

# 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>	Public Services
<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 Public Services Department will be presented along with the department's overall budget. The department's proposal includes 62 projects under Public Services General Fund as Engineering (EN) and Dino Park (DI), General City (GC), Golf Enterprise (GF), Parks (PK), Parkway (PY), Recreation General Fund (RG), RAMP (RM), Water Utility (WU), Sanitary Sewer Utility (SA), Storm Sewer Utility (SU).

## **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 Public Services CIP projects throughout fiscal year 2025:

- PK142: Lester Park Improvements
- RG002: Lorin Farr pool
- WU015: Distribution, Fire Flow, & Pressure Improvements
- SA009: Sanitary Sewer Master Plan Projects
- WU003: 36" Canyon Waterline Replacement

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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 reviewed 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>			
Comm. & Econ. Dev't	\$458,300	\$11,481,325	\$11,939,625
Fire Department	\$1,735,000	\$7,500,000	\$9,235,000
Management Services	\$1,010,000	\$8,345,000	\$9,355,000
<b>Public Services</b>	<b>\$9,809,000</b>	<b>\$109,701,466</b>	<b>\$119,510,466</b>
RAMP	\$608,000	\$450,000	\$1,058,000
<b>Enterprise Funds</b>			
Airport Enterprise Fund	\$759,300	\$32,912,000	\$33,671,300
<b>Golf Course Enterprise Fund</b>	<b>\$1,287,850</b>	<b>\$1,855,500</b>	<b>\$3,143,350</b>
<b>Sanitary Sewer Ent. Fund</b>	<b>\$3,215,000</b>	<b>\$10,590,000</b>	<b>\$13,805,000</b>
<b>Storm Sewer Ent. Fund</b>	<b>\$3,850,000</b>	<b>\$9,735,000</b>	<b>\$13,585,000</b>
<b>Water Utility Ent. Fund</b>	<b>\$6,990,000</b>	<b>\$27,070,000</b>	<b>\$34,060,000</b>
<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 FY25-29	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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<b>RG003</b>	<b>Marshall White Center Improvements</b>	<b>Project removed – funded in FY2025.</b>
<b>PK006</b>	<b>Park Cemetery Fencing Enhancement</b>	<b>FY25 CIP indicated \$175,000 remaining to be spent in FY26. Project removed.</b>
<b>PK004</b>	<b>9<sup>th</sup> Street Park Fencing</b>	<b>Project removed – funded in FY2025.</b>
<b>EN013</b>	<b>Madison pedestrian/bicycle connection</b>	<b>Project total cost increase from \$450,000 to \$600,000.</b>
AR014	Expansion of TSA Terminal Holding Room	Proposed total cost increase from \$5,000,000 to \$7,000,000.
<b>GC002</b>	<b>City Wide Water Conservation Improvements</b>	<b>Proposed total cost increase from \$1,775,000 to \$2,025,000.</b>
<b>PK142</b>	<b>Lester Park Improvements</b>	<b>Proposed total cost increase from \$3,701,000 to \$7,095,750.</b>
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.
<b>EN012</b>	<b>20<sup>th</sup> Street Quincy to Valley Drive</b>	<b>Project removed.</b>



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



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



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## Attachments

1. Summary of Public Services Projects
2. CIP projects by funding source
3. Public Services Department Projects (funding proposed by year)
4. Public Services project briefs

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



# Overview – Proposed Capital Improvement Plan (Public Services)

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>Public Services</b> \$50,229,446	EN004	4	Perpetual			x		x	Sidewalk, Curb and Gutter Replacement	\$3,900,000	\$0	\$940,000	24%		\$940,000	24%	\$2,960,000
	EN006	5	Perpetual			x		x	Street Construction	\$9,093,000	\$0	\$693,000	8%		\$693,000	8%	\$8,400,000
	EN013	23	One-time				x		Madison Pedestrian/Bicycle Connection	\$600,000	\$150,000	\$0	25%	\$150,000		25%	\$450,000
	EN014	67	One-time		x	x			25th Street, Jefferson to Harrison	\$3,371,579	\$0	\$0	0%				\$3,371,579
	EN015	9	One-time			x			Barrier Improvements Study	\$3,150,000	\$0	\$150,000	5%		\$150,000	5%	\$3,000,000
	EN017	72	One-time			x		x	1100 North and Monroe Traffic Signal	\$335,000	\$0	\$0	0%				\$335,000
	EN018	68	One-time			x		x	7th Street Reconstruction	\$4,100,000	\$0	\$0	0%				\$4,100,000
	EN019	69	One-time			x		x	2nd Street, Washington to Monroe Reconstruction	\$6,725,310	\$0	\$0	0%				\$6,725,310
	EN020	42	Perpetual	!	x			x	EV Charging Stations	\$75,000	\$0	\$0	0%				\$75,000
	EN021	14	Perpetual			x			Bike Master Plan Projects	\$500,000	\$0	\$100,000	20%		\$100,000	20%	\$400,000
	EN022	76	Perpetual	!	x	x	x	x	Pedestrian Infrastructure Improvement Program (PIIP)	\$150,000	\$0	\$0	0%				\$150,000
	EN023	74	One-time	!		x	x	x	SR-39 to Ogden Canyon Trailhead Connection	\$1,000,000	\$0	\$0	0%				\$1,000,000
	EN024	12	One-time	!	x	x	x	x	24th Street Interchange Area Improvements	\$2,125,000	\$0	\$125,000	6%		\$125,000	6%	\$2,000,000
	EN025	1	One-time	!	x	x	x	x	25th Street and D Avenue Improvements	\$4,948,500	\$0	\$4,948,500	100%		\$4,948,500	100%	\$0
	EN026	59	One-time	!	x	x		x	Grant/Lincoln 25th to 26th	\$2,000,000	\$0	\$0	0%				\$2,000,000
	EN027	75	One-time	!		x		x	Traffic Signal - 21st and Lincoln	\$1,371,300	\$0	\$0	0%				\$1,371,300
	EN028	54	One-time	!		x		x	Street Signage Replacement	\$2,000,000	\$0	\$0	0%				\$2,000,000
	EN029	3	One-time	!		x	x	x	Valley Drive Improvements	\$1,700,000	\$0	\$1,100,000	65%		\$1,100,000	65%	\$600,000
	EN038	7	One-time			x		x	Valley Drive Intersection Improvements	\$370,000	\$0	\$370,000	100%		\$370,000	100%	\$0
	EN072	46	Perpetual			x			City-wide Lights/Electrical	\$600,000	\$0	\$0	0%				\$600,000
<b>General City</b> \$2,662,320	EN096	73	Perpetual					x	Green Bike Share Program	\$1,214,757	\$0	\$0	0%				\$1,214,757
	EN101	51	One-time				x		Beus Pond Connector Trail	\$350,000	\$0	\$0	0%				\$350,000
	EN102	24	Perpetual					x	Wayfinding Signage	\$300,000	\$75,000	\$0	25%	\$75,000		25%	\$225,000
	DI013	40	Perpetual		x			x	Dinosaur Park Utility Upgrades	\$250,000	\$0	\$0	0%				\$250,000
	GC002	34	Perpetual					x	General Water Conservation Improvements	\$2,025,000	\$0	\$0	0%				\$2,025,000
<b>Golf Enterprise</b> \$3,143,350	GC003	45	Perpetual			x			Mapping City-owned Power Lines	\$133,350	\$0	\$0	0%				\$133,350
	GC030	49	Perpetual					x	City-Owned Parking Lot Improvements	\$503,970	\$0	\$0	0%				\$503,970
	GF001	39	Perpetual			x	x	x	Improvements to Golf Course Playability and Safety	\$200,000	\$0	\$0	0%				\$200,000
	GF002	41	Perpetual			x	x	x	Golf Course Clubhouse and Facility Improvements	\$160,000	\$0	\$0	0%				\$160,000
<b>Parks</b> \$11,756,250	GF003	19	One-time	!			x	x	El Monte Golf Cart Shed Replacement	\$400,000	\$400,000	\$0	100%	\$400,000		100%	\$0
	GF032	22	Perpetual					x	Golf Course Irrigation System Replacement	\$2,383,350	\$887,850	\$0	37%	\$887,850		37%	\$1,495,500
	PK001	43	Perpetual				x		Park Court Enhancements	\$324,000	\$0	\$0	0%				\$324,000
	PK003	52	One-time				x		Community Splash Pad	\$800,000	\$0	\$0	0%				\$800,000
	PK008	37	Perpetual	!	x	x	x	x	Park Restroom & Pavilion Replacement	\$999,000	\$0	\$0	0%				\$999,000
	PK009	6	One-time	!			x	x	Grandview Park Enhancements	\$650,000	\$250,000	\$400,000	100%	\$250,000	\$400,000	100%	\$0
	PK039	18	Perpetual			x	x	x	Park Playground Enhancements	\$1,000,000	\$200,000	\$0	20%	\$200,000		20%	\$800,000
	PK071	17	Perpetual			x			Park Improvements - Nicholas Endowment Fund	\$37,500	\$0	\$7,500	20%		\$7,500	20%	\$30,000
	PK124	47	Perpetual				x		General Park Improvements	\$600,000	\$0	\$0	0%				\$600,000
	PK137	31	Perpetual			x			Park Backflow Prevention Replacement	\$250,000	\$50,000	\$0	20%	\$50,000		20%	\$200,000
<b>Parkway</b> \$500,000	PK142	60	One-time			x	x	x	Lester Park Improvements	\$7,095,750	\$0	\$0	0%				\$7,095,750
<b>Rec. General Fund</b> \$54,362,450	PY002	13	Perpetual				x		Centennial Trail Construction & Acquisition	\$500,000	\$0	\$100,000	20%		\$100,000	20%	\$400,000
	RG002	21	Perpetual				x	x	Lorin Farr Pool	\$1,050,000	\$150,000	\$0	14%	\$150,000		14%	\$900,000
	RG007	55	Perpetual				x		Multi-sport Field Enhancement	\$1,600,000	\$0	\$0	0%				\$1,600,000
	RG008	77	Perpetual				x		Golden Hours Improvements	\$345,000	\$0	\$0	0%				\$345,000
	RG009	78	Perpetual				x	x	Basketball Courts	\$470,000	\$0	\$0	0%				\$470,000
	RG010	56	One-time		x			x	Community Field House	\$16,900,000	\$0	\$0	0%				\$16,900,000



	RG011	57	Perpetual	!	x		x	x	4th Street Property Development	\$33,500,000	\$0	\$0	0%				\$33,500,000
	RG053	53	Perpetual				x		Recreation Improvements	\$497,450	\$0	\$0	0%				\$497,450
RAMP \$1,058,000	RM021	5	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
Sanitary Sewer \$13,805,000	SA009		Perpetual					x	Sanitary Sewer Master Plan Projects	\$13,805,000	\$0	\$3,215,000	23%		\$3,215,000	23%	\$10,590,000
Storm Sewer \$13,585,000	SU010		Perpetual					x	Storm Sewer Master Plan Projects	\$10,835,000		\$2,100,000	19%		\$2,100,000	19%	\$8,735,000
	SU078		Perpetual			x			Weber & Ogden River Restoration	\$2,750,000	\$0	\$1,750,000	64%		\$1,750,000	64%	\$1,000,000
Water \$34,060,000	WU003		One-time			x		x	36" Canyon Waterline Replacement	\$0	\$0	\$0	0%				\$0
	WU005		One-time	!		x		x	Treatment Plant Dewatering Building Auger	\$315,000	\$0	\$315,000	100%		\$315,000	100%	\$0
	WU006		One-time	!		x			46th Street Pump House Property Acquisition	\$500,000	\$0	\$500,000	100%		\$500,000	100%	\$0
	WU007		One-time	!		x		x	Water Facility Security Fencing	\$300,000	\$0	\$100,000	33%		\$100,000	33%	\$200,000
	WU015		Perpetual						Distribution, Fire Flow & Pressure Improvements	\$29,670,000	\$0	\$5,800,000	20%		\$5,800,000	20%	\$23,870,000
	WU107		One-time			x		x	Pineview Wellfield	\$3,275,000	\$0	\$275,000	8%		\$275,000	8%	\$3,000,000

Total - All Projects:	\$185,161,816				
Total - FY2026 General Fund:		\$2,770,850		\$2,770,850	
Total - FY2026 Other Funding:		\$22,989,000		\$22,989,000	
FY2026 % of Total Project Costs Funded:			13.91%		13.91%
Total - Future Funding:					\$159,401,966

**Total - FY2026 General Fund:**

**Total - FY2026 Other Funding:**

**FY2026 % of Total Project Costs Funded:**

**Total - Future Funding:**

2025 - 2026 TENTATIVE BUDGET  
CAPITAL IMPROVEMENT PROJECTS (CIP)  
CIP FUND

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

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 DEVELOPMENT</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
RG010 Community Field House	\$0	\$800,000	\$15,800,000	\$300,000	\$0	\$16,900,000
PK003 Community Splash Pad	\$0	\$400,000	\$400,000	\$0	\$0	\$800,000

Project No. / Category		FY2026	FY2027	FY2028	FY2029	FY2030	Total
DI013	Dinosaur Park Utility Upgrades	\$0	\$50,000	\$50,000	\$100,000	\$50,000	\$250,000
WU015	Distribution, Fire Flow, & Pressure Improvements	\$5,800,000	\$5,800,000	\$5,800,000	\$6,135,000	\$6,135,000	\$29,670,000
GF003	El Monte Golf Cart Shed Replacement	\$400,000	\$0	\$0	\$0	\$0	\$400,000
EN020	EV Charging Stations	\$0	\$75,000	\$0	\$0	\$0	\$75,000
RG008	Golden Hours Improvements	\$0	\$165,000	\$50,000	\$80,000	\$50,000	\$345,000
GF002	Golf Course Clubhouse and Facility Improvements	\$0	\$40,000	\$40,000	\$40,000	\$40,000	\$160,000
GF032	Golf Course Irrigation System Replacement	\$887,850	\$1,495,500	\$0	\$0	\$0	\$2,383,350
PK009	Grandview Park Enhancements	\$650,000	\$0	\$0	\$0	\$0	\$650,000
EN026	Grant/Lincoln - 25th to 26th	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
EN096	Green Bike Share Program	\$0	\$536,308	\$0	\$678,449	\$0	\$1,214,757
CD008	Historic 25th Street Revitalization	\$0	\$1,875,000	\$1,875,000	\$1,875,000	\$1,000,000	\$6,625,000
GF001	Improvements to golf course playability and safety.	\$0	\$50,000	\$50,000	\$50,000	\$50,000	\$200,000
RM026	Lester Park / Golden Hours Pickleball Courts-RAMP	\$335,000	\$0	\$0	\$0	\$0	\$335,000
PK142	Lester Park Improvements	\$0	\$3,682,195	\$3,413,555	\$0	\$0	\$7,095,750
RG002	Lorin Farr Pool	\$150,000	\$225,000	\$225,000	\$225,000	\$225,000	\$1,050,000
EN013	Madison pedestrian/bicycle connection	\$150,000	\$450,000	\$0	\$0	\$0	\$600,000
GC003	Mapping City-Owned Power Lines	\$0	\$133,350	\$0	\$0	\$0	\$133,350
RG007	Multi Sport Field Enhancement	\$0	\$625,000	\$250,000	\$500,000	\$225,000	\$1,600,000
PK137	Park Backflow Prevention Replacement	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
PK001	Park Court Enhancements	\$0	\$81,000	\$81,000	\$81,000	\$81,000	\$324,000
PK124	Park General Improvements	\$0	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000
PK071	Park Improvements - Nicholas	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500	\$37,500
PK039	Park Playground Enhancements	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
PK008	Park Restroom & Pavilion Replacement	\$0	\$399,000	\$200,000	\$200,000	\$200,000	\$999,000
EN022	Pedestrian Infrastructure Improvement Program (PIIP)	\$0	\$0	\$0	\$0	\$150,000	\$150,000
WU107	Pineview Wellfield	\$275,000	\$3,000,000	\$0	\$0	\$0	\$3,275,000
RG053	Recreation Improvements	\$0	\$235,000	\$195,000	\$67,450	\$0	\$497,450
SA009	Sanitary Sewer Master Plan Projects	\$3,215,000	\$1,990,000	\$3,800,000	\$2,160,000	\$2,640,000	\$13,805,000
EN004	Sidewalk, Curb and Gutter Replacement	\$940,000	\$740,000	\$740,000	\$740,000	\$740,000	\$3,900,000
EN023	SR-39 to Ogden Canyon Trailhead Connection Project	\$0	\$0	\$0	\$500,000	\$500,000	\$1,000,000
SU010	Storm Sewer Master Plan Projects	\$2,100,000	\$1,835,000	\$1,900,000	\$2,500,000	\$2,500,000	\$10,835,000
EN006	Street Construction	\$693,000	\$2,100,000	\$2,100,000	\$2,100,000	\$2,100,000	\$9,093,000
EN028	Street Signage Replacement	\$0	\$500,000	\$500,000	\$500,000	\$500,000	\$2,000,000
RM029	Surge outfield landscaping	\$195,000	\$0	\$0	\$0	\$0	\$195,000
EN027	Traffic Signal - 21st and Lincoln	\$0	\$1,371,300	\$0	\$0	\$0	\$1,371,300
WU005	Treatment Plant Dewatering Building Auger	\$315,000	\$0	\$0	\$0	\$0	\$315,000
EN029	Valley Drive Improvements	\$1,100,000	\$0	\$0	\$400,000	\$200,000	\$1,700,000
EN038	Valley Drive Intersection Improvements	\$370,000	\$0	\$0	\$0	\$0	\$370,000
WU007	Water Facility Security Fencing	\$100,000	\$100,000	\$100,000	\$0	\$0	\$300,000
EN102	Wayfinding, Entryway, Placemaking Signage	\$75,000	\$75,000	\$75,000	\$75,000	\$0	\$300,000

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Project No. / Category		FY2026	FY2027	FY2028	FY2029	FY2030	Total
SU078	Weber & Ogden River Restoration	\$1,750,000	\$250,000	\$250,000	\$250,000	\$250,000	\$2,750,000
Total PUBLIC SERVICES		\$25,759,850	\$42,867,072	\$59,693,555	\$35,332,839	\$28,033,500	\$191,686,816

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# Casteel Field Dugouts

## Overview

<b>Request Owner</b>	Edd Bridge, RECREATION MANAGER
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	RM027
<b>Request Groups</b>	RM-RAMP

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## Details

**Fund Type:** General CIP

**Type of Project:** Recreation Field Improvements

**Planning Area:** West Ogden

**Project Contact:** Edd Bridge

**Project Priority:** Necessary

**Description & Justification:**

Construction of New Dugouts at Casteel Ball Field

**Project Location:** Casteel Ball Field, Ogden, Utah

**Project Description:** This project involves the construction of new dugouts at Casteel Ball Field to enhance the functionality, safety, and aesthetics of the facility. The proposed dugouts will provide better shelter and seating for players, improve field infrastructure, and contribute to a more professional and enjoyable experience for athletes, coaches, and spectators.

**Key Project Elements:**

1. **Demolition and Removal:**

- Remove existing dugouts or any remnants of prior structures, if applicable.
- Ensure proper disposal of materials in compliance with environmental regulations.

2. **Construction of New Dugouts:**

- Build durable and modern dugouts with weather-resistant materials.
- Include seating, protective fencing, and storage for equipment.
- Ensure compliance with ADA standards for accessibility.

3. **Field Integration and Aesthetic Enhancements:**

- Match the design and materials with other field improvements to maintain cohesive aesthetics.

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

**How This Project Meets Existing Council Policies and Directives:**

**1. Enhancing Community Services and Quality of Life:**

- **Council Directive Alignment:** The new dugouts will enhance the overall functionality and safety of Casteel Ball Field, supporting the city's commitment to providing high-quality recreational facilities. This investment fosters community engagement and encourages participation in local sports programs.

**2. Safe and Sustainable Environment:**

- **Council Directive Alignment:** The project prioritizes safety by providing players and coaches with secure, weather-protected spaces. Additionally, the use of sustainable materials aligns with Ogden City's goals for environmentally responsible development.

**3. Economic Development and Tourism:**

- **Council Directive Alignment:** Upgrading the facilities at Casteel Ball Field makes it more attractive for hosting local and regional tournaments, boosting economic activity through increased visitation.

**4. Implementation of Adopted Plans:**

- **Policy and Plan Alignment:** This project supports Ogden City's Parks and Recreation Master Plan by prioritizing facility improvements that enhance user experience and meet growing community demand for upgraded sports amenities.

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

**Consequences of Deferring the Dugout Project at Casteel Ball Field**

Deferring the construction of new dugouts at Casteel Ball Field to later years will have several operational, financial, and community impacts:

**1. Safety Concerns Remain Unaddressed:**

- The existing infrastructure (or lack thereof) leaves players and coaches exposed to weather elements and potential hazards, increasing the risk of heat-related illnesses, injuries, or other safety issues.
- Delayed action heightens liability risks for the city if incidents occur due to inadequate facilities.

**2. Continued Negative Impact on Player and Spectator Experience:**

- Without proper dugouts, the field will continue to fall short of user expectations for modern sports facilities.
- Poor-quality infrastructure discourages participation from local teams and leagues, negatively impacting community engagement and morale.

**3. Missed Opportunities for Economic Growth:**

- Casteel Ball Field will be less competitive in attracting regional tournaments or larger events due to its subpar amenities, reducing potential economic benefits for Ogden businesses.
- Deferred improvements could lead to a loss of potential rental revenue from leagues and tournaments seeking higher-quality facilities.

**4. Escalation of Project Costs:**

- Delaying the project increases the likelihood of rising construction, labor, and material costs in future years.
- Further degradation of the site's condition over time may require additional repairs or preparatory work, further inflating costs.

**Current Status of Project**

This will be a RAMP for 2026

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

**Long-Term Maintenance Considerations:**

- By constructing dugouts with durable, weather-resistant materials, long-term maintenance costs can be minimized.
- Preventative maintenance, such as sealing and regular inspections, will extend the lifespan of the structures and reduce the likelihood of major repairs.

Strategic Plan Directive Summary

Based on Ogden City's Strategic Plan (2019–2024), the following directives are applicable to the maintenance costs and overall construction of new dugouts at Casteel Ball Field, along with reasons for alignment:

1. Strategic Directive 3: Recreation

- **Why Applicable:** The dugout project supports Ogden's goal of enhancing recreational facilities and promoting youth and adult sports leagues. By improving player amenities, the project aligns with initiatives such as fostering competitive sports opportunities, ensuring access to well-maintained facilities, and encouraging increased participation in recreation activities. This contributes to the city's commitment to quality of life and community pride.

2. Strategic Directive 4: City Image and Appearance

- **Why Applicable:** Modern, well-maintained dugouts improve the visual appeal of Casteel Ball Field, reinforcing the city's efforts to project a positive image. This aligns with initiatives that focus on cleanliness, beautification, and fostering a sense of pride among residents and visitors. Enhancing the field contributes to the broader goal of improving public perception and satisfaction with city facilities.

3. Strategic Directive 1: Economic Development

- **Why Applicable:** Enhanced facilities like new dugouts increase the field's competitiveness as a venue for regional sports tournaments, which can boost local economic activity. This supports Ogden's economic development goals by attracting visitors, driving spending at nearby businesses, and promoting the city as a desirable destination for sports and recreation.

4. Strategic Directive 2: Community Safety

- **Why Applicable:** Constructing modern dugouts addresses safety concerns by providing adequate shelter and secure, functional spaces for players and coaches. This reflects the city's emphasis on maintaining infrastructure that ensures public safety, particularly in recreational areas.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
\$78K	\$78K	\$78K

Detailed Breakdown

Category	FY2026 In Progress	Total
Site Improvements	\$78,000	\$78,000
Total	\$78,000	\$78,000



Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
\$78K	\$78K	\$78K

Detailed Breakdown

Category	FY2026 <i>In Progress</i>	Total
City Funded	\$78,000	\$78,000
Total	\$78,000	\$78,000

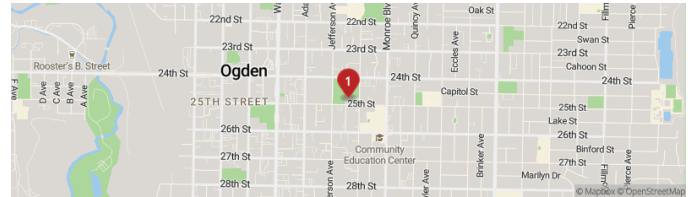
# Lester Park / Golden Hours Pickleball Courts-RAMP

## Overview

<b>Request Owner</b>	Edd Bridge, RECREATION MANAGER
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	RM026
<b>Request Groups</b>	RM-RAMP

## Project Location

650 25th Street



## Details

**Fund Type:** General CIP

**Type of Project:** Park Improvements, Recreation Facility Improvements

**Planning Area:** East Central

**Redevelopment Area:** None

**Project Contact:** Edd Bridge

**Project Priority:** Desirable

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

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

### Description & Justification:

Lester Park has become a focal point of the community and residents are eager to see improvements and programming at the park. This project is to build outdoor pickleball courts in the park, providing shared use with Golden Hours Senior Center. This will also help create a more family-friendly atmosphere in the park as pickleball is a multi-generational sport. This project includes improving the patio to Golden Hours Senior Center, lighting, fencing, equipment, benches, shaded space, landscaping, and post-tension pickleball courts. Design will be part of PK142. This project will also include RAMP funding request. Eight pickleball courts are proposed for this project.

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

This project will improve the quality of life for residents and also improve the use of Lester Park.

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

This project, when funded, will be completed within a year. Deferring this project may result in continued disappointment and frustration regarding the lack of improvements to the park.

### Current Status of Project

The completion of the project is based on funding

Funding Sources Selected: CIP and RAMP \$199,999

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

The current Golden Hours Senior Center Staff will operate some of the courts with the other courts being open to the community.

Strategic Plan Directive Summary

This will improve the park and also provide a recreational activity that is multi-generational.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$335K	\$335K	\$635K

Detailed Breakdown

Category	FY2026 In Progress	Total
Construction	\$335,000	\$335,000
Total	\$335,000	\$335,000

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$335K	\$335K	\$635K

Detailed Breakdown

Category	FY2026 In Progress	Total
City Funded	\$335,000	\$335,000
Total	\$335,000	\$335,000

# 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**

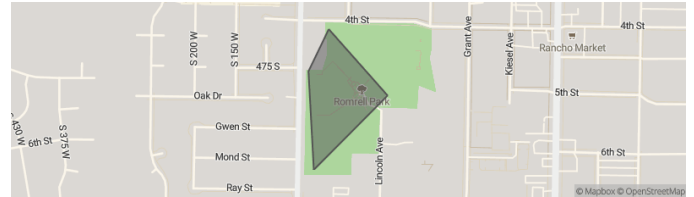
The Merci Car will be back in the summer of 25. We will need to have the enclosed building built to protect it.

# 4th Street Complex Enhancements

## Overview

<b>Request Owner</b>	Edd Bridge, RECREATION MANAGER
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	RM021
<b>Request Groups</b>	RM-RAMP

## Project Location



## Details

**Fund Type:** General CIP

**Type of Project:** Recreation Field Improvements

**Planning Area:** Lynn

**Redevelopment Area:** None

**Project Contact:** Edd Bridge

### Description & Justification:

The lights at 4th street ballpark are direct burial and are struggling to stay on. Correct sized light poles are also needed to reach the maximum light capacity for the playing surface. This project would replace all the light poles and lights at 4th street with new ones and run new wires to all lights. This project will also include improvements to dugouts, stands, dirt, conditioner, backstops, any turf area.

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

The City has participated in recruiting large scale tournaments to the City bringing out of state visitors to Ogden to recreate. Many of Ogden's Community Plans reference the importance of quality recreational spaces for residents to enjoy. This project is also in line with Directive 3 of the Strategic Plan

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

Deferring this project will cause the lights to no longer work and or cause poor lighting in spots and not meet minimum standards.

### Current Status of Project

This RAMP project would be requested for RAMP over 3 years. It would be requested to fund the Match in FY23 FY24, and FY26. The RAMP applications would be submitted in January 2023, 2024, and 2027. If awarded the RAMP portion would be budgeted when awarded. The amount of RAMP funds being requested is \$175,000 a year with a match of \$175,000 bringing the total cost to \$1,050,000. FY23 had \$175,000 budgeted for match. The RAMP side is awaiting to be awarded. The request for this planning period would be for FY24 and FY25 totaling \$700,000, half match and half RAMP.

Funding Sources Selected: CIP FUND, RAMP GRANT

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

None

Strategic Plan Directive Summary

4th street ball park is on of the most used parks in Ogden. Directive 3 discuss the important role of taking care of recreation facilities in Ogden.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$350K	\$350K

Detailed Breakdown

Category	FY2026 <i>In Progress</i>	FY2027 <i>In Progress</i>	Total
Site Improvements	\$0	\$350,000	\$350,000
Total	\$0	\$350,000	\$350,000

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$350K	\$350K

Detailed Breakdown

Category	FY2026 <i>In Progress</i>	FY2027 <i>In Progress</i>	Total
Grant	\$0	\$175,000	\$175,000
City Funded	\$0	\$175,000	\$175,000
Total	\$0	\$350,000	\$350,000



# Recreation Improvements

## Overview

<b>Request Owner</b>	Edd Bridge, RECREATION MANAGER
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	RG053
<b>Request Groups</b>	RG-Recreation

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## Details

**Fund Type:** General CIP

**Project Contact:** Edd Bridge

**Type of Project:** Recreation Facility Improvements

**Project Priority:** Necessary

**Planning Area:** None

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

**Redevelopment Area:** None

**Strategic Plan Directive:** Recreation

### Description & Justification:

This project would annually fund improvements and renovations and allow Ogden City recreational facilities to function optimally. This project includes basic and general improvements to the recreation facilities. This would aid with furniture for Golden Hours, addressing severe safety hazards at Golden Hours by also creating outdoor space. This will also improve backstops, concrete and fence repair, field dirt and grass upkeep, base and bleacher upgrades, pitching mounds, storage units and other repairs as necessary at various locations. We anticipate improving Monroe park, Miles Goodyear park, 4th Street park and Bonneville Park, shade structures, and engineering designs. This will also include a study and Master Plan for 4th Street Park with the Lynn property, including a park utilization study, which helps determine what needs to be placed and where.

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

The need to improve and maintain the existing outdoor recreation facilities is becoming more important in promoting a healthy lifestyle for the residents of Ogden. In addition, it is essential to provide safe facilities for our recreation programming and youth participants.

- 1. Enhancing Quality of Life:** This project aligns with the city's priority to provide high-quality recreational facilities that support active lifestyles and community engagement. Upgraded baseball and softball fields contribute to a safer and more enjoyable environment for sports leagues, families, and community events.
- 2. Promoting Health and Wellness:** By improving field conditions and providing shaded areas for spectators, this project supports the city's goals for promoting health, wellness, and outdoor activity. It aligns with directives to enhance accessibility and encourage physical activity through safe, appealing facilities.
- 3. Sustaining Infrastructure and Community Assets:** Addressing the broken concrete aligns with Ogden City's infrastructure goals by maintaining existing community assets. This proactive approach extends the life and quality of park facilities, minimizing potential liabilities and maximizing community benefit.

**Conclusion:** The Ogden City Recreation and Improvement Project will make significant strides in improving the city's recreational infrastructure. With a focus on inclusivity, safety, and comfort, this project will directly enhance the quality of life for residents and visitors while aligning with Ogden City's policies for sustainable infrastructure development and community wellness.

Consequences of deferring this project to later years:

Delaying facility renovations will cause small issues to compound and result in more costly and larger scale repairs.

Current Status of Project and Funding Sources Selected:

Awaiting funding. Requested funding of \$381,500 for FY24, \$574,999 for FY25, \$235,000 for FY26, \$195,000 for FY27 and \$67,450 for FY28 from the CIP Fund.

Perpetual Project Proposed 5 Year Schedule

Year 1-FY2027	Estimated Cost	Funding Recourse (ie. BDO/RAMP)	Estimated Life After Improvement
Fence Gates 4th street	1,500	Cip	15 years
Dugouts Bonneville	20,000		10 years
Miles Good Year improvements	213,500		15 years
Total for Year 1	235,000		
Year 2-FY2028			
New bleachers at Monroe, Bonneville park	45,000	CIP	25 years
Bonneville dirt	150,000	CIP	8 years
Total for Year 2	195,000		
Year 3-FY2029			
Pitching mound replacements	55,000	CIP	10 years
Grass replacements	12,450		15 years
Total for Year 3	67,450		
Total for all 3 years	497,450		

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

NEED INFO

Strategic Plan Directive Summary

Strategic Directive 3 discusses the important role of maintaining recreation facilities.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$0	\$497K	\$672K

Detailed Breakdown

Category	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	FY2029 <i>In Progress</i>	Total
Site Improvements	\$235,000	\$195,000	\$67,450	\$497,450
Total	\$235,000	\$195,000	\$67,450	\$497,450

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$0	\$497K	\$672K

Detailed Breakdown

Category	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	FY2029 <i>In Progress</i>	Total
City Funded	\$235,000	\$195,000	\$67,450	\$497,450
Total	\$235,000	\$195,000	\$67,450	\$497,450

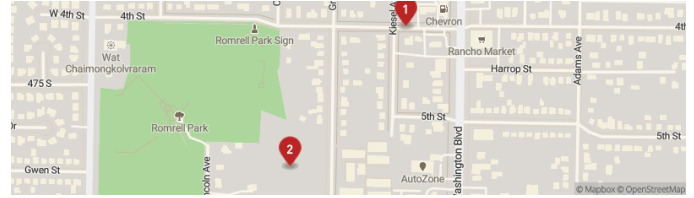
# 4th Street Property Development

## Overview

<b>Request Owner</b>	Edd Bridge, RECREATION MANAGER
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	RG011
<b>Request Groups</b>	RG-Recreation

## Project Location

4th Street



## Details

**Fund Type:** General CIP

**Type of Project:** Recreation Field Improvements

**Planning Area:** None

**Redevelopment Area:** None

**Project Contact:** Edd Bridge

**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:** Recreation, Economic Development, City Image & Reputation

### Description & Justification:

This project proposes essential upgrades and expansions to the 4th Street Ball Park, including enlarging ball fields, enhancing bleachers and walkways, installing protective netting, and adding playground facilities. Recognized as one of Ogden City's most frequented parks, these improvements aim to transform the park into a premier regional sports complex with expanded field space to support larger tournaments and events.

### Project Justification and Goals:

- Increase Regional Appeal and Economic Impact:** The upgraded facility will drive economic growth by attracting larger, regional sports events that bring in visitors, stimulate local businesses, and create new revenue streams.
- Enhance Community Access and Safety:** Field expansions and seating improvements enhance the playability, safety, and accessibility of facilities for players, spectators, and families. Upgraded netting and walkways will provide a safe, inclusive space that meets the demands of a high-traffic sports complex.
- Promote Health and Recreation:** Improved amenities support the city's goals for community health and recreation by providing updated, high-quality spaces for exercise, competition, and family-friendly activities.

**Alignment with Ogden City Strategic Plan:** This project aligns with Ogden City's Strategic Plan objectives of fostering quality of life, economic vitality, and sustainable infrastructure development. Upgrading the 4th Street Ball Park to a regional sports hub will serve as both a community asset and an economic driver, positioning Ogden as a leader in recreational offerings across the region.

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

**Alignment with Ogden City Strategic Plan:** This project aligns with Ogden City's Strategic Plan objectives of fostering quality of life, economic vitality, and sustainable infrastructure development. Upgrading the 4th Street Ball Park to a regional sports hub will serve as both a community asset and an economic driver, positioning Ogden as a leader in recreational offerings across the region. 4th street complex will be one of the biggest regional draws for youth sports.

This facility expansion will serve as an economic driver for Ogden City by attracting regional youth sports events, drawing teams, families, and spectators whose participation supports local businesses, lodging, and dining, while promoting long-term community engagement with the city's recreational offerings.

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

#### 1. Tourism Impact:

- Loss of potential tourism revenue during the deferral period due to tournaments not having enough field space within Ogden City
- Risk of losing competitive advantage to other destinations
- Missed opportunities for seasonal tourism peaks

#### 2. Property Development Impact:

- Possibility of increased property costs in the future
- Missed development opportunities in prime locations
- Potential for higher construction/development costs later
- Delayed return on investment from purchased properties

#### 3. Recreation Programs Impact:

- Overcrowding of existing field spaces
- Limited program expansion capabilities
- Reduced quality of existing programs due to space constraints
- Inability to meet community demand for recreational activities
- Potential loss of program participants to other facilities/areas
- Increased wear and tear on existing fields due to overuse

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

Will be Applying for future RAMP 200,000

### Perpetual Project Proposed 5 Year Schedule

FY26 1.5 Million. FY27 12Million FY28 11Million FY29 9Million

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

Building a new field on the Lynn property near the 4th Street Ball Park offers a strategic solution to concerns about operational efficiency and resource management. Consolidating recreational facilities into a centralized complex allows Ogden City to:

#### 1. Enhance Maintenance Efficiency:

- o A centralized location simplifies field upkeep, as maintenance crews can service multiple fields within the same complex during a single visit. This reduces transit time and allows for better allocation of resources.
- o Shared infrastructure, such as irrigation systems and storage facilities, minimizes redundancy and lowers overall maintenance costs.

#### 2. Improve Facility Management:

- o Centralizing fields makes it easier to coordinate scheduling for leagues, tournaments, and community events, reducing logistical challenges and increasing usage rates.
- o Staff oversight becomes more effective with operations focused in one area, ensuring quicker response times to issues and consistent facility standards.

Strategic Plan Directive Summary

Recreation

City-Sponsored Competitive youth athletics programs

Utilization rates of parks and recreational amenities

Increased tourist utilization of outdoor and natural amenities

Increased community participation in recreation entertainment

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$33.5M

Project Total

\$33.5M

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	\$1,500,000	\$5,000,000	\$11,000,000	\$9,000,000	\$26,500,000
Site Improvements	\$0	\$7,000,000	\$0	\$0	\$7,000,000
Total	\$1,500,000	\$12,000,000	\$11,000,000	\$9,000,000	\$33,500,000

Funding Sources

FY2026 Budget

\$0

Total Budget (all years)

\$33.5M

Project Total

\$33.5M

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	\$1,500,000	\$12,000,000	\$11,000,000	\$9,000,000	\$33,500,000
Total	\$1,500,000	\$12,000,000	\$11,000,000	\$9,000,000	\$33,500,000

# Community Field House

## Overview

<b>Request Owner</b>	Edd Bridge, RECREATION MANAGER
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	RG010
<b>Request Groups</b>	RG-Recreation

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## Details

**Fund Type:** General CIP

**Project Contact:** Edd Bridge

**Type of Project:** New Building Construction, Recreation Facility Improvements

**Project Priority:** Necessary

**Planning Area:** None

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

**Redevelopment Area:** None

**Strategic Plan Directive:** Economic Development, Recreation

### Description & Justification:

The proposed Capitol Improvement Project aims to construct a Multi-Sport Field House that will serve as a versatile recreational facility for youth in the community. This facility will include dedicated spaces for basketball courts, volleyball courts, and an artificial turf area for baseball and softball practice, and an integrated boxing facility. The project aims to enhance the overall well-being of the community by providing a space for various sports activities, promoting physical fitness, and fostering community engagement. This will assist in alleviating the shortage of practice space throughout Ogden City. Currently, the Ogden School District is proposing Ogden Recreation limit the number of youth that participate in indoor sports to accommodate the demand. Constructing a field house will allow the youth to continue to participate in youth sports.

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

In Ogden City's 2019-2024 Strategic Plan, it is identified that athletics and team activities provide youth the needed skills for lifelong success and development. Investment in these activities leads to success for high-school athletics and other school-sponsored organizations, which builds the confidence of our rising generation, and creates community pride. The City plays an important role by maintaining recreational facilities and open spaces. Parks and facilities should be more accessible for organized public use, and the City will continue to collaborate with other stakeholders to make additional facilities available. The City will also be a catalyst for the growth of youth recreation programs.

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

The timing of the field house project is paramount, considering the urgent demand for suitable facilities to support youth basketball/volleyball activities. Delays in initiating this project could exacerbate the existing challenges faced by our community due to the lack of adequate gym space. Ogden School District has given recommendation to limiting the number of youth that participate in sports to accommodate gym space. Here are some key considerations regarding the timing requirements:

1. **Immediate Need:** The shortage of gym space in our city has been a longstanding issue, adversely impacting youth sports programs, including basketball, volleyball, softball and baseball. With each passing day, the demand for accessible and safe practice facilities continues to grow. Therefore, there is an immediate need to commence the construction of the field house to address this pressing demand.
2. **Community Engagement and Support:** Timely execution of the project is essential to maintain community engagement and support. Delaying the construction may lead to disillusionment among stakeholders who have been advocating for improved sports infrastructure, potentially jeopardizing future funding and cooperation.
3. **Long-term Impact:** The benefits of constructing a field house extend beyond immediate relief for the current shortage of gym space. It represents a long-term investment in the health, well-being, and development of our youth, fostering a sense of community and providing opportunities for personal growth through sports. This will also allow Ogden City Recreation to operate more efficiently with staffing. Having several courts in one place takes less staffing for site supervisors.

While the urgency of addressing the lack of gym space necessitates prompt action, it is also important to acknowledge the practical constraints and considerations involved in executing such a capital improvement project. Delays could result from various factors such as funding constraints, and logistical challenges.

However, deferring the project to later years would only prolong the strain on our community and hinder the potential benefits associated with the timely establishment of the field house. It is therefore imperative that we prioritize and expedite the planning and implementation process to ensure that our youth have access to the facilities they need to thrive.

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

Ogden City is currently in the process of identifying the best location for the field house while also vetting and securing partnerships for the facility.

Once a location is identified and partnerships secured, the RFQ/RFP process can begin to identify potential architectural firms and construction companies.

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

Currently Ogden City provides a site supervisor at each school gym. It's possible there could be five or six people working at the same time. The cost savings will be in the reduction of supervisors to only one for the facility.

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

Recreation strategic directive states, Athletics and team activities provide youth the needed skills for lifelong success and development. Investment in these activities leads to success for high-school athletics and other school-sponsored organizations, which builds the confidence of our rising generation, and creates community pride. The city plays an important role by maintaining recreational facilities and open spaces.

The Economic Development strategic plan identifies success as increased tax and revenue growth through higher economic activity. The Community Field House would allow for basketball, volleyball tournaments and events to come to Ogden, providing a substantial economic impact on the community,



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## Capital Cost

FY2026 Budget

**\$0**

Total Budget (all years)

**\$16.9M**

Project Total

**\$16.9M**

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## Detailed Breakdown

Category	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	FY2029 <i>In Progress</i>	Total
Construction	\$0	\$15,800,000	\$0	\$15,800,000
Planning & Design	\$800,000	\$0	\$0	\$800,000
Equipment	\$0	\$0	\$300,000	\$300,000
<b>Total</b>	<b>\$800,000</b>	<b>\$15,800,000</b>	<b>\$300,000</b>	<b>\$16,900,000</b>

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## Funding Sources

FY2026 Budget

**\$0**

Total Budget (all years)

**\$16.9M**

Project Total

**\$16.9M**

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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	\$800,000	\$15,800,000	\$300,000	\$16,900,000
<b>Total</b>	<b>\$800,000</b>	<b>\$15,800,000</b>	<b>\$300,000</b>	<b>\$16,900,000</b>

# Basketball Courts

## Overview

<b>Request Owner</b>	Edd Bridge, RECREATION MANAGER
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	RG009
<b>Request Groups</b>	RG-Recreation

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## Details

**Fund Type:** General CIP

**Project Contact:** Edd Bridge

**Type of Project:** Park Improvements

**Project Priority:** Desirable

**Planning Area:** None

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

**Redevelopment Area:** None

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

### Description & Justification:

There is a need and demand for more basketball courts in Ogden City. This project will strategically look at what areas in the city we are deficient with basketball courts and construct courts in the deficient areas. Currently, Ogden City only has 3 outdoor courts.

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

Ogden City Recreation Master Plan talks about the need for more basketball courts in Ogden City. The council strategic plan talks about recreation and improving facilities.

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

This project will start the procurement process immediately upon funding. Deferring this project will cause residents to become more disgruntled. It will also deprive youth and adults access to recreation activities.

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

This project is waiting for funding for the next step of the project.

Funding Sources Selected: BDO Lease Revenue

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

In future years we will need to resurface the courts, currently a CIP is available to funds the resurfacing of all tennis, pickleball courts

### Strategic Plan Directive Summary

This improves recreation space and gives access to everyone.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$0	\$470K	\$670K

Detailed Breakdown

Category	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	Total
Site Improvements	\$330,000	\$140,000	\$470,000
Total	\$330,000	\$140,000	\$470,000

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$0	\$470K	\$670K

Detailed Breakdown

Category	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	Total
City Funded	\$330,000	\$140,000	\$470,000
Total	\$330,000	\$140,000	\$470,000

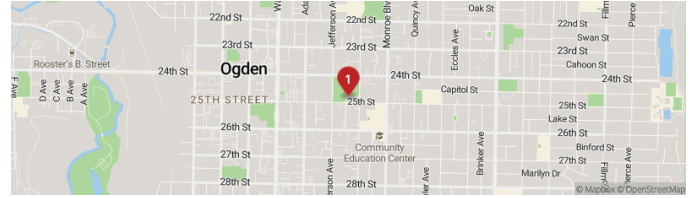
# Golden Hours Improvements

## Overview

<b>Request Owner</b>	Edd Bridge, RECREATION MANAGER
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	RG008
<b>Request Groups</b>	RG-Recreation

## Project Location

650 25th Street



## Details

**Fund Type:** General CIP

**Type of Project:** Recreation Facility Improvements

**Planning Area:** East Central

**Redevelopment Area:** None

**Project Contact:** Edd bridge

**Project Priority:** Desirable

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

**Strategic Plan Directive:** Recreation

### Description & Justification:

The Golden Hours Senior Center, established in 1968, is a vital community facility serving Ogden residents aged 50 and above. While operating at high capacity, the center requires significant upgrades to maintain safety standards and functionality. As part of Ogden City's commitment to providing safe, quality facilities for its residents, the following improvements are necessary:

#### Interior Renovations:

- Upgrade gym equipment
- Replacement of carpet and ceiling tiles
- Modernization of commercial kitchen appliances
- Update of storage solutions (shelving, cabinets, counter tops and cupboards)
- Bathroom renovations including new tiles, stall doors, and sinks (ADA upgrades)
- Stage rehabilitation
- Lighting system upgrades

#### Exterior Improvements:

- New facility signage to properly identify it as an Ogden City facility

These improvements will ensure the center continues to serve our senior community effectively while meeting safety standards and reflecting the City's commitment to quality public facilities.

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

The Recreation Master Plan speaks to the public desire to have a well maintained senior recreation center. These improvements will help keep the facility operating at a high level.

This project advances two City Council strategic priorities:

Recreation: Increasing community use and participation at local parks and recreational facilities

City Image: Improving the visual appeal of city gateways and entrance points

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

Postponing these essential updates puts both the facility and our patrons at risk. As building conditions decline, the community may wrongly conclude we need a new facility rather than proper maintenance. More critically, aging equipment poses safety risks to our senior citizens, creating unnecessary liability concerns for the City. These renovations represent a proactive approach to facility management and public safety.

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

The project will start when funds have been awarded. Budgeting to use General Fund funding.

**Perpetual Project Proposed 5 Year Schedule**

<b>Year 1-FY2027</b>	<b><u>Estimated Cost</u></b>	<b><u>Funding Recourse (ie. BDO/RAMP)</u></b>	<b><u>Estimated Life After Improvement</u></b>
Commercial Kitchen upgrades	80,000		25 years
Flooring	25,000		10 years
Signage	20,000		25 years
Exercise equipment	20,000		25 years
Total for Year 2	20,000		10 years
<b>Year 2-FY2027</b>	<b>165,000</b>		
<b>Year 3-FY2028</b>			
Bathroom upgrades	50,000		10 years
Total for Year 3	50,000		
<b>Year 4-FY2029</b>			
upgraded flooring (gymnasium, classroom, exercise, multi-purpose room)	80,000		25 years
Total for Year 4	80,000		
<b>Year 5-FY2030</b>			
Bathroom upgrades	50,000		10 years
Total	345,000		

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

None

Strategic Plan Directive Summary

Strategic Plan Directive Recreation speaks to the need, to maintain our recreational facilities.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$0	\$345K	\$570K

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	\$165,000	\$50,000	\$80,000	\$50,000	\$345,000
Total	\$165,000	\$50,000	\$80,000	\$50,000	\$345,000

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$0	\$345K	\$570K

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	\$165,000	\$50,000	\$80,000	\$50,000	\$345,000
Total	\$165,000	\$50,000	\$80,000	\$50,000	\$345,000

# Multi Sport Field Enhancement

## Overview

<b>Request Owner</b>	Edd Bridge, RECREATION MANAGER
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	RG007
<b>Request Groups</b>	RG-Recreation

## Details

<b>Fund Type:</b> General CIP	<b>Project Contact:</b> Edd Bridge and Monte Stewart
<b>Type of Project:</b> Recreation Field Improvements	<b>Project Priority:</b> Desirable
<b>Planning Area:</b> None	<b>Other Resources That Were Explored:</b> City Funds (General Funds/BDO Lease Revenue/Other)
<b>Redevelopment Area:</b> None	<b>Strategic Plan Directive:</b> Recreation

### Description & Justification:

This project is to enhance and create playable park space throughout Ogden City. This includes the southwest area of 4th Street Park (pit), West Ogden, Mt. Eyrie, Marshal White and Big Dee Sports Park. The designs will be able to accommodate more activities such as Soccer, Flag Football, Ultimate Freebee, and Spikeball. Currently, this space is maintained by the Parks Department, but it is not usable as the grade and landscape prevents it from being used. This will also include Study, engineering and drawings of field space.

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

Recreation Master and Council Strategic Plan calls for maintaining and improving playable space.

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

Currently, the parks department is maintaining non-usable space. As demands grow, the public will want to have usable recreation space.

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

It is recommended to add this as a perpetual project and request funding to improve space each year.

### Perpetual Project Proposed 5 Year Schedule

Year 1-FY2027	Estimated Cost	Funding Recourse (ie. BDO/RAMP)	Estimated Life After Improvement
RFP Master Plan	225,000	CIP	
4th street pit	400,000	CIP	
<b>Total for Year 1</b>	<b>625,000</b>		
<b>Year 2-FY2028</b>			
West Ogden	250,000		
<b>Total for Year 2</b>	<b>250,000</b>		

Year 1-FY2027	<u>Estimated Cost</u>	<u>Funding Recourse (ie. BDO/RAMP)</u>	<u>Estimated Life After Improvement</u>
Year 3-FY2029			
Mount Eyrie	500,000		
Total for Year 3	500,000		
Year 4-FY2030			
Mount Eyrie	225,000		
Total for Year 4	225,000		
Year 5-FY2031			
Big Dee Sports Park	500,000		
Total for Year 5	500,000		
Total for all 5 years	2,100,000		

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

The current space are already being maintained by the city this will help increase the usage

**Strategic Plan Directive Summary**

The recreation directive talks about creating and maintaining facilities for youth.

**Capital Cost**

FY2026 Budget

**\$0**

Total Budget (all years)

**\$1.6M**

Project Total

**\$1.6M****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	\$625,000	\$250,000	\$500,000	\$225,000	\$1,600,000
Total	\$625,000	\$250,000	\$500,000	\$225,000	\$1,600,000

**Funding Sources**

FY2026 Budget

**\$0**

Total Budget (all years)

**\$1.6M**

Project Total

**\$1.6M****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	\$625,000	\$250,000	\$500,000	\$225,000	\$1,600,000
Total	\$625,000	\$250,000	\$500,000	\$225,000	\$1,600,000



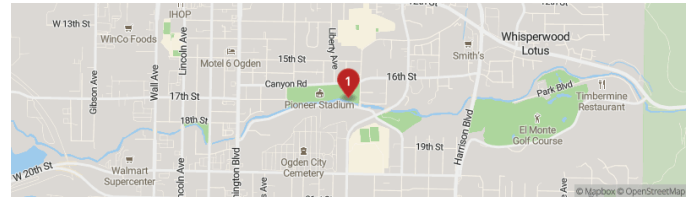
# Lorin Farr Pool

## Overview

<b>Request Owner</b>	Edd Bridge, RECREATION MANAGER
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	RG002
<b>Request Groups</b>	RG-Recreation

## Project Location

Lorin Farr Swimming Pool



## Details

**Fund Type:** General CIP

**Type of Project:** Recreation Facility Improvements

**Planning Area:** Canyon Road

**Redevelopment Area:** None

**Project Contact:** Edd Bridge

**Project Priority:** Desirable

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

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

### Description & Justification:

Lorin Farr Pool is one of the oldest outdoor pools in Utah. This project will be to replace some of the concrete that is severely cracked, tile and shade structures, lights, benches, and the lifeguard room at the Lorin Farr Pool. Currently, the small pool is leaking and in need of repair. This includes improving the fencing around the facility, enhancing the concessions stand, bathhouse and landscape around LF Pool. It also includes improvements to the pump houses and slide. Installation of a new liner to protect the structure and reduce maintenance needs. this will also extend the life of the pool.

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

With concrete that is severely cracked and tiles that need to be replaced, the pool provides a bad perception to the public.

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

Currently, some of the concrete is cracking and dilapidated at the pool. Tiles along the edge of the pool also need to be replaced, along with lifeguard stands. These improvements are needed to maintain the safety of the facility. The pool will continue to leak and needs to be shut down.

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

Awaiting Funding for this project.

Funding Source Selected: CIP FUND

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

Currently, Lorin Farr Pool is one of the oldest pools in Utah and has outlived its life of the pool. A long term solution needs to be decided on the pool.

Strategic Plan Directive Summary

This project helps to improve the imagery of Lorin Farr Pool. Maintaining recreation facilities. This project helps to improve the imagery of Lorin Farr Pool.

Additional History of Project

Currently, Lorin Farr Pool is one of the oldest pools in Utah and has outlived its life of the pool. The past 3 years, Lorin Farr Pool has opened late due to maintenance issues as the weather changes. A long term solution needs to be decided on the pool.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$150K	\$1.05M	\$1.6M

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
Construction	\$150,000	\$225,000	\$225,000	\$225,000	\$225,000	\$1,050,000
Total	\$150,000	\$225,000	\$225,000	\$225,000	\$225,000	\$1,050,000

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$150K	\$1.05M	\$1.6M

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
City Funded	\$150,000	\$225,000	\$225,000	\$225,000	\$225,000	\$1,050,000
Total	\$150,000	\$225,000	\$225,000	\$225,000	\$225,000	\$1,050,000

# Centennial Trail Construction & Acquisition

## Overview

<b>Request Owner</b>	Taylor Nielsen, City Engineer
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	PY002
<b>Request Groups</b>	PY-Parkway

## Details

**Fund Type:** General CIP

**Project Contact:** Taylor Nielsen

**Type of Project:** Trail Improvements

**Project Priority:** Necessary

**Planning Area:** None

**Other Resources That Were Explored:** Other

**Redevelopment Area:** None

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

### Description & Justification:

The **Centennial Trail Construction and Acquisition Project** aims to enhance and expand Ogden City's trail network by implementing critical improvements and establishing new connections along the river corridors and surrounding benches. This project includes both the development of new trails and the enhancement of existing ones, providing vital linkages across Ogden's trail system. To achieve comprehensive connectivity, the project may also involve land acquisition where necessary to secure key pathway segments and access points.

The primary purpose of this project is to improve recreational opportunities, promote active transportation, and enhance the quality of life for residents and visitors. By expanding the trail network, the project will create new pathways and corridors that connect various parts of the city, linking neighborhoods, parks, and natural areas. These improvements align with Ogden City's strategic goals to increase access to outdoor spaces, encourage healthy lifestyles, and support sustainable transportation options.

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

The **Centennial Trail Construction and Acquisition Project** aligns directly with the adopted plans and policies outlined in the Ogden City General Plan. Specifically:

- **10.3.A:** The General Plan highlights the benefits of using abandoned rail lines and public rights-of-way to increase public access to open spaces. This project leverages these pathways to enhance trail connectivity and expand recreational opportunities across the city.
- **10.3.B:** The project supports the continued development of the **Ogden River Parkway**, a key component of the city's vision for an interconnected trail system that provides scenic, safe, and accessible routes for pedestrians and cyclists.
- **10.3.E:** The plan emphasizes the importance of maintaining existing access points and creating new ones when developing trails. This project aims to enhance connectivity by preserving current access points and establishing new entryways, ensuring that the trail network is easily accessible for all users.

The project also aligns with broader council policies and Ogden's long-term vision for expanding recreational amenities, promoting pedestrian and cyclist connectivity, and enhancing urban mobility. By improving the Centennial Trail system, the project contributes to the

city's goals for environmental sustainability and public health. The expanded trail network will be a key component of Ogden's green infrastructure, offering safe, well-maintained pathways for walking, biking, and other non-motorized transportation, in line with the city's strategic objectives.

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

Deferring the **Centennial Trail Construction and Acquisition Project** to later years would present several significant challenges and missed opportunities. One primary consequence would be the delay in critical trail maintenance and improvements, which are essential for ensuring the safety and usability of the existing trail network. Without timely upgrades, the condition of the trails may deteriorate, posing safety risks for users and increasing future repair costs.

Additionally, postponing the project would result in missed opportunities to create new connectors and expand trail access throughout the city. This would limit the ability to provide safe, interconnected pathways, reducing the effectiveness of the trail system in supporting active transportation and recreational use. The absence of cohesive trail linkages could negatively impact user experience, discourage pedestrian and cyclist activity, and hinder efforts to promote sustainable, non-motorized transportation options.

Delaying the project would also detract from Ogden's image as a city committed to enhancing outdoor recreation and active living. The city's reputation for offering quality recreational amenities could be compromised, affecting its appeal to residents, visitors, and potential investors. To maintain the integrity and connectivity of the trail network, it is crucial to proceed with the planned improvements and acquisitions, aligning with Ogden's strategic goals for recreation, mobility, and community health.

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

The **Centennial Trail Construction and Acquisition Project** is currently in the planning and design phase, with funding yet to be secured. Ongoing efforts are focused on identifying and prioritizing high-impact trail segments to ensure the most critical connections are addressed first.

The initial phases of the project may include land acquisition as needed to secure key trail corridors and access points, followed by targeted construction and improvements to enhance the existing trail network. The project is designed to progress in a phased manner, aligning development with the availability of funding and city resources. This structured approach allows for steady, incremental enhancements to the Centennial Trail system, aiming to deliver long-term recreational and connectivity benefits to the community. By proceeding with phased implementation, the project supports Ogden City's strategic goals for expanding recreational amenities, promoting active transportation, and improving overall quality of life for residents and visitors.

It is anticipated to be funded by ACTIVE TRANSPORTATION (STATE)

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

Managing the operations and maintenance of Ogden City's trail system, including the **Centennial Trail**, presents several challenges that need to be carefully addressed to ensure long-term sustainability. A primary concern is the impact of weather and natural elements, as trails are exposed year-round to conditions that can lead to surface erosion, washouts, and other damage. Regular inspections and timely repairs are critical to maintaining trail safety and usability, particularly after significant weather events.

Another challenge is the increased usage of the trail system, especially in popular recreational areas. High foot and bicycle traffic can accelerate wear and tear, necessitating more frequent maintenance to prevent trail degradation. Sustainable crowd management and the implementation of measures to reduce impact, such as designated paths and signage, are important considerations to preserve trail quality.

Ensuring adequate funding for routine maintenance, repairs, and the upkeep of amenities like benches, waste disposal stations, and informational signage is essential for providing a positive user experience. Proper operations and maintenance are key to protecting the city's

investment in its trail infrastructure, enhancing the overall appeal and functionality of the Centennial Trail, and supporting the city’s goals for active transportation and outdoor recreation.

Strategic Plan Directive Summary

The **Centennial Trail Construction and Acquisition Project** aligns with the following City Council Strategic Plan Directives:

Community Safety

The project prioritizes the enhancement of safe, accessible pathways for pedestrians and cyclists, reducing conflicts between different modes of transportation. By improving trail conditions and addressing critical maintenance needs, the project contributes to the safety of all trail users, providing a secure environment for outdoor activities.

City Image & Reputation

Upgrading and expanding the Centennial Trail system enhances Ogden City’s image as a community invested in quality recreational spaces and outdoor amenities. The project demonstrates a commitment to maintaining well-kept, visually appealing infrastructure, reinforcing the city’s reputation as a destination for active lifestyles and environmental stewardship.

Recreation

The project directly supports the city’s goals for expanding recreational opportunities by creating new trail connections and improving existing ones. These enhancements encourage physical activity, promote healthy living, and increase access to Ogden’s natural assets, making the city more attractive for residents and visitors seeking outdoor experiences.

The Centennial Trail project aligns with key strategic directives by improving community safety, elevating the city’s image, and expanding recreational amenities, contributing to a vibrant, healthy, and well-connected community.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$100K	\$500K	\$700K

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	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
Total	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$100K	\$500K	\$700K

Detailed Breakdown

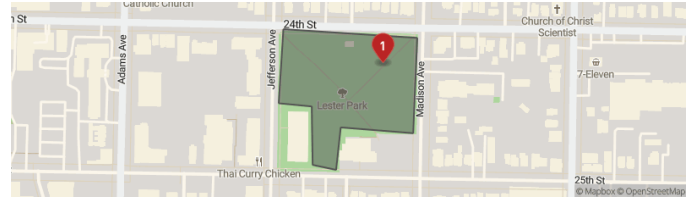
Category	FY2026 <i>In Progress</i>	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	FY2029 <i>In Progress</i>	FY2030 <i>In Progress</i>	Total
Restricted Taxes (B&C or Prop1)	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
Total	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000

# Lester Park Improvements

## Overview

<b>Request Owner</b>	Monte Stewart, PARKS MANAGER
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	PK142
<b>Request Groups</b>	PK-Parks

## Project Location



## Details

**Fund Type:** General CIP

**Type of Project:** Park Improvements, Irrigation Improvements, Park Facility Improvements, Park Playground Improvements, Recreation Field Improvements, Conservation Improvements

**Planning Area:** East Central

**Redevelopment Area:** None

**Project Contact:** Monte Stewart

**Project Priority:** Necessary

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

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

### Description & Justification:

This project developed from the expansion of the Weber County Library. The expansion created a need to redesign aspects of the park to tie the park together with the library and the Golden Hours Center and to enhance the space to better serve the neighborhood. Also, with the development of the BRT station at the park, it could become a centerpiece of the Nine Rails District and the revitalization of the East Central Area. We are currently in the design phase with IO Design, a local firm dedicated to the redevelopment of the park to meet the community's needs. Planning money has been set aside for park design, which we are currently using for design and as a match for grant funding, but additional funds are needed for plan implementation and construction.

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

**14.B.C.14** of the East Central plan states, "Enhance existing parks." Lester Park has gone without enhancement except for the recent restroom for many years. Upgrades to play equipment and connective walkways are needed.

**14.B.C.14.D** states, "Prohibit expansion of parking and buildings into Lester Park. Additional parking not to exceed 20 new stalls may be considered provided that the improvements to the park are made that create a holistic design for the park and provide connections and amenities to all users." The improvements to Lester Park will create the "holistic design" to allow the county's expansion of the parking lot.

**Fiscal Responsibility and Infrastructure Upgrades:** Upgrading outdated irrigation systems, playgrounds, pavilions, and other park infrastructure including lighting and walkways reflects Ogden City's policies on infrastructure modernization and fiscal accountability by reducing long-term related expenses. This project demonstrates prudent resource management and responsible budgeting, aligning with the City's objectives for sustainable growth and efficient service delivery.

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

The county has completed the library expansion. It is important for parking, sidewalks and landscaping to connect into a seamless design rather than one part being improved and the other left as is; disconnected. A piecemeal approach always leads to higher costs in addition to disjointed design and implementation.

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

Three concept designs have been selected that are being combined into one final design that will address maintenance and safety within a defined budget. Funding has been provided during the last few years to develop the construction drawings, which we are currently in. Concepts, recently developed, are under review. Once design is finalized and construction drawings completed, a more accurate cost estimate of construction can then be determined to move to the next step of funding implementation. It may be required that the funding extends over a two-year period in order to have adequate funds to do the project all at once, which would be more cost-effective. There are smaller CIP requests associated with this project that are tied to RAMP requests for playground enhancement phases and construction of pickleball courts adjacent to the Golden Hours Center.

Funding Sources Selected: CIP/BDO FUNDS

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

The new design would require more attention in maintenance than what typically happens in parks. There will be more maintenance, cleaning, and up-keep than presently exists. Because the un-sheltered population tends to currently gather here, a maintenance plan that exceeds what is done at a typical park will be required to keep the park clean, usable, and void of vagrant activity that heavily taxes and degrades park amenities. A maintenance plan tailored to what amenities will need to be formulated upon final design concepts.

### **Strategic Plan Directive Summary**

This project applies to the **City Image and Reputation** Strategic Plan Directives and **Safety**, and **Recreation**. New design will attempt to minimize public safety concerns, strengthen the City's image and reputation, and increase the amount of viable open, pliable space available for recreation programming.

**City Image and Community Impact:** As Ogden's public spaces remain inefficient and less sustainable, the City may be perceived as less committed to serving its citizenry. This perception could impact Ogden's reputation as a forward-thinking, sustainable community aimed at improving its public spaces for the benefit of the community.

**Safety:** Current design aims to address issues of safety in the park by increasing sight lines, adding lighting, addressing restroom/pavilion facilities, and by increasing active recreation in the park throughout the day and evenings.

**Recreation:** Current design aims to increase active recreational pursuits by increasing the number of usable multi-sport fields, and adding pickleball courts along with various other recreation amenities for both active and passive activities.

### **Additional History of Project**

Several past design iterations of the park have been reviewed as part of the ongoing design undertaken by IO Design. Aspects from former renditions, community surveys, and input from various City departments, are included in the design undertaking.

The community has been and still is hungry for movement toward a new park. They have been engaged in planning and survey gathering activities to assist the design contractor and City staff in putting forward the best design to serve the community.



## Capital Cost

FY2026 Budget

**\$0**

Total Budget (all years)

**\$7.1M**

Project Total

**\$7.1M**

### Detailed Breakdown

Category	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	Total
Site Improvements	\$3,682,195	\$3,413,555	\$7,095,750
<b>Total</b>	<b>\$3,682,195</b>	<b>\$3,413,555</b>	<b>\$7,095,750</b>

## Funding Sources

FY2026 Budget

**\$0**

Total Budget (all years)

**\$7.1M**

Project Total

**\$7.1M**

### Detailed Breakdown

Category	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	Total
City Funded	\$3,682,195	\$3,413,555	\$7,095,750
<b>Total</b>	<b>\$3,682,195</b>	<b>\$3,413,555</b>	<b>\$7,095,750</b>

## Operational Costs

FY2026 Budget

**\$0**

Total Budget (all years)

**\$37.5K**

Project Total

**\$37.5K**

### 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	\$0	\$7,500	\$10,000	\$10,000	\$10,000	\$37,500
<b>Total</b>	<b>\$0</b>	<b>\$7,500</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$37,500</b>

Operating Revenue

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$37.5K	\$37.5K

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	\$0	\$7,500	\$10,000	\$10,000	\$10,000	\$37,500
Total	\$0	\$7,500	\$10,000	\$10,000	\$10,000	\$37,500

# Park General Improvements

## Overview

<b>Request Owner</b>	Monte Stewart, PARKS MANAGER
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	PK124
<b>Request Groups</b>	PK-Parks

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## Details

**Fund Type:** General CIP

**Project Priority:** Necessary

**Type of Project:** Park Improvements

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

**Planning Area:** None

**Redevelopment Area:** None

**Strategic Plan Directive:** Recreation

**Project Contact:** Monte Stewart

### Description & Justification:

This project includes general improvements to facilities and infrastructure within the entire park system City wide. It also includes updates and renovations to major parks within the system. Improvements include updates to landscaping, playgrounds, construction, fencing, and repair to bathrooms and pavilions. Many of our Community Plans note the importance of parks to their specific communities. Section 14.D.B.12 of the Hillcrest-Bonneville plan noted the 9th Street Park (9th and Liberty) could use additional parking and better access to restrooms. Paths need to be installed from playgrounds to pavilions and restroom areas. Both the pavilion and restrooms need improvement. The park also lacks a storage area for Recreation's flag football program and parking needs to be increased to minimize the impact to the surrounding homes. Perpetual CIP funding has made many of the stated improvements possible. Future funds will be used to make needed improvements to all of our parks including ADA compliance.

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

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

Improvements made to parks, trails, and facilities throughout Ogden align with Ogden's key directives and community priorities by elevating quality of life, promoting recreation, contributing to economic development, community safety, and the city's image.

Community plans recommend improving the quality and maintenance of the neighborhood parks. The Taylor Community Plan states " The parks in this community are very important to the community". Directive 3 of the Ogden Strategic Plan emphasizes the need to provide and maintain amenities for citizens to use while participating in outdoor activities. With the vision and plan to make Ogden City a high adventure mecca, the need to improve existing outdoor facilities is becoming more important. Not only will upgrading the park system help with the adventure vision, it will also help promote a safe and healthy lifestyle for residents of Ogden and provide a fun family atmosphere to help strengthen the community. Improvements to the parks also help to improve the recreation programs provided throughout the city.

### Economic Development:

Enhancing park facilities directly reinforces the city's approach to economic development by building public trust. As the park becomes a more attractive and functional asset, residents see their investment in the community reflected in tangible, enjoyable improvements. This not only builds trust in city initiatives but also encourages continued investment in public services and future improvements, creating a cycle of

trust and community support. Enhancements also help make the parks more attractive for tournament organizers and groups seeking space for large community events that bring outside tax dollars to our community.

### **Quality of Life:**

Ogden is committed to enhancing the quality of life for all residents, believing in the importance of accessible, enjoyable public spaces. Investing in park facilities fulfills this mission by providing upgraded spaces for outdoor recreation, relaxation, and community gatherings. By enhancing amenities and accessibility, Ogden supports residents' aspirations to live in a vibrant community with opportunities for health, connection, and recreation.

### **Community Safety:**

Safe, updated, and well-maintained parks are a crucial component of community safety. Improvements contribute to a safer environment for families and individuals. Enhanced visibility through thoughtful placement and usability encourages greater community presence, which deters crime and builds a secure atmosphere.

### **Recreation:**

Ogden is passionate about providing quality recreational spaces. Park upgrades contribute to the city's goal of increasing access to outdoor activities. Better amenities and inclusive design features make the park a center for recreation for all ages, supporting Ogden's focus on outdoor lifestyle and fostering youth and adult athletic programs.

### **City Image & Reputation:**

Improvements to parks, trail heads, and facilities contribute to the city's appearance and reputation, showcasing Ogden as a well-maintained, community-oriented city. A beautifully improved park boosts Ogden's image, attracting potential new residents and businesses by demonstrating the city's commitment to high-quality public spaces and community pride.

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

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

Over time, park amenities will continue to deteriorate, causing less utilization and potential safety risks to park patrons. Continued degradation will render facilities unusable and unsafe as fixtures and structures deteriorate. As facilities age beyond their estimated life, an increase in time when facilities are closed for repair will increase. This results in a lessened quality of service for citizens with a diminished availability of facilities for use. This also negatively affects recreation programming as many facilities are maintained at sites where youth sports activities are programmed. Many restrooms, pavilions, and site amenities are consistently vandalized and damaged, causing accelerating degradation over time. With more than 45 parks throughout the city, and numerous other maintained locations including trails, islands, and detention areas, it is important that we fund needed replacements and enhancements according to priority. Failure to do so also results in increased costs as construction and materials steadily rise. The potential for litigation also increases as facilities, structures, and amenities age beyond their estimated life, outpacing the ability to effectively maintain them.

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

This project is in planning and design stages. Requested funding of \$150,000.00 for FY26, \$150,000 for FY27, \$150,000 for FY28, \$150,000 for FY29, and \$150,000 for FY30 totaling \$750,000 from CIP Fund.

Funding Sources Selected: CIP/BDO FUNDS

### **Perpetual Project Proposed 5 Year Schedule**

Year 1-FY2027	<u>Estimated Cost Funding Recourse (ie. BDO/RAMP) Estimated Life After Improvement</u>		
Jaycee Table and bench Replacement	20,000	CIP Fund	15yrs
Jaycee Pavilion Replacement	65,000	CIP Fund 50% RAMP 50%	30yrs
Jaycee Bathroom Replacement	102,500	CIP Fund 50% RAMP 50%	30yrs
Jaycee Curbing & Walkways	45,000	CIP Fund	25yrs
<b>Total for Year 1</b>	<b>150,000</b>		
Year 2-FY2028			
Bonneville Park Pavilion	65,000	CIP Fund 50% RAMP 50%	30yrs
Bonneville Park Bathroom	102,500	CIP Fund 50% RAMP 50%	30yrs
Bonneville Park Table & Bench Replacement	20,000	CIP Fund	15yrs
Bonneville Concrete Walkways	45,000	CIP Fund	25yrs
<b>Total for Year 2</b>	<b>150,000</b>		
Year 3-FY2029			
Mt Eyrie Pavilion	65,000	CIP Fund	25yrs
Rolling Hills Pavilion	65,000	CIP Fund	15yrs
Romrell Restroom Rehab	20,000	CIP Fund	20yr
<b>Total for Year 3</b>	<b>150,000</b>		
Year 4-FY2030			
Lions Playground	150,000	CIP Fund	30yrs
<b>Total for Year 4</b>	<b>150,000</b>		
Year 5-FY2031			
Marquardt Pavilion	65,000	CIP Fund	30yrs
Park Table Replacement	20,000	CIP Fund	15yrs
Lions Pavilion	65,000	CIP Fund	30yrs
<b>Total for Year 5</b>	<b>150,000</b>		
<b>Total for all 5 years</b>	<b>750,000</b>		

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

No Issues

### Strategic Plan Directive Summary

#### Strategic Plan Directive Summary

This project supports Ogden City's strategic directives for **Economic Development, Safety, City Image & Reputation, Fiscal Responsibility, and Recreation** by upgrading and replacing aged park amenities and structures at various locations throughout the park system. Proposed enhancements help create vibrant spaces for citizens and visitors to use. They help drive economic development, increase safety at the parks, enhance recreational spaces for youth activities and sports, and positively increase the City's image and reputation by providing updated facilities for use that show pride in community. This project also aligns with Fiscal Responsibility through long-term cost savings by replacing aged, maintenance-intensive facilities.

Additional History of Project

Historically, this CIP is funded in varying amounts estimated in a five-year plan. We are currently asking to elevate yearly amount to meet increased costs of doing business.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$0	\$600K	\$743K

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	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000
Total	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$0	\$600K	\$743K

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	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000
Total	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000

# Park Improvements - Nicholas

## Overview

<b>Request Owner</b>	Monte Stewart, PARKS MANAGER
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	PK071
<b>Request Groups</b>	PK-Parks

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## Details

<b>Fund Type:</b> General CIP	<b>Project Contact:</b> Monte Stewart
<b>Type of Project:</b> Park Improvements	<b>Project Priority:</b> Desirable
<b>Planning Area:</b> None	<b>Other Resources That Were Explored:</b> Other
<b>Redevelopment Area:</b> None	<b>Strategic Plan Directive:</b> Community Safety

### Description & Justification:

Project is to improve various parks by utilizing the Nicholas Endowment Funds. Projects are prioritized based on safety and age of existing playground equipment.

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

This project is in compliance with providing safe and harmonious parks for city residents. This project is also consistent with URMA's standards and requirements, as well as the national standards for playground safety.

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

Various parks need immediate improvement. Higher liability exposure exists within parks containing antiquated equipment.

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

This project was initially requested in 1999. This is an ongoing project and additional funding for this project is proposed from the interest earned from the Gomer Nicholas trust. It is anticipated this will be funded annually based on the estimated interest earned from the trust.

### Perpetual Project Proposed 5 Year Schedule

As interest accumulates, we identify playground locations needing improvement. When interest sufficiently builds to the point where improvements can be funded, we will use funds to enhance playgrounds in need. When funds are adequate, we plan to use them to enhance the 9th Street Park playground with a wheelchair swing. Timeline depends on interest accrual.

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

No issues

### Strategic Plan Directive Summary

This project relates to Community Safety as it allows for improvements to playground equipment.

### Additional History of Project

This fund is for the interest gained on the Gomer Nichols Fund which is used for various park/playground enhancements.

### Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total (to date)
<b>\$7.5K</b>	<b>\$37.5K</b>	<b>\$45K</b>

### 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	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500	\$37,500
<b>Total</b>	<b>\$7,500</b>	<b>\$7,500</b>	<b>\$7,500</b>	<b>\$7,500</b>	<b>\$7,500</b>	<b>\$37,500</b>

### Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total (to date)
<b>\$7.5K</b>	<b>\$37.5K</b>	<b>\$45K</b>

### 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
Other	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500	\$37,500
<b>Total</b>	<b>\$7,500</b>	<b>\$7,500</b>	<b>\$7,500</b>	<b>\$7,500</b>	<b>\$7,500</b>	<b>\$37,500</b>



# Park Playground Enhancements

## Overview

<b>Request Owner</b>	Monte Stewart, PARKS MANAGER
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	PK039
<b>Request Groups</b>	PK-Parks

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## Details

**Fund Type:** General CIP

**Project Priority:** Desirable

**Type of Project:** Park Playground Improvements

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

**Planning Area:** None

**Redevelopment Area:** None

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

**Project Contact:** Monte Stewart

### Description & Justification:

This project would upgrade and enhance existing playgrounds, and replace antiquated structures and site amenities at various parks throughout the city. Until recently, many years had past with few playground and site amenity replacements. Although we have recently been able to replace numerous playgrounds throughout the city, we still have numerous outdated locations in need of updates. Priority locations include Thomas, Lions, & Lester Parks. Currently, these playgrounds and amenities do not meet the needs of our citizens. In addition to these improvements, funding would also be used to repair and add new attractions to various playgrounds throughout the city.

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

Mt. Lewis community plan recommends improving the quality and maintenance of the neighborhood parks. The Taylor Community Plan states " The parks in this community are very important to the community". Directive 3 of the Ogden Strategic Plan emphasizes the need to provide and maintain amenities for citizens to use while participating in outdoor activities.

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

Playgrounds will continue to deteriorate, causing less utilization and potential safety risks to children playing on antiquated structures. Future degradation could render the equipment unsafe and require the closing or removal of playground equipment. This would result in a lessened quality of service for citizens with a diminished availability of playground space. Site amenities also continue to get vandalized and degrade over time. Without the ability to upgrade or replace park structures and amenities, there will be less availability of quality structures for use by community members. With 31 current playgrounds, it is important that we replace structures yearly according to a maintenance/replacement program that addresses replacement as structures age out. Failure to do so results in an increased potential for litigation due to equipment failure. Deferring replacement is also costly as equipment costs continually rise.

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

Recommended funding of \$200,000 annually for one or two playground enhancements including site amenity and structure enhancements depending on size and location. Funding to continue yearly for five years. This funding can be paired with RAMP as a match to enable larger replacements. In the years RAMP is requested, the funding request for that year will reduce the request in this project to zero.

Perpetual Project Proposed 5 Year Schedule

Priority parks include:

- FY26- Lions, Thomas
- FY27-4th Street, Lindquist Field
- FY28- Mt Ogden, Jaycee
- FY29- Lorin Farr, Forest Green
- FY30-Municipal Gardens

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

Playground equipment continues to become more expensive to maintain. It is important that we keep pace with rising costs of maintenance and continue to plan for replacement.

Strategic Plan Directive Summary

This project continues to improve the equipment located at various City Parks around the city. City image and reputation, Recreation, and Safety Directives are all tied to providing spaces that are clean, bright, safe, and engaging for Ogden's children to actively play. Ogden's parks are meant to be engaging and safe places for recreation and active play. Playground structures play an integral part in providing such places .

Additional History of Project

This CIP isn't regularly funded annually. If funded annually, we would look to replace one or two playgrounds per year. With 31 current playgrounds, a scheduled replacement program is necessary to not fall behind in replacement as playgrounds age out.

Capital Cost

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

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	\$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

## Funding Sources

FY2026 Budget

**\$200K**

Total Budget (all years)

**\$1M**

Project Total

**\$1M**

### 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
City Funded	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
<b>Total</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$1,000,000</b>

## Operational Costs

FY2026 Budget

**\$2.5K**

Total Budget (all years)

**\$13.3K**

Project Total

**\$13.3K**

### 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	\$2,750	\$3,000	\$13,250
<b>Total</b>	<b>\$2,500</b>	<b>\$2,500</b>	<b>\$2,500</b>	<b>\$2,750</b>	<b>\$3,000</b>	<b>\$13,250</b>

## Operating Revenue

FY2026 Budget

**\$2.5K**

Total Budget (all years)

**\$13.3K**

Project Total

**\$13.3K**

### Detailed Breakdown

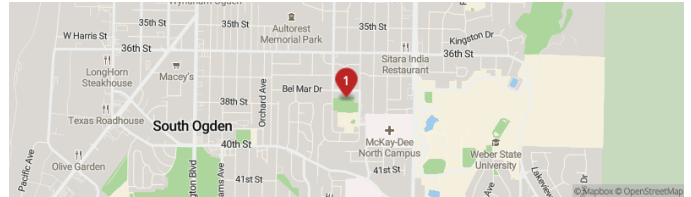
Category	FY2026 <i>In Progress</i>	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	FY2029 <i>In Progress</i>	FY2030 <i>In Progress</i>	Total
General Fund Taxes	\$2,500	\$2,500	\$2,500	\$2,750	\$3,000	\$13,250
<b>Total</b>	<b>\$2,500</b>	<b>\$2,500</b>	<b>\$2,500</b>	<b>\$2,750</b>	<b>\$3,000</b>	<b>\$13,250</b>

# Grandview Park Enhancements

## Overview

<b>Request Owner</b>	Monte Stewart, PARKS MANAGER
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	PK009
<b>Request Groups</b>	PK-Parks

## Project Location



## Details

**Fund Type:** General CIP

**Type of Project:** Park Improvements, Irrigation Improvements, Park Facility Improvements, Recreation Field Improvements

**Planning Area:** Southeast Ogden

**Redevelopment Area:** None

**Project Contact:** Monte Stewart

**Project Priority:** Necessary

**Other Resources That Were Explored:** Other

**Strategic Plan Directive:** City Image & Reputation, Recreation, Fiscal Responsibility

### Description & Justification:

The redevelopment of the former Grandview School site presents a unique opportunity to enhance community assets through strategic funding allocation. Leveraging funding generated from the developer allows us to directly invest in the improvement, expansion, and maintenance of Grandview Park, which lies adjacent to the development area. By improving the park, we can ensure that it continues to serve as a welcoming, accessible, and well-maintained green space for the growing community around it with adequate parking. Currently, adequate off-street parking does not exist. The park is heavily used by various groups for youth recreation and leisure. Currently, users frequently access the former school site to meet parking needs.

This initiative aligns with broader community goals by enhancing accessibility and usability. Investing in new amenities, including parking, landscaping, and pathways, makes Grandview Park more inviting and functional for all age groups, including residents of the new development, local families, and visitors.

This initiative strengthens community ties. As public spaces are central to community life, these improvements will foster a stronger, more connected community by creating a vibrant space for recreation, gatherings, and events.

Ultimately, reinvesting in Grandview Park with funds from the Grandview Elementary redevelopment, reinforces a commitment to the well-being and quality of life for current and future residents. This strategy maximizes the benefits of the redevelopment project coupled with CIP funds to enhance and create accessible and sustainable green spaces for all.

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

Improvements to Grandview Park align with Ogden's key directives and community priorities by elevating quality of life, promoting recreation, and contributing to economic development, community safety, and the city's image. Here's how each priority is supported:

#### 1. Passion for Quality of Life

Ogden is committed to enhancing the quality of life for all residents, believing in the importance of accessible, enjoyable public spaces. Investing in Grandview Park fulfills this mission by providing an upgraded space for outdoor recreation, relaxation, and community gatherings. By enhancing amenities and accessibility, Ogden supports residents' aspirations to live in a vibrant community with opportunities for health, connection, and recreation.

### 2. Why Ogden is Unique

Ogden's blend of urban amenities and small-town warmth is showcased in the inclusive design and purpose of Grandview Park. A well-maintained and improved park encourages volunteerism, community events, and local gatherings, strengthening social bonds and enhancing Ogden's unique, neighborly feel. With Ogden's focus on inclusivity, the improvements reflect the city's dedication to providing spaces where people from all backgrounds feel welcome.

### 3. Community Trust as an Economic Driver

Enhancing Grandview Park directly reinforces the city's approach to economic development by building public trust. As the park becomes a more attractive and functional asset, residents see their investment in the community reflected in tangible, enjoyable improvements. This not only builds trust in city initiatives but also encourages continued investment in public services and future improvements, creating a cycle of trust and community support.

### 4. Alignment with Strategic Directives

- **Economic Development:** Upgrading Grandview Park supports Ogden's strategic economic goals by enhancing the appeal of local neighborhoods, raising property values, and making the area more attractive to both residents and businesses. Improved parks also play a role in retaining local talent by creating a desirable place to live.
- **Community Safety:** Safe, well-maintained parks are a crucial component of community safety. Improved lighting, maintained pathways, and clear signage contribute to a safer environment for families and individuals. Enhanced visibility and usability encourage more community presence, which deters crime and builds a secure atmosphere.
- **Recreation:** Ogden is passionate about providing quality recreational spaces, and Grandview Park upgrades contribute to the city's goal of increasing access to outdoor activities. Better amenities and inclusive design features make the park a center for recreation for all ages, supporting Ogden's focus on outdoor lifestyle and fostering youth and adult athletic programs.
- **City Image & Reputation:** Improvements to Grandview Park contribute to the city's appearance and reputation, showcasing Ogden as a well-maintained, community-oriented city. A beautifully improved park boosts Ogden's image, attracting potential new residents and businesses by demonstrating the city's commitment to high-quality public spaces and community pride.

In sum, enhancing Grandview Park aligns with Ogden's strategic and community values by creating a safe, enjoyable, and beautiful space that supports recreation, trust, and economic growth. These improvements reflect Ogden's dedication to making every part of the city a place residents are proud to call home.

## Consequences of deferring this project to later years:

Not leveraging available development funds to enhance parking and deferring upgrades to irrigation, accessibility, and sports field infrastructure at Grandview Park will likely create several significant and cascading consequences, impacting both the community and the park's long-term viability:

### 1. Limited Accessibility and Increased Safety Risks

Grandview Park's lack of accessible pathways, adequate parking, and properly maintained fields means that people with disabilities, older residents, and families with young children will find it increasingly difficult to enjoy the park. Poor parking facilities force people to park on nearby streets, which could increase traffic and safety risks for both park-goers and residents. Furthermore, outdated irrigation can cause uneven field conditions, increasing injury risk for sports participants and making the park less suitable for organized recreation.

### 2. Reduced Usability and Appeal for Recreational Activities

Sports fields and other park areas will see a decline in usability as irrigation, drainage, and maintenance issues accumulate. Fields that are not properly irrigated become less resilient, with worn or muddy patches that limit their use for team sports and recreational activities. This can discourage local sports leagues, community events, and families from using the space, reducing the park's role as a community hub and limiting opportunities for social and recreational engagement.

### 3. Environmental Impact and Inefficiencies

Older irrigation systems are often inefficient, wasting both water and money. In a region where water conservation is increasingly critical, failing to modernize the park's irrigation can lead to unnecessary water consumption and higher utility costs. Upgrading to a modern irrigation system would allow for more precise watering, reducing waste and aligning with Ogden's sustainability goals, while deferral will keep the park's environmental footprint unnecessarily high.

### 4. Missed Economic and Community Benefits

Parks that are accessible, well-maintained, and inviting can elevate property values, attract new residents, and support local businesses. Not investing in Grandview Park limits its appeal to the community and may discourage future residents or investors who prioritize local amenities. This missed opportunity also means fewer events, leagues, and visitors, all of which could otherwise contribute economically by supporting local vendors and increasing Ogden's appeal as a recreation-focused city.

### 5. Erosion of Public Trust and Engagement

When funds are available for park improvements but remain unused, it can lead to community frustration and a sense that residents' priorities are not being addressed. This erosion of trust can have long-term consequences, as residents may be less likely to support future city projects or initiatives if they feel that their needs for safe, accessible, and enjoyable public spaces are not being met. A perceived lack of follow-through on improvements can diminish community engagement and lower civic morale.

### 6. Rising Costs Due to Deferred Maintenance

Deferring these needed upgrades will only increase costs over time. As infrastructure continues to deteriorate, the expense of future repairs will likely exceed the costs of making upgrades now. Addressing irrigation, accessibility, and sports field infrastructure before they reach a critical state is a fiscally responsible approach that can prevent expensive emergency repairs and reduce maintenance costs in the future.

In conclusion, failing to utilize development funds to improve Grandview Park's parking, irrigation, accessibility, and sports fields would result in deteriorating infrastructure, decreased safety and usability, lost economic and social opportunities, and an increased environmental impact. This approach also risks diminishing community trust and could ultimately lead to more significant financial burdens for Ogden. Proactively investing in these upgrades would ensure that the park continues to serve as a safe, welcoming, and vibrant community asset for years to come.

## Current Status of Project and Funding Sources Selected:

Developer Greg North agreed to payment of \$400,000.00 toward construction of a parking lot, retaining walls, and other park related infrastructure in exchange for sewer and storm drainage lines through the park. Additional CIP funds are needed to complete park related infrastructure including walking paths & walkways connecting parking to the pavilion, irrigation, plantings, fencing etc.

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

Additional General Funds listed above should be considered to maintain the parking area, irrigation, and plantings associated with the project on a yearly basis.

## Strategic Plan Directive Summary

Park improvements and irrigation upgrades align with the Ogden City Southeast Community Development Plan by enhancing the quality of life and supporting the area's growth and sustainability goals. These upgrades ensure that public spaces are well-maintained and environmentally efficient, fostering community pride and engagement. Improved parks provide safe, attractive, and accessible areas for recreation, which promotes physical health, community interaction, and property value increases. Efficient irrigation systems also demonstrate a commitment to responsible water usage, aligning with sustainability objectives and preserving natural resources for future generations. The ability to leverage additional funding being made available by the development of the previous site of Grandview Elementary will help carry the finances further for this project by streamlining the construction of a parking lot and utilities for the new development. While combining money that has already been made available in a RAMP grant for irrigation upgrades.

## Additional History of Project

We have recently utilized CIP and RAMP funds to upgrade the playground area, and have additional irrigation upgrades and automation planned. This project would mesh with recent enhancements and coincide with irrigation automation to make the entire space more functional in meeting the varied demands of the community, including youth recreation.

## Capital Cost

FY2026 Budget

**\$650K**

Total Budget (all years)

**\$650K**

Project Total

**\$650K**

### Detailed Breakdown

Category	FY2026 <i>In Progress</i>	Total
Construction	\$400,000	\$400,000
Site Improvements	\$250,000	\$250,000
<b>Total</b>	<b>\$650,000</b>	<b>\$650,000</b>

## Funding Sources

FY2026 Budget

**\$650K**

Total Budget (all years)

**\$650K**

Project Total

**\$650K**

### Detailed Breakdown

Category	FY2026 <i>In Progress</i>	Total
Other	\$400,000	\$400,000
City Funded	\$250,000	\$250,000
<b>Total</b>	<b>\$650,000</b>	<b>\$650,000</b>

## Operational Costs

FY2026 Budget

**\$5K**

Total Budget (all years)

**\$15K**

Project Total

**\$15K**

### Detailed Breakdown

Category	FY2026 <i>In Progress</i>	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	Total
Operations/Maintenance	\$5,000	\$5,000	\$5,000	\$15,000
<b>Total</b>	<b>\$5,000</b>	<b>\$5,000</b>	<b>\$5,000</b>	<b>\$15,000</b>

Operating Revenue

FY2026 Budget	Total Budget (all years)	Project Total
\$5K	\$5K	\$5K

Detailed Breakdown

Category	FY2026 <i>In Progress</i>	Total
General Fund Fees	\$5,000	\$5,000
Total	\$5,000	\$5,000



# Park Restroom & Pavilion Replacement

## Overview

<b>Request Owner</b>	Monte Stewart, PARKS MANAGER
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	PK008
<b>Request Groups</b>	PK-Parks

## Details

**Fund Type:** General CIP

**Project Priority:** Necessary

**Type of Project:** Park Improvements, Park Facility Improvements

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

**Planning Area:** None

**Redevelopment Area:** None

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

**Project Contact:** Monte Stewart

### Description & Justification:

This project would upgrade, enhance, and replace existing restrooms, pavilions, and site amenities at various parks, trail heads, and facilities throughout the city. Although we have recently been able to replace a number of restrooms and pavilions throughout the city, we still have numerous outdated locations in need of updates. Priority locations include Bonneville, Jaycee, Lions, Lorin Farr, Mt Ogden, Rolling Hills, Marquardt, & Mt. Eyrie. Currently, the restrooms, pavilions, and associated site amenities do not meet the needs of our citizens. In addition to these improvements, funding would also be used to repair and update fixtures to various restrooms and pavilions throughout the city's park and trail system.

If funded, this CIP could be used as a match for RAMP and other grant opportunities.

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

Improvements made to restrooms and pavilions throughout Ogden align with Ogden's key directives and community priorities by elevating quality of life, promoting recreation, contributing to economic development, community safety, and the city's image.

Community plans recommend improving the quality and maintenance of the neighborhood parks. The Taylor Community Plan states "The parks in this community are very important to the community". Directive 3 of the Ogden Strategic Plan emphasizes the need to provide and maintain amenities for citizens to use while participating in outdoor activities.

### Economic Development:

Enhancing park facilities directly reinforces the city's approach to economic development by building public trust. As the park becomes a more attractive and functional asset, residents see their investment in the community reflected in tangible, enjoyable improvements. This not only builds trust in city initiatives but also encourages continued investment in public services and future improvements, creating a cycle of trust and community support. Enhancements also help make the parks more attractive for tournament organizers and groups seeking space for large community events that bring outside tax dollars to our community.

### Quality of Life:

Ogden is committed to enhancing the quality of life for all residents, believing in the importance of accessible, enjoyable public spaces.

Investing in park facilities fulfills this mission by providing upgraded spaces for outdoor recreation, relaxation, and community gatherings. By enhancing amenities and accessibility, Ogden supports residents' aspirations to live in a vibrant community with opportunities for health, connection, and recreation.

### **Community Safety:**

Safe, updated, and well-maintained parks are a crucial component of community safety. Improved restrooms, pavilions with lighting, and maintained park amenities contribute to a safer environment for families and individuals. Enhanced visibility through thoughtful placement and usability encourages greater community presence, which deters crime and builds a secure atmosphere.

### **Recreation:**

Ogden is passionate about providing quality recreational spaces. Park upgrades contribute to the city's goal of increasing access to outdoor activities. Better amenities and inclusive design features make the park a center for recreation for all ages, supporting Ogden's focus on outdoor lifestyle and fostering youth and adult athletic programs.

### **City Image & Reputation:**

Improvements to parks, trail heads, and facilities contribute to the city's appearance and reputation, showcasing Ogden as a well-maintained, community-oriented city. A beautifully improved park boosts Ogden's image, attracting potential new residents and businesses by demonstrating the city's commitment to high-quality public spaces and community pride.

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

Restrooms, pavilions, and site amenities will continue to deteriorate, causing less utilization and potential safety risks to park patrons. Continued degradation will render facilities unusable and unsafe as fixtures deteriorate. As facilities age beyond their estimated life, an increase in time when facilities are closed for repair will increase. This results in a lessened quality of service for citizens with a diminished availability of facilities for use. This also negatively affects recreation programming as many facilities are maintained at sites where youth sports activities are programmed. Many restrooms, pavilions, and site amenities continue to get vandalized, causing accelerating degradation over time. With more than 30 restrooms and 40 pavilions throughout the parks, it is important that we fund scheduled replacement according to the priorities identified in our maintenance/replacement program. Failure to do so also results in increased costs as construction and materials steadily rise. The potential for litigation also increases as facilities age beyond their estimated life.

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

Awaiting funding.

### **Perpetual Project Proposed 5 Year Schedule**

#### **Priority parks include:**

FY26- Bonneville, Jaycee

FY27- Lions, Rolling Hills

FY28- Mt Ogden, Marquardt

FY29- Lorin Farr, Courtyard

FY30- Mt Eyrie

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

None. Continued replacement of antiquated facilities & structures will reduce some maintenance burden as aged, maintenance-intensive structures are phased out.

### Strategic Plan Directive Summary

This project supports Ogden City’s strategic directives for **Economic Development, Safety, City Image & Reputation, Fiscal Responsibility, and Recreation**. By upgrading and replacing aged restrooms and pavilions at various locations throughout the park system. Proposed enhancements help create vibrant spaces for citizens and visitors to use. They help drive economic development, increase safety at the parks, enhance recreational spaces for youth activities and sports, and positively increase the City’s image and reputation by providing updated facilities for use that show pride in community. This project also aligns with Fiscal Responsibility through long-term cost savings by replacing aged, maintenance-intensive facilities.

### Additional History of Project

Historically, we have not received regular yearly funding for restroom and pavilion replacement/enhancement. Funds have been periodically allocated in conjunction with RAMP applications. We are asking that yearly funding be allocated that can also be used as grant match or stand-alone to regularly replace the numerous outdated and out-lived restrooms, pavilions, and site amenities located throughout the parks and trail system.

### Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
<b>\$0</b>	<b>\$999K</b>	<b>\$999K</b>

### 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	\$399,000	\$200,000	\$200,000	\$200,000	\$999,000
<b>Total</b>	<b>\$399,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$999,000</b>

### Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
<b>\$0</b>	<b>\$999K</b>	<b>\$999K</b>

### 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	\$200,000	\$200,000	\$200,000	\$200,000	\$800,000
Grant	\$199,000	\$0	\$0	\$0	\$199,000
<b>Total</b>	<b>\$399,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$999,000</b>

Cost Savings

FY2026 Budget	Total Budget (all years)	Project Total
\$2K	\$10K	\$10K

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
Ongoing Maintenance Savings	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$10,000
Total	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$10,000

# Community Splash Pad

## Overview

<b>Request Owner</b>	Edd Bridge, RECREATION MANAGER
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	PK003
<b>Request Groups</b>	RG-Recreation

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## Details

**Fund Type:** General CIP

**Project Contact:** Edd Bridge

**Type of Project:** Park Improvements

**Project Priority:** Desirable

**Planning Area:** None

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

**Redevelopment Area:** None

**Strategic Plan Directive:** Recreation

### Description & Justification:

This project proposes a community splash pad at a park location to best serve the community. This will provide a place for the community to enjoy summer water recreation and serve as a social place for children of all ages. Including conceptual drawings.

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

Directive 3 of the Ogden Strategic Plan emphasizes the need to provide and maintain amenities for citizens to use while participating in outdoor activities. With the vision and plan to make Ogden City a high adventure mecca, the need to improve existing outdoor facilities is becoming more important. Not only will upgrading the park system help with the adventure vision, it will also help promote a healthy lifestyle for residents of Ogden and provide a fun family atmosphere to help strengthen the community. Improvements to the parks also help to improve the recreation programs provided throughout the city.

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

Consequences of deferring this project to later years will result in higher pricing for design and construction.

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

Currently, there is \$50,000 allocated for design from the City Council. This project is awaiting additional design funds for FY2025 of \$50,000. FY2026 Construction needs \$400,000 to be adjusted based upon design.

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

Estimated yearly costs include \$10,800.00 for seasonal labor. The remaining \$63,583.38 is the cost of a FT, CPO certified, Maintenance Tech position. It is estimated, this position will spend approx 19.5 weeks/0.37% of the year associated with the maintenance and management of the splash pad. Operations/Maintenance costs include chemicals and vehicle costs.

## Strategic Plan Directive Summary

This project provides a Splash Pad for citizens to enjoy.

## Capital Cost

FY2026 Budget

**\$0**

Total Budget (all years)

**\$800K**

Project Total (to date)

**\$850K**

## Detailed Breakdown

Category	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	Total
Site Improvements	\$400,000	\$400,000	\$800,000
<b>Total</b>	<b>\$400,000</b>	<b>\$400,000</b>	<b>\$800,000</b>

## Funding Sources

FY2026 Budget

**\$0**

Total Budget (all years)

**\$800K**

Project Total (to date)

**\$850K**

## Detailed Breakdown

Category	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	Total
City Funded	\$400,000	\$400,000	\$800,000
<b>Total</b>	<b>\$400,000</b>	<b>\$400,000</b>	<b>\$800,000</b>

## Operational Costs

FY2026 Budget

**\$0**

Total Budget (all years)

**\$105K**

Project Total

**\$105K**

## Detailed Breakdown

Category	FY2028 <i>In Progress</i>	Total
Personnel	\$74,400	\$74,400
Operations/Maintenance	\$30,700	\$30,700
<b>Total</b>	<b>\$105,100</b>	<b>\$105,100</b>

Operating Revenue

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$105K	\$105K

Detailed Breakdown

Category	FY2028 <i>In Progress</i>	Total
General Fund Taxes	\$105,100	\$105,100
Total	\$105,100	\$105,100

# Park Court Enhancements

## Overview

Request Owner	Monte Stewart, PARKS MANAGER
Department	PUBLIC SERVICES
Type	Capital Improvement
Project Number	PK001
Request Groups	PK-Parks

## Details

<b>Fund Type:</b> General CIP	<b>Project Contact:</b> Monte Stewart
<b>Type of Project:</b> Park Improvements	<b>Project Priority:</b> Necessary
<b>Planning Area:</b> None	<b>Other Resources That Were Explored:</b> City Funds (General Funds/BDO Lease Revenue/Other)
<b>Redevelopment Area:</b> None	<b>Strategic Plan Directive:</b> Recreation

### Description & Justification:

Many of the City pickleball courts and all of the City tennis courts need the acrylic tops and lines resurfaced. Basketball courts at Marshall White and Bonneville are also heavily used and are in need of resurfacing. The Mt. Ogden pickleball and Tennis Courts were resurfaced in 2022 using these CIP funds. Monroe Pickleball and Tennis Courts followed and were also resurfaced in 2023 using the second year of funding. Liberty's tennis and basketball courts were resurfaced in 2024 using the funds. The remaining courts have worn to a point that the surfaces in the high traffic areas are smooth and don't provide adequate traction. This project would enhance tennis, pickleball, basketball and other playing surfaces by scrapping and removing old material and resurfacing with acrylic, color and silica sand. All lines would be re-applied to meet current specifications for each sport. Additional enhancements would include upgrades to lighting where necessary, netting, hardware, fencing and tennis walls. Recommending funding of \$81,000 yearly moving forward.

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

With the vision to make Ogden City a high adventure mecca, the need to improve and enhance existing outdoor facilities has become increasingly more important. City Community Plans also stress the need to provide citizens with vibrant and safe facilities and amenities, and reference parks and open space as important aspects of their communities.

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

Continuing to defer resurfacing results in higher future costs due to rising product and construction prices and may result in unnecessary liability due to unsafe playing surfaces.

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

Past funding was used for Mt Ogden, followed by Monroe the following year. Liberty tennis and basketball courts were completed in the fall of 2024. Asking for continued funding in FY25 to complete Bonneville, Mt Eyrie, and Marshall White. Average surface life is estimated at 6- 10 yrs dependent on use. Recommending funding of \$81k each yr for the next 5yrs, totaling \$405k.

### Perpetual Project Proposed 5 Year Schedule



Year 1-FY2027	Estimated Cost	Funding Recourse (ie. BDO/RAMP)	Estimated Life After Improvement
Marshall White Resurface	35,000	CIP Funds	6-10 years
Basketball Ct. backstop Hardware (Bonneville, Marshall White)	20,000	CIP Funds	3-5yrs
Mt Ogden Hitting Walls	16,000	CIP Funds	20yrs
Court Nets and Hardware	10,000	CIP Funds	3-5yrs
<b>Total for Year 1</b>	<b>81,000</b>		
<b>Year 2-FY2028</b>			
Mt. Eyrie Resurfacing	35,000	CIP Funds	6-10 years
Basketball Ct. backstop Hardware (Liberty)	20,000	CIP Funds	3-5yrs
Marshall White Court Jazz Logos	9,000	CIP Funds	6-10 years
Court Nets and Hardware	10,000	CIP Funds	3-5yrs
Fence Repair & Gate Replacement	7,000	CIP Funds	15yrs
<b>Total for Year 2</b>	<b>81,000</b>		
<b>Year 3-FY2029</b>			
Liberty Lighting LED Upgrades	81,000	CIP Funds	20yrs
<b>Total for Year 3</b>	<b>81,000</b>		
<b>Year 4-FY2030</b>			
Monroe Tennis Ct. Lighting	81,000	CIP Funds	25yrs
<b>Total for Year 4</b>	<b>81,000</b>		
<b>Year 5-FY2031</b>			
West Ogden B-ball Ct. Reconstruction	81,000	CIP Funds	10-12yrs
<b>Total for Year 5</b>	<b>81,000</b>		
<b>Total for all 5 years</b>	<b>405,000</b>		

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

No issues.

Strategic Plan Directive Summary

This project falls under Directive 3 of the Ogden Strategic Plan. The plan states: "The city plays an important role by maintaining recreational facilities and open spaces." "Maintenance and access to these amenities are critical elements in preserving quality of life for residents.

Additional History of Project

This funding has allowed us to resurface Monroe Pickleball and Tennis, Mt. Ogden Pickleball and Tennis, and Liberty's Tennis and Basketball courts.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$0	\$324K	\$405K

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	\$81,000	\$81,000	\$81,000	\$81,000	\$324,000
Total	\$81,000	\$81,000	\$81,000	\$81,000	\$324,000

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$0	\$324K	\$405K

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	\$81,000	\$81,000	\$81,000	\$81,000	\$324,000
Total	\$81,000	\$81,000	\$81,000	\$81,000	\$324,000

# Golf Course Irrigation System Replacement

## Overview

<b>Request Owner</b>	Todd Brenkman, GOLF COURSE DIVISION MANAGER
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	GF032
<b>Request Groups</b>	GF-Golf Courses
<b>Estimated Start Date</b>	07/1/2024
<b>Estimated Completion Date</b>	07/1/2029

## Project Location



## Images



Mt Ogden Irrigation Master  
Plan

## Details

**Fund Type:** Enterprise Funds

**Type of Project:** Irrigation Improvements

**Planning Area:** None

**Redevelopment Area:** None

**Project Contact:** Todd Brenkman

**Project Priority:** Necessary

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

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

### Description & Justification:

With funding received, the El Monte irrigation system has been completed and controlled from a central computer and mobile device. The current irrigation system at Mt. Ogden golf course needs replacement. The system is beyond its useful life and is inefficient and costly to operate. This project would include the replacement of all pipes, heads, controllers, and trenching equipment in an effort to create more efficient and cost-saving systems. Due to the large nature of this project, it is requested to phase the replacement of the irrigation system at

Mt. Ogden and replace the most critical sections of the systems. The new irrigation system designs have been completed by Jim Ruelle from GPS Golf As-built design who has been with us through the entire El Monte project.

Phase 1 and 2 are now complete at Mt Ogden GC. Total of 265 heads were installed for a total of \$630,000. Head count remaining to finish is 1035 with an estimated cost of 2,633,000 including all staking, as-built drawings, and central computer purchase and programming.

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

Investment in recreation venues that will provide revenue for the city.

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

The current system at Mt Ogden is under repair from the time we start the irrigation season until we blow the lines out for winter, resulting in un-budgeted expenditures due to labor and material costs.

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

With the completion of the irrigation system improvements at El Monte which allow the irrigation system to now be fully controllable through a central computer or cell device and offers head-to-head control, the next portion of this project is now to move back to Mt Ogden in FY24 to start installation of mainlines, laterals, and heads to finish Mt Ogden in a phased approach. With the increase in costs for supplies, it has historically been funded at \$350,000 annually. We recommend funding the balance in FY26 to complete the project and save in future mobilization costs through each phase (which can run \$30,000) and rising cost of labor and supplies.

### **Perpetual Project Proposed 5 Year Schedule**

Plan A is to fund the balance of work done to save ongoing large mobilization costs. Plan B would be to break funding into two equal amounts for FY26 and FY27.

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

No concerns related to ongoing costs following completion. Savings will be realized from on going leak repair every year at MT Ogden GC estimated to be as high as \$5500 annually.

### **Strategic Plan Directive Summary**

Quality recreational amenities. This project improves the customer perception of the golf course by changing the playability and appearance of the golf course. Water savings at certain times of the year can be significant as well.

Improved playing conditions due to proper amount of water being applied to all different cutting heights of turf will provide an enhanced playing experience as well.

### **Additional History of Project**

Cost per head (bids include all labor, pipe, electronics, and installation) over time has risen by \$800 since we started the El Monte project. We propose to fund the balance of work to be done at Mt Ogden in one lump sum to save per head and mobilization costs through the phased approach.

Plan B would be to split the balance of \$2,633,000 into two fiscal years to complete the work.

## Capital Cost

FY2026 Budget

**\$888K**

Total Budget (all years)

**\$2.38M**

Project Total (to date)

**\$2.73M**

### Detailed Breakdown

Category	FY2026 <i>In Progress</i>	FY2027 <i>In Progress</i>	Total
Site Improvements	\$838,850	\$1,495,500	\$2,334,350
Planning & Design	\$49,000	\$0	\$49,000
<b>Total</b>	<b>\$887,850</b>	<b>\$1,495,500</b>	<b>\$2,383,350</b>

## Funding Sources

FY2026 Budget

**\$888K**

Total Budget (all years)

**\$2.38M**

Project Total (to date)

**\$2.73M**

### Detailed Breakdown

Category	FY2026 <i>In Progress</i>	FY2027 <i>In Progress</i>	Total
City Funded	\$887,850	\$1,495,500	\$2,383,350
<b>Total</b>	<b>\$887,850</b>	<b>\$1,495,500</b>	<b>\$2,383,350</b>

## Cost Savings

FY2026 Budget

**\$5K**

Total Budget (all years)

**\$25K**

Project Total

**\$25K**

### 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
Ongoing Maintenance Savings	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$25,000
<b>Total</b>	<b>\$5,000</b>	<b>\$5,000</b>	<b>\$5,000</b>	<b>\$5,000</b>	<b>\$5,000</b>	<b>\$25,000</b>

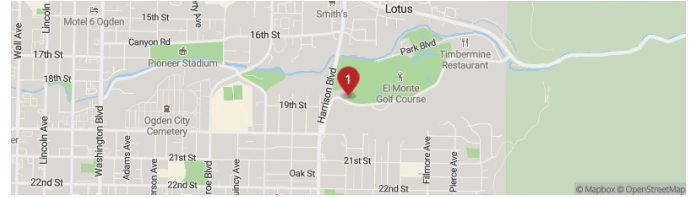
# El Monte Golf Cart Shed Replacement

## Overview

<b>Request Owner</b>	Todd Brenkman, GOLF COURSE DIVISION MANAGER
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	GF003
<b>Request Groups</b>	GF-Golf Courses
<b>Estimated Completion Date</b>	07/1/2028

## Project Location

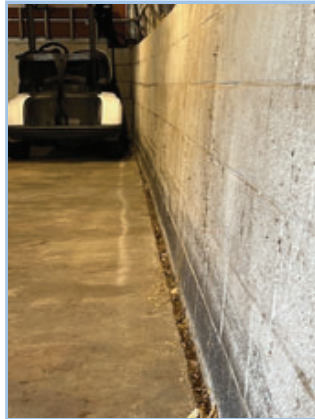
1300 Valley Drive



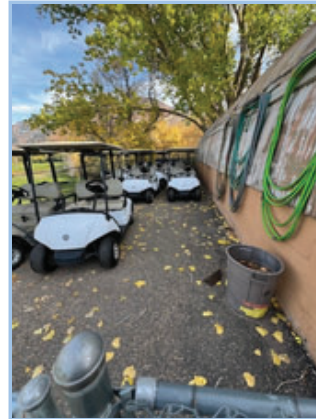
## Images



El Monte Cart Shed



El Monte Cart Shed interior  
leaning wall



El Monte Cart Shed exterior  
parking



El Monte Cart Shed interior  
view

## Details

**Fund Type:** General CIP

**Type of Project:** New Building Construction

**Planning Area:** None

**Redevelopment Area:** None

**Project Contact:** Todd Brenkman

**Project Priority:** Necessary

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

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

### Description & Justification:

The El Monte Golf Course golf cart storage building is a WW2 surplus quonset hut that is in need of demolition and replacement. It currently houses 21 of our 34 golf carts. The remaining carts sit outside during the golf season fully exposed to the elements and potential vandalism.

The cinder block walls that support the metal roof structure have shifted slightly over time due to settling.

Proposed project is to construct a new building that can fully house the entire cart fleet indoors with enhanced security and locking features to protect city assets.

How this project relates to adopted plans or policies:

City image and reputation.

Quality recreation.

Consequences of deferring this project to later years:

Structure could fail due to leaning walls resulting in collapse and damage of the El Monte golf cart fleet.

Current Status of Project and Funding Sources Selected:

Awaiting cost estimates and potential funding source(s).

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

No concerns for ongoing costs as we do not propose to install heat or water at this location. Electric service will be minimal.

Strategic Plan Directive Summary

The existing shed is in direct view of all customers that frequent El Monte Golf Course. The current building is an eyesore and does not reflect the city's commitment to quality image and reputation.

Capital Cost

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

Detailed Breakdown

Category	FY2026 In Progress	Total
Construction	\$350,000	\$350,000
Planning & Design	\$50,000	\$50,000
Total	\$400,000	\$400,000

Funding Sources

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

Detailed Breakdown

Category	FY2026 In Progress	Total
City Funded	\$400,000	\$400,000
Total	\$400,000	\$400,000

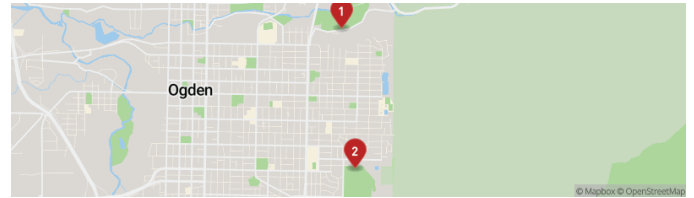
# Golf Course Clubhouse and Facility Improvements

## Overview

<b>Request Owner</b>	Todd Brenkman, GOLF COURSE DIVISION MANAGER
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	GF002
<b>Request Groups</b>	GF-Golf Courses
<b>Estimated Start Date</b>	07/1/2024
<b>Estimated Completion Date</b>	07/1/2029

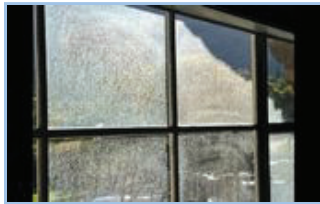
## Project Location

1787 Constitution Way

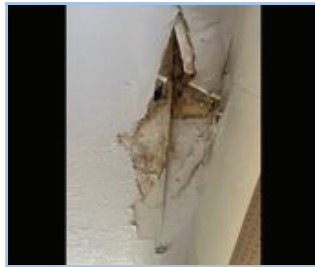




## Images



El Monte windows



El Monte Drywall



Mt Ogden deck



mt ogden windows



El Monte Kitchen

existing hood installed in the 1950's



El Monte Kitchen Sinks



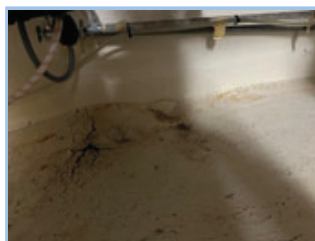
El Monte Windows



El Monte Boiler



El Monte Boiler 2



el monte cafe sink cabinet 1



el monte cafe sink cabinet 2

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## Details

**Fund Type:** Enterprise Funds

**Type of Project:** Existing Building Improvements

**Planning Area:** None

**Redevelopment Area:** None

### Description & Justification:

El Monte and Mt Ogden clubhouses are in need of carpet, new windows, electrical work, and HVAC upgrades due to the age of the facilities. El Monte has the original windows from 1934 and, despite the energy loss from single pane, they are stained from hard water and have a

**Project Contact:** Todd Brenkman

**Project Priority:** Desirable

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

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

fogged appearance. El Monte has several heating sources that are well aged and will be in need of repair. The carpet in both club houses is 30 years old and the El Monte cafe is in need of some updates.

Restroom fixtures are over 30 years old at both El Monte and Mt Ogden Clubhouses and are in need of an update.

Project would include a phased approach to complete the kitchen and dining area upgrades at El Monte Golf Course.

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

Quality recreation amenities, city image and reputation.

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

We have deferred so many of these for a long time that failure of some is imminent.

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

This project is awaiting funding. Carpet in both clubhouses were replaced through facilities CIP funding.

**Perpetual Project Proposed 5 Year Schedule**

Window replacement at both golf course clubhouses.

Decking replacement on upper level Mt Ogden GC.

Phased kitchen upgrades El Monte clubhouse.

HVAC and boiler replacement.

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

No concerns or planned on -going maintenance other than standard preventive maintenance for all electrical, HVAC, or plumbing.

**Strategic Plan Directive Summary**

Quality of the golf product and customer experience is directly tied to quality recreation and city image.

**Additional History of Project**

Phased approach with golf course enterprise fund retained earnings to devote to these projects.

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**Capital Cost**

FY2026 Budget

**\$0**

Total Budget (all years)

**\$160K**

Project Total (to date)

**\$200K**

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**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	\$40,000	\$40,000	\$40,000	\$40,000	\$160,000
Total	\$40,000	\$40,000	\$40,000	\$40,000	\$160,000

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$0	\$160K	\$200K

Detailed Breakdown

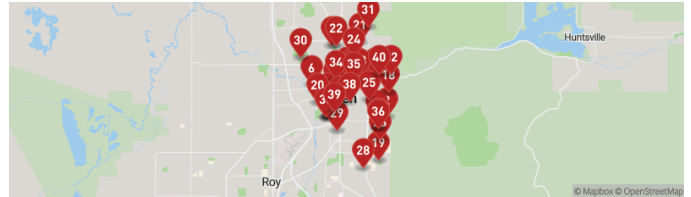
Category	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	FY2029 <i>In Progress</i>	FY2030 <i>In Progress</i>	Total
City Funded	\$40,000	\$40,000	\$40,000	\$40,000	\$160,000
Total	\$40,000	\$40,000	\$40,000	\$40,000	\$160,000

# City-Owned Parking Lot Improvements

## Overview

<b>Request Owner</b>	Vincent Ramos, PUBLIC SERV OPERATIONS MANAGER
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	GC030
<b>Request Groups</b>	GC-General City

## Project Location



## Details

**Fund Type:** General CIP

**Type of Project:** Parking Lot Improvements

**Planning Area:** None

**Redevelopment Area:** None

**Project Contact:** Vincent Ramos

**Project Priority:** Necessary

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

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

### Description & Justification:

Ogden City has 39 parking lots with a total of 1,518,554 square feet of asphalt. Current treatments of these parking lots include 10 lots recommended for overlay, which are subject to change upon demand. This project will fund improvements to city-owned parking lots. These parking lots include the main city facilities along with the various city parks. The project will include crack sealing, rotomilling, striping, pavement overlays, and general asphalt repair to all the city-owned asphalted parking lots. The average annual life of a parking lot is 10-20 years.

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

This project ensures compliance with the city-wide property management plan.

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

The result of deferring this project is the failure of city-owned parking lot infrastructures.

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

Awaiting funding. Recommended funding of \$100,000 annually. Any excess would be carried forward to help with future years.

### Perpetual Project Proposed 5 Year Schedule

Year 1-FY2026	Estimated Cost	Funding Recourse (ie. BDO/RAMP)	Estimated Life After Improvement
Old Water Building - 13,400 Sq. Ft.	12,864	CIP Fund	10 Yrs. - Maintained
Mount Ogden Trail Head - 4,800 Sq. Ft.	4,626	CIP Fund	10 Yrs. - Maintained
Jefferson Park - 10,400 Sq. Ft.	9,984	CIP Fund	10 Yrs. - Maintained
Nature Center - 4,880 Sq. Ft.	4,685	CIP Fund	10 Yrs. - Maintained
Jump Off Canyon - 3,355 Sq. Ft.	3,221	CIP Fund	10 Yrs. - Maintained
<b>Total for Year 1</b>	<b>35,380</b>		

Year 1-FY2026	Estimated Cost	Funding Recourse (ie. BDO/RAMP)	Estimated Life After Improvement
<b>Year 2-FY2027</b>			
22nd Street Trailhead - 13,755 Sq. Ft.	13,224	CIP Fund	10 Yrs. - Maintained
Glassman Pond - 4,500 Sq. Ft.	4,320	CIP Fund	10 Yrs. - Maintained
Beus Pond - 17,100 Sq. Ft.	16,416	CIP Fund	10 Yrs. - Maintained
<b>Total for Year 2</b>	<b>33,960</b>		
<b>Year 3-FY2028</b>			
Romrell Park - 21,250 Sq. Ft.	20,400	CIP Fund	10 Yrs. - Maintained
Bonneville Park - 28,800 Sq. Ft.	27,648	CIP Fund	10 Yrs. - Maintained
Mouth of Ogden Canyon - 13,856 Sq. Ft.	13,302	CIP Fund	10 Yrs. - Maintained
29th Street Fuel Pumps - 25,578 Sq. Ft.	24,554	CIP Fund	10 Yrs. - Maintained
High Adventure Park - 12,800 Sq. Ft.	12,288	CIP Fund	10 Yrs. - Maintained
<b>Total for Year 3</b>	<b>98,192</b>		
<b>Year 4-FY2029</b>			
Lorin Farr - 41,050 Sq. Ft.	39,408	CIP Fund	10 Yrs. - Maintained
Operations (Front & Side) - 25,080 Sq. Ft.	24,077	CIP Fund	10 Yrs. - Maintained
Water Department (Front) - 20,400 Sq. Ft.	19,584	CIP Fund	10 Yrs. - Maintained
Big D Park - 14,000 Sq. Ft.	13,440	CIP Fund	10 Yrs. - Maintained
<b>Total for Year 4</b>	<b>96,439</b>		
<b>Year 5-FY2030</b>			
29th Street Compound - 250,000 Sq. Ft.	240,000	CIP Fund	10 Yrs. - Maintained
<b>Total for Year 5</b>	<b>240,000</b>		
<b>Total for all 5 years</b>	<b>503,971</b>		

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

Funding will be needed to maintain new parking lots over the 10-year useful life.

### Strategic Plan Directive Summary

Parking lots are one of the first things observed when a citizen steps out of their vehicle to utilize one of our parks, hiking trails, facilities, and golf courses. It is vital to have the proper signage, parking stalls, lighting, and all-around aesthetics of our parking lots to help assist residents and guests. Maintaining our parking lots includes crack sealing, rotomilling, striping, pavement overlays, and general asphalt repair. The physical appearance of our City-Owned Parking Lots contribute to Ogden City's image and reputation.

## Capital Cost

FY2026 Budget

**\$0**

Total Budget (all years)

**\$504K**

Project Total

**\$504K**

### 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	\$69,340	\$98,190	\$96,440	\$240,000	\$503,970
<b>Total</b>	<b>\$69,340</b>	<b>\$98,190</b>	<b>\$96,440</b>	<b>\$240,000</b>	<b>\$503,970</b>

## Funding Sources

FY2026 Budget

**\$0**

Total Budget (all years)

**\$504K**

Project Total

**\$504K**

### 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	\$69,340	\$98,190	\$96,440	\$240,000	\$503,970
<b>Total</b>	<b>\$69,340</b>	<b>\$98,190</b>	<b>\$96,440</b>	<b>\$240,000</b>	<b>\$503,970</b>

## Project Timeline

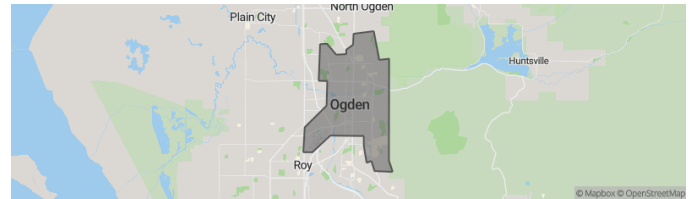
- **10/21/2024**  
Ongoing for maintenance purposes.

# Mapping City-Owned Power Lines

## Overview

<b>Request Owner</b>	Vincent Ramos, PUBLIC SERV OPERATIONS MANAGER
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	GC003
<b>Request Groups</b>	GC-General City

## Project Location



## Details

**Fund Type:** General CIP

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

**Planning Area:** None

**Redevelopment Area:** None

**Project Contact:** Vincent Ramos

**Project Priority:** Necessary

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

**Strategic Plan Directive:** Community Safety

### Description & Justification:

Ogden City owns approximately 1,437 light poles City wide. Each pole has wiring that feeds one to two heads. A vast majority of the downtown lights are fed by the underground electrical wiring that the city owns, and it circulates through street light boxes, irrigation lines, etc. This wiring is also used along 25th street to help power automated water systems for trees and the lights for Christmas Village. When Ogden City took ownership of these lights and had new lights installed, no mapping was provided or created at that time. Given that the location of these lines is currently unknown, it is not uncommon for utility contractors and workers to hit and damage them on a frequent basis. Hitting these unmarked and unknown lines continues to create unsafe working conditions and cost thousands of dollars in repairs. In the event that a line is hit, the city has hired an electrical contractor to make emergency repairs. Recently, City personnel were near downtown 25th Street and pulled up a 480V electrical wire, while trying to remove asphalt. Fortunately, no one has been hurt yet. Given that the downtown electrical lines have been laid so shallow over the years makes it really difficult to work in the downtown area without damaging lines and especially if they are not located and marked. If people don't know where the underground electrical lines are, it's just a matter of time before something catastrophic happens. The City Blue Stakers are often new to the position, with limited knowledge of electricity. The goal of this capital improvement project is to hire a company to map the City's underground power lines, which will in turn help guide and direct Blue Stakers so that they can more accurately locate and mark the lines. Above all, keeping City personnel and contractors safe is the number one priority. Funding for this project is recommended in an effort to ensure a safe work environment, and it will help save money due to emergency repairs. This CIP project is urgent and has the potential to require ongoing CIP funding until mapping is completed.

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

As mentioned in the downtown lights/electrical CIP, streetlights make right-of-ways well-lit and improve safety for vehicles and pedestrians. Ogden City owned underground power lines feed streetlights, traffic signals, several school zone crosswalk lighting, automatic irrigation lines, power for special events, and Christmas Village. Mapping our electrical wiring would help with the safety of our employees and contractors, and result in cost savings due to emergency repairs. It would also give us the ability to add these power lines to a GIS file, giving us and our contractors a better understanding of our electrical system.

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

By deferring this project, the odds of an employee or a contractor getting hurt due to severing a power line would remain very high. It could prevent extended outages of streetlights and necessary electricity and the increased costs to repair damaged power lines. Outages can extend multiple blocks when a power line is severed. The cost to map the City's underground power lines will continue to increase over time.

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

Awaiting funding. This is an ongoing issue, risking our employee's safety and the costs for emergency repairs. It is estimated that three quarters of our power lines are not marked or are mismarked when blue staked. In September 2021, a quote was received from a contractor that included locating, mapping and adding our power lines and traffic signal lights to a GIS file for \$367,500. That equates to approximately \$210.00 per hour. It is recommended that \$400,000.00 be funded to cover the ever increasing costs of mapping. We would break this into three phases--around \$133,333.33 per phase. The first phase would cover central Ogden, from west Ogden to the east bench. The second phase would be the south end of Ogden, west to east. The third phase would be the north end of Ogden, west to east. Once funding is approved, we would go to bid and start the project.

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

No concens. Once completed, the information will be added to our GIS maps. We will be able to update information as needed.

### Strategic Plan Directive Summary

To continue promoting a safe community for our residents, mapping of our city-owned power lines must be considered. Ogden City owns approximately 1,437 light poles City wide. Each pole has wiring that feeds one to two heads. When Ogden City took ownership of these lights and had new lights installed, no mapping was provided or created at that time. Given that the location of these lines is currently unknown it is not uncommon for utility contractors and workers to hit and damage them on a frequent basis. Hitting these unmarked and unknown lines continues to create unsafe working conditions and cost thousands of dollars in repairs. Mapping our city-owned power lines will help keep streetlights illuminated at night and help prevent accidents.

### Capital Cost

FY2026 Budget

**\$0**

Total Budget (all years)

**\$133K**

Project Total (to date)

**\$267K**

### Detailed Breakdown

Category	FY2027 <i>In Progress</i>	Total
Site Improvements	\$133,350	<b>\$133,350</b>
<b>Total</b>	<b>\$133,350</b>	<b>\$133,350</b>



Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$0	\$133K	\$267K

Detailed Breakdown

Category	FY2027 In Progress	Total
City Funded	\$133,350	\$133,350
Total	\$133,350	\$133,350

Project Timeline

- 10/21/2024  
Estimated to be complete at the end of FY26, as long as funding is available.

# City Wide Water Education & Conservation Improvements

## Overview

<b>Request Owner</b>	Monte Stewart, PARKS MANAGER
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	GC002
<b>Request Groups</b>	GC-General City

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## Details

**Fund Type:** General CIP

**Project Priority:** Desirable

**Type of Project:** Conservation Improvements, Irrigation Improvements, Cemetery Improvements

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

**Planning Area:** None

**Redevelopment Area:** None

**Strategic Plan Directive:** City Image & Reputation, Fiscal Responsibility

**Project Contact:** Monte Stewart

### Description & Justification:

This capital improvement project aims to retrofit and enhance Ogden City's public landscapes and irrigation systems to promote water conservation and sustainable design across all city-owned properties, including parks, fire stations, cemetery, landscape islands, and additional public facilities. Many of these areas currently rely on outdated irrigation systems or have excessive turf, which demands significant water resources without providing corresponding benefits. By introducing water-wise landscaping practices and advanced irrigation technology, this initiative will reduce unnecessary water use, conserve resources, and set an example of sustainable practices for the community.

A key project component includes establishing a public education garden at the Public Works building, showcasing water-wise landscaping techniques and plant species suitable for Ogden's climate. Additionally, water-saving improvements will be implemented in landscape islands on downtown streets and other high-visibility locations to promote the City's commitment to conservation further.

Each year over the next five years, prioritized projects will focus on converting and retrofitting systems in areas with high water usage, particularly at the Public Works facility, parks, and facilities without conservation technology. This project requests a total budget of \$2,175,000 to address these vital upgrades citywide, ensuring a responsible and sustainable approach to water resource management in Ogden City. It is proposed to use water utility funds to install the education improvements.

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

This project aligns with Ogden City's commitment to sustainability, resource conservation, and environmental responsibility as outlined in multiple city-adopted plans and policies. Specifically:

- 1. Water Conservation Goals:** This project supports Ogden City's water conservation objectives, promoting efficient water use by retrofitting antiquated irrigation systems and reducing turf in areas where it's unnecessary. These updates will ensure that Ogden

reduces its municipal water footprint, which aligns with local and state water conservation targets.

2. **Sustainable Landscape Practices:** By incorporating water-wise landscaping and creating an educational garden at the Public Works building, the project directly contributes to Ogden City's sustainable land use and landscaping goals. This initiative showcases best practices in water conservation and native plant use, encouraging community-wide adoption and supporting a more resilient urban landscape.
3. **Community Education and Public Engagement:** The educational garden and high-visibility landscape improvements in areas such as the downtown street median align with Ogden's emphasis on fostering community awareness and involvement. These installations intend to inform the public about sustainable practices and provide a learning resource, supporting Ogden's mission to be a model of environmental stewardship.
4. **Fiscal Responsibility and Infrastructure Upgrades:** Retrofitting outdated irrigation systems reflects Ogden City's policies on infrastructure modernization and fiscal accountability by reducing long-term water-related expenses. This project demonstrates prudent resource management and responsible budgeting, aligning with the City's objectives for sustainable growth and efficient service delivery.

In sum, this project integrates Ogden City's plans for water conservation, sustainability, and community engagement, making a meaningful contribution toward long-term environmental stewardship.

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

Deferring this project would lead to several adverse outcomes:

1. **Increased Costs:** Continued use of outdated irrigation systems and excess turf would drive higher water usage and maintenance costs. Delaying retrofits could lead to greater expenses in the future as water costs rise and repairs for aging systems become more frequent.
2. **City Image and Community Impact:** As Ogden's public spaces remain inefficient and less sustainable, the City may be perceived as less committed to environmental stewardship. This perception could impact Ogden's reputation as a forward-thinking, sustainable community.
3. **Missed Educational Opportunities:** Deferral would delay the installation of the public education garden and visible water-wise improvements, missing key opportunities to engage and educate the community on conservation practices.

Acting now would allow Ogden to benefit immediately from cost savings, improved public perception, and enhanced community education on sustainable practices.

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

This project is awaiting funding.

### Perpetual Project Proposed 5 Year Schedule

Year 1-FY2025	Estimated Cost	Funding Recourse (ie. BDO/RAMP)	Estimated Life After Improvement
Public Services Bldg	500000		30yr
Washington Blvd Landscape Island	150000		30yr
<b>Total for Year 1</b>	<b>650000</b>		
Year 2-FY2026			
Fire Station #3	325,000		30yr
<b>Total for Year 2</b>	<b>325,000</b>		
Year 3-FY2027			
Mt Ogden & Marquardt Park Phase #1	400,000		30yr
<b>Total for Year 3</b>	<b>400,000</b>		

Year 1-FY2025	Estimated Cost	Funding Recourse (ie. BDO/RAMP)	Estimated Life After Improvement
<b>Year 4-FY2028</b>			
<b>Mt Ogden &amp; Marquardt Phase #2</b>	400,000		30yr
<b>Total for Year 4</b>	<b>400,000</b>		
<b>Year 5-FY2029</b>			
<b>Mt Eyrie Park</b>	400,000		30yr
<b>Total for Year 5</b>	<b>400,000</b>		
<b>Total for all 5 years</b>	<b>2,175,000</b>		

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

No issues.

### Strategic Plan Directive Summary

This project supports Ogden City's strategic directives for **Fiscal Responsibility** and **City Image & Reputation**. By upgrading irrigation systems and reducing water use, the project aligns with responsible budgeting and long-term cost savings. Additionally, the water-wise landscaping and public education garden enhance Ogden's reputation as a sustainable, forward-thinking community, reinforcing its commitment to environmental stewardship and resource conservation.

### Additional History of Project

The landscaping at the Public Works building was originally designed with plants requiring culinary water usage, which was a standard approach at the time. As conservation priorities have shifted, this setup has become increasingly inefficient and costly, given the high demand on the city's culinary water resources.

Transitioning to water-wise landscaping and efficient irrigation reflects Ogden City's commitment to water conservation. By reducing reliance on culinary water, this project will enhance sustainability, lower long-term costs, and create a model for responsible water use in public spaces.

Historically, Ogden City Parks employees have conducted routine maintenance on traditional landscapes, which are labor-intensive and require frequent mowing, trimming, and irrigation system upkeep. Maintaining outdated irrigation systems demands significant time and resources, including labor, fuel, and equipment.

By shifting to water-wise landscaping and modern, efficient irrigation systems, this project is expected to reduce the frequency and intensity of maintenance tasks. This transition will lower labor hours, decrease equipment wear and tear, and reduce costs for fuel and repairs, allowing parks employees to focus on other essential tasks and enhancing overall operational efficiency.

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## Capital Cost

FY2026 Budget

**\$0**

Total Budget (all years)

**\$2.03M**

Project Total

**\$2.03M**

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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
Construction	\$0	\$750,000	\$380,000	\$380,000	\$380,000	<b>\$1,890,000</b>
Planning & Design	\$0	\$75,000	\$20,000	\$20,000	\$20,000	<b>\$135,000</b>
<b>Total</b>	<b>\$0</b>	<b>\$825,000</b>	<b>\$400,000</b>	<b>\$400,000</b>	<b>\$400,000</b>	<b>\$2,025,000</b>

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## Funding Sources

FY2026 Budget

**\$0**

Total Budget (all years)

**\$2.03M**

Project Total

**\$2.03M**

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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
City Funded	\$0	\$325,000	\$400,000	\$400,000	\$400,000	<b>\$1,525,000</b>
Enterprise	\$0	\$500,000	\$0	\$0	\$0	<b>\$500,000</b>
<b>Total</b>	<b>\$0</b>	<b>\$825,000</b>	<b>\$400,000</b>	<b>\$400,000</b>	<b>\$400,000</b>	<b>\$2,025,000</b>

# Dinosaur Park Utility Upgrades

## Overview

Request Owner	Taylor Nielsen, City Engineer
Department	PUBLIC SERVICES
Type	Capital Improvement
Project Number	DI013
Request Groups	DI-Dinosaur Park
Estimated Start Date	08/1/2024

## Project Location



## Details

Fund Type:	General CIP	Project Priority:	Necessary
Type of Project:	Existing Building Improvements	Other Resources That Were Explored:	City Funds (General Funds/BDO Lease Revenue/Other), Other, Federal, State, or Local Grant Funds
Planning Area:	Canyon Road	Strategic Plan Directive:	City Image & Reputation, Economic Development
Redevelopment Area:	None		
Project Contact:	Justin Anderson		

### Description & Justification:

The **Dinosaur Park Utility Upgrades Project** aims to address critical infrastructure needs within the park, focusing primarily on comprehensive electrical and lighting system enhancements. The existing utility infrastructure has become outdated, impacting the efficiency and safety of park operations. This project includes a full overhaul of the electrical systems, with a specific emphasis on upgrading lighting in key areas such as the hatchery, exhibit paths, and public spaces. These improvements are essential to provide a safe, reliable, and visually appealing environment for visitors while enhancing the operational functionality of the park.

The upgrades are aligned with Ogden City’s commitment to maintaining high-quality public facilities and supporting local attractions as part of the city’s broader strategic goals for community engagement and economic development. By investing in these utility improvements, the project ensures that the Dinosaur Park continues to meet modern safety standards, offering a top-tier experience for families, tourists, and dinosaur enthusiasts.

Timing is critical for this project as the existing infrastructure is nearing the end of its useful life. Deferring the upgrades could lead to more frequent outages, increased maintenance costs, and potential safety hazards for visitors. Immediate action is necessary to avoid disruptions to park operations and to uphold the city’s standards for public amenities.

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

The proposed utility and infrastructure upgrades at the **Dinosaur Park** align closely with Ogden City’s adopted plans and policies, particularly those focused on community development and enhancing local tourist attractions. These improvements directly support the city’s commitment to fostering vibrant, safe, and sustainable recreational spaces. Upgrading the park’s electrical and lighting systems reflects the city’s directive to modernize public facilities, ensuring they meet safety and efficiency standards.

In addition, this project contributes to Ogden City’s strategic goals for economic growth and tourism development. As a unique and popular destination, the Dinosaur Park attracts a significant number of visitors each year, playing a vital role in boosting local tourism and supporting the economy. By investing in the park’s infrastructure, Ogden is enhancing the visitor experience and reinforcing its reputation as a city that

prioritizes quality public amenities and sustainable development. This project is a strategic step towards fulfilling broader city objectives, supporting community enrichment, and aligning with the council's directives for urban growth and facility modernization.

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

Deferring the utility and infrastructure upgrade project at the dinosaur park could have several significant consequences. Firstly, the continued use of outdated and potentially less efficient infrastructure could lead to increased maintenance costs and operational inefficiencies. This delay could strain the park's resources, diverting funds from other developmental activities. Secondly, there is a risk to the safety and functionality of the park. Inadequate lighting and aging infrastructure could compromise visitor and staff safety, potentially leading to accidents or incidents that could harm the park's reputation.

Delaying the project could adversely impact the visitor experience. The current infrastructure might need help to support the growing number of events and activities planned at the park, leading to reduced visitor satisfaction and potentially a decline in attendance. This visitor decrease would directly affect the park's revenue streams, making it more challenging to fund future projects or maintain current operations.

Finally, postponing these necessary upgrades could put the park at odds with Ogden City's modernization and community development directives. It might give the impression that the park needs to align with the city's vision for progress and sustainability, which could impact future support and collaboration opportunities with the city and other stakeholders. Thus, delaying the project would affect the park's immediate operational capabilities and its long-term strategic position within the community.

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

The **Dinosaur Park Utility Upgrades Project** is currently in progress, with initial improvements actively underway. Key upgrades include enhancements to the park's electrical infrastructure, focusing on essential lighting improvements for critical areas such as the hatchery and main visitor zones. These enhancements aim to increase safety, energy efficiency, and the overall experience for park visitors. Funding for the project has been allocated across multiple fiscal years, allowing for a phased approach that ensures consistent progress and alignment with the city's budgetary priorities.

In addition to utility upgrades, work is ongoing for a new expansion that will extend the park's functionality and support its growing popularity. Demolition of the adjacent facility is currently in progress, and necessary permits and approvals are advancing as planned. The anticipated schedule involves continued infrastructure improvements over the next few years, with phased implementation to minimize disruption to park operations. This steady approach will allow the park to maintain its daily activities while achieving significant upgrades that align with Ogden City's goals for public safety and enhanced visitor experiences.

### Perpetual Project Proposed 5 Year Schedule

#### Perpetual Project Proposed 5-Year Schedule: Dinosaur Park Utility Upgrades

- **FY2026:** Continue utility enhancements, addressing critical lighting expansions to increase coverage and safety across additional public zones.
- **FY2027:** Complete secondary lighting upgrades and begin enhancements to electrical infrastructure supporting park expansions.
- **FY2028:** Address utility upgrades in park expansion areas, ensuring consistent functionality and safety in new visitor zones.
- **FY2029:** Continue comprehensive utility improvements, covering additional upgrades as needed to maintain optimal lighting, safety, and infrastructure standards.
- **FY2030:** Perform maintenance checks and address any emerging needs in the upgraded utility systems, focusing on keeping the infrastructure at optimal performance. Any necessary replacements or minor enhancements would be funded as part of ongoing maintenance to ensure sustained functionality, safety, and visitor satisfaction.

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

The operation and maintenance of the utility and infrastructure upgrade project at the dinosaur park come with several considerations. One primary concern is ensuring the long-term sustainability and reliability of the new systems. This includes regular maintenance schedules to prevent breakdowns and extend the lifespan of the infrastructure, particularly the electrical lighting systems, which are crucial for park operations.

Additionally, there is a need for trained personnel to manage and maintain these upgraded systems. This involves either training current staff or hiring new team members with the necessary expertise, which could have budgetary implications. There's also the aspect of integrating these new systems with existing infrastructure, ensuring compatibility and minimizing disruptions during the transition phase.

Another concern is the financial aspect of ongoing maintenance. While the funding might cover the initial investment, the park needs to allocate a budget for regular upkeep, repairs, and potential upgrades in the future. This requires careful financial planning to ensure the park remains financially stable while keeping the infrastructure in top condition.

Lastly, there is the environmental impact of the new systems. Ensuring that the upgraded infrastructure, especially the lighting, is energy-efficient and has minimal ecological impact is essential. This aligns with broader environmental concerns and the city's policies on sustainability.

Overall, while the upgrade project is crucial for the park's future, it's essential to carefully consider these operational and maintenance aspects to ensure the project's success in the long term.

### Strategic Plan Directive Summary

The **Dinosaur Park Utility Upgrades Project** aligns with Ogden City's Strategic Plan Directives by enhancing **City Image and Reputation** and supporting **Economic Development**.

Upgrading the infrastructure of a prominent tourist attraction like the Dinosaur Park underscores Ogden City's commitment to providing high-quality recreational spaces and cultural experiences. By modernizing the park's facilities, the city projects an image of a forward-thinking, vibrant community that prioritizes the well-being and satisfaction of both residents and visitors. This proactive investment in a key attraction reflects positively on the city's reputation, demonstrating its dedication to maintaining top-tier amenities.

Economically, these enhancements are expected to attract more visitors from both local and outside communities, leading to increased tourism revenues. The influx of visitors benefits not only the park but also boosts the local economy, as tourists contribute to the revenue of hotels, restaurants, shops, and other businesses throughout the city. A thriving attraction like the Dinosaur Park can also stimulate additional investment in the area, encouraging new businesses and events that further support Ogden's economic growth.

The improvements also contribute to Ogden's overall quality of life by providing a well-maintained, engaging public space that enhances the city's attractiveness as a place to live and work. This vibrant park offers residents a high-quality recreational amenity and serves as a draw for potential new residents and businesses considering relocation or expansion. In conclusion, the upgrades at the Dinosaur Park are a strategic investment that bolster the city's image, drive economic development, and enrich the community, making Ogden an even more desirable destination for leisure and business.

### Additional History of Project

The Dinosaur Park Utility Upgrades project began with the demolition of the existing nature center to make way for the park's new expansion. Construction is now underway, laying the groundwork for significant enhancements, including improved utility infrastructure and expanded amenities. Key updates include the installation of fiber connections and other essential upgrades that will support both operational efficiency and visitor experience. These additions are scheduled to come online soon, aligning with the project's phased approach to ensure that each improvement integrates seamlessly with the park's overall infrastructure.



## Capital Cost

FY2026 Budget

**\$0**

Total Budget (all years)

**\$250K**

Project Total (to date)

**\$300K**

### 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	\$50,000	\$50,000	\$100,000	\$50,000	\$250,000
Total	\$50,000	\$50,000	\$100,000	\$50,000	\$250,000

## Funding Sources

FY2026 Budget

**\$0**

Total Budget (all years)

**\$250K**

Project Total (to date)

**\$300K**

### 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	\$50,000	\$50,000	\$100,000	\$50,000	\$250,000
Total	\$50,000	\$50,000	\$100,000	\$50,000	\$250,000

## Operational Costs

FY2026 Budget

**\$5K**

Total Budget (all years)

**\$25K**

Project Total

**\$25K**

### 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	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$25,000
Total	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$25,000

# Wayfinding, Entryway, Placemaking Signage

## Overview

<b>Request Owner</b>	Taylor Nielsen, City Engineer
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	EN102
<b>Request Groups</b>	EN-Engineering

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## Details

**Fund Type:** General CIP

**Project Contact:** Taylor Nielsen

**Type of Project:** Wayfinding Signs

**Project Priority:** Desirable

**Planning Area:** None

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

**Redevelopment Area:** None

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

### Description & Justification:

The city periodically requires changes in how information is provided to find desired destinations. The city's branding efforts pointed out the need for more general information provided along the streets to direct people to important areas of the city. The more efficient the message, the easier it is to move around and spend less time trying to find destinations. The Transportation Master Plan identified the need for wayfinding signage and provided recommendations. The first phase (previously completed) developed the design and layout of the wayfinding signs and focused on motorists in the city's Downtown area. The wayfinding signage installed has been well received within the community for both design/layout and the locations. Additional wayfinding is needed to implement all recommendations. This includes the installation of pedestrian wayfinding kiosks (completed downtown) and other motorist wayfinding beyond the downtown. With the installation of wayfinding signage, there is also a need for updated entryway and placemaking signage. Entryway and placemaking features will also be incorporated to enhance the city's image and complement and blend all elements. These details aid in the quality of the downtown experience and are essential as an enhancement item. The signs direct visitors to important areas and inform pedestrians about Ogden. This instills pride in the community. This proposed CIP is requesting funding for another phase of wayfinding signage. This phase of wayfinding is requested to be funded in the amount of \$75,000 for signage and \$200,000 for the large entryway sign for FY 2025. This also includes updating the Harrison Blvd entryway feature. Future funding will be requested for entryway and placemaking.

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

This project is consistent with General Plan 4.D.7, which states:

"Establish a system of signage that will provide location or directional information, be legible and understandable, not obstruct identified views, and contribute to the character of the area in which it is located."

The project aligns with strategies 4.D.7.B and 4.D.7.C, which focus on "building a reputation of well-designed wayfinding signage" and "providing effective directional signage to Ogden City sites."

The project is also consistent with the Crossroads of the West plan, which maps the sign locations and specifies the information that should be provided on the signs.

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

Deferring this project would result in missed opportunities to enhance the image of the airport and other parts of the city. The current outdated signage would remain, potentially creating confusion for visitors and reducing the effectiveness of the city's wayfinding system. The airport would continue to operate without modern, cohesive signage that improves the visitor experience and supports economic development through better access and branding.

In addition, the project contributes to improving the city's entryway features and placemaking elements, which are essential in creating a strong first impression for visitors and residents alike. Delays could impact efforts to improve the city's image as a thriving and well-maintained urban area.

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

The project is in the planning and design phase, with the design and layout for additional signage nearly finalized. Funding is requested for the installation of new wayfinding signs at strategic locations within the city and the airport, as well as for updating entryway features.

### **Perpetual Project Proposed 5 Year Schedule**

As part of the ongoing improvement and modernization of the Ogden-Hinckley Airport, this project could include the installation of three new signs around the airport to replace the old, outdated signage. These signs will be strategically placed to improve visibility and enhance the overall aesthetic appeal of the airport. The new signs will be located at the following locations:

1. At the intersection of Hinckley Drive and Airport Road: This will ensure drivers and visitors have clear directionality to the airport, increasing wayfinding efficiency and improving traffic flow into the airport area.
2. At the airport terminal entrance: Replacing the current sign with a more visible, professional, and up-to-date sign to help enhance the first impression for visitors arriving at the terminal.
3. On the southwest corner of the airport: This will help direct traffic and ensure that the airport has consistent signage for people arriving from different directions, improving accessibility.

These new signs will be designed with modern materials and high visibility features to ensure long-term durability and continued support for the airport's role as a key transportation hub. Installing these signs will enhance the city's image by aligning the airport with the standards of professional, well-maintained infrastructure. The new signage will replace the old signs in the same locations, ensuring continuity while improving the airport's branding and functionality.

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

Maintaining the cleanliness of the signs and removing graffiti when necessary will be important for the long-term success of the signage program. Regular checks for visibility and legibility will also be necessary to ensure that signs remain effective. The ongoing maintenance costs for signage are expected to be minimal, but these should be factored into future budget planning to ensure long-term viability.

Typical costs to replace a sign would be between \$2,200 and \$2,600 per sign to replace and restore signage. Typical costs for a kiosk sign would be between \$10,000 and \$12,000 to replace and restore each kiosk (pending installation costs which will be bid this year).

### **Strategic Plan Directive Summary**

This project aligns with the city's image and reputation efforts by enhancing the visitor experience and wayfinding capabilities across the city. It contributes to economic development by improving accessibility to key destinations and encouraging investment in aviation services. The updated signage will also improve community pride and reinforce Ogden's commitment to modern infrastructure and well-designed public spaces.

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## Capital Cost

FY2026 Budget

**\$75K**

Total Budget (all years)

**\$300K**

Project Total (to date)

**\$400K**

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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>	Total
Site Improvements	\$75,000	\$75,000	\$75,000	\$75,000	\$300,000
<b>Total</b>	<b>\$75,000</b>	<b>\$75,000</b>	<b>\$75,000</b>	<b>\$75,000</b>	<b>\$300,000</b>

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## Funding Sources

FY2026 Budget

**\$75K**

Total Budget (all years)

**\$300K**

Project Total (to date)

**\$400K**

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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>	Total
City Funded	\$75,000	\$75,000	\$75,000	\$75,000	\$300,000
<b>Total</b>	<b>\$75,000</b>	<b>\$75,000</b>	<b>\$75,000</b>	<b>\$75,000</b>	<b>\$300,000</b>

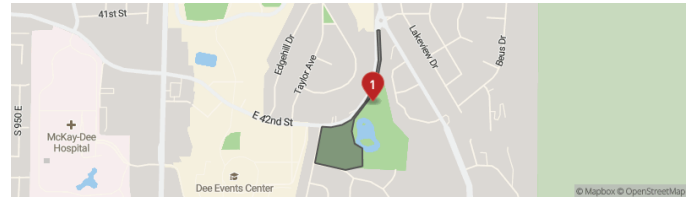
# Beus Pond Connector Trail

## Overview

<b>Request Owner</b>	Taylor Nielsen, City Engineer
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	EN101
<b>Request Groups</b>	EN-Engineering

## Project Location

Beus Pond



## Details

**Fund Type:** General CIP

**Type of Project:** Trail Improvements

**Planning Area:** Southeast Ogden

**Redevelopment Area:** None

**Project Contact:** Taylor Nielsen

### Description & Justification:

The Beus Pond Connector Trail project is designed to improve pedestrian safety and connectivity in Southeast Ogden by creating a dedicated pathway from Beus Pond to the Skyline Roundabout. Current funding of \$401,100 has been allocated, with an additional \$350,000 requested to extend the connection to Forest Green Park. This project aims to enhance access to key recreational areas, offering a safe and convenient route for pedestrians.

By reducing pedestrian-vehicle conflicts along the current road-access route, this project addresses critical safety concerns while aligning with Ogden City's strategic goals to expand and improve recreational infrastructure. It also encourages outdoor activity and strengthens community engagement by connecting neighborhoods and recreational spaces. This pathway will become a vital link for residents and visitors, fostering active lifestyles and promoting the use of Ogden's natural amenities.

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

This project directly supports **10.3.E. of the General Plan**, which emphasizes the importance of improving pedestrian access to open spaces. By creating a safe and accessible pathway from Beus Pond to the Skyline Roundabout and extending to Forest Green Park, the project aligns with Ogden City's objectives to foster a connected, walkable community and improve access to natural amenities.

These efforts reflect the city's commitment to enhancing recreational infrastructure, encouraging outdoor activity, and promoting active lifestyles for residents and visitors.

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

Deferring this project would perpetuate unsafe conditions for pedestrians, who would continue to walk on the street to access Beus Pond. This significantly increases the probability of conflicts between pedestrians and vehicles, posing a safety risk for residents and visitors.

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

**Design:** The project design has been fully completed by Ogden City staff, ensuring readiness for implementation upon securing the remaining required funding.

**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:** Recreation

**Funding:** A total of \$401,100 has already been allocated from the CIP Fund, enabling initial steps of the project to move forward. However, an additional \$350,000 is required to fully implement the Beus Pond Connector Trail, including extending the pathway to Forest Green Park.

**Schedule:** Once the additional funding is secured, the project will proceed to construction, with a targeted completion timeline contingent on funding availability. The priority remains to complete the project as soon as possible to address safety concerns and enhance recreational connectivity for the community. Efforts are underway to identify potential grant opportunities and other funding sources to close the financial gap and expedite implementation.

Funding Source Selected: CIP FUND

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

- **Asphalt Repairs:** \$90,000 over 15 years equates to an **average annual cost of \$6,000** for maintaining the trail's surface.
- **Other Potential Maintenance Costs** (if applicable):
  - **Landscaping:** Estimated at **\$1,000–\$2,000 per year** depending on vegetation needs and seasonal upkeep.
  - **Lighting Maintenance:** If lighting is included, costs could range from **\$500–\$1,000 annually** for energy and replacement bulbs.
  - **Seating or Amenities Maintenance:** Basic repairs and cleaning could add **\$200–\$500 annually**, depending on usage and weather impacts.
- Total Costs would be an average of **\$6,500/year**.

### Strategic Plan Directive Summary

This project directly supports Ogden City's Strategic Plan Directives for **Community Safety** and **Recreation** by addressing critical pedestrian infrastructure needs and enhancing access to natural and recreational amenities.

- **Community Safety:**
  - Provides a dedicated pathway for pedestrians, eliminating the need to walk on the roadway and significantly reducing the likelihood of pedestrian-vehicle conflicts.
  - Promotes safer connections between neighborhoods and Beus Pond, ensuring residents and visitors can enjoy outdoor spaces securely.
- **Recreation:**
  - Encourages outdoor activity by connecting the Skyline Drive area to Beus Pond and Forest Green Park.
  - Expands access to Ogden's natural amenities, fostering a sense of community engagement and active lifestyles.

By improving pedestrian infrastructure and promoting accessibility, this project aligns with Ogden City's goals of increasing the utilization of outdoor and natural amenities, advancing safety, and enhancing the quality of life for all residents and visitors.

## Capital Cost

FY2026 Budget

**\$0**

Total Budget (all years)

**\$350K**

Project Total (to date)

**\$700K**

### Detailed Breakdown

Category	FY2027 <i>In Progress</i>	Total
Site Improvements	\$350,000	\$350,000
<b>Total</b>	<b>\$350,000</b>	<b>\$350,000</b>

## Funding Sources

FY2026 Budget

**\$0**

Total Budget (all years)

**\$350K**

Project Total (to date)

**\$700K**

### Detailed Breakdown

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

## Operational Costs

FY2026 Budget

**\$6.5K**

Total Budget (all years)

**\$32.5K**

Project Total

**\$39K**

### 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	\$6,500	\$6,500	\$6,500	\$6,500	\$6,500	\$32,500
<b>Total</b>	<b>\$6,500</b>	<b>\$6,500</b>	<b>\$6,500</b>	<b>\$6,500</b>	<b>\$6,500</b>	<b>\$32,500</b>

# Green Bike Share Program

## Overview

<b>Request Owner</b>	Taylor Nielsen, City Engineer
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	EN096
<b>Request Groups</b>	EN-Engineering

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## Details

**Fund Type:** General CIP

**Project Priority:** Desirable

**Type of Project:** Recreation Field Improvements

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

**Planning Area:** None

**Redevelopment Area:** None

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

**Project Contact:** Taylor Nielsen

### Description & Justification:

The **Green Bike Program** is designed to connect regional commuters with local destinations in Ogden, offering a convenient, flexible, and sustainable transportation option. By linking major transit stops to a network of Green Bike kiosks, the program enables users to rent bikes from one kiosk and return them to any other kiosk within the system. This flexibility eliminates the need for a return trip to the original rental location, making it an efficient alternative to long walks, taxi rides, or transporting personal bicycles on buses or trains.

To support and expand this program, Ogden has applied for funding through the Wasatch Front Regional Council's Congestion Mitigation Air Quality (CMAQ) program. The anticipated funding includes \$536,308 in FY 2027, with a required city match of \$36,308 (6.77%), and \$678,449 in FY 2029, with a city match of \$45,931. This investment will enable Ogden to expand its bike-share network, increase the number of Green Bike kiosks available, and enhance connectivity across the city. These improvements will make Ogden's Green Bike program an essential link in the city's transit ecosystem, supporting active transportation and reducing vehicle emissions, ultimately contributing to better air quality and a more accessible urban environment.

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

The **Green Bike Program** aligns with Ogden City's adopted plans and policies by directly supporting efforts to expand biking and walking options and promote sustainable transit alternatives within the community. This initiative was originally outlined in Ogden's city-wide Bicycle Master Plan, which provided targeted recommendations for implementing and expanding a bike-share network. The plan emphasizes creating accessible, low-emission transportation options that improve connectivity across Ogden.

Through the Green Bike Program, Ogden is advancing its strategic goal to provide efficient, environmentally friendly transit options that link regional transit hubs to local destinations. By encouraging active transportation and reducing dependence on single-occupancy vehicles, the program supports city directives aimed at enhancing air quality, improving mobility, and fostering a more sustainable urban environment.

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

Deferring the **Green Bike Program** expansion to later years would hinder Ogden City's ability to achieve key sustainability and connectivity goals outlined in the Bicycle Master Plan. Delaying this project would slow the city's progress in reducing carbon emissions, as fewer residents and visitors would have access to a low-emission transit alternative that connects them to major transit stops and local



destinations. The funding anticipated through the Wasatch Front Regional Council's CMAQ program, which is essential to expanding the bike-share network, could also be jeopardized if the project is not advanced within the designated timeframe.

Additionally, postponing the program's expansion would limit immediate benefits to community health, air quality, and active transportation. The lack of convenient biking options may lead more individuals to rely on single-occupancy vehicles, contributing to increased traffic congestion and emissions. Timely implementation of the Green Bike Program is crucial for supporting Ogden's goals for a connected, sustainable, and accessible urban environment.

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

The **Green Bike Program** in Ogden, launched in August 2022, has expanded with multiple new bike stations installed and fully operational, increasing accessibility and convenience for users. These additional stations support the network's goal of connecting regional transit stops to key local destinations, making it easier for residents and visitors to choose biking as a flexible transportation option. The project is now awaiting further grant funding to continue its growth, and a Memorandum of Understanding (MOU) with Green Bike in Salt Lake City is in place to manage ongoing maintenance costs, ensuring a sustainable future for the program.

Funding Sources Selected: CIP FUND, CMAQ

### Perpetual Project Proposed 5 Year Schedule

If fully funded, the **Green Bike Program** will see a steady expansion of bike stations to increase availability and accessibility for Ogden residents. In FY2027, bike stations will be installed in high-demand areas near transit stops, downtown, and popular locations, with data gathered to guide future placements. FY2029 will focus on expanding into commercial centers, particularly those with limited public transit access, while maintaining collaboration with Green Bike to ensure station upkeep.

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

Managing the operations and maintenance of Ogden's Green Bike Program presents several ongoing considerations. One primary concern is the regular wear and tear on bicycles due to high usage, necessitating frequent maintenance and inspections to address issues like tire wear, brake functionality, and overall bike safety. Keeping bikes in good condition and ensuring consistent availability at each station is essential for a positive user experience and the program's overall success. Strategic placement of bike stations and infrastructure is also critical; optimizing locations to meet demand in high-traffic areas requires careful planning and sufficient resources.

To sustain and grow the program, adequate funding for routine maintenance, repairs, and station expansion is essential, particularly to balance station density in popular locations with financial feasibility. Additionally, promoting responsible bike use, safe parking practices, and adherence to traffic rules is vital for the safety of both cyclists and pedestrians. Integrating the bike share network with public transportation and ensuring a user-friendly rental interface further supports the program's efficiency and appeal. Public awareness initiatives can also enhance community engagement, building local support for the bike share system. Addressing these concerns will help ensure the long-term success of Ogden's Green Bike Program, providing residents with sustainable and healthy transportation options.

The operational costs for the **Green Bike Program** typically include **personnel** and **operations and maintenance (O&M)** expenses to ensure smooth program functionality and upkeep of bike stations. Here's an estimate for each:

#### Personnel Costs

1. **Program Manager:** Responsible for overseeing daily operations, partnerships, budgeting, and community engagement.
  - **Estimated Annual Salary:** \$55,000 - \$70,000
2. **Maintenance Technicians:** Responsible for maintaining bikes, rebalancing stations, and performing repairs.
  - **Estimated Annual Salary per Technician:** \$40,000 - \$50,000
  - For full coverage, **2-3 technicians** may be needed, totaling **\$80,000 - \$150,000 annually**.

**Total Estimated Personnel Costs: \$135,000 - \$220,000 annually**

## Operations and Maintenance (O&M) Costs

1. **Bike and Station Maintenance:** Covers regular servicing, parts replacement, and cleaning.
    - **Estimated Annual Cost:** \$10,000 - \$15,000 per station
    - For a network of 10-15 stations, this totals **\$100,000 - \$225,000 annually.**
  2. **Technology and Software Licensing:** For app-based rentals, user data management, and payment processing systems.
    - **Estimated Annual Cost:** \$20,000 - \$30,000
  3. **Rebalancing and Redistribution Costs:** Covers transportation costs for redistributing bikes among stations to meet demand.
    - **Estimated Annual Cost:** \$15,000 - \$25,000
- Total Estimated O&M Costs: \$135,000 - \$280,000 annually**

## Strategic Plan Directive Summary

The **Green Bike Share Program** aligns with Ogden City Council's strategic plan directives by enhancing **City Image and Reputation, Recreation, and Economic Development**. As Ogden works to diversify transportation options for residents and visitors, the Green Bike program provides a modern, sustainable alternative that contributes to the city's reputation as a forward-thinking, accessible community. Offering a convenient bike-share system reflects Ogden's commitment to environmental stewardship and active transportation, bolstering the city's image as a leader in sustainable urban mobility.

The program supports **Recreation** by encouraging more people to engage in cycling, an active and healthy mode of transit that promotes outdoor activity and connects users to Ogden's scenic and recreational areas. With strategically located bike stations, residents and visitors can explore the city's amenities, parks, and downtown spaces more easily, fostering an active lifestyle and increasing accessibility to recreational resources.

The program stimulates **Economic Development** by improving access to local businesses and attractions. As the Green Bike network expands, it will link transit stops to key commercial and residential areas, making it easier for people to travel within the city without a car. This increased connectivity attracts new visitors and supports local businesses, contributing to a vibrant and economically resilient community. By supporting these strategic directives, the Green Bike Share Program enhances Ogden's quality of life, accessibility, and appeal as a dynamic urban center.

## Additional History of Project

Updated funding from the 2022 request to be consistent with the \$500,000 plus \$36,308 request.

Updated funding requests for FY27 (\$536,308) and FY29 (\$678,449).

## Capital Cost

FY2026 Budget

**\$0**

Total Budget (all years)

**\$1.21M**

Project Total (to date)

**\$1.65M**

## Detailed Breakdown

Category	FY2026 <i>In Progress</i>	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	FY2029 <i>In Progress</i>	Total
Equipment	\$0	\$536,308	\$0	\$678,449	<b>\$1,214,757</b>
<b>Total</b>	<b>\$0</b>	<b>\$536,308</b>	<b>\$0</b>	<b>\$678,449</b>	<b>\$1,214,757</b>

## Funding Sources

FY2026 Budget

**\$0**

Total Budget (all years)

**\$1.21M**

Project Total (to date)

**\$1.65M**

### Detailed Breakdown

Category	FY2026 <i>In Progress</i>	FY2027 <i>In Progress</i>	FY2029 <i>In Progress</i>	Total
Grant	\$0	\$500,000	\$632,518	<b>\$1,132,518</b>
City Funded	\$0	\$36,308	\$45,931	<b>\$82,239</b>
<b>Total</b>	<b>\$0</b>	<b>\$536,308</b>	<b>\$678,449</b>	<b>\$1,214,757</b>

## Operational Costs

FY2026 Budget

**\$175K**

Total Budget (all years)

**\$855K**

Project Total

**\$855K**

### Detailed Breakdown

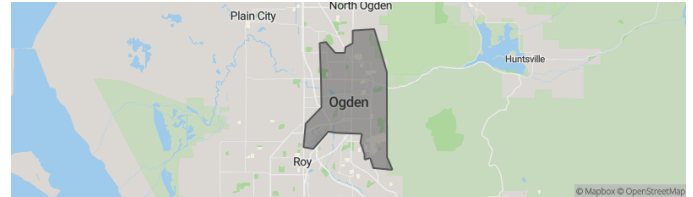
Category	FY2026 <i>In Progress</i>	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	FY2029 <i>In Progress</i>	Total
Operations/Maintenance	\$175,000	\$200,000	\$200,000	\$280,000	<b>\$855,000</b>
<b>Total</b>	<b>\$175,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$280,000</b>	<b>\$855,000</b>

# City Wide Lights/Electrical

## Overview

<b>Request Owner</b>	Vincent Ramos, PUBLIC SERV OPERATIONS MANAGER
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	EN072
<b>Request Groups</b>	GC-General City

## Project Location



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## Details

**Fund Type:** General CIP

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

**Planning Area:** None

**Redevelopment Area:** None

**Project Contact:** Vincent Ramos

**Project Priority:** Necessary

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

**Strategic Plan Directive:** Community Safety

### Description & Justification:

Street lighting throughout multiple areas of the city needs updating. This project includes issues that have become an urgent need to keep current infrastructure in order. Faulty wiring causes many problems, especially in the downtown area. Multiple roadway projects have needed to rewire the entire run of lighting due to existing wires not meeting electrical standards. Many of the existing downtown lights are spliced and/or have back-fed lines, making it difficult to maintain. It is necessary to upgrade all outdated wiring and install correct code-specified buss bars. This project would also include correcting broken and deficient street light boxes, irrigation lines along 25th Street, and the installation, replacement, and maintenance of our city-owned lights.

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

Streetlights make right-of-ways well-lit and improve safety for vehicles and pedestrians. Having streetlights that comply with all current electrical and safety codes would limit outages and keep emergency repair costs low. By correcting the lighting deficiencies, the City can start to implement cost-saving measures based on new and available technology. These changes would result in a cost savings to the overall street light budget.

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

Deferring upgrades will cause extended outages to streetlights and increase costs. These outages will extend to multiple blocks due to wiring failures. Costs will continue to go up due to increased emergency repairs instead of planned maintenance.

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

Awaiting funding. This is an ongoing issue with blocks of lights going down repeatedly. It is anticipated that the cost will be approximately \$150,000 annually for installation, replacement, and maintenance of our city-owned lights.

### Perpetual Project Proposed 5 Year Schedule

Ongoing as needed for maintenance and upgrades.

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

Like all utilities, maintenance and upgrades will be needed to maintain our electrical system.

Strategic Plan Directive Summary

A vital aspect in offering community safety would be to upgrade our deteriorating underground power lines and connections. Streetlights make right-of-ways well-lit and improve safety for vehicles and pedestrians. Having streetlights that comply with all current electrical and safety codes will limit outages and keep emergency repair costs low. Upgrading our city-owned power lines will keep streetlights illuminated at night, help prevent accidents and encourage residents to enjoy downtown activities when the sun goes down.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$0	\$600K	\$825K

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	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000
Total	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$0	\$600K	\$825K

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	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000
Total	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000

Project Timeline

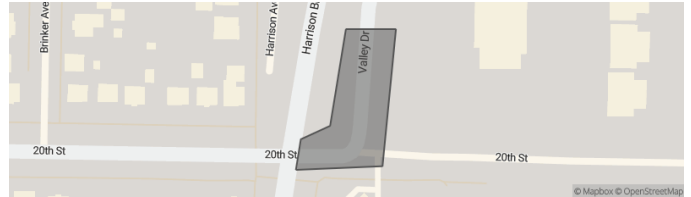
- 10/21/2024  
Ongoing as needed for maintenance and upgrades

# Valley Drive Intersection Improvements

## Overview

<b>Request Owner</b>	Taylor Nielsen, City Engineer
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	EN038
<b>Request Groups</b>	EN-Engineering
<b>Estimated Start Date</b>	01/6/2025
<b>Estimated Completion Date</b>	12/1/2025

## Project Location



## Details

**Fund Type:** General CIP

**Type of Project:** Road/Sidewalk Improvement

**Planning Area:** Taylor

**Redevelopment Area:** None

**Project Contact:** Taylor Nielsen

**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

### Description & Justification:

The proposed roadway project at Valley Drive and Harrison Boulevard intersection represents a comprehensive initiative to enhance traffic flow, safety, and overall transportation infrastructure. The project includes road expansion, intersection improvements, and strategic right-of-way acquisition to accommodate growing traffic demands and improve the efficiency of the intersection.

The project involves the expansion of Valley Drive and Harrison Boulevard to increase roadway capacity. Additional improvements will be made to accommodate the growing volume of vehicular traffic, reducing congestion and improving the overall flow of vehicles through the intersection.

Intersection enhancements form a crucial project component, incorporating advanced traffic signalization, turning lanes, and geometric adjustments to streamline traffic movements. These improvements aim to optimize intersection efficiency, reduce delays, and enhance overall safety for motorists and pedestrians.

The strategic right-of-way acquisition is undertaken to facilitate the necessary expansions and improvements. This may involve securing additional land adjacent to the intersection to implement roadway alignment and geometry changes.

Safety elements, such as updated signage, lighting, and road markings, are implemented to enhance visibility and guide road users safely through the intersection. High-visibility crosswalks and clear lane delineations contribute to a safer traffic environment.

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

Improvements to our public right-of-way allows for continued safety and improved roadway functionality.

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

Consequences of deferring this project include potential traffic congestion, increased risk for accidents, and further degradation of the roadway.

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

Design is underway for this project. It should be available for construction this upcoming construction season.

Selected Funding Sources: B&C and PROP1

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

Ensuring the long-term durability of the expanded roadways, intersection enhancements, and acquired right-of-way is a critical concern. Regular inspections and maintenance are required to address wear and tear, prevent deterioration, and extend the life of the infrastructure.

Underground utilities within the right-of-way may require ongoing coordination and maintenance. They are ensuring that utility providers have access to repairs and maintenance without causing disruptions to the road network.

Aesthetic enhancements, landscaping features, and street scaping elements require ongoing maintenance to preserve visual appeal. Regular care, pruning, and replanting may be necessary to prevent overgrowth and ensure the longevity of these features.

Expanded roadways are subject to wear and tear from traffic, weather, and other factors. Regular road surface maintenance, including resurfacing, crack sealing, and pothole repairs, is crucial to prevent deterioration and maintain a smooth driving surface.

**Strategic Plan Directive Summary**

The roadway project at the intersection of Valley Drive and Harrison Boulevard addresses transportation infrastructure needs and plays a significant role in enhancing the city's image, reputation, and community safety. Here's how the project contributes to these aspects:

The project involves road expansion and intersection improvements, showcasing the city's commitment to modern and efficient infrastructure. Upgraded roads and intersections contribute to a more aesthetically pleasing urban environment, positively impacting the city's image.

By revitalizing the intersection, the project contributes to the overall revitalization of the area. Improved infrastructure often attracts private investments, leading to economic growth and enhancing the city's reputation as a vibrant and forward-looking community.

Intersection improvements, including advanced traffic signalization and turning lanes, enhance overall safety at the intersection. Well-designed intersections reduce the risk of accidents, improving the safety of both motorists and pedestrians.

Expanded roadways and optimized intersections lead to improved traffic flow. Reduced congestion and efficient traffic management minimize the likelihood of accidents, creating a safer driving experience for residents and visitors.

Advanced signalization and lane configurations help reduce conflicts between different streams of traffic. This proactive approach minimizes the risk of collisions and contributes to safer travel through the intersection.

The project's focus on traffic flow improvements helps mitigate congestion. Reduced congestion enhances public safety and supports timely emergency response and efficient transportation for daily activities.

Enhanced lighting, road markings, and signage increase visibility, reducing the likelihood of accidents, especially during low-light conditions. Improved visibility is a crucial factor in promoting overall safety.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$370K	\$370K	\$740K

Detailed Breakdown

Category	FY2026 In Progress	Total
Construction	\$370,000	\$370,000
Total	\$370,000	\$370,000

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$370K	\$370K	\$740K

Detailed Breakdown

Category	FY2026 In Progress	Total
Restricted Taxes (B&C or Prop1)	\$370,000	\$370,000
Total	\$370,000	\$370,000



# Valley Drive Improvements

## Overview

<b>Request Owner</b>	Taylor Nielsen, City Engineer
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	EN029
<b>Request Groups</b>	EN-Engineering
<b>Estimated Start Date</b>	01/1/2026
<b>Estimated Completion Date</b>	12/31/2029

## Project Location



## Details

**Fund Type:** General CIP

**Type of Project:** Road/Sidewalk Reconstruction, Road/Sidewalk Improvement, Storm Sewer Improvements, Trail Improvements, Infrastructure (Roadway, Sidewalks, Utilities)

**Planning Area:** Taylor

**Redevelopment Area:** None

**Project Contact:** Taylor Nielsen

**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, Recreation, City Image & Reputation

### Description & Justification:

The **Valley Drive Intersection Improvements Project** aims to address critical structural issues along Valley Drive, particularly the failing shoulder on the curve that separates Valley Drive from Harrison Boulevard. This section of the roadway is currently experiencing significant slope instability due to water infiltration, which undermines the road's foundation and poses safety risks to motorists. The primary purpose of this project is to repair and reinforce the roadway's structural section, mitigate water infiltration, and stabilize the slope to ensure long-term roadway integrity and safety.

In addition to addressing the roadway's structural concerns, the project would include the construction of a trail extension that will connect Valley Drive to 20th Street. Currently, there is no safe walkway or pedestrian connection along this route, creating a gap in the active transportation network. The proposed trail will enhance pedestrian accessibility, providing a safe and convenient path for residents and improving connectivity within the neighborhood. These improvements are necessary to ensure the safety and usability of Valley Drive, support community access, and align with Ogden City's goals for sustainable, resilient infrastructure and enhanced pedestrian connectivity.

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

The **Valley Drive Intersection Improvements Project** aligns with Ogden City's adopted plans and policies by directly supporting objectives outlined in the Ogden City Strategic Plan. This project prioritizes **Community Safety** by addressing the structural failure of the roadway and mitigating slope instability caused by water infiltration. By repairing the failing shoulder and stabilizing the roadway, the project enhances safety for motorists, reduces the risk of road collapse, and ensures a reliable transportation corridor.

In addition, the project meets the city's directives to improve pedestrian connectivity and access. The inclusion of a new trail extension linking Valley Drive to 20th Street addresses a current gap in the pedestrian network, providing a safe, continuous path for residents. This improvement supports Ogden's broader goals for active transportation, encouraging walking and enhancing the overall accessibility of the

area. By aligning with the city's strategic priorities for safety, connectivity, and infrastructure resilience, the Valley Drive project implements key elements of Ogden's adopted plans and policies.

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

Deferring the **Valley Drive Intersection Improvements Project** would have serious implications for both roadway integrity and community safety. The shoulder of Valley Drive has already failed, leading to a closure that is currently barricaded and out of service. Extending this closure without addressing the structural issues risks further roadway degradation, which could escalate into more significant failures, increasing repair costs and creating potential hazards for motorists.

Additionally, the absence of a pedestrian trail or walkway along Valley Drive means that residents currently have no safe route to connect to 20th Street. Deferring this project delays the creation of a safe pedestrian corridor, forcing pedestrians to navigate unsafe conditions along a high-traffic roadway. This poses significant safety concerns, particularly for residents who rely on walking as a primary mode of transportation. Timely completion of this project is essential to mitigate risks, prevent further damage, and ensure the safety of both motorists and pedestrians.

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

The **Valley Drive Intersection Improvements Project** is currently in the funding stage, with construction anticipated to begin during the 2026 construction season (FY26). The project will be divided into phases to expedite critical repairs and ensure efficient use of resources. The first phase, focused on roadway restoration, is set to begin this year, addressing the structural failure along the shoulder and stabilizing the slope to prevent further degradation. A geotechnical report, expected by December 2024, will inform about these initial repairs.

The second phase will involve the design and construction of the trail connection, which aims to provide a safe pedestrian route linking Valley Drive to 20th Street. Design work for the trail will start concurrently with the roadway restoration, with construction planned for subsequent years. This phased approach allows the city to address immediate safety concerns while also making progress on long-term pedestrian connectivity improvements.

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

Given that the roadway restoration will reduce the need for frequent repairs, the primary ongoing operational costs for the **Valley Drive Intersection Improvements Project** will be associated with the maintenance of the new pedestrian trail. Here's an updated estimate focused on trail-related expenses:

#### Operational and Maintenance (O&M) Costs:

##### 1. Trail Surface Maintenance:

- Routine maintenance of the trail surface, including minor repairs, crack sealing, and debris clearing to ensure safe and accessible conditions for pedestrians.
- **Estimated Annual Cost:** \$3,000 - \$4,000

##### 2. Vegetation and Landscaping Upkeep:

- Regular trimming of surrounding vegetation, clearing of overgrowth, and maintenance of any landscaping features along the trail.
- **Estimated Annual Cost:** \$1,500 - \$2,500

##### 3. Trail Signage and Safety Features:

- Upkeep of trail signage, pavement markings, and any safety features such as handrails or bollards.
- **Estimated Annual Cost:** \$1,000 - \$1,500

##### 4. Stormwater and Drainage Maintenance for Trail Area:

- Regular checks and cleaning of drainage features along the trail to prevent water pooling and erosion.
- **Estimated Annual Cost:** \$1,500 - \$2,000

#### Total Estimated Annual Operating Budget Impact:

- \$7,000 - \$10,000 per year

Strategic Plan Directive Summary

The **Valley Drive Intersection Improvements Project** aligns with Ogden City’s Strategic Plan Directives by addressing **Community Safety**, enhancing **City Image and Reputation**, and supporting **Recreation**.

The project improves **Community Safety** by restoring clear zone requirements along the curve, addressing the failing shoulder, and stabilizing the roadway. These repairs will extend the road’s driveability and reduce the likelihood of further degradation, mitigating risks for motorists and ensuring a safer travel corridor.

In terms of **City Image and Reputation**, the project demonstrates Ogden’s commitment to investing in high-quality infrastructure that meets modern safety standards. By repairing a visibly degraded section of the roadway and enhancing the surrounding area, the city reinforces its dedication to maintaining safe, well-kept streets and a welcoming urban environment.

The project also supports the city’s **Recreation** directive by introducing a new pedestrian trail connection, creating a safe pathway for walkers and cyclists. This addition expands Ogden’s trail network, providing increased recreational opportunities for residents and encouraging outdoor activities. By enhancing connectivity and promoting active transportation, the project contributes positively to the community’s health and well-being, aligning with Ogden’s goals for a vibrant, active city.

This alignment with the Strategic Plan Directives ensures that the project addresses key priorities of safety, city enhancement, and recreational growth, ultimately benefiting the entire community.

Additional History of Project

The **Valley Drive Intersection Improvements Project** builds on recent infrastructure enhancements completed at the nearby intersection of 20th Street and Harrison Boulevard. These upgrades, finished earlier this year, addressed safety and traffic flow concerns at a key connection point for the area. The improvements at 20th and Harrison set the stage for the Valley Drive project by addressing adjacent infrastructure needs, enhancing overall connectivity, and reducing traffic congestion in the surrounding network.

The Valley Drive project aims to complement these recent upgrades by extending safety and accessibility improvements along the corridor. By stabilizing the roadway and adding a pedestrian trail, this project will further enhance the area’s functionality and integrate seamlessly with the enhancements made at 20th and Harrison. This coordinated approach reflects Ogden City’s commitment to a cohesive, strategic plan for roadway and pedestrian safety, addressing current issues while supporting future growth and connectivity in the area.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
\$1.1M	\$1.7M	\$3.3M

Detailed Breakdown

Category	FY2026 <i>In Progress</i>	FY2029 <i>In Progress</i>	FY2030 <i>In Progress</i>	Total
Construction	\$990,000	\$200,000	\$200,000	\$1,390,000
Planning & Design	\$110,000	\$200,000	\$0	\$310,000
Total	\$1,100,000	\$400,000	\$200,000	\$1,700,000

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## Funding Sources

FY2026 Budget

**\$1.1M**

Total Budget (all years)

**\$1.7M**

Project Total

**\$3.3M**

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### Detailed Breakdown

Category	FY2026 <i>In Progress</i>	FY2029 <i>In Progress</i>	FY2030 <i>In Progress</i>	Total
Restricted Taxes (B&C or Prop1)	\$1,100,000	\$400,000	\$200,000	\$1,700,000
<b>Total</b>	<b>\$1,100,000</b>	<b>\$400,000</b>	<b>\$200,000</b>	<b>\$1,700,000</b>

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## Operational Costs

FY2026 Budget

**\$0**

Total Budget (all years)

**\$14K**

Project Total

**\$24K**

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### Detailed Breakdown

Category	FY2029 <i>In Progress</i>	FY2030 <i>In Progress</i>	Total
Operations/Maintenance	\$7,000	\$7,000	\$14,000
<b>Total</b>	<b>\$7,000</b>	<b>\$7,000</b>	<b>\$14,000</b>

# Street Signage Replacement

## Overview

<b>Request Owner</b>	Justin Anderson, PUBLIC SERVICES DIRECTOR
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	EN028
<b>Request Groups</b>	EN-Engineering

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## Details

**Fund Type:** General CIP

**Project Priority:** Desirable

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

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

**Planning Area:** None

**Redevelopment Area:** None

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

**Project Contact:** Taylor Nielsen

### Description & Justification:

#### Description:

This capital improvement project involves replacing and upgrading street signage throughout Ogden City. Current signage is faded and lacks adequate reflectivity, and most signage does not meet visibility standards. Additionally, outdated and inconsistent branding and missing signs create confusion and reduce the effectiveness of the City's branding and public safety efforts. The project will implement a uniform, readable, and reflective signage that aligns with current visibility standards and Ogden City's branding.

#### Justification:

Upgrading Ogden's street signage is essential for public safety, ease of navigation, and consistency in city branding. Faded and non-reflective signs are more challenging to read, especially at night or in poor weather conditions. Outdated or inconsistent signage also detracts from Ogden's image as a well-maintained and accessible city. By investing in updated, high-visibility signs, the City will strengthen its visual identity.

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

This street signage replacement project directly supports Ogden City's policies and directives on public safety, city infrastructure maintenance, and community image. By ensuring all street signs meet current standards for reflectivity and readability, this project aligns with the City's commitment to enhancing safety and accessibility.

In addition, updated signage supports Ogden's goals for cohesive branding and beautification, reinforcing the City's identity and contributing to a well-maintained public environment. The project also aligns with infrastructure modernization efforts outlined in Ogden's strategic plans, ensuring that public assets are up-to-date and functional and support efficient city navigation. This investment reflects Ogden's commitment to safety, accessibility, and sustainability.

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

Deferring this project increases costs and delays crucial safety and aesthetic benefits, impacting Ogden's commitment to safety, efficient maintenance, and a positive public image.

Current Status of Project and Funding Sources Selected:

Awaiting Funding

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

This project should reduce maintenance.

Strategic Plan Directive Summary

- 1. **Community Safety:** Clear, reflective, and adequately maintained street signage is essential for safe navigation, particularly in low-visibility conditions like nighttime or inclement weather. Faded or missing signs increase the risk of traffic accidents and make it harder for drivers, cyclists, and pedestrians to navigate safely. Replacing outdated signs enhances public safety by ensuring clear, visible guidance throughout the city.
- 2. **Fiscal Responsibility:** Proactively replacing signs reduces long-term costs associated with frequent repairs, temporary fixes, and emergency replacements. Investing in durable, high-quality materials will minimize ongoing maintenance expenses and ensure a longer-lasting solution. By addressing signage replacement as a comprehensive project, Ogden can optimize spending and avoid the inefficiencies of piecemeal fixes.
- 3. **City Image & Reputation:** Consistent, branded, and well-maintained street signage improves Ogden's appearance and conveys a message of pride in the city's infrastructure. Attractive and functional signage reflects well on Ogden as a forward-thinking, well-organized community. This investment positively impacts residents' and visitors' perceptions, supporting Ogden's reputation as a well-managed and welcoming city.

Together, these directives support a strategic approach to safety, financial stewardship, and enhancing the city's public image.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$2M	\$2M

Detailed Breakdown

Category	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	FY2029 <i>In Progress</i>	FY2030 <i>In Progress</i>	Total
Equipment	\$500,000	\$500,000	\$500,000	\$500,000	\$2,000,000
Total	\$500,000	\$500,000	\$500,000	\$500,000	\$2,000,000

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$2M	\$2M

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	\$500,000	\$500,000	\$500,000	\$500,000	\$2,000,000
Total	\$500,000	\$500,000	\$500,000	\$500,000	\$2,000,000





stormwater improvements, the project ensures a complete and inclusive approach to infrastructure development. The 21st Street and Lincoln Avenue signal installation is a critical component of the city's commitment to building a safe, accessible, and resilient transportation system for current and future needs.

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

Deferring the **21st Street and Lincoln Avenue Traffic Signal Project** would have significant safety and traffic management implications, given the intersection's high traffic volume and critical location on a primary eastbound route into Ogden. Without the traffic signal, this busy intersection remains prone to T-bone and other high-risk collisions, posing continued safety risks for motorists and pedestrians alike. The delay in implementing a signalized crossing also limits safe access for pedestrians in an area that includes schools, government buildings, and new mixed-use developments, impacting the community's walkability and connectivity.

From an operational perspective, postponing this project could also affect the efficiency of emergency response, as the intersection is near the First Responders Building and key emergency routes. Further deferral may lead to increased project costs due to inflation, potential additional road degradation, and necessary temporary fixes. Timely installation of the signal will support Ogden's transportation goals, mitigate accident risks, and ensure safer, more efficient travel along 21st Street, making this project essential to complete as scheduled.

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

The **21st Street and Lincoln Avenue Traffic Signal Project** is currently in the funding stage, with an application submitted to secure support through the Weber Area Council of Governments (WACOG). Upon funding approval, the project is expected to proceed to design and engineering. Construction is anticipated to begin shortly after design completion, with a target completion date within the following year.

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

Ongoing operations and maintenance of the **21st Street and Lincoln Avenue Traffic Signal** project present specific concerns related to the regular upkeep and long-term functionality of the signal equipment. Key issues include the wear and tear on signal components due to high traffic volumes, which may require periodic repairs and part replacements, such as bulbs and controllers, to ensure optimal performance. Additionally, rising energy costs could impact the annual budget for powering the signal, while regular inspections and maintenance are essential to address safety and accessibility features, such as pedestrian signals and crosswalk buttons. Adequate funding is necessary to cover these ongoing expenses, which are essential to maintaining safety and efficiency at this busy intersection.

The operational costs for the **21st Street and Lincoln Avenue Traffic Signal** will include regular maintenance, inspections, and energy expenses to ensure the signal remains functional and safe for all users. Here is an estimated breakdown:

#### **1. Electricity:**

- **Estimated Annual Cost:** \$800 - \$1,200, depending on usage and local energy rates.

#### **2. Routine Maintenance and Inspections:**

- Covers periodic inspections, cleaning, and minor repairs to ensure optimal signal performance.
- **Estimated Annual Cost:** \$1,500 - \$2,500.

#### **3. Signal Equipment Replacement and Repairs:**

- For periodic bulb replacements, controller adjustments, and any required part replacements.
- **Estimated Annual Cost:** \$2,000 - \$3,000.

#### **4. Pedestrian and Accessibility Features:**

- Maintenance of pedestrian signals, crossing buttons, and accessible ramps.
- **Estimated Annual Cost:** \$500 - \$1,000.

**Total Estimated Annual Operating Budget Impact: \$4,800 - \$7,700**

### **Strategic Plan Directive Summary**

The **21st Street and Lincoln Avenue Traffic Signal Project** aligns with Ogden City's Strategic Plan Directives by addressing **Community Safety** and enhancing **City Image and Reputation**. By installing a traffic signal at this busy intersection, the project directly contributes to community safety by reducing the risk of accidents, improving traffic flow, and ensuring safer pedestrian crossings in an area with significant vehicle and foot traffic. These safety improvements support the city's commitment to creating a secure, accessible environment for all road users, including students, commuters, and local residents.

Additionally, the project positively impacts Ogden's city image and reputation by demonstrating proactive investment in critical infrastructure. Upgrading this intersection with signal technology and improved pedestrian facilities reflects Ogden's dedication to high standards of urban planning and public safety. This commitment enhances the city's appeal, showing residents, businesses, and visitors that Ogden values both safety and quality of life in its approach to community development.

## Capital Cost

FY2026 Budget

**\$0**

Total Budget (all years)

**\$1.37M**

Project Total

**\$1.37M**

## Detailed Breakdown

Category	FY2027 <i>In Progress</i>	Total
Construction	\$1,235,800	<b>\$1,235,800</b>
Planning & Design	\$115,800	<b>\$115,800</b>
Land Acquisition	\$19,700	<b>\$19,700</b>
<b>Total</b>	<b>\$1,371,300</b>	<b>\$1,371,300</b>

## Funding Sources

FY2026 Budget

**\$0**

Total Budget (all years)

**\$1.37M**

Project Total

**\$1.37M**

## Detailed Breakdown

Category	FY2027 <i>In Progress</i>	Total
Grant	\$1,216,850	<b>\$1,216,850</b>
Restricted Taxes (B&C or Prop1)	\$82,775	<b>\$82,775</b>
Enterprise	\$71,675	<b>\$71,675</b>
<b>Total</b>	<b>\$1,371,300</b>	<b>\$1,371,300</b>

## Operational Costs

FY2026 Budget

**\$0**

Total Budget (all years)

**\$14.6K**

Project Total

**\$22.3K**

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## Detailed Breakdown

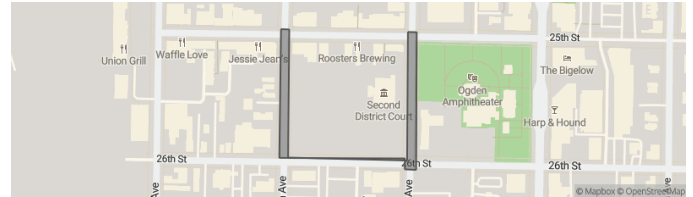
Category	FY2028 <i>In Progress</i>	FY2029 <i>In Progress</i>	FY2030 <i>In Progress</i>	Total
Operations/Maintenance	\$4,800	\$4,800	\$5,000	<b>\$14,600</b>
<b>Total</b>	<b>\$4,800</b>	<b>\$4,800</b>	<b>\$5,000</b>	<b>\$14,600</b>

# Grant/Lincoln - 25th to 26th

## Overview

<b>Request Owner</b>	Taylor Nielsen, City Engineer
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	EN026
<b>Request Groups</b>	EN-Engineering
<b>Estimated Start Date</b>	07/1/2025

## Project Location



## Details

**Fund Type:** General CIP

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

**Planning Area:** CBD

**Redevelopment Area:** None

**Project Contact:** Taylor Nielsen

### Description & Justification:

The Lincoln Avenue and Grant Avenue Reconstruction Project aims to support the transformative Wonderblock development by upgrading critical downtown road sections between 25th and 26th Street. The project addresses deteriorating infrastructure, improves pedestrian safety, and aligns with the city's long-term vision for a vibrant, connected downtown core. The scope includes the following two major components:

#### 1. Lincoln Avenue (25th to 26th Street)

- The project will make necessary adjustments to the roadway's crown to enhance surface drainage, extending the pavement's lifespan and reducing maintenance needs. Additionally, improvements to the curb, gutter, and sidewalk will bring the infrastructure up to current standards, significantly boosting pedestrian safety and accessibility. Lincoln Avenue serves as a crucial link between the Wonderblock project and the broader downtown area, and these upgrades are designed to handle increased vehicle and pedestrian traffic, supporting the overall value of the Wonderblock development.

#### 2. Grant Avenue Promenade (25th to 26th Street)

- This phase of the Grant Avenue Promenade focuses on integrating the street layout with the new Wonderblock development. Planned enhancements include streetscape upgrades, improved pedestrian and cycling access, and additional infrastructure that aligns with the city's vision for a cohesive and attractive promenade. By connecting key downtown destinations, these improvements will create an inviting corridor that enhances the overall aesthetic and functional appeal of the area.

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

The Lincoln Avenue and Grant Avenue reconstruction projects align closely with Ogden City's adopted plans and strategic directives by focusing on long-term infrastructure improvements, economic growth, and enhanced urban connectivity. These projects support the city's objectives for economic development by revitalizing key downtown roadways, increasing property values, and attracting new business ventures to the area. The planned upgrades to curb, gutter, sidewalk, and road alignment are essential to accommodate the expected increase in pedestrian and vehicular traffic driven by the Wonderblock development.

This project reflects the city's commitment to leveraging available resources effectively by utilizing remaining funds to enhance critical infrastructure. The improvements aim to reduce traffic congestion, enhance public safety, and provide better access for all modes of transportation, aligning with the city's vision for a well-connected and vibrant downtown core.

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

Deferring the reconstruction of Lincoln Avenue and Grant Avenue would have significant negative impacts, particularly as the Wonderblock development phases near completion. The timing of these roadway improvements is crucial to align with the opening of the Wonderblock project. Delaying the road reconstruction would likely lead to major disruptions, forcing new businesses and residents to navigate unfinished and outdated infrastructure. This would not only create accessibility issues but also hinder the overall user experience and deter potential customers, impacting the economic success of the Wonderblock development.

Without these necessary upgrades, the existing roads may not be able to handle the anticipated increase in traffic and pedestrian flow. Deferring the project would exacerbate current issues, such as poor drainage, deteriorating pavement, and safety hazards for both motorists and pedestrians. Additionally, any delay would increase the likelihood of needing emergency repairs, resulting in higher costs and further inconvenience for the public.

It is imperative to complete the road improvements in tandem with the Wonderblock phases to avoid reopening newly developed areas only to close them again for extensive construction. This coordinated approach ensures a seamless transition, minimizes disruptions, and supports the long-term success and accessibility of the entire downtown area. By acting now, the city can effectively maximize the benefits of the Wonderblock project while maintaining a high standard of infrastructure and public safety.

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

The Lincoln Avenue and Grant Avenue reconstruction projects are currently in the planning phase. We are actively reviewing funding availability and exploring options to utilize remaining funds from the Wonderblock project to support these critical infrastructure upgrades. Once funding is confirmed, we will initiate the roadway design phase, with an anticipated start date for construction in Spring 2026. This timeline aligns with the projected completion phases of the Wonderblock development, ensuring a seamless integration of the new roadways and supporting the overall success of the downtown revitalization efforts.

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

The proposed improvements for Lincoln Avenue and Grant Avenue are expected to address existing maintenance issues and enhance the overall condition of the infrastructure. The project focuses on resolving current deficiencies, including deteriorated pavement and outdated curb, gutter, and sidewalk sections. As a result, the ongoing maintenance requirements post-completion should align with the current levels, without significant increases in operational costs. The upgrades are designed for long-term durability, reducing the need for frequent repairs and providing a more reliable roadway for both motorists and pedestrians.

### **Strategic Plan Directive Summary**

#### **Strategic Plan Directive:**

The road reconstruction projects for Lincoln Avenue and Grant Avenue align with multiple City Council Strategic Plan Directives:

**Community Safety:** Enhancing the roadway infrastructure, including updated curb, gutter, and sidewalk improvements, will increase pedestrian and cyclist safety. The project aims to accommodate the anticipated traffic growth from the Wonderblock development, ensuring a safer environment for all users.

**City Image & Reputation:** Upgrading these streets to modern standards will improve the visual appeal of the downtown area, creating an inviting and well-maintained environment. This aligns with Ogden's goal of fostering a positive city image and showcasing its commitment to quality urban design.

**Economic Development:** By improving the roadways surrounding the Wonderblock development, the project supports increased accessibility and ease of travel for residents, visitors, and businesses. The enhanced infrastructure will help attract new businesses, boost property values,

and encourage economic growth in the downtown core.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$2M	\$2M

Detailed Breakdown

Category	FY2027 In Progress	Total
Construction	\$1,850,000	\$1,850,000
Planning & Design	\$150,000	\$150,000
Total	\$2,000,000	\$2,000,000

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$2M	\$2M

Detailed Breakdown

Category	FY2027 In Progress	Total
City Funded	\$2,000,000	\$2,000,000
Total	\$2,000,000	\$2,000,000

# 25th Street and D Avenue Improvement Project

## Overview

<b>Request Owner</b>	Taylor Nielsen, City Engineer
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	EN025
<b>Request Groups</b>	EN-Engineering
<b>Estimated Start Date</b>	07/1/2026
<b>Estimated Completion Date</b>	12/1/2028

## Project Location



## Details

**Fund Type:** General CIP

**Type of Project:** Infrastructure (Roadway, Sidewalks, Utilities), Road/Sidewalk Reconstruction, Water Distribution System Improvements, Sanitary Sewer Improvements, Storm Sewer Improvements, Trail Improvements

**Planning Area:** West Ogden

**Redevelopment Area:** None

**Project Contact:** Taylor Nielsen

**Project Priority:** Necessary

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

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

### Description & Justification:

The **25th Street and D Avenue Improvement Project** is a strategic extension aligned with UDOT's 24th Street Interchange Project. As the new interchange at 24th Street redirects and increases traffic flow, 25th Street will become a vital connection point, requiring significant upgrades to support projected traffic volumes, including both car and heavy truck traffic. To accommodate this growth, the project will involve the complete reconstruction and widening of 25th Street, transforming it into a modern, urban roadway that seamlessly links the new interchange with SR-53 and improves overall connectivity in West Ogden.

This project also addresses the need to reestablish a cohesive transportation network in an area where the existing street grid is fragmented, paving the way for future developments. Additionally, the project will serve as a corridor for a major water main supply and include upgrades to other essential city utilities, ensuring that infrastructure can meet both current demands and anticipated growth. The 25th Street and D Avenue Improvement Project is a critical infrastructure initiative that will enhance connectivity, support regional development, and establish a robust foundation for future utility needs in Ogden.

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

The **25th Street and D Avenue Improvement Project** aligns with multiple adopted plans and policies within Ogden City, particularly by supporting utility and infrastructure improvements outlined in the Culinary Water Master Plan, Sanitary Sewer Master Plan, and Storm Drain Master Plan.

This project fosters economic development by creating a critical link to the new 24th Street interchange, thereby attracting future development with improved, easy access to major transportation routes. The primary objective of enhancing community safety is achieved through modern, urban roadway upgrades that facilitate safer travel for both motorists and pedestrians. Additionally, a planned trail extension will provide recreational opportunities, contributing to community health and connectivity.

The project also supports the city's goal to enhance its image by constructing a clean, well-designed roadway that welcomes residents and visitors. Through these efforts, the 25th Street and D Avenue Improvement Project reinforces Ogden's commitment to safe, sustainable growth while building a strong foundation for future development and city improvements.

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

Deferring the **25th Street and D Avenue Improvement Project** would have significant consequences due to its timing alignment with the UDOT 24th Street Interchange Project, anticipated to be completed as early as 2028. If 25th Street remains in its current condition, the existing infrastructure will be unable to accommodate the increased traffic flow and heavy truck volumes resulting from the new interchange. This mismatch could lead to critical safety risks, with aging roadways and utilities potentially failing under the stress of higher usage, creating hazards for both motorists and pedestrians.

Additionally, deferral would mean a missed opportunity to revitalize and modernize West Ogden's transportation network, delaying economic development that hinges on reliable infrastructure and convenient access. Without timely improvements, the area may struggle to attract new businesses and development projects, slowing Ogden's growth and diminishing the city's ability to leverage the benefits of the interchange. Addressing these needs now ensures that Ogden is prepared to support increased traffic safely, fostering both community safety and economic growth in this vital corridor.

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

The **25th Street and D Avenue Improvement Project** is currently in the funding stage, with an anticipated allocation of WACOG funding by FY2026. Following funding approval, design and right-of-way acquisition are expected to extend into FY2026. Construction is scheduled to begin thereafter, with project completion anticipated by FY2026. This timeline ensures that the necessary groundwork will be laid for timely integration with the UDOT 24th Street Interchange, enabling the infrastructure to handle increased traffic flow safely and effectively.

A recent request was made of WACOG to move the funds up to the current year to keep with the 24th Street Interchange project.

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

For the **25th Street and D Avenue Improvement Project**, here's a suggested breakdown of Operation & Maintenance (O&M) costs to include in your line-item budget. These estimates account for typical infrastructure maintenance needs and should be adjusted as needed based on specific project details or additional infrastructure components:

#### 1. Roadway and Pavement Maintenance:

- Estimated Annual Cost: **\$5,000 per lane mile**
- For 0.43 miles, include **\$2,150 annually**

#### 2. Traffic Signal and Street Lighting:

- Traffic Signal Maintenance (if applicable): **\$10,000 per signal annually**
- Street Lighting: **\$2,500 per pole annually**
- Total for Lighting and Signals (adjust based on actual number): Approx. **\$10,000 - \$15,000 annually**

#### 3. Stormwater Management:

- Estimated Annual Cost: **\$3,000 per mile**
- For 0.43 miles, include **\$1,290 annually**

#### 4. Utility (Water Main and Sewer) Maintenance:

- Estimated Annual Cost: **\$5,000 per mile**
- For 0.43 miles, include **\$2,150 annually**

#### 5. Landscaping and Aesthetic Maintenance (if applicable):

- Estimated Annual Cost: **\$3,000 per mile** for landscaping and aesthetic upkeep
- For 0.43 miles, include **\$1,290 annually**



## Strategic Plan Directive Summary

The **25th Street and D Avenue Improvement Project** aligns directly with Ogden City's Strategic Plan Directives by addressing key objectives in **Economic Development**, **Community Safety**, **Recreation**, and **City Image and Reputation**.

The project strongly supports **Economic Development** by creating a direct, modern roadway connection to the new full interchange on I-15, replacing the existing half interchange. This improved access significantly enhances connectivity to the area, laying a strong foundation for attracting future businesses and facilitating residential growth. The full interchange will better accommodate traffic flow, stimulate investment opportunities, and contribute to the local economy by increasing access to commercial and residential developments.

The primary focus on **Community Safety** is evident through planned roadway enhancements designed to benefit both motorists and pedestrians. Upgrading the road infrastructure will create a safer, more efficient transportation network, reducing potential hazards and improving traffic flow in the area.

The inclusion of a **trail extension** as part of the project enhances **Recreation** opportunities, providing a safe, accessible space for walking, cycling, and other outdoor activities. This addition supports the city's goals of promoting active lifestyles and increasing community engagement with recreational amenities.

Finally, the project contributes positively to **City Image and Reputation** by introducing clean, modern roadway features that reflect Ogden's commitment to quality urban design. The upgraded infrastructure will enhance the streetscape, showcasing the city's dedication to maintaining attractive, well-maintained public spaces. This alignment with Ogden's Strategic Plan Directives ensures that the project will have a lasting, positive impact on the city's growth, safety, and overall appeal.

## Additional History of Project

For the **25th Street and D Avenue Improvement Project**, here's a suggested breakdown of Operation & Maintenance (O&M) costs to include in your line-item budget. These estimates account for typical infrastructure maintenance needs and should be adjusted as needed based on specific project details or additional infrastructure components:

### 1. Roadway and Pavement Maintenance:

- Estimated Annual Cost: **\$5,000 per lane mile**
- For 0.43 miles, include **\$2,150 annually**

### 2. Traffic Signal and Street Lighting:

- Traffic Signal Maintenance (if applicable): **\$10,000 per signal annually**
- Street Lighting: **\$2,500 per pole annually**
- Total for Lighting and Signals (adjust based on actual number): Approx. **\$10,000 - \$15,000 annually**

### 3. Stormwater Management:

- Estimated Annual Cost: **\$3,000 per mile**
- For 0.43 miles, include **\$1,290 annually**

### 4. Utility (Water Main and Sewer) Maintenance:

- Estimated Annual Cost: **\$5,000 per mile**
- For 0.43 miles, include **\$2,150 annually**

### 5. Landscaping and Aesthetic Maintenance (if applicable):

- Estimated Annual Cost: **\$3,000 per mile** for landscaping and aesthetic upkeep
- For 0.43 miles, include **\$1,290 annually**

## Capital Cost

FY2026 Budget

**\$4.95M**

Total Budget (all years)

**\$4.95M**

Project Total

**\$4.95M**

### Detailed Breakdown

Category	FY2026 <i>In Progress</i>	Total
Construction	\$4,329,100	<b>\$4,329,100</b>
Planning & Design	\$444,000	<b>\$444,000</b>
Land Acquisition	\$175,400	<b>\$175,400</b>
<b>Total</b>	<b>\$4,948,500</b>	<b>\$4,948,500</b>

## Funding Sources

FY2026 Budget

**\$4.95M**

Total Budget (all years)

**\$4.95M**

Project Total

**\$4.95M**

### Detailed Breakdown

Category	FY2026 <i>In Progress</i>	Total
Grant	\$4,467,500	<b>\$4,467,500</b>
Restricted Taxes (B&C or Prop1)	\$481,000	<b>\$481,000</b>
<b>Total</b>	<b>\$4,948,500</b>	<b>\$4,948,500</b>

## Operational Costs

FY2026 Budget

**\$0**

Total Budget (all years)

**\$68K**

Project Total

**\$85K**

### Detailed Breakdown

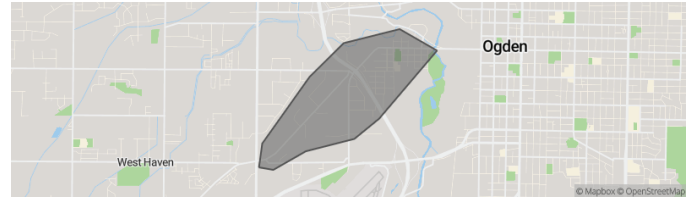
Category	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	FY2029 <i>In Progress</i>	FY2030 <i>In Progress</i>	Total
Operations/Maintenance	\$17,000	\$17,000	\$17,000	\$17,000	<b>\$68,000</b>
<b>Total</b>	<b>\$17,000</b>	<b>\$17,000</b>	<b>\$17,000</b>	<b>\$17,000</b>	<b>\$68,000</b>

# 24th Street Interchange Area Improvements

## Overview

<b>Request Owner</b>	Taylor Nielsen, City Engineer
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	EN024
<b>Request Groups</b>	EN-Engineering
<b>Estimated Start Date</b>	07/1/2025

## Project Location



## Details

**Fund Type:** General CIP

**Type of Project:** Road/Sidewalk Improvement, Road/Sidewalk Reconstruction, Storm Sewer Improvements, Trail Improvements, Infrastructure (Roadway, Sidewalks, Utilities), Wayfinding Signs, Public Realm Improvements

**Planning Area:** West Ogden

**Redevelopment Area:** None

**Project Contact:** Taylor Nielsen

**Project Priority:** Desirable

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

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

### Description & Justification:

The 24th Street Interchange Area Improvements Project is a comprehensive initiative designed to address infrastructure needs and support future growth surrounding the 24th Street interchange. As the area undergoes proposed zoning changes and updates, this project aims to enhance roadway infrastructure, utilities, and connectivity, while also focusing on improvements to trails, the public realm, and wayfinding. The enhancements will support safe, efficient, and welcoming access to the area and will be subject to review and approval by the City Engineer to ensure alignment with long-term planning goals and anticipated development.

**Scope of Work:** This project encompasses a multi-faceted approach, including:

#### 1. Roadway Enhancements:

- Coordination with UDOT to complete and connect roadway segments where state improvements will not cover the entire scope.
- Investment in constructing critical road sections that integrate with the interchange, optimizing traffic flow and reducing congestion.
- Preliminary design and layout of road extensions to support future zoning updates and new development.

#### 2. Utility Upgrades:

- Strategic assessment and investment in utility infrastructure to meet the demands of anticipated development in the area.
- Coordination with ongoing utility projects to streamline upgrades and minimize future disruptions.

#### 3. Trail and Active Transportation Improvements:

- Development and enhancement of existing and new trail connections around the 24th Street interchange, improving access to local and regional trail networks.
- Integration of safe pedestrian and cyclist crossings to connect residential areas, parks, and commercial zones.
- Incorporation of multi-use paths that encourage active transportation and reduce vehicular traffic.

#### 4. Public Realm Enhancements:

- Investment in public realm improvements, including landscaping, street furniture, lighting, and aesthetic upgrades, to create a welcoming environment and improve the overall experience for visitors and residents.
- Establishment of community gathering spaces and green areas that complement proposed zoning changes and enhance the area's livability.

### 5. Wayfinding and Signage:

- Implementation of a comprehensive wayfinding signage system to guide motorists, cyclists, and pedestrians through the area efficiently.
- Installation of signage highlighting key destinations, trails, and public amenities, improving navigation and promoting local attractions.

### 6. Railway Conflict Mitigation:

- Address conflicts related to leftover adjustments from previous interchange modifications, particularly in areas impacted by rail infrastructure.
- Development of preliminary plans for realigning or modifying rail crossings to enhance safety and connectivity.

The 24th Street interchange area serves as a critical gateway for the City of Ogden, and its strategic enhancement is essential for accommodating future growth, improving safety, and supporting economic and recreational development. Local investment is necessary to fill the gaps left by UDOT's scope of work, complete essential road and utility connections, enhance trail systems, and upgrade the public realm. Additionally, resolving rail conflicts and implementing wayfinding signage will significantly improve the area's functionality and user experience.

The project requires funding support to:

- Complete roadway and utility extensions not included in UDOT's scope.
- Invest in trail connections, public realm enhancements, and wayfinding signage.
- Conduct preliminary design and layout work to support future development and zoning updates.
- Mitigate conflicts related to rail infrastructure and enhance overall safety and connectivity.

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

The **24th Street Interchange Area Improvements Project** aligns with several adopted plans and policies of the City of Ogden and supports broader strategic objectives, including the following:

### 1. Citywide Transportation Plan:

- This project directly supports the goals of the City's Transportation Plan by enhancing multimodal connectivity, reducing congestion, and improving roadway safety. It addresses critical infrastructure needs around a major interchange, facilitating better traffic flow and providing safe pedestrian and cyclist pathways.

### 2. Ogden Active Transportation Plan:

- The project contributes to the objectives of the Active Transportation Plan by investing in trail enhancements, adding multi-use paths, and integrating pedestrian and bicycle-friendly infrastructure. This aligns with the City's commitment to promoting active transportation and increasing access to the regional trail network.

### 3. Public Safety and Rail Conflict Mitigation:

- Addressing rail conflicts and improving safety measures aligns with City policies focused on reducing transportation hazards and enhancing public safety. By mitigating leftover interchange adjustments that impact rail infrastructure, the project supports long-term safety and operational efficiency in the area.

## Consequences of deferring this project to later years:

Deferring the 24th Street Interchange Area Improvements Project would have several significant impacts, affecting both current infrastructure needs and future development potential:

### 1. Increased Safety Risks:

- The project includes critical safety improvements, particularly related to mitigating rail conflicts and enhancing pedestrian and cyclist infrastructure. Delaying these enhancements would prolong existing safety hazards, increasing the risk of accidents and creating ongoing challenges for motorists, cyclists, and pedestrians navigating the area.

### 2. Missed Coordination Opportunities with UDOT:

- UDOT is currently making improvements to the 24th Street interchange. Deferring this project would mean missing a key window of opportunity to align local infrastructure investments with UDOT's construction timeline. This could result in higher costs and additional disruptions in the future, as the City would need to perform separate construction activities after UDOT's work is completed.

### 3. Ongoing Traffic Congestion and Infrastructure Deficiencies:

- Deferring the project would prolong traffic congestion and operational challenges at the interchange, impacting both local traffic flow and regional connectivity. The current infrastructure is not equipped to handle the expected increase in traffic demand, leading to further deterioration and increased maintenance needs over time.

### 4. Negative Impact on Public Perception and Community Support:

- The 24th Street interchange area serves as a key gateway to the City. Delaying improvements could negatively affect public perception, as residents and visitors may view the area as neglected or underdeveloped. This could also reduce community support for future projects if the City is seen as delaying necessary enhancements.

The timing of this project is critical to align with UDOT's ongoing interchange work, current zoning updates, and anticipated development. Completing this project in the near term will allow the City to take advantage of coordinated construction activities, reduce long-term costs, and support strategic growth objectives. Delaying the project could result in lost opportunities for efficient collaboration and increased complexity in future phases of work.

Deferring the 24th Street Interchange Area Improvements Project would have significant negative consequences for public safety, economic development, and overall project costs. Proceeding with this project now is essential to capitalize on current opportunities and avoid the compounded issues that would arise from delaying these necessary enhancements.

## Current Status of Project and Funding Sources Selected:

The 24th Street Interchange Area Improvements Project is currently in the preliminary planning and coordination phase. UDOT is in the final design review stage for the 24th Street interchange project and is moving forward with property acquisition. The anticipated start date for UDOT's interchange construction is spring 2027, with UDOT managing the project.

To align with UDOT's timeline, the City needs to secure funding and finalize any necessary betterment agreements by FY27. These agreements will allow the City to incorporate additional enhancements beyond UDOT's scope, addressing local infrastructure needs in a coordinated manner.

While the betterment agreements will cover essential upgrades during the UDOT construction, additional work will be necessary after UDOT's project is completed to support future development and the long-term layout of the area. This includes:

- **Wayfinding Signage:** Implementation of a comprehensive signage system to improve navigation and highlight key destinations.
- **Trail Improvements:** Enhancements to existing trails and new connections to promote active transportation and link regional trail networks.
- **Alternate Transportation Connections:** Integration of infrastructure supporting multi-modal transportation options, including bike lanes and pedestrian pathways.

These elements are vital for enhancing connectivity and user experience in the area. Although some can be implemented after the UDOT construction, they need to be considered in the planning process now to ensure seamless integration and alignment with the overall vision for the area's development.

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

The 24th Street Interchange Area Improvements Project includes several new infrastructure elements that may result in increased operations and maintenance (O&M) costs after completion. Specific concerns include:

#### 1. Trail and Active Transportation Infrastructure:

- Enhanced trail systems and multi-use paths will require regular maintenance, including surface repairs, vegetation management, and seasonal upkeep (e.g., snow removal). These additional responsibilities will need to be incorporated into the City's existing maintenance schedules.

#### 2. Wayfinding Signage and Public Realm Enhancements:

- The installation of wayfinding signage, street furniture, lighting, and landscaping will require routine inspection, cleaning, and occasional replacement. Maintenance of these amenities is necessary to ensure they remain functional, aesthetically pleasing, and reflective of the area's welcoming environment.

#### 3. Utility Infrastructure:

- New utility upgrades may involve more complex maintenance needs, especially as the area sees increased development and demand. Coordination between City departments and utility providers will be essential to manage potential issues efficiently and minimize disruptions.

#### 4. Increased Traffic and Rail Crossing Management:

- The improvements will lead to increased traffic volumes, placing additional strain on road surfaces, signal systems, and rail crossing infrastructure. This will result in higher maintenance costs and a need for more frequent inspections and repairs.

### Strategic Plan Directive Summary

Based on the scope and objectives of the 24th Street Interchange Area Improvements Project, the following **City Council Strategic Plan Directives** are applicable:

#### 1. Community Safety:

- The project aims to mitigate existing safety issues, particularly at rail crossings, and enhance infrastructure for pedestrians and cyclists. Improvements to traffic flow and trail systems will help reduce accidents and provide safer travel options for all users.

#### 2. City Image & Reputation:

- Enhancements to the public realm, including wayfinding signage, landscaping, and aesthetic upgrades, will contribute to a positive first impression of the area as a gateway to the City. These improvements align with efforts to boost Ogden's image.

#### 3. Economic Development:

- The project supports future zoning changes and new development opportunities around the interchange, helping to stimulate economic growth. By addressing infrastructure needs, the project creates an attractive environment for businesses and developers, driving economic activity and investment.

#### 4. Recreation:

- The project includes trail enhancements and improved connections to regional trail networks, promoting active transportation and recreational opportunities. These improvements align with the City's goals to provide residents and visitors with accessible and well-maintained outdoor amenities.

The project aligns with directives in **Community Safety, City Image & Reputation, Economic Development, and Recreation**, supporting the City's broader strategic goals and vision for the area's growth and development.

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## Capital Cost

FY2026 Budget

**\$125K**

Total Budget (all years)

**\$2.13M**

Project Total

**\$2.13M**

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### Detailed Breakdown

Category	FY2026 <i>In Progress</i>	FY2027 <i>In Progress</i>	Total
Construction	\$0	\$2,000,000	\$2,000,000
Planning & Design	\$75,000	\$0	\$75,000
Land Acquisition	\$50,000	\$0	\$50,000
<b>Total</b>	<b>\$125,000</b>	<b>\$2,000,000</b>	<b>\$2,125,000</b>

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## Funding Sources

FY2026 Budget

**\$125K**

Total Budget (all years)

**\$2.13M**

Project Total

**\$2.13M**

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### Detailed Breakdown

Category	FY2026 <i>In Progress</i>	FY2027 <i>In Progress</i>	Total
Restricted Taxes (B&C or Prop1)	\$125,000	\$2,000,000	\$2,125,000
<b>Total</b>	<b>\$125,000</b>	<b>\$2,000,000</b>	<b>\$2,125,000</b>

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# SR-39 to Ogden Canyon Trailhead Connection Project

## Overview

<b>Request Owner</b>	Taylor Nielsen, City Engineer
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	EN023
<b>Request Groups</b>	EN-Engineering
<b>Estimated Start Date</b>	07/1/2029

## Project Location



## Details

**Fund Type:** General CIP

**Type of Project:** Road/Sidewalk Improvement, Trail Improvements, Public Realm Improvements

**Planning Area:** Canyon Road

**Redevelopment Area:** None

**Project Contact:** Taylor Nielsen

### Description & Justification:

The SR-39 to Ogden Canyon Trailhead Connection Project is a multiphase initiative aimed at creating a dedicated trail link from Monroe Boulevard along SR-39 to the Ogden Canyon trailhead. This trail connection will provide residents with a safe and direct pathway to access the Ogden Canyon trailhead and connect to other regional trail systems without navigating hazardous terrain or high-traffic roadways. The project will feature a paved surface, enhancing accessibility and promoting active transportation for residents and visitors.

The SR-39 to Ogden Canyon Trailhead Connection Project addresses the need for safe, accessible pathways that connect residential areas with popular recreational destinations. Currently, residents face challenges navigating problematic terrain and high-traffic roadways when accessing the Ogden Canyon trailhead. This new trail connection will reduce these risks, promote active transportation, and provide a paved, user-friendly surface suitable for cyclists, pedestrians, and families.

### Anticipated Benefits:

- **Enhanced Safety:** The dedicated trail will separate users from vehicular traffic, reducing the risk of accidents and improving overall safety.
- **Increased Accessibility:** The paved surface will provide an accessible route for a wide range of users, including pedestrians, cyclists, and individuals with mobility needs.
- **Improved Connectivity:** The trail will serve as a key link in the local and regional trail network, enhancing access to recreational opportunities and encouraging outdoor activity.
- **Support for Active Transportation:** By providing a safe and direct route, the project aligns with the City's goals to promote active transportation and reduce reliance on cars for short trips.



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

The **SR-39 to Ogden Canyon Trailhead Connection Project** aligns with and supports several adopted plans and strategic directives of the City of Ogden, as outlined below:

#### **Ogden Active Transportation Plan:**

- This project directly supports the goals of the Active Transportation Plan by creating a safe, dedicated pathway for cyclists and pedestrians. The new trail connection enhances non-motorized transportation options, promotes healthy lifestyles, and increases access to recreational amenities, all of which are key objectives of the plan.

#### **Citywide Transportation Plan:**

- The project aligns with the Citywide Transportation Plan's focus on enhancing connectivity and providing alternative transportation routes. By linking residential areas with the Ogden Canyon trailhead, the project helps reduce vehicle traffic on SR-39, improves traffic flow, and encourages active transportation, consistent with the plan's vision for a well-connected and efficient transportation network.

#### **Recreation and Open Space Policies:**

- The new trail connection supports the City's commitment to enhancing recreational opportunities and preserving open space. By improving access to the Ogden Canyon trailhead and integrating with the regional trail system, the project aligns with policies aimed at expanding outdoor amenities and increasing the community's access to natural spaces.

The SR-39 to Ogden Canyon Trailhead Connection Project addresses critical needs for safety, connectivity, and recreation, while supporting the City's broader goals for active transportation and sustainable community development.

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

Deferring the SR-39 to Ogden Canyon Trailhead Connection Project would have several negative impacts on the community and the City's long-term transportation and recreation goals:

#### **Missed Opportunity for Safety Improvements:**

- The current lack of a dedicated trail forces residents to navigate problematic terrain and share busy roadways with vehicular traffic, creating safety risks, especially along SR-39. Delaying the project would prolong these risks, increasing the potential for accidents involving pedestrians and cyclists.

#### **Reduced Access to Recreational Amenities:**

- The project aims to provide a seamless connection to the Ogden Canyon trailhead and the regional trail network. Deferring the project would limit residents' access to these outdoor amenities, reducing opportunities for recreation and active transportation, which are key elements of the City's health and wellness initiatives.

#### **Impact on Future Development and Connectivity:**

- This project is designed to improve connectivity between residential areas and the trailhead, facilitating future development and supporting the integration of additional trail connections. Deferring the project could disrupt the timing and coordination of future phases, complicating efforts to expand the trail network and integrate new developments.

#### **Negative Community Feedback and Reduced Quality of Life:**

- Residents and community stakeholders have expressed strong interest in improved trail connections and safer access to recreational areas. Delaying this project could result in negative feedback from the community, as it would postpone a highly anticipated amenity that enhances the quality of life for residents and visitors.

### Timing Requirements:

- The project is planned to begin in FY2029, with preliminary planning and design efforts occurring in FY2028-FY2029. This timeline aligns with broader transportation and trail network improvements outlined in the City's adopted plans. Delaying the project would disrupt this coordinated approach, potentially requiring adjustments to other related projects and funding allocations.

Deferring the SR-39 to Ogden Canyon Trailhead Connection Project would result in continued safety risks, increased costs, and missed opportunities for improved connectivity and recreation. Moving forward with the project as scheduled is essential to achieve the City's goals for active transportation, community safety, and enhanced quality of life.

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

The **SR-39 to Ogden Canyon Trailhead Connection Project** is currently in the early planning stages, with efforts focused on securing funding and preparing for design work. The project will be completed in multiple phases, starting in FY2029, with the following timeline and scope of work:

#### Phase 1: Planning and Design (FY2029)

- This phase will include preliminary planning and design, environmental studies, route selection, and stakeholder engagement. The City will work closely with UDOT and local stakeholders to ensure alignment with existing transportation and trail plans. During this phase, the City will also secure necessary funding and permits to facilitate the transition into construction.

#### Phase 2: Construction of Monroe Boulevard to SR-39 Segment (FY2030)

- Construction will begin with the first segment of the paved trail, connecting Monroe Boulevard to the initial section along SR-39. This phase will include the installation of safety features such as signage, lighting, and pedestrian crossings to enhance the user experience.

#### Phase 3: SR-39 to Ogden Canyon Trailhead Connection (FY2031)

- The project will continue with the extension of the paved trail from SR-39 to the Ogden Canyon trailhead, providing a direct and seamless connection to the existing trail network. Additional amenities, including benches, wayfinding signage, and access points, will be included to support trail users.

The current status reflects a proactive approach to planning, funding, and stakeholder coordination, positioning the project for a successful launch and phased implementation beginning in FY2029.

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

For a 1.5-mile paved trail, the operation and maintenance (O&M) costs can include routine activities such as surface maintenance, vegetation control, signage upkeep, lighting, and general repairs. Here's a breakdown of potential O&M costs based on industry standards for similar trail projects:

#### Estimated Annual Operation and Maintenance Costs:

##### 1. Trail Surface Maintenance:

- Regular inspections, crack sealing, and minor repairs to maintain the paved surface and prevent deterioration.
- **Estimated Cost:** \$3,000 - \$5,000 per mile per year.
- **Total for 1.5 miles:** \$4,500 - \$7,500 per year.

##### 2. Vegetation Management:

- Mowing, trimming, and removal of invasive plants or debris along the trail to maintain clear visibility and safe conditions.
- **Estimated Cost:** \$2,000 - \$3,000 per mile per year.
- **Total for 1.5 miles:** \$3,000 - \$4,500 per year.

### 3. Signage and Wayfinding Upkeep:

- Maintenance and replacement of wayfinding signage, trail markers, and safety signs.
- **Estimated Cost:** \$500 - \$1,000 per mile per year.
- **Total for 1.5 miles:** \$750 - \$1,500 per year.

### 4. General Repairs and Upkeep:

- Unscheduled repairs for damage due to weather events, vandalism, or wear and tear.
- **Estimated Cost:** \$1,500 - \$2,500 per mile per year.
- **Total for 1.5 miles:** \$2,250 - \$3,750 per year.

### Total Estimated Annual O&M Cost:

- **Range:** \$10,500 - \$17,250 per year for the 1.5-mile trail.

The anticipated annual operation and maintenance cost for the 1.5-mile SR-39 to Ogden Canyon Trailhead connection is estimated to be **\$10,500 - \$17,250 per year**, depending on the level of maintenance and the specific features included in the final design. These costs should be considered in the project's long-term budget planning to ensure the trail remains in good condition and safe for users.

## Strategic Plan Directive Summary

The SR-39 to Ogden Canyon Trailhead Connection Project aligns with several of the City Council's Strategic Plan Directives, addressing key priorities for the community:

### 1. Community Safety:

- By creating a dedicated, paved trail that separates pedestrians and cyclists from vehicular traffic on SR-39, the project significantly enhances safety. It provides a secure, off-road route, reducing the risk of accidents and creating a safer environment for residents accessing the Ogden Canyon trailhead.

### 2. City Image & Reputation:

- The new trail connection will enhance the City's reputation as a destination for outdoor recreation and active transportation. Investing in well-designed, accessible infrastructure improves the overall image of the City, showcasing a commitment to quality public amenities and the enhancement of natural spaces.

### 3. Recreation:

- The project introduces a new recreational asset for both residents and visitors, promoting outdoor activity and connectivity to the broader trail network. By facilitating safe, easy access to the Ogden Canyon trailhead and other regional trails, the project supports the City's goals of encouraging active lifestyles and providing high-quality recreational opportunities.

In summary, the project advances the directives of **Community Safety**, **City Image & Reputation**, and **Recreation**, aligning with the City Council's vision for a safer, more connected, and vibrant community.

## Capital Cost

FY2026 Budget

**\$0**

Total Budget (all years)

**\$1M**

Project Total

**\$1.5M**

### Detailed Breakdown

Category	FY2029 <i>In Progress</i>	FY2030 <i>In Progress</i>	Total
Construction	\$450,000	\$500,000	\$950,000
Planning & Design	\$50,000	\$0	\$50,000
<b>Total</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$1,000,000</b>

## Funding Sources

FY2026 Budget

**\$0**

Total Budget (all years)

**\$1M**

Project Total

**\$1.5M**

### Detailed Breakdown

Category	FY2029 <i>In Progress</i>	FY2030 <i>In Progress</i>	Total
Grant	\$500,000	\$500,000	\$1,000,000
<b>Total</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$1,000,000</b>

## Operational Costs

FY2026 Budget

**\$0**

Total Budget (all years)

**\$10.5K**

Project Total

**\$27.8K**

### Detailed Breakdown

Category	FY2030 <i>In Progress</i>	Total
Operations/Maintenance	\$10,500	\$10,500
<b>Total</b>	<b>\$10,500</b>	<b>\$10,500</b>

# Pedestrian Infrastructure Improvement Program (PIIP)

## Overview

<b>Request Owner</b>	Taylor Nielsen, City Engineer
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	EN022
<b>Request Groups</b>	EN-Engineering
<b>Estimated Start Date</b>	07/1/2025

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## Details

**Fund Type:** General CIP

**Project Priority:** Desirable

**Type of Project:** Road/Sidewalk Improvement, Infrastructure (Roadway, Sidewalks, Utilities)

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

**Planning Area:** None

**Redevelopment Area:** None

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

**Project Contact:** Taylor Nielsen

### Description & Justification:

This project proposes ongoing annual funding for the construction, rehabilitation, and expansion of sidewalks throughout Ogden City. The focus is on addressing critical gaps in pedestrian infrastructure, prioritizing school sidewalk projects, public needs sidewalks and paths, and state sidewalk needs as identified in the attached project list. The overarching goal is to enhance pedestrian safety, improve walkability, and support access to schools, recreation, and public transportation.

This initiative aligns with Ogden City's policies and directives to promote safe, accessible, and connected communities. The identified projects target high-priority areas, including:

- **School Sidewalks:** Ensuring safe routes to school, such as improving access near High schools, Junior High schools, and Elementary schools, where gaps in pedestrian infrastructure pose safety concerns.
- **Pedestrian Improvements:** Enhancing connectivity and recreational access through sidewalk and pathway improvements.

Completing these projects addresses safety concerns by mitigating risks associated with incomplete or deteriorated sidewalks. These improvements foster walkability, encourage active lifestyles, and strengthen connections to schools, parks, and public transit. Furthermore, by creating accessible and well-maintained pedestrian infrastructure, the city supports economic development, attracts investment, and enhances the quality of life for residents and visitors.

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

This project directly supports Ogden City's plans and policies to enhance pedestrian infrastructure, improve safety, and foster connectivity. This project aligns with the following objectives:

**Safe Routes to School Programs:** The school sidewalk projects address critical gaps in pedestrian pathways, providing safe and accessible routes for students traveling to and from schools, in line with city and federal initiatives focused on student safety and active transportation.

**Community Connectivity and Walkability:** By improving and expanding sidewalks and paths, the project promotes walkability and access to key community assets, such as parks, schools, and public transit. These efforts align with Ogden's General Plan goals to increase mobility options, reduce vehicle dependency, and enhance urban livability.

**Economic Development:** Enhancing pedestrian infrastructure supports economic growth by improving access to local businesses and increasing property values in neighborhoods with well-maintained sidewalks and pathways.

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

Deferring this project would have several negative consequences, including:

**Increased Costs Over Time:** Deferred action could lead to further degradation of infrastructure, resulting in higher future costs for repairs and rehabilitation. Proactive investment in sidewalks is more cost-effective than addressing issues after they have worsened.

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

This project is currently in the planning phase. A prioritized list of sidewalk and path improvements has been identified to address critical pedestrian infrastructure gaps across Ogden City. Funding will be sought when available to complete as many projects as possible, leveraging federal, state, and local grant opportunities to maximize resources.

The implementation schedule will prioritize high-impact projects based on available funding and community needs, ensuring steady progress toward completing the identified improvements and achieving Ogden City's strategic goals.

### **Perpetual Project Proposed 5 Year Schedule**

The sidewalk projects listed below are prioritized based on safety, accessibility, and connectivity needs across Ogden City. These projects include school sidewalks, public needs sidewalks, and paths, focusing on areas with the most significant pedestrian infrastructure gaps. While the ability to complete these projects depends on annual funding availability, this schedule outlines the preferred order of completion rather than specific year assignments.

#### **School Sidewalks:**

1. **2nd Street to Eccles** – Affects Hillcrest Elementary
2. **Jackson to Collins/North Street** – Affects Hillcrest Elementary
3. **Northside 7th Street E/o Plum Creek to W/o Gramercy** – Affects Ben Lomond High School, Highland Junior, and Hillcrest (FUNDED)

#### **Public Needs Sidewalks/Paths:**

1. **Phase 2 Beus Connector Trail**
2. **36th Street: Birch to 36th Street Trailhead**
3. **Birch: 36th to Weber State University (WSU)**

#### **Funding and Timeline:**

- Each year, Ogden City will seek federal, state, and local grant opportunities, alongside city budget allocations, to fund as many projects as possible.
- Projects will be designed and constructed incrementally, with progress dependent on the availability of funds and matching grants.
- Efforts will focus on maximizing resources to complete high-priority sidewalks and paths while addressing community needs.

This approach ensures a structured yet flexible implementation of critical sidewalk infrastructure, aligning with Ogden City's long-term pedestrian safety and accessibility goals.

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

For the first three years following the completion of each sidewalk project, the estimated annual operating budget impact will primarily consist of costs associated with routine maintenance and minor repairs. These include cleaning, addressing wear and tear from pedestrian use and environmental factors, and maintaining structural integrity.

#### Estimated Annual Operating Costs per Year (First 3 Years):

1. **Routine Maintenance (cleaning, inspections, and crack sealing):** \$4,000–\$8,000
2. **Repairs (minor damage or adjustments):** \$2,000–\$5,000

**Total Estimated Range:** \$6,000–\$13,000 annually per completed project area.

#### Notes:

- Maintenance costs depend on the length, location, and usage levels of completed sidewalks and paths.
- Sidewalks near schools or in high-pedestrian traffic areas may incur slightly higher maintenance costs due to increased wear.
- Costs are designed to fit within the existing infrastructure maintenance framework and can be scaled as additional projects are completed.

This updated estimate reflects Ogden City's commitment to ensuring sidewalks remain safe and functional while accounting for realistic maintenance expectations.

### Strategic Plan Directive Summary

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

#### Community Safety

- By addressing missing sidewalk connections, this project prioritizes safe pedestrian routes, particularly near schools and public transit corridors.
- Reduces risks for pedestrians by creating defined walkways in high-traffic areas.

#### City Image & Reputation

- Highlights Ogden's commitment to improving public infrastructure and providing safe, accessible pedestrian routes for its residents and visitors.
- Enhances the overall appearance of neighborhoods by completing sidewalk gaps and improving community connectivity.

#### Economic Development

- Supports economic growth by creating better pedestrian access to commercial areas, schools, and community facilities, promoting walkability and increased foot traffic.

#### Recreation

- Expands connectivity to recreational areas, including parks and trails, encouraging active lifestyles and greater community engagement.

#### Funding Note:

This project is contingent upon securing grant funds to complete specific sidewalk additions. If funding is not obtained, the identified

projects will remain incomplete, and the city will continue to explore opportunities to advance these critical improvements. This ensures a focused, fiscally responsible approach while aligning with Ogden’s strategic goals.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$150K	\$300K

Detailed Breakdown

Category	FY2030 <i>In Progress</i>	Total
Site Improvements	\$150,000	\$150,000
Total	\$150,000	\$150,000

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$150K	\$150K

Detailed Breakdown

Category	FY2030 <i>In Progress</i>	Total
City Funded	\$150,000	\$150,000
Total	\$150,000	\$150,000



# Bike Master Plan Projects

## Overview

<b>Request Owner</b>	Taylor Nielsen, City Engineer
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	EN021
<b>Request Groups</b>	EN-Engineering

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## Details

**Fund Type:** General CIP

**Project Contact:** Taylor Nielsen

**Type of Project:** Recreation Facility Improvements, Road/Sidewalk Improvement, Trail Improvements, Public Realm Improvements

**Project Priority:** Desirable

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

**Planning Area:** None

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

**Redevelopment Area:** None

### Description & Justification:

The **Ogden City Bicycle Master Plan Project** focuses on the ongoing implementation and upgrade of bicycle facilities throughout the city, as outlined in the Bicycle Master Plan completed in FY2016. This project aims to enhance the safety, accessibility, and connectivity of Ogden's bicycle network by integrating improvements into the city's capital improvement projects. The primary objective is to establish a comprehensive, citywide network of bicycle infrastructure, ensuring that new facilities are developed consistently and integrated with other planned roadway enhancements.

This project involves several key elements, including the installation of shared lane markings, the creation of protected bike lanes, and upgrades to intersections. These enhancements are designed to improve the overall safety and usability of the city's streets for cyclists, reducing conflicts with motor vehicles and providing clear, designated spaces for bicycle traffic. By implementing these projects as part of the broader city capital improvement efforts, Ogden can efficiently expand its bicycle infrastructure, aligning with the goals set forth in the Bicycle Master Plan.

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

The **Ogden City Bicycle Master Plan Project** aligns directly with the city's adopted plans and policies, reflecting a strong commitment to active transportation, urban mobility, and public safety. This project is an essential part of that effort, focusing on consistent upgrades and expansion of the bicycle network to meet the criteria for this prestigious designation.

The project also aligns with broader council policies that prioritize sustainable transportation and urban development. By expanding bicycle facilities, Ogden City is enhancing its transportation infrastructure to support healthier, more environmentally friendly commuting options. This initiative promotes active transportation, reduces vehicular traffic, and contributes to improved air quality.

The project supports the city's focus on improving public safety by implementing designated bike lanes, shared lane markings, and upgraded intersections, reducing the risk of accidents and conflicts between cyclists and motor vehicles. Through these enhancements, the project contributes to a safer, more connected urban environment, aligning with Ogden's strategic vision for a bike-friendly, accessible city.

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

Deferring the **Ogden City Bicycle Master Plan Project** would have several negative consequences, delaying the benefits of a comprehensive, well-connected bike network as envisioned in the master plan. Critical safety improvements would be postponed, leaving existing infrastructure potentially inadequate and increasing risks for cyclists. This could deter active transportation and reduce public confidence in the safety of biking as a commuting option.

Additionally, delaying the project would disrupt the alignment with ongoing and planned capital improvement projects, leading to missed opportunities for integrated development. Timely implementation is crucial to ensure that bicycle facilities are incorporated effectively into broader roadway enhancements, optimizing costs and resources. Postponement would not only delay the expansion of bike infrastructure but could also result in increased future costs due to the need for standalone improvements, rather than benefiting from the economies of scale when integrated with larger city projects.

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

The **Ogden City Bicycle Master Plan Project** is currently progressing with ongoing planning and design efforts, prioritizing high-traffic areas and critical intersections as outlined in the Bicycle Master Plan. The city has recommended an annual funding allocation of **\$100,000 per year from FY2026 to FY2030**, supporting this project with a breakdown of **\$10,000 for design** and **\$90,000 for construction** each year. This consistent funding approach aims to provide steady progress in the development and enhancement of bicycle infrastructure.

In addition to the annual funding, Ogden City received a significant boost in July 2023 with a **\$2.4 million grant** from the federal **Rebuilding American Infrastructure with Sustainability and Equity (RAISE)** program. This grant is earmarked for enhancing bicycle facilities along **Madison Avenue**, from **26th Street to Park Boulevard**, focusing on improving connectivity by linking the Ogden City Cemetery area to the river trail system. This project segment aligns with the broader goals of the Bicycle Master Plan, aiming to strengthen the city's bike network and promote active transportation.

The phased implementation schedule allows for coordinated development with other capital improvement projects, ensuring efficient use of resources and integrated upgrades. The project reflects Ogden's commitment to building a comprehensive and interconnected bicycle infrastructure, enhancing urban mobility, safety, and the overall quality of life for residents and visitors.

Funding Source Selected: STATE

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

Ongoing funding for the maintenance of bicycle facilities in Ogden City is crucial, with an annual recommendation of **\$100,000** to support the upkeep of both existing and newly developed bike infrastructure, as outlined in the Bicycle Master Plan. This continued investment is necessary until the master plan is either fully implemented or updated.

A key component of this maintenance involves repainting bike lane markings and stencils, which are essential for ensuring cyclist safety and clarity on the road. The costs associated with these activities can vary significantly based on factors such as the condition of existing markings, materials used, and labor rates.

### Cost Estimates:

- **Repainting Bike Lane Markings:** Typically costs between **\$1,000 and \$11,000 per mile**, depending on the specific requirements and materials selected.
- **Shared Lane Markings (Sharrows):** Average around **\$600 per marking**, with total costs varying based on the number of markings needed per mile.

Adequate funding for regular maintenance is necessary to preserve the visibility and effectiveness of bike lane markings, preventing wear and ensuring a safe, user-friendly environment for cyclists. Without this ongoing investment, there is a risk of deteriorating infrastructure, reduced safety, and decreased public confidence in the city's commitment to active transportation.

Strategic Plan Directive Summary

The **Ogden City Bicycle Master Plan Project** aligns with the following City Council Strategic Plan Directives:

- 1. **Community Safety:** The installation of designated biking facilities directly contributes to community safety by providing clear, protected areas for cyclists on the existing roadway network. These improvements help to reduce conflicts between vehicles and cyclists, promote safer riding conditions, and enhance visibility for all road users. By identifying and marking bike lanes, the city ensures that motorists recognize the presence of cyclists, prioritizing their safety and reducing the risk of accidents.
- 2. **City Image & Reputation:** Enhancing Ogden's bicycle infrastructure demonstrates the city's commitment to sustainable transportation and progressive urban planning. By investing in well-maintained, accessible bike facilities, the city promotes a positive public image as a bike-friendly, environmentally conscious community. These improvements reflect Ogden's dedication to providing high-quality public amenities and support the city's goal of achieving a platinum status designation by the League of American Bicyclists.
- 3. **Recreation:** Expanding the bike network contributes to Ogden's recreational offerings, providing residents and visitors with safe, enjoyable pathways for cycling. The addition of new bike lanes and shared pathways supports active lifestyles, encourages outdoor activities, and enhances connectivity to parks, trails, and other recreational areas throughout the city. This aligns with the city's vision of promoting health, wellness, and vibrant community engagement.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$100K	\$500K	\$700K

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	\$90,000	\$90,000	\$90,000	\$90,000	\$90,000	\$450,000
Planning & Design	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$50,000
Total	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$100K	\$500K	\$700K

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
Restricted Taxes (B&C or Prop1)	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
Total	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000

# EV Charging Stations

## Overview

<b>Request Owner</b>	Taylor Nielsen, City Engineer
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	EN020
<b>Request Groups</b>	EN-Engineering
<b>Estimated Start Date</b>	07/1/2025

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## Details

**Fund Type:** General CIP

**Project Priority:** Desirable

**Type of Project:** Existing Building Improvements, Park Improvements, Park Facility Improvements

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

**Planning Area:** None

**Redevelopment Area:** None

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

**Project Contact:** Taylor Nielsen

### Description & Justification:

This project aims to install electric vehicle (EV) charging stations at Ogden City-owned facilities to support the city's commitment to sustainability and modernized infrastructure. By equipping public properties with EV charging stations, Ogden City will provide accessible and convenient charging solutions for municipal fleet vehicles, employees, and the public.

The initiative will explore and secure grant and funding opportunities, leveraging city funds to maximize external support for the project. The goal is to create a phased implementation plan that identifies high-priority locations and installs EV charging stations where they will have the most impact, including public service buildings, parking facilities, and recreational areas.

### Justification:

- **Modernization:** Equipping city facilities with EV charging stations demonstrates a commitment to modernization and positions Ogden as a leader in green infrastructure.
- **Economic Development:** Providing EV infrastructure enhances Ogden's attractiveness to residents, businesses, and visitors who prioritize environmentally conscious communities.
- **Grant Opportunities:** Leveraging grants and external funding reduces the financial burden on the city while accelerating project implementation.

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

This project supports the city's commitment to reducing carbon emissions, promoting the adoption of clean energy technologies, and fostering new technology.

The project contributes to the city's objectives of modernizing infrastructure to meet the needs of a growing EV market, improving accessibility for residents and visitors, and integrating sustainable practices across public services. By leveraging grant opportunities and

city resources, this initiative also demonstrates fiscal responsibility and collaboration with state and federal programs to achieve long-term environmental and economic benefits.

This project aligns with Ogden City's vision of creating a connected, sustainable community that embraces innovation and fosters a culture of environmental responsibility.

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

Deferring this project would hinder Ogden City's ability to meet the increasing demand for EV infrastructure. These delays could result in missed opportunities to secure state and federal grants aimed at supporting EV infrastructure development. Many current EV funds are temporarily on hold, awaiting federal renewal. Once these funds are renewed, Ogden would be well-positioned to take advantage of these incentives.

Deferring the installation of EV chargers in key downtown and public service locations would also limit the city's potential for increased economic activity, as EV users might avoid areas lacking adequate charging facilities.

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

The project is in the planning and preliminary funding evaluation stage. Ogden City is actively reviewing grant opportunities to support the installation of EV charging stations at city-owned facilities. Several funding sources have been identified, including:

1. **Utah Department of Environmental Quality's EVSE Incentive Program** (Currently awaiting reauthorization): Offers reimbursement for up to 50% of purchase and installation costs for Level 2 and DC fast charging stations.
2. **Rocky Mountain Power's Electric Vehicle Infrastructure Program** (Currently awaiting reauthorization): Provides rebates of up to 75% for the cost of single and multiport Level 2 charging stations, with funding for make-ready infrastructure currently exhausted.
3. **Utah Clean Cities Initiatives**: UDOT works at identifying and navigating federal and state grant opportunities, including programs like the National Electric Vehicle Infrastructure (NEVI) program.
4. **Alternative Fuel Vehicle Refueling Property Credit**: A federal 30% tax rebate of up to \$100,000 per item of property, eligible for tax-exempt entities like Ogden City.
5. **Private Sector Partnerships**: Exploring collaborations with private businesses to leverage funding or sponsorship opportunities.

Ogden City is prioritizing grant submissions and partnerships to maximize external funding and minimize financial impacts on city resources. Timely execution depends on the reauthorization and availability of state and federal grants, placing the city in a strong position to proceed once funding is secured.

### Perpetual Project Proposed 5 Year Schedule

The project is in the planning phase, with ongoing assessments to determine high-priority locations. Once funding is secured, the city will begin implementing the EV charging stations in phases. The initial phase will focus on key downtown locations to boost accessibility and economic activity, with anticipated installation starting in FY2026 and continuing through FY2030 as additional funding becomes available.

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

Annual costs for maintenance, electricity usage, and software management are estimated at **\$1,000–\$1,500 per charger**, depending on usage rates and specific hardware requirements. These costs will be partially offset by user fees where applicable.

### Strategic Plan Directive Summary

This project aligns with the City Council Strategic Plan Directives of **City Image & Reputation** and **Economic Development** by promoting sustainability and enhancing public infrastructure. Installing EV charging stations at Ogden City-owned facilities showcases the city's commitment to modernization, clean energy, and technological innovation, which strengthens Ogden's reputation as a forward-thinking community.

From an economic development perspective, the availability of EV charging stations supports the city's efforts to attract residents, businesses, and visitors who prioritize sustainability. This infrastructure will encourage local and regional EV users to frequent Ogden,

stimulating local businesses and bolstering economic activity, particularly in key downtown areas and near public facilities.

## Capital Cost

FY2026 Budget

**\$0**

Total Budget (all years)

**\$75K**

Project Total

**\$75K**

## Detailed Breakdown

Category	FY2027 <i>In Progress</i>	Total
Construction	\$50,000	\$50,000
Planning & Design	\$25,000	\$25,000
<b>Total</b>	<b>\$75,000</b>	<b>\$75,000</b>

## Funding Sources

FY2026 Budget

**\$0**

Total Budget (all years)

**\$75K**

Project Total

**\$75K**

## Detailed Breakdown

Category	FY2027 <i>In Progress</i>	Total
City Funded	\$75,000	\$75,000
<b>Total</b>	<b>\$75,000</b>	<b>\$75,000</b>

## Operational Costs

FY2026 Budget

**\$0**

Total Budget (all years)

**\$2.5K**

Project Total

**\$2.5K**

## Detailed Breakdown

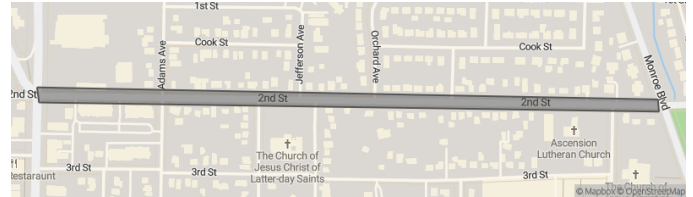
Category	FY2027 <i>In Progress</i>	Total
Operations/Maintenance	\$2,500	\$2,500
<b>Total</b>	<b>\$2,500</b>	<b>\$2,500</b>

# 2nd Street, Washington - Monroe

## Overview

<b>Request Owner</b>	Taylor Nielsen, City Engineer
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	EN019
<b>Request Groups</b>	EN-Engineering
<b>Estimated Start Date</b>	07/15/2024

## Project Location



## Details

**Fund Type:** General CIP

**Type of Project:** Road/Sidewalk Reconstruction

**Planning Area:** Hillcrest/Bonneville

**Redevelopment Area:** None

**Project Contact:** Taylor Nielsen

**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:** Community Safety, City Image & Reputation

### Description & Justification:

The 2nd Street Reconstruction Phase 1 project addresses the critical infrastructure needs of a key urban corridor in the city, running from Washington Boulevard to Monroe Boulevard. The primary purpose of this project is to significantly enhance the roadway's safety, functionality, and capacity to meet current and future demands. This involves a comprehensive reconstruction effort, including pavement, sidewalks, bike lanes, and stormwater improvements.

The need for this project stems from several pressing issues identified within the corridor:

- Deteriorating Pavement Condition:** The existing pavement needs repair. This poor pavement condition affects vehicle safety. The reconstruction will replace the distressed pavement, providing a smoother, safer driving surface that meets current standards and can accommodate future traffic volumes.
- Lack of Pedestrian and Cycling Infrastructure:** Currently, there are missing sidewalks and inadequate space for bike lanes along several sections of 2nd Street. The project aims to fill these gaps by installing continuous sidewalks and designated bike lanes, thus enhancing the corridor's accessibility and safety for non-motorized users.
- Inefficient Stormwater Management:** The existing storm drain inlets must be updated to correct drainage issues along the corridor. The project includes updating these inlets and improving overall stormwater management to prevent flooding and ensure proper drainage during rainfall events.
- Safety Concerns:** The corridor lacks adequate pedestrian crossings, street lighting, and traffic signals, which compromises pedestrian safety, especially during night-time and peak traffic hours. Introducing Rectangular Rapid Flashing Beacons (RRFBs), continuous sidewalks, and improved street lighting are critical components of the project to address these safety concerns.
- Traffic Flow and Congestion:** With the increase in average daily traffic, the current roadway layout, including the lack of a two-way left turn lane (TWLTL) and insufficient queue lengths at signalized intersections, contributes to congestion and inefficiencies in traffic flow. The project proposes adding an extra lane where feasible and extending queues at intersections to improve traffic flow and reduce congestion.
- Alignment with Regional Transportation Goals:** This project responds to the immediate needs of the 2nd Street corridor and aligns with broader transportation planning goals as outlined in the WFRC 2050 Regional Transportation Master Plan. It supports the vision of

creating a more connected, safe, and efficient transportation network that caters to all users, including motorists, cyclists, and pedestrians.

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

**Regional Transportation Planning Alignment:** The project is identified as a phase 1 project on the Wasatch Front Regional Council's (WFRC) 2050 Regional Transportation Master Plan, highlighting its significance in meeting regional transportation goals. This alignment underscores the project's contribution to fulfilling broader transportation objectives, including enhancing mobility, safety, and connectivity within the Ogden area and the greater regional network.

**Safety and Accessibility Enhancements:** The project proposes significant safety improvements, such as the installation of a Two-Way Left Turn Lane (TWLTL), continuous sidewalks, street lighting, and Rectangular Rapid Flashing Beacons (RRFBs) to improve pedestrian safety. These enhancements align with city directives focusing on pedestrian safety and mobility, ensuring safe access for all users, including school-age pedestrians, residents, and transit users.

**City Image and Reputation:** By addressing the condition of the distressed pavement, inadequate storm drainage, and outdated traffic control devices, the project will improve the image and reputation of the city. These efforts contribute to the long-term sustainability and efficiency of the city's transportation network.

**Community Connectivity and Quality of Life:** The project aims to enhance community connectivity by adding two midblock crossings, thereby retaining community connectivity despite widening the roadway. Additionally, better street lighting and pedestrian warning systems are proposed to serve vulnerable roadway users, aligning with city programs aimed at improving the quality of life for its residents.

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

Deferring the project to later years could have several detrimental effects:

**Increased Costs:** Delaying the project could lead to higher costs due to inflation and rising construction materials and labor prices. The longer the project is postponed, the more expensive it may become.

**Infrastructure Conditions:** The existing infrastructure issues, such as the distressed pavement, inadequate storm drainage, and insufficient pedestrian and cycling infrastructure, will likely deteriorate further. This deterioration can lead to increased maintenance costs and potentially compromise safety.

**Increased Traffic Congestion and Safety Risks:** As traffic volumes grow, deferring the project could exacerbate congestion and safety issues. The lack of a two-way left turn lane (TWLTL), continuous sidewalks, and adequate storm drainage can pose significant risks to all roadway users, including motorists, cyclists, and pedestrians.

**Missed Opportunities for Community Improvement:** The project aims to enhance residents' overall quality of life by improving safety, accessibility, and connectivity. Delaying the project means postponing these community benefits, including improved pedestrian and cycling infrastructure that supports local schools and residential areas.

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

The **2nd Street, Washington to Monroe Project** is currently in the preliminary planning phase, with key funding sources identified and initial coordination efforts underway. The project has been selected by the Weber Area Council of Governments (WACOG), and design work is set to commence once funding approval is secured. In addition, the project will utilize WFRC Surface Transportation Program (STP) funds, which are expected to become available in FY2028.

To expedite the timeline, we are actively coordinating with UDOT to pursue a federal fund swap. This exchange would allow the city to receive 85% of the identified funds earlier, enabling the project to move forward sooner than originally scheduled. If the fund swap is successful, it will allow the design phase to start ahead of the anticipated schedule, helping to address infrastructure needs and improve the roadway for the community more promptly.



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

The ongoing operations and maintenance of the **2nd Street, Washington to Monroe Project** will primarily involve regular roadway upkeep, including pavement repairs, surface treatments, and maintenance of drainage infrastructure. Given the high traffic volume expected upon completion, the road surface may experience accelerated wear and tear, necessitating periodic resurfacing or overlay treatments to maintain optimal driving conditions.

Additionally, the project's enhancements may include upgraded pedestrian and cyclist facilities, such as sidewalks and bike lanes, which will require regular inspections and upkeep to ensure safety. Maintaining the stormwater management systems installed as part of the project will also be crucial to prevent water pooling and road degradation. Adequate funding for these routine maintenance activities will be essential to preserve the roadway's longevity and functionality, ensuring it remains a reliable and safe corridor for all users.

### Strategic Plan Directive Summary

The **2nd Street, Washington to Monroe Project** aligns with Ogden City's Strategic Plan Directives by focusing on key areas such as **Community Safety** and **City Image and Reputation**.

#### Community Safety:

This project directly addresses community safety by implementing critical improvements designed to mitigate existing hazards and enhance the safety of all roadway users. Key features include the installation of continuous sidewalks and bike lanes, providing safe passage for pedestrians and cyclists, particularly school-age children commuting to and from two nearby public schools. Upgraded pedestrian crossings, including Rectangular Rapid Flashing Beacons (RRFBs) and enhanced street lighting, will improve visibility and safety for vulnerable road users. The addition of a Two-Way Left Turn Lane (TWLTL) and intersection upgrades will help reduce collision points and improve traffic flow, significantly lowering the risk of accidents. These enhancements align with the city's commitment to creating a safe, user-friendly environment for residents and visitors, fostering a sense of security and well-being within the community.

#### City Image and Reputation:

The project also contributes to improving Ogden's city image and reputation through comprehensive infrastructure modernization. By upgrading the roadway to meet modern standards, the city demonstrates a commitment to progress and sustainability, enhancing its appeal to residents, businesses, and visitors alike. Improved accessibility and connectivity, with upgraded pedestrian and cyclist infrastructure, reflect Ogden's focus on inclusivity and active transportation options, making the city more connected and inviting. The introduction of midblock crossings and efforts to maintain community connectivity, even with roadway widening, highlight the city's dedication to balancing development with community values. Overall, these efforts contribute positively to Ogden's image as a forward-thinking, inclusive, and resilient urban center.

### Additional History of Project

The **2nd Street, Washington - Monroe Project** was initially funded with a \$3,000,000 grant from the Weber Area Council of Governments (WACOG), supplemented by a city match of \$203,310. This funding allocation was designed to support the early stages of the project, including preliminary design and initial right-of-way acquisitions.

As the project scope and funding needs were reassessed, additional funding sources were identified, including Surface Transportation Program (STP) funds, which are set to become available by FY2028. To expedite access to these funds and accelerate project progress, the project team has requested approval from the Utah Department of Transportation (UDOT) to exchange the federal STP funds for local funds. This federal fund swap would result in a 15% reduction of the allocated amount, decreasing the total available funding from \$3,522,000 to \$2,993,700—a reduction of \$528,300.

Although this adjustment reduces the overall budget, it allows the project team to gain earlier access to the necessary funding, ensuring a more timely start to construction and addressing critical infrastructure needs along the 2nd Street corridor. This approach demonstrates Ogden City's proactive strategy to minimize delays and respond effectively to immediate project requirements, maintaining momentum and advancing toward the project's completion goals.

UPDATE: The 2nd Street Project has been part of Ogden City's long-term infrastructure improvement efforts to enhance transportation safety and accessibility. In collaboration with WACOG (Weber Area Council of Governments), funding adjustments are being coordinated to

reprioritize projects strategically. This adjustment will allow for the 25th Street and D Avenue project to move up the priority list, aligning its completion timeline with the 24th Street Interchange project. This approach ensures efficient use of resources, minimizes disruptions to the community, and supports seamless integration of roadway improvements critical to the city's overall transportation network.

## Capital Cost

FY2026 Budget

**\$0**

Total Budget (all years)

**\$6.73M**

Project Total

**\$6.73M**

## Detailed Breakdown

Category	FY2028 <i>In Progress</i>	FY2029 <i>In Progress</i>	Total
Construction	\$2,533,310	\$3,522,000	\$6,055,310
Planning & Design	\$670,000	\$0	\$670,000
<b>Total</b>	<b>\$3,203,310</b>	<b>\$3,522,000</b>	<b>\$6,725,310</b>

## Funding Sources

FY2026 Budget

**\$0**

Total Budget (all years)

**\$6.73M**

Project Total

**\$6.73M**

## Detailed Breakdown

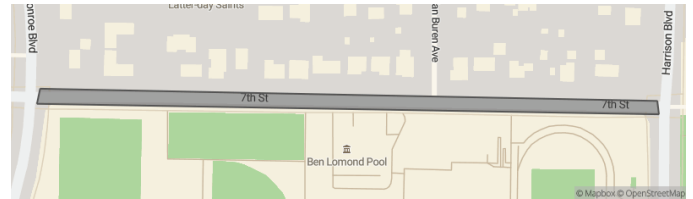
Category	FY2028 <i>In Progress</i>	FY2029 <i>In Progress</i>	Total
Grant	\$3,000,000	\$3,522,000	\$6,522,000
Restricted Taxes (B&C or Prop1)	\$203,310	\$0	\$203,310
<b>Total</b>	<b>\$3,203,310</b>	<b>\$3,522,000</b>	<b>\$6,725,310</b>

# 7th Street Reconstruction

## Overview

<b>Request Owner</b>	Taylor Nielsen, City Engineer
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	EN018
<b>Request Groups</b>	EN-Engineering
<b>Estimated Start Date</b>	07/1/2027

## Project Location



## Details

**Fund Type:** General CIP

**Type of Project:** Road/Sidewalk Reconstruction

**Planning Area:** Hillcrest/Bonneville

**Redevelopment Area:** None

**Project Contact:** Taylor Nielsen

**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

### Description & Justification:

The road reconstruction project from Monroe Boulevard to Harrison Boulevard on 7th Street represents a comprehensive initiative to revitalize a transportation corridor within the city. The project entails the complete reconstruction of the roadway section, addressing issues such as wear and tear, potholes, and overall degradation.

In addition to the roadway reconstruction, the project includes the installation of new sidewalks and curb and gutter infrastructure along the stretch. This pedestrian-friendly enhancement promotes safety, encourages walking, and fosters a more accessible urban environment adjacent to the high school. The reconstruction project focuses on upgrading the physical infrastructure and considers the broader impact on the community. Close attention will be paid to minimizing disruptions to the residents during the construction process, with clear communication channels established to keep stakeholders informed about project timelines and potential inconveniences.

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

The **7th Street Reconstruction Project** aligns with and supports Ogden City's adopted plans and council policies aimed at enhancing transportation infrastructure, promoting safety, and fostering walkable communities. By addressing critical roadway needs and integrating new sidewalks along with curb and gutter infrastructure, this project directly contributes to city policies focused on improving public safety, particularly for pedestrians near high-traffic areas such as the local high school.

The project also aligns with the city's broader objectives of creating accessible and pedestrian-friendly environments. It fulfills directives to maintain and upgrade essential infrastructure within established urban corridors, enhancing connectivity and mobility for residents and students alike. The 7th Street improvements are an important step in implementing the city's vision of safe, accessible, and well-maintained transportation networks.

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

Deferring the **7th Street Reconstruction Project** to later years would have significant consequences for both roadway quality and community safety. The existing road conditions, which include extensive wear, potholes, and degradation, would continue to worsen, leading to increased

maintenance costs and potential safety hazards for drivers and pedestrians. Additionally, without timely improvements, the lack of proper sidewalk, curb, and gutter infrastructure would continue to limit safe pedestrian access, particularly for students traveling to and from the high school.

As traffic and pedestrian use grow, deferral would heighten risks and reduce accessibility, potentially impacting the community's confidence in city infrastructure. Prompt action on this project is essential to maintain road safety, reduce future repair costs, and support the city's goals for a safe and connected urban environment.

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

The **7th Street Reconstruction Project** is currently in the preliminary design phase, with evaluations underway to assess necessary utility replacements in coordination with the asphalt reconstruction. This initial design work ensures that all infrastructure needs, both above and below ground, are addressed comprehensively, maximizing efficiency and reducing long-term maintenance.

Funding sources for this project are actively being identified, with the goal of securing resources that support both the roadway reconstruction and utility upgrades. The anticipated schedule includes finalizing design and securing funding within the next fiscal year, with construction planned to commence shortly thereafter. This phased approach ensures that each stage aligns with project goals and minimizes disruptions to residents and businesses along the corridor.

Funding Sources Selected: B&C and PROP 1

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

If the project is postponed, minor issues can escalate, leading to substantial repair or higher reconstruction costs in the future. By committing to the proposed project, the city can mitigate long-term operational costs, ensuring the roadway remains safe and functional while avoiding the increased expenses associated with major repairs.

### **Strategic Plan Directive Summary**

The **7th Street Reconstruction Project** strategically addresses longstanding structural and safety issues along the corridor from Monroe Boulevard to Harrison Boulevard. This comprehensive reconstruction includes vital improvements such as resurfacing, which will resolve potholes, uneven surfaces, and other roadway degradation, resulting in a smoother, safer experience for motorists, cyclists, and pedestrians. The enhanced road surface is expected to reduce the risk of accidents, vehicle damage, and injuries, directly contributing to the overall safety of the community.

Beyond physical improvements, the project supports a broader vision for traffic flow and neighborhood appeal. By creating a well-maintained and visually appealing roadway, the project aims to improve traffic efficiency, reduce congestion, and promote smoother transit throughout the area. This aligns with Ogden's objectives to foster safe, efficient transportation networks and create attractive, functional urban spaces.

Furthermore, the project has a positive impact on the community's perception of 7th Street and the surrounding neighborhood. The aesthetic and structural upgrades have the potential to increase property values, making the area more appealing to residents and investors. This reconstruction also underscores the city's commitment to community well-being and responsiveness, addressing deferred maintenance concerns and enhancing local residents' satisfaction with city services.

Through these efforts, the 7th Street Reconstruction Project aligns with Ogden's strategic priorities for urban development, infrastructure resilience, and community engagement, creating a safer, more attractive, and efficiently connected neighborhoods.

### **Additional History of Project**

The **7th Street Reconstruction Project** was initiated to address critical roadway and pedestrian infrastructure needs along the corridor from Monroe Boulevard to Harrison Boulevard. Over time, significant wear, including potholes, uneven surfaces, and structural degradation, has underscored the need for a comprehensive rebuild to ensure safety and functionality. Preliminary assessments identified the need for resurfacing, sidewalk installation, and curb and gutter improvements to create a safer and more accessible route for motorists, cyclists, and pedestrians.

Despite the importance of these upgrades, the project has been deferred to FY2027 due to prioritization of funding for other critical infrastructure projects. This deferral allows the city to allocate resources toward higher-urgency needs while still maintaining basic maintenance on 7th Street to manage existing wear. Deferring the project enables better alignment with Ogden's long-term infrastructure plans, ensuring efficient use of funds without compromising immediate safety.

The FY2027 timeline allows for continued planning and coordination, including any utility replacements needed in conjunction with the asphalt reconstruction. This phased approach will ensure that, when completed, the project comprehensively addresses both surface and subsurface needs, delivering a lasting improvement for the community.

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## Capital Cost

FY2026 Budget

**\$0**

Total Budget (all years)

**\$4.1M**

Project Total

**\$4.1M**

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## Detailed Breakdown

Category	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	Total
Construction	\$0	\$3,700,000	\$3,700,000
Planning & Design	\$400,000	\$0	\$400,000
<b>Total</b>	<b>\$400,000</b>	<b>\$3,700,000</b>	<b>\$4,100,000</b>

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## Funding Sources

FY2026 Budget

**\$0**

Total Budget (all years)

**\$4.1M**

Project Total

**\$4.1M**

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## Detailed Breakdown

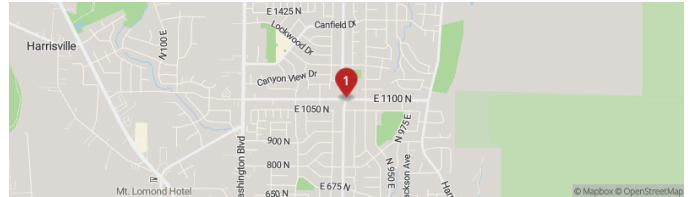
Category	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	Total
Restricted Taxes (B&C or Prop1)	\$400,000	\$3,700,000	\$4,100,000
<b>Total</b>	<b>\$400,000</b>	<b>\$3,700,000</b>	<b>\$4,100,000</b>

# 1100 North and Monroe Traffic Signal

## Overview

<b>Request Owner</b>	Taylor Nielsen, City Engineer
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	EN017
<b>Request Groups</b>	EN-Engineering
<b>Estimated Start Date</b>	07/1/2025

## Project Location



## Details

**Fund Type:** General CIP

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

**Planning Area:** Mt Lewis

**Redevelopment Area:** None

**Project Contact:** Taylor Nielsen

**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

### Description & Justification:

The primary purpose of installing a traffic signal at the intersection of 1100 North and Monroe Boulevard is to enhance traffic management and improve overall safety for motorists, pedestrians, and cyclists. The signal will regulate the flow of vehicles, reducing the risk of accidents and improving the intersection's safety profile. Installing a traffic signal aims to control vehicular and pedestrian movements at the intersection efficiently. The project emphasizes pedestrian safety by incorporating designated crosswalks and signalized pedestrian phases. This will facilitate safer pedestrian crossings and promote walkability in the area, aligning with modern urban design standards.

The traffic signal will be strategically timed to optimize traffic flow along Monroe Boulevard and 1100 North and will help prepare the way for the new traffic signal on 1100 and Washington Boulevard. This will help minimize congestion, improve travel times, and enhance the overall efficiency of the transportation network in the vicinity. The project anticipates and accommodates potential future growth in the surrounding area. Installing a traffic signal is a proactive measure to ensure the intersection can handle increased traffic demands from ongoing or planned development. Ultimately, installing a traffic signal aims to create a safer, more efficient, and user-friendly intersection experience for all road users. The project aims to contribute positively to the quality of life in the community by improving transportation safety and convenience.

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

The **1100 North and Monroe Boulevard Traffic Signal Project** aligns with Ogden City's adopted plans and policies by supporting key infrastructure improvements that enhance safety, accessibility, and efficiency in the transportation network. The installation of this traffic signal directly addresses council objectives to reduce congestion, improve traffic flow, and facilitate safer crossings for pedestrians and cyclists. By incorporating signalized pedestrian phases and designated crosswalks, the project prioritizes controlled and safe travel for all road users, reflecting the city's commitment to modern urban design standards and active transportation initiatives.

This project is consistent with the city's strategic goals for developing essential traffic systems that support a connected and resilient transportation network. The traffic signal at 1100 North and Monroe Boulevard will help manage current traffic demands and prepare for anticipated growth in the surrounding area, aligning with long-term plans to accommodate increased usage and ensure the intersection

remains efficient and safe. Overall, the project fulfills Ogden's directives to enhance community safety, improve mobility, and promote sustainable urban development.

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

The timing requirements for the 1100 North Monroe Traffic Signal project are important, given the projected increase in traffic and safety demands in the area. Deferring this project would likely lead to elevated traffic congestion and a heightened risk of accidents, especially if UDOT proceeds with the planned signal installation at 1100 and Washington Boulevard. This signal would divert additional traffic flow towards Monroe, increasing the need for a regulated intersection to manage safety effectively.

Action on this project ensures alignment with current safety standards and traffic flow needs, minimizing the risk of unregulated traffic increases. By addressing the timing needs now, Ogden City can proactively support a safer, more efficient traffic management system in response to UDOT's related developments.

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

The **1100 North Monroe Traffic Signal Project** is currently in the preliminary planning and coordination phase, with initial evaluations underway to assess the intersection's needs and design requirements. Funding sources have been identified, and the project is moving forward pending final funding approval.

The anticipated schedule includes completing the design phase by mid-year, allowing construction to begin in the following quarter. This timeline aims to ensure that the traffic signal installation is completed efficiently, minimizing disruptions and aligning with the city's broader transportation improvement goals.

Funding Sources Selected: B&C or PROP1

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

The ongoing operations and maintenance of the **1100 North and Monroe Traffic Signal** will require regular attention to ensure optimal performance and longevity. Key concerns include the need for routine inspections and maintenance to address potential technical issues such as signal light malfunctions, sensor failures, or electrical problems, which could disrupt traffic flow and safety if not promptly resolved.

Additionally, changes in traffic patterns, road configurations, or surrounding land use may necessitate periodic adjustments to the signal timing. Regular reviews and updates to the signal's timing plan will be crucial to accommodate evolving traffic demands and maintain efficient flow. The physical components of the traffic signal system, including signal heads, poles, and controllers, are also subject to wear and tear, environmental exposure, and potential corrosion. Routine maintenance and timely repairs will be essential to prevent degradation, ensuring the signal remains reliable and effective for the long term.

Overall, the city must allocate sufficient resources for these ongoing maintenance activities to preserve the functionality of the traffic signal and uphold the safety and efficiency of the intersection.

Maintaining a traffic signal at the intersection of 1100 North and Monroe Boulevard involves several ongoing expenses to ensure its optimal performance and longevity. The primary components of these maintenance costs include:

- 1. Routine Inspections and Preventive Maintenance:** Regular checks are essential to identify and address potential issues such as signal malfunctions, sensor failures, or electrical problems. These inspections help prevent disruptions in traffic flow and enhance safety. The estimated annual cost for routine inspections and preventive maintenance ranges from \$2,500 to \$3,500 per intersection.
- 2. Signal Timing Adjustments:** Changes in traffic patterns, road configurations, or surrounding land use may necessitate periodic adjustments to the signal timing. Regular reviews and updates to the signal's timing plan are crucial to accommodate evolving traffic demands and maintain efficient flow. The cost for retiming a traffic signal typically ranges from \$1,800 to \$3,500 per intersection, depending on the complexity and frequency of adjustments.
- 3. Component Repairs and Replacements:** The physical components of the traffic signal system, including signal heads, poles, controllers, and detection systems, are subject to wear and tear, environmental exposure, and potential corrosion. Routine maintenance and timely

repairs are essential to prevent degradation. The annual maintenance cost per intersection is approximately \$8,000, which includes power bills and maintenance for technicians and engineers to keep the system operating safely and effectively.

In summary, the total estimated annual maintenance cost for the traffic signal at 1100 North and Monroe Boulevard is approximately \$8,000, covering routine inspections, signal timing adjustments, and component repairs and replacements. Allocating sufficient resources for these ongoing maintenance activities is essential to preserve the functionality of the traffic signal and uphold the safety and efficiency of the intersection.

### Strategic Plan Directive Summary

The primary goal of installing a traffic signal is to enhance safety at the intersection. Controlled signal phases for vehicles and pedestrians reduce the likelihood of accidents, providing a safer environment for all road users.

The signal installation includes designated crosswalks and pedestrian phases, offering safer crossing opportunities. This pedestrian-friendly infrastructure promotes walkability, encourages active transportation, and contributes to overall community well-being.

A well-designed traffic signal optimizes traffic flow, reducing congestion and minimizing the likelihood of traffic-related incidents. Improved traffic management enhances overall safety and efficiency on Monroe Boulevard and 1100 North.

The signalized intersection mitigates potential conflicts between traffic streams, including vehicles, cyclists, and pedestrians. Clearly defined signal phases help organize movements, reducing the risk of collisions.

The traffic signal ensures controlled access for emergency vehicles, allowing them to navigate the intersection efficiently. This timely response capability enhances overall public safety and emergency services within the community.

Residents and visitors often associate well-maintained, organized intersections with safety. Installing a traffic signal communicates a commitment to community safety, positively influencing public perception.

A properly designed and maintained traffic signal contributes to the aesthetic appeal of the intersection. Thoughtful urban design and landscaping elements can further enhance the visual aspect of the area, positively impacting the city's image.

The installation aligns with traffic engineering standards and safety guidelines, demonstrating a commitment to best practices in urban planning. This compliance contributes to a positive image of the city as a well-managed and safe community.

The signal anticipates and accommodates potential increases in traffic volume resulting from ongoing or future development. This proactive approach aligns with the city's commitment to sustainable growth and infrastructure planning.

### Additional History of Project

In FY2025, funding was initially requested for the **1100 North Monroe Traffic Signal Project** to address traffic safety concerns and manage the anticipated increase in traffic flow at this critical intersection. Significant groundwork has already been completed, including the installation of essential underground infrastructure, such as conduit placed during the Monroe water line project. This preparatory work was designed to support the future placement of the traffic signal, ensuring that the project can move forward efficiently once funds become available. By leveraging this existing infrastructure, the city aims to minimize delays and reduce overall implementation costs, expediting the completion of the signal installation.

Additionally, the current traffic signal at 1100 North and Washington Boulevard has been identified as a key project in the Harrisville City Master Plan. Ogden City and Harrisville City are actively coordinating efforts for the Washington Boulevard signal upgrade. As this adjacent signal project progresses, the need for the 1100 North and Monroe traffic signal becomes even more critical to effectively manage the increased traffic volume and maintain smooth traffic flow throughout the area. This coordination highlights the strategic importance of the Monroe signal in supporting the broader regional traffic management plan and enhancing safety for all road users.



## Capital Cost

FY2026 Budget

**\$0**

Total Budget (all years)

**\$335K**

Project Total

**\$335K**

### Detailed Breakdown

Category	FY2027 <i>In Progress</i>	Total
Construction	\$275,000	\$275,000
Planning & Design	\$60,000	\$60,000
<b>Total</b>	<b>\$335,000</b>	<b>\$335,000</b>

## Funding Sources

FY2026 Budget

**\$0**

Total Budget (all years)

**\$335K**

Project Total

**\$335K**

### Detailed Breakdown

Category	FY2027 <i>In Progress</i>	Total
Restricted Taxes (B&C or Prop1)	\$335,000	\$335,000
<b>Total</b>	<b>\$335,000</b>	<b>\$335,000</b>

## Operational Costs

FY2026 Budget

**\$0**

Total Budget (all years)

**\$10K**

Project Total

**\$18K**

### Detailed Breakdown

Category	FY2028 <i>In Progress</i>	FY2029 <i>In Progress</i>	FY2030 <i>In Progress</i>	Total
Operations/Maintenance	\$2,800	\$3,200	\$4,000	\$10,000
<b>Total</b>	<b>\$2,800</b>	<b>\$3,200</b>	<b>\$4,000</b>	<b>\$10,000</b>

# Barrier Improvement Study

## Overview

<b>Request Owner</b>	Taylor Nielsen, City Engineer
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	EN015
<b>Request Groups</b>	EN-Engineering
<b>Estimated Start Date</b>	07/1/2025

## Project Location



## Details

**Fund Type:** General CIP

**Type of Project:** Parkway Improvements

**Planning Area:** None

**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:** Community Safety, City Image & Reputation

### Description & Justification:

The **Barrier Improvement Study** aims to evaluate the current conditions of Ogden City's roadways and determine where additional barriers may be needed to enhance safety. Recent incidents involving vehicles leaving the roadway due to excessive speed and other factors have highlighted the need for a comprehensive review of barrier installations. The purpose of this project is to conduct a detailed engineering study to assess existing guardrails and identify locations where new barriers could prevent future accidents and improve overall roadway safety.

The study will provide a thorough analysis of high-risk areas and recommend appropriate barrier solutions tailored to each location's specific needs. By evaluating potential clear zone issues and considering various barrier options, the project aims to develop a strategic plan for implementing safety improvements across the city's transportation network. The findings will guide Ogden City's efforts to prioritize barrier installations, reduce accident risks, and enhance public safety on its roadways.

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

The **Barrier Improvement Study** aligns directly with Ogden City's adopted plans and council policies focused on enhancing public safety and reducing traffic-related incidents. The primary objective of the project is to improve roadway safety by identifying areas where barriers are needed to prevent vehicles from leaving the roadway. By implementing the recommendations from this study, the city will address known safety concerns and take proactive measures to mitigate accident risks.

The project supports the city's directive to maintain a safe and reliable transportation network, ensuring that roadway infrastructure meets safety standards.

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

Deferring the **Barrier Improvement Study** would significantly delay the identification of critical safety needs and the implementation of recommended improvements. Without the study, Ogden City would lack the necessary data to make informed decisions about where barriers are needed, increasing the risk of accidents involving vehicles leaving the roadway. This postponement could result in higher rates of crashes, more severe injuries, and increased damage to property.

Additionally, delaying the project would extend the timeframe in which known safety issues remain unaddressed, potentially increasing liability for the city and leading to higher long-term costs for emergency repairs and reactive installations. By postponing the study, Ogden City would also miss opportunities to secure grant funding or external financial support for barrier installations, as many funding sources require completed studies as part of the application process. Timely execution of this project is essential to enhance roadway safety, protect motorists, and ensure the city's transportation network meets modern safety standards.

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

The **Barrier Improvement Study** is currently in the preliminary planning phase, with efforts underway to secure funding for the comprehensive assessment of the city's roadways. The project team is actively pursuing a funding request of \$150,000 for FY2026 to conduct the study. The study will evaluate the feasibility of installing barriers in identified high-risk areas and determine the most appropriate types of barriers based on engineering analysis.

Pending approval of the funding request, the study is expected to commence in FY2026, with subsequent updates and potential construction phases planned in the following years. The findings from the study will guide the development of a prioritized list of barrier installations, allowing the city to move forward with implementing safety improvements in a systematic, data-driven manner. This phased approach ensures that the city can address critical safety needs efficiently and effectively.

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

The installation of new barriers as a result of the **Barrier Improvement Study** will require ongoing maintenance to ensure their effectiveness and longevity. Regular inspections will be necessary to identify any damage, corrosion, or wear that could compromise the safety features of the barriers. Repairs and replacements may be needed over time to address issues caused by vehicle impacts, weather conditions, or general wear and tear. Adequate funding and resources must be allocated for routine maintenance to keep these safety improvements in optimal condition and to continue providing protection for motorists along the city's roadways.

The ongoing maintenance for barriers and guardrails typically involves several key activities, including:

#### **1. Regular Inspections:**

- Routine inspections are necessary to assess the condition of the barriers, checking for damage, corrosion, or alignment issues. Inspections should be conducted at least annually or after any major weather events or incidents that may have impacted the barriers.
- Estimated cost: \$500 - \$1,000 per inspection cycle, depending on the length and number of barriers.

#### **2. Repairs and Replacements:**

- Minor repairs may include fixing damaged sections, tightening loose bolts, and addressing small corrosion spots. Major repairs or full replacements may be required if there is significant damage from vehicle impacts.
- Estimated cost: \$50 - \$150 per minor repair; major repairs or section replacements can range from \$1,500 to \$5,000 per incident, depending on the severity.

#### **3. Corrosion Control and Painting:**

- Metal guardrails and barriers may require regular treatments to prevent rust and corrosion, especially in areas exposed to salt or moisture. This includes painting or applying protective coatings.
- Estimated cost: \$5 - \$10 per linear foot for corrosion treatment or painting.

#### **4. Vegetation Control:**

- Keeping vegetation trimmed around barriers is essential for visibility and safety. Overgrown plants can obstruct the view of the barrier or reduce its effectiveness in preventing vehicle departure.
- Estimated cost: \$200 - \$500 per maintenance cycle, depending on the area and frequency needed.

#### **5. Signage and Reflective Markers Maintenance:**

- Reflective markers and signage installed alongside barriers need to be maintained and replaced if they fade or become damaged, ensuring visibility during nighttime or adverse weather conditions.

- Estimated cost: \$20 - \$50 per marker replacement; \$100 - \$300 for sign replacement.

**Annual Maintenance Budget Estimate:** For a typical section of roadway with standard barrier installations, the estimated annual maintenance cost could range from **\$3,000 to \$10,000**, depending on the extent of the installations and the frequency of required maintenance activities.

Strategic Plan Directive Summary

The **Barrier Improvement Study** aligns with Ogden City’s Strategic Plan Directives by focusing on key objectives related to **Community Safety** and **City Image & Reputation**.

The primary purpose of the project is to assess and implement critical roadway safety improvements, addressing known areas of risk where vehicles may leave the roadway. By identifying and installing appropriate barriers, the project directly supports the city’s directive to enhance **Community Safety**, reducing the likelihood of accidents and protecting motorists from severe incidents.

The installation of effective safety measures contributes to Ogden’s **City Image & Reputation** by demonstrating a proactive approach to public safety and infrastructure management.

Additional History of Project

The **Barrier Improvement Study** was initiated to address both existing issues with guardrails around the city and to identify new areas where barriers may be necessary. Many of the current guardrails have aged and are in need of repair or restoration to meet modern safety standards. The study will evaluate these existing barriers, determining the extent of maintenance required to restore them to optimal condition.

Additionally, as part of the study, the city will assess potential new locations where guardrails or other barriers may need to be installed. This proactive approach aims to enhance roadway safety by addressing current deficiencies and identifying opportunities for improvements, ensuring that Ogden City’s transportation network is better equipped to protect motorists and reduce the risk of accidents. The comprehensive assessment will guide future investments in safety infrastructure, aligning with the city’s goals for a safer and more resilient roadway system.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
<b>\$150K</b>	<b>\$3.15M</b>	<b>\$3.15M</b>

Detailed Breakdown

Category	FY2026 <i>In Progress</i>	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	Total
Construction	\$0	\$1,500,000	\$1,500,000	\$3,000,000
Planning & Design	\$150,000	\$0	\$0	\$150,000
Total	\$150,000	\$1,500,000	\$1,500,000	\$3,150,000

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
\$150K	\$3.15M	\$3.15M

Detailed Breakdown

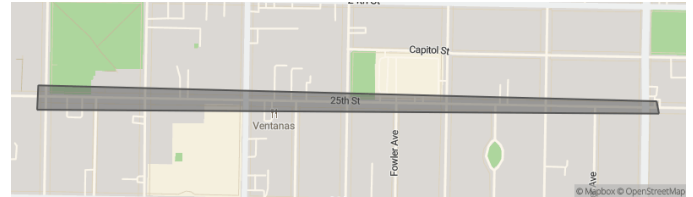
Category	FY2026 <i>In Progress</i>	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	Total
Restricted Taxes (B&C or Prop1)	\$150,000	\$1,500,000	\$1,500,000	\$3,150,000
Total	\$150,000	\$1,500,000	\$1,500,000	\$3,150,000

# 25th Street, Jefferson to Harrison

## Overview

<b>Request Owner</b>	Taylor Nielsen, City Engineer
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	EN014
<b>Request Groups</b>	EN-Engineering

## Project Location



## Details

**Fund Type:** General CIP

**Type of Project:** Road/Sidewalk Reconstruction

**Planning Area:** East Central

**Redevelopment Area:** None

**Project Contact:** Taylor Nielsen

**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, Economic Development, City Image & Reputation

### Description & Justification:

The **25th Street, Jefferson to Harrison Project** aims to address critical infrastructure needs along a key corridor in Ogden City, focusing on ensuring long-term roadway durability and supporting increased traffic demands. Following the completion of the Bus Rapid Transit (BRT) project, which reconstructed 25th Street from Washington Boulevard to Jefferson Avenue, the section from Jefferson to Harrison Boulevard now requires significant repairs. The addition of BRT service and increased bus traffic has heightened the risk of asphalt degradation, necessitating immediate improvements to maintain roadway integrity and prevent further failures.

The primary purpose of this project is to reinforce and rehabilitate the asphalt pavement along 25th Street, ensuring it can accommodate the ongoing use by both BRT and regular vehicular traffic. The improvements will help sustain the functionality of the BRT route while also supporting the general traffic flow, enhancing safety, and reducing long-term maintenance costs.

Ogden City has secured project funding from the Wasatch Front Regional Council (WFRC) amounting to \$3,371,579, with a city match of \$228,255 (6.77%), scheduled for FY2027. Additionally, a request has been submitted to WFRC to expedite the availability of these funds, allowing the project to begin sooner. This proactive approach aims to address the immediate needs of the roadway, minimize disruptions, and maintain the efficient operation of the BRT system and other traffic along 25th Street.

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

The **25th Street, Jefferson to Harrison Project** aligns with Ogden City's adopted plans and policies by addressing key objectives related to infrastructure improvement, public safety, and transportation efficiency. The project focuses on enhancing the public right-of-way, which is vital for maintaining safe and functional roadways that meet the needs of both residents and transit users.

The rehabilitation of 25th Street will directly support the city's commitment to ensuring the safety and usability of its transportation network. By reinforcing the roadway to handle increased bus and vehicle traffic, particularly with the introduction of the Bus Rapid Transit (BRT) service, the project aligns with council directives to provide durable, high-quality infrastructure. These improvements help maintain a safe environment for all road users, reduce the risk of asphalt failures, and support efficient traffic flow.

Additionally, the project contributes to the city's broader goals of enhancing public transportation options and encouraging sustainable urban mobility. By ensuring the long-term functionality of a key BRT route, this project helps implement the city's strategic plans for an integrated, reliable transportation system that supports community growth and access.

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

Deferring the **25th Street, Jefferson to Harrison Project** would result in several significant consequences, impacting both roadway conditions and the efficiency of the transportation network. The increased bus traffic from the Bus Rapid Transit (BRT) system has already put additional strain on the asphalt, increasing the likelihood of pavement failures. Delaying the project would exacerbate road degradation, leading to more severe issues and higher emergency repair costs.

Furthermore, postponement would likely cause increased traffic congestion and elevate the risk of accidents, as deteriorating road conditions make it more challenging for motorists to navigate safely. Any delay could also disrupt the BRT schedule, affecting public transportation reliability and reducing overall transit efficiency. As the road continues to degrade, the scope of necessary repairs will expand, driving up costs and potentially extending construction timelines.

Importantly, the project is funded through grant sources, with specific timelines for fund expenditure. Delaying the project could jeopardize the availability of these grant funds, risking the loss of financial support that has been allocated to address these critical infrastructure needs. Timely execution is essential to ensure that the funds are utilized effectively and the project goals are met, supporting the continued safe and efficient operation of 25th Street.

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

The **25th Street, Jefferson to Harrison Project** is currently in the planning phase, with funding requested through the Wasatch Front Regional Council (WFRC). Once the funding is secured, the project will move forward with detailed design studies to address the specific needs of the roadway and ensure effective integration with the existing Bus Rapid Transit (BRT) infrastructure. These design studies will be initiated as soon as the necessary financial resources are confirmed, allowing the project to proceed efficiently according to the anticipated schedule.

Funding Sources Selected: WFRC, GENERAL FUND

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

The **25th Street, Jefferson to Harrison Project** addresses critical concerns related to the ongoing operations and maintenance of the roadway. With the increased traffic volume, particularly due to the introduction of the Bus Rapid Transit (BRT) service, the current road surface is experiencing accelerated wear and tear. By reconstructing and reinforcing the roadway, the project aims to mitigate future maintenance issues, reducing the need for frequent and costly repairs.

Without these planned improvements, the roadway would continue to degrade rapidly under the added strain from bus traffic, leading to a higher risk of surface failures and increased maintenance costs. Completing this project now will enhance the road's durability, extend its service life and ensure a cost-effective approach to long-term maintenance.

### **Strategic Plan Directive Summary**

The **25th Street, Jefferson to Harrison Project** aligns with Ogden City's Strategic Plan Directives, addressing key goals in **Community Safety**, **City Image & Reputation**, and **Economic Development**.

#### **Community Safety:**

The project enhances public safety by rebuilding a critical section of 25th Street, ensuring a safer and more durable roadway for all users, including motorists, cyclists, and pedestrians. The reconstruction is essential to prevent rapid pavement deterioration caused by increased bus traffic from the Bus Rapid Transit (BRT) service. By reinforcing the roadway, the project minimizes the risk of surface failures, reduces accident risks, and contributes to a safer transportation environment.

#### **City Image & Reputation:**

Upgrading this major corridor improves the overall appearance and functionality of 25th Street, showcasing Ogden City's commitment to maintaining high-quality infrastructure. A modern, well-maintained roadway reflects positively on the city, enhancing the experience for

residents, visitors, and commuters. The project also supports the efficient operation of the BRT system, demonstrating Ogden’s dedication to providing reliable and sustainable public transportation options that align with the city’s image as a progressive, forward-thinking community.

Economic Development:

The improvements to 25th Street are a strategic investment in the city’s economic growth. By enhancing the roadway infrastructure, the project increases accessibility and connectivity for adjacent businesses and developments, making the area more attractive to investors and supporting commercial activity. The improved street frontage will enhance the appeal of surrounding properties, contributing to increased economic activity and fostering a vibrant business environment along the corridor.

Additional History of Project

The **25th Street, Jefferson to Harrison Project** was initiated as a response to the impacts of the Bus Rapid Transit (BRT) project, which reconstructed a section of 25th Street from Washington Boulevard to Jefferson Avenue. The introduction of increased bus traffic from the BRT service raised concerns about accelerated asphalt deterioration along the remaining stretch from Jefferson to Harrison. Recognizing the potential for rapid roadway degradation, Ogden City identified the need for a comprehensive reconstruction project to ensure the long-term durability of this key corridor.

Historically, the project has been included in the city’s Capital Improvement Plan (CIP) to address critical infrastructure needs and align with broader transportation goals. Funding for the project was secured through the Wasatch Front Regional Council (WFRC), with efforts to expedite fund availability to address the immediate need for roadway repairs. The project’s development highlights Ogden City’s proactive approach to maintaining and upgrading its transportation network, ensuring that the increased demand from public transit services does not compromise the quality and safety of the infrastructure.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$3.37M	\$3.37M

Detailed Breakdown

Category	FY2027 In Progress	Total
Construction	\$3,371,579	\$3,371,579
Total	\$3,371,579	\$3,371,579

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$3.37M	\$3.37M

Detailed Breakdown

Category	FY2027 In Progress	Total
Grant	\$3,143,324	\$3,143,324
City Funded	\$228,255	\$228,255
Total	\$3,371,579	\$3,371,579



# Madison pedestrian/bicycle connection

## Overview

<b>Request Owner</b>	Taylor Nielsen, City Engineer
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	EN013
<b>Request Groups</b>	EN-Engineering

## Project Location



## Details

**Fund Type:** General CIP

**Type of Project:** Recreation Field Improvements

**Planning Area:** East Central

**Redevelopment Area:** None

**Project Contact:** Taylor Nielsen

**Project Priority:** Desirable

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

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

### Description & Justification:

The **Madison Pedestrian/Bicycle Connection Project** aims to establish a key non-motorized transit link from 20th Street to the Ogden River, following recommendations outlined in the 2016 Bicycle Master Plan. This project proposes a pedestrian and bicycle pathway through the Ogden Cemetery at Madison Avenue/Goldstar Drive, addressing a vital connectivity need expressed in public comments at Council Meetings. The enhancements on 20th Street have laid the groundwork for this connection, making it both feasible and timely.

The project addresses community requests for increased walkability and safer bike routes, providing an essential connection that will benefit residents, commuters, and recreational users. By linking 20th Street to the river area, this pathway supports Ogden's commitment to active transportation options, reduced vehicle traffic, and enhanced accessibility across neighborhoods.

Funding for this project includes \$150,000 per year from Community Plan funding over the next two years, with an additional \$300,000 requested from Prop 1 funds, bringing the total to \$600,000 by FY2028. This strategic funding approach ensures the project will be completed with minimal delay, providing an essential link to Ogden's pedestrian and bicycle network. The Madison connection not only promotes sustainable urban transit but also fulfills a long-standing community need, supporting a more connected, accessible, and health-focused city environment.

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

The **Madison Pedestrian/Bicycle Connection Project** supports Ogden City's objective to achieve platinum status with the League of American Bicyclists, a designation that reflects the highest standards of bicycle-friendly infrastructure and accessibility. This project, which connects 20th Street to the Ogden River, aligns with council policies and city directives to promote active transportation, enhance community connectivity, and expand safe, accessible routes for cyclists and pedestrians alike.

By implementing this connection along Madison Avenue/Goldstar Drive, the city demonstrates its commitment to creating a comprehensive network of non-motorized transit options, essential for achieving platinum status. This project not only fulfills goals outlined in the 2016 Bicycle Master Plan but also represents a step toward meeting the League's rigorous criteria for bicycle infrastructure, safety, and community

engagement. Achieving this status will further enable Ogden to implement future bicycle improvements, reinforcing the city's position as a leader in sustainable, accessible urban transportation.

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

Deferring the **Madison Pedestrian/Bicycle Connection Project** to later years would risk missing out on available outside funding sources, which require timely city funding commitments to align with their financial schedules. This project is crucial for advancing Ogden's goal to achieve platinum status with the League of American Bicyclists and for fulfilling community requests for improved bicycle and pedestrian connectivity.

The timing requirements are critical, as any delay would not only jeopardize external funding opportunities but also hinder progress in completing a key segment of the city's bicycle network as outlined in the 2016 Bicycle Master Plan. Postponing this connection could lead to increased project costs due to rising material and labor expenses and would delay the safety and accessibility benefits intended for pedestrians and cyclists. Ensuring city funding readiness allows the project to proceed without interruption, securing external funds and advancing Ogden's commitment to sustainable transportation.

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

The **Madison Pedestrian/Bicycle Connection Project** is currently awaiting funding, with a RAISE Grant application submitted to support the project's financial needs. If awarded, the RAISE Grant will cover a significant portion of the costs, contingent on securing the city's matching funds to meet grant requirements.

The anticipated schedule for the project includes finalizing funding sources within the next fiscal year, allowing design and preliminary planning to commence shortly thereafter. Once funding is secured, construction is projected to begin within the following two years, ensuring timely progress toward enhancing pedestrian and bicycle connectivity as outlined in the city's plans.

Funding Sources Selected: COMMUNITY PLAN, STATE FUNDINGV

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

Following the completion of the **Madison Pedestrian/Bicycle Connection Project**, ongoing operations and maintenance costs will primarily focus on pathway upkeep, including surface repairs, signage updates, and landscaping to ensure safe, accessible conditions for users. Regular maintenance will be required to prevent surface wear, address any weather-related damage, and maintain clear markings for both pedestrians and cyclists.

These maintenance needs are essential to uphold the pathway's quality and safety standards, supporting Ogden's goal of achieving a platinum designation from the League of American Bicyclists. While routine maintenance will incur ongoing costs, proactive upkeep can help extend the pathway's lifespan and reduce the need for costly repairs in the long term.

### **Strategic Plan Directive Summary**

The **Madison Pedestrian/Bicycle Connection Project** aligns with Ogden's Strategic Plan Directives by enhancing active transportation infrastructure and expanding critical connectivity within the city. This project supports the goal of creating a comprehensive pedestrian and bicycle network by providing a vital link from the Ogden River to 20th Street, directly advancing the objectives set forth in the 2016 Bicycle Master Plan.

By connecting these key areas, the project not only promotes sustainable transportation options but also fosters community accessibility and safety for pedestrians and cyclists. This alignment with the city's strategic directives underscores Ogden's commitment to developing a connected, accessible urban environment that encourages active transit and improves quality of life for residents and visitors alike.

### **Additional History of Project**

In the 2016 Bicycle Master Plan, a project was identified to connect 20th Street to the Ogden River. The proposed project is to connect a pedestrian/bicycle link through the Ogden Cemetery at Madison Ave/Goldstar Drive. Public comment has also been received in Council Meetings requesting this connection be made. The improvements completed on 20th Street now allow for this connection to proceed. This project proposes to use Community Plan funding for the next two years (\$150,000/year). It is also requested to fund \$300,000 from prop 1 funds for a total of \$600,000 in FY2027. Funding was requested for FY2025 and not granted. This adjusted the funding to FY2027.

### Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
<b>\$150K</b>	<b>\$600K</b>	<b>\$600K</b>

#### Detailed Breakdown

Category	FY2026 <i>In Progress</i>	FY2027 <i>In Progress</i>	Total
Construction	\$150,000	\$450,000	\$600,000
<b>Total</b>	<b>\$150,000</b>	<b>\$450,000</b>	<b>\$600,000</b>

### Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
<b>\$150K</b>	<b>\$600K</b>	<b>\$600K</b>

#### Detailed Breakdown

Category	FY2026 <i>In Progress</i>	FY2027 <i>In Progress</i>	Total
Restricted Taxes (B&C or Prop1)	\$0	\$300,000	\$300,000
City Funded	\$150,000	\$150,000	\$300,000
<b>Total</b>	<b>\$150,000</b>	<b>\$450,000</b>	<b>\$600,000</b>

### Operational Costs

FY2026 Budget	Total Budget (all years)	Project Total
<b>\$0</b>	<b>\$45K</b>	<b>\$45K</b>

#### Detailed Breakdown

Category	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	FY2029 <i>In Progress</i>	Total
Operations/Maintenance	\$15,000	\$15,000	\$15,000	\$45,000
<b>Total</b>	<b>\$15,000</b>	<b>\$15,000</b>	<b>\$15,000</b>	<b>\$45,000</b>

# Street Construction

## Overview

<b>Request Owner</b>	Taylor Nielsen, City Engineer
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	EN006
<b>Request Groups</b>	EN-Engineering

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## Details

**Fund Type:** General CIP

**Project Priority:** Necessary

**Type of Project:** Road/Sidewalk Improvement

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

**Planning Area:** None

**Redevelopment Area:** None

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

**Project Contact:** Taylor Nielsen

### Description & Justification:

This ongoing project focuses on the continuous improvement and upgrade of the most severely deficient streets within Ogden City. It aims to allocate funds annually for various road maintenance and reconstruction projects, as identified by the department. The project targets the most deteriorated street sections, prioritizes roads undergoing major utility upgrades, and addresses roads requiring essential maintenance treatments such as chip seal, fog seal, or other surface preservation techniques. Additionally, the City Engineer has the discretion to address unforeseen road failures or emergency circumstances that arise outside of the initially planned projects. The allocated funds are structured over a five-year period to ensure consistent, phased improvements that align with the city's long-term infrastructure goals.

Maintaining city streets in a safe and traversable condition is a critical responsibility of the City, ensuring reliable and comfortable transportation for all users, including pedestrians, bicyclists, and motorists. Well-maintained roadways contribute to public safety, reduce the risk of accidents, and help extend the service life of the city's infrastructure. This project supports council policies focused on community safety, economic vitality, and enhancing the city's overall image and reputation. Regular maintenance and timely upgrades are necessary to prevent more extensive and costly repairs in the future, thereby demonstrating the city's commitment to preserving its road network and providing high-quality public services.

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

This street construction and rehabilitation project aligns with Ogden City's adopted plans and policies by addressing infrastructure improvements identified in the annual pavement condition inventory. The project supports the city's commitment to maintaining safe, functional, and accessible roadways, in line with council directives focused on community safety, infrastructure sustainability, and urban mobility. Streets selected for rehabilitation are identified by the City Engineer in response to unforeseen road failures or urgent needs. This approach ensures that the most critical and deteriorated sections of the city's road network receive the necessary upgrades, aligning with the city's long-term vision for well-maintained public infrastructure and consistent improvements in transportation efficiency and safety.

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

Deferring the street construction and rehabilitation project would have several significant consequences, directly impacting public safety and the long-term integrity of Ogden's road network. Without timely maintenance and upgrades, the most deteriorated sections of the city's roadways would continue to degrade, increasing the likelihood of potholes, surface failures, and structural issues. This deterioration poses a

heightened risk of accidents for motorists, cyclists, and pedestrians, as uneven road surfaces and compromised infrastructure reduce safety and drivability.

Additionally, delaying this project would lead to higher future repair costs, as minor surface defects that could be addressed through maintenance treatments may escalate into major structural failures requiring more extensive and costly reconstruction. Deferral would also impact the coordination of street improvements with other city projects, such as utility upgrades, leading to inefficiencies and potential disruptions for residents and businesses. Timely implementation of this project is essential to preserve road quality, enhance safety, and minimize long-term financial impacts on the city's budget.

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

This street construction and rehabilitation project is part of a continual effort to address the most critically deteriorated sections of Ogden's road network. The project is structured with a recommended annual budget allocation of **\$100,000** for engineering and design work, and **\$2,000,000** for construction and maintenance activities. The funding for the project is planned for the next five years, ensuring ongoing improvements and phased implementation aligned with the city's infrastructure priorities.

Funding Sources Selected: STATE, CIP FUND

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

Effectively managing the operations and maintenance of Ogden's road network presents a variety of challenges. One primary concern is the impact of increased vehicular traffic and the heavy loads from transportation and busses, which can accelerate wear and tear on road infrastructure. This results in a higher frequency of maintenance activities needed to address issues such as potholes, cracks, and pavement distress. Adequate funding for ongoing road maintenance is essential to ensure timely repairs and to prevent minor issues from escalating into major structural failures.

Weather conditions, particularly freeze-thaw cycles, exacerbate surface damage and contribute to pavement deterioration, requiring additional maintenance efforts. As the city continues to grow and expand, the road network must adapt to meet increasing demands, necessitating strategic planning and infrastructure upgrades. Traffic management and road safety remain critical, with ongoing needs for signage, signals, and enhancements to ensure safe and efficient transportation. Maintaining a sustainable budget for these activities is key to preserving the longevity of the roadways and supporting the city's commitment to providing a safe, reliable transportation system for residents and visitors.

### **Strategic Plan Directive Summary**

The **Street Construction and Rehabilitation Project** aligns with the following City Council Strategic Plan Directives:

**Community Safety:** This project directly enhances community safety by maintaining and upgrading the road network, ensuring safe and reliable pathways for motorists, cyclists, and pedestrians. By addressing deteriorated street sections and implementing necessary repairs, the project reduces the risk of accidents and provides a secure transportation environment for all road users. Well-maintained streets contribute to the overall safety and accessibility of the city's infrastructure.

**City Image & Reputation:** Improving the condition of the city's streets significantly boosts Ogden's image and reputation. The enhancements not only increase the aesthetic appeal of the community but also encourage property owners to invest in landscaping and frontage improvements. A well-maintained road network reflects the city's commitment to quality urban infrastructure, fostering a sense of pride among residents and creating a positive impression for visitors and potential investors.

**Economic Development:** Reliable and accessible roadways are crucial for supporting local businesses and economic growth. By maintaining the streets in good condition, the city ensures efficient transportation and connectivity, which is vital for commerce, tourism, and daily commuting. Infrastructure improvements can also increase property values and stimulate investment, contributing to the city's overall economic vitality. The project's focus on improving the Pavement Condition Index aligns with strategic goals for long-term infrastructure sustainability and economic development.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$693K	\$9.09M	\$11.9M

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
Construction	\$493,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$8,493,000
Planning & Design	\$200,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000
Total	\$693,000	\$2,100,000	\$2,100,000	\$2,100,000	\$2,100,000	\$9,093,000

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$693K	\$9.09M	\$11.9M

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
City Funded	\$0	\$1,407,000	\$1,407,000	\$1,407,000	\$1,407,000	\$5,628,000
Restricted Taxes (B&C or Prop1)	\$693,000	\$693,000	\$693,000	\$693,000	\$693,000	\$3,465,000
Total	\$693,000	\$2,100,000	\$2,100,000	\$2,100,000	\$2,100,000	\$9,093,000

# Sidewalk, Curb and Gutter Replacement

## Overview

<b>Request Owner</b>	Taylor Nielsen, City Engineer
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	EN004
<b>Request Groups</b>	EN-Engineering

## Details

**Fund Type:** General CIP

**Project Priority:** Necessary

**Type of Project:** Road/Sidewalk Improvement, Road/Sidewalk Reconstruction

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

**Planning Area:** None

**Redevelopment Area:** None

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

**Project Contact:** Taylor Nielsen

### Description & Justification:

The Sidewalk, Curb, and Gutter Replacement Project is an ongoing initiative focused on the continuous replacement and upgrade of deteriorating sidewalk, curb, and gutter sections throughout Ogden City. The project addresses a variety of concrete issues arising from age-related wear, tree root damage, utility cuts, and other environmental factors. The objective is threefold: **City-Wide Concrete Replacement Program:** This component targets concrete deficiencies that do not meet city engineering standards and pose potential safety hazards, prioritizing repairs and replacements throughout the city. **Safe Routes to School Upgrades:** This aspect of the project enhances pedestrian safety around school zones by improving and upgrading sidewalks to ensure safe and accessible pathways for children walking to and from school. **Citizen 50/50 Program:** This program provides a cost-sharing opportunity for residents, allowing community members to expedite concrete improvements on their property by covering a percentage of the costs associated with concrete replacement, fostering community involvement and timely upgrades.

The primary reasons for consistent, long-term maintenance of sidewalks, curbs, and gutters are to ensure public safety and to facilitate effective stormwater drainage. The City has a responsibility to maintain these public items in a safe and accessible condition, minimizing trip hazards and enhancing pedestrian safety. Properly maintained curbs and gutters are crucial for directing stormwater, reducing the risk of localized flooding and protecting the integrity and long term maintenance of the roadway.

The City will leverage state and federal funding programs as they become available to support these improvements. This project aligns with Ogden City's commitment to public safety, community well-being, and infrastructure sustainability. The funds allocated are structured over a five-year period to enable ongoing, phased enhancements.

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

The project will improve the infrastructure and reduce risk.

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

The Sidewalk, Curb, and Gutter Replacement Project aligns with Ogden City's adopted plans and policies by focusing on improving public infrastructure and reducing risks associated with deteriorated concrete surfaces. The project directly supports the city's commitment to

enhancing pedestrian safety, ensuring accessible pathways, and maintaining functional stormwater drainage systems. By addressing concrete deficiencies, this initiative helps the city meet its responsibility to provide safe, well-maintained streets and sidewalks. The project complements the city's efforts to support safe school routes and promote active transportation options, reinforcing long-term urban development goals.

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

The Sidewalk, Curb, and Gutter Replacement Project is an ongoing initiative, structured with planned funding allocations for the next five years. The recommended annual budget includes **\$40,000** for engineering and design, **\$580,000** dedicated to the city-wide concrete replacement program, **\$100,000** for school sidewalk improvements (Safe Routes to School), and **\$20,000** allocated to the Citizen 50/50 Program.

The project is currently on a prioritized schedule based on the assessment of concrete deficiencies throughout the city. Repairs and upgrades are carried out on a rolling basis, focusing on the most critical areas first to address safety hazards and infrastructure needs. The funding plan aims to provide consistent progress in maintaining and upgrading the city's concrete infrastructure, leveraging both local resources and external funding opportunities as they become available. The phased approach ensures timely enhancements while aligning with the city's broader goals for public safety and infrastructure improvement.

Awaiting funding expected from ACTIVE TRANSPORTATION (STATE)

### Perpetual Project Proposed 5 Year Schedule

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

Managing the operations and maintenance of Ogden City's sidewalk, curb, and gutter network presents several key challenges. One primary concern is the ongoing impact of weather, environmental factors, and daily wear from pedestrian traffic. Sidewalks are subject to cracking, settling, and damage from tree roots, which can create uneven surfaces and pose safety hazards. Regular inspections and timely repairs are necessary to maintain a safe and accessible pedestrian environment, reducing the risk of accidents and liability.

Increased foot traffic, particularly in busy commercial areas or during city events, can exacerbate the wear on pedestrian walkways, necessitating more frequent maintenance efforts, especially during the winter months. Additionally, ensuring accessibility for all individuals, including those with disabilities, remains a critical focus. This requires ongoing upgrades to remove obstacles, repair trip hazards, and provide compliant pathways.

Adequate and consistent funding is essential to address routine maintenance needs, including crack sealing, concrete repairs, and accessibility improvements. Addressing these concerns helps create a well-maintained, safe, and user-friendly sidewalk network that enhances the city's overall infrastructure and supports active transportation goals.

### Strategic Plan Directive Summary

The Sidewalk, Curb, and Gutter Replacement Project aligns with the City Council Strategic Plan Directives, specifically addressing:

#### Community Safety:

The project directly contributes to community safety by ensuring well-maintained, accessible pedestrian pathways. Regular maintenance and upgrades reduce trip hazards and improve the overall safety of sidewalks, particularly in high-traffic areas and near schools. This aligns with the city's commitment to providing safe and reliable pedestrian access for all residents, following the success metric of feet of sidewalk maintained or improved.

#### City Image & Reputation:

Enhancements to sidewalks, curbs, and gutters improve the aesthetic appeal of street frontages, reflecting positively on Ogden City's image. Upgraded infrastructure contributes to a clean, well-kept appearance, which in turn encourages property owners to invest in their own



landscaping and frontage improvements. These efforts bolster the city’s reputation as a well-maintained and attractive place to live, work, and visit.

Economic Development:

By maintaining and upgrading pedestrian infrastructure, the project supports economic development by creating an inviting environment for businesses and residents. Safe, accessible sidewalks enhance walkability and connectivity, which are key components of a vibrant urban area. Improved sidewalk infrastructure can increase foot traffic, supporting local businesses and contributing to the overall economic vitality of the city.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$940K	\$3.9M	\$5.14M

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
Construction	\$940,000	\$740,000	\$740,000	\$740,000	\$740,000	\$3,900,000
Total	\$940,000	\$740,000	\$740,000	\$740,000	\$740,000	\$3,900,000

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$940K	\$3.9M	\$5.14M

Detailed Breakdown

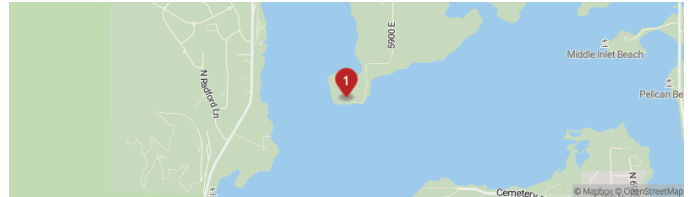
Category	FY2026 <i>In Progress</i>	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	FY2029 <i>In Progress</i>	FY2030 <i>In Progress</i>	Total
Restricted Taxes (B&C or Prop1)	\$940,000	\$740,000	\$740,000	\$740,000	\$740,000	\$3,900,000
Total	\$940,000	\$740,000	\$740,000	\$740,000	\$740,000	\$3,900,000

# Pineview Wellfield

## Overview

<b>Request Owner</b>	Brady Herd, WATER UTILITY MANAGER
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	WU107
<b>Request Groups</b>	WU-Water Utility
<b>Estimated Start Date</b>	10/14/2024
<b>Estimated Completion Date</b>	12/15/2027

## Project Location



## Details

**Fund Type:** Enterprise Funds

**Type of Project:** Water Distribution System Improvements

**Planning Area:** None

**Redevelopment Area:** None

**Project Contact:** Brady Herd

**Project Priority:** Necessary

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

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

### Description & Justification:

There are six city wells that are located on an edge of a peninsula that borders Pineview Reservoir. Construction of the six wells was completed in 1973 to provide drinking water to Ogden City. These wells account for (a maximum of) approximately 20 million gallons of drinking water per day. The existing wells have already exceeded their design life and need to be replaced. In 2010 and 2011 CRS Engineering completed an assessment of the Pineview wells and recommended that the City establish a capital reserve fund for replacing the existing wells. CRS's assessment determined that all existing wells have exceeded their design and that there were multiple wells structurally compromised that limit the specific capacity of the wells. Given this information these wells continue to operate beyond their design life and should be replaced before failure. Constructing new wells and the required operational accessories will allow for continued delivery of water to users and also provide secure source protection of the well field.

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

This project is consistent with source protection and guidelines outlining well replacement. It is directly tied to community safety through water production and sustainable fire flow. Having sufficient water resources is a direct reflection of the City image and reputation that can be found in the strategic plan directive.

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

Possible consequences of deferring this project are continued loss in well performance and water production. Risk of having water production and delivery failure. Increasing energy costs because of inefficiencies due to aged wells, infrastructure and facilities. The City also runs the risk of increased project and inflation costs the longer replacement is deferred.

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

It is proposed to fund CIP WU107 with the following amounts: FY2025 design at \$275,000 and FY2026 construction at \$3,000,000.

Funding Source Selected: Water Enterprise

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

This new well will replace an old well and there are no operation & maintenance concerns at this time.

Strategic Plan Directive Summary

City Image & Reputation: Constructing new replacement Pineview wells would be in the City’s best interest given that the existing wells have already exceeded their design life. Having sufficient water resources is a requirement for a water provider and directly reflects on the image and reputation of Ogden City.

Community Safety: Reconstructing the Pineview wells will help sustain the City's water production, provide for fire flow and allow the city to meet future demands.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
\$275K	\$3.28M	\$3.28M

Detailed Breakdown

Category	FY2026 In Progress	FY2027 In Progress	Total
Site Improvements	\$0	\$3,000,000	\$3,000,000
Planning & Design	\$275,000	\$0	\$275,000
Total	\$275,000	\$3,000,000	\$3,275,000

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
\$275K	\$3.28M	\$3.28M

Detailed Breakdown

Category	FY2026 In Progress	FY2027 In Progress	Total
Enterprise	\$275,000	\$3,000,000	\$3,275,000
Total	\$275,000	\$3,000,000	\$3,275,000

# Distribution, Fire Flow, & Pressure Improvements

## Overview

<b>Request Owner</b>	Taylor Nielsen, City Engineer
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	WU015
<b>Request Groups</b>	WU-Water Utility

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## Details

**Fund Type:** Enterprise Funds

**Project Priority:** Necessary

**Type of Project:** Water Distribution System Improvements

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

**Planning Area:** None

**Redevelopment Area:** None

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

**Project Contact:** Taylor Nielsen

### Description & Justification:

The **WU015 - Water Capital Improvements Project** focuses on critical upgrades and replacements within Ogden City's extensive culinary water distribution system, one of the largest in Utah, spanning approximately 359 miles of water line. According to the 2018 Water Master Plan (Sunrise), several areas in the system have been identified as having insufficient-sized piping, lacking necessary looping, and requiring upgrades to ensure adequate pressure and fire flow protection. Additionally, many of the existing pipes are deteriorated due to age, material type, soil conditions, and fluid transients (sudden changes in fluid velocity that cause unsteady flow and increased pressures). This deterioration necessitates a comprehensive plan for pipe replacement to address known system deficiencies and prevent failures.

The purpose of this project is to establish a systematic replacement schedule for aging pipes and components, reducing the risk of unexpected failures that could disrupt service. The project also includes upgrades to source supply and protection measures to accommodate both current and future demands on the water system. Maintenance and repair of storage facilities are critical components of this project, as they directly impact the city's ability to maintain sufficient fire flow capacity. Any loss of storage capacity could compromise the availability of water during emergencies, underscoring the importance of ongoing maintenance and capital improvements.

This project aligns with Ogden City's adopted council policies and directives to ensure reliable and efficient water service delivery, prioritizing public safety and infrastructure resilience. By addressing the needs identified in the Water Master Plan, the project supports the city's long-term vision for sustainable utility management and urban growth. The City Engineer has the discretion to adjust project priorities if unforeseen issues arise that require immediate attention, ensuring flexibility in responding to urgent needs.

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

The **WU015 - Water Capital Improvements Project** aligns with Ogden City's adopted plans and policies by supporting critical infrastructure upgrades as outlined in the 2018 Water Master Plan (Sunrise). The project directly addresses the Ogden City Council's policy to maintain a minimum of 50 PSI water pressure for all residents, ensuring consistent and reliable water service. By implementing necessary pipe replacements, upgrades to storage facilities, and improvements to Pressure Reducing Valves (PRVs), the project helps bring the city into compliance with this policy.

Additionally, replacing aging water infrastructure is a key component of the project, reducing the risk of pipe failures, eliminating significant water losses, and enhancing the overall efficiency and functionality of the distribution system. The planned upgrades are designed to meet

the long-term needs identified in the Water Master Plan, focusing on enhancing water pressure, ensuring fire flow protection, and maintaining sufficient storage capacity. This project is aligned with Ogden's strategic goals for sustainable utility management, public safety, and resilient infrastructure, demonstrating the city's commitment to providing high-quality, reliable water service to its residents.

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

Deferring the **WU015 - Water Capital Improvements Project** would pose significant risks to Ogden City's water distribution system, potentially leading to critical service disruptions and increased costs. Without timely upgrades, the city faces an elevated risk of delivery failures in areas where aging infrastructure is known to be problematic. When pipe failures or breaks occur, they often result in expensive repairs, including damage to surface improvements, adjacent properties, and disruption to daily water service.

Additionally, postponing these improvements would exacerbate existing issues with insufficient fire flows in certain locations, compromising public safety and the city's ability to respond effectively in emergencies. Delays in maintaining and upgrading storage facilities could impact their ability to withstand normal operations and maintain adequate water levels, directly affecting the system's capacity to provide consistent service and meet fire flow demands.

The deferred maintenance of existing sources and storage facilities also poses a risk, as these components require regular upkeep to handle increased production demands driven by population growth. Failure to address these maintenance needs in a timely manner could lead to reduced water availability, impacting the city's ability to meet current and future water demand. In summary, delaying this project would not only increase the likelihood of costly emergency repairs but also jeopardize the city's compliance with safety standards and its capacity to ensure reliable water service for residents.

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

The **WU015 - Water Capital Improvements Project** is actively progressing, with funding recommendations outlined to support the ongoing upgrades and replacements needed for the city's water infrastructure. The funding is planned as follows: **\$5,800,000 in FY2026, \$5,800,000 in FY2027, \$5,800,000 in FY2028, \$6,135,000 in FY2029, and \$6,135,000 in FY2030**. These allocations are designed to cover the costs of critical pipe replacements, upgrades to storage facilities, and improvements to source supply.

Work will proceed according to the available funding each fiscal year, with design and engineering tasks beginning ahead of the construction phases to ensure timely project delivery. The phased funding approach allows the city to systematically address known system deficiencies while maintaining flexibility to respond to emergent issues. The anticipated schedule aims to maintain consistent progress over the next several years, aligning with the city's long-term strategy for sustainable water system management.

Funding Source Selected: WATER FUND

### Perpetual Project Proposed 5 Year Schedule

Fiscal Year	Estimated Cost
FY2026	
Jefferson - 33rd to 36th	\$ 1,300,000.00
Lockwood & Canfield Drives	\$ 2,000,000.00
Various 2" Water Line Replacements	\$ 500,000.00
Grant - 25th to 26th	500,000.00
24th Street Interchange	1,400,000.00
Total for 2026	5,700,000.00
FY2027	
21st & Lincoln Intersection, 21st St	\$ 2,500,000.00
Orchard, Liberty, Madison Leak Replacement	\$ 1,700,000.00

Fiscal Year	Estimated Cost
Lincoln - 25th to 26th	500,000.00
Various 2" Replacements	500,000.00
25th - Lincoln to Grant	600,000.00
Total for 2027	5,800,000.00
FY2028	
36th Street Water Line Replacement	\$ 2,500,000.00
37th Street, Harrison to Jackson	\$ 1,200,000.00
25th Street Wall to Lincoln, Grant to Wash	1,200,000.00
Various 2" Replacements	800,000.00
Total for 2028	5,700,000.00
FY2029	
Mile High, Mohawk, Shoshone	2,500,000.00
Ridgedale Projects	2,300,000.00
7th Street - Monroe to Harrison	650,000.00
Total for 2029	5,450,000.00
FY2030	
Ridgedale Projects	2,000,000.00
32nd Street East Central Leaks	2,000,000.00
Eccles - 25th to 27th 28th-29th	1,200,000.00
Goddard, Chatelain, Van Buren	1,400,000.00
Meadow Dr.	400,000.00
Avalon Hills	800,000.00
5th St. Leaks	750,000.00
Total for 2030	8,550,000

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

The operation and maintenance of Ogden City's water distribution system, following the completion of the **WU015 - Water Capital Improvements Project**, will continue to present significant challenges and require ongoing attention. One of the primary concerns is managing aging infrastructure, as older pipes and valves are more prone to leaks, bursts, and water loss. Despite the planned upgrades, a substantial portion of the system will still require vigilant maintenance to prevent service disruptions and minimize costly emergency repairs.

Additionally, population growth and urban expansion will increase demand for the water distribution system, necessitating regular assessments and potential further upgrades to accommodate rising usage. The city must allocate sufficient resources to ensure that the system can meet both current and future demands effectively.

Maintaining high water quality is another critical concern. The city conducts ongoing monitoring and testing to prevent contamination and ensure compliance with health standards. Finally, implementing sustainable water management practices, such as conservation measures and public awareness programs, will help mitigate the strain on water resources, promoting efficient use and long-term resilience of the water supply system.

Strategic Plan Directive Summary

The **WU015 - Water Capital Improvements Project** aligns closely with Ogden City’s Strategic Plan Directives by enhancing **Community Safety**, improving **City Image and Reputation**, and supporting **Economic Development**.

First, the project directly addresses **Community Safety** by upgrading critical components of the water distribution system, ensuring reliable access to clean water and maintaining adequate pressure for fire flow protection. By replacing aging infrastructure and preventing potential system failures, the project safeguards public health and safety, which is essential for a resilient and secure community.

In terms of **City Image and Reputation**, ongoing improvements to the city’s utility systems demonstrate a proactive commitment to maintaining high-quality public infrastructure. Upgrading and modernizing the water system reduces water losses and helps meet the city’s conservation goals, showcasing Ogden as a forward-thinking, environmentally responsible community. A well-maintained utility network enhances the city’s appearance, reflects well on its management practices, and boosts overall public confidence.

Finally, the project contributes to **Economic Development** by ensuring a stable, efficient water supply that can support current businesses and attract new investments. Reliable utility infrastructure is a cornerstone of urban growth and development, as it provides the essential services that businesses and residents depend on. By investing in the long-term sustainability of the water system, Ogden City is creating a strong foundation for future economic opportunities, supporting the city’s strategic vision for growth and prosperity.

This project is a strategic investment in Ogden’s future, aligning with key directives to promote safety, enhance city reputation, and foster economic resilience.

Additional History of Project

The **WU015 - Water Capital Improvements Project** has been an ongoing effort aimed at upgrading and modernizing Ogden City’s extensive water distribution system. Historically, the project has focused on addressing aging infrastructure, mitigating system failures, and ensuring adequate water pressure and fire flow protection as outlined in the 2018 Water Master Plan (Sunrise). The project has included systematic replacements of deteriorated pipes, upgrades to storage facilities, and improvements to Pressure Reducing Valves (PRVs), all aimed at enhancing system reliability and reducing water losses.

Currently, the project is undergoing a significant update with a new revision to the Water Master Plan. This update involves a comprehensive evaluation of the existing placement of projects, allowing for a reassessment of priorities based on the latest data and identified system needs. The updated plan may introduce new recommendations for necessary projects, aligning with the city’s goals for sustainable water management and improved service delivery. This approach ensures that the WU015 project continues to address critical infrastructure needs effectively, adapting to evolving challenges and supporting Ogden’s long-term vision for a resilient and efficient water system.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$5.8M	\$29.7M	\$41.5M

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	\$5,220,000	\$5,220,000	\$5,220,000	\$5,521,500	\$5,521,500	\$26,703,000
Planning & Design	\$580,000	\$580,000	\$580,000	\$613,500	\$613,500	\$2,967,000
Total	\$5,800,000	\$5,800,000	\$5,800,000	\$6,135,000	\$6,135,000	\$29,670,000

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$5.8M	\$29.7M	\$41.5M

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	\$5,800,000	\$5,800,000	\$5,800,000	\$6,135,000	\$6,135,000	\$29,670,000
Total	\$5,800,000	\$5,800,000	\$5,800,000	\$6,135,000	\$6,135,000	\$29,670,000



# Water Facility Security Fencing

## Overview

<b>Request Owner</b>	Brady Herd, WATER UTILITY MANAGER
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	WU007
<b>Request Groups</b>	WU-Water Utility

## Project Location



## Details

**Fund Type:** Enterprise Funds

**Type of Project:** Water Distribution System Improvements

**Planning Area:** None

**Redevelopment Area:** None

**Project Contact:** Brady Herd

**Project Priority:** Necessary

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

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

### Description & Justification:

Fencing around drinking water facilities is crucial for safeguarding public health and ensuring a reliable water supply. By restricting access to unauthorized personnel, fencing helps prevent:

- **Accidental Contamination:** Limiting access to potential sources of contamination like chemicals or debris.
- **Intentional Harm:** Detering acts of vandalism, sabotage, or terrorism.
- **Public Safety:** Protecting visitors and workers from hazards within the facility.
- **Compliance:** Meeting regulatory standards for water security and safety.

Investing in fencing is a proactive step to protect the City water facilities and resources.

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

**City Image & Reputation:** Replacing and constructing a new fence around the Water Facilities is in the City's best interest given that their existing fences have already exceeded their design life. Having sufficient water resources is a requirement for a water provider and directly reflects on the image and reputation of Ogden City.

**Community Safety:** Reconstructing fencing will help harden security at key water facilities that provide drinking water and fire flow and this will enable the city to protect and secure facilities to meet future demands.

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

Inadequate fencing around drinking water facilities can lead to a variety of serious consequences, including:

#### Public Health Risks

- **Contamination:** Unauthorized access can increase the risk of intentional or accidental contamination of the water supply with harmful substances.
- **Waterborne Illness:** Contaminated water can lead to outbreaks of waterborne diseases, such as cholera, typhoid fever, and dysentery.

Infrastructure Damage

- Vandalism: Lack of proper fencing can encourage vandalism, leading to damage to equipment, pipes, and other infrastructure.
- Theft: Valuable equipment and materials may be stolen, disrupting water service and increasing costs.

Security Threats

- Terrorism: Inadequate security measures, including fencing, can make water facilities vulnerable to terrorist attacks.
- Sabotage: Malicious actors may attempt to sabotage the system, causing widespread disruptions.

To mitigate these risks, it is essential to implement robust security measures, including adequate fencing. By investing in these measures, water utilities can protect public health, safeguard infrastructure, and maintain public trust

Current Status of Project and Funding Sources Selected:

Water Enterprise funds would need to be utilized for facility fencing.

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

None

Strategic Plan Directive Summary

Community Safety

Fencing around drinking water facilities is a vital measure to safeguard public health and ensure the reliability of our water supply. By limiting access to unauthorized individuals, fencing helps prevent:

- Contamination: Accidental or intentional introduction of harmful substances into the water supply.
- Vandalism: Damage to critical infrastructure that can disrupt water service.
- Theft: Loss of valuable equipment and materials.

Investing in fencing demonstrates a commitment to community safety and well-being.

City Image & Reputation

Fencing around drinking water facilities is more than just a physical barrier; it's a symbol of commitment to community safety and environmental responsibility.

Capital Cost

FY2026 Budget

\$100K

Total Budget (all years)

\$300K

Project Total

\$300K

Detailed Breakdown

Category	FY2026 <i>In Progress</i>	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	Total
Construction	\$100,000	\$100,000	\$100,000	\$300,000
Total	\$100,000	\$100,000	\$100,000	\$300,000

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total
\$100K	\$300K	\$300K

Detailed Breakdown

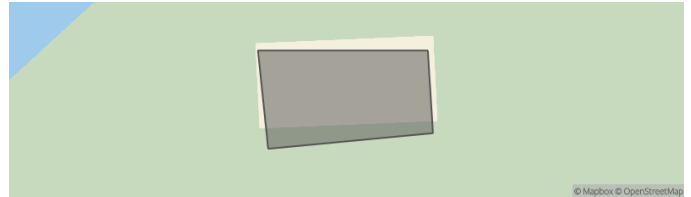
Category	FY2026 <i>In Progress</i>	FY2027 <i>In Progress</i>	FY2028 <i>In Progress</i>	Total
Enterprise	\$100,000	\$100,000	\$100,000	\$300,000
Total	\$100,000	\$100,000	\$100,000	\$300,000

# Treatment Plant Dewatering Building Auger

## Overview

<b>Request Owner</b>	Brady Herd, WATER UTILITY MANAGER
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	WU005
<b>Request Groups</b>	WU-Water Utility

## Project Location



## Details

**Fund Type:** Enterprise Funds

**Project Contact:** Brady Herd

**Type of Project:** Water Distribution System Improvements

**Project Priority:** Necessary

**Planning Area:** None

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

**Redevelopment Area:** None

**Strategic Plan Directive:** Community Safety

### Description & Justification:

The Ogden City Treatment Plant Dewatering building is in need of upsizing its output auger's capacity. Currently, the auger is limited to transferring sludge material in one direction which is into the dewatering building. Replacing the existing auger with a new one that has more capacity and the ability to transfer sludge material bidirectionally is necessary to keep up with water production and demand. In addition to this, having an auger that can bidirectionally transfer sludge into or out of the building will greatly improve equipment maneuverability and safety.

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

Strategic Plan Directive; Community Safety

Ogden's community health and well-being depend on clean, safe water. This new dewatering auger will significantly improve our water treatment processes, ensuring the highest quality water for generations to come.

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

Limited sludge processing and output which will limit water treatment and production at the plant.

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

Water Utility Enterprise Funds will be used to do this project.

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

None

### Strategic Plan Directive Summary

Ogden's community health and well-being depend on clean, safe water. This new dewatering auger will significantly improve our water treatment processes, ensuring the highest quality water for generations to come.

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## Capital Cost

FY2026 Budget

**\$315K**

Total Budget (all years)

**\$315K**

Project Total

**\$315K**

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### Detailed Breakdown

Category	FY2026 <i>In Progress</i>	Total
Construction	\$315,000	<b>\$315,000</b>
<b>Total</b>	<b>\$315,000</b>	<b>\$315,000</b>

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## Funding Sources

FY2026 Budget

**\$315K**

Total Budget (all years)

**\$315K**

Project Total

**\$315K**

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### Detailed Breakdown

Category	FY2026 <i>In Progress</i>	Total
Enterprise	\$315,000	<b>\$315,000</b>
<b>Total</b>	<b>\$315,000</b>	<b>\$315,000</b>

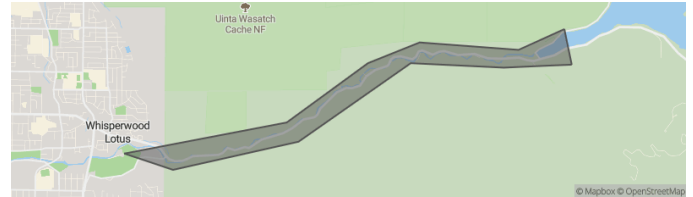
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# 36" Canyon Waterline Replacement

## Overview

<b>Request Owner</b>	Taylor Nielsen, City Engineer
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	WU003
<b>Request Groups</b>	WU-Water Utility

## Project Location



## Details

**Fund Type:** Enterprise Funds

**Type of Project:** Water Distribution System Improvements

**Planning Area:** None

**Redevelopment Area:** None

**Project Contact:** Justin Anderson

**Project Priority:** Necessary

**Other Resources That Were Explored:** Other Department Financing, Other

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

**Strategic Plan Directive Summary:** Improvement to City utility systems contributes continually to the City Image and Appearance. In the event the water, sewer, or storm drain system stopped operating, it would be catastrophic both for the safety of the Citizens and the reputation of the City. These water lines are critical to meet all water demands.

### Description & Justification:

Ogden City water supply system has identified extensive system repairs and replacement to accommodate the aging infrastructure. These improvements typically require saving funds over multiple years to accomplish one project. Examples include replacing the wellfield line, the 36-inch Canyon Water Line, and the Pineview Well replacement. These projects could qualify for existing federal funding with the current proposed funding sources being offered. If federal funds were received for these projects, it would help allocate and fund additional water projects with the existing master plan funds outlined in the Water Master Plan.

The Well Field Line is critical for Ogden City to deliver water to its daytime population of 120,000 residents. The Well Field Line is a 36-inch concrete-lined steel pipe installed in 1970. The Well Field Line is approximately 2.2 miles long and can be broken into three sections. 1. 36" Line SR 158 -8,600 LF 2. 24" Line Pineview Dam -600 LF. The water transmission line from the Ogden well field runs to the southwest under Pineview reservoir and up to and along State Road (SR) 158, then drops down a rocky cliff face to below the bottom of the dam. This 36" line is nearing the end of its expected service life. It is also essential to do surface maintenance along the pipe corridor and to acquire property, when reasonably available, along the alignment of the 36-inch line to deal with maintenance and constructability issues and protect the water main in the current alignment. This will protect the line from encroachment by additional structures and existing development. Two other sections of large-diameter pipelines have yet to be assessed. Ogden City Canyon Water Line is old (1936) and needs replacement. The right-of-way for this water line follows an old railroad right-of-way deeded to the City. Over the years, the right of way has become overgrown, landslides have covered the pipe, and individual property owners have placed additional fill material over the pipeline. All these factors prevent Ogden City from being able to maintain the aging infrastructure properly. The 36" Water Line is an 87-year-old shot coat steel and concrete water line that is 4.2 miles long. The funding for the projects is as follows: 1. Canyon Water Line including 42" gravity line to 23rd Street Reservoir- \$64,570,000; 2. Pine View Water Line \$22,430,000;

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

Portions of this project is outlined in the adopted Culinary Water Master Plan that was amended in 2018. Additionally, an assessment of the 36-inch water line was recommended in a condition study completed in 2009 by Black and Veatch. An additional assessment was completed

in 2019 by Pure Technologies and did not provide conclusive results on the 36-inch water line.

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

An assessment of the 42-inch pipeline from the well field to the treatment plant was completed (2019 Pure Technologies) with mixed results. The importance of these lines cannot be understated. Deference of this project would jeopardize state and federal funding which is being applied for by staff.

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

The full replacement of the 36-inch water line will need to be done in phases. Constructability issues are being worked on, and we will issue a CM/GC contract this year. This will define problematic areas and issues with replacing the 36" water line. The other projects are identified and will begin design as funding becomes available. Funding for the replacement of the line must come together. It is anticipated that the federal government, through WIFIA, could provide up to \$42,630,000 million; the City is working with the State Revolving Fund (SRF) or could request an appropriation through the state legislature for \$34,370,000 million, with an additional \$10,000,000 million coming from ARPA funds.

Funding Sources Selected: FEDERAL, STATE, ARPA, OTHER

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

Managing the operations and replacement of the canyon water line, a critical infrastructure comprising a 36" steel line installed in the early 1900s, presents unique challenges. The aging nature of the steel line raises concerns about corrosion, leaks, and overall structural integrity, necessitating a comprehensive and timely replacement strategy. Regular inspections are crucial to identify potential vulnerabilities and mitigate the risk of catastrophic failures that could impact the water supply to the city. Adequate funding for the replacement project is paramount to ensure the installation of a modern and durable water line that meets current safety and efficiency standards.

Being a canyon, the geographical context adds an additional layer of complexity to the replacement process. The topography and environmental considerations require careful planning to minimize disruption to the natural surroundings while ensuring the new water line is resilient to the canyon's unique challenges, such as soil erosion.

# Weber & Ogden River Restoration

## Overview

<b>Request Owner</b>	Taylor Nielsen, City Engineer
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	SU078
<b>Request Groups</b>	SU-Storm Sewer Utility

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## Details

**Fund Type:** Enterprise Funds

**Project Priority:** Desirable

**Type of Project:** River Restoration

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

**Planning Area:** None

**Redevelopment Area:** None

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

**Project Contact:** Taylor Nielsen

### Description & Justification:

The **Weber & Ogden River Restoration Project** is a comprehensive effort to rehabilitate degraded sections of the riverbanks along the Weber and Ogden Rivers, where Ogden City's stormwater currently drains. Over time, poor stabilization methods and ongoing erosion have left these riverbanks vulnerable to failure. Many of the stormwater discharge points, especially along the Weber River, are showing signs of structural damage due to shifting river morphology and sediment build-up. This project is essential to address these issues, restoring the riverbanks to a more natural and stable state.

The primary goal of the project is to enhance the stability and ecological health of the riverbanks by employing proven restoration techniques. Utilizing methods such as cross veins and thalweg formations, the project aims to create resilient river channels that can withstand high-flow events, reduce flood risks, and facilitate natural sediment transport. The Ogden River restoration has demonstrated the effectiveness of these techniques, having successfully endured a 100-year flood event, making them a key component of this project's design strategy.

In addition to structural improvements, the projects will focus on restoring natural vegetation along the riverbanks, which will enhance the habitat for both aquatic and terrestrial species. By fostering a healthier, more biodiverse ecosystem, the restoration efforts will not only improve water quality and support wildlife but also provide safe, aesthetically pleasing spaces for recreational activities and community enjoyment.

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

The **Weber & Ogden River Restoration Project** aligns directly with Ogden City's adopted plans and policies focused on environmental preservation, sustainable water management, and public safety. The project integrates stormwater management facilities within the river corridors, meeting and exceeding the standards set by the National Pollution Discharge Elimination System (NPDES). This approach ensures that the improvements are not only functional but also cost-effective and visually appealing, providing significant benefits to the community.

In addition, the project supports protecting and restoring natural stream channels, wetlands, and riparian zones. By implementing naturalized improvements such as enhanced vegetation and stabilized riverbanks, the project enhances the ecological health of the Weber and Ogden Rivers. These efforts contribute to creating resilient river systems that can better withstand future flooding events, while also promoting increased biodiversity and healthier habitats for aquatic and terrestrial species.



By addressing erosion, sediment transport, and habitat restoration, the project fulfills the city's commitment to improving water quality, enhancing public safety, and preserving natural resources for future generations. Through these targeted efforts, Ogden City is demonstrating a proactive approach to sustainable natural resource management and reinforcing its dedication to long-term community well-being.

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

Deferring the **Weber & Ogden River Restoration Project** would have significant negative impacts on both flood management and the structural stability of riverbanks within Ogden City. The Weber and Ogden Rivers play a crucial role in conveying stormwater and mitigating flood risks, and delaying the restoration would increase the likelihood of bank erosion, channel instability, and elevated flood hazards. Without timely intervention, the deteriorating condition of the riverbanks may worsen, undermining the city's ability to effectively manage future storm events and necessitating costly emergency repairs.

Postponing this project would not only exacerbate structural and environmental concerns but also diminish the city's recreational offerings and overall aesthetic appeal. The river corridors are vital community assets that support outdoor activities, attract visitors, and contribute to Ogden's reputation as a city that values sustainable natural environments. By delaying the necessary improvements, Ogden risks reducing the quality and safety of these public spaces, which could negatively impact community engagement and the city's image.

In addition, deferring the project would likely lead to increased long-term maintenance costs and missed opportunities for securing grant funding and ecological enhancements. The current project plan includes phased design and construction efforts, with initial assessments and planning already underway. Future phases involve detailed design work, grant funding applications, and implementation of restoration activities. Delaying the project would disrupt this schedule and hinder the city's ability to align with its environmental policies and strategic goals for sustainable water management and urban resilience. Taking immediate action is essential to preserve the integrity of the riverbanks, protect against future storm impacts, and uphold Ogden City's commitment to environmental stewardship and community well-being.

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

The **Weber & Ogden River Restoration Project** is currently advancing through multiple stages, with significant progress already made in several key areas. The restoration work along the Weber River at the Exchange Road Kayak Park has been successfully completed under a Hazard Mitigation Grant. This phase has enhanced recreational access and improved flood resilience, showcasing the project's dual focus on ecological restoration and community benefits.

The project is also actively progressing with the **Wave Project**, which involves the creation of a dynamic wave feature in the Weber River. This feature, designed for beginner to expert whitewater enthusiasts, utilizes a combination of underwater pneumatic bladders, natural and engineered riverbed conditions, and dynamic river flows. The Wave Project highlights the innovative engineering approach being taken to enhance recreational opportunities while maintaining river stability. Additionally, critical repairs to stabilize riverbanks near the Serge Simmons ballfields are underway, addressing erosion issues and protecting adjacent community assets.

Looking ahead, funding for future phases of the project is being actively pursued through a variety of river grant opportunities. This strategic approach aims to leverage external funding to support ongoing design and restoration efforts along targeted sections of the rivers. A funding request of \$1.5 million for FY2026 has also been submitted to further support the completion of the Wave Project, reflecting the city's commitment to enhancing both the ecological health and recreational value of the Weber and Ogden Rivers.

The anticipated schedule includes continued design, grant applications, and phased implementation of restoration activities. This approach ensures steady progress while aligning with Ogden City's long-term goals for sustainable water management, improved flood resilience, and enhanced public spaces.

It is requested to fund FY26-FY30 at \$250,000 per fiscal year from the STORM Fund

### Perpetual Project Proposed 5 Year Schedule

Assuming full funding, the **Weber & Ogden River Restoration Project** will proceed with a structured 5-year plan designed to address critical needs and achieve sustainable river restoration goals: **FY2026:** The primary focus will be on completing the Wave Project, enhancing recreational features in the Weber River with innovative engineering solutions, including pneumatic bladders and dynamic riverbed modifications. Additionally, bank stabilization near the Serge Simmons ballfields will be finalized to address ongoing erosion issues and protect adjacent community assets. Concurrently, planning and design efforts for subsequent river sections will be initiated, setting the groundwork for the following phases. **FY2027:** Restoration activities will expand to prioritized sections of the riverbanks, implementing erosion control measures and introducing natural vegetation to improve ecological health and resilience. This phase will emphasize stabilizing areas identified as high-risk for erosion and incorporating naturalized improvements to enhance riparian habitats. **FY2028:** The focus will shift to additional high-priority zones, particularly addressing areas with significant stormwater discharge needs and erosion risks. Restoration efforts will include stormwater outfall upgrades to meet National Pollution Discharge Elimination System (NPDES) standards and the construction of structural enhancements, such as cross veins, to stabilize river channels and support sediment transport. **FY2029:** Restoration work will concentrate on recreational areas, including reinforcing bank stability around kayak parks and improving habitats for biodiversity. This phase will also involve targeted enhancements to support increased recreational use while ensuring that ecological and structural improvements maintain the resilience of the riverbanks. **FY2030:** The will focus on completing any remaining restoration efforts and establishing a long-term monitoring and maintenance program. This program will ensure that all restored sections meet flood resilience and ecological standards, safeguarding the city's investment and promoting sustainable river management practices.

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

Managing the operations and maintenance of the **Weber & Ogden River Restoration Project** involves several key considerations to ensure the longevity and effectiveness of the improvements. Natural processes such as erosion, sedimentation, and seasonal flooding present ongoing challenges, requiring regular monitoring and maintenance to preserve the stability of riverbanks, embankments, and flood control measures. Without consistent upkeep, these natural forces could undermine the structural integrity of the restored sections, leading to increased repair costs and reduced flood resilience.

Urban development along the riverfront may disrupt natural flow patterns, exacerbating erosion and increasing the need for maintenance. To mitigate these impacts, sustainable design elements like riparian buffers and wetland restoration have been integrated into the project, supporting ecosystem health and helping to manage stormwater flows. However, these green infrastructure solutions also require routine care to remain effective.

Adequate funding for ongoing inspections, repairs, and ecological enhancements is critical to maintain the project's benefits. This includes addressing issues such as invasive species control, bank stabilization, and the upkeep of recreational features. Collaborating with environmental agencies and stakeholders is essential to align restoration efforts with broader biodiversity and water quality objectives. Public engagement and education initiatives will also play a key role in promoting responsible river use and awareness about the importance of preserving these urban waterways.

By addressing these operational concerns proactively, Ogden City can enhance the resilience and sustainability of the river systems, ensuring a balanced approach that supports both urban development and environmental preservation.

The estimated **annual maintenance cost** for the proposed wave feature in the Weber River would be between **\$15,000 and \$20,000 per year**. This estimate covers the following:

#### **Breakdown of Costs:**

##### **1. Routine Inspections and Monitoring:**

- Cost: \$5,000
- Regular checks on the structural integrity of the wave feature and monitoring river conditions.

##### **2. Structural Maintenance and Repairs:**

- Cost: \$5,000
- Upkeep of underwater pneumatic bladders, adjustments to the riverbed structure, and repairs to any components impacted by seasonal river changes.

### 3. Safety Equipment and Signage Upkeep:

- Cost: \$5,000 - \$10,000
- Maintenance of safety signage, barriers, and any equipment installed for user protection.

## Strategic Plan Directive Summary

The **Weber & Ogden River Restoration Project** aligns with several of Ogden City's Strategic Plan Directives, addressing key areas of **Community Safety**, **Economic Development**, and **City Image & Reputation**.

### Community Safety:

The project focuses on stabilizing riverbanks, improving flood resilience, and enhancing stormwater management systems, all of which directly contribute to increased community safety. By reducing risks associated with erosion and flooding, the project protects residents, businesses, and public infrastructure from potential damage caused by severe weather events.

### Economic Development:

Enhancing the river corridors creates attractive and functional riverfront spaces that support recreational use, boost property values, and draw both residents and visitors to the area. By investing in these natural assets, Ogden City fosters an environment that encourages economic activity, tourism, and long-term growth, making the riverfront a catalyst for increased commercial and residential development.

### City Image & Reputation:

The project reinforces Ogden's commitment to environmental stewardship and sustainable urban design, strengthening the city's image as a leader in ecological health and urban resilience. By creating clean, well-maintained natural spaces, the restoration efforts showcase Ogden's dedication to enhancing the quality of life for its residents and providing vibrant, accessible public spaces. This comprehensive approach aligns with the city's strategic goals, promoting safety, economic vitality, and an appealing, sustainable cityscape.

## Additional History of Project

he **Weber River Wave Project** is part of the broader **Weber & Ogden River Restoration Project**, aimed at enhancing the ecological health, recreational value, and flood resilience of the river systems within Ogden City. The idea for the wave feature was first conceived as part of the city's efforts to create a unique recreational experience while integrating innovative engineering solutions into river restoration.

The wave project received initial funding through the Hazard Mitigation Grant, which supported preliminary site assessments and initial infrastructure improvements at the Exchange Road Kayak Park. As part of the ongoing restoration efforts, Ogden City integrated the wave feature into the broader river enhancement plan.

The project has garnered significant community interest, highlighting Ogden's reputation as a hub for outdoor activities and river sports. It is anticipated that the wave feature will not only attract local residents but also draw visitors from the wider region, contributing to economic development and tourism.

Currently, additional funding is being pursued to support the full implementation of the wave project. A request for \$1.5 million in FY2026 has been submitted to cover the remaining design, construction, and installation phases. The wave feature, once completed, is expected to become a key attraction along the Weber River, enhancing Ogden's recreational offerings and providing a unique, sustainable asset for the community.

## Capital Cost

FY2026 Budget

**\$1.75M**

Total Budget (all years)

**\$2.75M**

Project Total (to date)

**\$3M**

### 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	\$1,700,000	\$200,000	\$200,000	\$200,000	\$200,000	\$2,500,000
Planning & Design	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
Total	\$1,750,000	\$250,000	\$250,000	\$250,000	\$250,000	\$2,750,000

## Funding Sources

FY2026 Budget

**\$1.75M**

Total Budget (all years)

**\$2.75M**

Project Total (to date)

**\$3M**

### 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	\$1,750,000	\$250,000	\$250,000	\$250,000	\$250,000	\$2,750,000
Total	\$1,750,000	\$250,000	\$250,000	\$250,000	\$250,000	\$2,750,000

## Operational Costs

FY2026 Budget

**\$0**

Total Budget (all years)

**\$45K**

Project Total

**\$65K**

### Detailed Breakdown

Category	FY2028 <i>In Progress</i>	FY2029 <i>In Progress</i>	FY2030 <i>In Progress</i>	Total
Operations/Maintenance	\$15,000	\$15,000	\$15,000	\$45,000
Total	\$15,000	\$15,000	\$15,000	\$45,000

# Storm Sewer Master Plan Projects

## Overview

Request Owner	Taylor Nielsen, City Engineer
Department	PUBLIC SERVICES
Type	Capital Improvement
Project Number	SU010
Request Groups	SU-Storm Sewer Utility

## Details

Fund Type:	Enterprise Funds	Project Contact:	Taylor Nielsen
Type of Project:	Storm Sewer Improvements	Project Priority:	Necessary
Planning Area:	None	Other Resources That Were Explored:	Enterprise Funds
Redevelopment Area:	None	Strategic Plan Directive:	City Image & Reputation, Community Safety, Economic Development

### Description & Justification:

The **Storm Water Master Plan Project** is a comprehensive initiative aimed at addressing identified deficiencies in Ogden City's storm sewer infrastructure, based on a detailed assessment conducted by JUB Engineering. The plan highlights several problem areas within the city's storm sewer system that require immediate and ongoing improvements due to issues related to age, material degradation, capacity limitations, and damage from storm events.

The project's primary objectives include:

- Pipeline Replacement and Rehabilitation:** Upgrading aging and deteriorated storm sewer pipelines to prevent failures and ensure the efficient conveyance of stormwater.
- Dipstone Replacement and Rehabilitation:** Repairing or replacing critical stormwater structures that have worn down over time, affecting the functionality of the overall system.
- Water Quality Retrofit Projects:** Implementing enhancements that improve water quality by retrofitting existing stormwater facilities to meet current environmental standards.

The need for consistent improvements to Ogden City's storm sewer infrastructure is driven by the ongoing wear and tear from regular storm events and the natural aging of materials. By following the recommendations of the Storm Water Master Plan, the city aims to proactively address these issues before they escalate into costly failures. The City Engineer retains the discretion to prioritize repairs and replacements, allowing for flexibility in addressing emergent problems that may not have been initially identified in the Master Plan.

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

The **Storm Water Master Plan Projects** align closely with Ogden City's adopted plans and policies, particularly those focused on infrastructure resilience, public safety, and proactive maintenance. By completing the projects outlined in the Storm Water Master Plan, the city aims to address critical storm sewer deficiencies and mitigate risks associated with infrastructure failures. This approach supports the city's directive to maintain a reliable and efficient storm sewer system that minimizes disruptions and reduces potential property damage.

The ongoing replacement program prioritizes the most severe deficiencies first, ensuring that high-risk areas are addressed promptly. This aligns with the city's commitment to preventative maintenance, aiming to fix issues before they escalate into failures that could lead to

flooding, increased emergency repair costs, and insurance claims. By systematically addressing these problems, the project fulfills council policies focused on improving public safety, enhancing stormwater management, and reducing liability for the city. This proactive strategy also supports Ogden’s long-term goals for sustainable urban development and environmental protection.

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

Deferring the **Storm Water Master Plan Projects** would pose significant risks to Ogden City’s storm sewer infrastructure, increasing the likelihood of failures and costly consequences. Without timely intervention, the existing deficiencies in the storm sewer system would remain unaddressed, heightening the risk of structural failures that could result in flooding, property damage, and potential safety hazards for residents. The increased frequency of storm events, combined with the ongoing impacts of urban development, would place additional strain on the aging infrastructure, exacerbating existing problems.

Failures in the storm sewer system can lead to costly emergency repairs and trigger insurance claims due to damage to surface improvements and adjacent properties. These reactive measures are typically more expensive than planned maintenance and can disrupt city services and roadways, negatively impacting residents and businesses. The delay in addressing these issues could also compromise the system’s capacity to handle stormwater, increasing the risk of localized flooding during heavy rainfall events.

Timely implementation of the projects outlined in the Storm Water Master Plan is essential to mitigate these risks. By acting proactively, the city can prevent infrastructure failures, reduce maintenance costs, and enhance the overall resilience of the storm sewer system. Deferring the project would not only increase the potential for financial and property losses but also hinder the city’s ability to meet its strategic objectives for sustainable stormwater management and public safety.

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

The **Storm Water Master Plan Projects** are currently in the implementation phase, guided by the priorities set forth in the latest assessments of the city’s storm sewer system. The ongoing work focuses on identifying and addressing high-risk areas that require immediate attention. The project follows a phased approach, ensuring that the most critical infrastructure deficiencies are targeted first to mitigate risks and enhance system performance.

Funding for these projects has been allocated based on the recommendations from the recent Storm Sewer rate study, with the following schedule from the STORM Fund: **FY2026:** \$2,100,000, **FY2027:** \$1,835,000, **FY2028:** \$1,900,000, **FY2029:** \$2,500,000, **FY2030:** \$2,500,000.

The structured funding plan allows the city to undertake consistent yearly replacements and upgrades, addressing issues related to pipeline deterioration, capacity limitations, and water quality improvements. The focus remains on improving stormwater management and enhancing the resilience of the city’s storm sewer infrastructure, in line with Ogden City’s adopted policies and strategic goals. The project schedule aligns with budget availability, enabling steady progress and ensuring that necessary upgrades are completed without disruption.

**Perpetual Project Proposed 5 Year Schedule**

FY2026	Estimated Cost	Funding Recourse (ie. BDO/RAMP)	Estimated Life After Improvement
Detention to N Og Diversion (phase 2) 1225 & Monroe to 1050 & Monroe	890,000		
24th St Interchange Storm & Detention	900,000		
4105 Edgehill CIPP Lining	33,000		
Water Quality Updates	277,000		

Total for Year 2	2,100,000		
FY2027	Estimated Cost	Funding Recourse (ie. BDO/RAMP)	Estimated Life After Improvement
Jefferson and 16th Dipstones (MP#4)	70,000		
Detention to N Og Diversion (phase 3) 1050 & Monroe to diversion	1,270,000		
Adams and 22nd Dipstones	100,000		
31st and Porter Dipstone	100,000		
28th and Adams Dipstone	70,000		
Water Quality Updates	225,000		
Total for Year 3	1,835,000		
FY2028	Estimated Cost	Funding Recourse (ie. BDO/RAMP)	Estimated Life After Improvement
Sullivan&Jefferson to 32nd&Washington Culvert Repairs	800,000		
36th St and Mnt Ogden Intersection Reconstruct / Storm Project	1,000,000		
Water Quality Updates	200,000		
Total for Year 4	1,800,000		
Year 4-FY2029	Estimated Cost	Funding Recourse (ie. BDO/RAMP)	Estimated Life After Improvement
20th Street Water Quality Pond (Design)	400,000		
24th and Quincy Dipstone (MP#14)	100,000		
Fillmore and Stowe Dipstone (MP#5)	100,000		
31st and Ogden South Dipsone	75,000		
Pierce and Doxey Dipstone	75,000		
30th and Hawthorne Dipstone	75,000		
Tyler and Boughton Dipstone	75,000		

40th and Fowler Dipstone	75,000
35th and Adams Dipstone	75,000
24th and Taylor Dipstone	75,000
28th and VanBuren, Quincy, Gramercy, Madison Dipstones (MP#8&9)	500,000
Aztec/Iroquois- Shadow Valley to Navajo (MP #15)	600,000
Total for Year 4	2,225,000
Year 5-FY2030	Estimated Cost Funding Recourse (ie. BDO/RAMP) Estimated Life After Improvement
20th Street Water Quality Pond (Construction) phase 1 & 2	2,500,000
Total for Year 5	2,500,000

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

Managing the operations and maintenance of Ogden City's storm drain system involves addressing several key challenges to ensure its long-term functionality and reliability. One of the primary concerns is the risk of system overload during intense weather events, which can lead to urban flooding and property damage. It is essential to maintain the capacity and resilience of the storm drain system to effectively handle heavy rainfall and prevent localized flooding, particularly in areas with high runoff potential.

While there are ongoing costs associated with inspections, repairs, and system enhancements, these projects are designed to reduce overall maintenance needs by addressing the most severe deficiencies upfront. By investing in proactive upgrades and implementing sustainable practices, such as green infrastructure solutions like permeable pavements and bio-retention areas, the city can improve stormwater management while promoting environmental sustainability.

### Strategic Plan Directive Summary

The **Storm Water Master Plan Projects** align with multiple strategic directives of Ogden City, particularly addressing **Community Safety**, **City Image & Reputation**, and **Economic Development**.

#### Community Safety:

The primary focus of these projects is to enhance the resilience and capacity of the storm drain system, reducing the risk of flooding and protecting residents, businesses, and infrastructure from storm-related damage. By addressing critical deficiencies and implementing proactive maintenance, the projects directly support the city's goal of ensuring a safe and reliable utility system. Preventing system overload during intense weather events is vital for safeguarding public health and safety, reinforcing the city's commitment to community well-being.

#### City Image & Reputation:

The ongoing improvements to the stormwater infrastructure contribute significantly to the city's image and reputation as a well-maintained, proactive municipality. A functional and efficient storm drain system reflects Ogden's dedication to high-quality public services, showcasing the city's commitment to environmental stewardship and sustainable urban development. Conversely, failures in the storm drain system



could result in catastrophic damage, eroding public trust and negatively impacting the city’s reputation. By investing in these essential upgrades, Ogden demonstrates its resolve to maintain reliable infrastructure and enhance the quality of life for its residents.

Economic Development:

Reliable utility systems are a cornerstone of economic vitality, supporting growth by providing the necessary infrastructure for new development and business expansion. The improvement of the stormwater system helps prevent disruptions that could hinder economic activities and deter investment. Enhancing the capacity and functionality of the storm drain network reduces the risk of property damage and costly repairs, creating a stable environment that attracts businesses and encourages sustainable growth. These projects support Ogden’s strategic goals for economic development by laying the foundation for a resilient, attractive, and prosperous city.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$2.1M	\$10.8M	\$12.4M

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	\$1,890,000	\$1,651,500	\$1,710,000	\$2,250,000	\$2,250,000	\$9,751,500
Planning & Design	\$210,000	\$183,500	\$190,000	\$250,000	\$250,000	\$1,083,500
Total	\$2,100,000	\$1,835,000	\$1,900,000	\$2,500,000	\$2,500,000	\$10,835,000

Funding Sources

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$2.1M	\$10.8M	\$12.4M

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	\$2,100,000	\$1,835,000	\$1,900,000	\$2,500,000	\$2,500,000	\$10,835,000
Total	\$2,100,000	\$1,835,000	\$1,900,000	\$2,500,000	\$2,500,000	\$10,835,000

# Sanitary Sewer Master Plan Projects

## Overview

Request Owner	Taylor Nielsen, City Engineer
Department	PUBLIC SERVICES
Type	Capital Improvement
Project Number	SA009
Request Groups	SA-Sanitary Sewer Utility

## Details

Fund Type:	Enterprise Funds	Project Contact:	Taylor Nielsen
Type of Project:	Sanitary Sewer Improvements	Project Priority:	Necessary
Planning Area:	None	Other Resources That Were Explored:	Enterprise Funds
Redevelopment Area:	None	Strategic Plan Directive:	City Image & Reputation, Economic Development, Community Safety

### Description & Justification:

The **Sanitary Sewer Master Plan Projects** are a vital component of Ogden City’s efforts to upgrade and maintain its sewer infrastructure, based on the comprehensive assessment conducted by Sunrise Engineering. The initial Master Plan was completed in 2013, with an Infiltration & Inflow (I&I) update in 2015. The updated Master Plan, approved by the City Council in 2024, provides the latest insights and recommendations for addressing the city’s most pressing sewer infrastructure needs.

The updated Master Plan outlines specific projects for replacement or rehabilitation using methods such as full reconstruction and slip lining, aimed at addressing issues like insufficient capacity, pipe deterioration, and infiltration and inflow problems. The City Engineer retains the discretion to address emergent issues with sewer infrastructure not listed in the Master Plan, allowing for flexible prioritization based on immediate needs.

The main objectives of these projects include improving system capacity, replacing deteriorating pipes, and mitigating the effects of I&I, which can cause system overload during storm events. The plan includes yearly scheduled replacement of sanitary sewer infrastructure to address deficiencies before they escalate into full failures. Additionally, the project includes funding to cover no-fault sewer backup claims, providing a responsive approach to incidents affecting residents.

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

The **Sanitary Sewer Master Plan Projects** align with Ogden City’s adopted policies and strategic directives, supporting the goals of infrastructure resilience, public safety, and cost efficiency. These projects are part of an ongoing replacement program aimed at addressing the most severe deficiencies in the sewer system first, prioritizing areas with significant risks of failure or backups. Completing these projects enables the Sewer Utility to proactively resolve issues that could lead to sewer backups and associated insurance claims, reducing the city’s liability and ensuring a more reliable sewer service for residents.

Additionally, the focus on eliminating infiltration and inflow (I&I) directly supports the city’s financial objectives by reducing the volume of excess water entering the sewer system. These efforts contribute to the city’s overall strategy of maintaining an efficient, cost-effective utility system that meets current standards and supports future growth. Through these targeted improvements, Ogden City demonstrates its commitment to sustainable infrastructure, aligning with council policies for effective resource management and enhanced public services.

Consequences of deferring this project to later years:

Deferring the **Sanitary Sewer Master Plan Projects** to later years would significantly increase the risk of system failures, resulting in costly and disruptive consequences for Ogden City. Without timely intervention, the likelihood of sewer backups would rise, leading to a greater number of insurance claims, increased emergency repair costs, and potential property damage. These reactive measures are often more expensive and less efficient than planned maintenance, placing additional financial strain on the city’s resources.

Delays in addressing identified deficiencies would also compromise the capacity of the sewer system, making it more vulnerable to overflows during periods of heavy rainfall or increased demand. The infiltration and inflow (I&I) issues, if not resolved, would continue to escalate, resulting in higher treatment costs paid to the Central Weber Sewer Improvement District. This would not only impact the city’s budget but could also lead to rate increases for residents.

In the context of ongoing urban development and population growth, deferring these projects would hinder the city’s ability to provide reliable sewer services, posing significant risks to public health and safety. Proactive replacements and upgrades are essential to maintaining the integrity of the sewer system and ensuring it can meet the demands of a growing community. Delaying these projects would undermine the city’s strategic goals for sustainable infrastructure, potentially leading to more frequent and severe failures that could disrupt daily life and harm the city’s reputation.

Current Status of Project and Funding Sources Selected:

The **Sanitary Sewer Master Plan Projects** are currently advancing through a structured, phased approach based on the updated recommendations from the 2024 Master Plan. The plan focuses on ongoing assessments and the prioritization of high-risk areas, addressing critical deficiencies in the sewer system through targeted replacement and rehabilitation.

Funding for these projects is recommended as follows: **FY2026:** \$3,215,000, **FY2027:** \$1,990,000, **FY2028:** \$3,800,000, **FY2029:** \$2,160,00, and **FY2030:** \$2,640,000.

This funding plan supports a phased implementation strategy, allowing the city to make steady, consistent progress in upgrading and rehabilitating the sanitary sewer system. The proactive approach aims to address known deficiencies before they escalate into costly failures, enhancing the overall resilience and efficiency of the infrastructure. By aligning the project timeline with annual budget allocations, Ogden City ensures that critical upgrades can proceed without delays, supporting its strategic goals for sustainable infrastructure and long-term community well-being.

Perpetual Project Proposed 5 Year Schedule

Year 1-FY2026	Estimated Cost Funding Recourse (ie. BDO/RAMP)	Estimated Life After Improvement
12th Street North Trunk Line Capacity (Phase 1)	\$1,280,000	
16th to 13th Washington (east side)	\$1,500,000	
3rd & Jefferson Capacity	\$435,000	
Total for Year 2	\$ 3,215,000	
Year 2-FY2027	Estimated Cost Funding Recourse (ie. BDO/RAMP)	Estimated Life After Improvement
12th Street North Trunk Line Capacity (Phase 2)	\$1,300,000	
5151 S Harrison Blvd Maintenance	\$690,000	

Managing the operations and maintenance of Ogden City's sewer distribution system involves addressing several key concerns, particularly given the age of many system components. A primary challenge is the aging infrastructure, with many pipes and fittings approaching the end of their life cycle. This raises the risk of pipe corrosion, leaks, and blockages, which can result in sewer backups and increased repair costs.

Consistent funding for regular inspections, timely repairs, and necessary upgrades is critical to mitigate these issues and maintain the system's reliability.

Urban growth and a rising population also place additional pressure on the sewer system, increasing the demand for capacity and necessitating ongoing expansions and adaptations. Without proactive maintenance and upgrades, the system may struggle to handle the increased load, leading to potential service disruptions and higher emergency response costs.

However, the completion of the projects identified in the updated Sanitary Sewer Master Plan is expected to significantly reduce the overall maintenance burden for the city. By addressing the most severe deficiencies first and implementing necessary upgrades, the city can enhance the durability and efficiency of the sewer system, resulting in fewer emergency repairs and lower long-term maintenance costs. This proactive approach ensures a more resilient and reliable sewer infrastructure, aligned with Ogden City's goals for sustainable urban development and efficient utility management.

### Strategic Plan Directive Summary

The **Sanitary Sewer Master Plan Projects** align with several key City Council Strategic Plan Directives, including **Community Safety, City Image & Reputation**, and **Economic Development**:

#### Community Safety

The primary focus of the projects is to enhance the reliability and capacity of the city's sewer infrastructure, directly addressing issues related to aging pipes, infiltration and inflow, and system deficiencies. By proactively upgrading the sewer system, the city can prevent backups, overflows, and service disruptions, protecting residents and public health. Reliable utility services are crucial for maintaining a safe living environment, ensuring that the community's needs are met without unexpected failures.

#### City Image & Reputation

The continuous improvement of the city's utility systems, including the sanitary sewer infrastructure, significantly enhances Ogden's image and reputation. Well-maintained public infrastructure reflects the city's commitment to providing high-quality services and addressing critical infrastructure needs before they become major problems. Conversely, failures in the sewer system would result in service disruptions, environmental hazards, and potential property damage, negatively impacting the city's reputation. Proactive upgrades demonstrate responsible governance and the city's dedication to maintaining a clean, functional, and resilient urban environment.

#### Economic Development

Reliable sewer infrastructure is a foundation for economic growth, supporting current businesses and attracting new development. Upgrading and expanding the sewer system enhances the city's capacity to accommodate future growth, meeting the demands of a rising population and increased urbanization. By preventing costly repairs and minimizing service disruptions, these projects contribute to a stable and predictable environment that is attractive to investors, developers, and businesses. The enhanced utility capacity supports sustainable growth, helping Ogden achieve its economic development goals.

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## Capital Cost

FY2026 Budget

**\$3.22M**

Total Budget (all years)

**\$13.8M**

Project Total (to date)

**\$16.4M**

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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
Site Improvements	\$2,893,500	\$1,791,000	\$3,420,000	\$1,944,000	\$2,376,000	<b>\$12,424,500</b>
Planning & Design	\$321,500	\$199,000	\$380,000	\$216,000	\$264,000	<b>\$1,380,500</b>
<b>Total</b>	<b>\$3,215,000</b>	<b>\$1,990,000</b>	<b>\$3,800,000</b>	<b>\$2,160,000</b>	<b>\$2,640,000</b>	<b>\$13,805,000</b>

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## Funding Sources

FY2026 Budget

**\$3.22M**

Total Budget (all years)

**\$13.8M**

Project Total (to date)

**\$16.4M**

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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
Enterprise	\$3,215,000	\$1,990,000	\$3,800,000	\$2,160,000	\$2,640,000	<b>\$13,805,000</b>
<b>Total</b>	<b>\$3,215,000</b>	<b>\$1,990,000</b>	<b>\$3,800,000</b>	<b>\$2,160,000</b>	<b>\$2,640,000</b>	<b>\$13,805,000</b>

# Surge outfield landscaping

## Overview

<b>Request Owner</b>	Edd Bridge, RECREATION MANAGER
<b>Department</b>	PUBLIC SERVICES
<b>Type</b>	Capital Improvement
<b>Project Number</b>	RM029
<b>Request Groups</b>	RM-RAMP

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## Details

**Fund Type:** General CIP

**Project Priority:** Desirable

**Type of Project:** Recreation Field Improvements

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

**Planning Area:** West Ogden

**Project Contact:** Edd Bridge

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

### Description & Justification:

This project involves the complete rehabilitation of the outfield area at Serge Simmons Ball Field. The scope includes the removal of unsuitable dirt currently compromising the field's playability, installation of new topsoil, replacement of the sprinkler system, and installation of new sod to restore the field's surface to optimal conditions. These improvements will enhance safety, aesthetics, and functionality for players and spectators. This will allow the outfield to drain properly and more games to be played.

### Key Project Elements:

#### Removal of Existing Dirt:

- Excavate and remove the existing soil that does not meet performance standards for athletic fields.
- Ensure proper disposal of removed materials in compliance with local regulations.

#### Replacement with Topsoil:

- Install high-quality topsoil designed for sports field applications.
- Grade and compact the soil to ensure proper drainage and a level surface.

#### Sod Installation:

- Lay high-durability sod suitable for athletic use.
- Provide initial watering and maintenance to establish the sod.

#### Sprinkler System Replacement:

- Install a modern, efficient irrigation system to provide uniform water coverage.
- Conduct system testing to ensure functionality and efficiency.

#### **Project Benefits:**

- Improved field safety and playability for athletes.
- Field will drain properly and more games will be able to be played.
- Enhanced field aesthetics and usability for community events.
- More efficient water usage through upgraded irrigation.
- Increased longevity of the field's surface with proper soil and sod.

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

Replacing the outfield at Serge Simmons Ball Field is essential due to ongoing drainage problems and deteriorating grass conditions that negatively impact the safety, usability, and overall quality of the facility. The existing issues result in frequent water pooling, uneven surfaces, and patchy grass, which pose risks to players and reduce the field's usability during and after rain events. Immediate action is required to prevent further deterioration and increased repair costs.

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

##### **1. Increased Repair and Maintenance Costs:**

- Postponing the project will lead to further degradation of the field, increasing the cost of future repairs as issues worsen.
- Persistent drainage issues may require emergency interventions, which are typically costlier and less effective than planned renovations.

##### **2. Safety Risks:**

- Continued use of the field in its current state increases the likelihood of injuries due to uneven surfaces and unsafe playing conditions.
- Liability risks for the city or managing entity may grow as player safety concerns are raised.

##### **3. Community Impact:**

- Persistent usability issues may lead to reduced community satisfaction and participation in sports activities.
- Leagues and events may seek alternative venues, potentially resulting in loss of revenue and diminishing the field's role as a community asset.

**Recommendation:** To avoid escalating costs, safety risks, and negative community impact, it is recommended to proceed with the outfield replacement during the upcoming offseason. Deferring the project would only exacerbate existing problems, making future rehabilitation more complex and expensive.

#### **Current Status of Project**

This will be a regular RAMP Grant request for 2026. We will be doing a geotechnical report

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

Addressing the core issues through the outfield replacement project will significantly improve the field's operations and maintenance outlook.

##### **Reduced Maintenance Efforts and Costs:**

High-quality topsoil and durable sod will create a resilient surface that requires less frequent intervention.

##### **Enhanced Safety and Satisfaction:**

A properly restored outfield will provide a safe and reliable playing surface, reducing user complaints and the need for reactive maintenance.



## Strategic Plan Directive Summary

ased on Ogden City's Strategic Plan (2019–2024), the following strategic directives are applicable to the Serge Simmons Ball Field outfield replacement project:

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### 1. Strategic Directive 3: Recreation

- **Why Applicable:**

The outfield replacement project directly improves the playability and safety of Serge Simmons Ball Field, supporting the city's focus on maintaining and enhancing recreational facilities. This aligns with the initiative to:

- **Provide quality recreational opportunities** for youth and adults.
- Expand access to parks and athletic facilities to promote community engagement and pride.
- Enhance participation in recreational activities, which contributes to healthier lifestyles and social connections.

The project's impact on field safety and aesthetics supports the directive's goal to foster inclusive and high-quality recreation opportunities.

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### 2. Strategic Directive 4: City Image and Appearance

- **Why Applicable:**

Upgrading the field enhances its visual appeal, improving perceptions of Ogden as a well-maintained and community-focused city. This aligns with initiatives to:

- Improve the physical appearance of city facilities.
- Highlight Ogden's commitment to providing high-quality public spaces.
- Foster community pride by maintaining attractive and functional infrastructure.

By addressing the field's drainage and grass quality issues, the project helps reinforce a positive image of Ogden for both residents and visitors.

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### 3. Strategic Directive 1: Economic Development

- **Why Applicable:**

Enhancing the outfield increases the potential for hosting regional sports tournaments and events, which can drive economic activity through visitor spending at local businesses. This aligns with the directive to:

- Promote the city as a destination for community and regional events.
- Leverage recreational amenities to support tourism and local economic growth.
- Create opportunities for partnerships with leagues, sponsors, and other stakeholders.

A modernized and functional ball field strengthens Ogden's position as a hub for sports and recreation, contributing to the city's economic vitality.

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### 4. Strategic Directive 2: Community Safety

- **Why Applicable:**

The project addresses safety concerns by replacing uneven soil and improving drainage, reducing risks for athletes and other users of the field. This aligns with the directive to:

- Maintain safe infrastructure for public use.
- Provide spaces that are free from hazards to promote community trust and well-being.

By mitigating current safety risks, the project supports a foundational priority of fostering a secure and accessible environment.

## Capital Cost

FY2026 Budget  
**\$195K**

Total Budget (all years)  
**\$195K**

Project Total  
**\$195K**

## Detailed Breakdown

Category	FY2026 <i>In Progress</i>	Total
Site Improvements	\$195,000	<b>\$195,000</b>
<b>Total</b>	<b>\$195,000</b>	<b>\$195,000</b>

## Funding Sources

FY2026 Budget  
**\$195K**

Total Budget (all years)  
**\$195K**

Project Total  
**\$195K**

## Detailed Breakdown

Category	FY2026 <i>In Progress</i>	Total
City Funded	\$195,000	<b>\$195,000</b>
<b>Total</b>	<b>\$195,000</b>	<b>\$195,000</b>

## Project Timeline

- **12/6/2024**  
This project will be a RAMP for next year