

Fiscal Year 2026 Mayor's Recommended Capital Improvement Program (CIP) Funding Log

COUNCIL AVAILABLE TO SPEND \$ 10,413,236 \$ 1,100,000 \$ 8,800,000 \$ 880,000 \$ 900,000 \$ 1,000,000 \$ 10,500,000 \$ 10,600,000

#	Title, Lead Office, and Description	Totals	General Fund	FOF Other	Parks Impact Fees	Transportation Dedicated Sources				
						Streets Impact Fees	FOF Transit	FOF Streets	Class C (gas tax)	1/4 ¢ & 5th 5th Sales Taxes
<b>1</b>	<b>400 South Jordan River Bridge Reconstruction</b> <i>Engineering Division</i> Application withdrawn; funding request was in Budget Amendment #5 of FY2025	REQUEST \$ ----- CDCIP \$ ----- MAYOR \$ ----- COUNCIL \$ -----								
<b>2</b>	<b>Vision Zero Corridors &amp; Safety Improvements Citywide 2026</b> <i>Transportation Division</i> Traffic fatalities and serious injuries are preventable, not just an inevitable result of traveling in a city. While all crashes cannot be avoided, proven safety measures can help turn fatal crashes into bumps or fender benders.  This is the premise of an entire body of work at the U.S. Department of Transportation, and the Safe Streets and Roads For All program (SS4A) that was formulated, after being funded by Congress, under the leadership of former SLC Transportation Director Robin Hutcheson. <a href="https://highways.dot.gov/safety/proven-safety-countermeasures">https://highways.dot.gov/safety/proven-safety-countermeasures</a> The SS4A program funded a regional Comprehensive Safety Action Plan (CSAP) through the Wasatch Front Regional Council, with Salt Lake City as a partner. <a href="https://wfrc.org/programs/csap/">https://wfrc.org/programs/csap/</a> The CSAP identifies key corridors in Salt Lake City where safety improvements are likely to result in fewer and less severe crashes. Many of these are state highways, but some are local streets. The three priority corridors identified in the plan are Redwood Road, 900 West, and 800 South. There are many additional corridors around the City that are in need of safety investments Some of those corridors will be addressed through other projects in the pipeline (such as the 600 North reconstruction planned in 2025). Since the pandemic, Salt Lake City has averaged 19 traffic fatalities a year on surface streets (not including interstates). Since 2021 we have 66 recorded roadway fatalities in Salt Lake City of which approximately 45% killed someone walking or riding their bike. This failing roadway system needs to be fixed. This program seeks targeted funds to focus on corridors with a significant crash history, and with characteristics that can be made safer with infrastructure investments.	REQUEST \$ 2,300,000 CDCIP \$ 2,300,000 MAYOR \$ 2,300,000 COUNCIL \$ -				\$ 230,000				\$ 2,070,000

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3	<b>Safe, Open and Clean Park Restrooms</b> <i>Public Lands Department</i> This project will fund the replacement of three failing restrooms of Salt Lake City's 47 park restrooms. Detailed design will be based upon recommendations from the FY 24/25 CIP-funded citywide restroom study, upon completion (anticipated completion by the end of 2025 or early 2026). Also, engagement conducted for the 2019 Needs Assessment showed that the number one requested improvement for Public Lands, over all else, was safe, well-maintained and open restrooms. This project was ranked by the Parks, Natural Lands, Urban Forestry and Trails Advisory Board (PNUT Board) as the highest priority for funding this year.  Currently, many restrooms in the Public Lands' inventory are unsafe, closed, or unusable year-round, or for portions of the year, when they are intended to be open. New restrooms will be safer, easier to maintain, less susceptible to vandalism, open more often and more predictably, as well as be more welcoming for park users. The below locations are proposed for potential new restrooms, based on asset condition, accessibility and ADA needs, investment equity, and high levels of safety concerns based on Park's maintenance staff experience. Three restrooms will be selected prior to design, and based on the above criteria, efficiencies with other projects to enable cost savings, and highest safety concerns:  Fairmont Park, northeast restroom Liberty Park, near the new Rotary Play Park Riverside Park, near 600 North Cottonwood Park Jordan Park, near the skatepark Herman Franks Park, both are in need of replacement	REQUEST \$	2,052,000								
		CDCIP \$	1,368,000	\$ 912,000		\$ 456,000					
		MAYOR \$	2,052,000	\$ 1,596,000		\$ 456,000					
		<b>COUNCIL \$</b>	-								

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4	<b>Parks' Legal Compliance with 2010 ADA Standards for Accessible Design</b> <i>Public Lands Department</i> Funding will bring park infrastructure into legal compliance with the 1990 Americans with Disabilities Act (ADA), which is federal civil rights law, and the 2010 ADA Standards for Accessible Design.  In this first round of what Public Lands and the Mayor's Office ADA Coordinator anticipate will be a recurring and programmatic request, three types of park infrastructure at 10 parks (at least one park in each Council District) will be improved to or beyond the aforementioned standards: (1) site arrival points, (2) pedestrian access routes, and (3) playgrounds and accessible ground surfacing under play areas.  Prioritization and selection of the 10 parks included in this first round's application were based on project readiness, public usage and engagement (see Appendix F, p. 28 of the SETP), severity of the issue, safety, and/or the 2024 Salt Lake City ADA Self-Evaluation and Transition Plan (SETP): - Riverside Park (Council District 1) - Sorensen Multi-Cultural Center's fields and playground (CD2) - Jordan Park (CD2) - 11th Avenue Park (CD3) - Lindsey Gardens Park (CD3) - Victory Park (CD4) - Ballpark Playground (formerly People's Freeway Park on West Temple St, CD5) - Wasatch Hollow Park (CD6) - Parley's Way Park (CD7) - Parley's Historic Nature Park.  Additionally, failure to remove barriers excludes children and adults with disabilities from fully participating in park activities, further limiting their access to health and social benefits.  If funding is left over, additional replacement or repair of asphalt, concrete, wood, pavers, metal, or other structural materials for bridges, sidewalks, parking lots, trails, roads, and pavers within parks would ensure smooth, ADA-compliant surfaces for all.	REQUEST \$ 3,730,000								
		CDCIP \$ 2,314,000	\$ 1,000,000		\$ 1,314,000					
		MAYOR \$ 2,684,929	\$ 1,370,929		\$ 1,314,000					
		<b>COUNCIL \$ -</b>								

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5	<b>Street Reconstruction 2026</b> <i>Engineering Division</i> 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, pedestrian and transit access improvements. The program meets all federal Americans With Disability Act (ADA) requirements, which are always triggered with a complete reconstruction.	REQUEST \$ 4,750,000								
		CDCIP \$ 3,790,676						\$ 1,000,000	\$ 2,790,676	
		MAYOR \$ 4,390,676						\$ 1,000,000	\$ 2,790,676	\$ 600,000
		<b>COUNCIL \$ -</b>								
6	<b>700 North (2200 West to Redwood Road)</b> <i>Engineering Division</i> 700 North is a vital transportation west side connection; from housing developments on Redwood to I-215 to industrial and airport general aviation. This project will not only repave the deteriorated street surface, but add pedestrian and transit enhancements and safety features, transforming the corridor for all users. The 700 North Corridor Transformation project was selected by the Wasatch Front Regional Council for construction funding in 2027. This CIP request will provide part of the local match (\$1,680,600 required) in order to obtain \$3,000,000 Federal funding programmed for this project.	REQUEST \$ 680,600								
		CDCIP \$ 1,680,600							\$ 1,680,600	
		MAYOR \$ 1,680,600							\$ 1,680,600	
		<b>COUNCIL \$ -</b>								
7	<b>Public Way Concrete</b> <i>Engineering Division</i> 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. Funding for this vital program in the last 5 years has averaged 63%. Providing a fully accessible public right-of-way is an unfunded federal mandate through the Americans with Disabilities Act of 1990.	REQUEST \$ 750,000								
		CDCIP \$ 750,000							\$ 750,000	
		MAYOR \$ 750,000							\$ 750,000	
		<b>COUNCIL \$ -</b>								
8	<b>Liberty Lake Dredging and Aeration System Replacement</b> <i>Public Lands Department</i> The aeration system at Liberty Lake in Liberty Park is in disrepair and is nonfunctional. As a result, the water quality is generally poor, and the lake is intermittently closed for safety and well-being of all park visitors. The stagnant water and shallow depth also increases water temperature, and increases algal blooms which are harmful to park users, dogs and wildlife within the area. Repair of the aeration system, coupled with dredging of Liberty Lake will improve water quality of the lake, water quality of Red Butte Creek downstream of Liberty Park (and in turn the Jordan River), and improve user experience and the health of flora, fauna, and park visitors. It will also significantly reduce maintenance costs and obligations, and will reinvigorate recreational uses of the Lake, also contributing to economic success of the Liberty Park concessionaire and improving visitor experience.	REQUEST \$ 1,000,000								
		CDCIP \$ 1,000,000		\$ 1,000,000						
		MAYOR \$ 1,000,000		\$ 1,000,000						
		<b>COUNCIL \$ -</b>								

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9	<b>20 Acres of Irrigation System Replacements &amp; Supportive Waterwise Landscaping</b> <i>Public Lands Department</i> This climate-forward project to replace up to 20 acres of aged irrigation systems will help shape a water and resource-conscious future for many of our parks and public lands. It has two essential parts: improve irrigation efficiency, and replace some turf areas with low-water, regionally-appropriate plantings. The environmental, infrastructure, and public lands benefits of these changes are far-reaching.  Improve irrigation efficiency: Many of our parks' and public lands' irrigation systems are 50-60 years old. They use more water and cost more to maintain than newer systems. Improved or completely new irrigation systems can help Salt Lake City build more resilient, shady, and enjoyable spaces in preparation for a hotter, drier future. Even if the plant selection remains the same, new irrigation systems will use less water, require less maintenance, break less often, keep existing and future trees healthier, and last another 30+ years. During installation, projects may add trees and convert some turf landscaping to more waterwise options. These two strategies can significantly reduce water use and increase resiliency.  The Department has identified priority sites to initiate changes and develop new standards for waterwise, tree-friendly irrigation improvements within two different types of public lands. It should be noted that this part of the funding request will not cover all of the public lands system's needs.  Where practicable, replace turf with low-water, regionally-appropriate plantings: Updating irrigation systems is also an opportunity to identify and make changes to the different kinds of areas and plant cover in our parks and public lands. Low use and passive areas should be converted into regionally appropriate, waterwise plants requiring less maintenance. There is still a need for conventional turf that can withstand heavy use, such as playfields. These areas should be irrigated separately for efficient use of water.	REQUEST \$ 5,000,000								
		CDCIP \$ 1,017,515	\$ 1,007,515	\$ 10,000						
		MAYOR \$ 1,017,515	\$ 1,007,515	\$ 10,000						
		<b>COUNCIL \$ -</b>								
10	<b>Bridge Preservation Program</b> <i>Engineering Division</i> Salt Lake City is responsible for 55 bridges. Twenty-three of those are vehicle bridges, most crossing either the Jordan River or the Surplus Canal. UDOT inspects these vehicle bridges every two years and provides the city with a basic condition report. The city is responsible for performing appropriate maintenance activities based on statements in the UDOT report. City Engineering has prepared an ongoing bridge maintenance strategy with the objective of extending the functional life of these structures, and extending the time between major repairs. The requested funds will be used to address needed repairs and routine maintenance.	REQUEST \$ 1,000,000								
		CDCIP \$ 1,000,000							\$ 1,000,000	
		MAYOR \$ 1,000,000							\$ 1,000,000	
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11	<b>Sugar House Park - 50/50 Cost Share for One Pavilion Replacement &amp; Critical Infrastructure Upgrades</b> <i>Public Lands Department</i> A 50/50 match with Salt Lake County, per our 1957 contractual agreement, for the following improvements, in order of priority, to Sugar House Park: 1. Replacement of the Sugar Beet Pavilion (#4 of 7) (\$528,000) and the remainder of Salt Lake City's portion of the total required SLC Dept of Public Utilities' stormwater impact fee (\$37,500) 2. Hidden Grove Ped Bridge Railing Replacement and Sidewalk Upgrades (\$33,890) 3. Culinary Waterline Study and Replacement (\$82,000) - replaces dangerous waterline 4. WeatherTRAK Irrigation System Upgrade (\$51,867) - smarter water, reduced water usage 5. Parking Lot Resurfacing (\$207,000) - Improves vehicle access to 6/7 pavilions 6. Playground Shade Structures (\$102,000; Parks Impact Fees) - near Parley's Creek Pavilion playground 7. Spoke Road Resurfacing (\$64,860) - resurface and improve safety and predictability of the road and intersection just north of the pond.  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 SLC and SLCo to carry out the park's purpose as an equitable Regional Park. Salt Lake City's 50% investment in these capital project requests and deliver 100% of the reward to Salt Lake City residents.  Priorities of the park are to continue with the Pavilion Replacement Program with pavilion #4 of 7, pay fees, meet codes, provide safe drinking water, pay stormwater impact fees, improve safety and accessibility, reduce water use and maintenance costs, and protect kids and prolong the useful life of existing equipment. These projects are critical for the access, safety, inclusion, and enjoyment of Sugar House Park patrons and will deliver community benefits, support sustainability efforts, and continue Salt Lake City's and Salt Lake County's decades-long collaborative funding and management agreement.	REQUEST \$	1,107,117									
		CDCIP \$	1,107,117	\$	1,005,117		\$	102,000				
		MAYOR \$	1,107,117	\$	1,005,117		\$	102,000				
		<b>COUNCIL \$</b>	-									

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12	<b>Facilities Replacement and Renewal</b> <i>Facilities Division</i> The Facility Renewal and Deferred Asset Management Initiative for Fiscal Year 2026 (FY26) 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.	REQUEST \$ 1,980,868								
		CDCIP \$ 1,980,868	\$ 1,980,868							
		MAYOR \$ 1,980,868	\$ 1,980,868							
		<b>COUNCIL \$ -</b>								
13	<b>Traffic Signal Replacements &amp; Upgrades 2026</b> <i>Transportation Division</i> Salt Lake City's Traffic Signal Replacement and Upgrade Program has not been adequately funded for years. As a result, traffic signals throughout the city are falling into failing condition, requiring many patchwork repairs to their electronics and wiring each year. When a traffic signal fails, it is not as obvious as a pothole -- unless the signal pole rusts through and the signal falls over, which can happen. More frequently when a traffic signal fails, it no longer accurately detects motor vehicle and bicycle traffic. This means that the signal then has to be set on a simple timer without being able to sense whether traffic is waiting to cross. This results in additional traffic delays, congestion, and may contribute to road rage, red-light running, and crashes. Signals can also fail in that they require frequent staff attention to physical repairs and/or resetting the signal's computers. For the past several years, the traffic signal program has sought to fund 6 signal replacements per year and 5 upgrades. This level of funding has been needed each year for 10 years.  However, since only zero, one or two signals have been funded each year, this program continues to fall further behind.  This financially constrained request of \$4 million seeks to fund full replacement of 6 ranked signals in failing condition with structural and/or equipment deficiencies, plus upgrades to detection and/or communications equipment. Based on the current costs of signals, this request should be \$5 million.	REQUEST \$ 4,000,000								
		CDCIP \$ 4,000,000				\$ 400,000			\$ 3,600,000	
		MAYOR \$ 4,000,000				\$ 400,000			\$ 3,600,000	
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14	<b>Transit Capital Program 2026 / Funding Our Future Transit</b> <i>Transportation Division</i> The Funding our Future Transit Capital Program leverages outside funds from UTA to install bus shelters, benches, trash cans, and partner on the development of mobility hubs and accessible first/last mile connections to transit. 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. This is also required by federal law, particularly when streets are repaved or reconstructed.  After Salt Lake City constructs a concrete bus stop pad, UTA pays for and installs the stop amenities and maintains them for the life of the assets.  Also as outlined in the Transit Master Plan, a highly visible "frequent service" brand and enhanced amenities has been developed and is ready for deployment 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.  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.	REQUEST \$ 1,000,000								
		CDCIP \$ 1,000,000				\$ 100,000	\$ 900,000			
		MAYOR \$ 1,000,000				\$ 100,000	\$ 900,000			
		<b>COUNCIL \$ -</b>								
15	<b>Missing Sidewalks &amp; Bikeway Network Gaps 2026</b> <i>Transportation Division</i> This program will implement one of five key moves identified in Connect SLC, the Citywide Transportation Plan (adopted by the City Council in 2024) -- to retrofit existing streets with walking and bicycling facilities as well as adding strategically selected segments of trails, to create a complete network. Recent opportunistic projects, including those in the 2018 streets bond, have made great progress. From the perspective of someone walking or bicycling, however, these new projects are not connected seamlessly to other facilities or each other. This annual program will connect these gaps.  Gaps are of particular safety concern because someone walking or bicycling may need to "brave" a section of street without a sidewalk or bikeway to get to their destination.  Short segments of sidewalks are missing all over the city -- the equivalent of sidewalk OCI o. This year's program is likely, for example, to address a missing sidewalk near a school on L Street in the Avenues and one or more missing sidewalks in the Glendale Neighborhood identified in a community-council created active transportation plan. Existing roadways without bike infrastructure, despite having had a Complete Street policy for over 17 years, will be selected based on gaps in the network. Gaps will be addressed using inexpensive materials like paint, bollards, and/or separation provided by parked vehicles, similar to projects implemented in the last couple years on 200 East and 300 East. An emphasis will be placed on bike lanes with physical separation, where possible.  Addressing these gaps may seem like "new" infrastructure. In most cases, however, people bicycling and walking are already using these roadways without the benefit of complete infrastructure. If the overall condition of a roadway were graded for "completeness" instead of potholes, such locations would be "poor" to "failing."	REQUEST \$ 1,500,000								
		CDCIP \$ 1,500,000				\$ 150,000				\$ 1,350,000
		MAYOR \$ 1,500,000				\$ 150,000				\$ 1,350,000
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16	<b>Street Overlays 2026</b> <i>Engineering Division</i> This annual program funds the overlay of City streets that have not yet fallen to the level of deterioration where full reconstruction is required. Overlays include mill and overlay of street pavement, spot curb and gutter and sidewalk replacement, drainage improvements as necessary, and appropriate complete streets bicycle and pedestrian access improvements.  Overlays are of particular interest from a cost savings perspective, because streets of this condition are in their last possible years before a considerably more expensive, full reconstruction will become inevitable. This is analogous to an old house that needs its wooden siding replaced. A few more years of rot, and you will need to replace all the framing too. A lot more expensive.  The program incorporates federal Americans With Disability Act (ADA) requirements, such as sidewalk curb ramps and bus stop access, which are triggered with an overlay project.	REQUEST \$ 3,500,000										
		CDCIP \$ 3,500,000									\$ 3,500,000	
		MAYOR \$ 3,500,000										\$ 3,500,000
		<b>COUNCIL \$ -</b>										
17	<b>Jordan Park Skatepark Expansion</b> <i>Constituent Application; Public Lands Department</i> This application seeks funding to complete a study and detailed design to expand the Jordan Park Skatepark.  Nestled within the Glendale neighborhood of Salt Lake City lies a cultural cornerstone beloved by locals and renowned among skateboarders nationwide - Jordan Skatepark, affectionately known as "9th and 9th". For over 20 years, this iconic space has been a sanctuary for skaters, a hub for community building, and a vital thread in the fabric of Glendale.  As Jordan Skatepark approaches its third decade of existence, the realities of time and use have begun to reveal cracks in its foundation. With a surge in popularity over the years, the park finds itself bursting at the seams, struggling to accommodate the ever-growing groups of skaters who flock to it.	REQUEST \$ 90,000										
		CDCIP \$ 90,000		\$ 90,000								
		MAYOR \$ 90,000		\$ 90,000								
		<b>COUNCIL \$ -</b>										

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18	<b>GREENbike Federal Grant Match 2026; Bike Rack Replacements 2026</b> <i>Transportation Division</i> Salt Lake City's bike share system, GREENbike, has received nearly \$860,000 in federal funds that require a \$60,000 city match. This funding will be used to replace old, rusting, falling-apart stations and bikes. GREENbike's oldest equipment is over 12 years old and has been exposed to weather and the public 24/7/365. Of the 50 stations in Salt Lake system, 23 are at the end of their lifespan; parts are no longer available for repairs. Over 130,000 individuals have taken hundreds of thousands of rides, mashing buttons on stations, yanking or slamming bikes into docks, or dropping bikes. Deteriorated bikes can create unsafe conditions for riders, and stations may unexpectedly fail which can lead to personal safety concerns for people walking from a further station than anticipated. While GREENbike is rebuilding bikes as much as possible and cobbling together stations out of old parts, ultimately both bikes and stations need to be replaced. CIP is not for equipment. Bikes are equipment. Bike Stations are eligible.  This funding request also includes \$20,000 to replace 20+ year old bike racks owned by the City on the public way. Racks have been hit by cars, mangled, or simply rusted out, with little to no attention to maintenance. While this may seem minor, in at least one instance a rusted bike rack fell over, injuring a child and leading to a payout by the city. Racks that have been damaged beyond use have simply been removed, rather than replaced. The priority of this request is maintenance and replacement. If funds allow, some new bike racks may be installed at business or customer request. This is maintenance and not Capital Maintenance and should be part of the Operational Budget.  In addition to permanent bike racks, the City has a program for 15 years to seasonally replace one car parking space with a bike rack for 10 bicycles. This is called a "bike corral." Most of the city's racks are damaged, may be unsafe to use, and do not make a good impression. This request will also allocate \$20,000 to bike corral replacements. If funds allow, business requests for new corrals will be considered.	REQUEST \$	100,000									
		CDCIP \$	100,000									\$ 100,000
		MAYOR \$	100,000									\$ 100,000
		<b>COUNCIL \$</b>	-									
19	<b>Livable Streets Program 2026</b> <i>Transportation Division</i> This citywide program aims to address the most common resident complaint to Transportation staff - speeding vehicles. It uses a data-driven & equitable prioritization process for the implementation of traffic calming improvements in the areas most in need. This year's funding request is for three zones. This program is scalable; additional funding would allow Transportation to move through the 113 total zones more quickly. At the current rate of 3-4 zones per year, the program will take around 25-30 years to address all of the areas of the city.	REQUEST \$	2,000,000									
		CDCIP \$	2,000,000							\$ 1,000,000	\$ 1,000,000	
		MAYOR \$	2,000,000							\$ 1,000,000	\$ 1,000,000	
		<b>COUNCIL \$</b>	-									
20	<b>1200 E Curb/Gutter/Sidewalk and Repave Street</b> <i>Constituent Application; Engineering Division</i> 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 Zenith Ave.	REQUEST \$	303,000									
		CDCIP \$	303,000								\$ 303,000	
		MAYOR \$	303,000								\$ 303,000	
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21	<p><b>Pedestrian Safety / HAWK at Richmond St. and Zenith Ave.</b>                      Constituent Application; Transportation Division                      I've lived on the corner of Richmond and Zenith with my family since 2021. My family walks across Richmond daily to get to the daycare on another corner. Many people, including kids, families, and elderly, walk across Richmond to get to daycare, parks, bus stops, the grocery store, and school - Richmond runs through the Nibley Park School District and the 213 bus, which services Highland High School, Westminster University, and The U, has north- and south-bound stops at Richmond and Zenith. Pedestrian traffic is only likely to increase as more apartment buildings and businesses are opened in the growing Brickyard area. Despite all the pedestrian traffic, Richmond remains a 5-lane street - a road design the city and Sugarhouse are working to replace to improve pedestrian and cyclist safety. 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 5 lanes to stop, that we have to hit the pedestrian crosswalk button multiple times.</p> <p>In 3 years, I've witnessed at least 5 car accidents, including a car rear-ending a stopped bus and a car rear-ending another car that stopped for a pedestrian using the crosswalk. Our backyard fence along Richmond is destroyed because a car went through it. Countless drivers have almost hit other cars or pedestrians, including parents with strollers and kids. Neighbors who signed my CIP petition used the words "scary", "nightmare", and "dangerous" to describe crossing Richmond.</p> <p>My CIP application aims to make the Richmond/Zenith intersection safe for pedestrians with the installation of a HAWK signal. The Transportation Division confirmed a HAWK signal is the next tier of pedestrian safety for the intersection. Adding a HAWK signal on Richmond will slow traffic and make it safer and more attractive for the growing population in the area to bike, walk, and use transit.</p>	REQUEST \$	500,000									
		CDCIP \$	500,000									\$ 500,000
		MAYOR \$	500,000									\$ 500,000
		<b>COUNCIL \$</b>	-									

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#	Title, Lead Office, and Description	Totals	General Fund	FOF Other	Parks Impact Fees	Transportation Dedicated Sources				
						Streets Impact Fees	FOF Transit	FOF Streets	Class C (gas tax)	1/4 c & 5th 5th Sales Taxes
<b>22</b>	<b>Three Sport Court Replacements</b> <i>Public Lands Department</i> This project proposes, but is not limited to, replacing two to three of Salt Lake City's approximately 110 concrete or asphalt sport courts used for tennis, pickleball, basketball, and other activities. The targeted locations and courts include:  Westpointe Park Basketball Court: The current basketball court is undersized for the community it serves and lacks proper play surfacing. The concrete and basketball standards are aging and in need of replacement. Expanding and updating the court will better meet community needs by providing modern, high-quality amenities to an underserved population. Adding an artistic element to the court design could further enhance the sense of community and support local identity.  Riverside Park Tennis Courts: These asphalt courts are showing significant wear, including cracks and peeling surfacing, which hinder playability. Replacing these courts and/or converting some to pickleball courts would improve accessibility, ensure safety, and offer a more enjoyable recreational environment for the community.  Liberty Park Volleyball Court: The volleyball court surfacing at Liberty Park is also deteriorating. As part of a potential public/private partnership, this court may be converted into a street soccer court. To support this transition, resurfacing the court is recommended to ensure a durable and safe play area.  This project will enhance recreational opportunities, prioritize community needs, and revitalize aging facilities to create safe and engaging spaces for residents. Other court replacement/renovation projects should also be considered, especially if higher priority projects are identified after the initial application and funding process is complete. Alternate locations to consider include Sunnyside Park basketball court, Warm Springs Park tennis courts, Madsen Park basketball court, and Victory Park/10th East Senior Center tennis courts.	REQUEST \$ 1,900,000								
		CDCIP \$ 630,000	\$ 630,000							
		MAYOR \$ 630,000	\$ 630,000							
		<b>COUNCIL \$ -</b>								
<b>23</b>	<b>Playground Replacements</b> <i>Public Lands Department</i> Replace and upgrade playground equipment and surfacing that are beyond their safe and serviceable life at up to four parks.  Playgrounds typically last 20-25 years. Salt Lake City has 79 playgrounds. Replacing four per year will ensure that children are safer, more engaged, and more consistently able to access play features near their homes and schools. This programmatic, annual funding request includes playground, surfacing, minor design, permitting, and community engagement costs. Four of the following playgrounds (in alphabetical order) will be selected based on asset condition, accessibility/ADA needs, and investment equity: 6th East Mini Park, 11th Avenue Park, Davis Park, Lindsey Gardens Park, Parley's Way Park, Pugsley Ouray Park, Riverside Park, Victory Park.	REQUEST \$ 1,540,000								
		CDCIP \$ 385,000	\$ 385,000							
		MAYOR \$ 385,000	\$ 385,000							
		<b>COUNCIL \$ -</b>								

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24	<b>Central City 600 East Byway Safety Improvements</b> <i>Constituent Application; Transportation Division</i> The 600 East Byway Safety Improvements CIP aims to make safety improvements to 600 East between 900 South at Liberty Park to the connection to N Street at South Temple. 600 East is one of Salt Lake City's first neighborhood byways; however, this section has seen few safety upgrades apart from improved crossings at 800 South and 900 South. In some parts of the route, there are shared bike lane markings with no traffic calming to force slow speeds (South Temple to 200 South and 600 South to 900 South). Between 200 South and 600 South, there are standard painted bike lanes with no traffic calming. This area has higher traffic volumes that make it more stressful to ride a bike or walk across the street, and is the area with the most destinations. This project would install traffic calming throughout the route, improve walking and biking crossings, and improve the bike lanes at key locations. 600 East is a very important active transportation connection for the Central City community. It provides direct access to 5 grocery stores, a school, multiple retail and dining clusters, Liberty Park, lots of housing, and completes a connection from the Lower Avenues through Central City to Liberty Wells. This project is supported by the Salt Lake City Bicycle and Pedestrian Master Plan, would contribute to SLC's goal of zero deaths and severe injuries by 2035, and reduce emissions for SLC's sustainability goals.	REQUEST \$	855,724								
		CDCIP \$	855,724							\$ 678,724	\$ 177,000
		MAYOR \$	855,724							\$ 678,724	\$ 177,000
		<b>COUNCIL \$</b>	-								
25	<b>East Central Community Council 1200 East Median Restoration Proposal (300-400 South and 400- 500 South)</b> <i>Constituent Application; Public Lands Department</i> The curbing & irrigation systems for these medians has fallen into serious disrepair, causing a cascading series of issues affecting the space. During major events at the U, & day to day due to the # of rental housing in the area, a low / no curbing along the medians allows vehicles to park & drive over the medians, often breaking sprinkler heads & causing irrigation failures. This failure in irrigation has caused the die off of many large, mature trees, as well as the failed establishment of newly planted trees. Since these large medians represent a large portion of the limited usable open space for East Central residents, this simple fix would provide a major immediate and long-term improvement to the quality of life, longevity, and beauty of the neighborhood. It would also significantly reduce long term maintenance costs and reduce water usage/water loss.  This project seeks to install new curbing around each island to prevent cars from driving across the turf & will allow the soil to be raised to match the grade of the top of the root ball of the existing trees. Replacing the irrigation systems & planting a significant number of new trees supplementing the urban forest that remains will provide a major impact on urban heat reduction, as well as reducing long term irrigation & water use as more turf areas are shaded, experiencing less soil moisture loss. (See attached "1200 E. Island Rehabilitation -Overall Plan")  The tree planting portion of the project is in support of the "Trillion Tree Campaign" an effort to aid in enhancing SLC's air quality. This project seeks to establish a healthy succession tree plan replacing the dying or lost trees, as well as drastically increasing the species diversity of what is currently planted. This phase seeks to quadruple the tree count over these spaces, planting species recommended by SLC Urban Forestry to reduce water needs, promote longevity, increase species diversity, & emphasize resilience to a changing climate.	REQUEST \$	954,720								
		CDCIP \$	-								
		MAYOR \$	-								
		<b>COUNCIL \$</b>	-								

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26	<b>Poplar Grove 500 S Traffic Calming</b> <i>Constituent Application; Transportation Division</i> Traffic calming measures between 900 West and the Jordan River Trail on 500 South. * Reduce the speed of vehicles using a system of speed humps (6). * Make pedestrian crossings shorter and make pedestrians more visible * Marked/raised cross walks leading to the Post Street Tot Lot, The Neighborhood House, and at the intersection of the Jordan River Parkway	REQUEST \$ 475,000								
		CDCIP \$ -								
		MAYOR \$ -								
		<b>COUNCIL \$ -</b>								
27	<b>Nevada Street Reconstruction</b> <i>Constituent Application; Engineering Division</i> We are looking to rebuild Nevada St running from Redondo Ave north to Garfield. Then west on Garfield for about 90ft. Nevada St starting at Redondo Ave and running north about 900 FEET then west 90 FEET (.17mi) 5K each ADA ramp. 3 with north end option 1 rebuild. NW corner of Redondo Ave and Nevada St NE corner of Redondo Ave and Nevada St North end of Nevada, west side of street at the dogleg with Garfield 15 driveways north of Redondo on the east side with a Pipe-drive (Darin) or Overhead (Lynn) 7 driveways north of Redondo on the west side that do not have a drainpipe under the foot Speedbumps or humps	REQUEST \$ 932,000								
		CDCIP \$ -								
		MAYOR \$ -								
		<b>COUNCIL \$ -</b>								

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28	<b>Riverside Basketball Court Renovation</b> <i>Constituent Application; Public Lands Department</i> The Riverside Basketball Court is a community hub that promotes physical activity and social interaction. However, the current condition of the court is deteriorated, and outdated, affecting its usability and safety. This proposal outlines the need for renovation and the benefits of this project.  Objectives- Enhance facility to a full court NBA regulation size. Updating the aesthetics of the basketball court and adding amenities to make it user friendly. This would improve the overall playing experience for community members as well as foster community engagement through recreational activities.  Scope of Work- *Court Construction: Install durable, full court with a weather resistant surface. Mark lines for both full and half court play. Customize with an original art mural. *Hoop Replacement: Install new, adjustable basketball hoops to accommodate players of all ages and skill levels.  *Additional Amenities: Install fencing, benches, trash cans to enhance the user experience We've met and gathered input and suggestions from local residents, city council member Dan Dugan and Arts Council staff member Renato Olmedo-Gonzales regarding the renovations. This will ensure that the project meets the needs and preferences of those who use the court.  Renovating the Riverside Basketball Court will significantly enhance our community's recreational facilities, promote healthy lifestyles, and foster social connections. We respectfully request approval for this Capital Improvement Project to ensure a safe and enjoyable environment for our Rose Park Community.	REQUEST \$ 530,000								
		CDCIP \$ 530,000	\$ 79,500		\$ 450,500					
		MAYOR \$ 530,000	\$ 79,500		\$ 450,500					
		<b>COUNCIL \$ -</b>								

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29	<b>Slow Down Liberty Wells South</b> <i>Constituent Application; Transportation Division</i> This application is submitted for, and on behalf of, the Liberty Wells Community Council. There has been active discussion at council meetings with area residents, working to formulate this application, with the ultimate goal of finding solutions to slow traffic traveling through the council boundaries. The proposed project is for the addition of traffic calming measures within the Liberty Wells community - specifically on 300 E, 400 E, and 600 E between 1700 S and 2100 S. The community has suffered under the onslaught of vehicles traveling north and south on these streets ignoring the posted speed limit through the residential area. There are residents in the area that have been asking Salt Lake City to explore, and provide, remedy for the vehicles speeding through the neighborhood for over 18 years. The electronic driver feedback boards on 400 E regularly display vehicle MPH speeds in the 30s to upper 40s, even though the posted speed limit is 20 MPH. Our initial CIP proposal also included 200 E and 500 E, but the expected budget amount provided by the Transportation department was so high that we knew our application would most likely be rejected. In discussion with residents, the project area was scaled back with the rationale that 200 E has multiple curves that naturally work to slow traffic and 500 E already has raised crosswalks that were added when the roadway was reconstructed, along with it being a feeder route with a higher speed limit. Included are photos of vehicles that were traveling through the area at high/unsafe speeds and ended up flipping over onto the vehicle roof.	REQUEST \$ 350,000								
		CDCIP \$ -								
		MAYOR \$ -								
		<b>COUNCIL \$ -</b>								
30	<b>Downtown Farmers Market - Upgraded Electrical Service</b> <i>Constituent Application; Public Lands Department</i> Our proposed project would fund new electrical service to meet needs of the Downtown Farmers Market (DTFM) other community organizers planning events in the Pioneer Park neighborhood and add capacity for continued growth of the market. To maintain the size and scope of the current market during park renovations, and retain our loyal customer base the market will be moving to the streets surrounding Pioneer Park. One of the biggest hurdles we are facing as the market moves to the streets is a solution to power access for our 20+ prepared food vendors. For the past 33 years we have been able to operate without the need for individual gas powered generators, which has reduced noise and air pollution/exhaust, helping us further our Waste Wise mission and create a better atmosphere at the market.  We have collaborated closely with Public Lands on our move to the streets during construction, and to come up with permanent power solutions for our market vendors in the street. We have considered adding electrical service to the park strips around Pioneer Park on 400 West and 300 South, but both of those locations come with a variety of hurdles including damaging the root zones of historic trees. Considering these issues the best solution is to add new electrical service to the median on 300 South. This power would help facilitate a successful move of the market to city streets while the park is under construction, as well as provide additional power options for market vendors in the future when it returns to the park (current park plans include electrical service for only 8 vendors). We foresee closures of 300 South and 400 West and use of the new electrical service being part of market operations and park activations into the future. We also believe that new electrical service in the 300 South median opening opportunities for additional holiday and event lighting, and additional street activation.	REQUEST \$ 240,000								
		CDCIP \$ -								
		MAYOR \$ -								
		<b>COUNCIL \$ -</b>								

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31	<b>Texas Street Replacement</b> <i>Constituent Application; Engineering Division</i> Replacement of Texas Street asphalt (OCI 18) from terminus south of Hillside Middle School one block to Redondo Avenue. Most of the "Overhead approach" driveways on the east side of the street are in equally poor condition and need to be replaced.	REQUEST \$ 812,500								
		CDCIP \$ -								
		MAYOR \$ -								
		<b>COUNCIL \$ -</b>								
32	<b>Sweet Streets Bike Network Gap Filling</b> <i>Constituent Application; Transportation Division</i> The bike network safety CIP aims to revisit existing bike routes and make improvements at key areas, such as busy intersections, high stress bike lanes, and filling gaps in the network. While newly completed projects include safety elements like traffic calming, buffered lanes, protected lanes, and intersection improvements, older projects are lacking these elements, leading to high stress, unsafe routes. In other areas, the lack of a safe crossing could hinder the bike route utility, leading to its disuse by people biking. This project intends to focus on the bigger picture of the bicycling network, unlike other projects like Livable Streets, which focus on limited zones and isolated improvements. The project will also consider markings, signage, beautification/art, and wayfinding to aid in navigation and encourage bicycling. The CIP supports several City initiatives, such as Vision Zero - zero serious injuries or deaths by 2035, the Pedestrian & Bicycle Master Plan, the Complete Streets Ordinance, and a recent technical assistant grant (Accelerated Mobility Playbook) which will help accelerate this project. Overall, this project will expand the safe transportation options for Salt Lakers, promote active mobility, health, and well being, and reduce congestion on our streets.	REQUEST \$ 693,000								
		CDCIP \$ -								
		MAYOR \$ -								
		<b>COUNCIL \$ -</b>								

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33	<b>East Central Community Council Proposal for Pedestrian Safety Measures - Solar Powered Pedestrian Activated Flashers</b> <i>Constituent Application; Transportation Division</i> Pedestrian Safety requirements within the East Central Community Council Area. East Central has been identified as one the most walkable neighborhoods within Salt Lake City (University of Utah/9th & 9th/Trolley Square/Downtown), it includes the highest transit ridership routes (2/1300/Trax), the high percentage of traffic between the U/Downtown & the highest rental rate within the city (73%). In addition, given our location next to the U/stadium, anticipated growth of the U seeking to increase student population by 10,000, the number of visitors housed within our area annually & during the 2002 Olympics, the ECC has established this plan to ready our neighborhood to be not only inviting but safe. We appreciate SLC's treatment of the ECC hot spots to date. Two new locations have been identified as extremely dangerous to our community requiring pedestrian safety treatment. We are seeking pedestrian-activated flashers at these locations. As a community, we are prioritizing pedestrian safety to ensure that our neighborhood is not only visually appealing but also accessible & safe.  As the world prepares for the 2034 Olympics in Salt Lake City, the East Central Community Council is embarked on an ambitious ten-year plan that will enhance our neighborhood's aesthetic appeal and foster a stronger sense of community as we prepare to greet the world. Given its location central in the heart of the City, imagine East Central as an inviting and safe neighborhood complete with tree-lined streets, lush green spaces, community gathering places that foster a sense of belonging, innovative public art, a thriving neighborhood business district that caters to residents and visitors alike and a sense of pride that radiates from every property.  This effort will not only enhance the neighborhood's aesthetic appeal but also foster a stronger sense of community that leaves a lasting legacy for generations to come. This is the vision we are bringing to life in East Central.	REQUEST \$	104,177								
		CDCIP \$	-								
		MAYOR \$	-								
		<b>COUNCIL \$</b>	<b>-</b>								

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<b>34</b>	<b>Continuing Fisher Mansion Stabilization, Restoration &amp; Site Improvements</b> <i>Constituent Application; Public Lands Department</i> This proposal will (1) help to secure the 1893 Fisher Mansion, a city-owned and currently vacant property, and (2) move this resource closer to serving as a catalyst for economic development, community engagement, and pride on Salt Lake City's West Side. The Fisher Mansion and surrounding property were purchased in 2006 by Salt Lake City to complete the Jordan River Trail. In 2023, the city completed the restoration of the Fisher Mansion Carriage House (located on the mansion's grounds), which now houses Public Lands Department staff. In 2022, the Salt Lake City Council budgeted \$3 million to structurally and seismically stabilize the mansion.  This stabilization, currently scheduled to begin in spring 2025, will repair and strengthen the Fisher Mansion's foundations, walls, and roof. There is not enough funding in this \$3 million budget, however, to secure the building via new soffits and facia, repair broken windows, or to bring the stone porch balustrade up to public safety code.  New soffits, facia, and stone balustrades are necessary to weatherproof the Fisher Mansion and allow the public to safely access this building. All of these elements require immediate attention and are considered by Salt Lake City architects to be essential repairs, regardless of the mansion's future occupancy. This application requests funding to pay for these repairs. Additional site improvements will allow for continued and expanded use of the grounds, and improve functionality and safety of the Jordan River boat access and the Jordan River Parkway and Trail, and compliments the Emerald Ribbon Action Plan.  As funds are available, limited restoration of some doors and windows will improve safety, security and access to the building, and further the ongoing full restoration for eventual occupancy. Artwork as a temporary feature on the boarded coverings will highlight community, culture and history.	REQUEST \$ 500,000								
		CDCIP \$ -								
		MAYOR \$ -								
		<b>COUNCIL \$ -</b>								
<b>35</b>	<b>Neighborhood Alley Way Repavement (#4195) / Repave Alley #4195</b> <i>Constituent Application; Engineering Division</i> This project aims to repave the local alleyway, creating a safe and accessible alternative parking solution for homeowners and improving the overall aesthetics and functionality of the neighborhood. The repaving will address the current state of disrepair, ensuring a smoother surface, proper drainage, and increased safety for pedestrians and vehicles alike. By investing in the repaving of the local alleyway, the community will experience a range of benefits that not only address immediate concerns but also contribute to the long-term health, safety, and prosperity of the neighborhood. The collaboration of the community in this project demonstrates a collective commitment to enhancing the quality of life for all residents and ensuring the neighborhood remains a desirable place to live for years to come.	REQUEST \$ 324,000								
		CDCIP \$ -								
		MAYOR \$ -								
		<b>COUNCIL \$ -</b>								

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<b>36</b>	<b>Safe Routes to Beacon Heights, Hillside, and Cosgriff</b> <i>Constituent Application; Transportation Division</i> This project aims to repave the local alleyway, creating a safe and accessible alternative parking solution for homeowners and improving the overall aesthetics and functionality of the neighborhood. The repaving will address the current state of disrepair, ensuring a smoother surface, proper drainage, and increased safety for pedestrians and vehicles alike. By investing in the repaving of the local alleyway, the community will experience a range of benefits that not only address immediate concerns but also contribute to the long-term health, safety, and prosperity of the neighborhood. The collaboration of the community in this project demonstrates a collective commitment to enhancing the quality of life for all residents and ensuring the neighborhood remains a desirable place to live for years to come.	REQUEST \$ 403,010								
		CDCIP \$ -								
		MAYOR \$ -								
		<b>COUNCIL \$ -</b>								
<b>37</b>	<b>Intersection Daylighting with Parking for Bikes and Scooters</b> <i>Constituent Application; Transportation Division</i> This project would aim to increase safety at intersections around the city while also making it easier to use modes of transportation outside of cars. The basic idea is to daylight intersections to increase visibility that may otherwise be blocked by parked cars (sometimes illegally so) using bike racks or scooter parking zones with physical infrastructure to prevent car parking in these places. Physical infrastructure would also provide potential space for artists to create art.	REQUEST \$ 429,000								
		CDCIP \$ -								
		MAYOR \$ -								
		<b>COUNCIL \$ -</b>								
<b>38</b>	<b>PSB EV Charging Expansion</b> <i>Facilities Division</i> 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 back feeding (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 as outlined in the City's 2020 Electrified Transportation Joint Resolution and positions our city at the forefront of accommodating the evolving needs of our expanding EV fleet.	REQUEST \$ 1,002,689								
		CDCIP \$ -								
		MAYOR \$ 1,078,807	\$ 1,078,807							
		<b>COUNCIL \$ -</b>								

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39	<b>First Encampment Park</b> <i>Constituent Application; Public Lands Department</i> The First Encampment Park is in its 28th year and is a treasure in the Liberty Wells Community but needs some capital improvements. Through funding provided by the Parks Department, a novel path forward is being developed to present the historical information etched on the boulders about the first pioneer settlers in the valley, and the damaged plaques and signage on the monuments are being replaced. This assistance has been greatly appreciated and has enabled us to move forward in our CIP requests for security and safety enhancements to preserve the park's infrastructure which has deteriorated over the years. Since 1997, new technology has improved providing possible upgrades for a more secure environment.  Therefore, our CIP goals are: - Overhaul the irrigation system to better support turf, trees and new native plantings - Replace non-native and non-historic plantings with water-wise legacy plants; replant the Southwest corner of the park with native plants - Connect the park's northwest drainage area directly to the City's storm drain on 1700 South to prevent standing water and improve drainage - Replace pavers for 300 sq feet of park pathways - Update light poles and electrical capability with LED lighting for visitor security - Replace in-ground ornamental lighting needed for three plaques - Provide motion-censored pedestrian lighting - Improve upheaval of the sidewalk on 1700 South and park strip to improve accessibility and legal compliance with ADA	REQUEST \$ 176,635								
		CDCIP \$ -								
		MAYOR \$ -								
		<b>COUNCIL \$ -</b>								
40	<b>Plaza 349 EV Charging Expansion</b> <i>Facilities Division</i> 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 back feeding (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 investment aligns with our commitment to sustainable transportation as outlined in the City's 2020 Electrified Transportation Joint Resolution and positions our city at the forefront of accommodating the evolving needs of our expanding EV fleet.	REQUEST \$ 611,879								
		CDCIP \$ -								
		MAYOR \$ -								
		<b>COUNCIL \$ -</b>								

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<b>41</b>	<b>Glendale Traffic Calming</b> <i>Constituent Application; Transportation Division</i> This project implements traffic calming measures on 800 W and improvements on Navajo and Emery Streets, from 1300 S/California Avenue to 800/900 S, enhancing pedestrian and cyclist safety in the Glendale neighborhood. The project is phased to distribute efforts across multiple years based on available funding.  The primary goal is creating a safer urban environment for all users, especially pedestrians and cyclists. Phase 1 focuses on 800 W, a major connector between the 9-Line and California Street bike lanes that currently lacks traffic calming measures and connects to the Sorenson Multicultural Center. Phase 2 integrates Navajo and Emery Streets into the Neighborhood Byways system, building on planned Livable Zone 12 improvements.  Phase 1 Projects: --- Seven speed humps along 800 W between 900 S and 1300 S, providing physical speed reduction while maintaining bike access and emergency vehicle passage.  Phase 2 Projects: --- Emery/California intersection improvements with upgraded bike lane paint and detection --- Raised crosswalks at Fremont/800 W and Remington Way/800 W near school bus stops --- Neighborhood Byway signage on Emery and Navajo Streets between Indiana Avenue and California --- New flashing beacon (RRFB) at 800 W/900 S with pedestrian refuge island  Future Phase 3 could include chicanes, traffic circles, or additional pedestrian improvements on 800 W.  This project aims to create safer neighborhood connections, encourage active transportation, reduce emissions, and foster a more livable environment. It aligns with Salt Lake City's sustainability goals, public health initiatives, and Vision Zero policy to eliminate traffic injuries and fatalities by 2035.	REQUEST \$ 485,837								
		CDCIP \$ -								
		MAYOR \$ -								
		<b>COUNCIL \$ -</b>								
<b>42</b>	<b>1700 East Asphalt and Fence</b> <i>Constituent Application; Engineering Division</i> Asphalt slope below metal fence from 2229 South 1700 East to 2283 South 1700 East. This should be done in order to kill the weeds that are growing below this fence. The SHCC has been notified of the weeds that are growing below the fence. The metal fence needs to be painted. It has not been painted since it was installed in 2005.	REQUEST \$ 93,500								
		CDCIP \$ -								
		MAYOR \$ -								
		<b>COUNCIL \$ -</b>								

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43	<b>Glendale Neighborhood Pedestrian Safety Improvement RRFB revision to HAWK signal at the California Ave/Concord St Intersection</b> <i>Constituent Application; Transportation Division</i> This project aims to increase the safety of pedestrians at an intersection used by residents including UTA public transit riders, Glendale Branch Library visitors, and minor students at Mountain View Elementary, Dual Immersion Academy, and Glendale Middle School, by providing additional funding to revise previously funded plans for an RRFB at the location to a more secure HAWK signal.	REQUEST \$ 525,000								
		CDCIP \$ -								
		MAYOR \$ -								
		<b>COUNCIL \$ -</b>								
44	<b>Event Infrastructure and Pavilion Replacements for Vibrant, Safe City Parks</b> <i>Public Lands Department</i> This project will transform several public parks into vibrant hubs for community gatherings and public events by investing in essential event infrastructure, and replacing failing pavilions. Funding will replace failing pavilions in select parks ideal for hosting small family and corporate events, and add amenities such as permanent power distribution boxes, improved lighting, restrooms, and durable areas to accommodate stages, vehicles, portable restrooms, or other structures to make our parks more friendly and accommodating to many different kinds of event.  These upgrades will support a variety of activities, from cultural festivals and concerts to volunteer projects and neighborhood celebrations, fostering community connection and enriching public spaces. By equipping our parks with the necessary infrastructure, we aim to reduce event setup costs, minimize environmental impacts, and increase accessibility for organizers and participants alike to make gathering with our communities more accessible.  The benefits of this application are four-fold: (1) Reduce the current maintenance impacts of concentrating every City and special event within the same few parks (2) Reduce event costs for organizers (3) Activate more of our parks, especially those that are otherwise ready to be supportive of more events (open space, parking, etc.) in Council districts that do not traditionally host many events (4) Ensure that our park supply can meet event demand so that there can be more events programmed in our parks every year  This initiative aligns with our vision of creating safe, inclusive, and engaging public spaces that strengthen community bonds and enhance quality of life for residents and visitors.	REQUEST \$ 4,067,000								
		CDCIP \$ 2,597,000			\$ 2,597,000					
		MAYOR \$ 2,597,000			\$ 2,597,000					
		<b>COUNCIL \$ -</b>								

Fiscal Year 2026 Mayor's Recommended Capital Improvement Program (CIP) Funding Log

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						Streets Impact Fees	FOF Transit	FOF Streets	Class C (gas tax)	1/4 c & 5th 5th Sales Taxes
45	<b>Playground Shade</b> <i>Constituent Application; Public Lands Department</i> Install shade cloths over up to five existing playgrounds, listed below. 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 play equipment for the full day in the summer. Shade clothes will also help with the prevention of skin cancer.  1. Meadows Park 2. 17th South River Park 3. 11th Avenue Park (playground replacement included in the Public Lands Department's ADA CIP application for FY 25/26) 4. Sherwood Park 5. Modesto Park (playground upgrades or replacement included in the upcoming Parks GO Bond and CIP-funded improvement projects along the Jordan River corridor) 6. Richmond Park (playground upgrades or replacement included in the upcoming Parks GO Bond and CIP-funded improvement project) 7. Herman Franks Park	REQUEST \$ 500,000								
		CDCIP \$ 500,000			\$ 500,000					
		MAYOR \$ 500,000			\$ 500,000					
		<b>COUNCIL \$ -</b>								
46	<b>Alleyway Improvements 2026</b> <i>Engineering Division</i> This annual program, kicked off in 2021, funds reconstruction or rehabilitation of deteriorated City alleyways, including pavement and drainage improvements as necessary..	REQUEST \$ 250,000								
		CDCIP \$ -								
		MAYOR \$ -								
		<b>COUNCIL \$ -</b>								
47	<b>Marmalade Gateway Roundabout</b> <i>Constituent Application; Transportation Division</i> This plan is a chance to enhance the area with better "Marmalade" neighborhood branding while also providing much-needed improvements to make the roadways safer.  This plan will serve two purposes, making Marmalade a more recognized neighborhood but at the same time providing safety to the residents and students that attend the three surrounding schools.  The plan seeks to redesign the 300 North 200 West intersection with a roundabout allowing a Marmalade sign or art installation. In addition, a separate traffic calming project will install a speed bump immediately to the west on 300 North.	REQUEST \$ 322,996								
		CDCIP \$ -								
		MAYOR \$ -								
		<b>COUNCIL \$ -</b>								

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						Streets Impact Fees	FOF Transit	FOF Streets	Class C (gas tax)	1/4 c & 5th 5th Sales Taxes
48	<b>Rose Park Lane Beautification, Trail, and Safety Improvements</b> <i>Constituent Application; Public Lands Department</i> There is a dire need for health and safety improvements along Rose Park Ln. This project would meet all your priorities for the application year. More than a beautification, this project really addresses your top priorities of unfinished projects, Health and Safety, Jordan River Parkway, and city-owned land. The Urban Forestry Division has committed to providing trees and installation at the new sites on Rose Park Lane. This project would extend and complete the Rose Park Lane trail, remove illegal overnight commercial truck parking on unfinished land, and build infrastructure to sustain commercial truck traffic on Rose Park Ln.  The entire stretch of Rose Park Ln is highly visible and highly neglected. The entire stretch of the existing Rose Park Ln. was irrigated 7 years ago for the WestPointe run-off ditch (large grassy area/detention basin at the corner of Rose Park Ln and 1700N), but this irrigation was never extended for the remainder of that stretch of road or utilized. This lane is highly visible from I-215 with large volumes of traffic going to the beautiful soccer fields just a few feet up the road. This has increased the traffic and speed of that traffic on Rose Park Ln. Safety is an issue as cars will continue to use highway speeds down that road upward of 60 MPH.  Fixing the trail and planting trees with irrigation on Rose Park Ln would greatly improve community morale and safety for the families that walk with their children and pets, and bike and run on this trail. Adding trees along Rose Park Ln will also help in reducing air pollution, high summer heat, and traffic noise, also repairing/replacing the sidewalk to make it ADA-compliant would also create handicap accessibility for residents who are currently unable to utilize this walkway.  This area has been neglected for a long time and needs reinvestment to provide shade, accessibility, and other environmental benefits to this neighborhood.	REQUEST \$ 680,000								
		CDCIP \$ -								
		MAYOR \$ 680,000	\$ 680,000							
		<b>COUNCIL \$ -</b>								
49	<b>Repave Alley</b> <i>Constituent Application; Engineering Division</i> Request repaving alley between 3rd & 4th Aves and Virginia and Alta streets	REQUEST \$ 163,000								
		CDCIP \$ -								
		MAYOR \$ -								
		<b>COUNCIL \$ -</b>								

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50	<p><b>Concord St to Alzheimer's Jordan River Cleanup</b>  <i>Constituent Application, Public Lands Department</i>                      I wanted to bring to your attention a specific area of the river that is in great need of improvements and enhancements. It is a city owned parcel at the end of Concord St. and Pierpont Ave. It often goes unmaintained and has been a section with a lot of criminal issues and illegal dumping. The city recently added a gate, a no camping sign, and a no trespass sign. This is an area where people used to be able to walk down to the river and engage with nature; however, due to its unmaintained and underutilized nature, it has been closed off by the city and has been home to multiple encampments recently.</p> <p>The city owns a large piece of land that accesses the river from Concord. In addition it owns the parcels across the river to the east and west. I believe this would be the perfect location for a bridge over the river. The neighbors in this area do not have an easy access to the Jordan river trail, or a good way to cross I-80 as a pedestrian. If neighbors want to travel north, they have to walk down to the freeway overpass on Navajo and down 200S to connect to the trail. Or they have to walk out to 300 S and go east to connect to the trail at Alzheimer's Park.</p> <p>Because the city owns land on both sides of the river, it should be a much easier place to work with. Instead of a fenced off access point I would love to see the city make improvements that the community can use.</p> <p>The scope of the request will be 1) create a new public nature space on the west side of Alzheimer's park/Jordan River, 2) add improvements to the walkway on 300 S to increase comfort and walkability to the JRT, and 3) conduct a feasibility study for a bridge connecting the east and west sides of the river.</p>	REQUEST \$ 500,000								
		CDCIP \$ 480,000			\$ 480,000					
		MAYOR \$ 480,000			\$ 480,000					
		<b>COUNCIL \$ -</b>								
51	<p><b>Nature Park at Bonneville</b>  <i>Constituent Application; Public Lands Department</i>                      The Nature Park at Bonneville will turn two and a half acres of unusable fire hazard into a small nature park for the surrounding residents. We have the support of SLC's Golf Division for this project (see Supporting Documents).</p> <p>This area has been used by three generations of children in this neighborhood, but was recently fenced off for safety reasons. It has a large amount of dead wood, creating a significant fire hazard to neighbors in the area. We see evidence of "campsites" and drug paraphernalia left behind; as well as large piles of concrete and asphalt chunks, dead and broken trees from the golf course, and broken or obsolete golf course equipment. We propose the area be converted to a small nature park with a shredded bark walking path utilizing bark chips from dead wood processed from the area; three benches, access to water to establish drought-tolerant native trees, shrubs and pollinator plants. This area will be cleared of junk and debris. Some dead tree material will be cleaned out, but not all - leaving a natural area on the northerwestern side for our native wildlife habitat and protection. We will also work to protect the habitat of great horned owls and various hawks living in the area. We propose two entrances: (1) south end of 2200 East, (2) east side of Connor St. at property line to the course. The south end is at the current Maintenance Building and will have no access to the nature park from this area. Also included is the addition of native trees, shrubs and pollinator plants utilizing free or low-cost programs like the Utah Pollinator Habitat Program, currently offering 90-900 seedlings for free each September. This will require access to water but not an irrigation system. The end result will offer a safe, natural area for both adults and children to enjoy nature and her wildlife such as great horned owls, red tailed hawks, deer, foxes, and other wild creatures that are losing habitat in our highly developed.</p>	REQUEST \$ 2,765,000								
		CDCIP \$ 140,000			\$ 140,000					
		MAYOR \$ -			\$ -					
		<b>COUNCIL \$ -</b>								

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						Streets Impact Fees	FOF Transit	FOF Streets	Class C (gas tax)	1/4 ¢ & 5th 5th Sales Taxes
52	<b>Safe Side Streets North Extension</b> <i>Constituent Application; Transportation Division</i> The project being submitted is a "completely separate project" to a past CIP project within the same block. The south side of the block is the "Sugar House Safe Side Streets Project." <a href="https://www.slc.gov/transportation/2023/12/08/safesidestreets/">https://www.slc.gov/transportation/2023/12/08/safesidestreets/</a>  We are seeking the continuation of traffic calming effects on the north portion of our block. The streets involved are: 1000 East between 1700 South - Garfield Avenue (1860 South) Blaine Avenue 900 East - 1100 East Wilson Avenue 1000 East - 1100 East  1000 East is an iconic byway and a prime destination for active transportation. At the south end of the block is the heart of Sugar House and the north end a children's destination, Westminster Park. And further north is an elementary school, Emerson Elementary.  The goal for the residents of this area is to decrease cut through traffic and slow vehicle speeds. Also to promote safer streets for bicyclists, walkers, joggers, skateboarders and alike. The street calming efforts within this block are not systemic. The residents of this area are asking for the completion of street calming within the neighborhood.  *** The residents of the project area, accept the possibility that this project may have to be achieved in sections. If so, we would like 1000 East between 1700 South to Garfield Avenue (1860 South) be completed first. The majority of speeding vehicles are on that stretch of byway. Also, the majority of active transportation is on that byway as well.	REQUEST \$ 388,000								
		CDCIP \$ -								
		MAYOR \$ -								
		<b>COUNCIL \$ -</b>								
53	<b>Milk Block Bike Spa</b> <i>Constituent Application; Transportation Division</i> A full service bike "spa" between Harvey Milk Blvd. bike path and sidewalk on the North side of the Milk Block (416 E 900 S) and a similar style but slightly larger bike spa at the SLC Downtown Library located to the SE of the main Library building to replace the existing "alphabet" bike rack.  The purpose of these spas is for the City to go beyond merely accommodating bicyclists and provide safe, secure, and convenient bicycle parking that will encourage citizens to leave their car at home and ride to work, to do shopping, or to recreate. This project will accelerate and/or accentuate City bicycle infrastructure and plans.	REQUEST \$ 117,000								
		CDCIP \$ -								
		MAYOR \$ -								
		<b>COUNCIL \$ -</b>								

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54	<b>Main &amp; Broadway Shade</b> <i>Constituent Application; Engineering Division</i> Improve and enhance the sidewalk and parking median along the north side of 300 South (ie. Broadway in front of the historic Clift Building) extending from the alley for the 222 parking garage to Main Street. This stretch of sidewalk lacks the greenery and other shade and seating options that are found on most streets within the Central Business District. These deficiencies would be addressed with planting of trees, placement of planters and bench seating. Safety issues for bicyclists and scooters would be addressed with larger planters and street paint to clearly delineate car lanes from the bicycle lane at the corner of Main Street.	REQUEST \$ 230,600								
		CDCIP \$ -								
		MAYOR \$ -								
		<b>COUNCIL \$ -</b>								
55	<b>Sunnyside Avenue and Amanda Ave Safe Crossing</b> <i>Constituent Application; Transportation Division</i> This is a safe street crossing and air quality improvement project. Utilizing crossing signals and appropriate road markings, the crosswalk will provide a safe signalized crossing for an neighborhood area where k-12 school age children and community recreation users cross a 5 lane street on a daily basis. A landscape island will provide an opportunity to mitigate severe air quality and heat island effect on the street. As of July 2024, the surface temperature of the street was measured at 137 degrees Fahrenheit	REQUEST \$ 350,000								
		CDCIP \$ -								
		MAYOR \$ -								
		<b>COUNCIL \$ -</b>								
56	<b>1200 East Traffic Circles</b> <i>Constituent Application; Transportation Division</i> Two Traffic Circles, featuring appropriate art, to be built at two busy residential intersections that are along two main corridors into the University of Utah campus. These will be designed to enhance vehicular, cycling and pedestrian safety with traffic calming. This project proposes to follow the NACTO guidelines.	REQUEST \$ 120,000								
		CDCIP \$ -								
		MAYOR \$ -								
		<b>COUNCIL \$ -</b>								

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57	<b>Civic Campus and Green Loop Implementation</b> <i>Public Lands Department</i> Where the Civic Campus and Green Loop intersect, there is a valuable opportunity to create an iconic and vibrant event space in the heart of downtown. This request of \$3,000,000 is a 20% of the projected project cost and serves as seed money for alternative funding sources. The Green Loop project reimagines part of the City's underutilized public rights-of-way as functional green space with nature-based solutions to improve the environment and human well-being.  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 on 200 East from approximately 350 South to 550 South.  The intent of this application is to allocate funding to bring strategic segments of the Green Loop to construction as early as 2026, particularly where there are timely opportunities to leverage nearby active projects, grant funds, and/or philanthropy.  Since 2019, Salt Lake City's multi-departmental Green Loop project team, comprised of staff from Community and Neighborhoods, the Mayor's Office, Public Lands, Public Services, and Public Utilities has been collaborating to bring this complex project to reality. In 2024, concept design for 200 East was completed. Further design for the Civic Block will integrate the Green Loop with Library Square visioning and Washington Square security improvements.	REQUEST \$ 3,000,000								
		CDCIP \$ 2,760,500			\$ 2,760,500					
		MAYOR \$ 3,000,000	\$ 99,500		\$ 2,900,500					
		<b>COUNCIL \$ -</b>								
58	<b>Wasatch Dr &amp; 2100 South Project</b> <i>Constituent Application; Transportation Division</i> The intersection of 2100 South and Wasatch Drive has become a safety concern to residents, motorists, cyclists and pedestrians. Residential traffic calming attempts such as signs, parked vehicles, and traffic cones have been unsuccessful at slowing motorists. The intersection poses a safety risk with its awkwardly placed stop signs and poor sight lines for safely crossing as a pedestrian or cyclist. We are requesting your consideration for the installation of two Speed Cushions and a Speed Radar Sign in advance of this intersection. We believe that installing this traffic calming near the intersection will reduce the speeds of vehicles and thus reduce the risk of accidents and enhance cyclist and pedestrian safety.	REQUEST \$ 100,000								
		CDCIP \$ -								
		MAYOR \$ -								
		<b>COUNCIL \$ -</b>								
59	<b>Federal Heights Safety Upgrades</b> <i>Constituent Application; Transportation Division</i> We need speedbumps placed on key streets that receive unabated traffic, particularly downhill streets. We receive a high volume of cut-through traffic going to and from the University of Utah and the hospitals. Vehicles are consistently going 35mph+ on our streets, and the downhill traffic is typically the worst. These streets have limited stop signs on them, resulting in cars flying down them and speeds sometimes 2x the speed limit. Many families, including ours, on Sigsbee have young children and we're persistently worried that an accident is going to occur, resulting in material harm to ours or neighboring kids.	REQUEST \$ 249,865								
		CDCIP \$ -								
		MAYOR \$ -								
		<b>COUNCIL \$ -</b>								

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60	<b>700 East/Coatsville Ave Community Garden</b> <i>Constituent Application; Public Lands Department</i> This application is for a community Garden to be constructed on 700 East & Coatsville Ave. Parcel is located on a UDOT parcel on the north side of Coatsville Ave. This is the second year this project has been submitted. This is a vacant lot owned by UDOT in which SLC has a contract to maintain it. One of the reasons the application was not approved last year because of the uncertainly of the extent of the property required for the construction of the 700 East Shared Use Path. That project is in the final stages of construction so that variable is now known and UDOT would now be in a position to allow the project on the property. Wasatch Community Gardens also was not sure they had the resources to manage another garden last year because they were committed to open 2 very large west side community gardens this year. The earliest this garden would become operational is the spring of 2026, so I am confident that the bandwidth will be available.  One might point out that there is already a community garden at 1700 South and 700 East but it is limited by the fact that they are numerous large trees on that lot so about 50% of it is shaded for all or a portion of the day, hence it is not a very productive garden. I would estimate that to be about 50% based on the area that is used for gardens and what is being grown there. A corollary to this application would be to relocate that existing garden to this new proposed and much more productive location. The local community council has a master plan on green space in the neighborhood and the location of the existing community garden would make a much better dog park. The green space at the recently closed Hawthorne Elementary School, would hopefully become a new SLC neighborhood park. This would be in conjunction with a new dog park across 1700 South and a productive community garden another half block south of it.	REQUEST \$	280,000								
		CDCIP \$	-								
		MAYOR \$	-								
		<b>COUNCIL \$</b>	<b>-</b>								

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<b>61</b>	<b>East High Youth Safety Project</b> <i>Constituent Application; Transportation Division</i> Since 2016, the neighborhoods surrounding East High School, as per current Salt Lake City Government protocol, have recorded and reported numerous violent incidents including, but not limited to, groups of East High School students as well as unrecognized groups of adults and high-school aged students circling the neighborhood in vehicles before coming to the neighborhood and jumping unsuspecting students and/or engaging in large (60+) assault with battery; gangs of street racers weaponizing vehicles to threaten and intimidate other students in and around the school; and a dangerous and unprecedented uptick in street racing (both side by side and in tandem) and other high speed driving around the schools and along the 800 and 900 S corridors from 900 East to 1400 East. I have personally been working with several specialized City departments to conceive of an engineering plan to restore safety, livability, and hospitality to this high impact area in the nexus of East High School that will serve residents, business, as well as predominantly westside students that visit these neighborhoods during the school day. The departments that have been consulted are Transportation, Enforcement, and Salt Lake City Police Department, the Mayor's Office and Council member Mano, as well as the District Attorney's office to make sure that we are working within a legal and civil rights-friendly framework. We have also received support from the SLCSO and the new EHS Principal as East High School faces 1300 East and has a zero access policy to a from campus to the rear two-thirds of campus making it impossible for the SLCSO staff to respond to violent road-related issues that owned and operated by Salt Lake City. The challenge we face is that none of the stakeholders within the city or school district are on the same page in addressing these issues. What is needed is a planning effort that brings all stakeholders together to solve these critical issues.	REQUEST \$ 150,000									
		CDCIP \$ -									
		MAYOR \$ -									
		<b>COUNCIL \$ -</b>									
<b>62</b>	<b>Vacant and Leased City-owned Property Maintenance</b> <i>Real Estate Services Division</i> Note there is a total of \$700,000 of which \$200,000 is the general maintenance base budget separate from the competitive portion of CIP and used for repairs, security, and utilities at vacant and leased city-owned properties. The Administration is requesting that the \$500,000 for development specific uses in FY2026 be split into two parts:  - Up to \$400,000 for building improvements to the Fisher Mansion that may include historic rehabilitation, building systems, and structural improvements.  - Up to \$100,000 for expenses related to predevelopment costs and development of a community benefits agreement for the Fleet Block.	REQUEST \$ 500,000									
		CDCIP \$ -									
		MAYOR \$ 500,000	\$ 500,000								
		<b>COUNCIL \$ -</b>									
<b>TOTALS</b>		REQUEST \$ 66,015,717									
		CDCIP \$ 40,180,000	\$ 7,000,000	\$ 1,100,000	\$ 8,800,000	\$ 880,000	\$ 900,000	\$ 1,000,000	\$ 10,500,000	\$ 10,000,000	
		MAYOR \$ 44,193,236	\$ 10,413,236	\$ 1,100,000	\$ 8,800,000	\$ 880,000	\$ 900,000	\$ 1,000,000	\$ 10,500,000	\$ 10,600,000	
		<b>COUNCIL \$ -</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
		<b>COUNCIL AVAILABLE TO SPEND \$ -</b>	\$ 10,413,236	\$ 1,100,000	\$ 8,800,000	\$ 880,000	\$ 900,000	\$ 1,000,000	\$ 10,500,000	\$ 10,600,000	