

# Ogden City Council Work Session

Council Staff Review



<b>Item Type:</b>	CIP
<b>Description:</b>	Fiscal Year 2026-2030 Capital Improvement Plan (CIP)
<b>Department:</b>	Community & Economic Development
<b>Division:</b>	Administration
<b>Action Requested:</b>	Discussion
<b>Public Input:</b>	N/A

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## Executive Summary

The capital improvement plan is reviewed and adopted each year as a planning tool for major capital investments in the city's physical plant over a rolling five-year period. Each year's plan is updated based on the changing needs of the city, funding opportunities, projects completed and other similar factors. During this year's budget process, proposed capital projects will be reviewed alongside each department's proposed budget and in context with the overall needs and resources available to the city through the budget process.

Projects proposed by the Community and Economic Development Department will be presented along with the department's overall budget. The department's proposal includes 24 projects under Community Development (CD), Union Station (US), Airport (AR), and one RAMP project,

## Background

Capital investment decisions have been an important part of Ogden City government for more than 150 years. Construction of every water and sewer line, every city facility, and every roadway in the city was the result of a capital investment decision. Because these investments often have significant costs and because city resources are limited, the City Council must work with the administration to prioritize and allocate the public funds to the projects the city finds most important.

Similar to the city's annual budget, the CIP sets the course for and highlights which investments the city feels are most important to the community. The inclusion of some projects, the exclusion of others, and the overall prioritization of how the city wishes to invest



in the city's physical plant is a critical step in implementing the city's adopted goals and objectives.

## Five (5) Year Planning

The CIP outlines a projected schedule of capital improvements in the upcoming budget year while also taking into consideration projects proposed for the following four years. This includes projects that can be accomplished through single-year budget allocations, those which need to be spread over multiple years, and ongoing projects and infrastructure improvements.

## Planning Commission Review

The Planning Commission reviews the CIP to determine if the proposed capital improvements are consistent with the city's General Plan. The Planning Commission reviewed the proposed plan on April 2, 2025 and determined that the plan was consistent with the General Plan. Utah State code §10-9a-406 requires that capital projects be consistent with the current general plan.

### §10-9a-406. Public uses to conform to general plan

After the legislative body has adopted a general plan, no street, park or other public way, ground, place, or space, no publicly owned building or structure, and no public utility, whether publicly or privately owned, may be constructed or authorized until and unless it conforms to the current general plan.

## Funding Sources for Capital Projects

Funding sources for capital projects include:

- BDO Lease Revenue
- General Fund
- Federal/State Funding
- B & C Road Funds
- Enterprise Funds
- Bonds
- Other (RAMP, Citizen Participation, Etc.)

## Budget Goals and Guidelines

The following Budget Goals and Guidelines relating to the CIP are intended to guide the review of the Fiscal Year 2026 budget:

**Budget Guideline 5. *Capital Improvement Plan.*** The Capital Improvement Plan (CIP) is to be submitted to the Planning Commission no later than March 1 of each year. The Planning Commission's recommendations are to be provided to the Council within 45 days. The Council will adopt the CIP with the annual budget each year.

### Budget Goal: *City Image and Reputation*

- **Capital Improvements.** Strategically fund Capital Improvement Plan (CIP) projects to ensure adequate resources are committed to address pressing city construction and maintenance needs for infrastructure city-wide.

## Projects discussed throughout the year

The council has expressed interest in reviewing the following CED CIP projects throughout fiscal year 2025:

- CD006: 600 N Jackson Infill Site
- US034: Union Station Improvements

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## Timeline

### **March 4, 2025**

City administration submitted the proposed FY2026-2030 Capital Improvement Plan to the Planning Commission for review. A copy of the plan was sent to the Council office at that time.

### **April 2, 2025**

The Planning Commission reviewed the proposed CIP at its regular meeting on April 2, 2025 and forwarded a notice of determination of consistency to the Council. The determination was made based on the finding that the proposed CIP is consistent with the General Plan.

### **April 23, 2025**

A transmittal with the Planning Commission's recommendation was received by the Council office for the Fiscal Year 2026-2030 Capital Improvement Plan.

### **May 6, 2025**

The mayor presented the proposed Fiscal Year 2026 annual budget which includes funding for CIP projects in the FY2026 budget year.

### **May 6, 2025**

Council staff provided a brief overview and introduction to the proposed FY2026-2030 Capital Improvement Plan and outline the review process and timeline.

### **May 20, 2025**

The Council will review CIP projects related to Community and Economic Development and Fire.

### **May 27, 2025**

The Council will review CIP projects related to Management Services, Police, and Public Services which includes Utilities, Parks, Recreation and RAMP.

### **June 3, 2025**

The Council may set a public hearing for the consideration of the FY2026-2030 Capital Improvement Plan for June 17, 2025.

### **June 17, 2025**

The Council will consider the adoption of the FY2026-2030 Capital Improvement Plan.





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## Proposal

The current proposal is to have the Council review the proposed Fiscal Year 2026-2030 Capital Improvement Plan, make any changes the Council sees as necessary, and approve the plan along with the final FY2026 annual budget.

## Proposed Projects by Department and Fund

Proposed Projects by Department	Proposed for FY26 Funding	Future Plan Funding	Total Project Funding
<b>General Fund</b>			
<b>Comm. &amp; Econ. Dev't</b>	<b>\$458,300</b>	<b>\$11,481,325</b>	<b>\$11,939,625</b>
Fire Department	\$1,735,000	\$7,500,000	\$9,235,000
Management Services	\$1,010,000	\$8,345,000	\$9,355,000
Public Services	\$9,809,000	\$109,701,466	\$119,510,466
RAMP	\$608,000	\$450,000	\$1,058,000
<b>Enterprise Funds</b>			
<b>Airport Enterprise Fund</b>	<b>\$759,300</b>	<b>\$32,912,000</b>	<b>\$33,671,300</b>
Golf Course Enterprise Fund	\$1,287,850	\$1,855,500	\$3,143,350
Sanitary Sewer Ent. Fund	\$3,215,000	\$10,590,000	\$13,805,000
Storm Sewer Ent. Fund	\$3,850,000	\$9,735,000	\$13,585,000
Water Utility Ent. Fund	\$6,990,000	\$27,070,000	\$34,060,000
<b>Totals</b>	<b>\$29,722,450</b>	<b>\$219,640,291</b>	<b>\$249,362,741</b>

## Proposed Projects by Type

Project Type	Number	Total Request FY26-30	Percentage of Total CIP
Perpetual Projects	42	\$150,047,002	60%
RAMP Projects	5	\$1,058,000	1%
One-time Projects	45	\$98,257,739	39%
<b>Total</b>	<b>92</b>	<b>\$249,362,741</b>	<b>100%</b>



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## FY2026-2030 CIP Plan – New Projects

Because the CIP is a continuing five-year plan, projects that have been funded or that have been withdrawn no longer appear as newer CIP plans are developed. Likewise, each year there are new projects that are added to the CIP and other projects may be amended as additional information is gathered. The list below shows the 27 new projects proposed in the FY26-30 plan.

Project #	Project Description	Total Funding	FY26 General Fund	FY26 Other Sources	Future Funding
AR018	Runway 3/21 and Taxiway Maintenance	\$1,100,000	\$0	\$0	\$1,100,000
AR019	Public Restroom Building/ Dump Station	\$162,000	\$0	\$0	\$162,000
AR020	Terminal Restroom Remodel	\$140,000	\$14,000	\$126,000	\$0
AR021	Decorative Security Fencing at Terminal Yard	\$60,000	\$30,000	\$30,000	\$0
AR022	Replace Terminal Seating	\$111,300	\$111,300	\$0	\$0
AR023	Xeriscape Front & Monument Sign Areas	\$282,000	\$282,000	\$0	\$0
EN020	EV Charging Stations	\$75,000	\$0	\$0	\$75,000
EN022	Pedestrian Infrastructure Improvement Program	\$150,000	\$0	\$0	\$150,000
EN023	SR-39 to Ogden Canyon Trailhead Connection	\$1,000,000	\$0	\$0	\$1,000,000
EN024	24 <sup>th</sup> Street Interchange Area Improvements	\$2,125,000	\$0	\$125,000	\$2,000,000
EN025	25th Street and D Avenue Improvements	\$4,948,500	\$0	\$4,948,500	\$0
EN026	Grant/Lincoln 25th to 26th	\$2,000,000	\$0	\$0	\$2,000,000
EN027	Traffic Signal - 21st and Lincoln	\$1,371,300	\$0	\$0	\$0
EN028	Street Signage Replacement	\$2,000,000	\$0	\$0	\$0
EN029	Valley Drive Improvements	\$1,700,000	\$0	\$1,100,000	\$600,000
FI022	Station 5 Roof Replacement	\$55,000	\$55,000	\$0	\$0
FI023	Fire Station Exhaust System Replacement	\$180,000	\$180,000	\$0	\$0
FL002	Mt. Ogden Peak Restoration	\$3,000,000	\$0	\$0	\$3,000,000



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GF003	El Monte Golf Cart Shed Replacement	\$400,000	\$400,000	\$0	\$0
PK008	Park Restroom and Pavilion Replacement	\$999,000	\$0	\$0	\$999,000
PK009	Grandview Park Enhancements	\$650,000	\$250,000	\$400,000	\$0
RG011	4 <sup>th</sup> Street Property Development	\$33,500,000	\$0	\$0	\$33,500,000
RM027	Casteel Field Dugouts	\$78,000	\$78,000	\$0	\$0
RM029	Surge Outfield Landscaping	\$195,000	\$195,000	\$0	\$0
WU005	Treatment Plant Dewatering Building Auger	\$315,000	\$0	\$315,000	\$0
WU006	46 <sup>th</sup> Street Pump House Property Acquisition	\$500,000	\$0	\$500,000	\$0
WU007	Water Facility Security Fencing	\$300,000	\$0	\$100,000	\$200,000

## Projects Removed or Significantly Amended from FY2025-2029 CIP

The following projects were included in the FY2025-2029 CIP but have been removed from the proposed FY2026-2030 CIP or have had a significant change in scope or budget.

Project Number	Project Description	Project Notes
EN019	2 <sup>nd</sup> Street Washington – Monroe	Proposed budget increase from \$3,522,000 to \$6,725,310.
FL039	Ballistic Solutions for City Facilities	Proposed budget increase from \$740,000 to \$1,150,000.
EN016	Hillcrest Sidewalk Project	Project removed - funded in FY2025.
GF032	Golf Course Irrigation System Replacement	Proposed budget increase from \$1,750,000 to \$2,383,350.
PK007	Park Ogden Pioneer Stadium Reconstruction	Project removed – funded in FY2025.
RG010	Community Field House	Proposed total cost increase from \$10,000,000 to \$16,900,000.
PK005	Cemetery Columbaria	Project removed – funded in FY2025.
PK003	Community Splash Pad	Proposed total cost increase from \$450,000 to \$800,000.



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RG003	Marshall White Center Improvements	Project removed – funded in FY2025.
PK006	Park Cemetery Fencing Enhancement	FY25 CIP indicated \$175,000 remaining to be spent in FY26. Project removed.
PK004	9 <sup>th</sup> Street Park Fencing	Project removed – funded in FY2025.
EN013	Madison pedestrian/bicycle connection	Project total cost increase from \$450,000 to \$600,000.
AR014	Expansion of TSA Terminal Holding Room	Proposed total cost increase from \$5,000,000 to \$7,000,000.
GC002	City Wide Water Conservation Improvements	Proposed total cost increase from \$1,775,000 to \$2,025,000.
PK142	Lester Park Improvements	Proposed total cost increase from \$3,701,000 to \$7,095,750.
AR009	Airport – Paved existing airport gravel road	Proposed total cost increase from \$175,000 to \$650,000.
AR063	Airport – Infrastructure Helicopter Parking Apron	Proposed total cost increase from \$1,586,000 to 2,500,000.
AR072	Airport – Public Road and Round-a-bout for GA Area	Project removed.
CD100	Downtown Parking Lots Planning	Proposed total cost increase from \$250,000 to \$500,000.
EN012	20 <sup>th</sup> Street Quincy to Valley Drive	Project removed.



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## Council Ranking – Fall 2024

In an effort to allow the Council to rank projects and to inform the administration of the Council's project preferences, Council staff provided Council members with a survey of CIP projects in October 2024. The survey separated one-time projects which had not received funding or had only received partial funding in FY24 and perpetual projects. The survey allowed the ranking of one-time projects from high to low priority. Perpetual projects were ranked based on a desire to see more funding, the same amount of funding, or less funding. The results of the survey are shown below.

One-time capital improvement projects Survey Results	
Project / Description	Council Funding Level Preference
PK142: Lester Park Improvements	High
<b>CD006: 600 North Jackson Infill Site</b>	<b>High</b>
FL001: Amphitheater Restroom Remodel NEW	Medium High
PK003: Community Splash Pad	Medium High
<b>AR009: Airport - Paved Existing Airport Gravel Road</b>	<b>Medium High</b>
EN018: 7th Street Reconstruction NEW	Medium High
<b>AR008: Airport - Rehabilitate Asphalt Parking Lot</b>	<b>Medium High</b>
EN013: Madison Pedestrian/Bicycle Connection	Medium High
EN014: 25th Street, Jefferson to Harrison	Medium High
<b>CD002: Nine Rails Public Realm Improvements</b>	<b>Medium High</b>
<b>AR045: Airport - South Apron, Deice &amp; Terminal Ramp</b>	<b>Medium</b>
EN038: Valley Drive Intersection Improvements NEW	Medium
<b>CD036: Junction Enhancements</b>	<b>Medium</b>
<b>AR063: Airport - Infrastructure Helicopter Parking Apron</b>	<b>Medium</b>
EN015: Monroe 9th - 12th Street Barrier Improvements	Medium
<b>AR072: Airport - Public Road &amp; Round-about for GA Area</b>	<b>Medium</b>
EN017: 1100 North and Monroe Boulevard Traffic Signal NEW	Medium
<b>AR007: Airport - T-Hangar Project (54 Hangars)</b>	<b>Medium</b>
<b>CD144: Trackline Bike Park</b>	<b>Medium Low</b>
PK006: Park Cemetery Fencing Enhancement	Medium Low
RG010: Community Field House NEW	Low



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Ongoing Capital Improvement Projects Survey Results	
Project / Description	Council Funding Level preference
<b>CD008: 25th Street Streetscape Improvements</b>	<b>More Funding</b>
<b>CD086: Infill Development Infrastructure</b>	<b>More Funding</b>
EN004: Sidewalk, Curb and Gutter Replacement	More Funding
EN006: Street Construction	More Funding
FL007: General Facilities Improvements	More Funding
GC030: City-Owned Parking Lot Improvements	More Funding
GF032: Golf Course Irrigation System Replacement	More Funding
PK001: Park Court Enhancements	More Funding
PK039: Park Playground Enhancements	More Funding
PK124: General Park Improvements	More Funding
RG002: Lorin Farr Pool	More Funding
RG008: Golden Hours Improvements	More Funding
RG053: Recreation Improvements	More Funding
<b>AR077: FAA-AIP Funded OGD Airport Project</b>	<b>Same Funding</b>
<b>AR096: Airport - Hangar Demolitions</b>	<b>Same Funding</b>
<b>CD007: Dumke Arts Plaza - Reserve Fund</b>	<b>Same Funding</b>
<b>CD100: Downtown Parking Lots</b>	<b>Same Funding</b>
<b>US034: Union Station Improvements</b>	<b>Same Funding</b>
EN021: Bike Master Plan Projects	Same Funding
EN072: City-wide Lights/Electrical	Same Funding
DI013: Dinosaur Park Utility Upgrades NEW	Same Funding
FI021: Fire Facility Maintenance and Replacements	Same Funding
GC002: General Water Conservation Improvements	Same Funding
GC003: Mapping City-owned Power Lines	Same Funding
GF001: Improvements to Golf Course Playability and Safety NEW	Same Funding
GF002: Golf Course Clubhouse and Facility Improvements NEW	Same Funding
PK137: Park Backflow Prevention Replacement	Same Funding
PY002: Centennial Trail Construction & Acquisition	Same Funding
RG007: Multi-sport Field Enhancement	Same Funding
EN096: Green Bike Share Program	Less Funding
EN102: Wayfinding Signage	Less Funding
RG009: Basketball Courts NEW	Less Funding
FL039: Ballistic Solutions for City Facilities	Less Funding



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## Attachments

1. Summary of CED Projects
2. CIP projects by funding source
3. CED Department Projects (funding proposed by year)
4. CED Projects Briefs

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**Administrative Contact: Justin Sorensen (801) 629-8791**

**Council Staff Contact: Steve Burton (801) 629-8629**





# Overview – Proposed Capital Improvement Plan (CED)

Fiscal Years 2026-2030

Total Costs	Project	Admin Rank	Type	New	Strategic Plan Dir				Description	Project Total Cost	FY 2026 CIP Plan Funding			FY 2026 Tentative Budget Funding			Future Project Funding Planned
					Econ Dev't	Comm Safety	Recreation	Image & Rep			CIP Fund	Other (Grants, bonds, Enterprise, Other)	% of Total Cost	CIP Fund (BDO)	Other (Ent. Fund, Tax, Grants, Etc)	% of Total Cost	
<b>Airport</b> \$33,671,300	AR007	62	One-time		x				Airport - T-Hangar Project (54 Hangars)	\$8,000,000	\$0	\$0	0%				\$8,000,000
	AR008	48	One-time		x				Airport - Rehabiltate Asphalt Parking Lot	\$300,000	\$0	\$0	0%				\$300,000
	AR009	50	One-time			x			Airport - Paved Existing Airport Gravel Road	\$650,000	\$0	\$0	0%				\$650,000
	AR014	63	One-time		x				Expansion of TSA Terminal Holding Room	\$7,000,000	\$0	\$0	0%				\$7,000,000
	AR018	33	One-time	!	x	x		x	Runway 3/21 and Taxiway Maintenance	\$1,100,000	\$0	\$0	0%				\$1,100,000
	AR019	70	One-time	!		x		x	Public Restroom Building/ Dump Station	\$162,000	\$0	\$0	0%				\$162,000
	AR020	11	One-time	!				x	Terminal Restroom Remodel	\$140,000	\$14,000	\$126,000	100%	\$14,000	\$126,000	100%	\$0
	AR021	16	One-time	!		x		x	Decorative Security Fence at Terminal Yard	\$60,000	\$30,000	\$30,000	100%	\$30,000	\$30,000	100%	\$0
	AR022	27	One-time	!				x	Replace Terminal Seating	\$111,300	\$111,300	\$0	100%	\$111,300		100%	\$0
	AR023	30	One-time	!	x			x	Xeriscape Front & Monument Sign Areas	\$282,000	\$282,000	\$0	100%	\$282,000		100%	\$0
	AR045	64	One-time			x			Airport - South Apron, Deice & Terminal Ramp	\$7,800,000	\$0	\$0	0%				\$7,800,000
	AR063	32	One-time		x				Airport - Infrastructure Helicopter Parking Apron	\$2,500,000	\$0	\$0	0%				\$2,500,000
	AR077	10	Perpetual		x				FAA-AIP Funded OGD Airport Project	\$4,566,000	\$16,000	\$150,000	4%	\$16,000	\$150,000	4%	\$4,400,000
	AR096	38	Perpetual			x			Airport - Hangar Demolitions	\$1,000,000	\$0	\$0	0%				\$1,000,000
<b>Community &amp; Economic Development</b> \$11,939,625	CD002	71	One-time		x				Nine Rails Public Realm Improvements	\$0	\$0	\$0	0%				\$0
	CD006	35	One-time		x			x	600 North Jackson Infill Site	\$1,135,000	\$0	\$0	0%				\$1,135,000
	CD007	15	Perpetual					x	Dumke Arts Plaza - Reserve Fund	\$559,625	\$0	\$53,300	9%		\$53,300	9%	\$506,325
	CD008	58	Perpetual		x			x	Historic 25th Street Revitalization	\$6,625,000	\$0	\$0	0%				\$6,625,000
	CD036	65	One-time					x	Junction Enhancements	\$900,000	\$0	\$0	0%				\$900,000
	CD086	8	Perpetual		x				Infill Development Infrastructure	\$1,000,000	\$0	\$200,000	20%		\$200,000	20%	\$800,000
	CD100	66	Perpetual		x				Downtown Parking Lots	\$500,000	\$0	\$0	0%				\$500,000
	CD144	36	One-time				x		Trackline Bike Park	\$400,000	\$0	\$0	0%				\$400,000
	US034	20	Perpetual		x	x		x	Union Station Improvements	\$820,000	\$205,000	\$0	20%	\$205,000		20%	\$615,000
<b>RAMP</b> \$1,058,000	RM021	3	RAMP				x		4th Street Light Pole Replacement	\$350,000	\$0	\$0	0%				\$350,000
	RM024	4	RAMP					x	Merci Box Car Restoration	\$100,000	\$0	\$0	0%				\$100,000
	RM026	1	RAMP			x	x	x	Lester Park / Golden Hours Pickleball Courts	\$335,000	\$335,000	\$0	100%	\$335,000		100%	\$0
	RM027	3	RAMP	!					Casteel Field Dugouts	\$78,000	\$78,000	\$0	100%	\$78,000		100%	\$0
	RM029	2	RAMP	!					Surge Outfield Landscaping	\$195,000	\$195,000	\$0	100%	\$195,000		100%	\$0

\*Projects re-added

Total - All Projects:	\$45,710,925					
Total - FY2026 General Fund:		\$1,266,300		\$1,266,300		
Total - FY2026 Other Funding:			\$559,300		\$559,300	
FY2026 % of Total Project Costs Funded:				3.99%		3.99%
Total - Future Funding:						\$44,843,325



# OGDEN CITY

2025 - 2026 TENTATIVE BUDGET

## CAPITAL IMPROVEMENT PROJECTS (CIP)

### CIP FUND

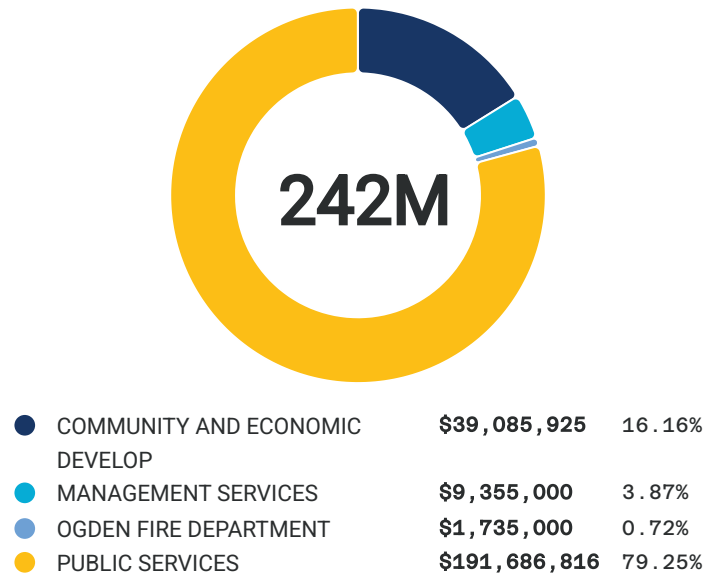
						Funding Source							
Capital Improvement Plan Projects	Amount	CIP Project #	Type	Org	Object	BDO	WACOG	B&C	Prop 1	RAMP	Medical	Other	Total
Critical Project Contingency	\$ 150,000	CONTINGENCY		41030115	514415	150,000							150,000.00
Union Station Improvements	\$ 205,000	US034	Perpetual	41030590	533003	205,000							205,000.00
Dumke Arts Plaza - Reserve Fund	\$ 53,300	CD007	Perpetual	41045510	533002	-						53,300	53,300.00
Ballistic and Security Solutions for Facilities	\$ 350,000	FL039	Perpetual	41030105	532008	350,000							350,000.00
General Facilities Improvements	\$ 660,000	FL007	Perpetual	41030105	532008	660,000							660,000.00
Fire Facility Maintenance and Replacements	\$ 1,500,000	FI021	Perpetual	41040000	532000	-					1,500,000		1,500,000.00
Fire Station Exhaust System Replacement	\$ 180,000	FI023	One Time	41040000	532000	180,000							180,000.00
Station 5 Roof Replacement	\$ 55,000	FI022	One Time	41040000	532000	55,000							55,000.00
Casteel Field Dugouts	\$ 78,000	RM027	RAMP	41050630	533001	78,000							78,000.00
Lester Park / Golden Hours Pickleball Courts-RAMP	\$ 335,000	RM026	RAMP	41050630	533001	335,000							335,000.00
Surge outfield landscaping	\$ 195,000	RM029	RAMP	41050630	533001	195,000							195,000.00
Lorin Farr Pool	\$ 150,000	RG002	Perpetual	41050630	533000	150,000							150,000.00
Park Backflow Prevention Replacement	\$ 50,000	PK137	Perpetual	41050600	533018	50,000							50,000.00
Park Improvements - Nicholas	\$ 7,500	PK071	Perpetual	41050600	533011	-						7,500	7,500.00
Park Playground Enhancements	\$ 200,000	PK039	Perpetual	41050600	533022	200,000							200,000.00
Grandview Park Enhancements	\$ 650,000	PK009	One Time	41050600	533017	250,000						400,000	650,000.00
Bike Master Plan Projects	\$ 100,000	EN021	Perpetual	41050620	533004	-			100,000				100,000.00
Centennial Trail Construction & Acquisition	\$ 100,000	PY002	Perpetual	41050608	533010/533009	-			100,000				100,000.00
Sidewalk, Curb and Gutter Replacement	\$ 940,000	EN004	Perpetual	41050620	533002/533014/533003	-		940,000					940,000.00
Street Construction	\$ 693,000	EN006	Perpetual	41050620	533012	-			693,000				693,000.00
Wayfinding, Entryway, Placemaking Signage	\$ 75,000	EN102	Perpetual	41030115	533008	75,000							75,000.00
24th Street Interchange Area Improvements	\$ 125,000	EN024	One Time	41050620	533016	-			125,000				125,000.00
25th Street and D Avenue Improvement Project	\$ 4,948,500	EN025	One Time	41050620	533009	-	4,467,500		481,000				4,948,500.00
Barrier Improvement Study	\$ 150,000	EN015	One Time	41050620	533016	-			150,000				150,000.00
Madison pedestrian/bicycle connection-COMMUNITY PLAN	\$ 150,000	EN013	One Time	41050620	533004	150,000							150,000.00
Valley Drive Improvements	\$ 1,100,000	EN029	One Time	41050620	533010	-			1,100,000				1,100,000.00
Valley Drive Intersection Improvements	\$ 370,000	EN038	One Time	41050620	533016	-			370,000				370,000.00
Allocating Prior Year Fund Balance													
Union Station Campus	\$ 2,500,000			41030590	533002							2,500,000	2,500,000.00
Jail Purchase	\$ 5,000,000			41030115	532000							5,000,000	5,000,000.00
All Abilities Park	\$ 500,000	PK124		41030115	533018							500,000	500,000.00
						\$ 3,083,000	\$ 4,467,500	\$ 940,000	\$ 3,119,000	\$ -	\$ 1,500,000	\$ 8,460,800	\$ 21,570,300
Public Arts & Arts Maintenance Funding													
Art Maintenance*	\$ 2,500			41045520	514119	2,500							2,500
Public Arts*	\$ 100,000			41045520	533001	100,000							100,000
						\$ 102,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 102,500
TOTAL						\$ 3,185,500	\$ 4,467,500	\$ 940,000	\$ 3,119,000	\$ -	\$ 1,500,000	\$ 8,460,800	\$ 21,672,800

\*ORDINANCE 2019-23 & 2019-42 Refers to the funding of Public Arts & Arts Maintenance

# Capital Improvement Plan - Departments

This section lists out all projects by department except for the utility funds (water, storm, and sanitary sewer), shown as their own section.

## FY26 - FY30 Capital Costs by Department



### COMMUNITY AND ECONOMIC DEVELOP

Project No. / Category	FY2026	FY2027	FY2028	FY2029	FY2030	Total
CD006 600 North Jackson Infill Site	\$0	\$200,000	\$935,000	\$0	\$0	\$1,135,000
AR077 Airport - Annual FAA-AIP Funded OGD Project	\$166,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$4,566,000
AR096 Airport - Hangar Demolition(s)	\$0	\$250,000	\$250,000	\$250,000	\$250,000	\$1,000,000
AR063 Airport - Infrastructure Helicopter Parking Apron	\$0	\$2,500,000	\$0	\$0	\$0	\$2,500,000
AR007 Airport - Master Plan Area Projects	\$0	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$8,000,000
AR014 Airport - Modify Terminal Building & TSA Hold Room	\$0	\$7,000,000	\$0	\$0	\$0	\$7,000,000
AR009 Airport - Pave Existing Airport Gravel Road	\$0	\$300,000	\$350,000	\$0	\$0	\$650,000
AR008 Airport - Rehabilitate Asphalt Parking Lot	\$0	\$150,000	\$150,000	\$0	\$0	\$300,000
AR045 Airport - South Apron, De-Ice & Terminal Ramp	\$0	\$700,000	\$4,100,000	\$3,000,000	\$0	\$7,800,000
AR021 Decorative Security Fence at Terminal Yard	\$60,000	\$0	\$0	\$0	\$0	\$60,000
CD100 Downtown Parking Lot Planning	\$0	\$250,000	\$250,000	\$0	\$0	\$500,000
CD007 Dumke Arts Plaza - Reserve Fund	\$53,300	\$55,050	\$56,825	\$333,675	\$60,775	\$559,625
CD086 Infill Development Infrastructure	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
CD036 Junction Enhancements	\$0	\$300,000	\$300,000	\$300,000	\$0	\$900,000
RM024 Merci Box Car Restoration - Enclosed Building	\$0	\$100,000	\$0	\$0	\$0	\$100,000
CD002 Nine Rails Public Realm Improvements	\$0	\$0	\$0	\$0	\$0	\$0
AR019 Public Restroom Building/Dump Station	\$0	\$162,000	\$0	\$0	\$0	\$162,000
AR022 Replace Terminal Seating	\$111,300	\$0	\$0	\$0	\$0	\$111,300

Project No. / Category	FY2026	FY2027	FY2028	FY2029	FY2030	Total
AR018 Runway 3/21 and Taxiway Maintenance	\$0	\$1,100,000	\$0	\$0	\$0	\$1,100,000
AR020 Terminal Restroom Remodel	\$140,000	\$0	\$0	\$0	\$0	\$140,000
CD144 Trackline Bike Park	\$0	\$200,000	\$200,000	\$0	\$0	\$400,000
US034 Union Station Improvements	\$205,000	\$205,000	\$205,000	\$205,000	\$0	\$820,000
AR023 Xeriscape Front & Monument Sign Areas	\$282,000	\$0	\$0	\$0	\$0	\$282,000
<b>Total COMMUNITY AND ECONOMIC DEVELOP</b>	<b>\$1,217,600</b>	<b>\$16,772,050</b>	<b>\$10,096,825</b>	<b>\$7,388,675</b>	<b>\$3,610,775</b>	<b>\$39,085,925</b>

## MANAGEMENT SERVICES

Project No. / Category	FY2026	FY2027	FY2028	FY2029	FY2030	Total
FL001 Amphitheater Restroom Repairs	\$0	\$100,000	\$0	\$0	\$0	\$100,000
FL039 Ballistic and Security Solutions for Facilities	\$350,000	\$350,000	\$150,000	\$150,000	\$150,000	\$1,150,000
FL007 General Facilities Improvements	\$660,000	\$665,000	\$680,000	\$650,000	\$2,450,000	\$5,105,000
FL002 Mt. Ogden Peak Restoration	\$0	\$0	\$0	\$3,000,000	\$0	\$3,000,000
<b>Total MANAGEMENT SERVICES</b>	<b>\$1,010,000</b>	<b>\$1,115,000</b>	<b>\$830,000</b>	<b>\$3,800,000</b>	<b>\$2,600,000</b>	<b>\$9,355,000</b>

## OGDEN FIRE DEPARTMENT

Project No. / Category	FY2026	FY2027	FY2028	FY2029	FY2030	Total
FI021 Fire Facility Maintenance and Replacements	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
FI023 Fire Station Exhaust System Replacement	\$180,000	\$0	\$0	\$0	\$0	\$180,000
FI022 Station 5 Roof Replacement	\$55,000	\$0	\$0	\$0	\$0	\$55,000
<b>Total OGDEN FIRE DEPARTMENT</b>	<b>\$1,735,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,735,000</b>

## PUBLIC SERVICES

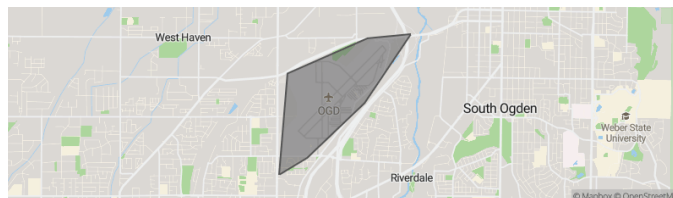
Project No. / Category	FY2026	FY2027	FY2028	FY2029	FY2030	Total
EN017 1100 North and Monroe Traffic Signal	\$0	\$335,000	\$0	\$0	\$0	\$335,000
EN024 24th Street Interchange Area Improvements	\$125,000	\$2,000,000	\$0	\$0	\$0	\$2,125,000
EN025 25th Street and D Avenue Improvement Project	\$4,948,500	\$0	\$0	\$0	\$0	\$4,948,500
EN014 25th Street, Jefferson to Harrison	\$0	\$3,371,579	\$0	\$0	\$0	\$3,371,579
EN019 2nd Street, Washington - Monroe	\$0	\$0	\$3,203,310	\$3,522,000	\$0	\$6,725,310
WU006 46th Street Pump House Property Acquisition	\$500,000	\$0	\$0	\$0	\$0	\$500,000
RM021 4th Street Complex Enhancements	\$0	\$350,000	\$0	\$0	\$0	\$350,000
RG011 4th Street Property Development	\$0	\$1,500,000	\$12,000,000	\$11,000,000	\$9,000,000	\$33,500,000
EN018 7th Street Reconstruction	\$0	\$400,000	\$3,700,000	\$0	\$0	\$4,100,000
EN015 Barrier Improvement Study	\$150,000	\$1,500,000	\$1,500,000	\$0	\$0	\$3,150,000
RG009 Basketball Courts	\$0	\$330,000	\$140,000	\$0	\$0	\$470,000
EN101 Beus Pond Connector Trail	\$0	\$350,000	\$0	\$0	\$0	\$350,000
EN021 Bike Master Plan Projects	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
RM027 Casteel Field Dugouts	\$78,000	\$0	\$0	\$0	\$0	\$78,000
PY002 Centennial Trail Construction & Acquisition	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
EN072 City Wide Lights/Electrical	\$0	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000
GC002 City Wide Water Education & Conservation Improvements	\$0	\$825,000	\$400,000	\$400,000	\$400,000	\$2,025,000
GC030 City-Owned Parking Lot Improvements	\$0	\$69,340	\$98,190	\$96,440	\$240,000	\$503,970

# Airport - Master Plan Area Projects

## Overview

<b>Request Owner</b>	Lynn Hinrichs, Airport Project Coordinator
<b>Department</b>	COMMUNITY AND ECONOMIC DEVELOP
<b>Type</b>	Capital Improvement
<b>Project Number</b>	AR007
<b>Request Groups</b>	AR-Airport
<b>Estimated Start Date</b>	09/1/2023
<b>Estimated Completion Date</b>	04/1/2025

## Project Location



## Details

**Fund Type:** Enterprise Funds

**Type of Project:** Airport Project

**Planning Area:** West Ogden

**Redevelopment Area:** Airport CRA

**Project Contact:** Brian Condie

**Project Priority:** Necessary

**Other Resources That Were Explored:** City Funds (General Funds/BDO Lease Revenue/Other), Bonds, Federal, State, or Local Grant Funds

**Strategic Plan Directive:** Economic Development, City Image & Reputation

### Description & Justification:

**Project Description:** The **Airport Redevelopment Area Projects** represent a critical initiative to modernize **Ogden-Hinckley Airport** and position it for future growth. The primary project involves the construction of **54 new "T" hangars** across **eight buildings**, which will replace **21 outdated hangars** that will be demolished to free up valuable land for redevelopment. These modern "T" hangars will efficiently accommodate 5 to 7 aircraft each, increasing the airport's capacity, improving the safety and operational functionality of the facilities, and enhancing the overall experience for pilots and tenants.

This redevelopment is a phased project, with each phase costing approximately **\$2 million**, with the construction of **seven new hangars** per phase. These hangars will be built one or two at a time to manage costs. While hangar rents will generate revenue to help offset some of the construction expenses, additional funding sources—such as grants, bonds, or loans—will be required to fully fund the redevelopment.

In addition to the immediate need for new hangars, this project is a cornerstone in supporting **future projects** identified in the **Ogden-Hinckley Airport Master Plan**. These projects include the potential expansion of **commercial passenger service**, terminal upgrades, airside and landside infrastructure improvements, and the development of more aviation-related services to meet the growing needs of the airport and the region.

**Justification for the Project:** The **Ogden-Hinckley Airport Redevelopment Area Projects** are essential for addressing multiple operational, economic, and strategic needs for both the airport and the broader Ogden community. The existing airport infrastructure, particularly the hangars, is outdated and insufficient to accommodate current and future aviation demand. The redevelopment is necessary not only to replace deteriorating facilities but also to facilitate future growth, including **commercial passenger service**, which is a key aspect of the airport's future expansion.

Key justifications for the **Airport Redevelopment Area Projects** include:

- **Supporting the Growing Demand for Aircraft Storage:** There is a significant shortage of aircraft hangar space at **Ogden-Hinckley Airport**, as well as at many airports along the **Wasatch Front**. With the airport's role as a regional aviation hub, the demand for modern hangar facilities continues to grow. The redevelopment of the hangars will address this critical need by providing new, modern facilities for both private pilots and commercial aviation services.
- **Supporting the Future of Commercial Passenger Service:** One of the primary drivers for the **redevelopment plan** is the desire to expand **commercial passenger service** at Ogden-Hinckley Airport. The addition of new hangars, as well as other airport infrastructure improvements, is necessary to attract commercial airlines, regional carriers, and charter services. Expanding commercial service at Ogden-Hinckley Airport would:
  - Provide **better connectivity** to national and international destinations, which would be beneficial for both business and tourism.
  - Reduce congestion at nearby larger airports like Salt Lake City International Airport, offering a more convenient alternative for passengers in the region.
  - Stimulate local economic growth, creating jobs in aviation, tourism, retail, and service industries, while also attracting new business investments.
- **Improving Airport Infrastructure for Commercial and General Aviation:** In addition to the expansion of hangars, the **Airport Master Plan** also emphasizes improvements in **airside infrastructure** (such as runways, taxiways, and aprons), **landsides** (parking, access roads, and utilities), and **terminal facilities**. These upgrades are essential to accommodate the needs of both **general aviation** and **commercial passenger service**. The modernized infrastructure will not only improve operational efficiency but will also ensure that the airport remains competitive in the region as demand for aviation services increases.
- **Economic Impact and Revenue Generation:** The redevelopment of Ogden-Hinckley Airport, particularly through the addition of **modern hangars** and **commercial passenger service**, is projected to significantly boost the local economy. The airport's expansion will help attract new tenants and aviation-related businesses, generate revenue through hangar rents, and create additional employment opportunities in the region. The increased presence of commercial airlines will also boost **tourism**, bringing in visitors from outside the area and providing a source of income for local businesses.
- **Modernizing the Airport for Long-Term Sustainability:** The project will replace **old hangars**, some of which are over 50 years old and are in poor condition. These outdated structures contribute to the airport's **blighted appearance**, creating a barrier to attracting new investment. Replacing these hangars with modern "T" structures will not only improve the look and functionality of the airport but will also help attract further investment. As part of the modernization, the airport will focus on **green infrastructure**, including **stormwater management** and **energy-efficient systems**, to ensure that Ogden-Hinckley Airport remains environmentally sustainable while accommodating growth.
- **Ensuring the Capacity for Future Growth:** The **Ogden-Hinckley Airport Master Plan** outlines the need for the airport to accommodate **increased aviation demand** over the next 20 years. The redevelopment will help the airport keep pace with growth in aviation traffic, both for **general aviation** and potential **commercial passenger service**. This redevelopment is part of a larger vision to create an airport capable of supporting both local and regional economic growth through expanded facilities and services.

#### Financial Considerations:

- **Cost Breakdown for Hangar Construction:** Each **\$2M** construction phase will create seven new hangars. The **revenue generated from hangar rents** is estimated at **\$63,000 annually** at full occupancy. While hangar rents will help offset some of the debt service costs, the financial model shows a shortfall between rental income and capital expenses. To fund the entire redevelopment, the airport will need to explore additional sources of funding, including **federal and state grants**, **municipal bonds**, or **private financing**.
- **Sustainability of Revenue Generation:** The new hangars will generate sufficient revenue to maintain airport operations, with the potential to increase occupancy rates over time as demand for hangar space rises. As the airport grows and commercial services are introduced, additional revenue will come from **terminal fees**, **aviation services**, and **commercial businesses** located on airport property.

#### How this project relates to adopted plans or policies:

The **Airport Redevelopment Area Project** aligns directly with several key adopted plans, policies, and directives of the City of Ogden. Specifically, this project is consistent with the **Ogden-Hinckley Airport Master Plan**. This document has set the framework for the airport's development and future growth, guiding decision-making and ensuring that the proposed projects align with both federal standards and local strategic goals.

- **Ogden-Hinckley Airport Master Plan:** This project is a core component of the **Ogden-Hinckley Airport Master Plan**, which outlines the long-term vision for the airport's expansion and modernization. The Master Plan identifies the need for updated hangar facilities to accommodate growing demand, as well as improvements to both airside and landside infrastructure. By replacing outdated hangars with modern "T" hangars, this project directly implements the goals of the Master Plan to enhance the airport's capacity and support both general aviation and potential commercial aviation services.
- **General Aviation Area Design:** The project is also consistent with the **General Aviation Area Design**, which outlines the development of facilities and infrastructure to support general aviation activities at Ogden-Hinckley Airport. By providing new hangar space, this project will increase the airport's ability to serve the general aviation community, which is a key focus area in the design.
- **FAA-approved Airport Layout Plan:** The **FAA-approved Airport Layout Plan (ALP)** is a critical document that outlines the long-term development vision for the airport, including recommendations for infrastructure improvements, facility layouts, and land use. This project adheres to the ALP by providing new hangar space and supporting the airport's ability to meet future aviation demands. The phased construction of these hangars is in line with the ALP's guidance on improving operational efficiency and expanding the airport's facilities to accommodate increased aviation activity.

Overall, the **Airport Redevelopment Area Project** is designed to fulfill key objectives set forth in these adopted plans and policies. It ensures that Ogden-Hinckley Airport remains a vital and growing asset for the community, positioned to accommodate both current and future aviation needs while aligning with the broader strategic vision for the city's development.

### Consequences of deferring this project to later years:

The timing of the **Airport Redevelopment Area Project** is critical for the continued operation and growth of Ogden-Hinckley Airport. Deferring this project to later years would have significant consequences, both operationally and financially, and could hinder the airport's ability to accommodate the growing demand for aviation services.

- **Loss of Aircraft and Pilots:** As stated, there has to be a **starting point** for any major project. The construction of new hangars must occur before the old hangars are demolished, ensuring that displaced aircraft owners have somewhere to move their planes. Delaying the construction of the new "T" hangars will result in the loss of viable storage space for pilots and aircraft, forcing them to relocate to other airports. This would lead to a direct reduction in the airport's tenant base and could result in long-term financial losses. Without a portion of this project being completed, the Airport risks losing pilots and aircraft due to the necessity of demolishing old and deteriorating hangars without having sufficient new space available.
- **Impact on Airport Operations:** The absence of new hangars would create operational disruptions, as existing tenants would have nowhere to relocate their aircraft during the demolition of the old hangars. This would not only cause inconvenience for pilots but could also **reduce the airport's capacity to support operations**. Additionally, it could make it harder for the airport to attract new tenants, which is essential for the continued growth and sustainability of the facility.
- **Compromising Future Airport Growth:** The airport's redevelopment is part of a broader vision outlined in the **Ogden-Hinckley Airport Master Plan**, which is designed to ensure the airport can meet future aviation needs. **Deferring this project** would delay the airport's ability to modernize its infrastructure and expand to accommodate more aircraft, which could ultimately hinder future development opportunities. The delay would also affect the timing of other critical projects, such as terminal expansions or runway upgrades, which are reliant on the airport having adequate capacity and infrastructure in place.
- **Decreased Property Value and Airport Appeal:** Delaying the hangar redevelopment would contribute to the continued dilapidation of the existing facilities, making sections of the airport look neglected and unprofessional. This could negatively impact the perception of the airport among potential tenants, investors, and visitors, ultimately affecting its economic viability and reputation as a growing and competitive airport.

In conclusion, delaying the redevelopment project will significantly affect the airport's operations, tenant base, financial health, and future growth potential. The new "T" hangars are essential for maintaining operations, supporting pilots, and ensuring that Ogden-Hinckley Airport continues to thrive as a key asset for the region. Immediate action is needed to prevent these adverse consequences.

### Current Status of Project and Funding Sources Selected:

**Current Status of the Project:** The **General Aviation (GA) Design** for the **Ogden-Hinckley Airport Redevelopment** is complete, and the project has been successfully added to the Airport Layout Plan. This marks an important milestone in the planning process, as the redevelopment is



now officially part of the long-term vision for the airport. However, the project is currently in need of capital funds to begin construction. Securing these funds is the next critical step in moving forward with the project.

Once capital funds are secured, the construction of the "T" hangars will commence. The phased development plan includes the construction of seven new hangars per phase, with each phase costing approximately \$2M. The hangars will be built one or two at a time due to the size of the project and the financial constraints.

#### **Description of Funding Sources Selected:**

- **Revenue from Hangar Leases:** The primary source of revenue for this project will come from hangar rentals. Each \$2M construction phase will generate seven new hangars, and each hangar is projected to lease for \$750 per month or \$9,000 annually. At 100% occupancy, the total annual revenue per phase would be \$63,000. This revenue will help offset a portion of the construction and operational costs.
- **Financing the Construction:** Given the cost of the construction, external funding sources are required to complete the project. The airport plans to secure financing through bonds, grants, or loans to cover the \$2M per phase in construction costs. However, financial projections show that the rental income from the hangars will not fully cover the capital debt service costs, which may result in an annual shortfall. The expected debt service will likely be only half covered by rents, meaning that additional capital funding will be needed to cover the remaining balance.
- **Interest Rate and Loan Terms:** The specific details of the funding structure, including the interest rate and loan term, will impact the project's financial picture. Depending on these variables, the airport may explore other potential funding options or revenue sources to ensure that the project is financially sustainable.

**Anticipated Schedule:** The project is in the planning stages, with the GA Design complete and incorporated into the Airport Layout Plan. The next step is securing the necessary capital funds to begin the phased construction of the new hangars. Upon securing funding, construction is expected to begin in phases, with each phase taking several months to complete. The timeline for the full construction of all 54 hangars will depend on funding availability and the pace of construction.

#### **Concerns or Issues Related to the Operations & Maintenance of This Project:**

The operational costs for the new "T" hangars should be minimal in the initial years due to the young age of the buildings and the modern construction materials used. These new facilities are expected to require limited maintenance in the early stages. However, as with any infrastructure project, some level of ongoing maintenance will be required over time. This may include routine repairs, upkeep of structural components, and systems maintenance to ensure the longevity of the hangars.

While maintenance costs are not anticipated to be significant in the short term, budgeting for future repairs and preventive maintenance will be essential to avoid unexpected costs as the hangars age. The financial model should account for this, with a strategy in place to cover future maintenance needs without impacting the airport's operational budget.

#### **Strategic Plan Directive Summary**

The **Strategic Plan Directives** for the **Ogden-Hinckley Airport Redevelopment** were selected to address key issues aligned with the city's goals for **City Image and Reputation** and **Economic Development**.

- **City Image and Reputation:** The redevelopment of Ogden-Hinckley Airport is vital for improving the overall appearance of the airport and enhancing its reputation as a modern, functional, and competitive aviation hub. The 80 hangars at OGD Airport that are over 50 years old are in poor condition and contribute to a blighted image of the airport. By demolishing these deteriorating hangars and replacing them with new, modern "T" hangars, the airport will significantly improve its appearance, fostering a more positive perception among the local community, potential investors, and aviation enthusiasts. A modern, well-maintained airport will also reinforce the city's reputation as a forward-thinking community that values infrastructure, safety, and growth.
- **Economic Development:** The lack of adequate aircraft hangar space at Ogden-Hinckley Airport, and at many airports along the Wasatch Front, limits the airport's ability to support aviation-related businesses and commercial growth. OGD Airport's aging hangars hinder the airport's potential for expansion, reducing its ability to attract new tenants and aviation businesses. By demolishing outdated facilities and creating new hangar space, the project supports economic development by ensuring the airport can accommodate more aircraft

and attract new investment. New hangars will create additional revenue through hangar rents and offer aviation services, which will have a ripple effect on the local economy, providing opportunities for job creation, expanding aviation-related industries, and boosting tourism. The redevelopment is a strategic move to enhance the city's overall economic vitality and position Ogden as a key player in the regional aviation sector.

## Capital Cost

FY2026 Budget

**\$0**

Total Budget (all years)

**\$8M**

Project Total

**\$8M**

### Detailed Breakdown

Category	FY2026 <i>In Progress</i>	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	FY2029 <i>In Progress</i>	FY2030 <i>In Progress</i>	Total
Site Improvements	\$0	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$8,000,000
<b>Total</b>	<b>\$0</b>	<b>\$2,000,000</b>	<b>\$2,000,000</b>	<b>\$2,000,000</b>	<b>\$2,000,000</b>	<b>\$8,000,000</b>

## Funding Sources

FY2026 Budget

**\$0**

Total Budget (all years)

**\$8M**

Project Total

**\$8M**

### Detailed Breakdown

Category	FY2026 <i>In Progress</i>	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	FY2029 <i>In Progress</i>	FY2030 <i>In Progress</i>	Total
Bonds	\$0	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$8,000,000
<b>Total</b>	<b>\$0</b>	<b>\$2,000,000</b>	<b>\$2,000,000</b>	<b>\$2,000,000</b>	<b>\$2,000,000</b>	<b>\$8,000,000</b>

## Operational Costs

FY2026 Budget

**\$0**

Total Budget (all years)

**\$480K**

Project Total

**\$480K**

### Detailed Breakdown

Category	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	FY2029 <i>In Progress</i>	FY2030 <i>In Progress</i>	Total
Debt Service	\$120,000	\$120,000	\$120,000	\$120,000	\$480,000
<b>Total</b>	<b>\$120,000</b>	<b>\$120,000</b>	<b>\$120,000</b>	<b>\$120,000</b>	<b>\$480,000</b>



## Cost Savings

FY2026 Budget

**\$0**

Total Budget (all years)

**\$0**

Project Total

**\$0**

### Detailed Breakdown

Category	FY2026 <i>In Progress</i>	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	FY2029 <i>In Progress</i>	Total
Other Savings	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

## Operating Revenue

FY2026 Budget

**\$67K**

Total Budget (all years)

**\$357K**

Project Total (to date)

**\$420K**

### Detailed Breakdown

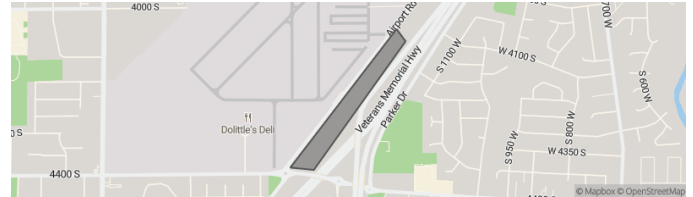
Category	FY2026 <i>In Progress</i>	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	FY2029 <i>In Progress</i>	FY2030 <i>In Progress</i>	Total
Enterprise Fees	\$67,000	\$70,000	\$72,000	\$73,000	\$75,000	\$357,000
<b>Total</b>	<b>\$67,000</b>	<b>\$70,000</b>	<b>\$72,000</b>	<b>\$73,000</b>	<b>\$75,000</b>	<b>\$357,000</b>

# Airport - Rehabilitate Asphalt Parking Lot

## Overview

<b>Request Owner</b>	Lynn Hinrichs, Airport Project Coordinator
<b>Department</b>	COMMUNITY AND ECONOMIC DEVELOP
<b>Type</b>	Capital Improvement
<b>Project Number</b>	AR008
<b>Request Groups</b>	AR-Airport
<b>Estimated Start Date</b>	04/1/2026
<b>Estimated Completion Date</b>	10/15/2026

## Project Location



## Details

**Fund Type:** Enterprise Funds

**Type of Project:** Airport Project

**Planning Area:** West Ogden

**Redevelopment Area:** Airport CRA

**Project Contact:** Brian Condie

**Project Priority:** Desirable

**Other Resources That Were Explored:** City Funds (General Funds/BDO Lease Revenue/Other), Enterprise Funds

**Strategic Plan Directive:** Economic Development, City Image & Reputation, Community Safety

### Description & Justification:

This project is designed to preserve and improve an existing overflow airport parking lot at Ogden-Hinckley Airport. The current condition of the asphalt is deteriorating due to age, and this project is essential to maintain functionality and prevent further degradation. The project involves squaring off the paved area, installing a fence around the lot, and applying crack sealing and a 2-inch overlay to the pavement.

The parking lot has become a magnet for undesirable activities, including illegal dumping, narcotic transactions, and street racing, creating both a safety and image concern for the airport. By fencing the area and controlling access with gates, the lot will be transformed into secure overflow parking for the airport. This will not only enhance the functionality of the airport but also discourage illegal use and improve the security of the area.

Addressing the deterioration now with crack sealing and overlaying the surface will be significantly more cost-effective than waiting and having to undertake a full reconstruction of the lot due to damage to the base underlayment. Proactively addressing the condition of the parking lot will prevent further damage, reduce future costs, and help maintain the aesthetic and operational quality of the airport.

### How this project relates to adopted plans or policies:

**Ogden City General Plan:** The General Plan emphasizes the importance of maintaining and enhancing the city's infrastructure to support sustainable growth and improve the quality of life for residents and visitors. Specifically, it highlights the need for well-maintained public facilities and the promotion of economic development through improved infrastructure. By rehabilitating the airport's overflow parking lot, this project contributes to the city's goals of enhancing public infrastructure and supporting economic development.

**Ogden-Hinckley Airport Master Plan:** The Airport Master Plan outlines a vision for expanding and modernizing the airport's infrastructure to accommodate growth in aviation activity and improve facilities. This project is consistent with the plan's objectives by ensuring that the

airport's parking facilities remain functional, secure, and capable of meeting increasing demands. The installation of fencing and gates to discourage illegal activities aligns with the plan's emphasis on enhancing security and improving the overall passenger experience.

### Consequences of deferring this project to later years:

Deferring the rehabilitation of the asphalt parking lot at Ogden-Hinckley Airport to later years will lead to significant increased costs and continued degradation of the parking lot's condition.

- **Increased Reconstruction Costs:** If the necessary maintenance, including crack sealing and a 2-inch overlay, is not completed promptly, the asphalt surface and base materials will continue to deteriorate. This will eventually lead to the need for a full reconstruction, which is estimated to cost around \$400,000. Addressing the issues now with a crack seal and overlay is a much more cost-effective solution compared to the much higher costs of a full reconstruction in the future.
- **Worsening Parking Lot Condition:** The parking lot is already unattractive, and deferring the project will cause the condition to worsen over time. As the asphalt continues to deteriorate, it will create a poor impression of the airport, which could deter visitors and reduce its overall appeal as a well-maintained and professional facility.
- **Ongoing Issues with Illegal Activities:** The lack of proper maintenance will also continue to attract illegal dumping, narcotic transactions, and other undesirable activities in the parking lot. These issues will persist, causing potential safety concerns and damaging the reputation of the airport. The installation of a fence and gates to secure the area would help mitigate these activities and improve overall security, but deferring the project will prolong these problems.

Delaying the project will result in higher costs and continued deterioration of the parking lot, while also compromising the image and security of the airport. Timely action will prevent these negative consequences and ensure the parking lot remains functional and secure.

### Current Status of Project and Funding Sources Selected:

A quote of \$74,800 was originally received from Granite Construction in 2023 for the pavement work (including crack sealing and a 2-inch overlay). Due to inflation and price increases, the estimated cost has been adjusted. The new cost for the pavement work is anticipated to be higher. The total cost for the asphalt rehabilitation, including the mobilization fee and pavement work, is now expected to be higher than the original estimate. The fence and protective bollards will also incur a similar increase in cost.

As of now, no additional work has been completed, and the project is still in the pre-construction phase, awaiting the necessary funding to proceed with the work.

Description of Funding Sources Selected: Ogden City Funding

### Concerns or Issues Related to the Operations & Maintenance of This Project:

All asphalt paving projects will require some level of ongoing maintenance to ensure the surface remains in good condition and maximizes its useful life. For this project, maintenance will typically involve crack sealing and slurry sealing at approximately 9-10 years after the overlay is applied. Regular maintenance will help prevent the asphalt from deteriorating prematurely, reducing the need for more extensive repairs or a complete resurfacing in the future. It is important to account for these maintenance needs to ensure the long-term durability of the rehabilitated parking lot.

### Strategic Plan Directive Summary

The strategic benefits of this project are three-fold:

1. **Economic Development:** The project supports economic development by enhancing the functionality of the airport with additional overflow parking. This improvement will accommodate growing passenger traffic and enhance the overall efficiency of the airport, ultimately contributing to the airport's ability to attract more flights and businesses. The added parking capacity will also make the airport more appealing to both airlines and passengers, supporting the region's economic growth.
2. **Community Safety:** The project will lead to a significant reduction in opportunities for crime, including illegal dumping and vehicle abandonment. By installing fencing and securing the area, the project will discourage these undesirable activities, improving the safety

and security of the airport and its surrounding environment. This will not only benefit airport tenants and visitors but will also contribute to the overall safety of the surrounding community.

3. **City Image and Reputation:** The project contributes to enhancing the image and reputation of Ogden as a well-managed, forward-thinking community. Improving the aesthetics and functionality of Ogden-Hinckley Airport by rehabilitating the parking lot, addressing maintenance concerns, and securing the area with appropriate fencing will create a positive first impression for visitors. A clean, well-maintained, and secure airport environment will help the city stand out as a professional, attractive location for tourism, business, and future investments. It will reinforce the city’s commitment to quality infrastructure, public safety, and community well-being, ultimately improving how both residents and visitors perceive Ogden.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$300K	\$300K

Detailed Breakdown

Category	FY2027 In Progress	FY2028 In Progress	Total
Site Improvements	\$150,000	\$150,000	\$300,000
Total	\$150,000	\$150,000	\$300,000

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$300K	\$300K

Detailed Breakdown

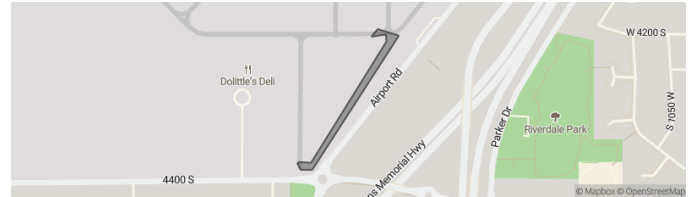
Category	FY2027 In Progress	FY2028 In Progress	Total
City Funded	\$150,000	\$150,000	\$300,000
Total	\$150,000	\$150,000	\$300,000

# Airport - Pave Existing Airport Gravel Road

## Overview

<b>Request Owner</b>	Lynn Hinrichs, Airport Project Coordinator
<b>Department</b>	COMMUNITY AND ECONOMIC DEVELOP
<b>Type</b>	Capital Improvement
<b>Project Number</b>	AR009
<b>Request Groups</b>	AR-Airport
<b>Estimated Start Date</b>	05/15/2024
<b>Estimated Completion Date</b>	07/31/2024

## Project Location



## Details

**Fund Type:** Enterprise Funds

**Type of Project:** Airport Project

**Planning Area:** West Ogden

**Redevelopment Area:** Airport CRA

**Project Contact:** Brian Condie

**Project Priority:** Desirable

**Other Resources That Were Explored:** City Funds (General Funds/BDO Lease Revenue/Other), Federal, State, or Local Grant Funds

**Strategic Plan Directive:** Community Safety, City Image & Reputation, Economic Development

### Description & Justification:

This project is aimed at improving the existing gravel road that serves as the only connection between the Kemp Fixed Base Operation (FBO) and the OGD Airport Hangar area. The road is heavily used, with Kemp fuel trucks traveling back and forth daily to fuel aircraft. However, the heavy weight of the fuel trucks has caused significant damage to the current surface, resulting in ruts and depressions that can also damage the trucks themselves. The asphalt milling base is further deteriorating under the repeated truck traffic.

The existing road base, however, remains solid and has been compacted over the years by the weight of the trucks, making it a suitable foundation for a more durable surface. To address the current issues and extend the lifespan of the road, this project will involve placing 6 inches of road base and 5 inches of asphalt, providing a smooth and stable surface that will withstand the heavy truck traffic and last for years.

This road improvement is essential for maintaining the efficiency of airport operations, especially for fuel delivery. The newly paved surface will ensure the safety and reliability of the road, preventing further deterioration and reducing the risk of damage to both the trucks and the road surface.

### How this project relates to adopted plans or policies:

This project is integral to the overall perimeter road system at Ogden-Hinckley Airport, which is a requirement for both TSA security and FAA FAR 139 compliance. The perimeter road system is essential for airport safety, security, and operational efficiency, and this road improvement project supports these ongoing goals.

Additionally, the project is consistent with the 2020 Ogden-Hinckley Airport Master Plan, which outlines necessary upgrades to airport infrastructure to ensure that the airport meets current and future aviation needs. The Master Plan highlights the importance of maintaining

reliable transportation routes for critical services, such as fuel delivery, and ensuring these routes are safe and functional.

Consequences of deferring this project to later years:

If this project is deferred, the road will continue to deteriorate under the weight of heavy fuel trucks, leading to an increasing number of ruts and potholes. This will eventually make the road unusable for its intended purpose. Without an improved road, the only alternative would be for fuel trucks to cross the runway, which is not a viable or safe option. Fuel trucks crossing the runway would pose a significant hazard to both the trucks and aircraft, as they would be on the same path as landing or departing planes.

Deferred action would result in more frequent maintenance to patch up potholes and ruts, and eventually, the road could become completely unusable. This would disrupt airport operations, create potential safety risks, and add significant costs to repairs in the future.

Current Status of Project and Funding Sources Selected:

A quote of approximately \$83,000 was provided by Granite Construction last summer when they were still mobilized for asphalt work on the west side of the airport. The quote includes the cost of paving, materials, and labor. During this time, Granite Construction used a grader to level out the road and applied several inches of asphalt millings to provide a temporary surface. This work served as an evaluation of the road condition, and no further work has been done since that time. The cost to remobilize and increase the road structural section would now be around \$300,000 for the project total.

Concerns or Issues Related to the Operations & Maintenance of This Project:

As with any new asphalt pavement project, ongoing maintenance will be required to ensure the road continues to function properly and maximize its lifespan. The road will likely require crack sealing and slurry rejuvenation at approximately 9-10 years of age to maintain its surface and prevent deterioration.

Strategic Plan Directive Summary

This project directly impacts Community Safety by improving the road conditions for fuel trucks and preventing the safety hazards associated with deteriorating roads, which could lead to accidents or disruptions in operations.

The project also enhances City Image & Reputation by ensuring that critical infrastructure, such as the road connecting the Kemp FBO to the hangar area, remains safe, functional, and well-maintained, contributing to the overall professionalism and reliability of the airport.

Lastly, it supports Economic Development by ensuring the smooth and efficient operation of fueling services at Ogden-Hinckley Airport, a critical component of the airport’s ability to handle growing demand for aviation services and supporting local businesses.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$650K	\$650K

Detailed Breakdown

Category	FY2027 In Progress	FY2028 In Progress	Total
Construction	\$300,000	\$350,000	\$650,000
Total	\$300,000	\$350,000	\$650,000

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$650K	\$650K

Detailed Breakdown

Category	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	Total
City Funded	\$300,000	\$350,000	\$650,000
Total	\$300,000	\$350,000	\$650,000

# Airport - Modify Terminal Building & TSA Hold Room

## Overview

<b>Request Owner</b>	Lynn Hinrichs, Airport Project Coordinator
<b>Department</b>	COMMUNITY AND ECONOMIC DEVELOP
<b>Type</b>	Capital Improvement
<b>Project Number</b>	AR014
<b>Request Groups</b>	AR-Airport

## Project Location



## Details

**Fund Type:** Enterprise Funds

**Type of Project:** Airport Project

**Planning Area:** West Ogden

**Redevelopment Area:** Airport CRA

**Project Contact:** Brian Condie

**Project Priority:** Necessary

**Other Resources That Were Explored:** City Funds (General Funds/BDO Lease Revenue/Other), Federal, State, or Local Grant Funds

**Strategic Plan Directive:** Economic Development

### Description & Justification:

The terminal building & TSA Passenger Hold Room requires expansion and modifications to allow more than one airline to operate at the same time. Although the entire project has been designed, it has been split into 3 phases based on available funding. The first phase was to renovate the existing terminal building except for the basement, which was completed in 2024 with city funds.. That project was expedited to accommodate Breeze Airline's startup route to LA in 2024. The second phase of the project is the front addition and site renovation for indoor baggage claim and drive lanes. The funding for that came from BIL grants and some city funds. Phase 2 is under construction and will complete in October of 2025. The 3rd Phase is the expansion of the Passenger Screening and Expanded Passenger Hold Room, expanding the gates from 1 to 4, new restrooms and a second floor staff office. The cost of the 3rd phase is estimated to be \$7M. Targeted revenue source would be an FAA ATP Grant with approx. 15% city matching funds. The current phase 2 construction is revising the site utilities to accommodate the expanding bathrooms for the Phase 3 buildout and installing fire sprinkler throughout the building. The finished project will allow for up to 4 commercial flights at the same time and a unified staff area.

### How this project relates to adopted plans or policies:

This project is consistent with the OGD 2019 Airport Master Plan and the current Airport Layout Plan

### Consequences of deferring this project to later years:

We have already seen the results of not having a airline terminal building with sufficient resources to adequately serve the airlines. While neither departed airline stated that the terminal building was the only reason for their ceasing service at OGD, both airlines cited the terminal building as a limiting factor for future growth and concerns about having to compete with another airline for the scarce space. We have already witnessed conflict in trying to allow more than one aircraft at the same time. If this project were not funded, there would be difficulty in attracting additional airlines to OGD. Without at least 10,000 annual passenger enplanements, OGD will only received \$150,000 of FAA grant entitlements, as opposed to \$1 Million annually with the 10,000 annual passenger enplanements.



Current Status of Project and Funding Sources Selected:

Project is in progress with additional FAA grant opportunities being pursued.

Funding Source Selected: FAA Grant with 15% city match

Concerns or Issues Related to the Operations & Maintenance of This Project:

It is unlikely that there will be any significant increase in the operating costs of the terminal beyond those encountered historically.

Strategic Plan Directive Summary

This project dramatically will expand the capacity of the OGD Terminal Building allowing for more airline flights to more locations. Such flights bring in additional revenue from the airline services, such as public parking, car rentals, and the terminal restaurant. In addition, having at least 10,000 passenger enplanements annually will gain the Airport an additional \$850,000 in federal funding. OGD have received this additional FAA-AIP funding each year since OGD first supported Allegiant Airlines in 2013

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$0	\$7M	\$12M

Detailed Breakdown

Category	FY2027 In Progress	Total
Construction	\$7,000,000	\$7,000,000
Total	\$7,000,000	\$7,000,000

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$0	\$7M	\$12M

Detailed Breakdown

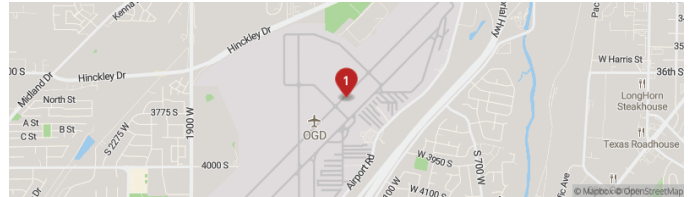
Category	FY2027 In Progress	Total
Grant	\$5,950,000	\$5,950,000
City Funded	\$1,050,000	\$1,050,000
Total	\$7,000,000	\$7,000,000

# Runway 3/21 and Taxiway Maintenance

## Overview

<b>Request Owner</b>	Lynn Hinrichs, Airport Project Coordinator
<b>Department</b>	COMMUNITY AND ECONOMIC DEVELOP
<b>Type</b>	Capital Improvement
<b>Project Number</b>	AR018
<b>Request Groups</b>	AR-Airport

## Project Location



## Images



## Details

**Fund Type:** Enterprise Funds

**Type of Project:** Airport Project

**Planning Area:** West Ogden

**Redevelopment Area:** Airport CRA

**Project Contact:** Lynn Hinrichs

**Project Priority:** Necessary

**Other Resources That Were Explored:** City Funds (General Funds/BDO Lease Revenue/Other), Enterprise Funds, Federal, State, or Local Grant Funds

**Strategic Plan Directive:** Economic Development, City Image & Reputation, Community Safety

### Description & Justification:

The rehabilitation of the main runway 3/21 is scheduled for 2032. Based on the most recent pavement evaluation study, a seal coat and restriping is needed at this time to extend the life of the pavement to last until the rehabilitation project can be accomplished. The FAA has agreed to divert left over funds from the SRE (Snow Removal Equipment) procurement and potentially add additional discretionary funds to assist in this project. Additionally, the State of Utah Aeronautics Division has agreed to approximately \$300K as well.

### How this project relates to adopted plans or policies:

This project is aligned with the Ogden-Hinckley Airport Master Plan of 2020, as well as recent economic development plans for the city. As commercial aircraft continue to grow in size and weight, especially with airlines such as Breeze using 150,000-pound aircraft, it is critical that the main runway and taxiways are maintained to meet the demands of modern aviation. Without addressing the degradation of the asphalt and concrete surfaces, the airport risks being bypassed by larger commercial aircraft such as 737s and 757s.

Additionally, the project supports the city's economic development goals, encouraging investment and safety for both private and commercial aviation.

### **Consequences of deferring this project to later years:**

If this maintenance is not performed this year, it is feared that the pavement will degrade before the rehabilitation project can be accomplished in 2032. It's also an opportunity to use some grant funding available right now that all parties agree is a wise use of funds for this critical need.

### **Current Status of Project and Funding Sources Selected:**

The FAA has agreed to divert left over funds from the SRE (Snow Removal Equipment) procurement and potentially add additional discretionary funds to assist in this project. Additionally, the State of Utah Aeronautics Division has agreed to approximately \$300K as well. City matching funds of approx. \$175K will be needed to complete the project.

### **Concerns or Issues Related to the Operations & Maintenance of This Project:**

If this maintenance is not performed this year, it is feared that the pavement will degrade before the rehabilitation project can be accomplished in 2032.

### **Strategic Plan Directive Summary**

As with all pavement projects, some level of maintenance will be required over time. While the runway will undergo a substantial renewal project in 2032, crack sealing and slurry rejuvenation are recommended at approximately 10 years of age. These maintenance procedures are eligible for FAA-AIP funding and will ensure the longevity of the improvements, extending the useful life of the asphalt and concrete aprons.

### **Strategic Plan Directive Summary**

**Community Safety:** The maintenance of Runway 3/21 and taxiway lead-ins directly improve community safety by reducing the risk of Foreign Object Damage (FOD) caused by deteriorating apron surfaces. This improvement ensures a safer environment for aircraft operations, which is critical for both commercial airlines and general aviation. Proper de-icing infrastructure further supports the safe operation of aircraft during winter conditions, preventing accidents related to slippery or unsafe surfaces.

**City Image & Reputation:** By upgrading Runway 3/21 and taxiway lead-ins, Ogden-Hinckley Airport will strengthen its reputation as a modern and well-maintained airport that is prepared to handle large commercial aircraft such as those operated by Breeze Airways and other potential future commercial operators. This not only improves the airport's image but also enhances its attractiveness to future airlines looking for a reliable and efficient hub. A well-maintained and capable airport supports the city's broader goal of enhancing its image as a thriving community and business destination.

**Economic Development:** Ensuring the runway is maintained in good condition is crucial for retaining Breeze Airways and attracting other potential commercial operators. By investing in this infrastructure, Ogden-Hinckley Airport will be better positioned to retain and attract airlines, fostering economic growth in the aviation sector. Additionally, the development of commercial aviation services will increase airport revenue, provide local job opportunities, and stimulate further investment in the airport and surrounding community.

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## Capital Cost

FY2026 Budget

**\$0**

Total Budget (all years)

**\$1.1M**

Project Total

**\$1.1M**

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### Detailed Breakdown

Category	FY2027 <i>In Progress</i>	Total
Construction	\$1,005,000	<b>\$1,005,000</b>
Planning & Design	\$95,000	<b>\$95,000</b>
<b>Total</b>	<b>\$1,100,000</b>	<b>\$1,100,000</b>

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## Funding Sources

FY2026 Budget

**\$0**

Total Budget (all years)

**\$1.1M**

Project Total

**\$1.1M**

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### Detailed Breakdown

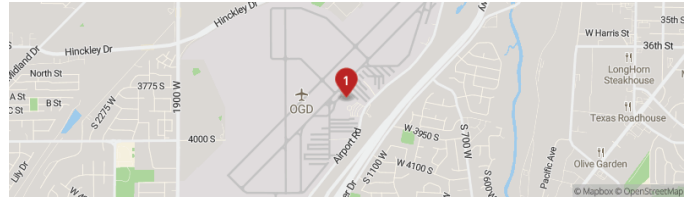
Category	FY2027 <i>In Progress</i>	Total
Grant	\$925,000	<b>\$925,000</b>
City Funded	\$175,000	<b>\$175,000</b>
<b>Total</b>	<b>\$1,100,000</b>	<b>\$1,100,000</b>

# Public Restroom Building/Dump Station

## Overview

<b>Request Owner</b>	Lynn Hinrichs, Airport Project Coordinator
<b>Department</b>	COMMUNITY AND ECONOMIC DEVELOP
<b>Type</b>	Capital Improvement
<b>Project Number</b>	AR019
<b>Request Groups</b>	AR-Airport
<b>Estimated Start Date</b>	07/1/2026
<b>Estimated Completion Date</b>	02/28/2027

## Project Location



## Details

**Fund Type:** General CIP

**Type of Project:** Airport Project, New Building Construction, Sanitary Sewer Improvements, Public Realm Improvements

**Planning Area:** West Ogden

**Redevelopment Area:** Airport CRA

**Project Contact:** Lynn Hinrichs

**Project Priority:** Desirable

**Other Resources That Were Explored:** Federal, State, or Local Grant Funds

**Strategic Plan Directive:** Community Safety, City Image & Reputation

### Description & Justification:

Public restrooms on the field for airport patrons and visitors are very minimal. Currently, there are two portable latreens, one on the north side and one on the south side. Additionally, the ground handling crew for the commercial flights have a sanitary dump cart that takes waste from the commercial airliner and unloads to a makeshift dump station that is a half mile away along Airport Road. This is not an ideal arrangement. This proposal recommends the creation of a new public restroom with two unisex rooms, and an adjacent sanitary dump facility for the commercial service, centrally located just north of the terminal on the field side. This joint use facility will accommodate both of the identified needs.

### How this project relates to adopted plans or policies:

Providing a public use restroom for field access and a sanitary dump station will help in meeting the mayor's objective of presenting the airport as an executive facility and meet sanitary standards that are expected at modern airports.

### Consequences of deferring this project to later years:

Not providing these facilities in the near future will result in continued complaints from patrons and an inadequate dump facility for commercial air service.

### Current Status of Project and Funding Sources Selected:

General siting and meeting with consultants has happened in order to establish a budget. Proximity to the new sewer main being installed with the terminal expansion project is beneficial to this project. Prototypical plans for similar facilities at other city locations will be evaluated to help expedite the design. In planning the project, we are targeting FY2027 for this project with city funds.

Funding Source: CIP Fund

Concerns or Issues Related to the Operations & Maintenance of This Project:

Operations & maintenance costs of this project will be accommodated by the existing airport staff.

Strategic Plan Directive Summary

The **Strategic Plan Directives** for the **Ogden-Hinckley Airport Redevelopment** were selected to address key issues aligned with the city's goals for **City Image and Reputation** and **Community Safety**.

**City Image and Reputation:** The redevelopment of Ogden-Hinckley Airport is vital for improving the overall appearance of the airport and enhancing its reputation as a modern, functional, and competitive aviation hub.

**Community Safety:** A modernized sanitary dump station is necessary to accommodate continued and potentially increased commercial air traffic at the airport.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$162K	\$162K

Detailed Breakdown

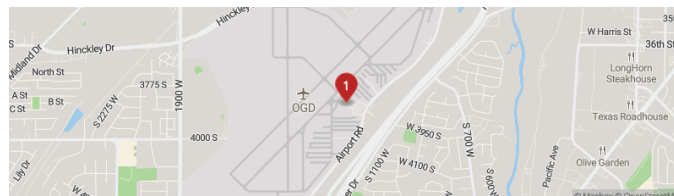
Category	FY2027 In Progress	Total
Construction	\$150,000	\$150,000
Planning & Design	\$12,000	\$12,000
Total	\$162,000	\$162,000

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$162K	\$162K

Detailed Breakdown

Category	FY2027 In Progress	Total
City Funded	\$162,000	\$162,000
Total	\$162,000	\$162,000



Concerns or Issues Related to the Operations & Maintenance of This Project:

Because the existing restrooms are so old, a new installation should result in fewer maintenance hours expended in these areas.

Strategic Plan Directive Summary

The **Strategic Plan Directives** for the **Ogden-Hinckley Airport Redevelopment** were selected to address key issues aligned with the city's goals for **City Image and Reputation**.

**City Image and Reputation:** The redevelopment of Ogden-Hinckley Airport is vital for improving the overall appearance of the airport and enhancing its reputation as a modern, functional, and competitive aviation hub.

Additional History of Project

It should be noted that each of these restrooms have parlors associated with each access, which in the era when they were built, served as a lounge or possibly a shoe shine operation. These parlors have lavatories and were updated about 12 years ago. This project may include some minor upgrades to these areas in order to coordinate the overall design of each restroom.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
\$140K	\$140K	\$140K

Detailed Breakdown

Category	FY2026 <i>In Progress</i>	Total
Construction	\$125,000	\$125,000
Planning & Design	\$15,000	\$15,000
Total	\$140,000	\$140,000

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
\$140K	\$140K	\$140K

Detailed Breakdown

Category	FY2026 <i>In Progress</i>	Total
Grant	\$126,000	\$126,000
City Funded	\$14,000	\$14,000
Total	\$140,000	\$140,000





This project helps to fulfil the goals of the city to update the commercial airline experience of the traveling public in their engagement with the airport terminal, and present a professional and welcoming atmosphere.

Consequences of deferring this project to later years:

The terminal is undergoing a major facelift with the expansion project. Not updating the yard which is integral to the passenger arrival experience will result in communicating a uncompleted transformation.

Current Status of Project and Funding Sources Selected:

Staff has investigated several brands of decorative fencing and met with local fabricators that are capable of performing the work. A public procurement would be the next step to allow for competitive bidding for replacement. A state grant through the Division of Aeronautics was submitted in 12/24, but was not funded in that cycle. We intend to resubmit for the state FY26 fiscal cycle again and propose ½ funding share between the city and the state.

Funding Sources Selected: State grant, CIP Fund

Concerns or Issues Related to the Operations & Maintenance of This Project:

The existing yard fencing and gates can continue to be maintained, but gives the image of a hardened security area.

Strategic Plan Directive Summary

The Strategic Plan Directives for the Ogden-Hinckley Airport Redevelopment were selected to address key issues aligned with the city's goals for City Image and Reputation and Community Safety.

**City Image and Reputation:** The redevelopment of Ogden-Hinckley Airport is vital for improving the overall appearance of the airport and enhancing its reputation as a modern, functional, and competitive aviation hub.

**Community Safety:** A security fence is required by Federal regulations and must meet FAA and TSA design standards.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
\$60K	\$60K	\$60K

Detailed Breakdown

Category	FY2026 In Progress	Total
Equipment	\$55,000	\$55,000
Planning & Design	\$5,000	\$5,000
Total	\$60,000	\$60,000

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
\$60K	\$60K	\$60K

Detailed Breakdown

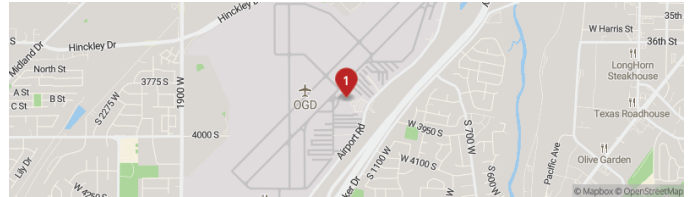
Category	FY2026 <i>In Progress</i>	Total
Grant	\$30,000	\$30,000
City Funded	\$30,000	\$30,000
Total	\$60,000	\$60,000

# Replace Terminal Seating

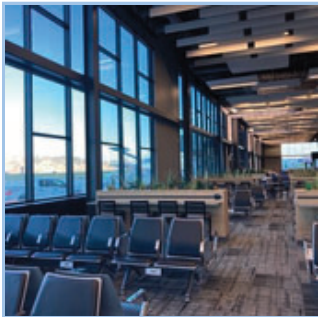
## Overview

<b>Request Owner</b>	Lynn Hinrichs, Airport Project Coordinator
<b>Department</b>	COMMUNITY AND ECONOMIC DEVELOP
<b>Type</b>	Capital Improvement
<b>Project Number</b>	AR022
<b>Request Groups</b>	AR-Airport
<b>Estimated Start Date</b>	07/1/2025
<b>Estimated Completion Date</b>	10/31/2025

## Project Location



## Images



Beam Seating at Provo Airport

## Details

**Fund Type:** General CIP

**Type of Project:** Airport Project, Public Realm Improvements

**Planning Area:** West Ogden

**Redevelopment Area:** Airport CRA

**Project Contact:** Lynn Hinrichs

**Project Priority:** Necessary

**Other Resources That Were Explored:** Federal, State, or Local Grant Funds

**Strategic Plan Directive:** City Image & Reputation

### Description & Justification:

There are sixty 4-seat sets inside the terminal, including those in the waiting room. There are four different types that have been purchased over the years. Most were procured when commercial airline service was initiated at the airport, about 12 years ago. These units are showing their age and have essentially served their useful life. The city has asked to update the seating to match the seating used at Provo Airport and include power/usb ports for patron connectivity.

How this project relates to adopted plans or policies:

This project helps to fulfil the goals of the city to update the commercial airline experience of the traveling public in their engagement with the airport terminal, and present a professional and welcoming atmosphere.

Consequences of deferring this project to later years:

Not replacing the old seating will promulgate the worn-out image of our public transit facilities. Some of the units are failing at the arm attachment and cannot be repaired.

Current Status of Project and Funding Sources Selected:

Staff has investigated several brands of replacement seating that are on the market. A public procurement would be the next step to allow for competitive bidding for replacement. . Federal and State funding have been considered, but are being employed in other areas of the airport. Therefore, city funds are requested for this upgrade.

Funding Sources Selected: CIP Fund

Concerns or Issues Related to the Operations & Maintenance of This Project:

As existing seating units become unrepairable, they will be pulled from the public use areas and replaced by single units that may not match any of the four existing styles, which will result in a hodgepodge of seating beyond what exists now.

Strategic Plan Directive Summary

The **Strategic Plan Directives** for the **Ogden-Hinckley Airport Redevelopment** were selected to address key issues aligned with the city's goals for **City Image and Reputation**.

**City Image and Reputation:** The redevelopment of Ogden-Hinckley Airport is vital for improving the overall appearance of the airport and enhancing its reputation as a modern, functional, and competitive aviation hub.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
\$111K	\$111K	\$111K

Detailed Breakdown

Category	FY2026 In Progress	Total
Equipment	\$105,000	\$105,000
Planning & Design	\$6,300	\$6,300
Total	\$111,300	\$111,300

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
\$111K	\$111K	\$111K

Detailed Breakdown

Category	FY2026 In Progress	Total
City Funded	\$111,300	\$111,300
Total	\$111,300	\$111,300



Strategic Plan Directive Summary

The **Strategic Plan Directives** for the **Ogden-Hinckley Airport Redevelopment** were selected to address key issues aligned with the city's goals for **City Image and Reputation** and **Economic Development**.

**City Image and Reputation:** The redevelopment of Ogden-Hinckley Airport is vital for improving the overall appearance of the airport and enhancing its reputation as a modern, functional, and competitive aviation hub.

**Economic Development:** Enhancing the entry points of airport patrons will help to emphasize the welcoming and professional atmosphere at the airport that the city intends to communicate. Creating this environment will help to spur new development and maintain positive business alliances for the community.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
\$282K	\$282K	\$282K

Detailed Breakdown

Category	FY2026 In Progress	Total
Site Improvements	\$264,000	\$264,000
Planning & Design	\$18,000	\$18,000
Total	\$282,000	\$282,000

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
\$282K	\$282K	\$282K

Detailed Breakdown

Category	FY2026 In Progress	Total
City Funded	\$282,000	\$282,000
Total	\$282,000	\$282,000

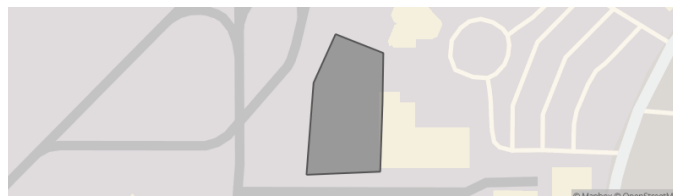


# Airport - South Apron, De-Ice & Terminal Ramp

## Overview

<b>Request Owner</b>	Lynn Hinrichs, Airport Project Coordinator
<b>Department</b>	COMMUNITY AND ECONOMIC DEVELOP
<b>Type</b>	Capital Improvement
<b>Project Number</b>	AR045
<b>Request Groups</b>	AR-Airport
<b>Estimated Start Date</b>	08/29/2025
<b>Estimated Completion Date</b>	10/15/2027

## Project Location



## Details

**Fund Type:** Enterprise Funds

**Type of Project:** Airport Project

**Planning Area:** West Ogden

**Redevelopment Area:** Airport CRA

**Project Contact:** Brian Condie

**Project Priority:** Necessary

**Other Resources That Were Explored:** City Funds (General Funds/BDO Lease Revenue/Other), Federal, State, or Local Grant Funds

**Strategic Plan Directive:** Community Safety, City Image & Reputation, Economic Development

### Description & Justification:

This project involves the reconstruction of the entire south apron in asphalt, as well as sections of two large concrete aprons. The focus is on the south tie-down apron, which stretches from the terminal building south to the 10-unit hangar located southwest of Hangar S-755. The smaller tie-down apron just south of the 10-unit hangar will also be included in the project. Additionally, the apron to the west of the south apron, which serves three hangars including AMRG (the medical air ambulance), will be included.

The two concrete aprons being addressed are:

- The terminal air carrier apron
- The deicing apron

The project will involve the replacement of any damaged or fractured concrete panels and the installation of new joint seals. This will ensure the aprons remain functional and safe for heavy aircraft use, including 150,000-pound aircraft like those currently used by Breeze Airways. The apron repairs are critical, as the existing surfaces are cracked and showing significant signs of aging, which could lead to safety hazards and operational disruptions.

The reconstruction will ensure the aprons are capable of supporting future aviation needs and preventing further deterioration that could impact airport operations, safety, and infrastructure integrity.

### How this project relates to adopted plans or policies:

This project is aligned with the Ogden-Hinckley Airport Master Plan of 2020, as well as recent economic development plans for the city. As commercial aircraft continue to grow in size and weight, especially with airlines such as Breeze using 150,000-pound aircraft, it is critical that

the aprons are upgraded to meet the demands of modern aviation. Without addressing the degradation of the asphalt and concrete surfaces, the airport risks being bypassed by larger commercial aircraft such as 737s and 757s.

Additionally, the project supports the city's economic development goals, as an upgraded apron will allow for continued use and expansion of the airport, encouraging investment and increasing capacity for both private and commercial aviation.

### **Consequences of deferring this project to later years:**

Delaying this project will have significant consequences for the airport's ability to support larger commercial aircraft. As commercial aircraft increase in size and weight, the current apron infrastructure may become insufficient to handle the added strain. This could result in the airport being bypassed by airlines operating aircraft larger than the 737 and 757 classes, which would have a direct impact on airport revenue and business opportunities.

Additionally, the asphalt apron is no longer able to hold the rock aggregate in place due to the loss of sticky binder within the asphalt. This could lead to Foreign Object Damage (FOD), which is a significant risk to aircraft. FOD can cause very costly damage to aircraft props and jet engines if debris is ingested, posing serious safety risks.

In summary, deferring the project will result in potential operational disruptions, a reduction in the airport's ability to support large commercial aircraft, and increased risks from Foreign Object Damage, all of which will ultimately harm the airport's reputation and economic viability.

### **Current Status of Project and Funding Sources Selected:**

This project is slated to be funded by an FAA discretionary grant in 2026. However, it may be accelerated with BIL (Bipartisan Infrastructure Law) funds, as these funds are being awarded to Ogden-Hinckley Airport for the terminal building improvements. The project's design was expected to move forward in 2024, contingent on receiving the BIL discretionary funds. The design is anticipated to cost approximately \$600,000, with the overall project cost estimated at \$7 million.

Funding Sources Selected: FAA-AIP or BIL funding cover 90.63% of eligible project costs

### **Concerns or Issues Related to the Operations & Maintenance of This Project:**

As with all pavement projects, some level of maintenance will be required over time. While the new apron will provide significant improvements, crack sealing and slurry rejuvenation are recommended at approximately 10 years of age. These maintenance procedures are eligible for FAA-AIP funding and will ensure the longevity of the improvements, extending the useful life of the asphalt and concrete aprons.

### **Strategic Plan Directive Summary**

**Community Safety:** The reconstruction of the South Apron, De-Ice, and Terminal Ramp will directly improve community safety by reducing the risk of Foreign Object Damage (FOD) caused by deteriorating apron surfaces. This improvement ensures a safer environment for aircraft operations, which is critical for both commercial airlines and general aviation. Proper de-icing infrastructure further supports the safe operation of aircraft during winter conditions, preventing accidents related to slippery or unsafe ramp surfaces.

**City Image & Reputation:** By upgrading the de-icing facilities and overall apron infrastructure, Ogden-Hinckley Airport will strengthen its reputation as a modern and well-maintained airport that is prepared to handle large commercial aircraft such as those operated by Breeze Airways and other potential future commercial operators. This not only improves the airport's image but also enhances its attractiveness to future airlines looking for a reliable and efficient hub. A well-maintained and capable airport supports the city's broader goal of enhancing its image as a thriving community and business destination.

**Economic Development:** Ensuring the airport is equipped with the necessary de-icing infrastructure is crucial for retaining Breeze Airways and attracting other potential commercial operators. The ability to effectively de-ice aircraft during winter months is a key operational need for commercial aviation. By investing in this infrastructure, Ogden-Hinckley Airport will be better positioned to retain and attract airlines, fostering economic growth in the aviation sector. Additionally, the development of commercial aviation services will increase airport revenue, provide local job opportunities, and stimulate further investment in the airport and surrounding community.

## Capital Cost

FY2026 Budget

**\$0**

Total Budget (all years)

**\$7.8M**

Project Total

**\$7.8M**

### Detailed Breakdown

Category	FY2026 <i>In Progress</i>	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	FY2029 <i>In Progress</i>	Total
Site Improvements	\$0	\$0	\$4,100,000	\$3,000,000	\$7,100,000
Planning & Design	\$0	\$700,000	\$0	\$0	\$700,000
<b>Total</b>	<b>\$0</b>	<b>\$700,000</b>	<b>\$4,100,000</b>	<b>\$3,000,000</b>	<b>\$7,800,000</b>

## Funding Sources

FY2026 Budget

**\$0**

Total Budget (all years)

**\$7.8M**

Project Total

**\$7.8M**

### Detailed Breakdown

Category	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	FY2029 <i>In Progress</i>	Total
Grant	\$630,000	\$3,760,000	\$2,700,000	\$7,090,000
City Funded	\$70,000	\$340,000	\$300,000	\$710,000
<b>Total</b>	<b>\$700,000</b>	<b>\$4,100,000</b>	<b>\$3,000,000</b>	<b>\$7,800,000</b>

# Airport - Infrastructure Helicopter Parking Apron

## Overview

<b>Request Owner</b>	Lynn Hinrichs, Airport Project Coordinator
<b>Department</b>	COMMUNITY AND ECONOMIC DEVELOP
<b>Type</b>	Capital Improvement
<b>Project Number</b>	AR063
<b>Request Groups</b>	AR-Airport

## Project Location



## Images



## Details

**Fund Type:** Enterprise Funds

**Type of Project:** Airport Project

**Planning Area:** West Ogden

**Redevelopment Area:** Airport CRA

**Project Contact:** Brian Condie

**Project Priority:** Desirable

**Other Resources That Were Explored:** City Funds (General Funds/BDO Lease Revenue/Other), Federal, State, or Local Grant Funds, Other

**Strategic Plan Directive:** Economic Development, City Image & Reputation

### Description & Justification:

This project aims to develop a **dedicated Helicopter Parking Area** at **Ogden-Hinckley Airport**, a **dual-use space that can accommodate helicopters and EVTOL's** (Electric Vertical Take Off & Landing). The urgency of this development coincides with the interest from the State of Utah to invest in EVTOL infrastructure at OGD to accommodate the future winter olympics. \$2M in state funds with \$500K city match will allow for power extension and paved pads for the dual use facility. The north triangle is identified as the best place to develop the heliport, which will require establishing an eastward flight path and not conflict with flight traffic to the two runways. The establishment of this helicopter apron is crucial for expanding the airport's infrastructure and enhancing its capabilities for **helicopter operations**. This area will provide a stable foundation for ongoing operations, such as those from the **National Forest Service (NFS)**, which currently operates from **Morgan** but lacks a long-term lease. This apron will allow the **NFS** and other potential tenants to have a dedicated, reliable parking and operational space, ensuring the airport can accommodate growth in **helicopter services**.

Funding is State Grant of \$2M and City match of \$500K.

### **How this project relates to adopted plans or policies:**

This project aligns with the Northeast Commercial Aerospace Project Area Policy No: 2060, adopted on March 30, 2018, which aims to promote aerospace development in the OGD Airport area. The helicopter parking apron is integral to the economic development strategy outlined in this policy, as it will support helicopter operations and allow for the development of adjacent helicopter hangars, bringing new jobs and attracting business investment to the airport.

### **Consequences of deferring this project to later years:**

Deferring this project will result in the underutilization of the east side of Ogden-Hinckley Airport. Without these infrastructure improvements, the only option will be to demolish existing hangars to create space for new development, which will limit the potential for growth. This helicopter apron is the first step in opening up 16 acres of new aeronautical space, making it a critical investment in the airport's future.

Without the development of this infrastructure, it is unlikely that any meaningful growth will take place, and the airport will miss out on opportunities to attract helicopter-based operations, including potential tenants and the expansion of aviation-related businesses.

### **Current Status of Project and Funding Sources Selected:**

The conceptual design for this project is in progress. This sets the groundwork for the construction of the apron and the development of the adjacent areas.

Funding Sources Selected: State Grant & City Match

### **Concerns or Issues Related to the Operations & Maintenance of This Project:**

If FAA-CIP grant funds are used for the construction of this asphalt apron, the City of Ogden will be responsible for ensuring preventive maintenance is carried out once the apron reaches 7-10 years of age. This maintenance typically includes crack sealing and rejuvenation to extend the life of the pavement.

The good news is that specific tenants leasing portions of the apron, such as the National Forest Service and other commercial operators, will generate ongoing revenue to offset maintenance costs, ensuring the project remains sustainable long-term.

### **Strategic Plan Directive Summary**

**City Image & Reputation:** The construction of a dedicated helicopter parking apron at Ogden-Hinckley Airport will significantly enhance the airport's image by creating a modern, functional space for helicopter operations. This project will improve the overall perception of the airport as a well-maintained and capable facility that is prepared to meet the growing demand for aviation services, including both private and commercial helicopter operations. A well-designed, professional infrastructure improves the city's reputation as a hub for aviation services and reinforces its commitment to quality infrastructure.

**Economic Development:** The development of the helicopter apron supports economic growth by fostering the establishment and expansion of aviation-related businesses, including those in the helicopter sector. By accommodating tenants such as the National Forest Service and other commercial operators, the project will attract new investments, generate lease revenue, and create jobs within the aviation industry. Additionally, the new infrastructure will open up the potential for further expansion of aviation services, contributing to the city's long-term economic vitality.

## Capital Cost

FY2026 Budget

**\$0**

Total Budget (all years)

**\$2.5M**

Project Total

**\$2.5M**

## Detailed Breakdown

Category	FY2027 <i>In Progress</i>	Total
Site Improvements	\$2,375,000	\$2,375,000
Planning & Design	\$125,000	\$125,000
<b>Total</b>	<b>\$2,500,000</b>	<b>\$2,500,000</b>

## Funding Sources

FY2026 Budget

**\$0**

Total Budget (all years)

**\$2.5M**

Project Total

**\$2.5M**

## Detailed Breakdown

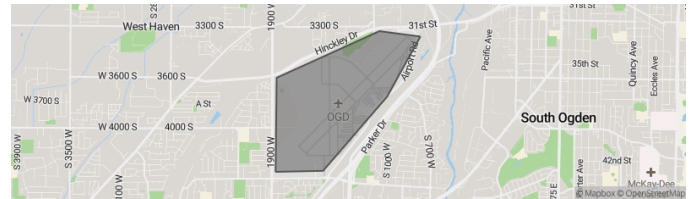
Category	FY2027 <i>In Progress</i>	Total
Grant	\$2,000,000	\$2,000,000
City Funded	\$500,000	\$500,000
<b>Total</b>	<b>\$2,500,000</b>	<b>\$2,500,000</b>

# Airport - Annual FAA-AIP Funded OGD Project

## Overview

<b>Request Owner</b>	Lynn Hinrichs, Airport Project Coordinator
<b>Department</b>	COMMUNITY AND ECONOMIC DEVELOP
<b>Type</b>	Capital Improvement
<b>Project Number</b>	AR077
<b>Request Groups</b>	AR-Airport

## Project Location



## Details

**Fund Type:** Enterprise Funds

**Type of Project:** Airport Project

**Planning Area:** West Ogden

**Redevelopment Area:** Airport CRA

**Project Contact:** Brian Condie

**Project Priority:** Necessary

**Other Resources That Were Explored:** Federal, State, or Local Grant Funds

**Strategic Plan Directive:** Economic Development, City Image & Reputation

### Description & Justification:

The Ogden-Hinckley Airport receives \$1 million annually (except for FY25 & FY26, reduced to \$150K due to loss of commercial service for two years) from the FAA-AIP (Airport Improvement Program), a crucial federal funding source designed to support airport infrastructure improvements. These funds are specifically earmarked for pavement maintenance and rehabilitation, addressing critical areas such as runways, taxiways, and aprons.

To access these federal funds, Ogden City is required to match \$100,000 (or roughly 10%) each year, ensuring that the airport maintains its eligibility for the program and maximizes the available funding. This match is a necessary investment for the city, as it provides access to substantial federal funding that significantly contributes to maintaining and upgrading the airport's infrastructure.

The pavement maintenance and rehabilitation funded by AIP are critical to preserving the safety and operational efficiency of the airport. Regular maintenance ensures that the airport can accommodate the growing needs of both general aviation and commercial aviation while meeting FAA safety standards. The funding supports necessary activities such as pavement crack repairs, asphalt overlays, and concrete panel replacements for key airport areas. These improvements help extend the life of the runway, taxiway, and apron surfaces, reducing the risk of costly repairs and maintaining smooth operations.

This project includes the planning, design, and submission processes required to apply for the annual AIP funding. By continuing to participate in this program and securing the required matching funds, the city ensures that the airport will receive ongoing support for its infrastructure needs. This funding not only supports routine maintenance but also enables the airport to remain competitive and prepared for future growth, ensuring that it can accommodate increasing aviation traffic and continue to serve as a vital transportation hub for the region.

The continued participation in the FAA-AIP program and the timely allocation of matching funds allow Ogden-Hinckley Airport to maintain high standards of safety and service, attracting both aviation businesses and passengers. In turn, this supports the airport's role in the city's economic development, bolstering local job creation, business opportunities, and the overall growth of the aviation sector.

For FY26 we are proposing to use these funds in rehabilitating the terminal parking lot with a slurry seal, restriping, curb & gutter and a little rock mulch. This use is subject to approval by the FAA, which is currently under review.

### How this project relates to adopted plans or policies:

This project is directly related to FAA regulations and adheres to the standards set for airport facilities, including additions, modifications, and expansions. The project is fully consistent with the 2019 Ogden-Hinckley Airport Master Plan, which outlines the continued need for pavement maintenance and infrastructure improvements to ensure the airport can handle the demands of both general aviation and commercial aviation. This annual funding program supports the long-term viability of the airport's infrastructure and ensures the airport remains competitive in providing high-quality aviation services.

### Consequences of deferring this project to later years:

Deferring the annual \$1 million (\$150K for FY25 & FY26) FAA-AIP entitlement funding will result in significant consequences for the airport's infrastructure and its future funding opportunities. If the airport fails to obligate the AIP funds in a given year, it will become ineligible for FAA-AIP discretionary funds in future years, potentially leading to the loss of millions of dollars in additional federal support. This would severely impact the airport's ability to maintain and expand its infrastructure, including critical areas like runways, taxiways, and aprons.

Furthermore, deferring the project would delay necessary maintenance and rehabilitation work, increasing the risk of infrastructure deterioration and potentially creating operational hazards, which would affect airport safety and efficiency.

### Current Status of Project and Funding Sources Selected:

This project represents the **yearly funding** for the **FAA-AIP Plan**, which requires a **9.37%** match from Ogden City to access the federal funds. The project is ongoing and requires annual budgeting and planning to ensure continued access to the entitlement funds.

Funding Sources Selected: FAA, CIP Fund

### Concerns or Issues Related to the Operations & Maintenance of This Project:

Since this is a **recurring project**, it serves as a **place-holder** for the annual **\$1 million FAA entitlement funding** that the **Ogden-Hinckley Airport** receives each year. There are no specific additional expenses associated with this project beyond the required **matching funds**, and no extra costs are anticipated unless unforeseen maintenance needs arise. The project does not pose additional **operational or maintenance concerns** other than ensuring the match is funded and allocated appropriately.

### Strategic Plan Directive Summary

#### City Image & Reputation:

This project plays a critical role in enhancing Ogden-Hinckley Airport's image as a modern, well-maintained, and reliable aviation hub. The pavement maintenance and rehabilitation work ensures that the airport remains safe and operational, presenting a professional image that attracts both aviation businesses and passengers. Consistent upgrades and repairs to the airport infrastructure improve the city's reputation as a forward-thinking, well-managed community that prioritizes high-quality infrastructure. These improvements also support the airport's ability to handle larger aircraft and meet growing aviation demands, reinforcing the city's commitment to maintaining world-class facilities.

#### Economic Development:

This project directly supports economic development by ensuring that Ogden-Hinckley Airport remains operational, safe, and competitive in the aviation industry. By maintaining and rehabilitating essential runways, taxiways, and aprons, this funding supports the airport's long-term growth and expansion. The work aligns with the goals outlined in the OGD Airport Master Plan (2019), which identifies critical infrastructure upgrades as a necessary step in enhancing the airport's capacity and operational efficiency. These upgrades will not only improve the airport's current infrastructure but will also create a solid foundation for future growth, attracting private investment and aviation businesses to the area. By increasing the airport's capacity for both general and commercial aviation, this project helps foster job creation, business opportunities, and increased regional economic activity.



## Capital Cost

FY2026 Budget

**\$166K**

Total Budget (all years)

**\$4.57M**

Project Total

**\$5.67M**

### Detailed Breakdown

Category	FY2026 <i>In Progress</i>	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	FY2029 <i>In Progress</i>	FY2030 <i>In Progress</i>	Total
Site Improvements	\$166,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	<b>\$4,566,000</b>
<b>Total</b>	<b>\$166,000</b>	<b>\$1,100,000</b>	<b>\$1,100,000</b>	<b>\$1,100,000</b>	<b>\$1,100,000</b>	<b>\$4,566,000</b>

## Funding Sources

FY2026 Budget

**\$166K**

Total Budget (all years)

**\$4.57M**

Project Total

**\$5.67M**

### Detailed Breakdown

Category	FY2026 <i>In Progress</i>	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	FY2029 <i>In Progress</i>	FY2030 <i>In Progress</i>	Total
Grant	\$150,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	<b>\$4,150,000</b>
City Funded	\$16,000	\$100,000	\$100,000	\$100,000	\$100,000	<b>\$416,000</b>
<b>Total</b>	<b>\$166,000</b>	<b>\$1,100,000</b>	<b>\$1,100,000</b>	<b>\$1,100,000</b>	<b>\$1,100,000</b>	<b>\$4,566,000</b>



demands of general aviation, commercial aviation, and aviation-related businesses. Demolishing old hangars that are no longer fit for use opens up valuable land that can be redeveloped, helping the airport remain competitive in the aviation industry. This project is a key component of the airport's long-term strategy for growth and modernization.

### Consequences of deferring this project to later years:

Deferring this project will have significant negative consequences for the airport's ability to grow and modernize:

- **Deteriorating infrastructure:** Old, poorly maintained hangars that are left standing will continue to deteriorate, potentially creating safety hazards and giving the airport a negative image.
- **Limited development:** The land occupied by these outdated hangars is needed for higher and better use. Without demolishing these hangars, the airport will be unable to develop this land for new hangars or commercial developments, preventing growth and economic development opportunities.
- **Lost revenue:** By failing to create space for new hangars and developments, the airport risks losing valuable lease revenue and business opportunities. New tenants, including aviation businesses, cannot be attracted without providing modern facilities.
- **Impact on economic self-sufficiency:** Without clearing space for new development, the airport will face challenges in reaching financial self-sufficiency and being able to sustain its operations independently.

### Current Status of Project and Funding Sources Selected:

This project is ongoing, with \$250,000 per year requested for the demolition of old hangars and associated environmental remediation, including asbestos removal. As of January 20, 2021, nearly \$100,000 of the requested funding has been allocated for the demolition of hangars N-850, N-420, S-543, and S-553, as well as the asbestos removal at the Airport Terminal Building.

The next phase includes the demolition of 35 hangars over the next 24 months, with additional hangars scheduled for demolition in the following years. This ongoing work is necessary to support the airport's expansion and modernization plans.

### Concerns or Issues Related to the Operations & Maintenance of This Project:

The demolition of hangars is unlikely to result in any ongoing maintenance costs once the buildings are removed. The revenue generated from new leases on the cleared land will offset any future maintenance costs associated with the newly constructed facilities. Utilities such as water, sewer, power, and natural gas are currently provided to the old hangars; the demolition of these structures will eliminate these costs and reduce the airport's overall operating expenses.

The project will also help alleviate the risk of continued environmental concerns associated with older hangars, including the potential for hazardous materials being left untreated.

### Strategic Plan Directive Summary

#### Community Safety:

This project directly supports community safety by removing old, deteriorating hangars that could pose significant safety hazards to both airport tenants and visitors. The demolition of these unsafe structures is critical for preventing accidents and ensuring that the airport is a safe environment for operations. In addition, this clearing of old hangars will make way for the development of modern infrastructure that can better accommodate the needs of growing aviation activity, ensuring that the airport is able to operate efficiently and safely in the future.

#### City Image & Reputation:

The project will enhance the city's image by improving the appearance and functionality of Ogden-Hinckley Airport. Removing outdated, dilapidated hangars will make the airport appear more professional, organized, and well-maintained, reinforcing the reputation of Ogden as a forward-thinking and reliable aviation hub. The modernized infrastructure will improve the airport's overall attractiveness to potential aviation businesses and investors, helping to foster a positive image for the city and its growing aviation sector.

#### Economic Development:

The project is strongly aligned with the city's economic development goals, as it supports the expansion and modernization of Ogden-Hinckley Airport. By clearing space for new, functional hangars and aviation-related facilities, the project creates opportunities for new

investments and businesses in the aviation sector. The airport will be able to attract more aviation tenants, service providers, and job opportunities, contributing to the growth of the local economy and positioning Ogden as an important aviation center in the region.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$1M	\$1.25M

Detailed Breakdown

Category	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	FY2029 <i>In Progress</i>	FY2030 <i>In Progress</i>	Total
Site Improvements	\$250,000	\$250,000	\$250,000	\$250,000	\$1,000,000
Total	\$250,000	\$250,000	\$250,000	\$250,000	\$1,000,000

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$1M	\$1.25M

Detailed Breakdown

Category	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	FY2029 <i>In Progress</i>	FY2030 <i>In Progress</i>	Total
City Funded	\$250,000	\$250,000	\$250,000	\$250,000	\$1,000,000
Total	\$250,000	\$250,000	\$250,000	\$250,000	\$1,000,000

# Nine Rails Public Realm Improvements

## Overview

<b>Request Owner</b>	Sara Meess, BUSINESS DEVEL. MANAGER
<b>Department</b>	COMMUNITY AND ECONOMIC DEVELOP
<b>Type</b>	Capital Improvement
<b>Project Number</b>	CD002
<b>Request Groups</b>	CD-Community & Economic Development
<b>Estimated Start Date</b>	06/1/2020
<b>Estimated Completion Date</b>	06/30/2029

## Project Location



## Details

**Fund Type:** General CIP

**Type of Project:** Public Realm Improvements

**Planning Area:** CBD

**Redevelopment Area:** Adams CRA

**Project Contact:** Sara Meess

**Project Priority:** Desirable

### Description & Justification:

One of the components of the Nine Rails Creative District Master Plan is public realm improvements along 25th Street, Ogden Ave, and other streets in the district. This CIP funding request is for additional public realm improvements, with elements such as wayfinding, landscaping, lighting, and art areas. The public realm improvements are important to the success of the Nine Rails Creative District and will also support the new BRT project. These improvements are important to supporting development of the Nine Rails Creative District, and will enhance existing district assets such as the Dumke Arts Plaza, the Corner Plaza, the Monarch, and PLATFORMS.

### How this project relates to adopted plans or policies:

The Nine Rails public realm improvements supports multiple objectives of the CBD Community Plan. 15.B.1.E expresses the objective to "enhance the cultural qualities of downtown by introduction of art in the form of sculpture and murals in and around public walks and gathering spots to enliven areas." The public realm improvements would create areas where public art could become part of the community's daily experience. 15.B.8 notes the importance of pedestrian linkages between significant locations within the CBD. "One of the hallmarks of a thriving downtown is its pedestrian activity. This is a function not only dependent on commerce or daytime and nighttime population but also the quality of the walking experience and the variety of things to see and discover along the walk." The public realm improvements will generate additional pedestrian activity and enhance the connection between the CBD and the East Central neighborhood. The Nine Rails Creative District Master Plan also identifies streetscape improvements, wayfinding, and art installations/projects throughout the district as a high priority.

### Consequences of deferring this project to later years:

**Other Resources That Were Explored:** City Funds (General Funds/BDO Lease Revenue/Other)

**Strategic Plan Directive:** Economic Development

**Strategic Plan Directive Summary:** The Nine Rails public realm improvements will support continued reinvestment in Nine Rails and the Adams Avenue CRA.

The 25th Street roadway improvements for the BRT project included only minimal or temporary improvements to the adjacent public realm. If the public realm improvements are deferred until later years, this would significantly degrade the community's experience of the Nine Rails district and the new BRT project. Deferring the project would also make it more difficult to attract investment to the Nine Rails district and Adams CRA.

Current Status of Project and Funding Sources Selected:

The city contracted a design firm to develop conceptual designs for the public realm improvements on 25th Street and Ogden Ave. The conceptual designs were completed in January 2021. Streetscape improvements to the north end of Ogden Ave. (from 25th Street to ~160 ft south) were completed in October 2022. The remainder of the 2500 block of Ogden Ave was also repaved in 2022. New landscaping and art areas were installed on the 400 block of 25th Street in 2024. Prior year CIP funds are still available to fund future public realm improvements in the Nine Rails Creative District, such as district wayfinding, landscape improvements to the 500 block of 25th Street, further improvements to the 2500 Block of Ogden Ave, or other public realm enhancements. No new funds are requested for FY26, but may be requested if needed in future years.

Funding Source Selected: CIP FUND

Concerns or Issues Related to the Operations & Maintenance of This Project:

Operating revenue to support the Nine Rails public realm improvements could be funded from TIF (Adams CRA).

As we fund further public realm improvements, we need to ensure that we don't exceed our organizational capacity to operate and maintain these new spaces.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$0	\$0	\$100K

Detailed Breakdown

Category	FY2026 In Progress	Total
Site Improvements	\$0	\$0
Total	\$0	\$0

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$0	\$0	\$100K

Detailed Breakdown

Category	FY2026 In Progress	Total
City Funded	\$0	\$0
Total	\$0	\$0

## Operational Costs

FY2026 Budget

**\$15K**

Total Budget (all years)

**\$75K**

Project Total (to date)

**\$90K**

### Detailed Breakdown

Category	FY2026 <i>In Progress</i>	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	FY2029 <i>In Progress</i>	FY2030 <i>In Progress</i>	Total
Operations/Maintenance	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$75,000
<b>Total</b>	<b>\$15,000</b>	<b>\$15,000</b>	<b>\$15,000</b>	<b>\$15,000</b>	<b>\$15,000</b>	<b>\$75,000</b>

## Operating Revenue

FY2026 Budget

**\$15K**

Total Budget (all years)

**\$75K**

Project Total (to date)

**\$90K**

### Detailed Breakdown

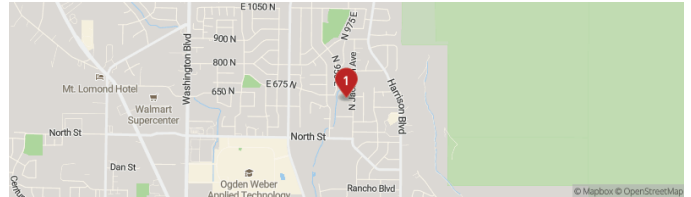
Category	FY2026 <i>In Progress</i>	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	FY2029 <i>In Progress</i>	FY2030 <i>In Progress</i>	Total
General Fund Taxes	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$75,000
<b>Total</b>	<b>\$15,000</b>	<b>\$15,000</b>	<b>\$15,000</b>	<b>\$15,000</b>	<b>\$15,000</b>	<b>\$75,000</b>

# 600 North Jackson Infill Site

## Overview

<b>Request Owner</b>	Jeremy Smith, COMMUNITY DEV. MANAGER
<b>Department</b>	COMMUNITY AND ECONOMIC DEVELOP
<b>Type</b>	Capital Improvement
<b>Project Number</b>	CD006
<b>Request Groups</b>	CD-Community & Economic Development

## Project Location



## Details

**Fund Type:** General CIP

**Type of Project:** Infrastructure (Roadway, Sidewalks, Utilities)

**Planning Area:** Mt Lewis

**Redevelopment Area:** None

**Project Contact:** JEREMY SMITH

**Project Priority:** Necessary

**Other Resources That Were Explored:** City Funds (General Funds/BDO Lease Revenue/Other), Enterprise Funds

**Strategic Plan Directive:** City Image & Reputation, Economic Development

### Description & Justification:

Construct a new public street and all necessary improvements for a 29 + /- home subdivision. This vacant land parcel was acquired by Ogden City after the Ogden School District released it as surplus property. Ogden City Council has established this as a priority project for housing development through their deliberations on the acquisition. Ogden City will develop and construct new single family homes as part of the Quality Neighborhoods Initiative. Homes will be targeted toward moderate-income homebuyers. The surrounding neighborhood is in need of revitalization and will benefit from the high quality design and materials used for this project. The project will be accessed through Jackson Ave, which is only partially completed and has deteriorated. In addition to the new street, this project would complete the frontage on Jackson Ave by installing the missing curb and gutter, sidewalk, and repaving the entire street section. This project would also address the ongoing maintenance issues of the canal that runs along the west property line by piping the canal over the project area.

### How this project relates to adopted plans or policies:

This represents expanding the reach of Quality Neighborhoods Initiative efforts throughout the City.

### Consequences of deferring this project to later years:

Neighborhood deterioration continues. Community Development Division is staged for undertaking this project in a timely manner. City Council intended to undertake this project when land was acquired, and delays would counteract that intent.

### Current Status of Project and Funding Sources Selected:

Acquisition is complete. Project design, Civil Engineering, and Geotechnical analysis are underway. Estimated to have plat and improvements plans completed by Spring 2025.

Development Budget is based on current engineers' estimates. Proposed funding sources are as follows:



CD086 INFILL - SANITARY SEWER = \$100,000

CD086 INFILL - WATER = \$100,000

CD006 - CIP Funds \$100,000 (Allocated in FY24)

New CIP Funds - \$1,169,000

Concerns or Issues Related to the Operations & Maintenance of This Project:

The new development will have a warranty period where no operational cost would be required after its completion per city standard. Ongoing maintenance costs include maintaining and servicing new public street and city services for approximately 29 new residential homes.

Strategic Plan Directive Summary

This project represents expanding the reach of Quality Neighborhoods Initiative efforts throughout the City.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$1.14M	\$1.14M

Detailed Breakdown

Category	FY2027 In Progress	FY2028 In Progress	Total
Site Improvements	\$200,000	\$935,000	\$1,135,000
Total	\$200,000	\$935,000	\$1,135,000

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$1.14M	\$1.14M

Detailed Breakdown

Category	FY2027 In Progress	FY2028 In Progress	Total
City Funded	\$0	\$935,000	\$935,000
Enterprise	\$200,000	\$0	\$200,000
Total	\$200,000	\$935,000	\$1,135,000

## Project Timeline

- **11/8/2024**

With a FY26 Award, Development portion of the project is estimated to begin August 2025 and be completed the following Spring 2026. The home construction phase would begin immediately after public improvements are complete and take approximately 2-3 years depending on the sales rate of homes.

# Dumke Arts Plaza - Reserve Fund

## Overview

<b>Request Owner</b>	Sara Meess, BUSINESS DEVEL. MANAGER
<b>Department</b>	COMMUNITY AND ECONOMIC DEVELOP
<b>Type</b>	Capital Improvement
<b>Project Number</b>	CD007
<b>Request Groups</b>	CD-Community & Economic Development
<b>Estimated Start Date</b>	07/1/2023
<b>Estimated Completion Date</b>	06/30/2043

## Project Location

445 25th Street



## Details

**Fund Type:** General CIP

**Type of Project:** Existing Building Improvements

**Planning Area:** CBD

**Redevelopment Area:** Adams CRA

**Project Contact:** Sara Meess

**Project Priority:** Necessary

**Other Resources That Were Explored:** Other

**Strategic Plan Directive:** City Image & Reputation

### Description & Justification:

In a 2020 Memorandum of Understanding to initiate development of the Dumke Arts Plaza, Ogden City recognized the importance of establishing a reserve fund to fund major replacements and upgrades at the plaza over time. In 2022, CED commissioned a reserve study to identify the basis cost of key plaza components and to develop a repair & replacement schedule for the next 30 years. We propose to fund the reserve fund by making annual contributions from the Adams CRA to this CIP, and making three larger one-time CIP requests. The annual contribution from the Adams CRA started at \$50,000 in FY24 and will escalate at 3.25% annually. The contribution to this CIP for FY26 would be \$53,303 from the Adams CRA.

### How this project relates to adopted plans or policies:

The plaza supports multiple objectives of the CBD Community Plan. 15.B.1.E expresses the objective to enhance the cultural qualities of downtown by introduction of art in the form of sculpture and murals in and around public walks and gathering spots to enliven areas. 15.B.8 notes the importance of pedestrian linkages between significant locations within the CBD. One of the hallmarks of a thriving downtown is its pedestrian activity. This is a function not only dependent on commerce or daytime and nighttime population but also the quality of the walking experience and the variety of things to see and discover along the walk. 15.B.9.B.2 states the objective to create an "Arts and Entertainment" area(s) specifically around 24th and 25th Streets. The plaza reserve fund will support these objectives by sustaining opportunities for public art, generating additional pedestrian activity through public realm improvements, and enhancing the connection between the CBD and the East Central neighborhood. The reserve fund will also sustain the plaza as a key project in the Nine Rails Creative District Master Plan.

### Consequences of deferring this project to later years:

The project partners that funded and otherwise contributed to the Dumke Arts Plaza have an expectation that a reserve fund will be established to support the plaza. Deferring the project could damage relationships with key partners and donors; additionally, it could result in deterioration of a key asset of the Nine Rails Creative District.

Current Status of Project and Funding Sources Selected:

The Dumke Arts Plaza is constructed. Ongoing maintenance is being funded through the Adams CRA under this CIP. The reserve fund is being established to ensure that funding is in place for major repairs and replacements that may be needed over the next 30 years.

The annual contribution to the Dumke Arts Plaza reserve fund is funded by TIF from the Adams CRA. We also anticipate requesting 3 larger contributions from City CIP funds, including a contribution of \$275,000 in FY2029.

Concerns or Issues Related to the Operations & Maintenance of This Project:

NOTE: annual maintenance costs are funded by TIF from the Adams CRA. Maintenance costs are projected to escalate by 3.25% per year.

Strategic Plan Directive Summary

The reserve fund is needed to ensure that the Dumke Arts Plaza contributes to the city's image and reputation for years to come.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$53.3K	\$560K	\$611K

Detailed Breakdown

Category	FY2026 <i>In Progress</i>	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	FY2029 <i>In Progress</i>	FY2030 <i>In Progress</i>	Total
Equipment	\$53,300	\$55,050	\$56,825	\$333,675	\$60,775	\$559,625
Total	\$53,300	\$55,050	\$56,825	\$333,675	\$60,775	\$559,625

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$53.3K	\$560K	\$611K

Detailed Breakdown

Category	FY2026 <i>In Progress</i>	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	FY2029 <i>In Progress</i>	FY2030 <i>In Progress</i>	Total
Tax Increment Financing (TIF)	\$53,300	\$55,050	\$56,825	\$58,675	\$60,775	\$284,625
City Funded	\$0	\$0	\$0	\$275,000	\$0	\$275,000
Total	\$53,300	\$55,050	\$56,825	\$333,675	\$60,775	\$559,625

Operational Costs

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$31.9K	\$170K	\$251K

Detailed Breakdown

Category	FY2026 <i>In Progress</i>	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	FY2029 <i>In Progress</i>	FY2030 <i>In Progress</i>	Total
Operations/Maintenance	\$31,875	\$32,925	\$34,000	\$35,100	\$36,250	\$170,150
Total	\$31,875	\$32,925	\$34,000	\$35,100	\$36,250	\$170,150

# Historic 25th Street Revitalization

## Overview

<b>Request Owner</b>	Taylor Nielsen, City Engineer
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	CD008
<b>Request Groups</b>	EN-Engineering
<b>Estimated Start Date</b>	01/1/2025
<b>Estimated Completion Date</b>	11/30/2028

## Project Location



## Details

**Fund Type:** General CIP

**Type of Project:** Infrastructure (Roadway, Sidewalks, Utilities), Public Realm Improvements, Road/Sidewalk Reconstruction

**Planning Area:** CBD

**Redevelopment Area:** None

**Project Contact:** Taylor Nielsen

**Project Priority:** Desirable

**Other Resources That Were Explored:** City Funds (General Funds/BDO Lease Revenue/Other)

**Strategic Plan Directive:** City Image & Reputation, Economic Development

## Description & Justification:

### Project Description, Purpose, and Justification

The **Historic 25th Street Revitalization** is a key initiative in Episode 1 of the MAKE Ogden Plan, aiming to transform 25th Street into a vibrant, pedestrian-friendly corridor that connects existing and emerging developments in Downtown Ogden. The purpose of this project is to create a unified, engaging environment along 25th Street that enhances mobility, encourages community engagement, and supports local businesses. This project responds to Ogden's need for a central, active link between multiple Redevelopment Agency (RDA) projects, establishing 25th Street as a dynamic spine that reinforces Downtown Ogden's appeal as a destination for residents, visitors, and businesses alike.

### Alignment with Council Policies and City Plans

The project aligns with Ogden City's existing council policies and the MAKE Ogden Downtown Master Plan, which emphasizes the development of a connected, economically vibrant downtown core. It supports the council's strategic objectives to increase pedestrian access, enhance public safety, and foster economic vitality in Ogden's historic areas. By improving infrastructure, walkability, and visual appeal, this project advances directives focused on sustainable growth and community connectivity in line with the city's long-term vision for downtown development.

### Timing Requirements and Consequences of Deferral

Given the ongoing RDA projects and the growing visitor traffic, the timing of the 25th Street Promenade Project is critical. Immediate action is needed to ensure that 25th Street's infrastructure and amenities can accommodate increased activity while maintaining the area's safety, accessibility, and aesthetic quality. Deferring this project could result in missed opportunities to fully integrate 25th Street with surrounding RDA developments, potentially diminishing the appeal and function of this central corridor. Delay would likely lead to higher future costs as infrastructure ages and traffic demands increase, impacting both pedestrian safety and downtown connectivity.

### Current Status and Schedule

Currently, the Historic 25th Street Revitalization is in the planning phase, with initial design concepts under review to align with MAKE Ogden's

objectives. The anticipated schedule includes completing the design phase by the end of this fiscal year, with phased construction beginning in the subsequent year. Each phase will prioritize minimal disruption to local businesses and residents, ensuring the street remains accessible and vibrant throughout the improvement process.

### How this project relates to adopted plans or policies:

The **Historic 25th Street Revitalization** directly supports the goals and directives outlined in Ogden City's MAKE Ogden Downtown Master Plan. This project aligns with council policies by prioritizing the revitalization of a historic corridor in downtown, enhancing pedestrian accessibility, promoting local business growth, and reinforcing public safety.

As a key component of Episode 1 in the MAKE Ogden Plan, the project implements the city's commitment to creating a connected, economically vibrant downtown core. By focusing on infrastructure improvements that support walkability, public engagement, and community connectivity, the project also meets council objectives for sustainable growth and aligns with city-adopted policies on urban mobility and historic preservation. The improvements to 25th Street ensure that this vital corridor remains an active link among RDA projects and a central draw for both residents and visitors, maintaining its essential role in Ogden's economic and cultural landscape.

### Consequences of deferring this project to later years:

Deferring the **Historic 25th Street Revitalization** would have significant consequences on both infrastructure and community engagement in Ogden's downtown. The materials and utilities along 25th Street are already showing signs of deterioration, with infrastructure that is increasingly inadequate to support the growing volume of people, events, and visitors that contribute to downtown's vibrancy. Continued deferral would exacerbate these issues, placing a heightened maintenance burden on the city and limiting the functionality of Ogden's most iconic street.

As surrounding RDA projects and investments continue, delaying upgrades to 25th Street would risk creating a disconnect between this central corridor and the newly developed, revitalized areas around it. This could lead to decreased appeal and potential economic impacts on local businesses reliant on a high volume of visitors. Addressing these needs promptly aligns with city objectives to enhance connectivity, safety, and economic vitality, and ensures that 25th Street remains a lively, attractive destination within Ogden's downtown core.

### Current Status of Project and Funding Sources Selected:

The **Historic 25th Street Revitalization** is currently in the preliminary stages, with initial design and draft schematics already completed. The next phase of the project, pending future funding, will involve finalizing these schematic plans, developing detailed construction drawings, and proceeding with street-grade improvements essential for enhancing accessibility and infrastructure.

The anticipated schedule includes securing additional funding in the upcoming fiscal year to allow for the completion of design work and construction planning. Once funding is allocated, construction is expected to proceed in phases to minimize disruption, with an emphasis on maintaining pedestrian and business access throughout the duration of the project. This phased approach will ensure that improvements align with the city's strategic objectives for downtown enhancement and connectivity.

### Perpetual Project Proposed 5 Year Schedule

If funded fully, the Historic 25th Street Revitalization Project will follow a phased approach over the next five years, as detailed below:

#### 1. FY2025-FY2026:

- **Design Phase:** The project is currently under design, with the schematic design and construction documents anticipated to be completed during this period. Detailed plans will align with the objectives of the MAKE Ogden Master Plan, coordinate with other downtown partners, and focus on ensuring minimal disruption during phased construction.

#### 2. FY2027:

- **Phase 1 Construction:** Construction will commence on the section of 25th Street from **Grant Avenue to Lincoln Avenue**. This phase will prioritize critical infrastructure upgrades, pedestrian enhancements, and streetscape improvements to support the

surrounding RDA projects.

3. **FY2028:**

- **Phase 2 Construction:** The second phase will address two segments:
  - **Lincoln Avenue to Wall Avenue:** Focus on completing infrastructure and streetscape upgrades to ensure connectivity between revitalized areas.
  - **Grant Avenue to Washington Boulevard:** Improvements will align with the new developments and enhance access to surrounding amenities.

4. **FY2029-FY2030:**

- **Project Completion and Enhancements:** Final touches and enhancements, including signage, lighting, and landscaping, will be implemented. Additional work may address minor improvements based on community feedback and post-construction evaluations.

By adopting this phased schedule, the project ensures that 25th Street evolves into a cohesive, pedestrian-friendly corridor that connects Downtown Ogden's historic charm with modern functionality while minimizing disruptions to businesses and residents.

### Concerns or Issues Related to the Operations & Maintenance of This Project:

The revitalization of Historic 25th Street will require increased attention to operations and maintenance, including enhanced care for new streetscape elements, pedestrian infrastructure, and utility upgrades. These improvements are expected to result in higher ongoing costs for cleaning, repairs, landscaping, and lighting to preserve the street's functionality and aesthetic appeal.

1. **Streetscape Maintenance:**

- **Landscaping:** Maintenance of new plantings, trees, and greenery along the corridor, including irrigation, pruning, and seasonal upkeep. Estimated cost: \$10,000–\$20,000 annually, depending on the extent of landscaping.
- **Street Cleaning:** Regular cleaning of enhanced pedestrian pathways, sidewalks, and streets. Additional costs for labor and equipment could range from \$5,000–\$10,000 annually.

2. **Lighting and Safety Features:**

- **Lighting Upgrades:** Maintenance and replacement of enhanced or decorative streetlights. Estimated cost: \$5,000–\$8,000 annually.
- **Signage and Safety Features:** Repairs or replacements for wayfinding signs, benches, and pedestrian safety features. Estimated cost: \$2,000–\$5,000 annually.

3. **Event-Driven Maintenance:**

- Increased maintenance demands during and after events held on 25th Street, such as festivals or markets, including temporary waste removal and cleaning. Additional costs may range from \$3,000–\$7,000 annually depending on event frequency.

4. **Administrative and Operational Costs:**

- **Staffing:** Increased labor for maintenance crews or contracting additional services. This could add \$15,000–\$30,000 annually depending on the level of maintenance required.
- **Materials and Equipment:** Ongoing costs for materials such as paint for markings, replacement pavers, or specialized tools for new features.

### Projected Total Annual Increase in Maintenance Costs:

- Estimated range: **\$40,000–\$80,000 annually.**

These figures would depend on the scope of the completed improvements, the extent of enhancements like landscaping or lighting, and the level of activity on 25th Street.



By planning for these increased costs and exploring collaborative funding solutions, the city can ensure the long-term success and sustainability of this key downtown corridor.

### Strategic Plan Directive Summary

The improvements to 25th Street are fundamental to the **MAKE Ogden Master Plan**, which prioritizes revitalizing the downtown core to enhance connectivity, economic vitality, and community engagement. This project aligns directly with Ogden City's **Strategic Plan Directives**:

#### 1. City Image & Reputation:

- Revitalizing 25th Street reinforces Ogden's identity as a vibrant, historic, and forward-thinking community.
- Enhancements to infrastructure, walkability, and aesthetics will strengthen the city's reputation as a desirable destination for residents, visitors, and businesses.

#### 2. Economic Development:

- Upgrading 25th Street supports local businesses by increasing foot traffic and accessibility.
- The improvements will create opportunities for new investments, furthering Ogden's vision of a thriving downtown economy.

#### 3. Community Safety:

- Infrastructure upgrades, such as improved pedestrian pathways and lighting, will enhance safety for all users, creating a welcoming environment for residents and visitors.

By improving this iconic corridor, the project advances Ogden's strategic goals to foster a connected, vibrant, and economically dynamic community while maintaining its rich historical character.

### Additional History of Project

This project was known as 25th Street Right of Way Improvements.

#### Projected Total Annual Increase in Maintenance Costs:

- Estimated range: **\$40,000–\$80,000 annually.**

These figures would depend on the scope of the completed improvements, the extent of enhancements like landscaping or lighting, and the level of activity on 25th Street.

To address these financial impacts, the city may need to explore funding strategies across multiple departments. A potential solution could involve implementing a special assessment for property owners in the 25th Street area to help offset the increased maintenance costs. However, this approach would require careful consideration of the political implications and community response, as it could pose challenges for acceptance among stakeholders.

## Capital Cost

FY2026 Budget

**\$0**

Total Budget (all years)

**\$6.63M**

Project Total (to date)

**\$7.28M**

### Detailed Breakdown

Category	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	FY2029 <i>In Progress</i>	FY2030 <i>In Progress</i>	Total
Construction	\$1,875,000	\$1,875,000	\$1,875,000	\$1,000,000	\$6,625,000
Planning & Design	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$1,875,000</b>	<b>\$1,875,000</b>	<b>\$1,875,000</b>	<b>\$1,000,000</b>	<b>\$6,625,000</b>

## Funding Sources

FY2026 Budget

**\$0**

Total Budget (all years)

**\$6.63M**

Project Total (to date)

**\$7.28M**

### Detailed Breakdown

Category	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	FY2029 <i>In Progress</i>	FY2030 <i>In Progress</i>	Total
City Funded	\$1,875,000	\$1,875,000	\$1,875,000	\$1,000,000	\$6,625,000
<b>Total</b>	<b>\$1,875,000</b>	<b>\$1,875,000</b>	<b>\$1,875,000</b>	<b>\$1,000,000</b>	<b>\$6,625,000</b>

## Operational Costs

FY2026 Budget

**\$0**

Total Budget (all years)

**\$100K**

Project Total

**\$140K**

### Detailed Breakdown

Category	FY2028 <i>In Progress</i>	FY2029 <i>In Progress</i>	FY2030 <i>In Progress</i>	Total
Operations/Maintenance	\$20,000	\$40,000	\$40,000	\$100,000
<b>Total</b>	<b>\$20,000</b>	<b>\$40,000</b>	<b>\$40,000</b>	<b>\$100,000</b>

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- Improve **pedestrian and transit accessibility**, supporting active transportation options.
- Increase the **economic value** of The Junction by attracting more tenants, customers, and visitors.
- Strengthen The Junction's **competitive position** as a premier urban destination in the region.

### Funding and Timeline

To achieve these goals, the project requests funding over three fiscal years:

- **FY2026:** \$300,000
- **FY2027:** \$300,000
- **FY2028:** \$300,000

These investments are critical for maintaining The Junction's functionality, appeal, and long-term viability as a key part of Ogden's downtown revitalization efforts.

### How this project relates to adopted plans or policies:

This project aligns directly with Ogden City's adopted plans and policies, emphasizing the importance of enhancing urban districts to support economic vitality, community connectivity, and public safety. Specifically:

#### 1. Design and Development Plan for Blocks 32 & 39:

The proposed improvements at The Junction are integral to the broader design and development strategy for Blocks 32 & 39. This plan prioritizes enhancing the area's streetscape, public realm, and connectivity to create a cohesive and vibrant urban environment.

#### 2. Ogden General Plan (8.G.2.B):

Section 8.G.2.B of the General Plan highlights the importance of reinvestment in urban areas, with a focus on creating pedestrian-friendly environments, improving aesthetics, and supporting local businesses. This project embodies these objectives by integrating Bus Rapid Transit (BRT) infrastructure into The Junction, enhancing the streetscape along 23rd Street, and improving safety and accessibility for pedestrians.

#### 3. Strategic Alignment with Transit-Oriented Development (TOD):

This project supports Ogden's TOD goals by leveraging the BRT station along 23rd Street to create a more accessible and sustainable urban corridor. Integrating transit infrastructure with streetscape enhancements ensures that The Junction remains a central hub for connectivity and economic activity.

#### 4. Economic Development Objectives:

This initiative is critical for maintaining The Junction's competitive edge as a regional destination. By addressing deferred maintenance and enhancing the public realm, the project aligns with council priorities to attract businesses, residents, and visitors, fostering long-term economic growth.

Through these targeted investments, this project supports Ogden City's vision for a vibrant, connected, and sustainable downtown while ensuring The Junction continues to be a premier destination for the community.

### Consequences of deferring this project to later years:

Deferring this project would have significant impacts on both the functionality and appearance of The Junction, leading to a cascade of negative effects:

#### 1. Inconsistent Streetscape and Development:

The completion of the 23rd Street corridor and the BRT stop at The Junction will only partially address the area's needs. Without the city's investment to connect the streetscape and integrate alterations made by the station development, the result would be a disjointed and incomplete appearance. This inconsistency undermines the planned and cohesive look of the district, diminishing its visual and functional appeal.

#### 2. Economic Risks:

Failing to complete these upgrades could result in a loss of confidence in The Junction as a premier destination. This perception could lead to decreased customer traffic, a decline in tenant retention, and eventual property devaluation. Businesses rely on a well-

maintained and visually appealing environment to attract patrons and ensure their sustainability. Delays in these enhancements risk compromising the economic vitality of the district.

### 3. Impact on Competitive Positioning:

The Junction competes with other regional destinations for visitors, tenants, and investors. Without constant reinvestment and updates, its competitive edge diminishes. A lack of improvements could drive customers and tenants to other locations, jeopardizing The Junction's position as a leading dining, entertainment, living, and shopping district.

### 4. Increased Future Costs:

Deferring this project would likely result in higher costs in the future. As infrastructure continues to age and maintenance needs accumulate, addressing these issues later would require more extensive—and expensive—interventions. Additionally, the lack of timely action may lead to inefficiencies, as piecemeal updates become necessary to address urgent problems.

### 5. Community and Transit Integration:

The BRT station on 23rd Street represents a major transit investment in The Junction. Failing to align the streetscape with this infrastructure could hinder its effectiveness, reducing the station's potential to enhance pedestrian access and connectivity. A disjointed or unfinished appearance would undermine public perception of both The Junction and the city's commitment to integrated urban development.

## Current Status of Project and Funding Sources Selected:

The Junction Enhancement project is currently in the planning phase, with an estimated budget of \$300,000 allocated for each fiscal year from 2026 through 2028. These funds will support sidewalk and right-of-way improvements along 23rd Street and Kiesel Avenue.

Design efforts will begin once funding is secured, with construction phases scheduled to align with the BRT station development timeline. The phased approach ensures integration with the station's infrastructure while minimizing disruption to businesses and public access in the area.

### Funding Source:

The requested funding for this project will come from the General CIP Fund. Additional funding opportunities, such as state or federal grants, will be explored to maximize resources and expedite project completion.

This schedule allows for a systematic enhancement of the area, ensuring cohesive development and alignment with the city's broader strategic goals for The Junction and downtown Ogden.

Update Funding. No Money in 2025- updated funds.

Funding Sources selected = CIP Fund

## Concerns or Issues Related to the Operations & Maintenance of This Project:

Present CAM (Common Area Maintenance) charges are currently allocated for the maintenance of the parking structure within The Junction. However, recalculation and reallocation of these charges will be necessary to include the additional spaces and enhancements resulting from this project.

Increased maintenance requirements, such as upkeep for updated sidewalks, lighting, security features, and landscaping along 23rd Street and Kiesel Avenue, will need to be addressed. Ensuring these costs are distributed equitably among stakeholders while maintaining financial sustainability will require a coordinated effort between city staff and property owners.

Properly addressing these concerns will help preserve the long-term functionality, aesthetic appeal, and overall value of The Junction as a premier destination.

## Strategic Plan Directive Summary

**City Image & Reputation:**

The proposed improvements to The Junction align with the City Image & Reputation directive by ensuring the area remains visually appealing, modern, and inviting. Enhancements to sidewalks, lighting, and overall aesthetics will elevate the experience for visitors and residents, reinforcing Ogden's reputation as a vibrant and forward-thinking city.

**Economic Development:**

Upgrades to The Junction support the Economic Development directive by attracting new businesses, retaining tenants, and increasing foot traffic. These improvements will enhance the district's competitiveness, stimulate commercial activity, and drive sustained growth in the area.

**Community Safety:**

By addressing infrastructure needs and improving lighting and security, this project also promotes Community Safety. Safer walkways, well-lit public spaces, and thoughtful design reduce risks for pedestrians and foster a sense of security, contributing to a welcoming environment for all who visit The Junction.

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**Capital Cost**

FY2026 Budget

**\$0**

Total Budget (all years)

**\$900K**

Project Total

**\$900K**

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**Detailed Breakdown**

Category	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	FY2029 <i>In Progress</i>	Total
Site Improvements	\$300,000	\$300,000	\$300,000	\$900,000
<b>Total</b>	<b>\$300,000</b>	<b>\$300,000</b>	<b>\$300,000</b>	<b>\$900,000</b>

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**Funding Sources**

FY2026 Budget

**\$0**

Total Budget (all years)

**\$900K**

Project Total

**\$900K**

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**Detailed Breakdown**

Category	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	FY2029 <i>In Progress</i>	Total
City Funded	\$300,000	\$300,000	\$300,000	\$900,000
<b>Total</b>	<b>\$300,000</b>	<b>\$300,000</b>	<b>\$300,000</b>	<b>\$900,000</b>

# Infill Development Infrastructure

## Overview

<b>Request Owner</b>	Jared Johnson, CED DEPUTY DIRECTOR
<b>Department</b>	COMMUNITY AND ECONOMIC DEVELOP
<b>Type</b>	Capital Improvement
<b>Project Number</b>	CD086
<b>Request Groups</b>	CD-Community & Economic Development

## Details

**Fund Type:** General CIP

**Project Contact:** Jared Johnson

**Type of Project:** Infrastructure (Roadway, Sidewalks, Utilities)

**Project Priority:** Necessary

**Planning Area:** None

**Other Resources That Were Explored:** Enterprise Funds

**Redevelopment Area:** None

**Strategic Plan Directive:** Economic Development, City Image &  
Reputation

### Description & Justification:

This project provides annual funding for the installation and upgrade of public sewer and water infrastructure to support infill and redevelopment initiatives throughout Ogden City. Scheduled to require an allocation of \$200,000 annually (\$100,000 each from the water enterprise fund and sanitary sewer enterprise fund) over a 10-year period, this initiative addresses critical infrastructure needs that enable the city's growth and development goals.

Infill development plays a crucial role in revitalizing Ogden's neighborhoods, creating new housing opportunities, and advancing redevelopment projects. Many of these efforts require significant investment in sanitary sewer and water main lines within public roadways to ensure adequate utility service. In some cases, these needs arise sooner than anticipated by the current Sanitary Sewer or Water Master Plans. This project bridges that gap, enabling timely infrastructure improvements to support redevelopment timelines.

Key benefits of this project include:

- **Enhanced System Connectivity:** New infrastructure improves connectivity and resilience within the water system at the neighborhood level.
- **Support for Redevelopment Projects:** By addressing utility needs for infill projects, the city ensures the viability of redevelopment initiatives that expand housing and economic opportunities.
- **Responsive Utility Upgrades:** Provides flexibility to address unplanned infrastructure needs in areas not scheduled for improvements in the next two years.

Funding will be coordinated with the City Engineer to address issues such as backups, pressure loss, flow availability, and other system-related concerns. This proactive approach minimizes disruptions, supports timely development, and ensures long-term reliability of the city's utility infrastructure.

**How this project relates to adopted plans or policies:**

This project aligns with the **Land Use Section** of Ogden City's General Plan, which emphasizes the importance of **downtown housing and infill housing** as key strategies for accommodating projected growth. The General Plan highlights the need for strategies that support infill construction, redevelopment, and rehabilitation at densities appropriate to specific sites while considering adjacent development patterns.

Additionally, the **East Central Community Plan** reinforces the value of developing vacant interior block spaces into single-family homes, accessible via new public streets. This vision requires corresponding public infrastructure, including sanitary sewer and water main lines, to ensure that new developments are adequately supported.

By providing the necessary funding for water and sewer infrastructure in these infill and redevelopment areas, this project directly supports the city's goals of promoting growth, improving housing opportunities, and enhancing neighborhood connectivity. These efforts align with the city's overarching policies to facilitate sustainable development while maintaining high-quality utility services for current and future residents.

### **Consequences of deferring this project to later years:**

Deferring this project would significantly constrain the rate at which new development can be established in Ogden City. The extensive costs associated with land acquisition and the removal of existing structures already create substantial barriers to redevelopment. Without the timely availability of enterprise funds to assist with the construction of on- and off-site public water and sanitary sewer utilities, many of these projects would become financially unfeasible.

Delays in providing essential infrastructure could discourage private investment, stall redevelopment efforts, and limit opportunities to create new housing and economic growth. Additionally, deferral would undermine the city's ability to address urgent utility needs that arise in redevelopment areas or infill projects, potentially leading to service disruptions or missed opportunities for enhancing system connectivity. By postponing this project, the city risks compounding the challenges of sustainable growth and redevelopment.

### **Current Status of Project and Funding Sources Selected:**

This project is an ongoing initiative designed to support the redevelopment of Ogden by providing necessary sewer and water infrastructure for infill development. Annual funding of \$200,000 is allocated, with \$100,000 each contributed from the Water and Sanitary Sewer enterprise funds. To date, funding has been provided for FY2019, FY2020, FY2022, FY2023, FY2024, and FY2025, ensuring the project continues to meet the city's evolving infrastructure needs.

Additional funding of \$200,000 is proposed for FY2026 to maintain momentum in addressing infrastructure demands for redevelopment projects. This project remains a critical component of Ogden's redevelopment strategy, enabling the city to adapt to emerging opportunities and support growth by ensuring essential utility services are available as infill projects progress.

This project is funded through Water and Sanitary Sewer to provide funds for Infill Development as projects arise.

### **Concerns or Issues Related to the Operations & Maintenance of This Project:**

As this project involves the construction and rehabilitation of public sewer and water infrastructure, the ongoing operations and maintenance costs are expected to be consistent with those of similar utility systems. While new infrastructure typically requires minimal maintenance in the initial years, regular inspections, minor repairs, and cleaning will be necessary to ensure long-term functionality and reliability.

There are no significant increases in operating costs anticipated, as these infrastructure improvements often replace or augment existing systems rather than introduce entirely new maintenance requirements. However, careful planning and coordination will be required to integrate these improvements seamlessly into the existing operations of the Water and Sanitary Sewer divisions. These divisions will manage the maintenance within their current frameworks and budget allocations.

### **Strategic Plan Directive Summary**

**City Image & Reputation:** This project enhances Ogden's infrastructure, supporting redevelopment efforts that contribute to a modern, well-maintained city. By improving public sewer and water systems, the city demonstrates its commitment to maintaining high standards of living,



fostering pride among residents, and reinforcing a positive image for visitors and prospective investors.

**Economic Development:** Reliable and modern infrastructure is a cornerstone of successful redevelopment and infill projects. This project facilitates new housing and commercial opportunities, attracts investment, and supports Ogden’s strategic goal of revitalizing underutilized areas. By providing necessary utilities, the city ensures that redevelopment efforts are feasible, encouraging growth and economic activity across the community.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$200K	\$1M	\$1.4M

Detailed Breakdown

Category	FY2026 <i>In Progress</i>	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	FY2029 <i>In Progress</i>	FY2030 <i>In Progress</i>	Total
Site Improvements	\$180,000	\$180,000	\$180,000	\$180,000	\$180,000	\$900,000
Planning & Design	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$100,000
Total	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$200K	\$1M	\$1.4M

Detailed Breakdown

Category	FY2026 <i>In Progress</i>	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	FY2029 <i>In Progress</i>	FY2030 <i>In Progress</i>	Total
Enterprise	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
Total	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000

# Downtown Parking Lot Planning

## Overview

Request Owner	Jared Johnson, CED DEPUTY DIRECTOR
Department	COMMUNITY AND ECONOMIC DEVELOP
Type	Capital Improvement
Project Number	CD100
Request Groups	CD-Community & Economic Development

## Details

Fund Type:	General CIP	Project Priority:	Necessary
Type of Project:	Parking Lot Improvements	Other Resources That Were Explored:	City Funds (General Funds/BDO Lease Revenue/Other), Special Improvement District, Bonds, Other Department Financing, Other
Planning Area:	CBD	Strategic Plan Directive:	Economic Development, Community Safety, City Image & Reputation
Redevelopment Area:	None		
Project Contact:	Jared Johnson		

### Description & Justification:

This project focuses on creating centralized parking structures and transitioning from streetside to managed parking within the downtown area. The goal is to develop a more efficient parking system that supports future growth and densifies downtown land use, fostering better land utilization, walking, and transit use. The **MAKE Ogden Master Plan** identifies key areas for structured parking that align with downtown redevelopment strategies and economic goals.

Key elements include:

- **Centralized Parking Structures:** Locating parking in strategically planned structures to serve multiple blocks.
- **Managed Parking Transition:** Increasing revenue opportunities while managing parking more efficiently.
- **Partnership and Collaboration:** This project requires coordination across multiple city departments to ensure a unified approach to parking management and infrastructure.

Work on a downtown parking management plan began in 2023 to support the transition and implementation phases.

### How this project relates to adopted plans or policies:

This project directly aligns with the **CBD Plan**, specifically **15.B.C.5**, which emphasizes the need for more efficient land use for parking in the downtown area. The plan advocates for centralized, shared block parking structures instead of individual lots tied to specific developments, enabling a more cohesive and functional approach to urban planning.

**Section 15.B.C.5.b.** expands on this by recommending that parking structures be evaluated and implemented on a block-by-block basis, ensuring shared access and optimizing land use across the downtown core. The land use map within the plan highlights general locations where these shared parking structures could be developed, reinforcing the strategic importance of this initiative.

By implementing these shared parking solutions, the project supports the city’s goals for:

- **Urban Density:** Reducing suburban-style parking patterns and encouraging compact, efficient land use.
- **Transit-Oriented Development:** Enhancing connectivity to public transit options and fostering walkability in the downtown area.
- **Economic Development:** Creating a functional, accessible downtown parking system that supports businesses, visitors, and residents.

This project is also a critical component of the **MAKE Ogden Master Plan**, which envisions a vibrant, economically robust downtown. By centralizing parking and transitioning to paid or validated parking options, the city can achieve a more modern, efficient, and sustainable parking infrastructure that aligns with long-term development objectives.

### Consequences of deferring this project to later years:

Deferring this project would have significant negative impacts on the functionality, development, and economic potential of Ogden's downtown.

- **Reuse of Buildings and New Development:** As downtown buildings are repurposed or new developments are introduced, parking needs will increase. Without structured parking, these projects may face delays or become infeasible due to a lack of accessible parking, limiting downtown's growth potential.
- **Land Use Inefficiency:** In the absence of structured parking, the city risks reverting to inefficient suburban-style parking solutions, such as demolishing buildings to create individual parking lots. This approach not only wastes valuable land but also detracts from the downtown's urban character and economic density.
- **Impact on Transit and Walkability:** Structured parking is integral to maintaining urban density, which supports transit-oriented development and pedestrian-friendly environments. Delays in implementing this project could lead to a decrease in transit accessibility and walkability, reducing downtown's appeal and utility for residents, businesses, and visitors.
- **Economic and Aesthetic Consequences:** A lack of modernized parking infrastructure may discourage investment, result in vacant properties, and diminish the overall aesthetics and functionality of downtown. This creates a ripple effect, weakening the area's economic vitality and competitive position.
- **Increased Costs Over Time:** As parking needs grow and infrastructure ages, delaying this project will likely lead to higher future costs for construction and maintenance.
- **Lost Opportunities for Cohesion:** Structured parking is essential for integrating surrounding developments and maintaining a cohesive urban environment.

Structured parking is a cornerstone for fostering a vibrant, sustainable, and economically competitive downtown.

### Current Status of Project and Funding Sources Selected:

The project includes plans for four new parking structures and the replacement of two existing facilities nearing the end of their useful life. While most potential locations have been identified based on need, the following progress has been made:

- **Projected Timeline:** Construction on the identified locations is anticipated to begin within the next three years, pending final design, funding allocation, and coordination with county and private partners.

#### Funding:

The project is expected to be funded through the General CIP fund, with opportunities to explore additional financing through public-private partnerships, special improvement districts, and bonds to support the long-term success of the initiative. This phased approach will ensure steady progress while accommodating budgetary constraints and strategic priorities.

Funding Sources Selected: CIP FUND

### Perpetual Project Proposed 5 Year Schedule

The implementation of **Managed Parking** is necessary to ensure the effective operation and sustainability of the new parking structures within downtown Ogden. Managed parking will provide a structured approach to maximize the use of parking resources, encourage turnover in high-demand areas, and generate revenue to support ongoing maintenance and improvements.

Key considerations include:

1. **Maintenance and Upkeep:** Managed parking ensures that funds are allocated for routine maintenance, including cleaning, lighting repairs, elevator upkeep (if applicable), and periodic resurfacing or structural inspections. Without this revenue, maintaining the facilities at a high standard may strain the city's budget.
2. **Operational Efficiency:** A managed system will optimize the use of parking spaces, preventing long-term occupation of prime spots and ensuring availability for businesses, residents, and visitors. This system is essential to support the increased demand created by downtown redevelopment projects.
3. **Technology Integration:** Managed parking requires implementing systems such as automated gates, payment kiosks, and mobile applications. These systems improve user convenience, provide real-time data for parking management, and streamline operations.
4. **Community Experience and Perception:** Managed parking will allow the city to create a more organized and predictable parking experience, enhancing the appeal of downtown Ogden for residents, visitors, and businesses. Education and outreach efforts will be necessary to communicate the benefits and operational details of managed parking.

Without managed parking, the city risks inefficiencies, overuse of facilities, and insufficient funding for necessary maintenance, which could undermine the long-term viability and effectiveness of the parking structures. Adopting a managed parking system is a critical step to ensure that these investments meet the growing demands of a vibrant downtown.

### Concerns or Issues Related to the Operations & Maintenance of This Project:

The City will need to determine if parking will be free downtown or if it will be paid and validated. What is done with the existing public parking will dictate how these structures will operate.

### Strategic Plan Directive Summary

This project aligns with the following Ogden City Council Strategic Plan Directives:

#### 1. City Image & Reputation

- Enhances downtown Ogden's appeal by creating well-maintained and strategically located parking structures that improve accessibility and usability for residents, visitors, and businesses.
- Supports the city's long-term vision for a vibrant, organized, and modern downtown, aligning with goals outlined in the MAKE Ogden Master Plan.

#### 2. Economic Development

- Provides the necessary infrastructure to support downtown growth, including new businesses, residential developments, and cultural activities.
- Facilitates efficient use of land, encourages redevelopment of underutilized properties, and increases the density necessary to attract transit and commercial investments.
- Ensures parking solutions that accommodate both current and future demand, enhancing downtown's viability as a regional economic hub.

#### 3. Community Safety

- Managed parking will reduce congestion and improve traffic flow, minimizing the risks associated with unregulated parking and pedestrian conflicts.
- Well-lit and actively managed parking structures contribute to safer environments for users, fostering confidence in downtown parking facilities.

By addressing these directives, the project supports Ogden's goals of creating a functional, attractive, and economically prosperous downtown core that benefits all stakeholders.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$500K	\$500K

Detailed Breakdown

Category	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	Total
Site Improvements	\$250,000	\$250,000	\$500,000
Total	\$250,000	\$250,000	\$500,000

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$500K	\$500K

Detailed Breakdown

Category	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	Total
City Funded	\$250,000	\$250,000	\$500,000
Total	\$250,000	\$250,000	\$500,000

# Trackline Bike Park

## Overview

<b>Request Owner</b>	Sara Meess, BUSINESS DEVEL. MANAGER
<b>Department</b>	COMMUNITY AND ECONOMIC DEVELOP
<b>Type</b>	Capital Improvement
<b>Project Number</b>	CD144
<b>Request Groups</b>	CD-Community & Economic Development, CD-Community & Economic Development
<b>Estimated Start Date</b>	01/1/2025
<b>Estimated Completion Date</b>	10/31/2026

## Project Location



## Details

**Fund Type:** General CIP

**Type of Project:** Park Improvements

**Planning Area:** West Ogden

**Redevelopment Area:** Trackline RDA

**Project Contact:** Sara Meess / Monte Stewart

**Project Priority:** Desirable

**Other Resources That Were Explored:** Other

**Strategic Plan Directive:** Recreation

### Description & Justification:

The Trackline Bike Park is a mountain bike park that supports mountain bike recreation, skills development, and events. Phase I opened in 2020 and includes single-track bike trails, bike features and obstacles, and an entry kiosk and signage. This CIP is for Phase 2 of the Trackline Bike Park, which will include landscape improvements, additional bike trails, and built obstacles. The project is located in West Ogden, adjacent to the Weber River, the Centennial Trail, and the Ogden Business Exchange. Phase 2 of the Trackline Bike Park will enhance this recreational amenity adjacent to the Centennial Trail and the Weber River Corridor; enhance recreation opportunities in West Ogden; and support recruitment and retention of businesses at the Ogden Business Exchange.

### How this project relates to adopted plans or policies:

The Trackline Bike Park supports Section 14-N-C-11 of the West Ogden Community Plan, "Expand and Enhance Trails and Trailheads." OTN has identified the Trackline Bike Park as one of their key initiatives since 2017. The Trackline Bike Park also supports the project area plan for the Trackline Economic Development Area.

### Consequences of deferring this project to later years:

Ogden City intends to apply for a Utah Outdoor Recreation Grant (UORG) in 2025 to support Phase 2 of the Trackline Bike Park. If the project is deferred, we may not be able to leverage the proposed grant funding.

### Current Status of Project and Funding Sources Selected:

Phase 1 of the project was completed in 2020 and a conceptual design has been developed for Phase 2. This CIP request would fund the remaining design work and 50% of the construction costs. We intend to pursue a Utah Outdoor Recreation Grant (UORG) to fund the

remaining 50% of construction costs.

Funding Sources Selected: CIP FUND, STATE

Proposing to use \$200,000 in CIP funds and apply for \$200,000 from UORG Grant in FY2025


Concerns or Issues Related to the Operations & Maintenance of This Project:

The UORG grant will require Ogden City to commit to maintain the project for at least 10 years.

Strategic Plan Directive Summary

This CIP will enhance one of the city's recreation assets, a unique mountain bike park, and will improve recreation access in West Ogden. Secondly, it will support economic development through business attraction and retention at the Ogden Business Exchange.

Supplemental Attachments

 [Trackline Bike Park - Master Plan](#)

Pg. 1 shows full plan for bike park; pg. 2 shows Phase 1, which is already built

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$400K	\$400K

Detailed Breakdown

Category	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	Total
Site Improvements	\$200,000	\$200,000	\$400,000
Total	\$200,000	\$200,000	\$400,000

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$400K	\$400K

Detailed Breakdown

Category	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	Total
Grant	\$200,000	\$0	\$200,000
City Funded	\$0	\$200,000	\$200,000
Total	\$200,000	\$200,000	\$400,000

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## Operational Costs

FY2026 Budget

**\$2.5K**

Total Budget (all years)

**\$12.5K**

Project Total (to date)

**\$14.5K**

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### Detailed Breakdown

Category	FY2026 <i>In Progress</i>	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	FY2029 <i>In Progress</i>	FY2030 <i>In Progress</i>	Total
Operations/Maintenance	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	<b>\$12,500</b>
<b>Total</b>	<b>\$2,500</b>	<b>\$2,500</b>	<b>\$2,500</b>	<b>\$2,500</b>	<b>\$2,500</b>	<b>\$12,500</b>

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## Operating Revenue

FY2026 Budget

**\$2.5K**

Total Budget (all years)

**\$12.5K**

Project Total (to date)

**\$14.5K**

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### Detailed Breakdown

Category	FY2026 <i>In Progress</i>	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	FY2029 <i>In Progress</i>	FY2030 <i>In Progress</i>	Total
General Fund Taxes	\$2,500	\$2,500	\$2,500	\$2,500	\$2,500	<b>\$12,500</b>
<b>Total</b>	<b>\$2,500</b>	<b>\$2,500</b>	<b>\$2,500</b>	<b>\$2,500</b>	<b>\$2,500</b>	<b>\$12,500</b>



## Project Location

2501 Wall Avenue

Type Capital Improvement

Project Number US034

Request Groups US-Union Station

**Estimated Start Date** 07/1/2024

Estimated Completion Date	07/1/2025
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## Images



## Union Station

## Details

**Project Priority:** Necessary

**Other Resources That Were Explored:** City Funds (General Funds/BDO Lease Revenue/Other)

**Strategic Plan Directive:** Community Safety, City Image & Reputation, Economic Development

Redevelopment Area: None

**Project Contact:** Christy McBride

**Description & Justification:**

Improvements are needed at the Union Station to ensure the viability of the structure, along with providing a safe facility for public use. CIP US034 was given ongoing funding after a FY19 tax increase was approved to support ongoing costs at the Union Station. These funds were to be used as an ongoing maintenance and contingency fund for the Union Station following decades of deferred maintenance. Efforts have been made to plan out how those funds can be used on an annual basis. Potential maintenance and repairs include: Main building roof repairs, continuing HVAC/mechanical repairs, landscaping, wall and ceiling repairs, a PA system, ADA upgrades, fountain repairs, commercial kitchen upgrades, interior and exterior signage, glass and window repairs, lighting repair and upgrades, additional asbestos abatement, further carpet replacement, museum display case upgrades, design and planning for Union Station Campus development. Given the nature of

deterioration of the Union Station, projects may change in annual priority. Unforeseen issues may arise that will require funding to be used for projects not listed herein.

### How this project relates to adopted plans or policies:

Improvements are based on the ISES Facilities Assessment. Union Station has been identified in multiple studies as a vital component to Ogden's long-term downtown development strategy. Any proposed improvements are evaluated based on long term redevelopment goals as well as the Union Station Project Charter. Union Station is a central component to the MAKE Ogden Downtown Development Masterplan.

### Consequences of deferring this project to later years:

Union Station will continue to deteriorate, causing more costly repairs in the future. Long-term downtown development cannot reach its established goals of economic sustainability without a fully realized Union Station asset. Negative social and political impacts due to allowing further deterioration of an iconic building must also be considered.

### Current Status of Project and Funding Sources Selected:

It is requested to fund this CIP ongoing at the \$205,000 as ongoing repairs and upgrades will be needed.

### Perpetual Project Proposed 5 Year Schedule

Year 1-FY2026	Estimated Cost	Funding Recourse (ie. BDO/RAMP)	Estimated Life After Improvement
Union Station Longterm/Planning Docs	50,000	CIP	10
Building Maintenance & Roof Repairs	20,000	CIP	10
Fountain Repairs	90,000	CIP	10
Landscaping Upgrades	25,000	CIP	10
Emergency Mechanical Repairs	20,000	CIP	10
<b>Total for Year 1</b>	<b>205,000</b>		
<b>Year 2-FY2027</b>			
Electrical Safety Issues in Basement		FL007?	25
Replace carpet in 2 areas	50,000	CIP	10
Walls, Cellings cosmetic repairs	40,000	CIP	15
Emergency Mechanical repairs	25,000	CIP	5
Exterior Signage	75,000	CIP	10
Interior Signage	15,000		
<b>Total for Year 2</b>	<b>205,000</b>		
<b>Year 3-FY2028</b>			
Union Station Museums Management Planning Docs	100,000	CIP	10
Glass and Window repair/restore	60,000	CIP	10
Lighting repairs/ upgrades	20,000	CIP	5
Emergency Mechanical repairs	25,000	CIP	5
<b>Total for Year 3</b>	<b>205,000</b>		
<b>Year 4-FY2029</b>			
Union Station Museums Management Planning Docs	100,000	CIP	10
Railyard Repairs	60,000	CIP	10
Lighting repairs/ upgrades in railyard	20,000	CIP	5

Year 1-FY2026	Estimated Cost	Funding Recourse (ie. BDO/RAMP)	Estimated Life After Improvement
Emergency Mechanical repairs	25,000	CIP	5
<b>Total for Year 4</b>	<b>205,000</b>		
Year 5-FY2030			
LED conversion from NEON in 3 areas	90,000	CIP	25
Paint / Restore Exterior doors	50,000	CIP	10
Paint / Repair Interior doors	40,000	CIP	10
Emergency Mechanical repairs	25,000	CIP	5
<b>Total for Year 5</b>	<b>205,000</b>		
<b>Total for all 5 years</b>	<b>1,025,000</b>		

**Concerns or Issues Related to the Operations & Maintenance of This Project:**

None

**Strategic Plan Directive Summary**

The Union Station is one of the most identifiable buildings in Ogden, and its neglect is a common topic of conversation in the community. It is critical that the building be upgraded/maintained to enhance the image of the City of Ogden. The Union Station is an anchor in the center of our town with historical significance and it should be maintained as such.

Union Station is an iconic building which anchors the historic district of downtown Ogden. It sits at the heart of Ogden and its redevelopment has been identified as a critical component of Ogden's ongoing economic and cultural development as well as a defining element of improving Ogden's city image and reputation.

As the Union Station is a public facility wherein events are hosted, the building should be maintained and upgraded to ensure public safety.

**Capital Cost**

FY2026 Budget

**\$205K**

Total Budget (all years)

**\$820K**

Project Total (to date)

**\$1.03M****Detailed Breakdown**

Category	FY2026 <i>In Progress</i>	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	FY2029 <i>In Progress</i>	Total
Site Improvements	\$205,000	\$205,000	\$205,000	\$205,000	\$820,000
<b>Total</b>	<b>\$205,000</b>	<b>\$205,000</b>	<b>\$205,000</b>	<b>\$205,000</b>	<b>\$820,000</b>

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$205K	\$820K	\$1.03M

Detailed Breakdown

Category	FY2026 <i>In Progress</i>	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	FY2029 <i>In Progress</i>	Total
City Funded	\$205,000	\$205,000	\$205,000	\$205,000	\$820,000
Total	\$205,000	\$205,000	\$205,000	\$205,000	\$820,000

Project Timeline

- 12/7/2024  
ongoing CIP

# Merci Box Car Restoration - Enclosed Building

## Overview

<b>Request Owner</b>	Christy McBride, ARTS, CULTURE & EVENTS MGR.
<b>Department</b>	COMMUNITY AND ECONOMIC DEVELOP
<b>Type</b>	Capital Improvement
<b>Project Number</b>	RM024
<b>Request Groups</b>	US-Union Station
<b>Estimated Start Date</b>	03/1/2024
<b>Estimated Completion Date</b>	03/1/2025

## Project Location

2501 Wall Avenue



## Images



Merci Car



Merci Car

## Details

**Fund Type:** General CIP

**Type of Project:** Conservation Improvements

**Planning Area:** CBD

**Redevelopment Area:** None

**Project Contact:** Christy McBride

**Project Priority:** Urgent

**Other Resources That Were Explored:** City Funds (General Funds/BDO Lease Revenue/Other), Federal, State, or Local Grant Funds, Other

**Strategic Plan Directive:** City Image & Reputation

### Description & Justification:

The Museums at Union Station owns a historic wooden "40 & 8" boxcar, which was Utah's car in the historic 1949 Merci Train. The car honors Utah's contributions to France following World War II. The car came to Ogden in 2002, where it was given a volunteer-led restoration. Since that time, the boxcar has experienced the effects of weathering and sun damage. The Museums are committed to the long-term strategic preservation of this boxcar following a two-prong approach outlined by the State Historic Preservation Office. First, we plan to hire a railcar historic preservation company to do a professional restoration of the boxcar, including the replacement of rotted wood, paint restoration and repair, and restoration of the original roof. Second, we plan to build an enclosed area for the car to protect it from future damages from water and weather. This strategic approach will stabilize and preserve the car for decades.

### **How this project relates to adopted plans or policies:**

Museum Mandate: The Museums at Union Stations mandate is as follows: 1) collection, preservation and exhibition of materials and objects that illustrate and represent to the public the social history and cultural heritage within Ogden and Utah; and 2) the generation and promotion of education, teaching, research and publication in any or all fields related to the objects of the Museum.

### **Consequences of deferring this project to later years:**

Deferring this project would result in the Merci Car deteriorating to a point where it is no longer feasible to restore.

### **Current Status of Project**

A Contractor has been selected for the restoration of the boxcar. It will be delivered to Wyoming in March of 2024 and will return one year later.

The next step will be to release an RFP for a local contractor to build a structure to cover the box car upon its return.

Union Station Foundation donated \$75,000

Contractor has begun work and should be complete in the spring/summer of 25

Will need a cover for it this FY26

### **Concerns or Issues Related to the Operations & Maintenance of This Project:**

none

### **Strategic Plan Directive Summary**

Many in the community are looking to the Union Station to make efforts to repair and care for this Merci Car that was gifted to the State of Utah by the French.

### **Additional History of Project**

Original amount of 100,000 of City funding did not come from CIP


Original estimates for restoration of the box car were around \$75K - The final bid received in response to the RFP came in at \$124,000 - shorting the total project budget.

A FY25 CIP request for \$35,000 for site improvements is needed to bring the budget for the canopy cover up to \$70,000

Leadership wants a better structure to cover it than originally planned so an additional \$100,000 FY26 CIP request to put more funding in for nicer building.

Staff recommending a temporary solution for protection until the final campus plan and plans for rolling stock are further along - see attachemt for a \$8500 VersaTube building that can be used temporarily and then repurposed elsewhere when permanent building or placement is complete.

## Supplemental Attachments

 [VersaTube price](#)  
Pricing on a temporary structure

## Capital Cost

FY2026 Budget

**\$0**

Total Budget (all years)

**\$100K**

Project Total (to date)

**\$200K**

## Detailed Breakdown

Category	FY2027 <i>In Progress</i>	Total
Site Improvements	\$100,000	\$100,000
<b>Total</b>	<b>\$100,000</b>	<b>\$100,000</b>

## Funding Sources

FY2026 Budget

**\$0**

Total Budget (all years)

**\$100K**

Project Total (to date)

**\$200K**

## Detailed Breakdown

Category	FY2027 <i>In Progress</i>	Total
City Funded	\$100,000	\$100,000
<b>Total</b>	<b>\$100,000</b>	<b>\$100,000</b>

## Project Timeline

- 11/27/2024**

The Merci Car will be back in the summer of 25. We will need to have the enclosed building built to protect it.