MEMORANDUM

DATE: December 13, 2005

TO: City Council Members

FROM: Jennifer Bruno, Policy Analyst

RE: CIP 10 Year Plan and Impact Fees

On December 8, 2005, the Council reviewed in detail, the 10 Year Capital Improvement Plan that was presented by Anne Wescott, Galena Consulting, and Tom Pippin, BBC Research in the December 6th work session. The Council decided to make the following alterations to the plan:

- A. Remove the \$3.6 million allocated to Pioneer Park (Parks #13) in fiscal years '07 and '08, and distribute the money in the following ways:
 - 1. Add \$1 million to Trail Development (Parks #6)
 - 2. Add \$1 million to Acquisition of Open Space (Parks #24)
 - 3. Add \$1.6 million to general Park Facilities Reconstruction/Renovation (Parks #12) possibly in a "to be determined" category under this item. Some Council Members remarked that if the Administration felt it necessary to spend more money for projects in Pioneer Park, it would be up to them to weigh it against other parks' needs, and apply through the regular CIP process in the future.
- B. Correct CDBG allocations for Dog Off-leash parks (Parks #10), as these are not CDBG eligible, and distribute this money to the "to be determined" category under Parks Expansion/Development.

Two of the alterations to the 10 Year Capital Improvement Plan will affect the Impact Fee calculations, as they are somewhat related to growth:

- A. The \$1 million added to Trail Development (Parks #6), brings the total amount to be spent over 10 years to \$3 million.
 - Note: Because the consultants have determined that 25% of this project is attributable to growth, the amount that needs to be collected for impact fees to pay for this, is raised from \$512,500 to \$762,500 (a \$250,000 increase).
- B. The \$1 million added to Acquisition of Open Space for Future Development (Parks #24), brings the total amount to be spent over 10 years to \$2.2 million.
 - Note: Because the consultants have determined that 50% of this project is attributable to growth, the amount that needs to be collected for impact fees to pay for this, is raised from \$600,000 to \$1.1 million (a \$500,000 increase).

The consultants are now determining how these changes will affect the overall impact fee charges. Because the changes are both in the Parks category, impact fees will only increase in the "Parks Fees" section. Their recalculations were not available in time for this packet of paperwork, but will be available for Council review at the formal meeting on Tuesday, December 13th.

COUNCIL ACTION

At the December 13th, the Council will consider adopting the attached resolution (the attached resolution is in draft form. The final resolution will be made available for the Tuesday meeting,

as it needs to contain the recalculated impact fees). The Council will consider adopting this resolution after the public hearing. The following are potential motions:

- 1. ["I move that the Council"] Adopt a resolution scheduling public hearings regarding a modified impact fee capital facilities plan, an ordinance modifying the City's Impact Fees, and providing for notice of these public hearings.
- 2. ["I move that the Council"] Not adopt a resolution scheduling public hearings regarding a modified impact fee capital facilities plan, an ordinance modifying the City's Impact Fees, and providing for notice of these public hearings.

NOTE: The hearing on December 13th is listed because it was previously advertised and could not be changed. The legally required hearing will occur at a date of the Council's choosing, for example: January 17th, February 7th, February 14th. This will give the City sufficient time to notify all interested parties of the impact fee changes and advertise the hearing.

DRAFT

RESOLUTION NO. OF 2005

(SCHEDULING PUBLIC HEARINGS REGARDING A MODIFIED IMPACT FEE CAPITAL FACILITIES PLAN AND AN ORDINANCE MODIFYING THE CITY'S IMPACT FEES, AND PROVIDING FOR THE GIVING OF NOTICE OF THE PUBLIC HEARINGS)

WHEREAS, Utah Code Title 11, Chapter 36 (the "Act") authorizes the City to establish and modify impact fees, and the City has previously established impact fees after adopting a capital facilities plan pursuant to the Act; and

WHEREAS, the City Council is considering modifying the city's impact fees; and

WHEREAS, the City's consultants, BBC Research and Anne Wescott, have analyzed the City's current capital facilities plan and impact fees and have proposed options regarding modifying the City's capital facilities plan and future impact fees; and

WHEREAS, as required by the Act the City has provided a "Notice of Intent to Prepare a Capital Facilities Plan" with respect to the proposed amendments to the capital facilities plan; and

WHEREAS, the Act requires the City Council to hold a public hearing to hear comments on the modified capital facilities plan, and the City Council desires to schedule such a public hearing; and

WHEREAS, the City Council is considering amending its impact fee ordinance to modify the City's impact fees; and

WHEREAS, the Act requires the City Council to hold a public hearing before adopting an ordinance modifying impact fees, and the City Council desires to schedule such a public hearing.

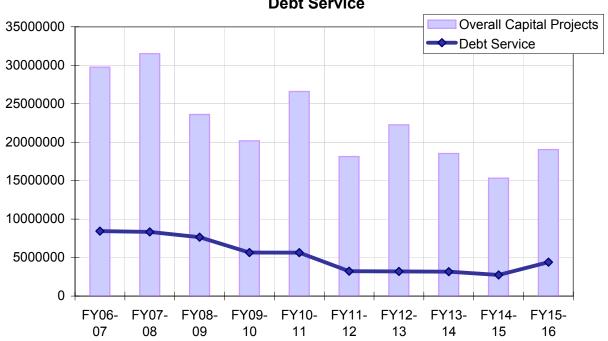
NOW, THEREFORE, BE IT RESOLVED by the City Council of Salt Lake City, Utah, as follows:

- 1. The City Council shall hold a public hearing on _______, 2006 to hear public comment on the modified capital facilities plan.
- 2. Following that public hearing the City Council shall hold a public hearing on ______, 2006 to hear public comment on the proposed ordinance modifying the City's impact fees.

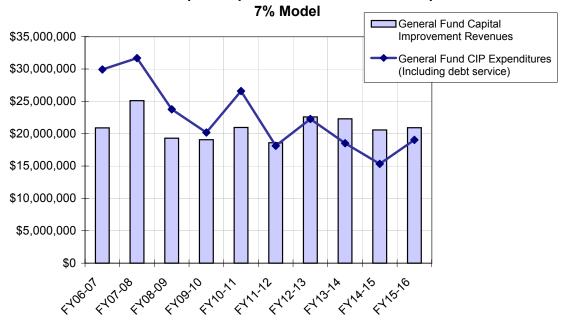
2. Prior notice of the the manner required by the Act.	_, 2006 public hearings shall be given by the City in
Passed by the City Council of Salt	Lake City, Utah, this day of
	SALT LAKE CITY COUNCIL
	By:CHAIRPERSON
ATTEST:	
CHIEF DEPUTY CITY RECORDER	
APPROVED AS TO FORM:	
SENIOR SALT LAKE CITY ATTORNE	Y

I:\RESOLUTI\Impact fee hearing 12-5-05.doc

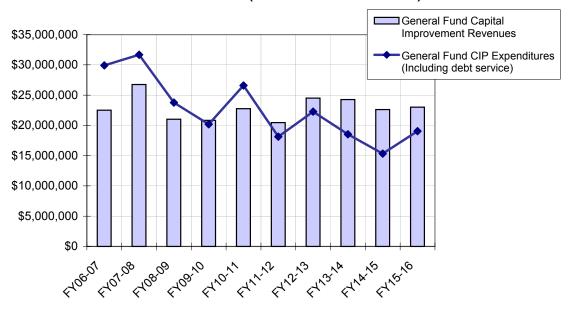
Overall Capital Spending vs. Debt Service



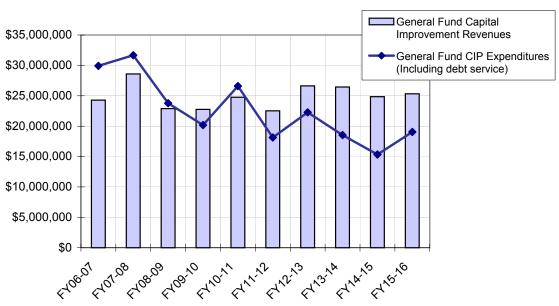
General Fund Capital Improvement Revenues vs. Expenditures



General Fund Capital Improvement Revenues vs. Expenditures 7.95% Model (Break Even Over Period)



General Fund Capital Improvement Revenues vs. Expenditures 9% Model



DRAFT Salt Lake City 10-Year Capital Improvement Program Fiscally Constrained to 7% of General Fund Revenues

SOURCES		Base Year a	annual 3% increases	S									
	FY04-05	FY05-06	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16	10 year totals
General Fund Revenue	\$159,816,069	\$164,056,300	\$168,977,989	\$174,047,329	\$179,268,749	\$184,646,811	\$190,186,215	\$195,891,802	\$201,768,556	\$207,821,613	\$214,056,261	\$220,477,949	, , , , , , , , ,
not including GO or FB revenue													
% of GF revenues = GF CIP allocation	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	
On-Going GF	\$11,347,287	\$11,000,017	\$11,828,459	\$12,183,313	\$12,548,812	\$12,925,277	\$13,313,035	\$13,712,426	\$14,123,799	\$14,547,513	\$14,983,938	\$15,433,456	\$135,600,029
Other Sources - bond refinance/refund	\$1,003,864	\$6,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CIP Recapture/Reserve	\$1,191,349	\$946,768	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Ongoing General Fund Revenues	\$13,542,500	\$18,346,785	\$11,828,459	\$12,183,313	\$12,548,812	\$12,925,277	\$13,313,035	\$13,712,426	\$14,123,799	\$14,547,513	\$14,983,938	\$15,433,456	\$135,600,029
CCB Debt Service - SL County	\$565,663	\$561,531	\$560,391	\$561,745	\$554,012	\$555,180	\$556,605	\$0	\$0	\$0	\$0	\$0	\$2.787.933
Impact Fees	\$1,177,116	\$450,000	\$3,862,250	\$7,156,525	\$1,152,000	\$1,037,500	\$2,334,750	\$37,500	\$3,810,000	\$3,080,000	\$930,000	\$533,000	\$23,933,525
Class C CIP Funds	\$2,900,000	\$3,300,000	\$2,900,000	\$3,450,000	\$3,300,000	\$2,800,000	\$3,000,000	\$3,100,000	\$2,900,000	\$2,910,000	\$2,910,000	\$3,200,000	\$30,470,000
CDBG CIP Funds	\$1,859,696	\$1,694,558	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$13,000,000
Refuse and Fleet Fund contribution to Fleet Facility	φ1,039,090	\$1,094,550	\$453,067	\$453,037	\$452,460	\$452,781	\$452,591	\$453,223	\$453,261	\$452,687	\$452,833	\$452,274	\$4,528,214
RDA - Salt Palace		\$1,600,000	Ψ+35,007	ψ+35,037	ψ+32,+00	ψ+32,701	Ψ-32,331	Ψ+33,223	ψ+33,201	Ψ432,007	ψ+32,033	ψ+32,21+	\$0
Sunnyside SID	\$600,000	\$1,000,000											\$0 \$0
	\$20,644,975	£25.052.074	\$20,904,167	\$25,104,620	£40 207 204	\$19,070,738	\$20,956,981	\$18,603,149	\$22,587,060	\$22,290,200	\$20,576,771	£20 040 7 24	\$210,319,701
Total General Fund Revenues	\$20,644,975	\$25,952,874	\$20,904,167	\$25,104,620	\$19,307,284	\$19,070,736	\$20,956,961	\$10,603,149	\$22,567,060	\$22,290,200	\$20,576,771	\$20,918,731	\$210,319,701
USES													
Debt Service	\$6,139,831	\$6,118,162											\$0
City and County Building - SLC portion			\$2,389,634	\$2,395,405	\$2,362,438	\$2,367,420	\$2,373,495	\$0	\$0	\$0	\$0	\$0	\$11,888,392
MFET			\$733,855	\$732,355	\$729,355	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,195,565
Existing Sales Tax Bonds			\$3,535,018	\$3,430,379	\$2,776,663	\$1,509,367	\$1,488,506	\$1,446,561	\$1,419,460	\$1,388,809	\$963,238	\$2,630,900	\$20,588,900
Proposed Fleet Sales Tax Bond (\$22.1 million)			\$1,224,958	\$1,224,878	\$1,223,317	\$1,224,187	\$1,223,672	\$1,225,380	\$1,225,484	\$1,223,933	\$1,224,325	\$1,222,816	\$12,242,950
Proposed Bond for Street Impr. incl. curb/gutter			¥ ·,== ·,•••	*	* .,===,=	¥ ·,== ·, · · ·	¥ ·,===,= · =	*	¥ ·,===, · · ·	**,===,===	¥ ·,== ·,•=•	* ·,===,• · •	¥ :=,= :=,= :=
and utilities (\$7.5 million)			\$559,079	\$560,976	\$562,294	\$558,092	\$558,355	\$562,896	\$561,613	\$559,565	\$561,805	\$558,313	\$5,602,988
PAYGO													\$0
Parks	\$2,331,902	\$2,329,800	\$4,183,285	\$4,057,500	\$2,400,000	\$3,032,500	\$3,090,000	\$2,162,500	\$1,674,750	\$1,570,000	\$1,254,750	\$2,017,500	\$25,442,785
Public Facilities	\$360,000	\$0	\$930,000	\$710,000	\$0	\$0	\$3,145,000	\$2,600,000	\$0	\$0	\$0	\$2,132,000	\$9,517,000
Streets	\$3,040,000	\$3,094,823	\$3,644,750	\$3,300,000	\$4,348,000	\$3,300,000	\$5,150,000	\$3,300,000	\$6,960,000	\$3,300,000	\$3,970,000	\$3,300,000	\$40,572,750
Transportation	\$1,025,000	\$344,000	\$2,205,000	\$2,205,000	\$2,205,000	\$2,205,000	\$2,205,000	\$2,205,000	\$2,205,000	\$2,205,000	\$2,205,000	\$2,205,000	\$22,050,000
Intermodal Hub/Trax	\$0	\$0	\$383,333	\$383,333	\$383,334	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,150,000
Placeholder for Community Projects	\$0	\$0	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$2,500,000
Percent for Art	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$600,000
Overruns	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
holding account	\$385,767	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Ongoing General Fund Expenditures	\$13,542,500	\$11,946,785	\$20,098,912	\$19,309,826	\$17,300,402	\$14,506,566	\$19,544,028	\$13,812,337	\$14,356,307	\$10,557,307	\$10,489,118	\$14,376,529	\$154,351,330
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CCB Debt Service - SL County	\$565,663	\$561,531	\$560,391	\$561,745	\$554,012	\$555,180	\$556,605	\$0 \$07,500	\$0	\$0	\$0	\$0	\$2,787,933
Impact Fee Projects	\$1,177,116	\$450,000	\$3,862,250	\$7,156,525	\$1,152,000	\$1,037,500	\$2,334,750	\$37,500	\$3,810,000	\$3,080,000	\$930,000	\$533,000	\$23,933,525
Class C Projects	\$2,900,000	\$3,300,000	\$2,900,000	\$3,450,000	\$3,300,000	\$2,800,000	\$3,000,000	\$3,100,000	\$2,900,000	\$2,910,000	\$2,910,000	\$3,200,000	\$30,470,000
CDBG Projects	\$1,859,696	\$1,694,558	\$2,042,000	\$744,100	\$1,010,000	\$830,000	\$700,000	\$730,000	\$747,500	\$1,527,500	\$550,000	\$480,000	\$9,361,100
Refuse and Fleet Fund contribution to Fleet Facility			\$453,067	\$453,037	\$452,460	\$452,781	\$452,591	\$453,223	\$453,261	\$452,687	\$452,833	\$452,274	\$4,528,214
Salt Palace Expansion		\$8,000,000											\$0
Sunnyside SID	\$600,000												\$0
Total General Fund Expenditures	\$20,644,975	\$25,952,874	\$29,916,620	\$31,675,233	\$23,768,873	\$20,182,027	\$26,587,974	\$18,133,060	\$22,267,068	\$18,527,494	\$15,331,951	\$19,041,803	\$225,432,102
This summary does not reflect General Obligation bond	nroceeds and debt	service as they off	set each other										
This summary does not include RDA contributions to the	•			oiect									
This summary does not include RDA contributions to the				,	rojects								
For analysis of funds excluded from this GF summary, so			p.o.omoni Diotriot p		0,0010								
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Difference Petween 79/ Ongoing Constal Found Pe	venues and Carac	trained Conoral											
Difference Between 7% Ongoing General Fund Re Fund Expenditures		u airieu Generai	-\$8.270.453	-\$7.126.513	-\$4.751.589	-\$1.581.289	-\$6.230.993	-\$99.911	-\$232.508	\$3,990,206	\$4.494.820	\$1.056.928	-\$18,751,301
rund Expenditures	•		-⊅0,∠10,453	-\$1,1∠0,513	-\$4,751,589	-φ1,061,∠89	-\$6,230,993	-\$99,911	-⊅∠ა∠,508	გა,ყყ∪,∠0 6	\$4,494,0ZU	\$1,000,928	-\$10,751,30T

DRAFT Salt Lake City 10-Year Capital Improvement Program Fiscally Constrained to **7.95% of General Fund Revenues (Break Even)**

SOURCES		Base Year a	annual 3% increases									Ī	
000020	FY04-05	FY05-06	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16	10 year totals
General Fund Revenue	\$159,816,069	\$164,056,300	\$168,977,989	\$174,047,329	\$179,268,749	\$184,646,811	\$190,186,215	\$195,891,802	\$201,768,556	\$207,821,613	\$214,056,261	\$220,477,949	
not including GO or FB revenue													
% of GF revenues = GF CIP allocation	7%	7%	7.95%	7.95%	7.95%	7.95%	7.95%	7.95%	7.95%	7.95%	7.95%	7.95%	
On-Going GF	\$11,347,287	\$11,000,017	\$13,433,750	\$13,836,763	\$14,251,866	\$14,679,421	\$15,119,804	\$15,573,398	\$16,040,600	\$16,521,818	\$17,017,473	\$17,527,997	\$154,002,890
Other Sources - bond refinance/refund	\$1,003,864	\$6,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CIP Recapture/Reserve	\$1,191,349	\$946,768	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Ongoing General Fund Revenues	\$13,542,500	\$18,346,785	\$13,433,750	\$13,836,763	\$14,251,866	\$14,679,421	\$15,119,804	\$15,573,398	\$16,040,600	\$16,521,818	\$17,017,473	\$17,527,997	\$154,002,890
CCB Debt Service - SL County	\$565,663	\$561,531	\$560,391	\$561,745	\$554,012	\$555,180	\$556,605	\$0	\$0	\$0	\$0	\$0	\$2,787,933
Impact Fees	\$1,177,116	\$450,000	\$3,862,250	\$7,156,525	\$1,152,000	\$1,037,500	\$2,334,750	\$37,500	\$3,810,000	\$3,080,000	\$930,000	\$533,000	\$23,933,525
Class C CIP Funds	\$2,900,000	\$3,300,000	\$2,900,000	\$3,450,000	\$3,300,000	\$2,800,000	\$3,000,000	\$3,100,000	\$2,900,000	\$2,910,000	\$2,910,000	\$3,200,000	\$30,470,000
CDBG CIP Funds	\$1,859,696	\$1,694,558	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$13,000,000
Refuse and Fleet Fund contribution to Fleet Facility RDA - Salt Palace		\$1,600,000	\$453,067	\$453,037	\$452,460	\$452,781	\$452,591	\$453,223	\$453,261	\$452,687	\$452,833	\$452,274	\$4,528,214 \$0
Sunnyside SID	\$600.000	\$1,600,000											\$0 \$0
Total General Fund Revenues	\$20,644,975	\$25,952,874	\$22,509,458	\$26,758,070	\$21,010,337	\$20,824,883	\$22,763,750	\$20,464,121	\$24,503,861	\$24,264,506	\$22,610,305	\$23,013,271	\$228,722,562
Total General Fund Revenues	\$20,644,975	\$25,952,674	\$22,509,456	\$20,750,070	\$21,010,337	\$20,024,003	\$22,763,750	\$20,464,121	\$24,503,661	\$24,264,506	\$22,610,305	\$23,013,271	\$220,722,502
USES													
Debt Service	\$6,139,831	\$6,118,162											\$0
City and County Building - SLC portion	40,.00,00	**,***	\$2,389,634	\$2,395,405	\$2,362,438	\$2,367,420	\$2,373,495	\$0	\$0	\$0	\$0	\$0	\$11,888,392
MFET			\$733,855	\$732,355	\$729,355	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,195,565
Existing Sales Tax Bonds			\$3,535,018	\$3,430,379	\$2,776,663	\$1,509,367	\$1,488,506	\$1,446,561	\$1,419,460	\$1,388,809	\$963,238	\$2,630,900	\$20,588,900
Proposed Fleet Sales Tax Bond (\$22.1 million)			\$1,224,958	\$1,224,878	\$1,223,317	\$1,224,187	\$1,223,672	\$1,225,380	\$1,225,484	\$1,223,933	\$1,224,325	\$1,222,816	\$12,242,950
Proposed Bond for Street Impr. incl. curb/gutter and													
utilities (\$7.5 million)			\$559,079	\$560,976	\$562,294	\$558,092	\$558,355	\$562,896	\$561,613	\$559,565	\$561,805	\$558,313	\$5,602,988
PAYGO	00 004 000	20 000 000	04 400 005	04.057.500	00 400 000	00 000 500	20.000.000	00 400 500	04 074 750	04 570 000	04.054.750	00 047 500	\$0
Parks	\$2,331,902	\$2,329,800	\$4,183,285 \$930,000	\$4,057,500	\$2,400,000 \$0	\$3,032,500	\$3,090,000	\$2,162,500	\$1,674,750	\$1,570,000	\$1,254,750	\$2,017,500 \$2,132,000	\$25,442,785
Public Facilities Streets	\$360,000 \$3.040.000	\$3.094.823	\$3,644,750	\$710,000 \$3.300.000	\$0 \$4.348.000	\$0 \$3.300.000	\$3,145,000 \$5,150,000	\$2,600,000 \$3.300.000	\$0 \$6.960.000	\$0 \$3.300.000	\$0 \$3.970.000	\$2,132,000	\$9,517,000 \$40.572.750
Transportation	\$1,025,000	\$3,094,823	\$2,205,000	\$2,205,000	\$2,205,000	\$2,205,000	\$2,205,000	\$2,205,000	\$2,205,000	\$2,205,000	\$2,205,000	\$2,205,000	\$22,050,000
Intermodal Hub/Trax	\$1,025,000	\$344,000	\$383,333	\$383.333	\$383,334	\$2,205,000	\$2,203,000	\$2,203,000	\$2,203,000	\$2,205,000	\$2,203,000	\$2,203,000	\$1,150,000
Placeholder for Community Projects	\$0	\$0	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$2,500,000
Percent for Art	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$600,000
Overruns	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
holding account	\$385,767	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Ongoing General Fund Expenditures	\$13,542,500	\$11,946,785	\$20,098,912	\$19,309,826	\$17,300,402	\$14,506,566	\$19,544,028	\$13,812,337	\$14,356,307	\$10,557,307	\$10,489,118	\$14,376,529	\$154,351,330
CCB Debt Service - SL County	\$565,663	\$561,531	\$560,391	\$561,745	\$554,012	\$555,180	\$556,605	\$0	\$0	\$0	\$0	\$0	\$2,787,933
Impact Fee Projects	\$1,177,116	\$450,000	\$3,862,250	\$7,156,525	\$1,152,000	\$1,037,500	\$2,334,750	\$37,500	\$3,810,000	\$3,080,000	\$930,000	\$533,000	\$23,933,525
Class C Projects	\$2,900,000	\$3,300,000	\$2,900,000	\$3,450,000	\$3,300,000	\$2,800,000	\$3,000,000	\$3,100,000	\$2,900,000	\$2,910,000	\$2,910,000	\$3,200,000	\$30,470,000
CDBG Projects	\$1,859,696	\$1,694,558	\$2,042,000	\$744,100	\$1,010,000	\$830,000	\$700,000	\$730,000	\$747,500	\$1,527,500	\$550,000	\$480,000	\$9,361,100
Refuse and Fleet Fund contribution to Fleet Facility Salt Palace Expansion		\$8,000,000	\$453,067	\$453,037	\$452,460	\$452,781	\$452,591	\$453,223	\$453,261	\$452,687	\$452,833	\$452,274	\$4,528,214 \$0
Sunnyside SID	\$600.000	\$6,000,000											\$0 \$0
	\$20,644,975	\$25,952,874	\$29,916,620	\$31,675,233	\$23,768,873	\$20,182,027	\$26,587,974	\$18,133,060	\$22,267,068	\$18,527,494	\$15,331,951	\$19,041,803	\$225,432,102
Total General Fund Expenditures	\$20,0 44 ,975	\$25,552,674	\$25,510,02U	\$31,073,233	\$23,100,013	\$20,102,027	\$20,001,914	\$10,133,U0U	\$22,201,008	\$10,52 <i>1</i> ,494	\$ 10,001,001	\$ 19,04 1,803	φ220,432, IU2
This summary does not reflect General Obligation bond p This summary does not include RDA contributions to the This summary does not reflect Public Utilities, Federal Hig For analysis of funds excluded from this GF summary, se	Intermodal Hub/Trax ghway Administratio	x Connection, and p n, and Special Impr	roposed street proje		ects								
Difference Between 7.95% Ongoing General Fund Re Fund Expenditures		rained General	-\$6,665,162	-\$5,473,063	-\$3,048,536	\$172,856	-\$4,424,224	\$1,761,061	\$1,684,294	\$5,964,512	\$6,528,355	\$3,151,468	-\$348,440

DRAFT Salt Lake City 10-Year Capital Improvement Program Fiscally Constrained to **9% of General Fund Revenues**

SOURCES		Base Year a	annual 3% increases									Ī	
	FY04-05	FY05-06	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16	10 year totals
General Fund Revenue	\$159,816,069	\$164,056,300	\$168,977,989	\$174,047,329	\$179,268,749	\$184,646,811	\$190,186,215	\$195,891,802	\$201,768,556	\$207,821,613	\$214,056,261	\$220,477,949	
not including GO or FB revenue													
% of GF revenues = GF CIP allocation	7%	7%	9%	9%	9%	9%	9%	9%	9%	9%	9%	9%	
On-Going GF	\$11,347,287	\$11,000,017	\$15,208,019	\$15,664,260	\$16,134,187	\$16,618,213	\$17,116,759	\$17,630,262	\$18,159,170	\$18,703,945	\$19,265,063	\$19,843,015	\$174,342,894
Other Sources - bond refinance/refund	\$1,003,864	\$6,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CIP Recapture/Reserve	\$1,191,349	\$946,768	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Ongoing General Fund Revenues	\$13,542,500	\$18,346,785	\$15,208,019	\$15,664,260	\$16,134,187	\$16,618,213	\$17,116,759	\$17,630,262	\$18,159,170	\$18,703,945	\$19,265,063	\$19,843,015	\$174,342,894
CCB Debt Service - SL County Impact Fees	\$565,663 \$1,177,116	\$561,531 \$450,000	\$560,391 \$3,862,250	\$561,745 \$7,156,525	\$554,012 \$1,152,000	\$555,180 \$1,037,500	\$556,605 \$2,334,750	\$0 \$37,500	\$0 \$3,810,000	\$0 \$3,080,000	\$0 \$930,000	\$0 \$533,000	\$2,787,933 \$23,933,525
Class C CIP Funds	\$2,900,000	\$3,300,000	\$2,900,000	\$3,450,000	\$3,300,000	\$2,800,000	\$3,000,000	\$3,100,000	\$2,900,000	\$2,910,000	\$2,910,000	\$3,200,000	\$30,470,000
CDBG CIP Funds	\$1,859,696	\$1,694,558	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$13,000,000
Refuse and Fleet Fund contribution to Fleet Facility	ψ1,055,050	\$1,004,000	\$453,067	\$453,037	\$452,460	\$452,781	\$452,591	\$453,223	\$453,261	\$452,687	\$452,833	\$452,274	\$4,528,214
RDA - Salt Palace		\$1,600,000	ψ-100,007	ψ+00,007	ψ+0 2 ,+00	ψ+0 2 ,701	ψ+0 2 ,001	Ψ-100,220	ψ-100,201	φ+02,001	ψ+02,000	ψ+02,27+	\$0
Sunnyside SID	\$600,000	ψ1,000,000											\$0
Total General Fund Revenues	\$20,644,975	\$25,952,874	\$24,283,727	\$28,585,567	\$22,892,659	\$22,763,674	\$24,760,705	\$22,520,985	\$26,622,431	\$26,446,633	\$24,857,896	\$25,328,290	\$249,062,567
	,- ,	,		,,	,	4 ,,	4 = 1,1 = 2,1 = 2		,,	7-2, 112,000	 -,,	,,	
USES													
Debt Service	\$6,139,831	\$6,118,162											\$0
City and County Building - SLC portion			\$2,389,634	\$2,395,405	\$2,362,438	\$2,367,420	\$2,373,495	\$0	\$0	\$0	\$0	\$0	\$11,888,392
MFET			\$733,855	\$732,355	\$729,355	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,195,565
Existing Sales Tax Bonds			\$3,535,018	\$3,430,379	\$2,776,663	\$1,509,367	\$1,488,506	\$1,446,561	\$1,419,460	\$1,388,809	\$963,238	\$2,630,900	\$20,588,900
Proposed Fleet Sales Tax Bond (\$22.1 million)			\$1,224,958	\$1,224,878	\$1,223,317	\$1,224,187	\$1,223,672	\$1,225,380	\$1,225,484	\$1,223,933	\$1,224,325	\$1,222,816	\$12,242,950
Proposed Bond for Street Impr. incl. curb/gutter and													
utilities (\$7.5 million)			\$559,079	\$560,976	\$562,294	\$558,092	\$558,355	\$562,896	\$561,613	\$559,565	\$561,805	\$558,313	\$5,602,988
PAYGO													\$0
Parks	\$2,331,902	\$2,329,800	\$4,183,285	\$4,057,500	\$2,400,000	\$3,032,500	\$3,090,000	\$2,162,500	\$1,674,750	\$1,570,000	\$1,254,750	\$2,017,500	\$25,442,785
Public Facilities	\$360.000	\$2,329,800	\$930,000	\$710,000	\$2,400,000	\$3,032,300	\$3,145,000	\$2,102,300	\$1,074,750	\$1,570,000	\$1,254,750	\$2,017,500	\$9,517,000
Streets	\$3,040,000	\$3,094,823	\$3,644,750	\$3,300,000	\$4,348,000	\$3,300,000	\$5,150,000	\$3,300,000	\$6,960,000	\$3,300,000	\$3,970,000	\$3,300,000	\$40,572,750
Transportation	\$1,025,000	\$344,000	\$2,205,000	\$2,205,000	\$2,205,000	\$2,205,000	\$2,205,000	\$2,205,000	\$2,205,000	\$2,205,000	\$2,205,000	\$2,205,000	\$22,050,000
Intermodal Hub/Trax	\$0	\$0	\$383,333	\$383,333	\$383,334	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,150,000
Placeholder for Community Projects	\$0	\$0	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$2,500,000
Percent for Art	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$600,000
Overruns	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
holding account	\$385,767	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Ongoing General Fund Expenditures	\$13,542,500	\$11,946,785	\$20,098,912	\$19,309,826	\$17,300,402	\$14,506,566	\$19,544,028	\$13,812,337	\$14,356,307	\$10,557,307	\$10,489,118	\$14,376,529	\$154,351,330
COR Dalat Carrier - Cl. Carret	#F0F 000	@F04 F04	# 500 201	8504 745	0554.010	PEEE 400	@EE0 005	***				20	eo 707 000
CCB Debt Service - SL County	\$565,663 \$1,177,116	\$561,531 \$450,000	\$560,391 \$3,862,250	\$561,745 \$7,156,525	\$554,012 \$1,152,000	\$555,180 \$1,037,500	\$556,605 \$2,334,750	\$0 \$37,500	\$0 \$3,810,000	\$0 \$3,080,000	\$0 \$930,000	\$0 \$533,000	\$2,787,933 \$23,933,525
Impact Fee Projects Class C Projects	\$1,177,116 \$2,900,000	\$450,000	\$3,862,250 \$2,900,000	\$7,156,525 \$3,450,000	\$1,152,000 \$3,300,000	\$1,037,500 \$2,800,000	\$2,334,750 \$3,000,000	\$37,500 \$3,100,000	\$3,810,000	\$3,080,000 \$2,910,000	\$930,000 \$2,910,000	\$533,000 \$3,200,000	\$23,933,525 \$30,470,000
CDBG Projects	\$1,859,696	\$1,694,558	\$2,900,000	\$744,100	\$1,010,000	\$830,000	\$700,000	\$730,000	\$747,500	\$1,527,500	\$550,000	\$480,000	\$9,361,100
Refuse and Fleet Fund contribution to Fleet Facility	\$1,009,090	\$1,094,550	\$453,067	\$453,037	\$452,460	\$452,781	\$452,591	\$453,223	\$453,261	\$452,687	\$452,833	\$450,000 \$452,274	\$4,528,214
Salt Palace Expansion		\$8,000,000	ψ+35,001	ψ+33,037	ψ - 32, - 00	ψ 4 32,701	ψ 1 32,331	Ψ+33,223	ψ+33,201	ψ+32,007	ψ+32,033	Ψ+32,27+	\$0
Sunnyside SID	\$600.000	ψ0,000,000											\$0
Total General Fund Expenditures	\$20,644,975	\$25,952,874	\$29,916,620	\$31,675,233	\$23,768,873	\$20,182,027	\$26,587,974	\$18,133,060	\$22,267,068	\$18,527,494	\$15,331,951	\$19,041,803	\$225,432,102
Total Concluit and Expenditures	420,077,070	\$20,002,074	Ψ±0,010,0±0	ψ01,070, 2 00	¥20,100,010	ψ 2 0,10 2 ,021	ψ±0,001,014	ψ10,100,000	# 22,201,000	₩10,0£1, 101	ψ10,001,001	ψ10,0 -1 1,000	Ç220,402,102
This summary does not reflect General Obligation bond p	roceeds and debt se	ervice, as they offse	t each other										
This summary does not include RDA contributions to the	Intermodal Hub/Trax	x Connection, and p	roposed street proje	ct									
This summary does not reflect Public Utilities, Federal High	ghway Administratio	n, and Special Impr	ovement District por	tions of Streets proj	ects								
For analysis of funds excluded from this GF summary, se	e specific project/de	partment tab											
												J	
Difference Between 9% Ongoing General Fund Rev		ined General	£4.000.000	#0 04F F00	64 400 044	60 444 647	E0 407 000	PO 047 005	62 000 000	60 440 000	60 775 045	65 400 40 7	C40 004 504
Fund Expenditures	i		-\$4,890,893	-\$3,645,566	-\$1,166,214	\$2,111,647	-\$2,427,268	\$3,817,925	\$3,802,863	\$8,146,639	\$8,775,945	\$5,466,487	\$19,991,564

Summary of Projects Eligible for Impact Fees

IMPACT	FEE SUMMARY, 10 YEAR CAPITAL	L IMPROVE	MENT PROG	GRAM											
Streets	Project	Est Total Project Costs	Funding Sources	Total For Impact Fees	Fiscal Year	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16
13	California Avenue: 4800 West to 5600 W Rebuild and widen westside industrial arterial to support industrial growth, increase street capacity and upgrade water and storm drainage facilities. Federal Highway funds are also being requested for this project.	\$4,475,000	GF - \$344,750 PU - \$1,270,000 SID - \$1,115,000 IF - \$1,745,250 (39%)	\$1,745,250	FY 2007	\$1,745,250									
	Potential Street Improvements Bond to include curb & gutter and utilities	\$3,500,000	Debt - \$1,750,000 Impact Fees - \$1,750,000 (50%)	\$1,750,000	FY2007	\$1,750,000									
	Gladiola Street: 500 South to California Avenue Rebuild and widen westside industrial arterial street to support industrial growth.	\$3,200,000	GF - \$1,048,000 SID - \$1,000,000 IF - \$1,152,000 (36%)	\$1,152,000	FY 2009			\$1,152,000							
17	700 South: 4400 West to 5600 West Rebuild and widen westside industrial arterial street to support industrial growth area. Upgrade existing railroad crossing.	\$6,250,000	GF - \$1,850,000 SID - \$2,400,000 IF - \$2,000,000 (32%)	\$2,000,000	FY 2011					\$2,000,000					
19	500/700 South: Surplus Canal to 4400 W Rebuild and widen westside industrial arterial street to support industrial growth area.	\$10,930,000	GF - \$3,660,000 SID - \$3,660,000 IF - \$3,610,000 (33%)	\$3,610,000	FY 2013							\$3,610,000			
24	Gladiola Street: Calif Ave to 1820 South Rebuild and widen westside industrial arterial street to support industrial growth area.	\$1,980,000	GF - \$670,000 SID - \$580,000 IF - \$730,000 (37%)	\$730,000	FY 2015									\$730,000	
			TOTAL	\$10,987,250		\$3,495,250	\$0	\$1,152,000	\$0	\$2,000,000	\$0	\$3,610,000	\$0	\$730,000	\$0

Summary of Projects Eligible for Impact Fees

IMPACT	FEE SUMMARY, 10 YEAR CAPITAL	L IMPROVE	MENT PROG	GRAM											
	Project	Est Total Project Costs	Funding Sources	Total For Impact Fees	Fiscal Year	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16
Parks															
3	Security Lighting, Parks, Jordan River Parkway - Provide new lighting for safety and function along the Jordan River Parkway Trail.	\$751,250	GF - \$109,500 CDBG - \$455,000 Impact Fees - \$186,750 (25%)	\$186,750	FY 2007-2012 Ongoing	\$67,000	\$65,000			\$54,750					
6	Trail Development/ Improvements, Citywide - Complete the Jordan River Trailway links, provide Trailway enhancements; trailheads and develop the Parleys Rails with Trails Corridor linking the Bonneville and Jordan River Trailways as identified in the Jordan River Trail Inventory.	\$2,050,000	GF - \$920,000 State Grant - \$500,000 Impact fees - \$512,500 (25%)	\$512,500	FY 2007-2016 Ongoing	\$300,000	\$212,500								
	Jordan River Trail Under I-80 (Requested in applications 06/07)	\$300,000	Impact Fees - \$300,000	\$300,000	FY2009			\$300,000							
	Jordan River Trail, I-80-North Temple - Design funds awarded in 05/06 - construction budget requirements preliminarily estimated - State and UDOT Grants may be available for 20% match from City.	\$1,000,000	GF - \$287,500 Impact Fees - \$212,500 State Grant - \$500,000	\$212,500	FY2008		\$212,500								
18	North West Multi-Cultural Center - Re-evaluate the existing Center and examine new functions/facility possibilities for development and construction.	\$2,500,000	ZAP - \$2,250,000 Impact Fees - \$250,000	\$250,000	FY2008		\$250,000								
21	New Splash Parks	\$400,000	GF - \$320,000 Impact Fees - \$80,000 (20%)	\$80,000	FY2011					\$80,000					
23	New Youth Centers	\$500,000	GF - \$425,000 Impact Fees - \$75,000 (15%)	\$75,000	FY2010				\$37,500		\$37,500				
24	Acquisition of Open Space for Future Development	\$1,200,000	GF - \$600,000 Impact Fees - \$600,000 (50%)	\$600,000	FY2011 FY2013 FY2015					\$200,000		\$200,000		\$200,000	
25	New Recreation Center	\$10,000,000	Bond - \$9,000,000 Impact Fees - \$1,000,000 (10%)	\$1,000,000	FY2010				\$1,000,000						
			TOTAL	\$2,704,250		\$367,000	\$527,500	\$0	\$1,037,500	\$334,750	\$37,500	\$200,000	\$0	\$200,000	\$0

Summary of Projects Eligible for Impact Fees

IMPACT	FEE SUMMARY, 10 YEAR CAPITAL	L IMPROVE	MENT PROG	RAM											
	Project	Est Total Project Costs	Funding Sources	Total For Impact Fees	Fiscal Year	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16
Facilities															
7	Public Services Fleet/Street Facility Improvements - To replace and relocate Fleet/Street Facility. *\$497,000 was approved from impact fee revenue and \$198,000 from GF CIP in FY04-05 for design.		Sales Rev Bond - \$22.1 million, to be paid by GF (70%) Refuse Fund (13%) Fleet Fund (14%) and Impact Fees (4%)	\$387,000	FY2007		\$387,000								
8	Liberty Patrol Precinct - To construct new facility in the Liberty Patrol area. Feasibility study costs included in number 8 above. Estimated cost reflects construction only.	\$11,600,000	GO Bond - \$10,730,000 Impact Fees - \$870,000 (7.5%)	\$870,000	FY2008		\$870,000								
	Public Safety Building Construction - Estimated costs to construct new Public Safety Facility.	\$64,600,000	GO Bond - \$59,755,000 Impact Fees - \$4,845,000 (7.5%)	\$4,845,000	FY2008		\$4,845,000								
10	Fire Training Facility - 1600 So. Industrial Rd To construct new Fire training facility.	\$7,027,000	GO Bond - \$6,499,975 Impact Fees - \$527,025 (7.5%)	\$527,025	FY2008		\$527,025								
13	Fire Station 14 - 1560 So. Industrial Rd Rebuild existing Facility or Relocate.	\$2,665,000	GF - \$2,132,000 Impact Fees - \$533,000 (20%)	\$533,000	FY2016										\$533,000
14	Fire Station 15 - New Facility to provide fire and medical protection in the Southwest Quadrant of the City. Site to be determined.	\$3,080,000	Impact Fees - \$3,080,000 (100%)	\$3,080,000	FY2014								\$3,080,000		
			TOTAL	\$10,242,025		\$0	\$6,629,025	\$0	\$0	\$0	\$0	\$0	\$3,080,000	\$0	\$533,000
		IMF	ACT FEE TOTAL	\$23,933,525		\$3,862,250	\$7,156,525	\$1,152,000	\$1,037,500	\$2,334,750	\$37,500	\$3,810,000	\$3,080,000	\$930,000	\$533,000

Summary of Projects Proposed to be Paid with Debt Service

DEBT	SERVICE SUMMARY, 10 YEAR CAPITAL II	MPROVEME	NT PROGRAM	Λ											
	Project	Est Total Project Costs	Funding Sources	Total For Debt Financing	Fiscal Year	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16
Parks															
15	Sports Complex - construct a regional sports complex in north Salt Lake City that includes multi-use soccer fields, baseball diamonds, a river trail system and other amenities. Project total is \$22.8 million; \$15.3 authorized through GO Bond, with the balance of funds to be raised.	\$22,800,000	GO Bond - \$15,300,000 Other - \$7,500,000	\$15,300,000	FY2007	\$15,300,000									
24	New Recreation Center	\$10,000,000	Potential GO Bond - \$9,000,000 Impact Fees - \$1,000,000 (10%)	\$9,000,000	FY2010				\$9,000,000						
Public Facilities															
7	Public Services Fleet/Street Facility Improvements - To replace and relocate Fleet/Street Facility. *\$497,000 was approved from impact fee revenue and \$198,000 from GF CIP in FY04-05 for design	\$22,100,000	Sales Rev Bond - \$22.1 million, to be paid by GF (70%) Refuse Fund (13%) Fleet Fund (14%) and Impact Fees (4%)	\$22,100,000	FY2007		\$22,100,000								
8	Liberty Patrol Precinct - To construct new facility in the Liberty Patrol area. Feasibility study costs included in number 8 above. Estimated cost reflects construction only.	\$11,600,000	GO Bond - \$10,730,000 Impact Fees - \$870,000 (7.5%)	\$10,730,000	FY2008		\$10,730,000								
9	Public Safety Building Construction - Estimated costs to construct new Public Safety Facility.	\$64,600,000	GO Bond - \$59,755,000 Impact Fees - \$4,845,000 (7.5%)	\$59,755,000	FY2008		\$59,755,000								
10	Fire Training Facility - 1600 So. Industrial Rd To construct new Fire training facility.	\$7,027,000	GO Bond - \$6,499,975 Impact Fees - \$527,025 (7.5%)	\$6,499,975	FY2008		\$6,499,975								
16	Fire Station #5 - Reconstruct and potentially relocate as part of eastside public safety service delivery.	\$3,800,000	GO Bond - \$3,800,000	\$3,800,000	FY2008		\$3,800,000								

Summary of Projects Proposed to be Paid with Debt Service

SERVICE SUMMARY, 10 YEAR CAPITA	L IMPROVEMEN	IT PROGRA	M											
Project	Est Total Project Costs	Funding Sources	Total For Debt Financing	Fiscal Year	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	
			\$127,184,975		\$15,300,000	\$102.884.975	\$0	\$9,000,000	\$0	\$0	\$0	\$0	\$0	-
DEBT SERVICE			ψ121,101,010		Ψ10,000,000	ψ102,001,010	Ψ	ψο,οοο,οοο	Ψ	Ψ	Ψ	ΨΟ		
Existing Debt Service that is paid by GF														-
City and County Building - SLC portion					\$2,389,634	\$2,395,405	\$2,362,438	\$2,367,420	\$2,373,495	\$0	\$0	\$0	\$0	
MFET					\$733,855	\$732,355	\$729,355	\$0	\$0	\$0	\$0	\$0	\$0	
Existing Sales Tax Bonds					\$3,535,018	\$3,430,379	\$2,776,663	\$1,509,367	\$1,488,506	\$1,446,561	\$1,419,460	\$1,388,809	\$963,238	3
New Sales Revenue Bonds Debt Service - to be paid	l by GF													F
Fleet/Street Facility (\$22.1 million; \$22.5 million with bor	nd costs)		GF Debt Service		\$1,224,958	\$1,224,878	\$1,223,317	\$1,224,187	\$1,223,672	\$1,225,380	\$1,225,484	\$1,223,933	\$1,224,325	5 5
Potential Street Improvements Bond (\$7.5 million; \$7.66	65 million with bond cost	s)			\$559,079	\$560,976	\$562,294	\$558,092	\$558,355	\$562,896	\$561,613	\$559,565	\$561,805	1
Other Debt Service - not funded by GF														
City and County Building - SLCo portion					\$560,391	\$561,745	\$554,012	\$555,180	\$556,605	\$0	\$0	\$0	\$0	
GO Debt Service (offset by revenues)														_
Library GO 1999					4,162,650	4,144,938	4,128,825	4,115,288	34,300	33,200	37,100	35,663	35,725	
Library GO 2002					2,737,869	2,737,938	2,736,444	2,740,069	6,808,319	6,794,294	6,779,669	6,754,394	6,737,694	(
Zoo/Aviary GO 2004					878,588	870,238	866,738	866,788	860,757	858,175	853,800	845,625	841,775	
Other New Debt Service - not funded by GF					7,779,107	7,753,114	7,732,007	7,722,145	7,703,376	7,685,669	7,670,569	7,635,682	7,615,194	-
Refuse Fund portion of Fleet/Street Facility Bond				13%	\$218.143	\$218.129	\$217,851	\$218,006	\$217,914	\$218.218	\$218,237	\$217,961	\$218,031	\vdash
Fleet Fund portion of Fleet/Steet Facility Bond				14%	\$234,924	, .	, ,	\$234,776	\$234,677	\$235,004		\$234,727	\$234,802	
	+		+	1770	\$453.067		\$452,460	\$452.781	\$452.591	\$453.223		\$452.687	\$452.833	_

STRE	Project Costs		BRAM												
	Project	Est Total Project Costs	Funding Sources	Total From General Fund	Fiscal Year	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16
	General Fund														
1	ADA Compliance access ramps Construct ADA access ramps to meet guidelines established by the Americans with Disabilities Act, and provide safe and efficient pedestrian access. The city has 9,900 existing ramps valued at \$21,780,000. An additional 4,100 locations require ramps. CDBG funds are also used to construct ADA ramps in CDBG target areas.	\$4,000,000	GF - \$400,000/year	\$4,000,000	FY 2007- 2016 Ongoing	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000
2	Deteriorated Sidewalk Replacement Replace deteriorated sidewalk to provide improved, safer pedestrian access and to upgrade the appearance and functionality of residential neighborhoods. The city has 20 million square feet of sidewalk valued at \$100 million. Ongoing project funding will include \$200,000 per year for Concrete Sawing and \$1.4 million per year for a Special Improvement District funded 50% by property owners. CDBG funds are also used for sidewalk replacement in CDBG target areas.	\$16,000,000	GF - \$900,000/year = \$9,000000 SID - \$700,000/year = \$7,000,000	\$9,000,000	FY 2007- 2016 Ongoing	\$900,000	\$900,000	\$900,000	\$900,000	\$900,000	\$900,000	\$900,000	\$900,000	\$900,000	\$900,000
3	Local Street Reconstruction Reconstruct deficient, aged local streets to improve access, reduce ongoing street maintenance costs and upgrade streetscape appearance. Pavement, curb and gutter, sidewalk and streetscape features are reconstructed with priorities based on network condition assessment. CDBG funds are also used to reconstruct streets in CDBG target areas.	\$20,000,000	GF - \$2,000,000/year	\$20,000,000	FY 2007- 2016 Ongoing	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
13	California Avenue: 4800 West to 5600 W Rebuild and widen westside industrial arterial to support industrial growth, increase street capacity and upgrade water and storm drainage facilities. Federal Highway funds are also being requested for this project.	\$4,475,000	GF - \$344,750 PU - \$1,270,000 SID - \$1,115,000 IF \$1,745,250 (39%)	\$344,750	FY 2007	\$344,750									
15	Gladiola Street: 500 South to California Avenue Rebuild and widen westside industrial arterial street to support industrial growth.	\$3,200,000	GF - \$1,048,000 SID - \$1,000,000 IF - \$1,152,000 (36%)	\$1,048,000	FY 2009			\$1,048,000							
17	700 South: 4400 West to 5600 West Rebuild and widen westside industrial arterial street to support industrial growth area. Upgrade existing railroad crossing.	\$6,250,000	GF - \$1,850,000 SID - \$2,400,000 IF - \$2,000,000 (32%)	\$1,850,000	FY 2011					\$1,850,000					
19	500/700 South: Surplus Canal to 4400 W Rebuild and widen westside industrial arterial street to support industrial growth area.	\$10,930,000	GF - \$3,660,000 SID - \$3,660,000 IF - \$3,610,000 (33%)	\$3,660,000	FY 2013							\$3,660,000			
24	Gladiola Street: Calif Ave to 1820 South Rebuild and widen westside industrial arterial street to support industrial growth area.	\$1,980,000	GF - \$670,000 SID - \$580,000 IF - \$730,000 (37%)	\$670,000	FY 2015									\$670,000	
If required	d to constrain further, would reduce Local street Reconstruction to \$1.7 million annually, an	d eliminate all westside str	TOTAL	\$40,572,750		\$3,644,750	\$3,300,000	\$4,348,000	\$3,300,000	\$5,150,000	\$3,300,000	\$6,960,000	\$3,300,000	\$3,970,000	\$3,300,000

STRE	EET IMPROVEMENTS, 10 YEAR CAPITAL IMPROV	/EMENT PROC	GRAM												
	Project Class C	Est Total Project Costs	Funding Sources	Total For Class C	Fiscal Year	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16
4	Arterial/Collector Street Overlay The city has 520 lane miles of A/C roads valued at \$357 million. Overlays are required to extend the life of asphalt pavements and to provide improved access and streetscape appearance. A sound pavement maintenance strategy recommends overlay every 20 years. Priorities are determined based on condition assessment of street network.	\$7,500,000.0	Class C - \$7,500,000 Ongoing program of \$750,000 per year	\$7,500,000	FY 2007- 2016 Ongoing	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000
5	Local Street Overlay The city has 1231 lane miles of local roads valued at \$542 million. Overlays are required to extend the life of asphalt pavements and to provide improved access and streetscape appearance. A sound pavement maintenance strategy recommends overlay every 27 years. Priorities are determined based on condition assessment of street network.	\$7,500,000.0	Class C - \$7,500,000 Ongoing program of \$750,000 per year	\$7,500,000	FY 2007- 2016 Ongoing	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000
6	1300 South Viaduct: 500 West to 700 West - Rehabilitate this 30 year old bridge to repair areas of deterioration and perform seismic upgrade. This project has been approved for Federal Highway funding with a 20% local match required.	\$4,400,000.0	Class C \$900,000 FHWA \$3,500,000	\$900,000	FY 2007 FY 2008	\$300,000	\$600,000								
7	900 South: Main Street to 700 East Provide major rehabilitation to this deteriorated collector street to include new pavement, curb and gutter, sidewalk and streetscape features. Coordinate with major storm drain project. Total project cost was \$2,500,000; \$1,800,000 of this project has been approved in prior years.	\$700,000.0	Class C - \$700,000	\$700,000	FY 2007	\$700,000									
8	500 East: 900 South to 1300 South Provide major rehabilitation to this collector street to include new pavement, curb and gutter, sidewalk and streetscape features. Coordinate with storm drain project. Total porject cost was \$1,500,000; \$550,000 of this project was approved in FY 2006	\$950,000	Class C - \$950,000	\$950,000	FY 2008		\$950,000								
9	Concrete Street Rehabilitation Provide rehabilitation to existing deteriorated concrete streets to improve their quality and preserve their useful life.	\$200,000	Class C - \$200,000	\$200,000	FY 2007	\$200,000									
10	900 East: 900 South to 2100 South Reconstruct deteriorated arterial street to include new pavement, curb and gutter, sidewalk and streetscape features. This project has been approved for Federal Highway funding with a 7% local match required. \$200,000 of local match has been approved in previous years.	\$4,550,000	GF - \$200,000 FHWA - \$4,350,000 Class C - \$200,000	\$200,000	FY 2008		\$200,000								
11	1300 East: South Temple to 500 South Reconstruct deteriorated arterial street to include new pavement, curb and gutter, sidewalk and streetscape features. This project has been approved for Federal Highway funding with a 7% local match required.	\$3,380,000	Class C - \$400,000 FHWA - \$2,980,000	\$400,000	FY 2007 FY 2008	\$200,000	\$200,000								
12	200 South: 400 West to 600 West Reconstruct deteriorated arterial street to include new pavement, curb and gutter, sidewalk and streetscape features in conjunction with intermodal light rail extension.	\$1,800,000	Class C - \$1,800,000	\$1,800,000	FY 2009			\$1,800,000							
14	500 East: 1300 South to 2100 South Reconstruct deteriorated arterial street to include new pavement, curb and gutter, sidewalk and streetscape features.	\$4,100,000	Class C - \$4,100,000	\$4,100,000	FY 2010 FY 2011 FY 2012				\$1,300,000	\$1,500,000	\$1,300,000				

16	900 South: 700 East to 1100 East Reconstruct deteriorated arterial street to include new pavement, curb and gutter, sidewalk and streetscape features.	\$1,200,000	Class C - \$1,200,000	\$1,200,000	FY 2012 FY 2013						\$300,000	\$900,000			
STRE	EET IMPROVEMENTS, 10 YEAR CAPITAL IMPROV	/EMENT PROG	BRAM												
	Project	Est Total Project Costs	Funding Sources	Total For Class C	Fiscal Year	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16
18	100 South: 500 West to 600 West Reconstruct deteriorated arterial street to include new pavement, curb and gutter, sidewalk and streetscape features.	\$500,000	Class C - \$500,000	\$500,000	FY 2013							\$500,000			
20	500 West: 600 South to 900 South Reconstruct deteriorated arterial street to include new pavement, curb and gutter, sidewalk and streetscape features.	\$1,410,000	Class C - \$1,410,000	\$1,410,000	FY 2014								\$1,410,000		
21	400 West: 600 South to 900 South Reconstruct deteriorated arterial street to include new pavement, curb and gutter, sidewalk and streetscape features.	\$1,410,000	Class C - \$1,410,000	\$1,410,000	FY 2015									\$1,410,000	
22	2nd Avenue: B Street to I Street Reconstruct deteriorated arterial street to include new pavement, curb and gutter, sidewalk and streetscape features.	\$1,100,000	Class C - \$1,100,000	\$1,100,000	FY 2016										\$1,100,000
23	Bridge Rehabilitation The City has 22 bridges valued at \$60 Million. Perform necessary bridge repairs to include deck resurfacing, structure rehabilitation and bank stabilization.	\$600,000	Class C - \$600,000	\$600,000	FY 2016										\$600,000
			TOTAL	\$30,470,000		\$2,900,000	\$3,450,000	\$3,300,000	\$2,800,000	\$3,000,000	\$3,100,000	\$2,900,000	\$2,910,000	\$2,910,000	\$3,200,000

STRE	EET IMPROVEMENTS, 10 YEAR CAPITAL IMPROVEMENT PROGRAM														
	Project Impact Fees	Est Total Project Costs	Funding Sources	Total For Impact Fees	Fiscal Year	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16
13	California Avenue: 4800 West to 5600 W Rebuild and widen westside industrial arterial to support industrial growth, increase street capacity and upgrade water and storm drainage facilities. Federal Highway funds are also being requested for this project.	\$4,475,000	GF - \$344,750 PU - \$1,270,000 SID - \$1,115,000 IF - \$1,745,250 (39%)	\$1,745,250	FY 2007	\$1,745,250									
	Potential Street Improvements Bond to include curb & gutter and utilities	\$3,500,000	Sales Rev Bond - \$1,750,000 Impact Fees - \$1,750,000 (50%)	\$1,750,000	FY2007	\$1,750,000									
15	Gladiola Street: 500 South to California Avenue Rebuild and widen westside industrial arterial street to support industrial growth.	\$3,200,000	GF - \$1,048,000 SID - \$1,000,000 IF - \$1,152,000 (36%)	\$1,152,000	FY 2009			\$1,152,000							
17	700 South: 4400 West to 5600 West Rebuild and widen westside industrial arterial street to support industrial growth area. Upgrade existing railroad crossing.	\$6,250,000	GF - \$1,850,000 SID - \$2,400,000 IF - \$2,000,000 (32%)	\$2,000,000	FY 2011					\$2,000,000					
19	500/700 South: Surplus Canal to 4400 W Rebuild and widen westside industrial arterial street to support industrial growth area.	\$10,930,000	GF - \$3,660,000 SID - \$3.660,000 IF - \$3,610,000 (33%)	\$3,610,000	FY 2013							\$3,610,000			
24	Gladiola Street: Calif Ave to 1820 South Rebuild and widen westside industrial arterial street to support industrial growth area.	\$1,980,000	GF - \$670,000 SID - \$580,000 IF - \$730,000 (37%)	\$730,000	FY 2015									\$730,000	
			TOTAL	\$10,987,250		\$3,495,250	\$0	\$1,152,000	\$0	\$2,000,000	\$0	\$3,610,000	\$0	\$730,000	\$0
	Project Federal Highway Administration	Est Total Project Costs	Funding Sources	Total From FHWA	Fiscal Year	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16
6	1300 South Viaduct: 500 West to 700 West - Rehabilitate this 30 year old bridge to repair areas of deterioration and perform seismic upgrade. This project has been approved for Federal Highway funding with a 20% local match required.	\$4,400,000	FHWA - \$3,500,000 Class C - \$900,000	\$3,500,000	FY 2008		\$3,500,000								
10	900 East: 900 South to 2100 South Reconstruct deteriorated arterial street to include new pavement, curb and gutter, sidewalk and streetscape features. This project has been approved for Federal Highway funding with a 7% local match required. \$200,000 of local match has been approved in previous years.	\$4,550,000	FHWA - \$4,350,000 Class C - \$200,000	\$4,350,000	FY 2008		\$4,350,000								
11	1300 East: South Temple to 500 South Reconstruct deteriorated arterial street to include new pavement, curb and gutter, sidewalk and streetscape features. This project has been approved for Federal Highway funding with a 7% local match required.	\$3,380,000	FHWA - \$2,980,000 Class C - \$400,000	\$2,980,000	FY 2007 FY 2008		\$2,980,000								
			TOTAL	\$10,830,000		\$0	\$10,830,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

STRE	EET IMPROVEMENTS, 10 YEAR CAPITAL IMPROVEMENT PROGRAM														
	Project Special Improvement Districts	Est Total Project Costs	Funding Sources	Total From SIDs	Fiscal Year	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16
2	Deteriorated Sidewalk Replacement Replace deteriorated sidewalk to provide improved, safer pedestrian access and to upgrade the appearance and functionality of residential neighborhoods. The city has 20 million square feet of sidewalk valued at \$100 million. Ongoing project funding will include \$200,000 per year for Concrete Sawing and \$1.4 million per year for a Special Improvement District funded 50% by property owners. CDBG funds are also used for sidewalk replacement in CDBG target areas.	\$16,000,000	GF - \$900,000/year = \$9,000000 SID - \$700,000/year = \$7,000,000	\$7,000,000	FY 2007- 2016 Ongoing	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000
13	California Avenue: 4800 West to 5600 W Rebuild and widen westside industrial arterial to support industrial growth, increase street capacity and upgrade water and storm drainage facilities. Federal Highway funds are also being requested for this project.	\$4,475,000	GF - \$1,090,000 PU - \$1,270,000 SID - \$1,115,000 \$1,000,000	\$1,115,000	FY 2007	\$1,115,000									
15	Gladiola Street: 500 South to California Avenue Rebuild and widen westside industrial arterial street to support industrial growth.	\$3,200,000	GF - \$1,200,000 SID - \$1,000,000 IF - \$1,000,000	\$1,000,000	FY 2009			\$1,000,000							
17	700 South: 4400 West to 5600 West Rebuild and widen westside industrial arterial street to support industrial growth area. Upgrade existing railroad crossing.	\$6,250,000	GF - \$2,050,000 SID - \$2,400,000 IF - \$1,800,000	\$2,400,000	FY 2011					\$2,400,000					
19	500/700 South: Surplus Canal to 4400 W Rebuild and widen westside industrial arterial street to support industrial growth area.	\$10,930,000	GF - \$3,660,000 SID - \$3,660,000 IF - \$3,610,000	\$3,660,000	FY 2013							\$3,660,000			
24	Gladiola Street: Calif Ave to 1820 South Rebuild and widen westside industrial arterial street to support industrial growth area.	\$1,980,000	GF - \$670,000 SID - \$580,000 IF - \$730,000	\$580,000	FY 2015									\$580,000	
			TOTAL	\$8,755,000		\$1,115,000	\$0	\$1,000,000	\$0	\$2,400,000	\$0	\$3,660,000	\$0	\$580,000	\$0
	Project	Est Total Project Costs	Funding Sources	Total From Public Utilities	Fiscal Year	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16
	Public Utilities														
13	California Avenue: 4800 West to 5600 W Rebuild and widen westside industrial arterial to support industrial growth, increase street capacity and upgrade water and storm drainage facilities. Federal Highway funds are also being requested for this project.	\$4,475,000	GF - \$1,090,000 PU - \$1,270,000 SID - \$1,115,000 IF - \$1,000,000	\$1,270,000	FY 2007	\$1,270,000									
			TOTAL	\$1,270,000		\$1,270,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		STREETS				\$12,425,000	\$17,580,000	\$9,800,000	\$6,100,000	\$12,550,000	\$6,400,000	\$17,130,000	\$6,210,000	\$8,190,000	\$6,500,000

PAR	(S IMPROVEMENTS, 10 YEAR CAPITAL IMP	ROVEMENT P	ROGRAM												
	Project	Est Total Project Costs	Funding Sources	Total From General Fund	Fiscal Year	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16
	General Fund Projects														
1	Playground Safety & ADA Compliance, Citywide Replace equipment and modify all Playgrounds to meet current ADA and Safety Standard requirements. Modify irrigation and landscaping items as necessary. Reduces potential City liability and to meet Federal Mandate.	\$2,229,100	GF - \$1,150,000/year CDBG - \$1,079,100	\$1,150,000	FY 2007- 2016 Ongoing	\$200,000		\$100,000		\$150,000	\$300,000	\$200,000			\$200,000
	Westminster Park (design was funded in 05/06)			\$200,000	FY2007	\$200,000									
	Shipp Park			\$100,000	FY2010			\$100,000							
	Parleys Way Park			\$150,000	FY2011					\$150,000					
	Kletting Park/Rotary Playground in Liberty Park			\$300,000	FY2012						\$300,000				
	Popperton Park			\$200,000	FY2013							\$200,000			
	Lindsey Garden Park			\$200,000	FY2016										\$200,000
2	ADA Transition Plan, Citywide- Based on the Inventory of Parks and the "Transition Plan", perform a variety of reconstruction projects and modifications to bring Parks into compliance with ADA and Safety Standard requirements. Reduces potential City liability and to meet Federal Mandate	\$500,000	GF - \$500,000	\$500,000	FY 2007- 2016 Ongoing	\$100,000		\$100,000		\$100,000		\$100,000		\$100,000	
3	Security Lighting, Parks, Jordan River Parkway - Provide new lighting for safety and function along the Jordan River Parkway Trail.	\$751,250	GF - \$109,500 CDBG - \$455,000 Impact Fees - \$186,750 (25%)	\$109,500	FY 2007- 2012 Ongoing							\$54,750		\$54,750	
4	Central Irrigation Automation, Citywide -Reconfigure Park irrigation systems for compatibility to City's computerized "Central Control System", providing peak operation efficiency and water preservation. Evaluate and identify alternate water sources (gray water).	\$2,900,000	GF - \$1,550,000 CDBG - \$1,350,000	\$1,550,000	FY 2007- 2016 Ongoing		\$350,000			\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000
5	Parks Restroom Improvements, Citywide- Provide up-grades and new restroom facilities to meet Federal Mandate for ADA requirements & address potential health and cleanliness issues.	\$1,620,000	GF - \$540,000 CDBG - \$1,080,000	\$540,000	FY 2007- 2010 Ongoing			\$180,000			\$180,000			\$180,000	
	City Cemetery			\$180,000	FY2009			\$180,000		_			_		
	Various Parks			\$360,000	FY2012 FY2015						\$180,000			\$180,000	

PAR	KS IMPROVEMENTS, 10 YEAR CAPITAL IMP	IMPROVEMENTS, 10 YEAR CAPITAL IMPROVEMENT PROGRAM													
	Project	Est Total Project Costs	Funding Sources	Total From General Fund	Fiscal Year	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16
6	Trail Development/ Improvements, Citywide- Complete the Jordan River Trailway links, provide Trailway enhancements; trailheads and develop the Parleys Rails with Trails Corridor linking the Bonneville and Jordan River Trailways as identified in the Jordan River Trail Inventory.	\$2,050,000	GF - \$920,000 State Grant - \$500,000 Impact fees - \$512,500 (25%)	\$1,037,500	FY 2007- 2016 Ongoing		\$287,500			\$250,000		\$250,000		\$250,000	
	Jordan River Trail Under I-80 (Requested in applications 06/07)	\$300,000	Impact Fees - \$300,000		FY2007										
	Jordan River Trail, I-80-North Temple - Design funds awarded in 05/06 - construction budget requirements preliminarily estimated - State and UDOT Grants may be available for 20% match from City.	\$1,000,000	GF - \$287,500 Impact Fees - \$212,500 State Grant - \$500,000	\$170,000	FY2008		\$287,500								
	TBD	\$750,000	GF - \$750,000	\$750,000	FY2011 FY2012 FY2013					\$250,000		\$250,000		\$250,000	
7	Tennis Court Improvements - Construct or renovate Tennis courts as needed, to enhance playability of tennis Citywide.	\$3,132,000	GF - \$1,610,000 CDBG - \$1,522,000	\$16,100,000	FY 2007- 2015 Ongoing	\$60,000		\$400,000		\$600,000	\$100,000	\$150,000	\$100,000	\$100,000	\$100,000
	10th East Senior Center & Poplar Grove - 2 Courts Each (requested in applications 06/07)			\$60,000	FY2007	\$60,000									
	Lindsey Garden Park - 2 Courts			\$400,000	FY2009			\$400,000							
	Fairmont Park - 2 Courts			\$600,000	FY2012					\$600,000					
	5th Avenue - 2 Courts			\$150,000	FY2015							\$150,000			
	Various - 2 Courts			\$100,000	FY2015									\$100,000	
	Resurfacing and Repainting			\$300,000	Ongoing						\$100,000		\$100,000		\$100,000
8	Tree Planting - Replace damaged, old and deteriorating trees within parks Citywide.	\$200,000	GF - \$20,000/year = \$200,000	\$200,000	FY 2007- 2016 Ongoing	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000
9	Matching Funds for Available Grants - Funding to be used as required "Match" when applying for State or Federal Grants. Grants will enable the City to stretch its limited budgets in replacing Park facilities. J. River Trail - Redwood Rd. to Davis County UDOT Grant requires \$175,000 in FY07 (requested in applications 05/06); McClelland Trail Corridor Master Plan - Public Utilities Match requires match of \$50,000 in FY08	\$525,000	GF - \$525,000	\$525,000	FY 2007- 2016 Ongoing	\$175,000	\$50,000			\$100,000		\$100,000		\$100,000	

PARI	KS IMPROVEMENTS, 10 YEAR CAPITAL IMP														
	Project	Est Total Project Costs	Funding Sources	Total From General Fund	Fiscal Year	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16
10	Parks Expansion/ Development - Develop new Parks Facilities that meet the needs and demands of the public in the space that is available Citywide.	\$5,750,000	GF - \$4,380,000 CDBG - \$1,370,000	\$4,380,000	FY 2007- 2016 Ongoing	\$580,000	\$500,000	\$500,000	\$1,000,000		\$600,000		\$600,000		\$600,000
	Reconstruct Rotary Glen Park (Phase I - requested in applications 06/07)			\$1,580,000	FY2007 FY2008 FY2009	\$580,000	\$500,000	\$500,000							
	Day-Light City Creek - (placeholder amount; perhaps for matching)	\$5,000,000	GF - \$1,000,000 Other Funding - \$4,000,000	\$1,000,000	FY2010				\$1,000,000						
	TBD			\$1,800,000	FY2012 FY2014 FY2016						\$600,000		\$600,000		\$600,000
11	Liberty Park - To complete the Master Planned Projects as defined and required to meet the future needs and requirements of the Park.	\$3,250,000	GF - \$3,250,000	\$3,250,000	FY 2007- 2011 Ongoing	\$500,000		\$750,000	\$1,000,000	\$1,000,000					
	Concessions & Childrens Garden Landscape (requested in applications 06/07)			\$500,000	FY2007	\$500,000									
	Children's Playground Renovation			\$750,000	FY2009			\$750,000							
	Green House Reconstruction & Jordan Greenhouse Demo (design funded and construction costs are not yet projected)			\$1,000,000	FY2011				\$1,000,000						
	Maintenance Building & Yard Reconstruction (design is funded and construction costs are not yet projected)			\$1,000,000	FY2012					\$1,000,000					
12	Park Facilities Reconstruction/Renovation- Reconstruct existing facilities in Parks to bring them into compliance with current safety, ADA and usage standards. These projects will be selected based on frequency of use, size and location.	\$2,410,785	GF - \$1,395,785 CDBG - \$1,015,000	\$1,395,785	FY 2007- 2016 Ongoing	\$648,285				\$150,000	\$150,000			\$250,000	\$197,500
	Memory Grove Trails Imp. E.Side to "A" Street & 9th Ave. (this is a continuation of a Council District #3 project that requires additional funding to complete and was requested in 06/07)			\$100,000	FY2007	\$100,000									
	Analysis 4th, 8th, & 9th Ave. Stairways - Memory Grove (requested in applications 06/07)			\$60,000	FY2007	\$60,000									
	Baseball Park Concessions Stand Imp. City Wide (this is a code issue that may require the league concessions stands all be closed if not completed now)			\$438,285	FY2007	\$438,285									
	Jordan Park Power Pedestals for Events (requested by parks in applications 06/07)			\$50,000	FY2007	\$50,000									
	Lindsey Park parking lots/Constitution			\$150,000	FY2011					\$150,000					
	4th Avenue Stairs			\$150,000	FY2012						\$150,000				
	Madsen Park			\$250,000	FY2015									\$250,000	
	Swede Town Park			\$197,500	FY2016										\$197,500

PAR	KS IMPROVEMENTS, 10 YEAR CAPITAL IMP														
	Project	Est Total Project Costs	Funding Sources	Total From General Fund	Fiscal Year	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16
13	Pioneer Park Reconstruction/Renovation - Rebuild Pioneer Park according to the design enhancements identified in the 2003 Parks Use Plan.	\$3,600,000	GF - \$3,600,000	\$3,600,000	FY2007 FY2008 FY2009	\$1,900,000	\$1,700,000								
14	Skate/BMX Parks, Citywide - Provide Citywide Skate Parks of appropriate size and type to fit the individual needs of community - Northeast area of City.	\$1,200,000	GF - \$1,200,000	\$1,200,000	FY2010				\$600,000			\$600,000			
16	Dog off Leash Park - Modify existing Park to for patrons and their dogs to exercise together.	\$240,000	GF - \$150,000 CDBG - \$90,000	\$150,000	FY2008 FY2009		\$50,000	\$50,000					\$50,000		
17	Sports Field Improvements, Citywide - Provide sports field improvements that keep the existing fields in safe and efficient use throughout the City.	\$3,550,000	GF - \$1,200,000 CDBG - \$1,400,000	\$1,200,000	FY 2010- 2016 Ongoing				\$200,000	\$200,000	\$200,000		\$300,000		\$300,000
	Herm Franks			\$200,000	FY2010				\$200,000						
	Sunnyside			\$200,000	FY2011					\$200,000					
	Sunnyside Phase 2			\$300,000	FY2013								\$300,000		
	Lindsey Garden Park			\$300,000	FY2016										\$300,000
19	Recovery Action Plan - Update and revise the City's Recovery Action Plan every 5 years to keep the plan viable for submittal of grant applications.	\$200,000	GF - \$200,000	\$200,000	FY2009 FY2014			\$100,000					\$100,000		
20	New Parks Master Plan - NW Quadrant/Park Planning Guide	\$400,000	GF - \$400,000	\$400,000	FY2009 FY2016			\$200,000							\$200,000
21	New Splash Parks	\$400,000	GF - \$320,000 Impact Fees - \$80,000 (20%)	\$320,000	FY2011					\$320,000					
22	Sorenson Expansion	\$6,000,000	ZAP/Other - \$4,000,000 GF - \$1,100,000 Impact Fees - \$900,000 (15%)	\$1,100,000	FY2008		\$1,100,000								
23	New Youth Centers	\$500,000	GF - \$425,000 Impact Fees - \$75,000 (15%)	\$425,000	FY2010				\$212,500		\$212,500				
24	Acquisition of Open Space for Future Development	\$1,200,000	GF - \$600,000 Impact Fees - \$600,000 (50%)	\$600,000	Ongoing						\$200,000		\$200,000		\$200,000
			TOTAL	\$39,332,785		\$4,183,285	\$4,057,500	\$2,400,000	\$3,032,500	\$3,090,000	\$2,162,500	\$1,674,750	\$1,570,000	\$1,254,750	\$2,017,500
														1	1

PARI	KS IMPROVEMENTS, 10 YEAR CAPITAL IMF	ROVEMENT P	ROGRAM												
	Project CDBG	Est Total Project Costs	Funding Sources	Total For CDBG	Fiscal Year	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16
1	Playground Safety & ADA Compliance, Citywide Replace equipment and modify all Playgrounds to meet current ADA and Safety Standard requirements. Modify inrigation and landscaping items as necessary. Reduces potential City liability and to meet Federal Mandate.	\$2,229,100	GF - \$1,150,000/year CDBG - \$1,079,100	\$1,079,100	FY 2007- 2016 Ongoing	\$0	\$179,100	\$400,000	\$0	\$150,000	\$0	\$0	\$150,000	\$200,000	\$0
	Cottonwood Park		CDBG	\$179,100	FY2008		\$179,100								
	Constitution Park		CDBG	\$200,000	FY2009			\$200,000							
	Guadalupe Park		CDBG	\$200,000	FY2009			\$200,000							
	Almond Park		CDBG	\$150,000	FY2011					\$150,000					
	Pugsley Park		CDBG	\$150,000	FY2014								\$150,000		
	TBD		CDBG	\$200,000	FY2015									\$200,000	
3	Security Lighting, Parks, Jordan River Parkway - Provide new lighting for safety and function along the Jordan River Parkway Trail.	\$751,250	GF - \$109,500 CDBG - \$455,000 Impact Fees - \$186,750 (25%)	\$455,000	FY 2007- 2012 Ongoing		\$45,000	\$110,000		\$100,000		\$100,000		\$100,000	
4	Central Irrigation Automation, Citywide -Reconfigure Park irrigation systems for compatibility to City's computerized "Central Control System", providing peak operation efficiency and water preservation. Evaluate and identify alternate water sources (gray water).	\$2,900,000	GF - \$1,550,000 CDBG - \$1,350,000	\$1,350,000	FY 2007- 2016 Ongoing	\$250,000	\$250,000		\$350,000		\$250,000		\$250,000		
5	Parks Restroom Improvements, Citywide- Provide up-grades and new restroom facilities to meet Federal Mandate for ADA requirements & address potential health and cleanliness issues.	\$1,620,000	GF - \$540,000 CDBG - \$1,080,000	\$1,080,000	FY 2007- 2010 Ongoing	\$180,000	\$180,000		\$180,000		\$180,000		\$180,000		\$180,000
	1700 South Jordan River Park			\$180,000	FY2007	\$180,000									
	Cottonwood Park			\$180,000	FY2008		\$180,000								
	Glendale Park			\$180,000	FY2010				\$180,000						
	TBD			\$540,000	FY2012 FY2014 FYY016						\$180,000		\$180,000		\$180,000

PAR	KS IMPROVEMENTS, 10 YEAR CAPITAL IMP	ROVEMENT P	ROGRAM												
	Project	Est Total Project Costs	Funding Sources	Total From General Fund	Fiscal Year	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16
7	Tennis Court Improvements - Construct or renovate Tennis courts as needed, to enhance playability of tennis Citywide.	\$3,132,000	GF - \$1,610,000 CDBG - \$1,522,000	\$1,522,000	FY 2007- 2015 Ongoing	\$672,000			\$200,000	\$50,000		\$200,000	\$200,000		\$200,000
	Rosewood Park - 4 Courts (requested in applications 06/07)			\$350,000	FY2007	\$350,000									
	Glendale Park - 4 Courts (requested in applications 06/07)			\$322,000	FY2007	\$322,000									
	Constitution Park - 2 Courts			\$200,000	FY2010				\$200,000						
	Firehouse Park - 2 Courts			\$50,000	FY2011					\$50,000					
	TBD			\$600,000	FY2013 FY2014 FY2016							\$200,000	\$200,000		\$200,000
10	Parks Expansion/ Development - Develop new Parks Facilities that meet the needs and demands of the public in the space that is available Citywide.	\$5,750,000	GF - \$4,380,000 CDBG - \$1,370,000	\$1,370,000	FY 2007- 2009 Ongoing	\$570,000				\$400,000			\$400,000		
	Reconstruct Rosewood Park & Skate Park (requested in applications 06/07)			\$530,000	FY2007	\$530,000							-	-	
	Dog Off Leash - Cottonwood Park (requested in applications 06/07)			\$40,000	FY2007	\$40,000									
	TBD			\$800,000	FY2011 FY2014					\$400,000			\$400,000		

PARK	(S IMPROVEMENTS, 10 YEAR CAPITAL IMP														
	Project	Est Total Project Costs	Funding Sources	Total From General Fund	Fiscal Year	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16
12	Park Facilities Reconstruction/Renovation- Reconstruct existing facilities in Parks to bring them into compliance with current safety, ADA and usage standards. These projects will be selected based on frequency of use, size and location.	\$2,410,785	GF - \$1,395,785 CDBG - \$1,015,000	\$1,015,000	FY 2007- 2016 Ongoing	\$330,000	\$90,000		\$100,000			\$247,500	\$147,500		\$100,000
	1700 S. Jordan River Park - Parking Lot - Phase 2 (requested in applications 06/07 to complete a project that was partially funded in 04/05 which needs to be completed 06/07)			\$150,000	FY2007	\$150,000									
	Re-Roof Pavilion at Jordan Parks (requested in applications 06/07)			\$90,000	FY2007	\$90,000									
	Re-Roof Pavilion at Sunnyside Parks (requested in applications 06/07)			\$90,000	FY2007	\$90,000									
	Re-Roof Pavilion at Riverside Parks			\$90,000	FY2008		\$90,000								
	TBD			\$100,000	FY2010				\$100,000						
	Jordan River 1700 South Park			\$247,500	FY2013							\$247,500			
	Redwood Meadows Park, Building Re-roof			\$147,500	FY2014								\$147,500		
	TBD			\$100,000	FY2016										\$100,000
16	Dog off Leash Park - Modify existing Park to for patrons and their dogs to exercise together. (Cottonwood Park and TBD)	\$240,000	GF - \$150,000 CDBG - \$90,000	\$90,000	FY2007 FY2012	\$40,000					\$50,000				
17	Sports Field Improvements, Citywide - Provide sports field improvements that keep the existing fields in safe and efficient use throughout the City.	\$3,550,000	GF - \$1,200,000 CDBG - \$1,400,000	\$1,400,000	FY2009- 2013 Ongoing			\$500,000			\$250,000	\$200,000	\$200,000	\$250,000	
	1700 South Jordan River Park			\$500,000	FY2009			\$500,000							
	Riverside Park			\$250,000	FY2012						\$250,000				
	Jordan Park			\$200,000	FY2013							\$200,000			
	Sherwood Park			\$200,000	FY2014								\$200,000		
	TBD			\$250,000	FY2015									\$250,000	
			TOTAL	\$9,361,100		\$2,042,000	\$744,100	\$1,010,000	\$830,000	\$700,000	\$730,000	\$747,500	\$1,527,500	\$550,000	\$480,000

PAR	(S IMPROVEMENTS, 10 YEAR CAPITAL IMP														
	Project Impact Fees	Est Total Project Costs	Funding Sources	Total For Impact Fees	Fiscal Year	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16
	Security Lighting, Parks, Jordan River Parkway - Provide new lighting for safety and function along the Jordan River Parkway Trail.	\$751,250	GF - \$109,500 CDBG - \$455,000 Impact Fees - \$186,750 (25%)	\$186,750	FY 2007- 2012 Ongoing	\$67,000	\$65,000			\$54,750					
	Trail Development/ Improvements, Citywide- Complete the Jordan River Trailway links, provide Trailway enhancements; trailheads and develop the Parleys Rails with Trails Corridor linking the Bonneville and Jordan River Trailways as identified in the Jordan River Trail Inventory.	\$2,050,000	GF - \$920,000 State Grant - \$500,000 Impact fees - \$512,500 (25%)	\$512,500	FY 2007- 2016 Ongoing	\$300,000	\$212,500								
	Jordan River Trail Under I-80 (Requested in applications 06/07)	\$300,000	Impact Fees - \$300,000	\$300,000	FY2009			\$300,000							
	Jordan River Trail, I-80-North Temple - Design funds awarded in 05/06 - construction budget requirements preliminarily estimated - State and UDOT Grants may be available for 20% match from City.	\$1,000,000	GF - \$287,500 Impact Fees - \$212,500 State Grant - \$500,000	\$212,500	FY2008		\$212,500								
	North West Multi-Cultural Center - Re-evaluate the existing Center and examine new functions/facility possibilities for development and construction.	\$2,500,000	ZAP - \$2,250,000 Impact Fees - \$250,000	\$250,000	FY2008		\$250,000								
21	New Splash Parks	\$400,000	GF - \$320,000 Impact Fees - \$80,000 (20%)	\$80,000	FY2011					\$80,000					
23	New Youth Centers	\$500,000	GF - \$425,000 Impact Fees - \$75,000 (15%)	\$75,000	FY2010				\$37,500		\$37,500				
24	Acquisition of Open Space for Future Development	\$1,200,000	GF - \$600,000 Impact Fees - \$600,000 (50%)	\$600,000	FY2011 FY2013 FY2015					\$200,000		\$200,000		\$200,000	
25	New Recreation Center	\$10,000,000	Bond - \$9,000,000 Impact Fees - \$1,000,000 (10%)	\$1,000,000	FY2010				\$1,000,000						
			TOTAL	\$2,704,250		\$367,000	\$527,500	\$0	\$1,037,500	\$334,750	\$37,500	\$200,000	\$0	\$200,000	\$0

Sport Lake 15 river t	Project bt Financing orts Complex - construct a regional sports complex in north Salt e City that includes multi-use soccer fields, baseball diamonds, a r trail system and other amentiles. Project total is \$22.8 million; 3 authorized through GO Bond, with the balance of funds to be	Est Total Project Costs	Funding Sources	Total For Other Financing	Fiscal Year	FY06-07	FY07-08								
Lake 15 river t	e City that includes multi-use soccer fields, baseball diamonds, a r trail system and other amenities. Project total is \$22.8 million;						F107-06	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16
\$15.3 raised		\$22,800,000	GO Bond - \$15,300,000 Other - \$7,500,000	\$15,300,000	FY2007	\$15,300,000									
24 New	v Recreation Center	\$10,000,000	Potential GO Bond - \$9,000,000 Impact Fees - \$1,000,000 (10%)	\$9,000,000	FY2010				\$9,000,000						
			TOTAL	\$24,300,000		\$15,300,000	\$0	\$0	\$9,000,000	\$0	\$0	\$0	\$0	\$0	\$0
Oth	her Financing														
Sport Lake 15 river t	orts Complex - construct a regional sports complex in north Salt e City that includes multi-use soccer fields, baseball diamonds, a r trail system and other amenities. Project total is \$2.2 million, 3 authorized through GO Bond, with the balance of funds to be	\$22,800,000	GO Bond - \$15,300,000 Other - \$7,500,000	\$7,500,000	FY2007	\$7,500,000									
18 and e	th West Multi-Cultural Center - Re-evaluate the existing Center examine new functions/facility possibilities for development and struction.	\$2,500,000	ZAP - \$2,250,000 Impact Fees - \$250,000 (10%)	\$2,250,000	FY2008		\$2,250,000								
22 Sorei	enson Expansion	\$6,000,000	ZAP/Other - \$4,000,000 GF - \$1,100,000 Impact Fees - \$900,000 (15%)	\$4,000,000	FY2008		\$4,000,000								
			TOTAL	\$13,750,000		\$7,500,000	\$6,250,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
															
		\$89,448,135		£20, 202, 20E	\$11 570 100	\$3,410,000	£42 000 000	\$4.424.750	\$2,930,000	\$2,622,250	\$3,097,500	\$2,004,750	\$2,497,500		

Public Facilities Capital Projects

PUBI	LIC FACILITY IMPROVEMENTS, 10 YEAR CA	APITAL IMPR	OVEMENT PI	ROGRAM											
	Project	Est Total Project Costs	Funding Sources	Total From General Fund	Fiscal Year	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16
Gen Fund	NOTE: An assessment of the City's non-public safety facilities is current Director. Although projects included in this plan have been reviewed an Division Director, the 10-year plan may need to be updated pursuant to	d approved for inclusion	on by the Facilities												
1	Plaza 349 - To replace/install fire suppression system. The existing fire suppression system is limited to the first floor. Increased employee safety, minimizing property damage in case of a fire, meeting current code requirements and reduced insurance costs are benefits of doing this project.	\$350,000	GF - \$350,000	\$350,000	FY2007	\$350,000									
2	City & County Building Recarpet - To replace the 16 year old carpet throughout the City and County building. The exisiting carpet is showing signs of wear and tear.	\$670,000	GF - \$670,000	\$670,000	FY2007 FY2008	\$330,000	\$340,000								
3	City & County Building, Stone Upkeep/Replacement- During the restoration of the building in 1986-1989, approximately 30% of the stone was treated with a stone strengthener to slow the deteriation of the exterior sandstone. Because the sandstone weathering, ongoing replacement of stones will be required.	\$500,000	GF - \$500,000	\$500,000	FY2007 FY2008	\$250,000	\$250,000								
4	Plaza 349 - Parking Structure Repairs and Resurface -Upper level is deteriorating with spaling and rebar exposed that will cause future structural failures.	\$120,000	GF - \$120,000	\$120,000	FY2007		\$120,000								
5	Public Safety Building Absorption Chillers - To replace 2 deteriorated chillers purchased in 1980 providing greater reliability in cooling the facility and providing a significant energy conservation over the existing coolers. (NOT NEEDED IF PUBLIC SAFETY BUILDING IS REPLACED AS PLANNED; IF BUILDING IS NOT REPLACED, CHILLERS NEED TO BE REPLACED IN FY2009)	\$250,000	GF - \$250,000		FY2009										
6	Public Safety Building - Replace cooling tower. (NOT NEEDED IF PUBLIC SAFETY BUILDING IS REPLACED AS PLANNED; IF BUILDING IS NOT REPLACED, COOLING TOWER NEEDS TO BE REPLACED IN FY2009)	\$80,000	GF - \$80,000		FY2009										
11	Fire Station 3 - 1085 E. Simpson Ave Rebuild existing Facility or Relocate.	\$3,415,000	GF - \$3,415,000	\$3,415,000	FY2011					\$3,145,000					
13	Fire Station 14 - 1560 So. Industrial Rd Rebuild existing Facility or Relocate.	\$2,665,000	GF - \$2,132,000 Impact Fees - \$533,000 (20%)	\$2,132,000	FY2016										\$2,132,000
15	Justice Court Expansion - Additional courtroom and support space to accommodate Class A misdemeanors.	\$2,600,000	GF - \$2,600,000	\$2,600,000	FY2012						\$2,600,000				
			TOTAL	\$9,787,000		\$930,000	\$710,000	\$0	\$0	\$3,145,000	\$2,600,000	\$0	\$0	\$0	\$2,132,000

Public Facilities Capital Projects

PUB	LIC FACILITY IMPROVEMENTS, 10 YEAR CA	APITAL IMPR	OVEMENT PR	ROGRAM											
	Project Impact Fees	Est Total Project Costs	Funding Sources	Total For Impact Fees	Fiscal Year	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16
7	Public Services Fleet/Street Facility Improvements - To replace and relocate Fleet/Street Facility. *\$497,000 was approved from impact fee revenue and \$198,000 from GF CIP in FY04-05 for design.	\$22,100,000	Sales Rev Bond - \$22.1 million, to be paid by GF (70%) Refuse Fund (13%) Fleet Fund (14%) and Impact Fees (4%)	\$387,000	FY2007		\$387,000								
8	Liberty Patrol Precinct - To construct new facility in the Liberty Patrol area. Feasibility study costs included in number 8 above. Estimated cost reflects construction only.	\$11,600,000	GO Bond - \$10,730,000 Impact Fees - \$870,000 (7.5%)	\$870,000	FY2008		\$870,000								
9	Public Safety Building Construction - Estimated costs to construct new Public Safety Facility.	\$64,600,000	GO Bond - \$59,755,000 Impact Fees - \$4,845,000 (7.5%)	\$4,845,000	FY2008		\$4,845,000								
10	Fire Training Facility - 1600 So. Industrial Rd To construct new Fire training facility.	\$7,027,000	GO Bond - \$6,499,975 Impact Fees - \$527,025 (7.5%)	\$527,025	FY2008		\$527,025								
13	Fire Station 14 - 1560 So. Industrial Rd Rebuild existing Facility or Relocate.	\$2,665,000	GF - \$2,132,000 Impact Fees - \$533,000 (20%)	\$533,000	FY2016										\$533,000
14	Fire Station 15 - New Facility to provide fire and medical protection in the Southwest Quadrant of the City. Site to be determined.	\$3,080,000	Impact Fees - \$3,080,000 (100%)	\$3,080,000	FY2014								\$3,080,000		
<u> </u>			TOTAL	\$10,242,025		\$0	\$6,629,025	\$0	\$0	\$0	\$0	\$0	\$3,080,000	\$0	\$533,000

Public Facilities Capital Projects

PUBI	LIC FACILITY IMPROVEMENTS, 10 YEAR CA														
	Project	Est Total Project Costs	Funding Sources	Total For Debt Financing	Fiscal Year	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16
	Debt Financing														<u> </u>
7	Public Services Fleet/Street Facility Improvements - To replace and relocate Fleet/Street Facility. *\$497,000 was approved from impact fee revenue and \$198,000 from GF CIP in FY04-05 for design	\$22,100,000	Sales Rev Bond - \$22.1 million, to be paid by GF (70%) Refuse Fund (13%) Fleet Fund (14%) and Impact Fees (4%)	\$22,100,000	FY2007		\$22,100,000								
8	Liberty Patrol Precinct - To construct new facility in the Liberty Patrol area. Feasibility study costs included in number 8 above. Estimated cost reflects construction only.	\$11,600,000	GO Bond - \$10,730,000 Impact Fees - \$870,000 (7.5%)	\$10,730,000	FY2008		\$10,730,000								
9	Public Safety Building Construction - Estimated costs to construct new Public Safety Facility.	\$64,600,000	GO Bond - \$59,755,000 Impact Fees - \$4,845,000 (7.5%)	\$59,755,000	FY2008		\$59,755,000								
10	Fire Training Facility - 1600 So. Industrial Rd To construct new Fire training facility.	\$7,027,000	GO Bond - \$6,499,975 Impact Fees - \$527,025 (7.5%)	\$6,499,975	FY2008		\$6,499,975								
16	Fire Station #5 - Reconstruct and potentially relocate as part of eastside public safety service delivery.	\$3,800,000	GO Bond - \$3,800,000	\$3,800,000	FY2008		\$3,800,000								
				4400 004 005					**			-			
			TOTAL	\$102,884,975		\$0	\$102,884,975	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		PUBLIC	FACILITIES TOTAL	\$122,914,000		\$930,000	\$110,224,000	\$0	\$0	\$3,145,000	\$2,600,000	\$0	\$3,080,000	\$0	\$2,665,000

Transportation Capital Projects

TRAN	SPORTATION IMPROVEMENTS, 10 YEAR CAPITAL IMPR	OVEMENT P	ROGRAM												
	Project	Est Total Project Costs	Funding Sources	Total From General Fund	Fiscal Year	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16
	General Fund Projects														
1	Traffic Signal Replacement, Citywide - To replace 4 original mast arm traffic signals annually. The structural and electrical integrity of the signal equipment deteriorates with age and will present more opportunity for failure if not replaced on a life cycle basis, causing safety problems fro the public and increased maintenance costs.	\$6,000,000	GF - \$600,000/year for 10 years	\$6,000,000	FY 2007- 2016 Ongoing	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000
2	Pedestrian Safety Devices -Install pedestrian safety devices throughout the City in order to improve, promote, and expand the safety and quality of the existing pedestrain system.	\$750,000	GF - \$75,000/year for 10 years	\$750,000	FY 2007- 2016 Ongoing	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000
3	Pedestrian/ Bike Path Development, Citywide - To develop, design and construct pedestrian and bike paths, routes and facilitates as identified in the Bicycle and Pedestrian Master Plan in order to expand the pedestrian and bike system, improve quality of existing pedestrian and bike system, and promote safe bicycling and enhanced pedestrian safety.	\$500,000	GF - \$50,000/year for 10 years	\$500,000	FY 2007- 2016 Ongoing	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
4	Arterial Streetlight Replacement, Citywide - To replace existing deteriorated arterial street lighting and supplement installation of lighting in areas of the City that do not meet the City's minimum street lighting standards. Replacing and installing arterial streetlights will bring streets with higher traffic volumes to City lighting standards, increasing safety and contributing to reduced crime.	\$5,000,000	GF - \$500,000/year for 10 years	\$5,000,000	FY 2007- 2016 Ongoing	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
5	Residential Street Lighting Project, Citywide - To replace existing deteriorated residential street lighting and supplement installation of new residential lighting in areas of the City that do not meet the City's minimum lighting standards.	\$5,000,000	GF - \$500,000/year for 10 years	\$5,000,000	FY 2007- 2016 Ongoing	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
6	New Traffic Signal Installation, Citywide - To install new traffic signals at intersections where traffic conditions warrant installation. Funding request is \$150,000 per year which will provide 1 new traffic signal per year.	\$1,500,000	GF - \$150,000/year for 10 years	\$1,500,000	FY 2007- 2016 Ongoing	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000
7	Video Cameras for Signal Systems - To provide additional video camera surveillance, as needed, for the City's Traffic Control Center and the UDOT Traffic Operations Center. This furthers the objectives of the Salt Lake City Transportation Master Plan of providing an improved and efficient transportation system.	\$300,000	GF - \$30,000/year for 10 years	\$300,000	FY 2007- 2016 Ongoing	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
8	Transportation System Management - These funds would be used as needed to provide funding for immediat, unplanned, unanticipated projects that arise, but are unfunded. Projects could include intersection modifications, roundabouts, median islands, traffic signal modifications or other transportation related projects.	\$3,000,000	GF - \$300,000/year for 10 years	\$300,000	FY 2007- 2016 Ongoing	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
f required	to constrain further, would reduce arterial/residential streetlighting by 73%, eliminate traffic signal replacem	nent, signal system cam	neras, and transportatio	\$19,350,000		\$2,205,000	\$2,205,000	\$2,205,000	\$2,205,000	\$2,205,000	\$2,205,000	\$2,205,000	\$2,205,000	\$2,205,000	\$2,205,000
		TRANSPOR	RTATION TOTAL	\$19,350,000		\$2,205,000	\$2,205,000	\$2,205,000	\$2,205,000	\$2,205,000	\$2,205,000	\$2,205,000	\$2,205,000	\$2,205,000	\$2,205,000

Inter-modal Hub/TRAX Extension Capital Projects

INTE	RMODAL HUB/TRAX IMPROVEMEN	ITS, 10 YEAR (CAPITAL IMPR	OVEMENT P	ROGRA	М									
	Project	Est Total Project Costs	Funding Sources	Total From General Fund	Fiscal Year	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16
	General Fund Projects														
1	HUB TRAX Connection Connect the existing terminus of the TRAX line at the Delta Center to the Intermodal Hub by spring 2008 to coincide with the opening of commuter rail at the Hub.	\$4,100,000	GF - \$1,150,000 Class C - \$1,800,000 RDA - \$1,150,000	\$650,000	FY2006- FY2008	\$383,333	\$383,333	\$383,334							
		(plus an additional \$4,400,000 already appropriated)	RDA - \$2,400,000 UTA - \$2,000,000												
			TOTAL	\$650,000		\$383,333	\$383,333	\$383,334	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Project	Est Total Project Costs	Funding Sources	Total For Class C	Fiscal Year	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16
	Class C														
	included in Streets section														
			TOTAL	\$0		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Project RDA	Est Total Project Costs	Funding Sources	Total For RDA	Fiscal Year	FY06-07	FY07-08	FY08-09	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	FY14-15	FY15-16
1	HUB TRAX Connection Connect the existing terminus of the TRAX line at the Delta Center to the Intermodal Hub by spring 2008 to coincide with the opening of commuter rail at the Hub.	\$4,100,000	GF - \$1,150,000 Class C - \$1,800,000 RDA - \$1,150,000	\$1,150,000	FY2006- FY2008	\$383,333	\$383,333	\$383,334							
			TOTAL	\$1,150,000		\$383,333	\$383,333	\$383,334	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			HUB/TRAX TOTAL	\$1,800,000		\$766,666	\$766,666	\$766,668	\$0	\$0	\$0	\$0	\$0	\$0	\$0

MEMORANDUM

DATE: December 6, 2005

TO: City Council Members

FROM: Jennifer Bruno, Policy Analyst

RE: CIP revised 10 year plan/20 year inventory and Impact Fee Analysis

On October 20, 2005, the Administration along with consultants Tom Pippin, BBC Research, and Anne Wescott, Galena Consulting, presented options regarding the Council's review of the revised impact fee schedule and CIP long-term plan.

Options were reviewed and the Council requested the consultants come back with a revised 10 year plan, fiscally constrained to contemplate spending on capital projects at 7 percent and 9 percent of the general fund. Any project that could not be on the 10 year plan, due to cost constraints or scheduling, would be placed on a 20 year "inventory" of capital projects. Any project on the 10 year plan that was related to growth would then be used to calculate a revised impact fee schedule.

Fiscally constraining the plan, and limiting it to 10 rather than 20 years, is an effort to obtain a more "realistic estimate" of what kind of projects the Council could fund in the coming years.

At the Council work session the consultants will present a draft CIP 10-year plan from Fiscal Year 2007 through Fiscal Year 2016. The following considerations were made in this draft 10-year plan:

- 1. Departments were asked to prioritize projects, and equally balance growth-related projects (impact fee eligible projects) with repair and replacement of existing infrastructure, while considering historical allocation of CIP funding to their department. Pages 4 6 of the spreadsheet section of the Administration's transmittal show the detail of projects that would be impact fee eligible.
- 2. Each year includes a \$250,000 placeholder for community projects not yet identified to allow the Council flexibility to respond to specific neighborhood needs. This figure is based on recent years' allocations to such projects.
- 3. Annual debt service is included for projects currently proposed to be funded with sales or General Obligation Bonds (i.e. Fleet/Street Facility, Fire Training Center, Public Safety Building, etc.). Pages 7 8 of the spreadsheet section of the Administration's transmittal show the detail of projects that would potentially be bonded for (debt service). There are two categories of debt service one, to pay with existing resources, or two, to pay with new revenue streams.
- 4. The draft CIP 10-year plan looks at both 7% and 9% of general fund revenue being allocated to CIP. The shortfalls and excesses are discussed later in the

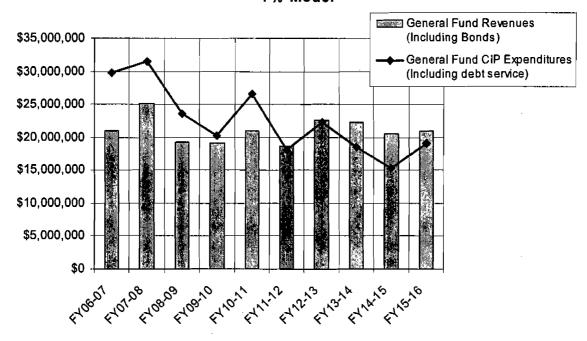
memo and are addressed in more detail on the spreadsheets included in the Administration's transmittal.

a. "Expenditures" in both models are the same, because they are spending needs as identified by departments (after further fiscal constraint). The different models show how the City is able or unable to fulfill these necessary/essential spending needs.

REVENUES VS. EXPENDITURES

The following charts show the general fund CIP streams of income that can be used for capital improvements (CDBG, Class C, Impact Fees, 7-9% of General Fund Revenue, bond proceeds), as compared to general fund CIP expenditures, based on the different models that will be presented. The expenditure line stays the same, as these are the spending needs identified in each year by each department, fiscally constrained. The columns show how the different models affect how the City is able to meet these expenditure needs. Note: In the draft CIP 10 Year Plan, when the City and County Building bonds expire, the revenue stream does *not* continue. Council staff has asked the Administration to clarify whether, if the City chooses to continue this revenue stream (keeping property taxes at the same rate), this would in effect be "new money," and could require a truth-in-taxation hearing, or whether it is an on-going revenue stream after the bond expires.

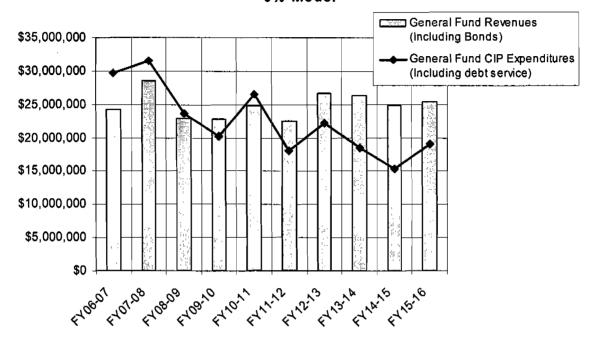
General Fund Capital Improvement Revenues vs. Expenditures 7% Model



In the 7% model, there is a "deficit" in terms of cash available to build planned projects until fiscal year 2012. Over the 10 years on this plan, there is a total funding gap of \$18.2 million, or an average of \$1.8 million per year. The extremes in the model are an \$8.1 million deficit in year one, and a \$4.5 million excess in year 9. As will be shown throughout the models, much of this deficit/excess balance relates to the expiration of

the MFET bond in FY 2009 (Motor Fuel Excise Tax revenue bond to pay for street improvements on Class C roads) and the City and County bond in FY 2011.

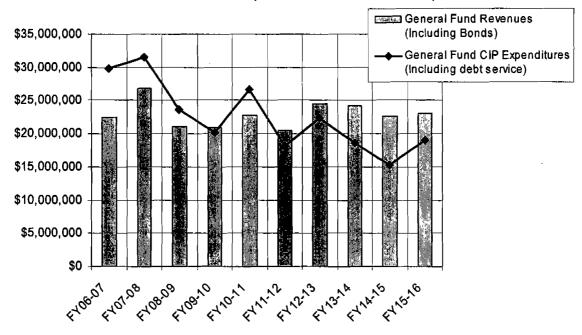
General Fund Capital Improvement Revenues vs. Expenditures 9% Model



The 9% model has a funding excess over the 10 year period of \$20.5 million, or an average excess of \$2.1 million per year. This model still presents deficits in years 1-3, but significant excesses occur in the last 5 years - the highest being an \$8.8 million excess in FY 2014.

The consultants also prepared a model which came as close to "break even" as possible over the 10 year period. This resultant percentage of the general fund that must be dedicated to CIP is 7.95%. Deficits and excesses year to year still exist, but over the 10 year period, there is only a \$152,000 excess.

General Fund Capital Improvement Revenues vs. Expenditures 7.95% Model (Break Even Over Period)



BOND RATING IMPLICATIONS

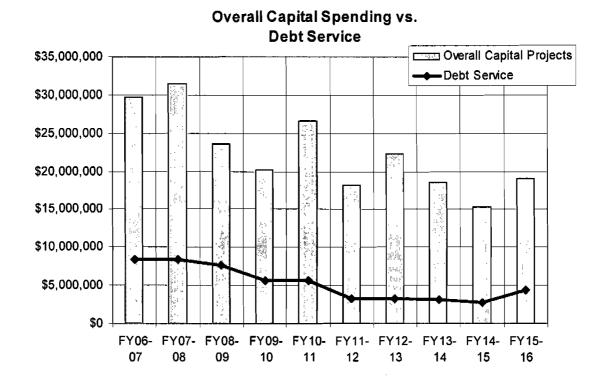
In the previous Council work session, the issue of bond rating was raised as a concern with regard to planning bonding for future projects. Kelly Murdock, financial advisor to the City, spoke with a representative at Moody's to discuss implications about the City's debt vs. "pay-as-you-go" financing for capital projects. The Moody's representative indicated that they have no "benchmark" as to what a good ratio is, but communicated that cities should be careful not to "overly" allocate it's CIP budget to debt service because it could limit future financial flexibility. Moody's also suggested that a policy shift to reduce the percent of General Fund revenues being allocated to CIP could have negative consequences for the City, particularly in poorer years – though the representative could not say definitively that this would affect the City's actual bond rating.

Based on the 7% model, proposed debt service represents from 14-32% of overall Capital Improvement Fund expenditures. This change is due to the retirement of a significant amount of bonds over the 10 year period (Motor Fuel Excise Tax bond in FY 2009, City and County Building in 2011). Because of the retirement of these two large bonds, there is actually an "excess" of revenues over needs in years 6-10 of the draft 10 year plan (in the 7% model). The "gap" in years 1-5 however, is significant (the charts above demonstrate this).

The following is a schedule of when current bonds are expected to retire:

- February 2009 Street improvement projects related to City's class C roads (Motor Fuel Excise Tax revenue bonds \$2.6 million)
- June 2011 City and County Building Restoration Project (\$15 million)
- October 2015 Baseball Stadium and other improvements (\$16 million)
- June 2019 Library and related improvements (general obligation \$65.9 million)
- June 2024 Hogle Zoo and Tracy Aviary Improvements (general obligation -\$10.9 million)

The chart below shows the balance of debt payments to overall spending in the various models (it is the same regardless of the model because total expenditures and debt service in all three models are the same):



OPTIONS - CIP 10 YEAR PLAN

Depending on the Council's desire to fully balance *each year* of the 10 year plan, balance the 10-year plan over 10 years, or to not fully balance the plan, these are the options recommended by the consultants:

- 1. Remove/reduce projects from the proposed 10-year plan;
- 2. Delay or defer projects to later years within the plan;
- 3. Reassign projects to General Obligation debt financing or other non-general fund financing;
- 4. Commit to an increase in the annual allocation from the General Fund to the CIP Fund in order to fund all of the proposed projects. Note: The consultant's analysis suggests that a 7.95% annual allocation from the General Fund would

financially accommodate all of the included projects, if distributed more evenly over the ten year period.

It should be noted that the law does not require the Council to fully balance the plan in order to adopt impact fees.

The consultants have also communicated in the past that it would be useful for the Council to adopt a yearly inflationary adjustment to the new impact fee schedule, to more accurately reflect the likely future spending on growth-related capital projects as construction costs increase. This is discussed further in this report.

IMPACT FEES

The following is a proposed schedule of impact fees based on growth-related projects outlined in the proposed fiscally-constrained 10 year plan. The new impact fee schedule reflects the shift from a 20 year time period to a 10 year time period. Therefore, instead of 20 years of demographic projections, the consultants used 10 years, and updated fiscally-constrained investment estimates located in the proposed 10 year plan (the proposed 10 year plan is not 20 years worth of projects crammed into 10 years. Rather, each department has identified the most important projects that are needed in the next decade).

The following table shows the proposed overall schedule of impact fees as compared to the previously adopted impact fees (1999), and the impact fees as proposed earlier this year, based on the 20 Year CIP plan:

	A CAN SECTION	2005 based on 20	2005 based on 10	Increase over
Description 5.4.5	Development	Year CIP list (July 2005)	Year CIP list (Nov 2005)	1999 Fees
Fire Fees				
Residential (per dwelling unit) (2)	\$235	\$232	\$399	\$164
Commercial/Industrial (per square foot) (2)	\$0.14	\$0.15	\$0.27	\$0.13
Police Fees				
Residential (per dwelling unit)	\$210	\$289	\$372	\$162
Commercial/Industrial (per square foot)	\$0.13	\$0.19	\$0.25	\$0.12
Roadway Fees (3)				
Residential (per single family dwelling unit)	\$0.00	\$0.00	\$0.00	\$0.00
Residential (per multifamily dwelling unit)	\$0.00	\$0.00	\$0.00	\$0.00
Retail (per square foot)	\$0.69	\$4.65	\$6.51	\$5.82
Office (per square foot)	\$0.69	\$2.08	\$2.92	\$2.23
Industrial (per square foot)	\$0.69	\$0.80	\$1.12	\$0.43
Parks Fees				
Residential (per dwelling unit)	\$445	\$526	\$436	(\$9)
Commercial/Industrial (per square foot)	\$0.00	\$0.00	\$0.00	\$0.00
Total Fees				
Residential (per single family dwelling unit)	\$890	\$1,047	\$1,207	\$317
Residential (per multifamily dwelling unit)	\$890	\$1,047	\$1,207	\$317
Retail (per square foot)	\$0.96	\$5.00	\$7.03	\$6.07
Office (per square foot)	\$0.96	\$2.43	\$3.44	\$2.48
Industrial (per square foot)	\$0.96	\$1.15	\$1.64	\$0.68

Notes:

- (1) Infill development refers to all growth within the City limits, excluding the Northwest Quadrant.
- (2) Residential units are specified by single family and multifamily; commercial development is specified by retail, office and industrial.
- (3) Roadway Fees for infill development are only assessed in the Westside Industrial Area.

It is important to note that Roadway Fees for infill development are only assessed in the Westside Industrial area. The 2005 fees are significantly higher than the 1999 fees and July 2005 fees in most categories for two reasons:

- Construction costs have been rising, as impact fees have stayed the same

 therefore we have to pay for a larger "catch up" share than would have
 been necessary had an inflationary component been adopted in 1999.
- The revised impact fee schedule is based on paying for projects over 10 years, as opposed to 20 years. While there are fewer projects to pay for overall, the projects that are currently on the schedule have less "time" to raise the sufficient funds to pay for the projects more money is needed per unit of construction in order to assure that the money raised will be sufficient.

A more detailed breakdown of the calculations for the types of impact fees (fire, roads, parks, etc) is located in the memo dated November 29th, attached in the Administration's transmittal. The following lists the total <u>growth-related</u> investment in the various impact fee categories, as contemplated in the proposed 10 year plan:

- Fire Infrastructure \$5.3 million
- Police Infrastructure \$4.9 million
- Roadway Infrastructure (Westside Industrial Area Only) \$11.2 million

Parks Infrastructure - \$3.4 million

The detailed spreadsheets in the Administration's transmittal list, within each category (streets, parks, public facilities, etc), exactly the portion of each project which will be paid for by impact fees, if it is growth-related at all.

OPTIONS - IMPACT FEES

The Council's original intent was to hold a hearing on December 13th. Given the requirement for the enactment resolution however, it will not be possible to complete the full impact fee process by the end of this year. Rather, the Council needs to complete the following steps to adopt a new schedule of impact fees:

- 1. December 13th Adopt an "impact fee enactment" resolution. This serves as notice of intent to adopt fees at a certain level.
 - Note: The Council needs to decide what this resolution should state. The Administration will use this decision to draft a resolution for the Council to consider on December 13th. These are the resolution options:
 - Adopt the impact fee schedule at the levels recommended by BBC Research/Galena Consulting.
 - b) Adopt a percent increase from the current impact fee schedule to "catch up" with construction costs.
 - c) Build in a yearly inflationary adjustment to the impact fees (this can be in addition to option a or b.)
 - d) Not adopt any new impact fees no resolution necessary.
- 2. The City notices the date for a public hearing. The Administration has compiled a list of developers, contractors and others interested in the building industry, which will be mailed notice upon adoption of the enactment resolution.
- 3. The City distributes a copy of the impact fee enactment to public libraries at least 14 days prior to the hearing.
- 4. The Council holds a public hearing and decides whether or not to adopt the fees.

TRANSMITTAL TABLE OF CONTENTS

The following is the order of documents in the Administration's transmittal:

- 1. Transmittal Memo
- 2. Memo from Consultants to Administration detailing the 10 Year Capital Improvement Plan (dated November 14, 2005)
- 3. Detailed Spreadsheets:
 - 7% of General Fund Model (page 1)
 - "Break-Even" Model 7.95% of General Fund (page 2)
 - 9% of General Fund Model (page 3)
 - Impact fee eligible project detail (pages 4 6)
 - Proposed debt service project detail (pages 7 8)
 - Streets capital projects detail (pages 9 13)
 - Parks capital projects detail (pages 14 22)
 - Public Facilities projects detail (pages 23-25)
 - Transportation capital projects detail (page 26)
 - Inter-modal Hub/TRAX Extension projects detail (page 27)
- 4. Memo from Consultants to Administration detailing revised impact fee schedule based on 10 Year Capital Improvement Plan (dated November 29, 2005)

A. LOUIS ZUNGUZE DIRECTOR

SALIT' LAKE: GHIYF CORPORAY

ROSS C. "RÖCKY" ANDERSON

DEPT. OF COMMUNITY DEVELOPMENT OFFICE OF THE DIRECTOR

BRENT B. WILDE DEPUTY DIRECTOR

COUNCIL TRANSMITTAL

TO:

Rocky Fluhart, Chief Administrative Officer DATE: November 29, 2005

FROM:

Louis Zunguze, Community Development Director

SUBJECT: Draft 10-Year CIP (Fiscally Constrained)

STAFF CONTACT:

LuAnn Clark at 535-6136 or luann.clark@slcgov.com

DOCUMENT TYPE:

Briefing

BUDGET IMPACT:

Positive

DISCUSSION:

On October 20, 2005, Tom Pippin, BBC Research, and Anne Wescott, Galena Consulting, together with Community Development Staff participated in a briefing with the City Council to discuss unresolved issues related to the Council's adoption of the revised impact fees. The Council expressed concerns about adopting impact fees based on a CIP that the City may not be able to fund. They requested that BBC/Galena be retained to develop a 10-year CIP that was fiscally restrained to reflect an ongoing General Fund CIP budget of 7-9% of General Fund revenues. They also requested that the impact fee analysis be recalculated based on this constrained CIP.

BBC/Galena has developed a fiscally constrained CIP reflecting the Council's direction. Attached is a summary of the draft 10-year CIP which outlines assumptions made in the development of the model and options for Council consideration. Also attached is a revised Impact Fee Schedule which reflects maximum allowable impact fees based on the 10-year CIP.

RELEVANT ORDINANCES: Chapter 18.98 of the Salt Lake City Zoning Ordinance.



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Sulle 850
Denver, Colorado 80209-3827
303.321.2547 fax 303.399.0448
www.bbcresearch.com bbc@bbcresearch.com



MEMORANDUM

To:

Mr. Louis Zunguze, Community Development Director

From:

Tom Pippin, BBC and Anne Wescott, Galena Consulting

Re:

Draft 10-Year CIP (Fiscally Constrained) and Impact Fee Next Steps

Date:

November 14, 2005

On October 20, we participated in a briefing with the City Council to discuss unresolved issues related to the Council's adoption of the revised impact fees. The Council expressed concerns about adopting impact fees based on a CIP that the City may not be able to fund. They requested that BBC/Galena be retained to develop a 10-Year CIP Plan that was fiscally constrained to reflect an ongoing General Fund CIP budget of 7-9% of General Fund revenues. They also requested that the impact fee analysis be recalculated based on this constrained CIP Plan and presented to the Council with the revised CIP for consideration on November 17.

BBC/Galena has developed a fiscally constrained CIP reflecting the Council's direction. The requested impact fee recalculations will be developed in draft form based on the proposed CIP and provided to the City on November 17. A final impact fee analysis will be prepared pursuant to the Council's direction about the CIP on November 17, in time for the tentatively scheduled public hearing on December 13.

Attached is a summary of the Draft 10-Year Capital Plan which outlines assumptions made in the development of the model, and options for Council consideration. Both Tom and Anne will be present at the briefing on November 17 to answer questions about the proposed 10-Year CIP.

Please feel free to call with any questions. Thank you for the opportunity to work with Salt Lake City.

Cc:

Ms. LuAnn Clark, Housing and Neighborhood Development Director

Mr. Brent Wilde, Community Development Deputy Director

Summary:

DRAFT Salt Lake City 10-Year Capital Improvement Program - Fiscally Constrained

The attached document reflects the direction of the Salt Lake City Council to develop a fiscally constrained ten-year capital improvement plan, on which to base updated impact fees.

<u>Methodology</u>

Each applicable department was asked to review the 20-Year Inventory, and create a list of projects that needed to be funded from FY2007 through FY2016 (10 years). The departments were asked to prioritize the projects, and indicate reasons for these priorities, where possible. The departments were asked to be aware of the historical allocation of General Fund CIP money to their department, but were not asked to balance to a target amount of funding. This was done in order to ensure that all priority projects were being presented, and not prematurely dropped from the plan based on preliminary funding targets. Departments were asked to balance growth-related projects (i.e., impact fee eligible projects) with projects associated with the repair, replacement, upgrade, or maintenance of existing City infrastructure.

Presentation

Within the DRAFT 10-Year CIP document, worksheets labeled Streets, Parks, Public Facilities, Transportation, Intermodal Hub/Trax Connection reflect all of the capital projects proposed to be constructed during the next ten years.

Within each worksheet, projects are sorted by funding source (i.e., General Fund, Class C, CDBG, Impact Fees, Debt, SID, Grants, etc.). Many projects have multiple funding sources.

Each project has a description, an estimated project total (all funding sources combined), a description of the applicable funding sources, and the year the project is proposed to be constructed.

A summary of all proposed uses of debt financing is provided on the "Debt Service" worksheet. A summary of all proposed uses of impact fee revenues is provided on the "Impact Fees" worksheet. The impact fee analysis will be recalculated based on the impact fee-eligible projects that are included in the proposed 10-Year CIP.

Based on Council direction to analyze the impact of allocating either 7% or 9% of General Fund revenues to the CIP Fund each year, a summary of all of the sources and uses within the General Fund CIP, based on the departmental project listings and projected General Fund revenues, is included in the Sources and Uses 7% and Sources and Uses 9% worksheets¹.

¹ A third summary entitled "Sources and Uses break even" shows that the projects proposed for construction over the next ten years can be funded with an ongoing allocation of approximately 7.95%, although cash flows is significantly uneven.

The "Sources" sections of these worksheets assume 7% and 9% of current General Fund revenues (General Fund revenues growing at a conservative 3% annually based on historical trends; not including General Obligation bond tax revenue or use of fund balance) are being appropriated annually to the CIP. These revenues are reflected as Orgoing General Fund Revenues. These funds, combined with other revenues including Class C Road Funds, Impact Fees, CDBG, and other funding sources, create the Total General Fund Revenues.

The "Uses" section of each summary identifies:

- The annual debt service on existing bonds being funded by the General Fund (the City and County Building G.O. bond; the MFET bond; and various sales tax revenue bonds resulting from the refinancing of previous MBA lease revenue bonds);
- The annual debt service of proposed sales revenue bonds for the Fleet/Street Facility and various street projects currently being considered for debt financing²; and
- The total costs of projects scheduled each year by department (linked to the General Fund totals from each departmental worksheet which details each project by year). Please note that \$250,000 has also been included each year as a placeholder for community projects not yet identified, in order to give the Council the ability to respond to specific neighborhood needs. This amount was estimated based on recent allocations to such projects.

The total of these expenditures make up the Ongoing General Fund Expenditures. These expenditures, combined with all expenditures within the Class C, CDBG, Impact Fee Projects, and other uses reflect the Total General Fund Expenditures.

While proposed General Obligation Bond revenues and debt service, Redevelopment Agency contributions, Public Utilities Department contributions, SIDs, and Federal Highway Administration funding are all included in the project level analysis within each department worksheet in order to reflect true cost of each proposed General Fund project, these funding sources are not included on the summary sheets. Once the Council has approved the funding structure for these projects, the applicable sources and uses can be brought into the summary document. Because these sources and uses net each other out, their exclusion from the summary sheet does not impact the analysis of the use of the projected General Fund allocations.

² BBC/Galena is aware that the Council has not formally approved the use of sales tax revenue bonds for these projects, nor has a total project cost been adopted. The most recent estimates and policy directions were used within the model to reflect the impact of these potential policy decisions on the CIP.

<u>Analysis</u>

The focus of the summaries reflected in the Sources and Uses worksheets is the *Difference between*Ongoing General Fund Revenues and Constrained General Fund Expenditures line at the bottom of each page, as follows:

7% Revenues - There is a potential funding gap of \$18.2 million over ten years, or an average of \$1.8 million per year, between 7% of General Fund Revenues and the total of all priority projects throughout the City. The actual annual difference between available funding and priority projects ranges from a deficit of \$8.1 million in year 1 of the plan to an excess of \$4.5 million in year 9 of the plan.

9% Revenues - There is a potential funding excess of \$20.5 million over ten years, or an average of \$2.1 million per year, between 9% of General Fund Revenues and the total of all priority projects throughout the City. Deficits are experienced in years 1-3 and 5, but significant excess revenue exists in years 4 and 5-10.

A third model, which uses a 7.95% General Fund allocation, breaks even over the ten years, but includes deficits and excesses in individual years.

Clearly, the timing of projects plays a key role on the estimated difference between revenues and expenditures. Simply deferring some projects until later years in the 10-Year Plan would alleviate much of the burden. BBC/Galena did not request that departments defer projects at this stage, however, simply to even out the deficits/excesses. We felt it important to communicate the recommended schedule for these projects before any projects were delayed or deferred.

Requesting that departments further constrain their project lists would also alleviate much of the burden. It should be noted that the departments were not asked to constrain their models to the "balance point" of 7-9%. BBC/Galena felt that it would be more effective to show the impact of projects considered "priority" within the City, and allow each department to provide alternative constraining options to address the deficits. These alternative options are included later in this summary. In addition, BBC/Galena felt that the Council should be given an opportunity to review the recommended priority projects before items were eliminated from the list.

Similarly, the consultants did not attempt to reduce or eliminate any projects proposed for debt financing, even though doing so would have reduced the burden on the General Fund allocation. It is understood that the City is not usually able to fund large projects, such as public facilities or major transportation projects, with pay-as-you-go funding. Such projects are usually considered for debt financing, consistent with the City's debt management policies. The Council is considering several major projects right now which are proposed to be funded with sales tax revenue bonds. When this debt service is combined with existing debt service, the amount of ongoing revenues that can be allocated to pay-as-you-go projects within streets, parks, public facilities, transportation, and the Intermodal Hub/Trax connection is reduced. However, the amount of ongoing General Fund

revenues proposed to be allocated toward debt service also represents the proactive replacement of aging infrastructure within the City.

Forecasted General Fund debt service is uneven over the ten year period, primarily due to the retirement of two bond issues - the MFET bond in FY2009, and the City and County Building bond in FY2011. Total proposed debt service represents as much as 71% of the Ongoing General Fund Revenues (in Year 1), and as little as 18% of the Ongoing General Fund Revenues (in Year 9), based on the 7% General Fund allocation. Total debt service represents between 20%-30% of proposed Total Ongoing General Fund Expenditures³.

The retirement of these two bonds, in large part, lessens the cumulative deficit between CIP needs and available revenues, actually creating an excess of revenues over needs in years 6-10 of the Draft 10-Year CIP Plan. In years 1-5 of the Draft 10-Year CIP Plan, however, the "gap" between revenues and expenditures is significant.

Options

The City is not required to "close the gap" in order to adopt impact fees. The impact fee statute does not require that the municipality have a financing plan in place for the non-growth portion of the CIP. The City could accept this plan in its current form as a forecast of anticipated revenues and projected capital needs, monitoring available General Fund revenues and adopting capital projects annually in accordance with available revenues.

If the City does desire to develop a 10-Year CIP Plan that projects a positive annual cash flow, the city has four main options (or a combination thereof):

- 1. Remove/Reduce Projects From the 10-Year Plan
- 2. Delay or Defer Projects to Later Years Within the 10-Year Plan
- Reassign Projects to General Obligation Debt Financing or Other Non-General Fund Financing
- 4. Commit to an increase in the annual allocation from the General Fund to the CIP Fund in order to fund all of the proposed projects (the analysis suggests that a 7.95% annual allocation from the General Fund would accommodate all of the included projects, although the projects would need to be distributed more evenly over the ten year period).

³ The Council requested that benchmarks be identified for the use of debt service as a percentage of total General Fund CIP expenditures, and for total capital investment. The City's financial advisor, Kelly Murdock, spoke to a representative at Moody's about these benchmarks. Moody's does not have an official benchmark for debt financing versus PAYGO, but agrees that cities should pay attention to and not overly allocate its CIP budget to debt service because it could have the potential of limiting future PAYGO projects as well as limiting future financial flexibility. Moody's also suggested that a policy shift to reduce the percent of General Fund revenues being allocated to CIP could have negative consequences for the city, particularly in poorer economic years.

In anticipation of a potential desire on the part of the Council to develop a 10-Year Plan that projects a positive annual cash flow, the departments were asked to identify how they might further constrain their project lists to reduce the burden on annual pay-as-you-go allocations. The proposed removal, reduction, and/or deference of projects follows:

Streets (potential to constrain up to \$10,572,750) -

- Keep ADA, Sidewalks due to meet Federal requirements and pedestrian safety needs.
- Reduce Local Reconstruction from \$2.0 million to \$1.7 million annually (total reduction of \$3 million over ten years).
- Eliminate all other streets planned for General Funding over the next ten years (total reduction of \$7,572,750 over ten years). Seek Federal funding for these streets, which is uncertain. All of these streets are in the Westside Industrial Area, and all are impact fee eligible California from 4800 W to 5600 W; Gladiola from 500 W to California; 700 S from 4400 W to 5600 W; 500/700 S from Surplus Canal to 4400 W; and Gladiola from California to 1820 S. In addition to foregoing the lewrage of over \$19 million in impact fee, special improvement district and public utilities funding for these projects, deferring these projects could have an impact on the development of the industrial area and associated economic development.

Transportation (potential to constrain up to \$8,425,000) -

- Keep traffic signal replacement, pedestrian safety devices and pedestrian/bikepath development
- Reduce arterial and residential streetlighting by 73% (total reduction of \$3,625,000 over ten years)
- Eliminate new traffic signal installation, video cameras for signal systems, and transportation system management improvements (total reduction of \$4,800,000 over ten years).

Parks (potential to constrain is variable) -

The 10-Year Plan for Parks projects reflects an average annual allocation of \$2.5 million, which is commensurate with past allocations for parks projects. Some large projects in years 1-3 make the distribution uneven, however. If required to further constrain, Parks would propose that a portion of several categories be deferred past Year 10 including restrooms, trail developments, tennis courts, park expansion, skate parks, dog-off-leash parks, and sports field improvements. At the Council's direction, projected funding for the acquisition of open space for new parks could also be deferred.

Public Facilities (potential to constrain depends on debt financing decisions) -

\$1.6 million of the \$9.7 million in projects included in the General Fund section of the Public Facilities 10-Year Plan represents ongoing repair or maintenance of existing facilities⁴. The remainder represents the pay-as-you-go appropriation for the reconstruction of two fire stations and the expansion of the justice court. The City could reduce the burden on the General Fund created by the replacement/expansion of these facilities by including them in a General Obligation Bond.

The majority of the capital projects included in the Public Facilities section is major facility replacements, including the Fleet/Street Facility, the Public Safety Building, the Liberty Precinct, the Fire Training Facility, and an eastside fire station. The Council has given preliminary direction for the location of the Fleet/Street facility, which is currently being considered for sales revenue bond financing. This projected debt service has been included in the Draft 10-Year CIP Plan. The four public safety facilities are currently being considered for General Obligation bond financing. This financing is not included in the Draft 10-Year CIP Plan, as revenue would be generated above the annual General Fund allocation.

It should be noted that if the public safety facilities could not be funded with general obligation bonds, but still were considered a priority deferred infrastructure issue for the City, the annual impact to the General Fund CIP in sales tax revenue bond debt service would be approximately \$7 million per year.

Conclusion

The Council may wish to determine whether the 10-Year CIP is adequate in its current form for adoption pursuant to the adoption of the updated impact fees (impact fees will be recalculated based on the revisions contained in the 10-Year Plan and associated growth forecasted for the 10-Year period). If the CIP is not determined to be adequate, the Council may wish to give the Administration and/or further instruction on desired next steps.

⁴ The newly appointed Facility Management Division Director is currently conducting an assessment of the City's public facilities. The maintenance projects included in the 10-Year CIP are best estimates given current information, and will be updated upon the completion of this assessment.



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MEMORANDUM

To: Mr. Louis Zunguze, Community Development Director

Ms. LuAnn Clark, Housing and Neighborhood Development Division Director

From: BBC Research & Consulting and Anne Wescott, Galena Consulting

Re: Salt Lake City Revised Impact Fees

Date: November 29, 2005

This memo recommends the maximum allowable impact fees for Salt Lake City based on a revised 10-year, fiscally-constrained Capital Improvement Plan (CIP). The methodology for constraining the CIP was detailed in a November 14th memo entitled, "Draft 10-Year CIP (Fiscally Constrained) and Impact Fee Next Steps."

Initial fees were calculated in a November 2004 report that was based on the City's 20-Year Inventory of Capital Needs. However, the Council expressed concerns about adopting impact fees based on a CIP that the City may not be able to fund. The City requested that BBC/Galena be retained to develop a 10-Year CIP Plan that was fiscally constrained to reflect an ongoing General Fund appropriation to the CIP Fund of 7-9 percent of General Fund revenues.

The November 2004 report and model serve as the basis for the demographic information used to calculate the revised fees. As mentioned above, the initial fee report covered a 20-year timeframe. In order to recalculate fees, BBC/Galena adjusted the demographic figures to reflect the ten-year period encompassing the newly constrained 10-Year CIP.

¹ Please also see the November 17, 2004, report for a detailed analysis and explanation of the impact fee methodology.

Exhibit 1 presents \$5.3 million in fire infrastructure needed over the next 10 years and the resultant impact fee.

Exhibit 1. Revised Fire Impact Fees

Source:

General Fund Impact Fee Update. November 17, 2005, Salt Lake City, Galena Consulting and BBC Research & Consulting.

Fee Calculation	
Total Costs for Fire Infrastructure	\$5,340,400
Allocation for Impact Fees	
Residential	59%
Commercial/Industrial/Other	41%
Allocated Costs by Category	
Residential	\$3,154,208
Commercial/Industrial/Other	\$2,186,192
New Development	
Residential (in dwelling units)	7,900
Commercial/Industrial (in square feet)	8,224,225
Impact Fee by Unit of Development (rounded)	
Residential (per dwelling unit)	\$399
Commercial/Industrial (per square feet)	\$0.27

The maximum allowable impact fee for fire infrastructure is \$399 for a residential unit and \$0.27 per commercial/industrial square foot.

Exhibit 2 below depicts the revised police impact fees. Almost \$5 million in police infrastructure is identified over the next 10 years.

Exhibit 2. Revised Police Impact Fees

Source:

General Fund Impact Fee Update, November 17, 2005, Salt Lake City, Galena Consulting and BBC Research & Consulting.

Fee Calculation	
Total Costs for Police Infrastructure	\$4,977,375
Allocation for Impact Fees	
Residential	59%
Commercial/Industrial/Other	41%
Allocated Costs by Category	
Residential	\$2,939,794
Commercial/Industrial/Other	\$2,037,581
New Development	
Residential (in dwelling units)	7,900
Commercial/Industrial (in square feet)	8,224,225
Impact Fee by Unit of Development (rounded	d)
Residential (per dwelling unit)	\$372
Commercial/Industrial (per square feet)	\$0.25

The maximum allowable impact fee for police infrastructure is \$372 for a residential unit and \$0.25 per commercial/industrial square foot.

Exhibit 3 below calculates the revised impact fees for roadways in Salt Lake City. Over the next 10 years, the City's constrained CIP identifies \$11.2 million in roadway infrastructure needed to serve growth. It is important to note that roadways fees are only applied to development in the Westside Industrial Area, where all of the growth-related road improvements are expected to occur. Single family and multifamily units are not assessed a roadway impact fee because residential development is not projected for the Westside Industrial Area.

Exhibit 3. Revised Roadway Impact Fees

Source:

General Fund Impact Fee Update, November 17, 2005, Salt Lake City, Galena Consulting and BBC Research & Consulting.

Fee Calculation	
Total Costs for Roadway Infrastructure	\$ 11,218,125
Allocation for Impact Fees	
Single Family Residential	0%
Multifamily Residential	0%
Retail	4%
Office	44%
Industrial	51%
Allocated Costs by Category	
Single Family Residential	\$0
Multifamily Residential	\$0
Retail	\$486,959
Office	\$4,962,796
Industrial	\$5,768,370
Projected Development	
Single Family Residential	0
Multifamily Residential	0
Retail	74.800
Office	1,701,600
Industrial	5,151,500
Impact Fee by Unit of Development (rounded))
Single Family Residential (per dwelling unit)	\$0
Multifamily Residential (per dwelling unit)	\$0
Retail (per square foot)	\$6.51
Office (per square foot)	\$2.92
Industrial (per square foot)	\$1.12

The maximum allowable impact fee for roadways is \$6.51 per retail square foot, \$2.92 per office square foot and \$1.12 per industrial square foot.

Exhibit 4 below shows that \$3.5 million of parks infrastructure is eligible for inclusion into the impact fee calculation for parks, recreation, open space and trails.

Exhibit 4. Revised Parks Impact Fees

Source:

General Fund Impact Fee Update, November 17, 2005, Salt Lake City, Galena Consulting and BBC Research & Consulting

Fee Celculation	
Total Costs for Parks Infrastructure	\$ 3,448,125
Allocation for Impact Fees	
Residential	100%
Commercial	0%
Allocated Costs by Category	
Residential	\$3,448,125
Commercial	\$0
Projected Development	
Residential (indwelling units)	7,900
Commercial (in square feet)	0
Impact Fee by Unit of Development (rounded)	
Residential (per dwelling unit)	\$436
Commercial/Industrial (per square foot)	\$0.00

BBC/Galena recommend charging up to \$436 per residential unit for parks, recreation, open space and trail impact fees.

The following exhibit summarizes the revised fees for Salt Lake City.

Exhibit 5. Summary of Revised Impact Fees

N	Ó	t	e	:

 Residential units are specified by single family and multifamily; commercial development is specified by retail, office and industrial.

(2) Roadway Fees for infill development are only assessed in the Westside Industrial Area.

Source

Galena Consulting and BBC Research & Consulting.

Description	impact Fee
Fire Fees	
Residential (per dwelling unit) (1)	\$399
Commercial/Industrial (per square foot) (1)	\$0.27
Police Fees	
Residential (per dwelling unit)	\$372
Commercial/Industrial (per square foot)	\$0.25
Roadway Fees ⁽²⁾	
Residential (per single family dwelling unit)	\$0.00
Residential (per multifamily dwelling unit)	\$0.00
Retail (per square foot)	\$6.51
Office (per square foot)	\$2.92
Industrial (per square foot)	\$1.12
Parks Fees	
Residential (per dwelling unit)	\$436
Commercial/Industrial (per square foot)	\$0.00
Total Fees	
Residential (per single family dwelling unit)	\$1,207
Residential (per multifamily dwelling unit)	\$1,207
Retail (per square foot)	\$7.03
Office (per square foot)	\$3.44
Industrial (per square foot)	\$1.64

The total revised fees for Salt Lake City include \$1,207 per single family and multifamily unit; \$7.03 per retail square foot; \$3.44 per office square foot; and \$1.64 per industrial square foot.



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The November 2004 report and model serve as the basis for the demographic information used to calculate the revised fees. As mentioned above, the initial fee report covered a 20-year timeframe. In order to recalculate fees, BBC/Galena adjusted the demographic figures to reflect the ten-year period encompassing the newly constrained 10-Year CIP.

Please also see the November 17, 2004, report for a detailed analysis and explanation of the impact fee methodology.

Exhibit 1 presents \$5.3 million in fire infrastructure needed over the next 10 years and the resultant impact fee.

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The maximum allowable impact fee for fire infrastructure is \$399 for a residential unit and \$0.27 per commercial/industrial square foot.

Exhibit 2 below depicts the revised police impact fees. Almost \$5 million in police infrastructure is identified over the next 10 years.

Exhibit 2. Revised Police Impact Fees

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The maximum allowable impact fee for police infrastructure is \$372 for a residential unit and \$0.25 per commercial/industrial square foot.

Exhibit 3 below calculates the revised impact fees for roadways in Salt Lake City. Over the next 10 years, the City's constrained CIP identifies \$11.2 million in roadway infrastructure needed to serve growth. It is important to note that roadways fees are only applied to development in the Westside Industrial Area, where all of the growth-related road improvements are expected to occur. Single family and multifamily units are not assessed a roadway impact fee because residential development is not projected for the Westside Industrial Area.

Exhibit 3. Revised Roadway Impact Fees

Source:

General Fund Impact Fee Update, November 17, 2005, Salt Lake City, Galena Consulting and BBC Research & Consulting.

Fee Calculation	
Total Costs for Roadway Infrastructure	\$ 11,218,125
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Single Family Residential	0
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The maximum allowable impact fee for roadways is \$6.51 per retail square foot, \$2.92 per office square foot and \$1.12 per industrial square foot.

Exhibit 4 below shows that \$3.5 million of parks infrastructure is eligible for inclusion into the impact fee calculation for parks, recreation, open space and trails.

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Residential (per dwelling unit)	\$436
Commercial/Industrial (per square foot)	\$0.00

BBC/Galena recommend charging up to \$436 per residential unit for parks, recreation, open space and trail impact fees.

The following exhibit summarizes the revised fees for Salt Lake City.

Exhibit 5. Summary of Revised Impact Fees

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The total revised fees for Salt Lake City include \$1,207 per single family and multifamily unit; \$7.03 per retail square foot; \$3.44 per office square foot; and \$1.64 per industrial square foot.