



PUBLIC HEARING MOTION SHEET

CITY COUNCIL of SALT LAKE CITY

TO: City Council Members

FROM: Ben Luedtke
Policy and Budget Analyst

DATE: July 14, 2020

RE: **FY 2020-21 Capital Improvement Program (CIP) Budget**

Staff Note: The Council previously approved holding a CIP public hearing on July 14 and August 11 which have been publicly advertised. The Council is tentatively scheduled to continue discussing CIP project-specific funding and potentially vote at the August 18 meeting.

MOTION 1 – CONTINUE PUBLIC HEARING

I move that the Council continue the public hearing to a future date.





COUNCIL STAFF REPORT

CITY COUNCIL of SALT LAKE CITY
www.slccouncil.com/city-budget

TO: City Council Members

FROM: Ben Luedtke
Budget & Policy Analyst

DATE: May 28, 2020

RE: FY21 Capital Improvement Program

Project Timeline:

Budget Hearings: May 19 & June 2

1st Briefing: May 28

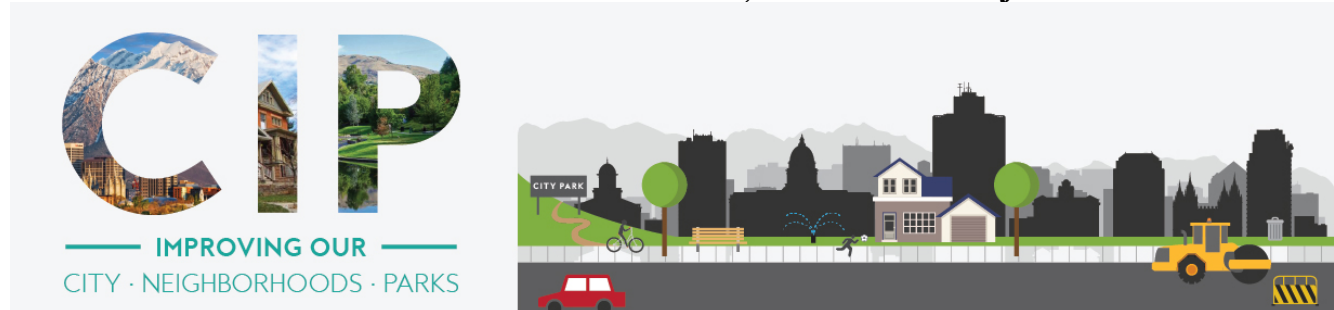
2nd Briefing & Public Hearing: TBD

Potential Action: August 18 or Sept. 1

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

BUDGET BOOK PAGES: D-1 to D-6

CIP BUDGET BOOK: Debt Service Overview Section B, General Fund Projects Sections C & D



ISSUE AT-A-GLANCE

Each year, the Council appropriates the overall funding available for the Capital Improvement Program (CIP) and approves debt payments 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. Note that this is an earlier deadline than previous years and will remain absent changes to state law. 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 to the Council which ultimately decides project specific funding. *Note: for FY 21 the Administration elected to conduct an abbreviated CIP process which did not include outside applications.*

As defined in the Council-adopted 2017 Capital and Debt Management Guiding Policies (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. Since then, the Administration reviewed all CIP accounts and identified over \$3.5 million for recapture from projects that finished under budget or were not pursued.



Significant changes to CIP in FY21 and in upcoming years include:

- Second year with a Mayor's recommended CIP budget book detailing individual projects and debts
- Continuing work on the Capital Facilities Plan (10-year CIP plan)
- Updates to all four sections (fire, parks, police and streets/transportation) of the Impact Fees Facilities Plan funded by the Council in Budget Amendment #6 of FY19
- A bond being paid off in FY21 that will free up approx. \$5.5 million of General Fund dollars, assuming general fund revenues do not fall further (see Additional Info section for debt load projections and chart)
- No constituent applications were considered for funding in FY21 as part of an abbreviated CIP process
- The CDCIP Board did not provide funding recommendations after holding one meeting on April 20, 2020

Overview of the FY21 CIP Budget

The total FY21 CIP budget is \$29,226,262 million which is \$3,900,109 (12%) less than last year. However, most of the decrease is due to the Council recapturing \$3.445 million for a new downtown park (one-time money) and re-appropriating for improvements to Pioneer Park. Only looking at the ongoing funding for CIP shows a slight decrease of \$187,390 (1%) less than last year.

- Overall Decrease – This is largely due to a \$2.4 million decrease in repurposing old CIP accounts (one-time funding), a \$1.2 million decrease in Funding Our Future dollars going to CIP and a \$657,212 decrease from the General Fund.
- General Fund Transfer – The proposed ongoing General Fund (including Funding Our Future dollars) transfer is \$19.4 million to CIP which is approx. 6.9% of the ongoing FY21 General Fund budget. If the Council wishes to increase the CIP funding level to 7% an additional \$2.7 million is needed. The Council would need to identify corresponding cuts in other General Fund expenses or revenue increases.
- Unrestricted Funds – The sources of CIP funds are detailed further in the chart below. \$8.7 million of the ongoing transfer from the General Fund are unrestricted funds available for any new projects. However, of these \$2.4 million are proposed for streets infrastructure improvements and \$1.1 million for transit route improvements both using Funding Our Future dollars.
- Debt and Ongoing Commitments – \$10.6 million (55%) of the General Fund transfer to CIP (including Funding Our Future dollars) is needed to cover debt payments. Overall, debt service is 46% of ongoing CIP funding. Two changes from prior years are using \$953,671 of Class C (gas tax) funds and \$808,278 of fire impact fees for debt service. These dollars went to street reconstructions and overlays in recent years.

Comparison of CIP Funding Sources by Fiscal Year

CIP Funding Sources	Adopted 2018-19	Adopted 2019-20	Proposed 2020-21	FY20 to FY21 \$ Change	FY20 to FY21 % Change
General Fund	\$ 16,287,838	\$ 15,239,479	\$ 14,582,267	\$ (657,212)	-4%
Funding Our Future**	\$ 4,889,000	\$ 6,169,367	\$ 4,880,000	\$ (1,289,367)	-21%
Class C	\$ 3,200,000	\$ 3,000,000	\$ 3,000,000	\$ -	0%
Impact Fee*	\$ 3,200,000	\$ 4,567,913	\$ 5,058,011	\$ 490,098	11%
CDBG	\$ 1,151,958	\$ -	\$ -	\$ -	-
Repurpose Old CIP Accounts	\$ 463,490	\$ 3,572,968	\$ 1,149,616	\$ (2,423,352)	ONE-TIME
Surplus Land Fund	\$ 310,104	\$ 200,000	\$ 200,000	\$ -	0%
Smith's Naming Rights Revenue	\$ 159,898	\$ 159,585	\$ 156,000	\$ (3,585)	-2%
SLC Sports Complex ESCO	\$ 142,517	\$ 148,505	\$ 154,706	\$ 6,201	4%
Memorial House Rent Revenue	\$ 68,554	\$ 68,554	\$ 68,554	\$ -	0%
Municipal Energy Efficiency	\$ 240,000	\$ -	\$ -	\$ -	ONE-TIME
ZAP Oak Tennis Pro Shop	\$ 1,594,564	\$ -	\$ -	\$ -	ONE-TIME
Oak Tennis Pro Shop Donation	\$ 120,000	\$ -	\$ -	\$ -	ONE-TIME
TOTAL	\$ 31,827,923	\$ 33,126,371	\$ 29,226,262	\$ (3,900,109)	-12%
TOTAL without ONE-TIME	\$ 24,520,869	\$ 23,384,036	\$ 23,196,646	\$ (187,390)	-1%

*This line item includes four impact fee types: fire, parks, police and streets

**Includes funding a % to CIP "off the top," transit route improvements and public right of way infrastructure

Note: FY21 includes a \$22,892 debt service rescope reduction which is not separated out in the table above

The full CIP Log is Attachment 2 which first shows projects the Mayor is recommending for funding and then projects which are not recommended for funding. This year there are no funding recommendations from the Community Development and Capital Improvement Program (CDCIP) resident advisory board.

Unfunded Capital Needs

Last year, the Council discussed the upcoming opportunity of a sales tax revenue bond being paid off in 2021 which will remove a \$5.5 million debt payment from CIP which has been paid using General Fund dollars. Council Members expressed interest in holding further discussions on how best to prioritize use of this upcoming funding opportunity (assuming available revenues) given that the City's unfunded capital needs significantly exceed \$5.5 million. Below is a short list of the City's unfunded capital needs from large single-site projects to long-term best management of capital assets like buildings and vehicles. This list is not comprehensive, and some costs may be higher since originally estimated. The total unfunded needs of the below list exceed \$100 million and may be closer to \$200 million depending on the specifics of new construction projects in the first bullet point. Note that these estimates for new assets do not include maintenance costs. The Council may wish to schedule a time to continue this funding opportunity discussion and may wish to ask the Administration to track this item along with ongoing revenue trends, to see if overall budget revenues are coming in as expected.

- \$TBD new construction and major redevelopments: Fleet Block, Warm Springs Historic Plunge, Utah Theater, Eastside Police Precinct, aging fire stations, The Leonardo (old library)
- \$3.7 million redevelopment of the Fisher Mansion (not including earthquake repairs or operating expenses)
- \$6.8 million annually or \$68 million over ten years to bring all City facilities out of deferred maintenance
- \$13 million annually or \$133 million over ten years (in addition to existing funding level) to increase the overall condition index of the City's street network from poor to fair
- \$25 million for capital improvements at the City Cemetery, of which \$12.5 million is for road repairs
- \$6 million for planned upgrades to the Regional Athletic Complex
- \$20 million new bridge at approx. 4900 West from 500 South to 700 South
- \$5.6 million for three railroad quiet zones on the westside
- \$10 million for major renovations and possible replacement of City bridges over the Jordan River
- \$5 million additional funding in FY21 plus inflation increases annually thereafter to fully fund the City's Fleet needs
- \$3.1 million for downtown irrigation system replacement
- \$1.3 million for solar panels and a parking canopy at Plaza 349

Recapture Funds from Completed Projects and Unfinished Projects Older than Three Years (Attachment 7)

The CIP and Debt Management Resolution (Attachment 1) requests that remaining funds from completed projects be recaptured and that remaining funds from unfinished projects over three years old also be recaptured. The table in Attachment 7 is staff's attempt to follow up on the Council's policy guidance for CIP projects. 48 projects are listed that received General Fund dollars and are over three years old. The total funding is just over \$3.6 million. Some of this funding could be recaptured by the Council as one-time revenue for General Fund uses. The table was sent to the Administration to identify whether a project is completed and status updates for unfinished projects. A response was forthcoming at the time of publishing this staff report.

Annual Report Accompanying Mayor's Recommended Budget (City Code 2.04.045(B))

City Code requires an annual report to the Council about the CIP budget. This is the first year the reporting ordinance has been in effect. The City does not currently have a 10-year capital facilities plan and the CDCIP advisory Board did not provide funding recommends so there was no report on those items this year. Answers to items C, D and E are shown in Attachment 8.

Budget and finance reports

1. Capital improvement program budget, including details for all project applications, list of funds previously appropriated for each project, and funding recommendations by the Mayor and Community Development and Capital Improvement Program Advisory Board, as well as:
 - A. available and encumbered impact fee funds by type and expiration date;
 - B. balance of each approved capital project account;

- C. projects that are in the 10-year capital facilities plan but are not recommended for funding;
- D. Public information provided to the community development and capital improvement programs advisory board at the same time it is provided to the board.
- E. Recommendations from the Board at the same time they are transmitted to the Mayor, per Section 2.07.150 of the City Code

Proposed Briefings Outline

May 28 – Proposed FY21 CIP budget overview and presentation by Administration

July 7 – Overview of the CIP Book, FY21 CIP budget, Council policy discussion to identify areas for follow up, and time permitting, begin reviewing individual projects

July 14 – Continue reviewing proposed projects and identify any Council Member areas for follow up

August 11 – Staff provide updates in response to Council Member questions and directions from July

August 18 and/or September 1 – Balance the FY21 CIP budget and finalize for Council action at formal meeting

POLICY QUESTIONS

1. **Resident Applications Prioritization and Funding** – The Council may wish to discuss whether changes to policy guidance and/or funding of resident applications could improve the annual CIP process. Some Council Members mentioned a dedicated amount of funding each year for resident applications or prioritizing maintenance of existing assets before creation of new capital improvements. Separate dedicated funding for resident applications could result in smaller projects because of the budget constraints. However, it may also create greater funding predictability for departments. The abbreviated CIP process this year excluded resident applications. Any applications received will be retained for next year.
2. **Straw Poll to Recapture Bond Proceeds from Completed Projects** – The Administration requested a straw poll from the Council to approve recapturing just over \$1.1 million in bond proceeds from completed projects as part of the FY21 budget. This would add those funds to the FY21 CIP budget. The Council could still determine which specific projects to spend the funds on over the summer, if they are deemed “bond eligible.” Staff can assist with that information as discussions progress. The proceeds must be spent by the end of FY21. The list of completed projects is available in Attachment 9.
3. **Bond Paid Off in 2021** – Approximately \$5.5 million of annual debt payments will end in 2021 when a sales tax revenue bond is paid off. This creates a potential funding opportunity for the City to use those funds for other uses (assuming available revenues next year). The Council may wish to continue the policy discussion about how to prioritize the City’s unfunded capital needs. At the Council’s February retreat the Mayor indicated interest in joining a policy discussion on this topic. The Council’s direction could be incorporated into the Capital Facilities Plan which is envisioned as a living document that prioritizes capital needs within funding constraints.
4. **Capital Facilities Plan (CFP)** – The Council may wish to ask the Administration for a status update on the CFP (10-Year Comprehensive CIP Plan). The Council held a briefing in January 2019 about a draft of the plan. See Additional Info section for the Council’s potential policy goals, metrics and requests. The Administration defines the plan as comprising two parts: first, “a tool to evaluate financial solutions to capital needs” and second “a list of all capital needs.” The Council appropriated \$29,000 in FY 2017 budget amendment #6 for developing a CFP. The Council may wish to ask how this plan will account for other long-term spending plans developed by individual departments such as the Quality Transportation Improvement Plan, the Foothill Trails Plan, and the Facilities Conditions Plan.
5. **County Quarter Cent Sales Tax Funding for Transportation** – The Council may wish to ask the Administration to consider the funds generated by the quarter cent funding for transportation as additions to the overall CIP budget, similar to impact fees, so that the projects can be evaluated in a competitive process with overall general fund needs and discussed by the CDCIP resident advisory board (similar to impact fees and Class C funds, use of those dollars would be limited to eligible projects). It is likely too late in the process to make this adjustment for FY21, but the Council could consider a legislative intent to recommend this shift for FY22 and beyond.
6. **CIP Staffing Challenges** – The Council may wish to ask the Administration how the CIP program will operate in FY21 with reduced staffing. The Council approved a new FTE in Budget Amendment #2 titled CIP Impact Fee Manager. The position is currently vacant and subject to the six-month hiring freeze. The CIP specialist FTE was vacant from June 2019 to March 2020.

7. **No FY21 Funding for Public Way Concrete Program** – The Council may wish to ask the Administration why no funding was recommended for this program. Three categories of projects are funded by this program including creating new ADA ramps, repairing and/or replacing public way concrete and extending and/or addressing missing sidewalks and other new concrete. The proposed FY21 CIP budget has no funding for this program meaning only remaining funds from FY20 would be available to meet the need.
8. **\$100+ Million Public Lands Needs Assessment Conditions List** (*Attachment 10*) – The Council may wish to discuss with the Administration how the projects would be prioritized such as life and safety and higher need areas as determined by the assessment. The Council may also wish to discuss with the Administration what possible impacts the public may see if funding is not available such as closure of some assets for safety reasons.
9. **Move \$200,000 Ongoing Property Maintenance Expenses Out of Surplus Land Fund** – The Council may wish to discuss with the Administration how to advance this legislative intent. The Council may also wish to ask the Administration what challenges exist to provide an accounting of vacant building maintenance costs and whether or not a property management contract approach could be more efficient. See Additional Info section for more on the Surplus Land Fund. The recent purchase of Allen Park is expected to significantly increase these costs in FY21.
 - a. In Budget Amendment #1 of FY20 the Council adopted the following legislative intent: The Council expresses the intent to fund ongoing property maintenance expenses out of the Public Services Department and/or Community and Neighborhoods Departments' (CAN) Fiscal Year 2021 budget rather than continuing to use one-time revenues from the Surplus Land Fund. The Council requests the Administration include this approach based on actual expenses in the Mayor's Recommended Budget for Fiscal Year 2021. This approach builds upon the Council's FY2019 decision to shift funding for a CIP-related FTE away from the Surplus Land Fund and into CAN's base budget.
10. **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 quickly provide accurate/timely information to interested constituents.
11. **Restore 500 West Green Medians** – The Council may wish to discuss with the Administration plans for this green median and request a cost estimate to restore them. The Council appropriated \$212,000 in FY17 to temporarily convert part of the green median on 500 West adjacent to The Road Home shelter into a secured parking lot. The original intent was for the parking lot to be temporary until Operation Rio Grande concluded which is scheduled to happen next month.

ADDITIONAL & BACKGROUND INFORMATION

Recapture or Continue \$250,000 from City Daycare Project

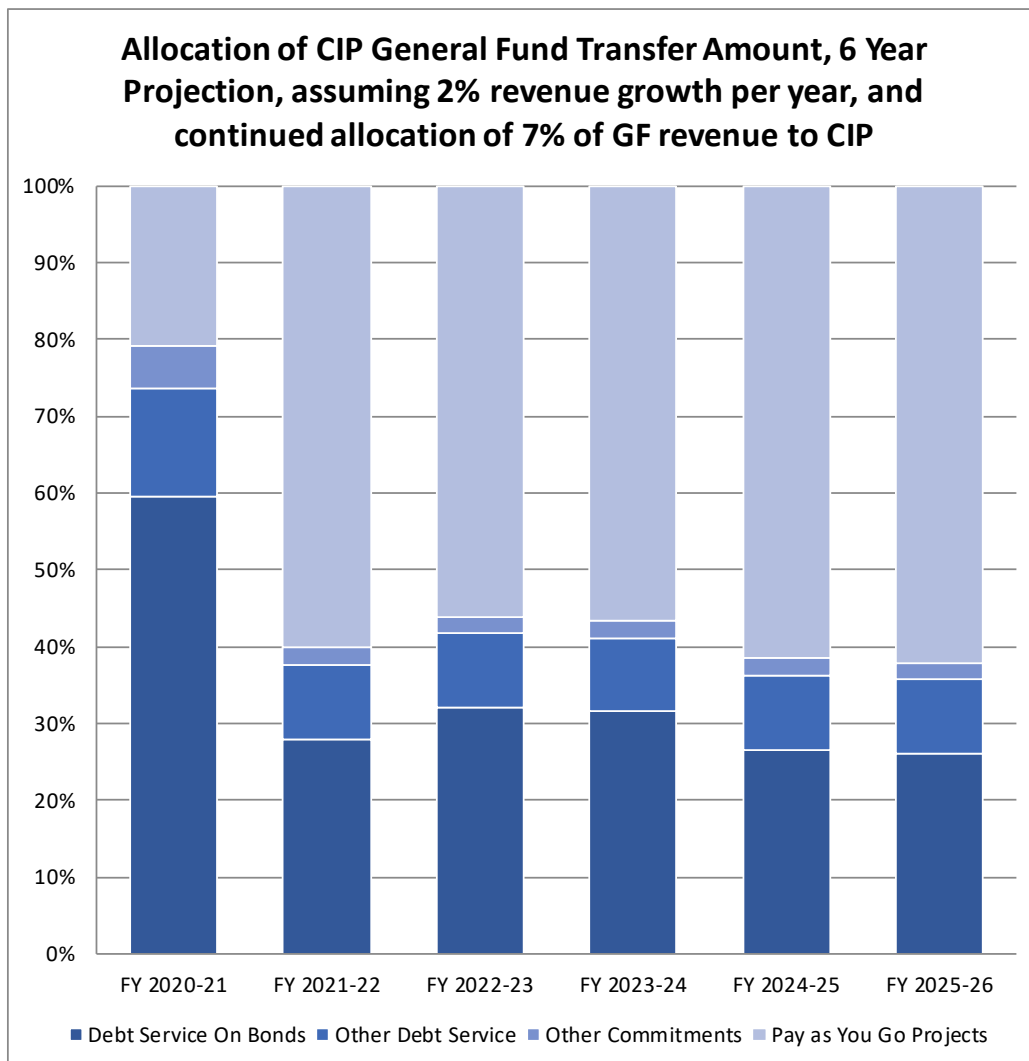
The Council may also wish to discuss whether to recapture the funding or maintain it for a sixth year. Two years ago, the Administration shared summary results of an employee survey that captured interest in a potential City daycare. Significant research was conducted into licensing requirements, locations, demand, cost estimates and other factors. The Council appropriated \$250,000 for the project in FY15 when retail spaces at the Main Library or the nearby Youth City building were likely locations but were not feasible. Additional one-time funding beyond the \$250,000 appropriated in FY15 would likely be needed for the project in addition to potential ongoing expenses. The Administration provided the following response:

1. Employee Survey Results – 566 employees (23% of total) responded to a survey about the project.
 - a. Of those who responded, 80% (453 of respondents) were interested in an employer sponsored daycare
 - b. Of those who responded, 63% (357 of respondents) were interested in a location at the Downtown campus (City and County Building)
 - c. Of those who responded, 37% (209 of respondents) had a child who could benefit from a daycare facility
2. Existing Employee Daycare Benefits

- a. Dependent Daycare Flexible Spending Account – allows employees to allocate up to \$5,000 per year to spend on eligible daycare tax free
- b. Child Care Referral Services – this benefit is offered through the Employee Assistance Program (ComPsych) and offers a vetted childcare referral to assist employees in finding a provider that best suits their childcare needs
3. State Licensing Requirements – See Attachment 3 for a summary of required space per child, amenities, outdoor environment and facilities

CIP Debt Load Projections through FY26

The Administration provided the following chart to illustrate the ratio of ongoing commitments to available funding for projects over the next six fiscal years. Most of these commitments are debt payments on existing bonds. Other commitments include, ESCO debt payments, Crime Lab lease, capital replacement funding for parks and facilities, contributions to the CIP cost overrun account and the 1% for art fund. The CIP Book includes an overview and details on each of the ongoing commitments. 79% of the General Fund transfer into CIP is needed for these ongoing commitments in FY21. The projected debt load significantly decreases next fiscal year because Series 2014A Taxable Refunding of 2005 bonds matures (paid off). This is projected to decrease debt load from 79% to 45% and remove approximately \$5.5 million in annual debt payments from CIP. If revenues continue at current levels or better, then the FY22 budget would have an additional \$5.5 million available to spend on any CIP projects. CIP makes payments for excise tax, sales tax, motor vehicle fuel tax revenue bonds and ESCO debt. General Obligation (G.O.) bonds are not paid from CIP because they are funded through a separate, dedicated voter approved property tax increase.



Surplus Land Fund

The Surplus Land Fund receives funds from the sale of real property. According to City policy the Surplus Land Fund can be spent on purchasing real property and some funds may be diverted into the Housing Trust Fund. The balance of the account is \$2,355,197.

Cost Overrun Account

The Council established this account for projects that experience costs slightly higher than budgeted. A formula determine who 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 in a budget amendment which typically takes a few months. The balance of the account is \$350,749.

Impact Fee Unallocated “Available to Spend” Balances and Refund Tracking (See Attachment 4)

The Council approved several million dollars in impact fee projects the past few years. Attachment 4 is the most recent impact fee tracking report from the Administration. The table below is current as of April 23, 2020. Available to spend impact fee balances are bank account balances subtracting encumbrances and expired funds. The Mayor’s recommended CIP budget proposes using \$5 million of streets / transportation and fire impact fees. The amounts shown in the table below are in addition to the Mayor’s recommended projects that use impact fees.

Type	Unallocated Cash “Available to Spend”	Next Refund Trigger Date	Amount of Expiring Impact Fees
Fire	\$1,232,575	More than a year away	-
Parks	\$1,576,509	March 2021	-
Police	\$84,582	August 2020	\$12,252
Transportation	\$4,177,733	September 2020	\$247,569

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

Impact Fee Eligibility (See Attachment 5 for Impact Fees Quick Guide developed by Council Staff)

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. A project, or portion of a project, must be deemed necessary to ensure the level of service provided in the new development area matches what is currently offered elsewhere in the city.

It is important to note that per state law, the City has six years to spend or encumber impact fee revenue from the date of collection. Additionally, if a project is not 100% impact fee eligible (which few tend to be), the City must fund the remaining cost of the project out of the General Fund or another revenue source. After six years, if those fees are not spent then the fees are returned to the developer with interest.

Percent for Art Fund

- A. Account Balance – The current balance of the CIP 1% for Art account is \$351,850. Of this, \$267,198 is identified for upcoming projects listed below but not yet encumbered under a contract. The remaining available to spend balance of the account is \$84,652. The proposed FY21 CIP budget would add \$87,878 for a new available to spend balance of \$172,530.
 - i. \$114,000 for a roundabout at 900 South and 1100 East
 - ii. \$35,000 for Three Creeks Confluence new park
 - iii. \$110,648 for Jordan River boat ramps
 - iv. \$7,550 for several project plaques / markers
- B. Art Maintenance Fund – In Budget Amendment #2 of FY20 the Council appropriated \$200,000 to establish an art maintenance fund. Of that amount, up to \$40,000 was authorized for a study to determine the annual funding need for art maintenance and identify specific repairs for artworks. Results of the study are anticipated to be available in approximately six months. There is no ongoing funding for conservation and maintenance of the City’s public art collection consisting of over 270 pieces. The collection is expected to continue growing.

- C. **Art Design Board Role** – 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.

Capital Facilities Plan (CFP)

The CFP is a comprehensive 10-year CIP plan. The below points are a summary of the Council's requests and guidance during the January 2019 briefing from the Administration and discussion. It's important to note, the Council expressed interest in identifying a couple measurable goals to accomplish through the CFP and guide prioritization of project planning.

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 CFP 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 CFP to CIP Alignment** – Council Members expressed support for annually measuring the alignment of how many CIP Funding Log projects were previously listed in the CFP and how many CIP projects receiving appropriations were previously listed in the CFP. A high alignment would indicate the CFP is successfully identifying the City's capital needs.
4. **Council Adoption of CFP** – The question arose if the Council should adopt the CFP each year with the annual budget or potentially in the summer when reviewing project specific funding. Does the Administration have a preference?

Regular CIP Project Cost Estimate (See Attachment 6)

Attachment 6 lists cost estimates for various types of projects based on actual costs from recent years. The document was developed by Council staff in collaboration with the Administration. The figures may not be up to

date cost estimates but provide a ballpark figure when considering project costs. The three categories of project cost estimates are parks, streets and transportation. The document was last updated July 3, 2019.

Class C funds

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 following are permissible uses for Class C funds, as defined by Utah Code:

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)

CIP Planning Technology Improvements

The Administration reports improvements are ongoing to CIP tracking of projects and applications. The City currently provides a public interactive construction and permits project information map available here:

<http://maps.slcgov.com/mws/projects.htm>

Roadway Selection Committee

The Roadway Selection Committee determines specific projects for street improvement general purpose appropriations, e.g., reconstruction or overlay. In recent years this Committee guided use of Class C funds and revenues from the Streets Reconstruction Bond. The Committee is led by Engineering and includes representatives of Streets, Transportation, and Public Utilities, Public Services, HAND, Finance, the RDA and Council Staff. Information provided to the committee to consider in their selection process includes:

- Citizen requests for individual road repair
- On-going costs to keep a road safely passable
- Existing or planned private development or publicly funded construction activities in a given area, e.g., Central Business District or Sugarhouse
- Safety improvement goals and crash data
- Public Utilities' planned projects that would include a variety of replacements or repairs
- Private utilities' existing infrastructure, planned installations or repairs, e.g., fiber, natural gas, power
- Neighborhood or transportation master plan considerations

In reviewing the above-mentioned criteria, open deliberations are held between committee members, and roads are selected for repair by consensus. The number of projects selected is contingent on available funding. Other City projects and master plans sometimes help in extending funds by combining project funding sources.

ATTACHMENTS

1. Capital and Debt Management Guiding Policies Resolution 29 of 2017
2. FY 2021 CIP Funding Log
3. Summary of State Licensing Requirements for Daycares
4. Impact Fee "Available to Spend" Balances and Refund Tracking (April 23, 2020)
5. Impact Fee Quick Guide
6. Regular CIP Projects Cost Estimates (July 3, 2019)
7. List of Completed Projects and Unfinished Projects Older than Three Years

8. Reporting Ordinance for CIP Items C, D and E
9. Completed Projects List for Recaptured Bond Proceeds
10. 2019 Asset Condition Top 10 Projects by Category for Parks and Public Lands

ACRONYMS

CAN – Community and Neighborhood Development Department
CDCIP – Community Development and Capital Improvement Program Advisory Board
CFP – Capital Facilities Plan
CIP – Capital Improvement Program
ESCO – Energy Service Company
FTE – Full-time Employee
FY – Fiscal Year
G.O. Bond – General Obligation bond
HAND – Housing and Neighborhood Development Division
RDA – Redevelopment Agency

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: [Signature]
City Recorder

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

Proposed

Proposed Funds				Requested Funding												\$	955,027	\$	3,907,824	\$	2,046,329	\$	2,400,000	\$	1,380,000	\$	33,000	\$	4,177,733
Department	Category	Application Title	Scope of Work	Requested General Funds	Requested Class C	Requested Street Impact Fees	Requested FOF Street	Requested Other FOF	Bond Rescue Funds	Proposed General Funds	Proposed Class C	Proposed FOF Street	Proposed Other FOF	Proposed FOF Transit	Impact Fees														
Art	New			\$ 87,878			\$ -			\$ 39,078		\$ 24,000	\$ 13,800	\$ 11,000															
Cost Overrun	New			\$ 175,156						\$ 78,156		\$ 48,000	\$ 27,600	\$ 22,000															
Engineering	New	Bridge Rehabilitation (400 South and 650 North over the Jordan River)	The purpose of this project is to rehabilitate the 400 South and 650 North vehicle bridges over the Jordan River. A bridge inspection performed by UDOT gave these bridges a Health Index score of 48.55 and 46.58, respectively, out of 100. Combining the two bridges into one project will result in economies of scale since the rehabilitation work for both bridges will be similar. The existing asphalt surface will be removed and the underlying deck will be treated for cracking and delaminated concrete. The deck will receive a waterproofing membrane, a new asphalt overlay, and deck drains to remove storm water from the deck. The under surface of the bridge will be treated for cracking and delaminated concrete on the deck, girders, pier caps, and abutments. The steel piles supporting the piers exhibit heavier than typical corrosion. The piles will be dewatered and treated for corrosion. The existing damaged parapet wall will be removed and rebuilt which will widen the sidewalk and improve the pedestrian access route. Additionally, aesthetic enhancements will be incorporated including replacing the chain link fence and railings mounted on the outside of the sidewalk with decorative railings. A consulting firm with specialized experience will be used for this project.	\$ 3,000,000						\$ 648,507		\$ 2,000,000																	
Engineering	Renewal	Street Improvements 2020/2021: Reconstructions and Overlays	Deteriorated city streets will be reconstructed or rehabilitated using funding from this program. This will provide replacement of street pavement, curb and gutter, sidewalk, drainage improvements as necessary. Where appropriate, the program will include appropriate bike way and pedestrian access route improvements as determined by the Transportation Division per the Complete Streets ordinance.	\$ -	\$ 3,500,000						\$ 2,046,329	\$ -																	
Engineering	Renewal	Rail Adjacent Pavement Improvements 2020/2021	This program addresses uneven pavement adjacent to railway crossings. There are currently three known locations to be addressed. In this second year of the program Engineering is designing improvements and performing a survey of additional locations to address in future years.	\$ 70,000								\$ 70,000																	

Department	Category	Application Title	Scope of Work	Requested General Funds	Requested Class C	Requested Street Impact Fees	Requested FOF Street	Requested Other FOF	Bond Rescope Funds	Proposed General Funds	Proposed Class C	Proposed FOF Street	Proposed Other FOF	Proposed FOF Transit	Impact Fees
Engineering	Renewal	Bridge Preservation 2020/2021	There are 23 bridges in Salt Lake City, most crossing either the Jordan River or the Surplus Canal. UDOT inspects these bridges every two years and provides the city with a basic condition report. The city is responsible for performing appropriate maintenance activities based on statements in the UDOT report. City Engineering has prepared an ongoing bridge maintenance strategy with the objective of extending the functional life of these structures, and extending the time between major repairs. The requested funds will be used to address needed repairs and routine maintenance.	\$ 300,000								\$ 258,000	\$ 42,000		
Engineering	New	Bridge Replacement (200 South over Jordan River)	This project will include the complete removal and replacement of the existing vehicle bridge for 200 South over the Jordan River. Design will consider complete streets features, accommodations for the adjacent Jordan River Trail, and the historic nature of the adjacent Fisher Mansion, and potential art components incorporated into or around the new bridge.	\$ 3,500,000		\$ 3,500,000									\$ 2,302,733
Facilities	Phase	Facilities Capital Asset Replacement Program (\$6M investment) (Deferred Capital Replacement)	The Facilities Division's Facility Condition Index database categorizes asset renewal projects based on the criticality of projects starting with Priority 1, Life Safety. To eliminate the \$52,900,000 in total deferred capital renewal, Facilities proposes an annual investment through CIP of \$7,000,000. For FY21 abbreviated CIP funding, Facilities is requesting funding for Projects in Priority 1 and a portion of Priority 2 for \$2,503,710. Projects in the Priority 1 category must be replaced to meet OSHA, Federal, State, and local regulations and codes; to maintain security; or ensure safe building occupancy. These are not discretionary projects. FY2020 CIP investment funded many of the Priority 1 projects. This request is to fund the remaining current Priority 1 projects totaling \$374,907. (Priority 1 projects will never be completely eliminated as different assets fall into the category annually as they reach the end of their expected lifespan.) Projects in Priority 2 address Structural Integrity, Property Loss, and Contractual Obligations. The latter is funding obligated through Interlocal Agreements with Salt Lake County for 50% of capital renewal at the Sorenson Campus and Salt Lake Sports Complex, and through a contract with the Salt Lake Bees at the Smiths Ballpark to maintain the facility. These are also non-discretionary projects. Typically, the County can fund 100% of projects upfront, and the City reimburses its portion at project completion. The FY21 County Interlocal Agreement obligations amount to \$763,557. The County and City have identified the need to address \$10 million in deferred capital renewal for both facilities. The Bees contract obligations for FY21 total \$688,907; however, the Bees contract partially funds capital renewal from annual naming rights revenue, so \$224,637 is available to offset the requested amount for the Ballpark for a total FY21 CIP request of \$464,270. The total of deferred capital renewal at the Ballpark is currently \$8,804,973. The funds requested for Priority 1, Life Safety, and Priority 2, Contractual Obligations, will address the most critical and contractually obligated needs for Facilities. The amount requested is derived from an initial 2017 facility assessment to which a 3% annual inflationary rate and 21% Engineering fee rate have been applied. It should be noted that the current construction environment is very heated; Facilities has included an additional 10% contingency rate to cover expected inflated contract costs for a total request of \$2,503,710.	\$ 2,503,710		\$ -				\$ 1,803,710		\$ -	\$ 700,000		

Department	Category	Application Title	Scope of Work	Requested General Funds	Requested Class C	Requested Street Impact Fees	Requested FOF Street	Requested Other FOF	Bond Rescove Funds	Proposed General Funds	Proposed Class C	Proposed FOF Street	Proposed Other FOF	Proposed FOF Transit	Impact Fees
Public Lands	New	Allen Park Urgent Property Protection, Planning & Public Access	The project scope includes (a) installation of fencing, lighting and irrigation to secure, protect and maintain the historic structures, artworks, and natural environment on the Allen Park property; (b) stabilization of historic buildings and artworks to prevent collapse or additional degradation while the City prepares comprehensive plans for adaptive reuse and activation of the site, and potentially limited demolition of collapsing structures where necessary to protect public safety; (c) installation of a public pathway around and/or through the site; (d) consultant services to provide technical analysis, public engagement support and preparation of an Improvements & Activation Plan for the property.	\$ 450,000					\$ 450,000						
Public Lands	Renewal	Parks critical asset renewal	This project would fund the repair or replacement of park amenities and play features that are currently out-of-service or near closure. Many of the facilities are still functional, however, their poor condition discourages use. Features that may be replaced with this funding may include: • Basketball and tennis courts in deteriorated condition in parks such as Liberty Park and Poplar Grove Park; • Paving surfaces that are tripping hazards in high use parks such as Memory Grove; • Pavilions in disrepair in Cottonwood Park and Poplar Grove Park; • Playgrounds that are deteriorated and at risk for closure in parks such as Pioneer Park and Tauffer Park • Inefficient and ineffective irrigation systems that increase operations and staffing costs in locations such as 1200 East Islands and Warm Springs Park. Specific information on priorities for these amenities are as follows: 1. Irrigation systems at 1200 East Islands and Warm Springs Park 2. Pavilions at Cottonwood Park and Poplar Park 3. Paving surface at Memory Grove Park 4. Basketball Court at Liberty Park and Poplar Grove Park 5. Tennis Courts at Poplar Grove Park 6. Playground at Pioneer Park and Tauffer Park	\$ 1,500,000						\$ 478,400			\$ 596,600		
Public Lands	New	Foothills Trail System Master Plan - High Priority Projects	The project scope includes completion of shovel-ready trail projects in the Foothills Natural Area, consistent with the specific implementation recommendations of the SLC Foothill Trails Master Plan and SLC Open Space Master Plan, likely including construction of the Dry Creek Alternate Trail in the Central Foothills and the Lakeview Trail in the North Foothills, and other trail segments as funding allows. The project scope also includes professional consulting services to support the completion of federally-compliant environmental analysis, required to permit implementation of Phase II of the Foothill Trails Master Plan.	\$ 565,000					\$ 505,027	\$ 59,973					
Transportation	Renewal	Transportation Safety Improvements	Traffic safety projects include the installation of warranted crossing beacons, traffic signals, or other traffic control devices and minor reconfiguration of an intersection or roadway to address safety issues. Salt Lake City's program places a strong emphasis on pedestrian and bicyclist safety, particularly in support of access to and from transit. This funding will further the City's on-going effort to reduce injuries to pedestrians and bicyclists citywide and to improve community health and livability by promoting walking and bicycling. This funding will be used for the installation of safety improvements throughout the city as described in the Pedestrian & Bicycle Master Plan, and also to address ongoing needs as safety studies are completed. Crossing improvements such as HAWK's or Toucans, flashing warning lights at crosswalks or intersections, refuge islands, bulb-outs, improved signalized crossings and new or improved pavement markings are examples of the safety devices that are installed with this funding. Projects are identified by using data to analyze crash history, roadway configuration and characteristics, and with citizen input. Identified projects to improve traffic safety involve conditions that pose a higher relative risk of injury to those traveling within SLC and are therefore deemed a high priority for implementation.	\$ 375,000		\$ 375,000				\$ 375,000					\$ 375,000
Transportation	Renewal	Traffic Signal & Intersection Upgrades	• Upgrade five aging traffic signals • Combine with safety and operational improvements for all modes • Possible transit-focused signal improvements on key Frequent Transit Network corridors - This project will remove the existing traffic signal equipment that has reached the end of its useful life, including steel poles, span wire, signal heads, and traffic signal loops and will upgrade the intersections with mast arm poles, new signal heads, pedestrian signal heads with countdown timers, improved detection, and left turn phasing, as needed. Fluctuations in construction pricing are particularly relevant to this project, with steel tariffs, labor costs, and overall construction costs all affecting price. Possible Upgrade Locations: West Temple/1300 South; 1100 East/1700 South; Glendale/California; South Temple/500 East; North Temple/West Temple; 100 South/1300 East; various.	\$ 875,000		\$ 875,000				\$ 425,000					\$ 875,000
Transportation	Renewal	Complete Streets and Urban Trails	This project will help implementation of the City's Pedestrian & Bicycle Master Plan, Transit Master Plan, Downtown In Motion Master Plan, and Sugar House Circulation Plan (update in progress), by providing funds to be used for bike lanes and multi-use trails; development of neighborhood byways to allow local streets to better serve bicyclists and pedestrians as through-routes; and the outreach, planning, and design of complete streets, including demonstration projects leading to permanent construction. Funds will be used specifically for signing, striping, and multi-use trail design and construction; improvement of pedestrian and bicycle crossings; outreach materials and technical studies; purchase or contracting of materials for demonstration projects similar to the 900 South roundabout "pop-up" which led directly to community buy-in for the permanent roundabout construction. A similar process is likely in the next couple years as part of the implementation of the Green Loop, the urban linear park along several downtown streets, as recommended in the Downtown Plan. These funds may also be used to augment reconstruction or resurfacing projects being implemented by the Engineering or Streets divisions.	\$ 625,000		\$ 625,000									\$ 625,000

				\$ 2,535,000	\$ -	\$ -	\$ -
Department	Category	Application Title	Scope of Work	Requested General Funds	Requested Class C	Requested Street Impact Fees	Requested Parks Impact Fees
Engineering	Renewal	Public Way Concrete 2020/2021	This project will address displacements in public way concrete through saw-cutting, slab jacking, and removal and replacement of deteriorated or defective concrete sidewalks, accessibility ramps, curb and gutter, retaining walls, etc.	\$ 750,000			
Engineering	New	Wingpointe Levee Design	The cost estimate includes conceptual design, final design, and geotechnical investigations performed by Engineering consultants. Current levee conditions will be evaluated, required improvements identified, and modifications recommended. Typical sections of levee reconstruction determined in order to develop construction cost estimates and required plans and documents for permitting, then construction. This design effort will inform future funding construction requests to bring the levee into compliance.	\$ 800,000			
Public Lands	New	Library Square Feasibility Study, Civic Engagement, and Design Development	Feasibility study: Library Square has multiple paving and wall system failures due to settling of the parking structure. A comprehensive study is needed to determine appropriate solutions to ameliorate safety hazards. Existing conditions analysis and feasibility studies will determine a critical path to correct site failures and propose appropriate solutions. Project may involve selective investigations of systems and substructure. Civic engagement: The Public spaces at Library Square are underutilized outside of the four major events that occur during the summer. Salt Lake City's rapidly growing and densifying population needs places to be outside. A civic engagement study would identify desired community elements to be incorporated on the Square that would increase positive activity throughout the day and week. Design development and implementation strategy: A comprehensive design for the Square will provide solutions for the site system failures and include new uses that reflect community priorities. The design will identify a phasing strategy with estimates of probable costs and implementation strategies.	\$ 185,000			
Public Lands	New	Parleys Historic Nature Park Historic Structures Preservation	The proposed CIP project will fund the following work in Parleys Historic Nature Park (PHNP): 1.) identify key historic structures and artifacts, assess preservation needs, and create detailed rehabilitation/protection recommendations for each; 2.) develop fully-engineered designs and construction cost estimates for historic structural rehabilitation; 3.) if feasible, develop and secure a conservation easement to protect irreplaceable historic and natural features, per the recommendations of the 2011 PHNP Management Plan. 4.) if feasible within project budget, develop a detailed signage & interpretive materials plan to improve public awareness/appreciation of historic features & structures, and construct/install the recommended interpretive signage.	\$ 250,000			

Department	Category	Application Title	Scope of Work	Requested General Funds	Requested Class C	Requested Street Impact Fees	Requested Parks Impact Fees
Public Lands	New	Jordan River Trail Infrastructure Safety & Repair	<p>Salt Lake City's Jordan River Parkway Trail has become a valued and critical amenity to recreational users and residents within Salt Lake City. Since the completion of the North Temple bridge project in November 2017 use of the Jordan River Parkway Trail has continued to increase annually. With increased use and aging trail infrastructure along many sections of the JRP Trail, the City's Trails and Natural Lands Division is faced with unique critical maintenance needs that exceed our annual operating budget for associated trail maintenance. Without investment into the into the critical infrastructure needs along the Jordan River Parkway Trail, several sections of the JRP Trail are at risk of deterioration that create both safety concerns and may require permanent trail closures until repairs are complete. Examples of critical infrastructure needs along the Jordan River Parkway Trail include items such as; 1.) Trail deterioration repair a. Asphalt paving, patching, crack repair</p> <p>b. Stabilization and associated landscape improvements along the banks of Jordan River that are currently causing erosion of existing trail. 2.) Bridge decking repair and replacement a. Repair structural deficiencies on JRP Trail bridges. 3.) Neighborhood connections and conflict mitigation. a. Replace and repair cycling and pedestrian connections to JRP Trail. b. Fencing repair and replacement to eliminate and reduce encroachments into the JRP Trail.</p>	\$ 550,000			

Department	Category	Application Title	Scope of Work	Requested General Funds	Requested Class C	Requested Street Impact Fees	Requested Parks Impact Fees

Size sample for daycare facilities

Sq Ft of Children's Space	Sq Ft Per Child Facility	Number of Children*	
1200	35	34.286	
2500	35	71.429	
5000	35	142.857	
		<i>* Varies depending on ages of children in the facility.</i>	
Number of Children*	33% of Capacity	Sq Ft Per Child Playground	Sq Ft of Outdoor Facility
34.286	11.314	40	452.575
71.429	23.572	40	942.863
142.857	47.143	40	1885.712
			<i>Or at least 1,600 sqft</i>

Required Space

- There shall be at least 35 square feet of indoor space for each child, including the licensee's and employees' children who are not counted in the caregiver to child ratios.
- Indoor space per child may include floor space used for furniture, fixtures, or equipment if the furniture, fixture, or equipment is used: (a) by children; (b) for the care of children; or (c) to store classroom materials.
- Bathrooms, closets, staff lockers, hallways, corridors, lobbies, kitchens, or staff offices are not included when calculating indoor space for children's use.

Outdoor Environment

- If the outdoor play area is surrounded by half walls, such as a deck area, with open air from the top of the wall to the roof, it can be considered an outdoor play area with a capacity based on the square footage.
- The outdoor play area shall have at least 40 square feet of space for each child using the playground at the same time as other children.
- The outdoor play area shall accommodate at least 33 percent of the licensed capacity at one time or shall be at least 1600 square feet

Facility

- For buildings constructed after 1 July 1997 there shall be a working hand washing sink in each classroom.
- For preschoolers and toddlers who are toilet trained, there shall be one working toilet and one working sink for every fifteen children in the center, excluding diapered children. For school age children, there shall be one working toilet and one working sink for every 25 children in the center.
- Privacy in bathrooms for school age children can be provided with a full length door or curtain.
- Young children need to use the bathroom frequently, and cannot wait long when they have to use the toilet. The American Academy of Pediatrics (AAP) and the American Public Health Association (APHA) recommend 1 sink and toilet for every 10 toddlers and preschool age children, and 1 sink and toilet for every 15 school age children.

Each area where infants or toddlers are cared for shall meet one of the following criteria:

- There shall be two working sinks in the room. One sink shall be used exclusively for the preparation of food and bottles and hand washing prior to food preparation, and the other sink shall be used exclusively for hand washing after diapering and non-food activities.
- There shall be one working sink in the room which is used exclusively for hand washing, and all bottle and food preparation shall be done in the kitchen and brought to the infant and toddler area by a non-diapering staff member.

Full Manual: <http://childcarelicensing.utah.gov/centerinterpretation.html>

Daycare Samples					
	Small	Medium	Large	Notes	
Square Foot Req.	1200	2500	5000	Only including usable space for kids, not admin space	
Number of Kids	34	71	142	Varies based on layout of the facility and structure of ages of children	
Number of Toilets/Sinks	2.3	4.7	9.5	For preschoolers and toddlers who are toilet trained, there shall be one working toilet and one working sink for every fifteen children in the center, excluding diapered children. For school age children, there shall be one working toilet and one working sink for every 25 children in the center	
Outdoor Space	452 sqft	943 sqft	1886 sqft	Or at least 1,600 sqft	

Impact Fees - Quick Summary

Confidential

Data pulled 4/23/2020

Unallocated Budget Amounts: by Major Area

Area	Cost Center	UnAllocated Cash	Notes:
Impact fee - Police	8484001	\$ 84,582	A
Impact fee - Fire	8484002	\$ 1,232,575	B
Impact fee - Parks	8484003	\$ 1,576,509	C
Impact fee - Streets	8484005	\$ 4,177,733	D
		\$ 7,071,398	E = A + B + C + D

Expiring Amounts: by Major Area, by Month

	Calendar Month	Fiscal Quarter					Total
			Police	Fire	Parks	Streets	
Fiscal Year 2020	201907 (Jul2019)	2020Q1	\$ -	\$ -	\$ -	\$ -	\$ -
	201908 (Aug2019)	2020Q1	\$ 71	\$ -	\$ -	\$ -	\$ 71
	201909 (Sep2019)	2020Q1	\$ (71)	\$ -	\$ -	\$ -	\$ (71)
	201910 (Oct2019)	2020Q2	\$ -	\$ -	\$ -	\$ -	\$ -
	201911 (Nov2019)	2020Q2	\$ -	\$ -	\$ -	\$ -	\$ -
	201912 (Dec2019)	2020Q2	\$ -	\$ -	\$ -	\$ -	\$ -
	202001 (Jan2020)	2020Q3	\$ -	\$ -	\$ -	\$ -	\$ -
	202002 (Feb2020)	2020Q3	\$ -	\$ -	\$ -	\$ -	\$ -
	202003 (Mar2020)	2020Q3	\$ -	\$ -	\$ -	\$ -	\$ -
	202004 (Apr2020)	2020Q4	\$ -	\$ -	\$ -	\$ -	\$ -
Fiscal Year 2021	202005 (May2020)	2020Q4	\$ -	\$ -	\$ -	\$ -	\$ -
	202006 (Jun2020)	2020Q4	\$ -	\$ -	\$ -	\$ -	\$ -
	202007 (Jul2020)	2021Q1	\$ -	\$ -	\$ -	\$ -	\$ -
	202008 (Aug2020)	2021Q1	\$ 12,252 ^ 4	\$ -	\$ -	\$ -	\$ 12,252
	202009 (Sep2020)	2021Q1	\$ 25,423 ^ 4	\$ -	\$ -	\$ 247,569 ^ 5	\$ 272,991
	202010 (Oct2020)	2021Q2	\$ 1,445 ^ 4	\$ -	\$ -	\$ 96,615 ^ 5	\$ 98,060
	202011 (Nov2020)	2021Q2	\$ 7,410 ^ 6	\$ -	\$ -	\$ 382,892 ^ 5	\$ 390,303
	202012 (Dec2020)	2021Q2	\$ 10,034 ^ 6	\$ -	\$ -	\$ 66,362 ^ 5	\$ 76,396
	202101 (Jan2021)	2021Q3	\$ 669 ^ 6	\$ -	\$ -	\$ 38,128 ^ 5	\$ 38,797
	202102 (Feb2021)	2021Q3	\$ 16,273 ^ 6	\$ -	\$ -	\$ 47,021 ^ 5	\$ 63,294
Total, Currently Expiring through June 2021			\$ 135,890	\$ -	\$ -	\$ 1,371,416	\$ 1,507,306

Notes

^4	12/30/19: The next expirations for police are in August2020 and continue daily/monthly thereafter.
^5	04/23/20: \$727k expiring in the Fall of 2020. 04/23/20: \$1.2m expiring in just about a year's time.
^6	12/30/19: Need a plan

Impact Fees

Confidential

Data pulled 4/23/2020

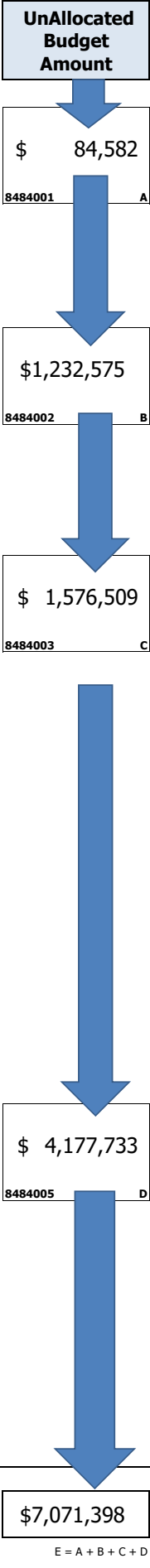
		AAA		BBB		CCC		DDD = AAA - BBB - CCC	
Police		Allocation Budget Amended		Allocation Encumbrances		YTD Expenditures		Allocation Remaining Appropriation	
Crime lab rent	8417001	\$ -	\$	118	\$	-	\$	(118)	
Impact fee - Police	8484001	\$ -	\$	-	\$	-	\$	-	
Eastside Precinct	8419201	\$ 21,639	\$	21,639	\$	-	\$	-	
Sugarhouse Police Precinct	8417016	\$ 10,331	\$	10,331	\$	-	\$	-	
Public Safety Building Replcmn	8405005	\$ 14,068	\$	14,068	\$	-	\$	-	
Police'sConsultant'sContract	8419205	\$ 10,965	\$	10,907	\$	-	\$	58	
Police impact fee refunds	8417006	\$ 510,828	\$	-	\$	-	\$	510,828	
Police Refunds	8418013	\$ 762,881	\$	-	\$	214,994	\$	547,887	
PolicePrecinctLandAquisition	8419011	\$ 1,410,243	\$	239,836	\$	-	\$	1,170,407	
Grand Total		\$ 2,740,956	\$	296,900	\$	214,994	\$	2,229,062	

Fire		Allocation Budget Amended		Allocation Encumbrances		YTD Expenditures		Allocation Remaining Appropriation	
Fire refunds	8416007	\$ 82,831	\$	-	\$	-	\$	82,831	
Fire Station #14	8415001	\$ 6,650	\$	6,650	\$	-	\$	-	
Fire Station #14	8416006	\$ 56,887	\$	37,740	\$	4,847	\$	14,300	
Fire Station #3	8415002	\$ 1,569	\$	-	\$	1	\$	1,568	
Fire Station #3	8416009	\$ 8,858	\$	581	\$	7,808	\$	469	
Impact fee - Fire	8484002	\$ -	\$	-	\$	-	\$	-	
Study for Fire House #3	8413001	\$ 15,700	\$	-	\$	-	\$	15,700	
FireTrainingCenter	8419012	\$ 1,447,909	\$	45,182	\$	1,400,646	\$	2,080	
Fire'sConsultant'sContract	8419202	\$ 10,965	\$	10,907	\$	-	\$	58	
FY20 FireTrainingFac.	8420431	\$ 142,000	\$	-	\$	-	\$	142,000	
Grand Total		\$ 1,773,369	\$	101,061	\$	1,413,303	\$	259,005	

Parks		Allocation Budget Amended		Allocation Encumbrances		YTD Expenditures		Allocation Remaining Appropriation	
Impact fee - Parks	8484003	\$ -	\$	-	\$	-	\$	-	
Impact Fee 2 Allen Park	8420404	\$ 3,500,000	\$	3,500,000	\$	-	\$	-	
Impact Fee Allen Park	8420402	\$ 3,000,000	\$	3,000,000	\$	-	\$	-	
McClelland Trail	8417004	\$ 5,077	\$	-	\$	5,077	\$	-	
Park'sConsultant'sContract	8419204	\$ 7,643	\$	7,601	\$	-	\$	42	
337 Community Garden, 337 S 40	8416002	\$ 277	\$	-	\$	-	\$	277	
Folsom Trail/City Creek Daylig	8417010	\$ 8,012	\$	7,598	\$	-	\$	414	
Cwide Dog Lease Imp	8418002	\$ 72,935	\$	35,931	\$	35,569	\$	1,435	
Jordan R 3 Creeks Confluence	8417018	\$ 98,989	\$	32,349	\$	65,070	\$	1,570	
Rosewood Dog Park	8417013	\$ 207,592	\$	14,155	\$	191,435	\$	2,001	
Jordan R Trail Land Acquisitn	8417017	\$ 2,946	\$	-	\$	-	\$	2,946	
Parks and Public Lands Compreh	8417008	\$ 7,500	\$	-	\$	-	\$	7,500	
Fairmont Park Lighting Impr	8418004	\$ 510,224	\$	259,194	\$	241,323	\$	9,707	
ImperialParkShadeAcct'g	8419103	\$ 44,123	\$	2,500	\$	30,233	\$	11,390	
Park refunds	8416008	\$ 11,796	\$	-	\$	-	\$	11,796	
Redwood Meadows Park Dev	8417014	\$ 89,641	\$	1,200	\$	73,492	\$	14,949	
Warm Springs Off Leash	8420132	\$ 27,000	\$	-	\$	-	\$	27,000	
Rich Prk Comm Garden	8420138	\$ 50,000	\$	-	\$	5,713	\$	44,287	
Cnty #2 Match 3 Creek Confluen	8420426	\$ 894,756	\$	695,332	\$	135,125	\$	64,300	
9line park	8416005	\$ 774,773	\$	368,030	\$	325,279	\$	81,464	
Parks Impact Fees	8418015	\$ 102,256	\$	-	\$	-	\$	102,256	
JR Boat Ram	8420144	\$ 127,304	\$	-	\$	-	\$	127,304	
Three Creeks Confluence	8419101	\$ 173,017	\$	-	\$	-	\$	173,017	
9Line Orchard	8420136	\$ 195,104	\$	-	\$	-	\$	195,104	
UTGov Ph2 Foothill Trails	8420420	\$ 200,000	\$	-	\$	-	\$	200,000	
Parley's Trail Design & Constr	8417012	\$ 327,678	\$	979	\$	-	\$	326,699	
Bridge to Backman	8418005	\$ 384,597	\$	21,011	\$	21,388	\$	342,198	
Cnty #1 Match 3 Creek Confluen	8420424	\$ 400,000	\$	-	\$	-	\$	400,000	
Jordan Prk Event Grounds	8420134	\$ 431,000	\$	-	\$	-	\$	431,000	
Wasatch Hollow Improvements	8420142	\$ 490,830	\$	-	\$	-	\$	490,830	
FY20 Bridge to Backman	8420430	\$ 727,000	\$	-	\$	-	\$	727,000	
Fisher Carriage House	8420130	\$ 1,098,764	\$	-	\$	-	\$	1,098,764	
Marmalade Park Block Phase II	8417011	\$ 1,145,394	\$	-	\$	-	\$	1,145,394	
Pioneer Park	8419150	\$ 3,445,000	\$	-	\$	793	\$	3,444,207	
Grand Total		\$ 18,561,227	\$	7,945,879	\$	1,130,497	\$	9,484,851	

Streets		Allocation Budget Amended		Allocation Encumbrances		YTD Expenditures		Allocation Remaining Appropriation	
500/700 S Street Reconstructio	8412001	\$ 43,778	\$	43,778	\$	-	\$	-	
700 South Reconstruction	8414001	\$ 495,714	\$	437,164	\$	58,550	\$	-	
700 South Reconstruction	8415004	\$ 1,199,563	\$	1,188,711	\$	10,852	\$	-	
2100 S/McClelland HAWK signal	8417005	\$ 71,235	\$	-	\$	71,235	\$	-	
IF Roundabout 2000 E Parleys	8420122	\$ 455,000	\$	455,000	\$	-	\$	-	
Traffic Synchronization	8418010	\$ 91,599	\$	90,186	\$	1,413	\$	-	
Impact fee - Streets Westside	8484005	\$ -	\$	-	\$	-	\$	-	
500 to 700 S	8418016	\$ 575,000	\$	575,000	\$	-	\$	-	
900 S. Roundabout	8419010	\$ 531,550	\$	-	\$	531,550	\$	-	
Gladiola Street	8406001	\$ 17,244	\$	14,300	\$	700	\$	2,244	
Street'sConsultant'sContract	8419203	\$ 59,293	\$	26,802	\$	20,117	\$	12,374	
Trans Master Plan	8419006	\$ 13,000	\$	-	\$	-	\$	13,000	
Transportation Safety Improvem	8417007	\$ 25,000	\$	-	\$	2,640	\$	22,360	
1300 S Bicycle Bypass (pedestr	8416004	\$ 42,833	\$	-	\$	-	\$	42,833	
Indiana Ave/900 S Rehab Design	8412002	\$ 124,593	\$	-	\$	-	\$	124,593	
LifeOnState Imp Fee	8419009	\$ 125,000	\$	-	\$	395	\$	124,605	
Complete Street Enhancements	8420120	\$ 125,000	\$	-	\$	-	\$	125,000	
Transportation Safety Imp	8418007	\$ 249,253	\$	29,593	\$	80,230	\$	139,430	
Trans Safety Improvements	8419007	\$ 250,000	\$	81,242	\$	18,018	\$	150,740	
9 Line Central Ninth	8418011	\$ 152,500	\$	-	\$	-	\$	152,500	
Bikeway Urban Trails	8418003	\$ 200,000	\$	-	\$	-	\$	200,000	
Transp Safety Improvements	8420110	\$ 250,000	\$	-	\$	-	\$	250,000	
Traffic Signal Upgrades	8419008	\$ 266,851	\$	12,985	\$	13,732	\$	240,134	
Traffic Signal Upgrades	8420105	\$ 300,000	\$	-	\$	-	\$	300,000	
Street Improve Reconstruct 20	8420125	\$ 2,858,090	\$	-	\$	-	\$	2,858,090	
Grand Total		\$ 8,522,096	\$	2,954,759	\$	809,433	\$	4,757,904	

Total	\$ 31,597,647	\$ 11,298,599	\$ 3,568,226	\$ 16,730,822
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TRUE

TRUE

TRUE

TRUE

Impact Fee Quick Guide

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 (rarely are projects 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 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. Document must be publicly available/reviewable.
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 2016 Impact Fee Facilities Plan designates the entire city as the service area.

Impact Fees by Development Type

TABLE 1.1: IMPACT FEE PER UNIT

	Single Family Residential (per Unit)		Multi-Family Residential (per Unit)		Commercial/Retail (per 1,000 SF)		Office (per 1,000 SF)		Industrial (per 1,000 SF)	
	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing
Parks	5,173	2,875	3,078	2,875	-	-	-	-	-	-
Fire	171	119	171	119	250	320	53	320	25	320
Police	59	41	59	41	86	30	20	30	10	30
Transportation	330	424	231	249	1,650	3,280	429	2,330	297	2,260
Total	\$5,732	\$3,459	\$3,538	\$3,284	\$1,986	\$3,630	\$502	\$2,680	\$332	\$2,610
Percent Change	66%		8%		(45%)		(81%)		(87%)	

From Page 5 of the 2016 Impact Fee Facilities Plan

Page two is a listing of projects by Impact Fee type, as contemplated in the most recently adopted Impact Fees Facility Plan (IFFP), adopted 2016.

Fire

Over the ten year planning horizon the City will need to invest \$47,798,871

Eligible projects:

1. New fire station to serve larger population (100% eligible)
 1. Specifically mentions Fire Station #3 and #14
2. Fire Training Center renovation of old fire station #14 (100% eligible)
3. Large Equipment Garage (100% eligible)
4. Update or New Impact Fee Facilities Plan Study (100% eligible)

Police

Over the ten year planning horizon the City will need to invest \$14,309,772

Eligible projects:

1. Crime Lab (25% eligible)
2. Evidence Storage Facility (25% eligible)
3. Sugar House Police Precinct, land acquisition, design and construction (100% eligible)
4. Update or New Impact Fee Facilities Plan Study (100% eligible)

Parks

Over the ten year planning horizon the City will need to invest \$44,960,937

Eligible projects:

See Appendix B of Impact Fee Facilities Plan (starts on page 33) for Park and Public Lands inventory of existing facilities and eligible projects. Some examples of projects are:

1. Acquisition of open space, greenbelt and natural lands (100% eligible)
2. Constructing mini, neighborhood and community parks (100% eligible)
3. Developing unused park space (100% eligible)
4. Special-use areas, park improvements and amenities (eligibility depends project specifics)
5. Update or New Impact Fee Facilities Plan Study (100% eligible)

Streets and Transportation

Over the ten year planning horizon the City will need to invest \$327,733,353

Eligible projects:

See Appendix D of Impact Fee Facilities Plan (starts on page 48) for 10 year Transportation Capital Improvement Plan. Each project lists impact fee eligibility. Some examples of projects are:

1. 500/700 South New Bridge at 4900 West (57% eligible)
2. 1300 East Reconstruction from 1300 South to 2100 South (10% eligible)
3. Citywide Pavement Condition Survey (10% eligible)
4. Gladiola Street and 900 South Improvements (57% eligible)
5. Update or New Impact Fee Facilities Plan Study (100% eligible)
6. Transportation-related Master Plans (10% eligible)
7. New Traffic Signals (100% eligible)
8. Traffic Signal Upgrades (20% eligible)
9. Pedestrian Safety Devices Citywide (20% eligible)
10. Bikeways Citywide (50% eligible)
11. S-Line Extension (50% eligible)
12. Bus Rapid Transit (75% eligible)
13. Transit Amenities (75%)

Regular CIP Project Costs General Rules of Thumb	
<i>NOTE: Costs are estimates based on most recent information available (which may be out of date), vary by project, and do not include on-going maintenance.</i>	
Parks	
Restrooms (dependent on site and utility work)	
Trailside Pit Toilet	\$150,000
Portland Loo (each) Existing Sewer Line	\$200,000
4 Seat Each Gender. Existing Sewer Line	\$350,000
8 Seat Each Gender. Existing Sewer Line	\$550K - \$600K
Studies	
Site Master Plan	\$50K - \$75K
City-wide Comprehensive Study	\$150K - \$250K
Drinking Fountains	
Installed with sewer connection	\$15K - \$30,000
Playground Improvements	\$150K - \$250K
Multi-purpose Field Improvements	
Native soil field	\$150,000
Sand-based field	\$400,000
Softball/Baseball Field Improvements (Each Field)	\$200,000
Tennis Court Improvements (2 Courts)	
Patch, repair and paint	\$150,000
New post tension court	\$250,000
Path/ Trail Improvements	
Hand-built natural surface single track trail (18"-30" wide)	\$6-12/LF
Machine-built natural-surface trail (4-6' width)	\$20-25/LF
Asphalt Trail	\$3.50/SF
Concrete Trail	\$4.50/SF
Soft Surface - Crushed stone	\$2.50/SF
Off-leash Dog Parks	\$250K - \$350K
Irrigation Systems Per Acre	\$52,000+
Tree Replacements (Each 2-inch caliper)	\$350
Natural Area Restoration Per Acre	\$100K - \$200K
Transportation	
Bike - One Mile Cycle Track/Lane Mile (3 lane miles = 1.5 actual miles)	500,000+
Bike - One Lane Mile (2 lane miles = 1 mile actual mile)	2,000+
Bike - Protected Lane Mile (200 West 2015)	\$400,000
Traffic Signals - New	\$ 250,000
Traffic Signals - Upgrades	\$ 250,000
HAWK Signals	\$ 130,000
Crosswalk - Flashing	\$ 60,000
Crosswalk - School Crossing Lights	\$ 25,000
Crosswalk - Colored/Stamped varies based on width of road	\$15K - \$25K
Driver Feedback Sign	\$ 8,000
Streets	
Asphalt Overlay (Lane Mile)	\$ 280,000
Crack Seal (Lane Mile)	\$ 5,000
Road Reconstruction - Asphalt (Lane Mile)	\$ 500,000
Road Reconstruction - Asphalt to Concrete (Lane Mile)	\$700k - \$1.2 M
Sidewalk slab jacking (per square foot)	\$ 4
Sidewalk replacement (per square foot)	\$ 7 - \$10

Attachment 7 - List of Completed Projects and Unfinished Projects Older than Three Years

Cost Center	Description	Remaining Appropriation	Complete?	If Not Complete, Status?
8306079	Grant Tower Railroad Realignmn	\$ 628,701.42		
8307024	Grant Tower Project	\$ 164,402.39		
8312013	Open Space Signage	\$ (747.13)		
8313031	City Fleet Vehicle Fueling Sit	\$ 648.72		
8314049	Transit Study	\$ 443.70		
8314075	East/West Connector Study	\$ 70,176.24		
8314084	Percent for Art	\$ 28,764.28		
8314102	Pioneer Park Design	\$ 539.83		
8315015	Fire Station #14 furnishings	\$ 47,512.78		
8315022	Fire Station #3 furnishings	\$ 368.09		
8315027	Bikeway - Close the gap	\$ 10,415.67		
8315028	Indiana Ave/900 S Rehab Design	\$ 44,701.31		
8315045	PPL System-wide needs assessme	\$ 1,000.00		
8315046	City Sponsored Child Care Fac	\$ 250,000.00		
8315048	ADA Park Playgroun Surface Rep	\$ 34,277.25		
8315072	ADA Playground Improvements	\$ 21,719.98		
8315073	City Cemetery Master Plan	\$ 25,740.08		
8316018	ADA & CPSC Related Playground	\$ 4,620.00		
8316024	Sidewalk Rehabilitation: Concr	\$ 4,516.62		
8316027	Bikeways, Citywide	\$ 151,475.11		
8316031	Fairmont Park Pond Restoration	\$ 4,979.62		
8316033	Percent for Art	\$ 57,437.73		
8316041	PPL Deferred Maintenance, City	\$ 2,308.88		
8316046	1300 S Bicycle Bypass (pedestr	\$ 195,302.50		
8316047	Pioneer Park Improvements, 350	\$ 25,081.76		
8316070	Warm Springs Park, 840 N 300 W	\$ 13,499.36		
8316080	900 S Ramp Study	\$ 1.10		
8316081	Transportation master plan	\$ 100,000.00		
8316082	Redwood Road Study - UTA	\$ 4,657.66		
8316085	Contingency	\$ 100,000.00		
8317016	North Temple Viaduct debt serv	\$ 35,982.00		
8317017	Recreation/Open Space GO Bond	\$ (16,583.61)		
8317022	Fire Station 6 Driveway and Pa	\$ 5,849.21		
8317023	Leonardo (Old Library) Atrium	\$ 705.50		
8317024	Sorenson Multicultural Center	\$ 60,811.46		

8317025	500/700 S Reconstruction	\$ 978,143.07		
8317027	Transportation Safety Improvem	\$ 129,352.44		
8317029	Bus Stop Enhancements	\$ 7,749.83		
8317041	1200 East Green Median	\$ 43,789.64		
8317043	Parks and Public Lands Compreh	\$ 140,008.20		
8317044	RAC Site Improve - Maint Bldg.	\$ 4,867.27		
8317049	UTA TIGER GRANT MATCH	\$ 89,754.56		
8317055	Capital Facilities Plan	\$ 4,928.32		
8317081	ONESolution Development	\$ 2,200.71		
8317094	Crime lab improvements	\$ 118,200.00		
8317095	Fire Station #14	\$ 2,200.00		
8317096	Fire Station #3	\$ 2,200.00		
8317145	Liberty Park Improvements 17	\$ (0.06)		
TOTAL		\$ 3,602,703.49		

Attachment 8 – Reporting Ordinance for CIP Items C, D and E

(C) Projects that are in the ten (10) year capital facilities plan but are not recommended for funding;

Salt Lake City does not have a current Capital Facilities Plan and projects presented, did not allow for the ability to follow any recommended funding. The City is in the process of updating the CFP and creating a 10-year CFP including evaluating third-party firms to consult and assist in the development.

(D) Public information provided to the community development and capital improvement programs advisory board at the same time it is provided to the board. This fiscal year, constituents were unable to submit a formal application, however, petitions were made and emailed to a partial CIP team. Constituent petitions are included as part of the budget packet to the City Council for review. City applications for projects are also available and both proposed and not proposed projects are being submitted.

(E) Recommendations from the board at the same time they are transmitted to the mayor, per Section 2.07.150 of the City Code, Due to circumstances beyond the Administration's control, the CDCIP board only had one opportunity to meet therefore with limited time, the City requested for the board to provide a prioritization methodology recommendation. Staff set forth three prioritization methodology suggestions for the board to consider. The CDCIP board made no prioritization recommendation to the Mayor.

Attachment 9 - Completed Projects List for Recaptured Bond Proceeds

Description	Remaining Appropriation	Remaining Cash	Funding Source	GW Asset Codes
Office Bldg Constr STRB '09A	-	(3,969.91)	Bond Proceeds	
N Street Cemetery	2,085.10	2,085.10	Bond Proceeds	
C&C Building-Fan Coil		1,884.81		
Fairmont Park Pickle Ball	-	-	Bond Proceeds	
Fairmont Pk Tennis Courts	-	-	Bond Proceeds	
Total:		-		
Sports Complex GO 2013B	47.43	17,536.59	Bond Proceeds	BUILDINGS
Model Port Relocatio	5,355.29	5,355.29	Bond Proceeds	BUILDINGS
Total:		22,891.88		
North Temple Viaduct STRB	2,428.05	3,786.05	Bond Proceeds	ROADS
North Temple Blvd STRB	261,638.00	301,860.00		
Lindsey Gardens/Fairmont Pk AD	56,822.05	57,306.05	Bond Proceeds	
Fairmont Park Soccer Field	8,010.96	8,010.96	Bond Proceeds	
Downtown Cycle Track Network	1,482.82	1,482.82	Bond Proceeds	
Wakara Way/Arapeen Dr Roundabo	1,122.21	1,122.21	Bond Proceeds	
JC HVAC Upgrade	5,153.37	5,153.37	Bond Proceeds	IMPROVEMENTS
Memorial House Retaining Wall	-	43,737.10	Bond Proceeds	
Fire Station #4 Retaining Wall	23,237.78	23,237.78	Bond Proceeds	
RAC - Improve - Bldg	-	-	Bond Proceeds	IMPROVEMENTS
Fleet Fueling Sites	-	0.53	Bond Proceeds	
C&C Bldg Pedestrian Lighting	442.18	442.18	Bond Proceeds	
Sales Tax Bond Series 2014B COI	-	508,888.00		
Total:		955,027.05		
Pub. Safety Taxexempt GO bonds	-	5,691.40	Bond Proceeds	BUILDINGS
Public Safety taxable GO Bonds	-	57,715.07	Bond Proceeds	DEBT'
Public Safety GO 2010B	-	131,182.99	Bond Proceeds	BUILDINGS
Total:		194,589.46		

Accounts that have negative balances and/or are offset by other accounts
These proceeds can be used to pay debt service or transferred to the General Fund
These proceeds need to be used for capital expenditures ASAP (can be applied to a payment in the last 18 months or spent immediately)
These proceeds need to be used for public safety capital expenditures ASAP (can be applied to a payment in the last 18 months or spent immediately)

Attachment 10

Asset Condition Assessment Top 10's

During the winter of 2019, SLC Parks maintenance crew conducted an asset condition analysis of amenities by type, in parks that are in need of repair or replacement. The list is prioritized by the amenities in the worst condition. Estimates for these amenities was not included in the assessment. (Estimates become outdated too quickly and take a great deal of time and effort). Attached is the Parks Top ten list.

The Capital Facilities Plan, created with CAN in 2017 has an estimated \$127M in asset renewal/replacement needs from 2017-2027.

Park Structure

1. Cottonwood North Dog Park Pavilion
2. Cottonwood North Small Pavilion
3. Cottonwood South Dog Park Pavilion
4. Cottonwood South Small Pavilion
5. Jordan Park Pool House
6. Herman Franks SW Restroom
7. Lindsey Gardens Lower Concession
8. Oak Hills BD Concession Stand
9. Sunnyside Concession Stand
10. Rotary Glen Park Restroom by Dog Park
11. Cottonwood Restroom

Playgrounds

1. 600 East Park
2. Cotten Park
3. Pugsley Ouray Park Center
4. Swede Town Park
5. Liberty Park Rotary Playground
6. Jefferson Park East
7. Sherwood Park South
8. Wasatch Hollow Park South
9. Taufer Park
10. Popperton Park North

Fencing

1. Washington Park – Lower & Upper Ballfield
2. Sorensen E-Fence line & Perimeter

3. 10th E Senior Center NE Fence
4. Sunnyside Ballfield 4 Middle
5. Herman Franks SW Ballfield
6. Sherwood NE Baseball Field
7. Sunnyside Ballfield 1 NE
8. Herman Franks NE Ballfield
9. Sherwood SW Baseball Field
10. Sunnyside 8th South & Greenwood

Concrete & Asphalt

1. Memory Grove
2. JRP3
3. Cottonwood Park
4. Swede Town/Liberty Park
5. Riverside Park
6. Oak Hills Ball Diamond
- 7.
8. City Creek Park/Artesian Well
9. Wasatch Hollow Park
10. Library Square

Bridges

1. Memory Grove 3rd Bridge from S
2. Memory Grove 4th Bridge from S
3. Memory Grove 5th Bridge from S
4. JRPT 20 N @Fairpark
5. Hidden Hollow E Side of Park
6. JRPT 2000 S Glendale Golf Course
7. Fairmont West End Downstream Creek #1
8. Memory Grove 6th Bridge from S
9. North Gateway North Trail
10. Fairmont Upstream from Pond

Baseball/Softball Fields

1. Jordan Park North Softball
2. Sunnyside North Baseball
3. Sherwood Southeast Baseball
4. Lindsey Gardens Lower Baseball
5. Rosewood Babe Ruth Baseball
6. Westpointe North Baseball
7. Ensign Downs Baseball
8. Poplar Grove Baseball
9. Sherwood West Baseball
10. Sherwood Northeast Baseball

Volleyball Courts

1. Pioneer Park
2. Westpointe Park
3. Jordan Park
4. Poplar Grove Park
5. Cottonwood Park
6. Fairmont Park
7. Liberty Park

Basketball Courts

1. Liberty Park
2. Pioneer Park
3. Poplar Grove
4. Riverside Park
5. Sunnyside Park
6. Fairmont Park
7. 11th Ave
8. Westpointe Park
9. Madsen park
10. Swede Town Park

Tennis Courts

1. Warm Springs
2. Poplar Grove
3. Riverside Park
4. Fire Station Tennis
5. Reservoir Park
6. Pioneer Park
7. Victory Park
8. Sunnyside Park
9. Rosewood Park
10. Dee Glenn Smith Tennis

Irrigation

1. 600 East South Temple to 900 South
2. Sherwood Park
3. 800 East Islands 400 South to 900 South
4. 800 West Islands South
5. Warm Springs Park
6. Jordan Park
7. 200 West Islands 200 North to 750 North
8. Poplar Grove
9. Research Islands

10. Parks Building

Drinking Fountains

1. Cottonwood
2. Jordan North
3. Rotary Glen Back
4. Fairmont Middle
5. Riverside 600 North
6. Sherwood
7. Memory Grove
8. 900 South River Park
9. Herman Franks West
10. Riverside Boys

Restrooms

1. Richmond
2. Pugsley Park
3. Taufer
4. City Creek Park
5. Donner Park East
6. Donner Park West
7. Elizabeth Sherman
8. Riverside Tennis
9. Post Street
10. Warm Springs

Ornamental Fountains

1. Memory Grove
2. Liberty Eagle Fountain
3. Liberty Chase Fountain
4. 500 West South Temple
5. Library Wedge Wall
6. Donor Wall Library
7. Rotary Playground Fountain
8. Imperial Park
9. Jordan China Fountain

Identified Issues with the Current Process:

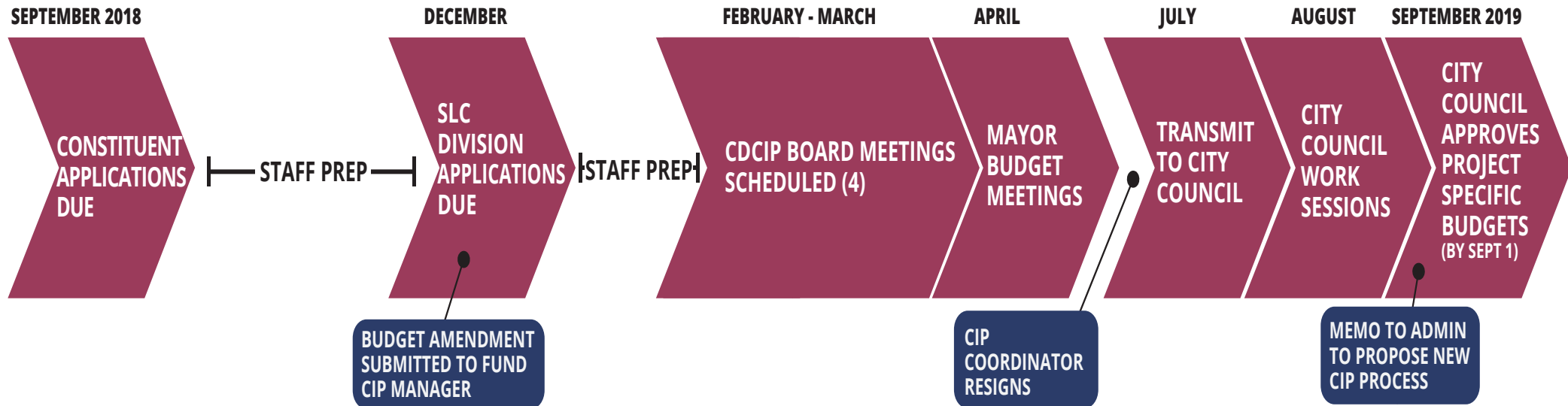
- The CIP coordinator did not have a clear, well defined CIP process to follow.
- The CIP coordinator was not empowered to fully “coordinate” the process.
- There are few administrative policies in place that set process criteria and that aligned with Resolution 29 of 2017.
- Salt Lake City does not have a formal Capital Facilities Plan (CFP) to provide a 10-year strategic plan direction.
- There is a lack of structure and organization for the constituent applications submittal process. Many applications were submitted with incomplete and often inaccurate information as well as without clear data that was left to the City Staff to define estimated costs, interpret project scope and ultimately manage.
- “Siloed” application processes between City departments where information, data and accounting is not transparent and often leave City divisions overlapping applications and competing for the same funding.
- There is not a standardized tracking of applications and funding recommendations and no database as a basis for constructing accurate analytics and for determining real-time progress and meeting performance objectives as outlined in a CFP.
- The scope of work with additional responsibilities continually added (as it related to Impact Fee administration) require more than one FTE to administer the CIP process.

Commitments:**In conjunction with the Council...**

- Update the City's 10-Year Capital Facilities Plan.
- Hire a new CIP Manager who will be empowered to enforce and implement the improved process as well as manage and update the Impact Fee Facilities Plans (IFFP).
- Create and codify administrative policy that aligns with Resolution 29 of 2017 to facilitate a more efficient CIP process.
- Identify a CIP model and structure and continue to implement into City's process.
- Create a standardized format and spreadsheet for tracking CIP through the entire process.
- Find and implement a working database to track and account for CIP projects that will provide metrics for data analysis.
- Develop a CIP process to run concurrent with and be submitted as a part of the Mayor's annual budget
- Develop a more complete and equitable process to improve constituent driven requests which should follow the 10-Year CFP and/or an established community Master Plan.

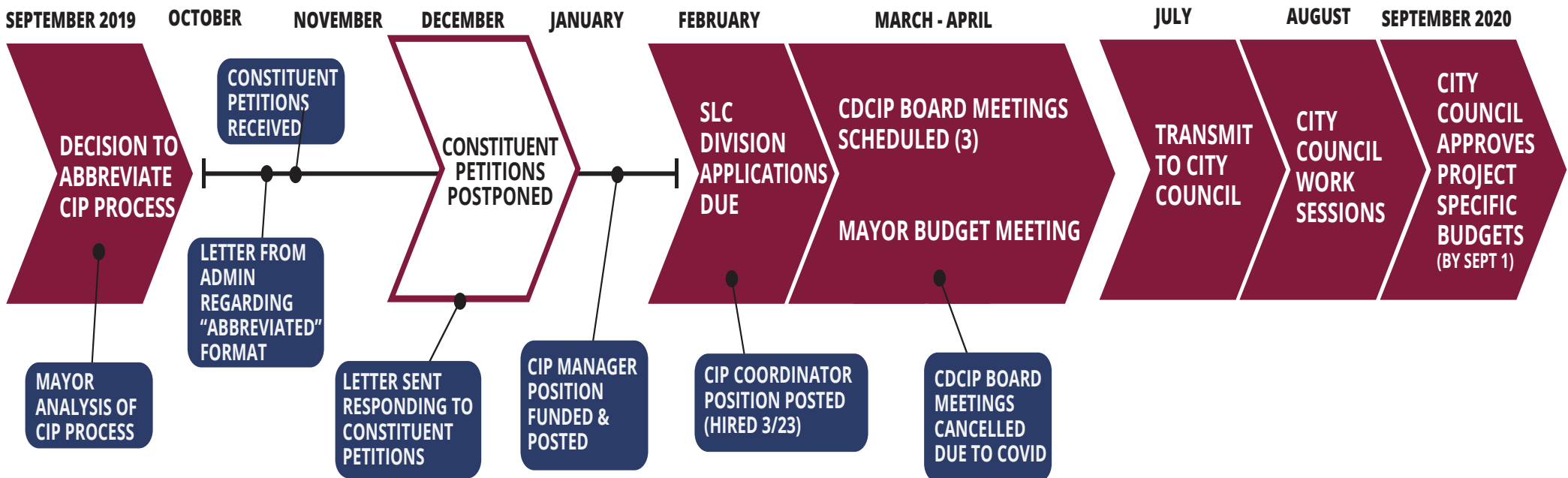
2019 CIP PROCESS

50 SLC APPLICATIONS | 14 CONSTITUENT APPLICATIONS | \$21,291,884 FUNDED



2020 CIP PROCESS

18 SLC APPLICATIONS | 0 CONSTITUENT APPLICATIONS | \$11,789,180 AVAILABLE FUNDS





Mayor's Recommended Capital Improvement Program Budget Proposal FY 20-21





MAYOR'S RECOMMENDED BUDGET

FISCAL YEAR 2020-21



CIP Summary Documents

Fiscal Year 2020-21





MAYOR'S
RECOMMENDED
CIP BUDGET
FISCAL YEAR 2020-21

CIP SUMMARY DOCUMENTS

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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 guided the City in determining the annual schedule of infrastructure improvements and budgets is the current fiscal year's capital budget.

Salt Lake City's FY 2020-21 Mayor's recommended budget appropriates \$302,705,624 for CIP, utilizing General Funds, Class "C" Funds, Impact Fee Funds, Redevelopment Agency Funds, Enterprise Funds, and other public and private funds.

The City CIP Budget Process for the General Fund includes a review by the Community Development Capital Improvement Program (CDCIP) Board, consisting of community residents. The CDCIP Board makes funding recommendations to the Mayor.

The Mayor makes final funding recommendations to the City Council as part of the Mayor's Recommended Budget. Details of the proposal are included in this the Mayor's Recommended CIP Budget.

The Salt Lake City Council will consider the Mayor's recommendations. A final CIP Budget will be proposed prior to the official budget adoption.

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 operation, repair and maintenance upon completion or acquisition. New facilities often require the addition of new positions to maintain the new infrastructure. Conversely, a positive contribution, such as a reduction in on-going repairs and maintenance, a capital project can mean for the fiscal well-being of the city is also factored into the decision-making process.

Each General Fund project includes a section for estimated future maintenance and/or operations expenses where departments have included projections of future operating cost increases.

The City also reviews all CIP projects to determine if significant progress has been made. All unfinished projects older than three years that do not show significant progress are then considered for recapture to allow those funds to be used on shovel ready projects.

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

Resolution No. 29 of 2017 has provided a framework on which the Administration has built its CIP recommendations for FY 2020-21. This guidance helps clarify the expectations the City's decision makers should have for 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 that a capital improvement is not a recurring capital outlay such as a motor vehicle of 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 also generally have a cost of \$50,000 or more, with few exceptions.

- A goal that the City will maintain its physical assets at a level adequate to protect the City's capital investments and minimize maintenance and replacement costs.
- Priorities 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 a preservation of the community's prior investment.
- Recapturing Capital Improvement Program funds where a project is completed and a balance remains during the first budget amendment of each year.

Debt Service (excluding G.O. Bonding)

The City's General Fund accounts for all debt service on outstanding Sales and Excise Tax Revenue bonds (except for the Eccles Theatre project), Local Building Authority Lease Revenue bonds (except for Glendale and Marmalade libraries) and Motor Fuel Excise Tax Revenue bonds through a payment from the City CIP contribution. Funds to pay debt service are included in the proposed annual budget of \$11,387,267.

Outstanding Sales and Excise Tax Revenue bonds financed a variety of the City's capital improvement projects. Local Building Authority Lease Revenue bonds financed the construction of two fire stations in Salt Lake City. Motor Fuel Excise Tax Revenue bonds funded the reconstruction of Class C roads throughout the City.

The administration continuously evaluates the City's funding of its Capital Improvement Program. Proceeds from debt financing are considered as one of the sources for funding the City's capital improvement projects. The City analyzes the effect issuance of additional debt would have on the City's debt capacity and current debt ratio.

Capital Projects

The following pages include detailed proposals for each project the Mayor is recommending for funding in fiscal year 2021. These pages also show a breakout of the funding recommendations and future costs associated with each project.

The proposal also includes funding for street reconstruction and overlay. The total for capital projects in the FY 2020-21 budget is \$11,799,745.

Maintenance Projects

The Mayor's proposal also consists of projects that meet the City's definition of CIP of over \$50,000 (for capitalization), but these projects are ongoing in nature. These funds help with the maintenance of capital investments to ensure these investments don't deteriorate and require new capital expenditures to replace the valuable assets the City already has.

The Administration reviewed all projects that were presented and determined if the project was a new capital expenditure or an on-going maintenance project. The following pages provide detail of those projects that were deemed maintenance projects. Total funding for maintenance projects is requested at \$2,948,507.

Enterprise Fund Projects

Enterprise Funds

The City's enterprise functions – Airport, Water, Sewer, Storm Water, 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 their functions.

Airport Enterprise Fund

The Airport CIP consists of \$21,675,000 of Airport improvements in FY 2020-2021. Of this amount, \$20,175,000 is appropriated for improvements at the Airport, while \$1,500,000 is set aside for updating both the master plans and AGIS surveys at the South Valley Regional Airport and the Tooele Valley Airport. No funds have been budgeted for FY 2020-2021 for the Terminal Redevelopment Program and the North Concourse Program as funds since these projects were budgeted for in prior fiscal years.

Public Utilities Funds

Public Utilities capital projects consist of projects within the Water Utility, Sewer Utility, Storm Water Utility and Street lighting Utility enterprise funds. These projects include improvements at treatment plants, reservoirs and along the riparian corridor. Projects are also scheduled for improvements within the collection and distribution lines and lighting infrastructure. Public Utilities capital projects are proposed totaling \$234,455,413.

Redevelopment Agency of Salt Lake City Funds

The Redevelopment Agency of Salt Lake City with a \$1,551,748 allocation from various funding sources continues to provide additional infrastructure improvements to Salt Lake City.

Sustainability Enterprise Fund

Sustainability operations proposed a budget total appropriation of \$15,000,000. This amount is for several major projects anticipated to launch within the next year that will 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. A new area for citizen unloading and the construction of a perimeter is also among the planned expenditures. The proposed amount is a pass through, and will be reimbursed from the landfill.

Golf Enterprise Fund

Golf Operations proposed a budget total appropriation of \$797,201. This amount includes annual emergency capital, equipment, facilities and infrastructure improvements of courses and buildings. It proposes a purchase of \$264,317 for vital maintenance equipment such as a sprayer, loader and tractor. Additionally, \$106,000 will be used for new driving range ball dispensers that allow customer payment at the dispenser with a full integration into the shop's current point of sale system. The remaining appropriation will be used toward Golf ESCO debt service.



**MAYOR'S
RECOMMENDED
CIP BUDGET**
FISCAL YEAR 2020-21

CIP SUMMARY DOCUMENTS

Salt Lake City
General Fund / Class C / Impact Fee / Enterprise Fund / Other CIP Summary
Fiscal Year 2021

PAGE NO.	PROJECT	GF	GF FOF	CLASS C	IMPACT FEES	OTHER	TOTAL
Debt Service	Debt Service Projects						
	Sales Tax 2007 Bond						\$ -
	Sales Tax Series 2012A Bond						\$ -
	B-3 Sales Tax Series 2013B Bond	\$ 534,171.00					\$ 534,171.00
	B-3 Sales Tax Series 2014A Bond	\$ 5,302,633.00					\$ 5,302,633.00
	B-3 Sales Tax Series 2014B Bond	\$ 735,796.00					\$ 735,796.00
	B-4 Sales Tax Series 2016A Bond	\$ 1,884,808.00					\$ 1,884,808.00
	B-4 Sales Tax Series 2019 A Bond	\$ 297,196.00					\$ 297,196.00
	Sales Tax Series 2019B Bond						\$ -
	B-4 B & C Roads Series 2014			\$ 953,671.00			\$ 953,671.00
	B-4 ESCO Debt Service to Bond	\$ 821,706.00					\$ 821,706.00
	B-5 ESCO Steiner Debt Service						\$ -
	B-5 ESCO Parks Debt Service						\$ -
	B-5 Crime Lab Master Lease						\$ -
	Debt Service Rescope					\$ (22,892.00)	\$ (22,892.00)
	Fire Station #3				\$ 541,106.00		\$ 541,106.00
	Fire Station #14				\$ 339,172.00		\$ 339,172.00
	Debt Service Projects Total	\$ 9,576,310.00	\$ -	\$ 953,671.00	\$ 880,278.00	\$ (22,892.00)	\$ 11,387,367.00
Ongoing	Ongoing Projects						
	B-6 Crime Lab	\$ 498,133.00					\$ 498,133.00
	B-6 Facilities Maintenance	\$ 350,000.00					\$ 350,000.00
	B-6 Parks Maintenance	\$ 250,000.00					\$ 250,000.00
	Ongoing Projects Total	\$ 1,098,133.00	\$ -	\$ -	\$ -	\$ -	\$ 1,098,133.00
Other Ongoing	Other Ongoing						
	B-7 Community and Neighborhoods - Surplus Land RES					\$ 200,000.00	\$ 200,000.00
	B-6 Public Services- Smiths Ballfield					\$ 156,000.00	\$ 156,000.00
	B-5 Public Services- ESCO County Steiner					\$ 154,706.00	\$ 154,706.00
	B-6 Public Services - Memorial House					\$ 68,554.00	\$ 68,554.00
	Other Ongoing	\$ -	\$ -	\$ -	\$ -	\$ 579,260.00	\$ 579,260.00
New CIP	New Projects Total						
	C-3 Street Improvements 2020/2021: Reconstructions and Overlays			\$ 2,046,329.00			\$ 2,046,329.00
	C-4 Rail Adjacent Pavement Improvements 2020/2021		\$ 70,000.00				\$ 70,000.00
	C-5 Bridge Replacement (200 South over Jordan River)	\$ -			\$ 2,302,733.00		\$ 2,302,733.00
	C-6 Facilities Capital Asset Replacement Program (\$6M investment) (Deferred Capital Replacement)	\$ 1,803,710.00	\$ 700,000.00				\$ 2,503,710.00
	C-7 Allen Park Urgent Property Protection, Planning & Public Access						\$ -
	C-8 Parks Critical Asset Renewal	\$ 478,400.00	\$ 596,600.00				\$ 1,075,000.00
	C-9 Foothills Trail System Master Plan - High Priority Projects	\$ 59,973.00					\$ 59,973.00
	C-10 Transportation Safety Improvements	\$ 375,000.00			\$ 375,000.00		\$ 750,000.00
	C-11 Traffic Signal & Intersection Upgrades	\$ 425,000.00			\$ 875,000.00		\$ 1,300,000.00
	C-12 Complete Streets and Urban Trails				\$ 625,000.00		\$ 625,000.00
	Transit Route Improvements		\$ 1,067,000.00				\$ 1,067,000.00
	New Projects Total	\$ 3,142,083.00	\$ 2,433,600.00	\$ 2,046,329.00	\$ 4,177,733.00	\$ -	\$ 11,799,745.00
Maintenance	Maintenance Funded Projects						
	D-3 Bridge Rehabilitation (400 South and 650 North over the Jordan River)	\$ 648,507.00	\$ 2,000,000.00				\$ 2,648,507.00
	D-4 Bridge Preservation 2020/2021		\$ 300,000.00				\$ 300,000.00
	Maintenance Funded Projects Total	\$ 648,507.00	\$ 2,300,000.00	\$ -	\$ -	\$ -	\$ 2,948,507.00



**MAYOR'S
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CIP BUDGET**
FISCAL YEAR 2020-21

CIP SUMMARY DOCUMENTS

Salt Lake City
General Fund / Class C / Impact Fee / Enterprise Fund / Other CIP Summary
Fiscal Year 2021

PAGE NO.	PROJECT	GF	GF FOF	CLASS C	IMPACT FEES	OTHER	TOTAL
Rescope	Rescoped Projects						
	C-7 Rescope - Allen Park Urgent Property Protection, Planning & Public Access				\$ 450,000.00		\$ 450,000.00
	C-9 Rescope - Foothills Trail System Master Plan - High Priority Projects				\$ 505,027.00		\$ 505,027.00
	Rescope - PSB Servers				\$ 194,589.46		\$ 194,589.46
	Rescoped Projects Total	\$ -	\$ -	\$ -	\$ -	\$ 1,149,616.46	\$ 1,149,616.46
	Cost Overrun	\$ 78,156.00	\$ 97,600.00				\$ 175,756.00
	Percent for Art	\$ 39,078.00	\$ 48,800.00				\$ 87,878.00
	Total General Fund/Other Fund/Class C Fund/Impact Fee Fund/CDBG Fund/Surplus Land Fund CIP Projects.	\$ 14,582,267.00	\$ 4,880,000.00	\$ 3,000,000.00	\$ 5,058,011.00	\$ 1,705,984.46	\$ 29,226,262.46
Other Fund Capital Improvement Programs							
Airport	Airport CIP Projects						
	E-4 Repair Tank Liners in 2 Feed Tanks at the Glycol Reclamation Plant				\$ 125,000.00		\$ 125,000.00
	E-5 Replace Calandria on MVR System				\$ 315,000.00		\$ 315,000.00
	E-6 16L/34R Holdbars to Taxiway A Inpavement Centerline Lighting				\$ 193,000.00		\$ 193,000.00
	E-7 16L/34R Holdbars to Taxiway H Inpavement Centerline Lighting				\$ 187,000.00		\$ 187,000.00
	E-8 Taxiway A Inpavement Centerline Lighting – Straight Section				\$ 101,000.00		\$ 101,000.00
	E-9 Taxiway B Inpavement Centerline Lighting				\$ 96,000.00		\$ 96,000.00
	E-10 Taxiways A & B Radius Inpavement Centerline Lighting				\$ 306,000.00		\$ 306,000.00
	E-11 ARFF Training Center Decommissioning (Design)				\$ 350,000.00		\$ 350,000.00
	E-12 Airfield Lighting and Rehabilitation – Phase 5 (Construction)				\$ 2,738,000.00		\$ 2,738,000.00
	E-13 Taxiway E Reconstruction F1-F2				\$ 3,946,000.00		\$ 3,946,000.00
	E-14 Taxiway G Centerline PCC Panel Replacement				\$ 2,303,000.00		\$ 2,303,000.00
	E-15 Gate 11 Demolition				\$ 81,000.00		\$ 81,000.00
	E-16 PCC Pavement Joint Seal Program – Deicing Pad T/W L – Phase I				\$ 500,000.00		\$ 500,000.00
	E-17 Cargo Apron Site Development (Design)				\$ 2,000,000.00		\$ 2,000,000.00
	E-18 South Valley Regional Airport Master Plan Update and AGIS Survey				\$ 750,000.00		\$ 750,000.00
	E-19 Tooele Valley Airport Master Plan Update and AGIS Survey				\$ 750,000.00		\$ 750,000.00
	E-20 North Cargo Parking Lot Expansion				\$ 584,000.00		\$ 584,000.00
	E-21 Landside Lighting Wire Replacement Design				\$ 275,000.00		\$ 275,000.00
	E-22 Electric Vehicle Charging Stations				\$ 420,000.00		\$ 420,000.00
	E-23 North Surplus Canal Levee Improvements				\$ 1,314,000.00		\$ 1,314,000.00
	E-24 Quick Turn Around Facility (QTA) Renovation and Repairs				\$ 618,000.00		\$ 618,000.00
	E-25 Asphalt Overlay Program 2021 – Economy Parking Lot Phase I				\$ 750,000.00		\$ 750,000.00
	E-26 Fleet Shop - Additional Oil and Bulk Fluid Dispensing System				\$ 151,000.00		\$ 151,000.00
	E-27 Roof Replacement for International Center Bldg. #1				\$ 49,000.00		\$ 49,000.00
	E-28 Roof Replacement for North Support Building #3 (Equipment Storage)				\$ 310,000.00		\$ 310,000.00
	E-29 Roof Replacement for North Support Building #15 (Maintenance Bldg.)				\$ 228,000.00		\$ 228,000.00
	E-30 IC3 Remodel (Design)				\$ 235,000.00		\$ 235,000.00
	E-31 CIP Committee Reserve/Airport Contingency				\$ 2,000,000.00		\$ 2,000,000.00
	Total Airport CIP Projects				\$ 21,675,000.00		\$ 21,675,000.00
Golf	Golf CIP Projects						
	E-33 Range Ball Dispensers				\$ 106,000.00		\$ 106,000.00
	E-34 Maintenance Equipment				\$ 264,317.00		\$ 264,317.00
	ESCO Golf Debt Service				\$ 426,884.00		\$ 426,884.00
	Total Golf CIP Projects				\$ 797,201.00		\$ 797,201.00



**MAYOR'S
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PAGE NO.	PROJECT	GF	GF FOF	CLASS C	IMPACT FEES	OTHER	TOTAL
Public Utilities	Public Utilities CIP Projects						
	E-37 Water Main Replacements				\$ 23,329,000.00	\$ 23,329,000.00	
	E-38 Treatment Plant Improvements				\$ 7,050,000.00	\$ 7,050,000.00	
	E-39 Deep Pump Wells				\$ 3,000,000.00	\$ 3,000,000.00	
	E-40 Meter Change-Out Program				\$ 2,700,000.00	\$ 2,700,000.00	
	E-41 Water Service Connections				\$ 2,508,000.00	\$ 2,508,000.00	
	E-42 Reservoirs				\$ 2,470,000.00	\$ 2,470,000.00	
	E-43 Pumping Plants & Pump Houses				\$ 80,000.00	\$ 80,000.00	
	E-44 Culverts, Flumes & Bridges				\$ 1,325,000.00	\$ 1,325,000.00	
	E-45 Distribution Reservoirs (Tanks)				\$ 5,400,000.00	\$ 5,400,000.00	
	E-46 Landscaping				\$ 68,000.00	\$ 68,000.00	
	E-47 Treatment Plants				\$ 139,478,913.00	\$ 139,478,913.00	
	E-48 Collection Lines				\$ 29,728,500.00	\$ 29,728,500.00	
	E-49 Lift Stations				\$ 7,035,000.00	\$ 7,035,000.00	
	E-50 Landscaping				\$ 100,000.00	\$ 100,000.00	
	E-51 Storm Drain Lines				\$ 7,385,000.00	\$ 7,385,000.00	
	E-52 Riparian Corridor Improvements				\$ 250,000.00	\$ 250,000.00	
	E-53 Detention Basins				\$ 140,000.00	\$ 140,000.00	
	E-54 Landscaping				\$ 118,000.00	\$ 118,000.00	
	E-55 Storm Water Lift Stations				\$ 50,000.00	\$ 50,000.00	
	E-56 Street Lighting Projects				\$ 2,240,000.00	\$ 2,240,000.00	
	Total Public Utilities CIP Projects				\$ 234,455,413.00	\$ 234,455,413.00	
RDA	Redevelopment Agency (RDA) CIP Projects						
	E-59 Japantown				\$ 250,000.00	\$ 250,000.00	
	E-60 100 South Utilities				\$ 388,981.00	\$ 388,981.00	
	E-61 Regent Street Parking Structure Capital Reserves				\$ 100,000.00	\$ 100,000.00	
	E-62 10% School Fund				\$ 42,681.00	\$ 42,681.00	
	E-63 Catalytic Project				\$ 270,086.00	\$ 270,086.00	
	E-64 Project Area Art				\$ 250,000.00	\$ 250,000.00	
	E-65 Gallivan Repairs				\$ 250,000.00	\$ 250,000.00	
	Total RDA CIP Projects				\$ 1,551,748.00	\$ 1,551,748.00	
Sustainability	Total Sustainability CIP Projects						
	E-68 SLVSWMF Construction and Planning Projects				\$ 15,000,000.00	\$ 15,000,000.00	
	Total Sustainability CIP Projects				\$ 15,000,000.00	\$ 15,000,000.00	
	Total Enterprise and Other Fund CIP				\$ 273,479,362.00	\$ 273,479,362.00	
	GRAND TOTAL	\$ 14,582,267.00	\$ 4,880,000.00	\$ 3,000,000.00	\$ 5,058,011.00	\$ 275,185,346.46	\$ 302,705,624.46



Salt Lake City
CIP Impact Fee Summary
Fiscal Year 2021

PROJECT		Parks Impact	Street Impact	Police Impact	Fire Impact	TOTAL
Impact Fees	Impact Fee Projects					
	Fire Station #3				\$ 541,106.00	\$ 541,106.00
	Fire Station #14				\$ 339,172.00	\$ 339,172.00
	Bridge Replacement (200 South over Jordan River)		\$ 2,302,733.00			\$ 2,302,733.00
	Transportation Safety Improvements		\$ 375,000.00			\$ 375,000.00
	Traffic Signal & Intersection Upgrades		\$ 875,000.00			\$ 875,000.00
	Complete Streets and Urban Trails	\$ 625,000.00				\$ 625,000.00
	Total Impact Fee CIP Projects	\$ 625,000.00	\$ 3,552,733.00	\$ -	\$ 880,278.00	\$ 5,058,011.00



**Salt Lake City
Unfunded Projects
Fiscal Year 2021**

	Organization Name	Proposal Title	Project Address Location	General Fund	Impact Fee	TOTAL
Unfunded Projects	Unfunded CIP Projects					
	Engineering	Public Way Concrete 2020/2021	Various	\$750,000		\$ 750,000.00
	Engineering	Wingpointe Levee Design	Approximately 3500 West	\$800,000		\$ 800,000.00
	Public Lands	Library Square Feasibility Study, Civic Engagement, and Design Development	451 S State Street	\$185,000		\$ 185,000.00
	Public Lands	Parleys Historic Nature Park Historic Structures Preservation	2740 S 2700 East	\$250,000		\$ 250,000.00
	Public Lands	Jordan River Trail Infrastructure Safety & Repair	Approximately 1700 West	\$550,000		\$ 550,000.00
	Constituent	1200 East Median curb and gutter, tree planting	1200 East	TBD		\$ -
	Constituent	1300 South Camping resistant landscaping	1300 South	TBD		\$ -
	Constituent	Liberty Hills Tennis ADA ramp and Court #7 repair	Liberty Park	\$50,000		\$ 50,000.00
	Constituent	Red and Ila Rose Wetland preserve	415 S 1000 West	\$237,000		\$ 237,000.00
	Constituent	Harvard Ave reconstruction	Harvard Ave between 1300 and 1500	\$50,000		\$ 50,000.00
	Constituent	Traffic calming planning	1027 E Hollywood Ave	\$50,000		\$ 50,000.00
	Constituent	Kensington Ave neighborhood byway	Kensington Ave between Main St and 600 East	\$400,000		\$ 400,000.00
	Constituent	Liberty Hills Tennis reconstruction of the top four courts	1216 S Wasatch Drive	\$350,000		\$ 350,000.00
	Constituent	Resurface Libery park BB courts	1340 S 300 East	\$50,000		\$ 50,000.00
	Constituent	300 South infrastructure upgrade	165 S 300 East	\$250,000		\$ 250,000.00
	Constituent	New Sugarhouse Park pavilion	Sugarhouse Park	\$131,000		\$ 131,000.00
	Constituent	Sunnyside Sidewalk reconstruction	500 S Foothill Drive	\$31,259		\$ 31,259.00
	Constituent	Resurfacing all City tennis courts	1216 S Wasatch Drive	\$175,000		\$ 175,000.00
	Constituent	Custodial storage building, new roof, east gate expansion	589 E 1300 South	\$129,834		\$ 129,834.00
	Constituent	Community garden enhancements and safety upgrades	Various	\$75,000		\$ 75,000.00
	Constituent	Walkway to Wingate Village from Redwood Road	475 N Redwood Road	\$100,000		\$ 100,000.00
	Total Unfunded CIP Projects			\$ 4,614,093.00	\$ -	\$ 4,614,093.00



Debt Service CIP

Fiscal Year 2020-21





MAYOR'S RECOMMENDED BUDGET

FISCAL YEAR 2020-21

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Sales and Excise Tax Revenue Bonds, Series 2012A

2021 Budget	Type of Debt	Origination Date	Final Payment	Funding Source
\$0	Sales Tax Rev Bonds	June 2012	10/1/2032	RDA

Sales and Excise Tax Revenue Bonds, Series 2012A, were issued in June 2012 for the purpose of constructing and improving various City roads, including the replacement of the North Temple Viaduct and improving North Temple Boulevard. The bonds were issued with a par amount of \$15,855,000. As of June 30, 2020, \$11,485,000 in principal remains outstanding.

The debt service is currently fully funded by tax increment revenue from the RDA. General Fund may need to pay debt service in the future if the tax increment revenue does not fully cover the debt service.

Principal is due annually on October 1. Interest is due semi-annually on April 1 and October 1. The Series 2012A bonds mature on October 1, 2032.

Sales and Excise Tax Revenue Bonds, Series 2013B

2021 Budget	Type of Debt	Origination Date	Final Payment	Funding Source
\$534,141	Sales Tax Rev Bonds	November 2013	10/1/2033	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. As of June 30, 2020, \$5,775,000 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, 2033.

Taxable Sales Tax Revenue Refunding Bonds, Series 2014A

2021 Budget	Type of Debt	Origination Date	Final Payment	Funding Source
\$5,302,633	Sales Tax Rev Bonds	July 2014	10/1/2020	General Fund

Taxable Sales Tax Revenue Refunding Bonds, Series 2014A were issued in July 2014 to refund the Series 2005A bonds. The Series 2005A bonds were originally issued to refund all of the City's MBA (Municipal Building Authority) debt.

The Series 2014A bonds were issued with a par amount of \$26,840,000. The refunding resulted in a net present value savings of \$1,517,025.39 for the City. As of June 30, 2020, \$5,305,000 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, 2020.

Sales and Excise Tax Revenue Bonds, Series 2014B

2021 Budget	Type of Debt	Origination Date	Final Payment	Funding Source
\$738,796	Sales Tax Rev Bonds	September 2014	10/1/2034	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, 2020, \$8,885,000 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

2021 Budget	Type of Debt	Origination Date	Final Payment	Funding Source
\$1,884,808	Sales Tax Rev Bonds	June 2016	10/1/2028	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. The refunding resulted in a net present value savings of \$2,363,890.47 for the City. As of June 30 2020, \$19,850,000 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

2021 Budget	Type of Debt	Origination Date	Final Payment	Funding Source
\$1,884,808	Sales Tax Rev Bonds	December 2019	10/1/2027	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. The refunding resulted in a net present value savings of \$299,661 for the City. As of June 30, 2020, \$2,620,000 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.

Motor Fuel Excise Tax Revenue Bonds, Series 2014

2021 Budget	Type of Debt	Origination Date	Final Payment	Funding Source
\$953,671	Sales Tax Rev Bonds	August 2014	4/1/2024	General Fund

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, 2020, \$3,720,000 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

2021 Budget	Type of Debt	Origination Date	Final Payment	Funding Source
\$82,850	Capital Lease	December 2019	March 2026	General Fund

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



ESCO Steiner Lease Debt Service

2021 Budget	Type of Debt	Origination Date	Final Payment	Funding Source
\$154,706	Capital Lease	January 2013	July 2029	County
\$154,706	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

2021 Budget	Type of Debt	Origination Date	Final Payment	Funding Source
\$0	Capital Lease	August 2012	March 2026	General Fund

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

Crime Lab Improvements Capital Lease Debt

2021 Budget	Type of Debt	Origination Date	Final Payment	Funding Source
\$0	Capital Lease	March 2015	September 2021	General Fund

This capital lease provided the funding for the improvements to the leased space for the Crime Evidence Lab.

Lease Revenue Bonds, Series 2016A

2021 Budget	Type of Debt	Origination Date	Final Payment	Funding Source
\$339,172	LBA Lease Revenue Bonds	August 2014	4/1/2024	General Fund Lease Revenue

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, 2020, \$6,015,000 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

2021 Budget	Type of Debt	Origination Date	Final Payment	Funding Source
\$348,964	LBA Lease Rev Bonds	April 2017	4/15/2038	General Fund Lease Revenue

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, 2020, \$7,840,000 in principal remains outstanding.



ONGOING COMMITMENTS FROM GENERAL FUND

Crime Lab Rental Payments

2021 Budget		Origination Date		Funding Source
\$498,133				General Fund

Yearly Rental payments for Crime Evidence Lab

Facilities Maintenance

2021 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.

Parks Maintenance

2021 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

2021 Budget		Origination Date		Funding Source
\$87,878				General Fund

To provide enhancements such as decorative pavement, railings, sculptures and other works of art. (1% of CIP)

Cost overrun

2021 Budget		Origination Date		Funding Source
\$175,756				General Fund

ONGOING COMMITMENTS FROM OTHER SOURCES

Smith Ballfield Naming Rights

2021 Budget		Origination Date		Funding Source
\$156,000				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 27 yrs. old.

CIP Memorial House

2021 Budget		Origination Date		Funding Source
\$68,554				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

2021 Budget		Origination Date		Funding Source
\$200,000				Other-Donations

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

2021 Budget	Type of Debt	Origination Date	Final Payment	Funding Source
Don't need for CIP	Sales Tax Rev Bonds	October 2019	4/1/2038	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. The refunding resulted in a net present value savings of \$6,396,905. As of June 30, 2020, \$58,205,000 in principal remains outstanding.

Principal is due annually on April 1 beginning in 2020. Interest is due semi-annually on April 1 and October 1. The bonds mature on April 1, 2038.



MAYOR'S
RECOMMENDED
CIP BUDGET
FISCAL YEAR 2020-21

DEBT SERVICE CIP

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General Fund Capital Projects

Fiscal Year 2020-21





MAYOR'S RECOMMENDED BUDGET

FISCAL YEAR 2020-21

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Project Title:	Street Improvements 2020/2021: Reconstruction and Overlays
Project Address:	City-wide

Project Description:

Deteriorated city streets will be reconstructed or rehabilitated using funding from this program. This will provide replacement of street pavement, curb and gutter, sidewalk, drainage improvements as necessary. Where appropriate, the program will include appropriate bike way and pedestrian access route improvements as determined by the Transportation Division per the Complete Streets ordinance. Currently this fund is being expended to support the street reconstruction projects funded by the Street Bond.

Proposal ID:	160223
Department:	Engineering
Project Type:	Infrastructure
Category:	Capital



Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund			
Class C Funds		\$2,046,329	
Impact Fee Funds			

Estimated Future Maintenance and/or Operational Expense:

This project will not add any maintenance or operational expenses for street maintenance but may increase maintenance costs for new bike lanes, wider sidewalks, cycle tracks, etc. The additional maintenance cost will be determined based on the City's anticipated Level of Service (snow removal on sidewalks, cycle tracks, sweeping on cycle tracks, and sidewalks, etc).



Project Title:	Rail Adjacent Pavement Improvements 2020/2021
Project Address:	City-wide

Project Description:

This program will address uneven pavement adjacent to railway crossings. UDOT is responsible for managing rail crossings in the State. UDOT's expectation is that the impacted city helps with upgrade by providing the paving required to address the transition from the road across the new rail panels. This request will allow Engineering to address one to two locations per year while coordinating with UDOT on additional locations in future years.



Proposal ID:	160455
Department:	Engineering
Project Type:	Infrastructure
Category:	Capital

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund		\$70,000	
Class C Funds			
Impact Fee Funds			

Estimated Future Maintenance and/or Operational Expense:

This project will not add any maintenance or operational expenses.



**MAYOR'S
RECOMMENDED
CIP BUDGET**
FISCAL YEAR 2020-21

GENERAL FUND CAPITAL PROJECTS

Project Title:	Bridge Replacement
Project Address:	200 South over Jordan River

Project Description:
The complete removal and replacement of the existing vehicle bridge for 200 South over the Jordan River. Design will consider complete streets features, accommodations for the adjacent Jordan River Trail, and the historic nature of the adjacent Fisher Mansion, and potential art components incorporated into or around the new bridge.

Proposal ID:	160513
Department:	Engineering
Project Type:	Infrastructure
Category:	Capital



Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund			
Class C Funds			
Impact Fee Funds		\$2,302,733	

Estimated Future Maintenance and/or Operational Expense:
Future repairs are currently funded through the Bridge Preservation Program. There are currently no maintenance funds designated for City's bridges.



Project Title:	Facilities Capital & Deferred Capital Assets
Project Address:	General Fund Properties

Project Description:

Currently the City owns an estimated 2.5 million square feet of building facility assets across Salt Lake City. This includes more than 83 buildings and structures at more than 100 sites that include critical infrastructure, such as control centers, maintenance shops, administrative offices, and warehouses. Facilities' major role is overall asset management, facilities maintenance, and operations of these buildings. The identified backlog of maintenance and repairs by FY21 will grow to over an estimated \$53.8 million dollars worth of building assets that have exceeded their useful life. The intention of the Facilities Capital Asset Replacement Plan is to retire deferred capital asset replacements in ten-years. Funding the plan at an estimated \$7 million per year for ten-years will reduce this backlog. The plan is designed to predict failures before they occur; replace assets in a planned, budgeted approach; and reduce the need for emergency Budget Amendments for replacement of failed equipment. Replacements are scheduled and prioritized as follows: 1) Life Safety and Human Health Risk, 2) Structural Damage or Property Loss and Legal Obligations 3) Energy Conservation and Sustainability, 4) Thermal Comfort, 5) Capital Asset Renewal, 6) Functional Improvements, 7) Aesthetics / Beauty.



Proposal ID:	160304
Department:	Facilities
Project Type:	Equipment
Category:	Capital

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund		\$2,503,710	
Class C Funds			
Impact Fee Funds			

Estimated Future Maintenance and/or Operational Expense:

Future maintenance and operational expenses for the replacement of these already existing assets are developed within the City's annual operational budgets.



**MAYOR'S
RECOMMENDED
CIP BUDGET**
FISCAL YEAR 2020-21

GENERAL FUND CAPITAL PROJECTS

Project Title:	Allen Park Urgent Property Protection, Planning & Access
Project Address:	1328 E Allen Park Dr, Salt Lake City

Project Description:
The installation of fencing, lighting and irrigation to secure, protect and maintain the historic structures, artworks, and natural environment on the Allen Park property; (b) stabilization of historic buildings and artworks to prevent collapse or additional degradation while the City prepares comprehensive plans for adaptive reuse and activation of the site, and potentially limited demolition of collapsing structures where necessary to protect public safety; (c) installation of a public pathway around and/or through the site; (d) consultant services to provide technical analysis, public engagement support and preparation of an Improvements & Activation Plan for the property.



Proposal ID:	175888
Department:	Public Lands
Project Type:	Improvement
Category:	Rescope

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund			
Class C Funds			
Impact Fee Funds			
Other Funds		\$450,000	

Estimated Future Maintenance and/or Operational Expense:
\$56,000 annually



**MAYOR'S
RECOMMENDED
CIP BUDGET**
FISCAL YEAR 2020-21

GENERAL FUND CAPITAL PROJECTS

Project Title:	Parks Critical Asset Renewal
Project Address:	City-wide

Project Description:

The repair or replacement of park amenities and play features that are currently out-of-service or near closure. Many of the facilities are still functional, however, their poor condition discourages use. Amenities in the worst condition with the highest use will be targeted first. Examples of amenities include: • Basketball and tennis courts in deteriorated condition in parks such as Liberty Park and Poplar Grove Park; • Paving surfaces that are tripping hazards in high use parks such as Memory Grove; • Pavilions in disrepair in Cottonwood Park and Poplar Grove Park; • Playgrounds that are deteriorated and at risk for closure in parks such as Pioneer Park and Tauffer Park • Inefficient and ineffective irrigation systems that increase operations and staffing costs in locations such as 1200 East Islands and Warm Springs Park. Specific information on priorities for these amenities are as follows: 1. Irrigation systems at 1200 East Islands and Warm Springs Park; 2. Pavilions at Cottonwood Park and Poplar Park; 3. Paving surface at Memory Grove Park; 4. Basketball Court at Liberty Park and/or Poplar Grove Park; 5. Tennis Courts at Poplar Grove Park; 6. Playground at Pioneer Park



Proposal ID:	161334
Department:	Public Lands
Project Type:	Improvement
Category:	Capital

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund		\$1,075,000	
Class C Funds			
Impact Fee Funds			

Estimated Future Maintenance and/or Operational Expense:

N/A



Project Title:	SLC Foothills Trail System Master Plan
Project Address:	CW / District 3 & 6

Project Description:
The completion of shovel-ready trail projects in the Foothills Natural Area, consistent with the specific implementation recommendations of the SLC Foothill Trails Master Plan and SLC Open Space Master Plan, likely including construction of the Dry Creek Alternate Trail in the Central Foothills and the Lakeview Trail in the North Foothills, and other trail segments as funding allows. The project scope also includes professional consulting services to support the completion of federally-compliant environmental analysis, required to permit implementation of Phase II of the Foothill Trails Master Plan.



Proposal ID:	166180
Department:	Public Lands
Project Type:	Improvement
Category:	Rescope/Capital

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund		\$59,973	
Class C Funds			
Impact Fee Funds			
Other Funds		\$505,027	

Estimated Future Maintenance and/or Operational Expense:
\$11,000 Annual Expense



Project Title:	Transportation Safety Improvements
Project Address:	This funding will be used for projects throughout the city.

Project Description:

Safety for all people travelling is the Transportation Division's first priority. This funding would provide the Transportation Division the ability to implement high priority multi-modal safety improvements. This funding will better empower Transportation to work quickly to address identified safety needs as part of our efforts to achieve zero fatalities and reduce injuries within our city. This fund will significantly reduce the time between the identification of a safety issue and installation of the identified mitigation, thereby reducing the risk of crashes and injury in the interim period. Projects are identified by using data to analyze crash history, roadway configuration and characteristics, and with citizen input. Identified projects to improve traffic safety will involve conditions that pose a higher relative risk of injury to those traveling within SLC and are therefore deemed a high priority for implementation.

zero
Fatalities

A Goal We Can All Live With

Proposal ID:	161407
Department:	Transportation
Project Type:	Improvement Equipment Infrastructure
Category:	Capital

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund		\$375,000	
Class C Funds			
Impact Fee Funds		\$375,000	

Estimated Future Maintenance and/or Operational Expense:

Depending upon the type of project constructed, additional operation and maintenance expenditures may result. For example, a new traffic signal will required power costs and maintenance. However, reconfiguring the layout of signs at an intersection may not require additional maintenance expense. Since the exact projects to be constructed/implemented are currently unknown, it is not possible to provide anticipated maintenance expenses and/or future costs at this time.



Project Title:	Traffic Signal & Intersection Upgrades
Project Address:	Potential signals: West Temple/1300 South; 1100 East/1700 South; Glendale/California; South Temple/500 East; North Temple/West Temple; 100 South/1300 East

Project Description:
<p>This project will remove the existing traffic signal equipment that has reached the end of its useful life, including steel poles, span wire, signal heads, and traffic signal loops and will upgrade the intersections with mast arm poles, new signal heads, pedestrian signal heads with countdown timers, improved loop detection, and left turn phasing, as needed. Installation of upgraded signals often leads to improvements in detection for autos and bicycles, as well as pedestrian upgrades. This item is needed to maintain a state of good repair. Based on our maintenance assessments, six traffic signal upgrades are recommended each year. Over the past years only partial funding has been received. Where needed and appropriate, other multi-modal upgrades will be constructed at these intersections to improve safety and operations for walking, biking, and buses.</p>



Proposal ID:	161405
Department:	Transportation
Project Type:	Improvement Equipment Infrastructure
Category:	Capital

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund		\$425,000	
Class C Funds			
Impact Fee Funds		\$875,000	

Estimated Future Maintenance and/or Operational Expense:
N/A



Project Title:	Complete Streets & Urban Trails Enhancements
Project Address:	City-wide

Project Description:

This project providing funding for the planning, design, and construction of multi-modal street changes (e.g., bicycle, pedestrian, and transit elements within the public right of way) consistent with the City's Complete Streets Ordinance and/or recommendations of City master plans. Examples of these elements include striping changes, crossing signals and treatments, protected intersections, neighborhood byways, ADA-compliant bus stops, and median pedestrian refuges. These funds may be used to match other funding sources, such as Salt Lake County's Transportation Choice Fund or WFRC's Transportation and Land Use Connection or Transportation Alternatives Program.



Proposal ID:	161410
Department:	Transportation
Project Type:	Infrastructure
Category:	Capital

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund			
Class C Funds			
Impact Fee Funds		\$625,000	

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.



General Fund Maintenance Projects

Fiscal Year 2020-21





MAYOR'S RECOMMENDED BUDGET

FISCAL YEAR 2020-21

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**MAYOR'S
RECOMMENDED
CIP BUDGET**
FISCAL YEAR 2020-21

GENERAL FUND MAINTENANCE PROJECTS

Project Title:	Bridge Rehabilitation
Project Address:	400 South and 650 North over the Jordan River

Project Description:

Rehabilitation of the 400 South and 650 North vehicle bridges over the Jordan River. The existing asphalt surface will be removed and the underlying deck will be treated for cracking and delaminated concrete. The deck will receive a waterproofing membrane, a new asphalt overlay, and deck drains to remove storm water from the deck. The under surface of the bridge will be treated for cracking and delaminated concrete on the deck, girders, pier caps, and abutments. The steel piles supporting the piers exhibit heavier than typical corrosion. The piles will be dewatered and treated for corrosion. The existing damaged parapet wall will be removed and rebuilt which will widen the sidewalk and improve the pedestrian access route. Additionally, aesthetic enhancements will be incorporated including replacing the chain link fence and railings mounted on the outside of the sidewalk with decorative railings. Due to the recent earthquake damage to 650 North bridge, more of these funds may need to be used on 650 North then on 400 South.



Proposal ID:	160530
Department:	Engineering
Project Type:	Improvement
Category:	Maintenance

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund		\$2,648,507	
Class C Funds			
Impact Fee Funds			

Estimated Future Maintenance and/or Operational Expense:

Future repairs are currently funded through the Bridge Preservation Program. There are currently no maintenance funds designated for City's bridges.



MAYOR'S RECOMMENDED CIP BUDGET

FISCAL YEAR 2020-21

GENERAL FUND MAINTENANCE PROJECTS

Project Title:	Bridge Preservation Program 2020/2021
Project Address:	City-wide

Project Description:

There are 23 bridges in Salt Lake City, most crossing either the Jordan River or the Surplus Canal. UDOT inspects these bridges every two years and provides the city with a basic condition report. The city is responsible for performing appropriate maintenance activities based on statements in the UDOT report. City Engineering has prepared an ongoing bridge maintenance strategy with the objective of extending the functional life of these structures, and extending the time between major repairs. The requested funds will be used to address needed repairs and routine preservations.

Proposal ID:	160434
Department:	Engineering
Project Type:	Infrastructure
Category:	Maintenance



Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund		\$300,000	
Class C Funds			
Impact Fee Funds			

Estimated Future Maintenance and/or Operational Expense:

This project will not add any maintenance or operational expenses.



Enterprise Fund Capital Projects

Fiscal Year 2020-21





MAYOR'S RECOMMENDED BUDGET

FISCAL YEAR 2020-21

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Salt Lake City 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 has 610.8 full-time employee 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 2021 (FY 2021) budget reflects changes for COVID-19 based on information known at the end of March 2020. The Department of Airports will act prudently in managing the FY 2021 budget and look for ways to continue to save operating and capital expenses where feasible.

The developed FY 2021 budget continues to provide positive financial benefits while facing challenges of decreased passengers and revenues. The Airport will continue to fund important capital projects while deferring non-critical projects to preserve cash and liquidity. These projects include the Terminal Redevelopment Program (TRP) and the North Concourse Program (NCP), which will improve ongoing operations, create jobs, and provide economic stimulus to the City's and State's economy.



**SALT LAKE CITY DEPARTMENT OF AIRPORTS
CAPITAL IMPROVEMENT FY 2021 BUDGET**

Project Title:	Repair Tank Liners in 2 Feed Tanks at the Glycol Reclamation Plant
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Project Description:

Replace tank liners in two feed tanks at the Glycol Reclamation Plant.

Project Justification:

The plant has two feed tanks that were originally epoxy lined in 2007. This lining has started to fail exposing the carbon steel material to the corrosive nature of our process water. The original lining will need to be stripped and the tanks will need to be properly prepared and relined by a lining contractor. Failure to address the lining could result in permanent tank damage requiring complete tank replacement.

Design Start Date	Construction Start Date	Project Completion Date
July 2020	July 2020	September 2020

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
-	-	-	\$125,000	-	\$125,000

AIP Funds	PFC Funds	CFC Funds	Grants	Airport Funds
-	-	-	-	\$125,000

PROJECT LOCATION





**SALT LAKE CITY DEPARTMENT OF AIRPORTS
CAPITAL IMPROVEMENT FY 2021 BUDGET**

Project Title: Replace Calandria on MVR System

Project Description:

The existing Calandria on the Glycol Reclamation Plant MVR system needs to be replaced.

Project Justification:

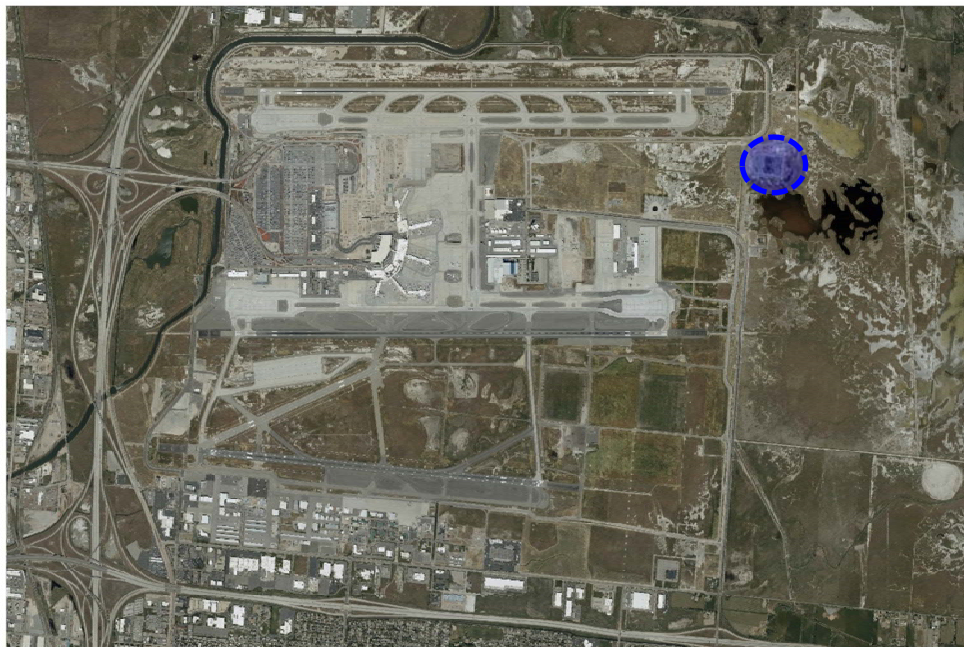
The Calandria that was manufactured and installed in the spring of 2019 was not fabricated to the correct design and is not operating properly or at capacity. The Calandria needs to be replaced to meet the required production rate of the glycol processing plant.

Design Start Date	Construction Start Date	Project Completion Date
July 2020	May 2021	October 2021

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
\$50,000	\$5,000	-	\$250,000	\$10,000	\$315,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
-	-	-	-	\$315,000

PROJECT LOCATION





**SALT LAKE CITY DEPARTMENT OF AIRPORTS
CAPITAL IMPROVEMENT FY 2021 BUDGET**

Project Title:	16L/34R Holdbars to Taxiway A Inpavement Centerline Lighting
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Project Description:

Replace existing quartz inpavement Taxiway A centerline lighting and install new LED fixtures at the holdbar of each intersection on Taxiway A and lead to the straight section of Taxiway A.

Project Justification:

LED Inpavement centerline lighting greatly improves color quality for identification, visibility for pilots and efficiency in power consumption

Design Start Date	Construction Start Date	Project Completion Date
July 2020	July 2020	August 2020

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
-	-	-	\$193,000		\$193,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
-	-	-	-	\$193,000

PROJECT LOCATION





**SALT LAKE CITY DEPARTMENT OF AIRPORTS
CAPITAL IMPROVEMENT FY 2021 BUDGET**

Project Title:	16L/34R Holdbars to Taxiway H Inpavement Centerline Lighting
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Project Description:

Replace existing quartz Inpavement Taxiway H centerline lighting and install new LED fixtures at the holdbar for 16L/34R and lead to the Taxiway straight section.

Project Justification:

LED inpavement centerline lighting greatly improves color quality for identification, visibility for pilots and efficiency in power consumption

Design Start Date	Construction Start Date	Project Completion Date
July 2020	July 2020	August 2020

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
-	-	-	\$187,000	-	\$187,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
-	-	-	-	\$187,000

PROJECT LOCATION





**SALT LAKE CITY DEPARTMENT OF AIRPORTS
CAPITAL IMPROVEMENT FY 2021 BUDGET**

Project Title:	Taxiway A Inpavement Centerline Lighting – Straight Section
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Project Description:

Replace existing quartz inpavement taxiway centerline lighting and install new LED fixtures in the straight section of Taxiway A centerline the full length of taxiway.

Project Justification:

LED inpavement centerline lighting greatly improves color quality for identification, visibility for pilots and efficiency in power consumption.

Design Start Date	Construction Start Date	Project Completion Date
July 2020	July 2020	August 2020

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
-	-	-	\$101,000	-	\$101,000

AIP Funds	PFC Funds	CFC Funds	Grants	Airport Funds
-	-	-	-	\$101,000

PROJECT LOCATION





**SALT LAKE CITY DEPARTMENT OF AIRPORTS
CAPITAL IMPROVEMENT FY 2021 BUDGET**

Project Title:	Taxiway B Inpavement Centerline Lighting
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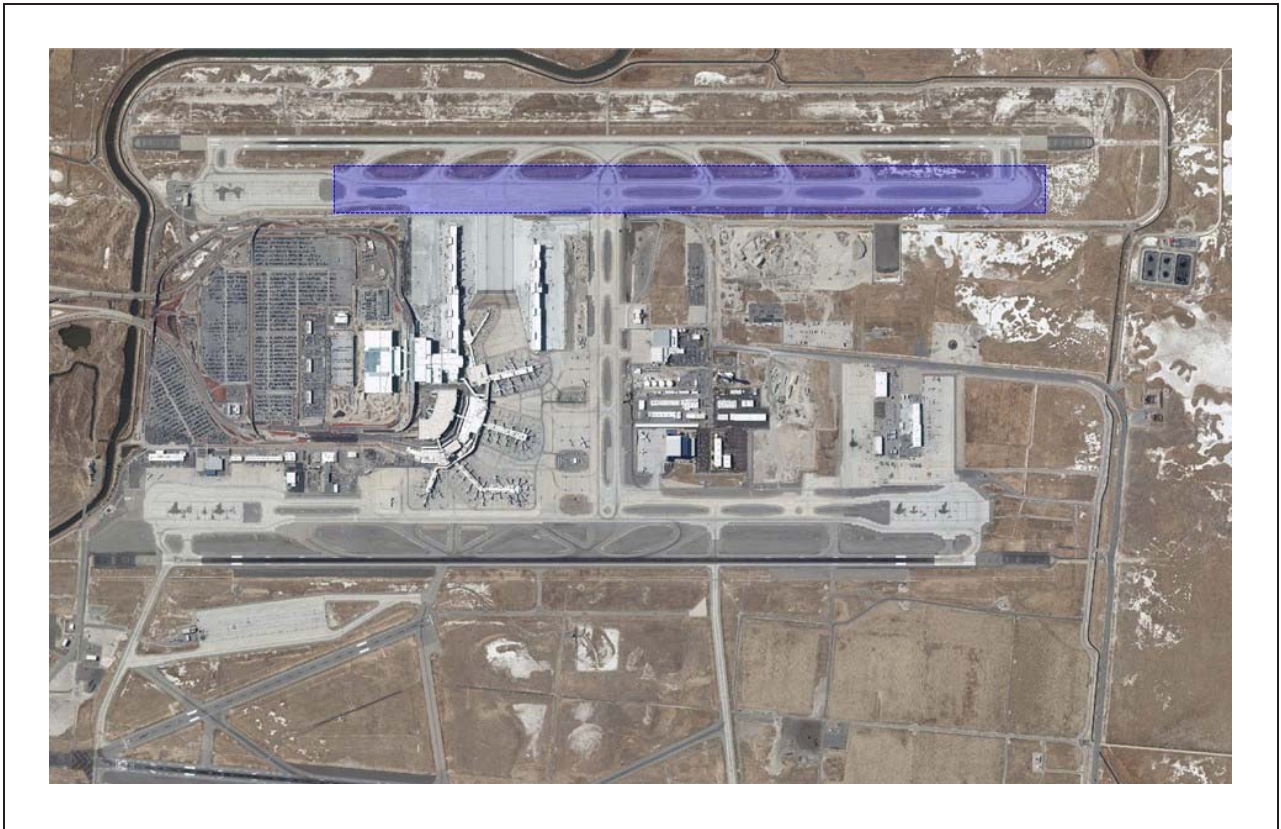
Project Description: Replace existing quartz inpavement taxiway centerline lighting and install new LED fixtures in the straight section of Taxiway B centerline the full length of the taxiway.
Project Justification: LED inpavement centerline lighting greatly improves color quality for identification, visibility for pilots and efficiency in power consumption.

Design Start Date	Construction Start Date	Project Completion Date
July 2020	July 2020	August 2020

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
-	-	-	\$96,000	-	\$96,000

AIP Funds	PFC Funds	CFC Funds	Grants	Airport Funds
-	-	-	-	\$96,000

PROJECT LOCATION





SALT LAKE CITY DEPARTMENT OF AIRPORTS
CAPITAL IMPROVEMENT FY 2021 BUDGET

Project Title:	Taxiways A & B Radius Inpavement Centerline Lighting
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Project Description:

Replace existing quartz inpavement taxiway centerline lighting and install new LED fixtures in the radius of each adjoining intersection between taxiway A and taxiway B.

Project Justification:

LED inpavement centerline lighting greatly improves color quality for identification, visibility for pilots and efficiency in power consumption.

Design Start Date	Construction Start Date	Project Completion Date
July 2020	July 2020	August 2020

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
-	-	-	\$306,000	-	\$306,000

AIP Funds	PFC Funds	CFC Funds	Grants	Airport Funds
-	-	-	-	\$306,000

PROJECT LOCATION





**SALT LAKE CITY DEPARTMENT OF AIRPORTS
CAPITAL IMPROVEMENT FY 2021 BUDGET**

Project Title:	ARFF Training Center Decommissioning (Design)
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Project Description:

This project will entail hiring a specialty consultant to work with SLCDA staff to develop the necessary demolition documents to decommission and demolish the existing Aircraft Rescue and Fire Fighting (ARFF) training center

Project Justification:

The ARFF Training Center is at the end of its economic life and will be decommissioned. The training center is located where cargo apron development is planned in the next few years to meet increasing demand for cargo handling facilities. Rather than invest several million dollars to refurbish the ARFF training facility for such a short time period, SLCDA has determined to decommission the facility and will send fire fighters off site for required ARFF training.

Design Start Date	Construction Start Date	Project Completion Date
July 2020	-	November 2021

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
-	\$350,000	-	-	-	\$350,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
-	-	-	-	\$350,000

PROJECT LOCATION





**SALT LAKE CITY DEPARTMENT OF AIRPORTS
CAPITAL IMPROVEMENT FY 2021 BUDGET**

Project Title:	Airfield Lighting and Rehabilitation – Phase 5 (Construction)
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Project Description:

This project is the fifth and final phase of the Airfield Lighting Wiring Rehabilitation Program. This project will replace underground electrical wiring cable, cable connectors, isolation transformers and runway guard light controls for Runway 16R-34L airfield lighting circuits. SLCDA will furnish new AGLAS lighting control components for the runway guard lights. These components will be installed by the contractor. The design for Phase 5 was funded in the amended FY 2019 Budget for the combined design of Phases 4 and 5.

Project Justification:

Runway 16R-34L was opened for aircraft operations in 1995. The underground electrical power cabling and runway guard light control system components for this runway are now 23 years old. Based on periodic resistance to ground testing of this system conducted by SLCDA Airfield Electrical Maintenance, the performance of the wiring, connectors, and associated electrical devices have fallen below FAA standards. This project will replace these components to preserve the dependability of the Airport's airfield lighting system.

Design Start Date	Construction Start Date	Project Completion Date
January 2019	November 2020	September 2021

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
\$2,138,000	\$91,000	\$3,000	\$406,000	\$100,000	\$2,738,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
-	-	-	-	\$2,738,000

PROJECT LOCATION





**SALT LAKE CITY DEPARTMENT OF AIRPORTS
CAPITAL IMPROVEMENT FY 2021 BUDGET**

Project Title:	Taxiway E Reconstruction F1-F2
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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 E between Taxiways F1 and F2. 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 pavement marking and reinstalling in-pavement centerline and taxiway edge lights complete with new underground cabling and connectors.

Project Justification:

Taxiway E 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. The Pavement Condition Index (PCI) for this section of pavement has a rating ranging from 57 - 66 indicating that the pavement is in fair condition. 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 and minimizing FOD.

Design Start Date	Construction Start Date	Project Completion Date
July 2020	March 2021	July 2021

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
\$3,274,000	\$300,000	\$70,000	\$2,000	\$300,000	\$3,946,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
\$2,455,500	-	-	-	\$1,490,500

PROJECT LOCATION





**SALT LAKE CITY DEPARTMENT OF AIRPORTS
CAPITAL IMPROVEMENT FY 2021 BUDGET**

Project Title:	Taxiway G Centerline PCC Panel Replacement
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Project Description:

This project is a continuing phase to maintain the Airport's infrastructure. The project will consist of replacing the centerline panels on Taxiway G between Taxiway S and the 16L deicing pad. Work will include demolition of existing concrete pavement and econocrete base, unclassified excavation, placement of engineered fill, placement of new econocrete base course and Portland Cement Concrete. Also included is pavement marking and reinstalling in-pavement centerline lights complete with new underground cabling and connectors.

Project Justification:

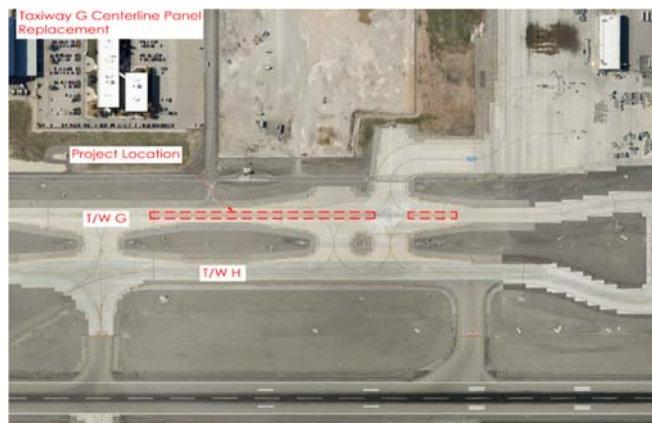
Taxiway G connects the north cargo area with the terminal area. It has a high volume of aircraft use because it serves as a major taxi route for cargo aircraft and other aircraft during deicing operations. The taxiway concrete panels are showing signs of pavement distress including spalling, full depth slab cracking, and mild to moderate map cracking. The Pavement Condition Index (PCI) for this section of pavement has a rating of 73 indicating that the pavement is in the lower range of satisfactory condition. This area has longitudinal cracks that have been filled along the panels, but the cracks are continuing to widen becoming an ongoing maintenance concern. This project will make a significant contribution to safety and capacity by ensuring that the taxiway pavement integrity is preserved and minimizing potential FOD.

Design Start Date	Construction Start Date	Project Completion Date
July 2020	April 2021	July 2021

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
\$1,841,000	\$240,000	\$40,000	\$2,000	\$180,000	\$2,303,000

AIP Funds	PFC Funds	CFC Funds	Grants	Airport Funds
-	-	-	-	\$2,303,000

PROJECT LOCATION



**SALT LAKE CITY DEPARTMENT OF AIRPORTS
CAPITAL IMPROVEMENT FY 2021 BUDGET**

Project Title:	Gate 11 Demolition
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Project Description:

This project will remove the existing Gate 11 infrastructure and canopy due to the relocation of Gate 11 east of the Post Office and patch/repair any pavement. Gate 10 will remain in place to be used as an ingress/egress access point by HDJV for the new South Concourse East construction. HDJV will use all of the existing equipment that is associated with Gate 10 and install a new landside guard shack to be staffed with a gate guard during construction.

Project Justification:

This project will remove the existing Gate 11 infrastructure and canopy due to the relocation of Gate 11 east of the Post Office and patch/repair any pavement. Gate 10 will remain in place to be used as an ingress/egress access point by HDJV for the new South Concourse East construction. HDJV will use all of the existing equipment that is associated with Gate 10 and install a new landside guard shack to be staffed with a gate guard during construction.

Design Start Date	Construction Start Date	Project Completion Date
July 2020	September 2020	June 2021

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
\$68,000	\$7,000	-	\$1,000	\$5,000	\$81,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
-	-	-	-	\$81,000

PROJECT LOCATION





**SALT LAKE CITY DEPARTMENT OF AIRPORTS
CAPITAL IMPROVEMENT FY 2021 BUDGET**

Project Title:	PCC Pavement Joint Seal Program – Deicing Pad T/W L – Phase I
-----------------------	--

Project Description:

This project is part of an ongoing program to repair and reseal the joints in the Portland Cement Concrete (PCC) pavement at various locations. Work will include removal of the existing joint seal material, cleaning of the joints, repairs to spalled or damaged concrete panels along the joints as needed and resealing the concrete joints.

Project Justification:

This project will replace joint seals that are damaged or that have reached the end of their useful life. Resealing the joints will minimize water infiltration beneath the pavement that can cause damage and reduce the useful life of the pavement. For fiscal year 2020, critical sections of the north cargo apron have been identified for resealing of the joints.

Design Start Date	Construction Start Date	Project Completion Date
July 2020	May 2021	July 2021

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
\$430,000	\$42,000	\$6,000	\$2,000	\$20,000	\$500,000

AIP Funds	PFC Funds	CFC Funds	Grants	Airport Funds
-	-	-	-	\$500,000

PROJECT LOCATION





**SALT LAKE CITY DEPARTMENT OF AIRPORTS
CAPITAL IMPROVEMENT FY 2021 BUDGET**

Project Title:	Cargo Apron Site Development (Design)
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Project Description:

This project will expand the development of the North Cargo area by providing site infrastructure to support future cargo development. Work will include site preparation, utilities, access road development, and portland cement concrete paving for a common use aircraft parking apron.

Project Justification:

Existing cargo facilities in the North Cargo area do not have the capacity to accommodate growth in expected air cargo traffic. This project will develop a site that will allow SLCDA to increase its air cargo handling capability.

Design Start Date	Construction Start Date	Project Completion Date
July 2020	July 2021	July 2022

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
-	\$1,887,000	\$113,000	-	-	\$2,000,000

AIP Funds	PFC Funds	CFC Funds	Grants	Airport Funds
-	-	-	-	\$2,000,000

PROJECT LOCATION





SALT LAKE CITY DEPARTMENT OF AIRPORTS
CAPITAL IMPROVEMENT FY 2021 BUDGET

Project Title:	South Valley Regional Airport Master Plan Update and AGIS Survey
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Project Description:

This project will provide an update to the August 2006 Salt Lake City Airport II Master Plan Update report and an Airport Geographic Information System (AGIS) survey. The airport master plan is a comprehensive study of an airport and describes the short, medium, and long-term development plans to meet future aviation demand. The completed document is intended for use by members of the aviation community including airport sponsors, airport staff, airport consultants, FAA representatives, and other regulatory and aviation officials, board members, regional, state, and local planning personnel, and the general public. The airport master plan will include the following eleven elements: 1) pre-planning, 2) public involvement program to identify key issues, 3) environmental considerations, 4) existing conditions, 5) aviation forecast, 6) facility requirements, 7) alternative development and evaluation, 8) airport layout plans, 9) facilities implementation plan, 10) financial feasibility analysis, and 11) AGIS. The final product following completion will include a technical report, a summary report or executive summary, an airport layout plan drawing set, a web page, and public information. The FAA required Airports Geographic Information System (Airports GIS) helps the Federal Aviation Administration (FAA) collect airport and aeronautical data to meet the demands of the Next Generation National Airspace System.

Project Justification:

Although the FAA does not require airports to prepare master plans, it strongly recommends that they do (AC 150/5070-6B, p. 5). The Salt Lake City Department of Airports has prepared several master plans since the early 1970's to help determine facility needs with future airport growth. An update of the airport layout plan drawing set should be an element of any master plan study and is a legal requirement for airports that receive federal assistance. The airport layout plan would be a component of the master plan update and would reflect actual or planned modifications to the airport and significant off-airport development. The airport layout plan would also need to meet the most current FAA requirements for preparing an electronic airport layout plan. The AGIS survey data would provide detailed information needed to complete the airport layout plan. Almost all master plan studies for public airports receive federal funding, if funds become available. The airport master plan update would be prepared as required by relevant FAA advisory circulars and documents, with the instructions derived from FAA Advisory Circular 150/5070-6b, Change 2 titled, "Airport Master Plans."

Design Start Date	Construction Start Date	Project Completion Date
January 2020	n/a	June 2022

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
-	\$750,000	-	-	-	\$750,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
\$350,000	-	-	-	\$400,000



**SALT LAKE CITY DEPARTMENT OF AIRPORTS
CAPITAL IMPROVEMENT FY 2021 BUDGET**

Project Title:	Tooele Valley Airport Master Plan Update and AGIS Survey
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Project Description:

This project will provide an update to the 2000 Tooele Valley Airport Master Plan Update report and an Airport Geographic Information System (AGIS) survey. The airport master plan is a comprehensive study of an airport and describes the short, medium, and long-term development plans to meet future aviation demand. The completed document is intended for use by members of the aviation community including airport sponsors, airport staff, airport consultants, FAA representatives, and other regulatory and aviation officials, board members, regional, state, and local planning personnel, and the general public. The airport master plan will include the following eleven elements: 1) pre-planning, 2) public involvement program to identify key issues, 3) environmental considerations, 4) existing conditions, 5) aviation forecast, 6) facility requirements, 7) alternative development and evaluation, 8) airport layout plans, 9) facilities implementation plan, and 10) financial feasibility analysis, 11) airport geographic Information system. The final product following completion will include a technical report, a summary report or executive summary, an airport layout plan drawing set, a web page, and public information. The FAA required Airports Geographic Information System (Airports GIS) helps the Federal Aviation Administration (FAA) collect airport and aeronautical data to meet the demands of the Next Generation National Airspace System.

Project Justification:

Although the FAA does not require airports to prepare master plans, it strongly recommends that they do (AC 150/5070-6B, p. 5). The Salt Lake City Department of Airports has prepared several master plans since the early 1970's to help determine facility needs with future airport growth. An update of the airport layout plan drawing set should be an element of any master plan study and is a legal requirement for airports that receive federal assistance. The airport layout plan would be a component of the master plan update and would reflect actual or planned modifications to the airport and significant off-airport development. The airport layout plan would also need to meet the most current FAA requirements for preparing an electronic airport layout plan. The AGIS survey data would provide detailed information needed to complete the airport layout plan. Almost all master plan studies for public airports receive federal funding, if funds become available. The airport master plan update would be prepared as required by relevant FAA advisory circulars and documents, with the instructions derived from FAA Advisory Circular 150/5070-6b, Change 2 titled, "Airport Master Plans."

Design Start Date	Construction Start Date	Project Completion Date
January 2020	n/a	June 2022

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
-	\$750,000	-	-	-	\$750,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
\$350,000	-	-	-	\$400,000



**SALT LAKE CITY DEPARTMENT OF AIRPORTS
CAPITAL IMPROVEMENT FY 2021 BUDGET**

Project Title:	North Cargo Parking Lot Expansion
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Project Description:

A new parking lot will be constructed directly east of the DHL Cargo building. This lot will be configured to provide approximately 105 additional stalls. Work will include saw cutting, excavation, import of engineered fill, and asphalt paving. Also included is lighting, drainage and pavement marking.

Project Justification:

The existing parking in the North Cargo area at DHL is nearing capacity, requiring the construction of a new parking lot to meet the needs of the tenant. This project will construct a new parking lot that will be accessed from 4000 West via 2100 North

Design Start Date	Construction Start Date	Project Completion Date
July 2020	April 2021	September 2021

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
\$473,000	\$50,000	\$10,000	\$3,000	\$48,000	\$584,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
-	-	-	-	\$584,000

PROJECT LOCATION





**SALT LAKE CITY DEPARTMENT OF AIRPORTS
CAPITAL IMPROVEMENT FY 2021 BUDGET**

Project Title:	Landside Lighting Wire Replacement Design
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Project Description:

This project will replace the landside lighting along the roadways, the employee parking lot, and the economy parking lot as needed. Work will include removal and replacement of failing wires, upgrading splices to the latest standards, and replacing/relocating boxes that are inaccessible or damaged.

Project Justification:

The existing roadway and parking lot wiring was installed between 2005-2007. The existing wire is at the end of its useful service life and requires frequent repairs. Aging electrical components are potential hazards, as their failure is unpredictable and can cause arcing, fires, failures, and safety issues. Many of the in-ground boxes are inaccessible when these failures occur due to their location underneath parked passenger and tenant vehicles. New wire installation and technology will improve the safety, reliability, efficiency, and energy costs of the Airport's electrical system.

Design Start Date	Construction Start Date	Project Completion Date
July 2020	July 2021	November 2021

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
-	\$275,000	-	-	-	\$275,000

AIP Funds	PFC Funds	CFC Funds	Grants	Airport Funds
-	-	-	-	\$275,000

PROJECT LOCATION





**SALT LAKE CITY DEPARTMENT OF AIRPORTS
CAPITAL IMPROVEMENT FY 2021 BUDGET**

Project Title:	Electric Vehicle Charging Stations
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Project Description:

The Environmental Programs Division plans to submit an application for grant funding for electric vehicle charging stations (EVCS) from the Utah Division of Air Quality (DAQ). The DAQ was awarded \$4.9 million dollars from the State Legislature to incentivize the installation of Electric Vehicle Supply Equipment throughout the State. If the grant is awarded, the project will cover 50% of the purchase, and installation costs for 12 dual port, EVCSs at the airport. Five dual port EVCSs will be installed in the New Employee Lot, five dual port EVCSs will be installed in the E Lot and two dual port EVCSs will be installed at North Support Employee Lot.

Project Justification:

Salt Lake City is designated as a Serious Nonattainment Area for EPA's 24-hour standard for particulate matter 2.5 (PM2.5). Fine particulate matter, or PM 2.5, is an air pollutant resulting from motor vehicle emissions that triggers respiratory problems. The 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 twelve, dual port, EVCSs on the airport campus. The presence of electric vehicle charging infrastructure incentivizes employees to purchase electric vehicles by reducing their anxiety surrounding electric vehicle range capacity. It also plays a role in reducing employees' environmental footprint.

Design Start Date	Construction Start Date	Project Completion Date
July 2020	September 2020	December 2020

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
\$343,000	\$35,000	-	\$7,000	\$35,000	\$420,000

AIP Funds	PFC Funds	CFC Funds	Grants	Airport Funds
-	-	-	\$172,000	\$248,000

PROJECT LOCATION





**SALT LAKE CITY DEPARTMENT OF AIRPORTS
CAPITAL IMPROVEMENT FY 2021 BUDGET**

Project Title:	North Surplus Canal Levee Improvements
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Project Description:

This project will resolve several violations identified in the levee system. This will include the excavation of a large landscaping berm on the east side of the levee along with removing vegetation, cutting the area down to grade, and relocating, removing, or renovating existing utility structures and fencing. There are also locations where culverts or other structures penetrate the levee. These will either need to be removed or reconstructed and brought up to USACE standards.

Project Justification:

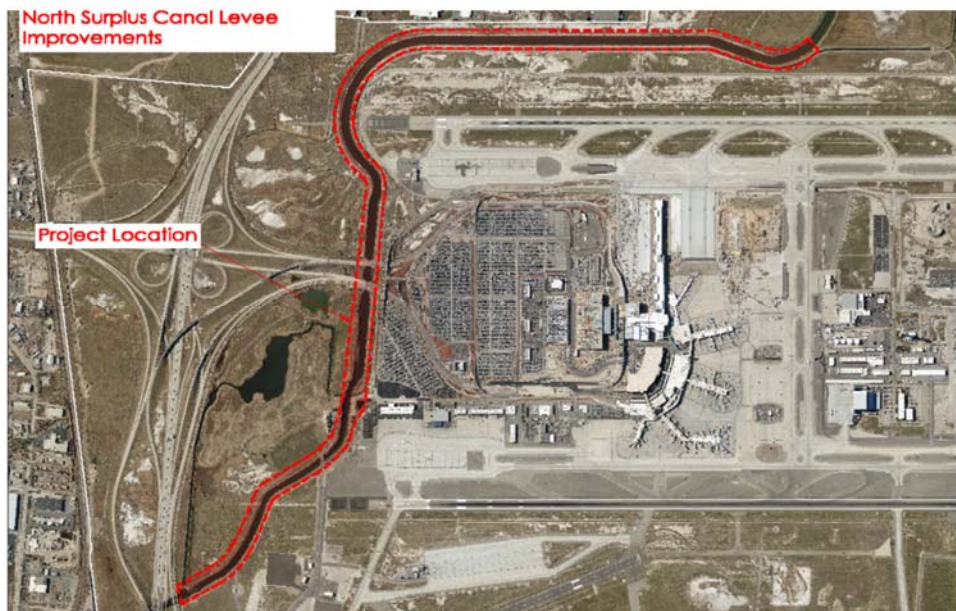
The USACE and Salt Lake County inspects levees annually. During these inspections several violations were identified on the canal levee located on the Airport property. This project will resolve these violations and bring the levee system up to the USACE standards. .

Design Start Date	Construction Start Date	Project Completion Date
July 2020	April 2021	September 2021

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
\$872,000	\$325,000	\$15,000	\$2,000	\$100,000	\$1,314,000

AIP Funds	PFC Funds	CFC Funds	Grants	Airport Funds
-	-	-	-	\$1,314,000

PROJECT LOCATION





**SALT LAKE CITY DEPARTMENT OF AIRPORTS
CAPITAL IMPROVEMENT FY 2021 BUDGET**

Project Title:	Quick Turn Around Facility (QTA) Renovation and Repairs
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Project Description:

The project will repair damaged drywall, concrete and provide a redundant carbon monoxide exhaust system.

Project Justification:

The existing drywall and concrete have settlement cracking that needs to be repaired. The existing exhaust system runs 24/7 and has no back-up system. If the exhaust system were to fail the QTA would be shut down until repairs could be made.

Design Start Date	Construction Start Date	Project Completion Date
July 2020	February 2021	May 2021

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
\$457,000	\$69,000	\$5,000	\$18,000	\$69,000	\$618,000

AIP Funds	PFC Funds	CFC Funds	Grants	Airport Funds
-	-	\$618,000	-	-

PROJECT LOCATION



**SALT LAKE CITY DEPARTMENT OF AIRPORTS
CAPITAL IMPROVEMENT FY 2021 BUDGET**

Project Title:	Asphalt Overlay Program 2021 – Economy Parking Lot Phase I
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Project Description:

This project is a yearly program to maintain the Airport's infrastructure. The project will consist of surface preparation, select asphalt removal and overlay, and asphalt seal coating and painting in the Economy Parking Lot to prolong the service life of the Airport's pavement.

Project Justification:

The asphalt roadways and parking stalls in the Economy Parking Lot are showing signs of distress and require corrective action to avoid further aging and deterioration. The Pavement Condition Indices (PCI) for these areas range from the low to mid-forties indicating that the pavements are in poor to fair condition. Although the pavement receives periodic maintenance to fill cracks and repair minor pavement deficiencies, asphalt patching and seal coating is needed to prevent further deterioration.

Design Start Date	Construction Start Date	Project Completion Date
July 2020	April 2021	October 2021

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
\$625,000	\$60,000	\$14,000	\$1,000	\$50,000	\$750,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
-	-	-	-	\$750,000

PROJECT LOCATION





**SALT LAKE CITY DEPARTMENT OF AIRPORTS
CAPITAL IMPROVEMENT FY 2021 BUDGET**

Project Title:	Fleet Shop - Additional Oil and Bulk Fluid Dispensing System
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Project Description:

Request that an additional oil and bulk fluid dispensing system be installed in the back of the shop to allow maintenance and repair to be accomplished on the growing bus fleet.

Project Justification:

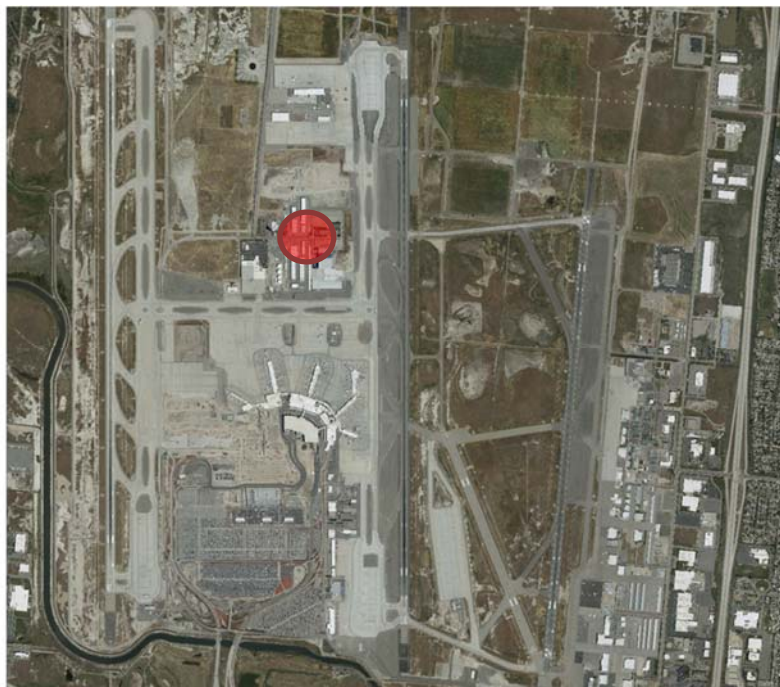
Request that an additional oil and bulk fluid dispensing system be installed in the back of the shop to allow maintenance and repair to be accomplished on the growing bus fleet.

Design Start Date	Construction Start Date	Project Completion Date
July 2020	July 2020	June 2021

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
-	-	-	\$137,000	\$14,000	\$151,000

AIP Funds	PFC Funds	CFC Funds	Grants	Airport Funds
-	-	-	-	\$151,000

PROJECT LOCATION





**SALT LAKE CITY DEPARTMENT OF AIRPORTS
CAPITAL IMPROVEMENT FY 2021 BUDGET**

Project Title:	Roof Replacement for International Center Bldg. #1
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Project Description:

Remove all roofing materials down to the deck and then install 1.75" FR ISO over existing deck, mechanically attach a 60 Mil PVC roof membrane, with new flashings and accessories. 20-year NDL warranty 90 mph wind rider.

Project Justification:

The current roof membrane is shrinking at the base flashings and have pulled the underlayment off the walls. This roof should be replaced ASAP to protect the contents underneath the roof assembly. Recommendations from JSR (Jim Rohbock) the Airport's Building Envelope Consultant.

Design Start Date	Construction Start Date	Project Completion Date
July 2020	September 2020	November 2020

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
\$37,000	\$5,000	\$1,000	\$2,000	\$4,000	\$49,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
-	-	-	-	\$49,000

PROJECT LOCATION





**SALT LAKE CITY DEPARTMENT OF AIRPORTS
CAPITAL IMPROVEMENT FY 2021 BUDGET**

Project Title:	Roof Replacement for North Support Building #3 (Equipment Storage)
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Project Description:

Remove existing roofing membrane only. Install 1/2" HD ISO. Install 60 Mil PVC - Inductive Weld with new flashings and accessories. 20-year NDL warranty with 90 MPH wind rider.

Project Justification:

The roof is in a state of failure. Edges are splitting. 1/3 of the south end of the building has loose membrane. There are cuts in the membrane that are wide open. Recommend replacement of the roof per JSR (Jim Rohbock), Airport's Building Envelope Consultant.

Design Start Date	Construction Start Date	Project Completion Date
July 2020	August 2020	December 2020

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
\$252,000	\$25,000	\$3,000	\$5,000	\$25,000	\$310,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
-	-	-	-	\$310,000

PROJECT LOCATION



**SALT LAKE CITY DEPARTMENT OF AIRPORTS
CAPITAL IMPROVEMENT FY 2021 BUDGET**

Project Title:	Roof Replacement for North Support Building #15 (Maintenance Bldg.)
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Project Description:

Remove existing roofing membrane only. Install 1/2" HD ISO. Install 60 Mil PVC - Inductive Weld with new flashings and accessories. 20-year NDL warranty with 90 MPH wind rider.

Project Justification:

The roof is in a state of failure. Edges are splitting. There are different types of roof membrane on this building due to previous maintenance repairs. Recommend replacement of the roof per JSR (Jim Rohbock), Airport's Building Envelope Consultant.

Design Start Date	Construction Start Date	Project Completion Date
July 2020	August 2020	November 2020

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
\$184,000	\$19,000	\$2,000	\$4,000	\$19,000	\$228,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
-	-	-	-	\$228,000

PROJECT LOCATION





**SALT LAKE CITY DEPARTMENT OF AIRPORTS
CAPITAL IMPROVEMENT FY 2021 BUDGET**

Project Title:	IC3 Remodel (Design)
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Project Description:

Remodel 11,400 square feet of building IC3 as office space to accommodate the needs of a future tenant. The design will also include a fiber connection from the IT node at the Airport Operations Center (AOC).

Project Justification:

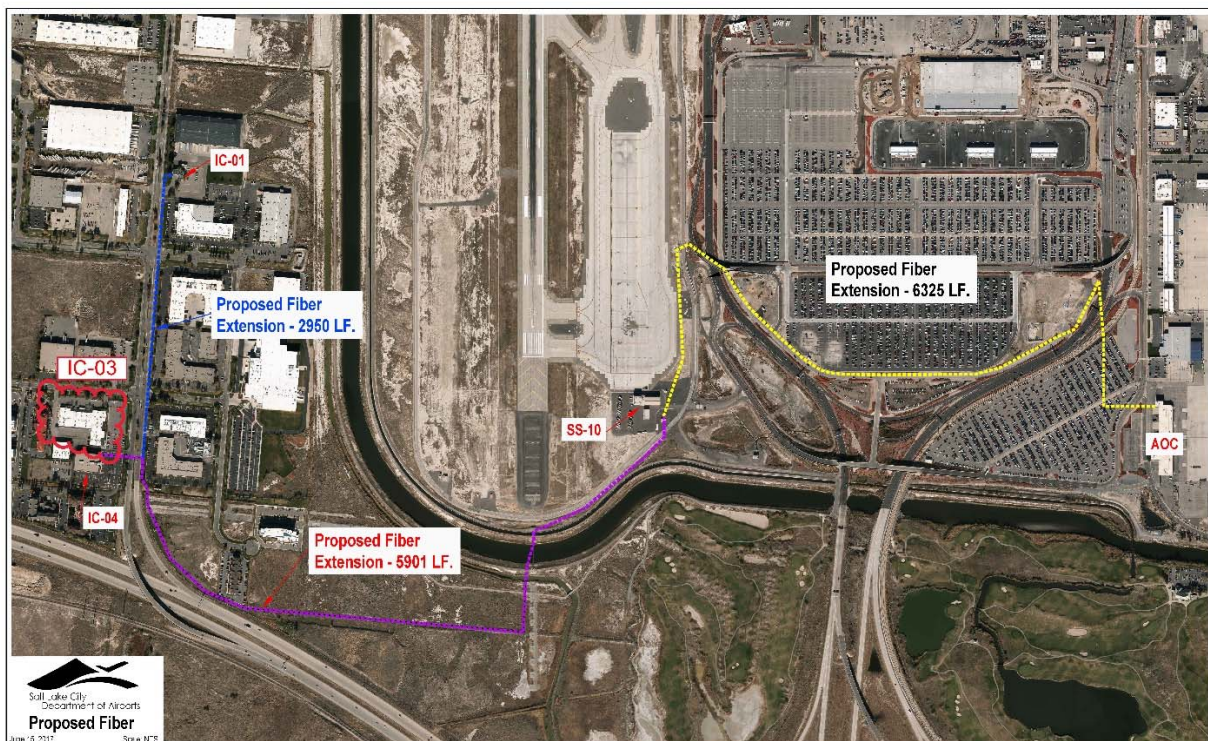
Building IC3 will be remodeled as office space to meet the needs of a future tenant that is looking for a multi-year lease in the International Center.

Design Start Date	Construction Start Date	Project Completion Date
September 2019	July 2020	June 2021

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
-	\$235,000	-	-	-	\$235,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
-	-	-	-	\$235,000

PROJECT LOCATION





SALT LAKE CITY DEPARTMENT OF AIRPORTS
CAPITAL IMPROVEMENT FY 2021 BUDGET

Project Title:	CIP Committee Reserve/Airport Contingency
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Project Description: A fund has been established and set aside to fund unanticipated Capital Improvement Program (CIP) projects. This fund will be rolled forward each year if not utilized.

Project Justification: A reserve fund is needed to provide emergency funds for approved Airport capital improvement projects. The funds are established for unanticipated projects and for unforeseen conditions associated with project construction. Commitment and expenditure of these funds require approval by the Airport's Finance Oversight Committee and the Executive Director.

Design Start Date	Construction Start Date	Project Completion Date
N/A	N/A	June 2021

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
-	-	-	-	-	\$ 2,000,000

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



MAYOR'S RECOMMENDED BUDGET

FISCAL YEAR 2020-21

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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 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 have not been released for use as the fund balance has been needed to provide a fund balance offset against a fund deficit.

As part of a multi-year plan to upgrade vital maintenance equipment at all courses, the Golf Division will be using \$264,317 in 2021 to purchase additional used equipment (usually lease-return equipment from high-end private courses).

The Golf Division will be replacing all driving range ball dispensers (\$106,900) with new equipment that allows for customer payment at the dispenser with a full integration into the shop's current point of sale system. The new units will provide an improved customer experience, better financial tracking, increased range revenue opportunities and supports a new initiative within golf that addresses private instruction issues revealed from a recent audit by the finance department.

The Golf Division will continue to make minor clubhouse improvements as opportunities allow. The Golf Division made several improvements to the Bonneville clubhouse in 2018 (expanded pro shop retail area with new paint and carpets) as well as bathroom remodels in the Forest Dale clubhouse and painting the Golf Administration office at the beginning of 2020. By the end of 2019, all clubhouse bathroom remodels have been completed at all courses.

In, February 2020, Golf entered into a new concessionaire agreement at five of its six locations. Improvements to the café spaces have been delayed due to the COVID-19 situation. The Golf Division is making needed repairs to café equipment and working with the new concessionaire on identifying joint investment opportunities at the five locations.



Project Title:	Range Ball Dispensers
Project Address:	All 6 SLC Golf Courses

Project Description:

The Golf Division will be replacing all driving range ball dispensers (\$106,900) with new equipment that allows for customer payment at the dispenser with a full integration into the shop's current point of sale system. The new units will provide an improved customer experience, better financial tracking, and increased range revenue opportunities.



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

Funding Recommendations			
	CDCIP Board	Mayor	Council
Golf CIP Funds		\$106,900	

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 \$264,317 in FY21 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 Sand Pro, Groundsmaster, Sprayer, Loader, Outcross, Greensmaster, Tractor.



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

Funding Recommendations			
	CDCIP Board	Mayor	Council
Golf CIP Funds		\$264,317	

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.



MAYOR'S
RECOMMENDED
CIP BUDGET

FISCAL YEAR 2020-21

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Salt Lake City Department of 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 activities. Funding for SLCDPU capital expenditures comes from user fees, fund reserves, revenue bonds, and occasionally a grant. 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 2021, the department has over 200 capital projects between the four funds. Some planned capital improvement projects initially anticipated for FY 2021 will be deferred to future years. The budget includes projects rated as a high priority in the Department's Capital Asset Program (CAP). The replacement of the wastewater 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. We are currently in an assessment phase to determine the best approach to rebuilding each plant while keeping the old plant in service. 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.



**MAYOR'S
RECOMMENDED
CIP BUDGET**
FISCAL YEAR 2020-21

PUBLIC UTILITIES CAPITAL PROJECTS

Project Title:	Water Main Replacements
Project Address:	Various Locations

Project Description:

SLCDPU has 1,300 miles of aging water pipe. Over the past 10 years, the Department has replaced an average of 27,595 linear feet per year. The budget includes \$10,500,000 for two master plan projects: 3rd East Phase II – Marcus to Artesian for \$6,000,000 and an initial phase of the East-West Conveyance Line (new transmission line) for \$4,500,000. City, County, and State projects are budgeted at \$7,270,000 the most significant being \$7,250,000 related to the Funding our Future streets bond projects. This category also includes \$5,559,000 for routine replacement of pipelines in poor condition at various locations in the system. The department is developing a more robust way to identify pipeline replacement priorities and corrosion control related issues within the system.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Water Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$23,329,000
Priority:	Project specific

Estimated Future Maintenance and/or Operational Expense:

Negligible



Project Title:	Treatment Plant Improvements
Project Address:	Various Locations

Project Description:

Three city owned water treatment plants were all built in the late 1950's and early 1960's. Each is nearing the end of its expected life and will need to be replaced. The Department is currently in an assessment phase to determine the best approach to rebuilding each plant while keeping the old plant in service. Assessments at all three plants will be completed by the end of FY2020. Also associated with this cost center is replacing failing components as they wear out. Within the next 5 - 10 years we will likely need to start replacing these plants. The Big Cottonwood plant is our most productive plant and warrants being the first to be replaced so the budget ask is for an alternatives analysis study at \$550,000. The budget also includes treatment plant upgrades at Parley's for \$2,100,000 and City Creek for \$4,400,000 (Phase 1 – Plant Rebuild).



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Water Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$7,050,000
Priority:	Project specific

Estimated Future Maintenance and/or Operational Expense:

Negligible



**MAYOR'S
RECOMMENDED
CIP BUDGET**
FISCAL YEAR 2020-21

PUBLIC UTILITIES CAPITAL PROJECTS

Project Title:	Deep Pump Wells
Project Address:	Various Locations

Project Description:

Of the approximately 15 wells that are currently in service the 4th Avenue well is the most important in terms of location and production. This well is currently in need of major work to bring it to current safety and environmental standards. These improvements are budgeted at \$3,000,000. Other water wells are being evaluated. Maintenance and upgrade recommendations will result from the assessments. The Water Supply and Demand Study recommends that the Department explore sites for future wells.



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

Estimated Future Maintenance and/or Operational Expense:

Negligible



**MAYOR'S
RECOMMENDED
CIP BUDGET**
FISCAL YEAR 2020-21

PUBLIC UTILITIES CAPITAL PROJECTS

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

Project Description:

The budget includes the continuation of the meter change out program initiated in 2015. Metering water consumption by customers is the source of our revenue. Approximately 31,000 of the systems 90,000 water meters have been replaced with advanced metering infrastructure (AMI) read meters. The plan is to complete the AMI meter change out program in the next 6 years. AMI technology provides instantaneous usage information instead of relying on monthly data. The addition of a customer portal will provide our customers with information to better understand 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:	\$2,700,000
Priority:	Ongoing program

Estimated Future Maintenance and/or Operational Expense:

Negligible



**MAYOR'S
RECOMMENDED
CIP BUDGET**
FISCAL YEAR 2020-21

PUBLIC UTILITIES CAPITAL PROJECTS

Project Title:	Water Service Connections
Project Address:	Various Locations

Project Description:
This is an ongoing program. There are currently 90,000 service connections with half being located outside of the Salt Lake City corporate boundaries. The components of this program are service line replacements, new connections and small and large meter replacements.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Water Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$2,508,000
Priority:	Project/need specific

Estimated Future Maintenance and/or Operational Expense:
Negligible



Project Title:	Reservoirs
Project Address:	Various Locations

Project Description:

SLCDPU has seven raw water reservoirs that store snow run-off. Two of these are used to store water that is treated for drinking water. The others are part of the way the Department meets exchange agreements for secondary water. The Mountain Dell Dam is approaching 100 years old and needs some rehabilitation to continue its useful life into the future. The FY 2021 Mountain Dell rehabilitation budget is \$1,700,000 to complete an existing project. Other projects are replacement of the valves on Mountain Dell Dam for \$750,000 and \$20,000 for rehabilitation work at Red Pine Dam.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Water Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$2,470,000
Priority:	Project specific

Estimated Future Maintenance and/or Operational Expense:

Negligible



**MAYOR'S
RECOMMENDED
CIP BUDGET**
FISCAL YEAR 2020-21

PUBLIC UTILITIES CAPITAL PROJECTS

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

Project Description:
Because of elevation changes within our service area and the need to store water in finished water tanks and reservoirs there are 30 pump stations used to move water. The planned project for this category is a roof replacement on the Canyon Cove pump house. Many of the pump stations have the need for back-up power or generators for added system resiliency.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Water Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$80,000
Priority:	Project specific

Estimated Future Maintenance and/or Operational Expense:
Negligible



**MAYOR'S
RECOMMENDED
CIP BUDGET**
FISCAL YEAR 2020-21

PUBLIC UTILITIES CAPITAL PROJECTS

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

Project Description:

These secondary water conveyance systems are critical to maintaining our water exchange agreements. The most significant project in this category is the Jordan Salt Lake Canal Conduit Upgrade in Sugarhouse for \$1,300,000. Various smaller projects are anticipated to cost \$25,000.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Water Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$1,325,000
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 the following: Fort Douglas Improvements/Expansion \$5,250,000, AM – Tank and Reservoir inspections and repairs \$100,000, and Baskin roof replacement \$50,000. A soon to be released Supply and Demand Study will likely recommend additional storage capacity.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Water Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$5,400,000
Priority:	Project specific

Estimated Future Maintenance and/or Operational Expense:
Negligible



**MAYOR'S
RECOMMENDED
CIP BUDGET**
FISCAL YEAR 2020-21

PUBLIC UTILITIES CAPITAL PROJECTS

Project Title:	Landscaping
Project Address:	Various Locations

Project Description:

SLCDPU has numerous facility locations and these sites require adequate landscaping. This budget includes a 50% cost share with the storm water fund for landscaping improvements at 900 South wetland area.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Water Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$68,000
Priority:	Project specific

Estimated Future Maintenance and/or Operational Expense:

Negligible



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 \$135,444,913 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 \$2,000,000, influent pump rebuild for \$625,000, SCADA Phase III for \$490,000, temporary dewatering for \$300,000, a computerize maintenance management system (CMMS) for \$130,000 and \$489,000 for various other projects at the existing facility.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Sewer Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$139,478,913
Priority:	Project specific

Estimated Future Maintenance and/or Operational Expense:

Some operational impacts for FY21 for chemical costs associated to temporary dewatering. \$2M to \$4M increase for power and chemical costs when new treatment plant is functional.



MAYOR'S RECOMMENDED CIP BUDGET

FISCAL YEAR 2020-21

PUBLIC UTILITIES CAPITAL PROJECTS

Project Title:	Collection Lines
Project Address:	Various Locations

Project Description:

Master plan projects in this category total \$7,920,000. This includes \$3,000,000 for the 700 South Interceptor, \$3,000,000 for the 500 S State Street Diversion, \$750,000 for 2100 South capacity upgrade, and \$1,170,000 for various other master plan projects. The budget for regular replacement of collection lines in poor condition is \$12,608,500. Projects in coordination with the City, County and State are estimated at \$6,400,000 which includes \$6,200,000 for Funding our Future street bond related projects. Various other collection line projects are expected to cost \$2,800,000.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Sewer Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$29,728,500
Priority:	Project Specific

Estimated Future Maintenance and/or Operational Expense:

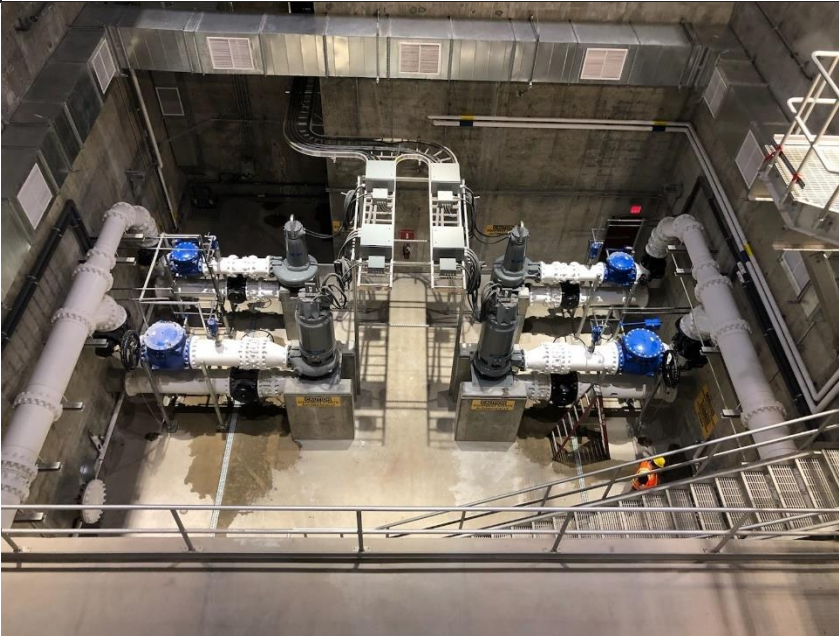
Negligible



Project Title:	Lift Stations
Project Address:	Various Locations

Project Description:

The lift station renewal and replacement program anticipates work on six projects in FY2021. 5300 West Lift Station capacity improvements are budgeted for \$2,500,000; the John Cannon Lift station is budgeted for \$2,000,000; and the Industrial Lift station project is budgeted for \$1,500,000. The remaining \$1,035,000 includes three projects and annual pump replacements.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Sewer Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$7,035,000
Priority:	Project specific

Estimated Future Maintenance and/or Operational Expense:

Negligible



**MAYOR'S
RECOMMENDED
CIP BUDGET**
FISCAL YEAR 2020-21

PUBLIC UTILITIES CAPITAL PROJECTS

Project Title:	Landscaping
Project Address:	Various Locations

Project Description:

The landscaping budget is anticipated for segment 3 of the Northwest Oil Drain canal remediation with partial reimbursement from oil companies..



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

Estimated Future Maintenance and/or Operational Expense:

Negligible



Project Title:	Storm Drain Lines
Project Address:	Various Locations

Project Description:

The largest item in this category is \$3,125,000 for projects in coordination with City, County, and State including \$2,925,000 in work supporting Funding our Future streets related bond projects. The continuation of the collection main project for 1700 South from 2100 East to Emigration Creek is planned for \$1,100,000. This project, with FY20 funds, will be completed at an estimated cost of \$2,200,000. The Lee Drain detention basin conversion is budgeted for \$895,000 and four other projects totalling \$1,215,000 are planned. Other department defined projects are estimated to cost \$450,000 and work to be performed by city crews at various locations is expected to be \$200,000.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Storm Water Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$7,385,000
Priority:	Project specific

Estimated Future Maintenance and/or Operational Expense:

Negligible



Project Title:	Riparian Corridor Improvements
Project Address:	Various Locations

Project Description:

Planned projects for FY2021 include \$75,000 for a Riparian Corridor assessment and \$175,000 for various projects.



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



MAYOR'S
RECOMMENDED
CIP BUDGET
FISCAL YEAR 2020-21

PUBLIC UTILITIES CAPITAL PROJECTS

Project Title:	Detention Basins
Project Address:	Various Locations

Project Description:

The FY 2021 budget contemplates the rehabilitation and deepening of the detention basin located at 700 North 400 West.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Storm Water Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$140,000
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 various landscaping projects within the storm water system. \$68,000 is budgeted for landscaping at the 900 South wetland as part of a larger project with the water fund.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Storm Water Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$118,000
Priority:	Project specific

Estimated Future Maintenance and/or Operational Expense:

Negligible



**MAYOR'S
RECOMMENDED
CIP BUDGET**
FISCAL YEAR 2020-21

PUBLIC UTILITIES CAPITAL PROJECTS

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

Project Description:

Storm water lift station work includes various upgrades for \$50,000.



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



**MAYOR'S
RECOMMENDED
CIP BUDGET**
FISCAL YEAR 2020-21

PUBLIC UTILITIES CAPITAL PROJECTS

Project Title:	Street Lighting Projects
Project Address:	Various Locations

Project Description:

The planned projects for FY 2021 are \$2,240,000 to upgrade to high efficiency lighting and other system improvements on arterial streets, collector streets, and in neighborhoods. The budget includes improvements for base level lighting services and three enhanced lighting groups. The street lighting master plan will be completed during the fiscal year. The master plan will determine 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



MAYOR'S
RECOMMENDED
CIP BUDGET

FISCAL YEAR 2020-21

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Salt Lake City Redevelopment Agency

Aligning with the goals of the Department of Economic Development, The Redevelopment Agency of Salt Lake City (RDA) works to revitalize neighborhoods and commercial districts that experience disinvestment. The RDA utilizes a powerful set of financial, planning, and revitalization tools to support redevelopment projects that encourage economic investment, assist in the housing for low-and moderate-income households, and help implement Salt Lake City's Master Plan. The RDA's 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 2021 budget proposes two infrastructure Capital Projects. The remaining Capital Projects are either ongoing obligations such as reserve accounts or set asides for projects and programs that at this time have yet to be fully determined. The Japantown project is funded by tax increment through the Central Business District Fund. The project will fund improvements that are recommended within the current design strategy study. The 100 South Infrastructure project is an allocation for utilities along the Agency's property on 100 South. Depending on the scope of the design, the project may be included in future CIP requests.



MAYOR'S RECOMMENDED CIP BUDGET

FISCAL YEAR 2020-21

RDA CAPITAL PROJECTS

Project Title:	Japantown
Project Address:	Central Business District Fund Projects

Project Description:

Funding will be allocated in anticipation of improvements that are recommended within the current design strategy study. As part of the community engagement process, potential improvements will be prioritized based on cost and available funding sources.



Survey Area

Proposal ID:	1
Department:	RDA
Project Type:	
Category:	
Enterprise Funds:	\$250,000
Priority:	

Estimated Future Maintenance and/or Operational Expense:

Impact will be determined on a project-by-project basis.



Project Title:	100 South Utilities
Project Address:	Depot District Fund Projects

Project Description:

Funding will be utilized for undergrounding electrical utilities along the Agency's property on 100 South. This proposal provides the final piece to the undergrounding of power lines for the benefit of properties to the east and would eliminate the need for a transition pole at the border of Agency property.



Proposal ID:	1
Department:	RDA
Project Type:	
Category:	
Enterprise Funds:	\$388,981
Priority:	

Estimated Future Maintenance and/or Operational Expense:

None.



MAYOR'S
RECOMMENDED
CIP BUDGET
FISCAL YEAR 2020-21

RDA CAPITAL PROJECTS

Project Title:	Regent Street Parking Structure Capital Reserves
Project Address:	Block 70

Project Description:

Establishment of a reserve account to meet potential obligations in the future that are required under the contract with PRI which provides parking for the Eccles Theater. Under the agreement, the Agency is required to contribute towards the maintenance and long term capital repairs of the parking structure.



Proposal ID:	2
Department:	RDA
Project Type:	
Category:	
Enterprise Funds:	\$100,000
Priority:	

Estimated Future Maintenance and/or Operational Expense:

None. Set aside of funds for future repairs.



**MAYOR'S
RECOMMENDED
CIP BUDGET**
FISCAL YEAR 2020-21

RDA CAPITAL PROJECTS

Project Title:	10% School Fund
Project Address:	North Temple Fund Projects

Project Description:

Based on an Interlocal Agreement with the SLC School District, the Agency is obligated to set aside 10% of the tax increment generated for improvements that benefit schools served by the project area.



Proposal ID:	2
Department:	RDA
Project Type:	
Category:	
Enterprise Funds:	\$42,681
Priority:	

Estimated Future Maintenance and/or Operational Expense:

None.



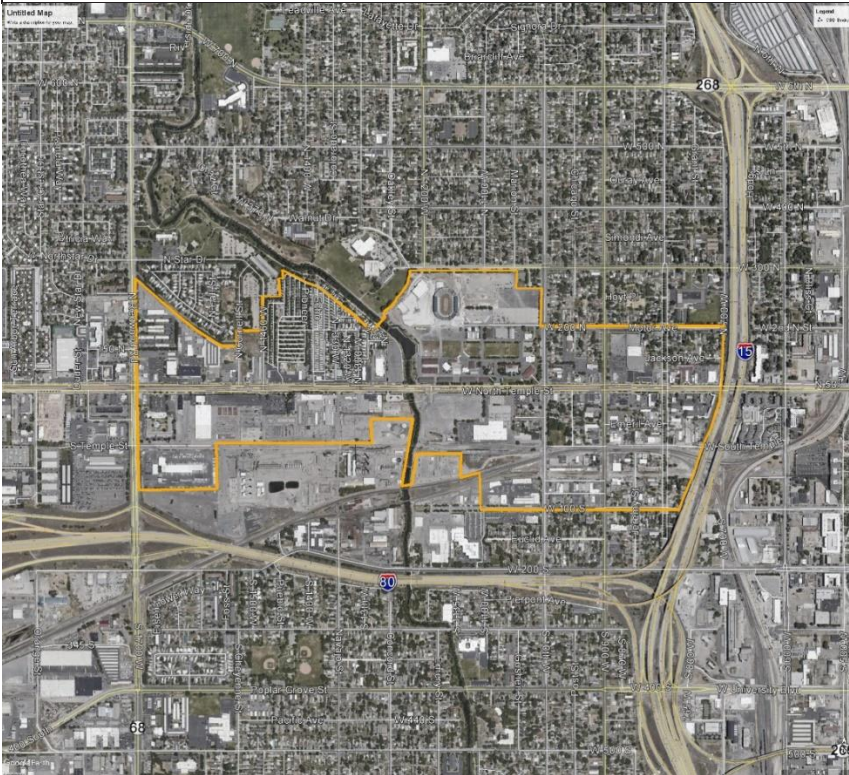
**MAYOR'S
RECOMMENDED
CIP BUDGET**
FISCAL YEAR 2020-21

RDA CAPITAL PROJECTS

Project Title:	Catalytic Project
Project Address:	North Temple Fund Projects

Project Description:

Appropriation of funds to use for a catalytic project within the project area. Potential uses could include property acquisition, loan/incentive programs, or infrastructure improvements.



Proposal ID:	1
Department:	RDA
Project Type:	
Category:	
Enterprise Funds:	\$270,086
Priority:	

Estimated Future Maintenance and/or Operational Expense:

Impact will be determined on a project-by-project basis.



Project Title:	Project Area Art
Project Address:	Program Income Fund

Project Description:

Funding will be utilized in coordination with the Arts Council and the Agency to identify opportunities and provide funding for the installation of public art within one or more project areas. A portion of the funds would be set aside for the maintenance of the projects.



Proposal ID:	1
Department:	RDA
Project Type:	
Category:	
Enterprise Funds:	\$250,000
Priority:	

Estimated Future Maintenance and/or Operational Expense:

None.



MAYOR'S
RECOMMENDED
CIP BUDGET
FISCAL YEAR 2020-21

REFUSE CAPITAL PROJECTS

Project Title:	Gallivan Repairs
Project Address:	Program Income Fund

Project Description:

Funding will be utilized to address maintenance and repairs to the plaza. The most significant repairs include the grand staircase on the western edge of the plaza and the expansion joint along the eastern edge as well as the ice rink cooling system. Staff is working on the design and estimated costs to determine the Agency's share of costs as per our agreements and ownership of the plaza.



Proposal ID:	1
Department:	RDA
Project Type:	
Category:	
Enterprise Funds:	\$250,000
Priority:	

Estimated Future Maintenance and/or Operational Expense:

None. Allocation of funds for repair costs.



Salt Lake City Department of Sustainability

The Salt Lake City Department of Sustainability is organized into two separate divisions, including the Waste & Recycling Division and the Environment & Energy Division. Each of these two divisions is a separate enterprise fund. No tax money is used to fund these programs. Money does not transfer between funds so as not to violate a basic enterprise fund principle that a customer pays for the benefit they receive and the benefit they receive equals what they pay. The Waste & Recycling Division provides weekly refuse and recycling collection services. Customers pay for the services they receive through the garbage utility rate. The Environment & Energy Division develops plans and policies to preserve and improve our built and natural environments and provide residents information on sustainability issues affecting Salt Lake City. The Environment & Energy Division is funded mainly through monthly landfill dividend payments. Salt Lake City is a joint owner of the SLVSWMF (Landfill) and the Sustainability Department has been tasked with managing the consultant contracts related to landfill monitoring and engineering. Salt Lake County does not have adequate engineering staff to provide engineering oversight to the landfill. Since SLC Engineering assists with landfill engineering contract oversight these landfill CIP projects have been budgeted and allocated by the City and then 100% reimbursed by Salt Lake County.



MAYOR'S RECOMMENDED CIP BUDGET

FISCAL YEAR 2020-21

REFUSE CAPITAL PROJECTS

Project Title:	SLVSWMF Construction and Planning Projects
Project Address:	6030 West California Avenue (1300 South) Salt Lake City, UT 84104

Project Description:

Salt Lake City is a joint owner of the SLVSWMF (Landfill) and is responsible for the engineering oversight of the Landfill. These budget funds are a pass thru and are fully reimbursed by the Landfill to the City. Based on upcoming necessary large projects we need to budget for \$15,000,000 in CIP for FY21. The Landfill anticipates several major projects to launch within the next year that will enable continuing compliance with federal, state and local regulations regarding landfill gas collection, closing portions of the landfill, and constructing a new landfill cell within the permitted footprint which is included in the Landfill Master Plan. Additionally, the landfill has planned construction of a new area for citizen unloading and building an access road around the perimeter of the landfill.



Proposal ID:	
Department:	Sustainability
Project Type:	
Category:	

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund		\$15,000,000	
Class C Funds			
Impact Fee Funds			

Estimated Future Maintenance and/or Operational Expense:

The funds are requested for design and construction. Under the interlocal agreement with Salt Lake County, they are responsible for managing ongoing operations and maintenance of the landfill.