

Attachment 2 - Fiscal Year 2025 Capital Improvement Program (CIP) Funding Log

| # | Title, Lead Office, and Description  | Totals  |    | General Fund | FOF Other | Parks Impact Fees | FOF Transit | Transportation Dedicated Sources |                   |                 | Capital Maintenance (Holding Acct) |           |    |           |
|---|--|---------|----|--------------|-----------|-------------------|-------------|----------------------------------|-------------------|-----------------|------------------------------------|-----------|----|-----------|
|   |  |         |    |              |           |                   |             | FOF Streets                      | Class C (gas tax) | 1/4 ¢ Sales Tax |                                    |           |    |           |
| 1 | <b>Stabilize the Fire Training Tower Deterioration</b><br><i>Fire Department</i><br>The fire training tower is experiencing significant deterioration, posing safety concerns that necessitate urgent attention. To rectify the situation, essential measures include patching spalled concrete, addressing rebar corrosion, repairing cracks, and implementing waterproofing measures. Ensuring the structural integrity of the tower is paramount, not only to maintain its functionality but also to safeguard the well-being of individuals utilizing the facility for training purposes.  | REQUEST | \$ | 858,800      |           |                   |             |                                  |                   |                 |                                    |           |    |           |
|   |  | CDCIP   | \$ | 858,800      |           | \$                | 858,800     |                                  |                   |                 |                                    |           |    |           |
|   |  | MAYOR   | \$ | 858,800      |           | \$                | 858,800     |                                  |                   |                 |                                    |           |    |           |
|   |  | COUNCIL | \$ | -            |           |                   |             |                                  |                   |                 |                                    |           |    |           |
| 2 | <b>400 South Jordan River Bridge Reconstruction</b><br><i>Engineering Division</i><br>This project will reconstruct the 400 South vehicle bridge over the Jordan River. This bridge has deteriorated to a rating below 60 on the Bridge Health Index (BHI) as determined by UDOT bridge inspection. Engineering had planned a rehabilitation project for the existing bridge structure in previous years, however continued degradation, accelerated by the 2020 earthquake, has made reconstruction necessary. A consulting firm with specialized experience will be used for this project.   | REQUEST | \$ | 4,000,000    |           |                   |             |                                  |                   |                 |                                    |           |    |           |
|   |  | CDCIP   | \$ | 4,000,000    |           |                   |             |                                  |                   |                 | \$                                 | 4,000,000 |    |           |
|   |  | MAYOR   | \$ | 4,000,000    |           |                   |             |                                  |                   |                 | \$                                 | 860,000   | \$ | 3,140,000 |
|   |  | COUNCIL | \$ | -            |           |                   |             |                                  |                   |                 |                                    |           |    |           |
| 3 | <b>Liberty Park Greenhouse Restoration</b><br><i>Constituent Application; Public Lands Department</i><br>The purpose of this proposal is to identify steps to secure the Liberty Park Greenhouse (LPG), restore it to its once historical prominence, and identify innovative ways to renovate/redesign the building to enhance its educational / recreational / environmental conservancy value to the community. This work will be completed in advance of other funded work to produce design and construction documents for the reconstruction of the greenhouse.<br>1) Facility Structural Audit Initiative- Funds would be used to develop/issue a call for proposals, select a vendor, and pay for contracted engineering services to assess in detail the current condition of the facility, identify construction services, and develop construction documents to support structural restoration.<br>2) Facility Redesign Initiative- Working from/building upon the Facility Structural Audit, funds would be allocated to support a case competition conducted the University of Utah's College of Architecture and Planning Department aimed at completing design work that preserve the facility's historical roots, provide multiple programming to enhance the community's biodiversity/recreational/ educational interests as well as contribute to Liberty Park's overall aesthetic beauty. | REQUEST | \$ | 124,000      |           |                   |             |                                  |                   |                 |                                    |           |    |           |
|   |  | CDCIP   | \$ | 124,000      |           | \$                | 124,000     |                                  |                   |                 |                                    |           |    |           |
|   |  | MAYOR   | \$ | 124,000      |           | \$                | 124,000     |                                  |                   |                 |                                    |           |    |           |
|   |  | COUNCIL | \$ | -            |           |                   |             |                                  |                   |                 |                                    |           |    |           |
| 4 | <b>Complete Streets Reconstruction</b><br><i>Engineering Division</i><br>This annual program funds the vital reconstruction of deteriorated City streets, including street pavement, curb and gutter, sidewalk, drainage improvements as necessary, and appropriate complete streets bicycle and pedestrian access improvements.   | REQUEST | \$ | 4,500,000    |           |                   |             |                                  |                   |                 |                                    |           |    |           |
|   |  | CDCIP   | \$ | 3,500,000    |           |                   |             |                                  |                   | \$              | 3,500,000                          |           |    |           |
|   |  | MAYOR   | \$ | 4,500,000    |           |                   |             |                                  |                   | \$              | 3,500,000                          |           | \$ | 1,000,000 |
|   |  | COUNCIL | \$ | -            |           |                   |             |                                  |                   |                 |                                    |           |    |           |

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|---|--|---------|--------------|--------------|------------|-------------------|-------------|----------------------------------|-------------------|-----------------|------------------------------------|
|   |  |         |              |              |            |                   |             | FOF Streets                      | Class C (gas tax) | 1/4 ¢ Sales Tax |                                    |
| 5 | <b>Liberty Park Greenhouse Design and Construction Documents</b><br><i>Public Lands Department</i><br>In 2023, the Salt Lake City Public Services Department and Facilities Division completed a Facility Condition Assessment for the greenhouse. This report identified the overall facility condition as poor/failing. As of January 2024, Public Lands is no longer using the facility for operational purposes.The Liberty Park Greenhouse, first constructed in 1902, has been the primary greenhouse facility in Salt Lake City to propagate, grow, and store flowers, native plants, and shrubs for planting throughout Salt Lake City’s Public Lands system. The greenhouse has been a critical operational facility for the Public Lands Department and has become an iconic and historic public asset within the City’s largest park. The recommended phasing strategy includes:<br>1. Initial Facility Condition Assessment: Completed in 2023.<br>2. Detailed Structural Assessment for East Greenhouse: Funding Requested through FY 24 Budget Amendment 2. Completion of this step may allow for the use of the east greenhouse while other areas undergo planning, design, and reconstruction.<br>3. Complete Structural Assessment: Funding requested through an FY 25 constituent CIP application, separate from this application.<br>4. Design and Construction Documents for the construction of new greenhouse facilities: Funding requested through this FY 25 internal CIP application, building off of the tasks funded by the requested constituent application.<br>5. Renovation of the east greenhouse and reconstruction of the remaining greenhouses: Future/timeline TBD, based on successful, subsequent funding request in FY 25-26. | REQUEST | \$ 921,700   |              |            |                   |             |                                  |                   |                 |                                    |
|   |  | CDCIP   | \$ 921,700   | \$ 804,500   | \$ 117,200 |                   |             |                                  |                   |                 |                                    |
|   |  | MAYOR   | \$ 921,700   | \$ 804,500   | \$ 117,200 |                   |             |                                  |                   |                 |                                    |
|   |  | COUNCIL | \$ -         |              |            |                   |             |                                  |                   |                 |                                    |
| 6 | <b>Complete Streets Overlay</b><br><i>Engineering Division</i><br>This annual program funds the overlay of City streets that have not yet fallen to the level of deterioration where full reconstruction is required. This Engineering Division overlay program includes a 3” or greater depth asphalt mill and overlay (thicker than Streets Division maintenance overlays of 2” or less), curb and gutter replacement and sidewalk replacement in select locations, drainage improvements as necessary, and appropriate Complete Streets bicycle and pedestrian access improvements.   | REQUEST | \$ 3,500,000 |              |            |                   |             |                                  |                   |                 |                                    |
|   |  | CDCIP   | \$ 2,750,000 |              |            |                   |             |                                  |                   | \$ 2,750,000    |                                    |
|   |  | MAYOR   | \$ 3,500,000 |              |            |                   |             |                                  |                   | \$ 2,750,000    | \$ 750,000                         |
|   |  | COUNCIL | \$ -         |              |            |                   |             |                                  |                   |                 |                                    |
| 7 | <b>Public Way Concrete</b><br><i>Engineering Division</i><br>This annual program addresses deteriorated or defective concrete sidewalks, accessibility ramps, curb and gutter, retaining walls, etc. in the public way through saw-cutting, slab jacking, or removal and replacement.  | REQUEST | \$ 750,000   |              |            |                   |             |                                  |                   |                 |                                    |
|   |  | CDCIP   | \$ 500,000   |              |            |                   |             | \$ 500,000                       |                   |                 |                                    |
|   |  | MAYOR   | \$ 500,000   |              |            |                   |             | \$ 500,000                       |                   |                 |                                    |
|   |  | COUNCIL | \$ -         |              |            |                   |             |                                  |                   |                 |                                    |

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|----|---|---------|--------------|--------------|-----------|-------------------|-------------|----------------------------------|-------------------|-----------------|------------------------------------|
|    |   |         |              |              |           |                   |             | FOF Streets                      | Class C (gas tax) | 1/4 ¢ Sales Tax |                                    |
| 8  | <b>Facilities Replacement and Renewal Plan</b><br><i>Facilities Division</i><br>The Facility Renewal and Deferred Asset Management Initiative for Fiscal Year 2025 (FY25) is a targeted effort aligned with the 10-year plan. Our goal is to strategically manage the existing backlog of deferred assets by categorizing and prioritizing them based on building and component criticality. This involves dividing the current backlog into three equal parts, enabling us to address an approximately consistent number of assets per year. Additionally, we aim to proactively tackle 50% of incoming deferred assets to prevent further accumulation. This focused approach ensures efficient resource allocation and sets the foundation for sustained facility enhancement over the coming years. It's crucial to highlight the ongoing facilities condition assessment. This assessment will provide insight into the overall health of our buildings and components, enabling us to make more informed decisions regarding replacement and renewal.   | REQUEST | \$ 2,756,500 |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | CDCIP   | \$ 1,366,350 | \$ 1,366,350 |           |                   |             |                                  |                   |                 |                                    |
|    |   | MAYOR   | \$ 2,756,500 | \$ 1,366,350 |           |                   |             |                                  |                   |                 | \$ 1,390,150                       |
|    |   | COUNCIL | \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
|    |   |         |              |              |           |                   |             |                                  |                   |                 |                                    |
| 9  | <b>Plaza 349 HVAC Improvements - Phase I</b><br><i>Facilities Division</i><br>Plaza 349 is critical to the day-to-day operations of the city by hosting several key departments including: Human Resources, Engineering, Information Management Services, Transportation, and Building Inspection divisions. In 2019 a space planning and vulnerability study identified key elements to be updated that included life safety, access controls, and security. Facilities has also identified key assets that include the HVAC system and parking structure. This CIP application is for the first phase of the project and will include upgrading life safety, security, HVAC design, and key HVAC asset upgrades. In 2022, Colvin Engineering completed an HVAC replacement feasibility study, which will aid in this initiative.  | REQUEST | \$ 2,200,000 |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | CDCIP   | \$ 2,200,000 | \$ 2,200,000 |           |                   |             |                                  |                   |                 |                                    |
|    |   | MAYOR   | \$ 2,200,000 | \$ 2,200,000 |           |                   |             |                                  |                   |                 |                                    |
|    |   | COUNCIL | \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
|    |   |         |              |              |           |                   |             |                                  |                   |                 |                                    |
| 10 | <b>Transit Capital Program / Funding Our Future Transit</b><br><i>Transportation Division</i><br>Continue our partnership with UTA installing bus stops, mobility hubs, and accessible first/last-mile connections to them, on frequent transit routes. This program implements two of the key recommendations of the Transit Master Plan, seeking to make all transit stops accessible, safe, and comfortable for people of all ages and abilities. UTA provides stop amenities in-kind and maintains them for the life of the assets. Some of the new shelters are now equipped with lighting, which will make passengers who are waiting more visible to operators, as well as to increase safety and security while they are waiting. Also as outlined in the Transit Master Plan, a highly visible frequent service brand has been developed and is ready for deployment of this brand and associated enhanced amenities at Frequent Transit Route bus stops throughout the city. These investments in branding and enhanced stations can help achieve the Transit Master Plan goal of providing a safe and comfortable transit access and waiting experience. | REQUEST | \$ 1,500,000 |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | CDCIP   | \$ 750,000   |              |           |                   | \$ 750,000  |                                  |                   |                 |                                    |
|    |   | MAYOR   | \$ 750,000   |              |           |                   | \$ 750,000  |                                  |                   |                 |                                    |
|    |   | COUNCIL | \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
|    |   |         |              |              |           |                   |             |                                  |                   |                 |                                    |
| 11 | <b>Safer Crossings Citywide</b><br><i>Transportation Division</i><br>Pedestrian-focused crossings such as HAWK Beacons, Rectangular Rapid Flashing Beacons, raised crosswalks, curb extensions, and other similar safety improvements.  | REQUEST | \$ 600,000   |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | CDCIP   | \$ 300,000   |              |           |                   |             |                                  |                   | \$ 300,000      |                                    |
|    |   | MAYOR   | \$ 300,000   |              |           |                   |             |                                  |                   | \$ 300,000      |                                    |
|    |   | COUNCIL | \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
|    |   |         |              |              |           |                   |             |                                  |                   |                 |                                    |

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|----|--|---------|----|--------------|-----------|-------------------|-------------|----------------------------------|-------------------|-----------------|------------------------------------|--|--|
|    |  |         |    |              |           |                   |             | FOF Streets                      | Class C (gas tax) | 1/4 ¢ Sales Tax |                                    |  |  |
| 12 | <b>Sugar House Park – Pavilion(s) Replacement (One at \$480k or Two at \$960k)</b><br><i>Public Lands Department</i><br>Sugar House Park’s seven pavilions are over 50 years old—beyond their lifespan—and do not meet code or accessibility guidelines. Failure of the pavilions could lead to injury or death. A 2016 Pavilion Study by Salt Lake County recommends full replacement of all seven pavilions. This application seeks funding to match the County’s funding to replace one of these seven, as well as associated amenities (signage, tables, barbecues, landscaping, water, and accessibility features). Approving this funding will bring the total number of pavilions that have been or can be replaced to two. (Recent City and County funding will replace the Fabian Lakeside Pavilion in 2024.) Five remain to be funded. Approval of this request will provide park patrons (typically Salt Lake City residents) with one complete pavilion replacement (a \$960,000 project value) for the cost (to the City) of just half of one. In 1957, with the incorporation of Sugar House Park, Salt Lake City and Salt Lake County made a contractual agreement to jointly own the park property and appropriate funds for facilities. The Sugar House Park Authority depends on these appropriations from Salt Lake City and Salt Lake County to carry out the park’s purpose as an equitable, regional park of the highest quality. Salt Lake City and Salt Lake County are committed to matching one another’s funds (1:1) and continuing this partnership to improve or replace more assets in the future.   | REQUEST | \$ | 960,000      |           |                   |             |                                  |                   |                 |                                    |  |  |
|    |  | CDCIP   | \$ | 480,000      | \$        | 480,000           |             |                                  |                   |                 |                                    |  |  |
|    |  | MAYOR   | \$ | 480,000      | \$        | 480,000           |             |                                  |                   |                 |                                    |  |  |
|    |  | COUNCIL | \$ | -            |           |                   |             |                                  |                   |                 |                                    |  |  |
| 13 | <b>Transitioning to Regionally-Appropriate Landscapes, Adapting Irrigation Systems, and Reducing Water Use</b><br><i>Public Lands Department</i><br>(1) improving irrigation efficiency and (2) replacing some turf areas with low-water, regionally-appropriate plantings. Many of our public lands’ irrigation systems are 50-60 years old. They use more water, take more time, and cost more to maintain than newer systems. Converting irrigation systems so that trees can be watered separately from turf reduces water usage and protects these critical assets, too. During extreme drought conditions, upgraded irrigation systems can also dramatically reduce or even turn off turf irrigation while continuing to water trees.The minimum effective amount of funding for this fiscal year’s request is \$500,000: design and new irrigation for roughly 2.5 acres. Fully funding the request (\$3.25M), however, would fund new irrigation systems for up to 16 acres (which is less than 2% of the Public Lands Department's irrigated landscapes). Due to the 25-30 year lifespan of irrigation systems and some landscapes, ongoing requests would likely need to be around the \$6M to \$9M per year. If partially funded, as recommended in the Mayor’s Budget, the Public Lands Department will choose up to two acres from one or more of the following six priority sites within three types of public lands (natural lands, parks, and islands): Miller Park, Wasatch Hollow Park and Preserve, Ensign Peak, Allen Park, 1200 East islands (from South Temple to 400 South), and 1300 East median and park strips (from Parkway Ave to Claybourne Ave). | REQUEST | \$ | 3,250,000    |           |                   |             |                                  |                   |                 |                                    |  |  |
|    |  | CDCIP   | \$ | 500,000      | \$        | 500,000           |             |                                  |                   |                 |                                    |  |  |
|    |  | MAYOR   | \$ | 500,000      | \$        | 500,000           |             |                                  |                   |                 |                                    |  |  |
|    |  | COUNCIL | \$ | -            |           |                   |             |                                  |                   |                 |                                    |  |  |

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|----|--|------------|--------------|-----------|-------------------|-------------|----------------------------------|-------------------|-----------------|------------------------------------|--|--|
|    |  |            |              |           |                   |             | FOF Streets                      | Class C (gas tax) | 1/4 ¢ Sales Tax |                                    |  |  |
| 14 | <b>HVAC Control Replacement at the Public Safety Building</b><br><i>Facilities Division</i><br>At Public Safety Building, we have outdated Microsoft servers unsupported beyond Windows Server 2016 and an obsolete Siemens Apogee building controls system. These vulnerabilities jeopardize both operational efficiency and public safety. To address these pressing concerns, we advocate for a holistic upgrade strategy. This involves transitioning from the unsupported Microsoft 2012 and Siemens Apogee systems to Utah Yamas Controls. Our proposed solution encompasses upgrading the City's EBO platform, provisioning advanced automation servers, modernizing essential building systems, replacing antiquated temperature sensors, and deploying new communication wiring throughout the facility. By implementing these upgrades, we aim to enhance operational reliability, security, and resilience at the critical public safety building, safeguarding both personnel and the community.   | REQUEST \$ | 1,300,000    |           |                   |             |                                  |                   |                 |                                    |  |  |
|    |  | CDCIP \$   | 1,300,000    | \$        | 1,300,000         |             |                                  |                   |                 |                                    |  |  |
|    |  | MAYOR \$   | 1,300,000    | \$        | 1,300,000         |             |                                  |                   |                 |                                    |  |  |
|    |  | COUNCIL \$ | -            |           |                   |             |                                  |                   |                 |                                    |  |  |
| 15 | <b>Citywide Park Restroom Planning Study/Fairmont Restroom Conceptual Design</b><br><i>Constituent Application; Public Lands Department</i><br>Friends of Fairmont Park propose a Restroom Pilot CIP for 2024-25 for: (1) a planning study to update planning guidance for city-wide parks restroom policy and practice, (2) conceptual design for a new restroom if warranted by the study; (3) with the recommendation that a new design be built and tested in Fairmont Park to demonstrate whether or not any new guidance is workable in the Salt Lake context. Note that it is expected that the new design strategy will reduce vandalism and maintenance costs and increase restroom uptime and safety. The intent is to benchmark a proposed new restroom configuration against the current design in other parks, to test the viability of this approach, developing best practice in park restroom management for the city. Restroom safety and vandalism present ongoing problems in City parks, especially the large, heavily used parks. | REQUEST \$ | 100,000      |           |                   |             |                                  |                   |                 |                                    |  |  |
|    |  | CDCIP \$   | 100,000      | \$        | 100,000           |             |                                  |                   |                 |                                    |  |  |
|    |  | MAYOR \$   | 100,000      | \$        | 100,000           |             |                                  |                   |                 |                                    |  |  |
|    |  | COUNCIL \$ | -            |           |                   |             |                                  |                   |                 |                                    |  |  |

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|    |  |            |              |            |                   |             | FOF Streets                      | Class C (gas tax) | 1/4 ¢ Sales Tax |                                    |
| 16 | <b>Neighborhood Byways Program</b><br><i>Transportation Division</i><br>This project requests design and construction 30% matching funds for two neighborhood byways currently under consideration for 70% state funding, under UDOT’s Transit Transportation Investment Program, First-Last Mile (TTIF-FLM). The 800 East Neighborhood Byway, Phase 2 (1300 South to the 900 East TRAX Station, 1.5 miles), would construct a first-last mile connection to Red Line TRAX. UDOT has ranked this project #10 statewide. If state funds are not received, this request will enable the project to construct intersection improvements at 1300 South to connect the completed Phase 1 portion of the byway (1300 S to 1700 S) to future phases north of 1300 S. Funds would also be used for the design from 1300 S to 900 E TRAX station, with construction funds to be sought in a subsequent year. The Kensington Neighborhood Byway (1500 South, from West Temple to the McClelland Trail) has already received both CIP and federal funds. However, construction costs have escalated, and a more robust crossing of 700 East (a state highway) has been negotiated with UDOT than previously anticipated. It is part of the east-west neighborhood byway traversing most of the city east of I-15, connecting to the westside via the 1300 South viaduct. This crossing has also been nominated for TTIF-FLM, and ranked #11 statewide, right behind the 800 East Project. If state funds are not awarded, additional funds would be needed to complete the funding package. <i>Note most or all of these funds are anticipated to be used for the Kensington Byway project. Additional funding is needed because grant funding was not awarded, designs for UDOT road intersections (e.g. 700 East) are more complex and expensive, and impacts of inflation. This would fund construction of the whole byway instead of in smaller phases.</i> | REQUEST \$ | 1,600,000    |            |                   |             |                                  |                   |                 |                                    |
|    |  | CDCIP \$   | 970,000      |            |                   | \$ 20,000   |                                  |                   | \$ 950,000      |                                    |
|    |  | MAYOR \$   | 970,000      |            |                   | \$ 20,000   |                                  |                   | \$ 950,000      |                                    |
|    |  | COUNCIL \$ | -            |            |                   |             |                                  |                   |                 |                                    |
| 17 | <b>Courts &amp; Playgrounds</b><br><i>Public Lands Department</i><br>This application will fund the replacement of one playground or partial reconstruction or resurfacing of at least one court (some of our system’s most well-used and high-demand assets) that are in the poorest condition. 63% of Public Lands assets have been evaluated to be in poor or fair condition. With a typical lifespan of 20-30 years, it is essential that, going forward, the City replace at least two playgrounds and one to two courts every year to ensure safe and accessible features in our parks.<br>The following is a list of potential parks where court improvements or one playground replacement project could occur, in descending order of priority (including condition, opportunity, geographic need, and equity criteria).<br>1. Popperton Park (playground)<br>2. Wasatch Hollow Park (playground)<br>3. <del>Sunnyside Park (courts)</del> Curtis Park planning and design (playground) \$60,000<br>4. 10th East Senior Center (courts)<br>5. Riverside Park (courts and playground)<br>6. Fairmont Park (courts, possibly playground)<br>7. Warm Springs Park (courts)<br>8. Westpointe Park (courts and playground)   | REQUEST \$ | 3,100,000    |            |                   |             |                                  |                   |                 |                                    |
|    |  | CDCIP \$   | 549,150      | \$ 549,150 |                   |             |                                  |                   |                 |                                    |
|    |  | MAYOR \$   | 1,508,090    | \$ 549,150 | \$ 54,490         |             |                                  |                   |                 | \$ 904,450                         |
|    |  | COUNCIL \$ | -            |            |                   |             |                                  |                   |                 |                                    |



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|----|--|----------------------|--------------|-----------|-------------------|-------------|----------------------------------|-------------------|-----------------|------------------------------------|
|    |  |                      |              |           |                   |             | FOF Streets                      | Class C (gas tax) | 1/4 ¢ Sales Tax |                                    |
| 18 | <b>700 South (Phase 7, 4600 West to 5000 West) Additional Funding</b><br><i>Engineering Division</i><br>The project is desperately needed to complete the last half mile of 700 South’s 4.6 mile long reconfiguration from 25 Ft wide deteriorated asphalt road to a 50 FT wide concrete street with bicycle lanes, curb and gutter, sidewalk, and storm drainage from Redwood Rd to 5600 West. Where 700 South meets the Union Pacific rail at 4800 West is the City’s worst street/rail intersection. The rail crossing restricts emergency services, causing re-routing delays, and brings a plethora of constituent service requests each year.  | REQUEST \$ 4,500,000 |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | CDCIP \$ -           |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | MAYOR \$ 4,500,000   |              |           |                   |             |                                  |                   |                 | \$ 4,500,000                       |
|    |  | COUNCIL \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
| 19 | <b>Traffic Signal Replacement and Upgrades Program</b><br><i>Transportation Division</i><br>Based on condition rankings, the proposed allocation will fund the replacement of two traffic signals in failing condition with structural and/or equipment deficiencies. The typical life of a traffic signal is 30 years. After that age, frequent repairs are needed, and the structural supports for the traffic signal may be at risk of failing, such that the signal might fall over including potentially onto people or vehicles. But age is only one factor in ranking. Ranking has been determined by an independent study, that combines equipment age, equipment condition, and maintenance staff input. Signals that need frequent repairs are targeted for replacement. Depending on actual construction costs, this amount may be sufficient to also upgrade one intersection signal detection (which triggers a signal to respond to traffic, bicyclists, and pedestrians) to current standards, and to replace one non-functional CCTV camera, used to monitor signal operations to allow real-time signal adjustments in collaboration with UDOT’s valley-wide network. | REQUEST \$ 2,700,000 |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | CDCIP \$ 730,000     |              |           |                   | \$ 230,000  | \$ 500,000                       |                   |                 |                                    |
|    |  | MAYOR \$ 860,000     |              |           |                   | \$ 230,000  | \$ 500,000                       |                   |                 | \$ 130,000                         |
|    |  | COUNCIL \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
| 20 | <b>Memory Grove Park Urgent Repairs + Preservation &amp; Maintenance Plan</b><br><i>Public Lands Department</i><br>Memory Grove is one of Salt Lake City’s most iconic park spaces. It is one of the thriving cultural centerpieces of Salt Lake City’s parks system. But the features that draw visitors to the Park – the historic features and mature trees that give Memory Grove its unique atmosphere – are in a state of accelerating deterioration.<br><br>This funding would facilitate the completion of significant improvements to Memory Grove Park through two phases:<br>(Phase 1, \$1,750,000) Urgent capital repairs to be completed as soon as possible, with the guidance of historic landscape architects and the Utah State Historic Preservation Office (SHPO). It is critical to the continued success of Memory Grove that the City begins now to restore, preserve, and renew the assets that create the unique character of Memory Grove.<br>(Phase 2, \$160,000) The development of a Preservation & Maintenance Plan for Memory Grove Park and the Freedom Trail.  | REQUEST \$ 1,910,000 |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | CDCIP \$ -           |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | MAYOR \$ 1,910,000   |              |           |                   |             |                                  |                   |                 | \$ 1,910,000                       |
|    |  | COUNCIL \$ -         |              |           |                   |             |                                  |                   |                 |                                    |

Attachment 2 - Fiscal Year 2025 Capital Improvement Program (CIP) Funding Log

| #  | Title, Lead Office, and Description   | Totals  |    | General Fund | FOF Other | Parks Impact Fees | FOF Transit | Transportation Dedicated Sources |                   |                 | Capital Maintenance (Holding Acct) |            |
|----|---|---------|----|--------------|-----------|-------------------|-------------|----------------------------------|-------------------|-----------------|------------------------------------|------------|
|    |   |         |    |              |           |                   |             | FOF Streets                      | Class C (gas tax) | 1/4 ¢ Sales Tax |                                    |            |
| 21 | <b>Fire Training Grounds Site Improvements</b><br><i>Fire Department</i><br>The fire training ground site improvement includes the excavation and construction of paved area surrounding fire training props to allow access for firefighters and fire vehicles as they train. Ideally this training ground would simulate a small cross section of the structures that are in Salt Lake City and the site improvement would resemble streets and access points like what is in the city. Currently there is approximately 45,000 square feet of underutilized training ground.   | REQUEST | \$ | 1,410,300    |           |                   |             |                                  |                   |                 |                                    |            |
|    |   | CDCIP   | \$ | -            |           |                   |             |                                  |                   |                 |                                    |            |
|    |   | MAYOR   | \$ | -            |           |                   |             |                                  |                   |                 |                                    |            |
|    |   | COUNCIL | \$ | -            |           |                   |             |                                  |                   |                 |                                    |            |
| 22 | <b>Amplifying Our Jordan River Revitalization: Leveraging Bond Investment</b><br><i>Public Lands Department</i><br>Doubles the impact of the estimated \$1,250,000 in GO Bond funding planned for the segment of the Jordan River corridor between Indiana Avenue and California Avenue. Bond funding is intended to focus on overall corridor improvements, water trail development, irrigation, tree health, and the Parkway Trail: namely, non-impact fee eligible costs. This impact fee funding, however, will be used on increasing level of service along and near the Jordan River corridor and its public lands spaces, particularly focused on increasing safety, activation, and recreation amenities. Some likely, high-priority improvements may include water and resource-efficient irrigation and planting where they do not currently exist, additional lighting, nature-focused pathways, river interaction and education opportunities, and additional features that activate the corridor.<br><br>The River corridor’s Indiana Avenue to California Avenue segment has the highest concentration of destinations and activity: seven parks and open spaces, and active transportation intersections of the 9-Line Trail, the Jordan River Parkway Trail, sidewalks, and bike lanes on Indiana, 900 West, and California. Of these seven spaces, the International Peace Gardens, Bend in the River, and Modesto Park face difficult challenges that have made them high-need, high-priority areas for both the Public Lands Department and the surrounding communities. | REQUEST | \$ | 1,500,000    |           |                   |             |                                  |                   |                 |                                    |            |
|    |   | CDCIP   | \$ | 1,300,000    |           |                   | \$          | 1,300,000                        |                   |                 |                                    |            |
|    |   | MAYOR   | \$ | 1,500,000    |           |                   | \$          | 1,300,000                        |                   |                 |                                    | \$ 200,000 |
|    |   | COUNCIL | \$ | -            |           |                   |             |                                  |                   |                 |                                    |            |
| 23 | <b>Livable Streets Traffic Calming Program</b><br><i>Transportation Division</i><br><i>Note: The Council approved \$2 million from the Quarter Cent Sales Tax for Transportation's fund balance (separate from General Fund Balance) as part of the annual budget adoption on June 13</i>   | REQUEST | \$ | 3,000,000    |           |                   |             |                                  |                   |                 |                                    |            |
|    |   | CDCIP   | \$ | -            |           |                   |             |                                  |                   |                 |                                    |            |
|    |   | MAYOR   | \$ | -            |           |                   |             |                                  |                   |                 |                                    |            |
|    |   | COUNCIL | \$ | -            |           |                   |             |                                  |                   |                 |                                    |            |
| 24 | <b>Art Barn Failing Infrastructure and Accessibility Improvements</b><br><i>Arts Council</i><br>The Salt Lake City Arts Council, part of the Department of Economic Development, requests will address failing infrastructure (due to flooding, neglect, and lifespan end), ADA requirements, energy efficiency, and the option to provide additional services to the public. Items include: Interior Accessibility Ramp, Energy Efficient Gallery Lighting Upgrade, Hardwood Floor Replacement, and Lower Level Community workspace/office renovations.  | REQUEST | \$ | 500,000      |           |                   |             |                                  |                   |                 |                                    |            |
|    |   | CDCIP   | \$ | -            |           |                   |             |                                  |                   |                 |                                    |            |
|    |   | MAYOR   | \$ | 500,000      |           |                   |             |                                  |                   |                 | \$ 500,000                         |            |
|    |   | COUNCIL | \$ | -            |           |                   |             |                                  |                   |                 |                                    |            |



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|----|---|--------------------|--------------|-----------|-------------------|-------------|----------------------------------|-------------------|-----------------|------------------------------------|
|    |   |                    |              |           |                   |             | FOF Streets                      | Class C (gas tax) | 1/4 ¢ Sales Tax |                                    |
| 25 | <b>Jordan River Trail Safer Crossing Improvements</b><br><i>Constituent Application; Public Lands Department</i><br>This project would fund design and construction of a raised crosswalk at 200 South on the Jordan River Parkway Trail. This would also fund the installation of improved safety and visibility features as well as aesthetic improvements at the I-80 underpass to enhance safety and comfortability at this key section of the trail.   | REQUEST \$ 200,000 |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | CDCIP \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | MAYOR \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | COUNCIL \$ -       |              |           |                   |             |                                  |                   |                 |                                    |
| 26 | <b>Police Department Training Center</b><br><i>Police Department</i><br>The police department requires a dedicated Training Facility. As SLC grows, so does the public safety need. The SLCPD on-boards and trains 50-80 employees a year. The training consists of a state certified satellite police academy and exclusive SLCPD academy. Both curriculums require facilities to be effective and complete. Additionally, the department has statutory training requirements for over 600 officers, which requires dedicated facilities (range, scenario locations, emergency vehicle operations, arrest control and defensive tactics mat room, exercise facility, dedicated academy and in-service classrooms, etc.). The department currently uses community classrooms and a dilapidated city warehouse for academy training and in-service training.   | REQUEST \$ 250,000 |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | CDCIP \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | MAYOR \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | COUNCIL \$ -       |              |           |                   |             |                                  |                   |                 |                                    |
| 27 | <b>Pedestrian Safety / HAWK at Richmond St. and Zenith Ave.</b><br><i>Constituent Application; Transportation Division</i><br>I've lived at the corner of Richmond and Zenith for 3 years and walk across Richmond daily to get to the daycare on another corner. Many pedestrians cross Richmond to get to daycare, parks, bus stops, the grocery store, and Nibley Park School. Pedestrian traffic is only likely to increase as more apartment buildings are completed in the Brickyard area. Despite all the pedestrian traffic, Richmond remains a 4-lane street with a turning lane in the middle a road design the city has expressed interest in replacing to improve pedestrian and cyclist safety (e.g., the 2100 S reconstruction). There is only a set of flashing pedestrian yield signs at Richmond and Zenith, which drivers either don't notice or choose to disregard. My family and I often stand at the Zenith corner so long, waiting for all 4 lanes to stop, that we have to hit the pedestrian crosswalk button more than once. There are no speed limit signs on Richmond between the controlled intersection at 1300 E/Highland and the next controlled intersection at Richmond/Brickyard, nearly a half mile apart. Almost everything in between is residential. With no expected reasons to slow down or stop, drivers treat Richmond like a highway. | REQUEST \$ 500,000 |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | CDCIP \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | MAYOR \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | COUNCIL \$ -       |              |           |                   |             |                                  |                   |                 |                                    |

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|----|---|----------------------|--------------|-----------|-------------------|-------------|----------------------------------|-------------------|-----------------|------------------------------------|
|    |   |                      |              |           |                   |             | FOF Streets                      | Class C (gas tax) | 1/4 ¢ Sales Tax |                                    |
| 28 | <b>Transportation Corridor Transformations Program</b><br><i>Transportation Division</i><br>This funding will be used to make transformative transportation changes to streets that are not in need of reconstruction. This includes changes to streets that are receiving surface treatments (chip seal or slurry seal) and/or streets that are being repaved without full reconstruction. Some streets may also receive transformative changes to transportation use without resurfacing. These funds are generally used to make corridor-long changes to several blocks of street, including but not limited to changes to striping, lane configurations, changes to curbs, parking, streetscape elements such as street trees, and installation of semi-permanent infrastructure such as separation curbs, bollards, delineators, or planters. Streets that are anticipated to be considered with FY25 funds include sections of 500 or 600 South Grand Boulevards, 900 South Streetscape additions, and several streets being resurfaced citywide.   | REQUEST \$ 4,600,000 |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | CDCIP \$ -           |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | MAYOR \$ -           |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | COUNCIL \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
| 29 | <b>Jordan River Trail Food Forest + Partner Garden</b><br><i>Constituent Application; Public Lands Department</i><br>The main purpose of this project is to install city water access to a new Wasatch Community Gardens (WCG) food forest farm and the Og Woi People's Orchard and Garden (a project of Blue Sky Institute), located on adjoining parcels of public land along the Jordan River Trail in Fairpark/Rose Park. The WCG Food Forest Farm will serve as a living pantry to a community without access to fresh, local food in an underutilized area with contaminated soil. The space will be transformed from inoperable to flourishing through diverse planting of edible plants that attempt to mimic the ecosystems and patterns found in nature. The Og Woi People's Orchard and Garden (OPOG) is a community collective project that serves as a model of how food can be free and accessible. It involves helping a fruit orchard and associated vegetable gardens thrive, with the intent of providing the produce grown by the plants to the people in the community. It is also a place to enhance the overall health of the environment and to learn and teach community resiliency and caring. Now that the OPOG site has been added to WCG's Green City Grower's contract with Salt Lake City, WCG will partner with Og Woi to ensure all city established management and infrastructure guidelines for a community garden are followed, per WCG's documented and demonstrated best practices. As part of this partnership, WCG will act as liaison between the participants in the Og Woi garden and SLC via the Green City Grower's contract. | REQUEST \$ 385,000   |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | CDCIP \$ -           |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | MAYOR \$ -           |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | COUNCIL \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
| 30 | <b>Urban Trails Program</b><br><i>Transportation Division</i><br>This FY25 request for citywide urban trails is anticipated to fund a new extension of the Sugar House Greenway to complement S-Line Extension; provide funding for the currently nicknamed “Alphabet Trail” which is roughly parallel to the “alphabet streets” along 1300 East south of I-80; and to implement other trails, citywide, included in the Pedestrian and Bicycle Master Plan (2015).   | REQUEST \$ 1,500,000 |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | CDCIP \$ -           |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | MAYOR \$ -           |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | COUNCIL \$ -         |              |           |                   |             |                                  |                   |                 |                                    |

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|----|--|----------------------|--------------|-----------|-------------------|-------------|----------------------------------|-------------------|-----------------|------------------------------------|
|    |  |                      |              |           |                   |             | FOF Streets                      | Class C (gas tax) | 1/4 ¢ Sales Tax |                                    |
| 31 | <b>Route 209 - Accessibility, Bus Shelters, Benches, and Trash Cans</b><br><i>Constituent Application; Transportation Division</i><br>When the UTA created the new 209 route through the Avenues they greatly increased the frequency and access to downtown / the U / Millcreek--it's great for mobility. However, nearly every bus stop is non-ADA accessible, lacks benches / stools to support riders while they wait, a shelter to protect them in the winter nor trash bins. My house is directly in front of a bus stop and riders have left trash all over the street, the bus has to use my driveway to let anyone in a wheelchair board and riders end up sitting in my yard when it's inclement weather because of the protection of the trees. Every bus stop I've driven along the 209 route is the same--there are no benches, there are no trash cans, and almost all of them don't have a clear easement from sidewalk to curb to assist ADA / elderly riders. This is a huge opportunity to improve rider safety and access, provide support and shelter to our riders and make sure neighborhoods stay clean and safe. Adding more features to each bus stop would greatly improve community support for expanded access to public transit.  | REQUEST \$ 500,000   |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | CDCIP \$ -           |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | MAYOR \$ -           |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | COUNCIL \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
|    |  |                      |              |           |                   |             |                                  |                   |                 |                                    |
| 32 | <b>Fairmont Park East Enhancement</b><br><i>Constituent Application; Public Lands Department</i><br>The project will improve the currently unsafe east side of Fairmont Park through numerous enhancements that provide safer access and usability. These changes are urgently needed before three new high-rise apartment complexes (due east of the park) come online in the next year or two. The overall project may include, in order of priority and with the associated divisions, the following:<br>#1 (Transportation Division Projects), an active transportation path connecting the east Fairmont Park entrance to the S-Line Trail, adding ADA access to the east entrance (replacing stairs), space for food trucks and dining infrastructure on the west side of 1100 East, and raised crosswalks on 1100 East<br>#2 (Public Lands Department, repair the firepit area and add signage about historic significance; add additional lighting to help prevent loitering/camping in this area; add a woodchip pollinator pathway along the riparian for a closer look into the pollinator habitat. Providing more interpretive signage<br>#3 (Public Lands Department), daylighting a spring and extending the existing boardwalk over the spring, on the east side of the pond where it now flows across the sidewalk.<br>#4 (Arts Council), adding art features<br>#5 (Fire Department, Transportation Division, Public Lands Department), building a pollinator-friendly median on 1100 East, pending Fire Department and Transportation Division review and approval | REQUEST \$ 1,100,000 |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | CDCIP \$ -           |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | MAYOR \$ -           |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | COUNCIL \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
|    |  |                      |              |           |                   |             |                                  |                   |                 |                                    |

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|----|--|-----------------------|--------------|-----------|-------------------|-------------|----------------------------------|-------------------|-----------------|------------------------------------|
|    |  |                       |              |           |                   |             | FOF Streets                      | Class C (gas tax) | 1/4 ¢ Sales Tax |                                    |
| 33 | <b>Green Loop Implementation</b><br><i>Public Lands Department</i><br>This funding request is a joint application between Public Lands and Transportation, with active participation from several other departments. The Green Loop project reimagines part of the City’s underutilized public rights-of-way as functional green space in the heart of downtown. Transformation of the public right-of-way requires design and construction of both above-ground improvements (sidewalks, paths, bikeways, plazas, roadway, forest, plantings, park features, and rain gardens) and below-ground infrastructure (public and private utilities). Project costs include design and construction of above-ground green space, roadway reconstruction, and some utility (public and private) relocation. The intent of this application is to allocate funding to bring strategic segments of the Green Loop to construction as soon as possible, particularly where there are timely opportunities to leverage grant funds and/or develop financial partnerships. Robust public engagement is currently informing an in-progress planning, and design process to develop a schematic design for the 200 East segment of the Green Loop (South Temple to 900 South) and potentially others as opportunities arise. | REQUEST \$ 10,000,000 |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | CDCIP \$ -            |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | MAYOR \$ 3,140,000    |              |           |                   |             |                                  |                   | \$ 3,140,000    |                                    |
|    |  | COUNCIL \$ -          |              |           |                   |             |                                  |                   |                 |                                    |
| 34 | <b>Main Street Alley Improvements, from No-Tell Motel to Utah Pride</b><br><i>Constituent Application; Engineering Division</i><br>This application is for safety improvements for the public alleyway that runs north-south between Main Street and Richards Street, for two blocks in particular: from behind the Utah Pride Center to Andrew Avenue, one door north of the Main Street Motel. This application unanimously supported by the board of the Ballpark Community Council together with Josh Blankenship, who leads our neighborhood's weekly volunteer trash pickup group. Currently the alley is without lighting and is bordered by several properties that are temporarily closed (The Utah Pride Center), are periodically closed and are scheduled to be permanently closed (Smith's Ballpark), homes that have been unoccupied and have been boarded for 7-9 years (1411 and 1415 S. Richards Street), or have been on pause in their development for over a year (1448 - 1470 S. Main Street, the Gabbott's Row 40-unit townhome-style apartments proposed for that site). The improvements we are requesting would follow recommendations from the Crime Prevention Through Environmental Design (CPTED).  | REQUEST \$ 170,000    |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | CDCIP \$ -            |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | MAYOR \$ -            |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | COUNCIL \$ -          |              |           |                   |             |                                  |                   |                 |                                    |
| 35 | <b>Faultline Park Playground</b><br><i>Constituent Application; Public Lands Department</i><br>Replace playground equipment at Faultline Park which will include a new design, removal of existing play equipment, concrete footings and surfacing. The new playground should approximately be in the same footprint as the existing which will mean only minor modifications to the surrounding surfacing. Lastly will be the installation of new play equipment and surfacing. There may be existing site furnishings around the playground that will need to be replaced.   | REQUEST \$ 337,000    |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | CDCIP \$ -            |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | MAYOR \$ -            |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | COUNCIL \$ -          |              |           |                   |             |                                  |                   |                 |                                    |

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|----|---|----------------------|--------------|-----------|-------------------|-------------|----------------------------------|-------------------|-----------------|------------------------------------|
|    |   |                      |              |           |                   |             | FOF Streets                      | Class C (gas tax) | 1/4 ¢ Sales Tax |                                    |
| 36 | <b>Guadalupe Neighborhood Streets Improvement</b><br><i>Constituent Application; Transportation Division</i><br>The Guadalupe Community Improvement project aims to enhance pedestrian mobility in Historic Guadalupe Neighborhood through the improvement of N 500 W. The project aims to enhance pedestrian mobility through the installation of sidewalks and added street lights for nighttime visibility and activation. Additionally, the inclusion of a bike lane, contingent on the city's safety assessment, further promotes safe transportation options that'll connect cyclists in the neighborhood to the larger SLC bike lane network. To mitigate environmental impact from the highly active and nearby train tracks, a protective barrier along these tracks will prevent aggregate leakage onto the road as well as keep pedestrians from crossing train tracks via Union Pacific property, while the potential introduction of trees along the street adjacent to the railroad tracks not only enhances the visual appeal but also contributes to noise and air quality improvement.   | REQUEST \$ 2,517,000 |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | CDCIP \$ -           |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | MAYOR \$ -           |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | COUNCIL \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
| 37 | <b>Plaza 349 EV Charging Phase 1 and 2</b><br><i>Public Services Department</i><br>We are seeking funding for the initial two phases of a crucial project dedicated to upgrading the charging infrastructure at Plaza 349. Situated off 200 E and University Boulevard, the Plaza 349 complex comprises an office building and a six-level parking garage, both served by a single existing electrical service. The proposed project involves installing (20) new Level 2 charger ports and backfeeding (4) pre-existing charging ports within the Plaza 349 parking garage, which currently accommodates (38) fleet vehicles according to telematics data. Following the recommendations from Kimley-Horn & Sawatch, the initial funding will support the first two phases, including the installation of a new utility switching cabinet and transformer strategically placed between the main building and parking garage to facilitate the required electrical service for efficient EV charging. This initiative aligns with our commitment to sustainable transportation and positions our city at the forefront of accommodating the evolving needs of our expanding EV fleet. | REQUEST \$ 601,900   |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | CDCIP \$ -           |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | MAYOR \$ -           |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | COUNCIL \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
| 38 | <b>500 East Raised Crosswalk (400 Block)</b><br><i>Constituent Application; Transportation Division</i><br>First Step House respectfully requests that the City implement a mid-block raised crosswalk on 500 E between 400 S and 500 E. Raised crosswalks improve safety for both vehicles and pedestrians. This block of 500 E features mixed-use residential housing on the east side and a Smith's Marketplace and bus station on the west side. First Step House operates a residential treatment facility, outpatient treatment center, and two permanent supportive housing buildings on the east side of the block. These buildings have 186 beds for residential clients and provide outpatient services to dozens more individuals every day. The population served is very low-income. First Step House clients primarily navigate the city on foot, including when they get groceries or take the bus. A raised crosswalk between the residential side of the street and the Smith's on the other side would dramatically improve safety for all pedestrians, including 200+ First Step House clients each day, and help calm traffic in a busy city passage.             | REQUEST \$ 115,000   |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | CDCIP \$ -           |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | MAYOR \$ -           |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | COUNCIL \$ -         |              |           |                   |             |                                  |                   |                 |                                    |

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|----|--|--------------------|--------------|-----------|-------------------|-------------|----------------------------------|-------------------|-----------------|------------------------------------|
|    |  |                    |              |           |                   |             | FOF Streets                      | Class C (gas tax) | 1/4 ¢ Sales Tax |                                    |
| 39 | <b>PSB EV Charging Phase 1 and 2</b><br><i>Public Services Department</i><br>We are seeking funding for the initial two phases of a vital project aimed at upgrading the charging infrastructure at the Salt Lake City Public Safety Building, a central facility for the city's police and fire departments, emergency operations center, and combined dispatch unit. The project involves the installation of (20) new Level 2 charger ports, along with backfeeding (10) pre-existing ports within the existing two-floor garage, catering to a fleet of (50) public services, police, and fire vehicles. Following the recommendations from Kimley-Horn & Sawatch, the proposed funding will support the first two phases, which include the installation of a new utility transformer on the east end of the property to facilitate the required electrical service for efficient EV charging. This investment aligns with our commitment to sustainable transportation and positions our city at the forefront of accommodating the evolving needs of our expanding EV fleet.  | REQUEST \$ 874,400 |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | CDCIP \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | MAYOR \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | COUNCIL \$ -       |              |           |                   |             |                                  |                   |                 |                                    |
| 40 | <b>Poplar Grove Park Lighting</b><br><i>Constituent Application; Public Lands Department</i><br>Safety and utility lighting around the perimeter and some interior of Poplar Grove Park. The new lights will offer lighting to the sidewalks surrounding the park without increasing light pollution to the surrounding neighborhood. Using the cities Victorian style lights with underground power. This will allow the removal of overhead poles, which would remove clutter from the skyline. Most of the existing poles only deliver power to the existing light fixtures, (essentially stringing up extension cords in the sky.) With proper placement, poles existing around the park, lighting street intersections can be removed as well, offering further improvement of the skyline. The new lights should have fresnel glass guiding the majority of the light down toward the sidewalk. Or appropriate task light such as lighting an intersection and crosswalk. <i>One third of the project cost, \$219,000, is eligible for parks impact fees for the eight new interior lights that expand capacity for the park to be used for recreation at night.</i> | REQUEST \$ 657,000 |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | CDCIP \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | MAYOR \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | COUNCIL \$ -       |              |           |                   |             |                                  |                   |                 |                                    |
| 41 | <b>California Avenue Pedestrian Safety Improvements Construction</b><br><i>Constituent Application; Transportation Division</i><br>This project will implement the recommendations of a previously funded study to make pedestrian safety improvements at the intersections of California Avenue and Concord Street/Glendale Drive.  | REQUEST \$ 807,000 |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | CDCIP \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | MAYOR \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | COUNCIL \$ -       |              |           |                   |             |                                  |                   |                 |                                    |
| 42 | <b>600 South Safety Improvements</b><br><i>Constituent Application; Transportation Division</i><br>This project aims to create a more complete 600 S street by implementing elements of the One-Way Grand Boulevard Street Typology to the street. This would include the addition of protected bicycle lanes, and bulb-outs or enhanced crossings that slow down traffic and encourage drivers to check for people crossing. Our preferred solution is to create protected bike lanes 200 E to 600 E, add bulb-outs where they do not exist, and install decorative crossings. 600 S fronts several community destinations, like parks, recreation centers, and shopping centers. Traffic volume data from UDOT shows a substantial decrease in traffic on 600 S east of State St (from 39,000 to 21,000) while the same number of travel lanes is maintained. The project is unlikely to have a significant impact on motor vehicle travel times or parking while increasing safety for all users and accommodating more modes of travel. The CIP supports the city's goal of Vision Zero and helps create better community space.                                       | REQUEST \$ 530,000 |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | CDCIP \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | MAYOR \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | COUNCIL \$ -       |              |           |                   |             |                                  |                   |                 |                                    |



Attachment 2 - Fiscal Year 2025 Capital Improvement Program (CIP) Funding Log

| #  | Title, Lead Office, and Description   | Totals             | General Fund | FOF Other | Parks Impact Fees | FOF Transit | Transportation Dedicated Sources |                   |                 | Capital Maintenance (Holding Acct) |
|----|---|--------------------|--------------|-----------|-------------------|-------------|----------------------------------|-------------------|-----------------|------------------------------------|
|    |   |                    |              |           |                   |             | FOF Streets                      | Class C (gas tax) | 1/4 ¢ Sales Tax |                                    |
| 43 | <b>Victory Park Tennis Courts</b><br><i>Constituent Application; Public Lands Department</i><br>The project will resurface two existing tennis courts. Remove grape vines that create leaf clutter from the existing south fence and make all necessary fence repairs.  | REQUEST \$ 52,600  |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | CDCIP \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | MAYOR \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | COUNCIL \$ -       |              |           |                   |             |                                  |                   |                 |                                    |
| 44 | <b>Riverside Park Pathway Loop</b><br><i>Constituent Application; Public Lands Department</i><br>Create a looping recreational pathway that accommodates multiple user types that goes through the park and utilizes the Jordan River Parkway Trail. Creating a looping path gives the people who recreate at Riverside Park a place to continuously walk and recreate in a fixed location that is ADA accessible. Potentially something that resembles something like the looping pathways at Liberty and Sugar House Parks.<br>Improve or widen strategic pathways in the park: As an important community asset that has been historically underserved and not seen capital improvements in 27 years, we believe this park and our community deserve the investment required to have amenities on par with Liberty Park and Sugar House Park. Making the pathways at Riverside Park more accessible, connected, and purposeful serves to improve the health and happiness of our communities.   | REQUEST \$ 530,000 |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | CDCIP \$ 530,000   |              |           | \$ 530,000        |             |                                  |                   |                 |                                    |
|    |   | MAYOR \$ 530,000   |              |           | \$ 530,000        |             |                                  |                   |                 |                                    |
|    |   | COUNCIL \$ -       |              |           |                   |             |                                  |                   |                 |                                    |
| 45 | <b>Curtis Park Reimagined</b><br><i>Constituent Application; Public Lands Department</i><br>Curtis Park hosts a boarded-up playground and underutilized open space. Despite its state, the area remains highly frequented due to its proximity to the bustling Foothill Village and vibrant surrounding communities. Our project aims to revitalize this space in tandem with Foothill Village's 2024-2025 multimillion dollar remodel and their new grand promenade exiting directly onto this public land.<br><br>Revamping the Park. Replacing the worn playground with a larger, contemporary version and reducing physical barriers by lowering the earth wall along 2200 E., installing ADA-accessible ramps, stairs, and concrete pathways, including a corridor to the forthcoming Foothill Village entrance, construction of a centralized pavilion, and addressing safety issues.<br><br>This initiative deserves CIP funding because of timely relevance, promoting walkability, enhancing safety, and community transformation. Acknowledging the current economic challenges, we propose a phased three-year project that optimizes CIP funds. | REQUEST \$ 960,000 |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | CDCIP \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | MAYOR \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | COUNCIL \$ -       |              |           |                   |             |                                  |                   |                 |                                    |
| 46 | <b>Marmalade-Fairpark East-West Connector Study</b><br><i>Constituent Application; Transportation Division</i><br>Critical to the area's success is the design and construction of a safe intersection at 400 N 400 W that may involve concepts such as reduced lanes, raised crosswalks, benches, pedestrian refuge islands, and possible greening of park strips. Placemaking, activation, and creating connections to the multiple local businesses and community nodes (public library, schools, etc.) in the area are features of this project. Multiple local businesses in the area ask for safer connections and a more cohesive transportation network tie-in from various surrounding neighborhoods. The project would take a phased approach, beginning with a study to create recommendations and appropriate technical solutions for the project area. This request is for Phase 1 - Study, with the potential for design depending on level of funding.   | REQUEST \$ 80,000  |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | CDCIP \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | MAYOR \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | COUNCIL \$ -       |              |           |                   |             |                                  |                   |                 |                                    |

Attachment 2 - Fiscal Year 2025 Capital Improvement Program (CIP) Funding Log

| #  | Title, Lead Office, and Description  | Totals  |    | General Fund | FOF Other | Parks Impact Fees | FOF Transit | Transportation Dedicated Sources |                   |                 | Capital Maintenance (Holding Acct) |    |        |
|----|--|---------|----|--------------|-----------|-------------------|-------------|----------------------------------|-------------------|-----------------|------------------------------------|----|--------|
|    |  |         |    |              |           |                   |             | FOF Streets                      | Class C (gas tax) | 1/4 ¢ Sales Tax |                                    |    |        |
| 47 | <b>Fairmont Park Basketball Court</b><br><i>Constituent Application; Public Lands Department</i><br>Over the last few years, there has been a lot of investment in Fairmont Park. The improvements to the pond, playground, dog park, jogging paths, and pickleball courts have brought a lot of new activity and users to the park. More activity means that usage of the basketball court has increased, as well. The court is currently a half-court size, with one hoop, no lines to indicate the free throw or 3-point line, no lighting, and uneven concrete. The latter often results in puddles after rain. The single hoop and small court create a bottleneck in the park, and users often must wait to use the court on summer evenings. This proposal would create a standard full-size court (94 ft by 50 ft) with six hoops (one full court and four perpendicular half courts) and lighting for evening use. Improvements to the basketball court would not impact the adjacent soccer fields and would require minimal grading. These improvements would be similar to those made to the basketball court in Sugar House Park and would be well used given the growth in apartments and housing in Sugar House.  | REQUEST | \$ | 754,000      |           |                   |             |                                  |                   |                 |                                    |    |        |
|    |  | CDCIP   | \$ | -            |           |                   |             |                                  |                   |                 |                                    |    |        |
|    |  | MAYOR   | \$ | 754,000      |           |                   | \$          | 678,600                          |                   |                 |                                    | \$ | 75,400 |
|    |  | COUNCIL | \$ | -            |           |                   |             |                                  |                   |                 |                                    |    |        |
|    |  |         |    |              |           |                   |             |                                  |                   |                 |                                    |    |        |
| 48 | <b>Fayette Avenue Improvements between Washington Street &amp; 200 West</b><br><i>Constituent Application; Engineering Division</i><br>The public infrastructure on Fayette Avenue between 200 and 300 West is not at minimum standard for Salt Lake City. The proposed project includes improvements on unimproved City-owned parcels on the south side of Fayette Avenue as well as sidewalk, curb, and gutter installation on the north side of Fayette Avenue. Proposed improvements on the south side of Fayette include completion of paved parking area and installation of curb, gutter, sidewalk/pedestrian walkway, street trees, landscaping, and street lighting on both sides of Fayette Avenue. This project is located in an area zoned FBUN-2 and is intended to be a walkable community. Located within 0.25 mile of the 900 South TRAX stop, sidewalk, curb, and gutter should be present to support walkability.<br><br>It is intended that the City's funding for this project could be a "match" for a TIF project with UDOT to generally improve the south side of Fayette Avenue from 200 West to 300 West, including improvement and re-uses of UDOT property in the area to improve the neighborhood aesthetics and public safety while addressing walkability, park and open space, and parking issues in the neighborhood. UDOT has indicated a willingness to be a partner is making better use of its parcels along Fayette Avenue and in the neighborhood generally. | REQUEST | \$ | 560,000      |           |                   |             |                                  |                   |                 |                                    |    |        |
|    |  | CDCIP   | \$ | -            |           |                   |             |                                  |                   |                 |                                    |    |        |
|    |  | MAYOR   | \$ | -            |           |                   |             |                                  |                   |                 |                                    |    |        |
|    |  | COUNCIL | \$ | -            |           |                   |             |                                  |                   |                 |                                    |    |        |
|    |  |         |    |              |           |                   |             |                                  |                   |                 |                                    |    |        |

Attachment 2 - Fiscal Year 2025 Capital Improvement Program (CIP) Funding Log

| #  | Title, Lead Office, and Description  | Totals               | General Fund | FOF Other | Parks Impact Fees | FOF Transit | Transportation Dedicated Sources |                   |                 | Capital Maintenance (Holding Acct) |
|----|--|----------------------|--------------|-----------|-------------------|-------------|----------------------------------|-------------------|-----------------|------------------------------------|
|    |  |                      |              |           |                   |             | FOF Streets                      | Class C (gas tax) | 1/4 ¢ Sales Tax |                                    |
| 49 | <b>“Elevating Access”: The Regional Athletic Complex’s Blueprint for the Future</b><br><i>Public Lands Department</i><br>This project will plan, design, and ultimately construct two new, publicly-accessible fields at the RAC, a northern parking lot at the RAC, and a new trail and landscaping along Rose Park Lane (the main public entrance to the RAC). Other planning and design work would also be completed, as described in Steps 1-3, below. The planning, design, and construction proposed in this application will strongly position Public Lands to pursue remaining needed funding (for up to six additional fields and other public amenities) from Salt Lake County’s next authorization of the Zoo, Arts, and Parks (ZAP) Program, which could be available in 2025 or 2026. At this expanded size (24 total fields), the RAC would be able to host larger tier events and bring in vastly more visitors and economic impact potential. The economic impact of the RAC would also increase by up to 100% (est.), from \$15 to \$19 million each year (currently) to up to \$25 to \$30 million.<br><br>1. Rose Park Lane Trail Improvements and Beautification design and construction, irrigation upgrades, and landscaping. <b>\$850,000 total: \$545,000 General Fund and \$305,000 parks impact fees.</b><br><br>2. Planning, Engagement, and Design for the Remaining, Undeveloped 30 Acres of the RAC and the 3.6-acre Rose Park Lane Open Space Property. <b>\$600,000 total: \$350,000 General Fund and \$250,000 parks impact fees.</b><br><br>3. Phase 1 RAC Construction: Construction of the first phase of improvements identified in the sitewide plan (Step 2, above), which will include two new fields open for public use, walkways, and the northern parking lot. <b>\$4 Million total: \$2 Million General Fund and \$2 Million parks impact fees.</b> | REQUEST \$ 5,450,000 |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | CDCIP \$ -           |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | MAYOR \$ -           |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | COUNCIL \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
| 50 | <b>SLC Public Safety Building (Police Occupancy) Remodels</b><br><i>Police Department</i><br>This project focuses on overhauling six office spaces within the Public Safety Building (PSB) to amplify functionality, security, and overall efficiency tailored for the police department's needs. GSBS provided a detailed quote that outlines each room's scope, such as the removal and installation of specific elements like flooring, millwork adjustments, and cabinetry finishing will be executed with precision. The extensive remodel of the six office spaces within the PSB is designed to facilitate both immediate function and future growth, seamlessly integrating modern design elements and infrastructure upgrades to optimize operational efficiency and adaptability for the police department.  | REQUEST \$ 650,000   |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | CDCIP \$ -           |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | MAYOR \$ -           |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | COUNCIL \$ -         |              |           |                   |             |                                  |                   |                 |                                    |

Attachment 2 - Fiscal Year 2025 Capital Improvement Program (CIP) Funding Log

| #  | Title, Lead Office, and Description   | Totals             | General Fund | FOF Other | Parks Impact Fees | FOF Transit | Transportation Dedicated Sources |                   |                 | Capital Maintenance (Holding Acct) |
|----|---|--------------------|--------------|-----------|-------------------|-------------|----------------------------------|-------------------|-----------------|------------------------------------|
|    |   |                    |              |           |                   |             | FOF Streets                      | Class C (gas tax) | 1/4 ¢ Sales Tax |                                    |
| 51 | <b>Street Futsal Courts 1:1 Match</b><br><i>Constituent Application; Public Lands Department</i><br>“Free the Game” is a SLC-based non-profit on a mission to make soccer (the world's game) more accessible to all. Over the years, soccer has become more of a business than a game - requiring you to play for a club or a team to be able to play. Around the world, the game is played in neighborhood parks and features low-maintenance materials like chain link fencing and concrete. This proposal may convert unutilized or underutilized concrete courts (or add new concrete pads) at several of the following parks in Salt Lake City into “futsal” or street soccer courts. Salt Lake City funding would be a 50% match for private funding from “Free the Game”.<br>Proposed locations:<br>Jordan Park (1060 South 900 West)<br>9th South River Park (1000 West Genessee Avenue)<br>Liberty Park (600 East 900 South), dependent on Historic Landmark Commission approval<br>11th Avenue Park (581 North Terrace Hills Drive)<br>Jefferson Park (1084 South West Temple)<br>Fairmont Park (1040 East Sugarmonnt Avenue) | REQUEST \$ 350,000 |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | CDCIP \$ 350,000   |              |           | \$ 350,000        |             |                                  |                   |                 |                                    |
|    |   | MAYOR \$ 350,000   |              |           | \$ 350,000        |             |                                  |                   |                 |                                    |
|    |   | COUNCIL \$ -       |              |           |                   |             |                                  |                   |                 |                                    |
| 52 | <b>Alleyway Improvements and Mitigation</b><br><i>Engineering Division</i><br>This annual program funds reconstruction or rehabilitation of deteriorated City alleyways, including pavement and drainage improvements, as necessary.  | REQUEST \$ 500,000 |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | CDCIP \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | MAYOR \$ 500,000   |              |           |                   |             |                                  |                   |                 | \$ 500,000                         |
|    |   | COUNCIL \$ -       |              |           |                   |             |                                  |                   |                 |                                    |
| 53 | <b>International Peace Gardens</b><br><i>Constituent Application; Public Lands Department</i><br>First, building a security fence around the gardens to protect the artwork and structures. Second, we would add educational kiosks at the entrances and provide informational panels at each countries' garden that would contain details of that countries people, culture, and involvement in peace. The International Peace Gardens located at 1160 Dalton Ave S, SLC, were conceived in 1939 but due to World War II were dedicated in 1952. Twenty-eight countries from the Americas, Europe, Africa, and Asia are represented, symbolizing the true spirit of democracy and world peace, history, literature, and many lands' cultural heritage. Recently, due to vandalisms and theft, some of the remaining statues and artwork have been removed and put in storage. The Salt Lake City Arts Council is working to restore and/or replace art pieces that can be returned to the gardens.   | REQUEST \$ 512,696 |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | CDCIP \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | MAYOR \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | COUNCIL \$ -       |              |           |                   |             |                                  |                   |                 |                                    |
| 54 | <b>1200 E Curb/Gutter/Sidewalk and repave street</b><br><i>Constituent Application; Engineering Division</i><br>Install curb and gutter on east side of road, and curb, gutter, and sidewalk on west side of road on 1200 East between Zenith Ave. and Crandall Ave and repave 1200 E between Crandall Ave and Zeith Ave.   | REQUEST \$ 347,000 |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | CDCIP \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | MAYOR \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | COUNCIL \$ -       |              |           |                   |             |                                  |                   |                 |                                    |

Attachment 2 - Fiscal Year 2025 Capital Improvement Program (CIP) Funding Log

| #  | Title, Lead Office, and Description   | Totals  |    | General Fund | FOF Other | Parks Impact Fees | FOF Transit | Transportation Dedicated Sources |                   |                 | Capital Maintenance (Holding Acct) |  |  |
|----|---|---------|----|--------------|-----------|-------------------|-------------|----------------------------------|-------------------|-----------------|------------------------------------|--|--|
|    |   |         |    |              |           |                   |             | FOF Streets                      | Class C (gas tax) | 1/4 ¢ Sales Tax |                                    |  |  |
| 55 | <b>700 East Median Tree Planting Project</b><br><i>Constituent Application; Transportation Division</i><br>Create a boulevard of trees on 700 E between 1300 S and 2100 S similar to the existing boulevard of trees on 700 E between 900 S and 1300 E (across from Liberty Park). Just for clarity the project is NOT referring to the trees on the park strip, it's to create a boulevard of trees in the existing median between the two directions of traffic. The median is currently made of asphalt and this project proposes to replace the asphalt with a boulevard of trees. The benefits of this tree planting initiative are multifold and are outlined below:<br>i) Median will create safer flow of traffic in this very busy road and prevent road accidents such as the recent one involving students from Hawthorne Elementary School.<br>ii) Provide shade and reduce the heat island effect along this huge area of asphalt.<br>iii) Contain air pollution and noise pollution in this busy road within the city limits.<br>iv) Add aesthetic appeal to businesses, schools and residential areas along this road and contribute to positive economic impact along this road.  | REQUEST | \$ | 2,400,000    |           |                   |             |                                  |                   |                 |                                    |  |  |
|    |   | CDCIP   | \$ | -            |           |                   |             |                                  |                   |                 |                                    |  |  |
|    |   | MAYOR   | \$ | -            |           |                   |             |                                  |                   |                 |                                    |  |  |
|    |   | COUNCIL | \$ | -            |           |                   |             |                                  |                   |                 |                                    |  |  |
| 56 | <b>Playground Shade</b><br><i>Constituent Application; Public Lands Department</i><br>Install shade clothes over up to five existing playgrounds. In the summer, playground equipment is too hot to use by 10am. By providing shade to the existing playgrounds, the community will enjoy increased use of all play equipment for the full day in the summer. Shade clothes will also help with the prevention of skin cancer.<br><br>The playgrounds selected, based on solar exposure, usage during the day, and feasibility, at which shade clothes and structures could be added may be (in no order): Fairmont Park, Poplar Grove Park, Wasatch Hollow Park, Westpointe Park, and Donner Trail Park.   | REQUEST | \$ | 500,000      |           |                   |             |                                  |                   |                 |                                    |  |  |
|    |   | CDCIP   | \$ | 500,000      |           |                   | \$          | 500,000                          |                   |                 |                                    |  |  |
|    |   | MAYOR   | \$ | 500,000      |           |                   | \$          | 500,000                          |                   |                 |                                    |  |  |
|    |   | COUNCIL | \$ | -            |           |                   |             |                                  |                   |                 |                                    |  |  |
| 57 | <b>First Encampment Park</b><br><i>Constituent Application; Public Lands Department</i><br>Our current goals for this request include repairing the engraved pioneer names that are eroding from the rocks and correcting where needed to ensure historical accuracy; replacing damaged monuments & adding context about the contributions of those who helped create the park; adding QR codes on new signage to make additional historical information readily accessible online; improving drainage in the dry 'riverbed' to reduce standing water issues that attract mosquitoes & could prove deadly to human life; adding lighting for safety & other systems to discourage criminal activity that many green spaces are struggling with; upgrading the sprinkler system to reduce water waste & rock erosion; removing invasive plant species & replanting water-wise vegetation while maintaining sight-lines & visibility within the park. These CIP improvements could help facilitate creating curriculum for field trips & outdoor classroom resources; working with Park Rangers to share historical information & connecting with other Salt Lake Parks with historic significance, like Donner Park, as we work to 'Sustain our Stories' . | REQUEST | \$ | 145,000      |           |                   |             |                                  |                   |                 |                                    |  |  |
|    |   | CDCIP   | \$ | -            |           |                   |             |                                  |                   |                 |                                    |  |  |
|    |   | MAYOR   | \$ | -            |           |                   |             |                                  |                   |                 |                                    |  |  |
|    |   | COUNCIL | \$ | -            |           |                   |             |                                  |                   |                 |                                    |  |  |
| 58 | <b>Alley Improvement A798</b><br><i>Constituent Application; Engineering Division</i><br>Residential alley improvement project at approximately 521 East Driggs Avenue.   | REQUEST | \$ | 69,000       |           |                   |             |                                  |                   |                 |                                    |  |  |
|    |   | CDCIP   | \$ | -            |           |                   |             |                                  |                   |                 |                                    |  |  |
|    |   | MAYOR   | \$ | -            |           |                   |             |                                  |                   |                 |                                    |  |  |
|    |   | COUNCIL | \$ | -            |           |                   |             |                                  |                   |                 |                                    |  |  |

Attachment 2 - Fiscal Year 2025 Capital Improvement Program (CIP) Funding Log

| #  | Title, Lead Office, and Description  | Totals             | General Fund | FOF Other | Parks Impact Fees | FOF Transit | Transportation Dedicated Sources |                   |                 | Capital Maintenance (Holding Acct) |
|----|--|--------------------|--------------|-----------|-------------------|-------------|----------------------------------|-------------------|-----------------|------------------------------------|
|    |  |                    |              |           |                   |             | FOF Streets                      | Class C (gas tax) | 1/4 ¢ Sales Tax |                                    |
| 59 | <b>Westminster Urban Forestry and Traffic Calming Measures</b><br><i>Constituent Application; Transportation Division</i><br>This project aims to reduce traffic in the Westminster Neighborhood of Salt Lake City, and expand urban forestry efforts in Sugarhouse. It is made up of two basic parts:<br><br>1. A study of (1) existing conditions, constraints, and opportunities, and (2) infrastructure and programmatic recommendations, including the most effective, cost-efficient, and community-supported methods of improving neighborhood street livability and expanding urban forestry. This study may also include a series of tests of the recommendations.<br><br>2. Design and construction, or implementation, of the above recommendations in the defined project area.  | REQUEST \$ 477,000 |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | CDCIP \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | MAYOR \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | COUNCIL \$ -       |              |           |                   |             |                                  |                   |                 |                                    |
| 60 | <b>Harvey Milk Blvd LGBTQ+ and Neighborhood Visibility</b><br><i>Constituent Application; Arts Council</i><br>This application is being brought forward on behalf of Equality Utah, East Liberty Park Community Organization, and Central 9th Community Council. The request would include the following installations:<br><br>23 bike racks from 400 W. to 1300 E. at gathering places on each block along the street, with 3 additional racks placed in high-demand bike parking areas.<br><br>15 Benches installed along both sides of the street in the heart of the four business districts. 1000 E to 800 E, 400 E to 300 E, and West Temple to 400 W.<br><br>27 Banner arms would be placed in the heart of the four business districts. They would be placed along both sides of the street. from 1000 E to 800 E, 400 E to 300 E, and West Temple to 400 W. (The banners will be funded privately.)<br><br>3 Placemaking stand-alone art installations incorporating education about Harvey Milk, the LGBTQ+ Civil Rights movement, and the LGBTQ+ community in Salt Lake City and Utah. On city property near the street by Liberty Park, overhead in the Liberty Wells Neighborhood between State Street and 200 East, and in the parking median between West Temple and 300 W in the Central 9th Neighborhood. | REQUEST \$ 500,000 |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | CDCIP \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | MAYOR \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | COUNCIL \$ -       |              |           |                   |             |                                  |                   |                 |                                    |



Attachment 2 - Fiscal Year 2025 Capital Improvement Program (CIP) Funding Log

| #  | Title, Lead Office, and Description   | Totals             | General Fund | FOF Other | Parks Impact Fees | FOF Transit | Transportation Dedicated Sources |                   |                 | Capital Maintenance (Holding Acct) |
|----|---|--------------------|--------------|-----------|-------------------|-------------|----------------------------------|-------------------|-----------------|------------------------------------|
|    |   |                    |              |           |                   |             | FOF Streets                      | Class C (gas tax) | 1/4 ¢ Sales Tax |                                    |
| 61 | <b>200 E 1910 S Public Art</b><br><i>Constituent Application; Arts Council</i><br>Public Art at the intersection of 200 E 1910 S. There is an 'island' of cement to split the lanes. Bushes/trees and weeds have grown in the cracks. It looks terrible and has so for years. The bushes accumulate garbage from people cleaning their cars or getting rid of a used baby diaper. The bushes are so big that someone could hide in/behind which is a public safety concern. I would like to see if this spot can be approved for public art.  | REQUEST \$ 75,000  |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | CDCIP \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | MAYOR \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | COUNCIL \$ -       |              |           |                   |             |                                  |                   |                 |                                    |
| 62 | <b>Alleyways between Sherman/Harrison and Harrison/Browning</b><br><i>Constituent Application; Engineering Division</i><br>This project is intended to activate/adopt/improve the alleyways on the east side of 1100 East between Sherman/Harrison and Harrison/Browning. There are several important community centered small businesses combined with rental properties and home owners all of whom border on these alleyways. These businesses and residents use the alleyways in order to avoid the use of 1100 East. The alleyways are used for through access leading to the back entries of these businesses and residences on 1100 East, Harrison Ave, Sherman and Browning. Residents and businesses contract with snow removal services in the winter to allow free and safe traffic to the businesses. The project will also facilitate the natural extension of the McClelland bicycle trail so that cyclists can avoid the redesigned intersection of Harrison and 1100 East. The alleyways are used regularly by constituents in the neighborhood for walking dogs and general exercise.  | REQUEST \$ 134,000 |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | CDCIP \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | MAYOR \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | COUNCIL \$ -       |              |           |                   |             |                                  |                   |                 |                                    |
| 63 | <b>Jackson Park Art</b><br><i>Constituent Application; Arts Council</i><br>Bring art to Jackson Park, an overlooked neighborhood gem in need of investment. Our neighborhood is historically underserved and currently experiences serious crime, safety, and health issues with our parks. With these issues hampering utilization of Westside parks, Jackson's central location offers rare, walkable access. As the only accessible green space for residents between major roadways and barriers, art here would promote health, invite play, and show that Jackson Park matters. With highway expansions, elementary schools closing, and this area hard hit with air quality issues, we need more than ever parks that are cared for. High-quality, interactive art would go a long way to signal to the community that this is a fun, safe, well-maintained park that you can feel comfortable bringing your children to.<br>1. A large sculpture or piece that can easily be interacted with by both kids and adults. Something can be climbed on my kids and adults and/or have an interactable music or kinetic element.<br>2. The sculpture to be memorable. Something on par with the Cats at Steinblick.<br>3. Animal motif to complement both the neighborhoods lived experienced with wildlife and the theme of Steinbleck Park's Cat statues. | REQUEST \$ 75,000  |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | CDCIP \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | MAYOR \$ -         |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | COUNCIL \$ -       |              |           |                   |             |                                  |                   |                 |                                    |

Attachment 2 - Fiscal Year 2025 Capital Improvement Program (CIP) Funding Log

| #  | Title, Lead Office, and Description  | Totals  |            | General Fund | FOF Other | Parks Impact Fees | FOF Transit | Transportation Dedicated Sources |                   |                 | Capital Maintenance (Holding Acct) |
|----|--|---------|------------|--------------|-----------|-------------------|-------------|----------------------------------|-------------------|-----------------|------------------------------------|
|    |  |         |            |              |           |                   |             | FOF Streets                      | Class C (gas tax) | 1/4 ¢ Sales Tax |                                    |
| 64 | <b>Pocket Park Community Space - Jake Garn Way</b><br><i>Constituent Application; Public Lands Department</i><br>Utilize this underutilized and unprogrammed small, city owned parcel more fully by creating a pocket park and installing a playground on it. Proximity to residential areas, high concentration of single family homes, and underutilized functionality make this a logical space for recreation and community gathering. Many master plans overlap with this project area and initial input from the community has been overwhelmingly positive. While protecting current trees and vegetation, community members would like to see an engaging play structure, seating area, garbage can, and signage.  | REQUEST | \$ 330,000 |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | CDCIP   | \$ 330,000 |              |           | \$ 330,000        |             |                                  |                   |                 |                                    |
|    |  | MAYOR   | \$ 330,000 |              |           | \$ 330,000        |             |                                  |                   |                 |                                    |
|    |  | COUNCIL | \$ -       |              |           |                   |             |                                  |                   |                 |                                    |
| 65 | <b>800 East Parks and Pathway</b><br><i>Constituent Application; Public Lands Department</i><br>From South Temple extending southward to 900 S, 800 E is a two lane, low speed road with intermittent grassy medians separating the two lanes of traffic traveling in different directions. These planted medians add visual appeal but are otherwise unused space in a densely populated area and have potential to further serve the community. This project proposes designing the transformation of these planted medians on 800 E into usable public spaces by turning them into mini-parks with a two-way multi-use path that extends down the middle connecting all these medians/mini parks from South Temple to 900 S. This project would align with and extend the project already in progress to turn 800 E from 800 S to 2700 S into a neighborhood byway. The already existing planted medians on 800 E north of 900 S and this neighborhood byway in progress present a unique opportunity to use this green space to extend this byway and add amenities like small park spaces. Turning the grassy medians on 800 E into park spaces would entail some infrastructure modifications and some addition of amenities. Lowering the curb at the north and south edges of each median to allow access to the park spaces and multi-use path would be essential. Benches could be added along with a few small pieces of playground equipment, and space could be dedicated for a small community garden. The multi-use path would also need to be created with gravel or pavement. | REQUEST | \$ 174,000 |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | CDCIP   | \$ -       |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | MAYOR   | \$ -       |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | COUNCIL | \$ -       |              |           |                   |             |                                  |                   |                 |                                    |
| 66 | <b>Fairpark placemaking signage</b><br><i>Constituent Application; Engineering Division</i><br>Fairpark Community Council would like to have signage for our neighborhood. Similar to Rose Park and 9th & 9th -- cement base with metal cut out. We take great pride in our community and would like others to know which neighborhood they are visiting!  | REQUEST | \$ 55,000  |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | CDCIP   | \$ -       |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | MAYOR   | \$ -       |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | COUNCIL | \$ -       |              |           |                   |             |                                  |                   |                 |                                    |

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| #  | Title, Lead Office, and Description   | Totals  | General Fund | FOF Other | Parks Impact Fees | FOF Transit | Transportation Dedicated Sources |                   |                 | Capital Maintenance (Holding Acct) |  |  |
|----|---|---------|--------------|-----------|-------------------|-------------|----------------------------------|-------------------|-----------------|------------------------------------|--|--|
|    |   |         |              |           |                   |             | FOF Streets                      | Class C (gas tax) | 1/4 ¢ Sales Tax |                                    |  |  |
| 67 | <b>Equal Grounds Project (Calisthenics-Fitness Area)</b><br><i>Constituent Application; Public Lands Department</i><br>Building a calisthenics/fitness area within the confines of Salt Lake City's Liberty Park (District 5), dependent on Historic Landmark Commission approval. As alternative options, I would propose Pioneer Park (District 4), Sugar House Park (District 7) and Jordan Park (District 2) are also centrally located and heavily utilized by the public. Salt Lake City Public Lands staff have added several other possible alternatives: Riverside Park, Poplar Grove Park, Jefferson Park, and Westpointe Park.<br><br>The proposal is to devote 900-1500 square feet within the park to an area where 12-20 patrons could utilize cemented/in-place calisthenic bars, and potentially weight equipment, who currently enjoy the park, or would prospectively. To provide everyone with an equal and free opportunity for strength fitness, and another option for the community. As the city continues to grow in size and diversity, and with continued challenges associated with economic and healthcare inequity, this project will be an extension and evolution to activities already provided, with the hope of forwarding community and social progress for all. | REQUEST | \$           | 86,200    |                   |             |                                  |                   |                 |                                    |  |  |
|    |   | CDCIP   | \$           | 86,200    |                   |             | \$                               | 86,200            |                 |                                    |  |  |
|    |   | MAYOR   | \$           | 86,200    |                   |             | \$                               | 86,200            |                 |                                    |  |  |
|    |   | COUNCIL | \$           | -         |                   |             |                                  |                   |                 |                                    |  |  |
| 68 | <b>Liberty Wells Community Garden</b><br><i>Constituent Application; Public Lands Department</i><br>The Liberty Wells Community Council would like to convert an underutilized piece of UDOT property located on 700 East (west side) at approximately 1800 South to a community garden. LWCC already leases the property across the street and to the south from the State for our 'shed', that we use for storage for the numerous events we hold during the year. This new piece of property is already maintained by SLC. SLC has a contract with the State which I believe is pretty much mowing it to keep the weeds down. I have spoken to the State about this and they have no problem with the concept and indicated that they would donate any surplus materials we might need like fencing. I have also spoken with Wasatch Community Gardens about managing it once it has been built. This parcel would make a superb garden. It has no trees on it so it would be in the sun during most of daylight hours unlike many community gardens including another LWCC community garden located on 1700 South and 700 East which has several large trees on it.   | REQUEST | \$           | 280,000   |                   |             |                                  |                   |                 |                                    |  |  |
|    |   | CDCIP   | \$           | -         |                   |             |                                  |                   |                 |                                    |  |  |
|    |   | MAYOR   | \$           | -         |                   |             |                                  |                   |                 |                                    |  |  |
|    |   | COUNCIL | \$           | -         |                   |             |                                  |                   |                 |                                    |  |  |
| 69 | <b>Drop Arm Gate on the Entry to the Rear Parking Lot</b><br><i>Police Department</i><br>The East parking lot at the PSB is consistently occupied by apartment tenants despite numerous efforts to alleviate the issue. To establish better control and ensure appropriate use of the space, a cost-effective solution would be to install a drop arm. Drop arms are recognized for their effectiveness in regulating access to parking areas, providing a simple yet efficient mechanism to manage entry and exit, thereby addressing the current occupancy challenges.  | REQUEST | \$           | 50,000    |                   |             |                                  |                   |                 |                                    |  |  |
|    |   | CDCIP   | \$           | -         |                   |             |                                  |                   |                 |                                    |  |  |
|    |   | MAYOR   | \$           | -         |                   |             |                                  |                   |                 |                                    |  |  |
|    |   | COUNCIL | \$           | -         |                   |             |                                  |                   |                 |                                    |  |  |

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|----|---|---------|------------|--------------|-----------|-------------------|-------------|----------------------------------|-------------------|-----------------|------------------------------------|
|    |   |         |            |              |           |                   |             | FOF Streets                      | Class C (gas tax) | 1/4 ¢ Sales Tax |                                    |
| 70 | <b>5th West Commons Conversation Center(s)</b><br><i>Constituent Application; Public Lands Department</i><br>Install tables and chairs/seats to facilitate face-to-face meetings - conversations. Tables would make it possible to eat, play games, with others. We need a way to foster community. This might be a low cost first step. I suggest we start with the area about 150 South 500 West. The area is under trees but has a pronounced slope. Some grading may be required. The tables will be installed in the park blocks along 500 West, between 50 North and 500 South. The concrete picnic tables will be placed on hard surface paving and will not require bolting. The exact product chosen may differ from what is displayed below.  | REQUEST | \$ 50,000  |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | CDCIP   | \$ 50,000  |              |           | \$ 50,000         |             |                                  |                   |                 |                                    |
|    |   | MAYOR   | \$ 50,000  |              |           | \$ 50,000         |             |                                  |                   |                 |                                    |
|    |   | COUNCIL | \$ -       |              |           |                   |             |                                  |                   |                 |                                    |
| 71 | <b>Sugar House Map and Historic Recognition Project</b><br><i>Constituent Application; Transportation Division</i><br>The Sugar House Map and Historic Recognition Project. A series of metal maps throughout the district to identify open spaces, trails, historic landmarks, public property, and retail space. Includes a QR code to link to Sugar House Business Community.  | REQUEST | \$ 95,000  |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | CDCIP   | \$ -       |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | MAYOR   | \$ -       |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | COUNCIL | \$ -       |              |           |                   |             |                                  |                   |                 |                                    |
| 72 | <b>East Bench H Rock Preserve</b><br><i>Constituent Application; Public Lands Department</i><br>In recent years, the H-Rock and its surrounding slopes have seen significant damage and soil erosion from unmanaged visitation and expanding vandalism. The hundreds of gallons of paint from over the years have leached into surrounding soils and vegetation. The "H" - as well as all other sides of the rock - repeatedly get vandalized with graffiti, profanity, and even hate speech. Numerous user-created access trails spoke out from the H-Rock expanding the degradation of the open space. In meetings this fall with Highland student council officers, the school principal, and the Division of Trails & Natural Lands staff, there was a consensus of mutual concern regarding student safety and environmental abuse. This project proposal includes environmental clean-up and landscape repair, trail and open space restoration, and the addition of trail-related amenities such as fencing, signage, and benches. TNL staff has already started working with the Highland community to protect its connection to this space and to design and implement a new H-Rock tradition that does not sacrifice student safety or the natural environment. | REQUEST | \$ 200,000 |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | CDCIP   | \$ -       |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | MAYOR   | \$ -       |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | COUNCIL | \$ -       |              |           |                   |             |                                  |                   |                 |                                    |
| 73 | <b>Historic Markers</b><br><i>Mayor's Office</i><br><i>Note: This was added after the CDCIP Board had completed their deliberations and funding recommendations</i><br>Additional one-time funding for creating and installing metal historic markers around the City to highlight underrepresented communities and equity. The City's Human Rights Commission and Racial Equity in Policing Commission could provide site selection prioritization feedback. Potential sites could include Japantown, Plum Alley, Greektown, Radio City Lounge as the oldest gay bar west of the Mississippi, and Seraph Young casting the first vote by a woman in a US election, among others.   | REQUEST | \$ 30,000  |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | CDCIP   | \$ -       |              |           |                   |             |                                  |                   |                 |                                    |
|    |   | MAYOR   | \$ 30,000  | \$ 30,000    |           |                   |             |                                  |                   |                 |                                    |
|    |   | COUNCIL | \$ -       |              |           |                   |             |                                  |                   |                 |                                    |

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|----|--|---------------------|--------------|-----------|-------------------|-------------|----------------------------------|-------------------|-----------------|------------------------------------|
|    |  |                     |              |           |                   |             | FOF Streets                      | Class C (gas tax) | 1/4 ¢ Sales Tax |                                    |
| 74 | <b>Concrete Replacement</b><br><i>Engineering Division</i><br><i>Note: This was added after the CDCIP Board had completed their deliberations and funding recommendations</i><br>This one-time City funded project addresses deteriorated or defective concrete sidewalks in the public way through saw-cutting, slab jacking, or removal and replacement.   | REQUEST \$ 750,000  |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | CDCIP \$ -          |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | MAYOR \$ 750,000    |              |           |                   |             |                                  | \$ 750,000        |                 |                                    |
|    |  | <b>COUNCIL \$ -</b> |              |           |                   |             |                                  |                   |                 |                                    |
| 75 | <b>Planning and Design for Future CIP Applications</b><br><i>Available to Any Department / Division</i><br><i>Note: This was added after the CDCIP Board had completed their deliberations and funding recommendations</i><br>These funds would be used to create design documents and refined cost estimates for future CIP applications. The Administration stated the the funds would likely be used by the Public Services' Department's Architectural Services Group such as for building reconfigurations and renovations, and the Transportation Division which provided the below list of potential projects.<br>1) Operationalize the newly adopted Citywide Transportation Plan (Connect SLC), which entails hiring a research fellow or consulting firm to review all city code, standards, policies, and processes for consistency, then recommend changes, updates, and new elements. Est \$180-500K. If funded, we've identified opportunities to pursue grant funds.<br>2) Concept Reports: develop preliminary designs and cost estimates for projects on the 10-year Capital Improvement Plan. Est annual need is \$300K, can use as little as \$50K.<br>3) Multimodal Traffic Control: supplement the Manual on Uniform Traffic Control Devices (MUTCD) with more nuanced/detailed standards that better address active transportation and transit. Est. \$30-50K.<br>4) Vision Zero: "near-miss" software to detect and analyze collision close calls. Also scalable. Pilot for as little as est. \$250K.<br>5) Neighborhood Byways Implementation Plan: similar to Livable Streets, a guiding document with a methodology for prioritizing neighborhood byways and coordinating them with other City plans and projects. Est. \$30-50K through on-call.<br>6) Update Ped & Bike Master Plan: Est. \$50-100K. | REQUEST \$ 350,000  |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | CDCIP \$ -          |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | MAYOR \$ 350,000    | \$ 350,000   |           |                   |             |                                  |                   |                 |                                    |
|    |  | <b>COUNCIL \$ -</b> |              |           |                   |             |                                  |                   |                 |                                    |

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|----|--|---------|------------|--------------|-----------|-------------------|-------------|----------------------------------|-------------------|-----------------|------------------------------------|
|    |  |         |            |              |           |                   |             | FOF Streets                      | Class C (gas tax) | 1/4 ¢ Sales Tax |                                    |
| 76 | <b>Vacant and Leased City-owned Property Maintenance</b><br><i>Real Estate Services Division</i><br>The Administration is requesting that \$700,000 of FY 23 and FY 24 CIP Vacant/Surplus Maintenance funding be rescoped to prepare the Fleet Block property, located at 300 – 400 West and 800 – 900 South for redevelopment. In addition to the \$700,000, the Administration is proposing that up to \$500,000 of the CIP Vacant/Surplus Maintenance funding be allocated for the same purpose through the FY 25 CIP budget, for a total of \$1,200,000. Funding will be utilized to prepare the property for redevelopment and to mitigate mounting security and safety issues. It has become increasingly costly to secure the block, with the Administration seeing an immediate need for security services of over \$250,000 per year to address daily break-ins and vandalism. Rather than hiring long-term security services, the Administration proposes substantially decreasing security concerns and increasing public safety at the property site as soon as possible. Specific activities will be terminating utility connections, surveying the property, abating asbestos and other environmental contaminants within the buildings, and demolition activities. The CIP Vacant/Surplus Maintenance funding to be rescoped for this project is broken down as follows: FY 2023: \$200,000, FY 2024: \$500,000, FY 2025: \$500,000”  | REQUEST | \$ 500,000 |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | CDCIP   | \$ -       |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | MAYOR   | \$ 500,000 | \$ 500,000   |           |                   |             |                                  |                   |                 |                                    |
|    |  | COUNCIL | \$ -       |              |           |                   |             |                                  |                   |                 |                                    |
| 77 | <b>Urban Trails Maintenance</b><br><i>Transportation Division</i><br>Not presented to CDCIP Board. Would be base funding ongoing annually. These funds will be used for repaving, crack and seal repair, bridge re-decking, bridge replacements, trail shoulder surfacing, snow removal, and debris removal on urban paved trails. Maintenance could be performed by contractors and include equipment and material expenses. Project locations include the Jordan River Parkway, 9-Line Trail, and Folsom Trail.  | REQUEST | \$ 200,000 |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | CDCIP   | \$ -       |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | MAYOR   | \$ 200,000 |              |           |                   |             |                                  |                   | \$ 200,000      |                                    |
|    |  | COUNCIL | \$ -       |              |           |                   |             |                                  |                   |                 |                                    |
| 78 | <b>City Hall Physical Security Improvements Holding Account Release</b><br><i>Public Services Department</i><br>On June 26, the Administration sent a transmittal requesting the Council release \$123,133 for two projects described below. In Budget Amendment #5 of FY2023, the Council put \$1 million into a CIP Fund holding account for one-time to be determined physical security improvements to City Hall. If the Council approved releasing these funds, then the holding account would have a remaining balance of \$586,867. The Council previously approved releasing some funds in January this year.<br>\$83,733 for Camera System Upgrades (hardware and software): The current camera system in use throughout the City and City Hall, manufactured by Pelco, is outdated and its software license is set to expire at the end of 2024. Due to the outdated technology and expiring license, the cameras and servers they operate on require replacement. The City will be migrating to Milestone’s system for use in City Hall. Milestone has already been successfully implemented by the SLC Police Department in the Public Safety Building. Transitioning to Milestone will ensure enhanced security and uniformity across the City infrastructure.<br>\$39,400 for Emergency Notification System Upgrades (hardware in three buildings): Emergency Management will be transitioning from the current RAVE emergency notification platform to Titan HST. The Emergency Management Division will cover the subscription cost; however, there is a hardware component associated with this change that needs funding. The necessary hardware will be initially installed at City Hall, Plaza 349, and the Public Safety Building to support this new system. This first phase will inform future deployments of hardware at other buildings. | REQUEST | \$ -       |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | CDCIP   | \$ -       |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | MAYOR   | \$ -       |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | COUNCIL | \$ -       |              |           |                   |             |                                  |                   |                 |                                    |
| 79 | <b>Cost Overrun Account</b><br><i>Finance Department</i><br>Funding set aside annually to cover unforeseen costs of projects per the Council's adopted CIP policies resolution. The current balance of the Cost Overrun Account is \$937,233.  | REQUEST | \$ -       |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | CDCIP   | \$ -       |              |           |                   |             |                                  |                   |                 |                                    |
|    |  | MAYOR   | \$ 223,171 | \$ 223,171   |           |                   |             |                                  |                   |                 |                                    |
|    |  | COUNCIL | \$ -       |              |           |                   |             |                                  |                   |                 |                                    |



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|--------|--|----------------------------|--------------|--------------|-------------------|--------------|----------------------------------|-------------------|-----------------|------------------------------------|--|
|        |  |                            |              |              |                   |              | FOF Streets                      | Class C (gas tax) | 1/4 ¢ Sales Tax |                                    |  |
| 80     | 1.5% for Art<br>Arts Council<br>Funding set aside annually to provide public art at City developed projects per Salt Lake City Code. | REQUEST \$ -               |              |              |                   |              |                                  |                   |                 |                                    |  |
|        |  | CDCIP \$ -                 |              |              |                   |              |                                  |                   |                 |                                    |  |
|        |  | MAYOR \$ 167,378           | \$ 167,378   |              |                   |              |                                  |                   |                 |                                    |  |
|        |  | COUNCIL \$ -               |              |              |                   |              |                                  |                   |                 |                                    |  |
|        |  |                            |              |              |                   |              |                                  |                   |                 |                                    |  |
| TOTALS |  | REQUEST \$ 91,457,096      |              |              |                   |              |                                  |                   |                 |                                    |  |
|        |  | CDCIP \$ 25,046,200        | \$ 7,300,000 | \$ 1,100,000 | \$ 3,146,200      | \$ 1,000,000 | \$ 1,000,000                     | \$ 3,500,000      | \$ 8,000,000    | \$ -                               |  |
|        |  | MAYOR \$ 42,999,839        | \$ 8,570,549 | \$ 1,154,490 | \$ 3,824,800      | \$ 1,000,000 | \$ 1,000,000                     | \$ 4,250,000      | \$ 8,200,000    | \$ 15,000,000                      |  |
|        |  | COUNCIL \$ -               | \$ -         | \$ -         | \$ -              | \$ -         | \$ -                             | \$ -              | \$ -            | \$ -                               |  |
|        |  | COUNCIL AVAILABLE TO SPEND | \$ 8,820,549 | \$ 1,154,490 | \$ 3,824,800      | \$ 1,000,000 | \$ 1,000,000                     | \$ 4,250,000      | \$ 8,200,000    | \$ 15,000,000                      |  |