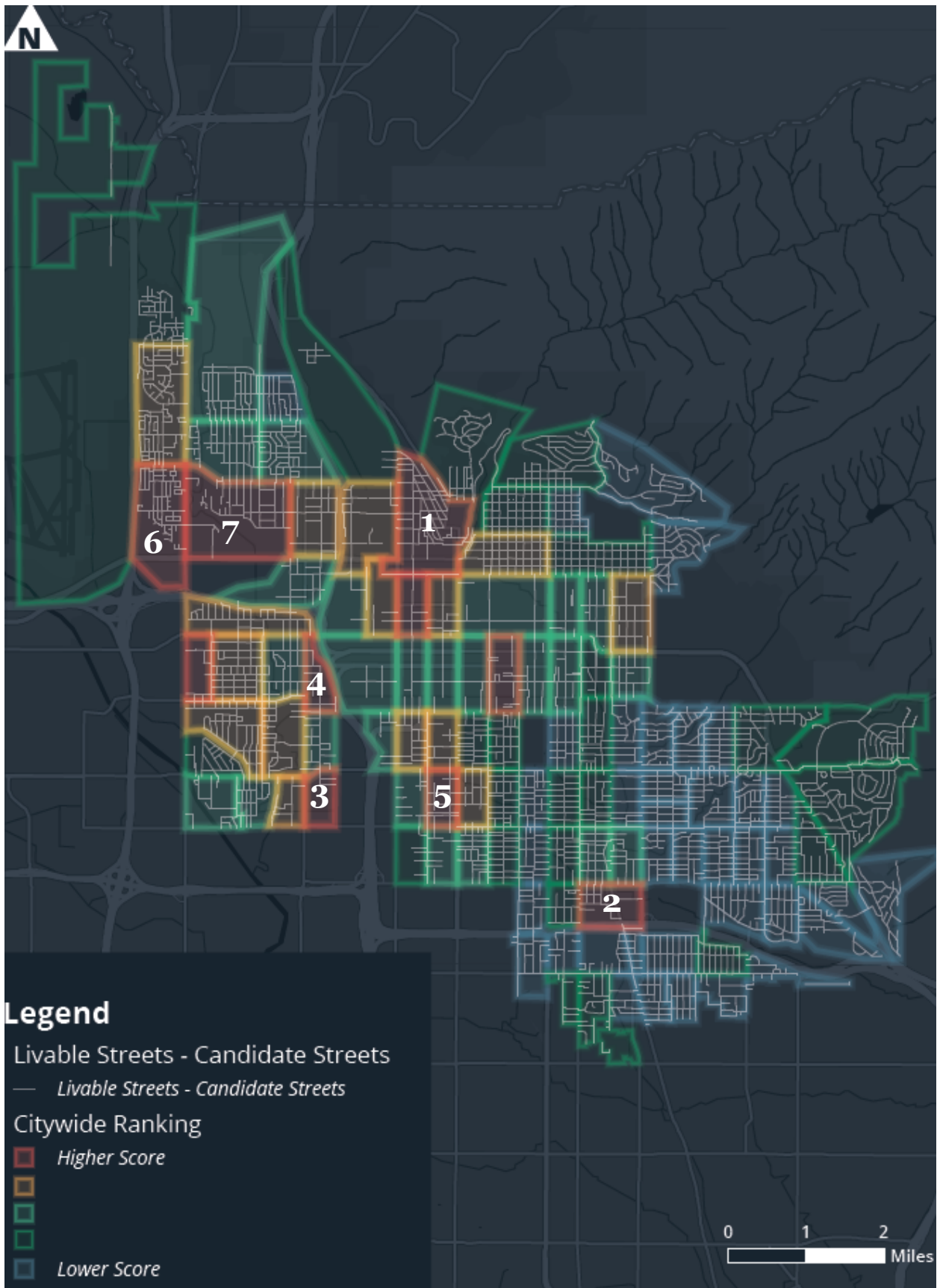
- Hired four new transportation planners.
- Worked with the Administration and City Council to [change the prima facie speed limit from 25 mph to 20 mph](#). Additional 20 mph signs are currently being prepared for installation near elementary schools throughout the city.
- Updated the [Livable Streets](#) and [Transportation Safety](#) web pages.
- For Livable Streets Zone 1, phase 1 of the [traffic calming project for the Capitol Hill area](#) has been awarded and will be constructed this summer.
- Our first public meetings were held this spring for Livable Streets Zones 2, 3 and 4.
- [Speed bumps to be installed on 2100 East and 1300 South](#). The project has been awarded and will be constructed this summer.
- [The Slow Down West Sugar House project](#) has been awarded and will be constructed this summer.
- Temporary traffic calming devices were installed in the [Sugar House Safe Side Streets project area](#).
- As part of the [Emery Street Livability Improvement Pilot Project](#), temporary traffic calming devices have been installed on Emery St with more on the way over the next couple of weeks.
- Extensive work has been performed to update the [crosswalk flag program](#).
- Livable Streets enhancements were installed at a school crosswalk located at 2150 E Westminster
- [A roundabout has been designed for 700 S 1000 W](#). The project is currently being prepared for advertisement to obtain contractor bids.
- In-roadway crosswalk warning signs were installed at multiple locations.

Zone Prioritization and Status Based on Funding Level

The prioritization of the zones hasn't changed, therefore the overall map remains the same. Since this program is so new, we're still working off estimates of the amount of funding each zone will require for their Livable Streets improvements. If we assume that the average of each zone will be \$500K, then, based on the original \$2M plus the new \$1.35M funding will provide us with enough funding for approximately $\$3.35M/\$500K = 6.7$ Zones, or about six or seven zones. The attached map highlights the locations of the top 7 Livable Streets zones. We're already working on Zones 1-4. Based on these assumptions, the FY2024 \$1.35 million request will fund all or a portion of the projects in zones 5, 6 and 7.



Note, the color coded prioritization map on the following page is from the Livable Streets Program 2022 Final Report page 13. Council staff added zone numbers one through seven to help compare the two maps. An interactive version of the zones map is available on the Transportation Division's website here: <https://www.slc.gov/transportation/plans-studies/livable-streets/#LivableStreetsProjects>





- Salt Lake City Proposed FY23-24 Budget
- Presented by Aaron Price, Mike Atkinson, and Rachel Molinari





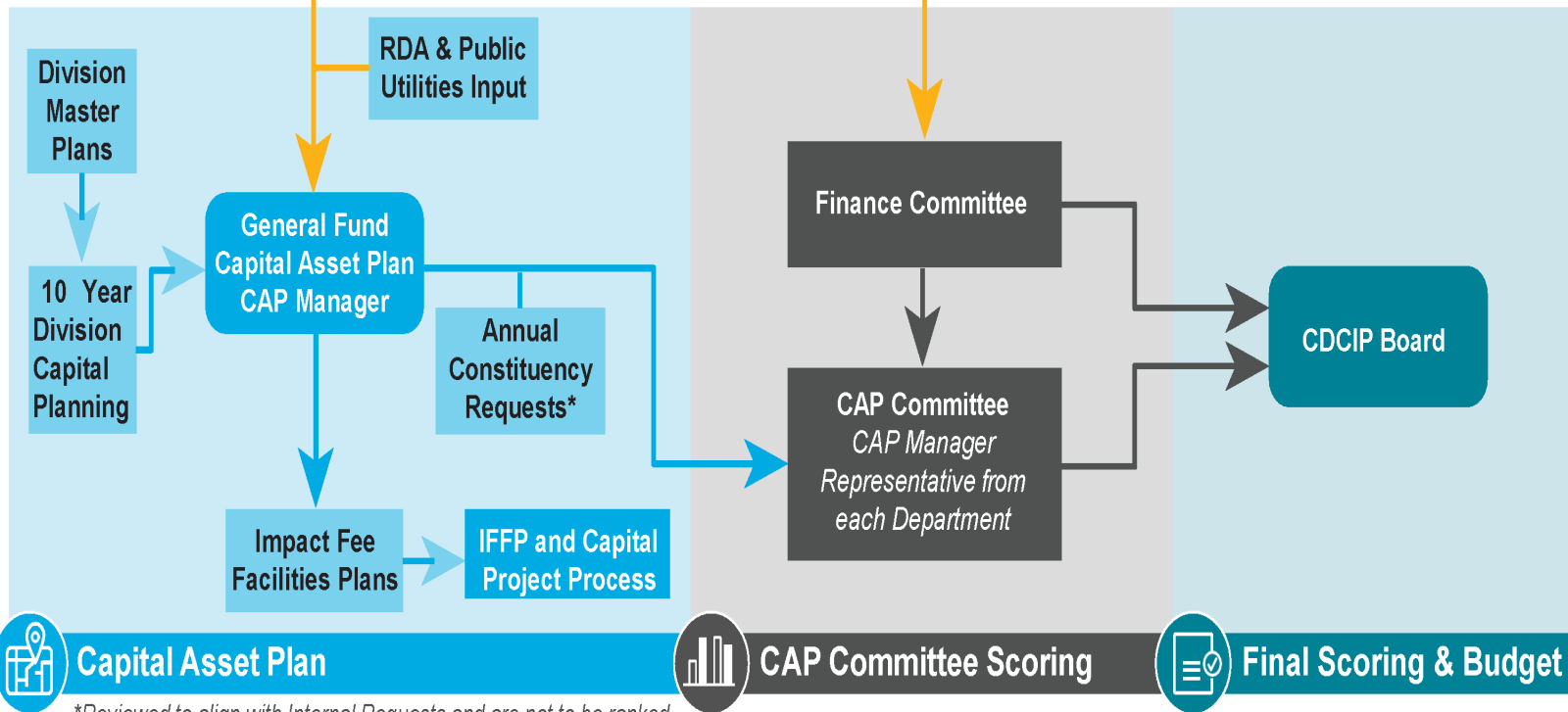
CIP FY23-24 Budget

*Presented by Aaron Price, Mike Atkinson,
and Rachel Molinari*





CAPITAL ASSET PLANNING (CAP) FLOWCHART



Capital Asset Plan **CAP Committee Scoring** **Final Scoring & Budget**

*Reviewed to align with Internal Requests and are not to be ranked.

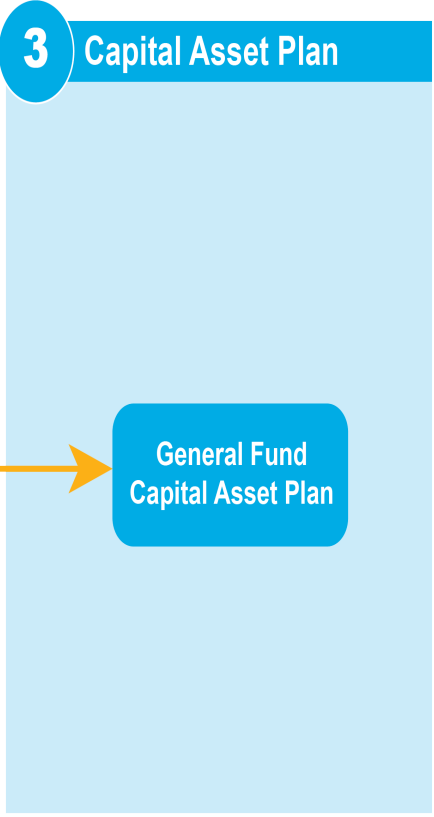
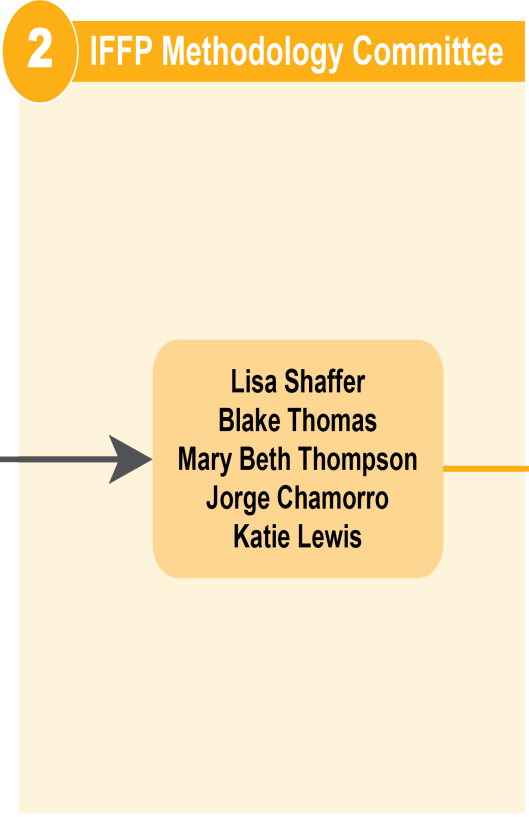
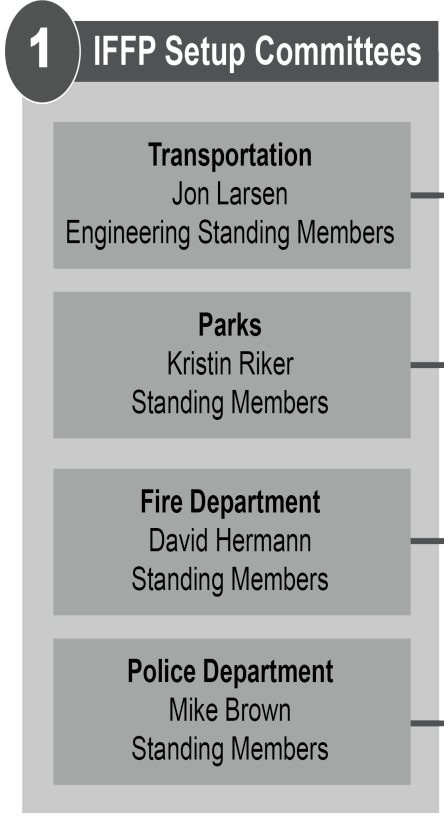
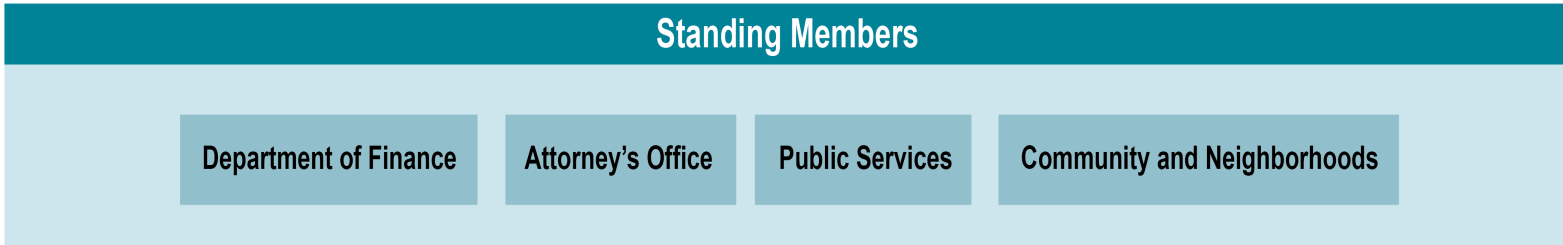
CIP FY23-24 BUDGET PROPOSAL

Presented by Mike Atkinson, CAP Manager





IMPACT FEE FACILITIES PLAN (IFFP) FLOWCHART



CIP FY23-24 BUDGET PROPOSAL

Presented by Mike Atkinson, CAP Manager



DASHBOARD



Salt Lake City CIP Applications 2020-2024 ☰

Dept/Div

Engineering

Transportation

Facilities

Public Lands

Year

2020

2021

2022

2023

2024

Council District (2022 Boundaries)

Council District 1	Council District 2
Council District 3	Council District 4
Council District 5	Council District 6
Council District 7	Citywide

Constituent Application

Yes No

Project Funded?

No Yes

Number of Projects

310

Last update: a few seconds ago

Requested Funding (only 2024)

\$49,685,172

Last update: a few seconds ago

Total Allocated Funding (2020-2023)

\$93,882,307

Last update: a few seconds ago

Dashboard Info and Instructions

Project List

- SLC Foothills Land Acquisitions
- Liberty Wells Traffic Calming
- Parks Critical Asset Renewal
- Sugar House Safe Side Streets
- Yalecrest Traffic Calming
- East Bench Traffic Calming and Pedestrian Safety
- Sugar House Safe Side Streets Part 2
- McClelland Shared Street Phase 2a Improvements
- Folsom Trail- Request on behalf of River District Business Alliance
- SLC Foothills Trail System Plan - Trailhead Improvements Phase I (Design Phase)
- 1200 East Median, Raise Curb, new irrigation, new tree planting
- Sugar House West Neighborhood Traffic Calming and 600 East Neighborhood Busu Improvements

Last update: a few seconds ago

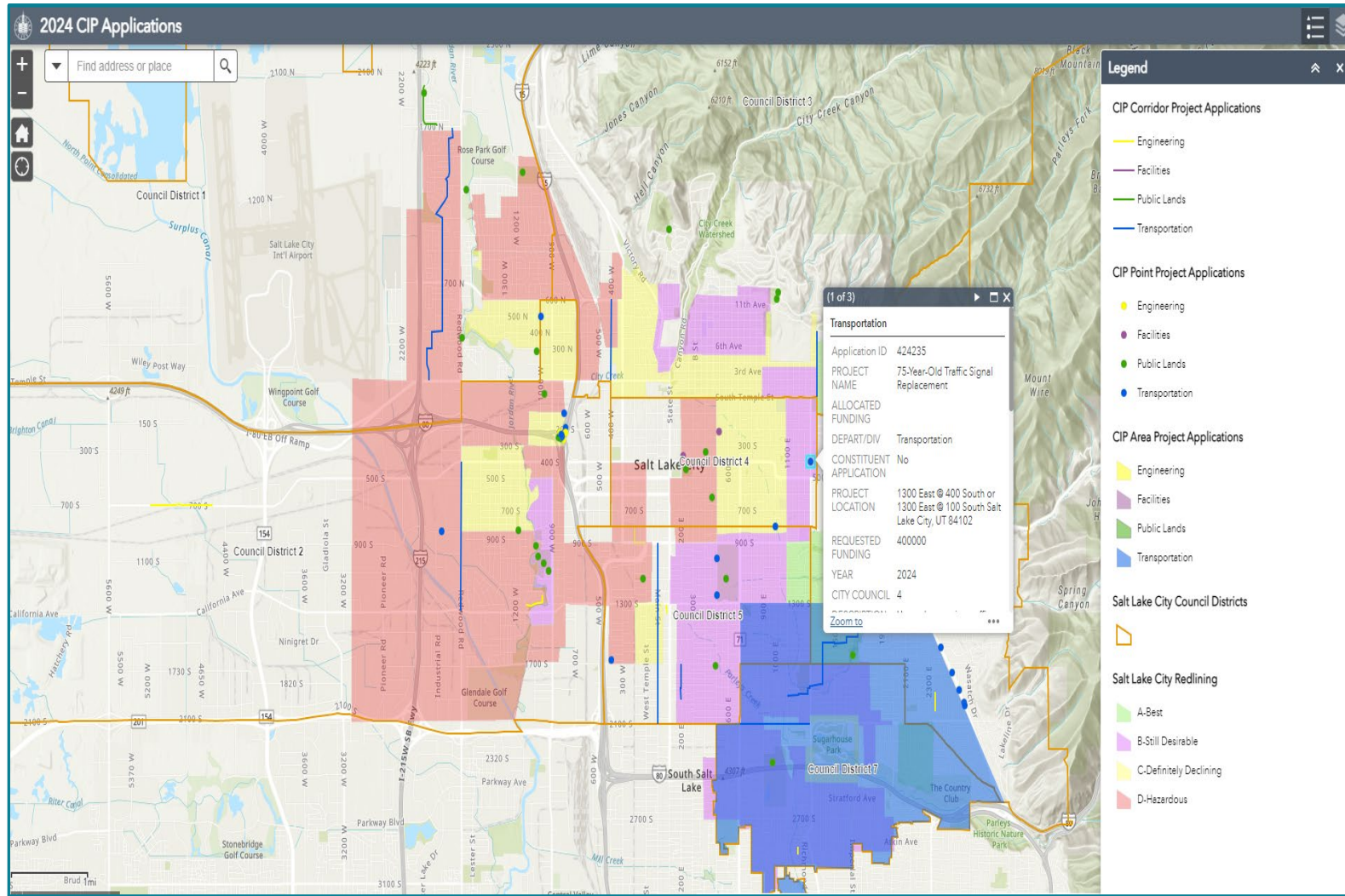
Esri, NASA, NGA, USGS | SLC IMS GIS | County of Salt Lake, Utah Geospatial Resou...

CIP FY23-24 BUDGET PROPOSAL

Presented by Rachel Molinari, CIP Manager



EQUITY MAPPING



CIP FY23-24 BUDGET PROPOSAL

Presented by Rachel Molinari, CIP Manager



ONGOING EXPENSE SUMMARY ~13,930,000



Project		TOTAL
Debt Service	Sales Tax Bonds	\$8,561,023
	B & C Service	\$979,503
	ESCO Debt Service	\$761,000
	Fire Station #3	\$679,400
	Fire Station #14	\$501,400
	Debt Service Projects Total	\$11,482,326
Ongoing	Crime Lab	\$600,000
	Facilities Maintenance	\$350,000
	Trail Maintenance	\$200,000
	Public Lands Maintenance	\$250,000
	Ongoing Projects Total	\$1,400,000
Other Ongoing	Community and Neighborhoods- Surplus Land RES	\$700,000
	Public Services- Smiths Ballfield	\$150,000
	Public Services- ESCO County Steiner	\$150,500
	Public Services- Memorial House	\$50,000
	Other Ongoing Total	\$1,050,500
Total		\$13,932,826

CIP FY23-24 BUDGET PROPOSAL

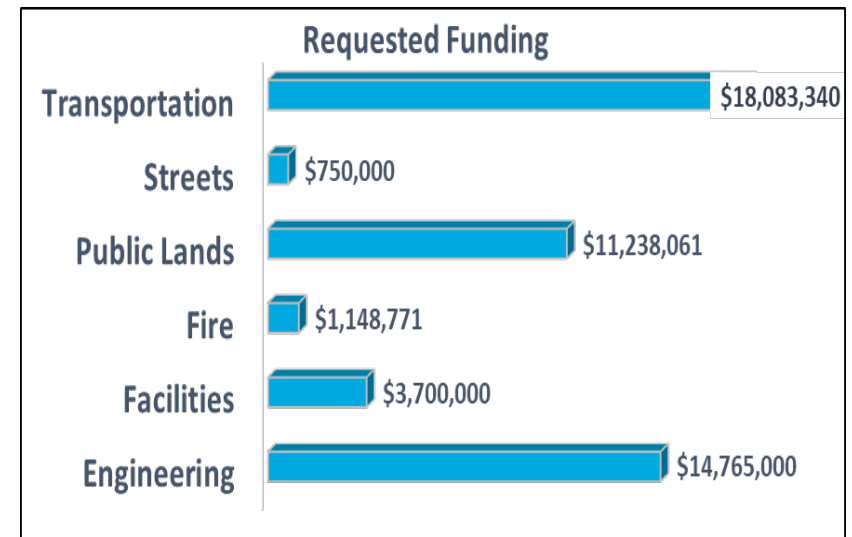
Presented by Mike Atkinson, CAP Manager



FY24 APPLICATION SUMMARY



Overview	
Total # Application	58
# of Internal Applications	29
# of Constituent Applications	29
Total # projects Recommended	25
Total \$ Funding Requested	\$ 49,685,172
Total \$ Funding Recommended	\$ 24,993,771
# Constituent Projects Recommended	5
Total Constituent \$ of Recommended	\$ 2,093,000



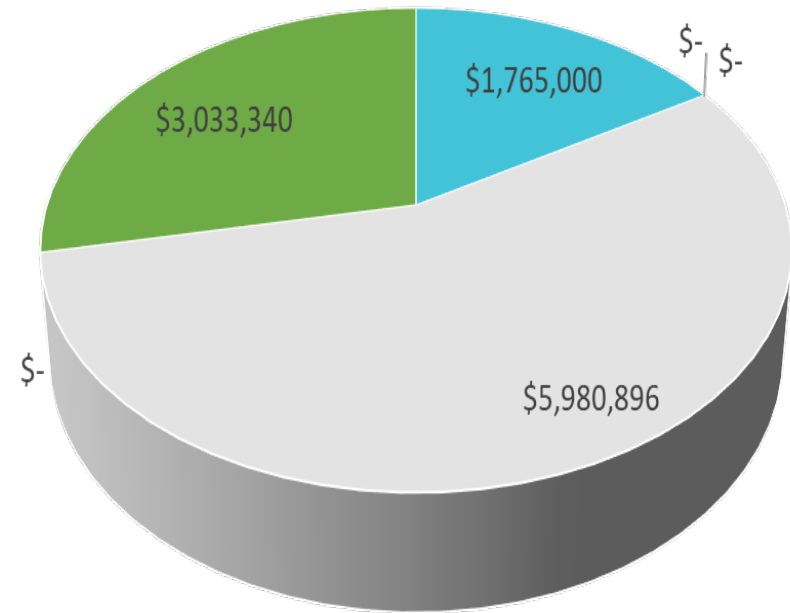
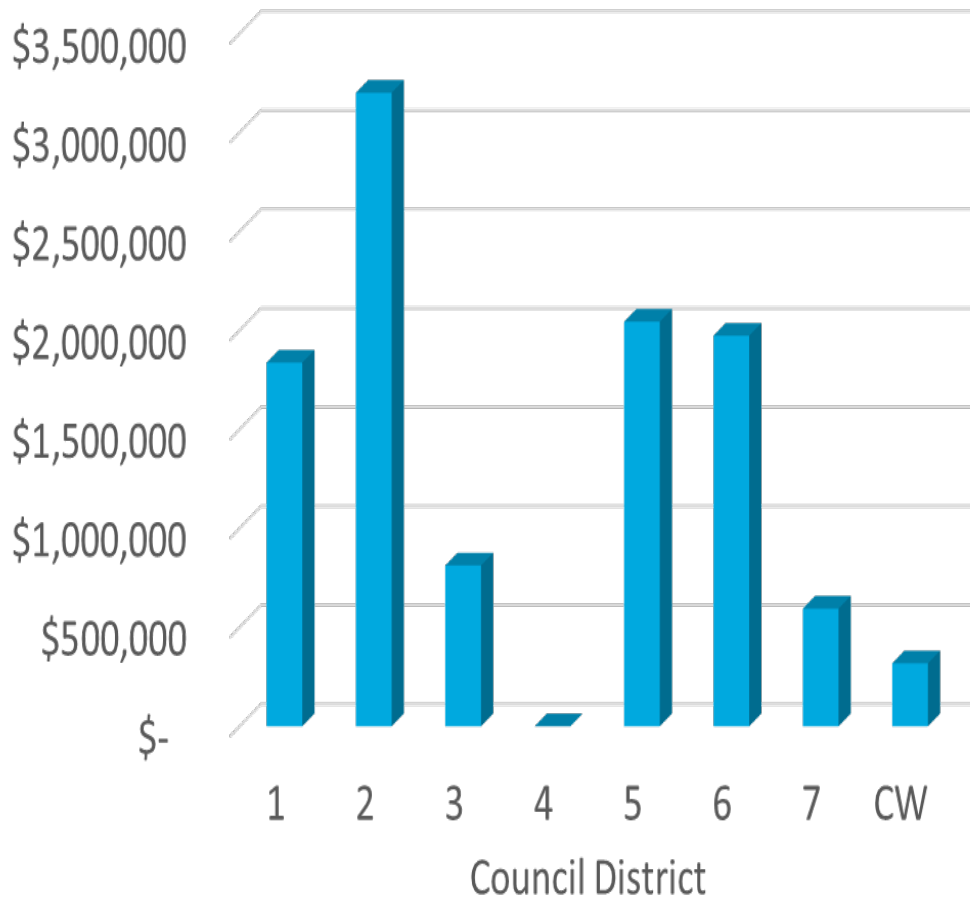
CIP FY23-24 BUDGET PROPOSAL

Presented by Rachel Molinari, CIP Manager



FY24 REQUESTS – CONSTITUENT

~\$11,000,000



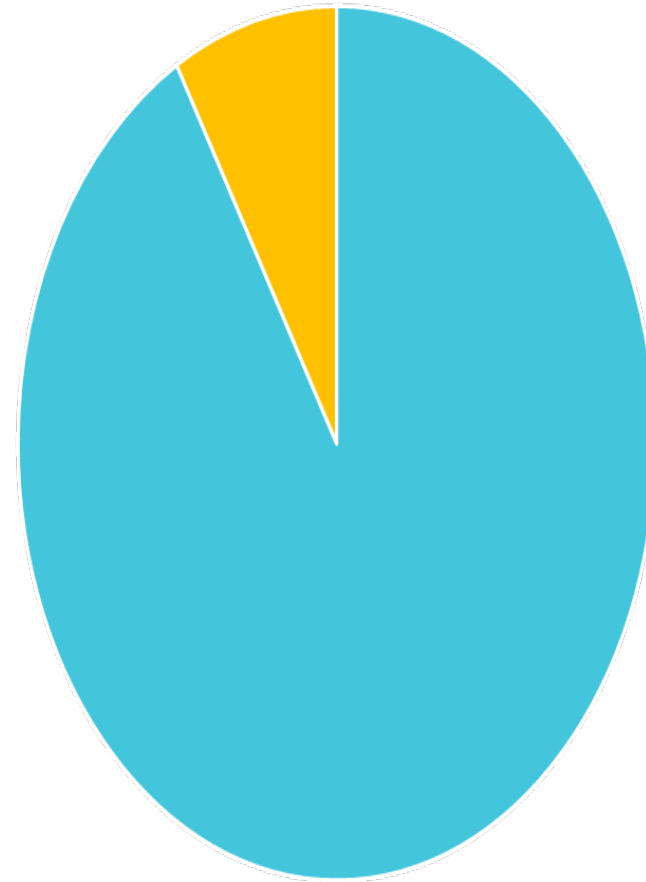
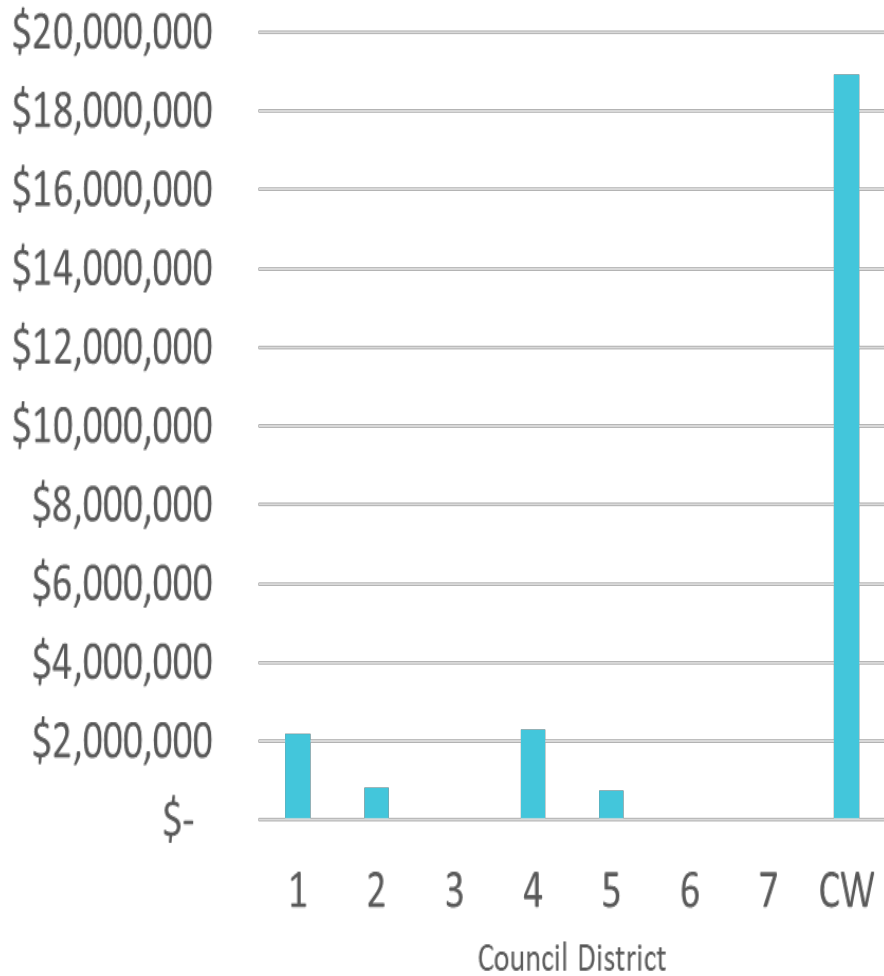
- Engineering
- Facilities
- Fire
- Public Lands
- Streets
- Transportation

CIP FY23-24 BUDGET PROPOSAL

Presented by Rachel Molinari, CIP Manager



FY24 MAYOR RECOMMENDATIONS



Internal Constituent

CIP FY23-24 BUDGET PROPOSAL

Presented by Rachel Molinari, CIP Manager



FY24 MAYOR RECOMMENDATIONS



Dept/Div	Council District	Application Title	Amount	Sustainability Score (1-10)	CDCIP Score
Public Lands	4	Library Plaza Structural Assessment and Visioning	\$190,000	0	104
Transportation	CW	Safer Crossings: Main St., Glendale Park, and Citywide	\$900,000	5	103.3
Constituent	5	200 East ADA and Sidewalk Improvements	\$234,000	6	103.1
Transportation	CW	Transit Capital for Frequent Transit Routes / Operational Investments	\$1,100,000	6	101.9
Transportation	CW	Complete Streets Program: 2100 South, Virginia St., and Citywide	\$3,293,000	7	100.7
Engineering	CW	Public Way Concrete 2023/2024	\$750,000	2	100
Transportation	CW	Livable Streets Implementation	\$1,350,000	5	99.14
Transportation	CW	Neighborhood Byways	\$800,000	7	98
Engineering	CW	Complete Streets Reconstruction 2023/2024	\$4,500,000	2	97
Constituent	2	Poplar Grove Park Full Court Basketball Expansion	\$507,000	1	96.86
Public Lands	1	Cottonwood Park Trailhead and Parklet	\$850,000	3	95.57
Engineering	CW	Complete Streets Overlay 2023/2024	\$1,250,000	2	95.29
Transportation	CW	Urban Trails: The Other Side Village & the 9-Line Trail	\$1,700,000	5	94
Public Lands	1	Fire Station No. 7 Tennis and Pickleball Court Restoration and Amenities	\$855,000	3	92.57
Public Lands	4	337 Park Development	\$550,000	4	92.29
Constituent	5	Jefferson Park Improvements	\$530,000	5	90.86
Public Lands	CW	Parks Bilingual Signage Installation	\$414,000	2	89.86
Constituent	1	Fairpark Traffic Circle Construction Phase	\$497,000	4	89.57
Engineering	CW	Alleyway Improvements 2023/2024	\$250,000	0	87
Fire	4	Fire Station #1 Apparatus Bay Extension	\$1,148,771	0	86.57
Facilities	CW	Facilities Asset Renewal Plan FY24	\$1,700,000	7	85.57
Streets	CW	Mill and Overlay Maintenance Pilot Program	\$750,000	1	84
Constituent	2	Historic Restorations, Replacements, Conservation Work at International Peace Gardens	\$325,000	0	82.86
Transportation	4	75-Year-Old Traffic Signal Replacement	\$400,000	0	80.14
Other	CW	Westside Art	\$150,000	NA	NA
TOTAL			\$24,993,771		

CIP FY23-24 BUDGET PROPOSAL

Presented by Rachel Molinari, CIP Manager



LOOKING FORWARD



- CAPITAL ASSET PLANNING (CAP) TEAM
- WORKDAY INTEGRATION
- REVISION OF POLICIES, PROCEDURES, AND IFFPS

- [FY24 CIP APPLICATION MATERIALS](#)

CIP FY23-24 BUDGET PROPOSAL

Presented by Mike Atkinson, CAP Manager





THANK YOU

*Presented by Department of Finance / Aaron Price, Deputy CFO / Mike Atkinson,
CAP Manager / Rachel Molinari, CIP Manager*