

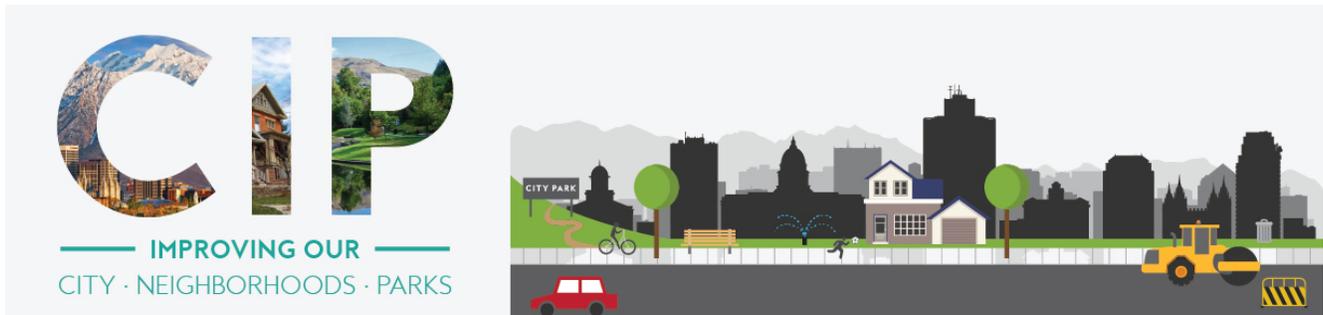


COUNCIL STAFF REPORT

CITY COUNCIL of SALT LAKE CITY
tinyurl.com/SLCFY23

TO: City Council Members
FROM: Ben Luedtke
Budget & Policy Analyst
DATE: June 7, 2022
RE: **FY2023 Capital Improvement Program (CIP)**
BUDGET BOOK PAGES: 119-131
CIP BUDGET BOOK: Debt Service Overview Starts on Page 25, General Fund Projects Start on Page 33

Project Timeline:
Budget Hearings: May 17 & June 7, 2022
1st Briefing: June 7, 2022
2nd Briefing & Public Hearing: July 12, 2022
3rd Briefing: July 19, 2021
4th Briefing & Public Hearing: August 9, 2022
5th Briefing & Potential Action: August 16, 2022
Note: The Council approves debt service and overall CIP funding in the annual budget. Project specific funding is approved by



ISSUE AT-A-GLANCE

Each year, the Council appropriates overall funding available for the Capital Improvement Program (CIP) and approves debt payments as part of the annual budget in June. Over the summer, the Council reviews individual projects and per state law must approve project specific funding by September 1. CIP is an open and competitive process where residents, local organizations and City departments submit project applications. The Community Development and Capital Improvement Program (CDCIP) resident advisory board reviews the applications in public meetings and makes funding recommendations to the Mayor and Council. The Mayor provides a second set of funding recommendations to the Council which ultimately decides project specific funding.

Overview of the FY2023 CIP Budget

The total FY2023 CIP budget is nearly \$45 million which is \$9.7 million (27%) more than last year. Most of that increase is caused by a \$10 million year over year increase in the General Fund transfer to CIP which is equivalent to 9% of ongoing revenues. The City has not reached the 9% level is at least a decade and an audit from several years ago recommended that level of annual capital investment. The table below details funding sources for CIP by fiscal year. Other highlights include:

\$8.1 Million Unrestricted Funds – \$8,137,885 of the ongoing transfer from the General Fund are unrestricted funds available for any new projects (the most flexible funding available).



\$4.9 Million Decrease of Impact Fees Spending – The amount of impact fees in the proposed CIP budget is the smallest amount since FY2019. There are over \$23 million of available to spend impact fees across the four types: fire, parks, police, and transportation. Most of the available funds are for parks and transportation. See Additional info section for more.

\$3.1 Million Increase for County 1/4¢ Sales Tax for Transportation – This became a new funding source three years ago and is available to transportation projects per state law. As seen in other sales tax revenue line items, this one has experienced significant growth.

\$10.8 Million Debt and Lease Payments – \$10.7 million (36%) of the General Fund transfer to CIP (including Funding Our Future dollars) is needed to cover debt payments and the Crime Lab lease payment. However, it should be noted that \$4,393,161 of this amount is for a first-year payment on a proposed sales tax revenue bond for which the Council has not approved the list of projects. This funding could be used for FY2023 projects if the Council declines to proceed with the bond or approves a smaller bond.

Comparison of CIP Funding Sources by Fiscal Year

CIP Funding Sources	Adopted 2020-21	Adopted 2021-22	Proposed 2022-23	FY22 to FY23 \$ Change	FY22 to FY23 % Change
General Fund	\$ 14,582,267	\$ 15,126,884	\$ 25,150,431	\$ 10,023,547	66%
Funding Our Future*	\$ 4,880,000	\$ 3,580,000	\$ 5,100,000	\$ 1,520,000	42%
Class C	\$ 3,000,000	\$ 3,021,706	\$ 3,000,000	\$ (21,706)	-1%
Impact Fees**	\$ 5,058,011	\$ 8,276,103	\$ 3,360,193	\$ (4,915,910)	-59%
CDBG	\$ -	\$ 322,000	\$ 722,000	\$ 400,000	ONE-TIME
Repurpose Old CIP Accounts***	\$ 1,149,616	\$ 252,271	PENDING	-	ONE-TIME
County 1/4¢ Sales Tax	N/A	\$ 4,900,000	\$ 8,000,000	\$ 3,100,000	63%
Surplus Land Fund	\$ 200,000	\$ 200,000	\$ -	\$ (200,000)	ONE-TIME
Smith's Naming Rights Revenue	\$ 156,000	\$ 154,000	\$ 154,000	\$ -	0%
SLC Sports Complex ESCO	\$ 154,706	\$ 148,505	\$ 148,505	\$ -	0%
Memorial House Rent Revenue	\$ 68,554	\$ 68,554	\$ 68,554	\$ -	0%
TOTAL	\$ 29,226,262	\$ 36,027,131	\$ 45,703,683	\$ 9,676,552	27%
TOTAL without ONE-TIME	\$ 27,876,646	\$ 35,252,860	\$ 44,981,683	\$ 9,728,823	28%

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

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

***Includes recaptured funds from multiple funding sources

Note: There's a \$22,892 debt service rescope reduction not separated out in the table above for FY2021 & FY2022

Two Differences between Advisory Board and Mayoral Funding Recommendations

(See Attachment 2 for Funding Log and Attachment 3 for the CIP Budget Book)

Board and Mayoral funding recommendations are detailed at the bottom of each project page in the CIP Budget Book and on the CIP Funding Log. The CIP Log is Attachment 2 which first shows projects the Mayor is recommending for funding and then projects which are not recommended for funding. Differences between funding amounts are highlighted pink. This year the funding recommendations from the Community Development and Capital Improvement Program (CDCIP) resident advisory board and the Mayor are nearly identical with two differences listed below.

- The Board recommends funding \$3.052 million for the 200 South reconstruction transit corridor project. The Mayor recommends \$4,254,885 for the project which is \$1,202,885 more than the Board. The 2018 voter-approved Street Reconstruction Bond is the primary funding sources for the project which is also receiving funding from several smaller sources. The project webpage is regularly updated and available here: www.slc.gov/mystreet/2020/03/27/200south/

- The increased funding for the 200 South reconstruction transit corridor (point above) is proposed to be shifted from the Cemetery Master Plan implementation. The Board recommends \$1,202,885 for the Cemetery Master Plan implementation project and the Mayor recommends no funding. Note that the proposed sales tax revenue bond includes \$11.2 million for City Cemetery road reconstruction.

Use Combined Project Scores from CDCIP Board as Guide if Additional Funding is Available
(See Attachment 4 for a summary sheet of Board votes and combined scores)

The CDCIP Board scored and voted on each CIP application. The Board recommends that their combined scoring be used as a guide for how to spend additional CIP funding if it becomes available for FY2023 projects. The combined scores are shown in the right-most column and votes in the adjacent column. Note that board members may not have voted on a project because they were unavailable at the time (technical difficulties or not at the public meeting) or they declined to vote.

\$300+ Million Unfunded Capital Needs Over Next Decade in Context of FY2023 CIP, \$65 Million Sales Tax Revenue Bond and \$80 Million Parks and Public Lands General Obligation (GO) Bond
(See Attachment 5 for a spreadsheet summarizing all projects in FY2023 CIP and the two proposed bonds)

Last year, the Council held briefings about different iterations of a proposed sales tax revenue bond. The Mayor forwarded the recommendations after an approximately \$80 million sales tax revenue bond was paid off in 2021. This removed a \$5.3 million annual debt payment from CIP which has been paid using General Fund dollars. Council Members expressed interest in holding further discussions on how best to prioritize use of this funding opportunity (assuming available revenues) given that the City’s unfunded capital needs significantly exceed \$5.3 million. The Mayor is proposing a new \$65 million bond with an estimated \$4.4 million annual debt payment and an \$80 million G.O. bond for parks and public lands projects. The G.O. bond would need to first be placed on the ballot by the Council and then voters would decide whether to approve it. There is no legal deadline for the Council to approve, modify or decline the sales tax revenue bond. Note that some of the sales tax revenue bond projects would be issued under a tax-exempt bond while others would need to be a separate taxable (more expensive) bond. Also, the total cost of the bond is greater than the sum of the individual projects because it includes the cost of issuance and a contingency up to the \$65 million maximum proposed.

Below is a short list of the City’s unfunded capital needs from large single-site projects to long-term best management of capital assets like buildings, streets, and vehicles. This list is not comprehensive, and some costs may be higher since originally estimated. The total unfunded needs of the below list exceed \$300 million and may be closer to \$500 million depending on the specifics of new construction projects in the first bullet point. Note that these estimates for new assets do not include maintenance costs. Typically, a Capital Facilities Plan, is the mechanism to identify, track, prioritize and schedule unfunded capital needs over a long-term horizon. While the City does long-term planning in each department, a capital facilities plan typically includes a broader citywide view. The Administration has indicated that there is ongoing work towards this goal. The Council may wish to ask the Administration for an update on this effort.

- \$TBD new construction and major redevelopments: Fleet Block, eastside police precinct or smaller substations, multiple aging fire stations, The Leonardo (old library), expansion of the S-Line Streetcar, downtown TRAX loop, quiet zones and undergrounding rail lines that divide the City’s west and east sides, implementing rest of the 9-Line, Folsom and McClelland urban trails, historic structures like Fisher Mansion and Warm Springs, rehabilitation or full rebuild of vehicle bridges including 200 South and 400 South over the Jordan River, etc.
- \$133 million over ten years (in addition to existing funding level) to increase the overall condition index of the City’s street network from poor to fair
- \$33.8 million over ten years to bring all City facilities out of deferred maintenance
- \$25 million for capital improvements at the City Cemetery, of which \$12.5 million is for road repairs
- \$20 million for a new bridge at approx. 4900 West from 500 South to 700 South
- \$20 million above existing funding levels to fully fund the City’s fleet needs
- \$6 million for planned upgrades to the Regional Athletic Complex
- \$3.1 million for downtown irrigation system replacement
- \$1.3 million for solar panels, parking canopy and security upgrade at Plaza 349

Recapture Funds from Completed Projects and Unfinished Projects Older than Three Years
(Attachment 8 – Pending at time of publishing this staff report)

The CIP and Debt Management Resolution (Attachment 1) requests that remaining funds from completed projects be recaptured and that remaining funds from unfinished projects over three years old also be

recaptured. The table in Attachment 9 is staff's attempt to follow up on the Council's policy guidance for CIP projects. 64 projects are listed most of which received General Fund dollars and are over three years old. Several projects also received Class C funds or impact fees. The total funding is just over \$4.2 million. Some of this funding could be recaptured by the Council as one-time revenue for General Fund uses, however, the Class C, CDBG and donations have uses limited by law. The table was sent to the Administration to identify whether a project is completed and status updates for unfinished projects. A response and potential funding to recapture by project will be added to one of the Council's upcoming unresolved issues briefings.

POLICY QUESTIONS

1. **Balancing \$300+ Million Unfunded Capital Needs, \$80 Million Parks and Public Lands G.O. Bond, \$65 Million Sales Tax Revenue Bond and FY2023 CIP** – The Council may wish to discuss if projects in the proposed bonds and FY2023 CIP align with the Council's policy priorities. The Council may also wish to discuss how to balance the City's \$300+ million unfunded capital needs including deferred maintenance for existing assets with funding construction of new assets. The Council is tentatively scheduled to review the bond projects in detail over the summer when also reviewing individual CIP projects. See Attachment 5 for a summary of projects by title and funding source for both bonds and FY2023 CIP.
2. **Five Projects to Approve in June with Annual Budget or Add to Summer Deliberations** – The Council may wish to discuss with the Administration whether to approve in June with the annual budget and debt service payments any of the five projects below or add them to capital investment deliberations in July and August. The projects could be added to the Council's deliberations to see the total capital investments proposed and which projects should be in FY2023 CIP, the General Obligation bond and/or the sales tax revenue bond. The five projects were not included in the open and competitive CIP process because they were identified by administrative staff outside separately, so the resident advisory board did not provide recommendations. The Council could ask if there are any legal or operational issues to be aware of.
 - \$3.7 million handheld radios upgrade to next generation
 - \$3 million complete streets
 - \$2 million Funding Our Future Public Lands maintenance (further discussion with the department is needed)
 - \$2 million restoration of City Hall insurance reimbursement
 - \$700,000 maintenance of vacant city owned facilities
3. **Inflationary Price Increases and the Cost Overrun Account** – The Council may wish to ask the Administration how inflationary price increases have impacted departments utilizing the CIP Cost Overrun Account, and if additional funding may be needed to avoid project scope reductions. The Council could also re-evaluate the funding level for the account and/or the formula for maximum amounts a project may receive (see section 11 of Attachment 1).
4. **Updating CIP Policy Guidance Attachment 1** – The Council may wish to discuss with the Administration if it would be helpful for the Council to provide updated policy guidance such as when to disqualify an application, the Cost Overrun Account formula, project prioritization which could also inform the resident advisory board's deliberations, details to provide for proposed projects, etc. The Council may also wish to discuss if new guidance could advance the Council policy priorities such as equity being considered in CIP.
5. **Resources to Support Constituent Applications** – The Council may wish to discuss with the Administration the need to address geographic equity issues with additional targeted City resources for neighborhoods that submit few or no constituent applicants. Some Council Members expressed interest in being proactive to support constituent applications from neighborhoods with higher poverty rates. Some constituents and CDCIP Board Members commented at public meetings that they felt like some projects get more support from departments than others.
6. **CIP Project Status Reports** – The Council may wish to ask the Administration about mechanisms to facilitate the up-to-date sharing of information on current CIP projects. In the past, there were a variety of mechanisms to share information, ranging from topic-by-topic email requests to consolidated monthly reports. Council Members could then quickly provide accurate/timely information to interested constituents.

7. **Capital Facilities Plan (CFP)** – The Council may wish to ask the Administration for a status update on the CFP (10-Year Comprehensive CIP Plan). It’s envisioned as a living document that prioritizes capital needs across City plans and departments within funding constraints. The Council held a briefing in January 2019 about a draft of the plan. See Attachment 6 for the Council’s potential policy goals, metrics, and requests.

ADDITIONAL & BACKGROUND INFORMATION

Definition of a CIP Project

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

Surplus Land Fund

The Surplus Land Fund receives proceeds from the sale of real property (land and buildings). According to City policy the Surplus Land Fund can be spent on purchasing real property and some funds may be diverted into the Housing Trust Fund. The funds are one-time because the real property can only be sold once. The current balance is approx. \$2.3 million. The FY2223 budget proposes to discontinue the practice of using \$200,000 annually to the Community and Neighborhoods Department for property maintenance expenses such as utilities, security, and minor repairs. This was using one-time funding for an ongoing expense. The change fulfills the Council’s legislative intent from FY2020. The ongoing General Fund transfer to CIP is proposed to cover that ongoing expense and is increased to \$700,000.

Cost Overrun Account

The Administration reports the current available to spend balance is \$557,476 which is a total of CIP appropriations from the last four fiscal years. The Council established this account for projects that experience costs slightly higher than budgeted. A formula determines how much additional funding may be pulled from the Cost Overrun account depending on the total Council-approved budget. See section 11 of Attachment 1 for the formula. This process allows the Administration to add funding to a project without returning to the Council in a budget amendment. A written notification to the Council on uses is required. The purpose is to allow projects to proceed with construction instead of delaying projects until the Council can act in a budget amendment which typically takes a few months.

Updated Cost Estimates for Regular CIP Projects (Attachment 7)

Attachment 7 will be updated over the summer to inform the Council’s project-specific deliberations in July and August. The Administration provided updated cost estimates for CIP projects that regularly come up. The updated Attachment 7 includes the prior FY2019 (calendar year 2018) cost estimates next to a column showing the 2021 estimates. Some categories have seen significant increases while others have closer to typical inflation rate increases. The Engineering Division provided some context that the City doesn’t know to what extent the larger price increases are temporary (such as related to pandemic caused short-term supply chain disruptions) or longer-term trends. Overall, prices are estimated to be up 10% to 14% according to Engineering.

1.5% for New Art and Maintenance of Existing Artworks (See Attachment 9 for the latest report)

Attachment 9 is an annual report required by ordinance about maintenance of City artworks in the past fiscal year and planned for the next. The report summarizes eight artworks that received maintenance in FY2022 and 21 artworks planned for FY2023. Note that four artworks are identified for deaccession, that is removal from the City’s public art collection.

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

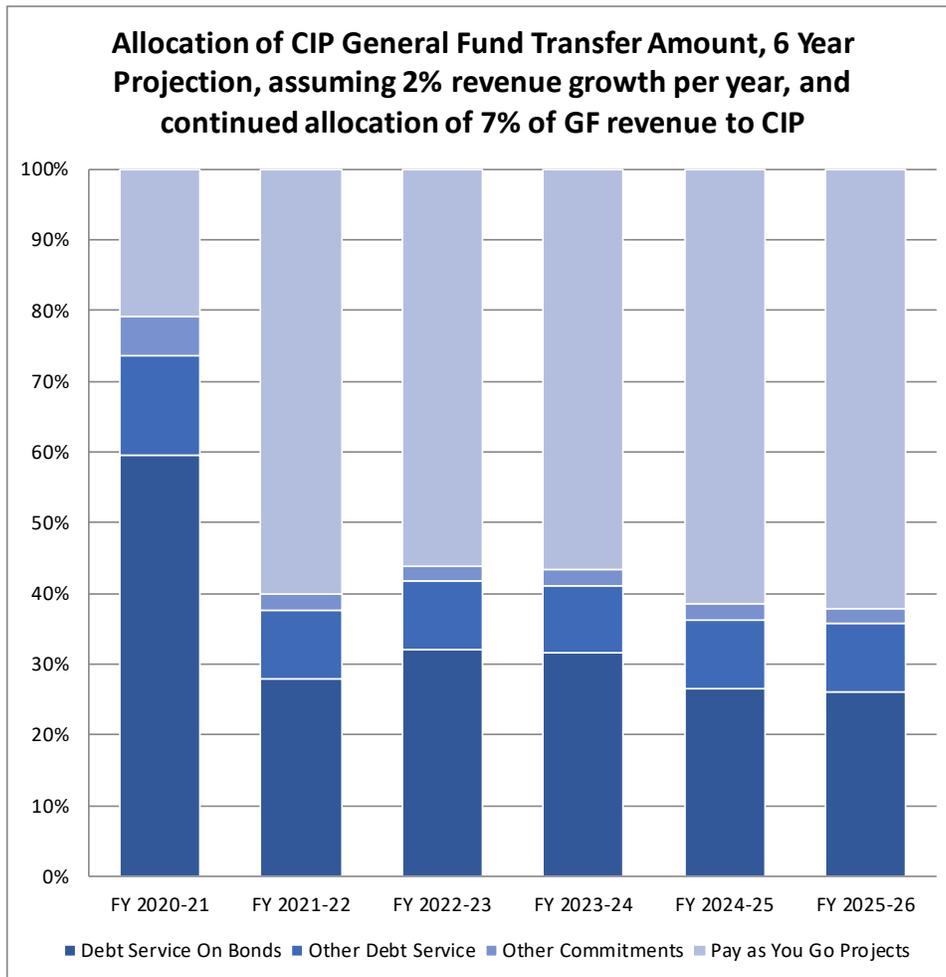
The ordinance also sets a range of 10%-20% for how much of the resulting annual funding is allocated to maintenance. This section of the ordinance also states that before funds are deposited into the separate public art maintenance fund a report from the Administration will be provided to the Council identifying works of art

that require maintenance and estimated costs. This creates the first ongoing dedicated funding for conservation and maintenance of the City’s public art collection consisting of over 270 pieces. The collection is expected to continue growing. Note that in Budget Amendment #2 of FY20 the Council made a one-time appropriation of \$200,000 to establish an art maintenance fund.

CIP Debt Load Projections through FY26

(Note an \$80 million bond was paid off in FY21 and the Mayor proposed a new \$65 million sales tax bond)
 The Administration provided the following chart to illustrate the ratio of ongoing commitments to available funding through FY2026. Most of these commitments are debt payments on existing bonds. Other commitments include, ESCO debt payments, the Crime Lab lease, capital replacement funding for parks and facilities, contributions to the CIP cost overrun account and the 1.5% for art fund. The CIP Budget Book includes an overview and details on each of the ongoing commitments. 79% of the General Fund transfer into CIP was needed for these ongoing commitments in FY21. The percentage significantly decreased to approx. 40% after an \$80 million bond was paid off. The chart does not reflect the Mayor’s proposed \$65 million sales tax revenue bond which would add an annual \$4.4 million debt payment for 20 years.

The debt load significantly decreased in FY2022 because Series 2014A Taxable Refunding of 2005 bonds matured (paid off). It was approximately \$80 million when the bond was originally issued (before refunding). This reduces the debt load from 79% to 40% and removes a \$5.3 million annual debt payment. Note that General Obligation (G.O.) bonds are not paid from CIP because they are funded through a separate, dedicated voter-approved property tax increase.



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

The Council approved several million dollars in impact fee projects the past few years. The table below is current as of April 28, 2022 and includes a couple adjustments based on Budget Amendment #7 of FY2022. Available to spend impact fee balances are bank account balances subtracting encumbrances and expired funds. The Mayor’s

recommended CIP budget proposes using \$1,838,193 of parks impact fees and \$1,522,000 of transportation impact fees. The total amount of the four impact fee types is \$23,253,078. Impact fees must be encumbered within six years of the City receiving them.

Type	Unallocated Cash “Available to Spend”	Next Refund Trigger Date	Amount of Expiring Impact Fees
Fire	\$1,000,885	More than a year away	-
Parks	\$14,031,723	More than a year away	-
Police	\$564,031	More than a year away	-
Transportation	\$7,656,439	More than a year away	-

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

Impact Fee Eligibility

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

Capital Facilities Plan (CFP) (See Attachment 6)

The CFP is a comprehensive 10-year CIP plan. See Attachment 6 for a summary of the Council’s requests and guidance during the January 2019 briefing from the Administration and discussion. It’s important to note, the Council expressed interest in identifying measurable goals to accomplish through the CFP and guide prioritization of project planning.

Regular CIP Project Cost Estimate (See Attachment 7)

Attachment 8 lists cost estimates for various types of projects based on actual costs from recent years. The document was developed by Council staff in collaboration with the Administration. The figures may not be up to date cost estimates but provide a ballpark figure when considering project costs. The three categories of project cost estimates are parks, streets, and transportation. The document was last updated July 2019. Updated cost estimates will be provided for the Council’s budget deliberations in July and August.

County 1/4¢ Sales Tax for Transportation and Streets Funding

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

Class C Funds (gas tax)

Class C funds are generated by the Utah State Tax on gasoline. The state distributes these funds to local governments on a center lane mileage basis. The City’s longstanding practice has been to appropriate Class C funds for the general purpose of street reconstruction and asphalt overlays. The Roadway Selection Committee selects specific street segment locations (See next section below). Note that there is overlap in eligible uses between this funding source and the County 1/4¢ Sales Tax for Transportation and Streets Funding (previous section). Per state law, Class C funds may be used for:

1. All construction and maintenance on eligible Class B & C roads
2. Enhancement of traffic and pedestrian safety, including, but not limited to: sidewalks, curb and gutter, safety features, traffic signals, traffic signs, street lighting and construction of bicycle facilities in the highway right-of-way

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

Roadway Selection Committee

The Roadway Selection Committee determines specific projects for street improvement general purpose appropriations, e.g., reconstruction or overlay. In recent years this Committee guided use of Class C funds and revenues from the 2018 voter-approved Streets Reconstruction G. O. Bond. The Committee is led by Engineering and includes representatives of Streets, Transportation, Public Utilities, Public Services, HAND, Finance, the RDA and Council Staff. Information provided to the committee to consider in their selection process includes:

- Public requests for individual road repair
- On-going costs to keep a road safely passable
- Existing or planned private development or publicly funded construction activities in a neighborhood or corridor such as the Sugar House Business District or the 900 South corridor
- Safety improvement goals and crash data
- Public Utilities’ planned capital projects that would include a variety of underground facilities replacements, repairs, or upgrades
- Private utilities’ existing infrastructure, planned installations or repairs, e.g., fiber, natural gas, power
- Neighborhood or transportation master plan considerations
- Pavement condition survey data for ideal timing of asphalt overlays to extend useful life of a street

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

CIP Planning Technology Improvements

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

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

ATTACHMENTS

1. Capital and Debt Management Guiding Policies Resolution 29 of 2017
2. FY2023 CIP Funding Log – *Note the spreadsheet from the Administration is not formatted for printing*
3. FY2023 CIP Budget Book
4. FY2023 CDCIP Board Project Scores and Votes
5. Summary Spreadsheet of All Projects in Proposed FY2023 CIP, \$65 Million Sales Tax Revenue Bond and \$80 Million Parks and Public Lands G.O. Bond
6. Capital Facilities Plan (CFP) Council Requests from January 2019
7. Regular CIP Projects Cost Estimates (July 2021)
8. List of Completed and Unfinished Projects Older than Three Years for Potential Funding Recapture – *PENDING DEPARTMENT STATUS UPDATES*
9. Art Maintenance Report for FY2022 and FY2023
10. Comparison of CIP Project Requests by Year and Type

ACRONYMS

CAN – Community and Neighborhood Department

CDCIP – Community Development and Capital Improvement Program Advisory Board

CFP – Capital Facilities Plan
CIP – Capital Improvement Program
ESCO – Energy Service Company
FTE – Full-time Employee
FY – Fiscal Year
G.O. Bond – General Obligation Bond