

FY2022 CIP Funding Log

									AVAILABLE FUNDING					
									\$ 1,157,124	\$ 208,981	\$ -	\$ -	\$ -	\$ -
									COUNCIL Funding Decisions					
#	Application Title	Scope of Work	General Funds	Class C (gas tax)	Impact Fees	1/4 ¢ Transportation	FOF Streets	FOF Transit	General Funds	Class C (gas tax)	Impact Fees	1/4 ¢ Transportation	FOF Streets	FOF Transit
1	1.5% for Art	Required by City ordinance and calculated as 1.5% of the General Fund available to spend revenues in the Mayor's Recommended Budget. Overseen by the Arts Council. Ordinance allows the Administration to use some of the funding for maintenance of existing artworks and the rest goes to new artworks.	\$85,586				\$34,500		\$85,586				\$34,500	
2	Cost Overrun Account	Required and governed by the CIP Resolution 29 of 2017. Provides additional funding for projects with expenses that come in slightly higher than estimated.	\$114,114				\$46,000		\$114,114				\$46,000	
3	Odyssey House Annex Facility Renovation	<p>Requested \$500,000 from General Fund; Constituent Engineering Project</p> <p>Odyssey House is seeking funding from Salt Lake City to complete a significant renovation of the Annex building rented by the agency located at 623 South 200 East, Salt Lake City, Utah 84102. Currently, the Annex has a multitude of structural problems that pose life and safety risks for the residential clients who inhabit the facility at this time.</p> <p>The roof is deteriorating, and the gutters are becoming unstable. This damage is causing a multitude of different leaks within the building, harming interior and exterior walls. To fully replace the roof and gutters, it will cost about \$28,000. The building's foundation, primarily in the rear, is beginning to crumble and needs to be repaired, treated, and braced, which will ultimately cost about \$250,000. The roof and foundation must be restored to complete all other necessary renovations before other workers can be deployed inside the building. Following the roof and foundation's replacement and repairs, the interior beams, walls, and overall structural skeleton need to be reinforced and stabilized due to extensive water damage, costing about \$33,000. All exterior walls need to be cleaned, repaired, and repainted, costing about \$41,500. Windows and doors within the facility have to be wholly replaced. Due to structural and foundational problems, all interior doors and windows cannot shut or lock because their frames are warped and/rotting. To complete an overhaul of the windows and doors, it will cost about \$19,500. Additionally, the electrical and mechanical systems in the building, such as wiring, hardware, plumbing, etc., will need to be evaluated and repaired or replaced, which will cost about \$35,500. Lastly, exterior site work, such as sidewalk repairs, drainage slope, ADA access, and miscellaneous fees, such as permits, additional insurance, and project management, will add \$42,500 to the total project cost. In total, the renovation of the Annex will cost about \$450,000. However, Odyssey House is looking to build in a contingency of \$50,000 to prepare for any additional work that may appear after beginning construction resulting in an overall cost of \$500,000.</p>	\$300,000						\$300,000					
4	Street Improvements 2021/2022	<p>Requested \$3.5 million from Class C; Engineering Project</p> <p>Deteriorated city streets will be reconstructed or rehabilitated using funding from this program. This will provide replacement of street pavement, curb and gutter, sidewalk, drainage improvements as necessary. Where appropriate, the program will include appropriate bike way and pedestrian access route improvements as determined by the Transportation Division per the Complete Streets ordinance.</p>		\$2,046,329						\$2,046,329				
5	Pavement Conditions Survey	<p>Requested \$175,000 from General Fund; Engineering Project</p> <p>Approximately every five years the entire pavement network is surveyed. This condition survey is accomplished by a third party with state of the art equipment and results in a report summarizing possible options and costs. The data collected is used by Engineering's Pavement Management Team to determine the overall street network condition, provide street rehabilitation and reconstruction recommendations, and prioritize proposed maintenance activities.</p>	\$3,571				\$171,429		\$3,571				\$171,429	
6	Public Way Concrete 2021/2022	<p>Requested \$750,000 from General Fund; Engineering Project</p> <p>This project will address displacements in public way concrete through saw-cutting, slab jacking, and removal and replacement of deteriorated or defective concrete sidewalks, accessibility ramps, curb and gutter, retaining walls, etc.</p>	\$75,000				\$675,000		\$75,000				\$675,000	

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7	Bridge Preservation 2021/2022	Requested \$300,000 from General Fund; Engineering Project There are 23 bridges in Salt Lake City, most crossing either the Jordan River or the Surplus Canal. UDOT inspects these 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.	\$21,429				\$278,571		\$21,429				\$278,571	
8	Rail Adjacent Pavement Improvements 2021/2022	Requested \$70,000 from General Fund; Engineering Project This program addresses uneven pavement adjacent to railway crossings. Engineering designs pavement improvements and contracts the construction.					\$70,000						\$70,000	
9	Capital Asset Replacement Program <i>\$19.2 MILLION IN MAYOR'S PROPOSED BOND FOR SIX FACILITIES PROJECTS</i>	Requested \$5,860,449 from General Fund; Facilities Project The Facilities Division’s Facility Condition Index database categorizes asset renewal projects based on the criticality of projects starting with Priority 1, Life Safety. Projects in Priority 2 address Structural Integrity, Property Loss, and Contractual Obligations. To eliminate the \$47,733,403 in total deferred capital renewal, Facilities proposes an annual investment through CIP of \$7,000,000. For FY22 CIP funding, Facilities is requesting funding for Projects of Priority1 and 2 for \$5,860,449. (The amount requested is derived from an initial 2017 facility assessment to which a 3% annual inflationary rate has been applied. It should be noted that the current construction environment is very heated; with the 10% contingency and 21% Design/Engineering costs Facilities request is \$5,860,449.)	\$1,252,230						\$1,252,230					
10	Training Tower Fire Prop Upgrade	Requested \$318,279 from General Fund; Fire Project The Fire Training Tower Fire Prop Upgrade consist of modernizing the existing natural gas fire props within the Tower. The scope includes upgrading the fuel control station, PLC5 to the new ControlLogix PLC operating system, and the bedroom, storage, desk, and car fire props. Fuel control station: Replace existing assembly whose components are currently obsolete. The upgrade will replace the existing FCS (fuel control station) to “auto” open style FCS which will have the automatically controlled main gas safety shut off valve and the latest version of the low- and high-pressure switches. PLC Upgrade – PLC5 to Logix includes upgrade the existing PLC 5 to new ControlLogix PLC: *New Allen Bradley PLC ControlLogix, input modules, output modules, analog modules, and Ethernet adapter modules * Replacement of control room PC’s with the latest PC hardware available at time of delivery * Microsoft operating system (currently Windows 10) * KFT Fire Trainer software * Ethernet to Data Highway Interface for both systems * Upgrade Outdoor PLC to New Logics PLC. Fire prop upgrade: KFT’s advanced burner design, AquaMesh, produces increased levels of radiant heat, a more realistic flame signature, lower levels of unburned gases during fire suppression, and more challenging flames that cannot be swept off the fire mock-up with hose stream application. Water, used to disperse the propane or natural gas, is not visible through the fireplace mock-up. AquaMesh fires are capable of withstanding repeated direct hose line stream attacks, without having any significant amount of water dispelled from the burner assembly within the fire mock-up.	\$318,279						\$318,279					

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11	Single Family/Fire Behavior Prop	Requested \$374,864 from General Fund; Fire Project Drager Phase V Rambler/Fire-Behavior Prop to include: One (1) story unit comprised of Five (5) 40' fire training modules NFPA 1402 \$ OSHA-compliant system Two (2) high-temperature thermal-insulated burn chamber with emergency exits as required Burn baffles High-heat thermal-insulated wall with door(s) Standard windows Standard doors One (1) sliding door Hallway Vents with pull cable Cleanout cargo doors Freight to customer site On-site installation & set up to include: Full Project management support from Drager staff Pre-installation site surveys and in-process review of the build site Drager contracted and project-managed installation to ensure that the fire prop system is installed properly, safely, and with minimal disruption Insured and bonded installation and crane service Train-the Trainer Program Two-day on-site training for up to ten (10) fire department instructors Complete documentation package on operation and maintenance	\$374,864						\$374,864					
12	Tracy Aviary Historic Structure Renovations	Requested \$156,078 from General Fund; Constituent Public Lands Project Two historical elements at Tracy Aviary in Liberty Park are in need of repair and are the subject of this CIP request. The Bath House (a.k.a.Custodial Storage Building (CSB)) and the East Gate. The CSB needs a new roof. This will require removing the solar panels, replacing asphalt shingles and re-installing the solar panels. The East Gate was identified during our 2019 AZA accreditation inspection as an area of concern due to being an insufficient perimeter barrier. The solution is to re-align the existing fence and add additional fencing to block a gap. Brick work to repair damaged areas, signage, and landscaping surrounding the space is also included.	\$156,078						\$156,078					
13	Three Creeks West Bank Trailway <i>\$3.4 MILLION IN MAYOR'S PROPOSED BOND FOR WESTSIDE PARKS</i>	Requested \$490,074 from General Fund; Constituent Public Lands Project Reconstruct a half-block of the Jordan River Parkway Trail where it's eroding into the river at 1300 South and 1000 West.	\$484,146						\$484,146					
14	Three Creeks West Bank New Park <i>\$3.4 MILLION IN MAYOR'S PROPOSED BOND FOR WESTSIDE PARKS</i>	Requested \$150,736 from parks impact fees; Constituent Public Lands Project This project will create a new multiuse park on 1.4 acres owned by the city at 1050 W 1300 South, along the Jordan River. Grading and landscaping would need to take place. Park amenities can be determined as the project moves forward. Pickleball courts have been suggested by the Glendale Community Council. <i>Note that the Three Creeks Confluence Park on the east side of the Jordan River completed construction and opened to the public in July 2021.</i>			\$150,736					\$150,736				
15	Sugar House Park Fabian Lake Pavilion Remove and Replace	Requested \$183,834 from General Fund; Constituent Public Lands Project Scope of work is to remove and replace existing Fabian Lakeside Pavilion. SHPA hired Arch Nexus to review, analyze and recommend solutions for the deteriorating pavilions, and completed the attached report in December of 2015. Arch Nexus factored in escalation costs through 2020.	\$183,834						\$183,834					

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16	Liberty Park Basketball Court	Requested \$99,680 from General Fund; Constituent Public Lands Project This project is for resurfacing the existing basketball court in the center of the park and the replacement of two new basketball hoops.	\$99,680						\$99,680					
17	Glendale Waterpark Master Plan & Landscape Rehabilitation & Active Recreation Component \$10 MILLION IN MAYOR'S PROPOSED BOND FOR THIS PROJECT AND \$3.4 MILLION IN MAYOR'S PROPOSED BOND FOR WESTSIDE PARKS	Requested \$3.2 million from parks impact fees; Public Lands Project This project is Public Lands' highest priority impact fee request. The goal of this project is to provide a new active recreation amenity at the former Glendale Water Park. This project will build on the results of a City sponsored community visioning process, planned for 2021, that will determine the program and character for development. Funds from this request will be allocated for technical drawings and site improvements. Forty years ago, the Glendale water park was built using Federal Land and Water Conservation Funds (LWCF). LWCF protects funded sites in perpetuity, to remain active recreation facilities open to the public. Removal of the obsolete water slides and pools has triggered a three-year clock in which SLC must replace the amenity with another public outdoor, active recreation facility. It does not have to be water based, but it cannot solely be open fields of grass or natural area. In the first phase, \$3,200,000 will construct a community directed, active recreation amenity on site within the three-year time limit. The scope of this project will reflect the communities’ priorities and character, resources allocated and alignment with LWCF requirements. SLC Council and/or designees will be briefed on phase one project selection prior to design and construction. Full development of the 17-acre site will likely require several phases and funding cycles.			\$3,200,000						\$3,200,000			
18	A Place for Everyone: Emerald Ribbon Master Plan \$3.4 MILLION IN MAYOR'S PROPOSED BOND FOR WESTSIDE PARKS AND \$440,000 FOR JORDAN RIVER PADDLE SHARE	Requested \$420,000 from General Fund; Public Lands Project The Jordan River Emerald Ribbon Master Plan is, fundamentally, a placemaking initiative for the Jordan River corridor, built on creative, diverse and deep community engagement through four Salt Lake City neighborhoods. Engagement will seek to identify features, improvements, stories, artwork and institutional connections that are important to individual neighborhoods and communities along the river. The planning effort will be led by the SLC Public Lands Division with support from an experienced consulting firm, and extensive involvement of community partner organizations imbedded in the neighborhoods. This approach will build on the connections made with University Neighborhood Partners to further this collaborative relationship in the west side communities, and will ensure that creative and diverse engagement tactics produce public feedback that captures the voices and opinions of groups and community members that have been traditionally underrepresented. Placemaking engagement activities will be broken into four distinct but complimentary neighborhood efforts: Glendale (Hwy 201 to 900 South), Poplar Grove (900 South to North Temple), Fairpark/Jordan Meadows (North Temple to 700 North), and Rose Park/Westpointe (700 North to I-215). Each engagement effort will draw on existing Public Land assets along and nearby the river corridor, as well as the direction established by the Blueprint Jordan River 2.0, the Westside Master Plan, 9Line Master Plan, Northwest Master Plan, North Temple Boulevard Plan, Rose Park Small Area Plan, Northpointe Small Area Plan, Jordan River Flood Control, Habitat and Green Infrastructure Plan, the Reimagine Nature SLC Public Lands Master Plan, and other relevant documents. The final Master Plan will include block-by-block improvement components along with recommended phasing and high-level cost estimates for implementation that will guide subsequent allocation of CIP and Impact Fee resources, investments in programming, and strategic partnerships.	\$416,667						\$416,667					

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19	Downtown Green Loop Implementation: Design for 200 East linear Park	<p>Requested \$610,000 from parks impact fees; Public Lands Project</p> <p>Several streets along the Downtown Plan’s visionary Green Loop Regional Park project are already under consideration by the Transportation Division for corridor-wide changes, including improvements for active transportation. This request from the Public Lands Division would fund the collaborative visioning, public engagement, and conceptual design of the nontransportation elements of the Green Loop. The design of public green space, park elements, and stormwater rain gardens / bio-swales will be proposed within the 132' public way, facilitated by a significant reallocation of space from pavement to park.</p> <p>Based on the Transportation Division's current and pending work on 200 East, it is anticipated that this funding will go primarily to 200 East, with some lesser attention to other corridors along the loop. The result of this phase of the project will be public awareness, interest and excitement about this regionally-significant project; a conceptual and preliminary design; a construction cost estimate suitable for seeking construction funds; and strategies for short and long term maintenance approaches and costs. Specific tasks associated with this scope of work include:</p> <ul style="list-style-type: none">• Public engagement for conceptual design and design development of the 200 East leg Green Loop corridor• Conceptual design for the green space component of the 200 East Corridor/ Segment of the Green Loop.• Analysis of site opportunities and constraints with special attention to underground utilities and infrastructure that may impact above ground improvements.• Design development of the 200 East green space development and amenities. To include full construction cost estimates with short and long term maintenance cost estimates.			\$610,000					\$610,000				
20	Liberty Park Cultural Landscape Report and Master Plan	<p>Requested \$475,000 from General Fund; Public Lands Project</p> <p>Liberty Park is Salt Lake City’s most iconic – and most popular – park space, with well over one million visitors each year. The features that draw visitors to Liberty Park – this historic features and mature trees that give Liberty Park its unique atmosphere – are in a state of accelerating deterioration. The formal tree plantings framing the central walkway and perimeter of the park are suffering tree loss due to old age and a planting plan to maintain historic character is desperately needed. The project has three integral components:</p> <p>1. A Cultural Landscape Report (CLR) is the principal document based on standards established by the National Park Services. The report documents the history and physical changes of the site, determines periods of historic significance and develops treatment recommendations for historic features and plantings. The report will build on previous studies such as the 19XX Historic American Landscape Survey and look to including information on underrepresented communities for this site. A CLR will include guidance for capital improvements, deferred maintenance projects and maintenance.</p> <p>2. The Liberty Park Master Plan will establish a vision and actionable plan that builds on the CLR recommendations and provide an orderly framework for consistent planning, development and administration of the park for the next twenty years. The plan deliverable will include concept level designs and renderings; a prioritized list of capital improvements with high-level cost estimates; and policy direction for decision makers. The plan will go through a formal adoption process.</p> <p>3. This project will also include a study of the Liberty Park Greenhouse adaptive reuse for plant production, visitor access, sustainability and potential revenue generation. The study will look at significantly expanding capacity for growth of the City’s rare and native plant propagation program, allowing biodiversity enhancements at more parks and natural areas citywide.</p>	\$354,167						\$354,167					

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Mayoral Funding Recommendations									COUNCIL Funding Decisions					
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21	Historic Structure Renovation & Activation at Allen Park <i>\$1.3 MILLION IN MAYOR'S PROPOSED BOND FOR THIS PROJECT</i>	Requested \$420,000 from parks impact fees; Public Lands Project <ul style="list-style-type: none">• Structural and occupancy analysis of the historic structures• Development of architectural drawings and bid-ready cost estimates for baseline structural, safety and functional improvements for eleven (11) structures, sufficient to utilize them as twenty-three (23) separate art studio spaces without plumbing, and the historically-sensitive adaptation of one (1) structure to serve as a restroom/supplies washroom.• Development of preliminary architectural plans, renderings and high-level cost analysis for the historic reconstruction of the George Allen Home to serve as a community education space for art classes and workshops, and historic reconstruction of the adjoining “Rooster House” duplex to serve as a small café space with outdoor dining.• Development of construction documents and cost estimates for demolition of all aging/leaking septic systems buried on property, and construction of a sewer connection from the adapted restroom structure to the sewer connection on 1300 East.• Development of construction documents and cost estimates for replacement of the two broken water meters that serve the property, water connections to service the adapted restroom structure, fire suppression systems in the art studios, a fire hydrant on the east side of the property, underground drip irrigation to support trees throughout the property, and spray irrigation to support select flowerbeds and turf areas, and a replumbed connection to the decorative fountains.• Construction documents and cost estimates for repair and stabilization of exterior art pieces on the Allen Property at risk of collapse or severe deterioration, reconstruction of the lighting along Allen Park Drive, adaptation of the north and south driveways to include public and ADA accessible parking for Allen Park, resurface the degraded Allen Park Drive into an ADA-accessible, permeable surface pathway.• High-level plan drawings and preliminary cost estimates for pedestrian stairway connections to 1400 East and 1500 East.			\$420,000						\$420,000			
22	Replace Poplar Grove Tennis with new Sportcourt <i>\$3.4 MILLION IN MAYOR'S PROPOSED BOND FOR WESTSIDE PARKS</i>	Requested \$440,000 from General Fund; Public Lands Project <p>Poplar Grove Park is currently underutilized and does not have recreation amenities in demand by the community. This project will remove two failing tennis courts, constructed over forty years ago, and construct either two new tennis courts or six new pickleball courts in the existing footprint. A brief community survey will be conducted to determine neighborhood priority. Should pickleball courts be selected, six courts would make the site ideal for tournament play. There is an existing restroom that was recently updated, and a recently constructed concessions stand, currently underutilized, that would provide desired support amenities for tournaments. The project includes:</p> <ul style="list-style-type: none">• Engagement with the community on project preference• Full demolition of the existing tennis courts and associated pavement• Development of site design and technical drawings for bidding and construction• Construction of post-tension court facility• Installation of associated perimeter fences, gates, nets, and benches• Replacement of related perimeter sidewalks• Installation of waterwise use plantings and irrigation in associated landscape areas	\$433,333						\$433,333					

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23	SLC Foothills Trailhead Development \$5 MILLION IN MAYOR'S PROPOSED BOND	<p>Requested \$1,304,682 from parks impact fees; Public Lands Project</p> <p>This project is part of a phased development of trailheads within Salt Lake City Foothills. The Foothill Trails Master Plan adopted by Council in early 2020 identified key trailhead locations and recommended improvements to better accommodate the growing trail network.</p> <p>Phase 1, Conceptual Design: This phase was funded during FY19 and is currently underway. The SLC Public Lands team has been working with Alta Planning Consulting to develop concept designs for five key trailhead locations including: Emigration Canyon, Popperton Park, Bonneville Boulevard, Morris Mountain (I-Street) and Victory Road. Concepts are attached.</p> <p>Following completion of the conceptual design process and cost estimates, SLC Public Lands is now requesting funding to implement two of the five trailhead improvement projects. Due to substantial costs associated with all five locations the remaining locations will be included in FY23</p> <p>Phase II, construction will implement trailhead improvements at both Bonneville Boulevard and Emigration Canyon.</p> <p>Implementation of key trailhead improvements is a fundamental component for sustainability, accessibility, and functionality of the 100+ mile recreational trail system recommended by the SLC Foothills Trail System Plan and these two locations will provide a good start to implementation of the master plan recommendations.</p> <p>If the Council approves this funding, then it would be subject to the FY22 annual budget adoption ordinance contingency on all foothill trails funding.</p>			\$1,304,682						\$1,304,682			
24	SLC Foothills Land Acquisitions \$5 MILLION IN MAYOR'S PROPOSED BOND	<p>Requested \$425,000 from parks impact fees; Public Lands Project</p> <p>The project scope is limited to the acquisition of property rights for six parcels of undeveloped natural open space in the north and central Foothills Natural Area, totaling approximately 275 acres, which will allow SLC to consolidate ownership interest in the subject parcels, putting the City in a position to protect the parcels from future development, and to guide property management for habitat protection, restoration, and recreational access.</p> <p>For three parcels, the proposed acquisitions would give SLC 100% property ownership; for two parcels, the proposed acquisitions would move SLC from a minority ownership interest to a majority property ownership interest; an in one case, would move SLC from a slight majority interest to a 90% interest. Increasing the fractional ownership interest in these parcels substantially improves the City's ability to protect and manage them for foothill protection, habitat restoration and nonmotorized recreational use.</p> <p>If the Council approves this funding, then it would be subject to the FY22 annual budget adoption ordinance contingency on all foothill trails funding. The Council could request a closed session briefing from the Administration about the proposed property purchases.</p>			\$425,000						\$425,000			
25	Jordan Park Pedestrian Pathways \$3.4 MILLION IN MAYOR'S PROPOSED BOND FOR WESTSIDE PARKS AND \$1.2 MILLION FOR PUBLIC LANDS SIGNAGE	<p>Requested \$510,000 from parks impact fees; Public Lands Project</p> <p>This project will design and construct more than 3000 linear feet of new looped pathways in Jordan Park. New trail segments will connect to existing sidewalks in order to create new desired pedestrian connections and a looped network around the multi-use fields. This project builds on a previous request, approved in 2019 for new multi-use trails in Jordan Park. This funding will be used to develop construction drawings for the pathways and construction of the new pathways. Site furnishings, wayfinding and orientation signage will also be installed.</p>			\$510,000						\$510,000			

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26	RAC Playground with Shade Sails \$3.4 MILLION IN MAYOR'S PROPOSED BOND FOR WESTSIDE PARKS	Requested \$450,000 from parks impact fees; Public Lands Project Cost Estimates \$300,000- Playground materials and construction \$150,000- Design, engineering and contingency This project will add a new playground at the Regional Athletic Complex. The RAC has been open for 5 years and currently doesn't have any amenities for children to use while visiting the complex. The full scope of this project includes: <ul style="list-style-type: none">• Design for a new playground for ages 5-12• Development of technical drawings• Grading and surfacing preparations• Playground Construction• Walkway and fencing Note that since FY17, the Council approved \$2,421,518 for six RAC capital improvement projects			\$180,032						\$180,032			
27	700 South Westside Road Configuration	Requested \$514,450 from General Fund; Constituent Transportation Project A particular area of concern is the intersection of 700 S and 1000 W. 10th west (a massively wide road) intersects with 700 S (another, even more massively wide road). I propose that 700 S be reconfigured to include a traffic circle with a pocket park in the center, and include at least two, perhaps 3 medians along 700 South. I picture these medians planted with large, native trees and plants. I picture clearly defined traffic lanes for pedestrians, bicyclists, and cars, including clearly marked, perhaps even raised cross walks. I picture a quality, speed controlling traffic circle with some low maintenance vegetation, benches, maybe even a simple playground. This vision benefits the community in more ways than we could count. Improving roads, reducing the heat island effect by the massive asphalt slabs, beautifying our surroundings, creating community gathering places, mitigating crime, reducing vehicle speeds, and so much more. I have discussed this concern with neighbors, the poplar grove community council, and had a brief conversation with Councilman Andrew Johnston about my concerns and our ideas for reconfiguration, and he suggested I submit a CIP grant, which brings me here today. I hope the city will consider the benefit that this kind of project will offer to our community. Cost – provided by SLC Engineering Traffic Circle Construction Crosswalk Construction 2-3 Planted Medians Clearly defined traffic lines. Useful Life – >10 years Salt Lake City Owned Asset – Roads and sidewalks are all public Salt Lake City Owned Assets	\$223,450				\$291,000		\$223,450				\$291,000	
28	Highland High Crosswalk Enhancements	Requested \$85,000 from General Fund; Constituent Transportation Project The scope of work will include upgrading the crossing to include Rapid Rectangular Flashing Beacons (RRFB) as well as enhancements to shorten the crosswalk and make it safer (bulbouts on the east and west side of the intersection and a raised median)	\$85,000						\$85,000					

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29	200 South Transit Complete Street Supplement	<p>Requested \$284,691 from transportation impact fees, \$415,800 from Quartercent for transportation and \$2,561,409 from Funding Our Future; Transportation Project</p> <p>As part of the Funding Our Future program, Salt Lake City will reconstruct 200 South from 400 West to 900 East beginning in 2022. The current budget allocated to this project is \$12,000,000 inclusive of construction and professional design fees. The Transportation Division is requesting \$3,261,900 to supplement the reconstruction funds that reflects the recommendations from the 200 South Transit Corridor, Complete Street, and Downtown Transit Hub Study. The preliminary design includes:</p> <ul style="list-style-type: none">• Side-running Business Access and Transit (BAT) priority lanes, which operate as dedicated bus lanes but still provide access to curbside uses and can be used in mixed traffic conditions.• In-street bus stop islands will allow buses to stay in the driving lane, which reduces bus travel time and minimizes conflicts that occur when weaving to curbside bus stops.• Additional transit access and walkability elements, including mid-block crosswalk upgrades, landscaping, sidewalk repair, human-scale lighting, traffic signal replacements (3), and bicycle lanes. <p>The low-end cost estimate for the preliminary design is approximately \$15,500,000; the majority of the expense is going to pavement robust enough handle the amount of bus activity expected on the corridor. Without supplementary funds the budget shortfall will require removing many of the elements that make this a transformative multi-modal project. It is expected that the project will need to be implemented in phases, specifically the East Downtown Transit Hub envisioned in the Salt Lake City Transit Master Plan and WFRC Regional Transportation Plan. However, there are many elements that are important to build in the initial construction phase that are structural to the road reconstruction project (e.g. curb extensions that affect flow lines and drainage inlets); these are the priority elements the supplemental funds will be directed towards.</p>			\$37,422	\$415,800					\$37,422	\$415,800		
30	900 South 9Line RR Crossing	<p>Requested \$28,000 from transportation impact fees and \$172,000 from Quartercent for transportation; Transportation Project</p> <p>The 2018 9-Line Trail Extension Study is the basis for recent 9-Line Trail projects’ design and budgeting approaches. It recommends two very different design options near Interstate 15 and Union Pacific’s (UPRR) and the Utah Transit Authority’s (UTA) rails. The more expensive, longer-term option is to grade-separate either just the trail or both the trail and the roadway. The easier, less expensive, and shorter-term option is an improved at-grade (or ground-level) crossing of the rails and routing the trail under the interstate. The latter is the focus of this application. More information about the overall project’s timeline (2021-2023), approach, benefits, and robust past engagement can be found at www.900SouthSLC.com. This funding request seeks additional monies that would be used to:</p> <ul style="list-style-type: none">• Fund an increase in the coordination and design budgets for the City’s contracted design and engineering consultants (including multiple field and coordination meetings with UPRR, UTA, and the Utah Department of Transportation (UDOT); research; and, more in-depth design), around \$10,000• Fund the UPRR consultant’s (RailPros) design review fees, typically up to \$20,000.• Construct three new railroad panels south of the existing panels, which are necessary to accommodate a 9-Line Trail crossing capable of serving people walking and bicycling perpendicular to the rail corridor, typically around \$30,000 for all three.• Construct additional improvements and/or new support infrastructure at the at-grade crossing per recent experience with standard UPRR and UDOT guidance (e.g., back flashers, blankout signs, signage, pavement markings, detectable warning surfaces and trail delineation, audible devices, fencing, swing arms, gates), typically around \$120,000.• Fund UPRR and UTA-required training, traffic control, permitting, and miscellaneous other costs related to construction, typically around \$10,000.• Engineering Division fees, typically about 10% (estimated at \$10,000)			\$28,000	\$172,000					\$28,000	\$172,000		

FY2022 CIP Funding Log

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									\$ 1,157,124	\$ 208,981	\$ -	\$ -	\$ -	\$ -
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31	Trails Maintenance	Requested \$200,000 from Quartercent for Transportation; Transportation Project This funding request from 4th Quarter of a Cent Sales Tax for Transportation is requested to be moved from the capital list into the annual operating budget for the Public Lands Division. Maintenance is an eligible expense of the state-authorizing legislation for this fund. These funds will be used to fund city staff, equipment and material to maintain new and recently constructed trails including portions of the 9-Line, McClelland Trail, and the Jordan River Trail, and other urban trail segments that potentially come online during the course of the fiscal year. The maintenance of these trails are necessary to keep them safe for all that use them and also so they can be used year round.				\$200,000						\$200,000		
32	Local Link Construction	Requested \$50,000 from transportation impact fees and \$450,000 from Quartercent for transportation; Transportation Project The Local Link Circulation Study (adoption pending, summer/fall 2021), prepared as an update to the 2013 Sugar House Circulation Plan, continues the 2013 plan’s focus on improving conditions for walking, bicycling, and transit in Sugar House. This funding request is supplemental construction dollars to implement some of the recommendations of the Local Link circulation study in the Sugar House area. Many Sugar House streets are planned to be reconstructed as part of the Funding our Future Streets Bond, which included some Complete Streets funding. However, these budgets had only limited funding for more extensive Complete Streets elements such as would reconfigure curbs or intersections. This funding will allow the City to build higher-quality, higher-comfort facilities for walking and biking in this key area, above and beyond what could be constructed with currently allocated funding. These roadways include Highland Drive, 1100 East and 2100 South; 1300 East will be reconstructed with a federal grant allocated through the Wasatch Front Regional Council. These recommendations of the Local Link study include: providing better walking and biking connections between Sugar House and Millcreek on Highland Drive and 1300 East, construction of bike facilities around Sugar House Park, intersection enhancements at various locations around Sugar House (modifying turn movements, shortening crossing distances).			\$50,000	\$450,000					\$50,000	\$450,000		
33	Corridor Transformations	Requested \$75,604 from transportation impact fees and \$780,438 from Quartercent for transportation; Transportation Project This programmatic request will fund the design and construction of significant infrastructure additions to corridors NOT currently planned for reconstruction -- to include corridor-based complete streets changes to signing, striping and wayfinding. corridor-long consideration and placement of bus stops with shelters, benches, trash cans, and other amenities; improved bikeways; reconfigured intersections for improved pedestrian and bicycle safety in the context of a corridor study; and consideration of business access / on-street parking. Possible corridors include 600/700 North, 2100 South, and corridors on the Downtown Green Loop.			\$25,398	\$282,200					\$25,398	\$282,200		

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34	Area Studies	Requested \$14,000 from transportation impact fees and \$201,000 from Quartercent for transportation; Transportation Project These funds will be used to study and provide recommendations for streets and circulation in the rapidly-developing Granary area, including the incorporation of bike, pedestrian and rail transit in the area, as well as an understanding of how the existing streets should be improved. The cost of this study is estimated at \$120,000, and the City has applied for \$111,000 in Transportation and Land Use Connection funding. The study will be complemented by a study work being conducted by UTA in the area. These funds will also be used to develop design recommendations for selected streets in the Sugar House area, following on the more general guidance provided by the Local Link Circulation Study. This study (adoption process anticipated, summer/fall 2021), prepared as an update to the 2013 Sugar House Circulation Plan, continues the 2013 plan’s focus on improving conditions for walking, bicycling, and transit in Sugar House. The purpose of this funding would be to allow us to design higher-quality, higher-comfort facilities for walking and biking in this key area, above and beyond what could be constructed with currently allocated funding. These roadways include Highland Drive, 1100 East and 2100 South; 1300 East will be reconstructed with a federal grant allocated through the Wasatch Front Regional Council. These recommendations of the Local Link study include: providing better walking and biking connections between Sugar House and Millcreek on Highland Drive and 1300 East, construction of bike facilities around Sugar House Park, intersection enhancements at various locations around Sugar House (modifying turn movements, shortening crossing distances).			\$14,000	\$201,000					\$0	\$201,000		
35	400 South Viaduct Trail	Requested \$310,000 from General Fund, \$90,000 from transportation impact fees and \$500,000 from Quartercent for transportation; Transportation Project This project will add a low-profile, concrete barricade along with striping changes to create a multi-use trail on the south side of the 400 South Viaduct, connecting the Poplar Grove Neighborhood with Downtown Salt Lake City for those walking or bicycling. Construction includes changes to sidewalks and bike / pedestrian ramps, striping removal and replacement, and minor construction to relocate medians. The multi-use trail will tie into existing sidewalks on the east and west, and connect to existing and planned bike lanes.	\$310,000		\$90,000	\$500,000			\$310,000		\$90,000	\$500,000		
36	Neighborhood Byways	Requested \$104,500 from transportation impact fees and \$940,500 from Quartercent for transportation; Transportation Project These funds will be used for design and construction of four neighborhood byways, as well as to create a neighborhood byway conceptual design and guidance document to be used as reference material in the development of future neighborhood byways. This will make future neighborhood byway development more streamlined and efficient, and is anticipated to cost \$100,000. Two neighborhood byways -- 800 East Phase 1 (\$275,000) and Poplar Grove Phase 2 (\$600,000) -- will receive construction dollars, while the additional two byways -- Sugar House to the U and Rose Park West -- will enter community collaboration leading to conceptual designs (\$35,000 per byway).			\$104,500	\$940,500					\$104,500	\$940,500		

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37	900 South Signal Improvements	<p>Requested \$430,000 from General Fund and \$70,000 from transportation impact fees; Transportation Project</p> <p>The 2021-2023 900 South Reconstruction project runs from 900 West to Lincoln Street (945 East). From 700 East to 200 West, the proposed design includes reducing the roadway width and cross section from four lanes to three, improving safety and reducing speeds. The reduction in width also provides space for a separated path (the 9-Line Trail), from 700 West to Lincoln Street (945 East) on the south side of 900 South. The narrowing and other project elements will largely be achieved by moving the southern curb line to the north. These improvements are fully funded and are currently in design, and construction will begin in 2021. For more about timeline, benefits, and the robust past engagement for this project, visit www.900SouthSLC.com.</p> <p>The new street design requires updated signal design and some additional infrastructure at most intersections along the corridor. The layout of the proposed improvements has been designed to reduce the number of signal poles required to be moved to keep project costs as low as possible.</p> <p>1. West-facing signal mast arms on the south side of the corridor would generally be lengthened, or the entire pole and mast arm would be relocated farther north.</p> <p>2. East-facing signal mast arms on the north side may be shortened.</p> <p>3. All signal heads would be adjusted to line up with the new lane configuration.</p> <p>4. The new street design and the introduction of the trail on the south side require relocating or adding new or relocated pedestrian push buttons to coincide with the new curb ramp locations.</p> <p>5. The existing signal detection on cross streets (for northbound and southbound traffic) would also be upgraded with radar or camera sensors at the 200 East, 300 East, 400 East, and 500 East intersections, the only four intersections where such state-of-the-practice detection technology does not currently exist.</p>	\$96,500		\$70,000	\$100,000	\$233,500		\$96,500		\$70,000	\$100,000	\$233,500	
38	Urban Trails	<p>Requested \$6,500 from transportation impact fees and \$1,038,500 from Quartercent for transportation; Transportation Project</p> <p>This programmatic funding application is for a suite of projects that represent collaborations between Transportation Division and the Trails & Natural Lands Division of Public Lands. These funds will enable conceptual development, design, and construction of selected urban trails, including:</p> <ul style="list-style-type: none">• design of the Folsom Trail west of 1000 West• design of the Grit & Gravel Trail (Beck St.) providing a key connection to Davis County• design of the Parley's Trail in Sugar House following on the Local Link Circulation Plan• design and initial quick-build implementation of portions of 200 East and/or other streets included in the Green Loop linear park recommended in the Downtown Master Plan. Quick-build designs will be linked to the project's public engagement process and may be temporary, seasonal, or semi-permanent.• initial conceptual design of potential west side trails such as Stegner Trail along CWA drain• neighborhood connections to the Jordan River Trail• rehabilitation of badly deteriorated sections of the Jordan River Trail			\$6,500	\$1,038,500					\$6,500	\$1,038,500		
39	Multimodal Street Maintenance	<p>Requested \$200,000 from Quartercent for transportation; Transportation Project</p> <p>This project provides funding to hire contractors for specialized maintenance of infrastructure for which current in-house staff doesn't have the equipment or staff to accomplish. Examples include enhanced crosswalks, bike lanes, bike racks, colored pavement including downtown green bike lanes, bus shelters, enhanced medians: Snow plowing, striping, signals, signage, delineators, etc.</p>				\$200,000						\$200,000		

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40	Transportation Safety Improvements	Requested \$450,000 from General Fund and \$50,000 from transportation impact fees; Transportation Project Traffic safety projects include the installation of warranted crossing beacons, traffic signals, or other traffic control devices and minor reconfiguration of an intersection or roadway to address safety issues. Salt Lake City's program places a strong emphasis on pedestrian and bicyclist safety, particularly in support of access to and from transit. This funding will further the City’s on-going effort to reduce injuries to pedestrians and bicyclists citywide and to improve community health and livability by promoting walking and bicycling. This funding will be used for the installation of safety improvements throughout the city as described in the Pedestrian & Bicycle Master Plan, and also to address ongoing needs as safety studies are completed. Crossing improvements such as HAWKS or TOUCANS, flashing warning lights at crosswalks or intersections, refuge islands, bulb-outs, improved signalized crossings and new or improved pavement markings are examples of the safety devices that are installed with this funding. Projects are identified by using data to analyze crash history, roadway configuration and characteristics, and with citizen input. Identified projects to improve traffic safety involve conditions that pose a higher relative risk of injury to those traveling within SLC and are therefore deemed a high priority for implementation.			\$44,400	\$400,000					\$44,400	\$400,000		
41	1700 South Corridor Transformation	Requested \$326,835 from General Fund and \$36,315 transportation impact fees; Transportation Project Transformation of 1700 South to provide improved neighborhood connections to Glendale Park, 1700 River Park, support a possible new regional park replacing the defunct water park, and to create an improved east-west walking and bicycling corridor at the approximate north-south midpoint between the 9-Line Trail and the Parley’s Trail. Improvements will also include street crossings to connect the parks on the north (1700 South River Park) and south (Glendale Water Park and Glendale Park) sides of the street. Funds to be used for design, public engagement, and construction of curb changes to improve ped/bike safety and street tree planting sites, semi-permanent quick build linear elements, striping changes, and signage.	\$317,792		\$35,300				\$317,792		\$35,300			
42	Kensington Byway Ballpark	Requested \$500,000 from General Fund; Constituent Transportation Project The CDCIP Advisory Board did not recommend funding this project. The Ballpark Community Council and Liberty Wells Community Council are requesting CIP funds for development of a neighborhood byway on Kensington Avenue as suggested in the Utah Bicycle & Pedestrian Master Plan (December 2015). “Improvements that make a street a neighborhood byway include bicycle and pedestrian crossing improvements (for example, signals, crosswalks, curb extensions (aka bulb-outs), curb ramps, signage, street markings, and other traffic calming techniques), wayfinding signage, and connectivity enhancements to existing bicycle and pedestrian routes.” (source: https://www.slc.gov/transportation/neighborhood-byways/) Note the CDCIP Board did not recommend funding this project.					\$500,000					\$500,000		
43	3000 South Sidewalk and Curb	Requested \$449,315 from General Fund; Constituent Engineering Project Install curb and gutter and adjacent sidewalk and asphalt tie in on the north side of 3000 South from Highland Drive to 1500 East and an asphalt overlay over the entire street. Installation will require the removal of trees and landscaping and adjustment of drive approaches and retaining walls.												
44	Logan Ave Reconstruction	Requested \$1,405,000 from General Fund; Engineering Project This project will reconstruct the deteriorated streets affected following the Public Utilities storm drain project. This will provide replacement of street pavement, curb and gutter, sidewalk, drainage improvements as necessary. Where appropriate, the program will include appropriate bike way and pedestrian access route improvements as determined by the Transportation Division per the Complete Streets ordinance.												

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45	Bridge Replacement (200 South over Jordan River)	Requested \$3.5 million from General Fund; Engineering Project This project will include the complete removal and replacement of the existing vehicle bridge for 200 South over the Jordan River. Design will consider complete streets features, accommodations for the adjacent Jordan River Trail, and the historic nature of the adjacent Fisher Mansion, and potential art components incorporated into or around the new bridge.												
46	Bridge Rehabilitation (400 South and 650 North over Jordan River)	Requested \$3 million from General Fund; Engineering Project The purpose of this project is to rehabilitate the 400 South and 650 North vehicle bridges over the Jordan River. A bridge inspection performed by UDOT gave these bridges a Health Index score of 48.55 and 46.58, respectively, out of 100. Combining the two bridges into one project will result in economies of scale since the rehabilitation work for both bridges will be similar. The existing asphalt surface will be removed and the underlying deck will be treated for cracking and delaminated concrete. The deck will receive a waterproofing membrane, a new asphalt overlay, and deck drains to remove storm water from the deck. The under surface of the bridge will be treated for cracking and delaminated concrete on the deck, girders, pier caps, and abutments. The steel piles supporting the piers exhibit heavier than typical corrosion. The piles will be dewatered and treated for corrosion. The existing damaged parapet wall will be removed and rebuilt which will widen the sidewalk and improve the pedestrian access route. Additionally, aesthetic enhancements will be incorporated including replacing the chain link fence and railings mounted on the outside of the sidewalk with decorative railings. A consulting firm with specialized experience will be used for this project.												
47	Wingpointe Levee Design	Requested \$800,000 from General Fund; Engineering Project The cost estimate includes conceptual design, final design, and geotechnical investigations performed by Engineering consultants. Current levee conditions will be evaluated, required improvements identified, and modifications recommended. Typical sections of levee reconstruction determined in order to develop construction cost estimates and required plans and documents for permitting, then construction. This design effort will inform future funding construction requests to bring the levee into compliance.												
48	Three Creeks West Bank Roadways	Requested \$1,158,422 from General Fund; Constituent Engineering Project This project calls for reconstructing a little over a block of 1300 South and 1/3 of a block of 1000 West and installing storm sewers.												
49	Delong Salt Storage	Requested \$1,504,427 from General Fund; Facilities Project This salt storage building would cover 4000 tons of salt during winter months and seasonal remnants of salt the rest of the year. The salt will be protected from the elements which reduces waste and allows for an overall, more efficient snow removal process. See attached estimate.												
50	Steam Bay	Requested \$363,495 from General Fund; Facilities Project When the new Streets and Fleet facility was built in 2010, one equipment steam bay was installed to clean asphalt and other heavy equipment. The bay is designed to remove asphalt products, separate oil from water runoff, and capture the runoff to meet storm water pollution prevention requirements. A single Streets crew could alternate equipment cleaning and repair, but with the addition of the second crew, all equipment is running simultaneously, and the steam bay's capacity has been exceeded to that point of jeopardizing equipment cleaning and the creating a storm water pollution risk. Additionally, the current pump system is at the end of its expected lifespan. Funds will go toward a larger, more robust, and better designed system. This additional steam bay will be 22X45 with 4 foot pony walls and tie in to the upgraded pumping system.												

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51	Mixed-Use Three Story Prop	Requested \$815,895 from General Fund; Fire Project Drager Phase V Training Gallery (Mixed-use fire prop) to include: Three (3) story unit with roof top deck/fourth floor comprised of seven (7) 40’ and one (1) 20’ training modules Three (3) high-temperature thermal-insulated burn chambers with emergency exits (as required) Two (2) clean out decks for burn chambers Burn room baffles Exterior scissor staircase from the ground level to the fourth story/roof with interior access on each floor Exterior stairs to single container roof Interior stairs connecting first to second and second to third stories Fall protection railings around all roofs of containers Rappelling anchor on top of fourth story/roof Two bailout windows Vent/enter/search windows Eleven (11) exterior doors Two (2) interior doors Emergency fire escape stairs Four (4) training deck containers On-site installation & set up to include: Full project management support from Drager staff, Pre-installation site surveys and in-process review of the build site, Drager contracted and project-managed installation to ensures that the fire prop system is installed properly, safely, and with minimal disruption, Insured and bonded installation and crane service, Train-the Trainer Program Two-day on-site training for up to ten (10) fire department instructors Complete documentation package on operation and maintenance												
52	Training Ground Site Improvements	Requested \$694,785 from General Fund; Fire Project The fire training ground site improvement includes the excavation and construction of paved areas 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. Key components of this project include: Training ground site design Site excavation Drainage and retention system Site back fill and compaction Various paved access roads Reinforced concrete pads for vehicle extrication training Technical and confined rescue training props Curb and gutter along Wallace St. Perimeter landscaping and fencing												
53	Sunnyside Park Sidewalk	Requested \$72,740 from General Fund; Constituent Public Lands Project Construct sidewalk on south side of Valdez Dr. from east gate of Dept. of Veterans Affairs to intersecting sidewalk inside Sunnyside Park. See map. Sidewalk is approximately 365-ft long by 4-ft wide. Federal funding was explored but we are prohibited from applying those funds to non-federal property. Costs could include wider surface or other improvements to meet the minimum spending requirement.												

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54	Winner on Wasatch Dee Glan Tennis Court Construction	Requested \$500,000 from General Fund; Constituent Public Lands Project A critically important construction project replacing four old asphalt tennis courts at Dee Glen (Wasatch Hills Tennis Center/formerly Coach Mike's Tennis Academy) inside the current bubble. These new courts would be post-tension concrete courts (long-lasting compared to asphalt) would be preparatory to a new privately funded year-round tennis air dome by the Coach Mike's Friends of Public Tennis Foundation (a 501 c3 non-profit whose mission is to assist the main funding source, Salt Lake City, in supporting Liberty Park & Wasatch Hills Tennis Centers).												
55	Lighting Upgrade at Liberty Park Tennis Center	Requested \$202,100 from General Fund; Constituent Public Lands Project LED Energy Efficient Lighting Upgrade of 120 outdated metal halide light fixtures at Liberty Park Tennis Center.												
56	Liberty Park & Wasatch Hills Tennis Court Resurfacing	Requested \$300,000 from General Fund; Constituent Public Lands Project 26 Tennis Courts resurfacing at Liberty park tennis center and wasatch hills tennis center												
57	Harrison Ave and 700 E Community Garden	Requested \$103,500 from General Fund; Constituent Public Lands Project This community garden would be developed through the Green City Growers Program, a partnership between Wasatch Community Gardens (WCG) and Salt Lake City's Parks and Public Lands Division to establish community gardens on Cityowned and managed land with the primary goals to increase access to fresh, local produce and reduce barriers to urban food production. The scope of work to develop a new community garden includes working with community members for 12 to 18 months to develop the interest, support, and design of the project. WCG will work to build the community support. Our organization will work with stakeholders to create a coalition of gardeners, garden leaders, volunteers and donors to raise any remaining funds to complete the garden design process, provide the materials for planting boxes (including ADA accessible raised beds), soil, amendments, and irrigation. WCG will enlist and provide oversight of volunteer in-kind labor, and oversee services that are contracted out. The cost estimate of \$103,500 is based upon three recent community garden starts in this program; the 9-Line Community Garden, the Gateway Community Garden, and the Richmond Park Community Garden. The scope of work includes; soil testing for contaminants to help guide the bed design, landscape design, site demolition and preparation, water main hook up, fencing, ADA beds and pathways, garden beds, a drip irrigation system, soil, amendments, and mulch for pathways, tools and supplies, a shade and gathering structure, and signage, benches, and common area plantings.												
58	1300 South Camping Reisitant Landscaping	Requested \$100,000 from General Fund; Constituent Public Lands Project The Ballpark Community Council is requesting CIP funds for landscaping improvements for the park strips on 1300 South and the areas immediately surrounding Horizonte. Rather than the lawns and grass that currently exist on these park strips, we're asking the City to invest in re-planting these areas with new low- to no-water options such as combinations of trees with xeriscaping and/or rockscapes. These new park strip designs would have the dual effect of assisting the City with its goal of reducing nonagricultural use of water and would also serve as a loiter and camping-resistant landscapes.												

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59	Wingate Walkway	Requested \$286,750 from General Fund; Constituent Public Lands Project • This budget includes removal and transplanting of trees as requested by constituents. This is quite expensive at estimated \$5000 per tree, and would include using a crane, as well as contracted extra care for 2 years by a landscaping company to get the trees reestablished. This is not something that can be done in-house. Tree removal is much less expensive, at \$500 per tree. This would mean the removal of 15 mature trees for this project, but at a construction cost savings of \$67,500. • This budget assumes that the power pole at the eastern end of the corridor, and the power drop to the traffic signal, will not be relocated. If those do need to be relocated, an additional approximate \$30,000 would be added to the project construction costs, along with associated design and engineering fees. There may also be ROW acquisition costs to site the pole and its guy-wires. • This budget does not include 36 parking headers that would need to be purchased by Wingate Condo Association and placed on Wingate property at an estimated cost of \$2,500-3,000 (for all 36). The parking headers would be needed to protect the fence from regularly being hit and damaged by Wingate residents parking. It is suggested that this be placed into legal agreement as part of the easement, and that the Condo Association be responsible for any damage to the fence caused by not having the parking headers in place. • A less expensive fence could be installed to save costs. This budget is for wrought iron fencing at \$48 per linear foot. Chain link would be half or less of that cost. • This project has been budgeted as a 10' multi-use path, similar to the photos the constituents included. This also recongizes the recommended use as both bicycle and pedestrian facility, as referenced in the City's Pedestrian & Bicycle Master Plan. To save costs, the path could be constructed as a sidewalk, at 6' wide instead of 10'. The thickness may be able to be reduced to sidewalk standard at 4" thick. However, further discussion should be had with SLC Police Department about their preferred approach to emergency access.												
60	1200 East Median	Requested \$500,000 from General Fund; Constituent Public Lands Project The curbing and irrigation systems for these medians has fallen into serious disrepair. This project seeks to install new curbing around each island to prevent cars from driving across the turf and will allow the soil to be raised to match the grade of the top of the root ball of the existing trees, replace the irrigations system and a significant amount of trees supplementing the urban forest that remains. The tree planting portion of the project is in support of the “Trillion Tree Campaign” in an effort to aid in enhancing Salt Lake City’s air quality. The cost estimate is \$500,000 to include design, engineering fees, contingency and construction.												
61	Parleys Historic Nature Park Structure Preservation	Requested \$765,325 from General Fund; Public Lands Project The proposed CIP project will fund the following work in Parleys Historic Nature Park (PHNP): 1. identify key historic structures and artifacts, assess preservation needs, and create detailed rehabilitation/protection recommendations for each; 2. develop fully-engineered designs and construction cost estimates for historic structural rehabilitation; 3. if feasible, develop and secure a conservation easement to protect irreplaceable historic and natural features, per the recommendations of the 2011 PHNP Management Plan. 4. if feasible within project budget, develop a detailed signage & interpretive materials plan to improve public awareness/appreciation of historic features & structures, and construct/install the recommended interpretive signage.												

FY2022 CIP Funding Log

									AVAILABLE FUNDING					
									\$ 1,157,124	\$ 208,981	\$ -	\$ -	\$ -	\$ -
									COUNCIL Funding Decisions					
#	Application Title	Scope of Work	General Funds	Class C (gas tax)	Impact Fees	1/4 ¢ Transportation	FOF Streets	FOF Transit	General Funds	Class C (gas tax)	Impact Fees	1/4 ¢ Transportation	FOF Streets	FOF Transit
62	Enhancement of the Cemetery for Visitor Research and Knowledge <i>\$1.2 MILLION IN MAYOR'S PROPOSED BOND FOR PUBLIC LANDS SIGNAGE</i>	Requested \$790,000 from General Fund; Public Lands Project Cemetery listed on National Register of Historic Places- \$30,000 Website Enhancement, Cemetery GIS data and input- \$250,000 Arboretum Accreditation and new planted tree protection- \$65,000 Plat Markers- \$100,000 Interpretive/Wayfinding Signage Design and 10 Sign placements-\$75,000 Two years inflation adjustment - \$52,000 Engineering Consultant fees - \$208,000 Contingency - \$10,000												
63	Cemetery Roadway Improvements, Phase 1 <i>\$1 MILLION IN MAYOR'S PROPOSED BOND</i>	Requested \$3,838,000 from General Fund; Public Lands Project Phase 1a of a 6 phase road repair project identified in the Cemetery Master Plan. With 7.9 miles of roads and an estimated \$12.5 million dollars in repairs. Roadway Repair Priority Cemetery roadways were prioritized for repair based on the following characteristics: Roads more frequently used for public and maintenance vehicular circulation. Roads that also serve as main routes as outlined on the Pedestrian and Bicycle Improvements Plan. Roads in poor condition were prioritized over those in fair or average condition (See Appendix E for detailed Roadway Condition Analysis). Road width was given some consideration. Total roadway length within a priority category was considered in an effort to separate roadways into projects that would be of a more manageable size. -Costs include: full replacement including demo, reconstruction with asphalt, concrete edge/curb and gutter and storm drainage improvements, 15% estimate contingency and 40% design/engineering fees. Other soft costs such as project and construction contingencies, City project management, and permits and fees are not included and should be added to budget requests as appropriate. Cost Breakout - Full Repair of All Roads (Priority Street Name Length Width Total SF Repair Cost) 1a Main (N) 1,188 22 26,136 Full \$701276 1a Main (N) 167 21 3,507 Full \$94,099 1a Main (middle) 1,242 19 23,598 Full \$ 633,176 1a Main (sexton) 367 17 6,239 Full \$ 167,403 1a 240 N 1,090 16 17,440 Full \$ 467,947 1a 330 N(Lindsey) 36 27 972 Full \$ 26,080 1a 330 N 1,433 25 35,825 Full \$ 961,250 1a Hillside 998 25 24,950 Full \$ 669,453 Priority 1a Total 1.3 miles 139,000 sf \$ 3,838,000												
64	9Line and Rose Park Asphalt Pump Tracks <i>\$3.4 MILLION IN MAYOR'S PROPOSED BOND FOR WESTSIDE PARKS</i>	Requested \$1,393,600 from General Fund; Public Lands Project The proposed project incorporates the design and construction of two asphalt bike pump tracks, one at the existing 9Line Bike Park located at 700 West 900 South and the second near the Day Riverside Library at 871 North Cornell Avenue. The proposed pump track at the 9Line Bike Park will reconstruct the small existing pump track at the 9Line Bike Park. While the 9Line Bike Park will still retain its large signature dirt jumps under the freeway this amenity will improve the pump track and provide a more accessible riding amenity for users of the bike park. Since the construction of the 9Line Bike Park in 2016 it has become increasingly popular for families of all ages. This improvement will provide a safe more durable riding surface for park users. The proposed pump track adjacent to the Day Riverside Library will construct a new asphalt pump track adjacent to the Rosepark Community Garden. In 2020 SLC Public Utilities began a large storm water improvement project at this location. This project required the removal of a small dirt pump track that was constructed by local users groups. Construction of the asphalt pump track will replace this asset with a new community amenity for the Rosepark neighborhood.												

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65	Richmond Park Playground and Park improvements	Requested \$690,000 from General Fund; Public Lands Project This project will replace the existing playground and pavilion at Richmond Park. Both assets are more than twenty years old. Redevelopment of these features is an opportunity to build on the recent success of the new community garden. The project will evaluate the location of the new playground and pavilion so that it can respond to the community garden to create synergies between the three uses and increase visibility into and out of the site. The full scope of this project includes: <ul style="list-style-type: none">• Design for a new playground and pavilion• Engagement with the community on project character and site development• Development of technical drawings for bidding and negotiation• Demolition of existing playground and pavilion• Construction of a playground and pavilion• Construction of new sidewalk connections• Planting of new trees and waterwise plantings• Installation of new site furnishings and park signage												
66	Library Square Feasibility, Civic Engagement and Design Development	Requested \$225,000 from General Fund; Public Lands Project The 2002 Council adopted plan for block 37, Library Square, is to create an asset to the community, that is safe, well used and attracts new development to the area. Library Square is an underutilized public space with wall and paving system (uneven surfaces, paver movement and concrete settling), failures that are posing a safety hazard. This project will fund a feasibility study to identify solutions for the failing paving and wall systems; facilitate outreach to identify new amenities for positive activation; and develop comprehensive design solutions with phasing strategies for implementation. Summary of work: 1. Feasibility study: Library Square has multiple paving and wall system failures due to settling of the parking structure. A compressive study is needed to determine appropriate solutions to ameliorate safety hazards. Existing conditions analysis and feasibility studies will determine a critical path to correct site failures and propose appropriate solutions. 2. Civic engagement: The Public spaces at Library Square are underutilized outside of the four major events that occur during the summer. Salt Lake City’s rapidly growing and densifying population needs places to be outside. A civic engagement study would identify desired community elements to be incorporated on the Square that would increase positive activity throughout the day and week. 3. Design development and implementation strategy: The feasibility study will inform design solutions for the wall and paving failures on the site. Civic engagement will inform new everyday uses to implement as well as design moves to incorporate to make the site more functional and desirable for large events, this would include shade, access and circulation improvements. The design will identify a phasing strategy with estimates of probable costs and implementation strategies for a multi-year improvement plan.												

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67	Donner & Rotary Glen Park Community Park Irrigation & Landscape Design and Construction	Requested \$650,000 from General Fund; Public Lands Project 2018 was the driest year on record for the state of Utah. Public Lands experienced budgetary restrictions on water use, resulting in significant impacts to our properties. Protecting the trees and living landscape requires carefully designed and managed landscapes and irrigation systems. Decreasing our water needs is a critical element of climate adaption and a top priority for Public Lands. Significant water use reduction can be achieved by installing a water efficient irrigation system and reducing passive use areas of manicured turf by installing regionally appropriate water wise plant material. Areas of high use such as sport-fields can be isolated on an irrigation zone while trees, shrubs and low water grasses can be on separate zones. Designed appropriately, these landscapes require less than half the water to maintain conventional landscapes. In addition to creating a more climate resilient landscape, Public Lands will work with the community to identify desired new amenities such as fitness equipment, benches and interpretive signage. Planning and design will also focus on improving the parks circulation network in order to offer a diversity of loops and difficulty ratings for park users. This project includes: 1) Community engagement to create a vision for Donner and Rotary Park; 2) Design development, best practices, and construction documents for Phase I of site implementation; and 3) Construction of new improvements for a portion of the site (approximately 25% or 3 acres) Two future funding requests will ask for funding for the rest of the site. Design standards and best practices developed in this project will be used as a tool for future site redevelopment.												
68	Capitol Hill Traffic Calming	Requested \$595,194 from General Fund; Constituent Transportation Project Mitigate commuter cut-through traffic, chronic speeding and industrial traffic: a) the installation of vertical speed-reduction elements, (b) striping crosswalks, stop lines and bike lanes, (c) curb extensions, pedestrian refuge islands, partial barriers and 'road diet' measures												
69	Harvard Heights Residential Concrete Street Reconstruction	Requested \$1,311,920 from General Fund; Constituent Transportation Project This project will rehabilitate the existing severely deteriorating street, including concrete pavement replacement, drive approaches, curb and gutter and sidewalk repairs along Harvard Avenue. This street was initially constructed in the mid-1920's and has not been replaced in the 90+ years since. Rather, temporary fixes have been employed continuously by paving over the deteriorating concrete using asphalt. The key flaw with this approach--and the main issue at play here--is that the asphalt doesn't adhere to the concrete surface below, resulting in severe, year-round potholing. This is both a serious eye-sore and a real safety concern to residents. Concurrent with the reconstruction of the street, this project will also install several speed humps, speed tables, and/or any other traffic measures deemed appropriate by the Transportation Division to reduce traffic speed. There is an understanding of the need to work with city on a final approved design												

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70	Liberty Wells Traffic Calming	<p>Requested \$400,000 from General Fund; Constituent Transportation Project</p> <p>The “Liberty Wells Traffic Calming” project seeks to slow motor vehicles, improve safety near the school and near homes, encourage more transportation choices, and implement recommendations from several Salt Lake City master plans. These goals are based on feedback from residents of the sections of 600 East, and Kensington, Bryan, and Milton Avenues, surrounding Hawthorne Elementary School. The project area was determined by the project team and the applicants in order to avoid pushing negative traffic conditions “down the road” and to benefit students, parents, and teachers at Hawthorne as much as the neighbors on adjacent streets.</p> <p>The project will also enhance the existing 600 East Neighborhood Byway and extend the partially funded, proposed Kensington Avenue Neighborhood Byway east of 600 East. The intersection of the two neighborhood byways is a unique and cost-effective opportunity. (Neighborhood byways are traffic-calmed, bicycling and walking-oriented streets with low traffic volumes and speeds.) To date, neighbors have offered their support for physical street design elements that would accomplish these goals, including traffic circles, median islands, signage, improved lighting, bulb-outs, and speed cushions. The exact elements to be constructed, however, will depend on further community engagement, including discussions with neighbors, Hawthorne Elementary School administrators and school community council, as well as the Salt Lake City School District.</p> <p>The project scope will include the following elements:</p> <p>1. Community engagement of neighbors that live and/or own property on and near the project’s streets (Kensington, Bryan, and Milton Avenues, and 600 East) in order to determine the most popular, feasible, and effective traffic calming interventions.</p> <p>2. Design and construction of the recommended interventions.</p>												
71	Stratford Bike Crossing	<p>Requested \$200,000 from General Fund; Constituent Transportation Project</p> <p>This proposal has not gone through a public process or a formal review and approval process by the city. There is an understanding of the need to work with the city on an approved final design. I'm requesting a modification to the current 4 way stop at the intersection of 1700 E. and Stratford Ave. This would include removing the current stop signs on both the east and west sections of road coming from Stratford Ave., and putting in place some form of traffic reduction system that only allows bikes to go straight through east/west on Stratford. Then placing something like what's on the crossing at 1300 E and Stratford, where bikers can press a button and the straight through N/S traffic on 1700 E would yield to bikers as they cross.</p>												
72	Sugar House Safe Side Streets	<p>Requested \$500,000 from General Fund; Constituent Transportation Project</p> <p>This project is intended to improve the safety and comfort of local, neighborhood streets in Sugar House. It is made up of two basic parts:</p> <p>1. A study of (1) existing conditions, constraints, and opportunities; (2) the effectiveness of existing traffic calming measures on Hollywood Avenue (1990s) and McClelland Street (2010s); and, (3) infrastructure and programmatic recommendations, including the most effective, cost-efficient, and community-supported methods of improving neighborhood street livability. This study may also include a series of tests of the recommendations.</p> <p>2. Design and construction, or implementation, of the above recommendations on the project area’s six local streets: Hollywood Avenue, Ramona Avenue, Garfield Avenue, Lincoln Street, 1000 East, and McClelland Street. Initial ideas from the community include curb modifications, striping, stop signs, street narrowing, raised crosswalks, increased and enforced truck restrictions, and gateway monuments. The project area was determined by the project team and the applicants in order to avoid pushing negative traffic conditions “down the road”, so to speak.</p>												

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73	Sunnyside 9Line Trail Missing Piece	<p>Requested \$350,000 from General Fund; Transportation Project</p> <p>Just before the construction of the Sunnyside Trail between approximately 1400 East and Foothill Drive in 2016-2017 (part of the soon-to-be-completed 9-Line Trail), the City determined that it was unable to acquire the property necessary to complete the trail in front of the 1805-1851 East Sunnyside Avenue property owned by the Church of Jesus Christ of Latter-day Saints.</p> <p>There is now a roughly 600’ (or one-block) long missing piece of the trail where only a narrow, four-foot wide sidewalk exists. CIP funding would construct a new section of the 10-12' concrete trail and fill this gap, connecting to and replicating the look, feel, and impact of the existing segments of the trail to the east (University of Utah property) and the west (City property).</p> <p>The City estimates that \$350,000 (in 2022 dollars) will be needed to reassess site conditions and constraints, complete the design (currently at 40%), fund Engineering Division oversight, partially fund property acquisition or easement, and construct this critical, missing piece of a citywide asset.</p> <p>Included in the trail construction costs are additional adjustments to slopes, irrigation, fencing, trees and landscaping, driveways, wet utility inlets and cleanouts, the central walkway leading to the front door of the chapel, power pole guy wires, and signs that are necessary to ensure appropriate drainage, ADA compliance, and trail user comfort.</p>												
74	Multimodal Intersections & Signals	<p>Requested \$945,000 from General Fund and \$105,000 from transportation impact fees; Transportation Project</p> <ul style="list-style-type: none">• Upgrade five aging traffic signals• Combine with safety and operational improvements for all modes• Possible transit-focused signal improvements on key Frequent Transit Network corridors <p>This project will remove the existing traffic signal equipment that has reached the end of its useful life, including steel poles, span wire, signal heads, and traffic signal loops and will upgrade the intersections with mast arm poles, new signal heads, pedestrian signal heads with countdown timers, improved detection, and left turn phasing, as needed.</p> <p>Fluctuations in construction pricing are particularly relevant to this project, with steel tariffs, labor costs, and overall construction costs all affecting price.</p>												
75	600 North Corridor Transformation \$4 MILLION IN MAYOR'S PROPOSED BOND	<p>During the FY22 annual budget, the Council approved adding \$1,879,654 into CIP for the upcoming 600 North Corridor Transformation Complete Streets project. Two years in a row the frequent bus routes contract with UTA was less than budgeted and the Council placed the excess funds into the Funding Our Future transit holding account. The full amount from the holding account was appropriated for this project.</p> <p>The Mayor’s Series 2021A and 2021B bond proposal (Attachment 4) includes \$4 million for the 600 North complete street transformation project. The description states the total project cost is \$8.7 million but with recent construction inflation costs may already be higher. It also mentions a phase 1 is already funded. In recent years the Council funding safety improvements at the 600 North and 800 West intersection and funding for a safety study of the 600 North corridor.</p>												\$1,879,654
Totals by Funding Source:			\$5,705,720	\$2,046,329	\$7,305,970	\$4,900,000	\$2,300,000	\$0	\$5,705,720	\$2,046,329	\$7,291,970	\$4,900,000	\$2,300,000	\$1,879,654

Note: text in blue is information added by Council staff