



COUNCIL STAFF REPORT

CITY COUNCIL of SALT LAKE CITY

TO: City Council Members

FROM: Kira Luke, Ben Luedtke
Budget & Policy Analyst

DATE: July 16, 2019

RE: FUNDING OUR FUTURE: Resolution: Street Reconstruction General Obligation Bond Issuance and Sale

Item Schedule:

Briefing: July 16, 2019

Potential Action: August 27, 2019



ISSUE AT-A-GLANCE

Funding Our Future: In 2018, the City identified street conditions, affordable housing, public transit, and neighborhood safety as important City services in need of additional ongoing funding. To fund these service needs, the Council increased the sales tax by 0.5%, and placed an \$87 million Streets Reconstruction General Obligation bond on the 2018 ballot, which City voters approved.

BUDGET IMPACT

If adopted, the resolution for August 27 would authorize the City Finance Department to issue the first block of General Obligation Streets Reconstruction bonds for up to \$20,000,000. Final amounts of the issuance may vary, depending on market conditions at the time of sale.

This resolution also approves the sale of up to \$5,400,000 in Refunding Bonds for the Leonardo, which is a way to refinance that debt at a lower interest rate. Proceeds are used to refund currently outstanding General Obligation Refunding Bonds from April 2017. This is expected to gain the City approximately \$245,411 in savings from reduced debt, which could mean slightly lowered tax bills to property owners over the next ten years. Funding Our Future messaging anticipated savings to property owners based on partially paying off bonds relating to The Leonardo this fiscal year and fully paying off bonds for the Main Library; however, the Refunding Bonds in this issuance are otherwise unrelated to the Funding Our Future revenue discussions.

ENGAGEMENT

Funding Our Future received extensive engagement through Spring of 2018, and the “Funding Our Future” brand continues to receive high focus to keep residents apprised of the progress. (Attachment 1: Engagement Report). One of the consistently recurring top themes residents raised throughout the engagement process was the importance of transparency, accountability, and trust that the funds raised through sales tax or bonding would be used as the City represents. To this end, the FundingOurFutureSLC.com website has been created to report Funding Our Future funds and expenses.



A key point in favor of the General Obligation Streets Reconstruction Bond is the accountability legally embedded in the process – the City is prohibited from spending the funds for any purpose other than those described on the ballot (Attachment 2: Voter Information Pamphlet). In this sense, the City is already committed to accountability. However, an industry-recognized important step in public

engagement is the report back to the public on how feedback has been heard and used. While additional engagement is not legally required, the Council expressed interest during the engagement process in maintaining robust communication with City residents on all Funding-Our-Future-related projects.

POLICY QUESTIONS

1. **Bond increments:** The minimum bond eligible for purchase from this issuance is set at \$5,000. Staff understands from the City’s Financial Advisors that administration costs increase as the number of individual orders and buyers goes up as is the case when selling more bonds in smaller increments. The Council may wish to discuss with the Administration the tradeoffs or other options considered when establishing this threshold.
2. **Engagement:** Since the bond will be issued in multiple parts and the funded projects will have some engagement efforts, there will be many opportunities for engagement.
 - a. The Council may wish to ask the Administration about engagement planned for each of the bond-funded road reconstruction projects through Engineering’s standard outreach and engagement process.
 - b. The Council may also wish to share any expectations for public engagement for this and future Funding-Our-Future-related bond issuances and projects.

PROJECTS

Funds from the Streets Reconstruction bond issuance will be used for projects scheduled for construction or design in 2020-22. The Administration has included contingencies as well as interest earned on the bond funds to cover additional project costs.

- \$13,400,000 for six major street reconstruction projects in Districts Two, Five, Six, and Seven
- \$1,600,000 for two major street design projects in District Four and Five
- \$6,000,000 for local street reconstruction projects

This represents a 75/25 split between funds designated for major street reconstruction projects and local street reconstruction projects. During policy discussions, the Council set direction for an 80/20 split of funding between major and local streets. This is the first of several bond issuances, so the final allocation of project funding may more closely align with the 80/20 allocation.

Major Streets

The table below shows the major street candidates for reconstruction projects. High-capacity urban streets that deliver traffic at the highest level of service possible are considered major streets. These projects range from design to full replacement with a new structural system, including pavement, curb and gutter, drive approaches, sidewalks, accessibility ramps. Projects also include consideration of complete street elements like pedestrian or bicycle paths.

Construction Year	Street	From	To	Cost
2020	500 East	1700 South	2100 South	\$1,500,000
	2000 East	Parley's Way	City Limit	\$1,300,000
	700 West	1600 South	2100 South	\$2,000,000
	Local Streets			\$3,000,000
2021	300 West - Design	900 South	1300 South	\$600,000
	900 East	Hollywood Drive	2700 South	\$2,600,000
	100 South	North Campus	900 East	\$3,000,000
	1700 East	1700 South	2700 South	\$2,000,000
	Local Streets			\$3,000,000
2022	200 South - Design	400 West	900 East	\$1,000,000
				\$20,000,000

Figure 1 - Administrative Transmittal, page 3

Local Streets

The local streets are small streets that carry less traffic and have fewer lanes than major streets. Local street reconstruction projects include new pavement, sidewalks, drive approaches, curbs, and updating accessibility ramps. Engineering plans to rotate funding for local streets through all seven districts. The table below shows candidates for local street reconstruction projects using bond funds from this issuance.

Local Street Reconstruction Candidates					
Year	Street	From	To	Cost	Total for Year
2020	500 N	JORDAN RIVER	REDWOOD RD	\$186,274	\$3,039,606
	ARIES CIR	CULDESAC END	NEW STAR DR	\$193,975	
	BRIARCLIFF AVE	AMERICAN BEAUTY DR	AUTUMN AV	\$147,286	
	COATSVILLE AVE	800 E	900 E	\$251,049	
	DUPONT AVE	CAPISTRANO DR	AMERICAN BEAUTY DR	\$209,736	
	DUPONT AVE	CAROUSEL ST	1500 W	\$229,937	
	ELIZABETH ST	CRYSTAL AV	STRATFORD AV	\$122,209	
	ELIZABETH ST	STRATFORD AV	WHITLOCK AV	\$132,387	
	HASLAM CIR	CULDESAC END	GARNETTE ST	\$75,267	
	KENSINGTON AVE	1400 E	1500 E	\$223,691	
	PARKWAY AVE	ELIZABETH ST	HIGHLAND DR	\$121,678	
	RAMONA AVE	900 E	LINCOLN ST	\$86,240	
	RAMONA AVE	LINCOLN ST	1000 E	\$133,535	
	SIMPSON AVE	MCCLELLAND ST	1100 E	\$245,425	
	TALISMAN DR	800 N	1200 W	\$288,113	
	TALISMAN DR	CULDESAC END	CORNELL ST	\$139,477	
	ZENITH AVE	800 E	900 E	\$253,329	

Local Street Reconstruction Candidates					
Year	Street	From	To	Cost	Total for Year
2021	1900 E	SUNNYSIDE AV	900 S	\$140,801	\$2,979,663
	200 N	400 W	W TERMINUS END	\$180,606	
	ALTA ST	2ND AV	3RD AV	\$108,932	
	ALTA ST	3RD AV	FEDERAL HEIGHTS DR	\$212,668	
	BLAINE AVE	NEVADA ST	FOOTHILL DR	\$514,874	
	CAMBRIDGE CIR	CAMBRIDGE WY	N TERMINUS END	\$149,863	
	CAMBRIDGE WAY	PERRY'S HOLLOW RD	TOMAHAWK DR	\$270,696	
	GREENWOOD TER	900 S	SUNNYSIDE AV	\$105,601	
	KENSINGTON AVE	1400 E	1500 E	\$223,691	
	KENSINGTON AVE	KEN REY ST	2100 E	\$385,770	
	L ST	7TH AV	8TH AV	\$155,347	
	L ST	9TH AV	10TH AV	\$149,095	
	M ST	3RD AV	4TH AV	\$163,352	
	NEVADA ST	WILSON AV	BLAINE AV	\$111,276	
	WALL ST	COLUMBUS ST	400 N	\$107,091	

Figure 2 - Administrative Transmittal, page 13

ATTACHMENTS

Attachment 1 – Engagement Report

Attachment 2 – November 2018 Voter Information Pamphlet

FUNDING OUR FUTURE

**Engagement Report
Funding Our Future
Streets Reconstruction Bond
August 9, 2018**

www.FundingOurFutureSLC.com



FUNDING OUR FUTURE

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The Project

Need

A 2017 pavement condition survey revealed that nearly two-thirds of Salt Lake City streets are in poor or worse condition. A large number of these streets are in such poor condition that they need to be entirely rebuilt. Part of the recently approved sales tax increase will boost funding for ongoing street maintenance (resurfacing, pothole repair, etc.), but funding for capital-intensive streets reconstruction projects is still needed.

Proposed Solution

To fund some of these significant street-construction needs, City leaders may ask voters to approve an \$87 million General Obligation (GO) bond in November.

Approach

If voters approve the bond in November, City leaders propose using results from a recent comprehensive engineering study to apply funds in an 80/20 split – meaning 80 percent of funding would go to the major streets residents use most and 20 percent would be spent on local neighborhood streets.



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Engagement Approach

Engagement Goals:

- To educate Salt Lake City residents on current street conditions in Salt Lake City and the need to address them
- To engage as many residents as possible throughout the City through a diverse group of events in each City Council District
- To communicate why City officials are exploring a General Obligation bond as possible funding method

Communication Methods:

- Project website
- Direct mail
- Social media
- Email newsletters
- Traditional news media
- Public hearings
- Open houses
- Events in each City Council District
- Online videos
- Online survey
- Statistically valid poll



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Overview of Outreach

Website Visits:

- Pageviews June 1, 2018 – August 5, 2018 – 4,241
- Sessions June 1, 2018 – August 5, 2018 – 1,731
- Users June 1, 2018 – August 5, 2018 – 1,120

Online Survey Completions:

- 1,077 surveys completed

Y2 Analytics Poll:

- 1,474 poll respondents

Telephone Comments:

- 2 calls May 1, 2018 – August 5, 2018
 - Support: 2*
 - Against: 0
 - Neutral: 0
- *These comments were about the sales tax increase and did not specifically reference the proposed bond.

Email Comments

- 14 emails May 1, 2018 – August 7, 2018
 - Support: 6
 - Against: 2
 - Neutral : 6



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Email Blast

- 17,566 contacts
 - SLC Civic Engagement database 9,634
 - City Council email newsletters 4,000
 - Qualtrics Feedback Community 3,418
 - Qualtrics Funding Our Future Mailing List 514

Postcards to Residents & Businesses

- Mailed to 92,354 residents and businesses
 - Postcard Mailed & in Mailboxes June 11-15, 2018

Public Hearings:

- Public Hearing #1 -6 speakers July 10, 2018
- Public Hearing #2 - 4 speakers, 5 Attended Open House July 31, 2018



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Coffee Conversations & Open Houses Summary

Objective

Through casual conversations and educational materials, help residents and voters better understand (1) the magnitude of the problem with our streets (2) the cost of further deferring vs. addressing it now and (3) why a GO Bond now is a great opportunity to begin addressing this issue more fully.

Venues

In an effort to encourage a broad cross-section of participation in each area, venues were selected to either pull from other events & nearby cross streets or capitalize on people waiting in line, customers of coffee shops, etc. All seven City Council Districts had a number of different opportunities to engage in this process. One (or more in some cases) Coffee Conversation was held in each district to allow all residents an opportunity to learn directly from their Council Member about the initiative. Additionally, four Open Houses were held at a variety of existing events geographically spread throughout the City.

Advertising

Prior to the events, fliers were placed throughout the City (see appendix for full list). The Mayor, City Council and City accounts advertised each event on social media and in weekly newsletters. On the day of the event, A-frames were placed at the intersections near and at the front door of each location. Yard signs were also used at the Open Houses to lead people to the booth. All staff members wore brightly colored “Funding Our Future” t-shirts to advertise each event.

Format

For all events, there were no formal presentations – attendees were encouraged to ask questions and receive information in 10 to 30 minutes. At the Coffee Conversations, attendees were able to speak with their local City Council representative about the issue – learn and address concerns. At the Open Houses, participants could “walk the road carpet” and look up the current condition of SLC streets on a large map backdrop. Visually engaging graphics and materials were used at all events.



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Open House/Coffee Conversation Comments Overview

In talking with City residents, they almost universally agreed that the streets were in need of repair. Generally speaking, eastside residents saw the need as more dire than those the team talked with on the westside. The outreach efforts targeted residents all over the City, both the Open Houses and Coffee Conversations helped to build awareness with residents who hadn't previously heard of the Funding our Future issues – once they learned the details – almost all participants felt it was a good path forward. Conversely, those that sought out the events specifically had a more mixed view on the bond and sales tax, we have captured most commonly heard questions and comments below (full list in the appendix of this report).

Questions and comments that were heard most frequently included:

- Most people agreed that the streets are in bad condition and would like something done.
- What is a streets Bond?
- How much is the Bond for?
- Why \$87 million, how did the City choose this number?
- How will this effect me (taxes)?
- Will the rise in property taxes be passed on to renters?
- How long will the bond be for?
- How long will construction take?
- Which streets will be done, how are these chosen?
- Many people were unsure of the difference between the Sales Tax increase and the Bond, what will each fund?
- People were concerned about funding for streets in the future. If street maintenance has been deferred, how can we ensure it doesn't happen again?
- A few voiced concerns about the 80/20 split.
- A few were concerned that the bond funding will benefit non-Salt Lake City residents.
- How will the City ensure the Bond is used for street reconstruction?
- Many people referenced specific streets that need to be repaired, these can be found in the appendix.



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Coffee Conversation Overview

Each Coffee Conversation allowed constituents to interact directly with their City Council Member by asking questions and addressing concerns. In total, these events had 93 participants. Attendees expressed appreciation for the number of opportunities given to citizens to learn about the initiative and ask questions.

Educational Materials Provided

- One Page Handout
- Sign-up sheet to receive more information via email
- Maps showing the conditions of the City's streets (Poor or Worse Streets Map, All Streets Map, Location Specific Map)
- iPads available to take the City Survey
- Road Core Sample
- Survey Link Handouts in English and Spanish

Full Coffee Conversation Flier Location List

A week prior to the start of Coffee Conversations, "Funding Our Future: Together We Can Build A Strong And Resilient SLC!", fliers were placed in coffee houses, public libraries and other locations to raise awareness and advertise the upcoming engagement events. Fliers were placed at the following locations:

- Salt Lake City Public Library
- Anderson-Foothill Public Library
- Sprague Public Library
- Chapman Public Library
- Day Riverside Public Library
- Marmalade Public Library
- Raw Bean Coffee Shop
- Pig & A Jelly Jar
- Proper Brewing
- Even Stevens Downtown
- Even Stevens Sugarhouse
- Salt Lake Roasting Co.
- Blue Copper Coffee Room
- Publik Coffee
- Alchemy Coffee
- Jade Market
- Sugarhouse Coffee
- Every Smith's in the City (8)
- Real Foods Grocery Stores
- Natural Grocer's Grocery Store
- Fairmont Aquatic Center
- Salvation Army
- Rose Park Golf Course
- Sorenson Unity Center
- NW Community Center
- NeighborWorks
- Sugarhouse Boys & Girls Club
- Central Book Exchange
- Watchtower Cafe



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Coffee Conversations by Location

District 3 - Publik Avenues

This Coffee Conversation took place on Tuesday, 26 June from 8:30 AM to 10 AM. There were A-Frames on the corners leading to the shop, in front of the shop, and on South Temple to attract other traffic. One staff member stood out on the street to invite all those walking past to attend. One staff member took notes of all the conversations and questions asked. In total, 12 people attended the event.

District 2 - Mestizo Coffee House

This Coffee Conversation took place on Wednesday, 27 June from 5 PM to 6:30 PM. There were A-Frames on the corners leading to the shop and in front of the shop. Staff members walked the sidewalk and invited passersby to attend the event. In total, 7 people attended the event.

District 5 - Watchtower Cafe

This Coffee Conversation took place on Tuesday, 10 July from 8 AM to 9:30 AM. There were A-Frames on the corners leading to the shop and in front of the shop. In total, 5 people attended the event.

District 6 - Tulie Bakery 15th & 15th

This Coffee Conversation took place on Wednesday, 11 July from 11 AM to 12:30 PM. There were A-Frames on the corners leading to the shop and in front of the shop. There were two staff members in front of the shop asking passersby to attend the event. In total, 15 people attended the event.

District 7 - Sugar House Coffee

This Coffee Conversation took place on Saturday, 14 July from 9 AM to 10:30 AM. There were A-Frames at 2100 South and Highland Drive and along 1100 East. Staff members engaged all passersby and people in line for coffee to learn about the bond. In total, 13 people attended the event.

District 4 - Salt Lake Roasting Co.

This Coffee Conversation took place on Monday, 16 July from 5 PM to 6:30 PM. There were A-Frames on the corners leading to the shop and in front of the shop. In total, 18 people attended the event.

District 1 - Just-A-Craving

This Coffee Conversation took place on Saturday, 21 July from 9 AM to 10:30 AM. There were A-Frames on the corners leading to the stand and in front of the stand. Staff members engaged all passersby to learn about the bond. In total, 6 people attended the event.



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District 1 - Just-A-Craving

This Coffee Conversation took place on Saturday, 28 July from 9 AM to 10:30 AM. There were A-Frames on the corners leading to the stand and in front of the stand. Staff members engaged all passersby to learn about the bond. In total, 9 people attended the event.

Districts 6 & 7 - Blue Plate Diner

This Coffee Conversation took place on Monday, 30 July from 5:30 PM to 7 PM. There were A-Frames on the corners leading to the shop and in front of the shop. In total, 13 people attended the event.



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Open House Overview

Each Open House allowed constituents to learn about the bond initiative and for the City to reach a greater number of people. In total, these events had 200 attendees. At each event, staff members tried to reach the highest number of people by stopping all passersby, walking the surrounding locations to interact with constituents on the street or in waiting lines, and inviting everyone to take the survey on an iPad or when they went home. These events allowed the team to educate many residents.

Educational Materials Provided

Educational/Awareness Building Information

- Informational Boards
- Informational Fliers
- Educational Survey
- Survey Link Handouts in English and Spanish

Activities

- “Walk the Road Carpet” City Map with Street Conditions backdrop – take selfies and learn about city street conditions
- Take the “Test Your SLC Road Knowledge” on the iPad while you wait
- “Fill the Pot Hole” game
- Road Core Sample
- Car toys and candy to entertain kids while staff talked with parents



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Open Houses by Location

Partners in the Park – Riverside Park

This Open House took place on Tuesday, 17 July from 5 PM to 8 PM. There were yard signs on the street and leading from the parking lot to alert people where to find the booth. The Funding Our Future banner was hung in the parking lot. Each staff member wore the “Funding Our Future” t-shirt to advertise the bond initiative. Three staff members managed the booth, while three staff members roamed the crowd with iPads and asked people to take the survey. Roughly 10 people took the survey and were engaged about the initiative. An announcement in English and Spanish was given to the crowd about the Bond and invited people to learn more at the booth.



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Sugar House Farmer's Market – Fairmont Park

This Open House took place on Wednesday, 18 July from 5 PM to 8 PM. There were yard signs on the street and leading from the parking lot to alert people where to find the booth. Each staff member wore the “Funding Our Future” t-shirt to advertise the bond initiative. Staff members engaged many people that attending the event. A few staff members took iPads around and asked people to take the survey. They also passed out survey cards to people, asking them to take the survey when they got home. Roughly 50 people took the survey and were engaged about the initiative. Kids played on toy construction equipment and took selfies on the “Road Carpet”. Councilmember, Amy Fowler attended the event and this encouraged more people to attend. Because the Yappy Hour event was occurring nearby, dog treats and water were also provided.



FUNDING OUR FUTURE

Food Truck Thursdays – Gallivan Plaza

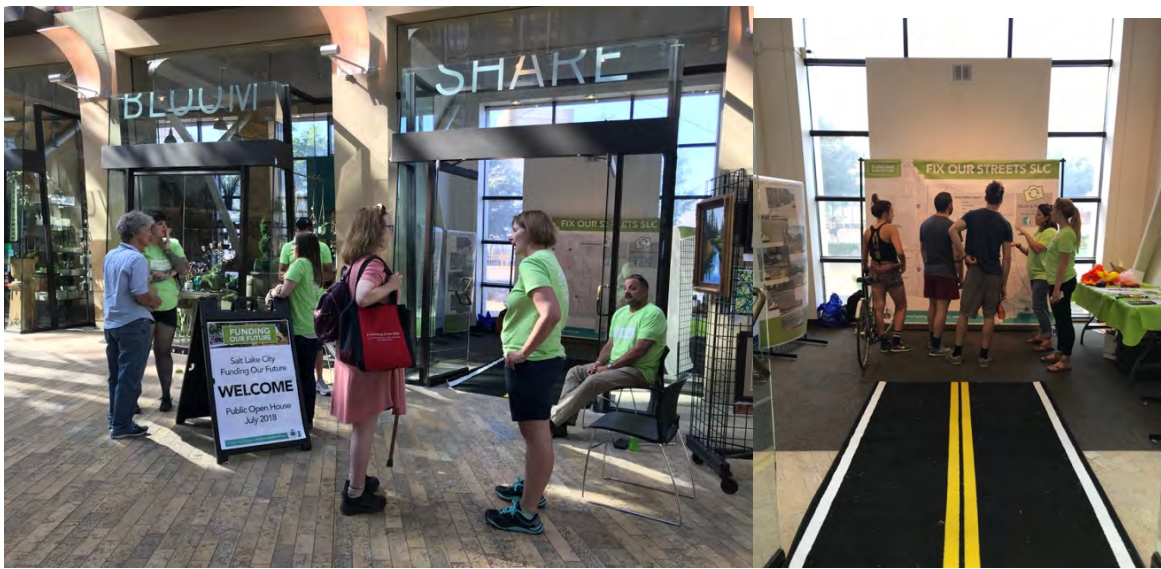
This Open House took place on Thursday, 19 July from 11 AM to 2 PM. There were A-frames at all entrances of the Plaza to alert attendees of the Open House. Each staff member wore the “Funding Our Future” t-shirt to advertise the bond initiative. Staff members took shifts approaching people in lines and asking them to take the survey or to listen to a short message about the bond. One member of the public was interviewed about his understanding and support of the Bond. Roughly 100 people took the survey and were engaged about the initiative.



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Share Space – Main City Library

This Open House took place on Thursday, 19 July from 5 PM to 8 PM. There were A-frames at the entrances of the Library to inform passersby of the event. Each staff member wore the “Funding Our Future” t-shirt to advertise the bond initiative. Staff members took shifts walking the streets surrounding the Library and towards Downtown, engaging pedestrians of the bond initiative and about the event taking place. They also encouraged anyone they met to take the survey. A few members of the public came to the event at the library with questions, as well. In total, roughly 30 people were taken the survey and were engaged about the initiative.



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Survey & Poll Summary

Summary of Qualtrics Survey

The City conducted an online educational survey from July 5 to August 3, 2018. The purpose of the survey was to educate the public on the condition of city streets and the criteria used to select streets for reconstruction. The City received 1,077 responses. Thirty six percent (36.24%) of respondents considered Salt Lake City streets a bit bumpy, while 35.63% thought streets were rough riding. The majority of respondents, 68.60%, agreed with the criteria used by the Roadway Selection Committee to determine which streets needed to be reconstructed.

Summary of Y2 Analytics Poll

The City contracted with Y2 Analytics to conduct a bond viability survey. The poll surveyed 1,474 registered voters within the boundaries of Salt Lake City. Voters were invited to participate in self-administered online interviews through email and mail invitations. The poll was administered from July 26 to August 9, 2018. The initial baseline ballot showed strong majority support for the bond, at 72%. After reading all provided information about the bond, overall support increased to 79%



FUNDING OUR FUTURE

Printed Materials



Nearly two-thirds of Salt Lake City streets are in poor or worse condition - with a large number in such poor condition that they need to be entirely rebuilt.

To address funding for this critical need, City leaders have a two-part plan:

1. **Increase maintenance on the best streets to prevent deterioration:** Funded by part of the recently approved 0.5% sales tax increase.
2. **Begin reconstructing streets in poor or worse condition:** To fund reconstruction, the City is asking voters to consider an \$87 million General Obligation (GO) Bond.

In late July, the City Council will decide whether to put this bond on November's ballot.

Find out more and let City leaders know what you think
www.FundingOurFutureSLC.com

Public Hearing Tuesday, July 30, 6 pm City Council Chambers 431 S State St., 3rd floor	Open House @ Food Bank Thursday Thursday, July 19, 11 am - 2 pm Central Center 228 S Main St.
Open House @ Parkers in the Park Tuesday, July 23, 9 am - 8 pm Holland Park 739 N 2500 St.	Open House @ Main Library Tuesday, July 16, 9 am - 8 pm Main Library, West Space 218 S 500 St.
Open House @ Sugar House Farmer's Market Wednesday, July 15, 9 am - 8 pm Sugar House Park 1545 Sugar House Dr.	Public Hearing Wednesday, July 23, 7 pm City Council Chambers 431 S State St., 3rd floor

For questions and ADA or accessibility accommodations, contact: Meagan Ulvaev-Hafoka, Policy Advisor and Community Outreach for Diversity and Human Rights, 801-535-7697; meagan.uhl@slcgov.com

Engagement Fact Sheet



Aproximadamente dos tercios de las calles en Salt Lake City están tan deterioradas que un gran número de ellas necesitan ser reconstruidas completamente.

Para financiar esta necesidad crítica, el consejo de la ciudad planea lo siguiente:

1. **Incrementar el mantenimiento de las mejores calles para prevenir su deterioro:** Financiado en parte por el incremento sobre las ventas del 0.5%, el cual fue aprobado recientemente.
2. **Empezar a reconstruir las calles en pobres condiciones:** Para financiar su reconstrucción, la ciudad está preguntándole al público que consideren una propuesta de obligación general de \$87 millones.

Durante el mes de Julio, el consejo de la ciudad decidirá si pone esta propuesta en la boleta electoral en Noviembre.

¡Infórmate y comparte tus ideas con nosotros!
www.FundingOurFutureSLC.com

Audiencia Pública Martes, 30 de Julio a las 6 pm Cámaras del Ayuntamiento 431 S. State St., 3er piso	Reunión Comunitaria @ Food Bank Thursday Jueves, 19 de Julio de 11 am a 2 pm Centro Central 228 S. Main St.
Reunión Comunitaria @ Parkers in the Park Martes, 23 de Julio de 9 am a 8 pm Holland Park 739 N 2500 St.	Reunión Comunitaria @ Main Library Martes, 16 de Julio de 9 am a 8 pm Main Library, West Space 218 S 500 St.
Reunión Comunitaria @ Sugar House Farmer's Market Miércoles, 15 de Julio de 9 am a 8 pm Sugar House Park 1545 Sugar House Dr.	Audiencia Pública Miércoles, 23 de Julio a las 7 pm Cámaras del Ayuntamiento 431 S State St., 3er piso

Para preguntas y adaptaciones de ADA o accesibilidad, comuníquese con: Meagan Ulvaev-Hafoka, Consejera de Participación Comunitaria y Normas para Diversidad y Derechos Humanos 801-535-7697; meagan.uhl@slcgov.com

Engagement Fact Sheet - Spanish Version



FUNDING OUR FUTURE

PROPOSED STREETS BOND

Nearly two-thirds of Salt Lake City streets are in poor or worse condition — 20% are in such poor condition they need to be completely reconstructed.

To address funding for this critical need, City leaders have a two-part plan:

1. **Increase maintenance on the best streets to prevent deterioration:** Funded by part of the recently approved 0.5% sales tax increase.
2. **Begin reconstructing streets in poor or worse condition:** To fund reconstruction, the City is asking voters to consider an \$87 million General Obligation (GO) Bond.

In late July, the City Council will decide whether to put this bond on November's ballot.

Find out more and let City leaders know what you think!

PROPUESTA PARA RECONSTRUIR CALLES

Aproximadamente dos tercios de las calles en Salt Lake City están muy deterioradas y 20% están en tan malas condiciones que tienen que ser reconstruidas completamente.

Para financiar esta necesidad crítica, el consejo de la ciudad planea lo siguiente:

1. **Incrementar el mantenimiento de las mejores calles para prevenir su deterioro:** Financiado en parte por el incremento sobre las ventas del 0.5%, el cual fue aprobado recientemente.
2. **Empezar a reconstruir las calles en peores condiciones:** Para financiar su reconstrucción, la ciudad está preguntándole al público que consideren una propuesta de obligación general de \$87 millones.

Durante el mes de Julio, el consejo de la ciudad decidirá si pone esta propuesta en la boleta electoral en Noviembre.

¡Infórmate más y comparte tus ideas con nosotros!

www.FundingOurFutureSLC.com

GET INFORMED

Find out more about the GO Bond and the Funding Our Future effort at an upcoming event.

Public Hearing (audiencia pública)

Tuesday, July 10, 7 pm
City Council Chambers
451 S State St., 3rd floor
19 de Julio de 7 pm
edificios del ayuntamiento

Open House @ Food Truck Thursday

Thursday, July 19, 11 am - 2 pm
Gallivan Center Plaza
239 S Main St.
19 de Julio de 11 am a 2 pm

Open House @ Partners in the Park

Tuesday, July 17, 5 pm - 8 pm
Riverside Park
739 N 1400 W
17 de Julio de 5 pm a 8 pm

Open House @ Main Library

Thursday, July 19, 6 pm - 8 pm
Main Library's Share Space
210 E 400 S
19 de Julio de 6 pm a 8 pm

Open House @ Sugar House

Farmers Market
Wednesday, July 18, 5 pm - 8 pm
Fairmont Park
1040 Sugarmont Dr.
18 de Julio de 5 pm a 8 pm

Public Hearing (audiencia pública)

Tuesday, July 21, 7 pm
City Council Chambers
451 S State St., 3rd floor
21 de Julio de 7 pm
edificios del ayuntamiento

For questions and ADA or accessibility accommodations, contact: Moore Ukawa-Mufson, Policy Advisor and Community Outreach for Diversity and Human Rights, 801-435-7477; moore.u@slcgov.com

Para preguntas y adaptaciones de ADA o accesibilidad, comuníquese con: Moore Ukawa-Mufson, Colegadora de Participación Comunitaria y Normas para Diversidad y Derechos Humanos 801-435-7477; moore.u@slcgov.com



Bond Information Postcard

www.FundingOurFutureSLC.com



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FUNDING OUR FUTURE:

TOGETHER WE CAN BUILD A STRONG AND RESILIENT SLC!

Nearly two-thirds of Salt Lake City streets are in poor or worse condition. To begin addressing the City's street reconstruction needs, City leaders are considering asking voters to approve an \$87 million General Obligation Bond.

In late July, the City Council will decide whether to put this bond on November's ballot. Attend an upcoming open house or join a Coffee Conversation with your City Council representative to learn more.

Coffee Conversations

-  **District 3 - Chris Whorton**
Tuesday, June 26, 8:30 am - 10 am
Publik Coffee
502 E 3rd Ave.
-  **District 2 - Andrew Johnston**
Wednesday, June 27, 5 pm - 6:30 pm
Mestizo Coffee House
631 W North Temple
-  **District 5 - Erin Mendenhall**
Tuesday, July 10, 8 am - 9:30 am
Watchtower Café
1588 S State St
-  **District 6 - Charlie Luke**
Wednesday, July 11, 11 am - 12:30 pm
Tulie Bakery
1510 S 1500 E
-  **District 7 - Amy Fowler**
Saturday, July 14, 9 am - 10:30 am
Sugar House Coffee
2011 S 1100 E
-  **District 4 - Derek Kitchen**
Monday, July 16, 5 pm - 6 pm
Salt Lake Roasting Co.
820 E 400 S
-  **District 1 - James Rogers**
Date & Location TBD
Check the website for details

Open Houses

-  **Open House @ Partners in the Park**
Tuesday, July 17, 5 pm - 8 pm
Riverside Park
739 N 1400 W
-  **Open House @ Sugar House Farmer's Market**
Wednesday, July 18, 5 pm - 8 pm
Fairmont Park
1040 Sugarmont Dr..
-  **Open House @ Food Truck Thursday**
Thursday, July 19, 11 am - 2 pm
Gallivan Center Plaza
239 S Main St.
-  **Open House @ Main Library**
Thursday, July 19, 5 pm - 8 pm
Main Library Share Space
210 E 400 S



Coffee Conversation Flyer



FUNDING OUR FUTURE

Website Updates

FUNDING OUR FUTURE HOME SALES TAX BOND DASHBOARD GET INFORMED PAGE

Together we can build a strong and resilient SLC!

Smooth Sailing Suspension Hiking

TAKE THE SURVEY

Because of the long lasting effects of the Great Recession on City resources, combined with years of frugal budgeting, Salt Lake City now has significant unmet service needs. The result is deteriorating infrastructure, lack of affordable housing, and public safety concerns. City leaders believe it's time to control our own destiny and invest in critical needs the improved streets, affordable housing, better public transit and neighborhood safety. Over the past few years, the City studied these critical needs, developed comprehensive plans and identified revenue options.

FOLLOW THE FUNDING OUR FUTURE PROCESS

1 Plan 2 Sales Tax 3 GO Bond 4 Implement

Step 1: Plan

City departments developed comprehensive plans to address and fund the City's significant unmet service needs.

Click below to view the planning documents:

- Proposed Street Conditions
- Financial Condition Survey
- Senior Transition Services
- Daniel Murray Plan
- Urban Housing Opportunities
- Increased Neighborhood Safety & Security
- Spurring Salt Lake Housing Plan
- Public Department Strategic Plan

The City also studied funding options and identified two viable revenue sources to fund these critical needs: a 0.5% sales tax increase and a General Obligation (GO) bond. These two funding solutions allow the City to control our own destiny and invest in building a city that works for everyone.

Step 2: Sales Tax

The City Council's recent approval of a 0.5% increase in the City's portion of sales tax is the first part of a funding strategy to address critical needs. The City Council also recently adopted the Mayor's Fiscal Year 2018 budget recommendations for allocating the new sales tax revenue.

Click here to read more about the Sales Tax

Step 3: GO Bond for Voter Approval

Additional sales tax revenue will provide much-needed ongoing funds for public safety, transit service, affordable housing and street maintenance. But funding for capital revenue street reconstruction projects is still needed. To fund some of these significant road reconstruction needs, City leaders may vote to approve an \$87 million General Obligation (GO) bond in November.

Click here to read more about the GO bond

Step 4: Implement

Revenue generated through the sales tax increase will be tracked as a separate budget item every year. The Funding Our Future Dashboard can be used to monitor to track how funding is being spent, project implementation and progress. If elected, approval of the GO bond in November, its projects and expenditures will also be tracked on the dashboard.

See the Funding Our Future Dashboard



SEARCH

Salt Lake City
401 South Main Street
700 Salt Lake City, UT 84143-5470
Salt Lake City, UT 84143-5470

Stay up to date on all of the

GO

FUNDING OUR FUTURE HOME SALES TAX BOND DASHBOARD GET INFORMED PAGE

GO Bond for Voter Approval

A 2017 government coalition survey revealed that nearly two-thirds of Salt Lake City voters are in favor of more roadwork. A large number of those voters are in such poor condition that they need to be entirely rebuilt.

About The Proposed Streets Bond

For some of these significant infrastructure needs, City leaders may vote to approve an \$87 million General Obligation (GO) bond in November. This revenue will be used to fund the proposed streets bond.

Qualifications of City Council Members

Click on the government coalition survey to view the status of the streets you care most about.

Quick Facts about the GO Bond

- The GO bond will be used to fund the proposed streets bond.
- The GO bond will be used to fund the proposed streets bond.
- The GO bond will be used to fund the proposed streets bond.

Frequently Asked Questions

1. What is the GO bond for?

2. How long will it take to build the roads?

3. How much will it cost?

4. How will the money be raised?

5. How will the money be used?

6. How will the money be tracked?

7. How will the money be spent?

8. How will the money be managed?

9. How will the money be reported?

10. How will the money be used?

11. How will the money be tracked?

12. How will the money be spent?

13. How will the money be managed?

14. How will the money be reported?

15. How will the money be used?

16. How will the money be tracked?

17. How will the money be spent?

18. How will the money be managed?

19. How will the money be reported?

20. How will the money be used?

21. How will the money be tracked?

22. How will the money be spent?

23. How will the money be managed?

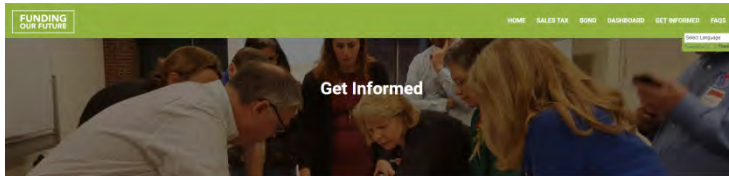
24. How will the money be reported?

25. How will the money be used?

Bond Website



FUNDING OUR FUTURE



Residents are encouraged to learn more about the proposed General Obligation Bond and the Funding our Future effort at an upcoming event.
Events For July 2018

DATE	TIME	LOCATION
7/16	10:00 AM - 12:00 PM	City Council Office
7/17	10:00 AM - 12:00 PM	City Council Office
7/18	10:00 AM - 12:00 PM	City Council Office
7/19	10:00 AM - 12:00 PM	City Council Office
7/20	10:00 AM - 12:00 PM	City Council Office
7/21	10:00 AM - 12:00 PM	City Council Office
7/22	10:00 AM - 12:00 PM	City Council Office
7/23	10:00 AM - 12:00 PM	City Council Office
7/24	10:00 AM - 12:00 PM	City Council Office
7/25	10:00 AM - 12:00 PM	City Council Office
7/26	10:00 AM - 12:00 PM	City Council Office
7/27	10:00 AM - 12:00 PM	City Council Office
7/28	10:00 AM - 12:00 PM	City Council Office
7/29	10:00 AM - 12:00 PM	City Council Office
7/30	10:00 AM - 12:00 PM	City Council Office
7/31	10:00 AM - 12:00 PM	City Council Office

Submit a Comment



Call a Comment Line
 Mayor's Office 801-535-7701
 City Council Office
 801-535-7554



Send a Comment to fundingourfuture@slcgov.com


 Stay up to date on all of the details.

Salt Lake City
 401 South State Street
 P.O. Box 145475
 Salt Lake City, UT 84114-5476

Bond Website



FUNDING OUR FUTURE

Social Media Engagement

 **Salt Lake City Council** shared an event. June 24 · 🌐

Council Members are hosting coffee chats (FREE COFFEE) with residents to discuss the City's significant street reconstruction needs and how a potential General Obligation bond could help address them. Join Council Member Chris Wharton this Tuesday.



TUE, JUN 26
Coffee & Conversation w/ Council Member Chris Wharton ★ Interested

 **Mayor Jackie Biskupski** shared Salt Lake City Council's event. June 25 · 🌐

Free coffee! Please join Councilmember Chris Wharton tomorrow at Publik Coffee for a morning pick-me-up, and a conversation on the proposed roads bond! We have heard the residents and are ready to take action on #SLC's failing streets. #fundingourfuture



JUN 26 **Coffee & Conversation w/ Council Member Chris Whar...**
Tue 8:30 AM MDT · Publik Coffee Avenues · Salt Lake City

👍 Like 💬 Comment

Councilmember Chris Wharton, Sylvia Nibley, Elisabeth Buffy Nebeker and 45 others like this.

 **Salt Lake City Council** shared an event. June 27 · 🌐

Stop by Mestizo Coffee House on your way home from work to chat with Council Member Andrew Johnston about the proposed bond for street reconstruction. #fixourstreetsSLC



WED, JUN 27
Coffee & Conversation w/ Council Member Andrew Johnston ★ Interested

 Madalena and Poonam like this place

 **Salt Lake City Council** July 6 · 🌐

The Council's July 10 and July 31 meetings will include public hearings about the proposed \$87 million General Obligation (GO) Bond to help address significant City street reconstruction needs. Both hearings will begin at 7 p.m.

The Council will decide whether to put this bond on November's ballot at its July 31 meeting, so your feedback is important! Learn more about the proposed GO bond at www.FundingOurFutureSLC.com.



Funding Our Future SLC |
City leaders believe now is the time to control our own destiny and invest in critical needs like improved streets, affordable housing, better public transit and neighborhood safety. Over the past few years, the City studied these critical...
FUNDINGOURFUTURESLC.COM

1 Like · 4 Comments



FUNDING OUR FUTURE



Salt Lake City Council

July 7 at 9:52 AM · 🌐

Join your Council Member for a FREE beverage next week to learn more about a proposed \$87 million General Obligation bond for street reconstruction.

A few quick facts:

- > Because the City is paying off two existing bonds in 2019 for the Main Library and The Leonardo, a GO bond would have minimal new financial impact on property owners.
- > If voters approve a new GO bond, property taxes for the average home would increase slightly – less than \$5 a year.
- > Bond revenue can only be used for specific one-time projects. When the ballot says the bond is for street reconstruction, the City may only use that money for street reconstruction.
- > A GO bond is the City's preferred revenue option because it provides the accountability that residents have demanded.
- > The City Council will decide in the next few weeks whether to put this bond on November's ballot.
- > Bonding is a financially-responsible approach for the City and is the least expensive form of government financing. The cost of debt is low – ranging from 3.2% to 5%.
- > Salt Lake City has a AAA bond rating (the highest available) meaning the City has a strong history of managing debt responsibly.



Salt Lake City Council

July 9 at 10:23 AM · 🌐

Join Council Member Erin Mendenhall TOMORROW morning for more information on the proposed \$87 million General Obligation bond for street reconstruction. Weigh-in! Free coffee! Visit www.fundingourfutureslc.com.

152 Views



SLCgov

July 10 at 4:46 PM · 🌐

Free coffee anyone? Join Council Member Charlie Luke TOMORROW morning 7/11 at 11 am for Salt Lake City Council's Coffee & Conversations for more info on the proposed \$87 million General Obligation bond for street reconstruction. Weigh-in, for details, visit fundingourfutureslc.com.



Salt Lake City Council shared an event.

July 11 at 9:39 AM · 🌐

Charlie Luke - Salt Lake City Council will see you today at 11 at the 15th & 15th Tulie Bakery to chat about the proposed bond for street reconstruction. Attend any of the upcoming chats, no matter if they're with your Council Member or not! See our event page for details.



WED, JUL 11

Coffee & Conversation w/ Council Member Charlie Luke

★ Interested

7 people interested



FUNDING OUR FUTURE

Salt Lake City Council
July 12 at 3:24 PM · 🌐

Take a short survey to tell us your perceptions of Salt Lake City streets.



Smooth Sailing OR Suspension Killing

TAKE THE SURVEY

SLCGOV.AZ1.QUALTRICS.COM
Funding Our Future | Proposed Bond
Salt Lake City Leadership is considering placing a General Obligation Bon...

SLCgov
July 16 at 11:39 AM · 🌐

Free Coffee and Conversations with Salt Lake City Council Member Derek Kitchen today from 5 - 6 pm. at Salt Lake Roasting Company, located at 820 East 400 South. Chat with District 4 Council Member Kitchen about the proposed bond for street reconstruction in #SLC. All are welcome to attend tonight's coffee meet up, even if you are not a resident of Council District 4. We want to hear from #SLC residents. To learn more about #FundingOurFutureSLC, visit <http://fundingourfutureslc.com/>.



SALT LAKE CITY COUNCIL: COFFEE & CONVERSATIONS

Monday, July 16
5:00 - 6:00 p.m.

SALT LAKE COFFEE ROASTERS
820 EAST 400 SOUTH

DISTRICT 4 - DEREK KITCHEN

SLCgov
July 13 at 4:07 PM · 🌐

Free Coffee and Conversations with Salt Lake City Council Member Amy Fowler this Saturday, July 14, from 9-10:30 a.m. at Sugar House Coffee. Chat with District Council Member Fowler about the proposed bond for street reconstruction in Salt Lake City.

Attend any of the upcoming chats, no matter if they're with your Council member or not! See our event page for details, <http://fundingourfutureslc.com/>.



SALT LAKE CITY COUNCIL: COFFEE & CONVERSATIONS

Saturday, July 14
9:00 - 10:30 a.m.

SUGAR HOUSE COFFEE
2011 SOUTH 1100 EAST

DISTRICT 7 - AMY FOWLER

SLCgov
July 19 at 3:11 PM · 🌐

A 2017 pavement condition survey revealed that nearly two-thirds of Salt Lake City streets are in poor or worse condition. A large number of these streets are in such poor condition that they need to be entirely rebuilt. To fund some of these significant road-construction needs, #SLC leaders may ask voters to approve an \$87 million General Obligation (GO) bond in November. Residents are encouraged to learn more about the proposed General Obligation Bond and the #FundingOurFutureSLC effort, <http://fundingourfutureslc.com/bond/>.

Get informed. Attend an event. Talk to a City representative. Share your thoughts. Take our survey. There are many ways to get involved. We want to hear from you!

Salt Lake City Public Services Mayor Jackie Biskupski Salt Lake City Council SLCMoves



WHAT IS A GENERAL OBLIGATION BOND?

IMPROVED ROAD CONDITIONS/ STREET RECONSTRUCTION

A FUNDRAISING TOOL USED FOR IMPORTANT MUNICIPAL PROJECTS



FUNDING OUR FUTURE



SLCgov
July 20 at 1:34 PM

Free Coffee and Conversations with Salt Lake City Council Member James Rogers this Saturday, July 21, and Saturday, July 28, from 9 - 10:30 a.m. at Just a Craving, located at 1780 West North Temple. Chat with District 1 Council Member Rogers about the proposed bond for street reconstruction in #SLC. All are welcome to attend the coffee meet ups, even if you are not a resident of Council District 1. We want to hear from SLC residents. To learn more about #FundingOurFutureSLC, visit <http://fundingourfutureslc.com/>.



SLCgov
July 27 at 2:19 PM

Join Salt Lake City Council Member James Rogers for a FREE snow cone, coffee and conversation this Saturday, July 28, from 9-10:30 a.m. at Just a Craving, 1780 West North Temple. Chat with District 1 Council Member Rogers about the proposed bond for street reconstruction in #SLC. All are welcome to attend the coffee meet up, even if you are not a resident of Council District 1. We want to hear from #SLC residents and businesses. To learn more about #FundingOurFutureSLC, visit <http://fundingourfutureslc.com/>. More details below.



Salt Lake City Council
July 31 at 2:59 PM

Learn more about the proposed street reconstruction bond TONIGHT at an informational open house from 6 to 7 p.m. in the third floor hallway of the City & County Building, 451 S. State Street. City staff will be available to answer questions prior to the public hearing held during City Council's Formal Meeting at 7 p.m.

According to a recent Pavement Condition Survey, nearly two-thirds of Salt Lake City streets are in poor or worse condition. While a portion of the recently approved sales tax increase will provide funding for ongoing street maintenance, a large number of roads are in such poor condition that they need to be entirely rebuilt.

To begin addressing the City's \$220 million of street reconstruction needs, City leaders are considering asking voters to approve an \$87 million General Obligation (GO) Bond. In late July, the City Council will decide whether to put this bond on November's ballot. Residents are encouraged to learn more about the proposed GO bond by visiting www.FundingOurFutureSLC.com.



FUNDINGOURFUTURESLC.COM
Funding Our Future SLC |
City leaders believe now is the time to control our own destiny and invest i...



Salt Lake City Council
July 6

The Council's July 10 and July 31 meetings will include public hearings about the proposed \$87 million General Obligation (GO) Bond to help address significant City street reconstruction needs. Both hearings will begin at 7 p.m.

The Council will decide whether to put this bond on November's ballot at its July 31 meeting, so your feedback is important! Learn more about the proposed GO bond at www.FundingOurFutureSLC.com.



FUNDINGOURFUTURESLC.COM

Funding Our Future SLC |

City leaders believe now is the time to control our own destiny and invest i...



FUNDING OUR FUTURE



Salt Lake City Council shared an event.

July 10 at 10:46 AM · 🌐

Public Hearing TONIGHT at 7 p.m. about the proposed \$87 million General Obligation bond for road reconstruction. The Council will decide in the coming weeks whether to send the proposal to the November ballot. Your input matters!



TUE, JUL 10

Council Work Session and Formal Meeting

Salt Lake City Council · Salt Lake City



Brian and 4 friends like this place

★ Interested



Mayor Jackie Biskupski

July 10 at 11:45 AM · 🌐

How would you rate the condition of Salt Lake City's roads? Take this quick survey to to test your knowledge and to learn more about a proposed \$87 million streets bond being considered for the November ballot. Survey: https://slcgov.az1.qualtrics.com/jfe/form/SV_a5Z9aTc8LSJ9nQV



👍 Like

💬 Comment

Anabel Aguilar, Ken N Cathy Hammond, Travie T Lish and 20 others like this.



SLCgov added 4 new photos — 🍴 feeling hungry at Gallivan Center.

July 19 at 11:26 AM · Salt Lake City · 🌐

It's lunchtime! Stroll on over to the Gallivan Center for our weekly Food Truck Thursday happening now until 2 p.m. As you are figuring out lunch plans, drop by the #SLC booth to learn more about SLC streets, their current conditions, and how we plan to fix them with #FundingOurFutureSLC and a potential General Obligation Bond. We want to hear from you! Get informed, share your thoughts with us & grab a bite. For details or share your feedback via survey, check out, <http://fundingourfutureslc.com/>.

Salt Lake City and Gallivan Center Events Salt Lake City Public Services Mayor Jackie Biskupski Salt Lake City Council



I THINK MY SOULMATE MIGHT BE CARBS



Mayor Jackie Biskupski

August 1 at 11:47 AM · 🌐

#SLC is prepared to tackle our roadway #infrastructure issues like never before. With two-thirds of our roads in poor or worse condition the Salt Lake City Council and I have proposed a funding plan to improve our roads and to bring more transit options to our neighborhoods. The next phase of the plan is a proposed \$87-million bond for November's ballot. It will be up to the voters to decide if we should take this step to change course in how we care for our roadways. Learn more and tell us what you think: www.fundingourfutureslc.com



4.1K Views



FUNDING OUR FUTURE

Media Coverage

[Tribune editorial: SLC road bond: Before taxpayers start bailing, city should stop failing – Salt Lake Tribune; August 2, 2018](#)

[SLC Council poised to place \\$87 million bond on November ballot to pay for streets – KSL; August 1, 2018](#)

[Salt Lake City Council poised to place \\$87 million bond on November ballot to pay for streets– Deseret News; July 31, 2018](#)

[Officials say Salt Lake roads are getting worse by the day — and it’s past time to fix them – Salt Lake Tribune; July 29, 2018](#)

[George Chapman: Salt Lake City bond could hurt Medicaid expansion – Salt Lake Tribune; July 28, 2018](#)

[Two-thirds of Salt Lake City’s streets are poor or failing, so taxpayers may be asked to pass a bond to fix them – FOX 13; June 29, 2018](#)

[Salt Lake City considering \\$87M bond to improve city streets – KSL; June 28, 2018](#)



FUNDING OUR FUTURE

Qualtrics Survey Results



FUNDING OUR FUTURE

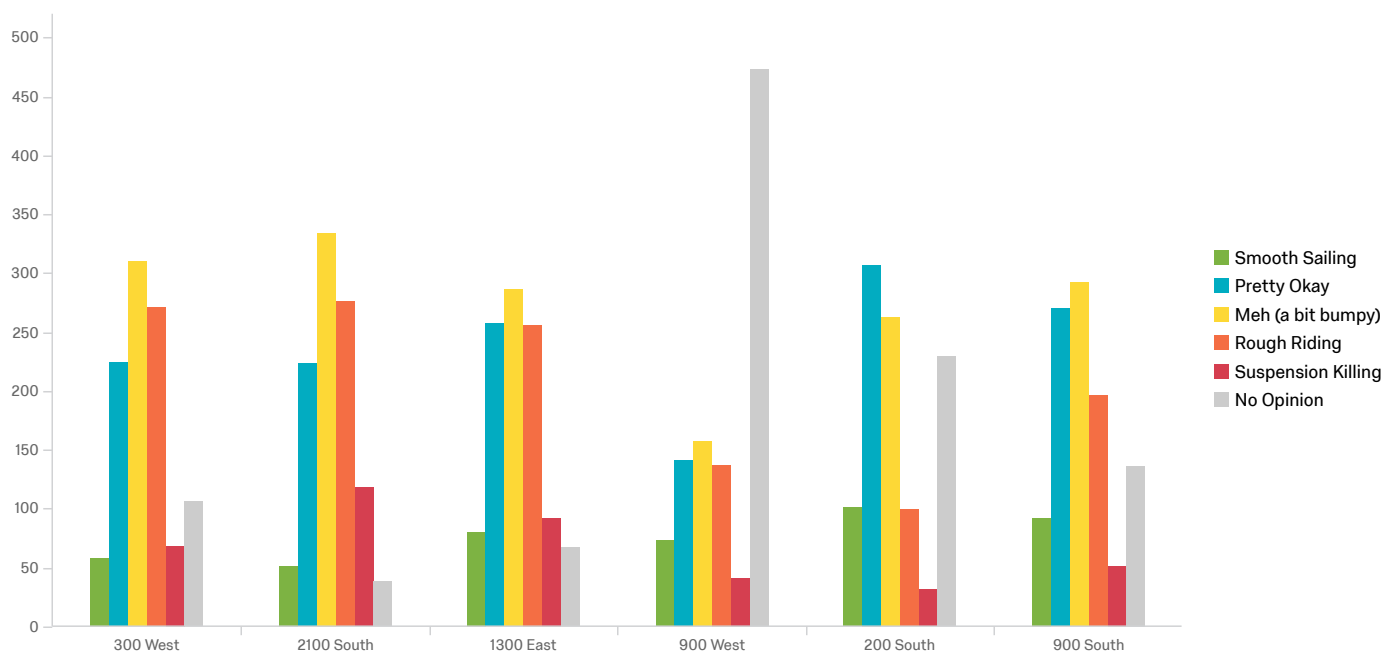
BOND SURVEY RESULTS

Default Report

FoF Bond Survey

August 6, 2018 11:47 AM MDT

Q1 - Using the scale provided, tell us what you think is the average condition for the entire length of these select major high-traffic Salt Lake City streets.



#	Field	Smooth Sailing	Pretty Okay	Meh (a bit bumpy)	Rough Riding	Suspension Killing	No Opinion	Total
1	300 West	5.59% 58	21.60% 224	29.89% 310	26.13% 271	6.56% 68	10.22% 106	1037
2	2100 South	4.90% 51	21.44% 223	32.12% 334	26.54% 276	11.35% 118	3.65% 38	1040
3	1300 East	7.71% 80	24.76% 257	27.55% 286	24.66% 256	8.86% 92	6.45% 67	1038
4	900 West	7.14% 73	13.80% 141	15.36% 157	13.41% 137	4.01% 41	46.28% 473	1022
5	200 South	9.82% 101	29.83% 307	25.46% 262	9.62% 99	3.01% 31	22.25% 229	1029
6	900 South	8.87% 92	26.04% 270	28.16% 292	18.90% 196	4.92% 51	13.11% 136	1037

For Reference to Pavement Condition Survey

Smooth Sailing = Good

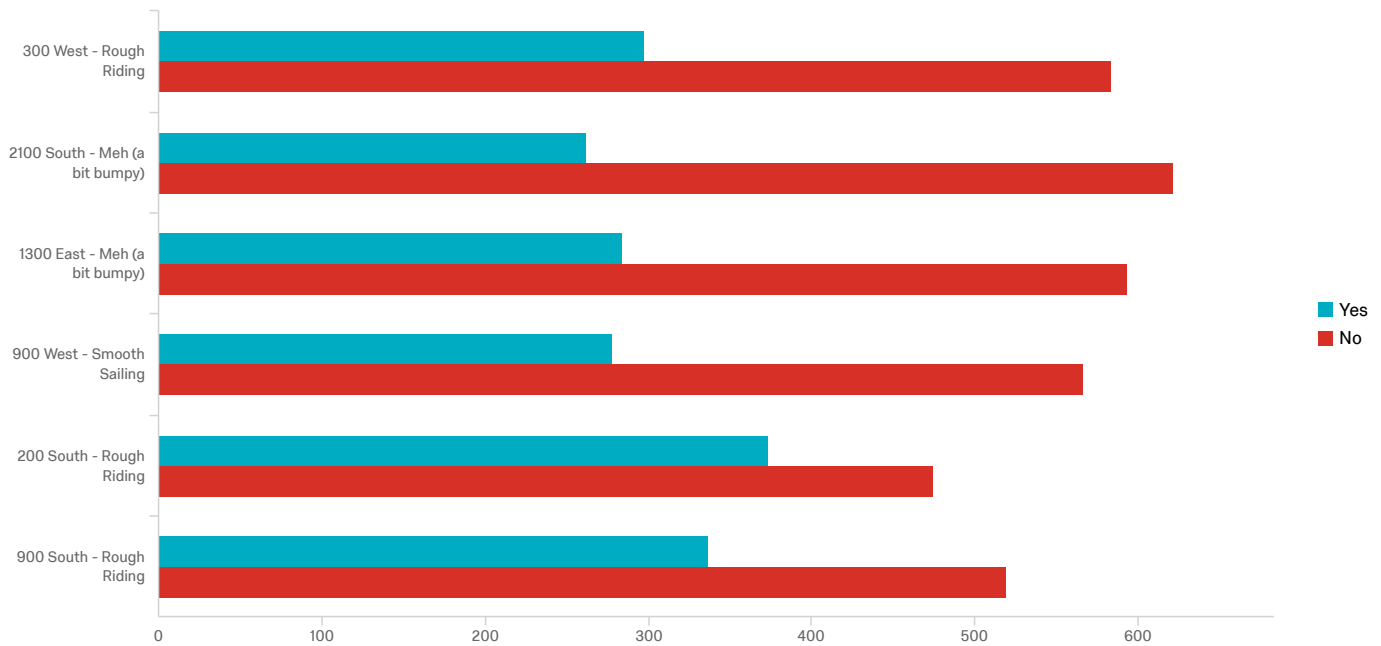
Pretty Okay = Satisfactory & Fair

Meh = Poor

Rough Riding = Very Poor & Serious

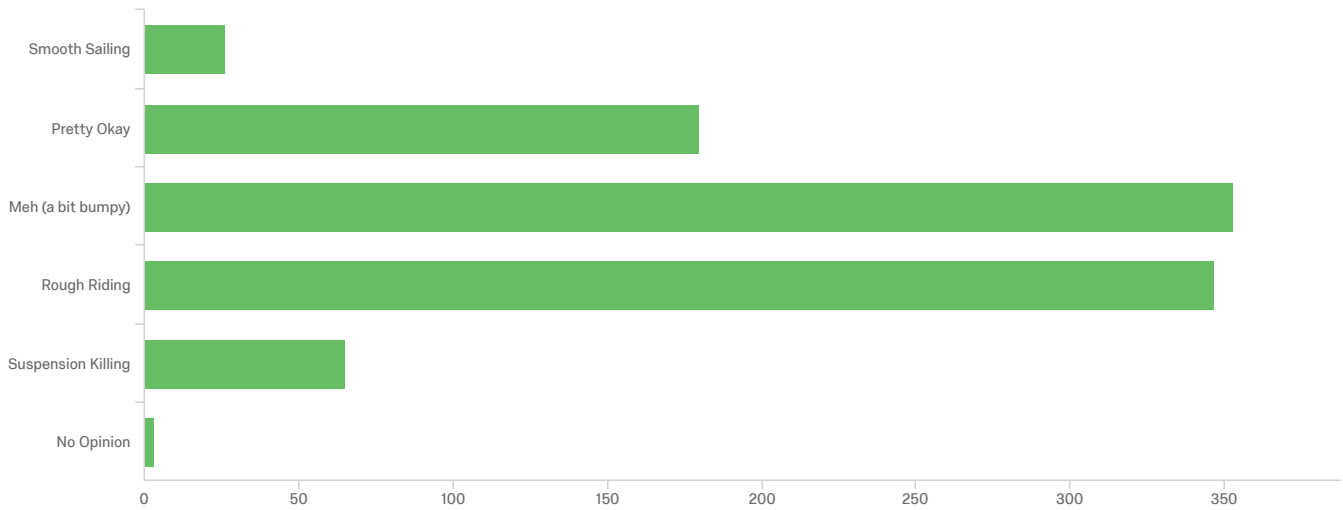
Suspension Killing = Failed

Q2 - Check your knowledge! Below is the average condition of the entire length of the selected major high-traffic streets you guessed in the last question. If you want to check out the condition of other streets, take a look at the 2017 Pavement Condition Map. Are you surprised by the average condition of these streets?



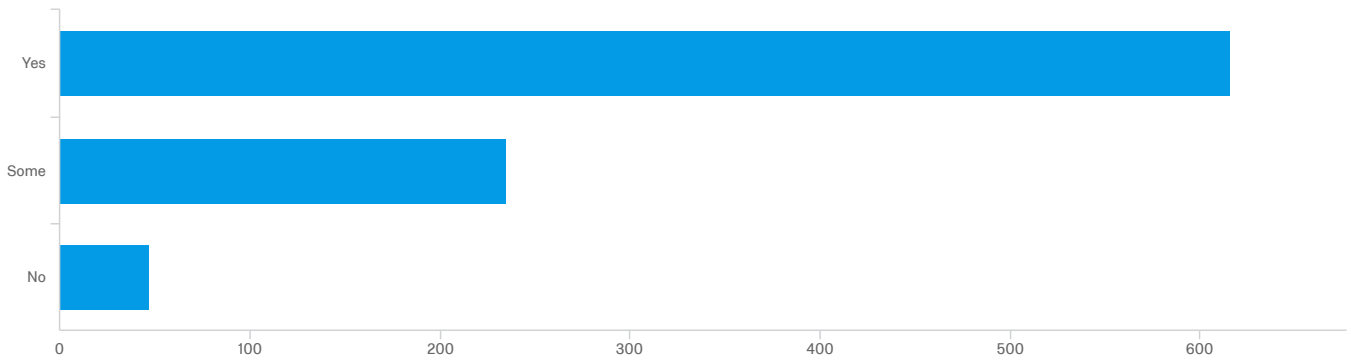
#	Field	Yes	No	Total
1	300 West - Rough Riding	33.79% 298	66.21% 584	882
2	2100 South - Meh (a bit bumpy)	29.64% 262	70.36% 622	884
3	1300 East - Meh (a bit bumpy)	32.35% 284	67.65% 594	878
4	900 West - Smooth Sailing	32.90% 278	67.10% 567	845
5	200 South - Rough Riding	44.05% 374	55.95% 475	849
6	900 South - Rough Riding	39.32% 337	60.68% 520	857

Q3 - What is your overall perception of Salt Lake City streets?



#	Field	Choice Count
1	Smooth Sailing	2.67% 26
2	Pretty Okay	18.48% 180
3	Meh (a bit bumpy)	36.24% 353
4	Rough Riding	35.63% 347
5	Suspension Killing	6.67% 65
6	No Opinion	0.31% 3

Q4- Do you think that these criteria for determining the priority of the streets being reconstructed are appropriate?



#	Field	Choice Count
1	Yes	68.60% 616
2	Some	26.17% 235
3	No	5.23% 47
		898

Q4b - (if some) Which criteria do you not agree with?

#	Field	Choice Count
1	Most traveled	8.73% 29
2	Highest need/worst condition	10.84% 36
3	Existing/upcoming utility projects for cost savings	8.13% 27
4	Public transit needs	11.75% 39
5	Cost of reconstruction	15.06% 50
6	Resident requests	30.12% 100
7	Streets identified in City Master Plans	15.36% 51
		332

Q4c -(if no) Why Not?

You will again use low middle and lower income residents taxpayer money to fix issues because the SLC has used money for frivolous projects like the Eccles Theater, millions for developers who have destroyed the streets, used previous earmarked for roads property taxes for raises, Bicycle Highway, McClelland Trail, another upper east bench trail, road diets for the wealthy, development of 9th and 9th, overdeveloped Sugar House, and so much more.

You need a transportation master plan. SLC does not have one, except from 1996! Streets need to be rebuilt in a way that modernizes our system and doesn't just replicate current patterns

You just want money to distribute jobs pay contractors with fake information as baseline. Screw you.

You have allowed construction trucks on 400 North and Silent Glen Lane. They have damaged the roads here, yet it is not high on your priority list. Fix Them with money from the contractors or School building fund.

Why you keep asking for more money when you already have enough money to work on these streets???

Why do we still think streets are still about moving cars (some after thoughts on buses) instead of moving people?

Why are you leaving it to some unscientific survey to make a decision. The average citizen is not qualified anyway to even be opining. Isn't that why we elect leaders that then go hire people that should be qualified to make an educated recommendation. Apparently that's not the case.

what a dumb way to prioritize street repairs, that by the way we can't pay for.

We should consult urban planners to discuss future plans for neighborhoods... aka construction growth and traffic increases to determine how to appropriately revamp our streets.

This seems like a giant waste of tax payer dollars. Our roads are already some of the best maintained I've traveled in comparison to other states. There is ALWAYS construction going on on Salt Lake roads. This entire "feedback" forum is also rigged to be in favor of the overhaul with pages such as "Educated yourself!- The roads are actually in bad condition"... but in my opinion, they really are not at least in the downtown metro area.

There should be a master plan to maintain and replace roadways on a scheduled interval so all streets are well kept vs picking and choosing the worst ones. SLC Leadership has done a horrid job of spending the money collected from the Gas and other taxes and should NOT under ANY circumstances be trusted with an \$87M bond.

There are less traveled roads that are in Suspension killing condition. Stop the hemorrhaging on those roads first, then go tend to the minor bleeding on the more traveled roads.

the streets that are the worst should be attended to prior to the other ones- the ones that are getting the attention are the ones that are "Most traveled" vs. worst condition.

The streets mentioned are not that bad.

The roads are fine

The higher the socioeconomic status of the community the nicer the roads.

Resident requests are not objective. Public transit needs should be low as they cause the majority of the damage.

Public Transit needs should be first., Utility projects second, Most Traveled third, Highest Need/Worst Condition Fourth, Cost of reconstruction fifth, Master Plan sixth and Resident requests last.

Our public transit likes to brag about itself but its a joke to try and used compared to real metropolitan areas. With our growth we should focus on reducing car usage rather than making more roads but ignoring shit like parking in sugarhouse development.

not taking into consideration other factors and using this as an excuse for a bond

NO BOND!!!

More attention to condition for cyclists and on roads designated for cyclists is needed.

Make the companies that ruined them pay

Low public ridership. Avoiding high costs is what gives us the streets we have now.

I have witnessed you repaving perfectly good streets in the past on MY DIME, whilst leaving bad streets alone. What has changed? Your methods are shoddy.

I don't want any MORE taxes or bonds wasted

I believe resident requests caused the city to waste money in the Harvard / Yale area on concrete roads when the ones they were replacing were fine.
Dont even fix the streets
Doesn't matter what residents think or what serveys are done, nothing changes!!
Because you are always looking to reduce the traffic on the streets by reducing lanes but you just double the amount of vehicles on smaller spaces
Because everyone involved in this survey and with spending the money from a bond issue benefits financially from more road construction so the study and recommendations are deeply flawed and biased.
ADD COMPLETE STREETS ORDINANCES
Actions speak not words. Prove you can fix roads right and then we would not mind paying.

Q5 - Is there other criteria that you think the Engineering Division and Roadway Selection Committee should consider?

Comments available in comment report at end of this report.

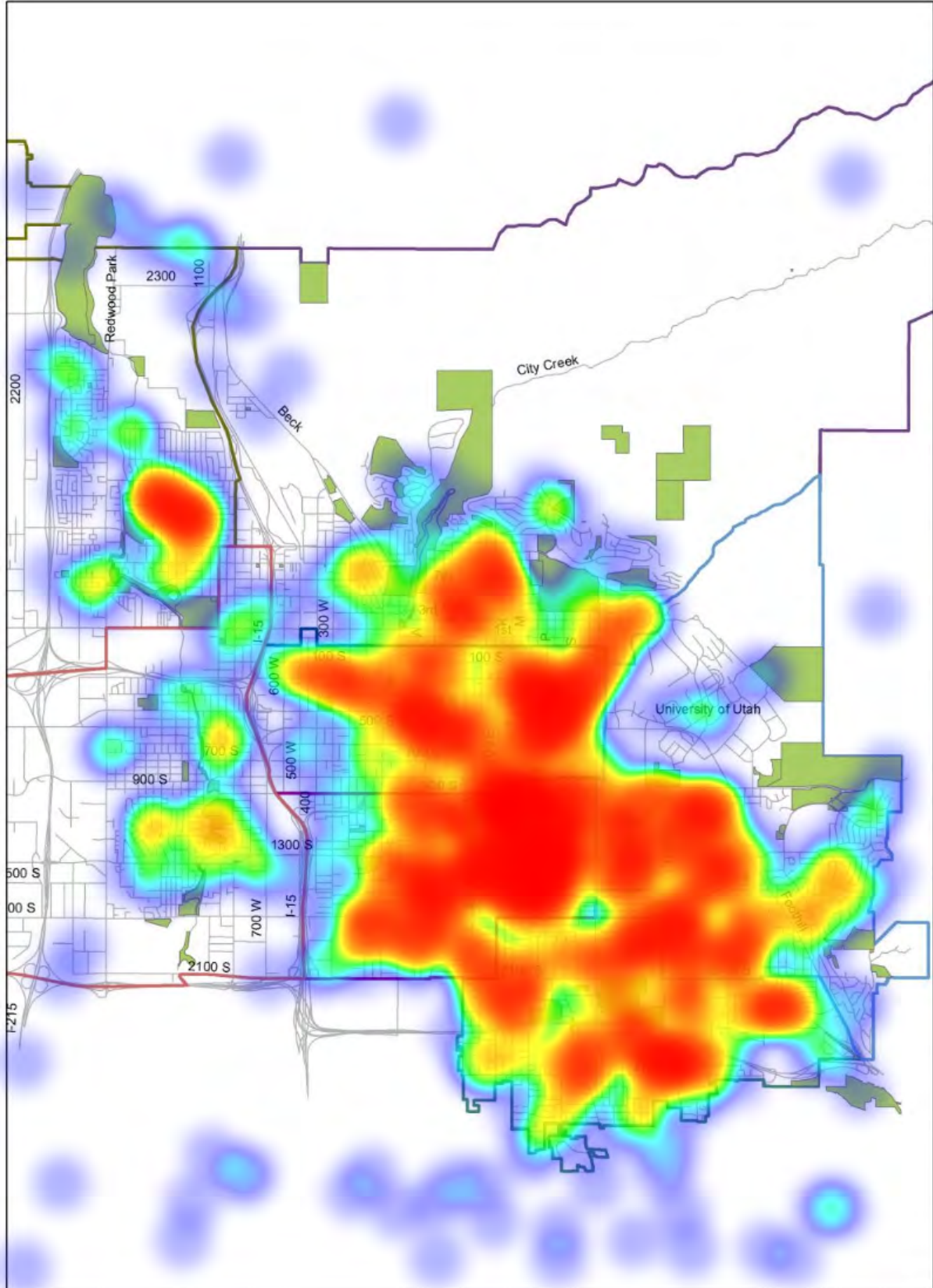
Q6 - Is there anything else you would like City Leadership to know about the streets in Salt Lake City?

Comments available in comment report at end of this report.

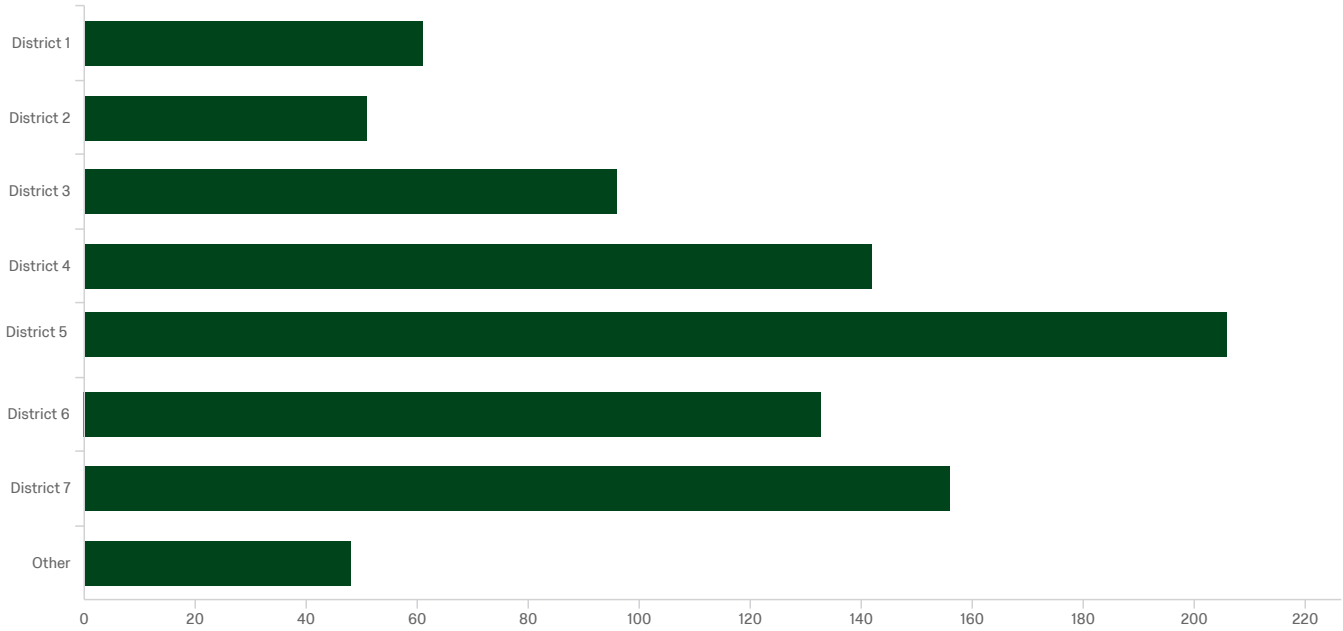
Q7- Do you have any additional questions or concerns about the proposed General Obligation Bond?

Comments available in comment report at end of this report.

D1 - In the map, please click on the approximate location nearest to your home or workplace. If you do not live or work in Salt Lake City please click off the map in the white space.

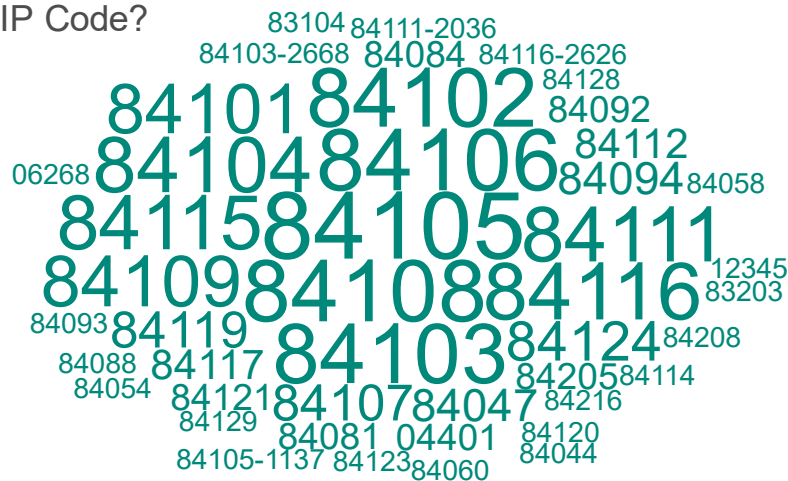


D1 - In the map, please click on the approximate location nearest to your home or workplace. If you do not live or work in Salt Lake City please click off the map in the white space. - Regions

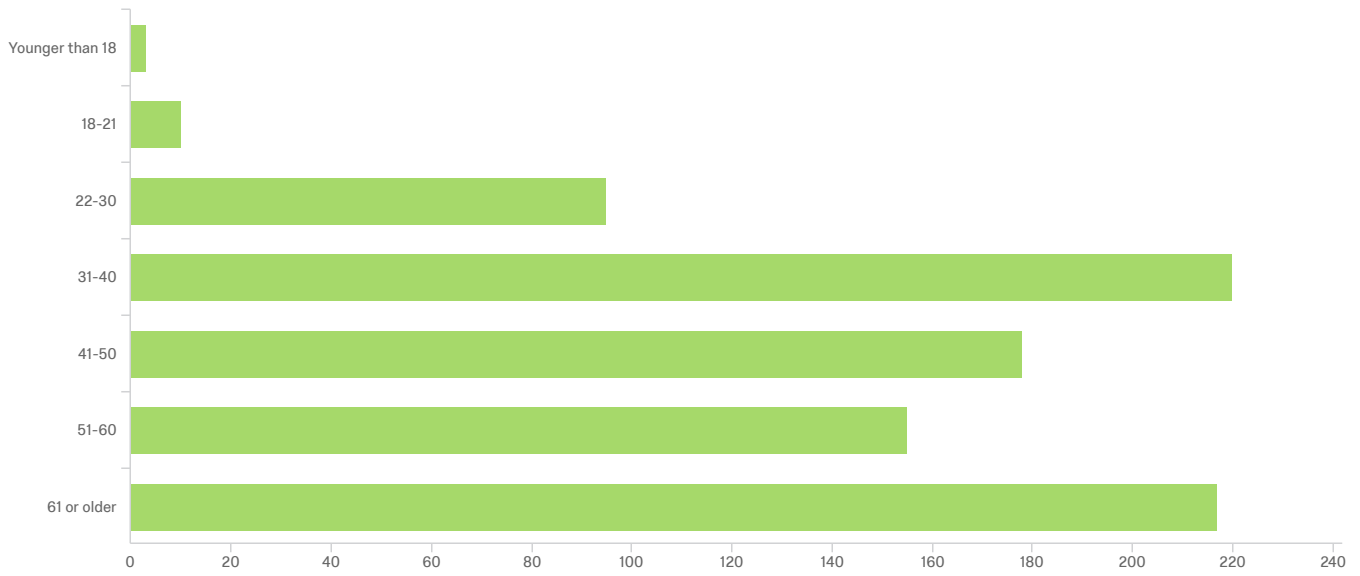


#	Field	Choice Count
1	District 1	6.83% 61
2	District 2	5.71% 51
3	District 3	10.75% 96
4	District 4	15.90% 142
5	District 5	23.97% 206
6	District 6	14.86% 133
7	District 7	17.47% 156
8	Other	5.385 48

D2 - What is your ZIP Code?

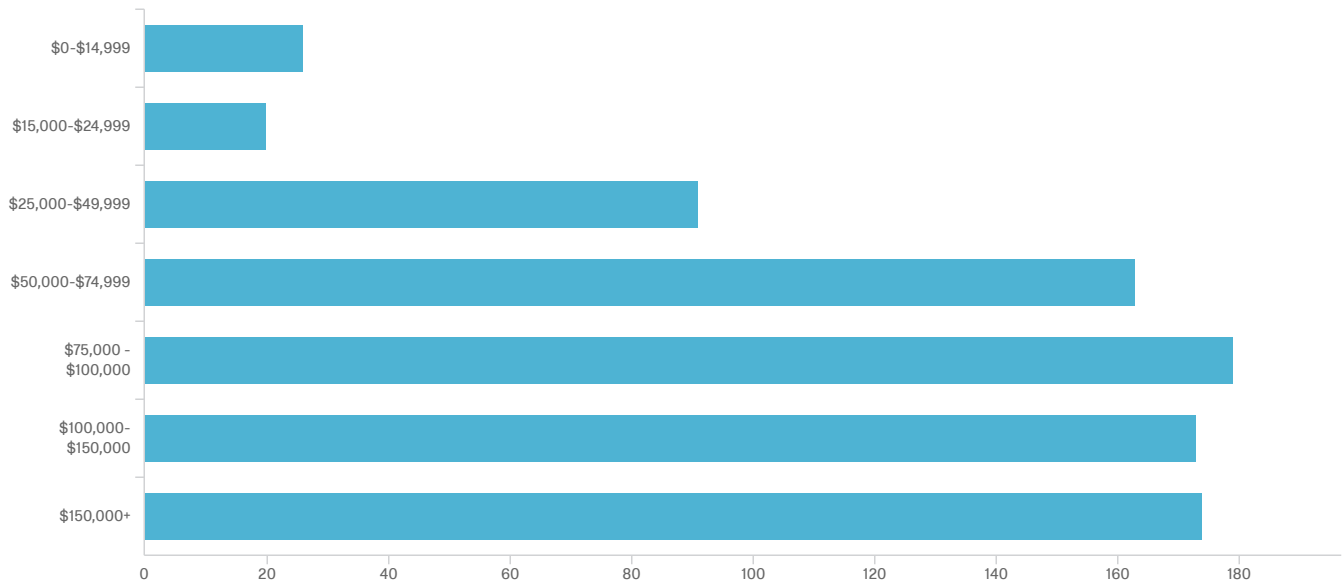


D3 - What is your age?



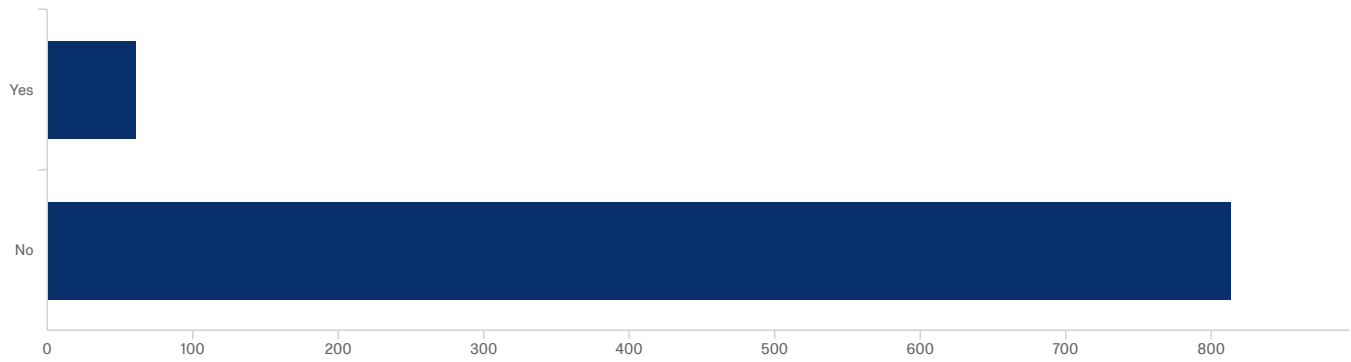
#	Field	Choice Count
1	Younger than 18	0.34% 3
2	18-21	1.14% 10
3	22-30	10.82% 95
4	31-40	25.06% 220
5	41-50	20.27% 178
6	51-60	17.65% 155
7	61 or older	24.72% 217
		878

D4 - What is your household income level?



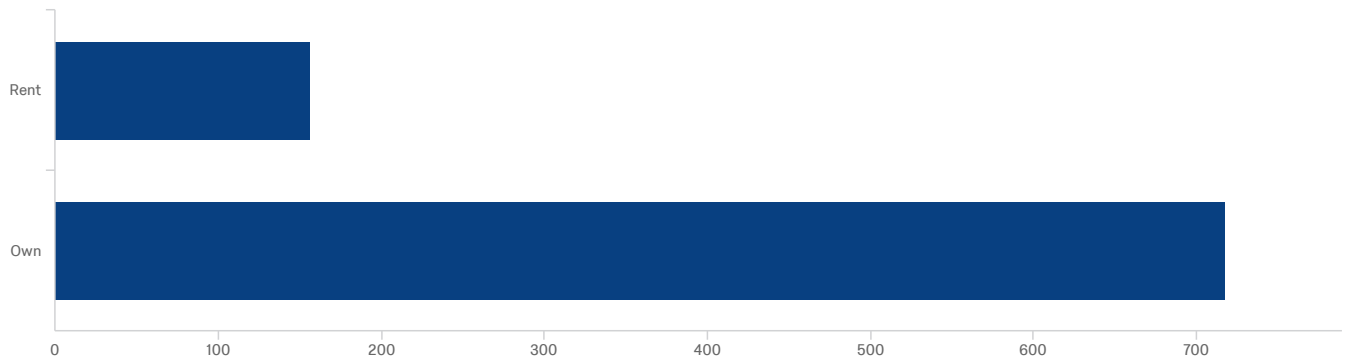
#	Field	Choice Count
1	\$0-\$14,999	3.15% 26
2	\$15,000-\$24,999	2.42% 20
3	\$25,000-\$49,999	11.02% 91
4	\$50,000-\$74,999	19.73% 163
5	\$75,000 - \$100,000	21.67% 179
6	\$100,000-\$150,000	20.94% 173
7	\$150,000+	21.07% 174

D5 - Are you a student?



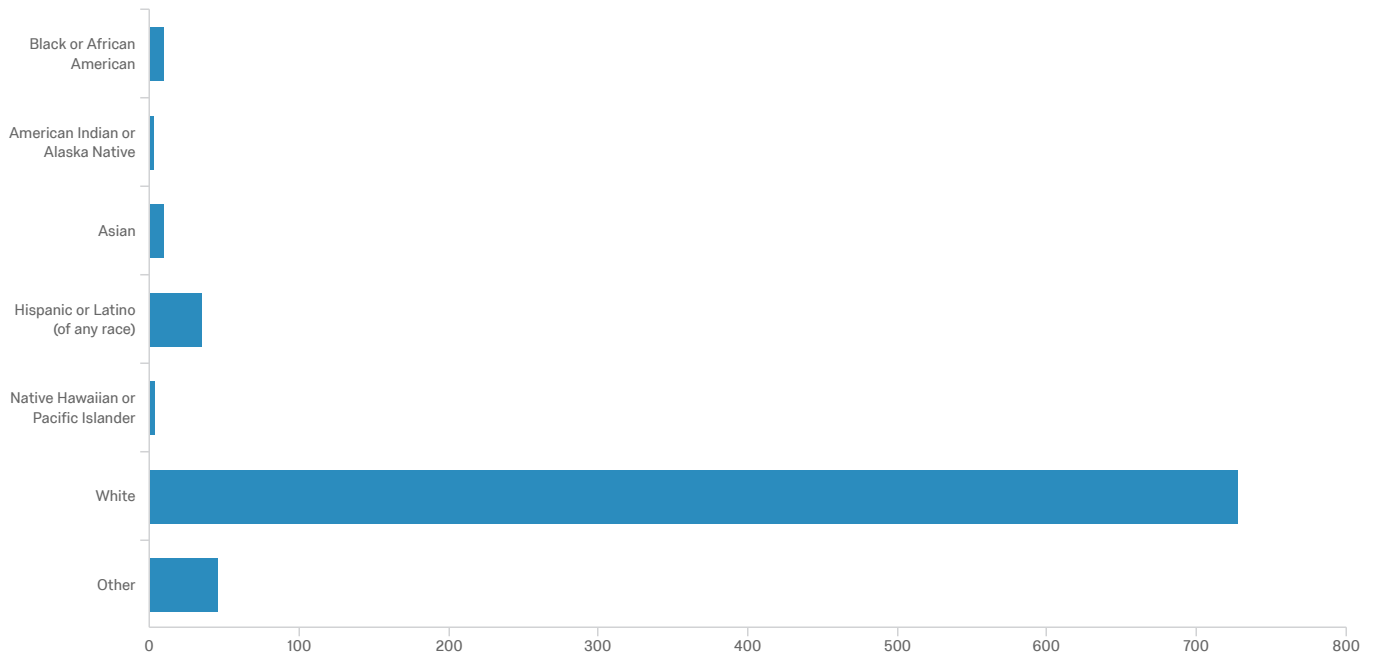
#	Field	Choice Count
1	Yes	6.97% 61
2	No	93.03% 814

D6 - Do you rent or own?



#	Field	Choice Count
1	Rent	17.85% 156
2	Own	82.15% 718

D7 - What is your ethnicity?



#	Field	Choice Count
1	Black or African American	1.20% 10
2	American Indian or Alaska Native	0.36% 3
3	Asian	1.20% 10
4	Hispanic or Latino (of any race)	4.19% 35
5	Native Hawaiian or Pacific Islander	0.48% 4
6	White	87.08% 728
7	Other	5.50% 46
		836

End of Report

FUNDING OUR FUTURE

Y2 Analytics Poll Results



2018 BOND PRIORITIES & FUNDING

SURVEY OF REGISTERED VOTERS IN SALT LAKE CITY



SURVEY OBJECTIVES

RESEARCH GOALS

- Our team conducted a bond viability survey among registered voters in Salt Lake City. A bond viability survey has two important components: 1) it represents those that are eligible to vote in a given election, and 2) it simulates the context of a bond election, including the legal language likely to be presented to voters.
- The primary objective was to determine if there is sufficient support among voters to justify the expense of holding an election.
- Secondly, we introduced respondents to the rationale for the bond to determine why voters would support or oppose it this year.

SURVEY METHODOLOGY

SAMPLING, MODE, & MARGIN OF ERROR

- 1,474 registered voters from within the boundaries of Salt Lake City participated. This study represents all registered voters – however, it makes no attempt to identify which are likely to vote in the November election, as required by city ordinance.
- Demographically and geographically representative of the eligible registered voters.
- Self-administered online interviews via email and mailed invitations July 26 – August 9, 2018.
- Margin of error +/- 2.5 percentage points

BOND BALLOT TESTS

INITIAL SUPPORT & INFORMED BALLOT

- The initial baseline ballot shows **strong majority support for the bond**. 72% of registered voters are likely to vote for the bond while only 28% plan to vote against it.
- Bond supporters feel it is necessary to **improve the road conditions** throughout the city.
- Opponents are concerned about **going into debt for maintenance**, the cost, recent tax increases, and a lack of trust in city finances.
- After hearing all the provided information about the bond, **overall support increased from 72% to 79%**.

BALLOT – EXACT QUESTION WORDING



Salt Lake City officials are considering proposing an \$87 million general obligation bond for the November elections for the purposes of rebuilding and repairing streets in the city. **Below you will read some potential legal language about the bond. Please read it carefully and then let us know if you would be likely to vote for or against this bond if it were on the ballot.**

OFFICIAL BALLOT FOR SALT LAKE CITY, UTAH SPECIAL BOND ELECTION

Shall Salt Lake City, Utah, be authorized to issue General Obligation Bonds in a principal amount not to exceed \$87,000,000 and to mature in no more than 21 years from the date or dates of issuance; such bonds will be issued to pay all or a portion of the costs to improve various streets and roads throughout the City and related infrastructure improvements?

Property Tax Cost of Bonds:

If the bonds are issued as planned, without regard to the taxes currently levied to pay outstanding bonds that will decrease over time, an annual property tax to pay debt service on the proposed bonds will be required over a period of 20 years in the estimated amount of \$48.02 per year on a primary residence with the Salt Lake City average value of \$339,500 and in the estimated amount of \$87.30 per year on a business or secondary residence having the same value.

The City currently levies property taxes to pay debt service on other outstanding general obligation bonds that have been issued to finance voter approved projects, including bonds for two projects that will be paid off in 2019. The incremental property taxes would decrease upon the repayment of the currently outstanding bonds, but the decrease will not occur if the proposed bonds are issued. Taking into account the repayment of the outstanding bonds, the City expects that the issuance of the proposed bonds, in the manner currently expected, will result in no net increase to current annual property tax levels for the repayment of bonds.

The foregoing information is only an estimate and not a limit on the amount of taxes that the City may be required to levy to pay debt service on the bonds. The City is obligated to levy taxes to the extent provided by law in order to pay the bonds. The amounts are based on various assumptions and estimates, including debt service on the bonds and taxable values of property in the City.

Now that you have read the legal language as it might appear on the ballot, if this bond were on the ballot on an election today, would you vote for or against it?

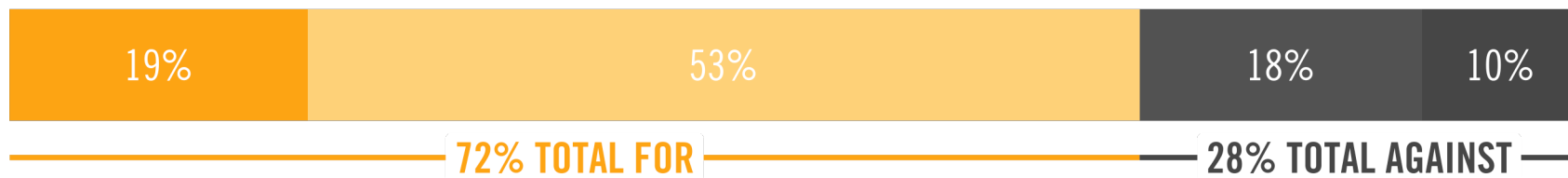
BOND BALLOT SIMULATION

After reading the ballot language, respondents indicate a strong likelihood to vote in support of the bond. 19% say they will definitely vote for it and 53% say they will probably vote for it. In total, 28% say they will vote against the bond.



Now that you have read the legal language as it might appear on the ballot, if this bond were on the ballot on an election today, would you vote for or against it?

Definitely vote for Probably vote for Probably vote against Definitely vote against



SUPPORT LARGELY DRIVEN BY ROAD CONDITIONS

71% of supporters state that they would vote for a Salt Lake City bond in November because of bad road conditions.



What is the biggest reason why you would for a Salt Lake City bond in November?

Bad road conditions 71%

Improve quality of life 19%

Good investment / our responsibility 15%

Low cost 9%

Safety concerns 7%

Growing population 5%

Still unconvinced 12%

0%

20%

49

40%

60%

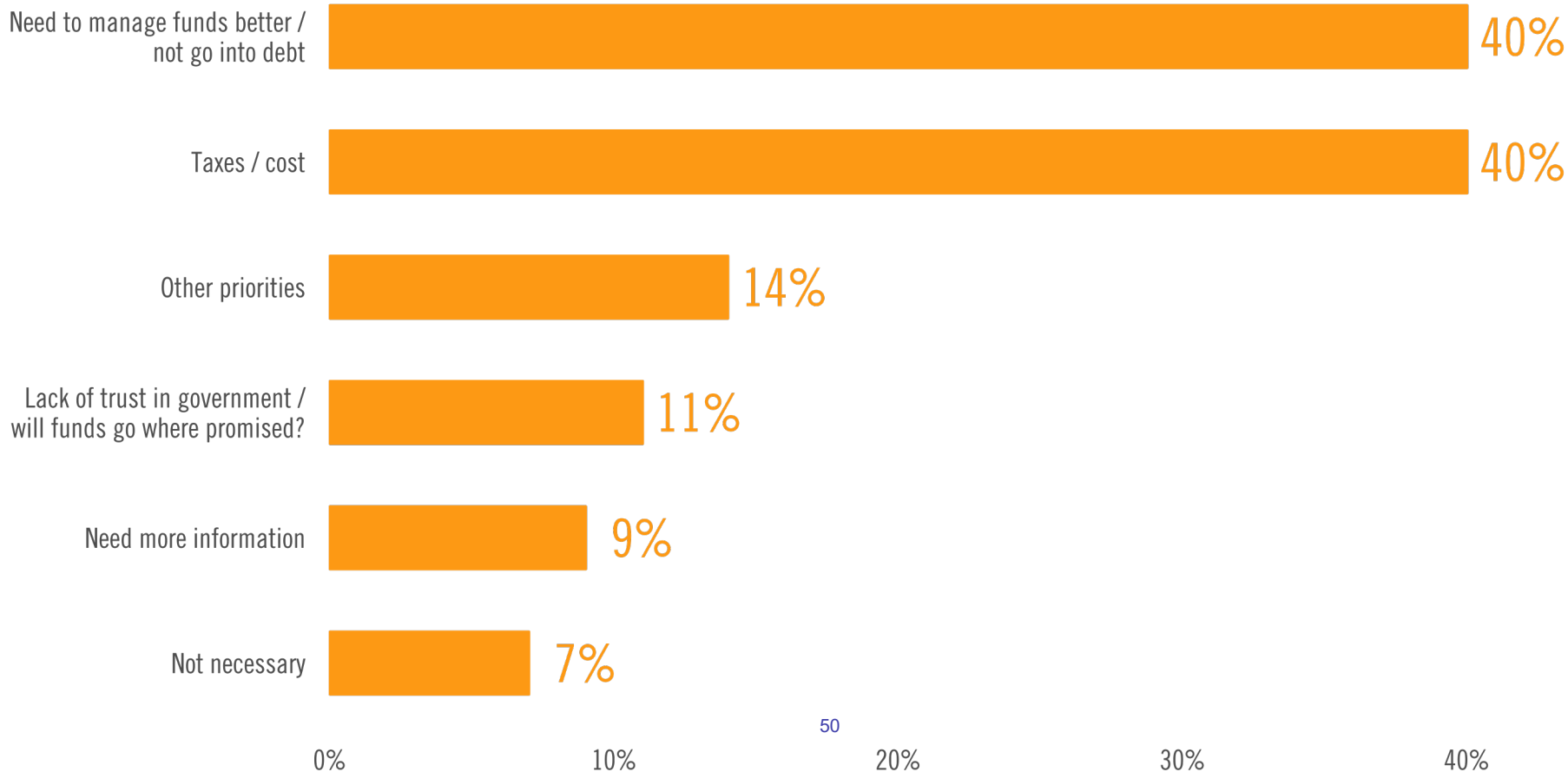
80%

OPPOSITION POINTS TO DEBT & COST

Registered voters who are not in favor of the bond are concerned about going into debt for maintenance, the cost, recent tax increases, and a lack of trust in city finances.



What is the biggest reason why you would vote against a Salt Lake City bond in November?



EARLY BALLOT COMPARED TO INFORMED BALLOT

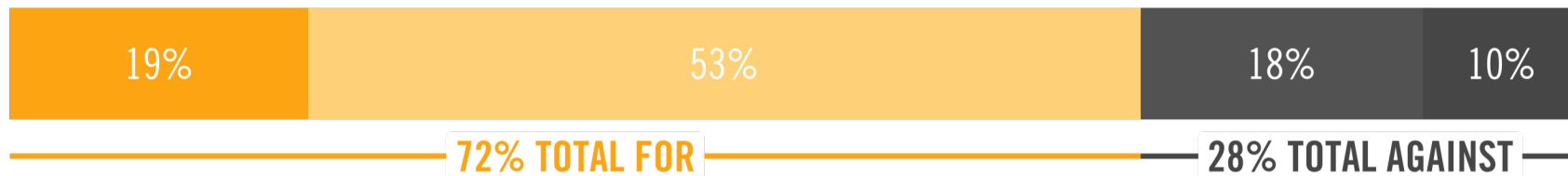
After reading the city's rationale for the bond, support increases by 7 percentage points overall. The informed ballot is 79% in support.



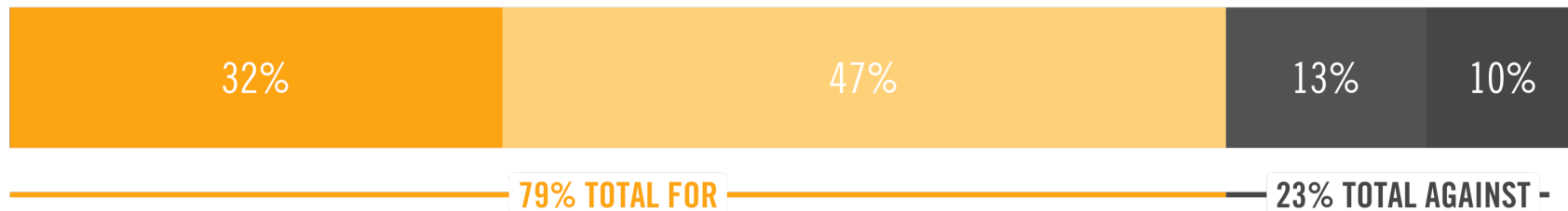
Now that you have read some more information about the issue, if the November elections were being held today and this \$87 million Salt Lake City general obligation bond was on the ballot, would you vote for or against it?

Definitely vote for Probably vote for Probably vote against Definitely vote against

Early ballot



Informed ballot

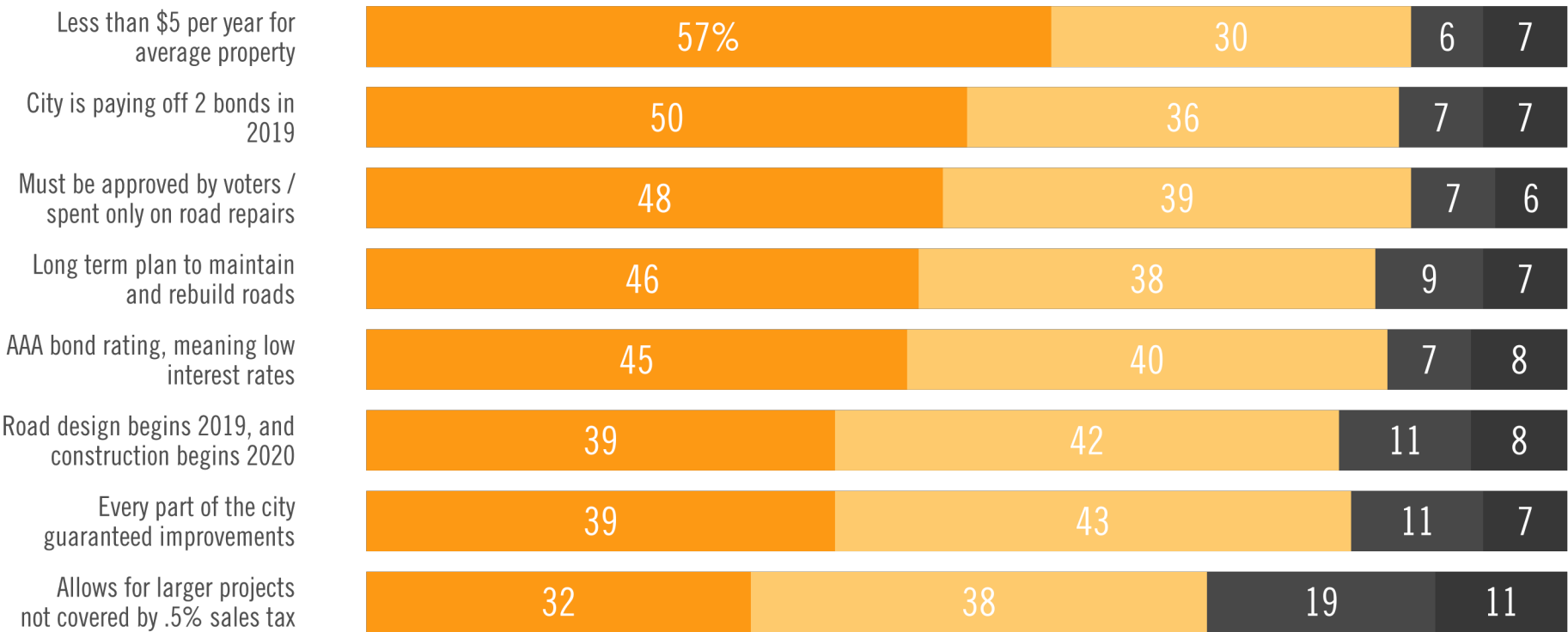


LOW COST THE MOST DETERMINATIVE RATIONALE

The most determinative information presented to registered voters was the price – that this bond would cost less than \$5 per household per year, and that it is made possible by the two retiring bonds.



Next you will read some information that you may read or hear about the bond, and then I would like you to tell us if this information makes you more likely to vote to SUPPORT or OPPOSE it in the upcoming election.





SALT LAKE CITY POTENTIAL BOND VIABILITY SURVEY

TOPLINE REPORT

METHODOLOGY DETAILS

n=1,474

Online interviews invited via email and mail fielded July 26th to August 7th, 2018

Margin of error +- 2.54

CONTACT

For more information, please contact Scott Riding or Kelly Patterson at:

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Kelly Patterson, 801-367-1022, kelly@y2analytics.com

Y² Analytics
60 South 600 East Ste. 250
Salt Lake City, Utah 84102



QINTRO.	Do you currently live in Salt Lake City? (n = 1,474)	
	Yes	100%
	No (TERMINATED)	*
<hr/>		
QTRACK.	Do you feel things in Salt Lake City are going in the right direction or the wrong direction? (n = 1,356)	
	Right direction	63%
	Wrong direction	37
<hr/>		
QOVERALL.	All things considered, on a scale from 0 to 100, with 0 being very low, 50 being average, and 100 being very high, how would you rate your overall quality of life in Salt Lake City?	
	Average overall quality of life in Salt Lake City	69.8
<hr/>		



QPREBALLOT. Salt Lake City officials are considering proposing an \$87 million general obligation bond for the November elections for the purposes of rebuilding and repairing streets in the city. Below you will read some potential legal language about the bond. Please read it carefully and then let us know if you would be likely to vote for or against this bond if it were on the ballot.

OFFICIAL BALLOT FOR
SALT LAKE CITY, UTAH
SPECIAL BOND ELECTION

Shall Salt Lake City, Utah, be authorized to issue General Obligation Bonds in a principal amount not to exceed \$87,000,000 and to mature in no more than 21 years from the date or dates of issuance; such bonds will be issued to pay all or a portion of the costs to improve various streets and roads throughout the City and related infrastructure improvements?

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Now that you have read the legal language as it might appear on the ballot, if this bond were on the ballot on an election today, would you vote for or against it? (n = 1,246)

Definitely vote for	19%
Probably vote for	54
Probably vote against	18
Definitely vote against	10

QBONDFOR. What is the biggest reason why you would for a Salt Lake City bond in November? (OPEN-ENDED RESPONSES VERBATIM IN APPENDIX) (n = 302)

Bad road conditions	71%
Improve quality of life	19
Good investment / our responsibility	15
Still unconvinced	12
Low cost	9
Safety concerns	7
Growing population	5

QBONDAG. What is the biggest reason why you would against a Salt Lake City bond in November? (OPEN-ENDED RESPONSES VERBATIM IN APPENDIX) (n = 740)

Need to manage funds better / not go into debt	40%
Taxes / cost	40
Other priorities	14
Lack of trust in government / will funds go where promised?	11
Need more information	9
Not necessary	7

QHEARD. Have you read or heard anything recently from Salt Lake City about a plan to repair the roads in Salt Lake City? (n = 1,197)

Yes	39%
No	61

QHEARDOE. What have you read or heard about a plan to repair the roads in Salt Lake City? (OPEN-ENDED RESPONSES VERBATIM IN APPENDIX)

QSTREETS. All things considered, on a scale from 0 to 100, with 0 being very low, 50 being average, and 100 being very high, how would you rate the overall quality of the streets in Salt Lake City?

Average quality of streets in Salt Lake City	50.2
--	------



Next you will read some information that you may read or hear about the bond, and then I would like you to tell us if this information makes you more likely to vote to SUPPORT or OPPOSE it in the upcoming election.

(RANDOMIZED QSUPPORT SERIES)

		Much more likely to support	Somewhat more likely to support	Somewhat more likely to oppose	Much more likely to oppose
QSUPPORT1.	Salt Lake City recently approved a 0.5% sales tax to repair potholes and resurface streets. The bond provides additional funds to take on larger projects.	32%	38	19	11
QSUPPORT2.	This bond would be less than \$5 per year for the average residential property in the city. In fact, under many scenarios home and business property owners would see no tax increase at all.	57	30	6	7
QSUPPORT3.	The city will be paying off two existing bonds in 2019, so a new bond dedicated to streets in Salt Lake City will not have much of an impact on current taxes.	50	36	7	7
QSUPPORT4.	Salt Lake City's general obligation bonds have an AAA rating, which is the best credit rating a city can have. This means that Salt Lake City can borrow the money at low interest rates now to fix the roads.	45	40	7	8
QSUPPORT5.	If the bond is approved, Salt Lake City will set aside 80% to fix the worst streets in the city while also setting aside 20% for neighborhoods. That way, every part of the city will be guaranteed to see improvements to the streets.	39	43	11	7
QSUPPORT6.	General obligation bonds are the least expensive and most accountable way to finance road repairs because they have to be approved by voters and can only be spent for that purpose.	48	39	7	6



QSUPPORT7. If the bond is approved this November, the road repair work could begin right away. Road design work would begin in 2019 and the first construction projects would begin in early 2020.

39	42	11	8
----	----	----	---

QSUPPORT8. Using bonds means that Salt Lake City can put a long term plan in place to maintain and rebuild roads.

46	38	9	7
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QBALLOTINF. Now that you have read some more information about the issue, if the November elections were being held today and this \$87 million Salt Lake City general obligation bond was on the ballot, would you vote for or against it? (n = 1,042)

Definitely vote for	31%
Probably vote for	48
Probably vote against	12
Definitely vote against	9

QRECALL. Thinking about everything presented in the survey so far, what would you say is the most memorable piece of information? (OPEN-ENDED RESPONSES VERBATIM IN APPENDIX)

DEMOINTRO. Now I have just a few final questions to ensure we have a representative sample. Please remember that your answers are completely confidential.

QSEX. Which of the following describes how you think of yourself? (n = 1,033)

Male	49%
Female	47
In another way - please specify if you wish	4

QYEARBORN. What year were you born? (CODED INTO AGE CATEGORIES)

18-24	12%
25-34	25
35-44	18
45-54	13
55-64	13
65+	17
Unknown	2



QTIMELIVED. How long have you lived in Salt Lake City? (n = 1,035)

2 years or fewer	5%
3-5 years	14
6-10 years	15
11-20 years	17
21 or more years	48

QOWNRENT. Which of the following best describes where you are currently living? (n = 1,031)

Own or buying my own home	67%
Rent my home or apartment	27
College or university housing	1
Live with parents	3
Other	2

QIDEOLOGY. On most political matters do you consider yourself: (n = 1,021)

Strongly conservative	6%
Moderately conservative	15
Neither, middle of the road	26
Moderately liberal	31
Strongly liberal	22

QEDOFR. What is the last year of school you completed? (n = 1,026)

Some high school or less	1%
High school graduate	5
Some college	22
College graduate	41
Post graduate degree	31

QEMPLOY. What is your current employment status? (n = 1,028)

Self-employed	11%
Employed by someone else	62
Unemployed	2
Homemaker	3
Retired	18
Student	4



QSTUDENT. Are you currently enrolled at a college or university? (n = 1,028)

Yes	14%
No	86

QSTUDENTTIME. Are you enrolled as a: (n = 105)

Full-time student	67%
Part-time student	33

QMARRIAGE. Are you currently (n = 1,016)

Married	53%
Divorced	9
Widowed	3
Living with partner	9
Single	26

QRACE. Are you: (n = 1,012)

American Indian / Native American	1%
Asian	2
Black / African American	1
Hispanic / Latino	5
White / Caucasian	84
Pacific Islander	1
Other, please specify:	6

QINCOME. What do you expect your 2018 household income to be? (n = 352)

Under \$25,000	9%
\$25,000 34,999	8
\$35,000 49,999	13
\$50,000 74,999	14
\$75,000 99,999	14
\$100,000 124,999	12
\$125,000 149,999	5
Over \$150,000	13
Prefer not to say	12



QFEEDBACK. If you have any other thoughts for the staff of Salt Lake City, or comments on the survey itself, please write them below. Otherwise select the advance arrow button to complete the survey. (OPEN-ENDED RESPONSES VERBATIM IN APPENDIX)



APPENDIX

QBONDFOR. What is the biggest reason why you would for a Salt Lake City bond in November?

Improve infrastructure

Improved infrastructure is Always a good investment

It's a part of quality of life .

I am however assuming the large housing developments are paying more than their fair share because of increased traffic caused by those developments?

Parts of the city are old and could use an update.

?

? Rephrase question

2700 S from 1300 E to 2000 E has been terrible condition for years and needs to be redone

900 e is so rough it is dangerous!

A lot of streets are in need of repair, especially in poorer neighborhoods.

A lot of the roads are in very poor condition. I realize some of this is due to the weather conditions during the winter. It would be nice to not have so many bumps and holes in the roads.

A lot of the streets are in dire need of repair, it is a safety issue. Many of the west side community people ride bikes out of necessity, not necessarily for pleasure.

A new bond would not increase taxes on previous bonds, if I understood correctly.

West side needs help with streets.. and products used that will last!

Allow for infrastructure improvement

Always good to improve the roads

An excellent proposition that will benefit the community at large.

An improvement of the general infrastructure as well as road repair will do a lot towards improving the image of the city as a whole, as well as make commuting less wearing on our vehicles.

Anything improving SLC is probably a good thing.

As a bike commuter, I have noticed how much our city streets need repairs.

As a user of the roads, I need to pay for their upgrades.

As Cities grow and/or age what was built to support the poplation then ages as well and needs to be repaired, updated or replaced. and to support the current and future population of the City if it is to continue to grow and be viable for the current and future generation so even though I don't want to see my taxes increase I understand the reasons for the behind the bond issue and will support it.

As populations continue to boom in Salt Lake, I believe its more important than ever to provide good roads for both bikes and cars. I would like to see more improvements in public transportation and bike lanes but the roads need some attention too. We also need to see some improvements in parking as well, especially in the 9th and 9th area.

As the city population grows significantly over the next 10 years, the need for quality roads will remain an important issue.

Assuming the question is why would I VOTE for Neighborhood roads are in the worst condition I have seen in 20 years in SLC.

Assure upgrade and maintain everything of infrastructure

Bad roads

Bc it sounds like a good idea



Because the city needs to keep moving forward and transportation of all sorts is important for that to happen.
Beauty.

How much money, over time, would be saved by real brick streets? If roads had never been paved with asphalt or cement, but let be real brick?

Because every road in salt lake, especially rose park is damaged like crazy. Especially with the rain and snow, you cannot tell where the lines are.

Because everywhere else is getting remodeled its head downtown salt lake and the outskirts of salt lake

Because I think it's important to invest in our infrastructure. I think fixes today will cost less than fixes tomorrow so to speak.

Because I want the roads by my house repaired.

Because I'd like to live in a city that has drivable roads

Because it doesn't increase our tax if one bond is taking the place of another and we need our streets fixed.

Because it is necessary to maintain our City infrastructure the cost of which is almost always the responsibility of the property and business owners.

Because it would help improve the overall feel of Salt Lake, whereas right now there is a sense of congestion and tension

because its necessary to maintain and restore streets for safety but also for the lifetime of vehicles that operate on them and also for the aesthetic appeal of our city, because we do attract a lot of tourists and visitors.

because our infrastructure is terrible and needs major improvements EVERYWHERE

Because our money isn't being put towards something that can help improve UTAH!!!!

Because our roads and infrastructure is terrible. I am willing to pay \$4 a month extra for better roads.

Because our roads are in horrible shape.

Because our roads need improvement and it's a modest price to pay. Keeping our roads in good shape is important and a good use of taxpayer dollars.

because our streets are a mess.

Because our streets are bad and they'll just get worse if we don't have the money to fix them.

Because our streets suck, so many potholes.

Because roads are always in need of repair and money is always needed for that.

Because roads are in terrible shape in this city.

Because some streets, especially with deep runoffs into gutters, are eroding away because the gutters steepness damages the edge of the roads and then cars have a hard time riving the edges smoothly and property owners have a VERY hard time keeping debris and leaves out of the drainage ditches on the edges of their property. IT is one thing to have the gutters swept by machines in the spring several times, but I am 74 and my gutter on [REDACTED] fills up with damaged macadam, papers, cigarette butts, etc, as well as natural debris and while I have been cleaning my gutters I am getting too old to do it anymore. At 75 I quit!

Because the burden of repayment is on property and business owners

Because the inner city streets are terrible. 9th east gets used a ton and needs upgrading.really what should happen is the city should take 4 feet of roadside property and make the extra room into road side parking. As is the streels are so congested and makes the city look ghetto ish

Because the maintenance and improvements must be accounted for as SLC grows.

Because the many of the streets in my neighborhood need attention, I hope this would include my area and not just the higher income area's.

Because the roads in SLC are in dreadful condition.

Because the roads in SLC really do need repair/replacement, gotta pay for it somehow.

Because the roads need to be repaired and properly maintained.

because the roads, especially in sugarhouse, are horrid.

Because the street in front of my house needs to be repaired!!!

Because the streets are fucking horrible. I can't believe that it has been allowed to get this bad in the first place. What the hell happened to previous funds that were supposed to be allocated for street maintenance?

Because the streets are HORRIBLE!

Because the streets are in poor condition

Because the streets are TERRIBLE in the city. Only thing that I do not like is that the bond is for "Specific Streets", when the overall quality of streets in the city is very poor. I have seen the proposed streets that would be fixed and I can think of at least 5 other places that need to be fixed quite badly.

Because too many of this city's roads are poorly maintained.

because we must do the upkeep on existing infrastructure

Because we need it. But my main question would be why we are throwing so much money into freaking bike lanes when the roads are abysmal. (And yes, I'm a regular cyclist...we can figure out how to ride on the roads without our own lane.) Also, I'd question our city council why they can't keep an effective budget in place for maintenance.

Regular upkeep is a known cost. All us responsible homeowners can manage to figure it out....why not the city?

Because we need to repair our roads and keep up on infrastructure in the city. Also, as I understand it, the amount of property taxes we will have to pay will be offset by the bonds that will be ending soon, so we won't notice much of an increase in taxes.

Before voting, I would want to know which roads are being repaired/a more complete plan of how the money will be used and whether this will benefit only high rent neighborhoods.

Better commute and travel

Better infrastructure means better life for all Utahans.

Better quality of life should be divided among all. Want to make sure it really does go toward better quality of life things.

Better quality of life.

Better quality roads in the city, not to look so run down.

Better road repairs

Better roads

Better roads

better roads

Better roads!

Better roads.

Better steers. However, when our mayor tries to spend money on dumb things like narrowing 21 st South, I think about voting against more funds.

Better streets

Better streets

Better streets a lot of streets needs fixing

Better streets, bike Lanes, and pedestrian safety

Capital improvements are good for everyone.

Cause change is good you cant progress in any shape form or fashion without it

City infrastructure is important and affects every day life

City infrastructure is old and needs to be updated

City needs to repair streets while they are still salvageable.

City streets

Continues improvements are never a bad idea as long as the money is not mismanaged.

Continuing to improve our infrastructure, supporting a growing city.

Cost

Crappy city streets

Crumbling infrastructure

deteriorated condition of many local city streets

Doesn't increase property tax. Need streets fixed badly.

Doesn't raise taxes

Don't understand the question. Is this about repairing roads in salt lake city?

Duh.....life elevated!

Easing transportation for average people...

Every city needs an improvement. Especially street lighting.

First, there are many spelling errors and missed words in this survey. Second, I believe residents are responsible for helping to maintain road and side walk costs.

Fix roads

fix roads

fix streets

Fix the roads and make it safer to get around on my bicycle

Fixing our roads is important but I wish the city would look into alternative road materials that require less fixing after each winter.

Fixing roads is important, but sometimes it's hard to consider spending on anything other than the addition/opioid issue and subsequent homeless population that's plaguing our otherwise pretty solid city. I'd love to see an initiative for that as a priority, happy to pay taxes when we're addressing the things that make sense and are in order of triage...

FIXING the roads!!!

For better roads, but I'm afraid the money will pay for bandaid patchwork that won't last, rather than really ripping out existing roads and replacing completely (even if that means pushing off all the fancy car drivers with detours).

For the best of Salt lake city reconstruction of streets and needed

Funds are needed, so...

Future funds available for improvements.

Generate work locally. Improvery roads. Eliminate look of decay and despair. Most importantly, savings from expired bonds highly unlikely to be passed on to renters.

Good roads mean better quality of life.

Growth in the city



Happy to pay a small tax increase for increased road maintenance.

High-priced, pop-up apartments are filling every empty space. We are creating new, unsustainable property without any regard for the land we already have. We need to take care of our space.

I am a renter, so it doesn't truly affect me financially, but the roads would be improved.

I am not personally bothered by condition of roads.....much more cocerned about lack of affordable housing and our schools. I am probably willing to vote for road iprovement if I can understand what the major concerns are

I am personally bothered by all the cracks, holes etc in our streets. They are not good for our cars and they are unsightly.

I been living in area for 25 years I do want to see the city is look good

But I don't like the humbles living in the street

Sometimes I don't feel safe walking to my car or the motel are in state streets.

I appreciate roads without potholes!

I believe continued investment in city infrastructure is important

I believe in continually striving to keep the city's infrastructure in good condition to serve the long-term needs of all citizens.

I believe in investing in the city/community one lives in for the betterment of that city/community.

I believe in keeping up roads and infrastructure

I believe in paying for public services and having public services.

I believe it is important to improve the city's infrastructure.

I believe it's necessary, I hesitate when I see all \$ like this coming from my property taxes. I have my own home and a few small apartments so I feel I pay a lot more then my neighbors with 8 kids.

I believe that better streets improves the quality of life for all Salt Lake residents.

I believe that keeping the infrastructure intact is important to maintaining safety, the quality of life, and property values in SLC. It is an investment in our city and our future.

I believe the City should maintain and improve its infrastructure. Failure to do so will create costs for individual street users.

I believe the city should obtain the funds it needs to provide necessary community services.

I believe we need to update the transportation infrastructure in Salt Lake to be ahead of the curve on our expanding population. Further, I like the model of levying property taxes as opposed to income taxes to pay for it.

I buy municipal bonds as investments. SLC and Utah in general are AAA and our roads are a mess.

I don't know

I don't know if I would vote for it

I don't mind paying \$50/year to make Salt Lake a better place. The money needs to come from somewhere.

I don't own a car and I am almost always traveling with one or all 4 of my children. I would like to see open sidewalks on at least one side of all city streets and working crosswalk signals at all busy intersections.

I dont pay property tax yet and I am for improving the SLC infrastructure

i drive a car

I drive every day.

I fear worse options being presented.

I feel that it is a good way for Salt Lake City to meet its needs.

I generally believe in increased taxes to support projects for the public good.



I guess it would depend on what streets get attention. Liberty wells and the state street area from 2100 s to 17th south is in dire need of attention. No more on downtown or north temple or further north on State Street.

I hate damn pot holes.

I hate potholes

I have confidence in our city and believe in making it a better place to live for everyone.

I have lived in Salt Lake for 6 years and have noticed the roads deteriorating. I work in Park City and the roads are immaculate. They seem to pave these roads every summer. Why can't Salt Lake get on board and pave the more used roads more often?

I have only lived in SLC for about 14 years and these are about the worst roads I have ever experienced. I am glad you have finely decided to do something about thew,. Good luck.,

I like keeping the city maintained

I like living here and we need better infrastructure. I want to keep our growing community safe and looking good.

I like my city and I want good roads.

I like roads.

I live in a very nice neighborhood. However, the streets are in desperate need of repair. They are full of potholes and are rapidly deteriorating. If something isn't done soon the damage to our cars will cost us far more than \$50 a year.

I live on a street in 84102 and street needs repair. The city refuses to repair claiming private street. I was not told that when I bought house, nor were my neighbors and now no one will help us.

I love living here and want to make sure it continues to be a nice place to live.

I love to see SLC spend money on infrastructure improvement, and I will gladly pay my share of the cost (even more than my share). SLC is beautiful, and I hope it stays that way; if we can improve it further that's a bonus!

I realize Salt Lake has freezing temperatures in the winter and some problems appear in our streets. It appears to me that some problems take a long time before they are repaired. I am not sure if this is a financial problem or that the choice to repair certain areas over another is more from the complaints voiced by the residents living in that area.

I said I would "probably" vote for the bond. I'd like to see more details as to which roads and infrastructure would be the focus of this new bond.

I see a lot of messed up streets, especially sidewalks in Sugarhouse.

I think infrastructure is something that shouldn't be still. There has been a lot of residential development in the last three years alone, especially downtown. The roadways, parking structures (should be below ground) and other services need to keep in pace with this growth.

I think our roads and infrastructure are in need of attention. I am for this because this a necessity. However, I am curious to know what other cities have done to improve their roads as far as taxing. Also, how can taxes be implemented in a way where it's fair and equitable to a wide range of wages/incomes?

I think road maintenance and safety is important.

I think SLC needs to expend moneys on infrastructure. Roads, Landscaping, including tree trimming. Closer supervision of downtown area and traffic.

I think that we should focus on improving our roads and infrastructure and if it takes raising property taxes to do that I support it. I do wish however, that we would allocate funds to address the homeless and mental health situation in SLC. As a citizen of SLC, I think these are more pressing issues.

I think the allocation of the bond money is worthwhile and will make SLC a better place now and in the future.

I think the infrastructure is not keeping pace with growth. The streets are in somewhat desperate need of repair. I'd like to see my main road (300 N zip 84103) become a one way west road.

I think the question should read "why you would vote for a bond."

Answer - because some of the roads in the village are deplorable.

I think the roads and other infrastructure in Salt Lake are in desperate need of repair. I do not love the idea of raised property tax but I think our roads are old and should be redone.

I think there are road improvements that need to be made in the area.

I think we need to invest in our city.

I think we should bite the bullet(s), pay our taxes and keep our city functioning smoothly. I may not agree with others as to the priorities - i.e. open space as against smooth and freely flowing streets - or public transit as against wider streets and more parking spots - but I am willing to pay my fair share for what the City Council, in its wisdom, guided by the populace, deems to be wise and necessary.

I understand that it takes money to repair and maintain infrastructure.

I understand the roads require upkeep and repair and the cost can exceed the normal budget allocations. In saying that, I would also expect to see the city cut some unnecessary or luxury expenditures to offset some of the cost to residents.

I value good roads and think the tax increase is acceptable.

I want the city to continue to improve

I want the roads repaired

I want to see 2700 S repaved. It is a horrible street with too many potholes.

I want to see SLC streets rebuilt to the city's "complete street" standards.

I want well-kept roads and public spaces and I am willing to pay a little bit to make that a reality.

I was formerly a city planner

I will live in SLC for at least 10 years, and my children likely longer. Infrastructure repair is continuous and essential.

I would hope that road upgrades would include left-turn arrows at all intersections where signals are already installed.

I think accidents would decrease and traffic flow would increase.

I would like some of our roads resurfaced rather than more patches. Specifically 900 East street in SLC.

I would like the street I live on to be pothole free

I would like to see improvements made to homelessness and associated crime in larger Salt Lake dealt with. Operation Rio Grande has simply moved the problem to other neighborhoods

I would like to see roads improved in Salt Lake - especially in the Avenues.

I would like to see the roads and infrastructure in Salt Lake to stay maintained at the current level or improved

I would love to see SLC invest in itself. It's long overdue, will stimulate the local economy by providing work for businesses (keep it small!) and will benefit everyone by making SLC more accessible.

I would vote for the bond in hope that it would improve walking and bicycle options to reduce air pollution. Harmful air quality is too often an unresolved issue. It's a consistent health risk for all Salt Lake Valley residents.

I'd like the roads in my neighborhood to be repaired.

I'd like to see SLC make the roads more pedestrian and Bicycle safe.

I'm willing to pay for the constant need we have to improve and keep our roads functional.

I'm sick of the poor roads and other government services.

If I am understanding it correctly it would allow for more road improvement projects.

If it improves the infrastructure within the city, I would vote for it, but there is no mention of what roads would be worked on, nor whether its for repairing roads or making slc more friendly to non motorized modes of transportation, or separating buses by giving them their own lane.

If it included assistance for those in need: homeless, foster children, and those in need of Medicaid.

If it means improving our streets.

If it was actually used to improve my neighborhood. I live in Poplar Grove and our streets are kind of terrible. My fear would be the money would be used elsewhere when Glendale, Poplar Grove and Rose Park need the help

If it's the only reasonable way to get our roads fixed them it must be done. As our fair city grows so will the demand for maintenance, so we must find a reasonable solution. More importantly what can we do to prevent this in the future AND maintain the proper funds to handle our wonderful expanding city.

If its the only way of appropriating funding to repair inferior/decaying infrastructure; I would vote Yes.

If property taxes will roughly stay the same, I'm fine for improving the city streets. Also - I don't plan on owning the house for 20 years, so over long period of time will not affect me.

If they actually repair the roads as opposed to using it for another project or paying another debt

If this included repair of sidewalks as well as roads I would definitely vote for this.

If we don't do something now to maintain and improve infrastructure, we will pay more in the future.

If we get further behind on capital improvements, it will end up costing us more in the future

If we make the changes now before the city grows greatly, it will be more manageable to execute those changes.

If you let the city go to waste and then people feel like they have no value

If you're not going to improve public transit, may as well improve the road conditions. They're terrible.

Improve much needed quality of of SLC roads.

Improve roada

Improve roads.

Improve safety of citizens and drivers. I feel conditions are hazardous on roads during moderately inclement weather. I would like to see more leadership on taking drivers to task of slowing down in municipal and densely populated areas. Too many preventable accidents

Improve the city

Improve the overall esthetic of our city.

Improved infrastructure is an important aspect of city functioning. I.e 1100 east near sugarhouse shopping district and proceeding north is in terrible condition and will only get worse with time, increases traffic in this busy area, etc

Improved infrastructure.

Improved roads, despite the Mayor or her predecessors.

Improved streets

Improvement

Improvement in our community is important as new growth impacts all our roads.

Improvement is always good.

Improvement of roads and bridges condition.

Improvement of streets!

Improvement to streets improve quality of life

Improvements. However, I would also want to know that it is actually being used for the improvements stated and would like to know that they are basing it off of fair market value. Right now the taxes or brackets place on downtown residences and businesses is high for what the wages are in the city.

improving infrastructure is important

Improving quality of life in the city. You get what you pay for!

In general I trust city governments.

In order to see infrastructure improvements that will keep the city modern and beautiful

In the hopes that they would pave the city owned alleyway behind my house that gets muddy and rutty and gross in the winter!

Increase ease of getting around town (hopefully).

Increase in budget for schools, roads, and emergency responders. I would only vote for a bond if there was language in the bill stating legislators and other arms of government will provide a full and honest accounting of expenditures and initiatives.

Infrastructure = more economic growth and better quality of life

Would like to see busy streets in neighborhoods have more consideration for roundabouts, and medians when wide (e.g. 1900 East).

Infrastructure badly needs work. No net increase in property tax.

Infrastructure has been neglected in the city and it costs money to catch up on deferred maintenance.

Infrastructure improvement

Infrastructure improvements to include public transportation expansion, bike lanes, and public spaces in addition to street improvements would get my yes vote.

Infrastructure is a necessity and a community obligation and we all need to pay for it.

infrastructure is a worthy need

Infrastructure is critical

Infrastructure is crumbling nation wide. It's our civic duty to repair and replace or we'll end up like Flint.

Infrastructure is good and needed. Presumably it will generate some jobs

Infrastructure is important

Infrastructure is important for the continuity of Salt Lake City's high desirability, both to business and residential owners. Maintaining the roads of SLC is also important to the safety of drivers and pedestrians. There are many roads now in the city that are in dire need of repair, and more which require constant maintenance. This comes at a price, and the residents and business owners of the city should be willing to bear the financial burden.

Infrastructure is important to maintain and upgrade

Infrastructure matters

Infrastructure needs must be addressed.

Infrastructure needs repair and improvements due to increase in population and use.

Infrastructure needs to be maintained

Infrastructure needs to be maintained. It is cheaper to maintain.

Infrastructure, including streets has to be maintained. This bond will help with the repair and long term use of our streets.

Interstate 215 needs repaired to lower congestion on I 15

Investing in infrastructure

Investing in our city while improving quality of life

Investment in city infrastructure is important to me and I believe a bond could be the support our city needs.

Investment in infrastructure is an investment for public goods which almost always increases quality of life for all residents.

Is very positive and enthusiastic project!

It is always a good idea to address these needs proactively rather than reactively.

It is desperately needed. The roads are in very poor shape and it affects the maintenance on my car, my ability to park when I visit friends, and is distracting for drivers. I am, however, disappointed with the waiver given to investors so that they wouldn't have to pay their portion of street maintenance with new developments.

It is imperative that we keep the streets maintained.

It is improvement for our city.

It is needed

It is needed for the betterment of the city.

It needs to be done!

It only affects property taxes slightly.

It seems smart to invest in our infrastructure

It seems well planned with a reasonable dollar increase amount. I am not an economist so I would want a bit more information.

It sounded like people will not pay any more taxes but the city will pay off their debt faster so I don't see any downsides. Except that I'm not sure if that's what it really said or not (lawyer language).

It sounds like there will be financial impact to me as someone who rents. Also, it sounds like property owners will basically have a wash with the current bonds expiring. Plus we need to maintain our roads.

It will fix roads

It will provide overall benefit more than overall cost.

It would depend on the presented plan for which roads would be improved.

It wouldn't really change my tax bill because the other one is ending and we need better roads

It's not so much money that I can't afford it and the roads need work

It's not that much of an increase in property taxes and is beneficiary for the roads

it's something that needs to be addressed.

It's worth it to me to lose a bit of money if it makes the roads safer for everyone

It's wouldn't cost me much personally but would benefit the city

It's a necessary part of living in a city

It's important to maintain streets

It's not that much money and it benefits us all with better roads

Its cheaper than repairs on the suspension of your vehicle and I hope it starts in the neighborhoods where as the people paying the taxes have been forgotten.

Keep the city clean and updated

Keep the road updated if we get behind then it will cost much more

Knowing what repairs to roads are necessary and how long they would take

Likely no change in property tax overall. Improvements to streets seems like a good thing.

Lots of roads need fixing. If this is the only way it can happen (and it appears to be), then so be it.

Low cost improvement

Maintain our infrastructure.

Maintaining a city costs money. I am generally happy to do my share.

maintaining roads is important

Maintenance AND improve

Maintenance of infrastructure is critical to maintain the city

Make it look and feel less ghetto.

Making our roads better should be something we care about.

Many local streets are very bumpy and need re-surfacing.

Many of the major roads in the heart of the city need repairs. Almost any road in Sugarhouse, for example, is in dreadful shape. Furthermore, I would like to see improved connections between roadways and driveways, which I think the city should play a large role in alleviating.

many roads around my neighborhood are horrible

Many roads need repair

Many streets are poorly maintained. I frequently ride a bicycle, and I often encounter hazardous conditions on the roadway in the form of potholes or poorly marked bicycle lanes.

Many streets in Salt Lake City need improvement.

More money is require to complete the required work to maintain infrastructure

More people are moving to SLC, we will need to keep up with the population. To do nothing will only cost more in the long run.

More research needed. I would vote FOR if this also expanded Trax and proposed 'Trolley' in the Aves/S.Temple.

Most city streets need resurfacing.

Most of the roads need work

My street, [REDACTED], is a disaster. It needs to be scraped. Years of of built up asphalt has created ditches that tear up bottom of car as you use driveway. Asphalt if crumbling constantly into the gutter. I believe I pay some of the highest property taxes already but would pay to get this done.

Necessity

Need better infrastructure for the horrible amount of growth

Need better roads

Need for ongoing street repair. Would hope to see more bike lanes and expand public transportation

need good roads. very important

Need roads fixed and it appears that likely net tax change will be insignificant.

Need the improvements, and should do so if there is no increase in property taxes because of retiring the previous bonds.

Need to maintain our streets and that cost money. Do I have confidence the city won't waste the money, NO!

Needed improvements

Needed repairs.

Needed repairs. Better quality of life.

New roads are needed

Nice roads r dope 2 da Max

No net increase in taxes

No net increase in taxes; roads need a lot of work

North Temple is a mess

Not everything can be privatized. Taxes are needed for public quality of life.

Not just any bond, but I would vote for this one because the streets of Salt Lake City are in terrible shape. In a city where the temperatures get hot enough to melt tar, asphalt streets and patches are not a very good idea. I watched them repair and re-do 1300 South from 300 - 700 East using concrete. The actual changes took a while because of the Overpass but the entire project didn't take that long to accomplish. Citizens will moan and complain because they'll have to change their traffic patterns but, in the long run, the streets will be better for everyone.

not sure

Not sure yet. Need to do more research.

On the chance that other bonds would be paid off and there would be no increase, I would vote for. If there would be a \$50 per year increase over 20 years, that becomes \$1000 per year increase in taxes just when I would be in retirement and on a fixed income, so I would probably vote against.

Only if it reads:concrete will be used on all major thoroughfares,especially high-use streets ,such as those leading to schools,and hospitals. Asphalt would be used only if no other means will work.

Only if the sewer and water systems were replaced first and then the repair of roads.

Other than 7th East, all city streets are in disrepair. I believe that if new construction has to dig up roads to run new sewer and water lines , they should pay to have that section repaved not just patched. This has contributed to the terrible condition of our streets.

Our city roads are in horrible disrepair. We need funding from somewhere to redo the streets. This is as good a place as any to get the funds.

Our city streets are in pretty bad shape & definitely need work done. If the bond is the only way to pay for the needed repairs then it's something that should be included on the next ballot.

Our city streets SUCK - Why wasn't ongoing repair already in place in the city budget?

Our infrastructure is in dire need of repairs. I am always concerned whether the money will be used for what the bond voters actually wanted it to be used for.

Our infrastructure is vital for both the cars and cyclists in our city. I would be happy with improving and developing our roads to be higher quality.

Our main thoroughfare streets are too narrow and in bad shape. With the increase in housing, we also need street space for people to park their cars in front of their homes. The parking in the Sugarhouse area is really bad and needs to be improved.

Our property taxes are very low compared to other parts of the country. I would be in favor of the increase for this bond in order to maintain city roads, as long as the west side is given as much attention as the east side.

Our roads and streets are in disrepair, especially in neighborhoods and the less commercial areas of the city. Freeways generally good. Smaller, less busy streets are hammered.

Our roads are a mess

Our roads are covered in pot holes & need to be kept up, especially when so much salt is used.

Our roads are horrible!!

Our roads are in bad condition. This bond would fix them.

Our roads are in desperate need of maintenance and repair.

Our roads are not in good condition. E need to go forward to attract good buisness growth and life style opportunities.

Our roads are shit. Even I15 which gets the majority of the funds (and rightly so with the traffic) is full of bad patch jobs, pot holes and dangerous "dips/bumps". I want every single politician to drive up and down our roads with a full cup of coffee in their Lexus's and Audi's and see how fast our roads get repaired.

Our roads are terrible

Our roads are terrible after winter

Our roads are terrible and need attention. More focus on infrastructure and less on things that don't matter. I'm ashamed that the Mayor operates the way she does. I regret voting for her and hope she realizes that good government is more open and transparent. Her lack of collaboration on the inland port, homeless shelters, etc have soured me on her. I thought her experience in the legislature would be a big win but she has consistently dropped the ball. Salt Lake City is so special and has so so so much more potential but she's consistently not looking at the big picture in economic development and putting the needs of the community up front and center. Her risks have been minimal and cloaked in secrecy. I want an open and transparent Mayor who works with everyone in the community and state. Sorry for the rant but I'm disappointed in her more than I was in Becker.

Our roads desperately need repair!

Our roads need improvement

Our roads need some attention. They are constantly being torn up by big trucks and snow plows.

Our roads need work, and we need to invest now to prevent higher costs in the future.

Our roads streets and highways are in terrible shape

Our streets are a mess, and it seems there is always construction, but nothing is ever getting fixed. Most roads are worse off afterwards than they were to begin with.

Our streets are badly in need of repair, I have even had to report and ask for repair of a huge pot hole right in front of my driveway!

Our streets are definitely in need of repair but I wish there could be a product found that would permanently fix or roads!

Our streets are in horrid condition. I believe that we need repairs, but we REALLY need quality bike lanes for those of us who are concerned about pollution and exercise.

Our streets are in terrible condition and I would support virtually any movement to repair them as responsibly and quickly as possible.

Our streets are in terrible dis-repair and need to be improved.

Our streets are in terrible shape.

Our streets are rough.

Our streets are terrible and need fixing.

our streets are terrible, traffic congestion is getting worse.

Our streets are worse than any other streets I have driven on.

Our streets do need paving

Our streets need improvement

Our streets need major repairs. I am willing to pay more in my property taxes to help with the costs of improving our infrastructure and retire the bonds. The small increase in my taxes is cheap compared to having to fix my vehicle due to road damage.

Our streets need repairs.

Our taxes are low, and road repairs need to be done.

Our traffic is getting heavier. I hate driving in heavy traffic.

pay for things

Poor road conditions are one of my primary complaints about Salt Lake City and factor into choosing against going places that are not immediately necessary.

Public infrastructure improves the quality of life for everyone. Dealing with the cost via a long term bond seems practical and responsible.

Public infrastructure is essential to the economic, cultural, and social life of a community. I would like to see more about where the projects would occur and how much they are needed.

Qualifier- only if the ‚fixing roads and infrastructure‘ is work long needed, not digging up the same streets/highways year after year.

There is certainly infrastructure/roads needing work- also the sub-infrastructure under the streets. I live in an older neighborhood and they fix bits, here and there, but don't seem to have the big picture in mind.

I would be somewhat likely to vote for the bond if the plans were more comprehensive, particularly in areas with antiquated infrastructure.

Quality of life depends upon infrastructure that is modern and well maintained. I would hope that some of this would also make my preferred transportation options (public transit, cycling, & walking) better. I have a car but I do everything I can to not drive it in the hopes that if many of us did this we would improve our air quality and decrease our carbon footprint.

Quality of streets.

Reason for is streets need it - concerns is efficient use of money that comes in so fast that waste increases as managers want a bigger part and the funds get used for other items that need addressing but they don't want to wait for legislature or council to award funds - they take what is available even though it was suppose to be for roads

Recognize the importance of regular infrastructure improvements to keep SLC a thriving metropolis, and make it a desirable location for people to establish their homes and businesses. I would hope that sidewalk improvements in older neighborhoods with overgrown tree roots, like the Avenues, could be part of this bill.

Regardless of the lack of enthusiasm I have over paying a higher rate in property tax, we all use roads. We all need them to remain in good condition in order to be safe, comfortable, reduce damage to vehicles and bikes, and prevent inefficient water run off and drain clogs which lead to road flooding.

Repair some aging streets

Repairs are needed and they do not come for free.

Repairs to existing roads.

repave streets

Road and highway safety.

road and street repair

Road conditions primarily in marmalade/rose park area where I live are very poor.

road improvements

Road improvements

Road improvements

Road maintenance is a prevalent issue here and funding deficits need to be addressed if we want safe roads. As citizens of this city it is our obligation to contribute to the overall health of our city's infrastructure and if that means sacrificing a few dollars a month to that end, I think it's worth it.

Road Maintenance is important in our growing city.

Road maintenance/upgrade in such harsh winter weather would be needed .

Road quality is poor on many of the streets I drive everyday

Road repair is important to the community at large, and the purpose of the bond serves an important public goal. The bond is the appropriate means to achieve that.

Road repair is needed.

Road repair is very needed

Road repair other than that I would not vote.

Road/infrastructure maintenance and repairs are important to me.

Roads

Roads are a disaster

Roads are a necessary expenditure

Roads are a real problem

Roads are atrocious, cramming too many residential spaces in without addressing infrastructure is a predictable disaster.

roads are atrocious, each bump triggering another wave of pain through my body... I can hardly stand to travel anymore

Roads are awful and deteriorating by the day, we have to invest in our cities infrastructure.

Roads are bad

Roads are bad in SLC. Constant repairs and clogging of roads during said repairs make it terrible to drive.

Roads are important. But 'Probably' and not certain, because education is even more important. I would like to see more \$\$\$ made available for education instead.

Roads are in bad shape.

Roads are in bad shape. We will have to pay for it eventually anyway

Roads are in dire need of repair.

Roads are in horrible shape

Roads are in terrible condition

roads are in terrible condition.

Roads are really rough in several spots

Roads are terrible

Roads do need work!

Roads don't fix themselves. I understand to better our services we have to pay for services

Roads in bad shape

roads in Rose Park area are terrible.

Roads need fixing, but property taxes too high,Ä-

Roads need repair and cost should be spread out

roads need to be improved.

ROADS need to be repaired

Roads need work - especially 2700 South

Roads needs improvement

Roads suck

Roads, infrastructure improvements

Roadways have been terrible. Embarrassing.

Safer roads with improved access for bicycles

Safety

Salt Lake City is a beautiful place to live and I love going to new places and having new experiences. However, some of the roads are pretty bad and I would like to see them get fixed so that people can enjoy Salt Lake City the way it was meant to be enjoyed.

Salt Lake City needs all the help it can get. More people are moving towards downtown, there's a Ton of work to be done

Salt Lake City needs it

Salt lake surface streets are horrible and in need of repaving.

Seems economically reasonable

Sentence makes no sense

sick of driving on a minefield of potholes

Sick of driving over pot holes in Sugar House.

Sick of potholes and bumpy roads

SLC and it's surrounding area is growing! Infrastructures need to be put in place as well as current ones maintained to address this growth! This money should be provided by tax payers without the legislature dipping into public school funds.

SLC has an enormous and increasing amount of traffic, which needs to be taken into account. Roads are a public service from which we all benefit, whether personally driving on them or not - all our supplies must be brought to us via roads. As a member of this community, I feel an obligation to invest in the community and to help it continue to function optimally. If it is necessary to pay a slightly higher tax in exchange for a functioning, well maintained community, then I'm happy to pay it. \$48 per year is no big deal. I would like to see some of this money go into public transportation.

SLC is in need of work done to its transportation infrastructure.

SLC is slated to host satellite offices of enormous companies in the next 5 years. Our transportation system will struggle to support this increase, especially if our current roads are in distress.

SLC needs to continue to improve and enhance its streets and city services. Better too early than too late.

SLC streets are horrible

Small change for what I perceive should be significant street improvements. Emphasizing that support would be coupled with high expectations or first a knowledge of what I should expect to see in terms of improvements as a direct result of the bond.

Small price for big improvement

Smaller old streets need improvement.

So many roads have been done but many more still in need. If the funds are needed then it only makes sense. I only hope those who oversee spending are wise and prudent.

So many roads need repair.

Some of our roads are terrible with pot holes and they need to be fixed.

Some of our roads,even bus routes, are in very bad shape and are getting worse. We are moving more and more traffic which seems to me to make them worse even faster.

Some of the city roads need more than just patching!

Some of the main arterial streets that I use are in horrible condition, from both a car and bicycle driving perspective. It's obvious as you drive around the city that there has been a lack of large scale street repair throughout the city. Bad street conditions make it hazardous for bicycles and sometimes dangerous or difficult for cars (dodging potholes and damage can cause traffic accidents or worse, bicycle/pedestrian accidents).

Some roads are in terrible repair

Some roadways, bridges etc. need repair. We owe it to the next generation to leave city life as good or better than we found it.

Some Salt Lake City streets are in dire need of repair, but with that said, the sewer and water lines are also in need of updating. So don't repair the streets until we get those two things taken care of.

Something needs to change

Sounds reasonable.

Stay ahead of maintenance

Stay ahead of progressive road deterioration

Street lights

street maintenance and infrastructure benefit everyone

Street repair and improvement.

Street repair and updating. Also, I would ask more street lamps be installed in historic neighborhoods for safety, security and improvement.

Street repair is needed in many parts of the city, and bonding/tax is an entirely appropriate way to raise these funds.

Street repairs should be top priority.

Street widening & improvements.

Streets and aesthetics.

Streets and general infrastructures are in dismal conditions.

streets and police

Streets and sidewalks are in horrible condition

Streets are a disaster

Streets are a mess

Streets are generally in poor condition. Why are gasoline taxes not being used for street maintenance; or are they or are these funds not being used appropriately? Additionally, electric vehicles use the same roads as gasoline/diesel; are these vehicles assessed equitably?

Streets are getting bad.

Streets are getting very bad.

Streets are horrible, which can be dangerous

Streets are important. I drive to work.

Streets are in bad shape and need repair.

Streets are in disrepair and traffic is getting heavier and heavier especially in the Sugarhouse community where I currently live. More and more apartment buildings are going up and where are all the cars going to go? Having better roads will help me, psychology wise, navigate the crowded roads.

It sucks, to say the least, that our city planners haven't planned for such congestion on our roads. With the newest being the Univ. Of Utah care center, where Shopko used to be, how are we, the people, that have lived here for years before all this happening supposed to wrap our arms around this trafficked out community? And, as a side note, do you think you can consider making the median that travels adjacent to Highland H.S. on 2100 South a more lovely one than the one that sits there now with weeds and such? Please, I take pride in keeping my home and yard lovely for not only myself but for my neighborhood. 2100 South is not a good example of lovely. Thanks for reading...[REDACTED]

Streets are in need of repair.

Streets are lousy. And I don't own property.

Streets are noticeably falling apart, particularly in the Historic District and downtown. Feels like most \$\$ goes to improvements in suburbs, while the city itself is looking and feeling neglected. I support the bond, but sincerely hope that Downtown and Historic District get some much needed improvements.

Streets in this city are in terrible shape

Streets need help. 27th south is a disgrace

Streets need improvement - although my biggest issue is spending in neighborhoods which one one does anything about. Improved roads are good for my quality of ride but make drivers go faster. Does improvement mean improved traffic control.

Streets need improvements. Taxes are not too high.

Streets need repair

Streets need repair to provide safety and avoid property damage.

Streets need repairing

Streets need repairs but how is it this is not covered by taxes already?

Streets need repairs.

Streets need to be fixed especially 2700 S

Streets need to be improved

Streets need to be replaced instead of just filling chuck hole that come back. I would hope SLC used recycle mayerials that last longer

Streets need upgrading

Streets need work

Streets need work and as a property owner, the tax increase is minimal.

Streets need work before the repairs become emergency/more expensive.

Streets require maintenance and improvements

Streets suck!

Tangible improvements to existing roadways with long-term effects to withstand both increasing populations and changing climate.

Taxes are a citizens obligation to help everyone live better lives

Taxes are what we pay for civilized society.

Taxes to be lowered and property tax decreased.

Terrible roads that need to be fixed.

That it would help fund community resources especially open space.

Open space can mean a lot of things. There is a huge need for developing more access trails in the foothills.

The amount of the tax increase is not significant. Improved infrastructure and investment in our roads is something for which we all have a responsibility. I want to live in a community that seeks to improve the quality of life for its residents and am happy to pay my share to see that happen.

The annual cost to home owners is not that high considering the benefit of road care/infrastructure.

The city has many obligations and they aren't inexpensive. We must pay for the services we receive.

The city infrastructure needs replacing and it overdue for replacements. Taxes and bonds are a way to achieve this upgrade for the city.



the city is about to really change demographics and having the proper infrastructure and public transit is essential for salt lake to move forward and compete with denver as a primary mountain city

the city is growing at a rapid rate and roads will need to be addressed to accomodate

The city needs infrastructure given its growing size. Proper functioning roads are an important part of a growing city, as well as more extensive public transportation.

The city needs money to grow, and it is growing fast. Putting a limit on the bond is a great idea, however the need for public funding is ever so present.

The city needs repair.

the city needs up grading proper lighting

proper signal lights/ doing away with 2 lanes to 1 lane STUPID and no left turn lights The west side is part of SLC

The condition of many roads could be improved

The condition of SLC roads is just getting worse. We need repairs and overhauls.

The condition of the roads near where I live.

the conditions of the road seem unsafe or harmful to my vehicle and parking is very difficult with road conditions and there are too many pot holes

The council has a record of being fiscally responsible. We need new roads and job creation.

The fixing of street and freeways it help with the longevity of your car and nice paved street help the city look well and organized.

The infrastructure and safety issues need serious attention.

The infrastructure in Salt Lake needs an update. The chip seals and crack seal jobs are not a long term solution, and our bridges need attention.

The infrastructure needs improvement, and I believe it is an affordable tax increase for me.

The infrastructure needs to be improved.

The infrastructure of a city is critical to maintaining the quality of life for all residents. Streets and buried utilities need constant maintenance and renewal. This action is actually overdue.

The Main Street servicing my Rose Park neighborhood is in desperate need of a complete overhaul. It has been patched and "resurfaced" so many times it is in an awful state.

The majority of the streets in SLC have degraded to shit. Let's maintain the infrastructure.

The minute we stop improving the city, we run into huge problems. And its a bond not a loan.

The need for street repair is obvious....perhaps this will accomplish that need.

The need to street repair. . .as long as that is the only thing these funds are used for.

The obvious need to fix our roads

the purpose of the bond is sound. we need that stuff.

The quality of the roads in the city is embarrassing. My street in particular is down to gravel in areas. I wish the city could be more fiscally responsible and find a way to fit road maintenance into the budget, but if a bond is the only way to get the streets up to par then I guess that'll have to be it.

The road conditions are deplorable and only getting worse. Especially in the Sugar House area.

The roads (and other infrastructure) in the city need to be improved

The roads always seem to be covered in potholes and never ending construction that seems to rarely fix the problem. I would have to read more into the cost and what areas the bond would target

The roads are a mess and in desperate need of repair.

The roads are a mess.

The roads are garbage and no one gives a shit. Fix the roads

The roads are horrible

The roads are horrible! Especially 2700 S.

The roads are in bad shape.

The roads are in desperate need of repairs and regular maintenance

The roads are in need of repair

The roads are in terrible shape throughout the city and large swaths of the roadways need to be redone.

The roads are terrible

The roads around my house really need replacement

The roads from 7thE to 11E (about as far east as I drive) are in rough shape, though I'd prefer taxes to be raised on gas to pay for the road as opposed to property taxes.

The roads here are garbage.

The roads here are terrible. On my street alone, I have to weave and dodge just to avoid major road flaws.

The roads in and around SLC are absolute garbage and are in need of serious repair work.

The roads in my neighborhood are terrible and need fixed

The roads in my neighborhood have a lot of pot holes.

The roads in our neighborhood, Rose Park, are very dangerous. We ride bikes a lot. My son was thrown from his bike from hitting a pothole.

The roads in Salt Lake are dangerous and need to be repaired.

The roads in Salt lake are terrible.

The roads in SLC are atrocious. I believe the roads need to be a priority. I would likely vote for the bond providing that the money was guaranteed to not be used for idiotic fluff projects, like the Seago Lilly in Sugarhouse Park. Although I'm sure it looks great.....from a helicopter.

The roads in the city and for that matter in the state need repair. It would cost me more in repairs on my vehicles than my cost for the bond.

I believe taxes from gasoline help pay for some of the repairs. What happens when we all get electric cars, who pays then and who is paying more than their share now due to electric cars.

The roads in the city are sadly needing upgrades.

The roads in the city need to be fixed.

The roads need assistance.

The roads need better care

The roads need fixing.

the roads need help and I don't mind paying a bit extra

The roads need major repairing and there would be no real increased cost to me, seeing that I am currently paying an increased property tax to cover the current bond that will expire next year when the new bond is implemented.

The roads need over hauling completely. I work on a road [REDACTED] that I had called the street dept. Several times to fix, repair, replace. Was told that is a low priority, need to get new Prison traffic up and running first. 2021, 2022, Why should the people whom pay taxes already wait? We pay when due why can't we expect service to road we are already going back and forth on daily. Just not right the City waits for the state to tell them what they are planning and we just wait for fixes that should have already been done and improved years ago. I am going to start sending my vehicle repair bills on tires and alignments to the city if they can't get a mile stretch on road done that is a high traffic area.

The roads need repair.

The roads need repairing (just make sure the state doesn't steal any of the money from the bond).

The roads need repairs

The roads need the repairs. However, I would like to know what other options are available. My understanding is that the taxes on fuel is supposed to maintain the roads. Those taxes just keep going up and even the temporary taxes become permanent. I worry about mismanagement of funds, as we have seen in so many aspects of government.

The roads need to be fixed and creates work for construction crews

The roads need to be fixed! 2700 South in sugarhouse is a joke, the road as it stands is very damaged and bounces your car around, you have to find a place where there is less bounce to be able to drive down the street.

the roads need to be fixed. pot holes in sugarhouse are bad

The roads need to be kept up.

The roads need to be maintained since it also takes a toll on my car repairs.

The roads need to be repaired

The roads need to be repaired.

The roads need work in SLC! And how else do we fund municipal projects besides bonds and taxes?

The roads need work.

the roads suck

The roads suck in SLC, especially 900 East

The roads suck.

The roadways in SLC are in poor repair and need to be updated.

The state of road disrepair on 900 South between 900 East and 1300 East.

The street in front of our home need attention - curbs and sidewalks.

The street where I live are in terrible condition and they need to be maintained better than they are today.

The streets and other major problems have been put aside for too many years. This Bond should only be used for the intended purpose and not for other "pet projects" of the administration

The streets are a mess, we need the money for our infrastructure.

The streets are bad.

the streets are badly in need of repair. It seems that the roads and some other base services get put on the back burner for other issues that are brought up.

The streets are fucked and need to be fixed.

The streets are in bad condition.

The streets are in bad need of repair.

The streets are in desperate need of repair

The streets are in horrible condition and they are dangerous. The city has not funded our streets for the past decade. We have bike lanes, bikes, and horrible horrible streets.

The streets are in horrible shape!

The streets are in miserable condition!!! In the last three years, I have had to have my car aligned twice and have had a flat tire because of potholes. I try to avoid them, but sometimes you can't. I see people in the Avenues driving like drunk drivers trying to avoid the potholes on some of the streets. I see drivers all over town making quick moves to avoid potholes and general road damage.

The streets are in need of repair and \$48 a year is not a lot of money

The streets are in need of repair.

The streets are in terrible condition

The streets are in terrible condition, they definitely need to be repaired.

The streets are in terrible shape especially the one I drive on alot, 900 East. I'm sure the streets are causing thousands of dollars in suspension repairs for SLC residents. We have had to have suspension repairs on our Subaru Outback.

The streets are in terrible shape! They do need to be repaired and maintained.

The streets are in terrible shape. Other things need money too--police, fire, homeless, etc. It all takes money.

The streets are in their worst condition since we moved here in 2002. Regular repair and upkeep sure beats major repair required by neglect. Maintain the streets!

the streets are terrible

The streets around the city need to be repaired

The streets downtown, including [REDACTED] street where I live, are covered in potholes and need repaving, not just temporary fills.

The streets have become absolutely horrible in many areas. Years ago this was not the case. I feel like I'm living back in Mississippi with the quality of some roads. Please FIX them. Happy to pay.

The streets have been allowed to deteriorate due to (in my opinion) poor management and over emphasis on bike lanes.

The streets have been neglected for far too long and need funding.

The streets in my neighborhood (Sugarhouse) are awful - cracked, many deep holes. I feel like I need a Hummer to drive on certain streets.

The streets in my neighborhood are in a disastrous state of disrepair. They have potholes and are rutted and uneven in spots.

The streets in my Rose Park neighborhood are very damaged. If the city needs more money to fix them, then we need to pay it.

The streets need repair and all of us who drive on them need to pay our share

The streets need repairing and better maintenance

The streets need to be fixed

The streets need to be fixed

The streets need to be resurfaced. Most of the streets in my area are extremely damaged and in some places may be dangerous.

The streets of SLC are in desperate need of repairs. Most of the main streets are in good shape but others need work.

The streets really do need repair/upgrading

The streets suck

the streets throughout the city are a mess and hard on cars to drive over, so they need to be addressed. I am hopeful that the money raised by the bond will be well-managed and properly utilized to make a meaningful difference in the quality of the streets for a long time.

The surface streets need to be repaved

The tax increase is not that high, and we need to improve the roads. They need to be stronger and more accessible to the community.

The utterly neglected side streets that are damaging my car and that I cant avoid

There are a lot of roads that are in bad shape, and I've actually had damage to my car more than once because of bad road conditions. I'm all for creating a way to improve our local infrastructure.



There are many roads that need repair and it seems like a small increase in taxes to pay for it.

There are many streets in desperate need of repair.

There are other sources of revenue (gas tax) to cover the expense of road improvement.

There are several streets that are in desperate need of repair and if we're already paying for a bond that this one would replace, it wouldn't feel any different to pay for it.

There are some pretty bad streets. The sewer seems to be very stinky.. that could you a good flush.. mostly aware of it on 800 So

there are streets that are in bad need of repair

There is a need for improving many things in SLC, and our roads I suppose could be better.

There is a number of people moving into the city. The roads and infrastructure are in serious need of repair. Housing cost is high and we need to get it down so that low income can afford the rent because they can't afford to buy a home. Roads are constantly be torn apart and patched worked together.

There is a typo on this question. If the question is asking why I would vote for this bond it is because general road maintenance has been deferred too long in areas around the city. We need to better fund the maintenance of our roads and infrastructure.

There is obviously a backlogged number of projects in Salt Lake that need attention.

There's a ton of potholes in the roads that need to be fixed.

This doesn't make sense.

To ensure continued repair, improvement and upgrade of road quality and public transportation,

To ensure our infrastructure keeps pace with the growth in the city.

To fix our shitty streets. Just tax the church and we'll have more than enough to do it.

To fix the potholes

To fix the roads that are in bad shape

To fund transportation infrastructure improvements.

To have the money to fix the roads. I'd like to see 200 West back to two lanes on rack side of the road back.

To help improve the city

To improve city roads and living

To improve infrastructure at only a small cost to individuals.

To improve our city.

To improve road conditions on 11th East between 8th and 21st South.

To improve road conditions.

To improve roads

To improve roads

To improve roads and infrastructure

TO IMPROVE ROADS AND TRAFFIC FLOW TRUE THE SALT LAKE CITY AREA.

To improve roads and infrastructure which are in serious need of improvements

To improve streets.

To improve the living conditions in Salt Lake

To improve the much needed condition of our roads and streets.

To improve the roads in Salt Lake

To improve the streets

To keep infrastructure in best condition

To keep our city in the forefront of a fine place to live, work, and raise families

To keep our streets and bridges repaired for safety reasons.

to keep our streets in good repair and safe.

To maintain what we have.

To support city infrastructure.

To support the ongoing maintenance our city needs

To upgrade the infrastructure

Too much has been put off for too long

Undecided at this time. I don't own any type of real estate so it wouldn't affect me financially.

Upgrade

Upgrades

upkeep of the city

Upkeeping infrastructure is important.

Utah and Salt Lake City are so "tax phobic" that I haven't seen a bond measure (other than transit) in many years. Services and infrastructure and badly neglected.

value to citizens and economic growth

Want to continue to invest in our community

We all use the roads. Bad roads leads to harms to vehicles. We need solid infrastructure to function efficiently. Roads are often neglected.

We can't wait any longer and the bond is reasonable.

We definitely need to fix our streets and there is no increase in taxes paid by business & homeowners.

We have horrible streets in my neighborhood and it seems like that is basic infrastructure that must be good

We have such harsh winters that our streets need repairs to make them safe.

We have some really crappy and outdated roads. Many need repaired. Many need widened. Many need new or different or better timed traffic lights.

I live on the west side and work on the east side. Both sides need improvement.

We need a lot of roads repaired and I'm will to contribute to making that happen

We need general overall improvement of our transportation infrastructure. I would hope that this would include the addition of more bike friendly transportation lanes and other green initiatives. Additionally, the search for contractors who can deliver a quality product with longevity would be important. I'm not 100% confident that our selection process is done with the voters in mind, and, perhaps, there is a little too much church influence in the selection of all these events.

We need good roads for the great amount of traffic we have daily.

We need improvement on the inter-structure before it's to late. Also slow down on giving money to people who through bad choices and down right lazy ness won't try and help them self's. Not to be a jurk but I struggle every day and don't ask for hand outs.

We need improvements

We need improvements to the roads.

We need infrastructure upgrades

We need it

We need money to create more open spaces, repair some really awful streets, campaign against idling engines, increase police protection (not guns!) around schools and parks, campaign for and provide receptacles for recycling in all public areas

We need more repair in residential areas

We need more road repair

We need our infrastructure upgraded.

We need our streets repaired.

We need road maintenance.

We need road repairs.

We need the funds to vastly expand our active transportation resources and facilities. We also need to maintain our existing road, transit, and active transportation projects. As the fastest growing city in the country we have, so far, kept almost abreast of the population growth. This is no time to fall behind. We'll just pay for it more later. I support almost any initiative that displays intelligent long-term thinking.

We need the improvements

We need the roads repaired, especially on west side of salt lake city. Not just the east side

We need to address the infrastructure of our city, state and nation.

We need to fix our roads and drain systems in Salt Lake City.

We need to fix the roads. I said probably because you just wasted thousands of dollars "beautifying" (putting a tree lineusland) on the side street between 8th and 6th by Esst High and Judge Memorial. It believe it was 11th east. Why waste the money narrowing a road and putting u an island when that money could be used to fix pot holes. Use the money you currently have a bit wiser and we wouldn't have to bond for so much more!

We need to fund infrastructure.

We need to get rid of the president of the United States. And bring back affix honor and code. And remember the Constitution was written for the people. Not for the wealthy

We need to improve our infrastructure

We need to improve our roads

we need to invest in our infrastructure. our roads are terrible

We need to maintain our roads

We need to maintain public works for all residents of slc

We need to repair or resurface our streets

We need to see improvements on our streets and street lights on the west side (as promised 10 years ago). And better public transportation.

We need to support common infrastructure

We use the roads so we should pay for them.

We need to pay for services that we want in the city - and street repairs/resurfacing is definitely needed. I'm a bicyclist and would appreciate smoother streets.

We need to keep our city in good shape because services will continue to deteriorate with daily use.

If not improved they will get worse faster

WELL THE ROADS AND SOME BUILDINGS IN THIS CITY SHOULD BE FIXED & REUSED FOR THE HOMELESS,,,LIKE THE FIRE & SAFTY BUILDING IT SITS EMPTY,,,WHY??

West Side NEEDS improvement!



Well, I'd probably include "vote" in this specific question.

The residential streets are terrible with potholes and patches in SLC. To the point of being embarrassing. Something has to be done.

What is the biggest reason i would PROBABLY VOTE for a Salt Lake city bond in November? Because we need to maintain what we have and make it better too. If it would not make an increase in our taxes over all that would be the best, but if it were only \$50 a year per household to receive better roads and better maintenance of those roads that would be great too.

What we would get out of the improvements

work needs to be done

Would have to do more research on this item to confirm my vote

Would like to see the roads repaired. Hopefully the funds will be spent in a responsible manner with road repairs being made to last using proven methods and not a simple bandaid that will require additional repairs in the short term future.

You penalize the Property Owners - the roads are for EVERYONE, why not tax EVERYONE like the federal government and add it to the 'gas tax' since anyone who pays for gas to drive will be using the roads and are the ones that use as well as benefit for the condition and use and repairs of the roads. Why ONLY the property owners, they don't own any roads!

You spend money to make life and surroundings better.



QBONDAG. What is the biggest reason why you would against a Salt Lake City bond in November?

The homeless situation is out of control. Total incompetent politicians will only waste bond \$

We need buildings for low income housing in people that understand what low income means

I strongly believe that we pay way too much in taxes and really don't see the benefits.

Property values are already too high. Why would I want to increase taxes on already inflated mortgages?

No specific details about making the streets bike friendly or improving bike safety.

Poor use of funds. You need to establish a long-term funding fix for street repair otherwise this will still be a problem in 10 years.

Salt Lake City should save the money in case of emergency.

Take care of the people in need not the roads. First things first, we are all humans. Take care of the humans we have living on the street before you spend 87 million dollars.

Better ways to monitor funds

Jackie Biskupski.

Actual use of funds extremely vague.

I don't believe the city should focus its infrastructure spending on roads only (as it seemed in this bond). I believe that a more holistic approach to improving transit (more trains, more often, running later, at a lower cost) would better serve the changing needs of our community. I understand that upkeep is needed, but I would prefer that to be the bare minimum. If this did include street improvements such as adding bike lanes, maintaining bus stops and crosswalks, better utilizing medians / neutral ground, and adding transportation lines--that was not apparent.

Don't need even higher taxes

"probably" vote against ,Ãi not absolutely

I'm of a "progressive" mindset so happy to pay taxes for needed services. I'd simply need more info as to which road repairs the 87 mill would cover as well as other details of the project

I don't want my taxes going up anymore

Until I see language that de-emphasizes autos and emphasizes light vehicles and pedestrians in any street plan, let the roads rot.

Because we need LESS TAXES. NO BOND! NO MORE TAX INCREASES! Make due with what you have. Quite Wasting Taxpayer Money!

Already too many outstanding bond issues, and lack of routine street maintenance.

Do not want a tax increase.

I would have questions... How are we paying for these improvements now? Is there currently no budget for this. Is there something much less important we can cut... etc.

You should tax vegicle owners by weight. Businesses with vehicles should pay as well.

Taxes are already way too high.

The plans are only to improve east side roads.

I would rather have road repairs paid for with a consumption tax on gasoline.

Because this should invest more in active transportation and the bike med master plan not strictly ensure a car-centric future in SLC

People on fixed incomes can't afford for their taxes to keep going up. Take it from somewhere else.



The streets are not the issue. The problems lie in our homeless population skyrocketing and drugs circulating around through their groups. Our neighborhoods are becoming more dirty as a result of their litter and their very presence, and less safe for our kids to be in.

It would raise taxes and would take a long time to make the improvements a reality.

We should not be borrowing money to pay for improper past budgeting.

Governments always have their hand out making it hard to live for ordinary folk

increase cost to me

Better management of current resources would facilitate street repair without raising taxes.

Coming from California, I witnessed the slow but steady decline in state and municipal financial health wrought by bonds. Bonds are the preferred method by the political class to raise funds because it allows them to raise taxes indirectly and therefore not face any political consequences. Often these bonds, such as the one here in SLC, are described as "neutral". Basically, that somehow we can magically increase expenditure without increasing tax revenues. It is dishonest in the extreme. It fails to pass basic maths. The models used are often erroneous or use extremely generous assumptions.

Bonds are the cowardly way for politicians to raise funds. If politicians in SLC were honest they would directly raise taxes on private vehicles because they are the biggest beneficiaries of roads. A direct tax, such as a toll to enter the city with a private vehicle, is the most honest way to increase revenues and specifically target the people who benefit most.

I live in SLC and take public transit to work. Yet each day an estimated 100,000 people commute into the city, many of whom choose to take private vehicles. These private vehicles cause a significant influx in daily traffic density. This use of roads requires increased maintenance costs. It is only sensible to directly charge the beneficiaries of a system rather than try to force non-users to subsidize others.

Consider that many students live in SLC and rent apartments. The increase in property taxes will be directly borne by students because landlords do not absorb costs. Given this, relatively poor students will be fronting the costs for road maintenance so relatively wealthier people in outlying suburbs can comfortably commute to work and not face indirect monetary costs.

California has ruined its financial health partially thanks to bonds issued with the disclaimer they are "revenue neutral" and will not cause increased taxes. This sort of passing the buck fantasy-style politician accounting is pathetic from

Mismanagement of existing funds

Get out of your office & watch road crews working 50% or less of their 8 hr day

Disgusting to drive by & watch one worker holding a tool. Others watching

My taxes are already to high

I don't think bonds are the solution.

Need to find other ways to pay for it other than new taxes and new burdens for the citizens to bear.

I don't see that big of a need for street repair in the City. While there are some issues, I can't imagine that it would cost that much. It would be important or helpful for me to see the areas and cost of those streets planned to be worked on to make a better decision.

The money never gets used for what is attended. Now the roads are so bad that I don't think 87,000,000 will be enough. Changes have too occur in appropriations and planning.

Tax increases.

The streets are fine. Fix the homeless problem



The streets don't seem that bad to me. I also have little faith in Jackie Biskupskie's leadership, unfortunately.

No guarantee the streets that I live and drive on will get fixed properly. As is always the case, once again these streets will be ignored.

Raised taxes. There is so much building going on, it has brought more traffic to SLC. It takes longer to get through a traffic light. Its too much.

remove the income generation police tickets at the 400 s hov exit

My taxes are high enough. Don't need more taxes!!!

taxes are too high and affordable housing for elderly and disabled is outrageous and cost of living is food ect. totallty making elderly eat crappy food from food pantry everly thing is out of control

I am struggling financially and, historically, democrats are incapable of wise use of resources or intelligent planning.

From past experience and history, I have not seen any significant changes in the condition of the roads.

Oppose ANY tax increase...where does the money NOW come from to repair streets ? USE THAT !

I feel we have other needs in our city. Roads are important but it seems like we are always working on some main road that was just done. Get more police force, programs for our youth, help our senior citizens. We need programs for the average citizen. It shod not be geared towards any one group or nationality, just programs to involve youth. Stop building other programs that only work for some. Spend the money on something that you will see our city benefit and grow.

With rapidly rising property values, prudent budget management by the city should provide more than sufficient funds to repair the roads that have been neglected during the strenuous post-recession years when property values were lower. I wouldn't expect a general obligation bond to be necessary during the boom years, only during the lean years. I will vote against this.

When they raise any taxes they never get lowered.

Taxes too high already and this would raise ours between \$150-200. Additionally, I am still angry about the street light levy that I paid for years and now also pay an enormous amount on each water bill. No one seems to care that I am not interested in the city building lights on the west side that I have to pay for when I paid separately for the ones in my neighborhood. NOT FAIR.

If I understand the language correctly, it says my property tax will increase yearly by \$50/year. All the other line items on the property taxes are also going to want more money each year. At what point does it stop?

City leaders appear to lack the ability to budget. We live in snow country & roads sustain substantial damage every year. This should have been budgeted.

I'm concerned that the streets in my area, Sugarhouse, are being adversely impacted by the increased traffic resulting from intensive construction and the housing explosion. I don't think I should have to pay to repair this damage

\$\$\$

Too many taxes..they just went up again this year by about \$200... and this has been pretty much every year. What is being done with the \$\$\$?!

Let's think about spending our current taxes more effectively (less bike centric stuff that isn't being widely used) than taxing more.

My property taxes were already raised 170. For this year.

City council just increased sales tax

Long term road maintenance is a given. The city should have an ongoing budget to take care of these costs. Lack of planning by previous city administrators should not be a burden placed on current citizens. This represents a FAIL by our city government.

You can find money elsewhere that won't raise taxes

Uber is no specific information regarding improvements. As a long time resident of Salt Lake City I am extremely unhappy with what has been done in the past few years to the downtown streets by adding the islands that prohibit traffic flow and in my opinion has reduced the available on street parking. Specifically 3rd South. I don't want any additional money thrown at permanent cement structures built in the middle of streets. Islands are nice but the wide cement structures are horrible.

My property taxes are too high for me to pay on my wages already.

Increased taxes. We don't need to raise taxes after having record years of tax collection. Strong no

Tired of the high taxes we pay

Taxes already seem pretty high, along with growing utility (water, sanitation) costs.

Need to clean up the West Side First !! Two Drug Houses on My Street Alone and Nothing is DONE ABOUT IT

Any fool can borrow money. A smart person saves and pays cash. If you can't afford to pay for the roads now what makes you think you can afford it later? Buy now Pay Later. FOOLISHNESS!!!

Our government builds and build without thinking of infrastructure.

To much debt all ready what does gas tax do?

It is an actual increase to taxes, since taxes would have decreased in the absence of additional bonding.

More should have been done sooner. Less money for bike lanes, more for roads

I think our roads are fine. Why spend millions if we don't have to? And why property tax instead of sales tax? It unfairly burdens those who own properties. It could alternately be a drivers fee: homeowners may or may not drive, but anyone who owned a vehicle is definitely going to use the roads in some capacity. Business that use heavy equipment and trucks should pay a different rate (higher) as they contribute significantly to wear and tear.

Cost per year times 20

I pay enough taxes

I can not afford another tax increase.

Money

1)I don't feel that the roads in SLC are in poor conditions, in general. Maybe if you could spend a tiny fraction of to repave the road/path that goes up City Creek Canyon (that is very dangerous for bikers and has been neglected for years), I would change my mind.

2) We are being taxed to the max as well! doesn't the water infrastructure need higher priority than roads? more and more people in SLCity proper are finding alternate means of transportation than their cars. perhaps others who use streets in SLC can help fund for some of our roads

Do not believe money is ever used correctly to make life better in SLC.

This can be funded without the burden on the tax payers.

There's better ways to getting funding. Taking money from one place and putting it somewhere else from where it's supposed to be to me just isn't right. Bring in the lottery here into Utah. IT WORKS.

I can't afford my current property tax! I don't have children and give the frigging schools 2000 dollars a year.

I feel it is unnecessary

it is an end run in cahoots with UTA>

These are estimate, I'm sure it will be more and I feel that once they take the tax it is never given back because they find excuses to keep that money.

No more taxes! We are over taxed already.



I would need to know more on how they plan to improve the road in SLC. There is already frequent road work going on through out SLC and most of the time I feel it is unnecessary. The roads that are being worked on are in structurally sound condition in my opinion, so if the funds were to be used for simple maintenance work, it could be used more usefully. I do believe that some of the highways need replanning, as the way they are designed now create dangerous traffic patterns.

I'm concerned about the City having too much long-term debt. I would probably vote for a tax increase to pay for road improvements if it wasn't in the form of a bond.

I do not find the streets unnegotiable. I get more upset with street closures and new slurry seal than I do with a few bumps. Also new streets means increased speed and encourages more driving

Instead of completely wrong thinking bicycle paths and other misguided expenditures use that money on the roads. Cut the budget for non-essential items and fix roads.

I can't afford higher taxes of any kind. Our income has gone down not up in recent years.

The City should be able to manage the budget and make hard choices to cut/limit projects that take away from the core of what a city should provide. For example the City should focus on (in the order of priority) the following items before any other project or plan. 1. Public Safety/Law Enforcement/Fire/Social Work. 2. Public Works including streets/snow removal etc, this includes City Planning. 3. Everything else, like permits, statute enforcement, etc.

The predicament SLC is in is not the residents fault. The City has failed to focus on managing budgets with a focus on the above items. This in turn means that the buck should not pass back to the citizens who trusted the city to make the proper choices. In addition the blame is on every administration for the past 20 years including the current one. (So forget about blaming others, its your problem now) You need to tighten your belts before you ask for more money time and again.

Last example, if I have a fixed income and spend my mortgage payment on other items, when I have a shortfall I can't just go to my employer and tell them I would like 20k more a year to cover my poor decision making. I get to tighten my belt, make hard decisions and cut back, sometimes cutting back those things I want the most so that I retain ownership of my home. I expect my government to operate this way, you don't (or at least haven't proven it) so you will not be getting my vote.

I am willing to deal with busted streets until the City learns that they can't just mismanage money and fail and then let the citizens bail them out.

Being 70 years of age, I've seen and heard politicians promise to decrease taxes after the completion of project which required taxes to be raised in the first place. I DO NOT believe the politicians when they claim taxes will be lowered at a later date!

you already tax for this what are you doing with the money

Why use property taxes? Our property taxes are already high. I think we should tax corporations to pay for this. I do want the roads improved, but we should get the funds from city businesses.

Trump gives a tax cut only to see the Liberals give a tax increase. This mayor has turned my neighborhood, Liberty Wells, into a ghetto on behalf of rich developers. Let her go collect from them for the roads. I am 100% hostile to anything under this mayor and the city council. Whores to the property elites at the expense of homeowners.

Because I DO NOT trust the present administration to manage the existing budget so I WILL NOT support giving them more money to piss away. They already increased the sales tax after the mayor ran on a platform against it. They have also increased service fees. The police hand put speeding tickets on my street daily, but they can't fight the growing criminal activities.

cost

I would be more in favor of a budget shift than an increase in taxes to cover the roads.

I'm on a fixed income and my property taxes are too high as it is. It would be a burden.

Water bill is going up (which is for a good reason), sales tax went up and this is yet another...all at the same time. I claim one exemption for state tax on my pay checks yet every year at tax time I have to pay additional. Something is not right.

Property tax has gone up from \$650 to \$1450 since 1994. I feel that our property taxes are high enough.

The .5% sales tax hike was sold partially as the fix for road maintenance backlog, the council approved an additional .25% for UTA against constituent wishes. The state stole a large chunk of potential tax base with the inland port and jail move. Tax dollars are diverted to nebulous "affordable housing" giveaways to developers, and tax breaks are given for arena embellishments, UPS and Amazon warehouses (which don't pay enough for employees to afford housing), and any other billion dollar company that threatens to move here. We're spending millions to address a homeless problem that is actually a lack of police enforcement problem, and we're going to spend a few million more on resource centers with no source of ongoing funding for resources.

I'm socially progressive, but the constant squeezing of the middle class to pay for both ends of the socioeconomic spectrum has grown tiresome. I have no confidence that the next change in council members or mayor won't divert revenue to their favorite donors, and they'll be back begging for additional money to fund the last admin's pet projects. Fix the roads with the revenue sources we currently have.

they get enough of my money ,get rid of politicians

I don't really have enough information about the bonds. Additionally, I don't think the roads would be fixed right away because there always seems to be a funding problem. I think I would need to see concrete deadlines and more dialogue around the issue.

1. I do NOT trust Mayor Buskupi to use tax funds in a way that represents the best good for the entire city. Rather, I believe she will take liberties with the funds to support special interest proposals.

2. There would be no need for such a burden to be levied against the shrinking group of property owners in this city if they would STOP the insane pace of development. All of the high density housing going up places the infrastructure, natural resources, and natural environment in unreasonable danger. I refuse to support such a wanton disregard for taxpaying home owners.

Because I see so much waste of our tax dollars now that unless this changes the bond won't change a thing but only enable the same type of waste. The garbage collection is one of the worst examples of a government without merit. The School district waste of resources which cost me several thousand yearly in taxes yet pander to incompetence in teaching. The lack of proper rule with all the homeless vagrants which our city mayor allows to camp on public property which only working people pay for. The idea that using my money for a liberal agenda is not representing my rights. I could give many examples of waste of resources and maintenance of our current road system is just the top of that iceberg. There is a cadre of individuals that do nothing to justify their employment. Cut the excess and require those remaining to work to fill that gap and you may see an increase in output as well as a decrease in those whom are paid to do little or nothing.. I worked in the private sector and over my career saw the very thing I talk about but downsizing can be a salvation for those whom are willing to work.

Because it will not help they aren't going to use where it's needed.

There are bigger problems than the roads

Already high taxation. Need to learn to live within a budget like citizens do.

Ä¶ vote against? There is no description of the need for the road projects, and why property taxes need to be raised for that project.

I want more information. Why dont we have enough money? Why aren't streets being maintained, so that we don't need an 87 million dollar bond for repair?? There is so many new apartment buildings, where is the money they have had to contribute for infrastructure???

Streets proposed to be repaved do not need attention, this has been proposed before and been re allocated into the general fund. Unacceptable.

I typically vote against special bond elections, believing maintenance should come from general taxes with accompanying in other areas where money is being Wasted or used in efficiently.

Too many property tax increases this year

Anything done by the government doesn't work

I believe planning should be done for roads, education. housing, etc., rather than raising taxes.

Our roads are chewed up my commercial traffic, so the private sector and commuters into SLC need to participate in payment for roads, as well.

I'm not happy with the way funds are currently allocated. Raising more money is not the answer--spending the money more wisely is the answer. For starters, cut funding to the libraries--they are anachronistic, obsolete. Secondly, cut public transportation; look at ridership on busses and Trax--extremely low and VERY expensive per rider. We would be much better off to buy Suburbans and transport people that way. Third, spend more money on police and fire. Fourth, spent saved funds from the first three on roads and infrastructure. Do NOT raise taxes! When taxes are raised to pay for more services the only economies made are in creativity.

Funds are never used as promised.

More info,true cost. ?

Already pay high taxes for SLC gvmt

Na

Mistrust of the way the money would be used.

No guarantee of tax decrease when bonds are fully paid in 2019. But there'd be a increase for new bond. Tired of the fact taxes never decrease only increase.

In a fixed income household there is no extra money to pay for this even though it is a needed project.

Poor prioritization of projects of varies types have been made by Mayor and Council in recent years.

We pay enough taxes. More taxes are not needed. Needed are intelligent people who will use taxes for what taxes should be used. Streets are one of the things taxes should be used for. Handing out money and services to people who have not earned them and don't value them are not.

why was a company paid \$13,000,000.00 for not getting the bid for the Olympics road construction . why no went to jail?

Rising taxes

Need to balance things better instead of borrowing 87M

I'm tired of all bonds

You continue to tax and raise revenue instead of learning to live within your fiscal means

They haven't given me a good enough reason as to why they need to borrow money to pay for these repairs and why they could not use the current budget to pay for it instead.



Because they roads are always being repaired, just to be repaired again in a couple years. The quality is lacking, Potholes appear within the first year after the road it repaired. Before trying to spend more money repairing the roads the same way we always do. We need a more efficient process to repair the roads that will last longer than a couple years.

I know that lots of roads need improvement, but there are other infrastructure projects that need more immediate attention. I'd love to see SLC invest more in renewable energy resources, and find ways to _cut down_ on driving, as opposed to making driving better.

I'm already overtaxed, under represented. You charge me double for street lights, curb, gutter, over charge for water and sewer. Then want MORE to take of what my taxes should have already paid for. When I see your employees there are always 8 or more with only one or two doing any work. Want to save some money? Put the people you have to work, sell half that massive fleet you maintain and live within a budget like the rest of us have to live.

The streets are crap, and always being worked. No way I'm for spending more money cause you guys can't get your shit together

Tired of paying taxes always on property been a home owner for 54 years and if you need money raise property taxes when your on a fix income it's hard to make end meet.

I think the money could be better used elsewhere to make slc cleaner and safer.

Because we already have a high tax as it is

They already spend hundreds of thousands of dollars on road repair and due to rough climate the roads fall apart.

No new taxes

I have lived in Salt Lake City for more than 20 years, paid increased taxes every year and the streets, 900 South 900 West old railrod track walk are worse than any other year. When the snow comes, the streets in Glendale are not plowed as they should be and often not even plowed. Putting more money to benefit only the wealthy areas in the city is not a good idea.

Sneaking in a tax increase.

The city should be focused on two things: police and public utilities. Any spending outside of these two areas is discretionary. Why does the city continue to pay for services that only help a small portion of the citizens, but help minority interests. Utilities/Roads and Police should be given the highest priority and yet we need more tax dollars to fund these priorities. Time to cut the "nice to have" services.

The taxes keep going up and up and they never come down, when the bond is paid, their is another and it never quits. It won't be long before everything we make goes to taxes!!!

These kinds of infrastructure maintenance projects need to be planned into original costs and saved for. I do not want the city to raise taxes every time regular maintenance is needed on infrastructure. These long term costs need to be added to the upfront costs of infrastructure.

It represents an earmarked, untouchable spending expansion that would be difficult to revise without a reasonable plan to restructure the budget or cut extraneous programs.

They will not use it for repairs. They will only focus in one area of town and not the other

tax hike

raised taxes

Current tax revenues should have been used to better maintain SLC roads, but have not been. More taxes won't.

If I understand correctly, the city is asking for more money to fix the roads in the downtown area. This tax will cost between \$35 to \$50 per house owner each year over the next 20 years. Seeing as there are taxes in place for this cost already, simply being dissatisfied at how the current conditions of the streets isn't a valid reason to charge more. If this money were used to create a more efficient public transport, then I could see its usefulness. The money that is currently provided should be handled more efficiently.



The city should hold the companies who build roads to higher standards! The quality of the current roads are poorly built and require continued repairs, other companies that are allowed to dig up roads for sewer, communications, water and power companies, damage roads, yet are not held responsible for the damage! Penalize these companies! Please consider better options, like manufacturer (builders) Warranties!!!

Parkinson's Law states:

Expenditures rise to meet income.

The mindset of government in general needs to change. When will we as a city learn to budget for needed repairs instead of borrowing and paying interest?

Because most of that money will not go to the infrastructure but wind up in the bureaucratic 'hidden' costs...

The current city administration's obsession with replacing all city department heads and emphasis on all kinds of social issues that have nothing to do with running the city make me wonder what kind of city this is becoming. In addition, I find the practice of bullying parts of the population who do not agree with the mayor's mindset very troubling.

I feel unwanted in the city that I grew up in. The well-intended ideas of love and peace and diversity have in my opinion created division, discord and a very unfriendly place for business and many of its citizens.

This is really a sad day for Salt Lake City. Maybe it is time to move to another place.

I feel Salt Lake City's idea to diet lanes on many of the busy streets for bicyclist is a waste of money. Sidewalks are legal in majority of state, plus riding is limited to weather. 1 bicycle to thousands of cars is a big mistake.

Our property taxes are already very high in our location.

Because it is a tax and would harm me more than help me financially.

You should have been doing a better job of managing saving for and expensing out the funds you have already received it's the fault of our elected officials if you now need to be in debt again!!!

[REDACTED]

I would need to know more about what exactly the bonds will be used for if I am going to add another \$50 to my property taxes. How will myself and my community benefit.

Nervous about more taxes.

Increase to property taxes

They have already screwed up the neighborhood cleanups, now nobody can get bulk trash cleaned up and now they want more money to "spend" on things we need but the money won't go to.

Raising property taxes will hurt fixed income property owners as well as low income property owners. I believe through better management of income should provide for superstructure improvements.

The mayor has installed so many bike lanes on the west side (9th west) that traffic is at a standstill. I wouldn't mind if there were bikes but there are none. 9th west needs to be a four-lane street. Traffic is horrible. I have lived here 33 years and it seems ridiculous to have a major street cut down to 2 lanes. You have made a major mistake.

Seems like property owners take the brunt of everything that needs to be done how about gas taxes where everybody is involved?

I don't want to pay more taxes. Charge the developers.

It seems the city is constantly raising taxes one way or another every year. I believe in keeping our city maintained but it seems nothing is ever cut. Bonds never sunset and as a property owner in the middle class, I feel it's all on me.

Too many bonds, taxes etc....feel we already pay enough to have these issues addressed.

Because I think it would be more effective to change zoning laws to allow for tiny homes and more high density housing. Allowing more efficient and concentrated housing will help alleviate the demands of needing to build and maintain more roads.



Potential increase in property taxes

We have enough taxes in our property tax bill already. I don't feel our taxes have been used to keep our streets in good condition and don't think this bond will provide the funds needed to repair our neighborhood streets. Today they are in poor condition.

I believe the inability to maintain the streets is part of the overall inability of the mayor to manage the city's resources. I do not wish to be taxed for ineptitude.

I do not need to be taxed any more than I already am. I will always vote against any form of additional or new tax. If our stupid mayor has money to rename streets for gay pedophiles then she should have money to use for this without increasing taxes.

They raised taxes before on this and then they used the money for something else. They need to STOP paying UTA people hundreds of thousands of dollars a year and fix the retirement package. Then use that money on the roads.

This issue did not just suddenly arise. Given the geology and the weather, our streets have always been a challenge but we did precious little to address the issue. And, when we did make repairs, the corrections were haphazard and not always to industry standard. Seems to me the contracting companies were the real beneficiaries of the repair work. I feel that city government lacks vision and I certainly do not trust city government to manage a bond of that magnitude.

We need to get the homeless and mentally ill especially off our street. It's feeling very unsafe to walk downtown and our neighborhoods have increased crime. Work on that first.

We are a thriving city why do we not already have the money from other taxes?

Our taxes are already too high.

Because I think that those who make decisions that affect the citizens of Salt Lake City DO NOT CARE nor do they pay any attention to what the citizens of Salt Lake say or when they express their feelings or opinions they are ignored. Our streets have been in poor condition for years and trying to get the leaders of Salt Lake city have fallen on deaf ears now that there is a crisis and we need major repairs done on the streets we want each citizen in Salt Lake to foot a major bill for repairs by paying more taxes. Maybe it is time for our city leaders to take a major cut in pay and use those funds to assist in the street repairs. THAT WILL NEVER HAPPEN.

Total burden is upon property owners to pay for street repairs. Non-property owners use the streets but are not assessed in anyway.

My taxes are already too high and now you are bringing development into my nice quiet Ranch neighborhood. We been here for 40 years horses and farm people and you are hurting us with all of your stupid M1 development on a little 2 lane road! So unfair what happened to open space??

The city should have budgeted for City street improvements with existing ongoing funds. The Salt Lake city streets are arguably some of the worst in the Wasatch front. Where were the previously budgeted funds for city streets spent? It should not be necessary to seek additional bonds.

Not unhappy with state of roads now

I'm tired of my taxes going up \$100-200 every year. I am a teacher and don't make alot. Property taxes are high. I think road tax should come out of gas tax. People who use gas use the roads.

I disagree with the proposed property tax increase difference between primary and secondary residences and businesses. I think they should be assessed equally.

Because I am a retired widow with not a lot of money! Poor people can not afford all these taxes! We have a hard time just keeping our houses in good shape!

20 years to pay back. The roads will need to be repaired again before then. Quit spending money we do not have.

Protected bike lanes. I freaking hate those things and don't want any more built. Having to dodge flower pits and curbs in the middle of the road is awful, and 20 mph (3rd south) is an unbearable speed limit. I just got back from Portland and damn what I assume Salt Lake is trying to emulate, and it was hell. I love our wide, straight streets.



That's not to say I don't want more bike lanes - I very much do, as someone who bikes to work when there isn't snow and ice outside.

I also worry that the city isn't trying hard enough to control costs, both in road construction and elsewhere. It shouldn't cost millions of dollars to replace a few blocks of a street with concrete.

Number 1. You have plenty of room to make cuts in the city budget. Number 2. We elect you smart people so we don't have to keep getting burdened by tax after tax. Number 3. It's time for the city to have an audit to determine the fair market value of assets ran by the city, to the actual compensation the city receives and where those monies are spent. after you have done all of that, then talk about more burden on the taxpayer.

To much money and the work with not get done.

I pay enough in inflated property taxes

we dont need to raise taxes for roads. They never took off the old taxes, in past years.....2002 Olympics.....etc. This is propaganda...

My property taxes are \$6400 already. I moved here from California because of high property taxes and although I appealed, my taxes are what they are: much more than what my (comp) neighbors pay. Unfair. I don't want to spend another dime because I already pay more than my share.

We are a retired couple in our 70's and 80's and are being taxed out of our home. We retired here 20 years ago and have seen our property taxes steadily rise to the point of great personal sacrifice to remain in our home, while we have seen our tax money go toward many social and other programs to benefit people who make no contribution to the tax base here. Please find a way to tax everyone who uses the roads - which we don't use as often as those who are employed.

Tax increases even though it says it wouldn't

Rise in property taxes, especially to seniors is extremely hurtful, making it difficult to live in current property. With the rise in property taxes in the last few years, it would be beneficial to some, not all seniors to not be taxed for further improvements. I would like to see a tax system that took in to account the following: age, income, health condition, before taxes are raised.

There is plenty of money floating around, balance it better.

I dont want to see more precious resources used for more roads, let's deal with what we have and spend on more social and environmental projects

Property Tax Increase

My property taxes have increased yet again as have my sewer and water. And now I can't recycle half the plastic I used to because I'm told the "flimsy " plastic clogs up some lame machine the city has. So no, I'm not voting for any more money to be drained away

The language is too vague and does not say what repairs to the roads will be made. If it's just repaving the roads I would vote against. I would vote for a bond that included adding protected, dedicated bike lanes to more streets and widening pedestrian paths in addition to road repairs.

I do not agree with public lands being sold and commercialized. Our air quality is bad enough without more buildings. Not not mention most bulidings are empty. The bulidings were empty before new ones were built. Not to mention roads being built so that nuclear waste, oil etc can be transported. The high ups in this state have only money in mind. Their money , votes, and special interests in mind. Not the citizens. We dont hokd counsel meetings to get citizens involved and have a voice. They have them so they do not get sued. Whatever the high ups want they get. Otherwise everyone gets fired for petty reasons or ousted. The high ups are ruining this state. And I have lived here my whole life. I love utah. I wish they loved utah more than the money.



I feel that my tax dollars are not being used as wisely as they should be. While roads need to be repaired, there is nothing to say that these "improvements" will be used to repair roads. I have observed roads being repaired just to be torn up again and have to be repaired again too many times.

Who pays for the bond.

I AM TAXED TO DEATH!!!!!! TAKE TAKE TAKE SICK OF IT

Additional bond/loan debt resulting in raising taxes is going in the wrong direction. The state needs to manage current funds, which has not happened in the past.

I don't believe that the funds would be used to solve any of the problems.

Our roads are congested with bikes and parking.

Bikers do not pay any taxes toward roads and yet cars must yield to them.

Salt Lake City roads are no longer used for vehicles and I don't want to pay for others' utilizations.

I feel that our City Officials (elected) look at the City Money as an unlimited fund. They need to be more conservative and mindful of the money we, as taxpayers, give them. I think they have more than enough money to repair streets, keep our city street lights on, and other city obligations. They need to keep in mind that taxpayers, citizens, voters are the ones who provide the money to take care of these obligations and they collect more than enough money to do that. Where is the limit?

I believe there is already misuse of tax dollars and raising property taxes to cover this misuse will not solve the problem. There is already money there to fix the roads and an audit needs to be done to reevaluate where money is misused

I ride my bike around town

too pricey

Because when you do City raises taxes on Princeton's products prime example cigarettes it's over \$2 in taxes in the last couple years difference in cost that was supposed to go to education that has not went to education it's designated for project in a coaster project that's great but when everybody sticks their hands in it from all the other departments that want their money the main purpose optibond gets thrown right out the window

Getting squeezed

I oppose borrowing to pay for less than essential things.

N/A

Don't really care

It is an additional expense to bare for someone who is on a fixed income

no ceiling

Direction of monetary focus could be put on bigger problems ie homelessness, etc

Never any discussion of reducing budget expenditures. There should have been funds already accrued for these expenses; however, the revenues always end up in the general fund and are used for purposes never clearly defined and shared with the public.

How will it affect me? What benefits will I see as a resident of Salt Lake City?

Taxes are high enough

I disapprove of acquiring debt to fix roads

There is Absolutely NO MENTION of sidewalk improvement which is in deplorable condition and is the highway for the handicapped using wheelchairs. We are forced to go into the street to travel where sidewalks are NONEXISTANT! We are forced to share the lanes with bicycles and automobiles. Note: we are shown evidence of police having to dive for cover when faced with an erratic driver and how many police vehicles become battered yet the handicapped are left with incomplete or ruined sidewalks dodging traffic.



I believe the roads are in adequate condition in Salt Lake City. However, I strongly believe Foothill Drive needs to be widened to allow more traffic, especially during the morning and evening commute times. The bond in its current form does not specify widening Foothill Drive so I do not believe a bond or an increase in taxes is necessary.

There are significantly larger issues that need addressing prior to streets.

Salt Lake City residents are the minority users of our streets. Most of the vehicle traffic in Salt Lake City are not Salt Lake City resident

Where have the current funds that are supposed to be allocated for this purpose been being reallocated to?

Cost. We are already paying so much money and I don't believe the money is being used responsibly.

N/a

Taxes should suffice

Streets aren't very bad compared to other cities where I have lived.

I feel that money could be better spent on helping the community at large.

I think what Salt Lake City needs is more affordable housing and better air quality

Enough with the juggling of tax revenue already

Should be funded by routine taxes (which are too high already)

It should be proportionate. If it's going to be that 100% of the roads are going to get fixed and not just the busy roads, then I don't want to pay for it if nothing is going to happen on the West side.

We have much bigger issues that, that money could go toward.

I would like to know more details on where exactly the money will be allocated and which infrastructure elements will be taken care of in which priority. Otherwise, it's a cat in a sack deal.

We have tax surpluses. Our roads need to be done but we have not maintained our roads in a timely manner.

Salt Lake City needs funding in other areas before the roads. Schools need more funding, the homeless population needs more resources. Funding roads and obsolete items such as the beet in Sugarhouse Park, which was a complete waste of money and resources, should not be a top priority.

We already pay gas tax for the exact purpose of keeping up roads. Quit lining your pockets with our money and do your jobs.

There are existing programs that are ineffective that could be cut and those monies budgeted for this project.

Not necessary to raise taxes to take care of streets. Why should we pay for a mistake you made.

Property taxes are already high, and it seems the money raised by those taxes had been used for silly and expensive projects that make life harder, like the bike lanes down 3rd south.

I feel that any bonds we have done in the past have not fixed anything.

I don't believe that the funds involved in the bond will be distributed properly, and that lower income/disenfranchised neighborhoods will be excluded from road improvements. I am also concerned with the possible gentrification of said neighborhoods that may push property management companies to higher rent and mortgage rate beyond accessibility for current or potential residence.

I am not in favor of incurring more debt for the city. I think it is more appropriate to have current taxes cover the cost of road maintenance.

Roads have been a problem for years here in Salt Lake City, now you want a bond to fix the problem and pass the cost on to residents why wasn't anything done about the road condition until now

I feel that money would be better spent on education and other things.



Salt Lake City is collecting a lot of money in storm water tax. I would like to know what this has purchased for the benefit of residents. I know many of our streets are in disrepair but how do I know this isn't due to mismanagement of available funds for their upkeep? I need more information before I vote to raise taxes.

I like the roads to be all bumpy and shit so I can ride around like a cool guy in a safari Jeep in the desert

Gasoline tax goes to the state and I assume a portion to the city. Is that money being wisely spent?

Always consider ways to cut back spending within the city government to pay for this before taxing people.

High property tax

Needing to munch

I do not believe this should be paid for through a bond.

My property taxes are already too high and aren't road maintenance costs budgeted for in the existing budgeting? Why do we need a bond? That seems ridiculous.

Not explained plainly enough to determine if it would be beneficial.

tax increase

The roads are fine. I live on a fixed income and my husband is disabled and I have bone marrow cancer. In 18 months our income will be cut in half as my husband's long term disability income ends. I don't want to pay more property tax.

property taxes to high already

I need to understand the full situation more. While the streets definitely need repairs, it appears that funds have been mis-managed over a period of time, that should have already paid for these upgrades and maintenance. I shouldn't be punished for this situation.

I drive the streets a lot and don't feel they need repairing yet.

Need more of an understanding of which city streets will receive the fixing

The greatest expense is maintaining arterial roads. The most damage to these roads is caused by commuters who live outside of Salt Lake City. It's unfair to expect Salt Lake City residents to shoulder the financial burden of maintaining streets and roads used every day by tens of thousands of people who don't pay taxes in Salt Lake City. Simple as that.

Listen, SLC was once a beautiful, friendly, and wonderful place to live. Yet, city officials and developers have done everything to turn it into our "sister city", Portland. Why? There's nothing left of the SLC I've loved these past 38 years. I won't go downtown anymore unless absolutely necessary, the streets are a mess, parking is expensive and a mess. I'm sure there's enough funding generated by parking officers who comb the streets for any possible ticket to issue (\$\$\$), or SLPD comb the streets for any possible ticket to issue. Sugar House is ruined by over population (\$\$\$) and overrun with homeless wanderers. Yet, city council wants to increase property taxes, and the cost of water, and anything else you can get your hands onto. The city has generated enough revenue to make repairs. I cannot believe we need a bond. Maybe we should have used the monies that restructured all city streets to accommodate bicyclers for repairs. Please just do your jobs and try to keep the interest of this city in view, eh? Who is running this circus? Disgusted.

Don't be a spendthrift.

Property taxes are already too high.

I'm at retirement age

We need to radically rethink our streets - not replace them. We need green infrastructure to address climate change and to decrease the urban heat island effect. That said, if most of the money goes to affordable housing then I am all for it.

It seems like too much money to allocate to streets when the air quality is so poor in SLC.

Roads should be paid for with gasoline taxes not property taxes

Street construction seems to only be done on low trafficked streets, whereas the roads that need the most work are over looked. Traffic never runs smoothly, and it takes too long to complete a project when there are several roads being worked on. Instead, I believe the city should spend money on synchronizing traffic lights, as several intersections and streets cannot fit more than a few cars at a time.

property tax increase

It is very vague as to how the money would be used to improve the Salt Lake City roadway infrastructure. There would need to be more specifics about how the money would be used rather than just leaving it to city to decide on a whim how they will spend the money on roadways.

The reason why I say that the city is going in the wrong direction in the city is because it is more focused on gentrification rather than is long term residents. I feel this bill is an excuse to fix roads in places where the city has pressure from developers to tear down people's homes to build apartments, rather than fixing the street for people who have paid taxes in this city for 15 years as renters.

There is enough in the coffers to fix the roads. Use fiscal responsibility

We already pay taxes and you will up them

No long term strategy to deal with the problem. This just pushes the problem down the "road" so to speak.

I saw no language regarding multi-modal use of streets. Need more information.

I don't think the streets are that bad.

Spend too much fund for school, family that has many children use more service but pay less tax.

Our property tax is already too high. Roads do need to be maintained but I am also unhappy about how those are being managed by the city. Reduce other programs that are not core to the cites mission for a revenue source.

Property taxes too high already.

necessary funds for education...reduced ratio 1 to 15

you keep racing are tax

We already pay plenty in taxes to the city. Use them for roads instead of pet projects

Can't afford more taxes

The previous Mayor and council took our taxes for the roads and gave themselves a raise!

More definitive information is required

Property tax increase

borrowing money is against my personal belief. You should only pay for what you can provide for upfront.

This should have been handled sooner

Poor planning on the mayor's side should not have fired the competent people to hire friends

I don't want my taxes to increase.

The city has much bigger issues then the Streets, and very few elected officials seems to know the real issues within our society.

I don't know much about it but we already build our streets without this bond. What would change?

QHEARDOE. What have you read or heard about a plan to repair the roads in Salt Lake City?

[REDACTED]

Na

That emphasis will be on more rural, obscure roadways

I happened to see the big (giant) concrete machine set up on 72nd south near I-15. I watched for a few minutes and a worker passed by- I asked him project the concrete was for- he said resurfacing I-15 from a bit south of downtown to point of the mountain. This is the only info I have heard. (albeit an interstate, not a city project).

Heard something on local news a few nights ago

Just seen the mayors posts about the proposal and the need to do the repair work

That there is a plan, but it is seeking funding.

That it is a priority and will be done, I've noticed some roads in the affluent areas being done.

yes

I received an email from my city council about it.

Partial streets bus routes

Mayor is thinking about requesting a bond to fund city repair program

They are working on it by University of Utah!

I have heard that the city finally realizes something has to be done and that the \$87 million won't be enough. I think it will only cover about 2/3 of what is actually needed.

Limited info about short portions of streets that are/will be worked on.

I took the survey about which roads are the worst in Salt Lake and it indicated in that survey that roads were a concern. I looked at the street assessment map. My personal street is a #12, which is pretty low - but also just a small residential block and hopefully not high on the list of repairs. I have heard about the bond on the ballot in November.

I received an email asking about my perceptions of the condition of various streets and some information about repairs. 300 West was among them... so was 1700 South.

I got a mailer about this bond proposal.

GACC newsletter

Just what I read in the paper

Read about it on the internet (naturally)!

Not much, I've just heard that it exists

I have read in a neighborhood chat group around the waiver given to new buildings/new apartments and condo buildings of their portion of the street maintenance bill. This is not a wise use of funds - I'm not sure who benefits from increased building within Salt Lake City other than real estate investors - but the current residents are impacted by the road damage and feel overrun by lame luxury condos and apartments with no parking jamming up the roads.

Not repair completely, but attended a city council meeting about traffic pattern change on 17th S (state - west temple / 3rd W).

Just that they are planning to do it

Thought going into it.

Just that they were planning to do it

A bond proposal of 87 million

They were doing a city wide repair

I have been aware that there are public meetings to learn about the plans. I was not able to attend any yet but hope to in the future.

That leadership in Salt Lake City is a laughing-stock. Quit raising our taxes and cut costs!

general information about the proposed plans

I have heard about this proposed bond issue. I am tired of a new large bond issue showing up on every ballot.

1300 East project in particular; other in general not specified.

About the bad conditions of streets.

That it would be paid for with a property tax increase.

Maybe

That the infrastructure needs to be repaired!

That they were talking about raising money so that they could improve the streets. And that if they are going to improve streets, they will have to raise more money.

The proposed Bond proposal on the ballot

I have seen articles about which roads are in the worst shape and the order of repairs

Only east side area will benefit.

Generalities mainly.

That there may be a bond to repair roads.

Various information flyers regarding road condition.

The bond proposal.

they want to create another paving team with the bond money

Not much.

some

A series of improvements are planned throughout the city. 2100 east was just completed. Well done.

That it's all about cars.

Flyers.

That there is a plan.

That there would be a multi million dollar bond to repair roads.

There has been a pretty good survey of streets but there isn't enough money to make much difference, hence the bond.

KUTV NEWS

I hear we are in arrears and that the streets are in parlous condition. I don't entirely believe that, but my path in and around the city is rather restricted. Maybe I don't see the potholes. Sometimes I think that if people don't like how the streets function, they should park their cars and get around with public transportation or bicycles.

Just that it's in the works.

Not much, just that there was a need and a plan to start repairing roads.

I did hear about the bond proposal before this survey.

The paper

I keep hearing that they are gonna fix some roads and it seems like they are pretty selective on what streets they are gonna fix instead of fixing them based on quality. My bet is that its based on who has complained. This is a horrible way to address street quality.

It needs to be done.

A proposal to issue bonds.

I received a notice in the mail for a public meeting to discuss the bond issuance.

I have read about the proposal in local papers.

I received a postcard with the basics

Yes

Some of the streets are in need of repair

I haven't read or heard, but I've seen road work in small strips around my home area.

That they are trying to pass a bond to fix them.

Skinnying of 1700 S between 300 W and state allowing for new parking and bike lane improvements.

Only vague info tgst it shoukd be done

I've heard that there is a plan to bond for major street repairs.

big need - I agree - a big picture plan and urgency list needs to be approved but council, not street department

The plan and the proposed bond in the SL Tribune and KUER.

I took a survey asking about different specific roads and how I thought they were on a scale form ‚Äòsmooth sailing’ to ‚Äòrocky road’

This bond. It seems there is a 3900 South project afoot.

That there was going to be a vote on a bond.

yes

They need repaired and our city is proposing a bond to cover the cost.

Nothing

That there will be road repair.

Proposal for bond issue

Council committed money to resurface streets.

It's bring considered...

Should be an on going plan !

Water main replacement and resurfacing of 1300 East

Nextdoor talks about it

There are many roads that are in very bad condition and should be considered for major repairs. Repairs that will guarantee road safety for the next 20 to 30 years

That they need to be repaired and a bond to fund it is being explored.

Just that it's an issue that needs attention and the city has pushed it aside for a decade going back to past administrations.

I have heard that the city wants to make some long overdue road repairs. I believe I've read that in the newspaper.

A bond must be issued to pay for road repairs.

Pothole repair

How short of funds for the city roads.

They have a plan to repair the roads.

I am familiar with the sales tax proposal to raise revenue for road repairs.

13th East is just now announced closures starting now.

They. Are supposed to start repairing the worst roads

The plan includes a lot of projects that city leaders have wanted for years

That our roads are in terrible shape and they say the only way to fix them is to raise taxes. I disagree there is money wasted on other things that should be diverted to roads or how about a head tax or do not help private sports they make enough on their own

That there is not enough money to do it without the bond.

roads will be prioritized as far as need for repair, and then those roads will be rebuilt or repaired.

That utah has garbage roads and needs to reconsider its construction planning procedures, or lack thereof.

KSL radio mentioned it. But all I have seen is practicing moving the barricades around...I guess that is important, too.

What I received in the mail which actually made me mad to begin with we are taxed taxed and taxed again I'm made to work within what I work for but we do need repairs also if the city would enforce the in place laws here on Capital Hill with speeding and people running stop signs that money could go towards projects we have BEGGED the city for help with traffic issues with no help at all but when the city wants something from us who live here who is not willing to give what we ask for leaves a sour taste in ones mouth.

Some roads are being repaired. More are in need.

Not enough.

That the city was going to put forward a bond in the upcoming election to pay for repair of the roads in Salt Lake City. There was mention of the anticipated amount to be bonded for and the length of the bond before it would be paid off. And of course, the promise that our property taxes would not go up.

Proposed 'Trolley' in Aves/S.Temple

Social media

I see the work ongoing in our neighborhood especially recently on 600 south of us where an island was put in the middle of the street which reduces high speeds as well as creating a lovely canopy of shade, which is much needed on the benches in our area near the University.... I really am very disappointed that 1300 has become a fast, heavily clogged road especially at drive times. Foothills is much worse with its multiple lanes, but a lot of Foothills if not residential... whereas 1300 from Sugar House to the Avenues IS residential and/or students going to the U.

Survey of road damage

Mayor Biskupski has been neglecting our roads ever since her election and now the roads are in such bad shape that they need to be replaced. Why didn't you stay on the maintenance schedule that was in place before you got into office?

The problem has become so acute and obvious action is starting.

Discussions in passing with neighbors.

That city is going to use a bond to do this

Different repairs for different roads depending on condition of roads as evaluated - cannot recall what organization evaluated and rated roads.

Promise from fed to state government



I have completed a survey regarding the condition of certain roads within SLC. I have also heard many times about the possibility of issuing bonds to help pay for the costs of repair.

Yes, playing catchup for past mistakes(admit the City put road money into “pet projects”).

Only that there are plans to repair them

Plan in place to start looking at road repair

To be paid for by the bond issue.

That 9th South will be included

When I drive in the city there seem to be ongoing repairs.

The usual.

That Salt Lake City sucks at repairing roads because they use 19th century technology. They never fix the roads, the only temporarily mend them. SLC needs to spend money on new tech and innovations to decrease the cost and time for construction over many years. Then you can give the money you save to me, which I will invest and triple almost immediately

9th and 9th proposals.

I had heard about the proposed bond. Not much else.

It's been in the news how conversations are being made and how this plan has become a necessary component during council meetings.

That there are plans to do work but find are needed to make that possible

I read the newspapers but I also walk and drive on the roads. They are in poor condition in some places. I have seen that many streets need repairs.

Just that it was probably happening.

I heard that the city was considering a bond because a recent survey of road conditions showed that something like two-thirds of all the roads needed repair. Some are so bad that they need to be entirely rebuilt. There were some public hearings scheduled, as I recall.

That some streets are already beyond repair.

That the money is repeatedly asked for. The voters approve it and the city then uses that money for something else in at least one case, their own salaries.

Got a mailer

Just that - that the state of repair of roads throughout the city is horrible, and that a major undertaking is necessary to rebuild or repair them in numerous locations. I understand the effort has been made to rank and prioritize the project to address the worst roads/most necessary repairs first, with a systematic approach to improving streets throughout the city as needed. I hope that's how the money is put to use.

Just about them wanting a bond and some of the streets they plan to work on.

Streets are in bad shape. A survey of the streets showed many need repairs.

That SLC has failed to properly maintain the roads and are now scrambling to levy tax and bonds to cover the expense. not much just the repair on 1300 east which is so very badly needed. Also the problems on 2100 South.

That it will cost me money

I've been to the website fundingourfutureslc.com

e-mail from my council rep

Heard on KSL news and see the construction.

News story with an interactive map of the best and worst streets in SLC

I read that a tax increase will be needed to repair roads as well as address other challenges in the city such as low income housing.

That there is a proposed bond to be issued.

I know they say they have been neglected too long (leaders in our city failing). I know 1300 E. is getting lots of work. Maybe all the wasted money on the McClellan trail was needed elsewhere. Why was 1100 E. 900 S. a top priority to try to re-arrange the 5 way stop that has worked for years (spend the money elsewhere). Sugarhouse line expansion would also waste money that should be used elsewhere.

I have heard from speakers at the Neighborhood Community Council.

The street condition survey, the plan to hire an additional crew. The \$20 million dollar backlog. The revenue from the .5% sales tax increase that was supposed to cover the backlog. And now, the proposed "infrastructure" bond.

they are starting to fix them

I got one flyer in the mail about these bonds and it talked about increasing sales tax.

That there's a bond election

Certain areas (3?) are being targeted for this work. Done over couple of years I believe.

Pretty much that the funding is needed to do something that should have been maintained over the years. Where was that money spent??? How much actually went to efficient maintenance and repair. I have always wondered why it takes 3 or more people to watch over one or two doing the work. In the real world that is not a profitable way to do business.

I've read the plans for the current planned street construction/repair.

They want to use it on dead end roads

E 1300 resurfacing

Read article regarding places roads will be repaired

I heard only that there was legislation being prepared to obtain funds for a major roadway improvements project.

That the City is short of the funds necessary to repair streets. I also read that approximately 80 percent of City streets need repairing.

Though a newsletter....

They have proposed repair every election cycle, this is a method for elections not public service.

That the maintenance of salt lake city roads as bad as I have seen it in 52 years of residency here.

Not much, just that they plan to and they need to. Although - I wouldn't agree that all of them need fixed. Could we look into some of this using plastics to pave and fix roads so it can be more sustainable?

The increase sales tax to generate \$25 million for road repair. SLCity and SLCounty need to work on State Legislature to provide more road maintenance funds or negotiate all tax revenue generated from inland port to SLC

Spoke face to face with a street repair crew supervisor earlier this summer. She spoke of possible monies coming available to hire and man two additional crews to address repairs to existing roads. Our street is a mish mash of attempted fixing of pot holes and cracks and crumbling road surface.

Plans to repair the roads.. I thought the gas tax was for the rebuilding of the roads..

Nothing

The bonds question.

Bond issue on November ballot

The city wants more money like it always does.

That a large percentage of the city's roads are in terrible shape

Yes

I don't recall numbers, however, cost projections only escalate .

Master plan is being implemented

The streets need to be repaired and the city was wanting to raise taxes to pay for it.

Just that there will be a bond measure on the ballot about repairing the roads.

This survey

The post card that was mailed and coverage in the SLTribune.

Biskupski sent something by email, but I don't remember much about it. Something on the news but I didn't pay enough attention to remember much about it.

I may have read about the bond but can't remember exactly.

13 east. why no road taxes on bikes?

Yes through local council meetings

I-80 project at 215 intersection to parley's canyon, 1300 E project

N/A

The actual plan, including street segments

big bond issue backed up maintenance needed

Use tax rate increase and bonds to atone for past mismanagment regarding street and road repair

I just remember hearing about a tax increase for road. Just don't remember when. It was awhile ago.

Yes

City didn't keep up the roads during the recession. We are paying the price now.

I have read there are plans to repair the roads in Salt Lake City

I got a postcard in the mail about it. One thing to note--the project is for road improvement, but there's no indication where or what roads will be improved.

Newspaper, neighborhood chatter.

That the city needs to bond for more money

Just a rally the mayor did

Just that SLC streets are very deficient and that a lot of money is needed.

The City Engineer said in SL Tribune article that the roads are in bad shape, have been ignored financially.

I have heard the city officials complaining about the roads, and also complaining that there are no funds for repairs.

The streets around me are currently being repaired

Increased taxes

The city needs more money because of the poor status of the streets. Raise taxes is the only answer.

That salt lake city is going to put a bond on the next elections to repair the roads

What it will cost us!

Just now read it here

Don't recall specifically, but my own driving on many of SLC streets confirms that our streets are in bad condition. Many potholes, cracks, uneven road surfaces.

A mailer and emails from the city.

Salt Lake Tribune article, and the mayor almost breaking her ankle in a pothole

No specific plan just heard via news about increased taxes to pay for road maintenance and repairs - they didn't mention it would be a property tax, again, I say charge everyone who uses the roads not just the property owners. Why should the pay for something that everyone uses - charge a tax for everyone most likely to use the roads, those who buy gas to use cars to use the roads.

SL Tribune article yesterday about how many of the roads are in disrepair

Got a letter about construction in 1300 e

The same as what every other reader of local newspapers and watcher of the local TV channel's news has.

That it is necessary

In the tribune

That 15th East comes first even though it wasn't that bad, then 13th East but that one is bad. And 11th East will come last even though it's worse than 15th.

City council meetings.

The mayor has called for it.

Not much detail.

I read in the SLC Tribune about a measure to vote for a bond for road repair.

Don't recall how I heard about it.

I've heard that if the bond passes it will include a comprehensive plan for road repair.

A potential bond issue for the purpose.

I don't know that there is a plan out there, however, it is in the news that SLC's roads are getting worse by the day.

Just in the news about a proposal to redo the roads.

Heard it through our local community council about the upcoming bond.

Postcard

Just that they're is a plan for roads to be repaired. I saw a map in the paper about which roads were going to be serviced first.

that many roads are in serious need of repair

Read about all the roads identified as needing repair.

Not enough. I do not understand what specific concerns are

Every where I drive in the city, I am seeing repairs underway

The bond. Nextdoor app posts. Emails.

That the decision to do so is currently up for a vote by the city council.

That the city council was considering the plan because a large majority of roads in the city are in need of repair.

From dominos

you call installing bike lanes repair. thats what the mayor calls it.

City to raise taxes (via bonding) to repair roads. No mention of if this increased money must be used for road repair.

An initiative will appear on the ballot to repair roads in SLC.

That there is a proposed bond to take care of roads that are in disrepair.

I recieved a mailer listing all the construction projects that would be taking place near my home, when they would start and end.

City officials area aware of the short term and long term needs of our city streets and are planning to take action.

Just info about the bond.

I know there is a 24 hour policy to repair pot holes.

Many local roads are in bad shape and need repair.

The bond will provide little/Not enough funds for street repair, to much for other items.

I have heard there is a plan and it needs funding. I became aware of said plan approximately two months ago.

That select roads on the east side of the city are earmarked to be fixed/upgraded.

Just what the news media says.

Another email survey about which roads were in the most need of repair

Yes, several need repairs

That is why we need the bond.

15th east from 9th S to 21s

13 e closures and a year of improvement

On my street [REDACTED].

That a large portion of roads need repair and that the city does not have the budget, thus a bond needs to be issued and residents assessed to pay for it.

Only that they are seeking to vote on a bond. There needs to be a discussion on where the previously planned funds for maintaining city streets has been spent?! Was it spent on parks? Maintenance? Hiring more staff and employees? retirement plans?

I've heard that the city needs money to repair roads and that they are looking for input from city dwellers.

I've heard there's a bond issue.

That main thoroughfares will be repaired

Through e-mails and surveys like this one.

I read in the newspaper about the need for system wide repairs

The bond proposal

That it would be repaired but that we were low on funds.

About the bond to fix them and I agree. Our roads suck Wheel alignment people are getting rich

Not enough abt a master plan & think possible equalization of taxes based on income soulfully be more fair

A vote on which streets should receive priority

Nothing specific, just that they need to be repaired

I have read that there is a system in place to repair the worst roads first and on up to the best roads.

Deseret News, Chris Wharton's meeting on 3rd avenue, the Greater Avenues Community Council, and the city's mailing about it

That the roads are in terrible condition ... but how to fund it?

That there would be a bond coming up

It doesn't matter what I have read or heard, what I've seen is enough for me to worry. Some of the contractors hired by the city do below average work.

That they plan to.

Not much

People complaining about taxes going up

they what to raise taxes etc. we dont need agenda 30

I've heard that a UTA line may be going in by pioneer park to accompany the growth in the area

I get emails from the Open City Hall people. I read about this proposal a few months ago. Also, my acquaintances in the transportation community (both city employees and volunteer advocates) have urged me to vote for this.

Again, YES

The high need because of focusing on other things with past administrations

I saw a map of the streets categorized by condition in the Tribune. Clearly the need has been identified by the city. Let's move on it.

Seen some repair going on in my neighborhood but only temporary measures

Not much, but this bond will pay for it.

I know I heard some talk about this just recently, but unfortunately cannot now remember any specifics.

That the bond is coming up and most people don't agree with the raise in taxes just to repave the roads.

Our road is getting resurfaced tomorrow

That the mayor has underfunded streets in favor of other projects she prefers to fund.

To fix roads and highways for upcoming flux of people moving in and being born. As well as roads for transporting toxic waste.

The concern for road repair

Mostly that the county wants to gas taxes to help fix the roads and now the city wants to get a plan on this year's ballot for tax payers to foot more of the bill.

I've heard that it is a positive direction for SLC to take.

This bond

Salt lake tribune

Mainly about the bond itself.

That there is a plan.

Slurrey maintenance for the street I live on.

I received an email inviting me to a neighborhood educational meeting about this very topic. Unfortunately, I could not attend.

Street signs

That they need to be repaired.

The roads are in terrible condition and have not been well-maintained over the years but if something isn't done soon it will get much worse with time

General Obligation bond

About a proposed bond



I have heard about the bond at a community council meeting. I have heard that this bond would prevent repairs and regular maintenance from falling behind.

That this bond idea was being floated

THAT THEY WANT TO TAX ME MORE

They want people to pay for road repairs

They have already raised the sales tax more than enough to pay for road repair.

That taxes would be increased.

Just that the bond was being considered.

can't remember

That the plan doesn't have enough money

I have only heard that they're hoping to repair the roads

There is a plan

News

I've heard about some of the infrastructure proposals and the red street that I live on

That they're going to repair but then they're not. It's a joke. I wish they would do what they say. Our roads really suck and have been in need of repair for years

That they plan on repairing the roads based on their condition and resurface them with asphalt rather than cement.

I haven't read only heard about it in the news

I heard we were running out of money for road repairs.

Are getting around to it...at last

Issuing bonds

Are getting around to it...at last

Issuing bonds

If they pass a bond many of the main roads will be repaired.

A general obligation bond is needed to repair streets.

I just heard vaguely about it.

Yes. In the news.

That they want slay lake city residents to approve an \$87 million dollar bond to fund the repairs

There is a plan to repair SLC roads.

local news outlets

That there is a bond initiative going on the ballot to repair streets and infrastructure.

That the repair is needed

I think I read a newspaper article about said bond

Just news articles and Reddit.

That there are plans to update but the Mayor and city council are fighting about it

That the roads are in poor condition and the government majorly dropped the ball on basic future planning for their constituents' infrastructure.

The bond proposal

Road infrastructure needs to be maintained

Just that it needs to happen.

Many of the roads are in poor shape and need improvement. I completely agree. Most of the main roads on the east side of the city need attention.

Mismanaging current taxes -- don't trust them with more

Just a general plan to improve roads and that it would raise property tax, nothing specific about location or priorities of which roads.

Not a whole lot.

All I've heard so who's on the news in about how it's critical that the roads are in such bad repair in need of repair and I believe that with all of these departments coming in and everything everybody should participate and help with that so I could be the case said no way

That it sorely needs to be done. I agree.

Not a lot. Mostly that there is a plan to repair roads.

SLC needs more money because funds were mismanaged apparently.

There is a specific project happening in my neighborhood that I'm kept apprised of frequently. Beyond that, I've heard nothing of a plan for road repairs on a larger scale.

That they will be made wider and that the gullies on the side of the streets will be removed and made level so cars dont drop down into the edge of the street.

Just that some of the worst roads will have to be replaced ie 2700 south

Some need updating better drainage for storm drains

Very little. Just that there will be a proposed bond.

General overall condition of roads, need for repairs, etc.

I am aware of our current plan which has always seemed to be to have the roads under constant construction to do repairs. If there were a better plan out there I would be for it.

Well to be honest I first heard about this when I went to go get some shaved ice and it got me interested to know that things need to get done and we the people have that power to go vote and make it happen

Flyer came in the mail

I believe I've read that those streets that are not in the worst shape, will be repaired first and then work will begin on fixing the worst streets.

This survey. I heard Dominos will fix them, though, and that might be cheaper for us.

That this bond proposal is coming.

Just that they were proposing a bond to fix the streets.

One that doesn't include 11th East but does include others that are in poor condition.

What I have read and heard, is that road improvement plans center mostly in middle class to upper class neighborhoods. I also have heard of neighborhood improvement initiatives that threaten to produce high income demands on current residents.

I read the flyer that was delivered to my door about chip and seal in my neighborhood, and the signs on the barricades that blocked off 15th east during repairs. (Some of the horrible speed bumps have been made less damaging, some are just as bad as they were before.)

Social media/news

can't remember specifics

city has done a study of the roads and shows that massive repairs are needed.

That they are fixing the roads as fast as they can.

They are planning to repair roads in Sugarhouse area

The trax line on 1100 East and the road repair on 1300 East.

This bond initiative.

Nothing in detail.

Just that they were planning to repair the roads.

Not too much

I've read these emails.

On Government site and on radio.

There will be more taxes.

Raising food tax for the repairs.

The bonds would be required to bring the roads back to standard. Please Don't spend large amounts on bike lanes and traffic calming items

Notices on my door when they repaired my road

The newspapers say that there are studies showing the roads are in terrible condition, but I don't see or experience that except for a few places

Through emails such as these.

rumors

Im employed at Primary Childrens Medical Center and we were informed months ago about the pending street repairs and were told of alternate routes to take once they began

I have viewed the map showing the various roadways conditions in Salt Lake City. I have read about the City Counsels and the Mayors support of the bond. What I have not heard are any specifics about how roadways would be prioritized.

In the tv notices

That they want to do it

They're ALWAYS repairing the roads EVERY year, somewhere in Salt Lake City. That's why the orange cones are Utah's "state flower", they blossom every year!

News

That there are plans for it.

About the Bond Issue

The roads in Salt Lake need repaired badly. Winter will make them worse. Patching is not going to work they need major help. It is like driving on a wash board.

N/A

I saw an article in the newspaper.

this survey

Basically what was on the previous

Newspaper articles.



I just heard it online - didn't really pay attention - seems like SLC is already repairing the roads everywhere, all the time, disrupting my commute.

Use sales tax

costly, needful, and temp repairs. Build roads the right way in the first place and then they won't need to be on constant repair!

salt lake tribune

Poor roads, heard, read and experienced.

The high cost

That they would be repaired all year and that it would be done in small areas.

Anecdotal info about several of the more travelled roads needing repair

That they were considering a bond to perform maintenance.

I met with James Rogers at a meet and greet and discussed the issue.

There is a proposed bond.

I see a bunch of roads being closed off for repair



QRECALL. Thinking about everything presented in the survey so far, what would you say is the most memorable piece of information?

low cost as we are nearing closure on older bonds

Many residential owners would not see a property tax increase from this bond.

I lost all respect for "holier-than-thou" Utah Republicans when they supported the vulgar lying racist [REDACTED].

Cost to me as an individual relative to overall impact to the city

No reduction in property assessments and continuous taxation; guess this is OK because it's not your money.

At least WE have been given a chance to voice an opinion for that WE thank you.

ha... road repair

Na

Taxes will not be affected

There's a lot of work that goes into fixing my street

What the bond financing will accomplish and that the purpose of the funds can't be shifted at the whims of politicians.

Developing a long range plan! Instead of piecemeal fixes, here and there.

\$5 per person a year

Not much tax increase for residents, and a lot of areas will be worked on

That this survey is still happening.

All of it

It's long term and will be a headache, as there is already a lot of construction.

That it isn't only my property tax that is paying for everything.

That it seemed like a push survey designed to feed me pro-bond information. This is the kind of dishonest "we know best look at how we can snare the stupid voter" tactics used by Becker and why we voted him out. Just say Becker and the City Council blew \$200M on the white elephant theater and now we need to borrow \$200M for roads. But open government does not seem to have come with a new mayor. And I voted for her.

I think it's odd that only 20% would be used for neighborhoods. There are some neighborhoods, such as Rose Park, that need a fair amount of work on their streets. My issue with this may change depending on the definition of a neighborhood. But I think the money needs to be distributed evenly

it's all important info

Making streets of Salt Lake City better

Cost / benefit ratio and ratings.

None

The AAA rating and low interest rate on bonds.

Differences in starting

Very small chance of increasing property taxes.

Mayor doesn't seem to be interested in a long term fix. There's a need to fix our infrastructure and it will require a tax increase. We shouldn't be spending extra money to finance this.

That every part of the street would see an improvement, not just major streets, also that there would be little to no tax increase.

I like that everything was explained clearly so, so we can have great roads yearly round.
It will be great for the city.

Side streets need the most help

That our credit rating makes the interest rate so low. That fact makes me feel like it is a responsible use of money

Paying off previous bonds before taking on this bond.

The financial aspect of the proposal (i.e. using a bond) makes sense, and the idea that most residents will not see an accompanying tax increase is a striking case for the issue.

That something is actually being done. And also, that two bonds will be paid off in 2019. But!!! The neighborhoods are where the streets need the most repair. That 20% figure for neighborhoods really bothers me.

Taxes and more taxes

Timeline of design and construction if the bond is successful.

The people who keep trying to spend tax payers money don't care what the taxpayer wants.

That it is a bond and therefore has to go before voters.

Need is greater than the cost.

I'm tired of the larger projects that UDOT focuses on. They have little to no affect on my daily life. Fix the roads in my neighborhood. That is what the majority of the money should be spent on. Fixing neighborhood roads.

They are considering building new roads in Salt Lake City.

Fixing neighborhood roads!! My street is terrible.

we are getting the roads fixed

It is still a tax

That two existing bonds will expire and it's time for a new one.

That there could potentially be no, or only a very small, impact on my property taxes.

That the general bond would not raise taxes in any significant way for most residents.

Your appeal to add more money to your coffers now...instead of planning ahead years ago for these types of improvements = failure of leadership

That construction/changes wouldn't begin until closer to 2020.

That it wouldn't increase traces by much

Not having property taxes go up finding other sources

Raising taxes.

Na

Taxes

That the cost would be less than \$5 to the average household, and that you would be addressing 80% of public roadways and 20% toward neighborhoods.

You want money for roads, the infrastructure modification wasn't mentioned.

Road improvements with no substantial increase in taxes

Your list of statements that are supposed to sway me for or against don't have any citation material. How can I trust this data more than other data I have read and studied? Soooo, not sure how I will vote.

Also, how much money have we spent on surveys and other campaigning instead of fixing 2100 South?

That existing bonds are being paid off. However, I would support using those funds to further more socially-conscious options for transportation (or other aspects of collective good) as we see the population growing and changing in the city.

That the bonds would be low interest

That it's not a huge increase but enough to make an impact

That where specifically the road repairs will occur is not specified. And who will be doing the work. If we are spending the money it should be done in a mindful way unlike it has been done in the past.

Information

Taxes would not be significantly raised and construction would start ASAP

Very low cost to taxpayers

Bonds

The minimal impact on property tax.

The net effect on prop taxes is minimal, given that some bond debt is being retired soon; that bonds have an AAA rating; that bonding is most efficacious way to repair roads

The information about general bonds and how it affects everyone in the city.

The most memorable piece of information is that nothing has been said about pedestrians, cycling, or safety.

Cost for the people

Nothing shifting streets to be more pedestrian and light vehicle friendly, and making car travel increasingly expensive

Little or no net increase in property taxes.

The full explanation of the bonds and how they work

Slc needs to borrow money to improve roads in the city.

That it would be taken from property taxes. Since I'm a renter, I don't care.

I am a teacher though, so if I had to choose where to allocate tax money, I'd always put it towards education. If the roads bond isn't a competitor, then I'd vote for it. I hate construction, but it'd be worth repairing some of the main neighborhood roads (17th east, 2700 S, etc.).

Taxes wouldn't really be impacted

Only small percentage for neighborhoods - which is where I drive the most.

That SLC leadership is trying to produce surveys to make it look like the general public is in favor of increased bond obligations and increased taxes. Quit raising taxes and quit trying to increase our future obligations via bonds! This survey is a joke just like our current mayor.

The fact that the city is making an effort to inform the residents about proposed expenditures.

That two bonds will be retired in 2019.

Roads are needing to be repaired.

Money must be used for that purpose.

That other bond repayment requirements are terminating next year

SLC's AAA rating in addition to no mention of public transit.

The detail. I would still have questions

that the burden to individual taxpayers is negligible considering the return on investment

Salt lake is paying off some of its past loans and using this opportunity to borrow more money without having to increase peoples property taxes.

The dates at the time different construction.

The information given. I feel I now know more and can have a more and better informed opinion.

Repair of Roads!!!

Absolutely no mention of public transportation! I know this is about fixing roads, but no conversation around transport in SLC should ignore air quality related issues. Is this upcoming road design going to include more TRAX?

Spend a little more \$ to get the roads repaired!

The city is finally getting serious about fixing the streets!! And it won't come at a burdensome tax increase. Hooray. Mostly the most memorable thing is the street next to my house that is in bad condition. Also that bonds are a responsible and relatively inexpensive way to raise money. And that out would cost me about \$5. And they could start in November. And do bigger projects than just filling pot holes.

Nothing that memorable, but I am wondering about sidewalk repair. There are many many places that need immediate attention.

If bonds are being paid off, why not lower taxes instead of spending more?

That it will cost each individual less than \$5

That there are current bonds that will be paid off in 2019

Low impact on taxes

That the bond is a reliable way to improve all roads in Salt Lake and would not raise taxes too much.

That SLC is trying to be fiscally thoughtful about how they approach repairing our infrastructure.

That only 20% earmarked for residential streets. It's better than nothing, but I find it disappointing.

The background information about the bonds.

Taxes wouldn't go up with the other bonds expiring next year

The previous bond obligations that will be paid off soon.

That the city is taking a long view on this issue.

very little impact on property taxes

All goes to roads.

getting work done

The elimination of two bonds promote a new bond.

That the City wants to spend \$87 million dollars on facilitating a car centric future without putting any money to offset this. This is not a visionary move.

Only 20% used on neighborhoods.

The bond seems to be well thought out, financially responsible and well intentioned.

The explanation of how it will affect taxpayers, what roads will be repaired, and when the project would start was all very helpful.

Repayment of previous bonds will not cause increase in taxes for new projects.

That voter-approved bonds for a particular purpose can only be used for that purpose

More detail about what the bond funding would be used for.

That there aren't really any specifics about the plan.

Tax was just passed for pot holes, now you want to collect more taxes somewhere else. Where was our previous budgeting? We as individuals must plan for future expenses to avoid having to borrow funds. (It is now going to cost us more for the prison) Roads are a given expense for the past, present, and future. Plan in advance not because we now find ourselves in need without the money.

That the city authorities believe that they have organized the very best way to pay for street repairs, getting a good deal on general obligation bonds and having minimal impact on property taxes.

All roads would be improved

That city and neighborhood roads will be repaired.

Why was something not done in the past to fix the streets? Was the money wasted on everexpanding bicycle lanes whose usage is small compared to auto traffic?.

That taxes will go up minimally.

The part I remember best is about work being done evenly around the city.

n/a

That even if it gets passed it's still going to take for fucking ever to be done.

Bonds are most economical way for road repair

it will cost me more money

Little proposed to be spent on neighborhood projects which is my biggest concern.

Much like in my home state of California, voter referendum bonds are being presented as revenue neutral. They are presented as they don't matter, that they are basically free money.

As I said before, it is the cowardly political way to increase taxes indirectly. Honesty is sorely lacking in our public servants.

SLC appears to have considered the "net" cost to residence as a result of passage of this bond.

Asking for the easy way out

Manage what you have

We do it

Why can't the city

Was surprised that SLC need that much repair

That its \$5 or less per household tax and that you are paying off two bonds in 2019 freeing up space for more debt (if that makes any sense).

That property taxes would not significantly increase

That the roads will be fixed soon at a reasonable cost to tax payers

I am willing to pay increased property prices/taxes if it means projects to repair roads in the city

The city seems pretty set on improving roads, which will cause further traffic and damage to other roads during construction. I think this type of borrowing, would be better put to use to expand the public transit system, then we would see less damage to the roads to begin with and could allow the 0.5% sales tax increase go to fixing roads, while still alleviating stress put on roads.

0.5 percent already provided for streets, what does that mean.. I need further info.

Helpful info about what bonds provide at what cost to citizens.

Stay well ahead of wear and tear

The cost increase will average \$5 per household and the money cannot be spent on anything other than what it was intended for.

I think as far as the Bond for fixing roads go, the fact that 2 other bonds will be paid off within the next year makes a huge difference.

Taxpayers must pay more money for improved city streets.

Are we likely to approve a bond for road repairs

minimal increase, if any, to taxes after the other two bonds are paid off

The roads need to be fixed. This sounds like a reasonable way to finance that.

80% focused on the worst roads in the city and 20% on neighborhoods

Ability to borrow at low rates due to AAA rating.

This is just another junk survey asking questions in a way that the org doing the survey can get the answers it wants.

Working on a plan to fix the roads.

AAA Bond rating = Low Interest Rate

Knowing that as bonds expire, others will take their place to keep taxes down for homeowners (i.e...not overextending projects which would place a high burden on homeowners and businesses).

That the city is considering borrowing money to improve roadway surfaces but that there is no mention of improvements to bicycle or pedestrian infrastructure.

SLC will fix our roads and it probably will cost nothing but could be as little as \$5 per year so that sounds great.

I'm not going to share that information, because SLC will just use it to more effectively advocate for the bonding, which I don't support.

That there's a plan to actually fix the streets.

Not enough information to determine which neighborhood streets will be repaired.

That a current bond is expiring that this one will replace with only a small tax increase

No to little increase in current property taxes.

Nothing memorable

We are paying off bonds and so accruing new bonds seems more acceptable

\$87,000,000 and 2 bonds maturing in 2019.

The day voters have, as well as the low cost!

That there are other road funding programs still in place.

Very low future increase. Paying off other bonds in 2019

The tax increase isn't that substantial and the improvement of the streets is really important

Repairing potholes and resurfacing, yes! Minimal change to current property taxes, yes!

Improvements? What does that mean? Does this include reducing lanes for vehicles and adding more bike lanes that are seldom used? Then no!

explanation helped

The lack of any real information upon which to base a decision.

The end.

The low cost to individual households.

That property taxes would likely not increase due to this bond.

This is a fairly stupid survey when it asks people who have already said they would definitely vote yes if more information would make them inclined to vote yes. What rocket scientist wrote this POS?

Nothing to comment upon. However, I am concerned that the city may be tempted to embark upon more foolish projects such as the "bike lane to nowhere" on 2nd West, with raised curbs (with markers added so the snowplows won't hit the curbing), planters, and a horribly tight intersection of 3rd South and 2nd West. It's fine to make reasonable provisions for bicycles, but not by spending money recklessly and worsening auto traffic for something that almost nobody uses!

The bonds would be used for rebuilding and bigger projects not just pavement.



The city always wants more money, more tax increases. It cannot wisely spend the revenue it currently collects. That no matter what we the citizens will have to pay. The homeowners always seem to pay for everything and everyone else pays nothing.

Better roads, potentially no cost to the people

Information on what bond will do

Seems responsible and sensible

That there was no information on how the neighborhoods around the street work would be communicated to. No mention on how the city would lessen the impact on neighborhood streets that would take on the burden of drivers who jump on other streets, drive erratically and speed through neighborhoods in order to get to their destination due to a main thoroughfare being shut down or blocked.

My property taxes will go up approx \$87

That Salt Lake City's planning department is serious in following through with making major improvements to our streets.

The fact that my property tax bill will not go up much, if at all, to make these road improvements.

That this is a total push poll.

That we already saw a 0.5% sales tax increase to help fund roads.

just that you're looking for feedback. Do more of that and listen to your constituents.

SLC needs to spend 87 million on infrastructure.

the cost

Improvement of city streets at low interest rates and low cost to property owners.

That 2 bonds will be paid off next year. I will wait to see if my taxes actually go down.

that there is actually a plan to fix the streets. repairs are okay but they just don't hold up very well.

That the taxes on my residence will not go up and our roads will get the needed repairs.

Cost

Raised property taxes.

.

I'm being asked to pay extra, on top of existing tax increases, to repair roads damaged by planning policies that I disagree with

That bonds are the cheapest way to borrow.

The fact that 80% of the roads will be repaired. But I would really like to see more of the westside residential streets included in the project as we seem to be left out.

Fix the roads regardless of cost

How the bonds work.

Low cost to repair public goods

Low interest rate from Good crest rating. Other bonds expiring in 2019.

Nothing

The percentage of the bond that went to fix the worst roads.

.

SLC wants more of my money. I would like to see efficiency savings with the city before it requests more money from me.

The city needs the funds to maintain our streets.

That a great assurance and plan to fix the mediocre roads is being put forth.

I was already aware of the proposal, so nothing stands out as memorable.

That SLC is considering repairing the roads.

The data on pay off details

Fixing the roads if the bond passes

2 other bonds will mature in 2019, so new bond won't have much effect on the property taxes.

It won't affect taxes much.

Almost everything said is old news about gobs

That the roads will start being repaired starting 2019.

That the survey is poorly constructed

This doesn't specifically say where the repairs will be. I'd be more responsive if I knew how it would effect me. I need the roads that I drive repaired. These are on the west side and by railroad crossings.

Salt Lake City May fix the roads

That the cost of the bond would hardly be noticeable to most citizens. Here you go. Eat this elephant. It will only take one bite at a time so in the end you will not even notice.

small increase in property tax to fix roads

That two other bonds will be paid off so it should not effect taxes, it should be a wash

Bullet point benefits survey

Vague reference to what plans are being considered for road improvements. Repairs are fine but need to know who decides what improvements are best for the city. No one uses the bike lanes now. Taking valuable road space makes no sense for a city with snow

Nothing will be done right away, but we pay now. And i dont know what streets are chosen for improvement, so i could vote for this and never see improvements potentially.

All the additional facts about bonds in the history of SLC.

Cost less than \$5 per household

that it will cost us very little to do what is needed. doing this project is a no-brainer.

That Utah construction policies are dumb

Neighborhoods will also see a benefit

Unsure

That my taxes will go up

Small cost to individuals

The explanation regarding bonding procedures and use of funds.

That again the city I live, shop and work in still wants more.

The low financial impact on voters

Taxes = roads

Cost spread out over time.

I find it interesting in the afore stated information that 80% would go for roads and that then 20% would go for neighborhoods. An observation from my end - aren't all roads in SLC in a neighborhood of one configuration or

another? I could not find a difference between "roads" and then "roads" I guess in neighborhoods - what is the difference and how is that difference arrived at?

The poor air quality is the number one issue for SLC by a huge margin. The road issues pale by comparison. The money should be spent to adopt electric vehicles and garbage trucks along with charging infrastructure and solar commitments and incentives as well as buying out wood furnaces. I don't care about the roads compared to the filthy air. Our air is yellow or worse almost EVERYDAY OF THE YEAR!!!!

Good summary of bond and impacts. 80% for city streets and 20% for residential seems a bit lopsided.

Salt Lake City wants to spend money mto repair its roads,

Bonds allow long term planning.

No big increase in prop tax

Property taxes are being raised and there is no outline for what areas in this rather large city will actually see repair.

Nothing That Would Help My Neighborhood

That the bond could end up not costing the taxpayer any more money than we are already paying.

Our city needs to have streets repaired for safety, convenience, and desirability of attracting and keeping residents, but to have streets that no one wants to go on because they are like super highways with heavy traffic and congestion, particularly at going to work times and returning to the burbs after work, is NOT desirable. More public transportation and parking lots with free busses to the University and downtown and areas like Sugarhouse would make a big impact on reducing the congestion pollution!

City will repair streets but not mine using my money.

Getting the roads fixed.

na

Blackmail

The Mayor is blackmailing the public by not using existing funds to maintain the roads as originally planned.

Since it's just replacing a current bond we shouldn't see an increase in our taxes.

That a bond is proposed to pay for road repair

No increase in taxes overall.

The layering and spacing of bonds likely won't have a huge effect on taxes.

Proposing a bind to pay for upkeep of roads.

That the city still believes a AAA bond rating means something. It's laughable. As the Recession so aptly demonstrates, ratings like that are hardly reliable, let alone guarantees.

Only 5 dollar increase

Since the city will be retiring 2 bonds in 2019 the net increase to our taxes will be only about \$5/year.

The city is determined to force this through, no matter what.

Old bonds paid off so new bonds would have minimal impact on my taxes

I think the plan is well planned out and needed, especially with the increased growth in SL County.

This is a blantent push poll, The city wants to rectify past mistakes by a bond initiatives, while keeping their pet projects in place

Tell me what you are willing to cut before asking for MORE!

That the cost of new and maintained roads for the next 20 years would cost less than \$5/person a year

You did not include a no opinion option

This seems more like a propaganda piece designed to notify me of the bond and get me to vote for it.

That the worst roads will get most of the money

That a relatively small amount of money from individuals can make a big difference with regard to what is possible with the roads.

Value for city using bonds to fund repair

The importance to fix the worst streets in the city first. These streets tend to be the poorest.

The fact that the city is actively trying to fix our streets - and looking for public support.

Don't know.

The low impact to the worried tax payers of this popsicle stand, slc.

I want to say that I see waste. I want all dollars to go for efficiency not pretty pretty. The roundabouts in quiet neighborhoods are a waste. Brick cross walks are expensive. Concrete works. Sugarhouse plaza and all that fancy work on it and the North side sidewalk or expensive and pointless. Concrete works very welll. Bike paths for the few at a huge cost. Why was not that money used to patch all he holes on 21st south. Don't waste a penny. Functional without frilly waste. Build it for us normal taxpayers not for the wealthy who want everything totally fancy and expensive.

You want my \$ to fix your roads that I already pay taxes for

that the bond is to improve all of the city roads including neighborhoods as well as not greatly impact taxes

20% for neighborhoods

How funds would be used and how taxes could be affected. Only 20% going into neighborhood streets vs 80% for worse roads. Nothing on better infrastructure for growing population and growing city. No information on how the lower income neighborhoods would benefit.

Taking care of worst roads first.

Continuity of repairs.

N/a

Cost and the stupidity of old world technology

Cheapest and best way to improve roads

The offsetting of new bonds by paying off old bonds.

\$5 per household. The billions sounds like something I want to immediately oppose

87 million for road work is too expensive and I can't think of any roads I travel in SLC that warrant that kind of \$\$\$. I'd rather spend it on education or other infrastructure (e.g. water projects). Road work should be built into the budget as a maintenance item, not a big "one time" expense. It's a given that roads need maintenance; are we doing that?

With other bonds being paid off this new bond is likely to not increase overall taxes. And to cheat and say one other memorable piece was that it was the cheapest and most accountable way to pay for infrastructure improvements.

Paying very little to get better roads

No substantial net tax increase due to retiring other boobs

Negligible impact on most voters.

I wish fuel taxes would be used for such projects as that would seemingly mean those using them the most pay the most.

The detailed plan for raising funds for the streets.

Nothing.

Information on bonds.

SLC has a AAA credit rating. Didn't know that, but we should definitely be doing everything we can to improve and maintain our roads.

Putting the city in debt.

Better City

That taxes won't increase much, if at all.

Because two other bonds are being paid off, there would be little or no net increase in taxes even if the new bonds were approved.

100% goes towards road repair.

Very small if any tax increase

I don't really need to be talked into the bond. I'm willing to pay higher taxes for street repair regardless

I still think that the lottery here in Utah would be a awesome idea and benefit the schools also.

The average home in the city now costs more than \$350,000. Insane.

What repairs will take place if the bond is approved.

no major overall increase in taxes long term for home owners

There could be noticeable increase and all parts of the city souths see something

Salt Lake needs better roads and it's going to cost residents a reasonable amount.

that the bond will be dedicated to streets

no comment

Interesting

First part said property tax would go up \$48 a year, then near the end it said it would go up \$5 a year. So which is it?

The bond could only be used for road repair

the constant harping of roads in this state. the state leg has spent an arm and a leg on the roads to the exclusion of almost anything else. we pay gas tax for the road but the mayor and her "green" fiends give away the electricity needed for electric cars. How about we tax those folks before adding to the taxes of those of us who can't afford electric cars.

The likely hood that residents tax will only go up 5\$, I think that is what it said. But the amount to be charged to residents isn't much to keep our City looking nice & I feel visitors to Salt Lake would appreciate no pot holes.

That there is a plan to fix the roads

The amount of the bond - \$87M, and the ability to undertake it and repay it with little or no change in current property taxes.

I like the idea that because it's a specific type of bond and needs public support, the city can only use that money for the intended purpose. I was shocked to read how little taxes would increase annually if this bond was voted for and it definitely made me support it more.

All of it. I think the City needs to put more than 20% for neighborhoods.

2 other bonds are going away in 2019

More taxation.

Salt Lake City has AAA rating.

the city wants money for street repair.

Plans are made!

The cost per property and that it will be used for residential and non-residential areas.

The city needs to become essential service oriented and not spend on special needs while there are essential service needs being left unmet.



That the current bonds are almost payed off, so that new bonding will have minimal impact on what people already pay on SLC bonds.

Streets need work and we don't currently have a plan on how to fix them.

That this survey is designed to educate (in a social engineering way) to get citizens to vote for borrowing money WITH INTEREST to fix our streets when the city should have been on it to begin with.

SLC will be paying off a couple of bonds that will basically negate the cost. Also, knowing our neighborhood roads will be a first priority as well.

there is a bond to vote for in November... and various ways it will be presented

The nonsense of putting aside 80% of money for the worst streets. Again being 70 yrs of age, I've heard these statements before only to see streets in the more influential part of the city get the most benefit while lower income communities get less or none.

you have poor management

If its true the amount of tax paid per household, I would vote for it...however, I don't think individuals should finance this either through increased sales or property tax.

That my taxes go up

Nothing

It will begin right away...seeing is believing.

The conflicting information about whether and how much property taxes will be impacted by the issuance of the bond.

The property taxes won't likely increase due to previous bonds that are about to be paid off.

We get much needed road repairs yet with the repayment of current bonds, there will be no net increase with the new bond.

The questions that break down the status of other bonds, the estimated actual impact on individuals provides more clarity. But I'd like a link or some indication of how I might independently verify this information through city budget or department information.

Old bonds expiring and net difference low.

Maintenance of streets and how it normally gets paid for

Nothing memorable about anything said that may happen. Show me some work being done to fix the roads. THAT WOULD BE MORE MEMORABLE...

The possible lack of a property tax hike.

Getting the roads ASAP while not increasing taxes much.

You want to double charge for road work that has been neglected (tax increase and now bond).

That you would raise sales tax .5%

The money will be earmarked solely for that purpose

That this survey is poorly designed. The "information" questions should have included a "no effect" response.

that we won't have to raise more taxes and that all areas of the city will see some improvement instead of just some.

That there is a 0.5% increase in sales tax that already exists to fix this issue. But that 80% of the bonds would go toward the worst roads in SLC and that construction would be in early 2020.

There would not be a huge increase in cost to tax payers.

Design work would start in 2019



Yet again, the language obfuscates how the money will actually be put to use. Some of us still care about our neighborhoods, the ever-decreasing possibility of clean air and safe streets, and maintaining property values. I will do everything in my power to block any further development of this city.

That money can only be spent on road's in the manner presented here.

That two GO bonds will retire so the net impact isn't as painful, AND that improvements could start right away.

Nothing is memorable until it makes a difference with the issues involved.

The overall cost increase per home.

They work will begin soon on the roads. In 2019

Potholes will be fixed.

\$87M

No comment at this time

There is little to no increase to property owners' expense

low cost and ability to invest immediately!

The new bond is not likely to increase taxes because of expiring bonds.

SALT LAKE NEEDS MORE ROADS/FREEWAYS TO RELIEF INCREASING RUSH HOURS OF TRAFFIC FOR EVERY DAY COMMUTER?

That two others bonds will be paid off.

The fact that something will finally be done

That approval of this bond may not result in an increase in property taxes.

Two bonds are maturing so the fiscal impact on property taxes of a new bond would basically be canceled out.

The description of the proposed plan to repair City streets.

Salt lake city is miss handling funds and now we have to pay even more for basic maintenance.

City can borrow money at very low cost and other two bonds will be paid off in 2019.

Roads being fixed early 2019 with a plan in place to re construct roads in 2020. Also, road repair is a much needed and over due commitment in SLC.

(We are a bustling city that brings in tourists from all over the world. We have to commit to welcoming many cultures here in order to thrive beyond what we currently have to offer in this great state. In order to thrive we have to do things in a non partisan, forward thinking way.)

That this survey confirms SLC government intentions

Start right away - monies are strictly spent on this project

That the city seems incapable of Reducing debt load and funding general maintenance from ongoing revenues by reducing inefficiency and waste, and action typical of any organization built With tax revenues.

The cost and knowing how it will affect me directly via property tax.

Again - what type of road are they going to use... what about the more sustainable alternatives like paving with recycled plastics?

The information provided does NOT address all the total of increased taxes to our property tax bill occuring this year: Medicaid expansion, state prison, inland port, etc etc

The very clear understanding that our roads need some very serious repairs and public support and funding must be approved

Nothing



There was no information about the private sector and out of town commuters participating in the costs.

That there will be 2 bonds

That the city still has major bond debt to retire and is now proposing to insure more debt! Horrible idea. Irresponsible.

The need to repair roads/streets through a bond.

Perhaps no additional debt, minimal tax increase and projects will get underway soon.

The city wants more money to mishandle.

Well presented.

Not getting all the info on this matter. Who will get the work City employees or private contractors

The capital projects need to be addressed. Am I to assume the information delivered in the survey is correct? If so, I am in favor beginning the work as soon as possible. We need to have more specific costs if it were to begin in the current economy.

More taxes

the cost/benefit analysis of this method of paying for street repairs and improvements as well as detailed info about the costs to average taxpayers

The city has a AAA rating.

I like that there is basically no financial impact - the "What will it cost me?" question. But when I was informed that sales taxes were just increased to pay for road maintenance, something I was not aware of, I am wondering what you need an additional bond for? Seriously? Give the property owners a break. And get your financial budget in line so you don't need to keep issuing bonds to pay for routine maintenance. That does not sound like a long-term solution to me.

No guarantee of tax decrease upon full payment of bonds in 2019 but increase in tax for new bond informative

It will start quickly. This is really important to me, my street is a piece of poo. Thanks for sending this out, glad to see you want our feedback. Was just in Manhattan, streets are 10x better

\$87 million? still not sure why it's all about potholes vs. RDA funds for the 2100 s - 1700 s STATE STREET liberty wells area.

The two bond issues that are being paid off perhaps impacting what increase if any the property tax payers experience.

That you want to raise taxes.

That it's not going to cost the tax payer that much more and that you will start to repair VERY SOON.

Certain streets are great, but hopefully you will actually pay attention to the ones which are heavily traveled around the city and repair those and I don't mean repair like was done in strips on 700 East last year near South Temple. Why would one re-pave 2 lanes and leave the other with pot holes. I realize this wasn't the question, but wanted you to know the concerns of the citizens. Hopefully this will not be the case if the bond is issued and there is enough \$ to do repairs correctly.

Bad streets

rip off as normal

Street repairs and increased taxes

That we would see no real difference in the amount we are paying since we are already paying off previous bonds.

N/A

Since Utah is paying of bonds already, taxes wouldn't increase much, if any.

Low borrowing cost

The amount of the bond

This seems like it will have a high impact on our city's road condition while having a low impact on individual residents' income.

How the city doesn't repair but does a temp fix on items. Do it right the first time.

The overall tax increase won't be much due to some stuff falling off in 2019.

It would help fix potholes

It's not going to raise my taxes that much so why wouldn't you vote for it?

cost of bond issue

You seem determined to do things your way with your slant regardless of what the citizens think or can afford . You continue to increase the tax burden w/o regard for the publics actual incomes or ability to pay. Your cut goes up while everything else does not

Minimal tax burden for big improvements.

That essentially we're a financially responsible city and can responsibly borrow to address this issue

It is a bond which represents debt

That it wouldn't really affect our taxes.

No comment

very minimal, if not nonexistent, increase to property taxes

The amount of increase to the total property tax.

Make Marijuana Legal!

The bond info

Low tax increase

The roads need improving, though I'm not convinced that's actually true. Again, it seems like 85 million dollars would be much better spent on education and renewable energy.

Promise to fix all neighborhoods

Low cost to homeowners. Also start working quickly

It's interesting to learn that taxes have already been raised with the intention of fixing road issues; I'd like to know more about why this bond is still necessary, and how it supplements what is currently being done as a result of that tax.

our road take a beating due to our climate and change. keeping up on repairs is essential

The most memorable piece of information is Salt Lake City is asking to bond for more money, when they are not budgeting what they have properly now. budget your funds. The people of Salt Lake City are already overtaxed and underserved

Fixing the roads in lower-income neighborhoods that need it the most.

87 million dollars

That most people won't see more than a five dollar a year increase.

Bonds are a good way to pay for long-term projects.

Nothing.

None

Salt Lake City is very serious about wanting to improve roads and has come up with a plan that won't raise taxes very much if at all



That the money would only be used when taxpayers vote for it.

Limited tax impact

Too long

Easy to pay for

Raise taxes and still need more money from me. Time to make tough decisions. We can't have it all.

Actual expense, time frame

\$5 a year

That salt lake city is working to repair the roads

Voter approved and money can only be spent on this project

No comment

Low taxes immediate work, repairing ALL the roads.

There is a claim that bonds are the least expensive way to fund projects. However, saving money over time is actually less expensive.

The allocation of 80% to the worst roads and 20% to neighborhoods.

It was interesting to learn that SLC has a AAA credit rating. That was definitely noteworthy.

There is a long term spending bond proposed without a current, tangible long term plan. Only the promise of one.

road planning is super exciting because the city truly needs an overhaul to the existing layout

Increase of property tax, again the property owners get to finance something that is for use by everyone else, especially non-property owners - let everyone share in the glory and responsibility of the roads they all use!

Salt Lake City's stellar credit rating

All the positive information. Before I can say I would definitely vote for this bond I need to explore any negatives, if any!

Low interest bonds

There's hope for Salt Lake City roads if we can get voters to say yes.

Very little change to taxes and bonds are the most accountable way to raise revenue

Taxes will not be raised because other bonds are retiring soon. Regardless, we need to fix the roads.

two bonds are being paid off in 2019 so this will not have much affect.

Roads need to be repaired and money blah blah blah more words, how can we pay for it

That the survey makers seem to be adroit politicians but abominable economists and are in need of serious help.

The additional tax of \$40 odd dollars a year

That despite the taxes given already, the city is asking for more money to repair the streets.

Applying the improvements equally across neighborhoods

Bond will replace bonds that will be paid off soon.

Why haven't we been repairing the streets on a regular basis?

General obligation bonds are a way to pay for street and neighborhood repairs.

Repairs would begin immediately.

Fixing potholes and improving the streets and neighborhoods!.

The bonds will be issued at a low interest rate.

Not much of an increase on property taxes



You place the blame on the tax payer and not corporations!!!

Low raise in taxes if at all, money available to repair streets in both main routes and neighborhoods.

Finally, some positive action on maintaining the city's infrastructure!

The most memorable piece of information is how the roads would be financed and Improved through a bond that would not increase taxes much due to the City paying off other past bonds.

The city does not have a separate budget for maintaining the road in Salt Lake City. The city has already raised taxes to pay for the roads. The increase tax will not go to repair the roads unless city takes out on loan (bond).

I just like that you broke it down on the last segment, good information and much easier to read and take in than the actual bond itself.

It would help every area of SLC.

SLC is paying off previous bonds and has good credit.

That 2 bonds will be paid off in 2019, reducing tax increase.

The tax burden offset due to expiring prior bonds

The proposal that if the bond is approved that plans will be immediately implemented to move the road repair forward.

87 million to repair roads. Schools and air quality need some money too.

Assurance that road maintenance will continue for all parts of the City

If we're raising tax on food. That should be enough to pay for roads.

I want to make sure i get this in the survey: NO NEW MEDIANS. They are ruining traffic flow. If that's part of the proposed improvements I am 100% voting no.

The fact that it will raise taxes only \$5 on average seems pretty key, as does the planned distribution of funds.

The idea of using a survey on this subject.

Information on current bonds the city holds.

That fixing the issues will not cost a significant amount of additional money on the tax payer end.

Interest rate and amount for each resident

AAA rating

That retiring bonds will mitigate the tax impact of the new bond.

Taxes

The powers that be are creating a plan that is cost affective, can be executed properly and those who are presenting this plan can be held accountable. Also, the plan will not increase taxes.

Talking about a tax

Took to much time to fill out

how the money would be allotted to fix roads and that this is something we are already doing.

That it may cost around 5\$ per residence.

Less that 5 dollars tax annually

The tax increase seems reasonable given that we all would benefit from road repair and design.

paying off the bonds

Bond will get long-term road fixes and at net tax increase of almost zero

Not enough information still do not know what specific concetns are

Could not say

I didn't know about the sales tax increase. That is new information.

Minimal tax increases to repair streets and roads.

The benefits and need of better roads.

Affordability of financing and the fact that most of the funding would go towards the most needed improvements but 20% of the funding would go to all neighborhoods.

Since previous bonds are ending in 2019, most residents won't see a tax increase.

I don't trust the city officials

Increase property taxes

The proposed increase to individual residential property taxes is just \$5/a year.

stuck! Roads is essential!

The money earned can only be spent on roads

Funds must be spent for road improvement

I am for the bond. All information is important and memorable.

Because two bonds are about to be paid off by the city, we will not see much of an impact in our property taxes.

That it would only increase property tax by a few dollars because a current bond is being paid off in 2019

It won't raise taxes that much and will happen sooner rather than later

Slc wants a \$87,000,000 bond to fix roads and it will barely affect my property taxes

That two bonds are being paid off in 2019 so there wouldn't be a big tax increase.

The way the money would be raised

Knowing the terms of the bond and plans for its' use. I live on the west side (Rose Park) and it seems that we have to call and write multiple times in order to get pot hole repairs and street repainting. I often speak with colleagues that live on the east side and they are constantly saying how often their streets are painted and worked on.

No net tax increase.

You will be repairing the East side, and not the West side.

The projected impact on the average person, which would maybe be \$5 per year

This feels manipulative. I feel that more information is needed to actually say what I will or won't do. That said, the most memorable piece of information is that which describes little or no increase in the average voters taxes.

Bonding without prudent mgmt of existing funds

The dollars and cents

Nothing

I now better understand that slc has an excellent credit rating and is about to pay off other debt. I was not aware that a .5% sales tax hike was already enacted for repairs. I feel like it would be more efficient to better utilize the current funds and focus on re zoning slc and encourage more mass transit.

Not much tax increase..

Roads to be maintained cost is not expensive should be little tax increase

That other bonds are being paid off so we're not likely to even feel this one take effect.

The sales tax has not fixed the pot holes around our neighborhood.

THat work could start immediately if the bond is approved in November

Street repair ought to be funded by name so funds can not be reallocated.



Our roads need upgrading. This bond will not be that expensive. Work can begin immediately.

That you want to increase my property taxes.

the fact that our roads will be fixed would make me very happy

That the roads can repaired without significant cost to taxpayers.

that is is 87,000,000 dollars to fix the roads, which will probably never get fixed again.

Looking 4 avenues of support.

How 2 approach voters

We need to start deciding if we are willing to approve this bond

\$5.00

Less than \$5 on taxes

Taxes not really increasing.

Good financing

The amount of property taxes per year.

The part where it said the money will be put toward the worst streets. The Westside needs help

Street repair will be paid for by property owners. The city had not done due diligence to keep up with road repair and now it's a crisis.

My street looks like hell with all the M1 development you approved and none of it has been fixed thanks to all the semis up and down our street! [REDACTED] 2200 West come take a look!

The monthly cost per single-family home and the expiration of existing bonds

Tax increases

That bonds are being retired and this new bond will cost taxpayers very little.

Still need to do more research

I still think taxes for roads should be from gas tax. It sounds like it's promoting a bond that will again raise my property taxes.

anything with a hard number/percentage included; the paragraphs explaining what the bond means in layman's terms and not legal terms.

Fixing the streets for our kids futures.

A general bond to repair streets in the Salt Lake City area.

The roads would be kept up over time

Road repair is first priority.

The \$87 m seems like a vary large number with little discussion as to why it is so big

That it will be affordable for the average homeowner.

All the facts

Explaining difference impact of bonds & knowing how much it wd cost individually

Work will begin immediately

Road repair would include neighborhood streets as well as city streets

That each household would be charged \$5.00 a year, why not make it \$7.50 or even\$10.00.

plans to improve roads

No significant increase in taxes, and being assured the money is dedicated to streetS.

That 20% is allocated to neighborhoods so everywhere gets helped. That's a good idea.

Not so much out of our pockets and yet much better roads in our neighborhoods

Fix the roads and other infrastructure without a net tax increase.

The city will have two bonds payed off in 2019. Why get more debt?

I would like to know how we have been paying for road repairs till now. I would like to know why such a large portion of our roads are dedicated to a small portion of our population, bikers, who flaunt our traffic laws and risk their lives and else's mental welfare. Parking strips should be eliminated and a bike path should be placed there. Bikers should have the same obligations as pedestrians for their own safety. They should display licence plates that could be used to identify law breakers. The fact that a few bikers rule half the road is evidence that the government places special interest groups before the general public.

Aaa rating

The actual cost of the taxes for homeowners.

Minimal increase in taxes, that 2 other bonds are being paid off

2 bonds being paid off in the near future

yes

AAA rating bond info.

Your questions are poorly phrased

ok you fixed the streets now what about the air?

what streets you will focus on, though more information on what bigger repair projects are is needed as well as the fact that two bonds are being retired, so any increase in taxpayer dollars is negligible.

The small amount added to the general taxpayer & the small interest rate

That we are finishing payment of existing bonds, making room for us to take out a new one.

More debt more taxes

It appears this board is truly trying to help improve the road conditions, while trying to put the least burden on the public. Since we know and understand that maintaining anything and road being so important for safety purposes. this sounds like a positive solution for financing this project.

Thank you for putting out this survey and informing the public about this information.

You are looking as to people feeling on roads and how bad they are

That the worst streets and neighborhood streets will get attention. Driving down some side streets, like Windsor Street between 500 S and 600 S, for example, feels like driving on streets in a third world country. The deferred maintenance has gone on for far too long.

Work would start right now and be a part of a long term plan

That the problem is recognized and action is proposed for approval.

Bond is long-term and should not increase property taxes

The cost per household for the bond.

The bond will replace another bond, not adding additional taxes. So if I'm not paying property tax, then I feel better voting for it.

Pay off bonds now 80 % of bad first

Low/No increase to property taxes

The 80% 20% breakdown of where the money will go.

That my skyrocketing property tax isn't likely to increase any more due to this bond.

You want me to pay more in taxes for very little to nothing in return (as far as I'm concerned). And you're trying to make this sound like a grand idea. Nice attempt at spin.

Lot cost to home owners

That it wouldn't change how much taxes I pay by much.

The lack of mentioned specific projects planned as a result of the bond.

The proposed bond isn't going to make improvements (i.e. adding dedicated, protected bike lanes and pedestrian walkways), just repairs.

The resurfacing sales tax was 0.5%

Probability that property taxes would not be increased significantly

Repairing neighborhood streets.

the AAA bond rating

Just like anything else. Its for the roads. For the citezens. It is acutally for special intersts roads to be constructed. Some will go to it. But most not.

I wish more money would go to fixing the roads within our neighborhoods. They are terrible and often overflow with rain. Services to these roads are very limited. I live with a small side road that has no winter maintenance or pot holes repair. It doesn't belong to the property owners, but the city won't care for it.

Some of the roads could get attention very quickly if the voters approve the bond.

Approval of the bond would not significantly increase taxes.

The the work will begin immediately and money can only be spent on the roads.

Getting fixes started quickly

That there is a tax already in place to defray costs of resurfacing and filling pot holes, but that does very little for funding larger projects (hopefully 700 North on the west side of salt lake).

Details about how bonds work.

no tax or low tax for residents

Cost per individual for bond issue.

That it will only cost an estimated \$5.00 per person and that there will not be a significant tax increase.

All of it thanks

Low cost for an important project

Only a marginal increase in expenses to the average tax payer.

That the bond money can only be spent on specifically repairing roads and no other projects

Presentation of the bond funding proposal.

Roads, roads, roads

Overall likely cost to homeowner. Not really sure we NEED road repairs? Would want more info on why it's really needed. I haven't noticed much issue.

NOTHING. We need quality bike lanes!!!! I'm 65 and I believe that everyone should ride more.

That consideration is being given to make our streets safer

That Salt Lake just voted in a .5% sales tax to fix potholes throughout town.

minimal tax increase to fix the worst roads

My attention is drawn more to the inland port.... whose empire gets to control that deal? NO inland port NO more diesel exhaust No to traffic No to any further encroachment on the Great Salt Lake!!!!!! Make all diesel engines whatever their purpose get emissions testing.

INCREASE IN TAXES

The lack of seeing the real issue and how the use of a bandaid is used. Is poor management

Since other bonds will be paid off, property taxes are less likely to go up.

you have already got millions of \$ for repairing roads. Why do you need more? Why can't you do like most of the rest of do and save and plan for road repair?

New and improved roadways!

Na

No comment

Nothing stands out but it is a fairly convincing case. I don't care about the increase in tax- I think costs like this are necessary and am happy to pay taxes that make SLC a better place to live. The fact that planning and work can begin immediately is encouraging.

The comparison of cost to funding/distributuion of monies acquired.

That despite there has already been a tax increase to repair roads it has been determined that was not enough and that a bond needs to be approved to take care of the problem. That the type of bond being taken can only be used for road repair projects.

N

Salt lake has a AAA credit rating!

the length

The low cost for citizens with major improvements for all.

No net increase in property taxes.

It seems that Salt Lake City wants to be granted a bond to put more money into repairing roads.

We may get reasonable streets

Only 20% of the bond issue would go to neighborhoods.

It will be a very low cost to each citizen

Road Repair.

WEST SIDE NEEDS LOVE!!!!

the total in a year would be about \$5.

very vague, it says the average property owner would see and increase of around 40 dollars and then the next slide says 5 dollars or nothing at all.

Nothing jumps out at me.

\$87 million doallars to be paid by only those who reside in the city.

Sounds like a great plan, we could use major road and building repairs. Maybe make the roads a lighter color?

Increased cost per person is relatively small.

Repairing the roads.

N/a

The roads need to be fixed

fixing the roads as fast as possible

Stupid bike lanes are increasing traffic and pollution.

That we are actually considering repairing our horrible streets.

The impact on property taxes.

That the roads will be fixed.

Not sure

Bond explanation

It is long term and replaces a previous Bond.

The roads need help

Credit rating of the city, low race impact, appropriation uniquely to streets

The wording of the bonds

That taxes would only increase about 5\$

No mention of affordable housing

That there is a proposed tax increase with no actual, solid numbers of what I can specifically expect for it to cost me each year, only a general idea with no obligation to be held by the estimate.

SLC looks to provide some kind of guarantee to voters. Still skeptical

\$5 per household

The outline of how bonds would impact property values.

Road repair

fixing the roads would start right away.

That there is already significant funding in place for current projects. And that taxes for the average person may not go up and at all.

ooWhy have you let the roads get in such bad shape while wasting tax money on frivolous bike paths and other green nonsense?

What the actual cost per household would be

The detailed amount of information given.

80% of the bond won't be applicable to me, so it's upsetting that I have to pay for it.

I get why, of course, "We all use roads" but the 80% of the bad roads I don't. I use 80% neighborhood roads, or the freeway, or main roads.

The freeway and main roads aren't bad roads.

100% of the bond should go towards fixing 100% of the neighborhood roads.

I am still concerned about what's happening with the money to set aside in the budget currently how is that going to be used as a Google for salaries or something like that that's what I was holding me back thank you

That a formal commitment is in place to fix and better maintain our city roads.

Taxes will not vary a large amount.

Allocating more funds to the roads that need repair the most. Making sure the improvement is seen across all neighborhoods is highly encouraging.

Very confusing

The price of the bond. Let's put \$5 towards schools and homeless resources rather than roads. Sounds like your priorities are not in line with the general population.

communication with public stakeholders (which is all of us).

NA

Very little tax increase for a noticeable improvement and immediate construction.

The bill breakdown and the background info on the types of bonds being used, that we are paying off old bonds within the next couple years, and how the money would be used/the timetable of usage.

How soon the road projects would start ie 2020

Repaving street

Fix road

Some local control

This is a long-term plan - but it was not mentioned how long "long-term" is.

The bond is unlikely to increase taxes because Salt Lake has good credit, and a bond would allow us to peruse more substantive plans than we are currently perusing.

After being asked to read multiple paragraphs of legalese I honestly checked out. Normal people don't want to read all that shit.

Only costs \$5 per person and construction would begin right away

Taxes and that something is finally being done to make salt laken great and fix it up. After the streets have been fixed we need to work on cleaning the environment and policing areas where crime rate is high. I like that they put a police station on North Temple it is definitely much needed in that area especially with that hotel

The cost due to individual taxpayers in minimal.

The fact that our roads need to be improved and this is the way to do it.

That the city is really pushing for this bond to be on the ballot & hopefully passed.

The city shouldn't go into debt to repair roads

That a tax increase would be minimal or may not be necessary at all. We are already used to paying for the previous bond.

That the first detail said that taxes would increase by almost \$50 per year, and later it stated that the biggest increase would be \$5 per year per residence. Should probably proofread before something like this is sent out.

We need money fir repair and maintenance for SLC streets.

How little it will raise our taxes.

Expands on a sales tax increase that is already in place, road repair for every neighborhood, wouldn't significantly increase taxes because SLC is paying off 2 bonds in 2019.

My question which is unrelated to your question here, is what has happened to street maintenance budget in the past that has allowed the city streets to be in such poor condition?

I was thinking about the .05% sales tax increase. It would be more equitable if it were an increase in the gasoline tax instead.

The need to improve and maintain the roads.

That it will barely cost us anything to make our lives better.

It would only cost the average resident \$5 more a year...

Politics

That money can be borrowed today for less while planning for our future.

That taxes would not increase much.

Salt Lake City doesn't have a plan, and there should have been one in place all along.

Would prefer property taxes to raise vs sales tax.

20% of the bond would be used to fix neighbourhood streets.

Pass

The NUMBERS

Reading about what WE can do to help improve these ugly roads in Salt Lake City! I'm all for wanting the community to be better and we start by making it look presentable with smoother roads, and then eventually deal with the people that crowd our streets and make it not so beautiful.

that the roads will be fixed on a needs basis

Improved maintenance, build, and repairs for streets sooner than later with negligible tax increase

Good plan

Increased taxes!

2 existing bonds will be paid in 2019. So this should not be so bad

That road maintenance is not covered in full by the annual budget and we will be needing a bond to take care of our roads. That is outrageous. .

That our other bonds are being paid off before this bond starts and the that there may be no tax increase.

unsure

Nothing I wasn't already aware of!

The individual tax increase and the repair start date.

\$6 pet household.

The fact that you have not mentioned specific streets that you feel need repair.

I cannot tell who is actually conducting this survey. I think I will remember that the most.

Email subject line

The bond amount

None so far

SLC is love king to spend additional funds on roads, which is great.

#####

The money MUST be used for stated purpose - not just another gentrification gambit...

The rhetoric that suggests there isn't enough existing revenue to maintain Salt Lake City roads. Where does all the money go?

The fact that the repairs will be spread out across the city.

Bad roads are most likely going to get repaired.

The City wants to borrow and spend.

Street repairs

No tax increases.

None

Long term plan

That actually doing the work will take longer than approving the bond

small impact on homeowner's property tax if the bond is passed

Replace or replace roads

The borrowing part

That the bonds can only be used for what they were taken out for.

That money is being sought to keep our streets maintained.



That the bond will cost me money.

That the money is going for fixing roads. We have far too much pavement in this city as it is.

\$87 million cost

That our taxes will not increase and that we are paying of two other bonds. We need to repair streets whether we like to pay for it or not. I would love to see us take our bond money for education? Is that a possibility?

#####

explanation of the ability for long term planning in relation to approving a bond for street repairs and that the funds can only be used for this purpose

Pushed the wrong answer on previous question. I will vote for this.

the way the money will be used

Bonds will provide means at a reasonable cost to keep streets in good repair

The proposed bond provides a long-term solution for maintaining roads without putting an increased burden on tax payers.

How the system works its like popeye id gladly give you three dollars tomorrow for two hamburgers today

The most memorable information is the lack of information. There is very few specifics on how \$87 million tax payer dollars would be spent. The city should have a more detailed plan of how it would use the money.

Is very informative!!

That you all are going to use this survey to say that you should price people out of their properties so that you can "fix" the neighborhood

Wonder how decision is made on how the 80% use is designated, who decides which streets are the worst

Repairing potholes

Repair the streets of Salt Lake City efficiently, without raising taxes too much.

City's credit rating. And paying off other bonds in 2019

\$5.00 a year to have better roads

Road work bond

I don't see the commitment to raise the funds needed, long term. Borrowing money without the commitment to the needed annual expenditure to address infrastructure is not the solution.

Taxes

General bond information

Better roads, all about better roads. They are killing our cars lol

The minimul impact to the property taxes



QSEX. Which of the following describes how you think of yourself? **In another way – please specify if you wish**

Non binary

I'm just a person my sex does not matter

doesn't matter

There is not 3 breads in nature

Unicorn

As a person

No answer

None of your business

none of your buisness

Human

FFS

A faithful tax payer who has seen no improvement

someone who doesn't like answering sex/gender questions

A long-time resident/lover of SLC.

Human

husband and wife

Genderqueer

I am male but just asking is intrusive and wrong. none of your business.

Winner

Not applicable to voting for roads

[REDACTED]

FUNDING OUR FUTURE

Comment Report **All Comments Received by August 7, 2018**



Date	Source	Comment
7/11/2018	City Council Email	<p>Got to the WatchTower- and asked about 'tonights' meeting thankfully was told 'But no it was this morning". I could have sworn it said PM. I blame the heat! I think the public meeting got me as it was PM. OH Well.</p> <p>Points from me read as follows:</p> <p>First a Q- The GO Bond for the road mending is the re-up of the Library Bond right? If not you need read no further.</p> <p>If it is as I understand it to be - I would ask the Council to decline putting it on the ballot for the following reasons.</p> <p>The Library Bond was a Cultural Support allocation. It supported education, community connections, music, film, lectures, visual arts. Not to mention the events that are hosted under its 'wing'. It makes sense to 'extend' the original spirit of the bond.</p> <p>Moshe Safdie and Nancy Tessman envisioned two more buildings for Library Sq adjacent to the 'wing' that were not built. We have spoken to Sadie and support structure is in place for these buildings. [This was in question. We have confirmed that the footings were made] .</p> <p>The original intention was that the Film Center would be there.</p> <p>With this in mind a group came together 2 years ago to 'imagine' what this enhancement of Lib Sq might look like, Umoca was also interested in a presence on Lib Sq. UMOCA, Downtown Alliance, the Film Center, The Library, The Leonardo, Lia Summers, Diane Stewart and myself have all met virtually monthly in support of the concept of Lib Sq as a CULTURAL HUB.</p> <p>This group has from the beginning pointed to the possibility of directing the bond to Completing Library Sq.. by adding either the original 'pods' intended by Sadie and Tessman or of designing a new structure. I feel our request pre-dates the 'road plan' and I am very disappointed that such a strong group and cohesive was ignored.</p> <p>I have consistently raised this virtually at every Lib Sq meeting. The group has been consistent in their support of this use of the bond. The public supported the cultural development nature of the original bond- it seems to me with the information that I have at the time of writing - like turning a silk purse idea into a sows ear. It might be added that this is not an elitist 'silk purse' but one for everybody.</p> <p>I am aware that the County is reopening the idea of an up-grade of the UMOCA space which might then be an argument to say we may not need to build a new building [to include them]- however if UMOCA remains where they are but are upgraded, there still would be a need for the Film Center and it would seem again appropriate to embrace Safdie's original 'pod' spaces.</p> <p>Erin I am sure there are a number of counter-points of which I am unaware. They may be reasonable or smoke- that will have to be the Council's call- but in the two years since we have been meeting and asking for this bond to go to Lib Sq Development I have never once heard a reason why our request was unsuitable.</p> <p>And finally, the whole bill for the roads as mentioned before is 200mil the bond doesn't even accomplish the job in hand- but it would build the building the Lib Sq is asking for.</p>
7/16/2018	City Council Email	<p>Andrew its [redacted name] the guy about the parking with the bike lane on 900w. We on the street enjoy the parking. Thanks for your help there.</p> <p>About the streets. My impression is that there are lots of taxes supporting roads. I believe our city managers always need more percentages of our money because they are doing things just because they have the money. That's the people's money and too much is not necessary.</p> <p>When you raise taxes the people have less. And the prices go up. This is why housing is so unaffordable.</p> <p>I would say I need an education in city budget or higher taxes is more oppression from poor management.</p> <p>Not too many years ago the property tax was well under 1%. When it got up around .95% I was pissed and was telling people soon we would like 99 year leases on our properties. Now it's approaching 1.6 I believe. Nearly doubling isn't that time. Valuations have increased 10 - 20 fold and they still can't make it work. I bought a shop in south salt lake and the first three years property tax has gone from \$16,000 to \$28,000.</p> <p>My opinion is the economy will be more unaffordable.</p> <p>Remember when the mayor got in and she said she was going to be over redevelopment and since that was it she needed to have her finger on the sales tax button. To many people this is disgusting.</p> <p>Another thing is I hate surveys as gov uses them to get there way or disregard them when they don't like them. Better management and planning is better than taxing.</p>
7/9/2018	City Council Email	<p>It would be really slimy of our government officials to "backdoor" in a sales tax increase that was voted down by the Public not two years ago. Please vote NO on any additional sales tax increases.</p>

Date	Source	Comment
8/1/2018	City Council Email	I am writing in support of the general obligation bond. We need to get ahead of our crumbling infrastructure especially as our city continues to grow so rapidly.
7/12/2018	City Council Phone Call	He has spoken with many of his Rose Park neighbors and that they are not happy with the repaving of the roads in their area. That concrete was used instead of asphalt and that there is more road noise than before. In the future they would appreciate having a say in decisions such as this. He and his neighbors also are not happy about the suggested ½% increase in state tax to pay for the Bond.
7/23/2018	City Council Phone Call	[redacted name] called this morning with her comment regarding the tax increase. She is adamantly against the increase, she said the city needs to learn to live on a budget and stop raising taxes and fees. She is confused on why she pays property taxes and where that money goes. She stated that the Mayor and Council are only interested in revenue and not it's residents. She would like a call back at [redacted number] to talk to someone about this.
7/31/2018	City Council Public Hearing Open Houe	Instead of bond, sell streets and gain revenue. Combine modern architecture into historic structures.
7/21/2018	D1 Coffee Conversation	500 N needs a speed bump – people fly down the road. Don't park on the street, you will get side swiped. It has happened multiple times along this road. Answer: Speed bumps are no longer in use
7/21/2018	D1 Coffee Conversation	Streets are far better than most major cities
7/21/2018	D1 Coffee Conversation	What is considered an arterial?
7/21/2018	D1 Coffee Conversation	Where is the funding for the streets coming from?
7/28/2018	D1 Coffee Conversation	1100 E./2100 S. a problem area – lots of need for repair
7/28/2018	D1 Coffee Conversation	Can concrete or asphalt be reused?
7/28/2018	D1 Coffee Conversation	How much is the Bond?
7/28/2018	D1 Coffee Conversation	In support of the Bond, the streets need to be fixed.
7/28/2018	D1 Coffee Conversation	Is there details about when and which roads will be repaired/reconstructed?
7/28/2018	D1 Coffee Conversation	Over how long of a time will the bond be?
7/28/2018	D1 Coffee Conversation	Supportive of the bond – appreciative of the education
7/28/2018	D1 Coffee Conversation	When would construction occur?
7/28/2018	D1 Coffee Conversation	Will this money repair potholes?
6/27/2018	D2 Coffee Conversation	Bus 516 only comes every half-hour – not enough bus service on westside. The current bus service doesn't go late enough.
6/27/2018	D2 Coffee Conversation	Could there be augmented bus service in Glendale with the Sales Tax funding?
6/27/2018	D2 Coffee Conversation	Is Funding Our Future an advocacy campaign or educational campaign?
6/27/2018	D2 Coffee Conversation	Sales Tax increase with the Bond is a good way to fund the needs
6/27/2018	D2 Coffee Conversation	The poor quality of streets is surprising – The Bond is good and needed
6/27/2018	D2 Coffee Conversation	The service needs that will be addressed with the Sales tax are important.
6/27/2018	D2 Coffee Conversation	What is a Bond?
6/27/2018	D2 Coffee Conversation	What is accessibility of the Bond? Where is the Bond issued?
6/27/2018	D2 Coffee Conversation	What is the Bond for? Is it only for Streets reconstruction?
6/27/2018	D2 Coffee Conversation	What is the GO Bond? How much?
6/27/2018	D2 Coffee Conversation	Who decided to do bike lanes on 900 West? People need to be educated about what the bike laws are – bike lane education is needed. We sacrificed a lane of traffic for a bike lane that is not properly used.
6/26/2018	D3 Coffee Conversation	\$5 million should be added for bike masterplan, trails masterplan, transportation master plan.
6/26/2018	D3 Coffee Conversation	Complete Streets ordinance is unacceptable. "Reconstructed" is the problem – ordinance needs to say how streets will be fixed going forward.
6/26/2018	D3 Coffee Conversation	Does this bond also take care of sidewalks? Answer: No
6/26/2018	D3 Coffee Conversation	FOF Sales Tax feels like "Let's take 4 things that are not alike and staple them together."
6/26/2018	D3 Coffee Conversation	Has SLC considered other funding options? User fees, gasoline Tax?
6/26/2018	D3 Coffee Conversation	How did the City get here, how did we let the conditions of the roads get so bad?
6/26/2018	D3 Coffee Conversation	How does SLC select its contractors?
6/26/2018	D3 Coffee Conversation	How does the Bond make SLC any better?
6/26/2018	D3 Coffee Conversation	How was \$87 million selected? Why?

Date	Source	Comment
6/26/2018	D3 Coffee Conversation	I know a little bit about the bond, but not much. What is the streets Bond?
6/26/2018	D3 Coffee Conversation	Install a toll booth on 500 South instead of getting funding from property taxes in order to rebuild streets - the toll booth would make people outside of the city pay into the system
6/26/2018	D3 Coffee Conversation	Is dividing money among Districts fair/good if some Districts have more need?
6/26/2018	D3 Coffee Conversation	Sales tax increase was too high
6/26/2018	D3 Coffee Conversation	The bond is not fair – there are other users of the streets that are not property owners in SLC and they do not pay to repair the roads.
6/26/2018	D3 Coffee Conversation	The Bond needs to include more (not just road reconstruction). It is implicit that bike lanes will be included. Be more explicit.
6/26/2018	D3 Coffee Conversation	The Bond should not just be a “pot hole” bond. It should include other street and transportation improvements.
6/26/2018	D3 Coffee Conversation	What innovative technology is SLC using to rebuild the streets?
6/26/2018	D3 Coffee Conversation	What is the vision of the Bond & Funding? The Bond/Sales Tax messaging need to be more explicit.
6/26/2018	D3 Coffee Conversation	Where did the Bond plan come from?
6/26/2018	D3 Coffee Conversation	Why \$87 million? Is it only because it would have less burden on citizens?
6/26/2018	D3 Coffee Conversation	Why are some roads asphalt or concrete, is one more expensive?
6/26/2018	D3 Coffee Conversation	Why not a toll, gas tax, or transit tax?
6/26/2018	D3 Coffee Conversation	Why not more than \$87 million to actually fix all of the roads? Could it be a more bold/bigger investment?
7/16/2018	D4 Coffee Conversation	Are apartments considered commercial or residential?
7/16/2018	D4 Coffee Conversation	Are apartments considered commercial or residential? Would also like to know, how does/can the City encourage landlords to accept Section 8/Low-income tenant programs?
7/16/2018	D4 Coffee Conversation	Are apartments considered residential or commercial?
7/16/2018	D4 Coffee Conversation	Are there plans to put into place planning changes to break-up the large blocks in Salt Lake City downtown?
7/16/2018	D4 Coffee Conversation	As a renter – would the property owner pass the property tax onto us? Are landlord/property owners likely to pass on all of the property tax burden to tenants since it is the property owners secondary (& not primary) residence? Secondary properties are at higher property tax rates.
7/16/2018	D4 Coffee Conversation	Bike lanes create congestion – it was not thought out to put in so many bike lanes (people don't use them). Bike lanes take away lanes for vehicles and create choke points.
7/16/2018	D4 Coffee Conversation	Concerned about 1200 East median receiving funding.
7/16/2018	D4 Coffee Conversation	Concerned about impact to lower income residents, especially in the wake of sales tax increase. Feels like identified revenue options are going to hit poorest the most. Was not aware that State established large/luxury exemption, thought it was the City. Still doesn't like it, but thinks better of the City for not voluntarily giving a break to the wealthiest residents. Would also like to know when the City is going to figure out alleyway disposition policy.
7/16/2018	D4 Coffee Conversation	Concerned about potential rezone near Friendship Manor. Shared contact information for Council Office, and invited them to attend the next general comment to address the full Council.
7/16/2018	D4 Coffee Conversation	Congestion
7/16/2018	D4 Coffee Conversation	Curb conditions on 900 East from 600 to 900 South; claims curbs/gutters were damaged by neighborhood cleanup vehicle. Upset about 1200 East median (funded by CIP request) receiving funding when gutters are in poor condition
7/16/2018	D4 Coffee Conversation	Electrical cars – tax electricity
7/16/2018	D4 Coffee Conversation	Has the City looked into changing the ordinances on pedicabs?
7/16/2018	D4 Coffee Conversation	How big of a Bond issuance? How much will it impact owners? If two bonds are expiring, a new one seems like a no-brainer. It takes \$ to repair streets! In Support! Will vote in favor in November.
7/16/2018	D4 Coffee Conversation	how does/can the City encourage landlords to accept Section 8/Low-income tenant programs?
7/16/2018	D4 Coffee Conversation	It is a sizable amount to repair roads without putting a major burden on property owners.
7/16/2018	D4 Coffee Conversation	Money should go toward fixing streets & neighborhood streets. The streets are unsafe and cause damage. 1300 E needs to be repaired.

Date	Source	Comment
7/16/2018	D4 Coffee Conversation	Need less vehicles on the road
7/16/2018	D4 Coffee Conversation	Rocky Mtn power does not require buyers to declare purchase – it is lost revenue for the city.
7/16/2018	D4 Coffee Conversation	SLC needs a Road diet – too many roadway miles – 900 S between State St. and 700 E is too wide for traffic
7/16/2018	D4 Coffee Conversation	The Sales Tax should apply to large purchases – especially cars – there should be a gas tax to pay to repair roads
7/16/2018	D4 Coffee Conversation	The signal timing needs to be shorter
7/16/2018	D4 Coffee Conversation	What is FOF?
7/16/2018	D4 Coffee Conversation	What is the cost of curb & gutter repair/replacement per sq ft? Per block face?
7/16/2018	D4 Coffee Conversation	What is the tax percent for private residents vs businesses?
7/16/2018	D4 Coffee Conversation	When was the last time curb & gutter on 9th East was addressed
7/16/2018	D4 Coffee Conversation	Why \$87 million? When there is much more needed?
7/16/2018	D4 Coffee Conversation	Why a Bond to fund roads? There are 2 expiring bonds. Is it because SLC “blew its budget?” \$87 million is a jump start to improve roads but won’t get it all fixed.
7/16/2018	D4 Coffee Conversation	Will the majority of the Bond be spend on 1300 E?
7/16/2018	D4 Coffee Conversation	Would also like to know when the City is going to figure out alleyway disposition policy.
7/16/2018	D4 Coffee Conversation	Would like to see City bond for more money and bring all the roads up to a high standard. Calculated cost at present would be about \$.01/day/property owner.
7/10/2018	D5 Coffee Conversation	Any drawbacks from white roads?
7/10/2018	D5 Coffee Conversation	City needs to coordinate the construction of new roads.
7/10/2018	D5 Coffee Conversation	Disappointed that many of the initiatives worth anticipation are long-term; its hard to be excited when you don’t know if you will still be in the City when some of these things come to fruition.
7/10/2018	D5 Coffee Conversation	Has the city looked into white roads?
7/10/2018	D5 Coffee Conversation	I didn’t realize the roads were in such bad condition
7/10/2018	D5 Coffee Conversation	I feel like the rods are not well reconstructed – they did a hole and do not repair things well. Essentially, there are not quality rebuilds. Specifically, work is poor near private companies working in the public right of way.
7/10/2018	D5 Coffee Conversation	Is 17th S. a collector?
7/10/2018	D5 Coffee Conversation	Is 400 West on the list?
7/10/2018	D5 Coffee Conversation	My road looks fine but it is listed in satisfactory condition, why is that?
7/10/2018	D5 Coffee Conversation	She was in favor of the bond.
7/10/2018	D5 Coffee Conversation	The roads between Liberty Park and Sugarhouse are a disaster
7/10/2018	D5 Coffee Conversation	West Temple is one of the worst roads that he rides his bike on. Is there a rule about studded tires? They do a lot of damage and are unnecessary for City driving.
7/10/2018	D5 Coffee Conversation	Why is 900 South rated poor? It’s a relatively new street. That does not seem to make sense.
7/30/2018	D6 & 7 Coffee Conversation	\$87 million isn’t enough, why not a higher number?
7/30/2018	D6 & 7 Coffee Conversation	13th E needs widening
7/30/2018	D6 & 7 Coffee Conversation	21st E, just redone – curb and gutter was redone but no pedestrian improvements were made.
7/30/2018	D6 & 7 Coffee Conversation	27th is a mess – it needs a bike lane
7/30/2018	D6 & 7 Coffee Conversation	Capital improvement for curb and gutter on Whitlock Street – there is no curb and gutter and it makes it difficult for the many elderly people that live on the street.
7/30/2018	D6 & 7 Coffee Conversation	CIP needs to be fully funding – worried that bond will replace fully funding CIP. In support of the bond, if CIP is funded
7/30/2018	D6 & 7 Coffee Conversation	Could these transportation plans be a part of the bond?
7/30/2018	D6 & 7 Coffee Conversation	Has the moratorium ended for development impact fees?
7/30/2018	D6 & 7 Coffee Conversation	How do we know that the Bond will be used for what it is said to pay for?
7/30/2018	D6 & 7 Coffee Conversation	How do we know that the Bond will not be squandered?
7/30/2018	D6 & 7 Coffee Conversation	How hard will it be to get the bond passed?
7/30/2018	D6 & 7 Coffee Conversation	How long is the bond for?
7/30/2018	D6 & 7 Coffee Conversation	How many lane miles are there in SLC?

Date	Source	Comment
7/30/2018	D6 & 7 Coffee Conversation	How will the Bond be insured if the city goes bankrupt?
7/30/2018	D6 & 7 Coffee Conversation	How will the city ensure the bond is used only for reconstruction?
7/30/2018	D6 & 7 Coffee Conversation	I will not vote for the bond unless it assesses the needs of bikes and pedestrians – I don't trust the government.
7/30/2018	D6 & 7 Coffee Conversation	If we had addressed this sooner, would we be in a better place?
7/30/2018	D6 & 7 Coffee Conversation	Isn't there a system to systematically help maintain roads so that we aren't in this issue later?
7/30/2018	D6 & 7 Coffee Conversation	People are skeptical because so many people can destroy our roads (google, developers...etc), and no one is held accountable.
7/30/2018	D6 & 7 Coffee Conversation	People digging up the street should be charged double what they are now.
7/30/2018	D6 & 7 Coffee Conversation	Saw event on Next door app
7/30/2018	D6 & 7 Coffee Conversation	Street maintenance has been deferred for too long – how can we assure it won't be deferred in the future?
7/30/2018	D6 & 7 Coffee Conversation	The mayor doesn't support bikes
7/30/2018	D6 & 7 Coffee Conversation	There is no assurance for the budget outside of the bond
7/30/2018	D6 & 7 Coffee Conversation	There is no transportation or complete streets plan – Doesn't assure for bikes
7/30/2018	D6 & 7 Coffee Conversation	There should be a base budget for street maintenance and reconstruction.
7/30/2018	D6 & 7 Coffee Conversation	What is the timeline of construction?
7/30/2018	D6 & 7 Coffee Conversation	When was the last time the city passed an infrastructure bond?
7/30/2018	D6 & 7 Coffee Conversation	Why are impact fees being waived, if we need them?
7/30/2018	D6 & 7 Coffee Conversation	Why are there no bike lanes on 21st E?
7/30/2018	D6 & 7 Coffee Conversation	Why hasn't the city adopted a complete streets plan?
7/30/2018	D6 & 7 Coffee Conversation	Why hasn't the city adopted a transportation plan?
7/30/2018	D6 & 7 Coffee Conversation	Why is everyone so irrational about raising taxes – we have services that must be paid for through taxes.
7/11/2018	D6 Coffee Conversation	Concern that, because of 80/20 split, more University traffic would end up on 13th East Wants parking issues in the University neighborhood addressed
7/11/2018	D6 Coffee Conversation	Do we speak with the University of Utah about streets?
7/11/2018	D6 Coffee Conversation	Feels that neighborhood wasn't reached out to Wants to know what bond terms would be Thinks messaging should take into account how property values change over 20 years; recommended some way that people could calculate impact Recommended a table with \$25,000-\$50,000 increments for calculations Would like to see a list of previous bonds, amounts, and maturity dates Says people are not favoring this sales tax increase or property tax increase; claims many residents in the area are on fixed incomes. Wondered about poll methodology: will the demographic targeting mirror registered voter demographics, or resident demographics? Would like to know how the split would be enacted Needs a list of prioritized projects Also said he'd like City staff to return with a 6-year plan for projects
7/11/2018	D6 Coffee Conversation	How are street prioritizations made?
7/11/2018	D6 Coffee Conversation	I support using out funds better.
7/11/2018	D6 Coffee Conversation	I'm in favor of the streets
7/11/2018	D6 Coffee Conversation	Is the city charging impact fees?
7/11/2018	D6 Coffee Conversation	Is this road pavement only – how will the money be spent? Does it include all road changes (round-a-bouts, traffic improvements...etc)?
7/11/2018	D6 Coffee Conversation	Not sure how voters can influence the decision made by the council.
7/11/2018	D6 Coffee Conversation	SLC Taxpayers are massively overburdened

Date	Source	Comment
7/11/2018	D6 Coffee Conversation	the ratio (80/20) being put to arterials versus neighborhood streets is wrong. By placing emphasis on arterials, we are making streets better for those that don't live here. He would like the percentage to change. The University of Utah should charge students more for parking to discourage students from using roads and driving. When people come to SLC, they should only be using arterials and not side streets. To make this happen, he proposes a city-wide 25 MPH speed limit. This would discourage drivers from taking alternate routes (neighborhood streets). He also proposed a City income tax. In response to his comments, the city stated that the speed limits are unlikely to change because these are created through speed studies. The sales tax is a way to help non-residents pay for roads.
7/11/2018	D6 Coffee Conversation	There is behind the curtain decision making on which streets are chosen – this doesn't link to every day work and decisions. All information needs to be available for example, how each street is prioritized.
7/11/2018	D6 Coffee Conversation	Upset that 500 East between 1700 and 2100 South hasn't been addressed. Lack of trust because of the Becker Administration's tax increase. Upset about impact fee moratorium; wasn't aware it was lifted in April 2017. Thinks the City needs to promote that information more. Believes developers need to be paying their fair share of the costs for growth.
7/11/2018	D6 Coffee Conversation	We don't have enough ways to draw funds from those who come into our city and use it during the day.
7/11/2018	D6 Coffee Conversation	We have people from outside the City coming in and using our resources
7/11/2018	D6 Coffee Conversation	What is the money for? What do we get out of this?
7/11/2018	D6 Coffee Conversation	What other funds will come for streets?
7/14/2018	D7 Coffee Conversation	1300 East is closest major street to her house. Discussion about 1300 East full reconstruction from 1300 South to 2100 South in 2019-2020. Already funded and in design phase.
7/14/2018	D7 Coffee Conversation	Commented how support is easier because not a property owner that would be paying for the bond
7/14/2018	D7 Coffee Conversation	Commented street sweepers rarely seen on West Capitol BLVD – maybe once a year.
7/14/2018	D7 Coffee Conversation	Concerned streets bond would not benefit her local streets. Perceives most City streets are in poor condition.
7/14/2018	D7 Coffee Conversation	Discussed City's AAA bond rating on all 10 existing GO bonds (was impressed/surprised)
7/14/2018	D7 Coffee Conversation	Discussion touched on some financing specifics, City's top-rated GO bond creditworthiness, and reviewed the Sugar House street conditions map.
7/14/2018	D7 Coffee Conversation	Doesn't own a vehicle currently but noticed poor quality of City streets while biking and taking the bus
7/14/2018	D7 Coffee Conversation	Expressed support for streets bond.
7/14/2018	D7 Coffee Conversation	Generally supportive of the streets bond
7/14/2018	D7 Coffee Conversation	Happy to hear of this funded project that will benefit her on a daily basis.
7/14/2018	D7 Coffee Conversation	Member of the City's Historic Landmark Commission (no District 7 representative on the HLC?)
7/14/2018	D7 Coffee Conversation	Overall supports the streets bond, understands the need, GO bond is most affordable option and likes the objective worst-first approach.
7/14/2018	D7 Coffee Conversation	Perceives street maintenance (sweepers, patching, slurry seals) is less frequent in some neighborhoods like Capitol Hill and his some residential neighborhoods near his home.
7/14/2018	D7 Coffee Conversation	Reviewed Sugar House street conditions map
7/14/2018	D7 Coffee Conversation	Was generally aware of the streets bond proposal.

Date	Source	Comment
6/18/2018	FoF Email	<p>[redacted address]I have lived in Salt Lake City my whole life. I am a very concerned citizen of the city. Today i got a wake up call. You sent me a letter stating that 2/3rds of our roads are in poor or worse condition. What the [redacted language]. It is my impression and perhaps i am wrong but if you haven't been taking care of our roads what have you been doing with the 1.6 billion dollars you spend every year. So i did a little research. I am off today normally i am to busy to even give it a second thought, which seems to me how you like it.</p> <p>I found out that our mayor wants to spend 100,000 for a solar project? We dont even have decent roads but lets invest in solar?</p> <p>btw your links don't work</p> <p>http://www.slcgov.com/salt-lake-city-seeks-feedback-sales-tax-and-bond-proposal- the survey at the bottom is broken.</p> <p>I read the budget section in</p> <p>http://www.slcdocs.com/budget/mayor18.pdf</p> <p>We want to spend over 900 million on the airport, but don't have enough money to maintain our roads? I am glad to hear that action is being taken to try and fix the roads, but why is raising taxes or a new bond always the answer. I want to know what you are going to cut in order to maintain the roads, not that you are going to add more taxes to us.</p> <p>As I stated before, I am a very concerned citizen. I would like to get more involved, so i can at least understand this ridiculousness.</p> <p>I also saw this goal from the mayor's office</p> <p>Sustainability - Continue the focus on sustainability goals that include reducing the City's carbon output by 80% by 2040. Really 2/3rds of our roads are in poor shape but our sustainability goal is reduce carbon output?</p>
6/18/2018	FoF Email	<p>I am in favor of putting the proposed Streets Bond on November's ballot so that we can approve the bond and have the necessary funds to repair our roads.</p>
7/10/2018	FoF Email	<p>Once again, I think we are taxed too heavily already. And yes, the streets do need repair and the sidewalks are also in horrible condition. But we are already taxed too heavily and paying for so called services which we do not receive.</p> <p>I propose and have proposed in the past that the City of Salt Lake divest itself of its golf courses - and sell the land for whatever development is appropriate - perhaps a private golf course; perhaps some other development. Golf courses serve a very small proportion of the Salt Lake City population. Why should all of us pay for such expensive services when we do not use them.</p> <p>Close the Leonardo. This was dumped on us and does not serve the population. We paid for this total overhaul of an unused building and then are charged high fees to see displays which are not worth the time and money. Again, this was a boondoggle.</p> <p>Consolidate the aviary with the Salt Lake City Zoo.</p> <p>If the city did these things, and put all funds in a trust,the interest of which would be used to rebuild city streets and rebuild sidewalks, we would not need additional taxation.</p>
7/10/2018	FoF Email	<p>Sad you keep taking and taking more and more away from us. What happened to the street cleanup?</p>
7/11/2018	FoF Email	<p>A thoughtful plan must be instituted or the infrastructure will get worse. Planning the repairs will not be easy. Raising the money needs to be done thoughtfully. Bonding may be a consideration. What are the next 20 years of expenditure needs for Salt Lake City? All this has to be considered. Likely it is probably doable. A good dedicated committee is needed.</p>
7/11/2018	FoF Email	<p>We need to provide funding and a city ordinance that any newly built homeless resource center must have an on-site uniformed, private security guard during normal business hours/when they open their doors to serve the public. This will prevent jamming up our public safety resources.</p> <p>Also, the city parks need to be cleaned up and made safe again. We need a bond to form a SLC Park Ranger Law Enforcement division to only patrol the parks, with a staff of 4 to work in pairs.</p>
7/12/2018	FoF Email	<p>I can't attend the hearing because I'll be out of town, but 2700 South between 1300 East and 2000 East is in HORRIBLE condition! I would be interested to know when this road is getting repaved.</p>
7/12/2018	FoF Email	<p>Who would be financing these improvements? I am in favor of this but also feel that those who use the roads should help pay for this. Is this on a county level or do the property owners in SLC have to foot the bill? I have more questions than suggestions.</p>

Date	Source	Comment
6/21/2018	Nextdoor Direct Message	Please stop wasting our money paving streets and sidewalks with bricks...they are constantly broken, missing and uneven. Please use concrete which lasts and is not the apex of stupidity. If you question my request, please go the to NW corner of E Street and 2nd Avenue...a total mess and the NW corner of 200 East and 400 South...the whole corner needs to be replaced. the bricks don't even look very good when perfect...stamp the concrete if you want to. It cannot possibly be as expensive as bricks in the middle of 300 West...what are the City managers thinking? [redated personal information]
7/6/2018	Qualtrics - Is there other critiera you feel should be considered?	For transportation needs, considering bike lanes. This is often ignored and it impacts whether people commute or not. Also, if bikes don't have a place to ride, they use the street traffic lanes and this affects traffic flow. It is best to have a separate bike lane that is well maintained for bikers.
7/9/2018	Qualtrics - Is there other critiera you feel should be considered?	Highest need seems most appropriate
7/10/2018	Qualtrics - Is there other critiera you feel should be considered?	2017 is in the long past and before much of the current construction that destroys streets. A more current review may be appropriate.
7/10/2018	Qualtrics - Is there other critiera you feel should be considered?	2700 S is a nightmare. I can't believe it's not on this list. I get that it's not the busiest, but I'd honestly rather you ripped out the road and left it to be a dirt road than did nothing.
7/10/2018	Qualtrics - Is there other critiera you feel should be considered?	2700 south is worse street in my neighborhood
7/10/2018	Qualtrics - Is there other critiera you feel should be considered?	2700 South needs work
7/10/2018	Qualtrics - Is there other critiera you feel should be considered?	27th is rough riding
7/10/2018	Qualtrics - Is there other critiera you feel should be considered?	Besides public transit, other active transportation needs. All these should include mobility infrastructure to support growth in housing downtown and other key growth areas within the community.
7/10/2018	Qualtrics - Is there other critiera you feel should be considered?	bicycle safety
7/10/2018	Qualtrics - Is there other critiera you feel should be considered?	Bicycle traffic should be considered, some streets, such as 500 E between 1700 S and 2100 S, and probably including many others, may see a lot of bicycle traffic but not as much vehicle traffic. Some of these streets are very bumpy and could use improvement.
7/10/2018	Qualtrics - Is there other critiera you feel should be considered?	Bicycle traffic. Potholes are dangerous, especially to bikers!
7/10/2018	Qualtrics - Is there other critiera you feel should be considered?	bike access, street redesign, walkability, commuter time-of-day one way routing
7/10/2018	Qualtrics - Is there other critiera you feel should be considered?	Bike lane quality when poor can be a major road hazard - please consider bikers. Example: 1700 S between 2100 E and 1500 E - westbound
7/10/2018	Qualtrics - Is there other critiera you feel should be considered?	Bike lanes
7/10/2018	Qualtrics - Is there other critiera you feel should be considered?	Bikes interfering with traffic flow.
7/10/2018	Qualtrics - Is there other critiera you feel should be considered?	consider 1100 east it is rough riding around sugarhouse post office area
7/10/2018	Qualtrics - Is there other critiera you feel should be considered?	Creation of bikeways and pedestrian safety zones (crosswalks) at known high fatality/injury areas along certain roadways.
7/10/2018	Qualtrics - Is there other critiera you feel should be considered?	Damage to vehicles and accidents also maybe dangers to pedestrians and bikers
7/10/2018	Qualtrics - Is there other critiera you feel should be considered?	Deferred maintenance cost to properly repair roads before the need to completely replace.
7/10/2018	Qualtrics - Is there other critiera you feel should be considered?	Don't know what they currently consider
7/10/2018	Qualtrics - Is there other critiera you feel should be considered?	Economic opportunity if a road is upgraded or rebuilt.
7/10/2018	Qualtrics - Is there other critiera you feel should be considered?	End corruption and paybacks within all government departments and committees, and serve all residents, not just ones with influence.
7/10/2018	Qualtrics - Is there other critiera you feel should be considered?	Equity. Low income areas of the city should be prioritized

Date	Source	Comment
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	extent of motorcycle and bicycle use
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	Extent of recent construction projects. There are streets in Sugar House that have been decimated by all of the recent large building projects, even if they are not the most traveled. Hopefully they would qualify as "highest need/worst condition" but some are not main roads (like 1100 East/Highland and Wilmington Ave) and might get overlooked.
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	Forecasted new travel routes based on new building.
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	Future development projects. The sections of SLC roadways that I think are the roughest are sections where major construction projects have or are occurring. Don't fix up roadways, only to turn around and permit heavy construction that damages the work.
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	Future growth
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	Future population growth like Sugarhouse, have you seen how many condos/apts are being built.
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	Gridlock and bottlenecks. Prettyfying doesn't always mean efficient traffic control. For eg., turning 900 South at 900 East into one lane is a sh--t storm. How do I know? I live at 925 S 800 East. Between rats and traffic, one of the nicest neighborhoods has become as congested as NYC!
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	Have google fiber help pay some of the cost of repaving after they trash the streets from digging up for fiber lines.
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	Highest need/worst condition and Altitude.....in other words come out of the high rent districts and look at the crap we have to deal with on the low lands. Where are the speed warning signs? Speed bumps? Pedestrian crossing lights? Treat all residents equally and do what's best for the city as a whole.
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	How disruptive it will be to have so many crucial roadways tied up with construction for so long. I hope that they will not try to repair them all at once.
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	I believe that most of the identified major streets, if not all, are designated by city master plans to include bicycle lanes and facilities. Most do not. The 900 West bike lanes installed for some of its length are a wonderful addition. I ride that street regularly. But the bike facilities on others I use regularly, like 300 West, 2100 South, and 1300 East, are poor. Please prioritize bicycle facilities as part of these reconstructions. Often, the worst road conditions on these streets are at the edges, where bicycles typically ride. Some of which are downright threatening for cyclists.
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	i can't think of any other criteria. The average citizen is probably uninformed as to proper criteria. We rely on the professionalism of the Engineering Division to plan for road maintenance and repairs, and on the City Council to properly budget for proper road maintenance and repairs.
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	I would also prioritize popular bicycle commute routes, like, in my case, 1500 E and 1300 E.
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	I would do the coffee test - ride in my truck with 1 ton suspension with a full cup of coffee if it spills in your lap you need to fix that street. And further when city utility repairs happen the city should be held to the same standards as private contractors 1100 east and 1700 south water shut off valve.
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	I would like the city to be considering the traffic on the roads more than I am worried about the roads themselves. The growth in Sugar House is getting out of control and yet the city does not seem to be considering the impact to the traffic at all. Do the roads need to be expanded? Or do we need to turn some of the roads into one way streets? Or perhaps we shouldn't be packing so much high density housing into an infrastructure that was in no way built to accommodate such a big population. While I understand the need to keep things in good order, there are much bigger issues with our roads than potholes.
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	I'm sure that factors like traffic volume, snow plow and emergency vehicle priority routes and roads that actual City residents use for commuting and living in the City on will be taken into consideration.

Date	Source	Comment
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	Impact on traffic / other roads. For example, if shutting one road that is awful down would end up slowing and diverting a lot of traffic onto another road that isn't quite as bad would result in the diverted road to become much worse, making its repair more expensive. I would think in this case to fix the road that would be diverted to first, to be able to handle the diversion in terms of time and traffic levels, while also being cheaper to accomplish. I would also REALLY hope that you would take into consideration which contractors would be working on what. Some of these companies are extremely slow and incompetent. As in, glaringly obviously so.
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	In our neighborhood, many of the streets are concrete, which means having lighter colored streets - which makes for a cooler neighborhood in the Summer time - which is high priority for all of us. Concrete roads are difficult and expensive to replace, but well worth it. I wouldn't replace the concrete road pavement until the road is in very poor condition, and badly needs replacement.
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	Increase importance based on need (lower income housing roads that are often accessed need to take priority over high income housing roads, compassion needs to come first not last in Salt Lake City)
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	Less expensive alternatives.
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	Maintain on an on-going basis rather than letting them get so dilapidated
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	Major repairs paid by bonds from developers and contractors that are tearing up roads in the sugar house area and not repairing them properly. Make those tearing up the roads pay to repair the damage they cause.
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	Make sure to do the plumbing when you fix the roads. Otherwise you are digging up new roads.
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	Make the roads larger to accommodate more vehicles
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	Maybe use of different pavements, like they use in Europe. Snowplow drivers should go slower and make not so much damage.
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	money should come to west side too, not just to rich people on the east side and avenues who are actually the ones complaining
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	More public transit
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	More timely pothole filling so it doesnt get this bad
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	My problem is with the sidewalks in all of the areas you mentioned, they are unsafe and need to be repaired.
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	Need in areas where residents are not overly vocal and may not know how to put in requests for road maintenance. The roads should not just be the nicest in the most expensive parts of town.
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	Needs versus budget
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	Neighborhood streets in Sugar House have been [redacted language]ed by the 5 ton trucks rolling down every which way. Please force these construction companies to pay for all the repair work they caused!
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	No
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	NO BOND!!!
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	No, this is a good list but I would take out resident req's because it's totally objective. Someone is an ESL person is less likely to make a request and that same person may also live in an area with horrible roads but won't voice it due to the language barrier? I hope that makes sense!
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	No.
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	Not really a criteria, but PLEASE don't do the concrete slabs!! High traffic areas make them to bumpy and uneven. California, west of redwood is a suspension killer (literally).
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	Opportunity to simultaneously improve/redesign traffic patterns, particularly at intersections.

Date	Source	Comment
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	Overall safety
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	Pedestrian and biking safety.
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	Please consider economic impact. What street improvements will benefit the neighborhood the most? East Bench Pretty should not be the goal.
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	poverty level. in other words poorer neighborhoods should be given preference over more well off neighborhoods
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	Provide safer bike lanes.
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	Proximity to, specifically, schools: sensitivity in terms of how traffic patterns are impacted by reconstruction and how that might influence safe travel when the summer is over.
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	Public safety. Hitting or trying to avoid potholes is dangerous.
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	Public transit needs should be a higher priority on the list.
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	Put all areas of the city needing streets fixed, not just employees streets or just the east side!!
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	put up speed bumps or other traffic slowing mechanics. people drive way too fast on residential roads in Fairpark, Glendale & Poplar Grove areas. Signage or reminders that help educate people on rules of the road would be extremely helpful - in spanish and english. Too many wrong-way bike riders - riding against traffic in those areas - maybe make it more obvious in the bike lanes, which is the correct direction to travel. Reflective paint with big arrows - thanks for fixing the streets. Speed control is my main concern - with cell phones, cyclists and other distractions on the roads, we should all be driving slower on city streets.
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	Resident Request should be #3, we pay for the services.
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	Residential speed bumps
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	Safety considerations for auto's, bikes and ped's
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	Safety Hazards, with special considerations given to bicycle and pedestrian traffic.
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	Safety should be a top priority. Safety consideration for pedestrians, biking, wheelchair accessible, etc.
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	Salt Lake City needs to stop funding vagrants and drug dealers. Maybe divert some money away from shelters where drug dealers live, and fund our roads instead.
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	Should also consider safety and accident history for vehicles, cyclists and pedestrians.
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	SLC should focus on streets it has jurisdiction.
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	Stop focusing on roads
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	Stop wasting tax payers money. Be wise on your budget and stop spending on other things like homelessness and low income housing. Take the money from there and spend it on the roads
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	Street side parking. There are a lot of issues with the area where the road meets the gutters on a lot of salt lake Streets, particularly 300 south between 800 and 900 East.
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	Streets identified in bike master plan and streets that lead to recreation centers or other community amenities.
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	Streets requiring capacity expansion anyway (due to overuse / congestion)
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	Streets that need bike lanes
7/10/2018	Qualtrics - Is there other criteria you feel should be considered?	The one's that are causing the most damage to vehicles.

Date	Source	Comment
7/10/2018	Qualtrics - Is there other critiera you feel should be considered?	They work a long time on 12th south and it seems like they come back and dig stuff up then the pack work isn't level. They waste a lot of money putting in cross walk pavers that look nice but waste money that could be put to better uses.
7/10/2018	Qualtrics - Is there other critiera you feel should be considered?	Think about the edges of streets and their safety for cycling. 900 east is a great connecting route, but in really bad shape.
7/10/2018	Qualtrics - Is there other critiera you feel should be considered?	This doesn't say what criteria will take priority
7/10/2018	Qualtrics - Is there other critiera you feel should be considered?	This isn't a new comment....but better synchronization of street lights would help with traffic flow and reduce idling. Often if on 400 east or west temple once the green light says go....I go a block and back at a red light
7/10/2018	Qualtrics - Is there other critiera you feel should be considered?	Time frame from last substantial work on the street
7/10/2018	Qualtrics - Is there other critiera you feel should be considered?	To much spent on bike lanes. Bikers still ride on the sidewalks. It's we the driver that buys merchandise from businesses, pay taxes and help the economy.
7/10/2018	Qualtrics - Is there other critiera you feel should be considered?	Traffic congestion
7/10/2018	Qualtrics - Is there other critiera you feel should be considered?	Trucks and vehicles securing their loads. Rocks, and debris on our highways are dangerous. They cause damage to vehicles and windshields. This needs to be enforced, to keep our roads SAFE!!
7/10/2018	Qualtrics - Is there other critiera you feel should be considered?	Type of material streets are paved with. Is a concrete street going to last longer than black top/asphalt? Can those streets be postponed or delayed because of the material they were built with? Can all streets be rebuilt with concrete? Upcoming Utility Projects is listed, does this include future residential construction? Contractors often dig into utilities located under the road, sometimes destroying a newly paved road.
7/10/2018	Qualtrics - Is there other critiera you feel should be considered?	Unless you drive the road everyday, it's not like you understand what it does to your car. I think you have failed when you keep repaving the same 'meh' streets and something like 2700 South is ignored year after year.
7/10/2018	Qualtrics - Is there other critiera you feel should be considered?	We should Consider a more durable services like concrete instead of blacktop this will also reduce urban heating making the space more enjoyable and multiple levels
7/10/2018	Qualtrics - Is there other critiera you feel should be considered?	When the trash is picked up the driver is in a position to comment on the state of the pavement and these people, that go on every street in the city can provide valuable information.
7/10/2018	Qualtrics - Is there other critiera you feel should be considered?	Whether your bloated bond gets passed. But in the future save taxpayers some money by doing a legit sampling survey.
7/10/2018	Qualtrics - Is there other critiera you feel should be considered?	Why can't all the roads just be fixed? If there is a hole in someone's street, just because it's not travelled much doesn't make it any less important to them.
7/10/2018	Qualtrics - Is there other critiera you feel should be considered?	Would love to see bike lane striping (esp on 2100 S and 900 S) concurrent with surface improvements!
7/10/2018	Qualtrics - Is there other critiera you feel should be considered?	Yes-start thinking outside the box. Use European philosophy of people moving-by creating walkable neighbors-not 90% automobiles. Traditional transportation uses to and from destinations should be studied. Why couldn't a monorail to the university be a valid point of discussion from downtown. 13th east almost needs to have university traffic buried in an underground tunnel. These are bigger financial investments that are healthier long term. Just like it should be for the big and little Cottonwood canyons. If we are planning for an increase in population, how is the city planning to prepare for road noise and air pollution?
7/10/2018	Qualtrics - Is there other critiera you feel should be considered?	Yes! You should consider the need for alternate forms of transportation like re-striping to add more bike lanes and trails.
7/11/2018	Qualtrics - Is there other critiera you feel should be considered?	1700 S. from 1300 E. going West.
7/11/2018	Qualtrics - Is there other critiera you feel should be considered?	2700 south is a nightmare and I'm shocked it's not on this list. From 2300 East to 7th it's amazing my car hasn't lost some hubcaps. Also 33rd south is Peru rough in spots.
7/11/2018	Qualtrics - Is there other critiera you feel should be considered?	Accidents on the street, especially bike or pedestrian accidents.
7/11/2018	Qualtrics - Is there other critiera you feel should be considered?	ALWAYS doing road construction but the roads never improve. If you're doing construction, at least lay down a new smooth street.
7/11/2018	Qualtrics - Is there other critiera you feel should be considered?	Bicycle use. Bikes are more effected by rough roads then cars. (1700 S)

Date	Source	Comment
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	bicycles and peds!!!
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	Bike safety
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	Bikes
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	Bikeways
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	Biking and pedestrian safety
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	biking routes!!!!!!
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	Can you get UPRR to partner for repairing RR grade crossings, and then keep them maintained? They get smoothed out and 2 years later they are car destroyers again. 9th So. beneath I-15 is my best example.
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	Check with "the brethren" to see what you should prioritize in their view!!! It's about time someone is willing to do something about this disgrace...
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	Consider alternatives to concrete & asphalt like narrowing streets and converting streets to parks.
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	Coordination with state road projects that are planned so all can be done at the same time
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	Disruption of traffic in congested areas. Separate concurrent projects by considerable distance.
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	Effect of construction on local business.
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	Get qualified contractors. Not the low priced once. Low price means low quality.
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	How do these streets compare to equivalent streets in other cities like New York or Chicago?
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	How do we maximize the movement of people within/between locales in a way that improves health and the fabric of communities. Time to look at making some streets car free (which is much cheaper to build).
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	I don't know about criteria necessarily, but I would suspect that many underserved neighborhoods, particularly on the west side, are in dire need of road repair but the city may not receive as many resident requests from these areas .
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	I like the idea of updating public utilities while the roads are torn up. Then we can update infrastructure as well.
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	I live on Lynwood Dr. You paved the upper block and not the lower. Also a short piece of 2500 E. in my opinion we dont have that much traffic and could have used the money on 2100 E or 2700 E as a better investment
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	I think its side from just overall Sturdiness of the roads maybe even redoing some of these surrounding areas like the foliage and things like that. Keeping them out of the zero landscape.
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	I think that while improving the roads we should take many traffic lights and build runabouts. Kill 2 birds with 1 shot
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	I think the city should consider bicycle travel more significantly while planning streets, as traveling by bike here is the worst I have experienced in the here states oven lived in.
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	Impacts to safety maybe...but I'm more interested in knowing which of these criterion are mandatory and which are preferred as well as the value placed on each criterion and how the options will be weighted to establish priority for moving forward on a project.
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	it should be 70/30
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	It's unclear what is meant by highest need. Highest need by whom?
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	Lifecycle analysis. Resurface deteriorating streets to protect the road base from infiltration and prevent the need for complete reconstruction in a few years time.
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	Lighting so drivers can see the bumps in the road.

Date	Source	Comment
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	Looks good but I'd rather focus on the worst streets, then coordinate with utilities, and place traffic flow as the third priority.
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	Maybe making some of the more narrow streets into one way streets to help traffic flow better. I am concerned with all of the new apartment buildings that this is going to add more drivers to the road and make some of the more narrow roads (2100s) into a one way. I also feel that public transportation is useful if you are traveling north/south during the day. If you are traveling east/west or if you are traveling outside of normal business hours public transportation is not that useful.
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	Modernization - more biking, walking, and transit when streets are rebuilt.
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	Most damage claims.
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	no
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	No
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	Our streets are used every day by hoards of non-SLC residents. If Salt Lake City invests in new street construction and then, saddles the residents with an obligation bond and higher taxes, how will these non-SLC residents pay for their significant and continuing use of our streets?
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	Pedestrian and bicycle safety upgrades should be considered as well. No project should be constructed without first evaluating how these upgrades can be incorporated into the final product.
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	Pedestrian and bicycle volumes.
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	Pedestrian Safety. Hey mayor, you don't VOTE on safety improvements. You IMPLEMENT them! You're welcome.
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	Please consider using recycled material in the asphalt. Quality should be priority. We don't want to see cracks in a few years and city workers attempting to stop the cracking. Do your research!
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	Prioritization is understandable and it makes sense. Your lack of planning does not negate the need for lower priority streets to be maintained however. Please develop a meaningful plan and stay on task.
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	Prioritize low-income neighborhoods because, in my experience, those are the requests that get ignored.
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	Residential streets need the most work. They only get poor patch jobs and the holes come back but larger. I am tired of my tax dollars not fixing these but being used elsewhere.
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	Salt Lake City roads are way too wide
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	Should consider repairing 1100 E from 1300 S to 900 S
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	Some of the allies are in need as well. The one west of 1300 South between 200 and 300 South. Also the alley between Butler Avenue and Federal Way.
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	Streets that have gone the longest without maintenance
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	Subjective judgment of engineering division
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	The bicycle and pedestrian master plan and complete streets ordinance should also be considered. If two streets in equal condition are being considered, and one calls for new bike infrastructure in the bike/ped master plan, the street where the bike/ped master plan and complete streets ordinance could be furthered should be selected.
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	The most dangerous
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	The most frequent vehicle types

Date	Source	Comment
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	The number one criteria should be what the budget is and what can be done with what monies are currently being collected. The City has taken from the road needs to fund other things for years, think bike lanes, beautification, tax transfers to developers, think Marmalade district. Now take from those activities and balance the budget without increasing taxes.
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	The type and nature of the road, and whether it will be heavily traveled by Commercial vehicles.
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	they need to stop trying to push everyone on to uta. the new design of 9th west is a joke and I feel that it was a waste of taxpayer money. traffic flow is terrible and cars are backed up from 8th to 4th s to make a turn at 8 th south.
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	Time reconstruction so that traffic won't be significantly impacted (e.g. please avoid reconstructing two heavily used East-West roads at the same time)
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	Top priority should be making SLC more pedestrian-friendly. Walking conditions are dangerous, too exposed to traffic, and too exposed to the elements, combined with drivers who are unaware of pedestrians, specifically vehicular threats to pedestrians. SLC pedestrians also seem very naive about street-crossing safety.
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	traffic control and timing reflective lane marking better landscaped islands
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	Using rad money and selling SLC properties to raise the money.
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	We need to fix the traffic lights more!!!
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	What about all our alleys in downtown neighborhoods? Also smaller residential streets that are getting way out of service. I live in 9th and 9th
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	What is the most efficient use of our current funding?
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	What will the future traffic be like.
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	When constructing new roads, we ought to consider upgrading the transit infrastructure to better accommodate high efficiency mass transit i.e. additional street car lines, bicycle lanes, electric vehicle charge stations.
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	Yes, 2700 South from 2000 East to 1300 East is AWFUL! It is highly traveled and is in great need. Why wouldn't a street like that be considered? Worst condition is #1 criteria!
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	Yes, When 9th West was reduced to one lane each way, it has put more cars and more stress onto other streets, Like 10th West that i live on. I think they should take this into consideration too. Thanks!
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	Yes. How to maintain streets within a budget and not depend on bonds
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	Yes. Make do with the money you have
7/11/2018	Qualtrics - Is there other criteria you feel should be considered?	You touched on it - upcoming utility costs - I guess you are referring to gas, sewer, water, cable, whatever...if someone(s) can't get a commitment from the respective utilities that they will not dig up a new road even before the paint is dry, then don't do the road repairs until the utilities are fixed. Of course, this does not include emergencies. Even though 3300 So is a county road, please tell me how many times since it was repaired State Street to ?? east, has it been dug up to accommodate utilities that should have/could have been done before the road repair. It is ridiculous! (and I don't just mean 3300 So.).
7/12/2018	Qualtrics - Is there other criteria you feel should be considered?	1700 South and 2700 South are horrible! These should definitely be on your list.
7/12/2018	Qualtrics - Is there other criteria you feel should be considered?	2700 south
7/12/2018	Qualtrics - Is there other criteria you feel should be considered?	ADD COMPLETE STREETS ORDINANCES- Most important
7/12/2018	Qualtrics - Is there other criteria you feel should be considered?	Age and condition along with cheap repairs made over decades.
7/12/2018	Qualtrics - Is there other criteria you feel should be considered?	are those criteria listed above in order of priority? as a frequent commuter cyclist, i know safety of roads is a big consideration

Date	Source	Comment
7/12/2018	Qualtrics - Is there other criteria you feel should be considered?	Bike and pedestrian usability as well as vehicular. We shouldn't just be focused on cars as the only user-group on our roadways.
7/12/2018	Qualtrics - Is there other criteria you feel should be considered?	bike traffic/conditions for shared use
7/12/2018	Qualtrics - Is there other criteria you feel should be considered?	Criteria are completely sensible. My only reaction is: DO SOMETHING. I live in rural Sanpete County but will soon be retiring to my family home in SLC. Sanpete cities have very few resources but take better care of their roads than Salt Lake.
7/12/2018	Qualtrics - Is there other criteria you feel should be considered?	Cyclists needs
7/12/2018	Qualtrics - Is there other criteria you feel should be considered?	do it blind study because no matter what people say, you will do what her majesty mayor says.. You will yeild to political correctness like you always do..
7/12/2018	Qualtrics - Is there other criteria you feel should be considered?	Higher speed roads should have better pavement
7/12/2018	Qualtrics - Is there other criteria you feel should be considered?	How about whether an area of SLC is still in need of curb and gutter and sidewalks? Our neighborhood does not even have curb and gutter OR sidewalks and there's no safe place to walk or teach kids to ride bikes! (1000 East between 3300 South and 3000 South & yes, I realize part of this area is the county... that's probably why we are ALWAYS neglected despite paying for the curb and gutter fees...)
7/12/2018	Qualtrics - Is there other criteria you feel should be considered?	I really don't like seeing "resident requests" on that list. Basically, as a westsider, I see people on the east side complaining about things and getting listened to. People on the west side have found that it just doesn't seem to work for us to do that, and have given up. Perhaps it's because we're a smaller tax base, or less visible to the whole community (because eastsiders never come over here), so not taken seriously. In any case, I think that resident requests should not take precedence over projects that logically make sense for the whole city.
7/12/2018	Qualtrics - Is there other criteria you feel should be considered?	Intersection light timing for traffic not as much pedestrian wims
7/12/2018	Qualtrics - Is there other criteria you feel should be considered?	Location relative to other major projects. There are times when you hit major construction intersecting other major construction and it makes travel very challenging.
7/12/2018	Qualtrics - Is there other criteria you feel should be considered?	More bike Friendly corridors via Protected Bike Lanes
7/12/2018	Qualtrics - Is there other criteria you feel should be considered?	More traffic lanes by eliminating existing bike lanes. Better synchronized traffic light system.
7/12/2018	Qualtrics - Is there other criteria you feel should be considered?	No
7/12/2018	Qualtrics - Is there other criteria you feel should be considered?	prioritize streets used most by cyclists
7/12/2018	Qualtrics - Is there other criteria you feel should be considered?	Road Conditions that can and/or will cause damage to vehicles.
7/12/2018	Qualtrics - Is there other criteria you feel should be considered?	Take a drive on some of the streets in the survey. & don't plan on drinking a beverage on your trip ;-/
7/12/2018	Qualtrics - Is there other criteria you feel should be considered?	The paving from pavement cuts by utilities and others seem to NEVER be done to the quality of the existing pavement. This results in additional damage to the surrounding pavement from the traffic. There needs to be someone in charge of mandating that all repairs be indistinguishable from the existing road surface, not some 'good-enough' excuse that will break down shortly thereafter.
7/12/2018	Qualtrics - Is there other criteria you feel should be considered?	The State owned roads that are not kept up, i.e., the intersection of North Temple & West Temple. Crosswalks are uneven and have potholes. It is a heavily used intersection and needs more attention.
7/12/2018	Qualtrics - Is there other criteria you feel should be considered?	We see a lot of roads being torn up and re-paved, only to do another project, for example, replacing sewer pipes, that requires the road to be torn up yet again. Better analysis needs to be done so roads are not being torn up multiple times.
7/12/2018	Qualtrics - Is there other criteria you feel should be considered?	Wish we could spend the money on expanding Trax!
7/12/2018	Qualtrics - Is there other criteria you feel should be considered?	You use the worst/lowest bidder and then do it again in the same spot a few years on because the quality of their work was so poor, but you don't care, cause you'll complain there is no money and raise taxes/bond again.

Date	Source	Comment
7/13/2018	Qualtrics - Is there other criteria you feel should be considered?	Bicycle traffic, lighting. I live on [redacted address] between 9th S & 13th S, where the entire road is designated for bike traffic. It's a bicycle superhighway. The road is also heavily damaged, the gutters are a mess, and there's little to no street-lighting. It's not a safe place to ride a bicycle.
7/13/2018	Qualtrics - Is there other criteria you feel should be considered?	Consider 2700 South which is the burr trail of Salt Lake. Ever since the storm sewer went in 1993, the road deteriorated. Can't even stand to drive down it. Why don't our taxes cover anything. You keep taking and taking away and we get less and less for our money. Now you want more. Well.....let's cut some salaries.
7/13/2018	Qualtrics - Is there other criteria you feel should be considered?	Film people driving in the bike lanes on 27 th South, 21st East, 21st South, 17 South, 9th East. as we avoid bad patch jobs, Un patched jobs, bad seams, broken surfaces to save our underbodies.....geeeez, I'm a woman and know that this repeated jarring loosens up a car. Still angry that Becker gave \$ for raises and didn't pursue any improvements unless one bikes.
7/13/2018	Qualtrics - Is there other criteria you feel should be considered?	If you use most travelled, some of the roads will never be built. I hope you are using common sense and not a computer decision criteria program to select the roads that need to be done.
7/13/2018	Qualtrics - Is there other criteria you feel should be considered?	Improve ways to improve the sidewalk areas to make them more user-friendly. Landscaping, crosswalks, walkways, etc.
7/13/2018	Qualtrics - Is there other criteria you feel should be considered?	Raising some of the utility would help.
7/13/2018	Qualtrics - Is there other criteria you feel should be considered?	Roads have been bad far to many years. You are not doing a good job. More taxes won't correct that. Only you can.
7/13/2018	Qualtrics - Is there other criteria you feel should be considered?	The committee should always consider cyclists when considering repaving a road. Roads that are bike routes need to be in better condition than those primarily used for cars. Also, if repaving, think about taking the opportunity to add bike lanes.
7/13/2018	Qualtrics - Is there other criteria you feel should be considered?	the whole city needs help. if federal funding was not being cut there might be a chance, but with the current administration there is not much hope
7/13/2018	Qualtrics - Is there other criteria you feel should be considered?	they shouldn't waste the, money repairing already good streets.
7/13/2018	Qualtrics - Is there other criteria you feel should be considered?	Yes. The condition of bike lanes and cycling routes.
7/13/2018	Qualtrics - Is there other criteria you feel should be considered?	You probably all have newer vehicles, try driving them in a "Average aged" vehicle, I'd say older than 10 years old with around 125,000 miles on it - you'll be surprised
7/14/2018	Qualtrics - Is there other criteria you feel should be considered?	As a cyclist I judge the worst roads by how much danger there is from cars. Overall the roads themselves aren't too bad but streets with a lot of traffic like 300 west, 1300 east and 2100 south are scary to ride because there are sections without much of a shoulder let alone a bike lane.
7/14/2018	Qualtrics - Is there other criteria you feel should be considered?	Cut the waste. Have Jackie pay for her own driver and bodyguard. Make the construction companies pay the fees Jackie and the city council waved and that should solve the problem
7/14/2018	Qualtrics - Is there other criteria you feel should be considered?	Streets most frequently patched with the most ineffective result!
7/15/2018	Qualtrics - Is there other criteria you feel should be considered?	Condition of sidewalks. Possibility of narrowing and adding bike lanes.
7/16/2018	Qualtrics - Is there other criteria you feel should be considered?	pedestrians and cyclists
7/17/2018	Qualtrics - Is there other criteria you feel should be considered?	All of the above. The streets ned to be fixed. I hit a pothole that ended up breaking the washer container in car and messed up new shock.
7/17/2018	Qualtrics - Is there other criteria you feel should be considered?	Given the criteria, I think 1100 East is terrible, one of the worst, and yet it never comes up on any of the lists. Is this because there are plans for it that might create major changes and it would be pointless to spend money on repairs? I think this covers most criteria.
7/17/2018	Qualtrics - Is there other criteria you feel should be considered?	Public Transit needs should be first, Utility projects second, Most Traveled third, Highest Need/Worst Condition Fourth, Cost of reconstruction fifth, Master Plan sixth and Resident requests last. With this order, it shows that there is a definite push towards transit. This push will also help to delay the need for upgrades on other streets as residents would shift towards transit and transit streets.
7/17/2018	Qualtrics - Is there other criteria you feel should be considered?	status of bike lanes

Date	Source	Comment
7/17/2018	Qualtrics - Is there other criteria you feel should be considered?	Whether or not bike and Ped facilities are identified in the city's master plan
7/18/2018	Qualtrics - Is there other criteria you feel should be considered?	You didn't list 2700 s between 1300 and 2000 E. Suspension killing! Please fix this one!
7/19/2018	Qualtrics - Is there other criteria you feel should be considered?	(Do we have a master plan?) Some consideration for bicycle use.
7/23/2018	Qualtrics - Is there other criteria you feel should be considered?	Rich neighborhoods who submit a lot of requests should not get priority. It should be based on other criteria. Residents should by all means call attention to needs but the other criteria should prevail
7/6/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	Are there other funds that can be used to fund this?
7/9/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	Increasing debt with a general obligation bond is a really bad idea. You should raise taxes to pay for street maintenance. The state should increase the gas tax to pay for roads. That is the most fair way to pay for road work.
7/10/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	[Translated with Google Translate] If the cost is expensive and there would not be Another man was to take money from other party that is not citizens." <i>Si el costo esta caro y no habria Otha man era de a garrar de Otra parte el dinero que no sea de los ciudadanos .</i>
7/10/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	Alot of traffic is from tourism and residents outside of Salt Lake City. Does the bond equitable tax both residents and non-residents that share Salt Lake City's roads?
7/10/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	Always concerned when some public concern is cited to sell a tax increase. I'd have likely supported a tax increase specifically and solely targeted at road repair/maintenance.
7/10/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	Are funds for street safety, such as the need for more crosswalks, street lights, and increased speed limit enforcement, included in the bond request? Does the bond include funds for maintenance or just new infrastructure? If the latter, how will these roads be maintained?
7/10/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	Bonds are for infrastructure. Not just general spending. The city has not been transparent at all regarding what his plans are. It is also very confusing because the plans are constantly changing.
7/10/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	Does it allow for the money to be spent on future maintenance? If it does, I am opposed.
7/10/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	How is the city going to address streets that are used by people who have low incomes? How is the city making this a priority? How are the high income residences of Salt Lake City going to be charged a higher percentage of taxes on their income so our city does not suffer? How is the city going to help get more services to the lower and middle class so everyone can be fed, clothed, sheltered, and not have the upper class with a high excess amount of money? Does the city care about the poor and upper class having the same basic needs met for transportation?
7/10/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	How long will we be paying for this General Obligation Bond?
7/10/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	How much money is being wasted on paying for things like this survey? How many specialized consultants have been hired to help our feckless politicians make a decision? Especially since we have such a great track record recently of utilizing these high paid idiots - see Bonneville Golf Course debacle! If the city doesn't have the expertise in the appropriate departments, in this case the Streets dept, then spend the money in getting them the necessary training and education to help them. Or actually hire those with the necessary experience that would empower a department head to recommend a course of action. In my opinion, that would be wiser and better spent money rather than outside consultants or putting out a survey to see which direction the wind is blowing. Lead please! That's what you've been elected to do.
7/10/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	How much will it cost each household?

Date	Source	Comment
7/10/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	I deal with the city though a few different departments If I ran my business like SLC I would be out of business in a week. You waste money on unnecessary stupid ideas like the ambassador to SLC. Still letting the homeless eat up the budget of the city.Quit wasting money and resources , get rid of the social stuff and run the city like it should be.
7/10/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	I do not support the bond. Please manage the city resources better and find a way to cover within the current operating budget
7/10/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	I know the streets are terrible, but I am upset that money goes first to "the homeless problem" recently rather than the streets. Consider doing what Seattle has done--buy a one-way ticket for some of the homeless to reunite with their families or friends elsewhere ... or where they can secure employment.
7/10/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	I was disappointed with the recent and ongoing improvements to 2100 South and 2100 East, that bicycle facilities were not included. The 21st & 21st intersection recently had curb, gutter and sidewalk reconstruction, but failed to include some of the basic pedestrian and bicycle infrastructure recommended in the recently adopted 21st & 21st Small Area Plan.
7/10/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	I'm voting for it
7/10/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	Is there any other way to find the funds? We just approved a sales tax increase that's supposed to go to the same issues (and a few others), and I wonder if budgeting & urban planning is a bigger problem than funding.
7/10/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	Make it about fixing our streets, 100% goes to doing just that! Trying to make this some sort of omnibus package deal will fail like prop-1.
7/10/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	More money paid on top of current taxes that should be paying for this already
7/10/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	N/A
7/10/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	No
7/10/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	NO BOND!!!
7/10/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	No.
7/10/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	No. Thanks.
7/10/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	nope
7/10/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	Nope.
7/10/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	Please do not raise my taxes. I'm willing to drive a little slower on a bit bumpy roads.
7/10/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	this bond should not pass, please don't start construction or spend this money before you get it
7/10/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	Time is now. Let's vote

Date	Source	Comment
7/10/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	What % of the bad roads does this cover. If not 100% where will the rest of the money for roads come from? Should we narrow some of the less traveled roads by putting tree medians in like on 300 West and save on paving? Are we going to tear up the new roads for water lines as soon as they're rebuilt? 900 West was replaced and is already deteriorating. Doesn't seem like we should use 30 years bonds for roads that don't last 30 years.
7/10/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	What happened to the Impact Fees that are supposed to pay for roadways? Why is a bond necessary?
7/10/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	Who is in charge? Who decides what contractor will be used, and under what oversight? What are the procedures for determining if they are performing the job to the required quality and speed we deserve? What happens to the contractor if that is determined? I don't mind giving my money to the government to provide beautiful roads, or anything else. I do mind when that money is used inefficiently, or corruptly.
7/10/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	Will this money really be invested in the roads?
7/10/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	Wrong place to put money when so many other needs are incredibly important!
7/10/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	Yeah, please repave the [redacted address].
7/10/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	Yes spend your money wisely and quit wasting it on the pretty projects for the few. My vote will be NO for more funding.
7/10/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	Yes. How much with it cost each family or Salt Lake citizen.
7/11/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	Are there any hidden initiatives besides just the street I?
7/11/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	California Avenue is one of the worst streets in Salt Lake, but it wasn't included on the list.
7/11/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	Does the City or County have the authority to levy a motor fuel tax? No repayment costs! A little more cost at the pump is more than offset by savings in auto repairs! How much will the bond interest cost the City? How will this be repaid?
7/11/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	Happy to support
7/11/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	How much will be spent on bike lanes?
7/11/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	I am against anything that involves asking for/borrowing more money.
7/11/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	I am very concerned that the bond will not be strongly tied towards also implementing the bike and pedestrian master plan and complete streets ordinance. There have been recent instances (2100 S where this ordinance has not been followed). My support of the bond is entirely contingent on also implementing this master plan and ordinance in conjunction with any street improvements.
7/11/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	I don't feel this bond is necessary I feel the city should work to find cost savings and efficiencies within the existing budgetary structure.
7/11/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	I hear bond measure WAY too often in this city. Funding for everything from futuristic police stations to aviaries. No more property tax increases!!! This is a commuter city, find a way to tax commuters and visitors. Hotel taxes, restaurant taxes, event taxes (Jazz, U of U). Find creative ways of taxing the non-residents that use these streets, not just the home owners.

Date	Source	Comment
7/11/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	I still worry that you promote this and then do a bait and switch and use the monies elsewhere - I don't have much faith in the current city administration.
7/11/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	I strongly support bonding for these projects. Get bonds before the rates go higher!!
7/11/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	I'm 100% opposed to any bond. The library bond turned out to be funding for a defacto homeless shelter. Disgraceful waste of my taxes.
7/11/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	I'm bothered that our elected officials don't make street maintenance part of the existing budget, and haven't for decades. I thought that was part of why I pay taxes. I'm sick of paying extra for basic needs that are easy to predict and factor into a yearly budget. Instead our city uses the budget for frilly, fancy extras that make people look and feel good so politicians can more easily get re-elected. Things like racks of green bikes and downtown beautification, then the residential neighborhoods go to pot (or potholes). Pay for basic necessities first and then be extravagant with what's left over. I don't take my family on expensive vacations until I've paid the bills, and I expect the city government to do the same. Cut out the frills and pay for the basics such as road repairs before you ask me for more money!
7/11/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	I'm concerned that it's too big. Bonding would be better spent on longer lasting, more useful assets like parks, arts and trails. Alternatives to cars that take less maintenance or completing the streetcar.
7/11/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	It boggles the mind that the city hasn't planned for this properly so we need to take out yet another bond instead of doing it from current taxes. Maybe everyone working for the city should take a pay cut instead instead of double-dipping tax payers?
7/11/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	It is not the current administrations fault that the Becker administration blew \$200M on a white elephant bond project for the music hall. That is one reason I voted for the current mayor. But I am annoyed that the shortfall of \$200M is being blamed on "hard times". Why is that false narrative being pushed?
7/11/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	no
7/11/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	No
7/11/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	None of this money should be used to "beautify" - fix the roads.
7/11/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	Not at this time
7/11/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	That they actually listen to public input and do what we're paying them to do.
7/11/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	We need some serious planning around the issues of non-SLC visitors using our resources for free. These non-SLC visitors affect our air quality, create crowded conditions, consume our resources and are not contributing.
7/11/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	What took so long?
7/11/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	What will the available denominations be? What will the return be? Will they be available for purchase directly from the Salt Lake municipality or only from a secondary market?
7/11/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	Why are we borrowing money when the economy is booming? Isn't that the time when tax revenue should be organically rising and surpluses should be paying down debt? Increasing deficits during good times goes against every fundamental principle of government spending.
7/11/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	Why aren't my property taxes already covering this?

Date	Source	Comment
7/11/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	Yes
7/11/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	You are killing residents like me. In the last year, the monthly increase to pay for your pet projects is now \$50 per month and that doesn't include another water/sewer/trash/stormwater + plus customer service fee you just jacked up again. I don't know why you ask you don't care.
7/11/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	you should be ashamed of raiding our good credit for such spurious needs while your payroll is out of control
7/11/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	You will have to sell it hard. Retired people and those who live 3 blocks from work have to be convinced of the necessity of repairing roads. And, I would think U.T.A. increasing ridership must be addressed.
7/12/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	Are not a portion of the current taxes collected suppose to go to street improvements? This seems like a round about way to pass the proposition 1 that did not get approved from the last election.
7/12/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	BIG TIME VOTE NO, AND LEARN TO SHOESTRING BUDGET IF NECESSARY LIKE FAMLIES HAVE TO...
7/12/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	Dollars & cents please? How much will our taxes increase??
7/12/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	How was the bond amount estimated? What are the assumptions (scope, costs, timing) underlying the bond amount?
7/12/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	I do not want any of this money to go to Traks or front runner. If even a portion does I will vote against it and encourage friends and family to do the same. They can request funds separate from all other fund requests so we know what it is being used for. (IE: Salary increases, actual route improvements, equipment maintenance.)
7/12/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	I think it should be on the ballot. I would support it. Roads in the city are, in some spots, embarrassingly poor. My residential road is very bad. Thankfully the city gave it a temporary fix, so I don't need to void multiple pot holes on my bike and in my car. Also, I question whether concrete road (as opposed to asphalt pavement) makes sense. I may be wrong, but the concrete roads seem quite expensive and time/labor intensive. Please fix the roads! It would be a wonderful thing.
7/12/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	I would really like to add our street to someone's agenda. [redacted address] (but still IN SLC) does not have curb/gutter/sidewalks, and people are always speeding (10+ mph above the limit). Please put this on your radar so our driveway doesn't keep flooding every time it rains. There is nowhere for the water collecting in the streets to go.
7/12/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	Please keep up with needs in the annual budgets. This seems more responsible.
7/12/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	Small and short lived sales tax maybe ok for now but not permanent.
7/12/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	Tax more fix more.
7/12/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	Why is it that we are increasing the tax base in many other areas and still need a GO bond
7/13/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	God in heaven have a plan B if it doesn't pass.....this is beyond belief...a capital city in such a condition. You'd think it was Newark!
7/13/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	I do not want it. I can't afford it. It will not fix the problem. You need better product and better mangers.

Date	Source	Comment
7/13/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	I will not support a bond. Salt Lake city streets are used by hundreds of thousands of people who do not live in Salt Lake City and therefore they would not be the ones paying for road improvements even though they drive on them everyday. If additional funds are needed to repair roads in Salt Lake City boundaries, a gas tax increase would make more sense. However, I believe the city already receives enough Road funds from gas tax and they just need to prioritize better.
7/13/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	I would love to see the finances of how the money we collect for road maintenance is being used. It seems like we are not even spending the money we have, and now you are asking for more money.
7/13/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	It seems to me that the city wastes a TON of money on frivolous and unnecessary projects and parties such as several day-long celebrations and all of the accompanying costs (latrines, security, clean-up, etc.). Perhaps the mayor and city council should cut back on those cost before they consider slamming Utah taxpayers with yet another increase/bond/burden. If I could see that the Mayor and Council were cutting back in other areas (green bikes that are not getting full use is another one) then I as a taxpayer might be willing to help shoulder some of the costs.
7/13/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	na
7/13/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	No, I hope it passes!!
7/13/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	So why don't you use the "affordable housing" and homeless money for the roads. You should be fixing the roads before you start paying for peoples down payments on their house. Roads are a clear responsibility for the city/municipality for the taxpayer that uses the road. And ultimately pays for the road. To take money from me and spend it on other peoples housing needs and then say you need more for the roads irks me.
7/13/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	The streets are in great shape. Why waste the money ?
7/13/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	When bonds are paid for, you never stop taking the money off our bill. Will this bill end and we won't be charged any more. We can barely make it with our Social Security. I can see how people end up homeless.
7/14/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	No way
7/14/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	Why wait until everything is in such poor condition? An on going maintenance program is required.
7/15/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	No. Just fix the streets
7/17/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	no
7/17/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	No -- I am willing to vote for a bond, but I think the priorities and streets need to be identified exactly. I don't know why 1200 East for a couple of blocks south of 500 South is such a concern. There were a couple of other "little" project I saw listed that seemed inconsequential considering the problems with 1100 East and 300 West, for example.
7/17/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	why didn't you charge all these new construction projects to help pay for the damage they have created and will create in the future. Now you want the citizens to cover the cost that real estate investors should have been charged?
7/17/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	With the County Sales Tax that was implemented and will start on Oct 1. When the City gets its share, the amounts will be roughly the same per year as this bond will be generating. What are the current plans for the Sales Tax revenue? Can the Sales Tax Revenue be used to implement the original Gateway Station at the SLC International Airport? Time is still available and it would be better than the current station. IF not, please use some of the bond money and direct some sales tax revenue to make up for the bond money redirection.

Date	Source	Comment
7/18/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	Let's do it!
7/21/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	No bonds please.
7/23/2018	Qualtrics Survey - Do you have any additional questions or concerns about the proposed General Obligation Bond?	The bond should specify a plan for bikes and pedestrians within the bond and approximately how much will be spend as a percentage of the bond on ped/bike construction and safety.
7/6/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I think that it would be important to have a long term plan that residents in the City can review and understand. All too often it seems as the same streets are repaired and others are ignored. Maybe there is an important street that has plans to be fixed, but it would be great to review the plan and know what to expect.
7/6/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Sometimes the reasons for poor condition is preventable: bad asphalt construction to start, salting in winter, overweight vehicles.
7/9/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	The streets have been neglected for a very long time. The city should raise money by taxing Lyft and Uber rides to pay for the street repair. Raise taxes and fees on new building permits in the city. These people are making money on city real estate and should pay more for the city improvements. Why is the city giving money to UTA instead of fixing the roads. UTA is a huge waste of money. No one wants to ride the bus to get anywhere in this town and they never will.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	[Translated with Google Translate] The signs in the streets of lived and in the main brands in the streets. " <i>Las senalamietos en las calles de vivida y en la principales Marcas en las calles.</i> "
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	1100 east is rough riding in sugarhouse area around 21st south
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	2700 S is going to ruin my car. Ya'll GOTTA take a look at it. (particularly east of 1300E)
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	2700 South between 2000 East and 1300 East, in particular, has been ignored for years. This stretch of city street is one of the worst, most neglected roadways in Salt Lake City. It is a moderately high traffic roadway full of bumps, old repairs, and needs a complete leveling and resurfacing. I'd say this is one of the top 5 worst areas to drive in Salt Lake City. It's been absolutely horrible for years! Please drive it, review it, and fix it! Commit to repairing this street! In addition, why would the city waste hundred's of thousand's of dollars on the Parley's trail development at 1300 East, just South of the Sizzler, when this money could have been committed to our roads. What is that structure (fake painted rocks, etc.) suppose to be, exemplify? To me, it not only has been a waste of taxpayer money, but an eye sore to quite a few members of our community! Total waste of our money! Create a one-way street on or around 1050 East on 2100 South. The heart of Sugarhouse has become a nightmare to drive through, especially during rush hours. What will happen when Sugarhouse becomes totally congested when the 3-4 new high-density housing units come on line. The city council, to my knowledge, has not looked at the future impact these high-density apartments will have on Sugarhouse. Currently, it is not a pleasure to drive through this area anymore, an area to avoid.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	300 East between 100 S and 300 S is literally crumbling. Please add a turn arrow traffic light for east-bound travelers on South Temple turning left (north) onto E Street!
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Adjacent surfaces like concrete and asphalt never seem to be flush.

Date	Source	Comment
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	All road projects should consider the impacts on mass transit and active transportation. For example, there are several designated bicycle routes where the pavement is in terrible and dangerous condition (try 1700 South between 2100 East and 1500 East, for example), and other places where the car lane is okay but the bike land is in terrible condition (try 1500 East between 1300 East and Harvard Ave., for example). We cannot build more streets in most areas in SLC, but we can plan better to accommodate all users and not just those driving cars. I have a fleet of cars for my company, but use active transportation daily. If SLC wants to solve congestion, air quality, and related issues, encouraging active transportation should be one of SLC's highest priorities.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Are you preparing for transportation needs for all the people moving into Sugarhouse?
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	As a daily commuter, I see more people than ever on bikes (and now eBikes). Please consider safety and access for cyclists when planning these projects. We are good for the environment and represent fewer cars on the road!
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Bike paths needed on 2100s
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Bumpy roads are like getting free traffic calming speed bumps. Smoother roads will increase speeds, and you aren't allocating resources to combat that HUGE problem in neighborhoods. Until you can reduce speeding in neighborhoods through better enforcement and massive fines, the bumpier the roads are, the better.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Consider reducing actual paved area in some cases. There are plenty of streets that are much wider than the traffic requires and the excess width only encourages driving speeds that are too high for an urban environment. Excess width could be put to better use as parking and/or planted areas (particularly with trees or even as developable land, depending on the location).
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Do not tax us more! Now that the SLC library bond is expiring, let it expire. I voted against that, and we will vote against the new bond. With all of the new apartment buildings being constructed, you will have more taxes being collected. Government needs to be able to manage the new income better. No more fluff, electric bikes to rent and maintain, or replacing a five lane street, for a 3 lane street (1700 South between Main and West Temple) because you want to give extra parking to an apartment complex on the street! The city should have required the apartment to make more parking for its residences before construction, because there is no parking on 1700 South now. They are still going to overflow parking into the residential neighborhood, like was done on West Temple between 1400 South and 1500 South.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Don't take away any more traffic lanes for bike lanes. Ex. 200 West. With all the people we're adding we need streets that can handle the increased capacity and reduce pollution.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Emerson between 1500 and 1600 needs to be replaced! The people living on this section have voiced this many times over many years.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Establish a routine maintenance schedule for the streets and stick to it so you don't let the streets deteriorate as you have. Also, use good companies to do the work and not rely on political payoffs to determine companies to do the work. Just because a company might be the lowest bidder doesn't make them the best qualified.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Find a way other than raising more money thru taxes
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	fine with me. better than issuing a bond
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Fix the plumbing with the roads.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Follow through with projects!! Quite using funds for unnecessary, trivial crap!!

Date	Source	Comment
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Getting in and out of steep driveways can be a significant problem for lower profile cars
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Harvard Avenue between 1300 E and 1500 E is in terrible condition. This is mostly due to the fact that the street was originally cement - and has since been paved and re-paved over. The problem with this is that the pavement doesn't adhere to the concrete underneath and is constantly coming up and making nasty potholes. I believe, since this is a designated historic district (and we as homeowners are required to adhere to historic standards), that the street should be restored to its original condition--which was new concrete. Please consider this request given the burden placed on us as homeowners by the historic designation--yet not on the city given the same. Thank you, [redacted name, address, phone number]
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Have funds Jackie cut from streets been restored?
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	how come 1100 E isn't on your list
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I don't understand why developer fees have been waived, instead of collecting and directing fees toward repair and improvement of roadways that have been damaged, or are incurring increased wear as a consequence of development.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I don't want the important social services that the city has to provide to be reduced in order to pay for roads.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I HATE roundabouts!!!! They are confusing, hard to figure out at normal traffic speeds and densities, and therefore make me feel very much in danger when I have to use one. Please, NO more roundabouts.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I hope addition of bicycle facilities, e.g. on 2100 S, will be a part of the discussion when a street reconstruction is planned.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I live downtown. The city makes it as hard as possible to drive town town and shop. The parking meters are hard to use and a complete rip off!
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I live off 1100 E. Which is really bad esp. near post office. With all the new development in area (which I think is good) but street conditions have not kept up.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I think it's an embarrassment to the city for tourists and visitors to have to drive on not to mention those of us who have to drive them year round!
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I think road maintenance and repair should be seen as a priority use of our current tax dollars and we should not be expected to support a special bond for this fundamental infrastructure item.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I think the sidewalks in our 15th and 15th neighborhood are more hazardous than the roads.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I think you need to focus on 500 E. as well. Between 600 South and 900 S. Heavily trafficked by Liberty Park. Gutters between 600 S. and 900 South will take out an axle. Require repaving.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I want the west side brought up to the standard of the east side. Also the "river district" and industrial area just west of downtown.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I want to have a crosswalk on Highland Drive in between 2100 south and Wilmington Street. Lots of people park on either the east or west side and often need to get to the other side of the street. Salt Lake City needs to care about pedestrians by being proactive in preventing resident deaths. This crosswalk is needed to prevent someone's future death or serious injury. Please add this as soon as possible in front of Buffalo Wild Wings to Kimi's Chop and Oyster House.

Date	Source	Comment
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I will be voting no on any and all bonds that give even one penny to the UTA. They are corrupt!
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I work for and live in Salt Lake City. I believe the City leadership is doing a great job prioritizing and doing everything they can to repair and maintain our roadways.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I would love for major work to be done on 2700 South.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I'm most concerned about the increasing congestion and lack of proper urban planning in relation to the traffic capacity in Sugarhouse. Once quiet neighborhood streets have become major thoroughfares to keep up with the increase in traffic resulting from high capacity development.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I've thought for many years that SLC's road were exceptionally bad.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	If you are updating some streets, also look at some of the sidewalks. They are pretty torn up especially around 1st south & 300 East.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	if you take out a bond make sure it is large enough that you can actually fix a large majority of the streets
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	In my opinion, the streets are generally ok, i feel the money should be spent on cleaning up our air instead!
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	It's a tough job and good luck
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Looks like you are finding excuses for new revenues. Revenues are growing because of strong economy. Interesting that you blame lack of resources on "Great Recession", which ended here at least eight years ago.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Make bicycles a priority on all future roads - it's our best bet for a green and sustainable city.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Many are so built up that the lane edges are hard to negotiate.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	More money should be directed to roads from the bond. Everyone uses roads, public transit, bikes, cars, trucks delivering goods and services to homes and businesses. The roads should be maintained not neglected endlessly.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Most streets are in horrid condition, I would hope they could take care of the issue in a timely and extremely cost effective way.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	much of the problems with the streets is due to fiber optic lines installed previous years. a tax should be attached to customers using those services to cover the 86 million dollars. I wonder why other municipalities can maintain tier streets and the is no vision in SIC.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	No
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	NO BOND!!!
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	No concrete slab roads!!! They are terrible and wastes of money.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	No new taxes

Date	Source	Comment
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	No repairs should occur without a master plan for maintenance out of existing tax revenues (exclusive of bonds). We are spending lots of money because of a lack of maintenance. If we had maintained these roads to begin with, we would not have to bond to repair them now. Every road needs a plan and a cost, so that the City saves and spends the right amount every year.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	none that i can think of, except time the lights better to reduce idling.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	nope
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Not everyone drives a car. Bike lanes and sidewalks should not be ignored.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Our streets are very dirty. Especially freeway exits and State and Main streets after 500 South
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Pedestrian safety
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Please add protected bicycle lanes wherever possible!
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Please either move more existing money to maintain roads or raise taxes to fund road maintenance. I can't believe how much nicer the roads are in higher income areas like Millcreek and Cottonwood Heights!
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Potholes and debris are an issue year round and cost motorist and taxpayers additionally for vehicle repairs because the city is slow to fix these issues.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Round-a-bouts are our friends
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Seek proposed bids that have quality workmanship and product. Rather have quality and durability.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Side streets, like 800 West near 600 North, that lead to on/off ramps seem to get only patches rather than reconstruction.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	SIDEWALKS
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Sidewalks are dangerous especially on 1300 east around sugarhouse area not only for walkers but bikers, runners, kids, etc. The sidewalk should at some point become a priority as well.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	So like Morton drive it is over looked that it's a residential area that to mean cars are over speeding down the 20 mile area they should put speed bumps star crest by the park and Morton drive 1300 noth
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Sometimes temporary patches make things worse.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Step up and be leaders. Seriously, if you base all your decisions on some fancy survey, no wonder our streets and roads are in the state that they are in. What's next, check to see who donated to the Mayors campaign or to their respective city council person? Based on the map that you already publish, make an educated decision and get to work.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Street parking is treacherous on some streets, as layers have been added to the street proper but not the gutter area. Main Street between 800 and 900 is a prime example; there's a drop of over a foot at the edge of the street on the east, and the east side is especially dangerous for parking -- or walking across -- in the winter.

Date	Source	Comment
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Thanks for even asking
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	The bond should not be on the ballot since we pay to much tax to begin with. You should cut spending that is not needed as well as take pay cuts. That way there will be enough to keep on top of roads.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	The city has resurfaced streets in our neighborhood and they were in fairly good condition. It causes me to question how decisions are made on streets getting repaired
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	The condition of MANY streets in Salt Lake City are a DISGRACE, such as 2700 South east of 1300 E. Constant digging up of the road has led to its perpetually worsening state in the 32 years I have lived in this area. I believe part of the problem is the City not coordinating well its infrastructure processes, thereby leading to more destruction of and patching of the roads than should be necessary. I believe GoogleFiber and the like are recent culprits to this problem, and I wonder how much Salt Lake City charges such companies for our roads being torn up time and again but only patched.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	The federal government should donate even a fraction of its military budget to infrastructure where needed. SLC streets need it.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	The sidewalks suck too.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	The streets along mario capechi and throughout the university campus are awful. Potholes and cracks everywhere. Not safe for commuters, bikers, or students with little money to fix mechanical issues
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	There are many small streets up and around the Capital that are almost un-travelable because of how poorly they are maintained. I think focus needs to be on these streets as well as the main roadways. These streets get a surprising amount of traffic from people commuting from the freeway to downtown areas.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	There are still alot of potholes on main roads that are not repaired. In these circumstances, we need to have urgency in fixing roads.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	There have been way too many band aids put on the streets.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	There's quite a few potholes all around rose park, and westpointe area that have been there for months now.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Trash and weeds that abound are embarrassing.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Utility digs should be scheduled before resurfacing. It seems utilities dig after the streets have been repaired
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Very dissappointed in the extremely overdue repair situation and that this work has been overlooked and delayed for so long. Now we have to completely rebuild many of them and pay a much higher cost. Just flat out disappointing that this has not been addressed sooner. I'm all for bike lanes and alternate transportation methods and believe those are the future no doubt, but the balance of prioritizing budget between these two was a failure. I believe there is a way for both regular road maintenance and engagement in new methods/strategies to happen at the same time. Thank you
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Why are you asking for more money again? Why didn't you include the funds needed to repair these roads in the sales tax increase? This is bad timing on your part; you're asking us to support to different tax increase issues within a few months of each other. Please plan better.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Why are you waiting so long to do this?!

Date	Source	Comment
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Will not vote for it. In fact, I don't support our city leaders because they do not support me.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Will they be updating sewer lines at the same time?
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Worse than any city I've driven in lately. Heck, worse than West Yellowstone MT in the Spring! I don't know 900W well, but I nominate 1700S from, say, 700E to 2100E as a suspension killer worse than any of the others listed. I've lowered the pressure in my tires for 1700S, hoping to keep my teeth in...
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Would like to see more street sweeping, keeps it presentable and is noticeable!
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Yes 1700 South 900 East to 2500 East really bad. They have not been repaired in years and can really use it.
7/10/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	You're doing a good job! Please spend less money on bike lanes and trial run protected intersection type things and just fix the roads. Winter is ever coming.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	1100 east in sugarhouse should have been on the list!
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	1100 east is terrible
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	13th east needs to be put back to 4 lanes. Two lanes on 13th has driven all the traffic to cut through our small neighborhoods and streets and down to 900 and 1100 east neighborhoods. 1100 east used to be a quiet street. Now its a race course.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	1700 S. needs more consideration
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	1700 South needs work. between 900 East and 1900 East.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	2700 S east of Highland is terrible, why is it not on the list?
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	2700 S is the worst street!
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	2700 south
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	2700 south is absolutely horrible but it wasn't on your survey.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	2700 South is one of the worst roads in the city to travel. Is this a joint highway with the County? Needs to be repaired.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	2700 South, 2100 east, 2300 east need work.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	2700 south, east of Highland is in pretty dire condition. Its condition has made many users travel on Stratford Ave increasing traffic.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	600 North has been repaired piecemeal, but it could use more comprehensive help! It's pretty bumpy in places.

Date	Source	Comment
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	600-700 north on the west side wasn't shown in the survey and is in desperate need of improvement as well.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	8th South and Sunnyside Ave. between 13th East and Foothill is too narrow especially for bicyclists and cars together. Parking on Sunnyside and 8th makes it hard for bicyclists and cars to work in such close quarters.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	900 E and Sugarmont feel like they have taken years off of the life of my vehicle
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	900 East from 3900 S to 400 S is very Suspension Killing I wish that road was on this list.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	900 East to 3300 South is very rough also.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Address why the resident should pay for the entire cost when its when it is certainly not just SLC residents utilizing the road during the day time hours.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Ally ways are horrendous.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Always doing road construction but roads never improve
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	As a biker/pedestrian/public transit user, it's really impossible to get around when the intersections are flooded (and it doesn't seem to take much to flood them).
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	As a Salt Lake City resident, homeowner, and user of SLC streets, I am in favor of the bond.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Basically, just please start repairing them. My poor suspension can't take much more.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Before you fix the streets, fix the street crime. I'd rather see a free drug rehabilitation center built. I'd rather feel safe walking around my neighborhood (liberty), and I'd rather drive over pot holes every day than get robbed at my own home.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Can't some of this budget go into drug and criminal rehabilitation?
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Can't think of any right now
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Cat eyes would be very helpful, especially in multi lane streets. The lanes are hard to follow at night when there's standing water on the streets and I've had many close calls as a result.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	cemetery streets are the worst! Please address this situation, thanks!
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Compared to other cities, the streets of Salt Lake are fantastic.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Coordinate better with utilities. I have lost count of the times that a freshly paved road gets cut up and then patched for new cable, water, whatever.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Don't "beautify" any more streets. 300 South and 200 West are now terrible!

Date	Source	Comment
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Don't forget about the west side! Rough roads cause significant damage to cars, which result in costly repairs. Older cars suffer more from this type of damage. Residents who live in economically disadvantaged neighborhoods are more likely to have older cars and thus are more susceptible to vehicle damage requiring costly repair. These residents are less able to pay for these costly repairs. Repairing heavily used roads in economically disadvantaged areas can go a long way in supporting the economic success of those neighborhoods.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Don't want it, don't support it. Quit spending.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Don't want to see funds going to replace or repair roads that are excessively wide and feel that SLC taxpayers should not bear all the costs for roads used primarily by commuters from other jurisdictions.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Drive around this will answer all your questions
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Drive down 700 west right off 2100 South. The road is HORRIBLE, bumpy and needs to be fixed.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Elected officials should work to live within the existing resources and budgets. The amount of time and effort and money city leaders and employees have spent to market this tax increase to residence is offensive.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Enough has been spent on bike lanes and access. Funding needs to go towards repair of streets
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Even bumpy streets will likely be fine for years to come. Construction on roads that are seemingly just fine, is far more inconvenient than a few bumps that aren't hurting anything.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	EVERY street reconstruction project should move us closer to complete streets: we should not redo a street without bike lanes and possibly BRT lanes.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	FAYETTE only has half of a road
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Fix Wilmington between 600e and 700e please!!
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	For the love of god, work on 2700 South.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Fund more transit and bike lanes
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Get moving on this issue quickly!
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Given the increase in property tax in general, it seems that SLC has either not been doing a good job of budgeting in the past OR very much overestimates what is needed. For some it will be worth moving across the city boundaries and especially those that can afford house-purchase outside, moving and assorted costs with the motivation of saving are a greater part of the higher income tax paying people you want in SLC
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Glad that you are taking steps to address roadway conditions. However, I DO NOT believe bonds are the best tool available. Continual aggressive maintenance programs extend the life of infrastructure and significantly decreases overall cost to the City. You're not saving money by deferring maintenance!
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Great Recession is a smoke screen. SLC has had good condition for a long time. Your job is to manage resources. You need a plan to better manage capital resources. SLC should be publishing exactly where all of the current sales tax and property tax are going!

Date	Source	Comment
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Hire responsible contractors that will get the job done safely and on time. Also hire contractors that do not commit tax fraud by paying their employees cash and avoid paying taxes to fix these roadways
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	how come 1100 E isn't on your list
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	how does the bond get repaid? Are further taxes in the future to be expected.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	How much city council tax increase money is going to be used? Be specific.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	How much does each citizen pay over what period of time.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	How would the Bond be structured, i.e. duration, funding mechanism, and oversight for the application of the Bond proceeds. If we are going to do it, let's do it once and do it right.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I am in favor of the bond because the streets in Salt Lake are awful. The biggest problem road in Salt Lake City is 2700 South from 1300 East to 2000 East. My kids call it Mogadishu. It's by far the worst road and needs to be done first.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I appreciate the addition of several bike lanes and encouraging more walkable/bikeable neighborhoods. Please continue to incentivize smart, green development like this that will get more people on bikes, in public transit and out of their cars.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I believe there are several areas in sugarhouse 2700s to the edge of the mill creek that are awful. I'm so disappointed in how these streets are maintained. 2700 s and 1000 e is AWFUL!!! No one cares and since it's the edge of the city I believe nothing ever gets done!!!
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I believe we need an east side north-south running streetcar. I live between 1100 E and 1300 E and all of the streets are overcrowded running north and south.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I bought an SUV just because of the streets in this city.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I continue to believe that the insane bike lanes on 300 South AND 500 South are stupendously misguided. 500 South is one of the busiest streets in all of downtown, leading to the on-ramp to I-15. And YET it was reduced to three lanes in places, diagonal parking was allowed, and a bike lane added. Bikes and bikers belong on less-traveled roads. Bikes still ride on the sidewalk even with bike lanes because it's safer. Oh please, I COULD go on.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I deal with the city though a few different departments If I ran my business like SLC I would be out of business in a week. You waste money on unnecessary stupid ideas like the ambassador to SLC. Still letting the homeless eat up the budget of the city.Quit wasting money and resources , get rid of the social stuff and run the city like it should be.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I don't feel this bond is necessary I feel the city should work to find cost savings and efficiencies within the existing budgetary structure.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I don't know who to send this request to so I'll write it here in the hope that you will forward it to the proper department: please put one of those signs that tell the speed people are driving on 1000 East between 1700 South and 1300 South. People speed down that street as children are walking/biking to Emerson Elementary School. Thank you.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I have lived in Salt Lake City for most of my life. I am 58 yrs old I pay a lot of taxes I support the proposed bond as we can do better as a city in improving and maintaining our streets and this is going to require funds I love Salt Lake City and will live here for the rest of my life. I want to thank those in leadership who work to make it even better.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I live on [redacted address]. It's a residential 25mph zone, but because of the wide street, people commonly drive 50mph on it. Given how much of a safety issue this is, I strongly believe that our neighborhood needs some type of traffic slowing device, such as road bumps

Date	Source	Comment
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I live on 3rd East for six years. For 3 of the years it has been under construction. You couldn't coordinate the projects? Now a 3 year old surface looks and is [redacted language].
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I live on 400 East between 900 South and 1300 South. It's a residential 25mph zone, but because of the wide street, people commonly drive 50mph on it. Given how much of a safety issue this is, I strongly believe that our neighborhood needs some type of traffic slowing device, such as road bumps
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I really don't trust city leadership to use the money like they say they will.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I really like the direction that has been taken in certain areas toward multi-modal streets. I think that is a big key to a healthier city (socially, physically, economically, environmentally) long term. I hope the goal moving forward will be to push that direction with each infrastructure project.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I support the bond for street repairs.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I think doing it through sales tax is a great idea versus any property tax increases since a lot of people outside of the city are contributing to continually worsening streets, so having these people that live outside the city boundaries contribute some to the bettering of the streets is great -- I would be concerned if it were only up to those that actually live in the city to foot the entire (or even majority) of fixing up these streets.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I understand that there is some need for repairs, though I don't agree that they are as needed as the city says. I am generally opposed to the General Obligation Bond. Thanks!
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I will be against any new taxes I feel like we are being taxed to death Or streets are horrible I have lived in my home for 13 years and our street is so bad and has never been redone. I would like to know how you determine streets in the worst need. All the streets in my neighborhood are bad. The patching jobs that are done each year are worthless and just lead to big chunks of road in my gutter. I am sick of seeing fiber and other utilities ripping up the street and making horrible patch repairs. They rip it up they should repave it.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I would prefer that these infrastructure items get paid for through sales tax. Property taxes unfairly put the burden of the whole city's needs on those of us who pay higher property taxes. Our roads certainly aren't in better shape than any other neighborhood. SLC has become more and more in line with income redistribution with its tax structure and income generation from a sliding scale on water use, to street light billing, and police traps throughout the east bench area.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I would rather support a property tax increase than a sales tax increase, but I'd support it either way.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I, and most people, do understand that street maintenance, with snow removal, are likely a city's largest consumer of budgeted money. I'm glad to see that the city has a sensible priority list.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I'm concerned that the city doesn't always use money and resources efficiently. I recall some years ago when a section of State Street was torn up, repaved and re striped, and then torn up again. I'm sure that there are valid reasons for such things but I can't help thinking that money was wasted.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I'm going to vote NO to this bond, cuz tax dollars should already go towards this issue.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I'm happy that the east side of 2100 South got an upgrade last year, but people in our neighborhood are pretty sure it happened because the mayor lives close by. Is that the criteria for who's getting a road repaired? Again, 2700 South between 2000 E and 1300 E should be the first street on the list!
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I'm not a fan of bonds to fund city projects. These issues should have been saved for and addressed over the years with wiser spending.

Date	Source	Comment
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I'm not sure where the south boundary of SLC is, but 27th south is a disaster as far as bumpy and rouse road way is especially between 13th east and 23rd east.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	If they don't realize the extent of the problem and want to do something about it, then they are merely political ostriches...
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	If we need to raise taxes then raise taxes, we cannot afford to cheap out and prolong maintenance intervals
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	If you raise the sales tax than really use it to fix the streets and not to improve the schools.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	In addition to major rebuilding, there are tons of potholes that need filling!
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Is 2700 South outside the city? It is the worst road in the valley and had been for years.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Is borrowing really necessary?
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	It appears there is no coordination with those projects that resurface streets and those that dig them up.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	It is a real shame that the streets have been allowed to deteriorate to this point. Please provide for more consistent maintenance over time in the future to prevent this from happening again
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	It would be interesting to hear what people have to say who frequently ride their bikes on Salt Lake City roads. Perhaps the same kind of survey could be created to get feedback on roads most traveled by cyclists...seeing as Salt Lake wants to be a bike friendly city and all.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Just have the design and planning complete as "shovel ready" so when the bond passes the work can begin rather than waiting another 18 months.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Just listen to your streets division and follow their recommendation.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Let's fix them. Love what the county has done in repaving 5th east, so. of 21st so.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	look at Denver ST between 400S and 300S...and insult to SLC streets
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Lots of talk but not a lot of numbers. Tell us how much it is going to cost.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Love this city.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Maybe crappy streets are a good way to get people to drive less
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Money was already designated for the streets or was that just a token excuse to pass the tax for your other pet projects?
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	More and wider roads only lead to more automobile travel and even worse air quality. Initiatives for alternative methods of travel such as cycling and more efficient public transportation (dedicated bus lanes etc) should take priority.

Date	Source	Comment
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	More bike Lanes. Number one reason people don't ride bikes is they don't feel safe doing so on SLC streets. Make streets safe for everyone.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	More efficiency, less waste.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	More frequent cleanings and consistent bike lane clearing would be helpful
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	More parking
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Most are in very poor condition. It's refreshing to have the City develop and execute a plan for timely repair and re-construction. I'd suggest an on-going maintenance plan be developed with funding set aside to keep the roads in good condition once redone.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	my concern stems from the huge number of non-taxed entities that own property in Salt Lake City, and the fact that their use of property without paying property taxes places an disproportional burden on the citizens of the city who do. The City is bending over backwards for large apartment developers who are increasing population concentration and use of the large roads that are indicated on this survey, without paying impact fees for the increased usage generated by them.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	N/A
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Na
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Need better coordination at stop lights on east west streets
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Need more bike lanes
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	no
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	No
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	No more "small" tax increases or bonds. Do what everyone else does i.e. make it happen with the money you have.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	No, because they don't care, I'm poor.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Nonenone
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	nope
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	On average, the streets in SL are "kind of rough" for cars. If you're on a bicycle it's "Suspension killing" and can be outright hazardous for a bicycle. I enjoy riding my bike around town, commuting to work, etc when the weather permits. Please look at creating more bike friendly roads, and maintain them so they can be used as such.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Our roads are fine!! Stop wasting our money!!!

Date	Source	Comment
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	over paid buffoons, need to tighten belts and use moneys better instead of taxing the average Joe more. No to any and all new taxes. All public employees should expect to earn no more than the median salary of the people they represent. No pensions, no golden health care provided by the taxpayer. Base pay period. Pay for anything additional out of their own pockets.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Overall I believe that our streets are in pretty descent condition. I would prefer that the city attempt to come up with alternate ways to fund this project rather then go into such large debt. Perhaps look at cost cutting measures first within the budget.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Paint our streets white

Date	Source	Comment
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	<p>pardon my french, but where the hell is all the gas tax dollars going that, as far as I understand is, in great part, supposed to be used for upkeep of roads?!!! why isn't there any mention of all the money, which is got to be a heck of a lot, from the gas tax that so many of us are paying every time we go to the pump, and where and how it is being spent?</p> <p>A large number of the roads in the Salt Lake Valley, not just in SLC, are terrible, and I got fed up with having to drive on them years ago- as a result, who knows how many wheel alignments I've had to pay for...</p> <p>Not too long ago Governor Herbert proposed raising the gasoline tax because it wasn't bringing in enough \$ to fund all the road construction-upkeep that was needing to be done. I drive I-15 and many roads in the valley everyday, and judging from the huge increase in the number of cars on the roads within the last several years- even a noticeable increase just in the last year or so, IMO- the vast majority of those vehicles are buying gas and in turn paying the gas tax each time they go to the pump.</p> <p>Obviously, the more vehicles there are on the road, the more fuel they're buying and, therefore, the more gasoline tax dollars the state (or whoever it is that's collecting those tax dollars) is getting.</p> <p>Even when the price of gas drops (there's always the seasonal decreases and increases in the price of gas) the ever increasing number of vehicles gassing up must be bringing in a lot of tax dollars.</p> <p>Taking into consideration what I have just laid out, how are all those gas tax dollars being spent, and why are they not sufficient to fund, at least in large part, road maintenance (let alone new construction)?</p> <p>My suspicion for several years now is that the gas tax dollars are being used up on freeway expansion projects, as well as new road construction for all of the over development of new housing projects/subdivisions, i.e. all the huge condominium and apartment complexes that are springing up all over the S.L. Valley- that we are all being inundated with- which are quickly ruining my quality of life, as well as that of others, as far as I'm concerned.</p> <p>If gas tax dollars are being eaten up by the means that I mentioned above, then I believe that what should happen is that all these developers and construction companies (who are making a small fortune off of all this development) should be forking out the money for new road construction- they can then pass it on to those who buy, lease or rent the new housing that are requiring new roads to be built.</p> <p>I think that it's blatantly unfair for me to have to pay for those roads to be built, all the while I'm, day in and day out, year in and year out, having to driving on a bunch roads that are in terrible shape- not to mention the fact that most of these roads have been in that kind of condition for many many years now!</p> <p>Sorry to be so long winded about all of this, but I've been fed up, and have had to daily put up, with driving on terrible roads for so many years now! I pretty much cuss the roads everyday that I have to drive on them.</p> <p>I don't recall ever driving on such a huge number of roads so badly in need of repair in any other city that I've ever driven in- something should have been done about it years ago- why now?!</p> <p>Questions:</p> <ol style="list-style-type: none"> 1) If gas tax dollars are not being used to fund road maintenance, what are they being used for? 2) With the huge increase in the number of vehicles on the road, and therefore a resulting increase in the sum total of gas tax dollars being collected, and those tax dollars are supposed to be, at least in part, used to fund road maintenance projects, where are those dollars being spent and why are they insufficient, if they are, to maintain a lot more roads than they are? 3) If gas tax dollars are to be used for road maintenance, why are those dollars insufficient to the point where a bond has to be taken out, or some other means, in order to fund the vast amount of road maintenance needing to be done? 4) As far as I've been able to tell (and I've been driving a lot of roads for many years now), there have been very few roads in need of repair/repaving for at least the last 10 years now that have even been repaired/repaved- where has all the money that should have been spent on repaving gone? I don't understand... <p>One more complaint about the roads in S.L. Valley- why is it that when a road is repaved that the road construction company isn't raising manhole covers so that they are more or less level with the surrounding pavement, thus leaving a hole to drive over!?</p> <p>Isn't it part of the contract for them to raise manhole covers when they do the repaving job? My recollection from when I was younger, is that when they repaved they would also raise the manhole covers- now its seems like they seldom, if ever, raise them up.</p> <p>If they are supposed to be raising manhole covers, who is supposed to be checking their work and making sure that their work meets the standards that it is supposed to?</p>

Date	Source	Comment
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Pay attention to the alley's, please.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Please do not raise my taxes. I'm willing to drive a little slower on a bit bumpy roads.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	please do something
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Please ensure safe bike lanes.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Please fix 2700 S! It's absolutely terrible, especially starting at 1300 E and moving east.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Please look at 2100 e and 1700 s
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Please make sure that the streets on the west side of the city are just as well maintained as those on the east side.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Please plan for the future and please eliminate costly fluff programs until you can manage priorities first.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Please prioritize 2700 South between 1300 East and 2300 East
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Please work to reduce the curb to street height/severity. I've personally witnessed two people in the last 6 months roll their ankles stepping from a curb to the street. Pot holes along the curb line make the situations even worse because people don't realize they are stepping into an uneven surface.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Poor street conditions discourage people from biking leading to more driving which in turn leads to more wear and tear on streets.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Probably east side neighborhood streets are in the best condition.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Proceed!
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Put a temporary round about at 900 south and 1100 east. Drop the speed limit to 25 mph from 1300 south to 900 south on 1100 east. 1100 east has become a speeding zone and the fast traffic is changing the residential feel of the neighborhood.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Put your share of the gas tax towards fixing existing roads.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Putting manholes in places that are not aligned with the wheel path makes more sense for cars and maintenance. 900E is notorious for this. Also, 1700S seems to be pretty bad because of high use to the University(s) and research park.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Quit deferring maintenance
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Redo 300 South to get rid of the areas where it is illegal. 20 mph? Really!
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Remember we have very hot and very cold weather. Do not use sections that will separate and leave gaps. 5th South between 900 East and 700 East, and South Temple between 900 East and 700 East for examples.

Date	Source	Comment
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Repairs on our streets are a must and I feel are long overdue. Also, the intersection on 900 S 1100 E must be turned into a round-about. This intersection is an absolute headache on a daily basis with how it's arranged and when there was the tester a few weeks ago for the round-about, it was absolutely perfect! Please change to a round-about asap.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Salt Lake City spending is out of control, and this is yet another thing that should be budgeted better based on existing money, not on getting more money.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	See comment above about concrete pavement. Lighter colored roads mean cooler temperatures in the neighborhoods in the Summer. Ours is concrete - I don't know if there are other materials we could use for roads that are lighter colors and easier, and cheaper to replace.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Should be enough money from all of the new population and tax revenue to pay for it without a bond
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Side streets, like 800 West near 600 North, that lead to on/off ramps seem to get only patches rather than reconstruction.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	So, we get to continue to pay the gas tax (for what purpose...?) and pay a tax increase to fund a bond, also?
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Some roads have so many layers of paving that the dips to pull into household driveways and business parking lots have gotten so big you need to have a high clearance vehicle to clear it. So that is something to consider when re-paving or rebuilding roads.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Sometimes the reasons for poor condition is preventable: bad asphalt construction to start, salting in winter, overweight vehicles.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Spend city council tax increase money first
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Stop putting a bike path on every street. It causes too many issues between motorists and cyclists.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Stop putting utilities in roads!!
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	stop researching and surveying this to death and do something
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Street parking is treacherous on some streets, as layers have been added to the street proper but not the gutter area. Main Street between 800 and 900 is a prime example; there's a drop of over a foot at the edge of the street on the east, and the east side is especially dangerous for parking -- or walking across -- in the winter.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Streets are part of our necessary infrastructure. They deserve to be kept in good condition and this is one the functions of our local government. It seems we like to spend money on all kinds of "fun" projects and deliberately ignore streets and other essential infrastructure. I don't know why this is but these are the things our tax money is supposed to support. I wish we would focus on the basics and if there are left over funds then do the fun things.

Date	Source	Comment
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Streets have been terribly underfunded for decades and it is frustrating that the city has fallen so far behind. That said, gas taxes should be much higher and the city should work to get a bigger share of the state's revenue. Also, the city should impose streets fees on non-taxable properties that generate a large volume of traffic. The University of Utah, State of Utah, and LDS Church are not contributing their fair share while generating huge volumes of traffic. The city should also work harder with these entities to reduce car traffic and increase use of public transit and alternative modes like cycling, until they are no longer considered "alternative" but rather normal, as in many places. Private parking stalls should be taxed to help pay for streets, too. There should be a "payment in lieu of taxes" from the state to make up for all of its nontaxable properties in SLC and its impacts. All projects should also improve the environment, and the city should investigate using cool pavement and also mandating that all projects have runoff reduction/green infrastructure elements. They also must be complete streets with at a minimum of having basic bicycle lanes, at best separated lanes. Our big wide streets are expensive to maintain but also great opportunities for redesign. We are facing a climate catastrophe as well as worsening air quality and the status quo isn't acceptable given the role of vehicle emissions in both problems. Streets are for all users, not just single occupant drivers of cars (of which I am often one, but still).
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Streets in dispute whether they are considered public or private especially when Salt Lake City has maintained them until twenty or so years ago. Upgrade of these streets will only help property values particularly when the most depressed part of the street view of a house is at the street itself.'
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Streets in Sugar House are generally in bad shape.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Streets that were paved with concrete more than 10 years ago are still in good shape. There should be a cost analysis to see if in the long run concrete proves to be cheaper than asphalt.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Sugarhouse has had a lack of planning for pedestrian and automobile traffic with the newly constructed apartments over the last few years. Several thousand people using existing services with no thought of upgrading the utilities and road surfaces. The over densified construction projects has tipped the scales of being a safe walkable area. 1300 East should be the city's #1 priority. Again, thinking outside the box by suggesting a monorail or alternate to safe healthy travel rather than millions of tons of asphalt. Sustainability means investing in new and innovative products and services that will allow growth is still occur without jepordizing the health and safety of the residents.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Sugarhouse is getting way too congested with traffic. The streets were not made for the volume of cars that current amount of development is drawing to the area. Please curtail development in the area to keep traffic manageable. The concrete bike lanes on 200 W and 300 S have ruined those roads for driving and parking. Please remove them asap.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	SUGARHOUSE...do something. No left turns? One way streets? Patrol the {redacted for language} place and ticket jaywalkers. Seriously. It's dangerous and only going to get worse. Swear to God !'ll become so, so, so vocal if anyone gets hurt.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Tax new construction and large delivery trucks that damage roads. Construction in Sugar House has increased traffic and damaged most of the roads. Fees for roads should be a part of new construction fees to help offset the expense to the city and neighborhoods.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Taxed Enough Already!
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Taxing more of Salt Lake residents is unacceptable. Balance your budget appropriately and use that to fix the roads. We are tired of paying more taxes
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Thank you for proactively seeking our input.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Thank you for your efforts. Our city isn't perfect, but we are still better funded and better managed than any city in Utah.

Date	Source	Comment
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	The backup parking on 200 South between West Temple and 400 West is ridiculous and needs to be replaced asap. It is not only terribly inconvenient (try backing up sometime with no cars on either side before a Jazz game), but a huge safety concern for both auto's and bikes (I do both)!!
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	The big rig truck are doing big damage to any roads.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	The bond should specify a plan for bikes and pedestrians within the bond and approximately how much will be spend as a percentage of the bond on ped/bike construction and safety.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	The city is responsive with regard to street issues. Heavy truck traffic degrades some residential streets, but I don't know the answer to that.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	The city would be better off spending the money on parks and trails. Money spent on streets won't make us unique or attractive. It won't make businesses or residents want to be here. Parks and trails are amenities that create new capacity for growth. Streets don't create value.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	The concrete roads in the neighborhoods seem to hold up well versus the asphalt locations.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	The condition of the curb and gutters also affects the road surface. Ours are falling apart due to poor quality concrete which is NOT the fault of the homeowner, yet we are expected to foot half the bill. This should be included when the street is repaired.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	The conditions could have been avoided with regular maintenance and repairs at least every 3 years or less.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	The crime. Fix it.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	The electronic speed limit sign on the east side of 400 E between 2100 S and 1700 S is broken.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	The ones I travel are adequate.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	The paint used for road marking is inadequate. A small amount of rain renders road markings completely invisible at night. Other states use reflective, raised paint to improve visibility.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	The protected bike lanes are a nightmare and it's my feeling they are much more dangerous because you can't see the bikers behind the cars when you're turning into parking lots. I've almost hit a couple bikers that appear out of nowhere. With regular bike lanes on the traffic side of the road at least you can see them. I beg the city to stop this practice, but I don't feel like it's worth the money to return the ones that have already been built back to normal.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	The reality of 2700 South is the speed bumps on the East side cause more suspension and alignment damage to my cars, when I'm going the speed limit, than do the pot holes and poor patch jobs. If/when you redo 2700 S, please take out the speed bumps. They are a menace that require you to slow down to 20 mph to not have them kill your car. You should be able to go the speed limit on the road.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	The road on 500 E between 1300 and 1400 S is super bumpy since whoever patched it did their poor work. It's like driving over 3 speed bumps now. How is this okay? It's a huge nuisance that was perfectly fine before they closed it off and I'm very disappointed about this.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	The roads are not great and some do need repair but most of the people in Salt Lake are already drowning financially and with taxes. So much money has been wasted on repair costs. There is ongoing, expensive, frustrating "construction" being done all the time, but nothing seems to be getting better and it is only getting increasingly too expensive to live in Salt Lake City. Stop wasting our tax payer money on bogus construction and do something to help the people who are working but still not quite making ends meet. Do away with things like The Good Landlord Law to allow affordable housing for everyone, fake construction and tax hikes that are just putting more money in the pockets of those who don't need it.

Date	Source	Comment
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	The side and industrial streets like 1850 So around 4600 West and the Granary District are a mess. This is a great idea to repair and restore part of our city's infrastructure. We should pay close attention to the master plans to rebuild roads in areas of projected growth and make these area more inviting..
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	The street conditions in SLC are light years better than the city I moved from, Houston. While I appreciate keeping the roads in "meh" or "pretty okay" condition, I don't think we need to raise additional taxes to have the world's best roads, since I already think the roads here are much better than other major metropolitan cities.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	The survey focused on major streets. There are many issues with local neighborhood streets. I guess citizens need to report those streets.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	there is little action to care for the streets on the west side of the city. In the winter, the streets never get plowed because the more gentrified and areas with more money get taken care of first. I feel it is also this way with the pot holes and road damage. The west side of salt lake (Rose Park and North Temple) are neglected because of the perceived demographic. We are business owners and have money. We choose to live in Rose Park because we love the people and the area. It needs the city's attention. Period.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	There should be a dashboard to show the work performed and a story map to show where in the city the work is being done on all maintenance, including the new tax increase
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	These streets MUST get attention. I have never lived in any city that has such horrible streets as S.L. Even the streets in Europe are in far better shape than the streets in Salt Lake. They are an embarrassment to all of us. This issue has got to receive greater attention immediately.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	They are bad enough that it is imperative we allocate and raise the necessary dollars to make this happen. We should be posing the request to the State to allow the city to increase sales tax if needed. We should also be thinking about a use tax or fee for those coming from outside the city to work.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	They are enormous compared with most cities , which gives us an opportunity to utilize them for more human-friendly modes of transportation like walking, biking, and transit. I think there is a real need for that in this city as we continue to grow. We're already so car dominated and the air quality is an issue.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	They are generally awful.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	They are in bad shape
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	They are terrible. Center Street is a murderer of cars
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	They aren't safe for biking!
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	they do not know what they are doing and they need to consider the area
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	They have got this way by years of mismanagement and neglect of city leaders - money is being wasted on things that it should not be - and is not being used where it should be used.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	They need to be maintained before they get worse.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	They used to be in pretty good shape and have fallen into a state of declining condition.

Date	Source	Comment
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	<p>This bond is unneeded we've already had too many tax increases within the last few years, the Salt Lake City Counsel needs to use fiscal constraint and stop relying on tax increases for every time their budgets aren't balanced.</p> <p>With the tax rates as high as they are now there is starting to be negative economic impacts. Citizens are now contemplating leaving Salt Lake City over the High Cost of Living and the relatively few services offered by the city</p> <p>The City eliminated the neighborhood cleanup program and replaced it with a much smaller call for service program, where did the money for that go? What was the previous operating budget what is it now?</p> <p>The main problem is Salt Lake City has a trust issue when it comes to spending and his seriously damage their reputation in the process.</p>
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	<p>This has been punted for so many years. It is not the flashiest project but basic infrastructure is vital and needs to be maintained and updated.</p>
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	<p>This is a huge opportunity to not only improve our streets, but to implement the bike and pedestrian master plan and complete streets ordinance. This opportunity needs to be seized.</p>
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	<p>This is one of the fastest growing and most prosperous cities in the nation. How could you have let this happen. Where is the tax revenue growth from the new population i</p>
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	<p>Time to better manage the money y'all are given and quit asking for more</p>
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	<p>To make them more bike and pedestrian friendly, especially handicap accessible sidewalks.</p>
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	<p>To treat bike/other forms of transportation with equal considerations as motor vehicle.</p>
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	<p>too many traffic lights, idle cars, turning lanes and waiting time. Too much pollution while stopped at traffic lights or stop signs.</p>
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	<p>Too much emphasis on bicycle paths which are very sparsely used. We have half the year that is winter (too cold) or too hot for bicyclists and every street does not have to have a dedicated bike lane taking up half of the travelable area.</p>
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	<p>Traffic around sugar House area is very bad. We often do not go to the area simply due to traffic and parking. If these were improved, we would go quite frequently for shopping and entertainment.</p>
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	<p>Unsafe to ride a motor cycle on slc streets. Road to emigration canyon from foothill is also in very poor condition! Also, streets department may not know with creating all the "tar snakes" on crack filling (waste of money) they are putting motor cyclist in high danger of crashing. Education would help.</p>
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	<p>Use concrete? Fix the damn roads leading up to u of u upper campus much faster!</p>
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	<p>use of street condition is a trojan horse for your bond program i will vote no</p>
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	<p>Use the recent tax increase to do more than maintenance.</p>
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	<p>Very very crowded</p>
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	<p>Was there not a paving budget in the city budget prior to this study? Why do we need a special bond issue? Every other city I have lived in around the country had a public works department that was regularly replacing and repairing roads throughout the city. Why does basic road maintenance require a special capital request?</p>

Date	Source	Comment
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Way too many people running lights. We desperately need red light cameras.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	We have always had the streets fixed before without a tax increase. Please do it now and do a good job that will last!
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	We have surrendered to much space, money, and energy on accommodating private automobiles. Please stop the silliness and require all projects to meet the complete streets plan.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	We need a traffic calming plan for when commuters come into SLC from 215E and down Foothill and then dive into the neighborhoods at excessive speeds. This occurs anytime there is significant traffic on Foothill in either direction.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	We need increased Bike lanes and restrictions on HOV lanes
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	We need more 4 way stops on 9th south above 1300 east to slow down traffic and cross walks painted on 9th south to get to Davis park and Miller park. A 4 way stop at La grand and 9th south.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	We need more bike lanes and pedestrian crossing!
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	We need more protected bike lanes and better signal priority for pedestrians.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	We need to spend on streets
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	We really need more dedicated bike lanes in the city. I understand the auto-centric nature of this survey but I feel that the Biskupski administration has really overlooked the importance of bicycle infrastructure on our streets.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	west side (redwood, california) needs attention. those are some of the worst roads.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	What about using concrete instead of asphalt for streets that need a total rebuild? Too expensive?
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	What assurance does the taxpayers have that the money will be spent on roads and not on salaries? We've seen this smoke and mirrors trick before.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	What did the city do with the street repair money from past years?
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	What did the mayor and city do with the money that was budgeted for our roads?
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	What is the time frame, start to finish, to have the GOB paid off?
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	What will be the impact for my taxes a resident. I have already seen our property tax go up with 20% with no reasonable explanation.....
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	What's the cost to one person?

Date	Source	Comment
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Where is SLC resident property tax really going? It is suppose to pay for local infrastructure. Utah/SLC has high fuel taxes. That is suppose to pay for roads. As you know, SLC has LARGE weekday commuter traffic by non-SLC residents. SLC residents should not pay sales tax or obligation bonds for cost created by non-resident commuters. SLC needs a method to collect sales tax , street use tax and parking tax from non-resident commuters using roads in SLC and business that generate non-resident commuters!
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Where streets were paved with concrete they have held up quite well. We need to determine if it is cheaper in the long run to use concrete rather than asphalt.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Why are we spending millions of dollars rebuilding using outdated methodologies that will just have to be redone again in ten years? Why not show the country what a progressive city Salt Lake is and use that money to invest in new road-building and clean energy-producing technologies? Salt Lake should be leading the country in innovative cityscapes!
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Why are we still using third world technology why can't we do like the other countries who have the best technology and their roads last forever
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Why aren't our existing tax dollars used for road maintenance. It's a pretty fundamental infrastructure component that should be budgeted for ahead of other less universally important things.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Why did 1500 East just get repaved? We have never had an issue with it.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Why did thing get so bad; why was maintenance deferred for so long?
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Why did you pick the streets you did for the survey? One of the worst streets is 1700 S.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Why does the City need a bond to do what it used to do without a bond?
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Why have they been allowed to come to this condition?! Where have the tax dollars been spent?
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Why isn't 2700 south between 2300 e and 700 e not on this list? I drove this road every day and there are so many potholes I am waiting for a tire blowout or suspension problems. This needs to be addressed
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Why so many bike lanes? Not that many bikers. Why it took many years to make 900 west in a 4 lane road and a lot of peoples front yards now it is back to 2 lanes again and the same goes for a very busy California Avenue. You just made more traffic jams on these two streets you should live over here and feel the mess it has made. Quit leaving road makers all over the place pick them up you are fast to put them out.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Why would you replace the sidewalks on 9th west and reduce the the travel lanes to one on each side instead of 2 lanes each way
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	wider sidewalks for pedestrians
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Will the recent tax increase be used to pay off the bonds or is this in addition to that tax?
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Will the repairs be a short term band-aid (slurry seal, tar-in-cracks, etc.) or is the goal a long term solution with proper high quality materials?? If the answer is short term band-aids then I wouldn't support spending the money.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Will this money really be invested in the roads?
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	With the increase in online sales, Commercial Vehicles are travelling much more regularly on surface streets not general designed to handle them. The City should consider engineering standards and their road classification criterion more closely.

Date	Source	Comment
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Yeah, quit tearing up multiple roads at the same time and only fixing one at a time! Quit patching the roads with bogus patches so when the plows come along their blades catch an edge and create the problem all over again. I've been told SLC uses cheaper asphalt material which doesn't hold up as well. If that is true knock it off. With the freeze and thaw we should be using only the best!
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Yes - Deal City Leadership, your lack of planning and overspending are no excuse to ask me for yet additional tax dollars. Basic infrastructure such as well maintained roadways is something we as tax paying citizens should get at a MINIMUM for our tax dollars we are already paying. How dare you ask for another dime to cover this expense. CUT a program, CUT your salaries, CUT, CUT CUT vs dipping into your constituents pockets every time you overrun your budgets.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Yes 1700 South 900 East to 2500 East really bad. They have not been repaired in years and can really use it.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Yes the state of decay is also an environmental issue as I see hundreds of pounds of asphalt debris being washed down the storm drains.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Yes there is a lot. I'm not in favor of the bond and did not approve of the sales tax increase. You people are escaping the real issue. Over the past two decades I have observed less and less resurfacing of city streets in our travel above 7th East (17th South being the worst and not on your survey!!) You have systematically starved the road department of funds necessary to keep up with maintenance and have allocated your new monies elsewhere on pet projects of city councilmen and mayors.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Yes we need more four way stops on the 9th South and more cross walks, above 1300 east.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Yes, 10th West between 700 South And 800 South is really bad too. theres so many dips in the road it shakes my house if speeders or big tucks go by. Thanks!
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Yes, don't obligate our kids to pay for your foolish decisions. Do not borrow the money, use what you get more responsibly.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Yes, I oppose the use of bonds for ongoing maintenance and repairs. Street maintenance should be part of the ongoing budget. It is irresponsible to use bonds for routine expenses.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Yes, streets around the Fair Park, specifically 900 W., 1000 W., and 1100 W. would benefit from additional crosswalks and streetlights at 400 N. and speed enforcement along 1000 W., especially on nights and weekends.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Yes, we already pay for this. Please use our tax money and our car registration fees more responsibly so we as the public don't have to pay more because our city leadership isn't treating our money as there own responsibly
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Yes: they are overcrowded. Stop influx of people (not Mexican immigrants, mind you, but everyone else) until the air can be cleaned and the traffic gridlock has been solved. I-80 is a nightmare almost all day now, both directions. The winter air is so filthy we no longer use our EPA certified catalytic converted wood stove except on Christmas Day.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Yes... Stop allowing so many overpriced mega-story apartment buildings to go up in already traffic-congested areas. These monstrosities put an even bigger strain on the roads around them, making getting anywhere a nightmare and physically affecting the roads around them.
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	You don't VOTE on safety improvements. You IMPLEMENT them. What's next, you going to start voting on whether intersections warrant a signal or not?
7/11/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	You sold us a tax increase for roads in 2016/2017 (big deal with council overriding Mayor) and tax high prior to that to fix roads and moving lighting and other general fund expenses to their own tax assessment to allow more funds for road repair.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	1100 east in front of sugarhouse post office is really poor condition too
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	1100 East is terrible

Date	Source	Comment
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	11th East from 2100 South to 9th South is the WORST.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	2100 East between 1700 South and 2100 South is a MESS! Why isn't it on the list? It is heavily trafficked by people going to the U and the hospital, and there is a school there as well. The city should have a plan to upgrade all major arteries on a regular basis instead of waiting until they are in such bad shape.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	2700 South between 2100 East and 1300 East is just horrible. It is suspension killing to the max. Please do something about this road...
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	2700 South between Highland Drive and 2300 East is really bad. 500 East was just repaired and there is a spot in the Southbound lane at Driggs Ave that didn't get repaired. It has been this way for years.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	2700 South is horrible, everyone digs it up and the patches sink or don't match making the ride teeth rattling- every single time.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	2700 South is terrible.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	300 East between 100 S and 300 S is literally crumbling. Please add a turn arrow traffic light for east-bound travelers on South Temple turning left (north) onto E Street!
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	500 E between 1700 S and 2100 S is in extremely poor shape and is very rough to drive and ride on. Also, 500 S to the west of Redwood, especially the bicycle lane, is always littered with garbage, metal, glass, wire, and other hazardous items. It does not get cleaned nearly enough. If the city cannot clean it any more often then the police need to enforce the insecure load laws and try to prevent so many things being spilled on the road on the way to the metal recycling facilities.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	900 east is also pretty rough.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	9th north to 11 north on Starcrest Dr. (1840 west), it's like a speedway at a time. We have an elementary school here, I fear a terrible accident in the future. It would be nice to have a few speed bumps or a few dips to slow down the traffic along the street. Some drivers think this is a raceway on this neighborhood street.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	A bond is the wrong way to fund this expense. It is literally a waste of money that should be included in the general fund. Please don't hide behind a ballot initiative instead of just adjusting taxes to meet the need.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Are we looking at total or complete streets as part of reconstruction.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	As always, putting less into building and continual repair of Utah streets and more into an effective public transportation system would be great. But alas, with Utah's people so in love with Urban Sprawl, the concept of a truly efficient public transportation system is somewhat of a dream that will probably never be realized. So yes, please repair the streets in SugarHouse and in the greater Salt Lake area. Perhaps use some new and improved products so that the roads last longer as all our one person per car drivers continue to dawdle along mindlessly and reek havoc on our streets. Maybe that is how you can drive up some dollars for road repair; fine those who don't spend a certain amount of time on public transportation or driving in a car pool. Hahaha - I'm just dreaming, but it is a good dream!
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Bicycle lanes are needed and riders need to feel SAFE or they won't get out of their cars. I was very pleased with the direction the city was going under Robin Hutchinson and former Mayor Becker. Seems like all of that has been derailed by dealing with the growing pains, homeless issues, etc. Also, there needs to be better interdepartmental communication. For example, the fire hydrant on my residential block was opened (why, I don't know) for some hours and it discharged a very high volume of water over a period of hours. When it was shut off, the asphalt where the water spray had been concentrated was completely corroded and holey. This unpleasant state remained for about a year and just recently was patched.

Date	Source	Comment
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Bike lanes and crosswalks could be much better marked, used, flagged, lit, etc.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Consider reducing actual paved area in some cases. There are plenty of streets that are much wider than the traffic requires and the excess width only encourages driving speeds that are too high for an urban environment. Excess width could be put to better use as parking and/or planted areas (particularly with trees or even as developable land, depending on the location.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Do it right and I would support it. Do it wrong and I will rally against it.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Emerson between 1500 and 1600 needs to be replaced! The people living on this section have voiced this many times over many years.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Encourage car pooling, free downtown parking and court parking, better transit (bus) schedules.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Glad to see reconstruction coming into focus. Too much and too many resurfacing jobs have made street parking a pain and many curbs and gutters are in bad shape. Also there are still curb cuts missing randomly making wheelchair travel more difficult than it needs to be.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Have you looked into the new technology and materials they have for building streets around the world? Like the fast-laying machine in China or the solar energy generating streets or plastic bottle materials used in Europe? I think the hot asphalt is a bad idea here. I would hate to see the city replace the streets with the same old methods.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Having transparency prior to the vote and a full plan. Are any of the funds going to be used to build roads to the prison? Are any of the funds going to be used to pay for roads for the developers who have special agreements and tax increment funding with Salt Lake City? Is this really a bond for current road improvement east of the International airport or just a way to get money for commitments that the city made to Kennecott? Where did the city spend the impact fees they collected?
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Hey 200 E could use some support too :)
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Holy cow. I've never seen so many crack seals. Let's dive in and get things fixed. If it costs money, I'm happy to pay.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	How do we insure that the bond is spent in the places prioritized? What makes you think it will ever be retired? Shouldn't the on-going support of infrastructure come directly from our property taxes?
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	How long is the bond for? What about raising the gasoline taxes in the City to add to road repair? Also tax people coming into the city to work, who are using the roads but not paying anything into the maintenance and repair.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	How much is this cost per year to household Spending? Is it taxed on use or the appraised value of property. The method of charging is hopefully fair.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	How will the bond be paid for? How will it affect SLC residents financially?
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I bike commute and even minor road bumps, cracks, and gaps can prove dangerous for a biker - especially approaching and entering intersections where you have to signal your turns and only have one hand on the handlebars... there are a lot of problem intersections for bikes, as far as road surfaces go.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I don't like bonding to fund these projects as I perceive our taxes to be very high. However, I do understand how bonding can make these types of projects a higher priority with a rapid result. Also it allows the city to pay off the bonds over several years. Just wish I had more disposable income to invest in these types of bonds.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I live downtown. The city makes it as hard as possible to drive town and shop. The parking meters are hard to use and a complete rip off!

Date	Source	Comment
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I supported the proposed change to reduce lanes and put a turn lane on 2100 south and hope to see similar propositions for increased safety and hope they will be implemented in the future
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I think the sidewalks in our 15th and 15th neighborhood are more hazardous than the roads.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I want free pizza.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I would like to see public safety improved first and then roads. The money allocated for affordable housing should be delayed, and split 50/50 between the public safety budget/bond and the road bond. Public safety and roads should be out top priorities.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I'd rather pay for these improvements through a bond rather than a sales tax increase. I'm concerned about the quantity of bonds on the ballot. I think taxes in general should be much higher, though I'm worried about choice paralysis and the perceived cost being too high if residents are seeing many bonds for approval.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I'm concerned about the slow speed of all east/west roads throughout Salt Lake. Once on the East side, they're a bit better, but it would be nice to have one or two roads slated that don't get slower each year as the population increases, but instead are timed for efficient east/west driving.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	If you can't afford to pay as you go within the city budget, than how will you be able to afford to pay back the bond and live within a budget it the future.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	It would be good if gas tax money was used for city streets. Gas tax should be a big part of it not just property taxes.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Lights should be taking off their usual automated routine and use radar sensors to determine actual use of the roadways instead of having the timed routine stop traffic flow
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Make sure Parks are included
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	More bonds. No gas tax increases.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	More money should be directed to roads from the bond. Everyone uses roads, public transit, bikes, cars, trucks delivering goods and services to homes and businesses. The roads should be maintained not neglected endlessly.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	More protected bike lanes, please!
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	much of the problems with the streets is due to fiber optic lines installed previous years. a tax should be attached to customers using those services to cover the 86 million dollars. I wonder why other municipalities can maintain tier streets and the is no vision in SIC.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	My street, Crandall Ave, has only had slurry seal done to repair and recover. For 20 years, this crap has happened, chipping paint. The only purpose is to make the road look resurfaced, when it's not.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Needs more bike infrastructure. Bike lanes reduce traffic, save lives
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Ni
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	No
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	no

Date	Source	Comment
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	No bonds unless there is a good plan to make SLC greener by eliminating many many traffic lights and stop signs and substituting them with run abouts.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Not sure if directly related, but I liked the popup intersections that you did on 9th & 11th. At least one of the options was terrible, but it was a great way to think about options and be more aware when driving.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Pedestrian crossings away from traffic at busy intersections. Over or under the street and start policing, I've seen too many cops not even care to stop drivers.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Please fix them
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Please put 2100 East, 2300 East, 2700 South on the top of the list!!
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Please work to increase walkability to entice people away from driving!
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Please, please do what you have to to improve our streets. I'll happily pay more in taxes if that's what the money actually goes towards (I think former Mayor Becker asked for more street money, got it from taxpayers, then turned around and used it for something else). In Sugarhouse, poor conditions are reaching critical levels (just drive 2700 East to see this).
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Railroad crossings can be very bumpy (i.e., 200 S westbound), and also incredibly inconvenient.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Repair sidewalks and gutters when fixing streets!
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Replace lane striping more often to make lane markings, turn markings and crosswalk markings clearer. Fill potholes faster.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Residential streets should remain asphalt. Main streets should be changed over to concrete.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Stop closing or narrowing lanes for bikes. Few bikes use the special lanes as it is.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Sugarhouse is getting way too congested with traffic. The streets were not made for the volume of cars that current amount of development is drawing to the area. Please curtail development in the area to keep traffic manageable. The concrete bike lanes on 200 W and 300 S have ruined those roads for driving and parking. Please remove them asap.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Sure. With the increase in real dollar property taxes, sales tax revenues, developed real estate values, and fees why can't the city leaders manage its maintenance program within the expanding revenues? Why is it necessary, now, to Bond for essential services that the city has fulfilled for decades without resorting to bonds?
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	The drive approaches in some places are the worst in the country. In places where there is a narrow park strip, the developer/owner should be encouraged to ramp the sidewalk down through the drive approach. With huge high back curbs and drive approaches that elevate the travel by 6 inches is a run of 2 or 3 feet it causes damage to vehicles that aren't trucks and SUV's. For example, try entering the O'Reily auto parts off State at around 1150 South in a regular car.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	They are bad and ugly. Embarrassing to think of all the tourists we see visiting here and the perception they may have of our city due to such bad roads.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	They are getting way to crowded because public transportation via rail is sub par. Hobos trash the public transport system. Human [redacted language] and garbage is pretty common. Consider not putting in cloth seats that's disgusting. Use hard plastic like nyc

Date	Source	Comment
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Use the current taxes for the improvements and do not fund pet projects that take away the funds. Should have been improved along the way and not use funds for the bike lanes (300 south, 600 east, etc.) and other not absolutely necessary projects.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Wait until you actually need GO Bond revenues.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	We are already nickle and dime to death. As senior citizens we are on a fixed budget. There is no give left.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	What about other streets? 800 s is rough, 1700 south, and plenty of smaller street in liberty wells
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	what about sections of 1700 south 2000 east NB 900 east SB
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	What has the City been doing with our tax money all these years so that now we supposedly need to issue a municipal bond to maintain our streets? A sinking fund should have been created to cover the costs of maintaining our streets, including properly anticipated rebuilds. Sounds like mismanagement to me!
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Why this increase? We pay so much in registration fees,taxes and this years tax increase is going to this. Why is it that this is necessary? What are you guys doing? Maybe the solution will be answered if you answer that question first.
7/12/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	With all of the new housing going up (seems like nearly every corner has a new high density housing project going up), shouldn't those new residents being brought to SLC pay taxes, thereby helping to fund streets? Why aren't the tax dollars already being paid enough? Where is our money going?
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	1100 East is horrible. Please do something about that road!
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	11th east is sooo bad
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	2700 South between 1300 East and 2000 East is in horrible conditions. This affects hundreds of residential homes that are traveling to 2100 South and I-80 E and I-80 W bound. Sugarhouse/Millcreek is in desperate need of having this road repaired or repaved.
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	2700 South is horrible
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	3900 S between 7th east and highland drive is also very bumpy and could use some TLC
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	900 East between 1300 South and 2100 South is like driving on a washboard. Why wasn't that on your survey?
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Already mentioned. Please read all.
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	DO N
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	do not just think about moving traffic. consider pedestrians.
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Every time i read the papers the City and/or State is proposing anywhere tax hike or "insignificant" bond. How about you make do with the funds you have in your budget like everyone else does. Stop spending on pet projects and use the money for essential expenses.

Date	Source	Comment
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Fix it and train tracks on 1000 w and 900 w need an overpass and roads to be fixed
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Fix them please. I am amazed how terrible they are.
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Get more bikelanes like you constructed on broadway and 200 west area 400 East can be an great option with 300 East since they are so wide.
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Has the recent Supreme Court decision requiring sales tax collection on all online sales changed the outlook for sales tax collection in Salt Lake City? That will provide additional money that could go towards this effort.
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	How do the taxes we currently pay intertwine with this bond. Why were these "fixes" not discussed when the roads were put in? Continuing maintenance is present in every city, show me where you are budgeting and being responsible with my money.
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	How will it be repaid
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I do not support the bond. Please manage the city resources better and find a way to cover within the current operating budget
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I hope when they reconstruct roads they always give private property owners the opportunity to upgrade their sewer and water line from their house to the street at a discount. This cost can be high for many and paying insurance every month with no guarantee of an incident is worrisome.
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I live near 900 W. What the [redacted language] did you guys do to us? Narrowed it from 4 lanes of traffic to two? Allowed parking on a street that hasn't allowed parking as long as I can remember....and I'm old! I don't know if you're in charge of sidewalks here, but you ripped up a bunch of perfectly good sidewalks and replaced them with more perfectly good sidewalks? And, had to replace a bunch of residential and commercial sprinkler systems? I suppose I have to pay for that? Now you want more money? Geeez.
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I thought taxes already went to roads.
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I would be interested to know who did the survey -- someone connected with a construction company?
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	If you hadn't ignored them forever you wouldn't need a huge GO bond to solve the emergency
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Is it enough to improve AND maintain the streets?
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Is there any funding for public transit included?
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Keep traffic control signs unobstructed by tree limbs and foliage.
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Keeping up with the maintenance is a lot less expensive that catching up. Stop wasting money on unnecessary things and then borrowing money to pay for the things you are responsible for maintaining. Terrible fiscal management!
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Let's get it done ASAP: the more we wait, the more expensive it's going to get...
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Look into super pave asphalt.

Date	Source	Comment
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Many of the intersections such as 2100s, 1700s, and 1300s where they connect to 700e do not have left turn arrows (if they do they are like 3 seconds long) and it makes turning left take an absurd amount of time. It also contributes to people running red left turn lights.
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Maybe off topic, but I don't want to see the city sacrifice lanes of traffic to provide parking to businesses and residence developers who failed to plan for sufficient parking. For example, the 1700 S. (C.I.P.) proposal. 1700 South was widened years ago to provide safety. The proposal will eliminate 2 lanes for parking. Doing so will repeat the mistake made on 900 West where traffic accidents have increased by a factor of 10.
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	na
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	No
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	No new taxes!
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Over the past several years I've seen the city repave roads that were not in need of repair. This tells me that something odd is happening regarding which streets are being selected for repair . . . like some people are back-dooring their own interests. For this reason I do not trust the city leadership in selecting the proper streets, or assessing the correct budget for these projects. And you've listed streets that are not in need of repair.
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Please implement the complete streets programs as part of any major street work. Please add bicycle facilities on every artery being considered for re-paving or reconstruction.
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Should raise the gas tax to pay for it
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Since a lot of the impact on SLC streets is from out-of-towers working in SLC. Let's use some sales tax, which they pay, to cover some of the costs--not just own property tax.
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Since many of these are high-traveled roads, how are you going to address traffic/transit in the least disruptive way?
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	the city council needs to learn to live within the money they take in and stop bonding, adding fees and raising taxes. if they can't fund everything , then they need to cut back. and i do not feel that the city council members are worth \$24,000 per year part time. they are ruining this city to further their own ambitions
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	The city is terrible at handling budget...too much spent on library or other buildings in order to achieve aesthetic instead of purpose and usefulness.
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	The freeway between the onramp of I80 from 13th east, and where you head up Parley's canyon is awful. It is bumpy and dangerous.
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	The street conditions in SLC are light years better than the city I moved from, Houston. While I appreciate keeping the roads in "meh" or "pretty okay" condition, I don't think we need to raise additional taxes to have the world's best roads, since I already think the roads here are much better than other major metropolitan cities.
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	The streets are in great shape.
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	The streets, in general, are horrible. I put the responsibility for this on years of bad city government and irresponsible fiscal policies and practices. I find it unfair that the already strained taxpayers are now going to have to pay added costs to pay for these mistakes.
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Yes, who is carrying the bond, and what are the payment terms along with what interest will be paid? Is any restriction placed that no new taxes may be levied to fulfill the bond or other projects until the bond is completely repaid?
7/13/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	you should have planned ahead for this. Roads will never just stay the same condition they will always just get worse. Plan a head!!!

Date	Source	Comment
7/14/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	600 North is awful.
7/14/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Come up with a five year plan, with a budget, and stick with it.
7/14/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I am opposed of this bond
7/14/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I'd like to see the proposed allocation of revenue by department as a graphic.
7/14/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	<p>Keeping up with road maintenance is important but in my experience the biggest danger to cyclists is cars. Cyclists can keep an eye out for potholes but not so much for cars coming up from behind. Often cars aren't looking for us or expecting us to be there. Having a spacious bike lane on major roads would be a boon for the cycling community.</p> <p>On bike lanes, protected bike lanes are not as safe as people seem to think. Cars parked next to them hide cyclists from view so cars will cross the lane into parking lots without being able to see a cyclist in the lane. Additionally having curbs on both sides limits cyclists ability to react to people and cars who decide to cross the bike lane without looking first. Cyclists are in a sense trapped in the lane and don't have room to dodge anything that may wander into the lane. The painted lanes, from my experience are the better option.</p>
7/14/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	More about street clutter. Neighborhoods across Salt Lake, particularly Sugarhouse, are littered every Sunday with unsolicited green bag newspaper advertising. It should be considered unsolicited advertisement and litter.
7/14/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	More bike lanes, please!
7/14/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Stop patching and repave streets in the worst condition, eg Harvard Ave and 1700 South.
7/14/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	The developers ruined them let them fix them
7/14/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	The quality of the repair should be seriously reviewed and enforced. What can be done to reduce future need for this kind of repair? Will this be a permanent bond? How do residents know that the funding is paying for high quality and efficient work? My experience with city repair (sewer repair) work was obvious inefficiency-many people involved (being paid) while only a few were working. So, I'm more concerned with knowing the validity of the evaluation of this project and that the money will be well-spent with an eye towards the future. These criteria are logical, but how are the residents guaranteed that the city will do what it's proposing and will do it well?
7/14/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	This is a much needed shot in the arm for our infrastructure. What is the truly sustainable plan for keeping our streets maintained for the long term?
7/15/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Deferred maintenance is NOT saving money. When our streets get into the shape they are in now it will cost 100% more to fix them. "If you haven't got the time/money to do it right the first time, how are you going to find the time/money to do it over again?"
7/15/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	In my opinion, the streets are generally ok, i feel the money should be spent on cleaning up our air instead!
7/15/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Outreach including surveys and pop-ups have been great!
7/15/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Plant more trees in boulevards
7/15/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Wil the bond be a property tax?

Date	Source	Comment
7/16/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Consider proper street grills to protect bike riders and pedestrians and replacing and/or adding storm drains that driveways cover. These cylinder storm drains are cracking, bending, or in the case of 500 East, non existent, making it difficult to pull cars in and out of driveways without bottoming out.
7/16/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I'm not sure the 80/20% split between major thoroughfares and neighborhood streets seems fair to the citizens of Salt Lake City. Major thoroughfares are used heavily by non-city residents; why should we approve and pay for a bond to provide better roads for nonresidents/commuters, primarily (80% of the bond)?
7/16/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	no
7/16/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	No. Stop raising my taxes.
7/17/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	A lot of residential streets are in horrible condition, not just the major roadways.
7/17/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I have lived in multiple cities over the years in much worse climates than SLC. This issue is one of the most important things to be fixed in SLC. You need to reduce the amount of road surface you maintain and convert this space to different land use. You also need to figure out WHY the roads are in this condition and fix your internal processes so that this general bond never has to be asked for again. My trust in the city government lies in one department - Vicki Bennett's. Everything else you do I am highly suspect of as I see no results or measures being achieved.
7/17/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I think 300 South from 1300 East west is a dangerous street, hard to navigate. There are too many distractions, different ways of parking, different street designs, pots in the middle of lanes. We do need a few streets on which cars can move without all of these issues. Emergency vehicles would have a hard time on this street, especially west of 700 East. Also, pedestrian lanes and other street lines need to be visible at night.
7/17/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I would be interested to know who did the survey -- someone connected with a construction company?
7/17/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I would like to see more emphasis on walkability in the city, and less focus on cars. I understand roads need to be maintained, but when money is poured into road upkeep that benefits vehicles, not people. Fewer cars on the road would lead to fewer tax dollars spent on road maintenance, so I would put money into solutions that reduce the need for driving.
7/17/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	If streets are going to be repaired, or especially if they are going to be reconstructed, new complete street designs should be seriously considered. Streets need to be prioritized for bicycles, pedestrians, and transit -- it's these modes that will help keep our air clean and our people healthier.
7/17/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	If the streets were built better they would last longer. The pavement would last longer if it were maintained better. Streets that are maintained by UDOT are better maintained and are therefore in better condition.
7/17/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	no
7/17/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	NO BOND!!!
7/17/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	No.
7/17/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Not at the moment
7/17/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Not at this time

Date	Source	Comment
7/17/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Not enough bike lanes. Not nearly enough protected bike lanes. Too wide traffic lanes. Too high speed limits.
7/17/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Please repair 2700 South between 1300 east and 2000 east. It is so bad it is dangerous! Also 1100 east from 2100 south to 900 south is awful!
7/17/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Shouldn't have postponed regular maintenance and now you're paying the price... too bad no more money for you at least from me!!!!
7/17/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Streets should be designed with transit in mind. Not just transit of today but also with transit of tomorrow. The City should look at moving buses from the outside to the center. It has been shown that it is safer for pedestrians to only cross 1/2 the street to reach transit. Buying buses with doors on both sides of the bus as opposed to 1 side is only slightly more expensive. Having buses run down the Left Lanes and stopping at stations/stop that are placed on islands in the middle lane (gotten to via protected crosswalks) away from intersection, will have minimal traffic impacts but improve transit and prolong the state of good repair on the road. At the same time, it will increase transit ridership. Increasing frequency is as easy as just adding another bus. Costs are less than 1/10th the cost of BRT but ridership could be the same. This is solely my idea but I will give it freely if it is implemented within SLC. I do have dates and more information about when it was first written.
7/17/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	They suck. Not just some but most are driving hazards.
7/17/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	to many new construction sites do not take in the over-crowding they will cause
7/17/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Where has all the money gone? Our tax base is growing every day which means more tax revenue for the gov. Where is all that money going? Why have our roads gotten so bad in the last 10 years?
7/17/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Why in the world is there no vision? I will be voting for the bond, but as a taxpayer and city resident, I'm appalled by the fact that the bond is presented as one that is for just street repair, and not modernization of our streets.
7/18/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	1100 East between 2100S and 1700S is easily the worst stretch of public road that I have encountered. It is nearly undriveable in the winter due to large, deep potholes.
7/18/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	A lot of newer cars seem to come from the factory lower to the pavement and it is hard to make around the gutters.
7/18/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Alleyways and drainage curbs are lesser seen but also very impactful to communities who access their homes via these motorways.
7/18/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Certain streets without bike lanes (Highland near 21st immediately comes to mind) are very dangerous for cyclists, because we have to ride erratically and unpredictably to avoid cracks and potholes.
7/18/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Development of large building has brought in an increase in cranes, trucks and heavy equipment and construction materials that has damaged roads, especially the Sugar House area. Some of these road repair costs should be addressed and mitigated by developers. Roads have also been ripped up, work done, patched over and over again.
7/18/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Don't skimp on maintaining our infrastructure even if taxes must be increased!
7/18/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I don't support it
7/18/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I see the same road being repaved year after year. Concrete roads may solve this problem, but concrete is very loud and I would hate to live on a concrete street. I'd support sustainable pavement that reduces noise pollution.

Date	Source	Comment
7/18/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I understand the condition of these roads is due to the high traffic use. I worry about using these streets during construction, 2100 south, 300 west, 900 south, 200 south in particular. These are major arteries, what is the plan to offload this traffic during the construction phase?
7/18/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I-80 West and Eastbound between Parleys and 5600 West has some small chuckholes that need to be repaired because that are growing bigger.
7/18/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	It would seem part of the problem is multiple times streets are torn up for utilities or cable or sewer.
7/18/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Let's pass it
7/18/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	No, just do it.
7/18/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	nope
7/18/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Please take care of west side roads. Some neighborhoods like the ones in rose park particularly have developed potholes
7/18/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	See above.
7/18/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Why haven't funds been allocated annually from resident's taxes to improve the streets? As housing prices have increased, property taxes of residents have also increased. In many cases property taxes have more than doubled over the past 15-20 years. Why haven't any of these funds been used to repair roads? Why have city officials allowed the roads to deteriorate and not repair them, resulting in the need for this General Obligation Bond?
7/19/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Please plan more bike routes!
7/19/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Pretending that closing The Road Home, which has already operated for years at a deficit of another 1200 beds, solves nothing. Opening four shelters with fewer beds than already exist, is reprehensible and offensive to every resident in this state. Jail is no solution. Jail wastes far more of taxpayer monies than does real treatment and assistance for the homeless. Why not turn the empty, hopeless, doomed Gateway Mall, into a gateway out of homelessness and addiction? Many beds, rooms, and services could fit there.
7/19/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Probably east side neighborhood streets are in the best condition.
7/19/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Taxes were raised in the past to fund streets and then not used for the purpose. I support to tax increase and am tired of the potholes.
7/21/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I've never seen Redondo. The street just north of 21st south between Maine and State as bad as it is. Please repair it.
7/21/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	No bonds.
7/21/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	No.
7/21/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	None

Date	Source	Comment
7/21/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Why can't the city find the money without requiring a bond. If we have a bond and fix roads, will the city have the money for upkeep so we don't have this crisis again? More emphasis needs to be placed on ongoing maintenance so we don't have a crisis. This is a basic requirement of government and we should do without the frills.
7/23/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I am concerned about air pollution . I try to ride my bike. Many places are not safe. All road repair should consider cyclists and pedestrian safety. More bike lanes. A pity no lanes on 2100 South. That was a big mistake not making 3 lanes and bike lanes. More resident parking only signs in Sugarhouse. Dont pave all of Sugar House. Connect the trails there.
7/23/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I wholly support the concept. However, I want to ensure that the streets we resurface or reconstruct are of higher quality than our pavement preservation in the past. For example, 300 South between 200 East and Main was milled and overlaid four years ago, but it already have a few sinking pieces and cracking. 900 East was completely reconstructed seven or eight years ago, but it feels, in places, as bad as 500 East (a much older road). I support fixing our streets and doing it well, but I will not vote for the GO bond if our methods, materials, and quality assurance remain the same.
7/23/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	No.
7/23/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	pay more attention to protecting pedestrians and bike riders.
7/23/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Will you PLEASE legalize medical cannabis usage?
7/24/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	28th South is horrible.
7/24/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	How much does it translate for the median-price home? Want to know, but whatever it costs, we've got to do it.
7/24/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	If not already a City policy, all communication utility companies should be contacted with any street reconstruction so that they can install new fiber lines and not have to dig up the street later.
7/24/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Nope. Thanks for your hard work!
7/25/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Again the parking on 300 south between 800/900 East. There are areas where your car could get stuck and it needs to be addressed.
7/25/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Getting rid of the state inspection was extremely stupid! Please have police crack down on tinted windows.
7/25/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I hate that the elected officials allowed things to get to the point where it's needed
7/25/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Long over due.
7/28/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Money was already designated for the streets or was that just a token excuse to pass the tax for your other pet projects?
7/28/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	The Funding our Future and GO bonds are myopic and should not have been this narrowly designed. We desperately need funding for parks, public buildings, and other city amenities, too.
7/30/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	2000 East is in rough shape. Please consider cycling lanes. Bicycles depend on smooth surfaces
7/30/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Don't use bond to pay bonuses of any kind. If you scope the project properly it will come in on budget and time.

Date	Source	Comment
7/30/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I wish that our major streets were more beautiful. The only nice section of 700 E is the boulevard by Liberty Park. Beautification of other key stretches of major streets would really enhance everyday life for residents and impress visitors. I would also like to see the city de-couple bike lanes and bus routes. As a bike commuter, I do not feel that buses should run on streets that are designated as bikeways. Busses are much too dangerous for cyclists. Salt Lake should concentrate on designating several key N-S and E-W bike-commute streets with streetlights that are timed for bikers rather than drivers. I appreciate how well-maintained the Avenues streets are. The primary car and bike routes that I use are in very good condition.
7/30/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	If there are limited funds. I would prefer money be prioritized to support affordable housing and homeless issues; sewer and water pipes; then roads. If you are digging up a street it makes sense to do the other infrastructure first. There seems to be lots of water main breaks around where I live.
7/30/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	No.
7/30/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Not in favor and will vote against it. It's about time that the City council and mayor "stick to the knitting" of performing the real reason for our government... utilities, garbage and roads! Yes...it's boring, but it's what we elected you for.
7/30/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Overlaying or reconstructing a roadway should require the contractor to raise manholes and water valves to grade. Otherwise, they are creating huge potholes and safety hazards throughout the roadway. In addition, if you are going to overlay a road, do the entire pavement section, not only the motor vehicle travel lane (read: overlay the bicycle lanes as well, curb to curb).
7/30/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Some streets if dire need of reconstruction, ie: 2700 South from 1300 East to 2000 East are great need of help. This section of 2700 South is so bad I don't even like to drive my lifted, off road tired 4X4 on this road without airing down my tires. I have been on dirt roads that have fewer issues and drive smoother.
7/30/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Will the bond be issued all at once, or broken up since much of the work will not be done in the same years, thus lessening the amount of the tax to hit us at one time?
7/31/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	2700 south
7/31/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Get this on the ballot please.
7/31/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Please work on public transit so it is faster and easier to use- this will encourage more use which will reduce cars on road which reduces damage to roads and helps the air. Along those lines- we have SUCH WIDE STREETS here compared to most cities- there is no reason that when streets are updated dedicated bike lanes be painted on at the end. This will also help with air and wear and tear on the pavement from heavy cars.
7/31/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Rather than adding more costs to residents, I think we should use current budget and postpone some of the expenses of creating new parks, dog parks, and hiking trails.
8/1/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	100 south and 700 east is bad.
8/1/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	2700 south between 1300 E and 2100 E is in dire need of repair. In the last 24 months I've torn two tires on that piece of road and cracked an alloy wheel.
8/1/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	2700 South is terrible. 900 East is rough riding. 1700 east is a patched disaster.
8/1/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Agreed that they are generally a mess and should be redesigned and some redesignated. Public should be well informed in advance about about major changes.
8/1/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Don't take away any more traffic lanes for bike lanes. Ex. 200 West. With all the people we're adding we need streets that can handle the increased capacity and reduce pollution.

Date	Source	Comment
8/1/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	For motorcyclists in extreme heat - does the city add some grit to the "road snakes" to help prevent some of the tire slipping/sliding? If not, why not? There are enough motorcycle accidents as is, and I think it's responsible for the city to help make the roads safe for all users, not just cars & trucks, etc.
8/1/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Happy to support
8/1/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	How many years will it take to pay off this bond? How are we paying this bond off?
8/1/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I hope when they reconstruct roads they always give private property owners the opportunity to upgrade their sewer and water line from their house to the street at a discount. This cost can be high for many and paying insurance every month with no guarantee of an incident is worrisome.
8/1/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I live far enough away from these streets (West Jordan) that I rarely drive on them, so I really don't have an opinion on this matter.
8/1/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I live near 2700 South and 2000 E. The city has re-surfaced my street and all streets around 2700 South that DID NOT NEED WORK DONE! Why in the world is 2700 south still in disastorous condition. Why are we spending tax dollers to repair streets that are not in need and not the streets that need it? I agree we need to keep up roads but let's fix the ones that need it most. 2700 S between Highland Dr and 2000 E is in much worse condition than any of the other streets mentioned in this survey and it is heavily used. Please look at 2700 South. It is a huge safety concern as cars drive to the far right in the bike lane to avoid the horrible surface in the driving area.
8/1/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I'm voting NO to all bonds and tax hikes because of the sheer volume. It's ridiculous
8/1/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	It is needed to keep the city upgraded. Pass it!
8/1/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	It seems outrageous for the residents to solely fund a bond to maintain and improve arterial streets that are primarily used by commuters who live outside the city. This should be funded with State and County money. I can live with a few potholes.
8/1/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Narrow the streets This would save money (and lives)
8/1/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	no
8/1/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	No
8/1/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	pedestrian safety should be of the highest priority. need more red flashing light crosswalks.
8/1/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Please consider safe, comfortable on-street bicycle infrastructure (protected bike lanes, etc.) when reconstructing streets. This would be the only way I would support a Bond.
8/1/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	please enforce bicyclist as regular traffic. Unfortunately thee are cyclists that give cycling relate vehicle use bad name by running lights, cheating intersections, etc.
8/1/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Please fix Nevada street running north and south of Hillside Middle School, and adjacent to JE Cosgriff Catholic School. It is heavily traveled and is in terrible shape with many potholes. The bad road condition is dangerous for the many families using the road to access the schools.
8/1/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Please look at 1100 East, especially from Sugar House to the North. My family moved to SLC 8 years ago, and we have noticed a severe downgrade with the street quality.

Date	Source	Comment
8/1/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Q6
8/1/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Remove the bike lane and planter boxes off of 200 West. I rarely see bicyclists and the planter boxes are not kept up. This street needs 2 traffic lanes in each direction. There is too much confusion on how to make a right turn from southbound 200 West onto 200 South. The bike lane, traffic lane and parking lanes converge at a weird angle.
8/1/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Salt Lake City streets are the worst streets I've driven on anywhere, and I've lived in 4 different states. Please fix them.
8/1/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	What are the sources of repayment besides our property tax?
8/1/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	What will this cost per homeowner?
8/1/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Where do you find anything on a reasoned opposition to the constant stream of the City's tax bender.
8/1/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Yeah, please repave the 300 S block of Emery St. W.
8/1/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Yes
8/1/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Yes spend your money wisely and quit wasting it on the pretty projects for the few. My vote will be NO for more funding.
8/1/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Yes, its concerning so much of the Wasatch Front uses Salt Lake City roads and it becomes mostly the residents responsibility to maintain and repair. I understand some of the new sales tax will go to it, but this seems to be a very small percentage when you say we need to speed \$87 million. I would like to understand or know if Salt Lake County contributes any funding for this?
8/1/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Yes. My SLC taxes are already out of sight.
8/2/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	1700 South between 300 West and Railroad tracks needs some serious work. It is bumpier than a lot of streets mentioned in this survey.
8/2/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	2700 South between 1300 East and i-80 is pretty rough.
8/2/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Bad
8/2/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Besides the practicality of having roads in good condition, I worry that delaying repair makes them worse and costs to repair go up exponentially. I also feel like the bad road conditions reflects poorly on the city and its leadership.
8/2/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Does this include efforts for long term maintainence?

Date	Source	Comment
8/2/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Don't tear up large sections that don't need rebuilding. Focus on sections that do, such as 2100s through sugar house but not above or below. 300w from 3300s to 900s but not above or below. Some simple cutout then patch on some areas would be sufficient. Raise restaurant taxes and hotel taxes to help offset the cost since some visitors who use the roads don't pay much into them. Raise taxes on heavy trucks/businesses relying on them since they're a major stressor on roads. Smooth and transition the roads better to prevent damage by winter snow plows. Crack fill roads more often to prevent freeze/thaw breakage. Demand better finish quality and work from contractors... They charge enough already to do better work.
8/2/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Each street should have a maintenance replacement schedule that is funded PRIOR to ANY other pet project.
8/2/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	East bench roads are totally neglected
8/2/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Fix 2700 South from Canyon Rim heading west. It could be one of the worse streets in the city. I am surprised it wasn't on your list.
8/2/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Have not seen anything that addresses what the cost of this bond is to the individual tax payer.
8/2/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I have lived in District 7 just off 2700 South for quite some time and have seen firsthand how much our neighborhood traffic has increased. This increased traffic has caused 2700 South to become overwhelmed with potholes rendering it unsafe to vehicles, pedestrians, and bicyclists who frequent this street. After speaking to many residents in the neighborhood, it is clear that 2700 South is a major safety hazard. While traveling between 1300 E and 1800 E, it is not uncommon to collide with dozens of potholes that make it seem as if you are driving on a rumble strip--specifically westbound. Vehicles frequently drive on the shoulder to avoid these potholes which jeopardize the safety of people not in automobiles. Unfortunately, due to the number of potholes, I do not think pothole filling will be an effective solution to this issue. Further, I believe that this street needs to be addressed as soon as possible to help eliminate increased safety concerns.
8/2/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I think the condition of the roadbed is a far lesser concern than frustrating intersection designs. We need more roundabouts and fewer stop signs.
8/2/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I truly love bike Lanes. Too many streets turning into 300 south, however, will cause a lot of congestion.
8/2/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I was disappointed with the recent and ongoing improvements to 2100 South and 2100 East, that bicycle facilities were not included. The 21st & 21st intersection recently had curb, gutter and sidewalk reconstruction, but failed to include some of the basic pedestrian and bicycle infrastructure recommended in the recently adopted 21st & 21st Small Area Plan.
8/2/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I would like to see how the approval of an \$87M GO bond would affect my annual property taxes. Can the City provide a tool to allow for this ball park calculation based on home size or any other pertinent assessed value data?
8/2/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I would like to see reflective paint used to paint crosswalks and lines so we can see them in the dark and when it rains.
8/2/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	I'd like to see a discussion of a usage fee levied on cars registered to the city as opposed to the bond but perhaps we're past that...
8/2/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	If it makes it to the ballot I'm voting No. Even with good credit ratings paying interest on road repairs is insane. Bonds/Loans should be taken out for improvements that appreciate not depreciate.
8/2/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	If this goes through. I sure hope everyone gets a piece of the pie

Date	Source	Comment
8/2/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Is there a master plan for transportation in SLC?
8/2/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	no
8/2/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	NO BOND!!!
8/2/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	No questions, just a lot of concern. The thought of this bond makes me struggle that everytime the City comes against hard fiscal decisions instead of staying with in the budgetary boundaries you'll just try to bond your way out of it.
8/2/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	No, I'm glad some action is being taken
8/2/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	No. :(
8/2/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Our streets are in great shape. This overhaul is unnecessary. Just keep current budgeting restrictions and upkeep procedures. Our roads are VERY well maintained as it is.
8/2/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Please improve coordination of traffic lights.
8/2/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Recalibrating the traffic lights should be a larger issue - bumpy roads do not contribute to bad air quality, but cars stuck at red lights while there is no cross traffic causes major pollution, as well as wastes time and makes it harder to get around town.
8/2/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	some residential streets are in equally bad shape---lots of tar and patches (North Hills, Northmont Way)
8/2/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Somewhat unrelated, but the timing of traffic lights in Salt Lake Proper needs serious improvement (especially 400 south).
8/2/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Why can't the work be financed from general revenue? BORROWING SHOULD NOT BE USED!
8/2/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Why was money allocated for this purpose in previous years not used to fix some of these problems earlier?
8/2/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Yes! I am ok with it as long as adding more trails and bike lanes is part of it. Is adding more trails/bike lanes part of it?
8/3/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Not enough Electric Vehicle chargers outside of the city Center.
8/3/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Please fix them. It costs money and they won't fix themselves. Time for the citizens to step up to the plate and support the bond

Date	Source	Comment
8/3/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Salt Lake City needs a Transportation Master Plan that is modern and up-to-date with transportation needs in 2018 and looks to the long-term future. If Salt Lake City is going to continue going through this massive growth phase the transportation systems need to be addressed now before growth outpaces the current infrastructure. Additionally, Salt Lake City needs to coordinate better with the University of Utah, UDOT, and Salt Lake County on the numerous streets and roads that end up intersecting or interfacing. There are too many locations that have odd or dangerous intersections because of the lack of coordination between different agencies. Lastly, maintenance projects need to be completely rethought as they are generally causing more issues with roads than they improve. For example, the numerous sidewalk, crosswalk, utility trenches, and chip/slurry seal projects that occur inevitably make road surfaces worse with uneven road surfaces, bumps, holes, and edges that go parallel with tires. This is especially problematic with bicycles and other alternative transport methods. The Complete Streets Ordinance needs to be changed to account for these maintenance projects where infrastructure is included for alternate transport methods in maintenance projects.
8/3/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Why not skip the debt and go on a pay-as-you-go basis (with the same prioritization approach)?
8/3/2018	Qualtrics Survey -Is there anything else you would like City Leadership to know about the streets in Salt Lake City?	Yes, we do not need additional tax hikes. Please reappropriate funds to do the repairs needed, not take additional money from the tax payers.
7/6/2018	Qualtrics Survey-If you're surprised tell us why	You do not provide basic services and yet you complain of the condition. Wasteful spending, incompetent spending or both. Blah.
7/9/2018	Qualtrics Survey-If you're surprised tell us why	I am surprised by the conditions of alot of roads around and think you should really fix them especially around sugarhouse area
7/10/2018	Qualtrics Survey-If you're surprised tell us why	13 E is a major thoroughfare. Tons of traffic going N in the morn, S in the afternoon. Folks in Murray, Millcreek and Holladay work downtown. Very heavy use. The others are also heavily used by commuters. I'm surprised that SLC, Murray and cities south aren't partnering to maintain these heavily used roads. The E/W streets are rough for the same reasons.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	1300 E (especially in Murray and Sugarhouse) feels suspension killing
7/10/2018	Qualtrics Survey-If you're surprised tell us why	1300 E between is a suspension killing, pothole ridden obstacle course in many sections.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	1300 East is like driving a dirt road having to weave left and right to avoid pot holes.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	1300 East is like driving a dirt road in the Uinta Mountains.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	1300 East is rough with pot holes and deep grooves
7/10/2018	Qualtrics Survey-If you're surprised tell us why	200 South doesn't seem that bad, but it might be because there are more pedestrians so I go much slower on 200 South.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	2100 S is always an awful mess, particularly right before the turnoff that leads to the sugarhouse shopping center
7/10/2018	Qualtrics Survey-If you're surprised tell us why	2100 South between 700 E and 1300 E is about the roughest road in a city that I have driven
7/10/2018	Qualtrics Survey-If you're surprised tell us why	2100 South is always in rough shape due to constant construction.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	2100 South is pretty smooth except in the Sugarhouse area between 1100 East to 700 East. Other than that, smooth sailing. 900 South, I can't see the rough ride. 1300 East, where's the bump?
7/10/2018	Qualtrics Survey-If you're surprised tell us why	2100 South is said to be in much better condition than I would call it, especially between 1300E and 700E
7/10/2018	Qualtrics Survey-If you're surprised tell us why	2100 South is terrible, in my opinion!
7/10/2018	Qualtrics Survey-If you're surprised tell us why	300 west felt less bumpy
7/10/2018	Qualtrics Survey-If you're surprised tell us why	900 West does have its rough parts, especially at the north end of it

Date	Source	Comment
7/10/2018	Qualtrics Survey-If you're surprised tell us why	900 West is being redone but it's clunky!
7/10/2018	Qualtrics Survey-If you're surprised tell us why	All the streets seem fine, so I'm surprised by the rough riding ratings.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	As a downtown resident, I walk more than drive.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	Assumed adequate maintenance provisions were included in the SLC Budget.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	Because 1300 E is nothing but badly repaired potholes, sunken manhole covers, and broken pavement. I drive it every day.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	Because I drive on these streets every day and they're fine. Whose definition of rough riding are you using? My guess is someone who is in the road repair business.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	Because some I thought were rough, were not rated that way (1300 East), and vice versa (900 South).
7/10/2018	Qualtrics Survey-If you're surprised tell us why	Because they were in good shape before you gave the millions a free pass to build and ruin our street and then walk away
7/10/2018	Qualtrics Survey-If you're surprised tell us why	Can't we keep these major arteries in better shape???
7/10/2018	Qualtrics Survey-If you're surprised tell us why	Certain parts of these roads gave the others a bad rap.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	Didn't think it was quite as bad as described.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	does not match with my experience
7/10/2018	Qualtrics Survey-If you're surprised tell us why	Don't seem so bad to me.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	Drive 200 S from West temple to 1300 E on daily basis and feel that it is in pretty good shape
7/10/2018	Qualtrics Survey-If you're surprised tell us why	fine with me
7/10/2018	Qualtrics Survey-If you're surprised tell us why	Generally the parts of the street mentioned above are okay enough, or at least are what I voted they were.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	Have you ridden these roads on a bicycle???
7/10/2018	Qualtrics Survey-If you're surprised tell us why	Having lived in New Orleans and Pennsylvania, SLC streets seem fine to me.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	I am surprised that 21st south is not in worse condition
7/10/2018	Qualtrics Survey-If you're surprised tell us why	I am surprised that 300 West, 900 south, and 200 south are only considered "rough rising" streets. I ride my bike often on these and they are extremely uncomfortable and not well maintained. I often have to slow down going downhill on 900 south because the amount of cracks in the road makes it often too bumpy to be comfortable.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	I bought new tires way early to soften my ride on many streets hilariously not even named in this survey...27th South, 21st East,
7/10/2018	Qualtrics Survey-If you're surprised tell us why	I do not drive 900 West very often. But do not understand how it can be so much better than the rest of the roads.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	I don't drive 200S often, but I would have assumed it to be in better shape given location.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	I don't feel like 900 South is all that bad, especially compared to other areas (2700 South between 1300 East and 2300 East is AWFUL)
7/10/2018	Qualtrics Survey-If you're surprised tell us why	I don't think 1300E is that bad
7/10/2018	Qualtrics Survey-If you're surprised tell us why	I don't travel some of those streets often, but I also don't remember them being bad the last time I did.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	I don't use 200 S so had no opinion but the vast majority of streets I use are in horrid condition.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	I drive 200 south often and hadn't noticed.

Date	Source	Comment
7/10/2018	Qualtrics Survey-If you're surprised tell us why	I drive 900 west daily. It is NOT smooth sailing! It IS Rough Riding!
7/10/2018	Qualtrics Survey-If you're surprised tell us why	I drive 900S frequently. I don't notice rough riding
7/10/2018	Qualtrics Survey-If you're surprised tell us why	I drive all around town for my job, and drive in other cities too. I've never noticed a real problem with the streets in SLC.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	I feel the worst are 1300 E and 2100 S
7/10/2018	Qualtrics Survey-If you're surprised tell us why	I guess compared to 1500 East, nothing is that bad.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	I guess it's hard to recollect from memory. West temple def sucks tho!
7/10/2018	Qualtrics Survey-If you're surprised tell us why	I guess on a bike the perception is different - 1300 E is pretty rough when going downhill.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	I pay gas taxes to create and maintain roads.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	I rated them differently based on my experience and memory.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	I suppose the segment that are better than I thought is because I don't frequent them.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	i think they're better than the info presented
7/10/2018	Qualtrics Survey-If you're surprised tell us why	I think those 2 are worse than MEH....
7/10/2018	Qualtrics Survey-If you're surprised tell us why	I think those streets are just fine compared to others like: 900 east, 2700 south or other smaller streets
7/10/2018	Qualtrics Survey-If you're surprised tell us why	I think Utah focuses too much on roads when schools and health care are totally inadequately funded!
7/10/2018	Qualtrics Survey-If you're surprised tell us why	I thought 2100 South was worse than that.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	I thought 21st south and 13th east were way worse.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	I thought some were better
7/10/2018	Qualtrics Survey-If you're surprised tell us why	I thought these streets were better than the rating given here.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	I use 1300 (and 1700) to take my child to school some mornings. After a round trip on either of those roads I am ready for the chiropractor
7/10/2018	Qualtrics Survey-If you're surprised tell us why	I was surprised there were so many streets that weren't worse.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	I was thinking of the stretch of 1300 E south of the city limits, which I travel often, as rough riding. I guess I don't pay much attention to 200 S and 900 S, which I use a lot; I had not noticed them being so bad probably because I use them without thinking.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	i wasn't aware of how bad some streets were
7/10/2018	Qualtrics Survey-If you're surprised tell us why	I would have thought more people thought worse
7/10/2018	Qualtrics Survey-If you're surprised tell us why	I'm generally surprised that SLC has allowed its streets to deteriorate so consistently across the city.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	I'm more surprised how much the city attempts to steer people to the answers they want in their surveys
7/10/2018	Qualtrics Survey-If you're surprised tell us why	I'm not sure any of the streets in SLC really count as Rough Riding. If you've ever lived/driven in less economically developed countries, you know what rough riding is.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	I'm surprised any city street is judged to be smooth sailing.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	I'm surprised SLC would allow their publi streets to reach such dire conditions.

Date	Source	Comment
7/10/2018	Qualtrics Survey-If you're surprised tell us why	i've really only been down a small portion of 900 W., and I don't recall it being absolutely fantastic. I didn't give an answer for it, because I didn't feel like I knew the street well enough to give an opinion, and I'm wondering if the extent of the survey reaches those that often commute or live on 900 W.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	I've traveled the rough riding roads many times and never thought they were in bad shape.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	In my opinion, these streets are in adequate condition
7/10/2018	Qualtrics Survey-If you're surprised tell us why	Lack of leadership
7/10/2018	Qualtrics Survey-If you're surprised tell us why	Lots of trucks and industrial type buildings...thus rough roads
7/10/2018	Qualtrics Survey-If you're surprised tell us why	Major arteries and all have utility lids on that middle of the lanes so you have to dive over them I had to get tie rods replaced on my car recently due to hitting a pothole
7/10/2018	Qualtrics Survey-If you're surprised tell us why	Maybe I'm thinking of overall street conditions. Every street has problems.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	Maybe my standards are different. It's a road, not a rainbow...
7/10/2018	Qualtrics Survey-If you're surprised tell us why	Most of the areas listed above that I drive are - meh
7/10/2018	Qualtrics Survey-If you're surprised tell us why	My car literally bottoms out on 1300 East, causing sparks if I'm not careful. If that is what will be called "a bit bumpy" then I am truly scared of what is "suspension killing." I travel up and down 200 south all of the time, from the U to the Salt Palace. I've never had an issue.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	Needs attention.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	None of the streets in this town are smooth sailing. Most streets are horrible condition.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	Not an accurate assessment. Used more to promote the bond issue.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	Not surprised at all you care more about the drug users than the tax payers'
7/10/2018	Qualtrics Survey-If you're surprised tell us why	Ride on 13th frequently and it is definitely rough riding
7/10/2018	Qualtrics Survey-If you're surprised tell us why	Sections of 900 West are wonderful others are terrible. Also if you are in/on anything but a motor vehicle many roads are very uncomfortable to ride on.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	Seemed better to me
7/10/2018	Qualtrics Survey-If you're surprised tell us why	some of these streets are UDOT streets. [redacted language]??
7/10/2018	Qualtrics Survey-If you're surprised tell us why	streets do not seem as bad as specified
7/10/2018	Qualtrics Survey-If you're surprised tell us why	Streets neglected for too long.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	streets seem all fine to me, I have no issues with any street, many cities are much worse threw out this country
7/10/2018	Qualtrics Survey-If you're surprised tell us why	surprised the city can't keep up on our road system and the garbage spewed on them.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	Surprised some didn't rate worse!
7/10/2018	Qualtrics Survey-If you're surprised tell us why	That is not my experience driving them
7/10/2018	Qualtrics Survey-If you're surprised tell us why	That they have been neglected for so long (the streets in bad shape).
7/10/2018	Qualtrics Survey-If you're surprised tell us why	The amount paid in taxes should ensure that our roads are kept in better condition year round.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	The cement portion of 900w (1700s-900s) is incredibly bumpy and NOISY.

Date	Source	Comment
7/10/2018	Qualtrics Survey-If you're surprised tell us why	The city should have been keeping up these streets
7/10/2018	Qualtrics Survey-If you're surprised tell us why	The last time I was on 900 West about 10 days ago I felt it was in need of repair.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	The parts I drive aren't smooth
7/10/2018	Qualtrics Survey-If you're surprised tell us why	The parts of 200 south that I drive on are pretty smooth sailing
7/10/2018	Qualtrics Survey-If you're surprised tell us why	The roads are not that bad. Much much better than most places I have lived.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	The streets are all fine
7/10/2018	Qualtrics Survey-If you're surprised tell us why	The streets have been ignored for so long everything is in poor condition. 1700 South east from 900 East is terrible. The entire length of 1300 East is a patchwork mess. And individual residential streets such as Harvard from 1500 East to 1900 East needs to be completely redone.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	There are blocks that have no issues and blocks that are suspension killing from previous construction or overloaded trucks.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	There are other streets I encounter that are so much worse than the ones listed so "rough riding" doesn't make sense, comparatively.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	There is a significant problem with this entire survey. It fails to distinguish road conditions from the point of view of drivers vs. bicyclists. A road that is OK for cars can be dangerous for cyclists.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	There's barely a contiguous smooth street in SLC proper.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	They are not that bad, some are worse
7/10/2018	Qualtrics Survey-If you're surprised tell us why	They're main thoroughfares and one of the highest tax rates for home ownership in the valley
7/10/2018	Qualtrics Survey-If you're surprised tell us why	Thought some were better, some worse
7/10/2018	Qualtrics Survey-If you're surprised tell us why	To me 900 West is a very bumpy road.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	Two streets are worse than I thought based on the portions of those streets that I drive on.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	Utah is known for our horrible streets!! No surprise that it never changes. Funds wasted on non-priority items.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	very important streets used frequently. better upkeep seems imperative.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	we pay enough taxes etc as it is to fund city stuff, learn how to budget and unload unnecessary crap that the city does.. Like the frigging lights being on all night at the 2100 N soccer fields etc etc etc
7/10/2018	Qualtrics Survey-If you're surprised tell us why	When I'm driving east on 2100 s east of 2300 e just before the fire department at speed limit in my truck my truck (tacoma) loses control. Have to slow down
7/10/2018	Qualtrics Survey-If you're surprised tell us why	Where the money go to fix the roads. More cars also means more taxes money should be there
7/10/2018	Qualtrics Survey-If you're surprised tell us why	Why didn't you list 1100 E ? That's worse than any of the ones you listed!
7/10/2018	Qualtrics Survey-If you're surprised tell us why	Why has it gone unaddressed for this long? Get them fixed.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	With all the money you gave to developers, I thought part of their responsibility would be to fix the damage caused by heavy equipment used in construction. Concentrations seems to be in downtown and 900 south where the council has spent far too much money on frivolous pet projects instead of infrastructure.
7/10/2018	Qualtrics Survey-If you're surprised tell us why	Yes I'm surprised that city officials let these roads get this bad. I would consider this very poor management of infrastructure. I hope that this has been a lesson learned for the future
7/10/2018	Qualtrics Survey-If you're surprised tell us why	You are spending our tax dollars on salaries rather than taking care of things.

Date	Source	Comment
7/11/2018	Qualtrics Survey-If you're surprised tell us why	1300 E is more than just a bit bumpy.
7/11/2018	Qualtrics Survey-If you're surprised tell us why	1300 East is a mess from 2100 south north to south temple
7/11/2018	Qualtrics Survey-If you're surprised tell us why	13th east between 33rd south and van winkle is an absolute nightmare. People swerve all the time to miss bumps and almost cause accidents while trying to avoid road damage.
7/11/2018	Qualtrics Survey-If you're surprised tell us why	1700 South needs some love
7/11/2018	Qualtrics Survey-If you're surprised tell us why	2100 S is really bad- there are dangerous potholes from 900 to 1100 E and I see cyclists riding through there, having to veer into traffic to avoid them. This is very dangerous! I also want to make sure if roads are rebuilt, there are proper bike lanes included.
7/11/2018	Qualtrics Survey-If you're surprised tell us why	2100 S. it way bad between 1300 E and it's Eastern terminus.
7/11/2018	Qualtrics Survey-If you're surprised tell us why	2100 south above Papa Murphy's is horrible. With all the construction in Sugarhouse the road is a mess.
7/11/2018	Qualtrics Survey-If you're surprised tell us why	2100 South has been a pot hole mess for years, since all of the high rise apartment construction vehicles destroyed the street.
7/11/2018	Qualtrics Survey-If you're surprised tell us why	3rd W and 9th S seemed smoother than that in the areas I ride
7/11/2018	Qualtrics Survey-If you're surprised tell us why	900W might be smooth if you're flying but if you're driving it's terrible.
7/11/2018	Qualtrics Survey-If you're surprised tell us why	900w only part was fixed last year
7/11/2018	Qualtrics Survey-If you're surprised tell us why	Anyone who thinks SLC's road are bad enough to raise our own taxes for seriously needs to get out of their bubble... You've clearly never been to Texas or the Rust Belt... Calm down; we're fine.
7/11/2018	Qualtrics Survey-If you're surprised tell us why	Because I don't think so many of the streets would be in such a terrible condition. 2700 South isn't on your list and it's TERRIBLE!
7/11/2018	Qualtrics Survey-If you're surprised tell us why	Because I haven't noticed these streets being so bad.
7/11/2018	Qualtrics Survey-If you're surprised tell us why	Because I lived in Los Angeles, and they are chronically underfunded, yet the streets and other city services seem to be paved better and repaired.
7/11/2018	Qualtrics Survey-If you're surprised tell us why	Better than I thought.
7/11/2018	Qualtrics Survey-If you're surprised tell us why	Better than where I came from
7/11/2018	Qualtrics Survey-If you're surprised tell us why	Construction in Sugar House has allowed for utility installations in the roads that have not been properly repaired. These roads plus the increased traffic and lack of city maintance is destroying the roads. The city should better enforce how these contractors are repairing the roads.
7/11/2018	Qualtrics Survey-If you're surprised tell us why	Doesn't seem that bad, particularly compared to 1300 South
7/11/2018	Qualtrics Survey-If you're surprised tell us why	Don't understand what that means
7/11/2018	Qualtrics Survey-If you're surprised tell us why	Given the amount of traffic, good planning would avoid the pot holes which are seemingly everywhere.
7/11/2018	Qualtrics Survey-If you're surprised tell us why	gradually neglected while city spends millions on homeless, golf courses, bike lanes and other 'projects'
7/11/2018	Qualtrics Survey-If you're surprised tell us why	I am very suprised when I see the abc streets Alden, beverly, Chadwick, etc. being resurfaced while the streets in worse conditon are ignored. I can only assume that city personal must live on the streets getting while the rest of us suffer on 900 east, and 1100 east. 2100 south. The funding should come from existing monies by eliminating waste and officials having some foresight.
7/11/2018	Qualtrics Survey-If you're surprised tell us why	I believe people who rated these streets are not realistic regarding general street conditions. Perhaps they are too idealistic about how streets should appear.
7/11/2018	Qualtrics Survey-If you're surprised tell us why	I didn't realize 200 S was so rough and I don't take 900 W but I'm glad it's in good shape

Date	Source	Comment
7/11/2018	Qualtrics Survey-If you're surprised tell us why	I didn't think they were that bad.
7/11/2018	Qualtrics Survey-If you're surprised tell us why	I don't find the actual conditions of the road surface an issue there-- though the configurations esp at 9th and 9th leave something to be desired.
7/11/2018	Qualtrics Survey-If you're surprised tell us why	I don't recall that those streets are that bad, but I don't travel them often. I live in Sugarhouse, and I'm APPALLED at the condition of those streets.
7/11/2018	Qualtrics Survey-If you're surprised tell us why	I don't see it that way.
7/11/2018	Qualtrics Survey-If you're surprised tell us why	I don't think they do a good job putting down the pavement
7/11/2018	Qualtrics Survey-If you're surprised tell us why	I don't travel some of these streets often so I may be unaware.
7/11/2018	Qualtrics Survey-If you're surprised tell us why	I drive a couple of those streets regularly and never noticed that they were "rough riding"
7/11/2018	Qualtrics Survey-If you're surprised tell us why	I drive a truck so my perception is probably different than passenger car drivers.
7/11/2018	Qualtrics Survey-If you're surprised tell us why	I drive most of these streets regularly and I've seen much worse
7/11/2018	Qualtrics Survey-If you're surprised tell us why	I drive on 900 S daily (from east high school to five wetland) and have never thought of it as being poor road trips condition
7/11/2018	Qualtrics Survey-If you're surprised tell us why	I drive on some of these streets frequently, and they seem fine so long as you are not speeding terribly.
7/11/2018	Qualtrics Survey-If you're surprised tell us why	I expected the industrial area roads to be in worse condition than the neighborhoods; however, with all of the construction of apartments and condos the streets have dramatically deteriorated in Sugar House.
7/11/2018	Qualtrics Survey-If you're surprised tell us why	I frequently choose side streets to avoid main thorough fare's in the city because of their condition I've been on dirt roads that are smoother than 2700 S. and Parleys Way.
7/11/2018	Qualtrics Survey-If you're surprised tell us why	I frequently take 900 South and don't find it rough riding
7/11/2018	Qualtrics Survey-If you're surprised tell us why	I go along 200 s 900 s and 300 w a lot and haven't noticed any big issues on them
7/11/2018	Qualtrics Survey-If you're surprised tell us why	I guess I just haven't paid that close of attention to 9th, but I'm all for fixing them. How about 11th East in Sugar House? It's pretty rough.
7/11/2018	Qualtrics Survey-If you're surprised tell us why	I live & work on 200 S and I've never had a problem driving on it. I drive down 200 S, between 300 W and 1300 E almost every day.
7/11/2018	Qualtrics Survey-If you're surprised tell us why	I think the parts of 300 W I use are OK.
7/11/2018	Qualtrics Survey-If you're surprised tell us why	I think they are in good condition
7/11/2018	Qualtrics Survey-If you're surprised tell us why	I think those listed as pretty ok or just a little bumpy are worse than that, and some that were rated very bad aren't that bad in my opinion (bad, but not that bad)
7/11/2018	Qualtrics Survey-If you're surprised tell us why	I thought these were in worse shape
7/11/2018	Qualtrics Survey-If you're surprised tell us why	I would expect Salt Lake City with wide streets to do better. Spending too much on bike lanes. Bikers still ride on the side walk.
7/11/2018	Qualtrics Survey-If you're surprised tell us why	I would think the city would do a better job
7/11/2018	Qualtrics Survey-If you're surprised tell us why	I'm more surprised that Highland/1100 East is not on this survey. It's terrible.
7/11/2018	Qualtrics Survey-If you're surprised tell us why	I'm not on them often.
7/11/2018	Qualtrics Survey-If you're surprised tell us why	I'm OK with a bit bumpy if it keeps our tax from being increased .
7/11/2018	Qualtrics Survey-If you're surprised tell us why	I'm surprised that you are dumb enough to try another "survey" that is designed to elicit the responses you desire vs reality.
7/11/2018	Qualtrics Survey-If you're surprised tell us why	It is difficult to gauge the entire length of each street.

Date	Source	Comment
7/11/2018	Qualtrics Survey-If you're surprised tell us why	It's not the length of the road-mostly sewer manholes and other utility patches.
7/11/2018	Qualtrics Survey-If you're surprised tell us why	Its just more years of failure by the leaders of Salt Lake, by spending money for the wrong things
7/11/2018	Qualtrics Survey-If you're surprised tell us why	Major road - very bumpy
7/11/2018	Qualtrics Survey-If you're surprised tell us why	Maybe I have great suspension on my car?
7/11/2018	Qualtrics Survey-If you're surprised tell us why	Most don't seem that bad to me.
7/11/2018	Qualtrics Survey-If you're surprised tell us why	Most of these roads have rough sections, AND smooth sections, depending on where. I based my ratings on the sections I'm most familiar with.
7/11/2018	Qualtrics Survey-If you're surprised tell us why	My experience is different
7/11/2018	Qualtrics Survey-If you're surprised tell us why	My perception is mostly as a cyclist...I also only ride certain stretches of streets.
7/11/2018	Qualtrics Survey-If you're surprised tell us why	Perhaps sections are in disrepair but overall i don't notice much. 1700 South is another matter.
7/11/2018	Qualtrics Survey-If you're surprised tell us why	SLC has reduced travel lanes for cars take 900 w going from 2 lanes each to one lane each way. So the amount of cars on the same surface has doubled No wonder the roads are in bad shape. The roads r for vehicles and with the population increasing maybe you should widen the areas for vehicles
7/11/2018	Qualtrics Survey-If you're surprised tell us why	SLC is famous for being clean and easy to get around. This seems to be changing
7/11/2018	Qualtrics Survey-If you're surprised tell us why	SLC streets are terrible
7/11/2018	Qualtrics Survey-If you're surprised tell us why	That isn't my experience.
7/11/2018	Qualtrics Survey-If you're surprised tell us why	the city should be taking care of its infrastructure
7/11/2018	Qualtrics Survey-If you're surprised tell us why	The downtown stretches I drive on most roads seems to be in great condition.
7/11/2018	Qualtrics Survey-If you're surprised tell us why	The segments I drive on seem ok.
7/11/2018	Qualtrics Survey-If you're surprised tell us why	The streets are fine... NO BOND!!!
7/11/2018	Qualtrics Survey-If you're surprised tell us why	The streets cited are in much better condition than many neighborhood streets. Survey results are harsh!
7/11/2018	Qualtrics Survey-If you're surprised tell us why	the streets in SLC are ok. They are so heavily traveled each day it is surprising.
7/11/2018	Qualtrics Survey-If you're surprised tell us why	There are some serious health risks on Salt Lake streets. Including 2300 East toward the Country club
7/11/2018	Qualtrics Survey-If you're surprised tell us why	These are major roads and, I would think, be better taken care of. 900 East isn't on the list and that one is a suspension killer!
7/11/2018	Qualtrics Survey-If you're surprised tell us why	They certainly don't seem that bad to me.
7/11/2018	Qualtrics Survey-If you're surprised tell us why	They did crack sealing in my neighbor hood in the late winter and never finished the job, they did the streets around us and never came back to finish the work. Now we are getting pot holes and more cracks.
7/11/2018	Qualtrics Survey-If you're surprised tell us why	They should be in better shape
7/11/2018	Qualtrics Survey-If you're surprised tell us why	We have complained about bad potholes on Gale St off of 9th South
7/11/2018	Qualtrics Survey-If you're surprised tell us why	What's your criteria? They are not that bad.
7/11/2018	Qualtrics Survey-If you're surprised tell us why	While I'm not suprised about the poor condition because they are high traffic, this is also all the more reason I feel they should be repaired asap.

Date	Source	Comment
7/11/2018	Qualtrics Survey-If you're surprised tell us why	You specifically said to consider the entire length so I thought the average over a longer area would be better.
7/12/2018	Qualtrics Survey-If you're surprised tell us why	1300 E and 2100 S feel worse than "meh" to me. Part of it might be the narrowness of the lanes and the slant of the road itself
7/12/2018	Qualtrics Survey-If you're surprised tell us why	17th south between 20th and 13th east is worse
7/12/2018	Qualtrics Survey-If you're surprised tell us why	21st south is pretty bad!
7/12/2018	Qualtrics Survey-If you're surprised tell us why	300 west's perception should be worse, this is a really bad street
7/12/2018	Qualtrics Survey-If you're surprised tell us why	900 East and 1100 East are by far the worst in the city and they aren't even on your list, the roads provided on the list are not that bad
7/12/2018	Qualtrics Survey-If you're surprised tell us why	9th west, Union Pacific railroad crossing needs work
7/12/2018	Qualtrics Survey-If you're surprised tell us why	Anyone that lives in SugarHouse knows that the city leaders are allowing FAR too much growth in the area with no regard for what the added traffic does to the condition of the roads, let alone the congestion and safety issues the growth has caused I can't even drive in my neighborhood without hitting a huge pothole which is unavoidable because of the necessity now to park on both sides of the street. Because of parked cars, there is no way to maneuver the pothole. SugarHouse now has the worst roads in the state (and I travel for work by car throughout the state.) And you NEVER see road repair in the area.
7/12/2018	Qualtrics Survey-If you're surprised tell us why	Because the street is smooth enough to me, side from when crossing the train tracks
7/12/2018	Qualtrics Survey-If you're surprised tell us why	Cause these roads are in good shape. Drive them all the time. Go to Milwaukee Wisconsin if you want to experience rough city roads.
7/12/2018	Qualtrics Survey-If you're surprised tell us why	Didn't square with my subjective opinions.
7/12/2018	Qualtrics Survey-If you're surprised tell us why	Every street in valley this SUCKS! I have a 3/4 ton pickup and it's like driving on the Ford Motor Test More people are moving into this valley every day, which equates to a larger tax base, yet the streets are worse than they have ever been. Where is all the money going????? FIX THE [redacted language] ROADS!!!!
7/12/2018	Qualtrics Survey-If you're surprised tell us why	I am surprised that 1100 E was not included in this survey. While 1300 E is okay, at best, 1100 E is deplorable.
7/12/2018	Qualtrics Survey-If you're surprised tell us why	I am surprised that the current and prior city mayor allowed the streets to get to such a point all the while adding other not so well used amenities (unusual parking setup, bike lanes, etc). Even more concerning - we don't see the infrastructure that is underneath the streets though we know it is aged and we have seen some epic failures. Poor planning here will likely lead to more repairs and ripping up the surface of the newly laid streets. Well done Mayor B and team!
7/12/2018	Qualtrics Survey-If you're surprised tell us why	I don't perceive 200 S and 900 S to be in as poor condition as 300 W.
7/12/2018	Qualtrics Survey-If you're surprised tell us why	I don't think they are that bad
7/12/2018	Qualtrics Survey-If you're surprised tell us why	I drive these routes several times a week over the last 3 years and they have gotten worse with each winter season
7/12/2018	Qualtrics Survey-If you're surprised tell us why	I guess sections I drive are ok and others are bad.
7/12/2018	Qualtrics Survey-If you're surprised tell us why	I use 1300 East regularly and find that it has several sections that are really bumpy. Not as bad as Highland, but enough to create the need to swerve to avoid holes.
7/12/2018	Qualtrics Survey-If you're surprised tell us why	I'm not originally from here but lived here 7 years so I have no clue about addresses I use and go where the GPS guides me I just know the roads here are like a third world country and Sugarhouse is one of the worst so where is all the taxpayers money that is already allocated for this from the government and local state government? It must be in some politicians pockets so again no new taxes!
7/12/2018	Qualtrics Survey-If you're surprised tell us why	It's not what I experience.
7/12/2018	Qualtrics Survey-If you're surprised tell us why	Jam surprised that 1100 E was not included in this survey. While 1300 E is okay, at best, 1100 E is deplorable.

Date	Source	Comment
7/12/2018	Qualtrics Survey-If you're surprised tell us why	most I thought are worst than just a bit bumpy
7/12/2018	Qualtrics Survey-If you're surprised tell us why	Road maintenance has really declined since mayor Jackie Biskupski was elected
7/12/2018	Qualtrics Survey-If you're surprised tell us why	Surprised any streets are rating smooth sailing
7/12/2018	Qualtrics Survey-If you're surprised tell us why	The streets that surprised me show that I didn't think they were that bad.
7/12/2018	Qualtrics Survey-If you're surprised tell us why	These are averages. The parts of the roads I experience may be different from the averages. 2100 South through Sugarhouse is HORRIBLE!
7/12/2018	Qualtrics Survey-If you're surprised tell us why	They seem fine to me.
7/12/2018	Qualtrics Survey-If you're surprised tell us why	this is a crazy survey. Look at parts of 2300 E, 2100 East, 2700 South -appalling
7/12/2018	Qualtrics Survey-If you're surprised tell us why	traffic on all street is awful. 9th west even with redo is the pits the new one lane is a joke traffic is backed up at least 6 blocks for a red light. who is the dummy that approved this design and if this is what the others will look, then they all need to be fired
7/12/2018	Qualtrics Survey-If you're surprised tell us why	Your assesment disagrees with my experiences.
7/13/2018	Qualtrics Survey-If you're surprised tell us why	200 South is a bit bumpy around the construction sites but otherwise smooth sailing.
7/13/2018	Qualtrics Survey-If you're surprised tell us why	2100 South seems worse than 300 West in terms of road condition.
7/13/2018	Qualtrics Survey-If you're surprised tell us why	2700 south should be on the survey, my kids take it to experience mountain trail bike riding in the city.
7/13/2018	Qualtrics Survey-If you're surprised tell us why	all slc streets are poor
7/13/2018	Qualtrics Survey-If you're surprised tell us why	Because I drive these streets and they're fine especially 900 South. Why would we we pay to repave these streets?
7/13/2018	Qualtrics Survey-If you're surprised tell us why	I both commute by bike and car and I don't feel like any stretch of road is horrible and I don't feel that any stretch of road is wonderful.
7/13/2018	Qualtrics Survey-If you're surprised tell us why	I didn't expect any street to be smooth sailing.
7/13/2018	Qualtrics Survey-If you're surprised tell us why	I don't drive 900 W or 900 S very often.
7/13/2018	Qualtrics Survey-If you're surprised tell us why	I had not noticed.
7/13/2018	Qualtrics Survey-If you're surprised tell us why	I thought it was worse.
7/13/2018	Qualtrics Survey-If you're surprised tell us why	I'm more concerned that you continue to block traffic on 300 S.
7/13/2018	Qualtrics Survey-If you're surprised tell us why	I'm surprised by 2100 S because the entire ride feels like your car is crooked. It's very uncomfortable and crowded and tight maneuvering. I avoid Sugarhouse stores because of that.
7/13/2018	Qualtrics Survey-If you're surprised tell us why	I've had the opposite experience on a few of the streets, but maybe I don't drive the best or worst sections.
7/13/2018	Qualtrics Survey-If you're surprised tell us why	The parts I drive on seem to be okay.
7/13/2018	Qualtrics Survey-If you're surprised tell us why	Well I don't often drive the full length of these streets, just drive the areas in my neighborhood. My complaint is 1700 South because I drive between 900 East to 2300 south all the time. It needs help!
7/13/2018	Qualtrics Survey-If you're surprised tell us why	When I was young(learning to drive) I don't remember these streets being nearly this bad.
7/14/2018	Qualtrics Survey-If you're surprised tell us why	Because 2100 south is terrible. I'm surprised it's not marked as worse
7/14/2018	Qualtrics Survey-If you're surprised tell us why	Don't think some of those streets are that bad

Date	Source	Comment
7/14/2018	Qualtrics Survey-If you're surprised tell us why	If you would take the time to fix not just patch my be they would last. do better lines. Don't have so many men on the job that they are being paid for standing around. Find a better product for streets and a paint that shows the lines when it rains. Our streets are terrible.
7/14/2018	Qualtrics Survey-If you're surprised tell us why	It seems they should be better maintained
7/15/2018	Qualtrics Survey-If you're surprised tell us why	I thought more people would think 2100 was in rough shape.
7/15/2018	Qualtrics Survey-If you're surprised tell us why	Roads used to be repaired in a timely manner
7/16/2018	Qualtrics Survey-If you're surprised tell us why	I don't use 200 S too much, but surprised because this is a major city street that is rough riding.
7/16/2018	Qualtrics Survey-If you're surprised tell us why	I ride a scooter and some of those roads are in pretty decent shape
7/17/2018	Qualtrics Survey-If you're surprised tell us why	[Translated with Google Translate] I had not realized that if there is a lot to fix until I saw all the drawings."No me avia dado Cuenca que si hay mucho que arreglar haste que vi todo los dibujos"
7/17/2018	Qualtrics Survey-If you're surprised tell us why	I must not drive the bad sections!
7/17/2018	Qualtrics Survey-If you're surprised tell us why	I probably got used to it beeing like this for so long . Or maybe I don't drive that much.
7/17/2018	Qualtrics Survey-If you're surprised tell us why	I think if you didn't have to drive it on a daily basis you would see by
7/17/2018	Qualtrics Survey-If you're surprised tell us why	I think some of those streets are ok
7/17/2018	Qualtrics Survey-If you're surprised tell us why	Popular areas. Businesses along road.
7/17/2018	Qualtrics Survey-If you're surprised tell us why	The three I answered regarding the condition are streets I use often and do not find the conditions as you have listed them.
7/17/2018	Qualtrics Survey-If you're surprised tell us why	What was the tax increase for again?
7/18/2018	Qualtrics Survey-If you're surprised tell us why	Because they are worse than that.
7/18/2018	Qualtrics Survey-If you're surprised tell us why	Better neighborhood and busier street, expected better roads.
7/18/2018	Qualtrics Survey-If you're surprised tell us why	Don't drive down there often
7/18/2018	Qualtrics Survey-If you're surprised tell us why	I don't drive on 900 West often, so my impression of a rougher ride may pre-date the construction on 900 W, between 400 South and 600 West.
7/18/2018	Qualtrics Survey-If you're surprised tell us why	I live on 1300 East and my section is tough riding, but I guess if averaged over the entire length, it wouldn't be.
7/18/2018	Qualtrics Survey-If you're surprised tell us why	I was mostly unsurprised.
7/18/2018	Qualtrics Survey-If you're surprised tell us why	Personal experiance though limited didn't match overall reality
7/19/2018	Qualtrics Survey-If you're surprised tell us why	The streets in SLC are better than anywhere else I have lived, with the exception of Hong Kong.
7/19/2018	Qualtrics Survey-If you're surprised tell us why	These results haven't been the case in my personal experiance and/or perception
7/19/2018	Qualtrics Survey-If you're surprised tell us why	They are all pretty terrible for cyclists.
7/21/2018	Qualtrics Survey-If you're surprised tell us why	I ride down 200 south quite a bit and I've never really considered it too bad.
7/21/2018	Qualtrics Survey-If you're surprised tell us why	Other cities I have lived in have much worse streets
7/23/2018	Qualtrics Survey-If you're surprised tell us why	I live on 200 South and it doesn't seem bad. I thought 900 West was worse.
7/23/2018	Qualtrics Survey-If you're surprised tell us why	So far, I think the city has kept up with the weather impact on these roads. There may be rough roads in the early spring but the city handles it timely.

Date	Source	Comment
7/24/2018	Qualtrics Survey-If you're surprised tell us why	9th So: The railroad tracks are funny, but no bumps from Foothill to 9th W.;2nd So: 10th East if funny and the tracks at 5th west are bumpy but whereelse; 9th W: Gets very bumpy at 1 S & 9 S tracks and South passed 21st So Freeway
7/24/2018	Qualtrics Survey-If you're surprised tell us why	I think 13th is much worse than 9th south
7/25/2018	Qualtrics Survey-If you're surprised tell us why	Because they're all crap! What is everyone comparing them too. also, people are going to get killed on the section in sugarhouse that's between all new construction. for the love of GOD make it so people can't cross the street randomly.
7/25/2018	Qualtrics Survey-If you're surprised tell us why	I don't drive on those streets and I just expect the roads to be rideable, we are not a third world country.
7/28/2018	Qualtrics Survey-If you're surprised tell us why	I'm surprised cause some of streets I haven't been on as much and surprised at there condition
7/30/2018	Qualtrics Survey-If you're surprised tell us why	2100 S is way worse than "meh"
7/30/2018	Qualtrics Survey-If you're surprised tell us why	i m not surprised as i go over these streets regulary and the outcome you mentioned is right except in my opinon 300 west is the worst of all
7/30/2018	Qualtrics Survey-If you're surprised tell us why	I think the trouble spots are fine except 200 SO i think is ok
7/30/2018	Qualtrics Survey-If you're surprised tell us why	Seems like the west side would be the least taken care of.
7/30/2018	Qualtrics Survey-If you're surprised tell us why	With the current economic of SLC, why isn't there money to fix the infrastructure?
7/31/2018	Qualtrics Survey-If you're surprised tell us why	2100 south from 700 E to 1300 E is in terrible condition, not rough or bumpy. Too generalized area to comment on in survey.
7/31/2018	Qualtrics Survey-If you're surprised tell us why	There are other streets, like 900 E, 1100 E, and Highland Drive that seem to have more noticeable problems. Some of the smaller neighborhood streets are much worse, causing safety hazards that are worse than just suspension killers.
7/31/2018	Qualtrics Survey-If you're surprised tell us why	They seem much worse then the average to me
8/1/2018	Qualtrics Survey-If you're surprised tell us why	1300 East is horrible in places
8/1/2018	Qualtrics Survey-If you're surprised tell us why	2100 south is the worst street in the city just ride a bus in the right lane there is a spot in sugar house where the bus hits a hole and you are surprised nothing broke
8/1/2018	Qualtrics Survey-If you're surprised tell us why	900 West is not smooth sailing in the concrete section...there are large manhole covers that I have to avoid every time I drive it. Also, the concrete section itself is not smooth at all.
8/1/2018	Qualtrics Survey-If you're surprised tell us why	Because we don't have money, but only some sections need repairs overall.
8/1/2018	Qualtrics Survey-If you're surprised tell us why	guess I haven't travelled them enough to know they were that bad
8/1/2018	Qualtrics Survey-If you're surprised tell us why	I didn't think they were as bad as they are rated.
8/1/2018	Qualtrics Survey-If you're surprised tell us why	I drive on those streets everyday to go to work and pick my kid up from daycare. I have not found the ride too bumpy.
8/1/2018	Qualtrics Survey-If you're surprised tell us why	I drive these streets several times a week, and notice no problems. Especially one that costs even remotely this much.
8/1/2018	Qualtrics Survey-If you're surprised tell us why	I travel several of these roads on a weekly basis, and they are not nearly as bad as many of our residential lettered streets
8/1/2018	Qualtrics Survey-If you're surprised tell us why	Lack of long term care has hurt our streets
8/1/2018	Qualtrics Survey-If you're surprised tell us why	my experience on 900 West has not been super smooth, nothing major but not as smooth as this survey suggests.
8/1/2018	Qualtrics Survey-If you're surprised tell us why	My perception is the streets (900 South, 900 West, and 200 South) aren't especially bumpy or in need of repair.
8/1/2018	Qualtrics Survey-If you're surprised tell us why	Survey results are not consistent with daily reality. SLC owes me a new suspension.
8/1/2018	Qualtrics Survey-If you're surprised tell us why	Take care of the homeless/drug/criminal activity first before worrying about road conditions. I don't worry about the suspension on my car as much as I worry about taking my daughter to the park.

Date	Source	Comment
8/1/2018	Qualtrics Survey-If you're surprised tell us why	That's not my experience
8/1/2018	Qualtrics Survey-If you're surprised tell us why	The narrow width of this street exasperates the perceived condition of the road. The traffic here is horribly, partly due to people slowing down to avoid rough parts of road.
8/1/2018	Qualtrics Survey-If you're surprised tell us why	The roads i don't travel on often seem to be the worst.
8/1/2018	Qualtrics Survey-If you're surprised tell us why	They seem worse to me than the condition described.
8/1/2018	Qualtrics Survey-If you're surprised tell us why	Use the taxes we pay for the streets for the {redacted for language} streets rather than other {redacted for language}.
8/2/2018	Qualtrics Survey-If you're surprised tell us why	2100 S is pretty horrible, a lot more than "a bit" IMO
8/2/2018	Qualtrics Survey-If you're surprised tell us why	2100 south through Sugarhouse is terrible.
8/2/2018	Qualtrics Survey-If you're surprised tell us why	City has always fixed the roads in the past
8/2/2018	Qualtrics Survey-If you're surprised tell us why	Didn't realize 900 South was that bad, must be west of State
8/2/2018	Qualtrics Survey-If you're surprised tell us why	Guess it depends on the person. There are some streets in the city (5th East, 3rd East) that I think are bad and have been on better terrain in the middle of the desert or forest. Some of the roads I do not travel so have no opinion and then there are some that I have actually had things broken on vehicle by some roads. Expensive trips sometimes just to get around the city.
8/2/2018	Qualtrics Survey-If you're surprised tell us why	I am driving these roads. 200 S is fine for what it is. 900 S is a fast double lane race-track - can't be that bad or cars would drive speed limit?
8/2/2018	Qualtrics Survey-If you're surprised tell us why	I am surprised at the survey overall - first off, all of the symbols are for cars, when cyclists and pedestrians also use streets and frankly notice conditions more. Average condition is hard for us to estimate, and why are you using these jokey categories when the pavement survey uses standard terms like good, fair, poor, etc. To the average traveler, it's all relative, so we may perceive conditions very differently, or have gotten so jaded by the street conditions it is hard to estimate. So far this survey is frustrating and not useful. Things like curb cuts, crosswalks, street design and complete streets, are just as important as "pavement condition." It doesn't seem like a valid survey at all so far, just a marketing piece for the GO bond. And it doesn't feel inclusive at all, or a presentation of real options for funding, or other option for bond expenditures.
8/2/2018	Qualtrics Survey-If you're surprised tell us why	I can not recall bumps and potholes on the portions of 900 S that I have driven. The same is true for 200 S and 300 W.
8/2/2018	Qualtrics Survey-If you're surprised tell us why	I drive on 900 S regularly and don't think it is rough riding compared to other streets.
8/2/2018	Qualtrics Survey-If you're surprised tell us why	I guess my definition is different than yours. I drive most of these roads all the time.
8/2/2018	Qualtrics Survey-If you're surprised tell us why	I haven't noticed, perhaps I don't use the bad sections?
8/2/2018	Qualtrics Survey-If you're surprised tell us why	I ride a motorcycle and intentionally use 9th south as it is pretty smooth better than 27th or 21st
8/2/2018	Qualtrics Survey-If you're surprised tell us why	Not my experience
8/2/2018	Qualtrics Survey-If you're surprised tell us why	Roads are more than adequate in my experience
8/2/2018	Qualtrics Survey-If you're surprised tell us why	The roads are fine
8/2/2018	Qualtrics Survey-If you're surprised tell us why	They seem to be better than that.
8/2/2018	Qualtrics Survey-If you're surprised tell us why	While I think many streets are rough riding, my opinion on which are worst seems to differ.
8/2/2018	Qualtrics Survey-If you're surprised tell us why	You just worked on 900 east
8/3/2018	Qualtrics Survey-If you're surprised tell us why	Probably because I don't actually travel the entire length of the road in question.

Date	Source	Comment
8/3/2018	Qualtrics Survey-If you're surprised tell us why	The part of these streets that I use don't fit the conditions described.
8/3/2018	Qualtrics Survey-If you're surprised tell us why	Unfortunately, the survey questions are not likely to produce the valid and reliable responses needed to truly determine the condition of the streets addresses! While I travel on portions of most of these streets I cannot attest to the condition on the entirety of them. 2100 south between 17th east and 2100 east was resurfaced and striped last year. I can't legitimately respond to the question accurately as to its condition on its entirety.
7/10/2018	Qualtrics Survey-Why not?	ADD COMPLETE STREETS ORDINANCES
7/10/2018	Qualtrics Survey-Why not?	Because everyone involved in this survey and with spending the money from a bond issue benefits financially from more road construction so the study and recommendations are deeply flawed and biased.
7/10/2018	Qualtrics Survey-Why not?	Doesn't matter what residents think or what surveys are done, nothing changes!!
7/10/2018	Qualtrics Survey-Why not?	Don't even fix the streets
7/10/2018	Qualtrics Survey-Why not?	I believe resident requests caused the city to waste money in the Harvard / Yale area on concrete roads when the ones they were replacing were fine.
7/10/2018	Qualtrics Survey-Why not?	I don't want any MORE taxes or bonds wasted
7/10/2018	Qualtrics Survey-Why not?	I have witnessed you repaving perfectly good streets in the past on MY DIME, whilst leaving bad streets alone. What has changed? Your methods are shoddy.
7/10/2018	Qualtrics Survey-Why not?	Make the companies that ruined them pay
7/10/2018	Qualtrics Survey-Why not?	More attention to condition for cyclists and on roads designated for cyclists is needed.
7/10/2018	Qualtrics Survey-Why not?	Public Transit needs should be first., Utility projects second, Most Traveled third, Highest Need/Worst Condition Fourth, Cost of reconstruction fifth, Master Plan sixth and Resident requests last.
7/10/2018	Qualtrics Survey-Why not?	Resident requests are not objective. Public transit needs should be low as they cause the majority of the damage.
7/10/2018	Qualtrics Survey-Why not?	There are less traveled roads that are in Suspension killing condition. Stop the hemorrhaging on those roads first, then go tend to the minor bleeding on the more traveled roads.
7/10/2018	Qualtrics Survey-Why not?	Why are you leaving it to some unscientific survey to make a decision. The average citizen is not qualified anyway to even be opining. Isn't that why we elect leaders that then go hire people that should be qualified to make an educated recommendation. Apparently that's not the case.
7/10/2018	Qualtrics Survey-Why not?	You have allowed construction trucks on 400 North and Silent Glen Lane. They have damaged the roads here, yet it is not high on your priority list. Fix Them with money from the contractors or School building fund.
7/10/2018	Qualtrics Survey-Why not?	You just want money to distribute jobs pay contractors with fake information as baseline. Screw you.
7/10/2018	Qualtrics Survey-Why not?	You will again use low middle and lower income residents taxpayer money to fix issues because the SLC has used money for frivolous projects like the Eccles Theater, millions for developers who have destroyed the streets, used previous earmarked for roads property taxes for raises, Bicycle Highway, McClelland Trail, another upper east bench trail, road diets for the wealthy, development of 9th and 9th, overdeveloped Sugar House, and so much more.
7/11/2018	Qualtrics Survey-Why not?	Because you are always looking to reduce the traffic on the streets by reducing lanes but you just double the amount of vehicles on smaller spaces
7/11/2018	Qualtrics Survey-Why not?	NO BOND!!!
7/11/2018	Qualtrics Survey-Why not?	not taking into consideration other factors and using this as an excuse for a bond
7/11/2018	Qualtrics Survey-Why not?	The streets mentioned are not that bad.
7/11/2018	Qualtrics Survey-Why not?	This seems like a giant waste of tax payer dollars. Our roads are already some of the best maintained I've traveled in comparison to other states. There is ALWAYS construction going on on Salt Lake roads. This entire "feedback" forum is also rigged to be in favor of the overhaul with pages such as "Educated yourself!- The roads are actually in bad condition"... but in my opinion, they really are not at least in the downtown metro area.
7/11/2018	Qualtrics Survey-Why not?	We should consult urban planners to discuss future plans for neighborhoods... aka construction growth and traffic increases to determine how to appropriately revamp our streets.
7/11/2018	Qualtrics Survey-Why not?	Why you keep asking for more money when you already have enough money to work on these streets???

Date	Source	Comment
7/12/2018	Qualtrics Survey-Why not?	Why do we still think streets are still about moving cars (some after thoughts on buses) instead of moving people?
7/14/2018	Qualtrics Survey-Why not?	Actions speak not words. Prove you can fix roads right and then we would not mind paying.
7/18/2018	Qualtrics Survey-Why not?	You need a transportation master plan. SLC does not have one, except from 1996! Streets need to be rebuilt in a way that modernizes our system and doesn't just replicate current patterns
7/9/2018	Social media accounts	No more money from our pockets. Use what you already have
7/9/2018	Social media accounts	Opposed; I don't want to pay for pavement so that people can park their cars on it for free. Narrow the streets, expand the park strip, add planted medians. Right-size the streets: Two 10' lanes is sufficient for most residential streets, add a center turn lane for streets with some commercial on them. Add some bike lanes. Anything else is a waste of pavement..
7/9/2018	Social media accounts	Raising taxes doesn't equal a balanced budget. Sorry.
7/18/2018	Sugar House Farmers Market	I approve of the bond for funding the street improvements in SLC this year. Thank you for your effort.

Buehler, Elizabeth

From: [REDACTED]
Sent: Thursday, July 19, 2018 10:50 AM
To: Media; Mayor
Cc: Litvack, David; Leary, Patrick; fundingourfuture@slcgov.com
Subject: Comments on Salt Lake City's Funding Our Future - Bond and Sales Tax - is a Great Opportunity for Biking and Walking, But Lacks Vision

Comments on Funding Our Future, both the Bond and Sales Tax

Submitted by [REDACTED]
Salt Lake City, UT
[REDACTED]

This comment is also online here: <http://www.cyclingutah.com/?p=15536>

Salt Lake City's Funding Our Future - Bond and Sales Tax - is a Great Opportunity for Biking and Walking, But Lacks Vision

Salt Lake City has embarked on the [Funding Our Future](#) process to add funding to the city coffers through two methods. The first is the recently passed city sales tax increase that will add 0.5% to the current 6.85%. The second is a one-time \$87 million bond for streets. The tax will raise \$33 million/year that will be designated for four key areas in the city (from the Funding Our Future website <http://fundingourfutureslc.com>): Improved Street Conditions, Greater Housing Opportunities, Better Transit Service, Increased Neighborhood Safety and Security. In this editorial, we will talk mostly about streets and transit.

The bond is up for vote in November of 2018.

The city sales tax increase was authorized by the Utah State Legislature in conjunction with the dreadful relocation of the Utah State Prison to the Northwest Quadrant and passed by the Salt Lake City Council. According to Salt Lake City, there has not been a sales tax increase in over 20 years. It should be noted that sales and user taxes and fees tend to be much more regressive than income taxes, and tend to impact lower income people more so than higher income people relative to the percent of their overall income that goes to taxes. On the other hand, sales taxes tend to decrease consumption by increasing the costs of goods sold, and from a global climate perspective, this is probably a good thing. But, we aren't going to delve into those issues further in this editorial.

As cyclists and an alternative transportation advocates, we are very happy to see additional funding for road repair and for transit, both of which need major improvement in Salt Lake City. The tax alone looks like it will provide \$6.9 million for roads and just shy of \$5.4 million for transit in 2018-2019. Funding will continue for years to come. Salt Lake City's roads are in dreadful disrepair, and this creates hazards for cyclists as well as motorists. Road resurfacing projects could result in more bike lanes if the Mayor doesn't veto them as she did on 2100 S. If a street is slated for bike lanes according to the 2015 Pedestrian and Bicycle Master Plan, the funding should (but may not) result in additional bike infrastructure. The \$87 million bond will help Salt Lake catch up on the backlog of repairing its broken streets.

Funding Our Future dovetails with Salt Lake County's sales tax increase for transportation. This Prop 1 do-over was authorized by first the Utah State Legislature and then the Salt Lake County Council in 2018. Senate Bill 136 authorizes a 0.25% increase in sales tax that can go for roads and active transportation (bicycling and walking). Along with safety enhancements, roads, and more, the tax can be used “ the construction, maintenance, or operation of an active transportation facility that is for nonmotorized vehicles and multimodal transportation and connects an origin with a destination.” This likely means multi-purpose trails too.

The bottom line is that in with Funding Our Future and the County sales tax increase, Salt Lake City will have a lot more money to spend on roads and hence on walking and biking infrastructure. They need it because of the really poor condition of the streets.

Coupled with the incredible staff in the Salt Lake City Transportation Division (the best yet for active transportation), good things may happen!

All well and good.

What's missing?

The most glaring omission from the Funding Our Future program is a lack of a cohesive vision from Mayor Biskupski. While all of the items in the sales tax, and the bond are clearly important to Salt Lake City, they seem to be four disparate ideas stapled together in random fashion, without a clear vision for the future of Salt Lake.

As for the details, we see four major problems.

1. Salt Lake City has no current Transportation Master Plan. The Transportation Division website (<https://www.slc.gov/transportation/>) shows that the most current plan is from 1996! In searching, it appears as though there was an update to the transportation master plan in 2006, but this is unclear (see: <http://www.slcdocs.com/Planning/MasterPlansMaps/TMP.pdf>). Regardless, Salt Lake City is operating without an coherent or current plan. Salt Lake City has a current Transit Master Plan from 2017, the Pedestrian and Bicycle Master Plan from 2015, a Sugarhouse Circulation Plan, and an often ignored Downtown in Motion Plan but no current Transportation Master Plan. And, an unreleased parking inventory study from 2016 (why is it still unreleased?).

2. The second major problem relating to Funding Our Future and transportation is Salt Lake City's weak Complete Streets Ordinance. Ostensibly, this should result in rapid deployment of bicycle, pedestrian, and transit infrastructure when streets are rebuilt. The devil is in the details here, as pavement rehabilitation, slurry seals, chips seals, and general resurfacing projects are not covered by the ordinance. Only major reconstruction projects or new streets qualify. Thus, Complete Streets in Salt Lake City are not as much a part of our future as they should be.

3. The third major problem is the limited scope of the bond, which will only be for street reconstruction. Street construction is sorely needed. But the bond and Funding Our Future doesn't address any of the topics in the 2015 Recreation Bond discussion – better trails, parks, and recreation opportunities. The Salt Lake City Council **promised** to revisit this in 2016, but they never did, and the desire by residents for better recreation facilities continues to go unmet. This bond would have been a great opportunity to fund a future that isn't just fixing potholes, but a future for a city that has great infrastructure and great amenities.

4. The fourth major problem is that the Funding Our Future website seems to indicate that Salt Lake City may be developing it's own bus network since there is no mention of UTA. If not, then the language on the dashboard page is misleading (<http://fundingourfutureslc.com/critical-needs-dashboard/better-transit-service/>).

Additionally, there is no funding listed for Salt Lake City's extremely successful GreenBike bikeshare program, a crucial part of the transit system (maybe this is in the details).

Recommendations for Funding Our Future:

1. Create a new mission and vision for Funding Our Future – this could be something like, “Funding Our Future will create both great infrastructure and great amenities for Salt Lake City's Future through better transportation, housing, safety, and recreation.”
2. Mayor Biskupski and the City Council need to immediately commit to funding and updating the Salt Lake City Transportation Master Plan before any money is spent from the bond. This is needed to give vision and direction to the street reconstruction projects, rather than a piecemeal approach with no coherent vision. Streets need to be rebuilt and repaired with a forward thinking strategy, not just filling of potholes. It is hubris to ask for \$87 million dollars for road reconstruction without a plan for how this fits in. Much of the bond and sales tax is about transportation, and creating a plan would mean that money would be efficiently spent to modernize the city's roads and pathways. Our ideas for the master plan are here: <http://www.cyclingutah.com/advocacy/editorial-salt-lake-city-needs-sustainable-progressive-safe-people-first-transportation-policy/>
3. Recreation amenities need to be added to the bond. Yes, it will increase the dollars in the bond, but it would meet a great need and desire of Salt Lake City's residents – that of more recreation opportunities. Particularly, we would encourage adding funding to construct Salt Lake City's new Trails Plan, which would cost in the neighborhood of \$3 million (our guesstimate). And it would be in line with the Council keeping its promise from 2015. Our ideas for a Recreational Cycling Plan in Salt Lake City are here: <http://www.cyclingutah.com/advocacy/a-proposal-for-a-salt-lake-city-recreational-cycling-plan/>
4. In line with sustainability goals, we would encourage the addition of \$5-10 million to radically jumpstart the bicycle and pedestrian master plan. This would allow rapid deployment of on-street bicycle facilities and the construction of trails such as the Folsom Trail, the Surplus Canal Trail, and the extension of the 9-Line Trail, among others. (<http://www.cyclingutah.com/advocacy/editorial-2017-2018-budget-salt-lake-city-needs-triple-funding-bicyclists-complete-bike-master-plan-5-years/>)
5. Also in line with sustainability and housing goals, Salt Lake City's zoning regulations regarding parking and housing need to be immediately reworked. Parking adds \$225/month in rent to units in Salt Lake City (<ftp://ftrftp.slcgov.com/RDA/attachments/7-12-16-8.A.PARKINGSTUDY.pdf>). More parking contributes to more demand for cars, more cars on the road, and hence more damage to the roads. More cars are bad for health, air quality, congestion, and bicycling. Given this, Salt Lake City really needs to focus on reducing motor vehicles in the city prior to funding our future. By doing so, housing will be more affordable, sustainability will improve, and transportation will be better.

We support both sales tax increases despite their regressive nature, since there are few better options without a change at the state level. And, we will be voting for the streets bond and looking forward to better streets, but as citizens of Salt Lake, we want a vision from its Mayor on what our future will look like.

Thanks,



8/7/2018

Email to Salt Lake City Council Regarding Potential Streets Reconstruction Bond

When I was a employee of the City of Spokane, the City devised a plan to reconstruct city streets on an annually basis rather than waiting until the roads became so bad that they needed a major reconstruction effort. It was funded as part of the annual budget thus forgoing the need for a bond and the interest expense associated with it. There are two types of people, those who understand interest and those who pay it. The City should, in my opinion, become debt free, set a reasonable budget and live within it.



VOTER INFORMATION PAMPHLET

*Special Bond Election
Streets Reconstruction Bond*

**Election Day is November 6, 2018
Polls Open 7 a.m. to 8 p.m.**

Upcoming Public Meeting

Learn more about the Streets Reconstruction Bond, get your questions answered, and voice your opinion at the upcoming public meeting.

Open House & Public Meeting

Tuesday, October 16, 2018

Open House - 6:00 p.m. – 7:00 p.m.

Public Meeting – Starts at 7:00 p.m.

City & County Building

451 South State Street, 3rd Floor

Salt Lake City, UT 84111



Salt Lake City
451 South State Street
P.O. Box 145476
Salt Lake City, UT 84114-5476

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Salt Lake City, UT
US Postage Paid
Permit 2010

Nearly two-thirds of City streets are in poor or worse condition – with a large number that need to be completely rebuilt. To address this funding need, the City has placed an \$87 million General Obligation Bond on November’s ballot for voters to consider. Because the City is paying off some outstanding bonds in 2019, if voters approve the Streets Reconstruction Bond, it would have minimal new financial impact on property owners – an estimated increase of \$5 or less the first year for an average primary residence of \$339,500. However, because the City is paying off some existing bonds in 2019, it is estimated that the \$5 increase would be reduced – with an average primary residence paying an estimated net \$0 per year in the following years.

Para obtener más información y para solicitar una versión en español de este folleto, visite la página www.FundingOurFutureSLC.com o llame al (801) 535-6251.

www.FundingOurFutureSLC.com

Dear Salt Lake City Resident,

On Tuesday, November 6, 2018, you will have the opportunity to vote on a ballot proposition about a Streets Reconstruction General Obligation Bond to fund reconstruction projects for some of the city’s deteriorating streets. This voter information pamphlet contains information about that ballot proposition.

Please take the opportunity to study this pamphlet so that you can make an informed decision when you vote.

All registered voters in Salt Lake City will receive a vote-by-mail ballot on or shortly after Monday, October 8, 2018. If you wish to vote on the ballot proposition, your ballot must be signed, mailed back and postmarked no later than Monday, November 5, 2018, or you can return it in person at a ballot drop box. You can also vote early in person between October 23, 2018 and November 5, 2018, at any Salt Lake County Early Voting Center or on Election Day, Tuesday, November 6, 2018, at any Salt Lake County Vote Center. Information about Vote Centers in Salt Lake City is available on the back page of this pamphlet or can be found online at www.slco.org/clerk/elections/.

The address of the Statewide Electronic Voter Information Website is vote.utah.gov. The address of the Salt Lake County Clerk, as the City’s contracted election officer, is www.slco.org/clerk/elections/. Posted on these websites will be the location for each voting precinct, each early voting polling place, and each election day vote center, including any changes to the location of a polling place and the location of an additional polling place. You may obtain information regarding the location of a polling place/vote center by calling 801-535-7671 or 385-468-8383.

Please review the voting option that best suits your needs and remember that each vote makes a difference.

If you have any questions regarding the City Election, please feel free to contact my office at 801-535-7671 or email elections@slcgov.com or the Salt Lake County Clerk’s Office at 385-468-8683 or got-vote@slco.org.

Sincerely,
Cindi Mansell, Salt Lake City Recorder

The box below contains the language for the Streets Reconstruction Bond proposition that voters will see on November’s ballot.

**SPECIAL BOND ELECTION
Streets Reconstruction Bond**

Shall Salt Lake City, Utah, be authorized to issue General Obligation Bonds in a principal amount not to exceed \$87,000,000 and to mature in no more than 21 years from the date or dates of issuance; such bonds will be issued in accordance with Utah law solely to pay all or a portion of the costs to improve various streets and roads throughout the City and related infrastructure improvements.

Property Tax Cost of Bonds:

If the bonds are issued as planned, without regard to the taxes currently levied to pay outstanding bonds that will decrease over time, an annual property tax to pay debt service on the proposed bonds will be required over a period of 20 years in the estimated amount of \$48.02 per year on a primary residence with the Salt Lake City average value of \$339,500 and in the estimated amount of \$87.30 per year on a business or secondary residence having the same value.

The City currently levies property taxes to pay debt service on other outstanding general obligation bonds that have been issued to finance voter approved projects, including bonds for two projects (the Main Library and the Leonardo) that will be paid off in 2019. The incremental property taxes would decrease upon the repayment of the currently outstanding bonds, but the decrease will not occur if the proposed bonds are issued. Taking into account the repayment of the outstanding bonds, the City expects that the issuance of the proposed bonds, in the manner currently expected, will result in no net increase to current annual property tax levels for the repayment of bonds.

The foregoing information is only an estimate and not a limit on the amount of taxes that the City may be required to levy to pay debt service on the bonds. The City is obligated to levy taxes to the extent provided by law in order to pay the bonds. The amounts are based on various assumptions and estimates, including debt service on the bonds and taxable values of property in the City.

FOR THE ISSUANCE OF THE BOND

AGAINST THE ISSUANCE OF THE BOND

Ballot Language Explained

The language that appears on the ballot is required by law and can sometimes be confusing. To help clarify the different sections, here is an explanation of what the ballot says and what it means:

What the Ballot Says

“Shall Salt Lake City, Utah, be authorized to issue General Obligation Bonds in a principal amount not to exceed \$87,000,000 and to mature in no more than 21 years from the date or dates of issuance”

“Such bonds will be issued in accordance with Utah law solely to pay all or a portion of the costs to improve various streets and roads throughout the City and related infrastructure improvements.”

“If the bonds are issued as planned, without regard to the taxes currently levied to pay outstanding bonds that will decrease over time, an annual property tax to pay debt service on the proposed bonds will be required over a period of 20 years in the estimated amount of \$48.02 per year on a primary residence with the Salt Lake City average value of \$339,500 and in the estimated amount of \$87.30 per year on a business or secondary residence having the same value.”

“The City currently levies property taxes to pay debt service on other outstanding general obligation bonds that have been issued to finance voter approved projects, including bonds for two projects (the Main Library and the Leonardo) that will be paid off in 2019.”

“Taking into account the repayment of the outstanding bonds, the City expects that the issuance of the proposed bonds, in the manner currently expected, will result in no net increase to current annual property tax levels for the repayment of bonds.”

“The incremental property taxes would decrease upon the repayment of the currently outstanding bonds, but the decrease will not occur if the proposed bonds are issued.”

“The foregoing information is only an estimate and not a limit on the amount of taxes that the City may be required to levy to pay debt service on the bonds. The City is obligated to levy taxes to the extent provided by law in order to pay the bonds. The amounts are based on various assumptions and estimates, including debt service on the bonds and taxable values of property in the City.”

What it Means

If voters approve the Streets Reconstruction Bond, it could be issued as one \$87 million bond, but it would more than likely be issued as several smaller bonds totaling not more than \$87 million.

Funds from the Streets Reconstruction Bond may only be used for streets reconstruction projects. Bond proceeds may not be used to cover streets maintenance or other operational costs.

A bond issue of \$87 million is estimated to result in a property tax impact to residents of approximately \$48.02 per year on the average primary residence in Salt Lake City valued at \$339,500 and \$87.30 per year for a business or secondary residence of the same value.

However, because the City will be paying off some existing general obligation bonds in 2019, if the Streets Reconstruction Bond is approved, **it is expected that there will actually be no net increase in annual property taxes**. Because of the timing of the repayment of existing bonds and the proposed first issuance of the Streets Reconstruction Bond, property owners of an average primary residence valued at \$339,500 could see a \$5 increase in the first year. However, that amount is estimated to reduce to \$0 in the subsequent years.

If the Streets Reconstruction Bond is not approved, property taxes would decrease once the bonds for the Main Library and the Leonardo are paid off in 2019.

The annual property tax cost to property owners is an estimate based on existing conditions including interest rates and the taxable value of properties in the City.



Why is Salt Lake City Proposing a Bond?

Due to years of frugal budgeting and competing revenue needs, Salt Lake City has not spent what is necessary to preserve and rebuild city-owned streets. Utah's winter climate and its freeze-thaw cycle also accelerate the deterioration of street conditions and over the past several years, this cycle has been more noticeable and streets are showing their wear.

A 2017 pavement condition survey revealed that nearly two-thirds of Salt Lake City streets are in poor or worse condition. A large number of these streets are in such poor condition that they need to be completely rebuilt.

A recent City sales tax increase will help boost funding for ongoing street maintenance (resurfacing, pothole repair, etc.), but funding is still needed for the City's critical street reconstruction projects which require larger sums of money upfront to complete.

To address this funding need, **the City has placed an \$87 million General Obligation Bond on November's ballot** for voters to consider. If passed, bond funding can only be used for street reconstruction projects – focusing on the City's worst streets and considering both major arterial streets and neighborhood streets to ensure that all areas of the City receive bond funding.

The Bond's Financial Impact

The maximum amount of the proposed Streets Reconstruction Bond is \$87 million and each issue of bonds would most likely be repaid within 20 years from the date of issuance of that issue of bonds.

The Streets Reconstruction Bond **could result in an estimated property tax increase of \$5 or less for the first year** for an average primary residence valued at \$339,500. However, because the City is paying off some existing bonds in 2019, it is estimated that the \$5 increase would be reduced - **with an average primary residence paying an estimated net \$0 per year in following years.**

The City will pay off some existing bonds in 2019 and, as a result, the property tax levy to pay those bonds will end. If the City were not paying off those bonds, the property tax increase for the Streets Reconstruction Bond would be an estimated \$48.02 per year for an average primary residence valued at \$339,500 and \$87.30 per year for a business or secondary residence of the same value (or \$25.72 a year per \$100,000 of taxable value).

Streets Reconstruction Projects

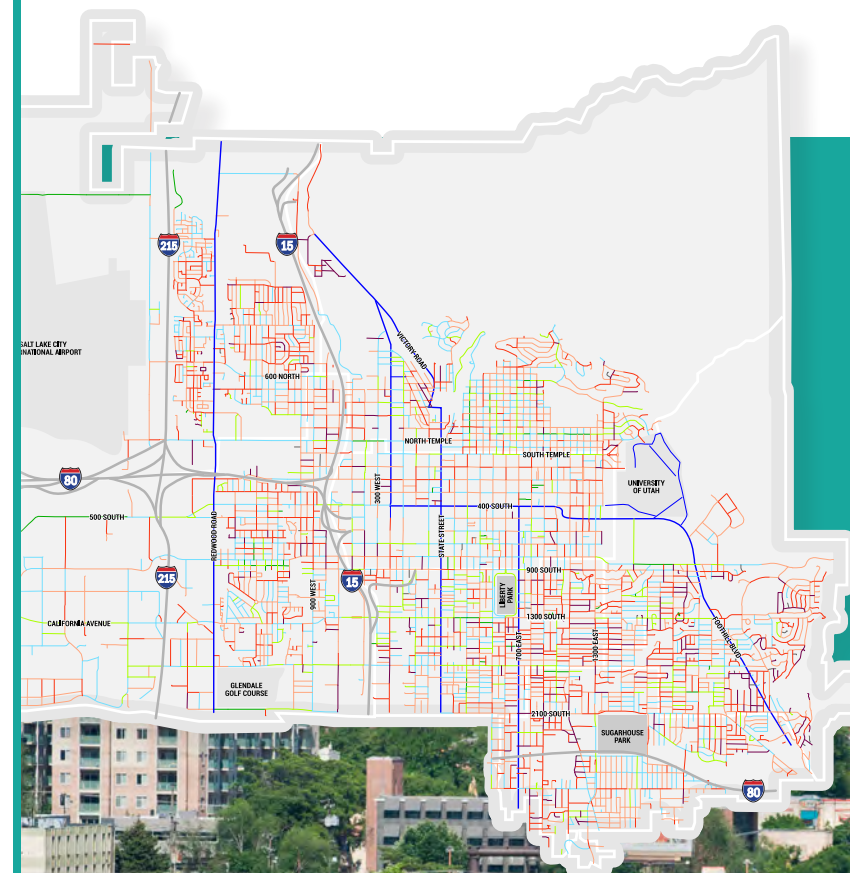
If voters approve the Streets Reconstruction Bond, the City would use bond funds to reconstruct the City's deteriorating streets. Street reconstruction projects would be selected using results from a 2017 engineering study that identified the current condition of all City-owned streets.

The goal would be to address the City's worst streets first. Based on the recommendation from the City Council, bond funds would be applied in an 80/20 split with 80 percent of funding going to major, high-use streets that require more money to reconstruct and 20 percent going to local, neighborhood streets, which typically require less money to rebuild. Allocating funds this way would ensure that all areas of the City receive funding.

Salt Lake City's Engineering Division will use the following list of criteria to determine which street reconstruction projects could be completed within the required timeframe that would maximize the use of funds and minimize disruption to residents:

Selection Criteria (in no particular order):

- Travel demand and safety data
- Current or planned public transit improvements
- Pavement condition
- Resident complaints/requests
- Existing or upcoming utility projects
- Benefits identified in City Master Plans



To see the current condition of City owned streets visit

www.FundingOurFutureSLC.com/about-slc-streets/

ARGUMENT FOR Streets Reconstruction Bond

This November, we are asking City voters to approve an \$87-million Streets Reconstruction General Obligation bond. Bonding is a common way local governments pay for expensive projects like road reconstruction and civic buildings. It's also one of the most accountable funding options available, since State law requires the funds be spent only for the purpose outlined on the ballot.

Salt Lake City is poised for continued prosperity, making now the time to take advantage of a rare and affordable funding option. This bond will invest in the street network - the backbone of our local economy - by reconstructing some of the worst roads.

Many of our roads must be rebuilt- they are past the point of maintenance or repairs. A year ago, an in-depth pavement condition survey found nearly two-thirds of the City's streets are in poor or worse condition.

Fortunately, the time is right to act and make a big impact on our street reconstruction needs, with minimal impact to household budgets. Two current bonds, for the new Main Library (1999) and the Leonardo museum project (2009), will be paid off in 2019. That gives voters the rare opportunity to approve a new bond for street reconstruction without significantly increasing property taxes overall. The owner of a home valued at the Citywide average of \$339,500 would see a net property tax increase of just \$0 to \$5 a year. Since bonds will be issued over several years, some property owners won't see any net impact at all. Commercial property taxes are calculated differently; they would increase by \$25.72 a year per \$100,000 of taxable value.

Not approving the bond would lower taxes on an average-value home by about \$41 a year, but our roads would continue their decline, and cost even more in future years to rebuild. The upfront costs of street reconstruction projects are so high, the City can't save up enough to address them without cutting other critical services.

Bond funds will be spent over several years to reconstruct the worst streets first. Eighty percent of funding would go to major roads in the worst shape and 20 percent split among neighborhood streets in each City Council district. Although the bond funds won't be sufficient to reconstruct all roads, we can make significant progress.

Individual street selection will be based primarily on data from the pavement condition survey, with consideration given to other factors like master plans and other projects.

Given their importance in our daily lives and our economy, we have little choice but to repair our roads. Regardless of where in the City you live and whether you travel by foot, bike, or vehicle, we all use our streets and have a stake in ensuring they meet our needs.

Invest in our future and don't let crumbling roads detour our City's success. Vote YES on the Streets Reconstruction Bond.

Salt Lake City Council & Mayor

Rebuttal Argument

It is true that Salt Lake City streets need improvement, but not through this proposed bond.

Since the argument for the bond states, "Bond funds would be spent over several years ..." it is clear the projects do not have the funding urgency suggested in the proposal. A more responsible way to do this is to sideline less important budget items and making the necessary improvements over time.

Because the bond funding would be designated strictly for road projects, it would provide the city with another excuse to divert its current road funding to other areas. An earlier \$5 million property tax increase for road repairs was used for employee raises instead. (Salt Lake Tribune Feb. 2, 2017, [HYPERLINK "https://www.sltrib.com/news/politics/2017/02/23/salt-lake-city-council-wants-to-pay-for-street-improvements-but-how/"](https://www.sltrib.com/news/politics/2017/02/23/salt-lake-city-council-wants-to-pay-for-street-improvements-but-how/)"Salt Lake City Council wants to pay for street improvements but how."). This year we have already been saddled with a sales tax increase that was intended to be used partially for roads.

The argument that this proposed bond would take the place of two other bonds scheduled to be paid off in 2019 suggests the attitude that bond funding may be treated as a permanent tax increase with ongoing renewals. There is no commitment to reducing the city's ongoing indebtedness or our tax burden. Since the argument in favor states that "the bonds won't be sufficient to reconstruct all roads," we are already being prepped for additional requests.

Vote no on the Streets Reconstruction bond.

ARGUMENT AGAINST Streets Reconstruction Bond

While we agree that Salt Lake City needs road projects, this one is shortsighted and will cost much more in the long run as a haphazard, small project approach. We believe the city needs to present a complete plan with full disclosure to the public for evaluation. This bond will merely lead to many more over the next decade as the city will repeatedly come back for additional piecemeal funding.

There are a number of issues with the issuance and additional indebtedness proposed to be taken on by the citizens of Salt Lake City.

While this bond issue will increase our general obligation debt by 64%, it is still insufficient to fund the needs claimed by the city. Consider that the 13th East project, budgeted at \$14 million, is only 1.12 miles long, \$12.5 million per mile. At that rate, the bond would cover less than seven miles of street repairs.

There is no comprehensive plan for the use of these funds. While the city has laid out an algorithm to choose which streets will receive reconstruction, the proposal is that bonds will likely be issued as projects are identified in several stages. The public should know the entirety of the project before voting on it.

These bonds are budgeting slight-of-hand. The city has consistently reduced parts of the capital budget since the end of the recession, including the amount budgeted for street reconstruction from \$13.4 million in 2017 to a proposed \$8.9 million in 2019. The contribution of General Fund dollars to the Capital Improvement Program has declined 3.8% from fiscal year 2016 through fiscal year 2018. While sales taxes were just increased by \$33 million per year, only \$4 million of this is being allocated to street reconstruction. The city is reallocating necessary budgets and then making it up by asking us for \$87 million to cover priorities.

The city has not upheld the commitments made to voters on past bond obligations. For instance, when the bonds for our basketball arena were paid, it was expected that property taxes would be reduced to reflect the lower debt service. Instead, those funds were redirected to fund the new theater downtown. In this way city leaders maintained the debt and built the theater without public approval. We expect that if these bonds are approved we will owe these funds forever as one project after another receives rollover after rollover without public approval. Do not believe the promised ten-year term.

For all these reasons, vote no on the street reconstruction bonds. Make the city deal honestly with its citizens.

Frank A. Langheinrich, Salt Lake City Resident

Rebuttal Argument

The argument against the bond does not match the facts and data publicly available from the City. The City increased ongoing funding to the Capital Improvement Program by 19.5% over the past four years, and honored projects funded by past general obligation bonds, which are

legally-binding, voter-decided funding tools. Current and future City leaders legally can't spend this bond funding on anything but streets reconstruction, as specified on the ballot.

What's more, the City does have a comprehensive plan. The City's 2017 Pavement Condition report identified the lowest-rated roads needing reconstruction. \$69.6 million of the bond would be allocated for major roads and \$17.4 million for local streets throughout the City. The bond is based on a plan prioritizing data-driven selection.

While the bond won't solve every road need citywide, it will address about 20% of the most critical - a significant improvement drivers all over the City would benefit from. Currently, full road reconstruction averages a cost of \$500,000 per lane mile for asphalt. Maintaining roads costs much less - \$9,000 - \$14,000 per lane mile, so the City allocated several million dollars from ongoing City funds (not bonds) to expand maintenance crews and keep our roads from declining to this point again.

If the bond passes, the City will be using 11.4% of the general obligation bond "credit card" (debt limit). The City arrived here through a transparent process consisting of 15 open houses, 13 public briefings, two public hearings and one citywide mailing.

Learn more about the Streets Reconstruction Bond, get your questions answered, and voice your opinion at the upcoming public meeting.

Open House & Public Meeting

Tuesday, October 16, 2018

Open House - 6:00 p.m. – 7:00 p.m.

Public Meeting – Starts at 7:00 p.m.

City & County Building

451 South State Street, 3rd Floor

Salt Lake City, UT 84111

Vote by Mail

Vote-by-mail ballots will be mailed on Monday, October 8, 2018 to all registered voters.

- Ballots must be postmarked no later than Monday, November 5, 2018
- Ballots can be returned in person at a Vote Center or Drop Box (see below for locations)

Early Voting

In-person early voting is available from Tuesday, October 23, 2018 to Monday, November 5, 2018.

Early Voting Locations in Salt Lake City

Date	Location	Hours
Tuesday, October 23 through Monday, November 5 (weekdays)	Salt Lake County Government Center 2001 South State Street, South Building, 1st Floor County Clerk's Office, Room S1-200 Salt Lake City, UT 84190	8am-5pm
Wednesday, October 31 Thursday, November 1 Friday, November 2	Trolley Square 600 South 700 East, #D-117 Salt Lake City, UT 84102	2pm-7pm
Monday, November 5	Trolley Square 600 South 700 East, #D-117 Salt Lake City, UT 84102	12pm-5pm

Election Day Voting Locations in Salt Lake City

All locations are open Tuesday, November 6, 2018 from 7:00 a.m. – 8:00 p.m.

Federal Heights LDS Church 1300 East Fairfax Road (335 North) Salt Lake City, UT 84103	First Congregational Church 2150 South Foothill Drive (2755 East) Salt Lake City, UT 84109	Marmalade Library 280 West 500 North Salt Lake City, UT 84103	River's Bend Northwest Senior Center 1300 West 300 North Salt Lake City, UT 84116	Salt Lake City Library (Drop Box Only) 210 East 400 South Salt Lake City, UT 84111
Salt Lake County Government Center 2001 South State Street (100 East) Salt Lake City, UT 84190	Sorenson Multicultural Center 855 West California Avenue (1305 South) Salt Lake City, UT 84104	Trolley Square 600 South 700 East, #D-117 Salt Lake City, UT 84102	University of Utah Marriott Library 295 South 1500 East Salt Lake City, UT 84112	

Eligible voters may vote at any Salt Lake County voting location. For a full list of locations visit www.slco.org/clerk/elections or call 385-468-8683.

Salt Lake County provides options for accessible voting, for questions and ADA or accessibility accommodations, contact: 385-468-7405 or got-vote@slco.org.

Para mayor información sobre el Bono de reconstrucción de vías y para pedir una versión en español de este folleto, visite www.FundingOurFutureSLC.com o llámenos al (801) 535-6251.



CITY COUNCIL TRANSMITTAL

Patrick W. Leary
Patrick W. Leary, Chief of Staff

Date Received: *6/25/2019*
Date sent to Council: *6/25/2019*

TO: Salt Lake City Council
Charlie Luke, Chair

DATE: June 25, 2019

FROM: Mary Beth Thompson, Chief Financial Officer *Mary Beth Thompson*

SUBJECT: General Obligation (Street Reconstruction) and Refunding Bonds (Leonardo), Series 2019A

STAFF CONTACT: Marina Scott, City Treasurer 801-535-6565

DOCUMENT TYPE: Briefing/Discussion

RECOMMENDATION: 1) That the City Council hold a discussion on July 16, 2019 in anticipation of adopting a Bond Resolution for the aforementioned bond issue; 2) That the City Council adopt a Bond Resolution on August 6, 2019 approving the issuance and sale of up to \$25,400,000 principal amount of Salt Lake City, Utah, General Obligation (Street Reconstruction) and Refunding Bonds (Leonardo), Series 2019A (the "Bonds"), and give authority to certain officers to approve the final terms and provisions of and confirm the sale of the Bonds within certain parameters set forth in the attached Bond Resolution.

BUDGET IMPACT: New money (Street Reconstruction): None. Tax collections resulting from the issuance of voter-authorized general obligation bonds for the Street Reconstruction Project will be sufficient to cover debt service costs for the period in which the bonds are outstanding.

Refunding bonds (Leonardo): Current estimates provided by the City's Financial Advisors indicate that the City could expect to receive approximately \$245,411 (about 3.59% of refunded principal) in savings in reduced debt costs resulting from the refunding. It is important to note that these estimates are subject to change based on market conditions at the time of sale. These savings, starting in 2020, will be reflected in slightly lower tax bills to property owners, spread over the next 10 years (on average, approximately \$24,541/year over the next 10 years.)

Please note: Although we are still experiencing historically low interest rates, rates have continued to fluctuate. It is hard to say what will happen to rates in the next few months. The Administration will continue to monitor bond markets. However, there is a possibility that the refunding might be delayed based on the market conditions.



BACKGROUND/DISCUSSION: New money (Street Reconstruction) - \$20,000,000.

On November 6, 2018, voters within Salt Lake City authorized the City to issue and sell general obligation bonds in an amount not to exceed \$87 million for the purpose of financing the cost of improving various streets and roads throughout the City and related infrastructure improvements.

The bonds are the first block of bonds to be issued from the November 6, 2018 voted authorization. Exhibit 1, prepared by Engineering and attached to the transmittal, details street projects selected for the first bond issuance.

Refunding bonds (Leonardo) – approximately \$5,400,000: A portion of the bond proceeds will be used to refund currently outstanding General Obligation Refunding Bonds, Series 2017A, dated April 11, 2017.

The current plan calls for the Bonds to be sold on October 8, 2019.

The Designated Officers defined in the attached Bond Resolution are authorized to approve the interest rate(s) and other terms and provisions relating to the Bonds by executing the Certificate of Determination, which is also attached.

An estimated debt service, a draft copy of the Bond Resolution and most of its attachments are included for your review. Please keep in mind that these are preliminary drafts and are subject to change.

Attachments

cc: Mary Beth Thompson, Teresa Beckstrand, Boyd Ferguson, Steven Bagley, Mathew Cassel, Dawn Wagner

EXHIBIT I

Salt Lake City Streets Bond 1st Bond Issuance Projects

Construction Year	Street	From	To	Cost
2020	500 East	1700 South	2100 South	\$1,500,000
	2000 East	Parley's Way	City Limit	\$1,300,000
	700 West	1600 South	2100 South	\$2,000,000
	Local Streets			\$3,000,000
2021	300 West - Design	900 South	1300 South	\$600,000
	900 East	Hollywood Drive	2700 South	\$2,600,000
	100 South	North Campus	900 East	\$3,000,000
	1700 East	1700 South	2700 South	\$2,000,000
	Local Streets			\$3,000,000
2022	200 South - Design	400 West	900 East	\$1,000,000
				\$20,000,000

Roadway reconstruction projects involve the removal of the existing failed roadway section followed by full-depth replacement with a new roadway structural system using new and sometimes recycled materials. All of Salt Lake City's bond reconstruction street projects are programmed to fit within current existing rights-of-way and follow existing alignments. Reconstruction projects address all street defects, including roadway base materials, asphalt or concrete pavement, curb and gutter, drive approaches, sidewalks, accessibility ramps, and drainage improvements. In addition, complete streets elements such as pedestrian or bicycle facilities are added or enhanced per ordinance and master plans. Also, very important to reconstruction efforts is coordination with utility providers to ensure the new pavement surface remains in tact for as long as possible.

Additional project information is available in the following pages, including lists of the local streets.

Project Name: 700 West (1600 South to 2100 South)



Council District: District 2

Community Council(s): Glendale

Street Type: Collector

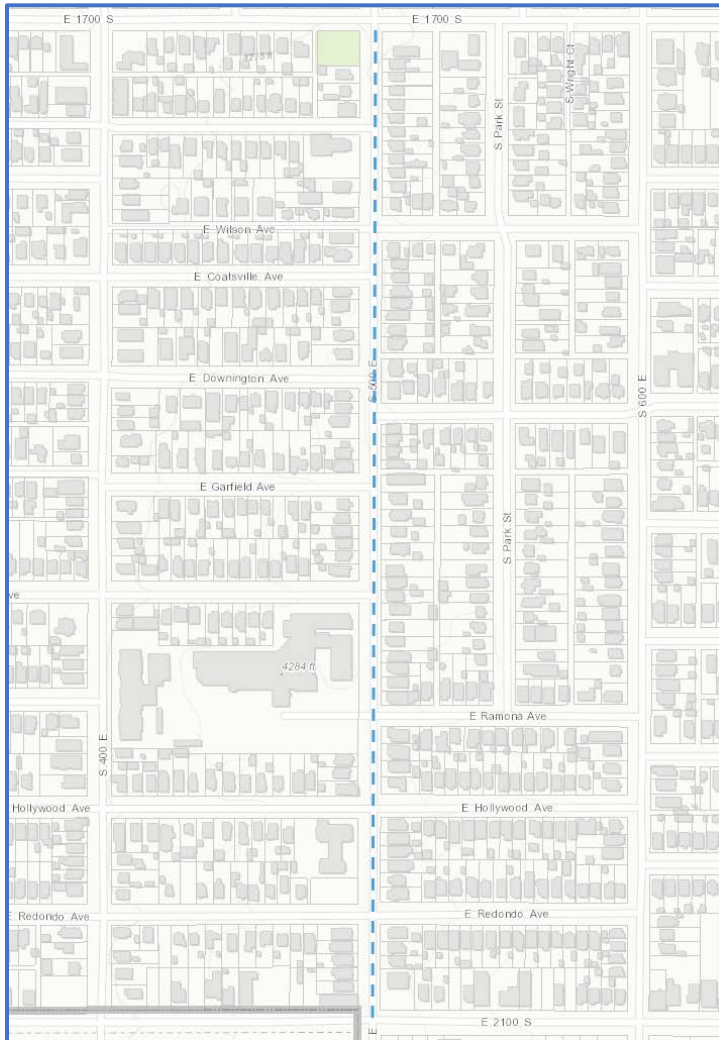
Project Length: 0.60 miles

Scope: Design and reconstruction of asphalt roadway. General drainage improvements such as appropriate crowning to preserve pavement longevity. Installation of new concrete sidewalk, curb and gutter throughout project extents.

Cost Estimate: \$2,000,000

Schedule: Design Jan – Oct 2019, Construction Documents and Bidding Nov 2019- Jan 2020, Construction Mar – Oct 2020

Project Name: 500 East (1700 South to 2100 South)



Council District: District 7

Community Council(s): Liberty Wells

Street Type: Arterial

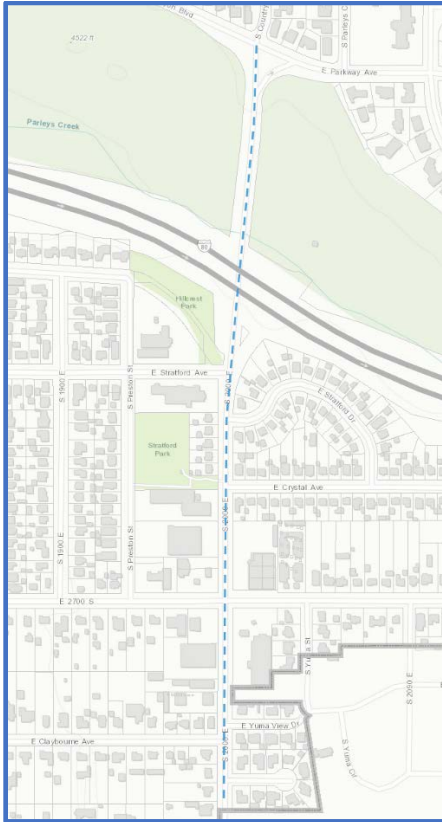
Project Length: 1/2 mile

Scope: Design and reconstruction of an arterial street. Corridor pavement will be upgraded to accommodate bus frequent transit network route. All sidewalks, ramps, curb and gutter will be brought up to current standards, replaced as needed. Bus stops within the project extents will be improved with concrete pads where necessary.

Cost Estimate: \$1,500,000

Schedule: Design Jan – Oct 2019, Construction Documents and Bidding Nov 2019- Jan 2020, Construction Mar – Oct 2020

Project Name: 2000 East (Parley's Canyon Blvd. to City Limit)



Council District: District 7

Community Council(s): Sugar House

Street Type: Arterial

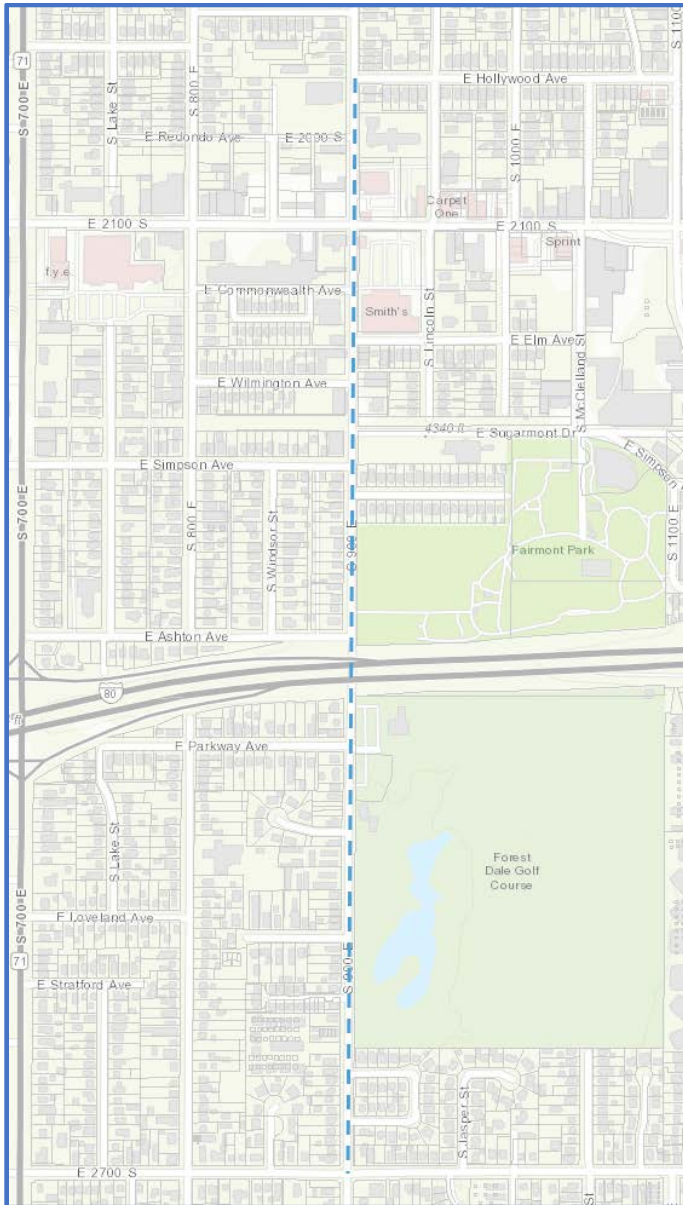
Project Length: 0.65 miles

Scope: Design and reconstruction of an arterial street. It will be reconstructed with reclaimed aggregate and new asphalt. All sidewalks, ramps, curb and gutter will be brought up to current standards. Other complete streets elements such as bike lanes and bus stops within the project extents will be added or improved as needed.

Cost Estimate: \$1,300,000

Schedule: Design Jan – Oct 2019, Construction Documents and Bidding Nov 2019- Jan 2020, Construction Mar – Oct 2020

Project Name: 900 East (Hollywood Ave to 2700 South)



Council District: District 7

Community Council(s): Sugar House

Street Type: Arterial

Project Length: 1 mile

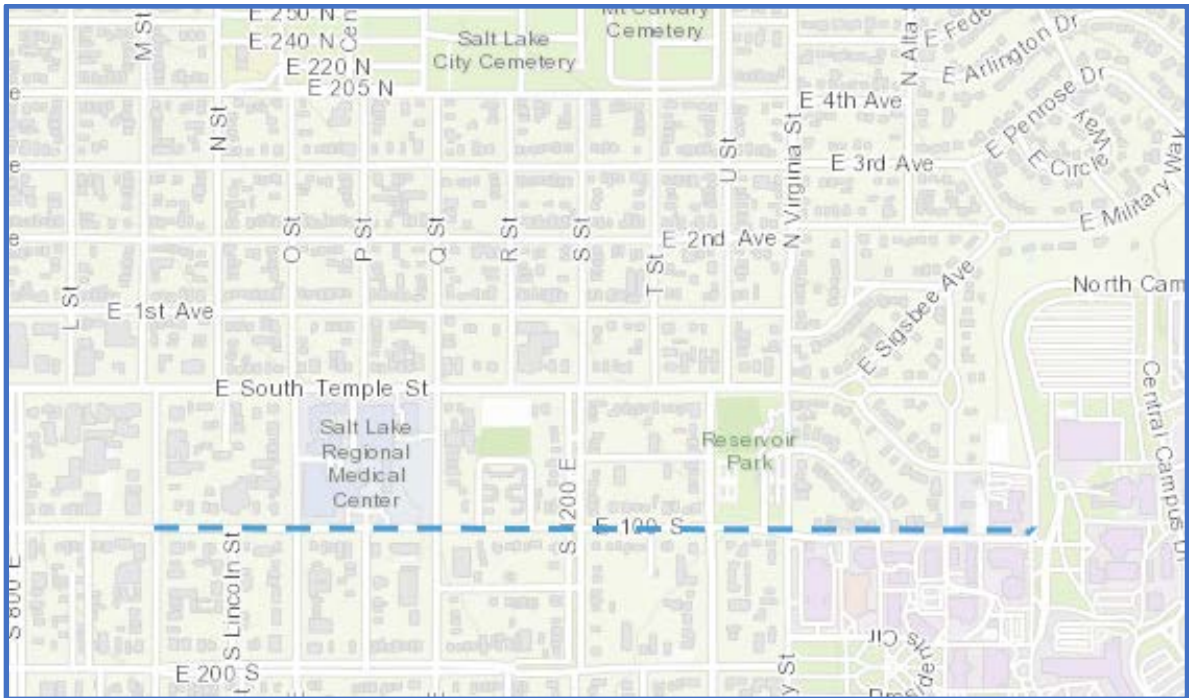
Scope: Design and reconstruction of an arterial street. Corridor pavement and bus stops will be upgraded to accommodate bus frequent transit network route. All sidewalks, ramps, curb and

gutter will be brought up to current standards, replaced as needed. Other complete streets elements such as bike lanes will be added or improved per ordinance.

Cost Estimate: \$2,600,000

Schedule: Design Jan – Oct 2020, Construction Documents and Bidding Nov 2020 - Jan 2021, Construction Mar – Oct 2021

Project Name: 100 South (North Campus Drive to 900 East)



Council District: District 3

Community Council(s): East Central, Greater Avenues, University of Utah, and Federal Heights

Street Type: Arterial

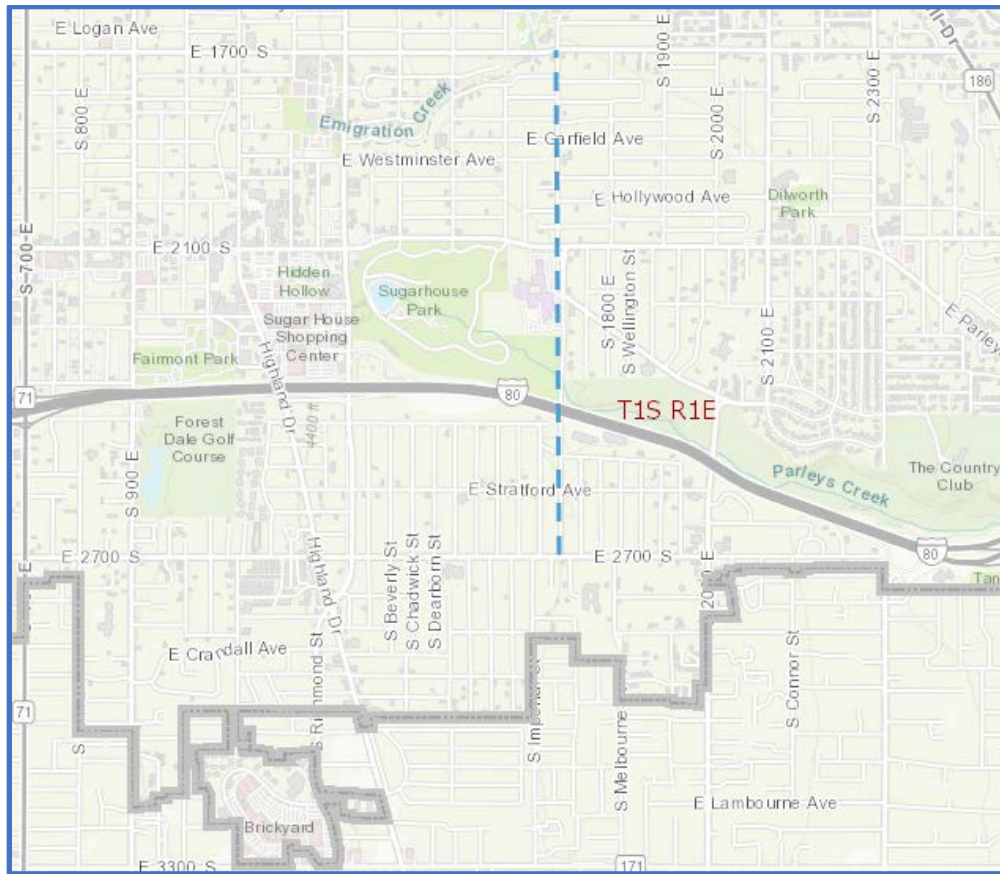
Project Length: Approximately 1.0 miles

Scope: Design and reconstruction of an arterial street. It will be reconstructed with reclaimed aggregate and new asphalt. All sidewalks, ramps, curb and gutter will be brought up to current standards. Other complete streets elements such as bike lanes and bus stops within the project extents will be added or improved as needed.

Cost Estimate: \$3,000,000

Schedule: Design Jan – Oct 2020, Construction Documents and Bidding Nov 2020- Jan 2021,
Construction Mar – Oct 2021

Project Name: 1700 East (1300 South to 2700 South)



Council District: Districts 6 and 7

Community Council(s): Yalecrest, Wasatch Hollow, Sugar House

Street Type: Collector

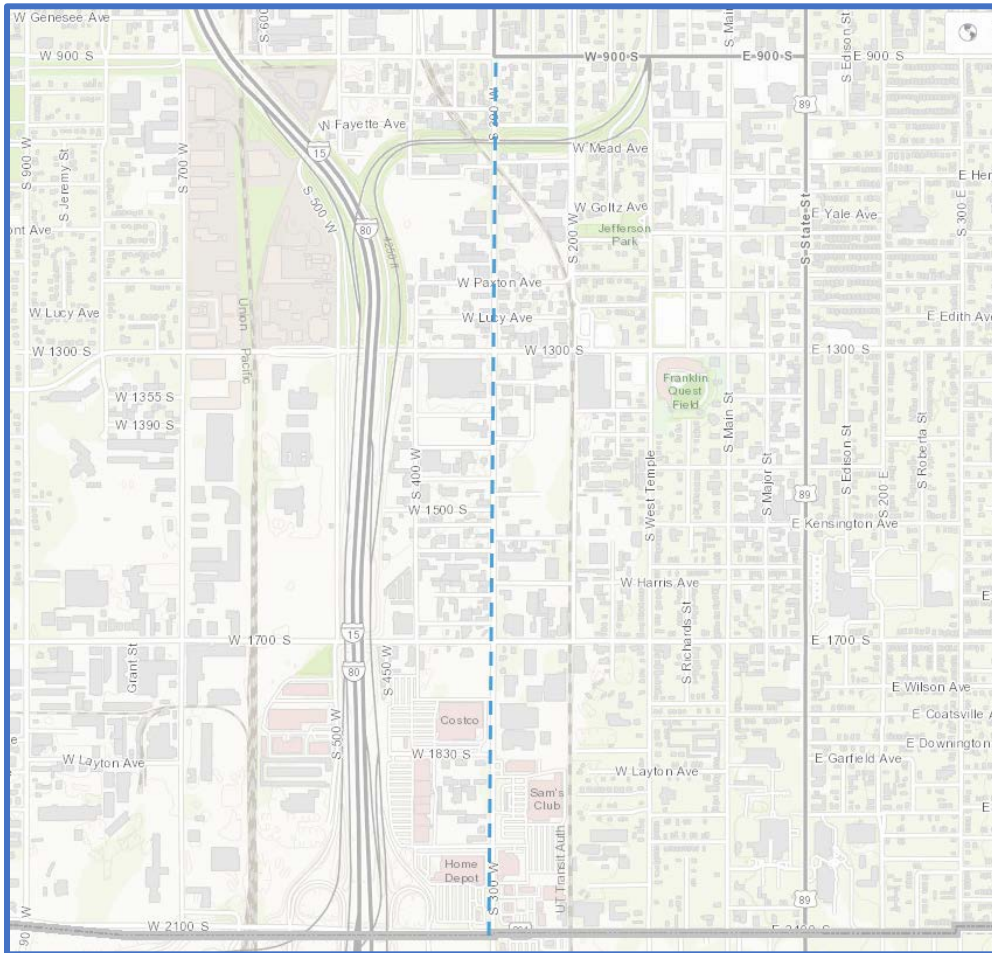
Project Length: 1.5 miles

Scope: Design and reconstruction of an important arterial. Work includes all appropriate complete streets, multi-modal travel elements. Any substandard sidewalks and ramps will be brought up to current standards. Concrete pads for bus stops will be improved where needed within project limits. Safety improvements around Highland High School will be implemented through roadway design components.

Cost Estimate: \$2,000,000

Schedule: Design Jan – Oct 2020, Construction Documents and Bidding Nov 2020- Jan 2021, Construction Mar – Oct 2021

Project Name: 300 West (900 South to 2100 South)



Council District: District 5

Community Council(s): Ball Park

Street Type: Arterial

Project Length: 1.6 miles

Scope: Design and reconstruction of an arterial street. Consists of new pavement surface to prolong the lifespan of the street, upgrades to curb and gutter to improve drainage, new sidewalks and bus stops to increase access for people walking and taking transit. In addition, dedicated bike lanes and safety enhancements throughout the corridor to improve mobility and travel options.

Cost Estimate: \$18,000,000

Schedule: Design Jun 2019 – Oct 2020, Construction Documents and Bidding Nov 2020- Jan 2021, Construction spring 2021 to fall 2022

Local Street Reconstruction Candidates

Year	Street	From	To	Cost	Total for Year
2020	500 N	JORDAN RIVER	REDWOOD RD	\$186,274	\$3,039,606
	ARIES CIR	CULDESAC END	NEW STAR DR	\$193,975	
	BRIARCLIFF AVE	AMERICAN BEAUTY DR	AUTUMN AV	\$147,286	
	COATSVILLE AVE	800 E	900 E	\$251,049	
	DUPONT AVE	CAPISTRANO DR	AMERICAN BEAUTY DR	\$209,736	
	DUPONT AVE	CAROUSEL ST	1500 W	\$229,937	
	ELIZABETH ST	CRYSTAL AV	STRATFORD AV	\$122,209	
	ELIZABETH ST	STRATFORD AV	WHITLOCK AV	\$132,387	
	HASLAM CIR	CULDESAC END	GARNETTE ST	\$75,267	
	KENSINGTON AVE	1400 E	1500 E	\$223,691	
	PARKWAY AVE	ELIZABETH ST	HIGHLAND DR	\$121,678	
	RAMONA AVE	900 E	LINCOLN ST	\$86,240	
	RAMONA AVE	LINCOLN ST	1000 E	\$133,535	
	SIMPSON AVE	MCCLELLAND ST	1100 E	\$245,425	
	TALISMAN DR	800 N	1200 W	\$288,113	
	TALISMAN DR	CULDESAC END	CORNELL ST	\$139,477	
	ZENITH AVE	800 E	900 E	\$253,329	

Reconstruction of local streets includes:

- New concrete or asphalt pavement
- Installation of new flatwork (sidewalks, drive approaches) and curbs
- Update ramps to current ADA standards

Local Street Reconstruction Candidates

Year	Street	From	To	Cost	Total for Year
2021	1900 E	SUNNYSIDE AV	900 S	\$140,801	\$2,979,663
	200 N	400 W	W TERMINUS END	\$180,606	
	ALTA ST	2ND AV	3RD AV	\$108,932	
	ALTA ST	3RD AV	FEDERAL HEIGHTS DR	\$212,668	
	BLAINE AVE	NEVADA ST	FOOTHILL DR	\$514,874	
	CAMBRIDGE CIR	CAMBRIDGE WY	N TERMINUS END	\$149,863	
	CAMBRIDGE WAY	PERRY'S HOLLOW RD	TOMAHAWK DR	\$270,696	
	GREENWOOD TER	900 S	SUNNYSIDE AV	\$105,601	
	KENSINGTON AVE	1400 E	1500 E	\$223,691	
	KENSINGTON AVE	KEN REY ST	2100 E	\$385,770	
	L ST	7TH AV	8TH AV	\$155,347	
	L ST	9TH AV	10TH AV	\$149,095	
	M ST	3RD AV	4TH AV	\$163,352	
	NEVADA ST	WILSON AV	BLAINE AV	\$111,276	
	WALL ST	COLUMBUS ST	400 N	\$107,091	

Reconstruction of local streets includes:

- New concrete or asphalt pavement
- Installation of new flatwork (sidewalks, drive approaches) and curbs
- Update ramps to current ADA standards

SALT LAKE CITY, UTAH
\$20,000,000 GENERAL OBLIGATION AND REFUNDING BONDS
SERIES 2019 (October 23, 2019)

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I	Fiscal Total
10/23/2019	-	-	-	-	-
12/15/2019	-	-	144,444.44	144,444.44	-
06/15/2020	5,050,000.00	5.000%	500,000.00	5,550,000.00	5,694,444.44
12/15/2020	-	-	373,750.00	373,750.00	-
06/15/2021	490,000.00	5.000%	373,750.00	863,750.00	1,237,500.00
12/15/2021	-	-	361,500.00	361,500.00	-
06/15/2022	515,000.00	5.000%	361,500.00	876,500.00	1,238,000.00
12/15/2022	-	-	348,625.00	348,625.00	-
06/15/2023	540,000.00	5.000%	348,625.00	888,625.00	1,237,250.00
12/15/2023	-	-	335,125.00	335,125.00	-
06/15/2024	565,000.00	5.000%	335,125.00	900,125.00	1,235,250.00
12/15/2024	-	-	321,000.00	321,000.00	-
06/15/2025	595,000.00	5.000%	321,000.00	916,000.00	1,237,000.00
12/15/2025	-	-	306,125.00	306,125.00	-
06/15/2026	625,000.00	5.000%	306,125.00	931,125.00	1,237,250.00
12/15/2026	-	-	290,500.00	290,500.00	-
06/15/2027	655,000.00	5.000%	290,500.00	945,500.00	1,236,000.00
12/15/2027	-	-	274,125.00	274,125.00	-
06/15/2028	690,000.00	5.000%	274,125.00	964,125.00	1,238,250.00
12/15/2028	-	-	256,875.00	256,875.00	-
06/15/2029	725,000.00	5.000%	256,875.00	981,875.00	1,238,750.00
12/15/2029	-	-	238,750.00	238,750.00	-
06/15/2030	760,000.00	5.000%	238,750.00	998,750.00	1,237,500.00
12/15/2030	-	-	219,750.00	219,750.00	-
06/15/2031	795,000.00	5.000%	219,750.00	1,014,750.00	1,234,500.00
12/15/2031	-	-	199,875.00	199,875.00	-
06/15/2032	835,000.00	5.000%	199,875.00	1,034,875.00	1,234,750.00
12/15/2032	-	-	179,000.00	179,000.00	-
06/15/2033	880,000.00	5.000%	179,000.00	1,059,000.00	1,238,000.00
12/15/2033	-	-	157,000.00	157,000.00	-
06/15/2034	925,000.00	5.000%	157,000.00	1,082,000.00	1,239,000.00
12/15/2034	-	-	133,875.00	133,875.00	-
06/15/2035	970,000.00	5.000%	133,875.00	1,103,875.00	1,237,750.00
12/15/2035	-	-	109,625.00	109,625.00	-
06/15/2036	1,015,000.00	5.000%	109,625.00	1,124,625.00	1,234,250.00
12/15/2036	-	-	84,250.00	84,250.00	-
06/15/2037	1,070,000.00	5.000%	84,250.00	1,154,250.00	1,238,500.00
12/15/2037	-	-	57,500.00	57,500.00	-
06/15/2038	1,120,000.00	5.000%	57,500.00	1,177,500.00	1,235,000.00
12/15/2038	-	-	29,500.00	29,500.00	-
06/15/2039	1,180,000.00	5.000%	29,500.00	1,209,500.00	1,239,000.00
Total	\$20,000,000.00	-	\$9,197,944.44	\$29,197,944.44	-

Yield Statistics

Bond Year Dollars.....	\$183,958.89
Average Life.....	9.198 Years
Average Coupon.....	5.0000000%
Net Interest Cost (NIC).....	3.1103945%
True Interest Cost (TIC).....	2.7155762%
Bond Yield for Arbitrage Purposes.....	1.8910110%
All Inclusive Cost (AIC).....	2.7642483%

IRS Form 8038

Net Interest Cost.....	2.4779430%
Weighted Average Maturity.....	9.687 Years

2019 NM and ref 2017 6.10 | \$20 MM par 2019 20-yr | 6/10/2019 | 5:05 PM

SALT LAKE CITY, UTAH
\$5,400,000 GENERAL OBLIGATION AND REFUNDING BONDS
SERIES 2019 (October 23, 2019)
(Current Refund Series 2017)

Debt Service Schedule

Date	Principal	Coupon	Interest	Total P+I	Fiscal Total
10/23/2019	-	-	-	-	-
12/15/2019	-	-	39,000.00	39,000.00	-
06/15/2020	515,000.00	5.000%	135,000.00	650,000.00	689,000.00
12/15/2020	-	-	122,125.00	122,125.00	-
06/15/2021	445,000.00	5.000%	122,125.00	567,125.00	689,250.00
12/15/2021	-	-	111,000.00	111,000.00	-
06/15/2022	465,000.00	5.000%	111,000.00	576,000.00	687,000.00
12/15/2022	-	-	99,375.00	99,375.00	-
06/15/2023	490,000.00	5.000%	99,375.00	589,375.00	688,750.00
12/15/2023	-	-	87,125.00	87,125.00	-
06/15/2024	515,000.00	5.000%	87,125.00	602,125.00	689,250.00
12/15/2024	-	-	74,250.00	74,250.00	-
06/15/2025	535,000.00	5.000%	74,250.00	609,250.00	683,500.00
12/15/2025	-	-	60,875.00	60,875.00	-
06/15/2026	565,000.00	5.000%	60,875.00	625,875.00	686,750.00
12/15/2026	-	-	46,750.00	46,750.00	-
06/15/2027	590,000.00	5.000%	46,750.00	636,750.00	683,500.00
12/15/2027	-	-	32,000.00	32,000.00	-
06/15/2028	625,000.00	5.000%	32,000.00	657,000.00	689,000.00
12/15/2028	-	-	16,375.00	16,375.00	-
06/15/2029	655,000.00	5.000%	16,375.00	671,375.00	687,750.00
Total	\$5,400,000.00	-	\$1,473,750.00	\$6,873,750.00	-

Yield Statistics

Bond Year Dollars.....	\$29,475.00
Average Life.....	5.458 Years
Average Coupon.....	5.0000000%
Net Interest Cost (NIC).....	1.8413043%
True Interest Cost (TIC).....	1.6442303%
Bond Yield for Arbitrage Purposes.....	1.8910110%
All Inclusive Cost (AIC).....	1.7181950%

IRS Form 8038

Net Interest Cost.....	1.4546836%
Weighted Average Maturity.....	5.671 Years

SALT LAKE CITY, UTAH
\$5,400,000 GENERAL OBLIGATION AND REFUNDING BONDS
SERIES 2019 (October 23, 2019)
(Current Refund Series 2017)

Debt Service Comparison

Date	Total P+I	Net New D/S	Old Net D/S	Savings
06/15/2020	689,000.00	689,000.00	713,420.00	24,420.00
06/15/2021	689,250.00	689,250.00	715,197.50	25,947.50
06/15/2022	687,000.00	687,000.00	710,837.50	23,837.50
06/15/2023	688,750.00	688,750.00	710,276.50	21,526.50
06/15/2024	689,250.00	689,250.00	713,516.50	24,266.50
06/15/2025	683,500.00	683,500.00	709,986.50	26,486.50
06/15/2026	686,750.00	686,750.00	710,236.50	23,486.50
06/15/2027	683,500.00	683,500.00	709,236.50	25,736.50
06/15/2028	689,000.00	689,000.00	712,272.00	23,272.00
06/15/2029	687,750.00	687,750.00	714,182.00	26,432.00
Total	\$6,873,750.00	\$6,873,750.00	\$7,119,161.50	\$245,411.50

PV Analysis Summary (Net to Net)

Gross PV Debt Service Savings.....	220,728.62
Net PV Cashflow Savings @ 1.891%(Bond Yield).....	220,728.62
Contingency or Rounding Amount.....	3,859.55
Net Present Value Benefit.....	\$224,588.17
Net PV Benefit / \$6,255,000 Refunded Principal.....	3.591%
Net PV Benefit / \$5,400,000 Refunding Principal.....	4.159%

Refunding Bond Information

Refunding Dated Date.....	10/23/2019
Refunding Delivery Date.....	10/23/2019

SALT LAKE CITY, UTAH

Resolution No. __ of 2019

Authorizing the Issuance and Sale of up to

\$_____

General Obligation [Road] and Refunding Bonds, Series 2019

Adopted August 6, 2019

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RESOLUTION NO. __ OF 2019

A Resolution authorizing the issuance of up to \$_____ general obligation bonds of Salt Lake City, Utah; fixing the maximum aggregate principal amount of the Bonds, the maximum number of years over which the Bonds may mature, the maximum interest rate that the Bonds may bear and the maximum discount from par at which the Bonds may be sold; providing for the levy of taxes to pay principal of and interest on the Bonds; authorizing the circulation of an Official Statement; giving authority to certain officers to approve the final terms and provisions of the Bonds within the parameters set forth herein; and providing for related matters.

*** *** ***

WHEREAS, at the Bond Election, the issuance of \$87,000,000 principal amount of general obligation bonds was authorized for the purpose of, among other things, raising money for improving various streets and roads throughout the Issuer and related infrastructure improvements;

WHEREAS, the Issuer has not issued any of the bonds voted at the Bond Election and the Issuer has determined to authorize the issuance and sale at this time of up to \$_____ principal amount of the bonds voted at the Bond Election;

WHEREAS, pursuant to the applicable provisions of the Act, the Issuer has authority to refund the Refunded Bonds in advance of their maturity dates, and, in order to benefit the Issuer and its inhabitants by achieving a debt service savings on the Issuer's general obligation bonds [and restructuring certain principal maturities of the Issuer's general obligation indebtedness to better match available resources], the Issuer desires to issue general obligation bonds for the purpose of refunding and redeeming the Refunded Bonds prior to their respective stated maturity dates;

WHEREAS, it is the finding and determination of the Issuer that the refunding of the Refunded Bonds is beneficial to the Issuer and to its inhabitants;

WHEREAS, a notice inviting electronic bids for the purchase of the Bonds will be advertised by electronic dissemination through the PARITY® electronic bid submission system;

WHEREAS, in the opinion of the Issuer, it is in the best interests of the Issuer that (a) the Designated Officers be authorized to (i) accept or reject the bids received for the Bonds pursuant to the PARITY® electronic bid submission system and determine the best bid received that conforms to the parameters, deadlines and procedures set forth in the notice of sale prepared in connection with the advertisement for sale of the Bonds, (ii) approve the Refunding Bonds to be refunded, and (iii) approve the final principal amount, maturity amounts, interest rates, dates of maturity and other terms and provisions relating to the Bonds and to execute the Certificate of Determination containing such terms and provisions and (b) the Mayor be authorized to execute the Official Statement with respect to the Bonds;

[WHEREAS, based upon current municipal bond market conditions related to low interest rates, the Issuer believes it will receive more bids for the purchase of the Bonds and the most favorable cost of capital and is therefore in the best interests of the Issuer if the Issuer does not restrict the amount of premium bidders may pay for the Bonds;]

WHEREAS, Sections 11-14-316 and 11-27-4 of the Utah Code provide for the publication of a Notice of Bonds to be Issued, and the Issuer desires to cause the publication of such a notice at this time with respect to the Bonds; and

WHEREAS, the Issuer deems it necessary and advisable that it take such action as may be required under applicable provisions of federal tax law to authorize and issue the Bonds to finance the cost of the project to be financed with the proceeds of the Bonds;

NOW, THEREFORE, Be It Resolved by the City Council of Salt Lake City, Utah, as follows:

ARTICLE I

DEFINITIONS

Section 101. Definitions. As used in this Bond Resolution (including the preambles hereto), unless the context shall otherwise require, the following terms shall have the following meanings:

“*Act*” means, collectively, the Local Government Bonding Act, Chapter 14 of Title 11 of the Utah Code, the Utah Refunding Bond Act, Chapter 27 of Title 11 of the Utah Code and the Registered Public Obligations Act, Chapter 7 of Title 15 of the Utah Code.

“*Bond Account*” means the Bond Account established in Section 213 hereof.

“*Bond Counsel*” means Chapman and Cutler LLP or another attorney or a firm of attorneys of nationally recognized standing in matters pertaining to the tax-exempt status of interest on obligations issued by states and their political subdivisions, duly admitted to the practice of law before the highest court of any state of the United States.

“*Bond Election*” means the special bond election duly and lawfully called and held in the Issuer on November 6, 2018, at which the issuance and sale by the Issuer of \$87,000,000 principal amount of general obligation bonds was authorized for the purpose of, among other things, raising money for paying all or a portion of the costs of improving various streets and roads throughout the Issuer and related infrastructure improvements, the results of which election were declared by the City Council, sitting as a Board of Canvassers, on November 20, 2018.

“*Bond Registrar*” means each Person appointed by the Issuer as bond registrar and agent for the transfer, exchange and authentication of the Bonds. Pursuant to Section 206 hereof, the initial Bond Registrar is _____, of _____, _____.

“*Bond Resolution*” means this Resolution of the Issuer adopted on August 6, 2019, authorizing the issuance and sale of the Bonds.

“*Bondowner*” or “*owner*” means the registered owner of any Bond as shown in the registration books of the Issuer kept by the Bond Registrar for such purpose.

“*Bonds*” means the Issuer’s General Obligation [Road] and Refunding Bonds, Series 2019, authorized by the Bond Resolution.

“*Cede*” means Cede & Co., the nominee of DTC, and any successor nominee of DTC with respect to the Bonds pursuant to Section 401 hereof.

“*Certificate of Determination*” means the Certificate of Determination, a form of which is attached hereto as *Exhibit 3*, of the Designated Officers delivered pursuant to Article II of this Bond Resolution, setting forth certain terms and provisions of the Bonds.

“*City Council*” means the City Council of the City, as the governing body of the Issuer.

“*City Recorder*” means the City Recorder or any Deputy City Recorder of the Issuer.

“*City Treasurer*” means the City Treasurer of the Issuer or, in her absence or disability, the Deputy City Treasurer or such other official as shall be duly authorized to act in her stead.

“*Closing Date*” means the date of the initial issuance of the Bonds.

“*Code*” means the Internal Revenue Code of 1986, as amended.

“*Continuing Disclosure Undertaking*” means the Continuing Disclosure Agreement of the Issuer, in substantially the form attached hereto as *Exhibit 1*, dated the Closing Date, for the purpose of providing continuing disclosure information under Rule 15c2-12 adopted by the Securities and Exchange Commission under the Securities Exchange Act of 1934, as may be amended from time to time.

“*Costs of Issuance Account*” means the Costs of Issuance Account established in Section 213 hereof.

“*Depository Account*” means the Depository Account established in Section 213 hereof.

“*Designated Officers*” means (a) the (i) Mayor of the Issuer; or (ii) in the event of the absence or incapacity of the Mayor, the Mayor’s Chief of Staff; or (iii) in the event of the absence or incapacity of both the Mayor and the Mayor’s Chief of Staff, the City Treasurer; or (iv) in the event of the absence or incapacity of the Mayor, the Mayor’s Chief of Staff and the City Treasurer, the Deputy Treasurer of the Issuer and (b) (i) the Chair of the City Council; or (ii) in the event of the absence or incapacity of the Chair of the City Council, the Vice Chair of the City Council; or (iii) in the event of the absence or incapacity of both the Chair and Vice Chair of the City Council, any other member of the City Council.

“DTC” means The Depository Trust Company, New York, New York, and its successors and assigns.

“Exchange Bond” means any Exchange Bond as defined in Section 209 hereof.

“Fitch” means Fitch, Inc. (also known as Fitch Ratings), its successors and their assigns, and, if such corporation shall be dissolved or liquidated or shall no longer perform the functions of a securities rating agency, “Fitch” shall be deemed to refer to any other nationally recognized securities rating agency designated by the Issuer to the Paying Agent.

“Issuer” means Salt Lake City Utah.

“Letter of Representations” means the Blanket Issuer Letter of Representations from the Issuer to DTC, dated May 30, 1995.

“Mayor” means the Mayor of the City, or in her absence or disability, such other official as shall be duly authorized to act in her stead.

“Moody’s” means Moody’s Investors Service, Inc., its successors and their assigns, and, if such corporation shall be dissolved or liquidated or shall no longer perform the functions of a securities rating agency, “Moody’s” shall be deemed to refer to any other nationally recognized securities rating agency designated by the Issuer to the Paying Agent.

“Official Statement” means the Official Statement with respect to the Bonds, in substantially the form of the Preliminary Official Statement attached hereto as *Exhibit 2*.

“Participants” means those broker dealers, banks and other financial institutions from time to time for which DTC holds Bonds as securities depository.

“Paying Agent” means each Person appointed by the Issuer as paying agent with respect to the Bonds. Pursuant to Section 206 hereof, the initial Paying Agent is _____, of _____, _____.

“Person” means natural persons, firms, partnerships, associations, corporations, trusts, public bodies and other entities.

“Project Account” means the Project Account established in Section 213 hereof.

“Purchaser” means the initial purchaser or purchasers of the Bonds from the Issuer.

“Rating Agencies” means Moody’s, if the Bonds are then rated by Moody’s, Fitch, if the Bonds are then rated by Fitch, and S&P, if the Bonds are then rated by S&P.

“Record Date” means the day that is fifteen (15) days preceding each interest payment date, or if such day is not a business day for the Bond Registrar, the next preceding day that is a business day for the Bond Registrar.

“*Refunded Bonds*” means the portion of the Issuer’s currently outstanding Series 2017A Bonds designated as “Refunded Bonds” in the Certificate of Determination.

“*Regulations*” means United States Treasury Regulations dealing with the tax-exempt bond provisions of the Code.

“*Series 2017A Bond Account*” means the Bond Account established pursuant to the resolution of the City Council adopted August 8, 2017, authorizing the issuance of the Series 2017A Bonds and from which the Series 2017A Bonds are payable.

“*Series 2017A Bonds*” means the Issuer’s General Obligation Refunding Bonds, Series 2017A, dated April 11, 2017, originally issued in the aggregate principal amount of \$6,460,000.

“*S&P*” means S&P’s Global Ratings, its successors and their assigns, and, if such corporation shall be dissolved or liquidated or shall no longer perform the functions of a securities rating agency, “S&P” shall be deemed to refer to any other nationally recognized securities rating agency designated by the Issuer to the Paying Agent.

“*Tax Certificate*” means any agreement or certificate of the Issuer that the Issuer may execute in order to establish and maintain the excludability of interest on the Bonds from gross income of the owners thereof for federal income tax purposes.

“*United States*” means the government of the United States of America.

“*Utah Code*” means Utah Code Annotated 1953, as amended.

Section 102. Rules of Construction. Unless the context otherwise requires:

- (a) references to Articles and Sections are to the Articles and Sections of this Bond Resolution;
- (b) the singular form of any word, including the terms defined in Section 101, includes the plural, and vice versa, and a word of any gender includes all genders; and
- (c) the terms “*hereby*,” “*hereof*,” “*hereto*,” “*herein*,” “*hereunder*” and any similar terms as used in this Bond Resolution refer to this Bond Resolution.

Section 103. Authority for Bond Resolution. This Bond Resolution is adopted pursuant to the provisions of the Act.

ARTICLE II

AUTHORIZATION, TERMS AND ISSUANCE OF BONDS

Section 201. Authorization of Bonds, Principal Amount, Designation and Series. In accordance with and subject to the terms, conditions and limitations established by the Act and in

the Bond Resolution, a series of general obligation bonds of the Issuer is hereby authorized to be issued in the aggregate principal amount of \$_____, which shall be designated “*General Obligation [Road] and Refunding Bonds, Series 2019*”. If the Designated Officers determine pursuant to Sections 204(b)(i) and 209 hereof that the principal amount to be issued shall be less than \$_____, then the principal of such series of bonds shall be limited to the amount so determined by the Designated Officers.

Section 202. Purpose. (a) Up to \$_____ aggregate principal amount of the Bonds are hereby authorized to be issued under authority of the Act for the purpose of raising money for paying all or a portion of the costs to improve various streets and roads throughout Salt Lake City and related infrastructure improvements, as authorized at the Bond Election, and paying certain costs related to the issuance and sale of the Bonds.

(b) The remaining aggregate principal amount of the Bonds are hereby authorized to be issued under authority of the Act for the purpose of refunding, on a current basis, the Refunded Bonds in advance of their maturity and paying certain costs related to the issuance and sale of the Bonds and the refunding of the Refunded Bonds.

Section 203. Issue Date. The Bonds shall be dated as of the Closing Date.

Section 204. Bond Details; Delegation of Authority. (a) The Bonds shall mature on June 15 of the years and in the principal amounts, and shall bear interest (calculated on the basis of a year of 360 days consisting of twelve 30-day months) from the Closing Date, payable semiannually on June 15 and December 15 of each year at the rates per annum as provided in the Certificate of Determination.

(b) There is hereby delegated to the Designated Officers, subject to the limitations contained in the Bond Resolution, the power to determine and effectuate the following with respect to the Bonds and the Designated Officers are hereby authorized to make such determinations and effectuations:

(i) the principal amount of the Bonds necessary to accomplish the purposes of the Bonds set forth in Section 202 herein and the aggregate principal amount of the Bonds to be executed and delivered pursuant to Section 209 herein; *provided* that the aggregate principal amount of the Bonds shall not exceed _____ dollars (\$_____);

(ii) the maturity date or dates and principal amount of each maturity of the Bonds to be issued; *provided, however*, that the final maturity of all Bonds shall not be more than twenty-one (21) years after the issuance of the Bonds;

(iii) the interest rate or rates of the Bonds, *provided, however*, that the interest rate or rates to be borne by any Bond shall not exceed _____ percent (____%) per annum;

(iv) the sale of the Bonds to the Purchaser and the purchase price to be paid by the Purchaser for the Bonds; *provided, however*, that the discount from par of the Bonds shall not exceed two percent (2.00%) (expressed as a percentage of the principal amount);

- (v) the Bonds, if any, to be retired from mandatory sinking fund redemption payments and the dates and the amounts thereof;
- (vi) the optional redemption date of the Bonds; *provided, however*, the first optional redemption date shall not be later than eleven years from the Closing Date;
- (vii) the maturity dates and amounts, if any, of the Series 2017A Bonds to be refunded as Refunded Bonds by the Bonds;
- (viii) the use and deposit of the proceeds of the Bonds;
- (ix) the amount, use and deposit of any funds of the Issuer legally available to provide for the refunding of the Refunded Bonds (including monies held by the Issuer for payment of debt service on the Refunded Bonds); and
- (x) any other provisions deemed advisable by the Designated Officers not materially in conflict with the provisions of the Bond Resolution.

Immediately following the date and time specified in the Official Notice of Bond Sale (attached to the form of the Official Statement attached hereto as *Exhibit 2*) for the receipt of bids for the purchase of the Bonds, the Designated Officers shall obtain such information as they deem necessary to make such determinations as provided above and to determine the bid of the responsible bidder that results in the lowest effective interest rate to the Issuer (the "*Best Bidder*"). Thereupon, the Designated Officers shall make such determinations as provided above, shall award the bid to the Best Bidder and shall execute the Certificate of Determination containing such terms and provisions of the Bonds, which execution shall be conclusive evidence of the awarding of such bid to the Best Bidder and the action or determination of the Designated Officers as to the matters stated therein. The provisions of the Certificate of Determination shall be deemed to be incorporated in Article II hereof. If the Designated Officers determine that it is in the best interest of the Issuer, the Designated Officers may (a) waive any irregularity or informality in any bid or in the electronic bidding process; and (b) reject any and all bids for the Bonds.

(c) Each Bond shall bear interest from the interest payment date next preceding the date of registration and authentication thereof unless (i) it is registered and authenticated as of an interest payment date, in which event it shall bear interest from the date thereof, or (ii) it is registered and authenticated prior to the first interest payment date, in which event it shall bear interest from its date, or (iii) as shown by the records of the Bond Registrar, interest on the Bonds shall be in default, in which event it shall bear interest from the date to which interest has been paid in full. The Bond Registrar shall insert the date of registration and authentication of each Bond in the place provided for such purpose in the form of Bond Registrar's certificate of authentication on each Bond. The Bonds shall bear interest on overdue principal at the respective rates provided in the Certificate of Determination.

Section 205. Denominations and Numbers. The Bonds shall be issued as fully-registered bonds, without coupons, in the denomination of \$5,000 or any whole multiple thereof, not

exceeding the amount of each maturity. The Bonds shall be numbered with the letter prefix “R-” and from one (1) consecutively upwards in order of issuance.

Section 206. Paying Agent and Bond Registrar. _____, of _____, _____, is hereby appointed the initial Paying Agent and Bond Registrar for the Bonds. The Issuer may remove any Paying Agent and any Bond Registrar, and any successor thereto, and appoint a successor or successors thereto. The Mayor and the City Recorder are hereby authorized and directed to enter into an agreement or agreements with each Paying Agent (a “*Paying Agent Agreement*”), which may establish certain duties and obligations of the Paying Agent and the Issuer, including, without limitation those duties and obligations set forth in Section 502 hereof. Each Paying Agent and Bond Registrar shall signify its acceptance of the duties and obligations imposed upon it by the Bond Resolution by executing and delivering to the Issuer a written acceptance thereof, which written acceptance may be contained in a Paying Agent Agreement. The principal of, and premium, if any, and interest on the Bonds shall be payable in any coin or currency of the United States of America that, at the respective dates of payment thereof, is legal tender for the payment of public and private debts. Principal of and premium, if any, on the Bonds shall be payable when due to the owner of each Bond upon presentation and surrender thereof at the principal corporate trust office of the Paying Agent. Payment of interest on each Bond shall be made to the Person that, as of the Record Date, is the owner of the Bond and shall be made by check or draft mailed to the Person that, as of the Record Date, is the owner of the Bond, at the address of such owner as it appears on the registration books of the Issuer kept by the Bond Registrar, or at such other address as is furnished to the Bond Registrar in writing by such owner on or prior to the Record Date.

Section 207. Redemption and Redemption Price; Notice of Redemption. (a) The Bonds shall be subject to redemption prior to maturity, at the election of the Issuer, on the date specified in the Certificate of Determination (the “*First Redemption Date*”), and on any date thereafter, in whole or in part, from such maturities or parts thereof as shall be selected by the Issuer, upon notice given as provided below, at a redemption price equal to 100% of the principal amount of the Bonds to be redeemed, plus accrued interest thereon to the date fixed for redemption. Bonds maturing on or prior to the First Redemption Date are not subject to optional redemption.

(b) The Bonds may be subject to mandatory redemption by operation of sinking fund installments as provided in the Certificate of Determination. If the Bonds are subject to mandatory sinking fund redemption and less than all of the Bonds then outstanding are redeemed in a manner other than pursuant to a mandatory sinking fund redemption, the principal amount so redeemed shall be credited at 100% of the principal amount thereof by the Bond Registrar against the obligation of the Issuer on such mandatory sinking fund redemption dates for the Bonds in such order as directed by the Issuer.

(c) If less than all of the Bonds of any maturity are to be redeemed, the particular Bonds or portion of Bonds of such maturity to be redeemed shall be selected at random by the Bond Registrar in such manner as the Bond Registrar in its discretion may deem fair and appropriate. The portion of any registered Bond of a denomination of more than \$5,000 to be redeemed will be in the principal amount of \$5,000 or a whole multiple thereof, and in selecting portions of such Bonds for redemption, the Bond Registrar will treat each such Bond as representing that number

of Bonds of \$5,000 denomination that is obtained by dividing the principal amount of such Bond by \$5,000.

(d) Notice of redemption shall be given by the Bond Registrar by registered or certified mail, not less than thirty (30) nor more than forty-five (45) days prior to the redemption date, to the owner of each Bond that is subject to redemption, at the address of such owner as it appears in the registration books of the Issuer kept by the Bond Registrar, or at such other address as is furnished to the Bond Registrar in writing by such owner. Each notice of redemption shall state the principal amount, the redemption date, the place of redemption, the redemption price and, if less than all of the Bonds are to be redeemed, the distinctive numbers of the Bonds or portions of Bonds to be redeemed, and shall also state that the interest on the Bonds in such notice designated for redemption shall cease to accrue from and after such redemption date and that on the redemption date there will become due and payable on each of the Bonds to be redeemed the principal thereof and interest accrued thereon to the redemption date. Each notice of optional redemption may further state that such redemption shall be conditional upon the receipt by the Paying Agent, on or prior to the date fixed for such redemption, of moneys sufficient to pay the principal of and premium, if any, and interest on such Bonds to be redeemed and that if such moneys shall not have been so received said notice shall be of no force and effect and the Issuer shall not be required to redeem such Bonds. In the event that such notice of redemption contains such a condition and such moneys are not so received, the redemption shall not be made and the Bond Registrar shall within a reasonable time thereafter give notice, in the manner in which the notice of redemption was given, that such moneys were not so received. Any notice mailed as provided in this Section shall be conclusively presumed to have been duly given, whether or not the owner receives such notice. Failure to give such notice or any defect therein with respect to any Bond shall not affect the validity of the proceedings for redemption with respect to any other Bond.

(e) In addition to the foregoing notice under subsection (c) above, further notice of such redemption shall be given by the Bond Registrar as set out below, but no defect in such further notice nor any failure to give all or any portion of such further notice shall in any manner affect the validity of a call for redemption if notice thereof is given as prescribed above.

(i) Each further notice of redemption given hereunder shall contain the information required above for an official notice of redemption plus (A) the CUSIP numbers of all Bonds being redeemed; (B) the date of issue of the Bonds as originally issued; (C) the rate of interest borne by each Bond being redeemed; (D) the maturity date of each Bond being redeemed; and (E) any other descriptive information needed to identify accurately the Bonds being redeemed.

(ii) Each further notice of redemption shall be sent at least thirty-five (35) days before the redemption date to DTC in accordance with the operating procedures then in effect for DTC, and to all other registered securities depositories then in the business of holding substantial amounts of obligations of types comprising the Bonds designated to the Bond Registrar by the Issuer, to the Rating Agencies and to any other nationally recognized information services as designated by the Issuer to the Bond Registrar.

(f) If notice of redemption shall have been given as described above and the condition described in Section 207(d) hereof, if any, shall have been met, the Bonds or portions thereof specified in said notice shall become due and payable at the applicable redemption price on the redemption date therein designated, and if, on the redemption date, moneys for the payment of the redemption price of all the bonds to be redeemed, together with interest to the redemption date, shall be available for such payment on said date, then from and after the redemption date interest on such bonds shall cease to accrue and become payable.

(g) Upon the payment of the redemption price of Bonds being redeemed, each check or other transfer of funds issued for such purpose shall bear the CUSIP number or numbers identifying, by issue and maturity, the Bonds being redeemed with the proceeds of such check or other transfer.

(h) The Bond Registrar shall also give any notice of the “defeasance” or redemption of the Bonds that may be required by the Continuing Disclosure Undertaking provided that the Issuer shall provide to the Bond Registrar any documents or other information that the Bond Registrar requests to provide such notice.

Section 208. Issuance, Sale and Delivery of Bonds. Under authority of the Act, the Bonds shall be issued by the Issuer for the purposes set forth in Section 202 hereof. The Bonds shall be delivered to the Purchaser and the proceeds of sale thereof applied as provided in Section 210 hereof.

Section 209. Execution of Bonds. The Bonds shall be executed on behalf of the Issuer by the Mayor and attested and countersigned by the City Recorder (the signatures of the Mayor and City Recorder being either manual or by facsimile) and the official seal of the Issuer or a facsimile thereof shall be impressed or printed thereon in an aggregate principal amount necessary to accomplish the purpose of the Bonds specified in Section 202 herein; *provided that* the aggregate principal amount of the Bonds shall not exceed \$_____. The use of such manual or facsimile signatures of the Mayor and the City Recorder and such facsimile or impression of the official seal of the Issuer on the Bonds are hereby authorized, approved and adopted by the Issuer as the authorized and authentic execution, attestation, countersignature and sealing of the Bonds by said officials on behalf of the Issuer. The Bonds shall then be delivered to the Bond Registrar for manual authentication by it. Only such of the Bonds as shall bear thereon a certificate of authentication, manually executed by the Bond Registrar, shall be valid or obligatory for any purpose or entitled to the benefits of the Bond Resolution, and such certificate of the Bond Registrar shall be conclusive evidence that the Bonds so authenticated have been duly authenticated and delivered under, and are entitled to the benefits of, this Bond Resolution and that the owner thereof is entitled to the benefits of this Bond Resolution. The certificate of authentication of the Bond Registrar on any Bond shall be deemed to have been executed by it if (i) such Bond is signed by an authorized officer of the Bond Registrar, but it shall not be necessary that the same officer sign the certificate of authentication on all of the Bonds issued hereunder or that all of the Bonds hereunder be authenticated by the same Bond Registrar, and (ii) the date of registration and authentication of the Bond is inserted in the place provided therefor on the certificate of authentication.

The Mayor and the City Recorder are authorized to execute, countersign, attest and seal from time to time, in the manner described above, Bonds (the “*Exchange Bonds*”) to be issued and delivered for the purpose of effecting transfers and exchanges of Bonds pursuant to Article III hereof. At the time of the execution, countersigning, attestation and sealing of the Exchange Bonds by the Issuer, the payee, principal amount, maturity and interest rate may be in blank. Upon any transfer or exchange of Bonds pursuant to Article III hereof, the Bond Registrar shall cause to be inserted in appropriate Exchange Bonds the appropriate payee, principal amount, maturity and interest rate. The Bond Registrar is hereby authorized and directed to hold the Exchange Bonds and to complete, authenticate and deliver the Exchange Bonds for the purpose of effecting transfers and exchanges of Bonds; *provided* that any Exchange Bonds authenticated and delivered by the Bond Registrar shall bear the same series, maturity and interest rate as Bonds delivered to the Bond Registrar for exchange or transfer and shall bear the name of such payee as the Bondowner requesting an exchange or transfer shall designate; and *provided further* that upon the delivery of any Exchange Bonds by the Bond Registrar a like principal amount of Bonds submitted for transfer or exchange, and of like series and having like maturity dates and interest rates, shall be canceled. The execution, countersignature, attestation and sealing by the Issuer and delivery to the Bond Registrar of any Exchange Bond shall constitute full and due authorization of such Bond containing such payee, principal amount, maturity and interest rate as the Bond Registrar shall cause to be inserted, and the Bond Registrar shall thereby be authorized to authenticate and deliver such Exchange Bond in accordance with the provisions hereof.

In case any officer whose signature or a facsimile of whose signature shall appear on any Bond (including any Exchange Bond) shall cease to be such officer before the issuance or delivery of such Bond, such signature or such facsimile shall nevertheless be valid and sufficient for all purposes, the same as if such officer had remained in office until such issuance or delivery, respectively.

Section 210. Delivery of the Bonds; Application of Proceeds. The City Treasurer is hereby authorized and instructed to make delivery of the Bonds to the Purchaser and to receive payment therefor in accordance with the terms of sale and to set the proceeds of sale of the Bonds aside for deposit (i) into the Project Account to be used for the purpose for which the Bonds are herein authorized and (ii) into the Series 2017A Bond Account in an amount sufficient, together with legally available funds of the Issuer (including monies held by the Issuer for payment of debt service on the Refunded Bonds), to pay, when due, pursuant to call for redemption, the redemption price of and interest due and to become due on, the Refunded Bonds as provided in Section 214. [The City Treasurer is authorized to cause to be transferred to the Paying Agent a portion of the proceeds of the Bonds to pay any costs of issuance of the Bonds authorized by the City Treasurer and the Paying Agent is authorized to make such payments.]

Any taxes levied or collected to secure the Refunded Bonds shall be applied (a) to pay debt service on the Bonds and the Series 2017A Bonds that are not being refunded or (b) otherwise as provided in the Tax Certificate.

Section 211. Continuing Disclosure Undertaking. The Mayor is hereby authorized, empowered and directed to execute and deliver, and the City Recorder to seal, countersign and attest, the Continuing Disclosure Agreement (the “*Continuing Disclosure Undertaking*”) in

substantially the same form as now before the Issuer and attached hereto as *Exhibit 1*, or with such changes therein as the Mayor shall approve, his or her execution thereof to constitute conclusive evidence of his or her approval of such changes. When the Continuing Disclosure Undertaking is executed and delivered on behalf of the Issuer as herein provided, the Continuing Disclosure Undertaking will be binding on the Issuer and the officers, employees and agents of the Issuer, and the officers, employees and agents of the Issuer are hereby authorized, empowered and directed to do all such acts and things and to execute all such documents as may be necessary to carry out and comply with the provisions of the Continuing Disclosure Undertaking as executed. Notwithstanding any other provision of this Bond Resolution, the sole remedies for failure to comply with the Continuing Disclosure Undertaking shall be the ability of the beneficial owner of any Bond to seek mandamus or specific performance by court order, to cause the Issuer to comply with its obligations under the Continuing Disclosure Undertaking.

Section 212. Further Authority. The Mayor, the City Treasurer and the City Recorder and other officers of the Issuer are, and each of them is, hereby authorized to do or perform all such acts and to execute all such certificates, documents and other instruments as may be necessary or advisable to provide for the issuance, sale, registration and delivery of the Bonds and to fulfill the obligations of the Issuer hereunder and thereunder.

Section 213. Establishment of Accounts. (a) The following accounts on the accounting records of the Issuer are hereby created, which are to be held as follows:

- (i) Bond Account, to be held by the Issuer;
- (ii) Depository Account, to be held by the Paying Agent;
- (iii) Project Account, to be held by the Issuer; and
- (iv) Costs of Issuance Account, to be held by the [Paying Agent].

(b) Pending application for the purposes contemplated hereby, moneys on deposit in the Bond Account, Depository Account, Project Account and Costs of Issuance Account shall be invested as permitted by law in investments approved by the City Treasurer or other authorized officer of the Issuer. Following the earlier of three months after the date of issuance of the Bonds or the date upon which all of the costs of issuance of the Bonds have been paid, any moneys remaining from the sale proceeds of the Bonds held by the Paying Agent at the direction of the City Treasurer pursuant to Section 210 hereof to pay the costs of issuance of behalf of the Issuer shall be transmitted to the Issuer for deposit into the Project Account.

Section 214. Provision for Refunding the Refunded Bonds. Subject to the Designated Officers' determination under Section 204(b)(vii), it is hereby found and determined that, pursuant to the Bond Resolution, moneys and governmental obligations permitted under the Act, the principal of and the interest on which, when due, will provide moneys that will be sufficient to pay, when due, pursuant to call for redemption, the redemption price of and interest due and to become due on, the Refunded Bonds, will be deposited with the paying agent for the Related Bonds and provision thereby made for the refunding of the Refunded Bonds.

Section 215. Authorization of Redemption Prior to Maturity of Refunded Bonds. Subject to the Designated Officers' determination under Section 204(b)(vii), the Series 2017A Bonds that are Refunded Bonds are hereby irrevocably called for redemption on [October 23], 2019, at the redemption price of one hundred percent (100%) of the principal amount of each such Refunded Bond so called for redemption plus accrued interest thereon to the date fixed for redemption. Notice of such redemption shall be given as provided in the resolution authorizing the Series 2017A Bonds.

In addition, the bond registrar for the Series 2017A Bonds shall give, or cause to be given, notice of such redemption as provided in the resolution authorizing the Series 2017A Bonds to all registered securities depositories and national information services that disseminate redemption notices. Nevertheless, no defect in such notice to the registered securities depositories and national information services shall in any manner affect the validity of the call for redemption of any Refunded Bond if notice of the redemption is given as prescribed in the resolution authorizing the Series 2017A Bonds.

ARTICLE III

TRANSFER AND EXCHANGE OF BONDS; BOND REGISTRAR

Section 301. Transfer of Bonds. (a) Any Bond may, in accordance with its terms, be transferred, upon the registration books kept by the Bond Registrar pursuant to Section 303 hereof, by the Person in whose name it is registered, in person or by such owner's duly authorized attorney, upon surrender of such Bond for cancellation, accompanied by delivery of a duly executed written instrument of transfer in a form approved by the Bond Registrar. No transfer shall be effective until entered on the registration books kept by the Bond Registrar. The Issuer, the Bond Registrar and the Paying Agent may treat and consider the Person in whose name each Bond is registered in the registration books kept by the Bond Registrar as the holder and absolute owner thereof for the purpose of receiving payment of, or on account of, the principal or redemption price thereof and interest due thereon and for all other purposes whatsoever.

(b) Whenever any Bond or Bonds shall be surrendered for transfer, the Bond Registrar shall authenticate and deliver a new fully-registered Bond or Bonds (which may be an Exchange Bond or Bonds pursuant to Section 209 hereof) of the same series, designation, maturity and interest rate and of authorized denominations duly executed by the Issuer, for a like aggregate principal amount. The Bond Registrar shall require the payment by the Bondowner requesting such transfer of any tax or other governmental charge required to be paid with respect to such transfer. With respect to each Bond, no such transfer shall be required to be made after the Record Date or after notice of redemption has been given by the Bond Registrar.

(c) The Bond Registrar shall not be required to register the transfer of or exchange any Bond selected for redemption, in whole or in part, except the unredeemed portion of Bonds being redeemed in part. Upon surrender of any Bond redeemed in part only, the Issuer shall execute, and the Bond Registrar shall authenticate and deliver to the Bondowner at the expense of the Issuer, a new Bond or Bonds (which may be an Exchange Bond or Bonds pursuant to Section 209 hereof)

of the same series, designation, maturity and interest rate and of authorized denominations equal in aggregate principal amount to the unredeemed portion of the Bond surrendered.

Section 302. Exchange of Bonds. Bonds may be exchanged at the principal corporate trust office of the Bond Registrar for a like aggregate principal amount of fully-registered Bonds (which may be an Exchange Bond or Bonds pursuant to Section 209 hereof) of the same series, designation, maturity and interest rate of other authorized denominations. The Bond Registrar shall require the payment by the Bondowner requesting such exchange of any tax or other governmental charge required to be paid with respect to such exchange. With respect to each Bond, no such exchange shall be required to be made after the Record Date or after notice of redemption has been given by the Bond Registrar.

Section 303. Bond Registration Books. This Bond Resolution shall constitute a system of registration within the meaning and for all purposes of the Registered Public Obligations Act, Chapter 7 of Title 15 of the Utah Code. The Bond Registrar shall keep or cause to be kept, at its principal corporate trust office, sufficient books for the registration and transfer of the Bonds, which shall at all times be open to inspection by the Issuer; and, upon presentation for such purpose, the Bond Registrar shall, under such reasonable regulations as it may prescribe, register, or transfer or cause Bonds to be registered or transferred on those books as herein provided.

Section 304. List of Bondowners. The Bond Registrar shall maintain a list of the names and addresses of the owners of all Bonds and upon any transfer shall add the name and address of the new Bondowner and eliminate the name and address of the transferor Bondowner.

Section 305. Duties of Bond Registrar. If requested by the Bond Registrar, the Mayor and the City Recorder are authorized to execute the Bond Registrar's standard form of agreement between the Issuer and the Bond Registrar with respect to the compensation, obligations and duties of the Bond Registrar hereunder, which may include the following:

- (a) to act as bond registrar, authenticating agent, paying agent and transfer agent as provided herein;
- (b) to maintain a list of Bondowners as set forth herein and to furnish such list to the Issuer upon request, but otherwise to keep such list confidential;
- (c) to give notice of redemption of Bonds as provided herein;
- (d) to cancel and/or destroy Bonds that have been paid at maturity or upon earlier redemption or submitted for exchange or transfer;
- (e) to furnish the Issuer at least annually a certificate with respect to Bonds cancelled and/or destroyed;
- (f) to furnish to the Issuer, at its request, at least annually an audit confirmation of Bonds paid, Bonds outstanding and payments made with respect to interest on the Bonds; and

(g) to comply with all applicable provisions of DTC's operational arrangements, as provided in Section 402 hereof.

ARTICLE IV

BOOK-ENTRY SYSTEM; LIMITED OBLIGATION OF ISSUER; LETTER OF REPRESENTATIONS

Section 401. Book-Entry System; Limited Obligation of Issuer. (a) The Bonds shall be initially issued in the form of a separate, single, certificated, fully-registered Bond for each of the maturities set forth in the Certificate of Determination. Upon initial issuance, the ownership of each such Bond shall be registered in the registration books kept by the Bond Registrar in the name of Cede, as nominee of DTC. Except as provided in Section 403 hereof, all of the outstanding Bonds shall be registered in the registration books kept by the Bond Registrar in the name of Cede, as nominee of DTC.

(b) With respect to Bonds registered in the registration books kept by the Bond Registrar in the name of Cede, as nominee of DTC, the Issuer, the Bond Registrar and the Paying Agent shall have no responsibility or obligation to any Participant or to any Person on behalf of which such a Participant holds an interest in the Bonds. Without limiting the immediately preceding sentence, the Issuer, the Bond Registrar and the Paying Agent shall have no responsibility or obligation with respect to (i) the accuracy of the records of DTC, Cede or any Participant with respect to any ownership interest in the Bonds, (ii) the delivery to any Participant or any other Person, other than a Bondowner, as shown in the registration books kept by the Bond Registrar, of any notice with respect to the Bonds, including any notice of redemption, or (iii) the payment to any Participant or any other Person, other than a Bondowner, as shown in the registration books kept by the Bond Registrar, of any amount with respect to the principal of or premium, if any, or interest on the Bonds. The Issuer, the Bond Registrar and the Paying Agent may treat and consider the Person in whose name each Bond is registered in the registration books kept by the Bond Registrar as the holder and absolute owner of such Bond for the purpose of payment of principal, premium and interest with respect to such Bond and other matters with respect to such Bond, for the purpose of registering transfers with respect to such Bond, for the purpose of giving notices of redemption and for all other purposes whatsoever. The Paying Agent shall pay all principal of and premium, if any, and interest on the Bonds only to the respective Bondowners, as shown in the registration books kept by the Bond Registrar, or their respective attorneys duly authorized in writing, as provided in Section 206 hereof, and all such payments shall be valid and effective to fully satisfy and discharge the Issuer's obligations with respect to payment of principal of and premium, if any, and interest on the Bonds to the extent of the sum or sums so paid. No Person other than a Bondowner, as shown in the registration books kept by the Bond Registrar, shall receive a certificated Bond evidencing the obligation of the Issuer to make payments of principal, premium, if any, and interest pursuant to the Bond Resolution.

(c) Upon delivery by DTC to the Issuer of written notice to the effect that DTC has determined to substitute a new nominee in place of Cede, and subject to the provisions herein with respect to Record Dates, the word "*Cede*" in this Bond Resolution shall refer to such new nominee

of DTC; and upon receipt of such a notice the Issuer shall promptly deliver a copy of the same to the Bond Registrar and the Paying Agent.

Section 402. Letter of Representations. The Issuer's prior execution and delivery of the Letter of Representations shall not in any way limit the provisions of Section 401 hereof or in any other way impose upon the Issuer any obligation whatsoever with respect to Persons having interests in the Bonds other than the Bondowners, as shown on the registration books kept by the Bond Registrar. In the written acceptance of each Paying Agent and Bond Registrar referred to in Section 206 hereof, such Paying Agent and Bond Registrar, respectively, shall agree to take all action necessary for all of DTC's operational arrangements pertaining to the Paying Agent and Bond Registrar, respectively, to at all times be complied with.

Section 403. Transfers Outside Book-Entry System. At the option of the Issuer or upon receipt by the Issuer of written notice from DTC that DTC is unable or unwilling to discharge its responsibilities, and no substitute depository willing to undertake the functions of DTC hereunder can be found that is willing and able to undertake such functions upon reasonable and customary terms, the Bonds shall no longer be restricted to being registered in the registration books kept by the Bond Registrar in the name of Cede, as nominee of DTC, but may be registered in whatever name or names Bondowners transferring or exchanging Bonds shall designate, in accordance with the provisions of Article III hereof.

Section 404. Payments to Cede. Notwithstanding any other provision of this Bond Resolution to the contrary, so long as any Bond is registered in the name of Cede, as nominee of DTC, all payments with respect to principal of and premium, if any, and interest on such Bond and all notices with respect to such Bond shall be made and given, respectively, in the manner provided in the Letter of Representations.

ARTICLE V

COVENANTS AND UNDERTAKINGS

Section 501. Covenants of Issuer. All covenants, statements, representations and agreements contained in the Bonds and all recitals and representations in the Bond Resolution are hereby considered and understood, and it is hereby confirmed that all such covenants, statements, representations and agreements are the covenants, statements, representations and agreements of the Issuer.

Section 502. Levy of Taxes; Bond Account. The Issuer covenants and agrees that to pay the interest falling due on the Bonds as the same becomes due, and also to provide a sinking fund for the payment of the principal of the Bonds at maturity, there shall be levied on all taxable property in the Issuer in addition to all other taxes, a direct annual tax sufficient to pay the interest on the Bonds and to pay and retire the same. These taxes when collected shall be applied solely for the purpose of the payment of the interest on and principal of the Bonds, respectively, and for no other purpose whatsoever until the indebtedness so contracted under the Bond Resolution, principal and interest, shall have been fully paid, satisfied and discharged, but nothing herein contained shall be so construed as to prevent the Issuer from applying any other funds that may be

in the Issuer's treasury and available for that purpose to the payment of such interest and principal as the same respectively become due and mature. The levy or levies herein provided for may thereupon be diminished to that extent. The sums herein provided for to meet the interest on the Bonds and to discharge the principal thereof when due are hereby appropriated for that purpose, and the required amount for each year shall be included by the Issuer in its annual budget and its statement and estimate as certified to the County Council of Salt Lake County, Utah, in each year. Principal or interest falling due at any time when there shall not be available from the proceeds of the levies described in this Section money sufficient for the payment thereof shall, to the extent of such deficiency, be paid from other funds of the Issuer available for such purpose, and such other funds shall be reimbursed when the proceeds of such levies become available.

The taxes or other funds that are referenced in the foregoing paragraph and that are to be used to pay the principal of or interest on the Bonds shall be deposited into the Bond Account. On or prior to the date preceding each principal or interest payment date for the Bonds on which monies are required by the Bond Guaranty Act to be on deposit with the Paying Agent sufficient for the payment of the principal of and interest on the Bonds, but in any event not later than the business day next preceding each such payment date, the Issuer shall transfer from the Bond Account to the Paying Agent for deposit into the Depository Account an amount sufficient to pay principal of and interest on the Bonds on such payment date. Moneys remaining on deposit in the Bond Account immediately after each such payment date, including any investment earnings thereon earned during the period of such deposit, shall be immediately withdrawn from the Bond Account by the Issuer and commingled with the general funds of the Issuer. Moneys remaining on deposit in the Depository Account immediately after each such payment date, including any investment earnings thereon earned during the period of such deposit, shall be immediately withdrawn from the Depository Account by the Paying Agent and paid to the Issuer and commingled with the general funds of the Issuer. The Bond Account and the Depository Account have been established primarily to achieve a proper matching of revenues and debt service on the Bonds. The Bond Account and the Depository Account shall be depleted at least once each year by the Issuer, except for a reasonable carryover amount not to exceed the greater of one year's earnings on the Bond Account or one-twelfth of the annual debt service on the Bonds.

Section 503. Arbitrage Covenant and Covenant to Maintain Tax-Exemption. (a) The Mayor, the City Treasurer, the City Recorder and other appropriate officials of the Issuer are hereby authorized and directed to execute such Tax Certificates as shall be necessary to establish that (i) the Bonds are not "arbitrage bonds" within the meaning of Section 148 of the Code and the Regulations, (ii) the Bonds are not and will not become "private activity bonds" within the meaning of Section 141 of the Code, (iii) all applicable requirements of Section 149 of the Code are and will be met, (iv) the covenants of the Issuer contained in this Section will be complied with and (v) interest on the Bonds is not and will not become includible in gross income of the owners thereof for federal income tax purposes under the Code and applicable Regulations.

(b) The Issuer covenants and certifies to and for the benefit of the owners from time to time of the Bonds that:

- (i) it will at all times comply with the provisions of any Tax Certificates;

(ii) it will at all times comply with the rebate requirements contained in Section 148(f) of the Code and the Regulations, including, without limitation, the entering into any necessary rebate calculation agreement to provide for the calculations of amounts required to be rebated to the United States, the keeping of records necessary to enable such calculations to be made, the creation of any rebate fund to provide for the payment of any required rebate and the timely payment to the United States of all amounts, including any applicable penalties and interest, required to be rebated, except to the extent that the Bonds are not subject to such arbitrage rebate requirements;

(iii) no use will be made of the proceeds of the issue and sale of the Bonds, or any funds or accounts of the Issuer that may be deemed to be proceeds of the Bonds, pursuant to Section 148 of the Code and applicable Regulations, which use, if it had been reasonably expected on the date of issuance of the Bonds, would have caused the Bonds to be classified as “arbitrage bonds” within the meaning of Section 148 of the Code;

(iv) it will not use or permit the use of any of its facilities or properties in such manner that such use would cause the Bonds to be “private activity bonds” described in Section 141 of the Code;

(v) no bonds or other evidences of indebtedness of the Issuer (other than the Bonds) have been or will be issued, sold or delivered within a period beginning fifteen (15) days prior to the sale of the Bonds and ending fifteen (15) days following the delivery of the Bonds, other than the Bonds;

(vi) it will not take any action that would cause interest on the Bonds to be or to become ineligible for the exclusion from gross income of the owners of the Bonds as provided in Section 103 of the Code, nor will it omit to take or cause to be taken in timely manner any action, which omission would cause interest on the Bonds to be or to become ineligible for the exclusion from gross income of the owners of the Bonds as provided in Section 103 of the Code;

(vii) it recognizes that Section 149(a) of the Code requires the Bonds to be issued and to remain in fully registered form in order that interest thereon is excludable from gross income of the owners thereof for federal income tax purposes under laws in force at the time the Bonds are initially delivered and the Issuer agrees that it will not take any action to permit the Bonds to be issued in, or converted into, bearer or coupon form without an opinion of Bond Counsel to the effect that such action will not adversely affect the excludability of interest on the Bonds from the gross income of the owners thereof for federal income tax purposes; and

(viii) it acknowledges that, in the event of an examination by the Internal Revenue Service of the exemption from federal income taxation for interest paid on the Bonds, under present rules, the Issuer may be treated as a “taxpayer” in such examination and agrees that it will respond in a commercially reasonable manner to any inquiries from the Internal Revenue Service in connection with such an examination.

Pursuant to these covenants, the Issuer obligates itself to comply throughout the term of the issue of the Bonds with the requirements of Section 103 of the Code and the Regulations proposed or promulgated thereunder.

ARTICLE VI

FORM OF BONDS

Section 601. Form of Bonds. Each fully-registered Bond shall be, respectively, in substantially the following form, with such insertions or variations as to any redemption or amortization provisions and such other insertions or omissions, endorsements and variations as may be required (including, but not limited to, such changes as may be necessary if the Bonds at any time are no longer held in book-entry form as permitted by Section 403 hereof:

[FORM OF BOND]

Unless this certificate is presented by an authorized representative of The Depository Trust Company, a New York corporation ("DTC"), to the Issuer or its agent for registration of transfer, exchange, or payment, and any certificate issued is registered in the name of Cede & Co. or in such other name as is requested by an authorized representative of DTC (and any payment is made to Cede & Co. or to such other entity as is requested by an authorized representative of DTC), ANY TRANSFER, PLEDGE, OR OTHER USE HEREOF FOR VALUE OR OTHERWISE BY OR TO ANY PERSON IS WRONGFUL inasmuch as the registered owner hereof, Cede & Co., has an interest herein.

Registered

Registered

UNITED STATES OF AMERICA
STATE OF UTAH
SALT LAKE COUNTY

SALT LAKE CITY, UTAH

GENERAL OBLIGATION [ROAD] AND REFUNDING BOND
SERIES 2019

Number R-_____

\$_____

INTEREST RATE:

MATURITY DATE:

DATED DATE:

CUSIP:

_____ %

June 15, _____

[October 23], 2019

REGISTERED OWNER: _____

PRINCIPAL AMOUNT: ----- DOLLARS -----

KNOW ALL MEN BY THESE PRESENTS that Salt Lake City, Utah (the "Issuer"), a duly organized and existing municipal corporation and a political subdivision of the State of Utah, acknowledges itself indebted and for value received hereby promises to pay to the registered owner identified above, or registered assigns, on the maturity date identified above, upon presentation and surrender hereof, the principal amount identified above (the "Principal Amount"), and to pay the registered owner hereof interest on the balance of the Principal Amount from time to time remaining unpaid from the interest payment date next preceding the date of registration and authentication of this Bond, unless this Bond is registered and authenticated as of an interest payment date, in which event this Bond shall bear interest from such interest payment date, or unless this Bond is registered and authenticated prior to the first interest payment date, in which event this Bond shall bear interest from the dated date identified above (the "Dated Date"), or unless, as shown by the records of the hereinafter referred to Bond Registrar, interest on the

hereinafter referred to Bonds shall be in default, in which event this Bond shall bear interest from the date to which interest has been paid in full, at the interest rate per annum (calculated on the basis of a year of 360 days consisting of twelve 30-day months) identified above (the “*Interest Rate*”), payable semiannually on June 15 and December 15 in each year, commencing December 15, 2019, until payment in full of the Principal Amount, except as the provisions set forth in the hereinafter defined Bond Resolution with respect to redemption prior to maturity may become applicable hereto. This Bond shall bear interest on overdue principal at the Interest Rate. Principal of and premium, if any, on this Bond shall be payable upon presentation and surrender hereof at the principal corporate trust office of _____, of _____, _____, as Paying Agent for the Bonds, or at the principal corporate trust office of any successor who is at the time the Paying Agent of the Issuer, in any coin or currency of the United States of America that at the time of payment is legal tender for the payment of public and private debts; and payment of the interest hereon shall be made to the registered owner hereof and shall be paid by check or draft mailed to the person who is the registered owner of record on the Record Date.

This Bond is one of the General Obligation [Road] and Refunding Bonds, Series 2019 of the Issuer (the “*Bonds*”), limited to the aggregate principal amount of \$_____, dated as of the Dated Date, issued under and by virtue of the Local Government Bonding Act, Chapter 14 of Title 11, Utah Code Annotated 1953, as amended (the “*Utah Code*”), the Utah Refunding Bond Act, Chapter 27 of Title 11 of the Utah Code and the Registered Public Obligations Act, Chapter 7 of Title 15 of the Utah Code (collectively, the “*Act*”), and under and pursuant to a resolution of the Issuer adopted on August 6, 2019, including as a part of such resolution that certain Certificate of Determination, dated October 8, 2019 (the “*Bond Resolution*”), after having been authorized at an election held on November 6, 2018, in Salt Lake City, Utah by a vote of the qualified electors thereof, for the purpose of, among other things, paying all or a portion of the costs to improve various streets and roads throughout the Issuer and related infrastructure improvements. A portion of the Bonds will be used to refund certain outstanding general obligation bonds of the Issuer.

_____, of _____, _____, is the initial bond registrar and paying agent of the Issuer with respect to the Bonds. This bond registrar and paying agent, together with any successor bond registrar or paying agent, are referred to herein, respectively, as the “*Bond Registrar*” and the “*Paying Agent*.”

The Issuer covenants and is by law required to levy annually a sufficient tax to pay interest on this Bond as it falls due and also to constitute a sinking fund for the payment of the principal hereof as the same falls due.

This Bond is transferable, as provided in the Bond Resolution, only upon the books of the Issuer kept for that purpose at the principal corporate trust office of the Bond Registrar, by the registered owner hereof in person or by such owner’s attorney duly authorized in writing. Such transfer shall be made upon surrender of this Bond, together with a written instrument of transfer satisfactory to the Bond Registrar, duly executed by the registered owner or such duly authorized attorney and upon the payment of the charges prescribed in the Bond Resolution, and thereupon the Issuer shall issue in the name of the transferee a new registered Bond or Bonds of authorized denominations of the same aggregate principal amount, series, designation, maturity and interest

rate as the surrendered Bond, all as provided in the Bond Resolution. No transfer of this Bond shall be effective until entered on the registration books kept by the Bond Registrar. The Issuer, the Bond Registrar and the Paying Agent may treat and consider the person in whose name this Bond is registered on the registration books kept by the Bond Registrar as the holder and absolute owner hereof for the purpose of receiving payment of, or on account of, the principal or redemption price hereof and interest due hereon and for all other purposes whatsoever, and neither the Issuer, the Bond Registrar nor the Paying Agent shall be affected by any notice to the contrary.

The Bonds are issuable solely in the form of registered Bonds in the denomination of \$5,000 or any whole multiple thereof.

The Bonds are subject to redemption prior to maturity as further described in the Bond Resolution.

Except as otherwise provided herein and unless the context clearly indicates otherwise, words and phrases used herein shall have the same meanings as such words and phrases in the Bond Resolution.

This Bond and the issue of Bonds of which it is a part are issued in conformity with and after full compliance with the Constitution of the State of Utah and pursuant to the provisions of the Act and all other laws applicable thereto. It is hereby certified and recited that all conditions, acts and things required by the Constitution or laws of the State of Utah and by the Act and the Bond Resolution to exist, to have happened or to have been performed precedent to or in connection with the issuance of this Bond exist, have happened and have been performed and that the issue of Bonds, together with all other indebtedness of the Issuer, is within every debt and other limit prescribed by the Constitution and laws referenced above, and that the full faith and credit of the Issuer are hereby irrevocably pledged to the punctual payment of the principal of and interest on this Bond according to its terms.

This Bond shall not be valid until the Certificate of Authentication hereon shall have been manually signed by the Bond Registrar.

IN WITNESS WHEREOF, SALT LAKE CITY, UTAH, has caused this Bond to be signed in its name and on its behalf by its Mayor and countersigned and attested by its City Recorder and has caused its official seal or a facsimile thereof to be impressed or imprinted hereon, all as of the Dated Date.

SALT LAKE CITY, UTAH

By _____
Mayor

[SEAL]

ATTEST AND COUNTERSIGN:

By _____
City Recorder

APPROVED AS TO FORM

By Jayson Albrod
Senior City Attorney

[FORM OF BOND REGISTRAR'S CERTIFICATE OF AUTHENTICATION]

This Bond is one of the Bonds described in the within-mentioned Bond Resolution and is one of the General Obligation [Road] and Refunding Bonds, Series 2019 of Salt Lake City, Utah.

_____,
as Bond Registrar

By _____
Authorized Officer

Date of registration and authentication: _____, 2019.

Bond Registrar and Paying Agent:

_____, _____

[FORM OF ASSIGNMENT]

The following abbreviations, when used in the inscription on the face of the within Bond, shall be construed as though they were written out in full according to applicable laws or regulations.

TEN COM	—	as tenants in common	UNIF TRAN MIN ACT—
TEN ENT	—	as tenants by the entirety	_____ Custodian _____
JT TEN	—	as joint tenants with right of survivorship and not as tenants in common	(Cust) (Minor) under Uniform Transfers to Minors Act of _____ (State)

Additional abbreviations may also be used though not in the above list.

FOR VALUE RECEIVED the undersigned sells, assigns and transfers unto

[Empty rectangular box for identifying number]

Insert Social Security or Other
Identifying Number of Assignee

(Please Print or Typewrite Name and Address of Assignee)

the within Bond of SALT LAKE CITY, UTAH, and hereby irrevocably constitutes and appoints ____

attorney to register the transfer of the Bond on the books kept for registration thereof, with full
power of substitution in the premises.

DATED: _____

SIGNATURE: _____

SIGNATURE GUARANTEED:

NOTICE: Signature(s) must be guaranteed by an “eligible guarantor institution” meeting the requirements of the Bond Registrar, which requirements include membership or participation in STAMP or such other “signature guarantee program” as may be determined by the Bond Registrar in addition to, or in substitution for, STAMP, all in accordance with the Securities and Exchange Act of 1934, as amended.

NOTICE: The signature to this assignment must correspond with the name as it appears upon the face of the within Bond in every particular, without alteration or enlargement or any change whatever.

ARTICLE VII

MISCELLANEOUS

Section 701. Final Official Statement. The Official Statement of the Issuer is hereby authorized in substantially the form attached hereto as *Exhibit 2*, with such changes, omissions, insertions and revisions as the Mayor shall deem advisable, including the completion thereof with the information established at the time of the sale of the Bonds by the Designated Officers and set forth in the Certificate of Determination. The Mayor shall sign and deliver such Official Statement to the Purchaser for distribution to prospective purchasers of the Bonds and other interested persons. The approval of the Mayor of any such changes, omissions, insertions and revisions shall be conclusively established by the Mayor's execution of the Official Statement.

Section 702. Preliminary Official Statement Deemed Final. The use and distribution of the Official Statement in preliminary form (the "*Preliminary Official Statement*"), in substantially the form presented at this meeting and in the form attached hereto as *Exhibit 2*, is hereby authorized and approved, with such changes, omissions, insertions and revisions as the City Treasurer shall deem advisable. The Mayor, the City Treasurer and the City Recorder are, and each of them is, hereby authorized to do or perform all such acts and to execute all such certificates, documents and other instruments as may be necessary or advisable to deem final the Preliminary Official Statement within the meaning and for purposes of paragraph (b)(1) of Rule 15c2-12 of the Securities and Exchange Commission, subject to completion thereof with the information established at the time of the sale of the Bonds. The Mayor, the City Treasurer and the City Recorder are, and each of them is, hereby authorized to do or perform all such acts and to execute all such certificates, documents and other instruments as may be necessary or advisable to provide for the issuance, sale and delivery of the Bonds, and any actions taken thereby for purposes of deeming the Official Statement to be final for purposes of Rule 15c2-12 of the Securities and Exchange Commission are hereby authorized, ratified and confirmed.

Section 703. Notice of Bonds to be Issued. In accordance with the provisions of Section 11-14-316 and 11-27-4 of the Utah Code, the City Recorder shall cause a "Notice of Bonds to be Issued," in substantially the form attached hereto as *Exhibit 4*, to be published one time in *The Salt Lake Tribune* and the *Deseret News*, each a newspaper of general circulation in the Issuer, and shall cause a copy of this Resolution to be kept on file in her office for public examination during the regular business hours of the Issuer until at least thirty (30) days from and after the date of publication thereof.

For a period of thirty (30) days from and after publication of the Notice of Bonds to be Issued, any person in interest shall have the right to contest the legality of this Bond Resolution or the Bonds hereby authorized or any provision made for the security and payment of the Bonds. After such time, no one shall have any cause of action to contest the regularity, formality or legality of this Bond Resolution or the Bonds or any provision made for the security and payment of the Bonds for any cause.

Section 704. Ratification. All proceedings, resolutions and actions of the Issuer and its officers taken in connection with the sale and issuance of the Bonds are hereby ratified, confirmed

and approved, including, without limitation, the publication of the notice of sale for the Bonds as set out in the preambles hereto.

Section 705. Severability. It is hereby declared that all parts of this Bond Resolution are severable, and if any section, paragraph, clause or provision of this Bond Resolution shall for any reason be held to be invalid or unenforceable, the invalidity or unenforceability of any such section, paragraph, clause or provision shall not affect the remaining sections, paragraphs, clauses or provisions of this Bond Resolution.

Section 706. Conflict. All resolutions, orders and regulations or parts thereof heretofore adopted or passed that are in conflict with any of the provisions of this Bond Resolution are, to the extent of such conflict, hereby repealed.

Section 707. Captions. The table of contents and captions or headings herein are for convenience of reference only and in no way define, limit or describe the scope or intent of any provisions or sections of this Bond Resolution.

Section 708. Effective Date. This Bond Resolution shall take effect immediately.

(Signature page follows.)

ADOPTED AND APPROVED August 6, 2019.

SALT LAKE CITY, UTAH

By _____
Chair, City Council

[SEAL]

ATTEST AND COUNTERSIGN:

By _____
City Recorder

APPROVED:

By _____
Mayor

APPROVED AS TO FORM:

By _____
Senior City Attorney

EXHIBIT 1

[ATTACH FORM OF CONTINUING DISCLOSURE UNDERTAKING]

CONTINUING DISCLOSURE AGREEMENT
FOR THE PURPOSE OF PROVIDING
CONTINUING DISCLOSURE INFORMATION
UNDER PARAGRAPH (b)(5) OF RULE 15C2-12

DATED: OCTOBER [23], 2019

This Continuing Disclosure Agreement (the “*Agreement*”) is executed and delivered by Salt Lake City, Utah (the “*Issuer*”) in connection with the issuance of \$_____ General Obligation [Road] and Refunding Bonds, Series 2019 (the “*Bonds*”). The Bonds are being issued pursuant to a resolution adopted by the City Council of the Issuer on August 6, 2019 (the “*Resolution*”).

In consideration of the issuance of the Bonds by the Issuer and the purchase of such Bonds by the beneficial owners thereof, the Issuer covenants and agrees as follows:

Section 1. PURPOSE OF THIS AGREEMENT. This Agreement is executed and delivered by the Issuer as of the date set forth below, for the benefit of the beneficial owners of the Bonds and in order to assist the Participating Underwriter in complying with the requirements of the Rule (as defined below). The Issuer represents that it will be the only obligated person with respect to the Bonds at the time the Bonds are delivered to the Participating Underwriter and that no other person is expected to become so committed at any time after issuance of the Bonds.

Section 2. DEFINITIONS. The terms set forth below shall have the following meanings in this Agreement, unless the context clearly otherwise requires.

“*Annual Financial Information*” means the financial information and operating data described in *Exhibit I*.

“*Annual Financial Information Disclosure*” means the dissemination of disclosure concerning Annual Financial Information and the dissemination of the Audited Financial Statements as set forth in Section 4.

“*Audited Financial Statements*” means the audited financial statements of the Issuer prepared pursuant to the standards and as described in *Exhibit I*.

“*Commission*” means the Securities and Exchange Commission.

“*Dissemination Agent*” means any agent designated as such in writing by the Issuer and which has filed with the Issuer a written acceptance of such designation, and such agent’s successors and assigns.

“*EMMA*” means the MSRB through its Electronic Municipal Market Access system for municipal securities disclosure or through any other electronic format or system prescribed by the MSRB for purposes of the Rule.

“*Exchange Act*” means the Securities Exchange Act of 1934, as amended.

“*Financial Obligation*” means (a) a debt obligation, (b) a derivative instrument entered into in connection with, or pledged as security or a source of payment for, an existing or planned debt obligation, or (c) a guarantee of (a) or (b) in this definition; *provided however*, the term Financial Obligation shall not include municipal securities as to which a final official statement has been provided to the MSRB consistent with the Rule.

“*MSRB*” means the Municipal Securities Rulemaking Board.

“*Participating Underwriter*” means each broker, dealer or municipal securities dealer acting as an underwriter in the primary offering of the Bonds.

“*Reportable Event*” means the occurrence of any of the Events with respect to the Bonds set forth in *Exhibit II*.

“*Reportable Events Disclosure*” means dissemination of a notice of a Reportable Event as set forth in Section 5.

“*Rule*” means Rule 15c2-12 adopted by the Commission under the Exchange Act, as the same may be amended from time to time.

“*State*” means the State of Utah.

“*Undertaking*” means the obligations of the Issuer pursuant to Sections 4 and 5.

Section 3. CUSIP NUMBER/FINAL OFFICIAL STATEMENT. The CUSIP Numbers of the Bonds are as follows:

JUNE 15 OF THE YEAR	CUSIP NUMBER	JUNE 15 OF THE YEAR	CUSIP NUMBER
------------------------	-----------------	------------------------	-----------------

The Final Official Statement relating to the Bonds is dated _____, 2019 (the “*Final Official Statement*”). The Issuer will include the CUSIP Number in all disclosure described in Sections 4 and 5 of this Agreement.

Section 4. ANNUAL FINANCIAL INFORMATION DISCLOSURE. Subject to Section 8 of this Agreement, the Issuer hereby covenants that it will disseminate its Annual Financial Information and its Audited Financial Statements (in the form and by the dates set forth in *Exhibit I*) to EMMA in such manner and format and accompanied by identifying information as is prescribed by the

MSRB or the Commission at the time of delivery of such information and by such time so that such entities receive the information by the dates specified. MSRB Rule G-32 requires all EMMA filings to be in word-searchable PDF format. This requirement extends to all documents to be filed with EMMA, including financial statements and other externally prepared reports.

If any part of the Annual Financial Information can no longer be generated because the operations to which it is related have been materially changed or discontinued, the Issuer will disseminate a statement to such effect as part of its Annual Financial Information for the year in which such event first occurs.

If any amendment or waiver is made to this Agreement, the Annual Financial Information for the year in which such amendment or waiver is made (or in any notice or supplement provided to EMMA) shall contain a narrative description of the reasons for such amendment or waiver and its impact on the type of information being provided.

Section 5. REPORTABLE EVENTS DISCLOSURE. Subject to Section 8 of this Agreement, the Issuer hereby covenants that it will disseminate in a timely manner (not in excess of ten business days after the occurrence of the Reportable Event) Reportable Events Disclosure to EMMA in such manner and format and accompanied by identifying information as is prescribed by the MSRB or the Commission at the time of delivery of such information. MSRB Rule G-32 requires all EMMA filings to be in word-searchable PDF format. This requirement extends to all documents to be filed with EMMA, including financial statements and other externally prepared reports. Notwithstanding the foregoing, notice of optional or unscheduled redemption of any Bonds or defeasance of any Bonds need not be given under this Agreement any earlier than the notice (if any) of such redemption or defeasance is given to the Bondholders pursuant to the Resolution.

Section 6. CONSEQUENCES OF FAILURE OF THE ISSUER TO PROVIDE INFORMATION. The Issuer shall give notice in a timely manner to EMMA of any failure to provide Annual Financial Information Disclosure when the same is due hereunder.

In the event of a failure of the Issuer to comply with any provision of this Agreement, the beneficial owner of any Bond may seek mandamus or specific performance by court order, to cause the Issuer to comply with its obligations under this Agreement. The beneficial owners of 25% or more in principal amount of the Bonds outstanding may challenge the adequacy of the information provided under this Agreement and seek specific performance by court order to cause the Issuer to provide the information as required by this Agreement. A default under this Agreement shall not be deemed a default under the Resolution, and the sole remedy under this Agreement in the event of any failure of the Issuer to comply with this Agreement shall be an action to compel performance.

Section 7. AMENDMENTS; WAIVER. Notwithstanding any other provision of this Agreement, the Issuer by resolution authorizing such amendment or waiver, may amend this Agreement, and any provision of this Agreement may be waived, if:

(a) (i) the amendment or waiver is made in connection with a change in circumstances that arises from a change in legal requirements, including without limitation, pursuant to a “no-action” letter issued by the Commission, a change in law, or a change in the identity, nature, or status of the Issuer, or type of business conducted; or

(ii) this Agreement, as amended, or the provision, as waived, would have complied with the requirements of the Rule at the time of the primary offering, after taking into account any amendments or interpretations of the Rule, as well as any change in circumstances; and

(b) the amendment or waiver does not materially impair the interests of the beneficial owners of the Bonds, as determined by parties unaffiliated with the Issuer (such as Bond Counsel).

In the event that the Commission or the MSRB or other regulatory authority shall approve or require Annual Financial Information Disclosure or Reportable Events Disclosure to be made to a central post office, governmental agency or similar entity other than EMMA or in lieu of EMMA, the Issuer shall, if required, make such dissemination to such central post office, governmental agency or similar entity without the necessity of amending this Agreement.

Section 8. TERMINATION OF UNDERTAKING. The Undertaking of the Issuer shall be terminated hereunder if the Issuer shall no longer have any legal liability for any obligation on or relating to repayment of the Bonds under the Resolution. The Issuer shall give notice to EMMA in a timely manner if this Section is applicable.

Section 9. DISSEMINATION AGENT. The Issuer may, from time to time, appoint or engage a Dissemination Agent to assist it in carrying out its obligations under this Agreement, and may discharge any such Dissemination Agent, with or without appointing a successor Dissemination Agent.

Section 10. ADDITIONAL INFORMATION. Nothing in this Agreement shall be deemed to prevent the Issuer from disseminating any other information, using the means of dissemination set forth in this Agreement or any other means of communication, or including any other information in any Annual Financial Information Disclosure or notice of occurrence of a Reportable Event, in addition to that which is required by this Agreement. If the Issuer chooses to include any information from any document or notice of occurrence of a Reportable Event in addition to that which is specifically required by this Agreement, the Issuer shall have no obligation under this Agreement to update such information or include it in any future disclosure or notice of occurrence of a Reportable Event. If the Issuer is changed, the Issuer shall disseminate such information to EMMA.

Section 11. BENEFICIARIES. This Agreement has been executed in order to assist the Participating Underwriter in complying with the Rule; however, this Agreement shall inure solely to the benefit of the Issuer, the Dissemination Agent, if any, and the beneficial owners of the Bonds, and shall create no rights in any other person or entity.

Section 12. RECORDKEEPING. The Issuer shall maintain records of all Annual Financial Information Disclosure and Reportable Events Disclosure, including the content of such disclosure, the names of the entities with whom such disclosure was filed and the date of filing such disclosure.

Section 13. ASSIGNMENT. The Issuer shall not transfer its obligations under the Resolution unless the transferee agrees to assume all obligations of the Issuer under this Agreement or to execute an Undertaking under the Rule.

Section 14. GOVERNING LAW. This Agreement shall be governed by the laws of the State.

(Signature page follows.)

DATED as of the day and year first above written.

SALT LAKE CITY, UTAH

By _____
Mayor

Address: 451 South State Street
Salt Lake City, Utah 84111

ATTEST AND COUNTERSIGN:

By _____
City Recorder

APPROVED AS TO FORM:

By _____
Senior City Attorney

EXHIBIT I

ANNUAL FINANCIAL INFORMATION AND TIMING AND AUDITED FINANCIAL STATEMENTS

“*Annual Financial Information*” means financial information and operating data of the type contained in the Official Statement under the following captions:

CAPTION	PAGE
DEBT STRUCTURE OF SALT LAKE CITY, UTAH.....	
— Outstanding Debt Issues.....	
— Overlapping General Obligation Debt.....	
— General Obligation Legal Debt Limit and Additional Debt Incurring Capacity	
FINANCIAL INFORMATION REGARDING SALT LAKE CITY, UTAH.....	
— Sources of General Fund Revenues.....	
— Five-Year Financial Summaries.....	
— Taxable and Fair Market Value of Property.....	
— Tax Collection Record.....	
— Some of the Largest Taxpayers in the City.....	

All or a portion of the Annual Financial Information and the Audited Financial Statements as set forth below may be included by reference to other documents which have been submitted to EMMA or filed with the Commission. If the information included by reference is contained in a Final Official Statement, the Final Official Statement must be available on EMMA; the Final Official Statement need not be available from the Commission. The Issuer shall clearly identify each such item of information included by reference.

Annual Financial Information exclusive of Audited Financial Statements will be submitted to EMMA, not later than 185 days after the end of each fiscal year of the Issuer, beginning with the fiscal year ended June 30, 2019. Audited Financial Statements as described below should be filed at the same time as the Annual Financial Information. If Audited Financial Statements are not available when the Annual Financial Information is filed, unaudited financial statements shall be included.

Audited Financial Statements will be prepared pursuant to generally accepted accounting principles applicable to governmental units in general and Utah cities, in particular. Audited Financial Statements will be submitted to EMMA within 30 days after availability to Issuer.

If any change is made to the Annual Financial Information as permitted by Section 4 of the Agreement, the Issuer will disseminate a notice of such change as required by Section 4.

EXHIBIT II

EVENTS WITH RESPECT TO THE BONDS FOR WHICH REPORTABLE EVENTS DISCLOSURE IS REQUIRED

1. Principal and interest payment delinquencies
2. Non-payment related defaults, if material
3. Unscheduled draws on debt service reserves reflecting financial difficulties
4. Unscheduled draws on credit enhancements reflecting financial difficulties
5. Substitution of credit or liquidity providers, or their failure to perform
6. Adverse tax opinions, the issuance by the Internal Revenue Service of proposed or final determinations of taxability, Notices of Proposed Issue (IRS Form 5701-TEB) or other material notices or determinations with respect to the tax status of the security, or other material events affecting the tax status of the security
7. Modifications to the rights of security holders, if material
8. Bond calls, if material, and tender offers
9. Defeasances
10. Release, substitution or sale of property securing repayment of the securities, if material
11. Rating changes
12. Bankruptcy, insolvency, receivership or similar event of the Issuer*
13. The consummation of a merger, consolidation, or acquisition involving the Issuer or the sale of all or substantially all of the assets of the Issuer, other than in the ordinary course of business, the entry into a definitive agreement to undertake such an action or the termination of a definitive agreement relating to any such actions, other than pursuant to its terms, if material
14. Appointment of a successor or additional trustee or the change of name of a trustee, if material
15. Incurrence of a Financial Obligation of the Issuer, if material, or agreement to covenants, events of default, remedies, priority rights, or other similar terms of a Financial Obligation of the Issuer, any of which affect security holders, if material
16. Default, event of acceleration, termination event, modification of terms, or other similar events under the terms of a Financial Obligation of the Issuer, any of which reflect financial difficulties

NOTE: DO NOT DELETE ANY EVENT, EVEN IF IT IS INAPPLICABLE TO YOUR TRANSACTION.

* This event is considered to occur when any of the following occur: the appointment of a receiver, fiscal agent or similar officer for the Issuer in a proceeding under the U.S. Bankruptcy Code or in any other proceeding under state or federal law in which a court or governmental authority has assumed jurisdiction over substantially all of the assets or business of the Issuer, or if such jurisdiction has been assumed by leaving the existing governing body and officials or officers in possession but subject to the supervision and orders of a court or governmental authority, or the entry of an order confirming a plan of reorganization, arrangement or liquidation by a court or governmental authority having supervision or jurisdiction over substantially all of the assets or business of the Issuer.

EXHIBIT 2

[ATTACH FORM OF OFFICIAL STATEMENT]

PRELIMINARY OFFICIAL STATEMENT DATED _____, 2019**NEW ISSUE — Issued in Book-Entry Form Only****RATINGS: Moody's "____"**
See "BOND RATINGS" herein.

Subject to compliance by the City with certain covenants, in the opinion of Chapman and Cutler LLP, Bond Counsel, under present law, interest on the Bonds is excludable from gross income of the owners thereof for federal income tax purposes and is not included as an item of tax preference in computing the federal alternative minimum tax for individuals. In the opinion of Bond Counsel, under the existing laws of the State of Utah, as presently enacted and construed, interest on the Bonds is exempt from taxes imposed by the Utah Individual Income Tax Act. See "TAX TREATMENT" herein for a more complete discussion.

\$ _____*

SALT LAKE CITY, UTAH
GENERAL OBLIGATION [ROAD] AND REFUNDING BONDS
SERIES 2019

DATED: Date of Original Issuance and Delivery**DUE: June 15, as shown below**

The \$ _____* General Obligation [Road] and Refunding Bonds, Series 2019 (the "Bonds"), dated the date of original issuance and delivery thereof, are issuable by Salt Lake City, Utah (the "City") as fully-registered bonds and, when initially issued, will be in book-entry form only, registered in the name of Cede & Co., as nominee for The Depository Trust Company, New York, New York ("DTC"). DTC will act as securities depository for the Bonds.

Principal of and interest on the Bonds (interest payable June 15 and December 15 of each year, commencing December 15, 2019) are payable by _____, _____, _____, as Paying Agent, to the registered owners thereof, initially DTC. See "THE BONDS — Book-Entry System" herein.

The Bonds are subject to optional redemption prior to maturity as described more fully under the heading "THE BONDS — Redemption Provisions" herein.

The Bonds will be general obligations of the City payable from the proceeds of ad valorem taxes to be levied without limitation as to rate or amount on all of the taxable property in the City, fully sufficient to pay the Bonds as to both principal and interest.

Maturity Schedule
(see inside cover)

The Bonds will be awarded pursuant to competitive bidding to be held via the PARITY® electronic bid submission system on Tuesday, October 8, 2019, as set forth in the Official Notice of Bond Sale (dated the date of this Preliminary Official Statement).

George K. Baum & Company, Salt Lake City, Utah, is acting as Municipal Advisor.

The Bonds are offered when, as and if issued and received by the successful bidder(s), subject to the approval of legality by Chapman and Cutler LLP, Bond Counsel to the City, and certain other conditions. Certain legal matters will be passed upon for the City by Lynn H. Pace, Acting City Attorney. Certain legal matters regarding this Official Statement will be passed upon for the City by Chapman and Cutler LLP, Disclosure Counsel. It is expected that the Bonds will be available for delivery, in book-entry form only, through the facilities of DTC on or about _____, 2019.

This cover page contains certain information for quick reference only. It is not a summary of this issue. Investors must read the entire Official Statement to obtain information essential to the making of an informed investment decision.

This Official Statement is dated _____, 2019 and the information contained herein speaks only as of that date.

* Preliminary; subject to change.

MATURITY SCHEDULE

\$ _____ *

**SALT LAKE CITY, UTAH
GENERAL OBLIGATION [ROAD] AND REFUNDING BONDS
SERIES 2019**

DUE JUNE 15	PRINCIPAL AMOUNT	INTEREST RATE	YIELD	CUSIP
	\$	%	%	

* Preliminary; subject to change.

\$ _____ *

SALT LAKE CITY, UTAH
GENERAL OBLIGATION [ROAD] AND REFUNDING BONDS
SERIES 2019

Salt Lake City
City and County Building
451 South State Street
Salt Lake City, Utah 84111
(801) 535-7946

CITY COUNCIL

Charlie Luke.....Council Chair
James Rogers Council Vice Chair
Amy Fowler Council Member
Andrew Johnston Council Member
Erin J. Robinson Mendenhall..... Council Member
Ana Valdemoros Council Member
Chris Wharton..... Council Member

CITY ADMINISTRATION

Jacqueline M. BiskupskiMayor
Patrick Leary Chief of Staff
Lynn H. Pace..... Acting City Attorney
Cindi Mansell.....City Recorder
Marina Scott..... City Treasurer

BOND COUNSEL

Chapman and Cutler LLP
215 South State, Suite 800
Salt Lake City, Utah 84111
(801) 533-0066

INDEPENDENT AUDITORS

Eide Bailly LLP
5 Triad Center, Suite 600
Salt Lake City, Utah 84180
(801) 532-2200

MUNICIPAL ADVISOR

George K. Baum & Company
15 West South Temple
Suite 1090
Salt Lake City, Utah 84101
(801) 538-0351

BOND REGISTRAR AND PAYING AGENT

_____, _____
() -

* Preliminary; subject to change,

This Official Statement does not constitute an offer to sell or the solicitation of an offer to buy, nor shall there be any sale of, the Bonds by any person in any jurisdiction in which it is unlawful for such person to make such offer, solicitation or sale. No dealer, broker, salesman or other person has been authorized to give any information or to make any representations other than those contained herein, and if given or made, such other information or representations must not be relied upon as having been authorized by either the City or the successful bidder(s). All information contained herein has been obtained from the City, DTC and from other sources which are believed to be reliable. The information and expressions of opinion herein are subject to change without notice and neither the delivery of this Official Statement nor the issuance, sale, delivery or exchange of the Bonds, shall under any circumstance create any implication that there has been no change in the affairs of the City or in any other information contained herein since the date hereof.

The Bonds have not been registered under the Securities Act of 1933, as amended, or any state securities laws in reliance upon exemptions contained in such act and laws. Any registration or qualification of the Bonds in accordance with applicable provisions of the securities laws of the states in which the Bonds have been registered or qualified and the exemption from registration or qualification in other states cannot be regarded as a recommendation thereof. Neither the Securities and Exchange Commission nor any state securities commission has passed upon the accuracy or adequacy of this Official Statement. Any representation to the contrary is unlawful.

The yields at which the Bonds are offered to the public may vary from the initial offering yields on the inside cover page of this Official Statement. In addition, the successful bidder(s) may allow concessions or discounts from the initial offering prices of the Bonds to dealers and others. In connection with the offering of the Bonds, the successful bidder(s) may engage in transactions that stabilize, maintain, or otherwise affect the price of the Bonds. Such transactions may include overallocments in connection with the purchase of Bonds, the purchase of Bonds to stabilize their market price and the purchase of Bonds to cover the successful bidder(s)'s short positions. Such transactions, if commenced, may be discontinued at any time.

Cautionary Statements Regarding Forward-Looking Statements. Certain statements included in this Official Statement constitute "forward-looking statements" within the meaning of the federal securities laws. Such statements are generally identifiable by the terminology used, such as "plan," "project," "forecast," "expect," "estimate," "budget" or other similar words. The achievement of certain results or other expectations contained in such forward-looking statements involve known and unknown risks, uncertainties and other factors which may cause actual results, performance or achievements described to be materially different from any future results, performance or achievements expressed or implied by such forward-looking statements. Except as required by its Continuing Disclosure Agreement for the Bonds, the City does not plan to issue any updates or revisions to those forward-looking statements if or when its expectations change or events, conditions or circumstances on which such statements are based occur.

The CUSIP (the Committee on Uniform Securities Identification Procedures) identification numbers are provided on the cover page of this Official Statement and are being provided solely for the convenience of bondholders only, and the Board does not make any representation with respect to such numbers or undertake any responsibility for their accuracy. The CUSIP numbers are subject to being changed after the issuance of the Bonds as a result of various subsequent actions including, but not limited to, a refunding in whole or in part of the Bonds.

The information available at the internet sites referenced in this Official Statement has not been reviewed for accuracy or completeness. Such information is not incorporated by reference into this Official Statement and may not be relied upon by investors in determining whether to purchase the Bonds and is not a part of this Official Statement.

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\$ _____ *

SALT LAKE CITY, UTAH
GENERAL OBLIGATION [ROAD] AND REFUNDING BONDS
SERIES 2019

INTRODUCTION

This introduction is only a brief description of the Bonds, as hereinafter defined, the security and source of payment for the Bonds and certain information regarding Salt Lake City, Utah (the “City”). The information contained herein is expressly qualified by reference to the entire Official Statement. Investors should make a full review of the entire Official Statement.

See the following appendices that are attached hereto: “APPENDIX A — SALT LAKE CITY CORPORATION FINANCIAL STATEMENTS FOR THE FISCAL YEAR ENDED JUNE 30, 2018;” “APPENDIX B — FORM OF CONTINUING DISCLOSURE AGREEMENT” and “APPENDIX C — PROPOSED FORM OF OPINION OF BOND COUNSEL.”

THE BONDS

This Official Statement, including the cover page, introduction and appendices, provides information in connection with the issuance and sale by the City of its \$ _____ * General Obligation [Road] and Refunding Bonds, Series 2019 (the “Series 2019 Bonds”), each dated the date of original issuance and delivery thereof, initially issued in book-entry form only.

THE CITY

The City is a municipal corporation and political subdivision of the State of Utah (the “State”) and is the capital of the State. The City is the most populous city in the State with an estimated 2018 population of approximately 200,591 residents. The City has a council-mayor form of government. For more information with respect to the City see “SALT LAKE CITY, UTAH.”

SECURITY AND SOURCE OF PAYMENT

The Bonds will be general obligations of the City, payable from the proceeds of ad valorem taxes to be levied, without limitation as to rate or amount, on all of the taxable property in the City, fully sufficient to pay the Bonds as to both principal and interest. See “THE BONDS — Security and Sources of Payment” and “FINANCIAL INFORMATION REGARDING SALT LAKE CITY, UTAH — Tax Levy and Collection.”

AUTHORITY AND PURPOSE

The Bonds are being issued pursuant to (a) the Local Government Bonding Act, Chapter 14 of Title 11 (the “Local Government Bonding Act”) of the Utah Code Annotated 1953, as amended

* Preliminary; subject to change,

(the “*Utah Code*”), the Utah Refunding Bond Act, Chapter 27 of Title 11 (the “*Utah Refunding Bond Act*”) of the Utah Code, the Registered Public Obligations Act, Chapter 7 of Title 15 of the Utah Code, and the applicable provisions of Title 10 of the Utah Code (collectively, the “*Act*”), (b) Resolution No. __-2019 of the City adopted on August 6, 2019 (the “*Resolution*”), which provides for the issuance of the Bonds, and (c) other applicable provisions of law.

New Money Bonds. The new money portion of the Bonds (\$ _____) were authorized by an affirmative vote of 67.51% of the voters at a special bond election held for that purpose on November 6, 2018. The proposition submitted to the voters was as follows:

City Proposition Number 1

Shall Salt Lake City, Utah, be authorized to issue General Obligation Bonds in a principal amount not to exceed \$87,000,000 and to mature in no more than 21 years from the date or dates of issuance; such bonds will be issued to pay all or a portion of the costs to improve various streets and roads throughout the City and related infrastructure improvements?

The Bonds are the first block of bonds to be issued from the November 6, 2018 voted authorization. After the sale and delivery of the Bonds, the City will have \$ _____ of authorized, but unissued, bonds from the November 6, 2018 voted authorization.

Refunding Bonds. A portion of the proceeds of the Bonds will be used to refund prior to their maturity \$ _____ currently outstanding General Obligation Refunding Bonds, Series 2017A, dated April 11, 2017, originally issued in the aggregate principal amount of \$6,460,000 (the “*Refunded Bonds*”). The Refunded Bonds will be called for redemption on or about [October 23, 2019]. See “THE BONDS — Plan of Refunding” below.

The Bonds are also being issued for the purpose of paying certain costs of issuance. See “THE BONDS — Sources and Uses of Funds.”

REDEMPTION PROVISIONS

The Bonds are subject to optional redemption prior to maturity as described more fully under the heading “THE BONDS — Redemption Provisions” herein.

REGISTRATION, DENOMINATIONS AND MANNER OF PAYMENT

The Bonds are issuable only as fully-registered bonds and, when initially issued, will be registered in the name of Cede & Co., as nominee for The Depository Trust Company, New York, New York (“*DTC*”), which will act as securities depository of the Bonds. Purchases of Bonds will be made in book-entry form only, in the principal amount of \$5,000 or any whole multiple thereof, through brokers and dealers who are, or who act through, DTC participants. Beneficial owners of the Bonds will not be entitled to receive physical delivery of bond certificates so long as DTC or a successor securities depository acts as the securities depository with respect to the Bonds.

Principal of and interest on the Bonds (interest payable June 15 and December 15 of each year, commencing December 15, 2019) are payable by _____, _____, _____, as Paying Agent (the "*Paying Agent*"), to the registered owners of the Bonds. So long as DTC is the registered owner, it will, in turn, remit such principal and interest to its participants, for subsequent disbursements to the beneficial owners of the Bonds, as described in "THE BONDS — Book-Entry System."

TAX STATUS

Subject to compliance by the City with certain covenants, in the opinion of Chapman and Cutler LLP, Bond Counsel, under present law, interest on the Bonds is excludable from gross income of the owners thereof for federal income tax purposes, is not included as an item of tax preference in computing the federal alternative minimum tax for individuals.

In the opinion of Bond Counsel, under the existing laws of the State, as presently enacted and construed, interest on the Bonds is exempt from taxes imposed by the Utah Individual Income Tax Act. See "TAX TREATMENT" for a more complete discussion.

CONDITIONS OF DELIVERY, ANTICIPATED DATE, MANNER AND PLACE OF DELIVERY

The Bonds are offered when, as and if issued and received by the successful bidder(s), subject to the approval of legality of the Bonds by Chapman and Cutler LLP, Bond Counsel, and certain other conditions. Certain legal matters will be passed upon for the City by the City Attorney. Certain legal matters regarding this Official Statement will be passed upon for the City by Chapman and Cutler LLP, Disclosure Counsel. It is expected that the Bonds, in book-entry form only, will be available for delivery through the facilities of DTC on or about Wednesday, October 23, 2019.

BASIC DOCUMENTATION

The "basic documentation," which includes the Resolution, the closing documents and other documentation authorizing the issuance of the Bonds and establishing the rights and responsibilities of the City and other parties to the transaction, may be obtained from the "contact persons" listed below.

CONTACT PERSONS

As of the date of this Official Statement, the chief contact person for the City concerning the Bonds is:

Marina Scott, City Treasurer
451 South State Street, Room 228
P.O. Box 145462
Salt Lake City, Utah 84114-5462
Telephone: (801) 535-6565; (801) 535-6082 (Fax)
e-mail: marina.scott@slcgov.com

PUBLIC SALE/ELECTRONIC BID

The Bonds were awarded pursuant to competitive bidding held via the PARITY® electronic bid submission system on Tuesday, October 8, 2019, as set forth in the Official Notice of Bond Sale (dated _____, 2019) to _____ of _____, at a “true interest rate” of _____%.

THE BONDS

GENERAL

The Bonds will be dated the date of original issuance and delivery thereof and will mature on June 15 of the years and in the amounts as set forth on the inside cover page of this Official Statement.

The Bonds will bear interest from their date at the rates set forth on the cover page of this Official Statement. Interest on the Bonds is payable semiannually on each June 15 and December 15, commencing December 15, 2019. Interest on the Bonds will be computed on the basis of a 360-day year of twelve 30-day months. _____, _____, _____, is the Bond Registrar for the Bonds under the Resolution (the “*Bond Registrar*”).

The Bonds will be issued as fully-registered bonds, initially in book-entry form only, in the denomination of \$5,000 or any whole multiple thereof, not exceeding the amount of each maturity.

The Bonds are being issued within the constitutional debt limit imposed on the City. See “DEBT STRUCTURE OF SALT LAKE CITY, UTAH — General Obligation Legal Debt Limit and Additional Debt Incurring Capacity.”

SOURCES AND USES OF FUNDS

The sources and uses of funds in connection with the issuance of the Bonds are estimated to be as follows:

SOURCES:

Par amount of Bonds	\$
Original issue premium	_____
TOTAL	\$_____

USES:

Underwriter's Discount	\$
Project Account	
Refunding of the Refunded Bonds	
Costs of issuance ⁽¹⁾	_____
TOTAL	\$_____

(1) Includes Municipal Advisor fees, legal fees, rating agency fees, registrar and paying agent fees, printing and other miscellaneous costs of issuance.

SECURITY AND SOURCES OF PAYMENT

The Bonds will be general obligations of the City, payable from the proceeds of ad valorem taxes to be levied without limitation as to rate or amount on all of the taxable property in the City, fully sufficient to pay the Bonds as to both principal and interest. See "FINANCIAL INFORMATION REGARDING SALT LAKE CITY, UTAH — Property Tax Matters."

PLAN OF REFUNDING

The City has previously issued the Refunded Bonds. Proceeds from the Bonds in the aggregate amount of \$_____ will be deposited with U.S. Bank National Association as paying agent for the Refunded Bonds, to refund on a current basis all of the Refunded Bonds on or about October 23, 2019.

The Refunded Bonds to be refunded are scheduled to mature on the dates and in the amounts, and bear interest at the rates, as follows:

SCHEDULED MATURITY (JUNE 15)	PRINCIPAL AMOUNT	INTEREST RATE
	\$	%
Total	\$ _____	

REDEMPTION PROVISIONS

Optional Redemption. The Bonds maturing on or after June 15, 202_, are subject to redemption prior to maturity, at the election of the City, on _____ 15, 202_ (the “*First Redemption Date*”), and on any date thereafter, in whole or in part, from such maturities or parts thereof as will be selected by the City, upon notice given as provided in the Resolution and described below, at a redemption price equal to 100% of the principal amount of the Bonds to be redeemed plus accrued interest thereon to the date fixed for redemption. Bonds maturing on or prior to the First Redemption Date are not subject to optional redemption.

Selection for Redemption. If less than all of the Bonds of any maturity are to be redeemed, the particular Bonds or portion of Bonds of such maturity to be redeemed will be selected at random by the Bond Registrar in such manner as the Bond Registrar in its discretion may deem fair and appropriate. The portion of any registered Bond of a denomination of more than \$5,000 to be redeemed will be in the principal amount of \$5,000 or a whole multiple thereof, and in selecting portions of such Bonds for redemption, the Bond Registrar will treat each such Bond as representing that number of Bonds of \$5,000 denomination that is obtained by dividing the principal amount of such Bond by \$5,000.

Notice of Redemption. Notice of redemption will be given by the Bond Registrar by registered or certified mail, not less than 30 nor more than 45 days prior to the redemption date, to the owner thereof, as of the Record Date, as defined in “THE BONDS — Registration and Transfer,” of each Bond that is subject to redemption, at the address of such owner as it appears in the registration books of the City kept by the Bond Registrar, or at such other address as is furnished to the Bond Registrar in writing by such owner on or prior to the Record Date. Each notice of redemption will state the Record Date, the principal amount, the redemption date, the place of redemption, the redemption price and, if less than all of the Bonds are to be redeemed, the distinctive numbers of the Bonds or portions of Bonds to be redeemed, and will also state that the interest on the Bonds in such notice designated for redemption will cease to accrue from and after such redemption date and that on the redemption date there will become due and payable on each of the Bonds to be redeemed the principal thereof and interest accrued thereon to the redemption date. Each notice of optional redemption may further state that such redemption will be conditioned upon the receipt by the Paying Agent, on or prior to the date fixed for such redemption,

of moneys sufficient to pay the principal of and premium, if any, and interest on such Bonds to be redeemed and that if such moneys have not been so received said notice will be of no force and effect and the City will not be required to redeem such Bonds. In the event that such notice of redemption contains such a condition and such moneys are not so received, the redemption will not be made and the Bond Registrar will within a reasonable time thereafter give notice, in the manner in which the notice of redemption was given, that such moneys were not so received. Any notice mailed as described above will be conclusively presumed to have been duly given, whether or not the Bondowner receives such notice. Failure to give such notice or any defect therein with respect to any Bond will not affect the validity of the proceedings for redemption with respect to any other Bond.

In addition to the foregoing notice, further notice of such redemption will be given by the Bond Registrar to certain registered national securities depositories and national information services as provided in the Bond Resolution, but no defect in such further notice or any failure to give all or any portion of such further notice will in any manner affect the validity of a call for redemption if notice thereof is given as prescribed above and in the Bond Resolution.

For so long as a book-entry system is in effect with respect to the Bonds, the Bond Registrar will mail notices of redemption to DTC or its successor. Any failure of DTC to convey such notice to any DTC participants or any failure of the DTC participants or indirect participants to convey such notice to any beneficial owner will not affect the sufficiency of the notice or the validity of the redemption of the Bonds. See "THE BONDS — Book-Entry System."

REGISTRATION AND TRANSFER

In the event the book-entry system is discontinued, any Bond may, in accordance with its terms, be transferred, upon the registration books kept by the Bond Registrar, by the person in whose name it is registered, in person or by such owner's duly authorized attorney, upon surrender of such Bond for cancellation, accompanied by delivery of a duly executed written instrument of transfer in a form approved by the Bond Registrar. No transfer will be effective until entered on the registration books kept by the Bond Registrar. Whenever any Bond is surrendered for transfer, the Bond Registrar will authenticate and deliver a new fully-registered Bond or Bonds of the same series, designation, maturity and interest rate and of authorized denominations duly executed by the City, for a like aggregate principal amount.

Bonds may be exchanged at the principal corporate trust office of the Bond Registrar for a like aggregate principal amount of fully-registered Bonds of the same series, designation, maturity and interest rate of other authorized denominations.

For every such exchange or transfer of the Bonds, the Bond Registrar must make a charge sufficient to reimburse it for any tax or other governmental charge required to be paid with respect to such exchange or transfer of the Bonds.

The Bond Registrar will not be required to transfer or exchange any Bond (a) after the Record Date, as defined below, with respect to any interest payment date to and including such interest payment date, or (b) after the Record Date with respect to any redemption of such Bond.

“*Record Date*” means the day that is 15 days preceding each interest payment date, or if such day is not a business day for the Bond Registrar, the next preceding day that is a business day for the Bond Registrar.

The City, the Bond Registrar and the Paying Agent may treat and consider the person in whose name each Bond is registered in the registration books kept by the Bond Registrar as the holder and absolute owner thereof for the purpose of receiving payment of, or on account of, the principal or redemption price thereof and interest due thereon and for all other purposes whatsoever.

BOOK-ENTRY SYSTEM

The Depository Trust Company (“*DTC*”), New York, NY, will act as securities depository for the Bonds. The Bonds will be issued as fully-registered securities registered in the name of Cede & Co. (DTC’s partnership nominee) or such other name as may be requested by an authorized representative of DTC. One fully-registered Bond certificate will be issued for each maturity of the Bonds, each in the aggregate principal amount of such maturity, and will be deposited with DTC.

DTC, the world’s largest depository, is a limited-purpose trust company organized under the New York Banking Law, a “banking organization” within the meaning of the New York Banking Law, a member of the Federal Reserve System, a “clearing corporation” within the meaning of the New York Uniform Commercial Code, and a “clearing agency” registered pursuant to the provisions of Section 17A of the Securities Exchange Act of 1934. DTC holds and provides asset servicing for over 3.5 million issues of U.S. and non-U.S. equity issues, corporate and municipal debt issues, and money market instruments (from over 100 countries) that DTC’s participants (“*Direct Participants*”) deposit with DTC. DTC also facilitates the post-trade settlement among Direct Participants of sales and other securities transactions in deposited securities, through electronic computerized book-entry transfers and pledges between Direct Participants’ accounts. This eliminates the need for physical movement of securities certificates. Direct Participants include both U.S. and non-U.S. securities brokers and dealers, banks, trust companies, clearing corporations, and certain other organizations. DTC is a wholly-owned subsidiary of The Depository Trust & Clearing Corporation (“*DTCC*”). DTCC is the holding company for DTC, National Securities Clearing Corporation and Fixed Income Clearing Corporation, all of which are registered clearing agencies. DTCC is owned by the users of its regulated subsidiaries. Access to the DTC system is also available to others such as both U.S. and non-U.S. securities brokers and dealers, banks, trust companies, and clearing corporations that clear through or maintain a custodial relationship with a Direct Participant, either directly or indirectly (“*Indirect Participants*”). DTC has a Standard & Poor’s rating of AA+. The DTC rules applicable to its Participants are on file with the Securities and Exchange Commission. More information about DTC can be found at www.dtcc.com.

Purchases of the Bonds under the DTC system must be made by or through Direct Participants, which will receive a credit for the Bonds on DTC’s records. The ownership interest of each actual purchaser of each Bond (“*Beneficial Owner*”) is in turn to be recorded on the Direct and Indirect Participants’ records. Beneficial Owners will not receive written confirmation from

DTC of their purchase. Beneficial Owners are, however, expected to receive written confirmations providing details of the transaction, as well as periodic statements of their holdings, from the Direct or Indirect Participant through which the Beneficial Owner entered into the transaction. Transfers of ownership interests in the Bonds are to be accomplished by entries made on the books of Direct and Indirect Participants acting on behalf of Beneficial Owners. Beneficial Owners will not receive certificates representing their ownership interests in the Bonds, except in the event that use of the book-entry system for the Bonds is discontinued.

To facilitate subsequent transfers, all Bonds deposited by Direct Participants with DTC are registered in the name of DTC's partnership nominee, Cede & Co., or such other name as may be requested by an authorized representative of DTC. The deposit of the Bonds with DTC and their registration in the name of Cede & Co. or such other DTC nominee do not effect any change in beneficial ownership. DTC has no knowledge of the actual Beneficial Owners of the Bonds; DTC's records reflect only the identity of the Direct Participants to whose accounts such Bonds are credited, which may or may not be the Beneficial Owners. The Direct and Indirect Participants will remain responsible for keeping account of their holdings on behalf of their customers.

Conveyance of notices and other communications by DTC to Direct Participants, by Direct Participants to Indirect Participants, and by Direct Participants and Indirect Participants to Beneficial Owners will be governed by arrangements among them, subject to any statutory or regulatory requirements as may be in effect from time to time. Beneficial Owners of the Bonds may wish to take certain steps to augment transmission to them of notices of significant events with respect to the Bonds, such as redemptions, tenders, defaults, and proposed amendments to the Bond documents. For example, Beneficial Owners of the Bonds may wish to ascertain that the nominee holding the Bonds for their benefit has agreed to obtain and transmit notices to Beneficial Owners. In the alternative, Beneficial Owners may wish to provide their names and addresses to the Bond Registrar and request that copies of notices be provided directly to them.

Redemption notices shall be sent to DTC. If less than all of the Bonds within an issue are being redeemed, DTC's practice is to determine by lot the amount of the interest of each Direct Participant in such issue to be redeemed.

Neither DTC nor Cede & Co. (nor any other DTC nominee) will consent or vote with respect to the Bonds unless authorized by a Direct Participant in accordance with DTC's MMI procedures. Under its usual procedures, DTC mails an omnibus proxy to the City as soon as possible after the record date. The omnibus proxy assigns Cede & Co.'s consenting or voting rights to those Direct Participants to whose accounts the Bonds are credited on the record date (identified in a listing attached to the omnibus proxy).

As long as the book-entry system is in effect, redemption proceeds, distributions, and dividend payments on the Bonds will be made to Cede & Co., or such other nominee as may be requested by an authorized representative of DTC. DTC's practice is to credit Direct Participants' accounts upon DTC's receipt of funds and corresponding detailed information from the City or the Paying Agent, on payable date in accordance with their respective holdings shown on DTC's records. Payments by Participants to Beneficial Owners will be governed by standing instructions and customary practices, as is the case with securities held for the accounts of customers in bearer

form or registered in “street name,” and will be the responsibility of such Participant and not of DTC, the Paying Agent, or the City, subject to any statutory or regulatory requirements as may be in effect from time to time. Payment of redemption proceeds, distributions, and dividend payments to Cede & Co. (or such other nominee as may be requested by an authorized representative of DTC) is the responsibility of the City or the Paying Agent, disbursement of such payments to Direct Participants will be the responsibility of DTC, and disbursement of such payments to Beneficial Owners will be the responsibility of Direct and Indirect Participants.

DTC may discontinue providing its services as depository with respect to the Bonds at any time by giving reasonable notice to the City or the Paying Agent. Under such circumstances, in the event that a successor securities depository is not obtained, Bond certificates are required to be printed and delivered.

The City may decide to discontinue use of the system of book-entry transfers through DTC (or a successor securities depository). In that event, Bond certificates will be printed and delivered to DTC.

The information in this section concerning DTC and DTC’s book-entry system has been obtained from sources that the City believes to be reliable, but the City takes no responsibility for the accuracy thereof.

DEBT SERVICE REQUIREMENTS

The following table shows the debt service requirements for the Bonds for each fiscal year:

FISCAL YEAR ENDING JUNE 30	PRINCIPAL*	INTEREST	FISCAL YEAR TOTAL
_____	\$ _____	\$ _____	\$ _____
TOTAL **:	\$ _____	\$ _____	\$ _____

* Preliminary; subject to change.

** Amounts may not add due to rounding.

SALT LAKE CITY, UTAH

CITY OFFICIALS

The City has a Council-Mayor form of government. The City Council consists of seven members, who are elected by voters within seven geographic districts of approximately equal population. The Mayor is elected at large by the voters of the City and is charged with the executive and administrative duties of the government.

The seven-member, part-time City Council is charged with the responsibility of performing the legislative functions of the City. The City Council performs three primary functions: it passes laws for the City, adopts the City budget and provides administrative oversight by conducting management and operational audits of City departments.

Term information concerning the Mayor and the members of the City Council is set forth below:

<u>OFFICE</u>	<u>DISTRICT</u>	<u>PERSON</u>	<u>YEARS IN SERVICE*</u>	<u>EXPIRATION OF CURRENT TERM</u>
Mayor	—	Jacqueline M. Biskupski	4	January 2020
Council Chair	#6	Charlie Luke	8	January 2020
Council Vice Chair	#1	James Rogers	6	January 2022
Council Member	#7	Amy Fowler	2	January 2022
Council Member	#2	Andrew Johnston	4	January 2020
Council Member	#5	Erin J. Robinson Mendenhall	6	January 2022
Council Member	#4	Ana Valdemoros	1	January 2020
Council Member	#3	Chris Wharton	2	January 2022

* As of the end of 2019.

CITY ADMINISTRATION

The offices of Chief of Staff, City Attorney, City Recorder and City Treasurer are appointive offices.

Patrick Leary, Chief of Staff, was appointed to his position on January 4, 2016. Mr. Leary has spent his professional career working in local government administering large organizations such as the Office of the District Attorney, the Salt Lake County Clerk's Office, as well as serving as Associate Director for the Administrative Services Department and Director of the Public Works Department of Salt Lake County. In January 2013, Mr. Leary was appointed as the first Township Executive for Salt Lake County, responsible for providing municipal services to the 160,000 residents living in the unincorporated areas of the County. In his role as Township Executive, Mr. Leary spearheaded economic revitalization efforts, parks and green-space improvements, enhanced transportation planning, as well as tackling tough problems like health, safety and community development.

Lynn H. Pace, Acting City Attorney, {to be updated}.

Cindi Mansell, City Recorder, was appointed on July 31, 2012. Prior to employment with Salt Lake City, Ms. Mansell worked for various city governments (including Ogden City and Riverdale City) for a total of 24 years. Through the International Institute of Municipal Clerks and in conjunction with the University of Utah, Ms. Mansell completed the Master Municipal Clerk Certificate in 2004. In 2005, she received the Certified Records Manager designation for professional record managers.

Marina Scott, City Treasurer, was appointed to her position on June 4, 2013. From December 2006 until her appointment, Mrs. Scott was Deputy Treasurer for the City; and from September 2005 until December 2006 she served as an Accountant III for the Public Services Department. Mrs. Scott holds a Bachelor of Science degree in Accounting, and a Master of Professional Accountancy from Weber State University. She also holds a Master of Arts in Library and Information Science from Vilnius State University.

EMPLOYEE WORKFORCE AND RETIREMENT SYSTEM; POSTEMPLOYMENT BENEFITS {TO BE
UPDATED BY THE CITY}

Employee Workforce and Retirement System. The City currently employs approximately [2,824] full-time employees and approximately [443] hourly and part-time employees for a total employment of approximately [3,267] employees. The City participates in three cost-sharing multiple-employer public employee retirement systems and one multiple-employer agent system which are defined benefit retirement plans covering public employees of the State and employees of participating local governmental entities (the “*Systems*”). The Systems are administered under the direction of the Utah State Retirement Board whose members are appointed by the Governor of the State. See “APPENDIX B – SALT LAKE CITY CORPORATION FINANCIAL STATEMENTS FOR THE FISCAL YEAR ENDED JUNE 30, 2018 – Notes to Financial Statements – Note 6 – Long-Term Obligations,” “– Note 12 – Pension Plans” and “– Note 13 – Defined Contribution Savings Plans.”

Retirement Liability. The City participates with the Utah Retirement System (“*URS*”). *URS* is funded and administered by the State. Each year, as approved by the State Legislature, *URS* sets rates, enacts rules, and implements policies related to the pensions and benefits the City retirees receive. Starting in Fiscal Year 15, GASB Statement Number 68 requires *URS* to pass on pension and retirement liability to public entities it serves, including the City. Working with the City’s independent auditors and State specialists, this liability has been recorded on the City’s financial statements for the Fiscal Year ending June 30, 2018 in the amount of \$[132,080,510].

No Other Post-Employment Benefits. The City does not offer other post-employment benefits.

POPULATION

<u>YEAR</u>	<u>THE CITY</u>	<u>% INCREASE FROM PRIOR PERIOD</u>	<u>SALT LAKE COUNTY</u>	<u>% INCREASE FROM PRIOR PERIOD</u>	<u>THE STATE</u>	<u>% INCREASE FROM PRIOR PERIOD</u>
2018 Estimate	200,591	0.02%	1,152,633	1.50%	3,161,105	1.91%
2017 Estimate	200,544	3.51	1,135,649	1.27	3,101,833	1.66
2016 Estimate	193,744	0.56	1,121,354	1.27	3,051,217	1.85
2015 Estimate	192,672	0.94	1,107,314	1.43	2,995,919	1.80
2014 Estimate	190,884	2.38	1,091,742	6.03	2,942,902	6.48
2010 Census	186,440	2.58	1,029,655	14.61	2,763,885	23.77
2000 Census	181,743	13.63	898,387	23.75	2,233,169	29.62
1990 Census	159,936	(1.90)	725,956	17.27	1,722,850	17.92
1980 Census	163,034	(7.31)	619,066	34.99	1,461,037	37.93
1970 Census	175,885	(7.16)	458,607	19.73	1,059,273	18.94

(Source: U.S. Census Bureau, as revised and subject to periodic revision.)

PROPERTY VALUE OF PRE-AUTHORIZED CONSTRUCTION IN THE CITY

<u>Year</u>	<u>NEW</u>		<u>ADDITIONS, ALTERATIONS AND REPAIRS</u>		<u>TOTAL CONSTRUCTION</u>		<u>% Change from Prior Period</u>
	<u>Number Dwelling Units</u>	<u>Residential Value (\$000)</u>	<u>Non-residential Value (\$000)</u>	<u>Residential Value (\$000)</u>	<u>Non-residential Value (\$000)</u>	<u>Value (\$000)</u>	
2019*	299	\$ 35,050.5	\$ 36,680.8	\$52,281.6	\$32,631.9	\$ 156,644.8	NA
2018	877	126,957.6	430,249.0	37,989.1	227,906.6	823,102.3	(2.4)%
2017	648	99,054.0	428,214.7	35,050.8	280,826.7	843,146.2	(43.1)
2016	3,049	377,547.5	331,676.4	38,680.1	734,678.9	1,482,582.9	155.3
2015	1,343	157,378.5	175,010.4	33,294.6	175,323.8	541,007.3	(4.1)
2014	1,424	130,817.7	202,946.1	42,524.2	187,977.9	564,265.9	343.3

* Through March 31, 2019.

(Source: Kem C. Gardner Policy Institute, University of Utah—Ivory-Boyer Construction Database.)

SALES AND BUILDING IN SALT LAKE COUNTY

<u>SALES AND BUILDING</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>
Gross Taxable Sales	\$27,084,521	\$25,415,491	\$24,256,515	\$22,940,973	\$21,986,133
Permit Authorized Construction	\$2,852,908.3	\$3,266,939.5	\$2,096,443.3	\$2,029,610.8	\$1,595,852.3
New Dwelling Units	6,567	8,328	6,077	6,529	5,153
New Residential Value	\$1,255,675.4	\$1,406,216.3	\$1,045,161.9	\$994,854.6	\$900,980.4

(Source: Utah Department of Workforce Services and Kem C. Gardner Policy Institute, University of Utah—Ivory-Boyer Construction Database.)

INCOME AND WAGES IN SALT LAKE COUNTY

<u>INCOME AND WAGES</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>
Total Personal Income (\$000)	NA	\$52,436,840	\$49,871,735	\$46,652,397	\$44,302,371
Per Capita Income	NA	\$46,762	45,148	42,746	\$40,992
Median Household Income Estimates	NA	\$68,404	\$65,549	\$62,536	\$61,716
Average Monthly Nonfarm Wage	\$4,337	\$4,211	\$4,120	\$3,971	\$3,852

(Source: Utah Department of Workforce Services.)

BUSINESS AND INDUSTRY

TAXABLE SALES AND LOCAL OPTION SALES TAX ALLOCATION — THE CITY

<u>YEAR ENDED JUNE 30</u>	<u>GROSS TAXABLE SALES</u>	<u>% CHANGE OVER PRIOR YEAR</u>	<u>NET LOCAL SALES TAX ALLOCATIONS</u>	<u>% CHANGE OVER PRIOR YEAR</u>
2018	\$ NA	NA%	\$ NA	NA%
2017				
2016				
2015				
2014	6,675,330,504	1.64	48,834,004	1.99

(Source: Utah State Tax Commission.)

SEVERAL OF THE LARGEST EMPLOYERS IN SALT LAKE COUNTY

The following is a list of some of the largest employers in Salt Lake County.

FIRM NAME	INDUSTRY	APPROXIMATE NUMBER OF EMPLOYEES
University of Utah	Higher Education, Health Care	20,000+
Intermountain Health Care, Inc.	Health Care	15,000-19,999
State of Utah	State Government	10,000-19,999
Granite School District	Public Education	7,000-9,999
University of Utah Healthcare	Health Care	7,000-9,999
Jordan School District	Public Education	5,000-6,999
Salt Lake County	County Government	5,000-6,999
Wal-Mart Associates, Inc.	Warehouse Clubs & Supercenters	5,000-6,999
The Canyons School District	Public Education	4,000-4,999
Smith's Marketplace	Retail Trade	4,000-4,999
Delta Air Lines, Inc.	Air Transportation	4,000-4,999
Discover Products	Consumer Lending	3,000-3,999
Salt Lake City School District	Public Education	3,000-3,999
Associated Reg. & University Pathology	Health Care and Social Assistance	3,000-3,999
Merit Medical	Manufacturing	3,000-3,999
U.S. Postal Service	Federal Government	3,000-3,999
Zions Bancorporation	Finance and Insurance	3,000-3,999
Goldman Sachs	Financial and Insurance	3,000-3,999
L3 Communications	Communications Equipment Mfg.	3,000-3,999
C.R. England, Inc.	Transportation and Warehousing	3,000-3,999
Department of Veterans Affairs	Health Care and Social Assistance	3,000-3,999
Fidelity Brokerage Services LLC	Finance and Insurance	3,000-3,999
Select Health, Inc.	Finance and Insurance	2,000-2,999
Salt Lake Community College	Higher Education	2,000-2,999
Kennecott Utah Copper	Metal Manufacturing/Mining	2,000-2,999
Wells Fargo Bank, National Association	Finance and Insurance	2,000-2,999
Snowbird Operations	Accommodations and Food Services	2,000-2,999
Benton, Dickinson and Company	Manufacturing	2,000-2,999
United Parcel Service	Transportation and Warehousing	2,000-2,999
Salt Lake City Corporation	Local Government	3,000-3,999
United Parcel Service	Courier & Express Delivery Service	2,000-2,999
JetBlue Airways Corporation	Travel Reservation Services	2,000-2,999
Utah Transit Authority	Public Transportation	2,000-2,999
Harmons	Retail Trade	2,000-2,999
VA Medical Center	Health Care/Federal Government	2,000-2,999
Skywest Airlines	Air Transportation	2,000-2,999
Cellco	Administrative	2,000-2,999

(Source: Utah Department of Workforce Services. As of January 2019)

LABOR MARKET DATA OF SALT LAKE COUNTY

	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>
Civilian Labor Force		621,759	603,897	586,753	575,842
Employed		602,541	584,758	566,890	554,611
Unemployed		19,218	19,139	19,863	21,231
Total Private Sector (average)		595,855	581,825	565,635	540,662
Agriculture, forestry, fishing and hunting		220	214	192	179
Mining		2,704	2,428	2,696	2,948
Utilities		1,470	1,439	1,532	1,483
Construction		38,050	35,777	33,452	31,621
Manufacturing		55,973	54,492	53,357	52,468
Wholesale trade		32,285	32,050	31,414	30,538
Retail trade		72,156	71,791	69,427	67,280
Transportation and warehousing		33,012	31,579	30,334	28,319
Information		20,200	18,888	17,959	18,154
Finance and insurance		46,313	45,194	43,228	40,888
Real estate, rental and leasing		10,660	10,250	9,840	9,609
Professional, scientific and technical services		52,861	51,656	49,355	46,708
Management of companies and enterprises		16,493	16,263	16,622	16,559
Admin., support, waste mgmt., remediation		52,748	52,777	50,397	48,327
Education services		14,889	13,975	13,016	12,215
Health care and social assistance		66,255	64,613	62,061	59,778
Arts, entertainment and recreation		9,313	8,806	7,751	7,430
Accommodation and food services		49,477	48,772	47,803	46,218
Other services		21,287	21,018	20,758	20,066
Unclassified establishments		6	59	105	56
Government		104,593	102,621	100,193	98,849

(Source: Utah Department of Workforce Services.)

RATE OF UNEMPLOYMENT — ANNUAL AVERAGE

<u>YEAR</u>	<u>SALT LAKE COUNTY</u>	<u>THE STATE</u>	<u>UNITED STATES</u>
2019*	2.7%	3.0%	3.8%
2018	3.1	3.2	3.9
2017	3.1	3.2	4.4
2016	3.2	3.4	4.9
2015	3.4	3.6	5.3
2014	3.7	3.8	6.2

* Preliminary; subject to change. As of March 2019 (seasonally adjusted).

(Source: Utah Department of Workforce Services; U.S. Department of Labor.)

DEBT STRUCTURE OF SALT LAKE CITY, UTAH

For purposes of the information set forth under this section under the headings entitled “Outstanding Debt Issues,” “Debt Service Schedule of Outstanding General Obligation Bonds,” “Overlapping General Obligation Debt,” “Debt Ratios,” and “General Obligation Legal Debt Limit and Additional Debt Incurring Capacity,” the Bonds are considered issued and outstanding.

OUTSTANDING DEBT ISSUES (EXPECTED AS OF CLOSING DATE OF THE BONDS)⁽¹⁾ {TO BE UPDATED.}

	AMOUNT OF <u>ORIGINAL ISSUE</u>	FINAL <u>MATURITY DATE</u>	PRINCIPAL <u>OUTSTANDING</u>
General Obligation Bonds:			
Series 1999 (Library Bonds)	\$ 81,000,000	6/15/2019	\$ 35,000
Series 2009B (The Leonardo)	10,200,000	6/15/2019	485,000
Series 2010A (Public Safety Facilities) ⁽²⁾	25,000,000	6/15/2020	2,430,000
Series 2010B (Public Safety Facilities)	100,000,000	6/15/2031	68,140,000
Series 2012A (Refunded a portion of Series 2002))	10,635,000	6/15/2019	5,400,000
Series 2013 (Refunded a portion of Series 2004A)	6,395,000	6/15/2024	4,000,000
Series 2015A Refunding (Taxable Sports Complex)	14,615,000	6/15/2028	10,800,000
Series 2015B Refunding (Open Space)	4,095,000	6/15/2023	2,115,000
Series 2017A Refunding (Refunded portion of Series 2009B)	6,460,000	6/15/2029	6,325,000
Series 2017B Refunding (Refunded portion of Series 2010A)	12,920,000	6/15/2030	12,920,000
Series 2019 (Refunded a portion of Series 2017A) ⁽³⁾	_____	6/15/20__	_____*
Total			\$ _____*
Water and Sewer Revenue Bonds:			
Series 2009 (Taxable)	\$ 6,300,000	2/1/2031	4,095,000
Series 2010 Revenue Bonds	12,000,000	2/1/2031	8,195,000
Series 2011 Revenue Bonds	8,000,000	2/1/2027	4,785,000
Series 2012 Improvement and Refunding Bonds	28,565,000	2/1/2027	15,620,000
Series 2017 Improvement and Refunding Bonds	72,185,000	2/1/2037	<u>71,490,000</u>
Total			\$104,185,000
Special Improvement District and Assessment Area Bonds:			
Series 2009B 103006	\$1,263,000	9/1/2019	\$294,000
Series 2009C 102145 & 102146	396,000	9/1/2019	<u>79,000</u>
Total			\$373,000
Sales and Excise Tax Revenue Bonds:			
Series 2007A	\$ 8,590,000	10/1/2026	\$ 3,995,000
Series 2009A	36,240,000	10/1/2018	1,735,000
Series 2012A	15,855,000	10/1/2032	12,675,000
Series 2013A (Federally Taxable)	51,270,000	4/1/2038	51,270,000
Series 2013B	7,315,000	10/1/2033	6,340,000
Series 2014A (Federally Taxable)	26,840,000	10/1/2020	15,570,000
Series 2014B	10,935,000	10/1/2034	9,745,000
Series 2016A	21,715,000	10/1/2028	<u>21,715,000</u>
Total			\$123,045,000
Motor Fuel Excise Tax Revenue Bonds:			
Series 2014	\$8,800,000	4/1/2024	\$ 5,460,000
Tax and Revenue Anticipation Notes:			
Series 2018	\$17,000,000	6/28/2019	\$17,000,000
Airport Revenue Bonds:			
Series 2017A	\$826,210,000	7/1/2047	\$ 826,210,000
Series 2017B	173,790,000	7/1/2047	173,790,000
Series 2018A	753,855,000	7/1/2048	753,855,000
Series 2018B	96,695,000	7/1/2048	<u>96,695,000</u>
Total			\$1,850,550,000
Local Building Authority Lease Revenue Bonds⁽⁴⁾:			
Series 2013A	\$7,180,000	10/15/2034	\$ 6,370,000
Series 2014A	7,095,000	4/15/2035	6,345,000
Series 2016A	6,755,000	4/15/2037	6,510,000
Series 2017A	8,115,000	4/15/2038	<u>8,115,000</u>
Total			\$27,340,000

* Preliminary; subject to change.

- (1) The Redevelopment Agency of Salt Lake City, a separate entity, has issued bonds, but such bonds are not obligations of the City and are therefore not included in this table. See "APPENDIX B—SALT LAKE CITY CORPORATION FINANCIAL STATEMENTS FOR THE FISCAL YEAR ENDED JUNE 30, 2018—Notes to the Financial Statements—Note 6—Long-Term Obligations."
- (2) The Series 2010A Bonds maturing 2011 through 2016 are tax-exempt and the Series 2010A Bonds maturing 2017 through 2030 are federally taxable—direct pay—Build America Bonds.
- (3) Expected to close on _____, 2019.
- (4) The Local Building Authority of Salt Lake City is a separate entity. Lease Revenue Bonds are not obligations of the City, but are paid from annually appropriated rental payments made by the City.

DEBT SERVICE SCHEDULE OF OUTSTANDING GENERAL OBLIGATION BONDS
(As of October 23, 2019)

Fiscal Year Ending June 30	Bonds		Outstanding General Obligation Bonds		Totals		Total Debt Service
	Principal*	Interest	Principal	Interest	Total	Total	
					Principal	Interest	

Total**

* Preliminary; subject to change.

** Amounts may not add due to rounding.

FUTURE DEBT PLANS {TO BE UPDATED BY CITY. }

The City issued \$1 billion of general airport revenue bonds (GARBs) in February 2017, as part of the Salt Lake City International Airport’s Terminal Redevelopment Program (the “*Airport Terminal Program*”). Construction of the \$2.2 billion Airport Terminal Program began in July 2014 and is expected to continue in phases through 2024. The first phase of the Airport Terminal Program is expected to be completed in 2020 which includes a single terminal building, South Concourse West, parking deck and support facilities. The second phase is expected to be completed in 2024 and includes the South Concourse East and demolition of the current facilities. In May 2016, a parallel \$1.4 billion North Concourse Program (together with the Airport Terminal Program, the “*Program*”) was announced and approved by all signatory airlines serving the Airport. The North Concourse Program construction began in 2018 and is expected to continue in phases through 2024. The North Concourse Program will add 31 more gates to accommodate forecasted growth in passenger traffic and will replace aging facilities at the Airport. The Program is expected to address seismic risk, provide right-sized facilities, solve operational issues, improve customer service, and accommodate growth while maintaining the Airport’s competitive cost.

The City expects to issue approximately \$1.5 billion in additional general airport revenue bonds in the future to complete the \$3.6 billion Program.

The City issued \$72 million in Public Utilities revenue bonds in April 2017 for its sewer and street lighting projects and to refund its 2008 bonds. Additional public utilities revenue bonds of about \$450 million are estimated to be issued in the future to fund the Department of Public Utilities capital improvement projects.

OVERLAPPING GENERAL OBLIGATION DEBT

<u>TAXING ENTITY</u> ⁽¹⁾	<u>2018 TAXABLE VALUE</u> ⁽²⁾	<u>CITY'S PORTION OF TAXABLE VALUE</u> ⁽²⁾	<u>CITY'S PERCENTAGE</u>	<u>ENTITY'S GENERAL OBLIGATION DEBT</u> ⁽³⁾	<u>CITY'S PORTION OF G.O. DEBT</u>
CUWCD ⁽⁴⁾	\$	\$	_____%	\$	\$
Salt Lake City School District.....			_____%		
Salt Lake County.....			_____%		_____
Total Overlapping General Obligation Debt.....					\$
Total Direct General Obligation Bonded Indebtedness					\$ _____
Total Direct and Overlapping General Obligation Debt.....					\$ _____

- (1) The State's general obligation debt is not included in overlapping debt because the State currently levies no property tax for payment of its general obligation bonds.
 - (2) Taxable Value used in this table *excludes* the taxable value used to determine uniform fees on tangible personal property. See "FINANCIAL INFORMATION REGARDING SALT LAKE CITY, UTAH — Property Tax Matters — *Uniform Fees*" and "FINANCIAL INFORMATION REGARDING SALT LAKE CITY, UTAH — Taxable and Fair Market Value of Property."
 - (3) Entity's General Obligation Debt used in this table is as of _____.
 - (4) Central Utah Water Conservancy District ("*CUWCD*") encompasses all or a portion of eight State counties, including, among others, Salt Lake County. CUWCD's outstanding general obligation bonds are limited ad valorem tax bonds. By law, CUWCD may levy a tax rate of up to 0.000400 to pay for operation and maintenance expenses and any outstanding general obligation indebtedness.
- (Source: Property Tax Division, Utah State Tax Commission (as to Taxable Value) and entity financial information (as to outstanding general obligation debt).)

DEBT RATIOS

The following table sets forth the ratios of general obligation debt of the City and the taxing entities listed in the table above entitled “Overlapping General Obligation Debt” that is expected to be paid from taxes levied specifically for such debt (and not from other revenues) on the taxable value of property within Salt Lake City, the estimated fair market value of such property and the population of Salt Lake City. The State’s general obligation debt is not included in the debt ratios because the State currently levies no property tax for payment of general obligation debt.

	COMPARED To 2018 TAXABLE VALUE ⁽¹⁾	COMPARED To 2018 ESTIMATED FAIR MARKET VALUE ⁽²⁾	COMPARED To 2018 POPULATION ESTIMATE PER CAPITA ⁽³⁾
Direct General Obligation Debt.....	___%	___%	\$_____
Direct and Overlapping General Obligation Debt.....	___%	___%	\$_____

(1) Based on 2018 Taxable Value of \$_____, which value *excludes* the taxable value used to determine uniform fees on tangible personal property.

(2) Based 2018 Fair Market Value of \$_____, which value *excludes* motor vehicle values.

(3) Based on a 2018 population estimate of 200,591 persons and calculated using estimated 2018 Taxable Value of \$_____.

See “FINANCIAL INFORMATION REGARDING SALT LAKE CITY, UTAH — Property Tax Matters — *Uniform Fees*” and “FINANCIAL INFORMATION REGARDING SALT LAKE CITY, UTAH — Taxable and Fair Market Value of Property.”

GENERAL OBLIGATION LEGAL DEBT LIMIT AND ADDITIONAL DEBT INCURRING CAPACITY

The general obligation indebtedness of the City is limited by State law to 8% of taxable property in the City (4% for general purposes and an additional 4% for sewer, water and electric purposes[†]) as computed from the last equalized assessment rolls for State or County purposes prior to incurring the debt. The legal debt limit and additional debt incurring capacity of the City are based on the estimated fair market value for 2018 and are calculated as follows:

2018 Fair Market Value ⁽¹⁾	\$_____		
LEGAL DEBT MARGIN	GENERAL PURPOSES 4%	WATER, SEWER, AND LIGHTING 4%	TOTAL 8%
General Obligation Debt Limit	\$ _____	\$ _____	\$ _____
Less: Outstanding General Obligation Bonds	_____	_____	_____
Legal Debt Margin	\$ _____	\$ _____	\$ _____

[†] The full 8% may be used for water, sewer and electric purposes but if it is so used, then no general obligation bonds may be issued in excess of 8% for any purpose.

(1) For debt incurring capacity only, in computing the fair market value of taxable property in the City, the fair market value of all tax equivalent property (which value *includes* the taxable value used to determine uniform fees on tangible personal property) has been included as a part of the fair market value of the taxable property in the City. [The 2018 Fair Market Value is not available as of the date of this Official Statement.]

NO DEFAULTED OBLIGATIONS

The City has never failed to pay principal of and interest on its financial obligations when due.

FINANCIAL INFORMATION REGARDING SALT LAKE CITY, UTAH

{TO BE UPDATED BY THE CITY.}

FUND STRUCTURE; ACCOUNTING BASIS

The accounts of the City are organized on the basis of funds, each of which is considered to be a separate accounting entity. The operations of each fund are accounted for by providing a separate set of self-balancing accounts that comprise its assets, liabilities, fund balance or net assets, revenues, and expenditures or expenses. The various funds are grouped by type in the basic financial statements.

Revenues and expenditures are recognized using the modified accrual basis of accounting in all governmental funds. Revenues are recognized in the accounting period in which they become both measurable and available. "Measurable" means that amounts can be reasonably determined within the current period. "Available" means that amounts are collectible within the current period or soon enough thereafter to be used to pay liabilities of the current period. The City uses 60 days as a cutoff for meeting the available criterion. Property taxes are considered "measurable" when levied and available when collected and held by Salt Lake County. Any amounts not available are recorded as delayed revenue. Franchise taxes are considered "measurable" when collected and held by the utility company, and are recognized as revenue at that time. Other revenues that are determined to be susceptible to accrual include grants-in-aid earned and other intergovernmental revenues, charges for services, interest, assessments, interfund service charges, and proceeds of the sale of property. Property taxes and assessments are recorded as receivables when assessed; however, they are reported as delayed revenue until the "available" criterion has been met. Sales and use taxes collected by the State and remitted to the City within the "available" time period are recognized as revenue. Revenues collected in advance are delayed and recognized in the period to which they apply.

In proprietary funds, revenues and expenses are recognized using the accrual basis of accounting. Revenues are recognized in the accounting period in which they are earned and become measurable and expenses are recognized in the period incurred.

FINANCIAL CONTROLS

The City utilizes a computerized financial accounting system which includes a system of budgetary controls. State law requires budgets to be controlled by individual departments, but the City also maintains computerized control by major categories within departments. These computerized controls are such that a requisition cannot be entered into the purchasing system unless the appropriated funds are available. The system checks for sufficient funds again, prior to

the purchase order being issued, and again before the payment check is issued. Voucher payments are also controlled by the computer for sufficient appropriations.

BUDGET AND APPROPRIATION PROCESS

The budget and appropriation process of the City is governed by the Uniform Fiscal Procedures Act for Utah Cities, Title 10, Chapter 6, of the Utah Code (the “*Fiscal Procedures Act*”). Pursuant to the Fiscal Procedures Act, the budget officer of the City is required to prepare budgets for the General Fund, Special Revenue Funds, Debt Service Funds and Capital Improvement Fund. These budgets are to provide a complete financial plan for the budget (ensuing fiscal) year. Each budget is required to specify, in tabular form, estimates of anticipated revenues and appropriations for expenditures. Under the Fiscal Procedures Act, the total of anticipated revenues must equal the total of appropriated expenditures.

On or before the first regular meeting of the City Council in May of each year, the budget officer is required to submit to the City Council tentative budgets for all funds for the Fiscal Year commencing July 1. Various actual and estimated budget data are required to be set forth in the tentative budgets. The budget officer may revise the budget request submitted by the heads of City departments, but must file these submissions with the City Council together with the tentative budget. The budget officer is required to estimate in the tentative budget the revenue from nonproperty tax sources available for each fund and the revenue from general property taxes required by each fund. The tentative budget is then provisionally adopted by the City Council, with any amendments or revisions that the City Council deems advisable prior to the public hearings on the tentative budget. After public notice and hearing, the tentative budget is adopted by the City Council, subject to further amendment or revisions by the City Council prior to adoption of the final budget.

Prior to June [22nd] of each year, the final budgets for all funds are adopted by the City Council. The Fiscal Procedures Act prohibits the City Council from making any appropriation in the final budget of any fund in excess of the estimated expendable revenue of such fund. The adopted final budget is subject to amendment by the City Council during the Fiscal Year. However, in order to increase the budget total of any fund, public notice and hearing must be provided. Intra- and inter-department transfers of appropriation balances are permitted upon compliance with the Fiscal Procedures Act.

The amount set forth in the final budget as the total amount of estimated revenue from property taxes constitutes the basis for determining the property tax levy to be set by the City Council for the succeeding tax year.

INSURANCE COVERAGE { TO BE UPDATED BY THE CITY. }

The City is self-insured for general liability exposures – except for liability incurred on premises owned, rented, or occupied by the Department of Airports (the “*Airport*”). The City carries Public Entity Excess Liability Insurance with \$2,000,000 coverage in excess of the \$1,000,000 self-insured retention. The City also carries Cyber Liability insurance with a \$5,000,000 limit and \$50,000 deductible. The Airport carries Commercial General Liability

insurance with a \$500,000,000 policy limit and no deductible. The Governmental Immunity Fund (an internal service fund) has been established to pay liability claims other than those covered by the Airport policy, along with certain litigation expenses.

The City carries an all risk Property Insurance policy (the “*Policy*”) with a \$500,000,000 aggregate limit and a \$100,000 deductible. Sublimits include: (1) earthquake limit: \$125,000,000 aggregate; (2) flood limit: \$100,000,000 aggregate with \$250,000 deductible for facilities located outside the standard report zone and \$500,000 deductible for three identified properties; (3) dams and appurtenant structures: \$30,000,000 aggregate except for Mountain Dell, which carries a \$60,000,000 aggregate limit. Business interruption and extra expense are covered at \$10,000,000. Terrorism loss is covered at \$500,000,000. The City is self-insured for property loss above the limits and below the deductibles. The operating departments of the General Fund or proprietary funds assume financial responsibility for risk retained by the City for property damage.

The Airport is covered by a separate all risk Property Insurance policy with a \$500,000,000 limit, subject to sublimits and a \$100,000 deductible. Locations covered include Salt Lake City International Airport, South Valley Regional Airport, and Tooele Valley Airport. Boiler and machinery carries a deductible of \$25,000. Earth movement and flood coverage each carry sublimits of \$150,000,000 with a 2% deductible per unit, subject to a \$100,000 minimum and \$5,000,000 maximum in any one occurrence (defined as a 168-hour period). Windstorm or hail carries a \$100,000,000 limit and a 5% deductible, subject to a minimum \$250,000 deductible per occurrence. Time element including business interruption, extra expense, rental value, and rental income is covered at \$175,791,799 with a 2% deductible up to a maximum \$5,000,000 per occurrence. Sublimits apply for debris removal (\$25,000,000), valuable papers and records (\$25,000,000), errors and omissions (\$10,000,000), limited pollution coverage (\$500,000), named storm (\$1,000,000), etc.

The Treasurer and Deputy Treasurer are each covered under \$10,000,000 public officials bonds. The City also has a Government Crime policy covering (1) employee theft with a \$1,000,000 limit and \$20,000 deductible; (2) forgery or alteration with a \$25,000 limit and \$1,000 deductible; (3) theft of money and securities with a \$50,000 limit and \$2,500 deductible; (4) robbery or safe burglary with a \$50,000 limit and \$2,500 deductible; (5) money orders and counterfeit money with a \$50,000 limit and \$2,500 deductible; and (5) computer fraud and funds transfer fraud, each carrying \$1,000,000 limits and \$20,000 deductibles.

The City purchases excess workers’ compensation insurance with a \$30,000,000 limit and a \$750,000 self-insured retention per occurrence. The City is self-insured for losses above the limits and below the deductibles. Further, the City is self-insured for unemployment. The Risk Management Fund (an internal service fund) has been established to pay these claims along with health insurance premiums and certain administrative expenses. During the past three fiscal years, there have been no settlements that exceeded the self-insured retentions.

See “APPENDIX A – SALT LAKE CITY CORPORATION FINANCIAL STATEMENTS FOR THE FISCAL YEAR ENDED JUNE 30, 2018 – Notes to Financial Statements – Note 11 – Risk Management.”

INVESTMENT POLICY

City Policy. It is the policy of the City to invest public funds in accordance with the principles of sound treasury management and in compliance with State and local laws, regulations, and other policies governing the investment of public funds, specifically, according to the terms and conditions of the State Money Management Act of 1974 and Rules of the State Money Management Council as currently amended (the “*Money Management Act*”), and the City’s own written investment policy. The following investment objectives, in order of priority, are met when investing public funds: safety of principal, need for liquidity, and maximum yield on investments consistent with the first two objectives.

The City may use investment advisers to conduct investment transactions on its behalf as permitted by the Money Management Act and local ordinance or policy. Investment advisers must be certified by the Director of the Utah State Division of Securities of the Department of Commerce (the “*Director*”). Broker/dealers and agents who desire to become certified dealers must be certified by the Director and meet the requirements of the Money Management Act. Only qualified depositories as certified by Utah’s Commissioner of Financial Institutions are eligible to receive and hold deposits of public funds. The State Money Management Council issues a quarterly list of certified investment advisers, certified dealers, and qualified depositories authorized by State statute to conduct transactions with public treasurers. Transactions involving authorized deposits or investments of public funds may be conducted only through issuers of securities authorized by Section 51-7-11(3) of the Utah Code, qualified depositories included in the current State list, and certified dealers included in the current State list. The City Treasurer must take delivery of all investments purchased, including those purchased through a certified investment adviser. This may be accomplished by the City Treasurer taking physical delivery of the security or delivering the security to a bank or trust company designated by the City Treasurer for safekeeping. The City Treasurer may use a qualified depository bank for safekeeping securities or maintain an account with a money center bank for the purpose of settling investment transactions and safekeeping and collecting those investments.

City policy provides that not more than 25% of total City funds or 25% of the qualified depository’s allotment, whichever is less, can be invested in any one qualified depository. Not more than 20% of total City funds may be invested in any one certified out-of-state depository institution. However, there is no limitation placed on the amount invested with the Utah Public Treasurer’s Investment Fund (“*PTIF*”) and other money market mutual funds, provided that the overall standards of investments achieve the City’s policy objectives.

All funds pledged or otherwise dedicated to the payment of interest on and principal of bonds or notes issued by the City are invested in accordance with the terms and borrowing instruments applicable to such bonds or notes. City policy also provides that the remaining term to maturity of an investment may not exceed the period of availability of the funds invested. The investment of City funds cannot be of a speculative nature.

The City’s entire portfolio is currently in compliance with all of the provisions of the Money Management Act.

The Utah Public Treasurers' Investment Fund. The PTIF is a local government investment fund, established in 1981, and managed by the State Treasurer. Currently the City has approximately \$1.2 billion on deposit in the PTIF, representing a substantial portion of the City's funds. All investments in the PTIF must comply with the Money Management Act and rules of the State Money Management Council. The PTIF invests primarily in money market securities. Securities in the PTIF include certificates of deposit, commercial paper, short-term corporate notes, obligations of the U.S. Treasury and securities of certain agencies of the federal government. By policy, the maximum weighted average adjusted life of the portfolio is not to exceed 90 days and the maximum final maturity of any security purchased by the PTIF is limited to five years. Safekeeping and audit controls for all investments owned by the PTIF must comply with the Money Management Act.

All securities purchased are delivered versus payment to the custody of the State Treasurer or the State Treasurer's safekeeping bank, assuring a perfected interest in the securities. Securities owned by the PTIF are completely segregated from securities owned by the State. The State has no claim on assets owned by the PTIF except for any investment of State moneys in the PTIF. Deposits are not insured or otherwise guaranteed by the State.

Investment activity of the State Treasurer in the management of the PTIF is reviewed monthly by the State Money Management Council and is audited by the State Auditor.

The information in this section concerning the current status of the PTIF has been obtained from sources the City believes to be reliable, but the City takes no responsibility for the accuracy thereof.

See "APPENDIX A – SALT LAKE CITY CORPORATION FINANCIAL STATEMENTS FOR THE FISCAL YEAR ENDED JUNE 30, 2018 – Notes to the Financial Statements – Note 2 – Cash, Cash Equivalents and Investments" below.

PROPERTY TAX MATTERS

The Property Tax Act, Chapter 2, Title 59 of the Utah Code (the "*Property Tax Act*"), provides that all taxable property is required to be assessed and taxed at a uniform and equal rate on the basis of its "fair market value" as of January 1 of each year, unless otherwise provided by law. "Fair market value" is defined in the Property Tax Act as "the amount at which property would change hands between a willing buyer and a willing seller, neither being under any compulsion to buy or sell and both having reasonable knowledge of the relevant facts." Pursuant to an exemption for residential property provided for under the Property Tax Act and Article XIII of the State Constitution, the "fair market value" of residential property is reduced by 45%. The residential exemption is limited to one acre of land per residential unit and to one primary residence per household, except that an owner of multiple residential properties may exempt his or her primary residence and each residential property that is the primary residence of a tenant.

The Property Tax Act provides that the Utah State Tax Commission (the "*State Tax Commission*") shall assess certain types of property ("*centrally-assessed property*"), including (a) properties that operate as a unit across county lines that must be apportioned among more than one

county or state, (b) public utility (including railroad) properties, (c) airline operating properties, (d) geothermal resources and (e) mines, mining claims and appurtenant machinery, facilities and improvements. All other taxable property (“*locally-assessed property*”) is required to be assessed by the county assessor of the county in which such locally-assessed property is located. Each county assessor must update property values annually based upon a systematic review of current market data by using a mass appraisal system and must also complete a detailed review of property characteristics for each parcel of property at least once every five years. The Property Tax Act requires that the State Tax Commission conduct an annual investigation in each county to determine whether all property subject to taxation is on the assessment rolls and whether the property is being assessed at its “fair market value.”

The State Tax Commission and the county assessors utilize various valuation methods, as determined by statute, administrative regulation or accepted practice, to determine the “fair market value” of taxable property.

Uniform Fees. An annual statewide uniform fee is levied on tangible personal property in lieu of the ad valorem tax. The uniform fee is based on the value of motor vehicles, watercraft, recreational vehicles, and all other tangible personal property required to be registered with the State. The current uniform fee is established at 1.5% of the fair market value of motor vehicles that weigh 12,001 pounds or more; watercraft; motorcycles, recreational vehicles and all other tangible personal property required to be registered with the State, excluding exempt property such as aircraft, commercial vehicles and property subject to a fixed age-based fee. Motor vehicles weighing 12,000 pounds or less are subject to an age-based fee that is due each time the vehicle is registered. The age-based fee is for passenger type vehicles and ranges from \$7.75 to \$150, depending on the age of the vehicle. Recreation vehicles, motorcycles, watercraft (except large watercraft), snowmobiles, certain small motor vehicles and motor homes required to be registered with the State are also subject to an aged-based fee that ranges from \$4.00 to \$700, depending on the age of the vehicle. The revenues collected from the various uniform fees are distributed by the county to the taxing entity in which the property is located in the same proportion in which revenue collected from ad valorem real property tax is distributed.

Property Tax Valuation Agency Fund. The State Legislature requires each county to annually impose a multicounty assessing and collecting levy to fund a Property Tax Valuation Agency Fund (the “*PTVAF*”) and a Multicounty Appraisal Trust (the “*Multicounty Trust*”). Disbursements to counties from the PTVAF are to be used to offset costs of assessing and collecting property taxes; improve the accurate valuation and uniform assessment levels of property and improve the efficiency of the property tax system and are based on various administrative rules. Funds deposited into the Multicounty Trust are to be used to provide funding for a statewide computer assisted mass appraisal system that is intended to promote, among other things, the accurate valuation of property, the establishment and maintenance of uniform assessment levels within and among counties, and the efficient administration of the property tax system, including the costs of assessment, collection and distribution of property taxes. A county may levy an additional tax to (a) promote the accurate valuation and uniform assessment levels of property, (b) promote the efficient administration of the property tax system, including the costs of assessment, collection and distribution of property taxes, (c) fund state mandated actions and (d) establish reappraisal programs.

TAX LEVY AND COLLECTION

The State Tax Commission must assess all centrally-assessed property by May 1 of each year. County assessors must assess all locally-assessed property before May 22 of each year. The State Tax Commission apportions the value of centrally-assessed property to the various taxing entities within each county and reports such values to county auditors before June 8. The governing body of each taxing entity must adopt a proposed tax rate or, if the tax rate is not more than the certified tax rate, a final tax rate, before June 22; *provided* if the governing body has not received the taxing entity's certified tax rate at least seven days prior to June 22, the governing body of the taxing entity must, no later than 14 days after receiving the certified tax rate from the county auditor, adopt a proposed tax rate or, if the tax rate is not more than the certified tax rate, a final tax rate. County auditors must forward to the State Tax Commission a statement prepared by the legislative body of each taxing entity showing the amount and purpose of each levy. Upon determination by the State Tax Commission that the tax levies comply with applicable law and do not exceed maximum permitted rates, the State Tax Commission notifies county auditors to implement the levies. If the State Tax Commission determines that a tax levy established by a taxing entity exceeds the maximum levy permitted by law, the State Tax Commission must lower the levy to the maximum levy permitted by law, notify the taxing entity that the rate has been lowered and notify the county auditor (of the county in which the taxing entity is located) to implement the rate established by the State Tax Commission.

On or before July 22 of each year, the county auditors must mail to all owners of real estate shown on their assessment rolls notice of, among other things, the value of the property, itemized tax information for all taxing entities and the date their respective county boards of equalization will meet to hear complaints. Taxpayers owning property assessed by a county assessor may file an application within statutorily defined time limits based on the nature of the contest with the appropriate county board of equalization for the purpose of contesting the assessed valuation of their property. The county board of equalization must render a decision on each appeal in the time frame prescribed by the Property Tax Act. Under certain circumstances, the county board of equalization must hold a hearing regarding the application, at which the taxpayer has the burden of proving that the property sustained a decrease in fair market value. Decisions of the county board of equalization may be appealed to the State Tax Commission, which must decide all appeals relating to real property by March 1 of the following year. Owners of centrally-assessed property, or any county with a showing of reasonable cause, may, on or before the later of August 1 or a day within 90 days of the date the notice of assessment is mailed by the State Tax Commission, apply to the State Tax Commission for a hearing to contest the assessment of centrally-assessed property. The State Tax Commission must render a written decision within 120 days after the hearing is completed and all post-hearing briefs are submitted. The county auditor makes a record of all changes, corrections and orders, and delivers before November 1 the corrected assessment rolls to the county treasurers. On or before November 1, each county treasurer furnishes each taxpayer a notice containing, among other things, the kind and value of the property assessed to the taxpayer, the street address of the property, where applicable, the amount of the tax levied on the property and the year the property is subject to a detailed review.

Without an extension by a county legislative body, taxes are due November 30, or if a Saturday, Sunday or holiday, the next business day. Each county treasurer is responsible for

collecting all taxes levied on real property within that county. There are no prior claims to such taxes. As taxes are collected, each county treasurer must pay to the State and each taxing entity within the county its proportionate share of the taxes, on or before the tenth day of each month. Delinquent taxes are subject to a penalty of 2.5% of the amount of the taxes or \$10, whichever is greater. Unless the delinquent taxes and penalty are paid before January 31 of the following year, the amount of delinquent taxes and penalty bears interest at the federal funds rate target established by the Federal Open Markets Committee plus 6% from the January 1 following the delinquency date until paid (provided that said interest may not be less than 7% or more than 10%) If delinquent taxes have not been paid by March 15 following the lapse of four years from the delinquency date, the affected county advertises and sells the property at a final tax sale held in May or June of the fifth year after assessment.

The process described above changes if a county or other taxing entity proposes a tax rate in excess of the certified tax rate (as described under “FINANCIAL INFORMATION REGARDING _____— Public Hearing on Certain Tax Increases” below). If such an increase is proposed, the taxing entity must adopt a proposed tax rate before June 22. In addition, the county auditor must include certain information in the notices to be mailed by July 22, as described above, including information concerning the tax impact of the proposed increase on the property and the time and place of the public hearing described in “FINANCIAL INFORMATION REGARDING _____— Public Hearing on Certain Tax Increases” below. In most cases, notice of the public hearing must also be advertised by publication. After the public hearing is held, the taxing entity may adopt a resolution levying a tax in excess of the certified tax rate. The final tax notice is then mailed by November 1.

PUBLIC HEARING ON CERTAIN TAX INCREASES

Each taxing entity that proposes to levy a tax rate that exceeds the “certified tax rate” may do so, by resolution, only after holding a properly noticed public hearing. Generally, the certified tax rate is the rate necessary to generate the same property tax revenue that the taxing entity budgeted for the prior year, with certain exclusions. For purposes of calculating the certified tax rate, county auditors are to use the taxable value of property on the assessment rolls, exclusive of eligible new growth. With certain exceptions, the certified tax rate for the minimum school levy, debt service voted on by the public and certain state and county assessing and collecting levies are the actual levies imposed for such purposes and no hearing is required for these levies.

Among other requirements, on or before July 22 of the year in which such an increase is proposed, the county auditor must mail to all property owners a notice of the public hearing. In most cases, the taxing entity must also advertise the notice of the public hearing by publication in a newspaper. Such notices must state, among other things, the value of the property, the time and place of the public hearing, and the tax impact of the proposed increase.

SOURCES OF GENERAL FUND REVENUES

Set forth below are brief descriptions of the various sources of revenues available to the City’s general fund. The percentage of total general fund revenues represented by each source is based on the City’s audited June 30, 2018 fiscal year period:

General property taxes – Approximately 38% of general fund revenues are from general property taxes.

Sales, use and excise taxes – Approximately 25% of general fund revenues are from sales, use and excise taxes.

Licenses and Permits – Approximately 11% of general fund revenues are from licenses and permits.

Franchise taxes – Approximately 10% of general fund revenues are from franchise taxes.

Interfund service charges – Approximately 4% of general fund revenues are from interfund service charges.

Miscellaneous – Approximately 2% of general fund revenues are from miscellaneous revenues.

Intergovernmental – Approximately 2% of general fund revenues are from other governmental entities.

Charges for Services – Approximately 2% of general fund revenues are from charges for services.

Fines and forfeitures – Approximately 1% of general fund revenues are from fines and forfeitures.

Parking meter – Approximately 1% of general fund revenues are from parking meters.

Parking tickets – Less than 1% of general fund revenues are from parking tickets.

Interest – Less than 1% of general fund revenues are from interest income.

FIVE-YEAR FINANCIAL SUMMARIES

The summaries contained herein were extracted from the City's financial statements for the fiscal years ended June 30, 2014 through June 30, 2018. The summaries are unaudited. See also "APPENDIX A – SALT LAKE CITY CORPORATION FINANCIAL STATEMENTS FOR THE FISCAL YEAR ENDED JUNE 30, 2018."

SALT LAKE CITY CORPORATION, UTAH
STATEMENT OF NET POSITION — GOVERNMENTAL ACTIVITIES
(FISCAL YEARS ENDED JUNE 30)
Unaudited

	FISCAL YEAR ENDED JUNE 30				
	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>
ASSETS:					
Current assets:					
Cash and cash equivalents					
Unrestricted	\$ 136,508,084	\$ 130,570,538	\$ 144,244,008	\$ 128,016,575 ⁽¹⁾	\$ 73,966,245
Restricted.....	45,632,659	51,048,361	47,387,356	60,642,893	101,151,850
Receivables:					
Property, franchise and excise taxes	110,378,720	109,649,106	101,183,986	100,121,103	81,805,446
Assessments.....	1,426,875 ⁽²⁾	4,519,453 ⁽²⁾	4,668,897	2,595,098 ⁽³⁾	2,551,004 ⁽³⁾
Loans and other receivables	15,854,701	14,434,319	14,226,045	9,930,757	15,216,450
Due from other governments.....	606,427	1,215,253	685,229	1,729,533	4,389,607
Other, principally accrued interest	604,183	664,244	869,563	1,700,703	357,293
Prepaid Expenses.....	2,493,423	2,640,895	2,363,622	2,523,993	2,302,322
Inventories	741,940	726,497	689,096	695,405	615,203
Internal balances	<u>7,354,925</u>	<u>7,332,026</u>	<u>5,460,948</u>	<u>3,038,817</u>	<u>3,286,586</u>
Total current assets	<u>321,601,937</u>	<u>337,086,080</u>	<u>323,909,328</u>	<u>310,994,877⁽⁴⁾</u>	<u>285,642,006</u>
Noncurrent assets:					
Restricted cash and cash equivalents.....	27,239	693,089	1,183,951	1,074,935	-
Property and equipment, at cost:					
Land and water rights.....	204,616,025	205,840,121	206,831,004	65,077,179	206,619,773
Infrastructure	318,900,140	296,789,287	294,542,403	429,932,898	285,616,313
Buildings	391,967,029	383,489,329	382,232,503	373,225,399	363,287,624
Improvements other than buildings	98,476,480	50,795,891	50,762,191	48,870,840	48,628,532
Machinery and equipment.....	121,884,657	114,839,558	109,411,267	105,249,654	100,440,157
Construction in progress	44,532,285	99,709,556	83,461,658	81,220,221	57,988,266
Accumulated depreciation.....	<u>(351,033,657)</u>	<u>(331,203,791)</u>	<u>(309,570,259)</u>	<u>(289,299,663)</u>	<u>(264,949,416)</u>
Net property and equipment.....	829,342,959	820,259,951	817,670,767	814,276,528	797,631,249
Investment in joint venture.....	1,048,804	864,755	739,790	557,597	519,492
Net pension asset	<u>5,757,520</u>	<u>35,771</u>	-	-	-
Total noncurrent assets	<u>836,176,522</u>	<u>821,853,566</u>	<u>819,658,066</u>	<u>818,833,177</u>	<u>798,150,741</u>
Total assets.....	<u>\$1,157,778,459</u>	<u>\$1,158,939,605</u>	<u>\$1,143,567,394</u>	<u>\$1,129,828,054</u>	<u>\$1,083,792,747</u>
Deferred Outflows of Resources:					
Deferred gain on the refunding of debt .	-	2,614,501	2,171,010	-	3,698,729
Deferred outflows – Pension	<u>61,495,100</u>	<u>56,504,765</u>	-	-	-
Total deferred outflows	<u>61,495,100</u>	<u>59,119,266</u>	<u>2,171,010</u>	<u>-</u>	<u>3,698,729</u>
Total assets and deferred outflows of resources....	<u>\$1,219,273,559</u>	<u>\$1,218,058,871</u>	<u>\$1,191,148,213</u>	<u>\$1,143,150,626</u>	<u>\$1,087,491,476</u>

(1) The changes in unrestricted and restricted cash and cash equivalents are due, for the most part, to the timing of the release of bond proceeds from restricted accounts until such proceeds are actually spent.

(2) Including \$1,892,192 of delinquent assessments

(3) Including \$384,417 of delinquent assessments

(4) Including \$242,722 of delinquent assessments

(5) Including \$384,417 of delinquent assessments

(6) The increase in current assets is due primarily to an increase in personal property and real property taxes as well as the inclusion of Redevelopment Agency property taxes in the General Fund, as recommended by the State Auditor.

(7) Less accumulated amortization of \$149,072

(8) Less accumulated amortization of \$1,993,802

(Source: Information is taken from the City's audited financial statements. This summary itself has not been audited.)

SALT LAKE CITY CORPORATION, UTAH
STATEMENT OF NET POSITION — GOVERNMENTAL ACTIVITIES
(FISCAL YEARS ENDED JUNE 30)
(continued)
Unaudited

	FISCAL YEAR ENDED JUNE 30				
	2018	2017	2016	2015	2014
LIABILITIES:					
Current liabilities:					
Accounts payable	\$ 9,464,358	\$ 10,479,354	\$ 11,932,267	\$ 12,494,584	\$ 11,375,235
Accrued liabilities	24,413,747	11,844,403	17,527,854	16,358,439	14,681,200
Due to other funds for cash overdraft	-	14,285,147	2,130,578	1,729,533	1,798,254
Current portion of long-term compensated absences	445,411	359,141	2,700,423	2,656,393	2,541,261
Current portion of estimated claims payable	-	2,503,457	-	-	128,037
Current portion of long-term debt:					
Payable from unrestricted assets.....	28,445,083	4,162,343	26,885,166	27,338,678	23,237,990
Other liabilities payable from restricted assets	1,773,111	3,399,134	4,792,821	2,632,770	122,875
Current deposits and advance rentals.....	<u>2,972,167</u>	<u>3,737,924</u>	<u>3,337,915</u>	<u>4,482,055</u>	<u>9,996,217</u>
Total current liabilities.....	<u>65,513,877</u>	<u>50,770,903</u>	<u>69,307,024</u>	<u>67,692,452</u>	<u>63,881,069</u>
Noncurrent liabilities:					
Long-term compensation absences liability	15,524,877	14,265,703	17,470,993	17,407,210	17,209,088
Other post employment benefits	-	-	-	1,150,288	33,369,000
Estimated claims payable	8,755,597	8,708,566	8,367,313	-	5,418,383
Bonds payable	274,161,402	308,816,271	302,213,045	307,133,658	310,655,344
Notes payable	-	10,877,434	-	22,453,000	22,919,856
Net pension liability.....	100,432,991	121,947,164	112,772,564	88,201,322	-
Notes payable from restricted assets.....	<u>9,513,211</u>	<u>10,877,434</u>	<u>12,177,209</u>	-	-
Total noncurrent liabilities.....	<u>408,388,078</u>	<u>464,615,138</u>	<u>453,001,124</u>	<u>436,345,478</u>	<u>389,571,671</u>
Total liabilities	<u>475,901,955</u>	<u>515,386,041</u>	<u>522,308,148</u>	<u>504,037,930</u>	<u>453,452,740</u>
Deferred Inflows of Resources:					
Unavailable property tax revenues.....	95,222,510	97,560,814	90,320,161	85,539,630	69,347,133
Unavailable grant revenue.....	1,187,321	-	-	-	154,615
Deferred Inflows-Pension.....	<u>49,737,469</u>	<u>17,312,004</u>	<u>12,976,538</u>	<u>13,793,934</u>	-
Total deferred inflows.....	<u>146,147,300</u>	<u>114,872,818</u>	<u>103,296,699</u>	<u>99,333,564</u>	<u>69,501,748</u>
NET POSITION:					
Net investment in capital assets	642,013,234	621,193,874	601,185,318	504,457,177	529,133,876
Restricted for:					
Debt service.....	17,400,982	1,828,871	1,975,291	4,676,505	4,726,742
Capital projects	39,969,704	44,152,125	59,089,891	68,887,524	27,943,291
Unrestricted	<u>(102,159,615)</u>	<u>(79,374,858)</u>	<u>(96,707,134)</u>	<u>(38,242,074)</u>	<u>2,733,079</u>
Total net position	<u>597,224,232</u>	<u>587,800,012</u>	<u>565,543,366</u>	<u>539,779,132</u>	<u>564,536,988</u>
Total liabilities and net position..	<u>\$1,219,273,559</u>	<u>\$1,218,058,871</u>	<u>\$1,191,148,213</u>	<u>\$1,143,150,626</u>	<u>\$1,087,491,476</u>

(Source: Information is taken from the City's audited financial statements. This summary itself has not been audited.)

SALT LAKE CITY CORPORATION, UTAH
BALANCE SHEET — GOVERNMENTAL FUNDS — GENERAL FUND
(FISCAL YEARS ENDED JUNE 30)
Unaudited

ASSETS AND OTHER DEBITS	2018	2017	2016	2015	2014
Assets:					
Cash and cash equivalents	\$ 49,206,396	\$ 42,329,297	\$ 41,201,923	\$ 42,429,252	\$ 32,947,289
Receivables:					
Property, franchise and excise	109,657,724	109,140,970	108,976,077	99,626,134	81,319,861
Accounts Receivable	754,799	1,529,553	-	-	-
Taxes Receivable	7,282,610	7,687,027	-	-	-
Current portion of loans receivables	719,155	143,258	2,895,090	7,845,359	10,592,327
Due from other governments	-	-	-	-	-
Other, principally accrued interest	4,048	3,948	-	-	1,199,647
Restricted Assets:					
Cash and cash equivalents	-	<u>457,090</u>	<u>1,436,374</u>	<u>802,540</u>	<u>664,176</u>
Total Assets and Other Debits			<u>\$154,509,464</u>	<u>\$150,703,285</u>	<u>\$126,723,300</u>
LIABILITIES AND FUND BALANCE					
Liabilities:					
Accounts payable	\$ 3,947,162	\$ 3,834,497	\$ 3,745,483	\$ 3,335,717	\$ 3,855,796
Accrued liabilities	10,428,440	8,892,089	14,743,977	13,008,109	11,955,452
Due to other funds for cash overdraft	2,033,955	-	-	-	-
Current deposits and advance rentals	1,823,210	2,702,137	2,429,943	1,698,769	1,564,396
Current portion of long-term comp. abs.	179,411	58,476	2,326,249	2,220,343	2,120,952
Delayed Revenue Recognition	-	-	-	<u>2,080,744</u>	<u>4,284,464</u>
Total liabilities	<u>18,412,178</u>	<u>15,487,199</u>	<u>23,245,652</u>	<u>22,343,682</u>	<u>23,781,060</u>
DEFERRED INFLOWS OF RESOURCES					
Receivables not meeting available criterion	<u>95,217,010</u>	<u>97,200,765</u>	<u>90,171,915</u>	<u>85,386,474</u>	<u>69,347,133</u>
Total deferred inflows	<u>95,217,010</u>	<u>97,200,765</u>	<u>90,171,915</u>	<u>85,386,474</u>	<u>69,347,133</u>
Fund Balances:					
Nonspendable	10,865,289	11,427,654	10,936,767	6,847,368	3,156,470
Assigned	8,731,775	7,298,041	7,098,940	6,691,399	3,789,277
Unassigned	<u>36,507,205</u>	<u>31,945,300</u>	<u>23,056,190</u>	<u>29,434,362</u>	<u>26,649,360</u>
Total fund balances	<u>56,104,269</u>	<u>50,670,995</u>	<u>41,091,897</u>	<u>42,973,129</u>	<u>33,595,107</u>
Total Liabilities and Fund Balances	<u>\$169,733,457</u>	<u>\$163,358,959</u>	<u>\$154,509,464</u>	<u>\$150,703,285</u>	<u>\$126,723,300</u>

(Source: The City's Comprehensive Annual Financial Report for the indicated years. The summary above has not been audited.)

SALT LAKE CITY CORPORATION, UTAH
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE — GENERAL FUND
(FISCAL YEARS ENDED JUNE 30)
Unaudited

Revenues And Expenditures	2018	2017	2016	2015	2014
Revenues:					
General property tax	\$101,731,444	\$100,322,860	\$ 96,359,007	\$ 79,844,217	\$ 77,407,225
Sales, use and excise taxes	67,940,454	62,776,248	59,927,247	57,873,243	55,380,938
Franchise taxes	27,286,331	28,418,423	27,972,665	28,132,535	27,881,251
Licenses	15,592,788	15,194,896	14,414,308	12,933,000	12,238,009
Permits	15,015,980	19,792,317	14,274,844	11,338,531	9,320,153
Fines and forfeitures	3,457,569	3,524,067	3,632,916	4,806,599	4,993,420
Interest	2,263,772	805,997	1,000,100	677,898	950,690
Intergovernmental	5,791,774	6,855,998	5,453,584	5,325,014	5,207,625
Interfund service charges	11,413,982	11,450,521	11,051,279	10,372,337	10,070,874
Parking meter collections	3,404,582	3,463,592	3,324,616	3,294,774	3,220,203
Parking tickets	2,110,245	3,204,769	2,844,690	2,876,299	2,128,736
Charges for services	4,755,198	4,323,241	4,063,532	4,800,655	4,820,246
Rental and other income	916,512	1,035,637	887,017		
Contributions	-	-	-	24,323	24,894
Miscellaneous	<u>6,025,249</u>	<u>5,398,235</u>	<u>5,295,397</u>	<u>6,218,029</u>	<u>5,076,269</u>
Total Revenues	<u>267,705,880</u>	<u>266,566,801</u>	<u>250,501,202</u>	<u>228,517,454</u>	<u>218,720,533</u>
Expenditures:					
City Council	3,137,125	3,201,795	2,721,621	2,426,454	2,299,541
Mayor	2,856,010	2,752,337	2,456,932	2,635,082	2,515,823
City Attorney	5,896,933	5,549,139	5,442,492	5,324,431	5,615,937
Finance	6,758,236	6,645,796	6,355,798	6,061,407	6,813,243
Fire	39,165,845	38,251,674	38,203,990	37,049,088	35,507,507
Combined Emergency Services	7,377,133	6,861,592	6,919,161	6,394,929	6,269,384
Police	66,609,711	64,158,367	60,822,121	57,719,656	55,352,429
Housing & Neighborhood Development	21,409,611	19,903,151	21,240,753	19,468,686	17,582,028
Economic Development	1,650,691	1,190,020	-	-	-
Justice Court	4,276,010	4,183,738	4,024,112	3,892,584	3,790,482
Human Resources	2,524,603	2,330,599	2,165,444	2,090,499	1,994,718
Public Services	42,344,796	41,871,303	39,890,516	37,012,824	33,469,895
Nondepartmental	27,602,288	26,450,242	27,761,151	23,547,487	23,207,263
Interest and other fiscal charges	<u>583,117</u>	<u>371,509</u>	<u>321,134</u>	<u>219,320</u>	<u>-</u>
Total Expenditures	<u>232,192,109</u>	<u>223,721,262</u>	<u>218,325,225</u>	<u>203,842,447</u>	<u>194,418,250</u>
Revenues Over (Under) Expenditures	<u>35,513,771</u>	<u>42,845,539</u>	<u>32,175,977</u>	<u>24,675,007</u>	<u>24,302,283</u>
Other Financing Sources (Uses):					
Proceeds from sale of property	9,756	47,703	353,121	405,393	436,357
Transfers in	8,345,810	7,307,161	5,393,054	7,867,962	5,599,921
Transfers out	<u>(38,436,009)</u>	<u>(40,621,305)</u>	<u>(39,803,384)</u>	<u>(23,570,340)</u>	<u>(23,864,327)</u>
Total Other Financing Sources (Uses)	<u>(30,080,533)</u>	<u>(33,266,441)</u>	<u>(34,057,209)</u>	<u>(15,296,985)</u>	<u>(17,828,409)</u>
Net Change in Fund Balances	5,433,238	9,579,098	(1,881,232)	9,378,022	6,474,234
Fund Balance Prior Year (July 1)	<u>50,670,995</u>	<u>41,091,897</u>	<u>42,973,129</u>	<u>33,595,107</u>	<u>27,120,873</u>
Fund Balance Year End (June 30)	<u><u>\$56,104,269</u></u>	<u><u>\$50,670,995</u></u>	<u><u>\$41,091,897</u></u>	<u><u>\$42,973,129</u></u>	<u><u>\$33,595,107</u></u>

(Source: The City's Comprehensive Annual Financial Report for the indicated years. This summary has not been audited.)

HISTORICAL CITY TAX RATES

PURPOSE	TAX RATE				
	2018	2017	2016	2015	2014
General Purposes	0.003236	0.003482	0.003617	0.003861	0.003787
Interest & Sinking Fund	0.000692	0.000772	0.000910	0.000989	0.001066
Library	0.000766	0.000834	0.000705	0.000747	0.000782
Judgment Recovery	<u>0.000049</u>	<u>0.000032</u>	<u>0.000030</u>	<u>0.000014</u>	<u>0.000040</u>
Total Levy	0.004743	0.005120	0.005262	0.005611	0.005675

COMPARATIVE PROPERTY TAX RATES WITHIN SALT LAKE COUNTY

Tax Levying Entity	TAX RATE				
	2018	2017	2016	2015	2014
Alta Town	0.001231	0.00163	0.001153	0.001204	0.001200
Bluffdale City	0.001442	0.001751	0.001218	0.001309	0.001419
Cottonwood Heights City	0.002088	0.001961	0.002064	0.002239	0.002386
Draper City	0.001352	0.001460	0.001560	0.001701	0.001791
Herriman City	0.000307	0.000326	0.000342	0.000361	0.000384
Holladay (City of)	0.001311	0.001380	0.001420	0.001528	0.001596
Midvale City	0.001166	0.001309	0.001398	0.000609	0.000623
Millcreek City	0.002012	0.000068	-	-	-
Murray City	0.002383	0.001759	0.001892	0.002049	0.002156
Riverton City	0.000000	0.000000	0.000000	0.000000	0.000000
Salt Lake City	0.003977	0.004286	0.005262	0.005611	0.005675
Sandy City	0.001144	0.001229	0.001321	0.001426	0.001413
South Jordan City	0.001880	0.001900	0.001951	0.002082	0.002210
South Salt Lake City	0.001878	0.002032	0.002303	0.002454	0.002572
Taylorsville (City of)	0.001003	0.001090	0.001165	0.001250	0.001294
West Jordan City	0.002132	0.001975	0.002139	0.002251	0.002368
West Valley City	0.003706	0.004151	0.004233	0.004199	0.004381

(Source: Property Tax Division, Utah State Tax Commission.)

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TAXABLE AND FAIR MARKET VALUE OF PROPERTY

SALT LAKE CITY, UTAH

Excluding Fee-In-Lieu/Age Based Valuation

YEAR	TAXABLE VALUE ⁽¹⁾	% CHANGE OVER PRIOR YEAR	FAIR MARKET VALUE ⁽²⁾	% CHANGE OVER PRIOR YEAR
2018	\$	%	\$	%
2017	25,664,463,461	7.24	33,819,886,283	7.75
2016	23,932,707,816	10.07	31,386,040,131	9.76
2015	21,743,420,020	5.70	28,594,182,234	6.02
2014	20,570,127,590	6.85	26,971,066,587	6.54
2013	19,251,047,850	5.59	25,316,280,083	5.14

Including Fee-In-Lieu/Age Based Valuation

YEAR	TAXABLE VALUE ⁽¹⁾	% CHANGE OVER PRIOR YEAR	FAIR MARKET VALUE ⁽²⁾	% CHANGE OVER PRIOR YEAR
2018	\$	%	\$	%
2017	25,953,591,266	7.17	34,109,014,088	7.70
2016	24,217,702,072	9.94	31,671,034,387	9.71
2015	22,028,209,957	5.54	28,869,216,966	5.85
2014	20,871,553,904	6.83	27,272,492,901	6.52
2013	19,537,675,384	5.55	25,602,907,617	5.11

(1) Source: Property Tax Division, Utah State Tax Commission.

(2) Estimated fair market value has been calculated by dividing the taxable value of primary residential property by .55, which eliminates the 45% exemption on primary residential property granted under the Property Tax Act. See "FINANCIAL INFORMATION REGARDING SALT LAKE CITY, UTAH — Property Tax Matters."

See "FINANCIAL INFORMATION REGARDING SALT LAKE CITY, UTAH — Historical Summaries of Taxable Values of Property."

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HISTORICAL SUMMARIES OF TAXABLE VALUES OF PROPERTY

SALT LAKE CITY, UTAH
 HISTORICAL SUMMARIES OF TAXABLE VALUES OF PROPERTY
 TAX CALENDAR YEARS 2014 THROUGH 2018

	2018		2017		2016		2015		2014	
	TAXABLE VALUE	% OF T.V.	TAXABLE VALUE	TAXABLE VALUE	TAXABLE VALUE	TAXABLE VALUE	TAXABLE VALUE	TAXABLE VALUE	TAXABLE VALUE	TAXABLE VALUE
<i>Set by State Tax Commission— Centrally Assessed</i>										
Total centrally assessed.....			\$ 1,903,990,023	\$ 2,042,492,033	\$ 1,618,052,878	\$ 1,610,083,284				
<i>Set by County Assessor—Locally Assessed</i>										
Real property:										
Primary residential.....			9,964,627,562	9,106,379,868	7,142,953,245	7,204,572,132				
Secondary residential.....			194,075,460	191,802,790	180,928,160	176,730,700				
Commercial and industrial.....			11,101,906,410	10,168,116,640	7,607,614,630	7,341,913,730				
Unimproved Non-FAA-Vacant ..			1,984,120	1,286,100	944,740	945,030				
Agricultural.....			<u>119,640</u>	<u>132,660</u>	<u>58,730</u>	<u>62,270</u>				
Total real property.....			<u>21,262,713,192</u>	<u>19,467,718,058</u>	<u>14,932,499,505</u>	<u>14,724,223,862</u>				
Personal property:										
Primary mobile homes.....			3,111,443	3,248,517	3,745,243	3,709,447				
Secondary mobile homes.....			6,013,731	5,638,833	5,256,207	6,782,678				
Other business personal property			2,487,439,219	2,411,004,064	1,671,214,675	1,716,215,584				
SCME ⁽¹⁾			<u>1,195,853</u>	<u>2,606,311</u>	<u>303,776</u>	<u>0</u>				
Total personal property.....			<u>2,497,760,246</u>	<u>2,422,497,725</u>	<u>1,680,519,901</u>	<u>1,726,707,709</u>				
Fee in lieu/age based property ⁽²⁾			<u>289,127,805</u>	<u>284,994,255</u>	<u>279,927,817</u>	<u>871,616,151</u>				
Total locally assessed.....			<u>24,049,601,243</u>	<u>22,175,210,039</u>	<u>16,892,947,223</u>	<u>17,322,547,722</u>				
Total taxable value.....			<u>25,953,591,266</u>	<u>\$24,217,702,072</u>	<u>\$18,511,000,101</u>	<u>\$18,932,631,006</u>				
Total taxable value (less fee in lieu/age based property)..			<u>\$25,664,436,461</u>	<u>\$23,932,707,816</u>	<u>\$18,231,072,284</u>	<u>\$18,061,014,855</u>				

(1) Semiconductor Manufacturing Equipment.

(2) See "FINANCIAL INFORMATION REGARDING SALT LAKE CITY, UTAH — Property Tax Matters."

(Source: Property Tax Division, Utah State Tax Commission.)

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TAX COLLECTION RECORD

FISCAL YEAR ENDED JUNE 30	TOTAL TAX LEVY FOR FISCAL YEAR (\$000)	COLLECTED WITHIN THE FISCAL YEAR OF THE LEVY ⁽¹⁾		COLLECTION IN SUBSEQUENT YEARS (\$000)	TOTAL COLLECTIONS TO DATE	
		AMOUNT (\$000)	PERCENTAGE OF LEVY		AMOUNT (\$000)	PERCENTAGE OF LEVY
2018	\$95,092	\$93,960	98.8%	\$ -	\$93,960	98.8%
2017	96,337	95,410	99.0	507	95,917	99.6
2016	92,356	91,429	99.0	485	91,914	99.5
2015	75,914	74,933	98.7	521	75,454	99.4
2014	72,612	71,497	98.5	840	72,337	99.6

(1) Payments are not considered delinquent until after November 30.

SOME OF THE LARGEST TAXPAYERS IN THE CITY

TAXPAYER	TYPE OF BUSINESS	2017 TAXABLE VALUE(1)	% OF THE CITY'S 2017 TAXABLE VALUE
LDS Church (Property Reserve, City Creek Reserve, Deseret Title)	Real Estate Holding	\$ 854,842,254	4.66%
PacifiCorp	Electric Utility	459,781,861	1.97
Wasatch Plaza Holding	Real Estate Holding	200,276,700	0.86
Delta Airlines	Air Transportation	198,252,150	0.85
KBSIII 222 Main LLC	Real Estate Holding	170,984,100	0.73
Questar Gas	Natural Gas	161,079,634	0.69
Sky West Airlines	Air Transportation	154,160,573	0.66
HCPI/Utah II	Healthcare research and investments	107,639,700	0.46
Boyer Block 57 Associates	Real Estate Holding	100,537,600	0.43
Century Link (formerly Qwest)	Communication	<u>94,757,443</u>	0.41
		<u>\$2,502,312,015</u>	

(1) Taxable Value used in this table *excludes* all tax equivalent property associated with motor vehicles, watercraft, recreational vehicles, and all other tangible personal property required to be registered with the State. See "FINANCIAL INFORMATION REGARDING SALT LAKE CITY, UTAH — Taxable and Fair Market Value of Property."

(Source: Salt Lake City Corporation Comprehensive Annual Financial Report for the year ended June 30, 2018.)

RECENT DEVELOPMENTS { TO BE UPDATED BY CITY. }

The City ended fiscal year 2018 \$[3.9] million under budget for expenses in the General Fund. A significant portion of the savings stemmed from lower than expected personnel costs.

Overall revenue received in fiscal year 2019 is projected to be \$[4.0] million over budget. Property tax revenues are expected to be higher than budgeted due to an increase in personal property tax collections of \$1.4 million and real property tax collections of \$1.0 million. Sales tax revenues were approximately \$2.0 million over budget. Over the past few years, the City has experienced increasing sales tax collections and stable property tax revenues. Fund balance for the end of fiscal year 2017 was \$41 million or 16% of total revenues for the year. The City Council

and administration have an internal goal to keep the fund balance above 10% of total revenue for each fiscal year. In fiscal year 2016 the total General Fund Balance was \$41,091,897 and a conservative fund balance estimate for fiscal year 2017 should be about \$41,600,000.

The fiscal year 2018 budget grew by approximately 4.5% (or \$12 million) as compared to the previous year. Employee related costs increased about \$5 million and a cost of living increased between 1-2% for all city employees. Fiscal year-to-date, overall revenues are tracking slightly above budget.

TAX TREATMENT

Federal tax law contains a number of requirements and restrictions which apply to the Bonds, including investment restrictions, periodic payments of arbitrage profits to the United States, requirements regarding the proper use of bond proceeds and the facilities financed therewith, and certain other matters. The City has covenanted to comply with all requirements that must be satisfied in order for the interest on the Bonds to be excludable from gross income for federal income tax purposes. Failure to comply with certain of such covenants could cause interest on the Bonds to become includable in gross income for federal income tax purposes retroactively to the date of issuance of the Bonds.

Subject to the City's compliance with the above-referenced covenants, under present law, in the opinion of Bond Counsel, interest on the Bonds is excludable from the gross income of the owners thereof for federal income tax purposes and is not included as an item of tax preference in computing the federal alternative minimum tax for individuals under the Internal Revenue Code of 1986, as amended (the "*Code*").

In rendering its opinion, Bond Counsel will rely upon certifications of the City with respect to certain material facts within the City's knowledge. Bond Counsel's opinion represents its legal judgment based upon its review of the law and the facts that it deems relevant to render such opinion and is not a guarantee of a result.

Ownership of the Bonds may result in collateral federal income tax consequences to certain taxpayers, including, without limitation, corporations subject to the branch profits tax, financial institutions, certain insurance companies, certain S corporations, individual recipients of Social Security or Railroad Retirement benefits and taxpayers who may be deemed to have incurred (or continued) indebtedness to purchase or carry tax-exempt obligations. Prospective purchasers of the Bonds should consult their tax advisors as to applicability of any such collateral consequences.

The issue price for original issue discount (as further discussed below) and market discount purposes (the "*OID Issue Price*") for each maturity of the Bonds is the price at which a substantial amount of such maturity of the Bonds is first sold to the public (excluding bond houses and brokers and similar persons or organizations acting in the capacity of underwriters, placement agents or wholesalers). The *OID Issue Price* of a maturity of the Bonds may be different from the price set forth, or the price corresponding to the yield set forth, on the inside cover page hereof.

If the OID Issue Price of a maturity of the Bonds is less than the principal amount payable at maturity, the difference between the OID Issue Price of each maturity, if any, of the Bonds (the “*OID Bonds*”) and the principal amount payable at maturity is original issue discount.

For an investor who purchases an OID Bond in the initial public offering at the Issue Price for such maturity and who holds such OID Bond to its stated maturity, subject to the condition that the City complies with the covenants discussed above, (a) the full amount of original issue discount with respect to such OID Bond constitutes interest which is excludable from the gross income of the owner thereof for federal income tax purposes; (b) such owner will not realize taxable capital gain or market discount upon payment of such OID Bond at its stated maturity; (c) such original issue discount is not included as an item of tax preference in computing the alternative minimum tax for individuals under the Code and (d) the accretion of original issue discount in each year may result in certain other collateral federal income tax consequences in each year even though a corresponding cash payment may not be received until a later year. Owners of OID Bonds should consult their own tax advisors with respect to the state and local tax consequences of original issue discount on such OID Bonds.

Owners of the Bonds who dispose of Bonds prior to the stated maturity (whether by sale, redemption or otherwise), purchase Bonds in the initial public offering, but at a price different from the OID Issue Price or purchase Bonds subsequent to the initial public offering should consult their own tax advisors.

If a Bond is purchased at any time for a price that is less than the Bond’s stated redemption price at maturity or, in the case of an OID Bond, its OID Issue Price plus accreted original issue discount (the “*Revised Issue Price*”), the purchaser will be treated as having purchased a Bond with market discount subject to the market discount rules of the Code (unless a statutory *de minimis* rule applies). Accrued market discount is treated as taxable ordinary income and is recognized when a Bond is disposed of (to the extent such accrued discount does not exceed gain realized) or, at the purchaser’s election, as it accrues. Such treatment would apply to any purchaser who purchases an OID Bond for a price that is less than its Revised Issue Price. The applicability of the market discount rules may adversely affect the liquidity or secondary market price of such Bond. Purchasers should consult their own tax advisors regarding the potential implications of market discount with respect to the Bonds.

An investor may purchase a Bond at a price in excess of its stated principal amount. Such excess is characterized for federal income tax purposes as “bond premium” and must be amortized by an investor on a constant yield basis over the remaining term of the Bond in a manner that takes into account potential call dates and call prices. An investor cannot deduct amortized bond premium relating to a tax-exempt bond. The amortized bond premium is treated as a reduction in the tax-exempt interest received. As bond premium is amortized, it reduces the investor’s basis in the Bond. Investors who purchase a Bond at a premium should consult their own tax advisors regarding the amortization of bond premium and its effect on the Bond’s basis for purposes of computing gain or loss in connection with the sale, exchange, redemption or early retirement of the Bond.

There are or may be pending in the Congress of the United States legislative proposals, including some that carry retroactive effective dates, that, if enacted, could alter or amend the federal tax matters referred to above or adversely affect the market value of the Bonds. It cannot be predicted whether or in what form any such proposal might be enacted or whether, if enacted, it would apply to bonds issued prior to enactment. Prospective purchasers of the Bonds should consult their own tax advisors regarding any pending or proposed federal tax legislation. Bond Counsel expresses no opinion regarding any pending or proposed federal tax legislation.

The Internal Revenue Service (the “*Service*”) has an ongoing program of auditing tax-exempt obligations to determine whether, in the view of the Service, interest on such tax-exempt obligations is includable in the gross income of the owners thereof for federal income tax purposes. It cannot be predicted whether or not the Service will commence an audit of the Bonds. If an audit is commenced, under current procedures the Service may treat the City as a taxpayer and the Bondholders may have no right to participate in such procedure. The commencement of an audit could adversely affect the market value and liquidity of the Bonds until the audit is concluded, regardless of the ultimate outcome.

Payments of interest on, and proceeds of the sale, redemption or maturity of, tax-exempt obligations, including the Bonds, are in certain cases required to be reported to the Service. Additionally, backup withholding may apply to any such payments to any Bond owner who fails to provide an accurate Form W-9 Request for Taxpayer Identification Number and Certification, or a substantially identical form, or to any Bond owner who is notified by the Service of a failure to report any interest or dividends required to be shown on federal income tax returns. The reporting and backup withholding requirements do not affect the excludability of such interest from gross income for federal tax purposes.

The Bonds are treated as issued in 2009 or 2010 for purposes of Section 265(b)(7) of the Code relating to interest expense deductibility for financial institutions. The treatment of interest expense for financial institutions owning the Bonds may be more favorable than the treatment provided to owners of new money tax-exempt bonds issued after December 31, 2010 or before January 1, 2009, but may be less favorable than treatment provided to owners of bank qualified bonds. Financial institutions should consult their tax advisors concerning such treatment.

UTAH INCOME TAXATION

In the opinion of Bond Counsel, under the existing laws of the State of Utah, as presently enacted and construed, interest on the Bonds is exempt from taxes imposed by the Utah Individual Income Tax Act. Bond Counsel expresses no opinion with respect to any other taxes imposed by the State or any political subdivision thereof. Ownership of the Bonds may result in other state and local tax consequences to certain taxpayers. Bond Counsel expresses no opinion regarding any such collateral consequences arising with respect to the Bonds. Prospective purchasers of the Bonds should consult their tax advisors regarding the applicability of any such state and local taxes.

LITIGATION

The City Attorney reports the following matters involving potential financial liability of the City:

Lawsuits are periodically filed against the City and/or its employees, involving tort and civil rights matters. The City has a statutory obligation to defend and indemnify its officers and employees in relation to lawsuits arising from acts or failures to act of the officers or employees while in the scope and course of employment.

The City maintains a governmental immunity fund for claims against the City. In the event the fund is not sufficient to pay any outstanding judgment or judgments, the City has the ability under State law to levy a limited ad valorem tax to pay such judgments. This tax levy is separate and apart from the other taxing powers of the City.

The City also has contract claims, condemnation proceedings and environmental matters, none of which is expected to materially adversely affect the City's financial condition.

CONTINUING DISCLOSURE

The City will enter into a Continuing Disclosure Agreement (the "*Agreement*"), in substantially the form attached hereto as APPENDIX B, for the benefit of the beneficial owners of the Bonds to send certain information annually and to provide notice of certain events to the Municipal Securities Rulemaking Board pursuant to the requirements of Section (b)(5) of Rule 15c2-12 (the "*Rule*") adopted by the Securities and Exchange Commission (the "*Commission*") under the Securities Exchange Act of 1934.

The City has entered into a number of continuing disclosure undertakings pursuant to the Rule with respect to the bonds it has issued and has contracted with a number of dissemination agents to file annual information and notices of certain events on behalf of the City. In the previous five years the City provided its annual financial information and audited financial statements to the applicable dissemination agent in advance of the deadline specified in the applicable continuing disclosure undertaking. Dissemination agents for certain of the City's bonds filed such information late; however, except for a few instances the information was filed within 30 days of the deadline. The instances in which the information was filed multiple months later were due to technical failures by the applicable dissemination agent to link the information to some of the CUSIP numbers associated with the City's bonds. Additionally, with respect to certain water and sewer bonds, during the previous five years the City filed the audited financial statements of the City's utilities system, but did not include the audited financial statements of the City. Corrective filings have been made and the City has taken steps to ensure that in the future the City's audited financial statements will be filed for such water and sewer revenue bonds as required.

The City has adopted continuing disclosure policies and procedures to help ensure compliance with its continuing disclosure undertakings.

A failure by the City to comply with the Agreement will not constitute a default under the Resolution and beneficial owners of the Bonds are limited to the remedies described in the Agreement. A failure by the City to comply with the Agreement must be reported in accordance with the Rule and must be considered by any broker, dealer or municipal securities dealer before recommending the purchase or sale of the Bonds in the secondary market. Consequently, such a failure may adversely affect the transferability and liquidity of the Bonds and their market price. See “FORM OF CONTINUING DISCLOSURE AGREEMENT” attached hereto as APPENDIX B for the information to be provided, the events which will be noticed on an occurrence basis and the other terms of the Agreement, including termination, amendment and remedies.

APPROVAL OF LEGAL PROCEEDINGS

The authorization and issuance of the Bonds are subject to the approval of Chapman and Cutler LLP, Bond Counsel to the City. Certain legal matters will be passed upon for the City by the Acting City Attorney and by Chapman and Cutler LLP, as the City’s Disclosure Counsel. The approving opinion of Bond Counsel will be delivered with the Bonds in substantially the form set forth in APPENDIX C of this Official Statement and will be made available upon request from the contact persons as indicated under “INTRODUCTION — Contact Persons.”

The various legal opinions to be delivered concurrently with the delivery of the Bonds express the professional judgment of the attorneys rendering the opinions as to the legal issues explicitly addressed therein. By rendering a legal opinion, the opinion giver does not become an insurer or guarantor of that expression of professional judgment, of the transaction opined upon, or of the future performance of parties to the transaction. Nor does the rendering of an opinion guarantee the outcome of any legal dispute that may arise out of the transaction.

BOND RATINGS

As of the date of this Official Statement, the Bonds have been rated “____” by Moody’s Investors Service, Inc.

Any explanation of the significance of the ratings may only be obtained from the rating service furnishing the same. There is no assurance that the ratings given will be maintained for any period of time or that the ratings will not be revised downward or withdrawn entirely by the rating agency if, in its judgment, circumstances so warrant. Any such downward revision or withdrawal of such ratings may have an adverse effect on the market price of the Bonds.

MUNICIPAL ADVISOR

The City has entered into an agreement with George K. Baum & Company (the “*Municipal Advisor*”), whereunder the Municipal Advisor provides financial recommendations and guidance to the City with respect to preparation for sale of the Bonds, timing of the sale, tax-exempt bond market conditions, costs of issuance and other factors related to the sale of the Bonds. The Municipal Advisor has participated in the preparation of and provided information for certain portions of the Official Statement, but has not audited, authenticated or otherwise verified the

information set forth in the Official Statement, or any other related information available to the City, with respect to accuracy and completeness of disclosure of such information, and the Municipal Advisor makes no guaranty, warranty or other representation respecting accuracy and completeness of the Official Statement or any other matter related to the Official Statement.

INDEPENDENT AUDITORS

The basic financial statements of Salt Lake City Corporation as of and for the Year Ended June 30, 2018 included in APPENDIX A to this Official Statement, have been audited by Eide Bailly, independent auditors, as stated in their report appearing herein.

MISCELLANEOUS

All quotations contained herein from and summaries and explanations of the State Constitution, statutes, programs and laws of the State, court decisions and the Resolution, do not purport to be complete, and reference is made to the State Constitution, statutes, programs, laws, court decisions and the Resolution for full and complete statements of their respective provisions.

Any statements in this Official Statement involving matters of opinion, whether or not expressly so stated, are intended as such and not as representation of fact.

The appendices attached hereto are an integral part of this Official Statement and should be read in conjunction with the foregoing material.

This Preliminary Official Statement is in form deemed final for purposes of paragraph (b)(1) of Rule 15c2-12 of the Securities and Exchange Commission.

This Official Statement and its distribution and use have been duly authorized by the City.

SALT LAKE CITY, UTAH

By: _____
Mayor

APPENDIX A

**SALT LAKE CITY CORPORATION FINANCIAL STATEMENTS
FOR THE FISCAL YEAR ENDED JUNE 30, 2018**

APPENDIX B

FORM OF CONTINUING DISCLOSURE AGREEMENT

APPENDIX C

PROPOSED FORM OF OPINION OF BOND COUNSEL

PRELIMINARY OFFICIAL STATEMENT

\$ _____ *

SALT LAKE CITY, UTAH

GENERAL OBLIGATION [ROAD] AND REFUNDING BONDS SERIES 2019

On Tuesday, October 8, 2019, up to [9:30:00] a.m., Mountain Daylight Time, Salt Lake City, Utah (the “City”), will receive electronic bids via the PARITY® electronic bid submission system. See the “OFFICIAL NOTICE OF BOND SALE — Procedures Regarding Electronic Bidding.”

The Bonds will be awarded to the successful bidder(s) by a designated officer of the City by 6:00 p.m., Mountain Daylight Time, on Tuesday, October 8, 2019.

The City has deemed this Preliminary Official Statement final as of the date hereof, for purposes of paragraph (b)(1) of Rule 15c2-12 of the Securities and Exchange Commission, subject to completion with certain information to be established at the time of sale of the Bonds as permitted by the Rule.

For copies of the Official Notice of Bond Sale, the Preliminary Official Statement, and other related information with respect to the Bonds, contact the Municipal Advisor:

GEORGE K. BAUM & COMPANY
15 West South Temple, Suite 1090
Salt Lake City, Utah 84101
Telephone: (801) 538-0351
Fax: (801) 538-0354
E-Mail: reade@gkbaum.com

This Preliminary Official Statement is dated _____, 2019, and the information contained herein speaks only as of that date.

* Preliminary; subject to change.

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OFFICIAL NOTICE OF BOND SALE
AND
PRELIMINARY OFFICIAL STATEMENT

\$ _____ *

SALT LAKE CITY, UTAH

GENERAL OBLIGATION [ROAD]
AND REFUNDING BONDS
SERIES 2019

Electronic bids will be received up to [9:30:00] a.m., Mountain Daylight Time, via the PARITY® electronic bid submission system, on Tuesday, October 8, 2019.

* Preliminary; subject to change

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OFFICIAL NOTICE OF BOND SALE

(Bond Sale To Be Conducted Electronically)

\$ _____ *

SALT LAKE CITY, UTAH
GENERAL OBLIGATION [ROAD] AND REFUNDING BONDS
SERIES 2019

Bids will be received electronically (as described under “PROCEDURES REGARDING ELECTRONIC BIDDING” below) by the City Treasurer (the “*City Treasurer*”) of Salt Lake City, Utah (the “*City*”), via the PARITY® electronic bid submission system (“*PARITY®*”), at [9:30:00] a.m., Mountain Daylight Time, on Tuesday, October 8, 2019, for the purchase (all or none) of the City’s \$ _____* aggregate principal amount of General Obligation [Road] and Refunding Bonds, Series 2019 (the “*Bonds*”). Pursuant to a resolution of the City Council of the City (the “*City Council*”) adopted on August 6, 2019 (the “*Resolution*”), the City Council authorized various City officials and members of the City Council, as designated officers of the City (the “*Designated Officers*”), to review and consider the bids on Tuesday, October 8, 2019.

DESCRIPTION OF BONDS: The Bonds will be dated as of the date of issuance and delivery¹ thereof, will be issuable only as fully-registered bonds in book-entry form, will be issued in denominations of \$5,000 or any whole multiple thereof, not exceeding the amount of each maturity, and will mature on June 15 of each of the years and in the principal amounts as follows:

<u>JUNE 15</u> <u>YEAR</u>	<u>PRINCIPAL</u> <u>AMOUNT*</u>	<u>JUNE 15</u> <u>YEAR</u>	<u>PRINCIPAL</u> <u>AMOUNT*</u>
	\$		\$

* Preliminary; subject to change. See caption “ADJUSTMENT OF PRINCIPAL AMOUNT OF THE BONDS” in this Official Notice of Bond Sale

¹ The anticipated date of delivery of the Bonds is October 23, 2019.

ADJUSTMENT OF PRINCIPAL AMOUNT OF THE BONDS: A portion of the Bonds will be used to refund prior to their stated maturity \$_____ * of the City's currently outstanding General Obligation Refunding Bonds, Series 2017A. The Designated Officers may adjust the aggregate principal amount of the Bonds by an amount that the City does not expect to exceed \$_____ in order to properly size the issue, consistent with then-current market conditions and applicable federal arbitrage regulations. If the Designated Officers elect to make such an adjustment, the amount of such adjustment will be allocated to increase or decrease the principal amount of the Bonds maturing on one or more of the above-designated maturity dates for the Bonds, all as determined by the Designated Officers, with the advice of George K. Baum & Company, the Municipal Advisor to the City (the "*Municipal Advisor*"). The Designated Officers expect to advise the successful bidder as soon as possible, but no later than 2:00 p.m., Mountain Daylight Time, on the date of sale, of the amount, if any, by which the aggregate principal amount of the Bonds will be adjusted and the corresponding changes to the principal amount of the Bonds maturing on one or more of the above-designated maturity dates for the Bonds. Any such adjustment will be in an amount of \$5,000 or a whole multiple thereof. The City will consider the bid as having been made for the adjusted amount of the Bonds. The amount of the total purchase price for the Bonds bid by the successful bidder will be adjusted based upon the adjusted principal amount of the Bonds multiplied by a fraction, the numerator of which is the total purchase price for the Bonds specified in the bid and the denominator of which is \$_____. Otherwise, there will be no change in the amount of the Bonds, the purchase price therefor or the principal amount of the Bonds maturing on the above-designated maturity dates.

RATINGS: The City will at its own expense pay fees of Moody's Investors Service, Inc. for rating the Bonds. *Any additional ratings shall be at the option of the bidder.*

PURCHASE PRICE: The purchase price bid for the Bonds shall not be less than the principal amount of the Bonds.

INTEREST RATES: With respect to the interest rates borne by the Bonds, the following apply:

- (a) an interest rate of more than _____ percent (____%) may not be used;
- (b) the same interest rate shall apply to all Bonds maturing at one time;
- (c) no Bond shall bear more than one rate of interest;
- (d) each interest rate specified in any bid must be in a multiple of one-eighth or one-twentieth of one percent (1/8th or 1/20th of 1%) per annum;
- (e) interest shall be computed from the dated date of a Bond to its stated maturity date at the single interest rate specified in the bid for the Bonds of such maturity;
- (f) the purchase price must be paid in immediately available funds and no bid will be accepted that contemplates the cancellation of any interest or the waiver of interest or other concession by the bidder as a substitute for immediately available funds;

* Preliminary; subject to change.

- (g) any premium must be paid in the funds specified for the payment of the Bonds as part of the purchase price;
- (h) there shall be no supplemental interest coupons; and
- (i) interest shall be computed on the basis of a 360-day year of twelve 30-day months.

Interest will be payable semiannually on June 15 and December 15 of each year, commencing December 15, 2019.

BOND REGISTRAR AND PAYING AGENT; PLACE OF PAYMENT: _____, _____, _____, will be the paying agent and bond registrar for the Bonds. The City may remove any paying agent and any bond registrar, and any successor thereto, and appoint a successor or successors thereto. So long as the Bonds are outstanding in book-entry form, the principal of and interest on the Bonds will be paid under the standard procedures of The Depository Trust Company (“DTC”).

REDEMPTION PROVISIONS: The Bonds maturing on or after June 15, 20___, are subject to redemption at the option of the City on _____ 15, 20___ (the “*First Redemption Date*”), and on any date thereafter prior to maturity, in whole or in part, from such maturities or parts thereof as may be selected by the City, and at random within each maturity if less than the full amount of any maturity is to be redeemed, upon not less than thirty (30) days’ prior written notice, at a redemption price equal to one hundred percent (100%) of the principal amount of the Bonds to be redeemed, plus accrued interest thereon to the redemption date. Bonds maturing on or prior to the First Redemption Date are not subject to optional redemption.

AWARD: Award or rejection of bids will be made by the City, acting through its Designated Officers, on Tuesday, October 8, 2019. The Bonds will be awarded to the responsible bidder offering to pay not less than the principal amount of the Bonds and specifying a rate or rates of interest that result in the lowest effective interest rate to the City. The effective interest rate to the City shall be the interest rate per annum determined on a per annum true interest cost (“*TIC*”) basis by discounting the scheduled semiannual debt service payments of the City on the Bonds (based on such rate or rates of interest so bid) to the dated date of the Bonds (based on a 360-day year consisting of twelve 30-day months), compounded semiannually and to the bid price.

PROMPT AWARD: The Designated Officers will take action awarding the Bonds or rejecting all bids not later than 6:00 p.m., Mountain Daylight Time, on Tuesday, October 8, 2019, unless such time of award is waived by the successful bidder.

NOTIFICATION: The Municipal Advisor, on behalf of the City, will notify the apparent successful bidder by telephone as soon as possible after the Designated Officers’ receipt of bids, that such bidder’s bid appears to be the best bid received which conforms to the requirements of this Official Notice of Bond Sale, subject to verification by the Designated Officer not later than 6:00 p.m., Mountain Daylight Time, on Tuesday, October 8, 2019.

PROCEDURES REGARDING ELECTRONIC BIDDING: A prospective bidder must communicate its bid for the Bonds electronically via PARITY® on or before [9:30:00] a.m.,

Mountain Daylight Time, on Tuesday, October 8, 2019. No bid will be received after the time for receiving bids specified above. To the extent any instructions or directions set forth in PARITY® conflict with this Official Notice of Bond Sale, the terms of this Official Notice of Bond Sale shall control. For further information about PARITY®, potential bidders may contact George K. Baum & Company, the Municipal Advisor, at 15 West South Temple, Suite 1090, Salt Lake City, Utah 84101, telephone (801) 538-0351 or i-Deal LLC at 1359 Broadway, 2nd Floor, New York, New York 10018, telephone (212) 849-5021.

For purposes of PARITY®, the time as maintained by PARITY® shall constitute the official time.

Each prospective bidder shall be solely responsible to register to bid via PARITY® as described above. Each qualified prospective bidder shall be solely responsible to make necessary arrangements to access PARITY® for purposes of submitting its bid in a timely manner and in compliance with the requirements of this Official Notice of Bond Sale. Neither the City nor i-Deal LLC shall have any duty or obligation to undertake such registration to bid for any prospective bidder or to provide or assure such access to any qualified prospective bidder, and neither the City nor i-Deal LLC shall be responsible for a bidder's failure to register to bid or for proper operation of, or have any liability for any delays or interruptions of, or any damages caused by, PARITY®. The City is using PARITY® as a communication mechanism, and not as the City's agent, to conduct the electronic bidding for the Bonds.

FORM OF BID: Each bidder is required to transmit electronically via PARITY® an unconditional bid specifying the lowest rate or rates of interest and the purchase price, which shall not be less than the principal amount of the Bonds, at which the bidder will purchase the Bonds. Each bid must be for all the Bonds herein offered for sale.

For information purposes only, bidders are requested to state in their bids the effective interest rate for the Bonds represented on a TIC basis, as described under "AWARD" above, represented by the rate or rates of interest and the bid price specified in their respective bids.

No bids will be accepted in written form, by facsimile transmission or in any other medium or on any system other than by means of PARITY®; *provided, however*, that in the event a prospective bidder cannot access PARITY® through no fault of its own, it may so notify the Municipal Advisor by telephone at (801) 538-0351. Thereafter, it may submit its bid by telephone to the Municipal Advisor at (801) 538-0351, who shall transcribe such bid into written form, or by facsimile transmission to the Municipal Advisor at (801) 538-0354, in either case before [9:30:00] a.m., Mountain Daylight Time, on Tuesday, October 8, 2019. For purposes of bids submitted telephonically to the Municipal Advisor (as described above) or by facsimile transmission (as described above), the time as maintained by PARITY® shall constitute the official time. Each bid submitted as provided in this paragraph must specify: (a) an offer to purchase not less than all of the Bonds; and (b) the lowest rate of interest at which the bidder will purchase the Bonds at a price of not less than the principal amount of the Bonds, as described under "AWARD" above. The Municipal Advisor will seal transcribed telephonic bids and facsimile transmission bids for submission to an official of the City. Neither the City nor the Municipal Advisor assume any responsibility or liability from the failure of any such transcribed telephonic bid or facsimile

transmission (whether such failure arises from equipment failure, unavailability of telephone lines or otherwise). No bid will be received after the time for receiving such bids specified above.

If requested by the City Treasurer, the apparent successful bidder will provide written confirmation of its bid (by facsimile transmission) to the City Treasurer prior to 2:00 p.m., Mountain Daylight Time, on Tuesday, October 8, 2019.

RIGHT OF CANCELLATION: The successful bidder shall have the right, at its option, to cancel its obligation to purchase the Bonds if the City shall fail to execute the Bonds and tender the same for delivery within 60 days from the date of sale thereof, and in such event the successful bidder shall be entitled to the return of the deposit accompanying its bid.

GOOD FAITH DEPOSIT: A good faith deposit in the amount of \$_____ (the “*Deposit*”), is required of the successful bidder only. The Deposit shall be payable to the order of the City in the form of a wire transfer in federal funds as instructed by the Municipal Advisor no later than 12:00 p.m., Mountain Daylight Time, on the date of sale.

As an alternative to wiring funds, a bidder may deliver a cashier’s or certified check, payable to the order of the City, with its bid. If a check is used, it must precede each bid. Such check shall be promptly returned to its respective bidder whose bid is not accepted. The City shall, as security for the faithful performance by the successful bidder of its obligation to take up and pay for the Bonds when tendered, cash the Deposit check of the successful bidder and hold the proceeds of the Deposit of the successful bidder or invest the same (at the City’s risk) in obligations that mature at or before the delivery of the Bonds as described under the caption “MANNER AND TIME OF DELIVERY” below, until disposed of as follows: (a) at such delivery of the Bonds and upon compliance with the successful bidder’s obligation to take up and pay for the Bonds, the full amount of the Deposit held by the City, without adjustment for interest, shall be applied toward the purchase price of the Bonds at that time, and the full amount of any interest earnings thereon shall be retained by the City; and (b) if the successful bidder fails to take up and pay for the Bonds when tendered, the full amount of the Deposit plus any interest earnings thereon will be forfeited to the City as liquidated damages.

SALE RESERVATIONS: The City, acting through its Designated Officers, reserves the right: (a) to waive any irregularity or informality in any bid or in the electronic bidding process; (b) to reject any and all bids for the Bonds; and (c) to resell the Bonds as provided by law.

MANNER AND TIME OF DELIVERY: The successful bidder will be given at least seven (7) business days’ advance notice of the proposed date of the delivery of the Bonds when that date has been determined. It is now estimated that the Bonds will be delivered in book-entry form on or about Wednesday, October 23, 2019. The Bonds will be delivered as a single bond certificate for each maturity of the Bonds, registered in the name of DTC or its nominee. Delivery of the Bonds will be made in Salt Lake City, Utah, except that the successful bidder may at its option and expense designate some other place of delivery, that expense to include travel expenses of two City officials or two representatives of the City and closing expenses. The successful bidder must also agree to pay for the Bonds in federal funds that will be immediately available to the City in Salt Lake City, Utah, on the day of delivery.

CUSIP NUMBERS: It is anticipated that CUSIP identification numbers will be printed on the Bonds but neither the failure to print such numbers on any Bond nor any error with respect thereto shall constitute cause for a failure or refusal by the successful bidder to accept delivery of and pay for the Bonds in accordance with terms of the contract of sale. The Municipal Advisor has applied for the CUSIP numbers and the successful bidder is expected to reimburse the City for the cost of the CUSIP numbers.

TAX-EXEMPT STATUS: In the opinion of Chapman and Cutler LLP, Bond Counsel, subject to the City's compliance with certain covenants, under present law, interest on the Bonds is excludable from the gross income of the owners thereof for federal income tax purposes and is not included as an item of tax preference in computing the federal alternative minimum tax for individuals under the Internal Revenue Code of 1986, as amended (the "*Code*"). Failure to comply with certain of such City covenants could cause interest on the Bonds to be includable in gross income for federal income tax purposes retroactively to the date of issuance of the Bonds. Ownership of the Bonds may result in other federal tax consequences to certain taxpayers, and Bond Counsel expresses no opinion regarding any such collateral consequences arising with respect to the Bonds.

It is further the opinion of Bond Counsel that under the existing laws of the State of Utah, as presently enacted and construed, interest on the Bonds is exempt from taxes imposed by the Utah Individual Income Tax Act. Bond Counsel expresses no opinion with respect to any other taxes imposed by the State of Utah or any political subdivision thereof. Ownership of the Bonds may result in other state and local tax consequences to certain taxpayers; Bond Counsel expresses no opinion regarding any such collateral consequences arising with respect to the Bonds. Prospective purchasers of the Bonds should consult their tax advisors regarding the applicability of any such state and local taxes.

ISSUE PRICE: The winning bidder shall assist the City in establishing the issue price of the Bonds and shall execute and deliver to the City at Closing an "issue price" or similar certificate setting forth the reasonably expected initial offering price to the public or the sales price or prices of the Bonds, together with the supporting pricing wires or equivalent communications, substantially in the form attached hereto as *Annex I* with such modifications as may be appropriate or necessary, in the reasonable judgment of the winning bidder, the City and Bond Counsel. All actions to be taken by the City under this Official Notice of Bond Sale to establish the issue price of the Bonds may be taken on behalf of the City by the Municipal Advisor and any notice or report to be provided to the City may be provided to the Municipal Advisor.

The City intends that the provisions of Treasury Regulation Section 1.148-1(f)(3)(i) (defining "competitive sale" for purposes of establishing the issue price of the Bonds) will apply to the initial sale of the Bonds (the "*competitive sale requirements*") because:

- (a) the City shall disseminate this Official Notice of Bond Sale to potential underwriters in a manner that is reasonably designed to reach potential underwriters;
- (b) all bidders shall have an equal opportunity to bid;

(c) the City may receive bids from at least three underwriters of municipal bonds who have established industry reputations for underwriting new issuances of municipal bonds; and

(d) the City anticipates awarding the sale of the Bonds to the bidder who submits a firm offer to purchase the Bonds at the highest price (or lowest interest cost), as set forth in this Official Notice of Bond Sale.

Any bid submitted pursuant to this Official Notice of Bond Sale shall be considered a firm offer for the purchase of the Bonds, as specified in the bid.

In the event that the competitive sale requirements are not satisfied, the City shall so advise the winning bidder. The City shall then treat the first price at which 10% of a maturity of the Bonds (the “10% test”) is sold to the public as the issue price of that maturity, applied on a maturity-by-maturity basis (and if different interest rates apply within a maturity, to each separate CUSIP number within that maturity). The winning bidder shall advise the City if any maturity of the Bonds satisfies the 10% test as of the date and time of the award of the Bonds. The City will *not* require bidders to comply with the “hold-the-offering-price rule” and therefore does not intend to use the initial offering price to the public as of the sale date of any maturity of the Bonds as the issue price of that maturity. Bids will *not* be subject to cancellation in the event that the competitive sale requirements are not satisfied. *Bidders should prepare their bids on the assumption that all of the maturities of the Bonds will be subject to the 10% test in order to establish the issue price of the Bonds.*

In the event the competitive sale requirements are not satisfied, then until the 10% test has been satisfied as to each maturity of the Bonds, the winning bidder agrees to promptly report to the City the prices at which the unsold Bonds of that maturity have been sold to the public. That reporting obligation shall continue, whether or not the Closing Date has occurred, until the 10% test has been satisfied as to the Bonds of that maturity or until all Bonds of that maturity have been sold to the public.

By submitting a bid, each bidder confirms that: (a) any agreement among underwriters, any selling group agreement and each retail distribution agreement (to which the bidder is a party) relating to the initial sale of the Bonds to the public, together with the related pricing wires, contains or will contain language obligating each underwriter, each dealer who is a member of the selling group, and each broker-dealer that is a party to such retail distribution agreement, as applicable, to report the prices at which it sells to the public the unsold Bonds of each maturity allotted to it until it is notified by the winning bidder that either the 10% test has been satisfied as to the Bonds of that maturity or all Bonds of that maturity have been sold to the public, if and for so long as directed by the winning bidder and as set forth in the related pricing wires, and (b) any agreement among underwriters relating to the initial sale of the Bonds to the public, together with the related pricing wires, contains or will contain language obligating each underwriter that is a party to a retail distribution agreement to be employed in connection with the initial sale of the Bonds to the public to require each broker-dealer that is a party to such retail distribution agreement to report the prices at which it sells to the public the unsold Bonds of each maturity allotted to it until it is notified by the winning bidder or such underwriter that either the 10% test has been

satisfied as to the Bonds of that maturity or all Bonds of that maturity have been sold to the public, if and for so long as directed by the winning bidder or such underwriter and as set forth in the related pricing wires.

Sales of any Bonds to any person that is a related party to an underwriter shall not constitute sales to the public for purposes of this Official Notice of Bond Sale. Further, for purposes of this Official Notice of Bond Sale:

(a) “public” means any person other than an underwriter or a related party,

(b) “underwriter” means (i) any person that agrees pursuant to a written contract with the City (or with the lead underwriter to form an underwriting syndicate) to participate in the initial sale of the Bonds to the public and (ii) any person that agrees pursuant to a written contract directly or indirectly with a person described in clause (i) to participate in the initial sale of the Bonds to the public (including a member of a selling group or a party to a retail distribution agreement participating in the initial sale of the Bonds to the public),

(c) a purchaser of any of the Bonds is a “related party” to an underwriter if the underwriter and the purchaser are subject, directly or indirectly, to (i) at least 50% common ownership of the voting power or the total value of their stock, if both entities are corporations (including direct ownership by one corporation of another), (ii) more than 50% common ownership of their capital interests or profits interests, if both entities are partnerships (including direct ownership by one partnership of another), or (iii) more than 50% common ownership of the value of the outstanding stock of the corporation or the capital interests or profit interests of the partnership, as applicable, if one entity is a corporation and the other entity is a partnership (including direct ownership of the applicable stock or interests by one entity of the other), and

(iv) “sale date” means the date that the Bonds are awarded by the City to the winning bidder.

Any questions regarding the certificate should be directed to Chapman and Cutler LLP, Bond Counsel, 215 South State Street, Suite 800, Salt Lake City, Utah 84111, telephone: 801.536.1426, fax: 801.533.9595, e-mail: bjerke@chapman.com.

LEGAL OPINION AND CLOSING CERTIFICATES: The unqualified approving opinion of Chapman and Cutler LLP covering the legality of the Bonds will be furnished to the successful bidder. Closing certificates will also be furnished, dated as of the date of delivery of and payment for the Bonds, including a statement that there is no litigation pending or, to the knowledge of the signer thereof, threatened affecting the validity of the Bonds.

DISCLOSURE CERTIFICATE: The closing papers will include a certificate executed by the Mayor of the City, the City Treasurer or other officers of the City confirming to the successful bidder that, to the best of the knowledge of the signers thereof, and after reasonable investigation: (a) the Preliminary Official Statement (the “*Preliminary Official Statement*”) circulated with

respect to the Bonds did not at the time of the acceptance of the bid contain any untrue statement of a material fact or omitted or omit to state a material fact required to be stated therein or necessary in order to make the statements made therein, in the light of the circumstances under which they were made, not misleading; and (b) the final Official Statement (the “*Official Statement*”) did not as of its date and does not at the time of the delivery of the Bonds contain any untrue statement of a material fact or omitted or omit to state a material fact required to be stated therein or necessary in order to make the statements made therein, in the light of the circumstances under which they were made, not misleading; *provided*, should the Official Statement be supplemented or amended subsequent to the date thereof, the foregoing confirmation as to the Official Statement shall relate to the Official Statement as so supplemented or amended.

CONTINUING DISCLOSURE: The City covenants and agrees to enter into a written agreement or contract, constituting an undertaking (the “*Undertaking*”) to provide ongoing disclosure about the City for the benefit of the beneficial owners of the Bonds on or before the date of delivery of the Bonds as required under paragraph (b)(5) of Rule 15c2-12 (the “*Rule*”) adopted by the Securities and Exchange Commission under the Securities Exchange Act of 1934. The Undertaking shall be as described in the Preliminary Official Statement, with such changes as may be agreed upon in writing by the successful bidder. Except as otherwise described in the Preliminary Official Statement, there have been no instances in the previous five years in which the City failed to comply, in all material respects, with each and every Undertaking previously entered into by it pursuant to the Rule.

The successful bidder’s obligation to purchase the Bonds shall be conditioned upon the City delivering the Undertaking on or before the date of delivery of the Bonds.

DELIVERY OF COPIES OF OFFICIAL STATEMENT: The City shall deliver to the successful bidder on such business day as directed in writing by the successful bidder, which is not earlier than the second business day or later than the seventh business day after the award of the Bonds as described under the caption “AWARD” above, copies of the Official Statement in sufficient quantity, as directed in writing by the successful bidder, to comply with paragraph (b)(4) of the Rule and the Rules of the Municipal Securities Rulemaking City.

After the original issuance and delivery of the Bonds, if any event relating to or affecting the City shall occur as a result of which it is necessary in the opinion of counsel for the successful bidder to amend or supplement the Official Statement in order to make the Official Statement not misleading in the light of the circumstances existing at the time it is delivered to a prospective purchaser, the City shall, for so long as the successful bidder is obligated by the Rule to deliver an Official Statement to prospective purchasers, forthwith prepare and furnish to the successful bidder such information with respect to itself as the successful bidder deems necessary to amend or supplement the Official Statement so that it will not contain an untrue statement of a material fact or omit to state a material fact required to be stated therein or necessary in order to make the statements therein not misleading, in the light of the circumstances existing at the time the Official Statement is delivered to a prospective purchaser.

WAIVER OF CONFLICTS: By submitting a bid, any bidder makes the representation that it understands Bond Counsel represents the City in the Bond transaction and, if such bidder has retained Bond Counsel in an unrelated matter, such bidder represents that the signatory to the bid

is duly authorized to, and does consent to and waive for and on behalf of such bidder any conflict of interest of Bond Counsel arising from any adverse position to the City in this matter; such consent and waiver shall supersede any formalities otherwise required in any separate understandings, guidelines or contractual arrangements between the bidder and Bond Counsel.

ADDITIONAL INFORMATION: For copies of this Official Notice of Bond Sale, the Preliminary Official Statement and information regarding the electronic bidding procedures and other related information, contact Elizabeth Read (reade@gkbaum.com), George K. Baum & Company, 15 West South Temple, Suite 1090, Salt Lake City, Utah 84101, telephone: (801) 538-0351, fax: (801) 538-0354, the Municipal Advisor. The Preliminary Official Statement (including the Official Notice of Bond Sale) is also available at www.munios.com.

DATED this __ day of _____ 2019.

SALT LAKE CITY, UTAH

By _____
[Mayor]

ANNEX 1

CERTIFICATE OF PURCHASER

[TO BE DATED THE CLOSING DATE]

The undersigned, on behalf of _____ (the “*Purchaser*”), hereby certifies as set forth below with respect to the sale and issuance of the \$_____ aggregate principal amount of General Obligation [Road] and Refunding Bonds, Series 2019 (the “*Bonds*”) of Salt Lake City, Utah (the “*Issuer*”).

I. Defined Terms

1. “*Maturity*” means Bonds with the same credit and payment terms. Bonds with different maturity dates, or Bonds with the same maturity date but different stated interest rates, are treated as separate Maturities.

2. “*Public*” means any person (including an individual, trust, estate, partnership, association, company, or corporation) other than an Underwriter or a Related Party to an Underwriter.

3. A person is a “*Related Party*” to an Underwriter if the Underwriter and the person are subject, directly or indirectly, to (i) at least 50% common ownership of the voting power or the total value of their stock, if both entities are corporations (including direct ownership by one corporation of another), (ii) more than 50% common ownership of their capital interests or profits interests, if both entities are partnerships (including direct ownership by one partnership of another), or (iii) more than 50% common ownership of the value of the outstanding stock of the corporation or the capital interests or profit interests of the partnership, as applicable, if one entity is a corporation and the other entity is a partnership (including direct ownership of the applicable stock or interests by one entity of the other).

4. “*Sale Date*” means the first day on which there is a binding contract in writing for the sale of a Maturity of the Bonds. The Sale Date of the Bonds is October 8, 2019.

5. “*Underwriter*” means (i) any person that agrees pursuant to a written contract with the Issuer (or with the Purchaser to form an underwriting syndicate) to participate in the initial sale of the Bonds to the Public, and (ii) any person that agrees pursuant to a written contract directly or indirectly with a person described in clause (i) of this paragraph to participate in the initial sale of the Bonds to the Public (including a member of a selling group or a party to a retail distribution agreement participating in the initial sale of the Bonds to the Public).

II. General

1. On the Sale Date the Purchaser purchased the Bonds from the Issuer by submitting electronically an “Official Bid Form” responsive to an “Official Notice of Bond Sale” and having

its bid accepted by the Issuer. The Purchaser has not modified the terms of the purchase since the Sale Date.

III. Price

[1. [To be used if at least 3 bids are received] Reasonably Expected Initial Offering Price.

(a) As of the Sale Date, the reasonably expected initial offering prices of the Bonds to the Public by the Purchaser are the prices listed in *Schedule A* (the “*Expected Offering Prices*”). The Expected Offering Prices are the prices for the Maturities of the Bonds used by the Purchaser in formulating its bid to purchase the Bonds. Attached as *Schedule B* is a true and correct copy of the bid provided by the Purchaser to purchase the Bonds.

(b) The Purchaser was not given an exclusive opportunity to review other bids prior to submitting its bid.

(c) The bid submitted by the Purchaser constituted a firm offer to purchase the Bonds.]

[1. [To be used if there are not at least 3 bids received] As of the date of this certificate, for each of the _____ Maturities of the Bonds, the first price at which at least 10% of each of such Maturities of the Bonds was sold to the Public is the respective price listed in *Schedule A*.

2. With respect to each of the _____ Maturities of the Bonds:

(a) As of the date of this certificate, the Purchaser has not sold at least 10% of the Bonds of these Maturities at any price.

(b) As of the date of this certificate, the Purchaser reasonably expects that the first sale to the Public of an amount of Bonds of each of these Maturities equal to 10% or more of each of these Maturities will be at or below the expected sale price listed on the attached *Schedule A* (the “*Expected First Sale Price*”).]

The representations set forth in this certificate are limited to factual matters only. Nothing in this certificate represents the Purchaser’s interpretation of any laws, including specifically Sections 103 and 148 of the Internal Revenue Code of 1986, as amended, and the Treasury Regulations thereunder. The undersigned understands that the foregoing information will be relied upon by the Issuer with respect to certain of the representations set forth in its documents and with respect to compliance with the federal income tax rules affecting the Bonds, and by Chapman and Cutler LLP in connection with rendering its opinion that the interest on the Bonds is excluded from gross income for federal income tax purposes, the preparation of Internal Revenue Service Form 8038-G, and other federal income tax advice it may give to the Issuer from time to time relating to the Bonds.

Dates as of the day and year first above written.

By:_____

Name:_____

Its:_____

SCHEDULE A

TO CERTIFICATE OF PURCHASER

Re: \$ _____
Salt Lake City, Utah
General Obligation [Road] and Refunding Bonds
Series 2019

The Bonds are dated _____, 2019, and are due on June 15 of the years, in the amounts, bearing interest at the rates, and first sold and offered to the Public as described in the attached Certificate of Purchaser at the prices, in percentages and dollars, as follows:

YEAR	PRINCIPAL AMOUNT (\$)	INTEREST RATE (%)	FIRST SALE PRICE OF AT LEAST 10% (% OF PAR)	EXPECTED OFFERING PRICE (% OF PAR)	TOTAL DOLLAR PRICE BASED ON LOWER OF FIRST SALE PRICE OR OFFER PRICE (\$)
	\$	%	%	%	\$
Total	\$ _____				\$ _____

EXHIBIT 3

[ATTACH FORM OF CERTIFICATE OF DETERMINATION]

CERTIFICATE OF DETERMINATION

PURSUANT TO

RESOLUTION AUTHORIZING THE ISSUANCE AND SALE OF

GENERAL OBLIGATION [ROAD] AND REFUNDING BONDS, SERIES 2019

DATED: _____

1. *Authority; Definitions.* Pursuant to Resolution No. __ of 2019 Authorizing the Issuance and Sale of up to \$_____ General Obligation [Road] and Refunding Bonds, Series 2019, adopted by the City Council of Salt Lake City, Utah (the “*Issuer*”), on August 6, 2019 (the “*Resolution*”), the Issuer has authorized the issuance of its General Obligation [Road] and Refunding Bonds, Series 2019 (the “*Bonds*”). This certificate is executed pursuant to and in accordance with the delegation of authority contained in the Resolution, as authorized by law. All terms used herein and not otherwise defined herein shall have the meanings specified in the Resolution.

2. *Acceptance of Bid.* The bid of _____, _____, _____ (the “*Purchaser*”), conforms to the parameters, deadlines and procedures set forth in the notice of sale prepared in connection with the advertisement for sale of the Bonds and is the best bid received for the purchase of the Bonds, resulting in the sale of the Bonds at the lowest obtainable interest rate (a copy of the bid, together with a list of bids received for the Bonds, is attached hereto as *Exhibit A*). The bid of the Purchaser for the purchase of the Bonds, which is set out in full in *Exhibit A* hereto, is hereby accepted, it being hereby found, determined and declared that the Bonds bear interest at the lowest obtainable interest rate. The Bonds shall be issued by the Issuer for the purpose set forth in the Resolution. The sale of the Bonds to the Purchaser at the price of \$_____ (representing the par amount of the Bonds, plus \$_____ original issue premium and less \$_____ Purchaser’s discount) is hereby confirmed. The Bonds shall be delivered to the Purchaser and the proceeds of sale thereof applied as provided in the Resolution and as set forth below.

3. *Aggregate Principal Amount and Maturity of Bonds.* The Bonds shall be issued for the purpose specified in Section 202 of the Resolution in the aggregate principal amount of \$_____. The Bonds shall mature on the dates and in the principal amounts, and shall bear interest payable semiannually on June 15 and December 15, commencing December 15, 2019 at the respective rates per annum, shown below:

JUNE 15	AMOUNT MATURING	INTEREST RATE
	\$	%

4. *Use of Proceeds and Legally Available Funds of the Issuer.* The proceeds of the sale of the Bonds shall be deposited and used as follows:

(a) \$_____ of such proceeds shall be deposited in the Series 2017A Account;

(b) \$_____ of such proceeds shall be deposited in the Project Account established pursuant to the Resolution; and

(c) the balance of such proceeds shall be deposited in the Costs of Issuance Account to be used for the payment of the costs of issuance of the Bonds.

5. *Authorized Denominations.* The Bonds shall be issued in the Authorized Denomination of \$5,000 or any whole multiple thereof.

6. *Redemption Provisions.* The Bonds maturing on or after June 15, 20__, shall be subject to redemption prior to maturity, at the election of the Issuer, on _____ 15, 20__ (the “*First Redemption Date*”), and on any date thereafter, in whole or in part, from such maturities or parts thereof as shall be selected by the Issuer, upon notice given as provided in the Resolution, at a redemption price equal to 100% of the principal amount of the Bonds to be redeemed plus accrued interest thereon to the date fixed for redemption. Bonds maturing on or prior to the First Redemption Date shall not be subject to optional redemption.

7. *Book-Entry Bonds.* The Bonds shall be initially issued as Book-Entry Bonds.

8. *Refunded Bonds.* The portion of the Issuer’s currently outstanding Series 2017A Bonds to be refunded as Refunded Bonds pursuant to the Resolution shall be as follows:

SCHEDULED
MATURITY
(JUNE 15)

PRINCIPAL
AMOUNT

INTEREST
RATE

\$

%

TOTAL:

\$

(Signature page follows.)

IN WITNESS WHEREOF, I have hereunto set my hand as of the day and year first above written.

By _____
Mayor

By _____
Chair,
Salt Lake City Council

APPROVED AS TO FORM:

By _____
Senior City Attorney

EXHIBIT A

Copies of Winning Bid and List of Bids Received for the Bonds

EXHIBIT 4

NOTICE OF BONDS TO BE ISSUED

NOTICE IS HEREBY GIVEN pursuant to the provisions of Sections 11-14-316 and 11-27-4, Utah Code Annotated 1953, as amended, that on August 6, 2019, the City Council of Salt Lake City, Utah (the “City”), adopted a resolution (the “Resolution”) in which it authorized and approved the issuance of its general obligation bonds (the “Bonds”), in an aggregate principal amount of not to exceed \$_____, to bear interest at a rate or rates of not to exceed ____% per annum, to mature over a period not to exceed 21 years from their date or dates and to be sold at a discount from par, expressed as a percentage of the principal amount, of not to exceed 2.00%. [The purchaser will be required to make a good faith deposit in connection with its agreement to purchase the Bonds in an amount equal to 1.00% of the principal amount of the Bonds.]

Pursuant to the Resolution, the Bonds are to be issued for the purpose of raising money for (a) paying all or a portion of the costs to improve various streets and roads throughout the City and related infrastructure improvements, and (b) refunding, if economically desirable in the City’s judgment, all or a portion of the City’s currently outstanding General Obligation Refunding Bonds, Series 2017A (the “Refunded Bonds”). The aggregate principal amount of the Bonds, if any, issued for the purpose of refunding the Refunded Bonds may exceed the aggregate principal amount of the Refunded Bonds. The City reserves the right to issue Bonds for the purpose described in clause (a) without issuing the Bonds for the purpose described in clause (b).

The City currently has \$_____ par amount of bonds currently outstanding that are secured by the full faith and credit of the City. More detailed information relating to the City’s outstanding bonds can be found in the City’s most recent Comprehensive Financial Reports that are available on the Office of the Utah State Auditor’s website (www.auditor.utah.gov).

Assuming a final maturity for the Bonds of approximately __ years from the date hereof and that the Bonds are issued in an aggregate principal amount of \$_____ and are held until maturity, based on the City’s currently expected financing structure and interest rates in effect around the time of publication of this notice, the estimated total cost to the City of the proposed Bonds is \$_____.

The Bonds are to be issued and sold by the City pursuant to the Resolution. A copy of the Resolution is on file in the office of the City Recorder of the City in Room 415, City and County Building, 451 South State Street in Salt Lake City, Utah, where the Resolution may be examined during regular business hours of the City Recorder from 8:00 a.m. to 5:00 p.m. The Resolution shall be so available for inspection for a period of at least 30 days from and after the date of the publication of this notice.

NOTICE IS FURTHER GIVEN that pursuant to law for a period of 30 days from and after the date of the publication of this notice, any person in interest shall have the right to contest the legality of the above-described Resolution of the City Council or the Bonds authorized thereby or any provisions made for the security and payment of the Bonds. After such time, no one shall

have any cause of action to contest the regularity, formality or legality of the Resolution, the Bonds or the provisions for their security or payment for any cause.

DATED this 6th day of August, 2019.

SALT LAKE CITY, UTAH

By _____
City Recorder

[SEAL]



Overview of Six Year Pavement Plan

COMMUNITY AND NEIGHBORHOODS
ENGINEERING DIVISION

Objectives

The objective of the six-year pavement management plan is to extend the functional life of the City's street network to the highest degree possible with available funds.

Year 1 – Arterial and Collector Planned Projects

Year	Street	From	To	Estimated Cost	Total for Year
2020	500 East*	1700 South	2100 South	\$1,500,000	\$4,800,000
	2000 East*	Parley's Way	City Limit	\$1,300,000	
	700 West	1600 South	2100 South	\$2,000,000	

*Coordinate around aqueduct project

Year 2 – Arterial and Collector Planned Projects

Year	Street	From	To	Estimated Cost	Total for Year
2021	300 West - Phase 1	900 South	1300 South	\$8,650,000	\$16,250,000
	900 East*	Hollywood Drive	2700 South	\$2,600,000	
	100 South	North Campus	900 East	\$3,000,000	
	1700 East	1700 South	2700 South	\$2,000,000	

*Coordinate around aqueduct project

Year 1 – Residential (Local) Planned Projects

Year	Street	From	To	Estimated Cost	Total for Year
2020	500 N	JORDAN RIVER	REDWOOD RD	\$186,274	\$3,039,606
	ARIES CIR	CULDESAC END	NEW STAR DR	\$193,975	
	BRIARCLIFF AVE	AMERICAN BEAUTY DR	AUTUMN AV	\$147,286	
	COATSVILLE AVE	800 E	900 E	\$251,049	
	DUPONT AVE	CAPISTRANO DR	AMERICAN BEAUTY DR	\$209,736	
	DUPONT AVE	CAROUSEL ST	1500 W	\$229,937	
	ELIZABETH ST	CRYSTAL AV	STRATFORD AV	\$122,209	
	ELIZABETH ST	STRATFORD AV	WHITLOCK AV	\$132,387	
	HASLAM CIR	CULDESAC END	GARNETTE ST	\$75,267	
	KENSINGTON AVE	1400 E	1500 E	\$223,691	
	PARKWAY AVE	ELIZABETH ST	HIGHLAND DR	\$121,678	
	RAMONA AVE	900 E	LINCOLN ST	\$86,240	
	RAMONA AVE	LINCOLN ST	1000 E	\$133,535	
	SIMPSON AVE	MCCLELLAND ST	1100 E	\$245,425	
	TALISMAN DR	800 N	1200 W	\$288,113	
	TALISMAN DR	CULDESAC END	CORNELL ST	\$139,477	
ZENITH AVE	800 E	900 E	\$253,329		

Year 2 – Residential (Local) Planned Projects

Year	Street	From	To	Estimated Cost	Total for Year
2021	1900 E	SUNNYSIDE AV	900 S	\$140,801	\$2,979,663
	200 N	400 W	W TERMINUS END	\$180,606	
	ALTA ST	2ND AV	3RD AV	\$108,932	
	ALTA ST	3RD AV	FEDERAL HEIGHTS DR	\$212,668	
	BLAINE AVE	NEVADA ST	FOOTHILL DR	\$514,874	
	CAMBRIDGE CIR	CAMBRIDGE WY	N TERMINUS END	\$149,863	
	CAMBRIDGE WAY	PERRY'S HOLLOW RD	TOMAHAWK DR	\$270,696	
	GREENWOOD TER	900 S	SUNNYSIDE AV	\$105,601	
	KENSINGTON AVE	1400 E	1500 E	\$223,691	
	KENSINGTON AVE	KEN REY ST	2100 E	\$385,770	
	L ST	7TH AV	8TH AV	\$155,347	
	L ST	9TH AV	10TH AV	\$149,095	
	M ST	3RD AV	4TH AV	\$163,352	
	NEVADA ST	WILSON AV	BLAINE AV	\$111,276	
	WALL ST	COLUMBUS ST	400 N	\$107,091	

Summary

- Every fall, staff will revisit the plan with the Roadway Selection Committee. Based on the past summers actual cost of construction, adjustments to the plan will be made adding or deleting projects as necessary.
- In addition, another year of projects will be added to the plan, so it remains a 6 year look ahead.

CITY COUNCIL TRANSMITTAL


Patrick Leary, Chief of Staff

Date Received: June 21, 2019
Date sent to Council: June 21, 2019

TO: Salt Lake City Council
Charlie Luke, Chair

DATE: June 18, 2019

FROM: Jennifer McGrath, Director Department of Community & Neighborhoods



SUBJECT: Engineering Six-Year Pavement Plan 2019

STAFF CONTACT: Matthew Cassel, P.E., City Engineer, matthew.cassel@slcgov.com,
(801) 535-6140

DOCUMENT TYPE: Information Only

RECOMMENDATION: None

BUDGET IMPACT: None

BACKGROUND/DISCUSSION: Based on the pavement condition study completed in late 2017, Engineering Division drafted a six-year pavement plan to outline pavement preservation strategies and recommend street reconstruction projects. This plan will be reviewed annually and updated with approval from the Roadway Selection Committee.

PUBLIC PROCESS: None; although in accordance with Salt Lake City Ordinance 14.32.080 public noticing is done annually for anticipated roadway projects in the upcoming three-year period beginning every January.

EXHIBITS:

Engineering Six-Year Pavement Plan 2019



Engineering Six-Year Pavement Plan 2019

Proposal for Street Reconstruction and Pavement Preservation

Engineering Division
Community and Neighborhoods
Salt Lake City Corporation

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Executive Summary

Salt Lake City's transportation network includes 1830 lane miles of Class C streets. Class C streets are maintained by the City. These streets are a mix of asphalt, concrete, and unsurfaced pavement types. The network of streets is further classified as Local/Residential streets (Local) and Arterial/Collector (Arterial) streets.

Management of a well-maintained street system requires a balanced program of pavement maintenance and preservation strategies. The objective of this six-year pavement management plan is to extend the functional life of the City's street network to the highest degree possible with available funds. This is accomplished through periodic pavement surface treatments (preservation and maintenance techniques) and major rehabilitation or reconstruction at appropriate times in the pavement life cycle. In summary, the goal of this management plan is to:

- Review previous pavement projects and successes;
- Summarize the findings from the 2017 pavement condition report review pavement condition ratings;
- Explore decision trees and suggested treatment types used for developing scenarios;
- Develop budget plan scenarios for various roadway type and construction method;
- Provide project lists including those identified within the \$87M Streets Bond which is part of Funding our Future project scope; and
- Make recommendations to address preservation methods and scenarios.

Responsibilities

Engineering partners with the Transportation Division on the planning, design, reconstruction and day-to-day operations of the street and trail transportation system. The Streets Division, who are part of the Public Services Department, provide for the maintenance of the roadways through filling potholes, applying necessary preservation treatments, street sweeping and winter operational activities.

Past Pavement Projects

The following is a list, by year, of pavement reconstruction projects completed by Salt Lake City Engineering. The funding over the past four years has allowed for reconstruction of 41 lane miles of roadway. A lane mile is a measurement of pavement area. It is calculated by multiplying the length of a road segment by lane width(s).

The list of these projects follows:

2015

Street	From	To	Surface Type
700 South	Bangerter Hwy	4400 West	Concrete
700 South	4400 West	4800 West	Concrete
1300 South	500 West	700 West	Concrete
1700 South	State St.	700 East	Concrete/Asphalt

2016

Street	From	To	Surface Type
1300 South (phase 2)	400 West	500 West	Concrete
Rose Park Ln.	2000 North	2200 North	Concrete
Regent St.	100 South	200 South	Concrete
Sunnyside Dr.	Guardsman Way	Foothill Dr.	Asphalt

2017

Street	From	To	Surface Type
900 West	400 South	950 South	3" Asphalt Overlay
900 West	North Temple	400 South	3" Asphalt Overlay
Berkeley St.	2100 South	Wilmington Ave	Concrete
Normandie Cir.	Harvard Ave.	Terminus	Concrete
900 South/Indiana Ave.	Surplus Canal	3600 West	Concrete
East Capitol Blvd.	500 North	Ensign Vista Dr.	3" Asphalt Overlay

2018

Street	From	To	Surface Type
S Gladiola St.	500 South	900 South	Concrete
2100 East	1700 South	2100 South	3" Asphalt Overlay
1500 East	900 South	1300 South	3" Asphalt Overlay
1200 East	600 South	800 South	Asphalt
Simpson Ave.	Wyoming St.	Broadmoor St.	Concrete
Wilmington Ave.	Highland Dr.	1300 East	Concrete
Wilmington Ave.	2000 East	2100 East	Concrete

Pavement Condition Report Summary

A pavement condition report was funded by Salt Lake City Council and Administration in 2016 and completed in 2017. The pavement survey should be conducted every five years by the Salt Lake City Engineering group. The pavement condition survey employed a set of tools to rate existing pavement surface conditions.

Using a pavement condition analysis, a pavement condition index (PCI) was assigned to each roadway segment. A segment is a measurable portion of the roadway used for the analysis. The method used covers the process of quantifying pavement conditions and identifies pavement distress types, distress extent measurements, and distress severity.

International Roughness Index (IRI) values were also collected along the survey segments, as part of the analysis, utilizing a laser profiler.




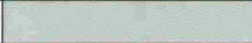


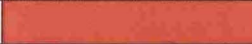


Figure 1 - Laser Profiler and Van Survey Equipment

IRI indexes were obtained from measured longitudinal road profiles and provides a driver's perspective to the bumpiness and roughness of the ride.

The overall condition index (OCI) is calculated using the PCI and IRI values. This survey project used pavement management software for calculating the PCI and OCI value, as well as analyzing the network PCI and OCI ranges. An Overall Condition Index (OCI) was applied to all City-maintained roadway segments. The OCI measure is a classification of the overall pavement condition with the highest numbers representing the best roadway segments in the City. The results of the survey are presented below. In summary, the City roadway network average is

rated as poor (48 OCI). This figure was obtained by averaging all street segments, regardless of type and length to obtain an overall network average.

Table 1 - City Overall Condition Percentages

Overall Condition Index (OCI) Range	Condition Description	Percentage of Network	Legend
86 - 100	Good	1.60%	
71 - 85	Satisfactory	8.89%	
56 - 70	Fair	25.84%	
41 - 55	Poor	36.61%	
26 - 40	Very Poor	21.31%	
11 - 25	Serious	5.41%	
0 - 10	Failed	0.34%	
	Total	100.00%	

The survey and report are available on the Funding Our Future website [here](#). The survey summary states that approximately 63% of the roadway segments within the City are rated in the poor or worse classifications. As the table depicts, more than half of local streets, arterials and collectors are no longer candidates for preservation or rehabilitation treatments. Many pavement segments have deteriorated below a level where preservation methods are effective. Most are candidates for reconstruction. The following section explains approaches to making decisions given the current conditions of the roadway network.

Decision Trees and Recommendations

Decision trees are a helpful mechanism to determine strategies for roadway maintenance on an overall street network scale. The Overall Condition Rating (OCI), previously mentioned, is a good fundamental guide, but final decisions and prioritizations should be done with human interaction, field verification, and sound engineering judgement.

The following chart is a sample decision tree used to determine the preservation and maintenance methods meant to be used alongside the Overall Condition Rating results. Engineering will create a decision tree, in cooperation with Streets, specific to Salt Lake City.

Sample Decision Tree

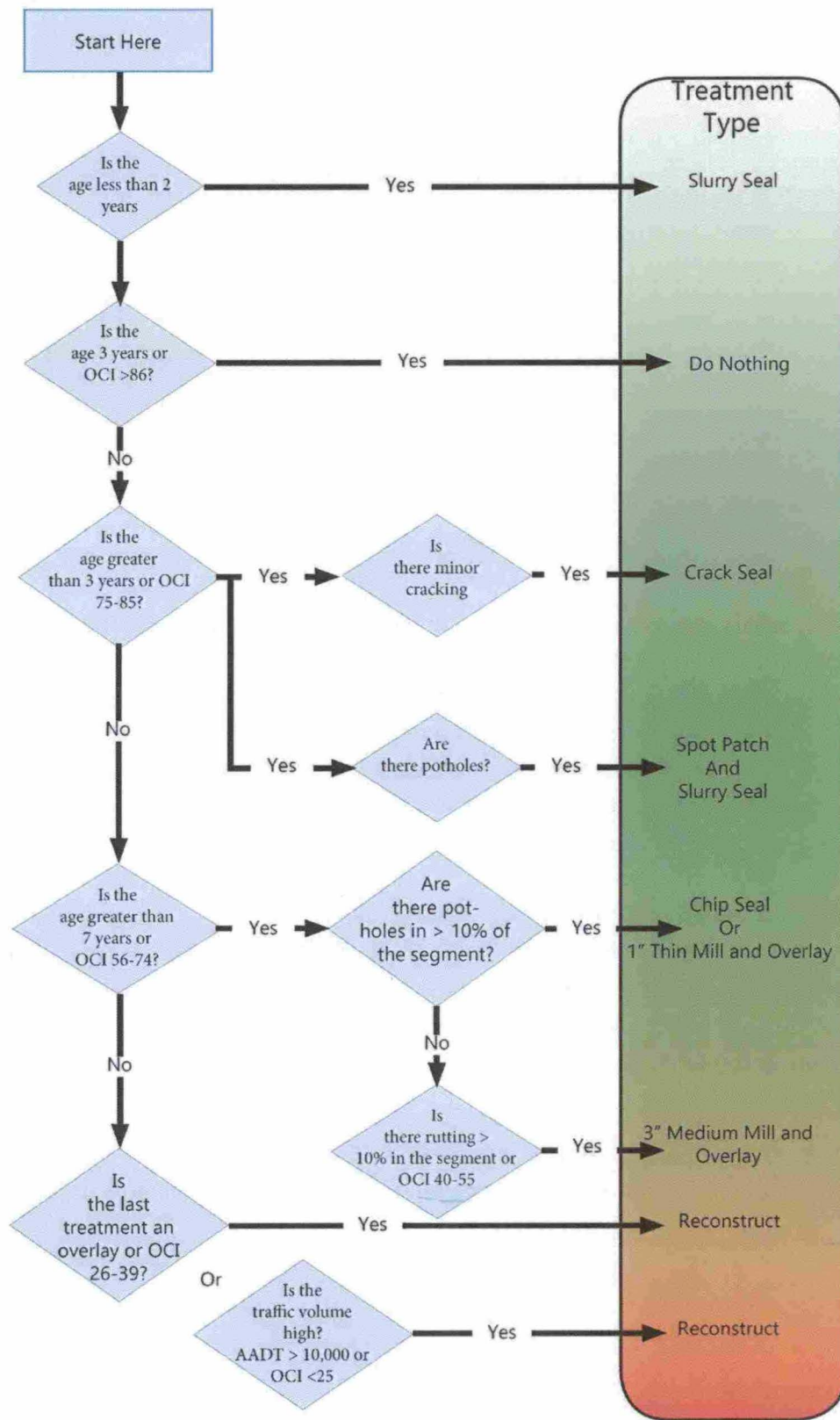


Figure 2 - Sample Preservation and Maintenance Tree

Project Prioritization








The Engineering Division partnered with the Streets Division, Transportation Division, Public Utilities Department, and the Redevelopment Agency to produce a sound project prioritization plan. While primarily a pavement plan focused on street reconstruction needs, Engineering seeks input from many other affected groups to achieve more inclusive project prioritization results. Maintenance is a critical aspect of ensuring pavement longevity, therefore, this plan also includes recommendations for maintenance activities.

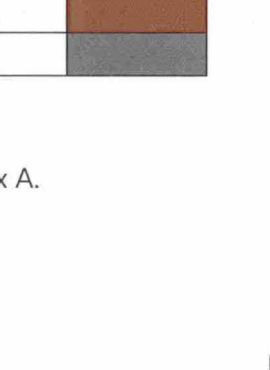
This plan will also help collaboration efforts with Public Utilities and other private utility companies as they determine their utility needs. With a moratorium of 7 years on the excavation within newly constructed streets, and 3 years on repaved (overlaid) streets, it is critical that projects are planned and prioritized while considering planned future utility improvements.

Engineering’s goal is to improve overall condition of the roadway network to a Fair condition.

In addition to the decision tree noted above, Engineering will use the general OCI guidelines below to help provide a simple framework to help guide preservation, rehabilitation and reconstruction activities.

Table 2 – OCI Maintenance Method Framework

Overall Condition Index (OCI) Range	Condition Description	Method	Legend
86 - 100	Good	Do Nothing or Slurry Seal in First Two Years	
75 - 85	Satisfactory	Patch or Crack Seal	
56 - 74	Fair	Slurry or Chip Seal	
40- 55	Poor	Rehabilitate (Overlay)	
26 - 39	Very Poor	Reconstruct	
11 - 25	Serious	Reconstruct	
0 - 10	Failed	Reconstruct	



Preventative Maintenance

Preservation

Rehabilitation

Reconstruction

Visual examples of pavement conditions are included in Appendix A.

Asphalt Pavement Management and Maintenance Strategies

A brief review of pavement preservation strategies is presented below as guidance of maintenance techniques employed by the City's Divisions. Pavement maintenance strategies are accomplished through the Streets Division. Asphalt overlay and reconstruction projects are traditionally funded by the City's Capital Improvement Program and administered by the Engineering Division.

Pothole Filling

This is an emergency type repair to fill holes in existing deteriorated roadways. Quality construction, timely maintenance activities, and proper utility cut restorations, are all components that significantly reduce the frequency of pothole repairs.

Patching and Crack Sealing

These maintenance strategies address specific distresses in the roadway surface. Localized patching addresses significant defects in the pavement surface. Crack sealing places specialized materials into asphalt pavement cracks to prevent infiltration of water. These repair types are generally followed by a roadway surface treatment within two years to provide a cost-effective program of roadway preservation.

Slurry Seal and Chip Seal Surface Treatments

Slurry seals and chip seals are thin surface treatments applied to the entire pavement surface of a roadway section to prevent oxidation and moisture intrusion. Slurry seals are applied to streets that are in good condition, and chip seals are applied to streets that have deteriorated to a satisfactory condition rating. Both treatments extend the pavement life and improve long-term performance.

Asphalt Pavement Mill and Overlay

Asphalt mill and overlay projects remove the top 1" to 3" of the existing pavement and replace it with a new asphalt overlay, which adds structural strength to the existing pavement. This pavement maintenance strategy is generally applied to roadways that have a poor condition rating. In accordance with City's commitment to the elimination of pedestrian barriers in the public way, ADA accessibility ramps are installed in conjunction with all overlay projects. Curb and gutter are also evaluated, and appropriate repairs are included in the overlay project to enhance safety and alleviate drainage problems. Per the State Code, overlays less than and including 2" in thickness are considered a maintenance activity while overlays over 2" are considered a construction project.

Pavement Reconstruction

Roadway pavements that have exceeded their functional life are programmed for reconstruction through the City's Capital Improvement Program. Pavement reconstruction projects involve

removal of the existing failed roadway section and replacement with a new roadway structural system using new or recycled materials. Reconstruction projects address all necessary street repairs, including roadway base materials, asphalt or concrete pavement, curb and gutter, sidewalks, accessibility ramps, and drainage improvements.

To insure our investment in road reconstruction, maintenance should be funded at a level that prevents further degradation and delays or avoids the need for reconstruction. The most efficient maintenance strategy is to keep good roads in good condition. With proper and timely application of surface treatments on new roads, it is feasible that the pavement can be kept in good condition for a very long time – 25 to 35 years or longer. The current range of pavement conditions requires careful planning to select the best pavement treatment options.

As a comparison, for the cost of every lane mile that is reconstructed, roughly 50 miles can receive a surface treatment. Street maintenance is closely coordinated between the Engineering and Streets divisions utilizing the Cartegraph asset management system.

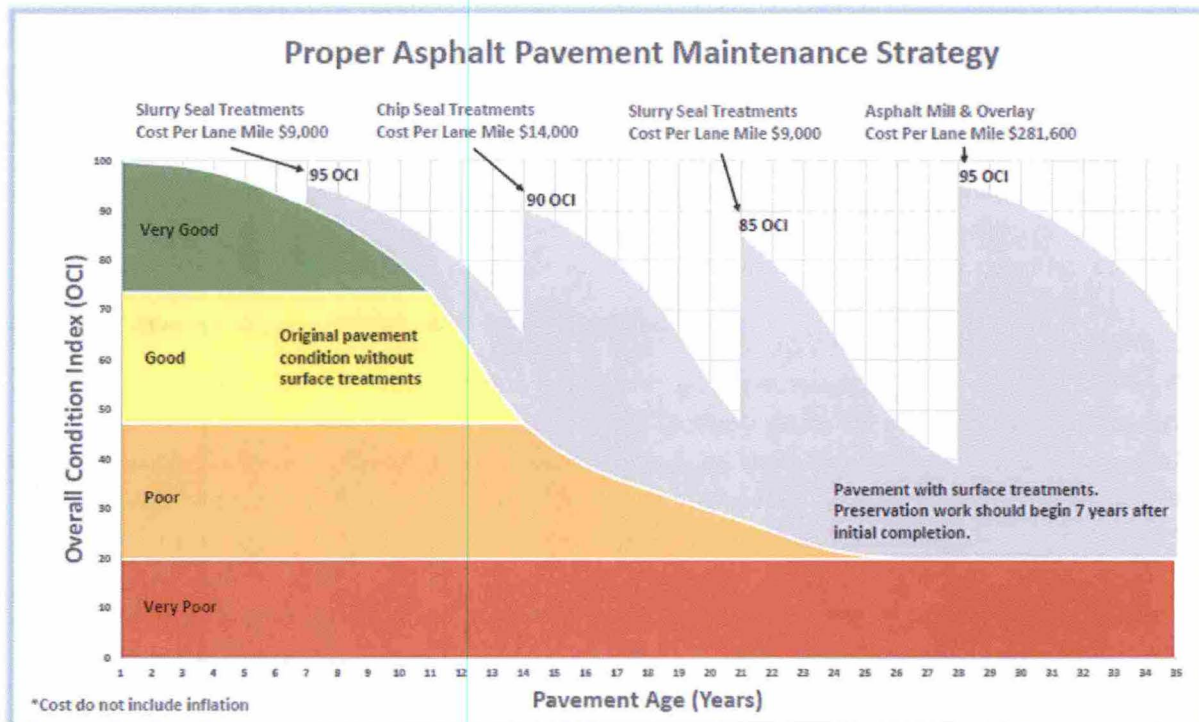


Figure 3 - Asphalt Pavement Maintenance Strategy

Graphics Source: Salt Lake City Streets Team 2018

The Streets Division looks at roads city-wide, but also segments City work into zones. By using zones, Streets can focus activities more efficiently and minimize disruption throughout the city. This insures work is done throughout the city on a rotating schedule and allows for better long-term planning. Typically, work is planned three years in advance.

- One zone is evaluated every year, and roads outside the zone city-wide that are ideal candidates to receive a surface treatment at the proper time are tracked and added to the year's schedule.

- Within the zone, priority is given to roads in good condition; however, roads that are rapidly deteriorating need also be addressed. Streets balances the competing priorities within budget and weather constraints.
- Areas outside the zone that are unusually impacted are considered, for example, sections of roads in the Sugarhouse area that are heavily impacted by the amount of new construction received inlays to keep them passable until reconstruction funds are available.
- Chip seal is sometimes used on very poor roads to keep them pothole free.
- In-lays are also used to smooth out bumpy/uneven roads caused by heavy traffic.

Project Plan and Budget Methodology

From the data collected, Engineering developed a six-year project list. This plan provides a framework for planning and budgeting purposes with the goal of improving pavement condition to a fair condition network-wide. The plan, discussed in detail below, identifies and prioritizes the following:

- Selecting roadway reconstruction candidates
- Selecting roadway rehabilitation candidates
- Ranking candidates according to needs as identified by other City divisions
- Specifying roadway treatments to be performed by the Streets Division
- Developing an annual budget framework for decision-makers and stakeholders

Engineering created a proposed project list, as a first step in the planning process. The list utilized OCI data to identify the worst local/residential 200 roadway segments in the City. Engineering developed an in-house geospatial application to curate the list of 200 local/residential street segments. This application allowed other divisions and departments to rank, by degree of importance, these street segments. This refined list was combined with some of the worst arterial/collector roadway segments previously identified in a combined effort between Engineering, Streets, Public Utilities, and Transportation Divisions. The arterial/collector list includes some roadway segments that do not meet the “worst” criteria as determined by OCI. Instead, these segments met other critical needs as identified by other departments.

In addition, a subset of roadway candidates falling into a middle classification having an OCI of 50 to 51 was selected. This group comprises a list of roadways qualified to receive a mill/overlay rehabilitation.

Budget Strategy

Engineering in consultation and agreement with Transportation recommends that the funding sources for street reconstruction and overlays be distributed 80% for arterials/collectors and 20% for local streets. For the purposes of planning, the Engineering Division adopted this hierarchy as an approach to budgeting for future pavement construction. Support for prioritizing arterials and collectors in this hierarchy follows:

- These are the primary emergency response routes to hospitals and snow removal routes and should be maintained at the highest level possible.
- Greatest value for the \$/mile – though the average cost to reconstruct an arterial/collector street is higher than a local street, a much larger segment of the community will benefit from the upgraded arterial/collector street. Most everyone in the community uses the arterial/collector streets on a daily basis whereas each local street serves a smaller segment of the community.
- Local roads have much less Average Annual Daily Trips (AADT of less than 2,000) versus arterial/collector streets (AADT of 5,000 – 15,000). The slower posted speeds, and shorter travel distances makes it much easier for drivers on local streets to tolerate pavement distresses such as potholes.
- Inclusion of the Transit Master Plan priorities, such as enhanced bus corridors, occurs along arterial and collector routes such as 200 S.
- Economic activity, movement of people, goods and services rely on a well-maintained transportation network with arterials and collectors as its core that connects population hubs and council districts.

Based on the issuance of \$87 million in bonds over the next six years along with \$3.0 million of Class C funds received each year (\$18 million over 6 years), the 80/20 breakout is shown below.

80/20 Funding Scenario

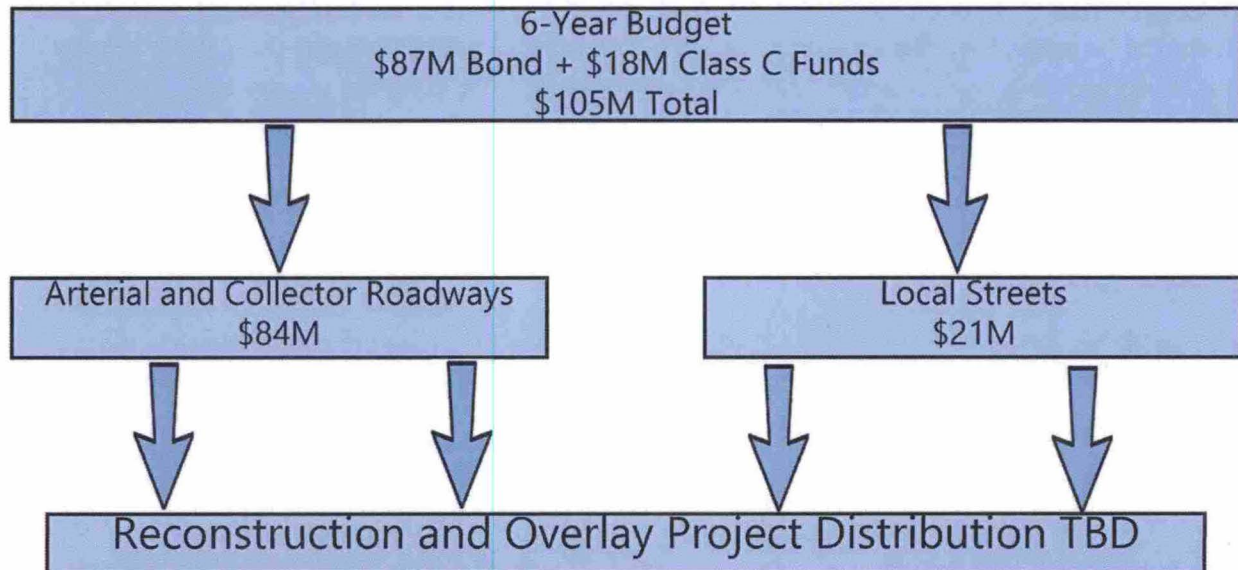


Figure 4 - Fund Distribution Scenario

The capital budget plan does not include City-wide roadway maintenance, which is funded through other programs.

Engineering also recommends continuing to fund the pavement condition survey every 5 years. We will also reevaluate this plan annually based on funding received and new priorities.

Project Breakout

The following pages detail the planned project lists for the next six years. Items on this list include funding from the \$87 million Bond issuance and \$18 million Class C funds. The project priorities for these projects are listed below:

- Worst First
 - Data driven
 - Based on OCI from pavement condition survey
- Transportation Priorities
 - Safety needs
 - Multimodal and Complete Streets needs
- Public Utilities Priorities
 - Curb/Gutter/Storm Drain study
 - Impacts to Public Utility project budgets
 - East West Aqueduct alignment
- Overlap with Current Plan where Available
 - Impact fees, capital facility plans
 - 9-line plans
 - The list does not include provisions for new roads in Northwest Quadrant

It should be noted that this list is only a current snapshot in time of the priorities at the time of the revision of this document. Roadways do not deteriorate at the same pace due to many competing factors. As mentioned, Engineering expects to revisit this list, and the priorities, annually during the Roadway Selection Committee to insure the current needs of the City are being addressed.

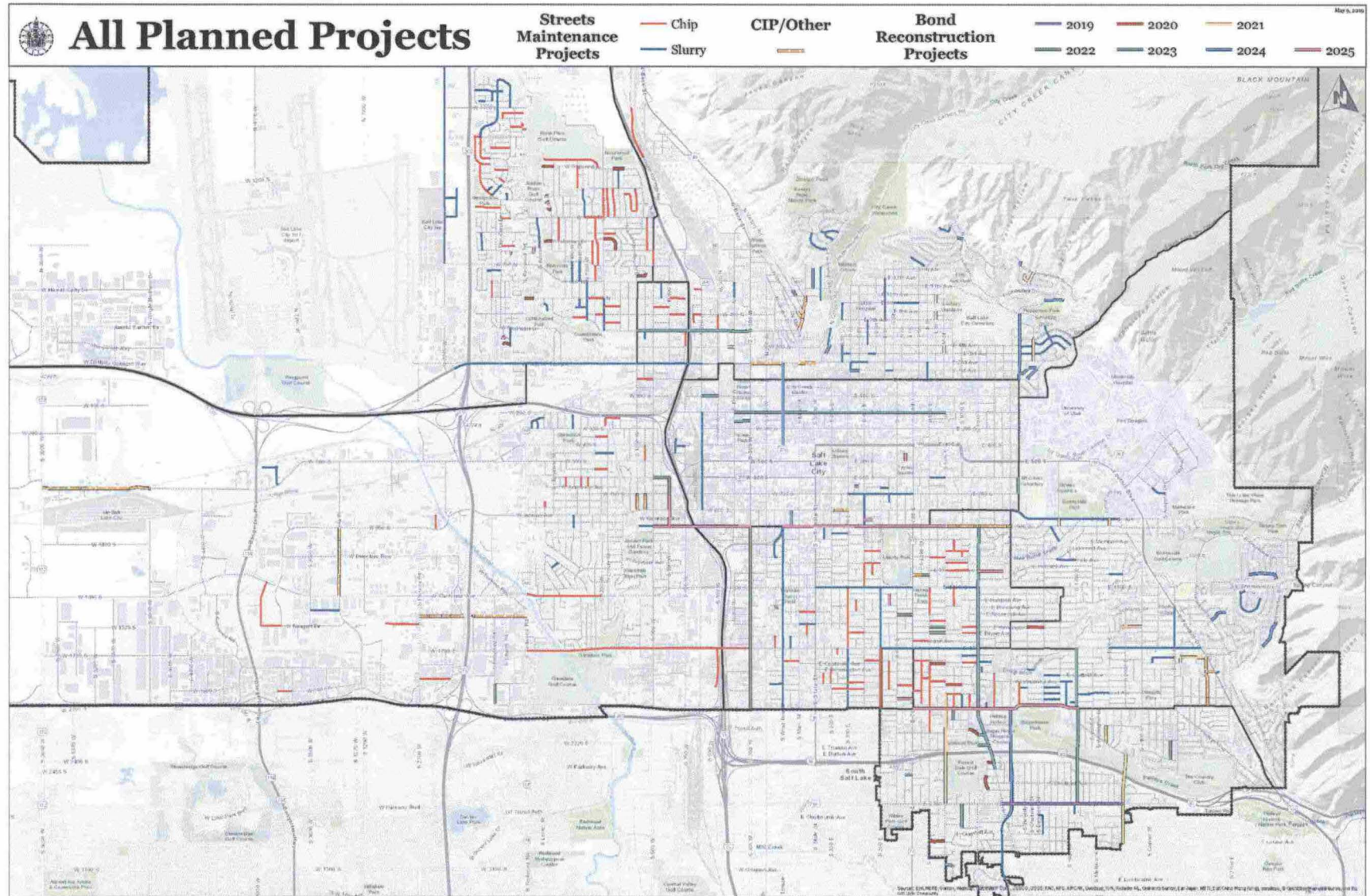
Plan Implementation

As the plan is executed, Engineering acknowledges that there are variables affecting the actual cost of projects. The following will help staff manage the expected differences between the actual project costs versus staff's estimated costs:

- Every fall, staff will revisit the plan with the Roadway Selection Committee. Based on the past summers actual cost of construction, adjustments to the plan will be made adding or deleting projects as necessary. In addition, another year of projects will be added to the plan, so it remains a 6 year look ahead.
- The current plan shows an estimated \$100 million to be spent. The Bond and Class C funds total \$105 million. The \$5 million contingency will be managed as follows:
 - If staff finds that final project costs exceed the estimated budgets, the contingency funds will be used to cover the overruns;

- Once the contingency funds are spent, projects will need to be removed from the plan;
- If final project costs are coming in lower than the estimated budget, staff will be adding projects to the list;
- At the end of the six-years, all \$87 million plus earned interest of the bond funds will be spent.

Plan Map



Proposed Street Listing by Year and Reconstruction Type

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Current Projects 2018 and 2019

Year	Street	From	To	Job Number
2018	1700 South	1700 East	1900 East	102281
	2500 East	Foothill Drive	2100 South	102281
	Downington Ave	2500 East	Foothill Drive	102281
2019	1000 West	700 South	800 South	102286
	1300 East	1300 South	2100 South	102265
	1500 South	Redwood Road	2700 West	102297
	2700 South	Highland Drive (1300 E)	1930 East	102282
	700 South	5000 West	5600 West	102240
	900 South	950 East	1300 East	102280
	Post Street	700 South	800 South	102286
2020	1900 East	Wilmington Ave	Parleys Canyon Blvd	102289

Arterial & Collector Reconstruction Candidates

Year	Street	From	To	Cost	Total for Year
2020	500 East*	1700 South	2100 South	\$1,500,000	\$4,800,000
	2000 East	Parley's Way	City Limit	\$1,300,000	
	700 West	1600 South	2100 South	\$2,000,000	
2021	300 West - Phase 1	900 South	1300 South	\$8,650,000	\$16,250,000
	900 East*	Hollywood Drive	2700 South	\$2,600,000	
	100 South	North Campus	900 East	\$3,000,000	
	1700 East	1700 South	2700 South	\$2,000,000	
2022	300 West - Phase 2	1300 South	2100 South	\$8,600,000	\$14,600,000
	200 South - Phase 1	400 West	900 East	\$6,000,000	
2023	200 South - Phase 2	400 West	900 East	\$6,000,000	\$14,400,000
	1100 East / Highland Dr	Ramona Ave	Warnock Ave	\$2,900,000	
	1100 East	900 South	Ramona Ave	\$3,900,000	
	300 North	300 West	1000 West	\$1,600,000	
2024	Virginia St	South Temple St	11th Ave	\$1,300,000	\$8,300,000
	1300 East**	2100 South	City Limit	\$3,000,000	
	West Temple	North Temple	400 South	\$4,000,000	
2025	900 South	900 West	300 West	\$1,250,000	\$10,000,000
	900 South	West Temple	900 East	\$1,250,000	
	2100 South	700 East	1700 East	\$7,500,000	
				Total	\$68,350,000

This plan will be reevaluated annually based on funding and City priorities.

*Coordinate with Public Utilities

**1300 East (2100 South to City Limit) is receiving federal funding.

Arterial & Collector Overlay Candidates

Year	Street	From	To	Cost	Total for Year
2020	1700 North	2200 West	I-215 Overpass	\$202,600	\$526,560
	2200 West	470 North	600 North	\$323,960	
2021	11th Ave	Terrace Hills Dr	Virginia St	\$385,760	\$2,693,160
	200 East	200 South	400 South	\$490,960	
	300 South	West Temple St	Main St	\$91,160	
	400 East	200 South	400 South	\$434,680	
	600 East	200 South	400 South	\$321,240	
	800 South	600 West	500 West	\$197,320	
	900 East	200 South	500 South	\$628,400	
1700 South	1100 East	1200 East	\$143,640		
2022	Amelia Earhart Dr	5600 West	Admiral Byrd Rd	\$184,200	\$1,491,040
	Harold Gatty Dr	Challenger Rd	Wright Brothers Dr	\$251,600	
	Main St	2100 South	Hartwell Ave	\$219,160	
	200 West	600 South	500 South	\$137,120	
	2100 South	200 East	500 East	\$416,560	
2100 South	3480 West	3730 West	\$282,400		
2023	Emigration Canyon Rd	Rotary Glen Park	City Limit	\$473,080	\$1,645,240
	200 South	1500 West	Navajo St	\$306,120	
	200 South	500 West	400 West	\$328,320	
	400 South	1000 West	900 West	\$206,680	
700 East	South Temple St	100 South	\$331,040		
2024	400 West	400 North	500 North	\$220,080	\$1,259,960
	500 South	500 East	600 East	\$303,880	
	900 West	400 North	500 North	\$123,120	
	900 East	900 South	800 South	\$194,520	
	1300 South	600 East	700 East	\$174,200	
	2100 South	2100 East	Berkley St	\$244,160	
				Total	\$7,615,960

This plan will be reevaluated annually based on funding and City priorities.

Local Street Reconstruction Candidates

Year	Street	From	To	Cost	Total for Year
2020	500 N	JORDAN RIVER	REDWOOD RD	\$186,274	\$3,039,606
	ARIES CIR	CULDESAC END	NEW STAR DR	\$193,975	
	BRIARCLIFF AVE	AMERICAN BEAUTY DR	AUTUMN AV	\$147,286	
	COATSVILLE AVE	800 E	900 E	\$251,049	
	DUPONT AVE	CAPISTRANO DR	AMERICAN BEAUTY DR	\$209,736	
	DUPONT AVE	CAROUSEL ST	1500 W	\$229,937	
	ELIZABETH ST	CRYSTAL AV	STRATFORD AV	\$122,209	
	ELIZABETH ST	STRATFORD AV	WHITLOCK AV	\$132,387	
	HASLAM CIR	CULDESAC END	GARNETTE ST	\$75,267	
	KENSINGTON AVE	1400 E	1500 E	\$223,691	
	PARKWAY AVE	ELIZABETH ST	HIGHLAND DR	\$121,678	
	RAMONA AVE	900 E	LINCOLN ST	\$86,240	
	RAMONA AVE	LINCOLN ST	1000 E	\$133,535	
	SIMPSON AVE	MCCLELLAND ST	1100 E	\$245,425	
	TALISMAN DR	800 N	1200 W	\$288,113	
	TALISMAN DR	CULDESAC END	CORNELL ST	\$139,477	
ZENITH AVE	800 E	900 E	\$253,329		

Local Street Reconstruction Candidates

Year	Street	From	To	Cost	Total for Year
2021	1900 E	SUNNYSIDE AV	900 S	\$140,801	\$2,979,663
	200 N	400 W	W TERMINUS END	\$180,606	
	ALTA ST	2ND AV	3RD AV	\$108,932	
	ALTA ST	3RD AV	FEDERAL HEIGHTS DR	\$212,668	
	BLAINE AVE	NEVADA ST	FOOTHILL DR	\$514,874	
	CAMBRIDGE CIR	CAMBRIDGE WY	N TERMINUS END	\$149,863	
	CAMBRIDGE WAY	PERRY'S HOLLOW RD	TOMAHAWK DR	\$270,696	
	GREENWOOD TER	900 S	SUNNYSIDE AV	\$105,601	
	KENSINGTON AVE	1400 E	1500 E	\$223,691	
	KENSINGTON AVE	KEN REY ST	2100 E	\$385,770	
	L ST	7TH AV	8TH AV	\$155,347	
	L ST	9TH AV	10TH AV	\$149,095	
	M ST	3RD AV	4TH AV	\$163,352	
	NEVADA ST	WILSON AV	BLAINE AV	\$111,276	
WALL ST	COLUMBUS ST	400 N	\$107,091		

Local Street Reconstruction Candidates

Year	Street	From	To	Cost	Total for Year
2022	600 S	900 W	800 W	\$746,984	\$3,080,006
	800 W	ARAPAHOE AV	600 S	\$191,476	
	800 W	ARAPAHOE AV	700 S	\$218,109	
	900 S	1100 E	1200 E	\$501,825	
	BRYAN AVE	800 E	900 E	\$310,153	
	INDUSTRIAL RD	2100 S	ASSOCIATED AV	\$401,643	
	JEFFERSON ST	S TERMINUS END	1400 S	\$80,300	
	KENSINGTON AVE	800 E	900 E	\$308,933	
	LIBERTY AVE	LAKE ST	800 E	\$81,454	
	ROOSEVELT AVE	600 E	700 E	\$239,128	
2023	100 S	600 W	500 W	\$696,337	\$3,042,677
	1000 E	ATKIN AV	2700 S	\$327,363	
	640 S	IVERSON ST	CONWAY CT	\$49,804	
	ASHTON AVE	1100 E	HIGHLAND DR	\$228,845	
	DALLIN ST	COUNTRY CLUB DR	STRINGHAM AV	\$371,763	
	GREGSON AVE	900 E	LINCOLN ST	\$127,494	
	LINCOLN ST	ELM AV	2100 S	\$244,435	
	MEADOW LN	GREEN ST	700 E	\$61,644	
	PIERPONT AVE	400 W	300 W	\$182,269	
	RICHARDS ST	900 S	800 S	\$405,280	
	SIMPSON AVE	1100 E	HIGHLAND DR	\$164,211	
	UNIVERSITY ST	600 S	700 S	\$183,231	

Local Street Reconstruction Candidates

Year	Street	From	To	Cost	Total for Year
2024	18TH AVE	LITTLE VALLEY RD	TERRACE HILLS DR	\$156,924	\$2,989,776
	1ST AVE	B ST	C ST	\$188,556	
	CANYON (E) RD	4TH AV	220 N	\$45,665	
	DE SOTO ST	GIRARD AV	N TERMINUS END	\$317,145	
	DEVONSHIRE DR	SUNSET OAKS DR	LANCASTER DR	\$623,231	
	KENSINGTON AVE	WASATCH DR	INDIAN HILLS CIR	\$274,482	
	KRISTIANNA CIR	VIRGINIA ST	E CULD AC END	\$292,344	
	OQUIRRH DR	OAK HILLS WY	ST MARYS WY	\$581,727	
	PERRY AVE	TRAFFIC -Y-	SIGBEE TRAF CIR	\$116,446	
	PERRY AVE	VIRGINIA ST	LAUREL ST	\$144,856	
	PERRYS HOLLOW RD	TOMAHAWK DR	NEW BONNEVILLE PL (PVT)	\$75,171	
	SIGSBEE AVE	SIGSBEE TRAF CIR	SIGSBEE TRAF CIR INCLUSIVE	\$112,534	
	WEST CAPITOL ST	ZANE AV	GIRARD AV	\$60,695	
2025	800 W	800 S	700 S	\$399,162	\$2,220,335
	800 W	900 S	800 S	\$423,512	
	EMILY CIR	S TERMINUS END	800 N	\$48,876	
	GARNETTE CIR	W CULDESAC END	GARNETTE ST	\$65,516	
	GOODWIN CIR	W CULDESAC END	GARNETTE ST	\$54,420	
	GREEN ST	FULLER AV	500 S	\$146,682	
	IRVING ST	S CULDESAC END	800 N	\$96,787	
	NEBULA WAY	W TERMINUS END	SILVER STAR DR	\$70,430	
	PARK ST	BROWNING AV	SHERMAN AV	\$222,546	
	PRINCETON AVE	1100 E	DOUGLAS ST	\$389,756	
	REDONDO AVE	600 E	700 E	\$210,658	
	VAN NESS PL	400 E	E TERMINUS END	\$91,990	

This plan will be reevaluated annually based on funding and City priorities.

Total	\$17,352,064
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Local Street Overlay Candidates

Year	Street	From	To	Cost	Total for Year
2020	Beverly St	Claybourne Ave	2700 South	\$58,280	\$1,790,680
	C St	7th Ave	9th Ave	\$135,520	
	Crandall Ave	1400 East	1500 East	\$98,680	
	Driggs Ave	Highland Dr	1300 East	\$116,120	
	Glenmare St	2700 South	Stratford Ave	\$161,280	
	J St	13th Ave	Northcrest Dr	\$13,920	
	Jeremy St	600 South	500 South	\$119,920	
	Lynwood Dr	2500 East	Parleys Way	\$113,600	
	Mary Dott Way	Melbourne St	Preston St	\$91,480	
	5th Ave	C St	E St	\$131,680	
6th Ave	D St	E St	\$70,120		
	8th Ave	E St	G St	\$134,480	
	12th Ave	J St	K St	\$55,680	
	800 West	100 South	South Temple St	\$158,400	
	800 West	Paxton Ave	California Ave	\$124,200	
	1300 East Frontage Rd	Stratford Ave	1300 East	\$68,240	
	1400 East	3000 South	Hudson Ave	\$42,320	
	1900 East	Parleys Canyon Blvd	Wilmington Ave	\$96,760	
2021	Belmont Ave	900 East	1000 East	\$126,640	\$1,120,320
	Bryan Ave	600 East	700 East	\$107,160	
	Glenmare St	Harrison Ave	Sherman Ave	\$45,640	
	Herbert Ave	1000 East	McClelland St	\$29,000	
	Kelsey Ave	200 East	300 East	\$112,480	
	Lake St	Belmont Ave	Princeton Ave	\$155,960	
	Westmoreland Dr	1500 East	Filmore St	\$83,960	
	800 East	Harrison Ave	1300 South	\$95,920	
	1200 East	Gilmer Dr	900 South	\$50,960	
	1400 East	1700 South	Kensington Ave	\$147,640	
	1600 East	Bryan Ave	Emerson Ave	\$130,520	
1600 East	Harrison Ave	Sherman Ave	\$34,440		

Local Street Overlay Candidates

Year	Street	From	To	Cost	Total for Year
2022	Cannon Ave	Natura St	1000 West	\$49,960	\$1,694,360
	Emery St	Dalton Ave	Mead Ave	\$76,480	
	Glandale Dr	Navajo St	Bell Ave	\$106,360	
	Michigan Ave	1500 East	Fairview Ave	\$108,600	
	Park St	Ramona Ave	Downington Ave	\$125,360	
	Rosewood Ave	200 East	300 East	\$91,960	
	Wilson Ave	300 East	400 East	\$126,000	
	Yale Ave	1900 East	2000 East	\$91,640	
	400 East	2100 South	Hollywood Ave	\$107,840	
	900 South	Foothill Dr	2000 East	\$43,840	
	2100 South	Redwood Rd	Empire Rd	\$376,400	
	3200 West	Directors Row	California Ave	\$389,920	
	2023	Glen Oaks Dr	Scenic Dr	Belaire Dr	
Federal Heights Dr		Alta St	Federal Heights Cir	\$272,960	
J St		South Temple St	1st Ave	\$69,520	
M St		4th Ave	5th Ave	\$53,880	
Pierpont Ave		1200 West	1100 West	\$84,280	
Promontory Dr		Summit Cir	Scenic Dr	\$84,400	
Pueblo St		Terminus	900 South	\$39,320	
Q St		South Temple St	1st Ave	\$50,400	
Sigsbee Ave		Sigsbee Traffic Circle	Military Traffic Circle	\$41,960	
T St		3rd Ave	4th Ave	\$55,240	
U St		1st Ave	2nd Ave	\$45,160	
Yuma St		Emerson Ave	St Marys Dr	\$74,880	
1st Ave		O St	P St	\$65,600	
1st Ave		T St	U St	\$64,920	
2nd Ave		N St	O St	\$67,160	
2nd Ave		P St	Q St	\$66,560	
2nd Ave		U St	Virginia St	\$54,320	
4th Ave		K St	L St	\$55,600	
1000 West		200 South	100 South	\$116,680	
1000 West		500 South	400 South	\$123,760	

Local Street Overlay Candidates

Year	Street	From	To	Cost	Total for Year
2024	Connor St	Westminster Ave	Downington Ave	\$102,600	\$1,093,480
	Crestview Dr	Oak Hills Way	Vista View Dr	\$281,080	
	Denver St	Gudgell Ct at 729 South	800 South	\$36,040	
	Dickens Pl	Donner Way	Terminus	\$46,480	
	East Capitol Blvd	Edgecombe Dr	South Sandrun Rd	\$237,280	
	Kensington Ave	2300 East	Foothill Dr	\$86,760	
	Northvale Way	Terrace Hills Dr	Terminus	\$30,560	
	Wilton Way	Canterbury Dr	Sherwood Dr	\$206,680	
600 North	600 West	600 North Overpass	\$66,000		
				Total	\$7,279,720

This plan will be revaluated annually based on funding and City priorities.

Summary					
	Arterial & Collector Reconstruction	Arterial & Collector Overlay	Local Street Reconstruction	Local Street Overlay	Yearly Totals
2020	\$4,800,000	\$526,560	\$3,039,606	\$1,790,680	\$10,156,846
2021	\$16,250,000	\$2,693,160	\$2,979,663	\$1,120,320	\$23,043,143
2022	\$14,600,000	\$1,491,040	\$3,080,006	\$1,694,360	\$20,865,406
2023	\$14,400,000	\$1,645,240	\$3,042,677	\$1,580,880	\$20,668,797
2024	\$8,300,000	\$1,259,960	\$2,989,776	\$1,093,480	\$13,643,216
2025	\$10,000,000		\$2,220,335		\$12,220,335
Method Totals	\$68,350,000	\$7,615,960	\$17,352,064	\$7,279,720	\$100,597,744

This plan will be reevaluated annually based on funding and City priorities.

Appendix A: Descriptions and Photos of Pavement Condition Classifications

Overall Pavement Condition (OCI) Ratings Examples

The following pages present examples of roadway maintenance strategies that would be recommended based on the stated roadway pavement condition.

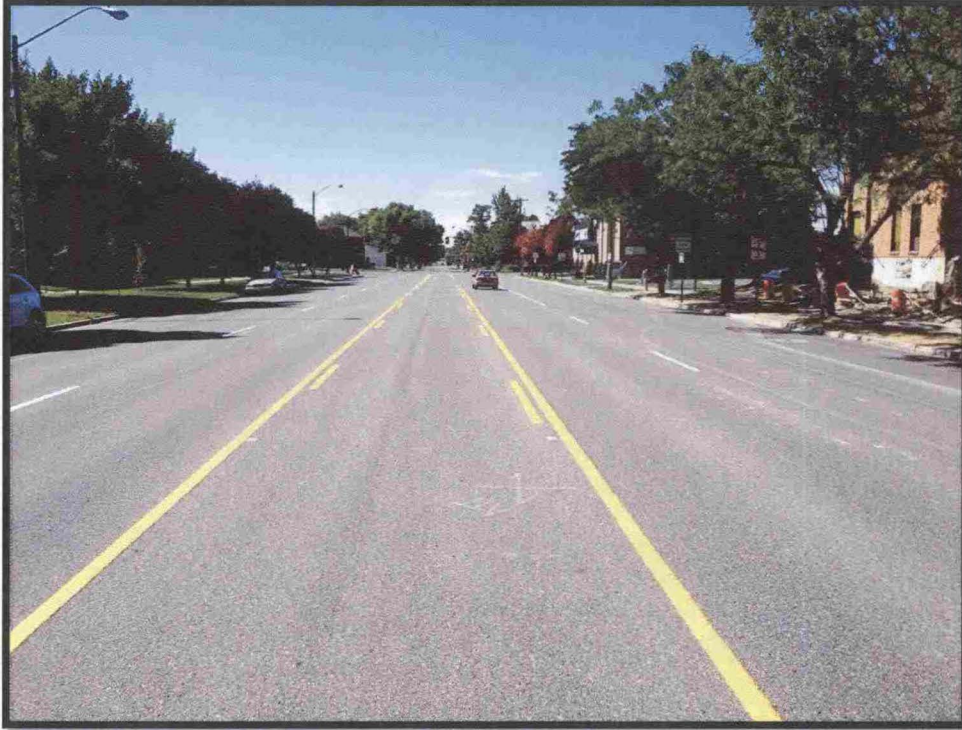
Pavement Condition: Good

Recommended Maintenance Strategy: Pavement requires only minor or no maintenance activities over the next five years



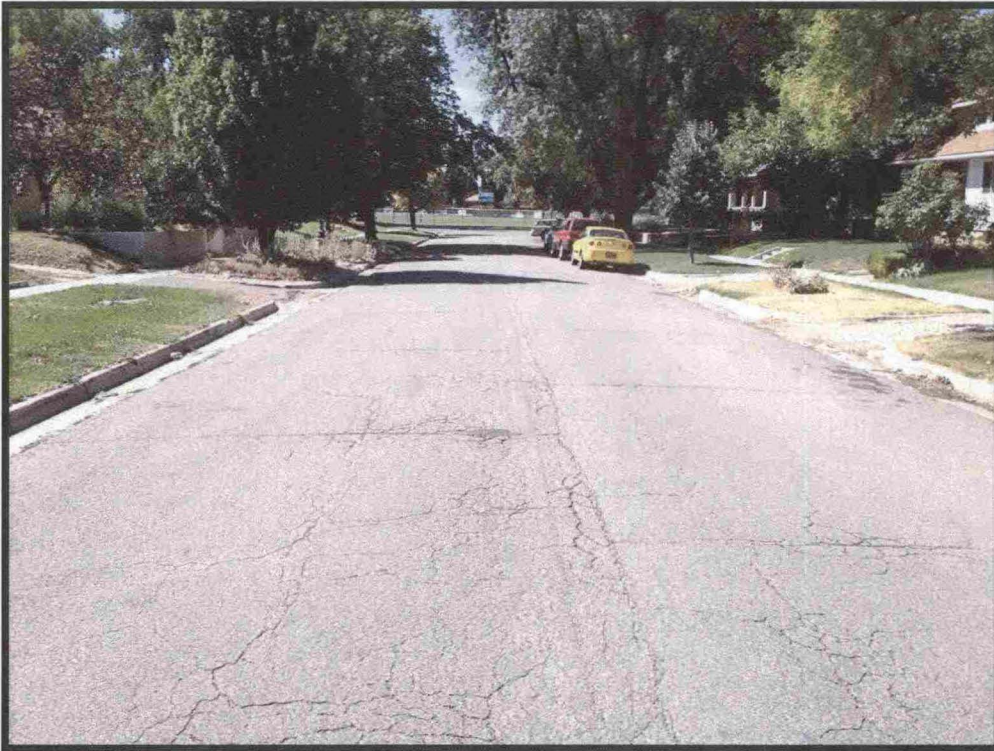
Pavement Condition: Satisfactory (Minor cracking and oxidation)

Recommended Maintenance Strategy: Slurry Seal



Pavement Condition: Fair (Significant cracking and oxidation)

Recommended Maintenance Strategy: Chip Seal



Pavement Condition: Poor (Major cracking, rutting, and oxidation)
Recommended Maintenance Strategy: Rehabilitation (Overlay)





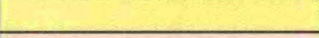




Pavement Condition: Very Poor (Major cracking, patches, and sunken pavement)
Recommended Maintenance Strategy: Reconstruction



Pavement Condition: Serious and Failed (Pavement has failed – ongoing repairs needed to maintain the roadway in a safe passable condition)

Recommended Maintenance Strategy: Reconstruction



DESCRIPTION	PERCENT OF NETWORK	LEGEND
Good	1.60%	
Satisfactory	8.89%	
Fair	25.84	
Poor	36.61%	
Very Poor	21.31%	
Serious	5.41%	
Failed	0.34%	

Good

OCI Range: 86-100



Satisfactory

OCI Range: 71-85



Fair

OCI Range: 56-70



Poor

OCI Range: 41-55



Very Poor

OCI Range: 26-40



Serious

OCI Range: 11-25



Failed

OCI Range: 0-15



Block Cracking



Edge Cracking



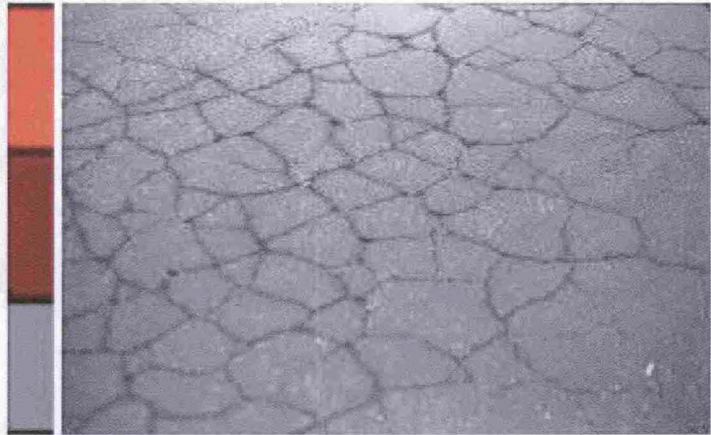
Potholes



Shoving



**Alligator
Cracking**



Rutting



Appendix B: Descriptions and Photos of Pavement Activities

Crack Sealing

Hot rubberized sealant to prevent water intrusion.



Slurry Sealing

Mixture of small rock, asphalt, cement and water.



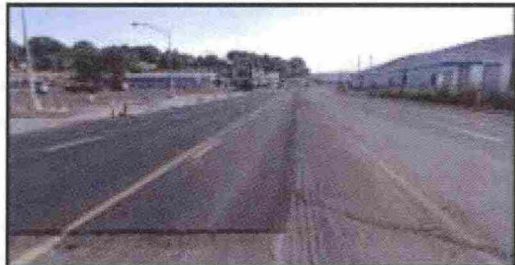
Chip Sealing

Fine gravel, evenly spread, covered by liquid asphalt.



Asphalt Overlay

Removal of top layer and replaced with new asphalt.



Reconstruction

Rebuild of entire road structure.

