

**SALT LAKE CITY COUNCIL STAFF REPORT**  
**BUDGET ANALYSIS – FISCAL YEAR 2006-07**

**DATE:** June 1, 2006

**BUDGET FOR:** **CAPITAL IMPROVEMENT PROGRAM FUND**

**STAFF REPORT BY:** Jennifer Bruno, Policy Analyst

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**PROPOSED BOND ISSUES IN THE MAYOR’S RECOMMENDED BUDGET FOR CIP**

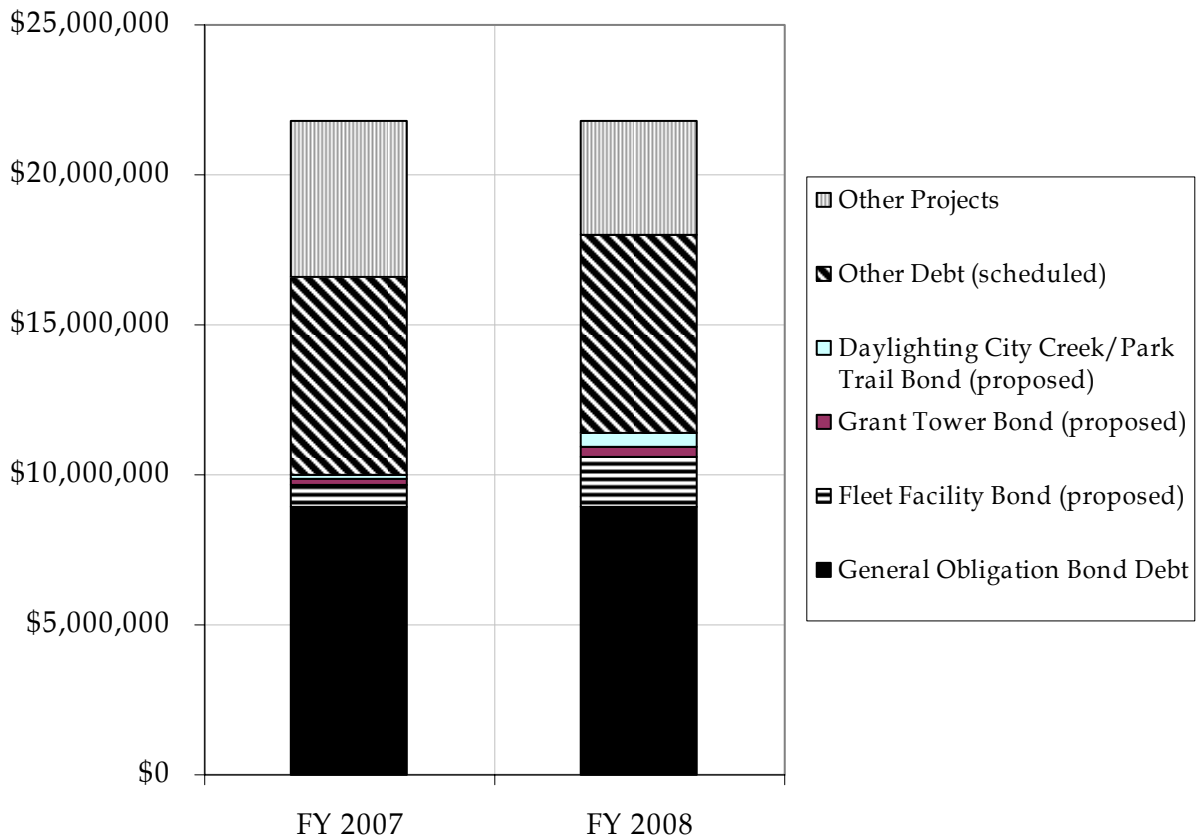
The Mayor is recommending a new sales tax bond issue that would have three project components, for a total of \$36,380,000:

1. Fleet Facility - (\$24.3 million) construct a new fleet facility on land previously purchased and for which the bond will reimburse the cost of the land. (note: \$3.1 million of this \$24.3 million total, is to reimburse the surplus land account. If the Council decided not to reimburse this account, and decrease the total bond amount, or dedicate this \$3.1 million towards one of the other projects in the bond, there would be approximately \$X left in the surplus land account). Staff note - this cost estimate has been revised. The new facility is expected to cost approximately \$24.7 million.
  2. Grant Tower - (\$7.07 million) complete the Grant Tower project (The RDA will contribute payments to the City for their share of the debt service).
  3. Daylighting City Creek @ Folsom Street Corridor and 900 South Rail line right-of-way improvements - (\$5.05 million) development/daylighting of the Folsom Street/City Creek Parkway, landscaping along the 900 South track line when it is abandoned by UTA
- A. Debt Service - The total FY 2007 debt service payment would be approximately \$1 million, of which the RDA would pay \$330,000 (their share of the Grant Tower funding). However, this does not represent the total annual debt service payment as it would technically be a “partial year” by the time the bond was issued. The debt service payment for the remainder of the 20 year loan is anticipated to be an average of \$2.77 million per year (see table below for breakdown).

		Debt Service	
	Total	(average)	Interest Paid
Fleet Facility	\$ 24,255,000	\$ 1,850,000	\$ 12,855,130
Grant Tower	\$ 7,070,000	\$ 540,000	\$ 3,748,835
Park Trail Project	\$ 5,055,000	\$ 387,000	\$ 2,681,653
<b>Total</b>	<b>\$ 36,380,000</b>	<b>\$ 2,777,000</b>	<b>\$ 19,285,618</b>

note: this does not factor the RDA's contribution to debt service payments, which would likely be \$330,000 but for only 15 years, rather than the full 20 life year of the bond (the district expires then).

B. **Amount Available for other projects** - The following chart breaks down the amount of money available for other, non-debt projects, under the Mayor's proposed budget. If the Council were to bond for all three proposed projects, next fiscal year there would be **\$3.8 million** available for "other projects" compared to the **\$5.14 million** available this year (a \$1.34 million difference - assuming CIP was funded at the same \$21.5 million level).



C. **10 Year Plan** - All of these projects are contemplated in the 10 Year Plan. Daylighting City Creek is the only one that is not contemplated to be paid for with debt service.

The plan slates this project for FY 2010 (\$1 million from general fund, and \$4 million from “other sources”).

1. The proposed bond would shift yearly money away from parks, streets, and transportation projects toward the “debt service” category. However, the 10 Year Plan does contemplate *some* shift in this manner for bonding for the Fleet Facility and Grant-tower related projects - in the amount of \$29.6 million (a \$6.8 million difference).
2. The Park Trail project (Daylighting City Creek), is planned for in the 10 Year Plan, but with a funding source of \$1 million from the general fund, and \$4 million from “other sources,” not necessarily identified as bonding. This could potentially offset the 10 year 7.95% funding “balance.”

D. **Cost reduction options for City Creek 900 South/Folsom Ave Park Projects** - The Administration has given council staff the following breakdown of project components for both 900 South and Folsom Avenue (**see attachment 1**). At a minimum, in order for this land trade with Union Pacific to be “bondable,” the land needs to be improved for public use (i.e. soil erosion seeding). This is estimated to cost \$200,000 for 900 South and \$100,000 for the Folsom Trailway. The Council could elect to fund any of the project components for 900 South and Folsom in any combination (though they are grouped into the Administration’s recommended Phase I and Phase II for each). Currently the bond proposal would pay for Phases I and II for the Folsom corridor, and only the basic landscaping for the 900 South corridor (listed as “Basic Native Erosion Control Seeding” on the breakdown). Council Staff has prepared the following chart showing options of funding various phases for the Folsom and 900 South Corridors:

## City Creek Park Options

	Cost	Debt Service Payments (Council Staff Estimate)	Debt Service Payment savings from proposed budget (Council Staff Estimate)
<b>Option 1 - Proposed</b>			
900 South - Basic Landscaping Only	\$ 200,000		
Folsom Corridor - Full Development (Phases I & II)	\$ 5,012,500		
Total	\$ 5,212,500	\$ 387,000	\$ -
<b>Option 2</b>			
900 South - Basic Landscaping Only	\$ 200,000		
Folsom Corridor - Basic Landscaping Only (no stream development)	\$ 100,000		
Total	\$ 300,000	\$ 23,000	\$ 364,000
<b>Option 3</b>			
900 South - Basic Landscaping Only	\$ 200,000		
Folsom Corridor - Phase I Only	\$ 2,512,500		
Total	\$ 2,712,500	\$ 208,000	\$ 179,000
<b>Option 4</b>			
900 South - Phase 1 Only	\$ 1,887,500		
Folsom Corridor - Phase 1 Only	\$ 2,512,500		
Total	\$ 4,400,000	\$ 337,000	\$ 50,000

Option 2 would present the greatest savings in terms of bonding costs, and includes the minimum landscaping required for the bond. However, this option does not include stream or trail development. Option 3 includes the very minimum landscaping for 900 South, and includes stream opening and trailway development for Folsom Corridor (though not the full, Phase II park development). Option 4 includes trailway development for both. It is important to note that security lighting costs are included in Phase II of both projects (\$1 million for 900 South, \$500,000 for Folsom), not Phase I.

E. **Cost reduction options for the Fleet Facility** - there are a variety of cost "offsets" that could be used in order to reduce the total amount needed to be bonded for to pay for the new Fleet Facility. If the Council is interested they may wish to ask the Administration to investigate these options further.

1. The total amount includes \$3.215 million to pay back the surplus land account. The Council could choose not to pay this amount back, thereby reducing the total bond.
2. The estimated value of the current Fleet Facility site is between \$3 and \$5 million, and would cost approximately \$1.8 million to demolish and environmentally mitigate the site. In the best case, the net revenue from selling the site would be \$3.2 million, which could also offset the total amount needed to be bonded for.

- A complication with this strategy would be the timing. This money would not be available until the following fiscal year. A possibility could be that the Council could “balloon payment options” into the debt service schedule for that year – thereby reducing the debt service payments for the years remaining on the bond – or the Council could use the proceeds from the sale of the land to make the debt service payment for that particular year, instead of using the general fund for that particular year.
3. Currently fleet vehicles and the Police motorcycles are stored at a warehouse at the international center. The Administration has indicated that there is sufficient room at the new Fleet Facility to house these vehicles. If that is the case, the warehouse at the international center could be sold. Property management has estimated the value at \$3 million. The Council would run into a similar problem with timing described in item #2 above, but could handle the situation in the same fashion.
    - *The current cost estimate for the Fleet Facility is \$24.7 million. If all of the above cost reduction items are undertaken, the net “cost” could be reduced by almost \$10 million, to \$15.3 million. This would leave yearly bond payments at around \$1.1 million (with around \$300,000 of that amount to be paid for by the Refuse and Fleet funds).*

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The following information was provided previously for the Council Work Session on May 18, 2006. It is provided again for your reference.

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### **CAPITAL IMPROVEMENT PROGRAM BUDGET RECOMMENDATION**

The Mayor presented his budget for Fiscal Year 2006-2007 on Tuesday, May 2. The following staff report details the proposed Capital Improvement Budget.

The Administration recommends funding CIP from the general fund in the amount of \$21,452,138, a \$1.9 million increase over last year’s CIP funding allocation (9% increase). Of this, approximately \$8.9 million is general obligation bond debt (dedicated property taxes). Therefore, a total of \$12,502,682, or 7.11% of general fund revenue, is proposed for Capital projects. Of this amount, \$7,306,425 million is allocated for debt service projects (including the new debt service proposal for the Fleet Facility and other projects, discussed later), leaving a remaining balance of \$5,136,257 for other projects.

The recently-adopted CIP 10 Year Plan indicates that in order for the capital projects to be fully funded over the 10 year cycle of the plan, an average of 7.95% of general fund revenues should be dedicated to capital projects. In order to reach the 7.95% number, the Council would have to increase CIP funding by \$1,473,924 over the Mayor’s

recommended budget. The CIP 10 Year Plan acknowledges that 7.95% of general fund balance will not be sufficient to fund all projects in every year, but rather - over the 10 year period, if 7.95% is consistently dedicated every year, this will eventually cover all of the projects. In the past, the Council had a stated policy of dedicating a minimum of 9% of general fund revenues for Capital projects. In Fiscal Year 2007, the plan identifies \$10.5 million in non-debt service projects, well over the current funding proposal of \$5.14 million.

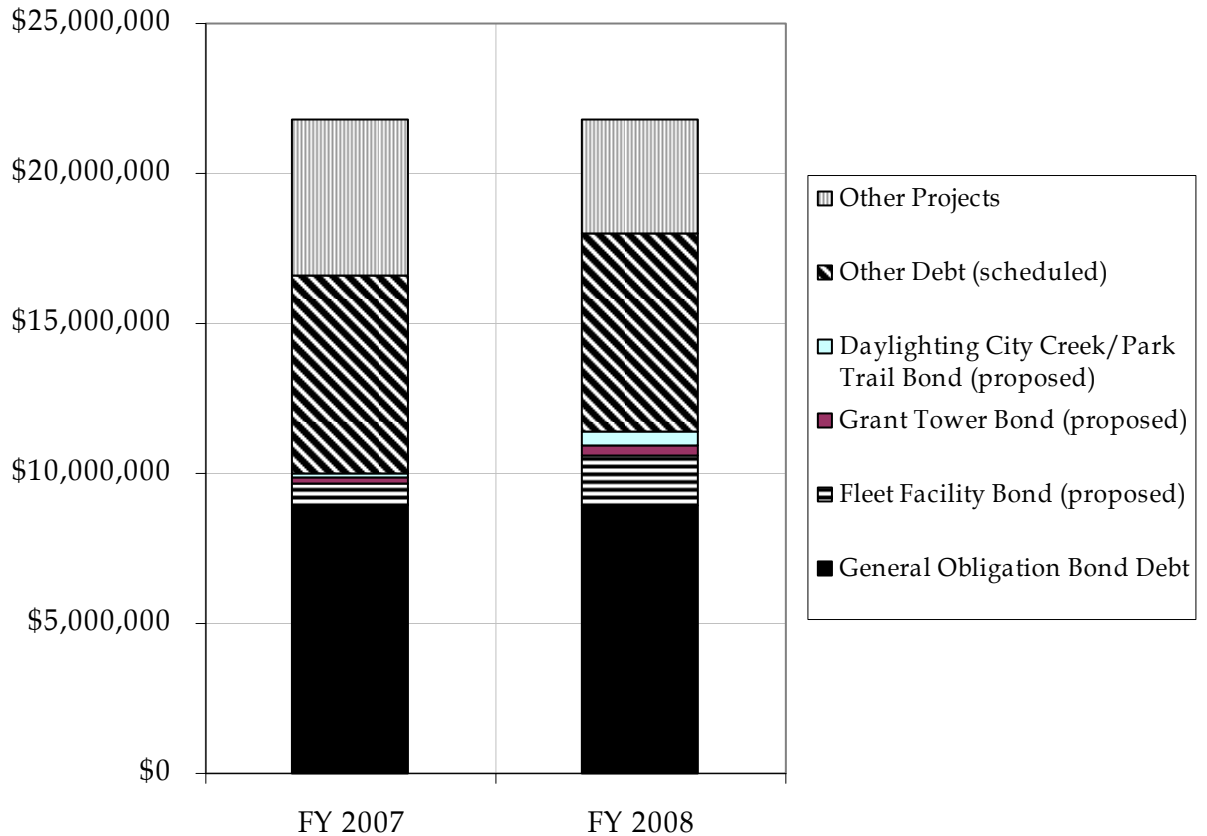
The following are specific projects the administration has identified as "major projects" to fund in FY 2006-2007:

- A General Obligation bond approved by the voters for The Leonardo and purchase of open space land (recognized property tax increase) (staff note: any additional funding to the Leonardo has not been incorporated into the CIP 10 Year Plan. This could affect the 10 year "balancing" of the plan at 7.95%),
  - The Mayor is also recommending a new sales tax bond issue:
    - A Sales Tax bond of \$36,380,000:
  - 4. Fleet Facility - construct a new fleet facility on land previously purchased and for which the bond will reimburse the cost of the land.
  - 5. Grant Tower - complete the Grant Tower project (The RDA will contribute payments to the City for their share of the debt service).
  - 6. Daylighting City Creek @ Folsom Street Corridor and 900 South Rail line right-of-way improvements - development/daylighting of the Folsom Street/City Creek Parkway, landscaping along the 900 South track line when it is abandoned by UTA
- All of these projects are contemplated in the 10 Year Plan. Daylighting City Creek is the only one that is not contemplated to be paid for with debt service. The plan slates this project for FY 2010 (\$1 million from general fund, and \$4 million from "other sources"). The total FY 2007 debt service payment would be approximately \$1 million, of which the RDA would pay \$330,000 (their share of the Grant Tower funding). However, this does not represent the total annual debt service payment as it would technically be a "partial year" by the time the bond was issued. The debt service payment for the remainder of the 20 year loan is anticipated to be an average of \$2.77 million per year.

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- The proposed bond would shift yearly money away from parks, streets, and transportation projects toward the “debt service” category. However, the 10 Year Plan does contemplate *some* shift in this manner for bonding for the Fleet Facility and Grant-tower related projects - in the amount of \$29.6 million (a \$6.8 million difference).
- The Park Trail project (Daylighting City Creek), is planned for in the 10 Year Plan, but with a funding source of \$1 million from the general fund, and \$4 million from “other sources,” not necessarily identified as bonding. This could potentially offset the 10 year 7.95% funding “balance.”
- The following chart breaks down the amount of money available for other, non-debt projects, under the Mayor’s proposed budget. If the Council were to bond for all three proposed projects, next fiscal year there would be **\$3.8 million** available for “other projects” compared to the **\$5.14 available** this year (a \$1.34 million difference - assuming CIP was funded at the same \$21.5 million level).



- The Mayor is recommending \$500,000 towards Liberty Park renovations (Concessions and Children’s Garden Landscaping), and \$400,000 for Stage 1, Phase II of Pioneer Park Renovations (Stage 1, Phase II total cost is estimated at \$1.9 million. The Administration indicates they would seek outside funding sources for the balance. They have applied for a \$900,000 federal grant, but have not indicated other funding sources that would be likely). Further details regarding these park improvements will be provided in the Council’s briefing session.
- In *addition* to the 7.11% of general fund revenue slated for CIP projects, the Mayor is proposing using a total of \$3.5 million from fund balance for Land Acquisition and to help expand the Leonardo facility at Library Square. This use of fund balance for this project is not contemplated in the CIP 10 Year Plan. The Council may wish to weigh this project with the various other uses for one-time money (police vehicles, equipment expenses, Grant Tower, etc).

Twenty-two (22) non debt-related projects have been recommended for funding from general fund CIP by the Administration, for a total of \$5,136,257. The following chart shows a breakdown of funding totals, by type of project, and compares the various recommendations to what is called for in the 10 Year Plan:



## Non-Debt Service CIP Projects

	Amount Requested	CIP Board Recommendation	Mayor's Recommendation	CIP 10 Year Plan
Streets	\$4,379,284	\$3,035,000	\$2,715,000	\$3,644,750
Transportation	\$1,853,750	\$985,000	\$985,000	\$2,205,000
Parks	\$5,792,285	\$1,100,557	\$1,436,257	\$3,708,285
Public Facilities	\$0	\$0	\$0	\$930,000
<b>Total</b>	<b>\$12,025,319</b>	<b>\$5,120,557</b>	<b>\$5,136,257</b>	<b>\$10,488,035</b>

Attached is a complete log of all CIP project applications for the Council's discussion on Thursday May 5<sup>th</sup>.

### KEY ELEMENTS

The following are key points in relation to the FY 2007 CIP Applications and funding rankings:

A. Of the 38 CIP funding applications, 4 projects are not specifically listed in the CIP 10 year plan.

- #9 Pioneer Park could fall into the "to be determined" line item in the more general Parks category "Park Facilities Reconstruction" in the 10 Year Plan. However, this is not a specifically listed project.
- Three of these four project requests were submitted by constituents (#15 750 North 2200 West Street Improvements, #19 800 South 1100 East Barrier Beautification, and #38 Yale/Herbert Safety Project), for a total of \$213,750. The CIP 10 Year Plan incorporates \$250,000 each year for to-be-determined "Community Projects."

B. Though the 10 Year Plan calls for various Public Facilities improvements in Fiscal Year 2007, there were no applications made for Public Facilities improvements in the FY 2007 CIP. The Council may wish to clarify with the Administration if there are plans to handle these following improvements elsewhere in the general fund. The following is a list of projects that are included in FY 2007 in the 10 Year Plan, but did not receive funding requests for this upcoming fiscal year:

- \$350,000 - Plaza 349 - replace/install fire suppression system (Public Facilities)
- \$330,000 - City & County Building - replace carpet throughout building (Public Facilities) (staff note: this is one year of a two-year funding plan)
- \$250,000 - City & County Building - exterior stone strengthener/upkeep (Public Facilities)
- \$250,000 - Acquisition of Open Space for future development (Parks)

C. The following are projects that are scheduled in the 10 Year Plan that were requested but not funded (the total amount unfunded for projects otherwise planned for FY 2007 in the 10 Year Plan is approximately \$2.6 million):

- \$580,000 - #22 - Rotary Glen Park Improvements (Parks)
- \$60,000 - #23 - 4th, 8th, 9th Avenue Stairway Analysis (Parks)
- \$315,000 - #24 - Jordan River Trail Safety Lighting, State Ag Building to Redwood Road (Parks) (Staff note: The CIP 10 Year Plan anticipates that this would be a project funded in FY 2012, and would be partially offset by CDBG funds)
- \$50,000 - #25 - Residential concrete street rehab, 1700 to 1900 East, 900 & 1300 South (Streets)
- \$200,000 - #26 - Sprinkler Irrigation Central System Interface (Parks)
- \$100,000 - #27 - Memory Grove Trails Improvements, East Side to A Street & 9th Ave (Parks)
- \$50,000 - #28 - Jordan Park Power Pedestals, 900 West 1000 South (Parks)
- \$50,000 - #29 - Traffic Camera Installation, 5 traffic signals (Transportation)
- \$400,000 - #30 - Lindsey Garden Park Tennis Court (Parks) (Staff note: The CIP 10 Year Plan does not anticipate funding this project until FY 2009)
- \$568,000 - #31 - East Capitol Street Reconstruction (Streets)
- \$275,000 - #32 - Arterial Lighting, Redwood Road - North Temple to 2100 South (Transportation)
- \$260,000 - #33 - Arterial Lighting, 700 East, S. Temple to 700 South (Transportation)
- \$65,000 - #34 - Arterial Lighting, California Ave - 900 West to Redwood Rd (Transportation)
- \$50,000 - #35 - McClelland Trail Corridor Master Plan - Jordan River Canal at 900 South to 2700 South (Parks) (Staff Note: These are matching funds to be met by Public Utilities)
- \$600,000 - #36 - Fairmont Park Tennis Courts (Parks) (Staff note: The CIP 10 Year Plan does not anticipate funding this project until FY 2012)

D. The Mayor's recommended budget includes \$400,000 in funding for Pioneer Park in order to complete renovations beyond Phase I, which the Council has already funded. The Administration has previously indicated to the Council that they are seeking \$900,000 in federal funds. The addition of these amounts would not be sufficient to cover the total project costs of Phase II of the Pioneer Park renovations. Renovations to the park that would emphasize the historic origins (Heritage Gardens, Historic Walkway, Bell Tower) are not scheduled until Phase III. Aside from the \$400,000 in requested funds, there are \$3.2 million in proposed renovations that remain to be funded. All three phases are part of "Stage 1," the stage that has been vetted by the community stakeholders. Stages 2 and 3, the water wall and skating rink, are not considered an official part of the community-approved Pioneer Park Master Plan. The following is a breakdown of these last two phases, and the

specific components of each phase, (the attached design document shows these proposed changes in greater detail):

- a. Stage 1, Phase II - \$1.85 million total cost
  - Great Lawn
  - Concession Area/Stage/Reconfigured Restrooms
  - Tables and Chairs
  - Circulation path around great lawn
- b. Stage 1, Phase III - \$1.75 million total cost
  - Themed Playground (possibly historic themed)
  - Historic Bell Tower
  - Heritage Gardens
  - Historic Walkway
  - Volleyball Courts

E. The Mayor's recommended budget includes \$500,000 to construct concessions and a children's garden in Liberty Park. The followings lists the remaining projects "left" in Liberty Park renovations, according to the CIP 10 Year Plan (\$3.25 million, including FY 2007):

- \$750,000 - Children's Playground Renovation (FY 2009)
- \$1,000,000 - Greenhouse reconstruction & Jordan Greenhouse demolition (FY 2011) (staff note: this will consolidate greenhouse operations at Liberty Park).
- \$1,000,000 - Maintenance Building & Yard Reconstruction (FY 2012)

F. Attached, please find the Mayor's recommendations for CIP funding, the list of projects scheduled in FY 2007 in the CIP 10 Year Plan, as well as the master plan for Pioneer Park, including cost breakdown. Staff will have the CIP 10 Year Plan for reference at the briefing, and it is available upon request.

### **POTENTIAL MATTERS AT ISSUE**

- A. The Council may wish to revisit the City and County building re-carpeting project. It is listed in the 10 Year Plan for FY 2007, but was not a funding request this year. However, due to the possible reconfiguration of space for the proposed one-stop counter, it could make financial sense to do at least one quadrant of carpet for the building in the same year as this proposal, so as not to duplicate efforts. The estimated cost for one quadrant of the City and County building is \$116,925.
- B. The Council may wish to clarify with the Administration, the status of the escalating costs of construction materials, and the increased difficulty in obtaining construction bids.
- C. The Council may wish to clarify with the Administration what the specific debt service payments would be for the proposed sales tax bond issue, component project

by project. The Council may also wish to clarify with the Administration what exactly will be constructed along the Folsom Ave and 900 South Rail lines.

- D. The Council may wish to clarify with the Administration what components of Phase II will be funded with the \$400,000 request, and what, if any, outside sources will be sought to pay for the remaining \$3.2 million in proposed renovations.
- E. The Council may wish to resume their discussion of whether to pay for the remaining Grant Tower costs with one-time fund balance, or through bonding (note: The Council may wish to consider that some bonding through the City would have to be arranged so that the RDA can pay their portion of the costs through more favorable interest rates).

### **CAPITAL IMPROVEMENT PROGRAM BUDGET PROCESS**

The Capital Improvement Program is a multiyear planning program that uses two main planning documents: a 10 Year Capital Improvement Plan, and each fiscal year's capital budget. The Council recently adopted a revised 10 Year Capital Improvement Plan, on January 17, 2006, after a lengthy process to identify the most critical and realistic projects that need to be funded over the next decade. It should be noted that the overall amount to of transfer from general fund in order to pay for this 10 Year Plan over the decade, is 7.95%. Note: 7.95% is the number to be allocated to balance over the 10 year period. If 7.95% of general fund revenue is allocated, there will be some years that will have a surplus and some years that have a deficit.

Following the Mayor's presentation of his recommended budget on Tuesday May 4<sup>th</sup>, the Council received a schedule of the proposed capital projects for fiscal year 2006-07 with ranking information from the CIP Board, Administrative Staff and the Mayor. The schedule identifies all of the projects that were submitted for funding with the Mayor's recommendations and the priority rankings of the Citizens Advisory Board and Administrative staff. The City Council makes the final determination of projects to be funded. Council staff will project the schedule on the screen during the work session to facilitate discussion and funding decisions.

The Administration accepts applications for capital projects from citizens and City departments each year for consideration for recommendation by the Mayor to the Council for funding. All applications are reviewed by the CIP Citizens Board and a team of City staffers from each department who specialize in capital projects. Copies of each project application can be made if Council Members desire.

During the past two years, the Council has appropriated funds for debt service and time sensitive projects during the annual budget process and waited until later in the summer to make other appropriations. The Council may wish to determine whether it wants to pursue this same course of action or whether the Council wishes to appropriate the entire amount of CIP funding during the annual budget process.

## **COUNCIL POLICIES REGARDING CAPITAL IMPROVEMENT PROGRAM**

On April 6, 1999 the City Council adopted a resolution entitled "Council Policies Regarding Salt Lake City's General Fund Capital Improvement Program." This resolution specifically stated the Council's intentions that the Administration regard the resolution as the Council's policy objectives for the City's General Fund CIP Program. In December 1999 the Council adopted a resolution entitled "Salt Lake City Council Capital and Debt Management Policies" which set forth the capital and debt-management policies that were intended to guide the City in addressing the deferred and long-term infrastructure needs of the City. In December 1999, the Council also adopted an ordinance (which was amended in May 2000, and again in 2006 – see section on impact fees below) establishing impact fees on new development within the City. Revenue from these fees are dedicated to fund those capital projects which are directly attributable to growth.

Some of the Council's capital improvement program policies are highlighted as follows:

- Establish a formal multi-year capital program
- Link the 10-year needs list and the annual capital budget
- Identify the extent and cost of deferred maintenance
- Utilize condition information to select and prioritize capital projects
- Focus attention on the long-term implications of capital decisions
- Identify full life cycle project costs
- Prepare multi-year revenue and expenditure forecasts
- Give priority to capital improvement projects that reduce current City maintenance requirements.
- Continue taking advantage of one-time opportunities to supplement base budget CIP (i.e. one-time revenues, particularly from the sale of real property).
- Maintain a capital improvement prioritization process that allows citizen and community input.
- Provide ongoing funding to address capital improvement needs of the City. (Council's policy is that at least 9% of on-going General Fund revenue be allocated to the CIP Fund. Class C, federal funds, impact fees, and one-time monies are all in addition to the 9%. For fiscal year 2004-05, the Mayor proposed a one-time reduction to approximately 7%.)
  - It should be noted however, that in October 2005, the Council made the decision to revise the 20 Year Inventory of Capital Needs and evaluate spending expectations as compared with recent budget realities. In January 2006, the Council adopted a fiscally constrained 10 Year Capital Facilities Plan, in which each department was asked to identify the most crucial and realistic projects, in order to arrive at a plan that was more likely to be executed to completion.

- The consultants hired to form the plan noted that in order to fully pay for the fiscally constrained 10 Year list of projects, the Council would need an average of 7.95% of the general fund per year allocation to CIP (see note on page 2).

## **“SPECIAL” ITEMS WITHIN THE CIP BUDGET**

### **Impact Fees**

Impact fees are a financing tool that enables the City to address some of the infrastructure necessitated by new growth without further deferring current infrastructure needs. Impact fees cannot be assessed to address issues of deferred capital infrastructure. Revenue collected from impact fees must be expended or encumbered within six years after receipt, unless the Council identifies, in writing, an extraordinary and compelling reason to hold the impact fees longer. Under such circumstances, the Council must establish an absolute date by which the impact fees will be expended. The Council may wish to ask the Administration whether some of the CIP applications qualify for partial funding from impact fees.

An independent consultant conducted an analysis of impact fees in Salt Lake City and made recommendations regarding updating the City’s impact fees to reflect the now-current, fiscally constrained 10 Year Capital Facilities Plan. The Council adopted this revised schedule of fees to reflect the current list of projects. Additionally, the ordinance was amended (at the recommendation of the consultants) to include a yearly inflationary adjustment to cover steadily-increasing construction costs (the standard identified is the *Engineering News Record* yearly construction cost index).

## Attachment 1

<u>900 S. Trailway from 700 West to Redwood Road –(10 blocks)</u>	<u>Phase One</u>	<u>Phase Two</u>
• Environmental Study	\$ 10,000	
• Environmental Mitigation Work	Not Determined	
• 2 Street Crossings (signalized) @\$100K each	\$ 200,000	
• Trailway Development	\$1,000,000	
• Security Lighting		\$1,000,000
• Landscape and Irrigation (L & I)		\$3,300,000
• Basic Native Erosion Control Seeding (in lieu of L & I)	\$ 200,000	
• Benches, Drinking Fountains, & Bike Racks	\$ 100,000	
• Peace Garden Expansion – South Side Parcel of Property		
Grading and Drainage		\$ 200,000
Sprinkler Irrigation System		\$ 200,000
Landscape Planting and Trees		\$ 200,000
• 900 South Jordan River Park Expansion – N. Side Parcel		
Grading and Drainage		\$ 100,000
Sprinkler Irrigation System		\$ 200,000
Landscape Planting and Trees		\$ 200,000
• Phase One Project Guestimate	\$1,510,000	
• Design and Administrative Costs (25%)	<u>\$ 377,500</u>	
<b>Total Phase One Only Guestimate</b>	<b>\$1,887,500</b>	
Phase Two Project Guestimate		\$5,400,000
• Design and Administrative Costs (25%)		<u>\$1,350,000</u>
<b>Total Phase Two Only Guestimate</b>		<b>\$6,750,000</b>
<b>Total Project Guestimate (900 South Site)</b>		<b>\$8,637,500</b>

### Folsom Trailway from I-15 to Jordan River – (5 blocks)

• Environmental Study	\$ 10,000	
• Environmental Mitigation Work	Not Determined	
• 3 Street Crossings (1@ 900 W Signalized)	\$ 100,000	
• Trailway Development	\$ 500,000	
• Stream Opening and Development	\$1,250,000	
• Security Lighting		\$ 500,000
• Landscape and Irrigation (L& I)		
Grading and Drainage		\$ 500,000
Sprinkler Irrigation System		\$ 500,000
Landscape Planting and Trees		\$ 500,000
• Basic Native Erosion Control Seeding (in lieu of L & I)	\$ 100,000	
• Benches, Drinking Fountains, & Bike Racks	<u>\$ 50,000</u>	
Phase One Project Guestimate	\$2,010,000	
• Design and Administrative Costs (25%)	<u>\$ 502,500</u>	
<b>Total Phase One Only Guestimate</b>	<b>\$2,512,500</b>	
Phase Two Project Guestimate		\$2,000,000
• Design and Administrative Costs (25%)		<u>\$ 500,000</u>
<b>Total Phase Two Only Guestimate</b>		<b>\$2,500,000</b>
<b>Total Project Guestimate (Folsom Site)</b>		<b>\$5,012,500</b>