



Mayor's Recommended Capital Improvement Program Budget & Capital Asset Plan

FISCAL YEAR 2026-27



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CIP Summary *Documents*



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CAPITAL IMPROVEMENT PROGRAM

Introduction and Overview

Salt Lake City's Capital Improvement Program (CIP) is a multi-year planning program of capital expenditures needed to replace or expand the City's public infrastructure. The principal element that guides the City in determining the annual infrastructure improvements and budget schedule is the current fiscal year capital budget.

The City CIP Budget Process includes a review by the Community Development & Capital Improvement Program (CDCIP) Board, consisting of community residents from each district. The CDCIP Board scores projects on a variety of criteria and provides funding recommendations to the Mayor.

The Mayor considers the CDCIP recommendations as the Administration prepares its funding recommendations for the City Council as part of the Annual Recommended Budget. The City Council reviews the recommendations of the Mayor and the CDCIP Board and carefully analyzes each of the proposed projects before allocating funding and adopting the final CIP budget. The details of the recommended FY2026-27 CIP Budget are included in this book.

In considering major capital projects, the City looks at the potential operating impact of each project. New capital improvements often entail ongoing expenses for routine operations. Upon completion or acquisition, the repair and maintenance of new facilities often require additional positions to maintain the new infrastructure. Conversely, a positive contribution, such as a reduction in ongoing repairs and maintenance of a capital project, is factored into the decision-making process.

Each project includes a section for estimated future maintenance and/or operations expenses, where the departments have included projections of any increases to future operating costs.

The City also reviews all CIP projects to determine the progress. All projects older than three years that do not show significant progress are then considered for recapture, allowing those funds to be used on more shovel-ready projects. The Administration continuously evaluates the City's funding of its Capital Improvement Program. Because the proceeds from debt financing are considered a source for funding the City's capital improvement projects, the City analyzes the effect that issuance of additional debt would have on its debt capacity and current debt ratio.

Salt Lake City Resolution No. 29 of 2017 / Salt Lake City Council Capital and Debt Management Policies

Resolution No. 29 of 2017 provides the framework for project funding recommendations. Its guidance helps clarify the expectations of the City's Capital Improvement Program and the steps the Administration should take in determining how to best address the City's deferred and long-term maintenance needs.

Some of the policies guiding the CDCIP Board and the Administration include:

- A definition of a capital improvement as having a useful life of five or more years and cannot have a recurring capital outlay such as a motor vehicle or a fire engine. It also clarifies that a capital outlay does not include maintenance expenses such as fixing a leaking roof or painting park benches.
- A capital improvement must be a City asset and have a cost of \$50,000 or more, with few exceptions.
- Salt Lake City aims to maintain its physical assets at a level adequate to protect its capital investments and minimize maintenance and replacement costs.
- Priorities are given to projects that preserve and protect the health and safety of the community; are mandated by the state and/or federal government; and provide for the renovation of existing facilities resulting in the preservation of the community's prior investment.
- The recapture of Capital Improvement Program funds during the first budget amendment of each year if an existing balance remains on a completed project.
- Debt Service (excluding G.O. Bonding).

FY 2026-27 Capital Improvement Allocations

Salt Lake City's FY2026-27 adopted CIP budget appropriates \$360,680,819 for CIP, utilizing General Funds, Class "C" Funds, Impact Fee Funds, Quarter Cent and 5th 5th Sales Tax Funds, Community Reinvestment Agency Funds, Enterprise Funds, and other public and private funds.

The City's General Fund accounts for all debt service on outstanding Sales and Excise Tax Revenue bonds through a payment from the City CIP contribution, except for the Eccles Theater project. The Library Fund covers the Local Building Authority Lease Revenue bonds for Glendale and Marmalade Libraries while debt associated with the construction of two fire stations is funded through CIP. Motor Fuel Excise Tax Revenue bonds are funded through the City's Class C Road fund. Funds to pay debt service, equaling \$10,146,933, are included in the adopted annual budget.

Outstanding Sales and Excise Tax Revenue bonds financed a variety of the City's capital improvement projects. Motor Fuel Excise Tax Revenue bonds funded the reconstruction of Class C roads throughout the City.

A total of \$17,330,500 was recommended for Transportation and Engineering projects. Of this amount, the budget appropriates \$3,076,415 of Restricted Property Tax funds, \$1,964,000 of Funding our Future funds, \$430,000 of Street Impact Fee funds, \$4,652,515 of Class C funds, and \$7,207,570 in ¼ Cent and 5th 5th Sales Tax funding. Programs funded include Street Reconstruction, Traffic Signal Replacements and Upgrades, Street Overlay, Vision Zero Corridors and Safety Improvements, and Urban Trails. Projects funded include GREENBike Federal Grant Match and Bike Rack Replacements, 1700 South Neighborhood Byway Crossing, Rose Park Safe Routes to School Crossing Safety Improvements, and Bike Racks.

The recommended budget for Parks, Trails, and Open Space capital improvement projects includes a total appropriation of \$12,736,000 from the Restricted Property Tax, Funding our Future, Parks Impact Fee, and ¼ Cent and 5th 5th Tax funds. Projects funded include Sugar House Culinary Water Line, Park Restrooms, Jordan Park Sewer and Stormwater Infrastructure Improvements, Washington Park Septic Expansion, Parks' Legal Compliance with ADA Standards for Accessible Design, Wasatch Hollow Dog Park, New Lighting to Improve Safety and Access, Glendale Park Sport Court Lighting, and Glendale Park Phase II.

Public Services capital improvement recommended budget includes a total appropriation of \$4,817,500. Of this amount, the budget appropriates \$1,680,879 from the General Fund, \$1,136,621 from Restricted Property Tax, and \$2,000,000 in ¼ Cent and 5th 5th Sales Tax funding. Programs funded include Public Way Concrete Replacement and Rehabilitation, Facilities Replacement and Renewal, and Traffic Signal Capital Maintenance. Projects funded include Streets' Legal Compliance with ADA Standards for Accessibility, and EV Charging at PSB Phase III.

Capital Projects

The CIP pages include details for each recommended project for the FY2026-27 Budget. These pages provide a breakout of the funding recommendations and future costs associated with each project. The total for capital projects in the FY2026-27 budget is \$34,884,000.

Enterprise Fund Projects

The City's enterprise functions; Airport, Golf, Water, Sewer, Storm Water, Street Lighting, Community Reinvestment, and Refuse Collection – are by nature, very capital intensive. The budgets for these activities reflect the need to maintain the integrity and capacity of the current capital infrastructure and its functionality.

Airport Fund – The Department of Airports is an enterprise fund of Salt Lake City Corporation and does not receive any general fund revenues to support the operation of the City's system of airports. The Department of Airports (the Airport) has 692 employee budgeted positions and is responsible for managing, developing, and promoting airports that provide quality transportation facilities and services, and a convenient travel experience.

The Fiscal Year 2027 budget continues to see modest growth in enplanements, revenues, as well as expenditures. The Bipartisan Infrastructure Law (BIL) grants and the Airport Terminal Program (ATP) grants expired in FY 2026. The Salt Lake City International Airport (SLCIA) will continue to benefit from the Airport Improvement Program (AIP) grants to provide much needed and critical funding for airport capital projects. The Airport will be bringing on four

additional gates located on Concourse B in July 2026 and the final 7 gates in October 2026. These openings require additional staffing, maintenance, and IT requirements.

The developed FY27 budget continues to provide positive financial benefits with increased passengers and revenues that help offset increased operating expenses. The Airport will continue to fund important capital projects. These projects include Phase IV of The New SLC which consists of the final construction of gates on Concourse B. In addition, critical projects found in the airfield, landside, and auxiliary airports will continue to be funded to ensure that all Airport's owned facilities keep up with critical infrastructure to support the growth we are currently experiencing as well as the growth we are projecting into future years.

Golf Fund - The Golf Division operates seven full-service golf courses at six Salt Lake City locations providing quality recreational experiences at a competitive price for Salt Lake City residents and visitors from surrounding cities and various out of state locations. Golf Course Capital Projects are funded, primarily, from excess revenue generated by user fees. The Golf Division has produced excess revenue over the past five years and is able to begin re-investing funds into long-overdue projects.

In addition, for the FY22 budget the Golf Division implemented a Golf CIP Fee increase from \$1 to \$2 per every 9 holes played to bring more capital into the Golf CIP Fund to increase funding from this source for additional future projects.

The Golf Division has budgeted \$16,610,000 for Capital Improvement Projects in FY27. The Golf Division is in the middle of a multi-year project to improve tee box hitting surfaces by re-leveling and re-sodding many of the tee box areas at each course and has allocated \$175,000 in FY26 from the Golf CIP Fund. The Golf Division will undergo a major project installing a new irrigation system at the Rose Park golf course \$7,500,000 and Nibley Park golf course \$3,000,000. The Golf Division will look to build a new clubhouse at Nibley Park with potential public/private partnership with multiple industry and community partners and have allocated \$2,500,000 for their potential share in this project. Other significant projects include new maintenance buildings at Bonneville and Rose Park, on-course restroom at Glendale and a new roof at Rose Park.

As part of a multi-year plan to upgrade vital maintenance equipment at all courses, the Golf Division will be using \$777,321 in FY27 to purchase additional equipment.

Public Utilities Funds – Salt Lake City Department of Public Utilities (SLCDPU) has four distinct utilities, water, sewer, storm water, and street lighting. Each operates as an independent enterprise fund, meaning they are not supported by tax dollars. Instead, funding comes from user fees, fund reserves, revenue bonds, and occasionally grants or subsidized loans from state or federal sources.

To support major infrastructure investments, SLCDPU is utilizing a Water Infrastructure Financing Innovation Act (WIFIA) loan to finance a portion of the water reclamation facility construction. Additionally, a Building Resilient Infrastructure and Communities (BRIC) grant is supporting the City Creek Water Treatment Plant reconstruction. Utility rates, set based on cost-of-service analysis, ensure that customers pay for the services they receive. Given the infrastructure-heavy nature of these utilities, SLCDPU relies on a long-term project and financing strategy to effectively manage its assets.

The capital budget is organized by fund, with detailed cost centers under each. For Fiscal Year 2027, SLCDPU is managing over 95 capital projects across its four utility funds, in addition to ongoing projects. Many capital projects span multiple fiscal years – often designed in one year and built in the next. The budget prioritizes high-need projects identified through the Department's Capital Asset Program (CAP).

The largest project underway is the replacement of the Water Reclamation Facility, with estimated completion in Fiscal Year 2027. Other system components are also aging and will require increased investment in the coming years. For instance, SLCDPU's three water treatment plants, built in the 1950s and early 1960s, are due for major updates. The City Creek Water Treatment Plant reconstruction is scheduled for completion in 2027, while planning is underway for two remaining plants.

SLCDPU's capital planning is shaped by a complex mix of federal, state, and local regulations, as well as water rights and exchange agreement obligations – all of which influence project priorities and timeline.

CRA Funds – The Salt Lake City Community Reinvestment Agency (CRA) strengthens neighborhoods and commercial districts to improve livability, create economic opportunity and foster authentic, equitable communities. The CRA utilizes a powerful set of financial and planning tools to support strategic development projects that enhance the City's housing opportunities, commercial vitality, public spaces, and environmental sustainability. The CRA's primary source of funds for the projects include property tax increment and program income revenue, depending on the specific budget account.

The CRA often participates with Salt Lake City in the redevelopment or construction of city owned infrastructure projects. As part of the CRA Budget Policy, Capital Projects are defined as any project that anticipates multi-year funding. The allocation of funds for these projects is part of the budget approval process and is typically contingent on the CRA Board authorizing appropriation once the specific projects costs and details are known. Depending on the project, the timeline for this process may not follow the City's CIP schedule or requirements for approval.

The CRA fiscal year 2027 budget process proposes three potential City infrastructure projects:

- **Japantown Art:** Designates an additional \$100,000 for enhancing the cultural landscape through various art installations recommended in the Japantown Design Strategy that celebrate and preserve Japantown's heritage. The initiative aims to beautify the neighborhood and provide an engaging artistic experience for both residents and visitors.
- **Civic Center:** Allocates an additional \$2,200,000 to provide climate friendly investment in shade, walkability, and economic development to attract families, workers, and visitors. The initiative aims to beautify the area and provide more green space to be enjoyed by all.
- **500 West Improvements:** Provides an additional \$3,300,000 to be used for beautification elements on 500 West from 600 South to 900 South.

Sustainability Fund - Sustainability's Energy & Environment Division supports other departments to minimize the environmental impact of City operations. The Energy & Environment Division does not have any proposed projects for FY 26-27. The Waste & Recycling Division has one project proposed to construct a shelter for container maintenance operations that occur at the Delong Street Operations Yard.

Salt Lake City
General Fund / Class C / Impact Fee / 1/4 Cent & 5th 5th Sales Tax / Enterprise Fund / Other CIP Summary
Fiscal Year 2027

PROJECT	GF	Restricted Property Tax	FOF	CLASS C	IMPACT FEES	¼¢ & 5th 5th SALES TAX	OTHER	TOTAL
Debt Service Projects								
Sales Tax Series 2014B Bond	\$ 734,000							\$ 734,000
Sales Tax Series 2016A Bond	\$ 1,944,550							\$ 1,944,550
Sales Tax Series 2019A Bond	\$ 349,750							\$ 349,750
Sales Tax Series 2019B Bond	\$ —							\$ —
Sales Tax Series 2021 Bond	\$ —							\$ —
Sales Tax Series 2022B Bond	\$ 2,003,500							\$ 2,003,500
Sales Tax Series 2022C Bond	\$ 3,091,172							\$ 3,091,172
ESCO Debt Service to Bond	\$ 853,986							\$ 853,986
Fire Station #3					\$ 672,925			\$ 672,925
Fire Station #14					\$ 497,050			\$ 497,050
Debt Service Projects Total	\$ 8,976,958		\$ —	\$ —	\$ 1,169,975	\$ —	\$ —	\$ 10,146,933
Ongoing Projects								
City Leases for Police Facilities	\$ 1,220,000							\$ 1,220,000
Facilities Maintenance	\$ 350,000							\$ 350,000
Urban Trail Maintenance						\$ 200,000		\$ 200,000
Public Lands Maintenance	\$ 250,000							\$ 250,000
Vacant and Leased City-owned Property Maintenance							\$ 500,000	\$ 500,000
Ongoing Projects Total	\$ 1,820,000		\$ —	\$ —	\$ —	\$ 200,000	\$ 500,000	\$ 2,520,000
Other Ongoing								
Public Services-ESCO County Steiner							\$ 155,300	\$ 155,300
Public Services - Memorial House							\$ 20,000	\$ 20,000
Other Ongoing	\$ —		\$ —	\$ —	\$ —	\$ —	\$ 175,300	\$ 175,300

Salt Lake City
General Fund / Class C / Impact Fee / 1/4 Cent & 5th 5th Sales Tax / Enterprise Fund / Other CIP Summary
Fiscal Year 2027

PROJECT	GF	Restricted Property Tax	FOF	CLASS C	IMPACT FEES	¼¢ & 5th 5th SALES TAX	OTHER	TOTAL
New/ Maintenance Projects Total								
Street Reconstruction 2027		\$ 627,915		\$ 4,652,515		\$ 3,047,070		\$ 8,327,500
Sugar House Park 50/50 Match		\$ 1,000,000						\$ 1,000,000
GREENbike Federal Grant Match 2027; Bike Rack Replacements						\$ 65,000		\$ 65,000
Public Way Concrete Replacement & Rehabilitation 2027						\$ 750,000		\$ 750,000
Traffic Signal Replacements & Upgrades 2027					\$ 200,000	\$ 1,800,000		\$ 2,000,000
Street Overlay 2027			\$ 1,842,500			\$ 1,457,500		\$ 3,300,000
Safe, Open and Clean Park Restroom Program (Replacement)			\$ 1,136,000					\$ 1,136,000
Jordan Park Sewer and Stormwater Infrastructure Improvements		\$ 300,000						\$ 300,000
Vision Zero Corridors & Safety Improvements Citywide 2027		\$ 1,948,500	\$ 121,500		\$ 230,000			\$ 2,300,000
Urban Trails		\$ 450,000						\$ 450,000
Facilities Replacement and Renewal	\$ 1,600,879	\$ 1,136,621						\$ 2,737,500
Traffic Signal Capital Maintenance						\$ 500,000		\$ 500,000
Street's Legal Compliance with 2010 ADA Standards for Accessibility						\$ 750,000		\$ 750,000
Washington Park Septic Expansion		\$ 950,000						\$ 950,000

Salt Lake City
General Fund / Class C / Impact Fee / 1/4 Cent & 5th 5th Sales Tax / Enterprise Fund / Other CIP Summary
Fiscal Year 2027

PROJECT	GF	Restricted Property Tax	FOF	CLASS C	IMPACT FEES	¼¢ & 5th 5th SALES TAX	OTHER	TOTAL
Parks' Legal Compliance with 2010 ADA Standards for Accessible Design Program					\$ 324,400	\$ 486,600		\$ 811,000
Highland Park Elementary Sidewalks (Kenwood & Atkin)						\$ 213,000		\$ 213,000
1700 South Neighborhood Byway Crossings						\$ 263,000		\$ 263,000
EV Charging PSB Phase III	\$ 80,000							\$ 80,000
Rose Park Safe Routes to School Crossing Safety Improvements						\$ 362,000		\$ 362,000
Safe, Open and Clean Park Restroom Program (New Restroom)					\$ 568,000			\$ 568,000
Wasatch Hollow Dog Park					\$ 556,000			\$ 556,000
New Park Lighting to Improve Safety and Access					\$ 460,000			\$ 460,000
Glendale Park Sport Court Lighting					\$ 955,000			\$ 955,000
Glendale Park Bike Racks		\$ 50,000			\$ 6,000,000			\$ 6,000,000
New Projects Total	\$ 1,680,879	\$ 6,463,036	\$ 3,100,000	\$ 4,652,515	\$ 9,293,400	\$ 9,694,170	\$ —	\$ 34,884,000
Cost Overrun	\$ 202,000							\$ 202,000
Percent for Art	\$ 151,500							\$ 151,500
Total General Fund/Class C Fund/Impact Fee Fund/1/4 Cent & 5th 5th Tax Fund/Other Fund CIP Projects	\$ 12,831,337	\$ 6,463,036	\$ 3,100,000	\$ 4,652,515	\$ 10,463,375	\$ 9,894,170	\$ 675,300	\$ 48,079,733

Salt Lake City
General Fund / Class C / Impact Fee / 1/4 Cent & 5th 5th Sales Tax / Enterprise Fund / Other CIP Summary
Fiscal Year 2027

PROJECT	GF	Restricted Property Tax	FOF	CLASS C	IMPACT FEES	¼¢ & 5th SALES TAX	OTHER	TOTAL
Airport CIP Projects								
Terminal Fire Hydrant Relocation							\$ 87,000	\$ 87,000
Over Sized Mainline							\$ 10,371,000	\$ 10,371,000
Baggage Storage Office (BSO) Expansion							\$ 2,217,100	\$ 2,217,100
Security Checkpoint Demo & Expansion							\$ 3,917,900	\$ 3,917,900
Escalator & Stairs Terminal Level 1 to Level 2							\$ 3,902,000	\$ 3,902,000
Glycol Plant Main Electrical Distribution							\$ 1,297,000	\$ 1,297,000
Runway 16L-34R Extension Planning, Design, & EA - Phase II							\$ 1,950,000	\$ 1,950,000
Taxiway U Bridges							\$ 20,000,000	\$ 20,000,000
Taxiway E&F Rehabilitation (F3-F5) - (Design Only)							\$ 643,000	\$ 643,000
State Hangar Taxilane							\$ 1,000,000	\$ 1,000,000
SVRA Contract Tower (Siting Study Only)							\$ 50,400,000	\$ 50,400,000
3700 W Reconstruction & Improvements (Design Only)							\$ 6,706,000	\$ 6,706,000
Rental Car QTA Car Wash Equipment Replacement							\$ 4,758,000	\$ 4,758,000
Rental Car Reallocation Phase II & Equipment							\$ 5,200,000	\$ 5,200,000
S Employee Parking Lot Development Program - Phase II Canal Relocation							\$ 21,960,000	\$ 21,960,000
Total Airport CIP Projects	\$	— \$	— \$	— \$	— \$	— \$	— \$	\$134,409,000

Salt Lake City
General Fund / Class C / Impact Fee / 1/4 Cent & 5th 5th Sales Tax / Enterprise Fund / Other CIP Summary
Fiscal Year 2027

PROJECT	GF	Restricted Property Tax	FOF	CLASS C	IMPACT FEES	¼¢ & 5th SALES TAX	OTHER	TOTAL
Golf CIP Projects								
Tee Box Leveling							\$ 175,000	\$ 175,000
Pump Replacement							\$ 25,000	\$ 25,000
Maintenance Equipment							\$ 777,321	\$ 777,321
Irrigation Improvements - Nibley Park							\$ 3,000,000	\$ 3,000,000
Irrigation Improvements - Rose Park							\$ 7,500,000	\$ 7,500,000
Cart Path Improvements							\$ 150,000	\$ 150,000
Roof Repair							\$ 260,000	\$ 260,000
Driving Range Redesign							\$ 100,000	\$ 100,000
On Course Restroom							\$ 150,000	\$ 150,000
Maintenance Buildings							\$ 1,000,000	\$ 1,000,000
Deferred Maintenance - All 6 SLC Courses							\$ 250,000	\$ 250,000
Deferred Maintenance - Mountain Dell							\$ 1,500,000	\$ 1,500,000
Deferred Maintenance - Nibley Clubhouse							\$ 2,500,000	\$ 2,500,000
Total Golf CIP Projects	\$	— \$	— \$	— \$	— \$	— \$	— \$ 17,387,321	\$ 17,387,321

Salt Lake City
General Fund / Class C / Impact Fee / 1/4 Cent & 5th 5th Sales Tax / Enterprise Fund / Other CIP Summary
Fiscal Year 2027

	PROJECT	GF	Restricted Property Tax	FOF	CLASS C	IMPACT FEES	¼¢ & 5th 5th SALES TAX	OTHER	TOTAL
Public Utilities CIP Projects									
Public Utilities	Water Main Replacements							\$ 23,185,000	\$ 23,185,000
	Treatment Plant Improvements							\$ 48,800,000	\$ 48,800,000
	Deep Pump Wells; Pumping Plants and Pump Houses							\$ 1,500,000	\$ 1,500,000
	Meter Change-Out Program							\$ 4,000,000	\$ 4,000,000
	Water Service Connections							\$ 5,250,000	\$ 5,250,000
	Storage Reservoirs							\$ 1,150,000	\$ 1,150,000
	Culverts, Flumes & Bridges							\$ 1,500,000	\$ 1,500,000
	Distribution Reservoirs (Tanks)							\$ 4,325,000	\$ 4,325,000
	Maintenance & Repair Shops (Water Utility)							\$ 24,000,000	\$ 24,000,000
	Treatment Plants (Sewer Utility)							\$ 19,021,603	\$ 19,021,603
	Collection Lines							\$ 14,285,162	\$ 14,285,162
	Storm Drain Lines							\$ 5,152,000	\$ 5,152,000
	Riparian Corridor Improvements							\$ 450,000	\$ 450,000
	Landscaping							\$ 50,000	\$ 50,000
	Storm Water Lift Stations							\$ 766,000	\$ 766,000
Detention Basins							\$ 80,000	\$ 80,000	
Street Lighting Projects							\$ 1,440,000	\$ 1,440,000	
	Total Public Utilities CIP Projects	\$—	\$—	\$—	\$—	\$—	\$—	\$154,954,765	\$154,954,765
Community Reinvestment Agency (CRA) CIP Projects									
CRA	Japantown Art							\$ 100,000	\$ 100,000
	Civic Center							\$ 2,200,000	\$ 2,200,000
	500 West Improvements							\$ 3,300,000	\$ 3,300,000
	Total CRA CIP Projects	\$	— \$	— \$	— \$	— \$	— \$	\$ 5,600,000	\$ 5,600,000

Salt Lake City General Fund / Class C / Impact Fee / 1/4 Cent & 5th 5th Sales Tax / Enterprise Fund / Other CIP Summary Fiscal Year 2027								
PROJECT	GF	Restricted Property Tax	FOF	CLASS C	IMPACT FEES	¼¢ & 5th 5th SALES TAX	OTHER	TOTAL
Sustainability CIP Projects								
Delong Street Operations Yard Improvement							\$ 250,000	\$ 250,000
Total Sustainability CIP Projects	\$ —	\$ —	\$ —	\$ —	\$ —	\$ —	\$ 250,000	\$ 250,000
Total Enterprise and Other Fund CIP	\$ —	\$ —	\$ —	\$ —	\$ —	\$ —	\$ 312,601,086	\$ 312,601,086
GRAND TOTAL	\$ 12,831,337	\$ 6,463,036	\$ 3,100,000	\$ 4,652,515	\$ 10,463,375	\$ 9,894,170	\$ 313,276,386	\$ 360,680,819

Salt Lake City Impact Fee Summary Fiscal Year 2027

PROJECT		Parks Impact Fees	Streets Impact Fees	TOTAL
Impact Fee Projects				
Impact Fees	Traffic Signal Replacements & Upgrades 2027		\$ 200,000	\$ 200,000
	Vision Zero Corridors & Safety Improvements Citywide 2027		\$ 230,000	\$ 230,000
	Parks' Legal Compliance with 2010 ADA Standards for Accessible Design Program	\$ 324,400		\$ 324,400
	Safe, Open and Clean Park Restroom Program (New Restroom)	\$ 568,000		\$ 568,000
	Wasatch Hollow Dog Park	\$ 556,000		\$ 556,000
	New Park Lighting to Improve Safety and Access	\$ 460,000		\$ 460,000
	Glendale Park Sport Court Lighting	\$ 955,000		\$ 955,000
	Glendale Park	\$ 6,000,000		\$ 6,000,000
	Total Impact Fee by Type	\$ 8,863,400	\$ 430,000	\$ 9,293,400

Salt Lake City Unfunded Projects Fiscal Year 2027

	Organization Name	Proposal Title	Project Address Location	General Funds	Total
Unfunded Projects	Public Lands	Lighting Replacement to Improve Safety And Access	Citywide	\$ 564,000	\$ 564,000
	Public Services	Transit Capital Program 2027	Citywide	\$ 500,000	\$ 500,000
	Public Services	Plaza 349 Balconies and Masonry Repairs and Improvements	349 S 200 E, Salt Lake City, UT 84111	\$ 750,000	\$ 750,000
	Public Services	Demolition of Colfax and Odyssey House	223 Colfax Avenue, Salt Lake City, UT 84111 623 S 200 E, Salt Lake City, UT 84111	\$ 80,000	\$ 80,000
	Public Lands	Irrigation Upgrades and Supportive Waterwise Landscaping Program	Citywide	\$ 1,200,000	\$ 1,200,000
	Transportation	Bikeway Gaps 2027	Citywide	\$ 125,000	\$ 125,000
	Public Lands	Civic Center Construction Documents (from 200 East to the Western Library Square Crescent Wall)	442 S 200 E, Salt Lake City, UT 84111	\$ 2,200,000	\$ 2,200,000
	Constituent	Repave Alley #4195	Alley #4195 between 1100 East and 1200 East, Approx. 875 South, Salt Lake City, UT 84102	\$ 302,000	\$ 302,000
	Constituent	Traffic Circle 700 S 500 West	700 South 500 West, Salt Lake City, UT 84101	\$ 577,000	\$ 577,000
	Public Services	Access Control Transition to S2	Citywide	\$ 300,000	\$ 300,000
	Constituent	Poplar Grove 500 S Traffic Calming	900 West to the Jordan River Trail on 500 South, Salt Lake City, UT 84104	\$ 464,000	\$ 464,000
	Public Services	Fire Training Grounds Site Improvements	1600 Industrial Rd, Salt Lake City, UT 84104	\$ 1,000,000	\$ 1,000,000
	Transportation	Missing Sidewalks	Citywide	\$ 125,000	\$ 125,000
	Constituent	Slow Down Liberty Wells South	1700 South to 2100 South, 300 East to 600 East, Salt Lake City, UT 84115 & 84105	\$ 517,000	\$ 517,000
	Constituent	Emerson Street 1500 East -1600 East Replacement	Emerson Ave (1500 South) 1500 East to 1600 East, Salt Lake City, UT 84105	\$ 390,000	\$ 390,000
	Constituent	Central 9th and Ballpark Traffic Safety Improvements	Jefferson St and 900 South Salt Lake City, Utah 84101 Washington St and 900 South Salt Lake City, Utah 84101 West Temple and 900 South Salt Lake City, Utah 84101 West Temple and State Street Salt Lake City, Utah 84101 West Temple to 200 W on Mead Ave Salt Lake City, Utah 84101	\$ 138,000	\$ 138,000
	Constituent	Texas Street Replacement	1874 to 1977 S Texas Street, Salt Lake City, UT 84108	\$ 769,000	\$ 769,000

Organization Name		Proposal Title	Project Address Location	General Funds	Total
Unfunded Projects (Continued)	Constituent	Active Transportation User Improvements - Glendale	Glendale, District 2, Salt Lake City, UT 84104: - Jordan River Trail/California Ave crossing near 1126 California Ave (Between Livable Streets Zone 18 & 48) (Along UTA Bus line 9 & 513) - California Ave between Redwood Road and Utah Street (Between Livable Streets Zone 52 and 36) (Along UTA Bus line 513) - Navajo St Circle, 1152 Navajo St, Salt Lake City, UT 84104 (Between Livable Streets Zone 12 & 52) (Along UTA Bus line 9) - Navajo St & Glendale Dr intersection, 1192-1198 Glendale Dr, Salt Lake City, UT 84104 (Livable Streets Zone 52) (Along UTA Bus line 9)	\$ 735,000	\$ 735,000
	Constituent	Nibley Park School Crossing	2785 S 800 E, Salt Lake City, Utah, 84106	\$ 140,000	\$ 140,000
	Constituent	Proposal for Traffic Calming and Pedestrian Safety Improvements	300 E between 900 S and 1300 S and Hubbard Avenue between 200 E and 300 E, Salt Lake City, Utah 8411	\$ 705,000	\$ 705,000
	Public Services	Fire Alarm Additions	Citywide	\$ 1,000,000	\$ 1,000,000
	Constituent	Jordan Park Basketball Court	1060 South 900 West, Salt Lake City, Utah 84104	\$ 552,000	\$ 552,000
	Constituent	Playground Shade	Multiple playgrounds, Citywide	\$ 579,000	\$ 579,000
	Constituent	Safe Routes to Beacon Heights, Hillside, and Cosgriff	The neighborhood that is generally bounded by Parleys Way (on the south), Nevada Street (on the west), 2500 E (on the east), and Blaine Avenue (on the north). Generally the neighborhood streets around Beacon Heights Elementary, Hillside Middle School, and Cosgriff private school	\$ 438,000	\$ 438,000
	Constituent	Curtis Park Playground Replacement	1421 S 2200 E Salt Lake City 84108	\$ 433,000	\$ 433,000
	Public Lands	9-Line Greening: Transforming 9.5 Blocks of 900 South from Gray to Green	900 South, from 650 West to 500 East, Salt Lake City, UT	\$ 2,000,000	\$ 2,000,000
	Constituent	800 E Traffic Islands	800 E from 1700S to 2100S, Salt Lake City, UT 84105	\$ 1,400,000	\$ 1,400,000
	Constituent	Gregson Avenue / Lincoln Street Asphalt Speed Bumps	949 East Gregson Avenue, Salt Lake City, UT 84106 and 3085 South Lincoln Street, Salt Lake City UT 84106	\$ 60,000	\$ 60,000
	Constituent	700 South Neighborhood Byway and 700 East Crossing	700 South 700 East, Salt Lake City, Utah 84102	\$ 1,119,000	\$ 1,119,000
	Public Services	Justice Courts Interim Improvements	333 S 200 E, Salt Lake City, UT 84111	\$ 450,000	\$ 450,000
	Constituent	McClelland Trail Safety Improvements	McClelland trail between 1560 S and 1300 S (Bryan, Kensington, Emerson, Roosevelt, Browning, and Harrison Avenue), Salt Lake City, 84015	\$ 571,000	\$ 571,000
	Constituent	Repave Alley 3rd & 4th Ave, and Alta & Virginia	Alley between 3rd and 4th avenue and Virginia and Alta streets Salt Lake City, Utah 84103.	\$ 214,000	\$ 214,000

Organization Name		Proposal Title	Project Address Location	General Funds	Total
Unfunded Projects (Continued)	Constituent	Roxbury & Kensington Pedestrian Safety	Kensington Avenue, from Wasatch Drive to Indian Hills Dr, Salt Lake City, UT, 84108 Roxbury Road, from 1300 S to Canterbury Dr., SLC, UT 84108	\$ 380,000	\$ 380,000
	Constituent	Main & Broadway Street Activation	10 West Broadway, Salt Lake City, Utah 84101	\$ 247,000	\$ 247,000
	Constituent	1300 South CIP	North curb of 1300 South at its intersection with Foothill Boulevard on the south side of 1300 South to the west side of the intersection of 1300 S / 2300 E. This would essentially create a project corridor from Foothill Boulevard to 2300 East. Salt Lake City UT 84108	\$ 278,000	\$ 278,000
	Constituent	Greenway Connector - Chapman Library to Jordan River Parkway	600 South - between 900 West and 1000 West, Salt Lake City, UT 84104	\$ 528,000	\$ 528,000
	Constituent	Safe Side Street North Extension	1000 East between 1700 South - Garfield Avenue (1860 South) Blaine Avenue 900 East - 1100 East Wilson Avenue 900 East - 1100 East Salt Lake City, UT 84105	\$ 412,000	\$ 412,000
	Constituent	700 E Beautification Project	1300 S to 2100 S on 700 E, Salt Lake City, UT 84105	\$ 2,328,000	\$ 2,328,000
	Constituent	Pedestrian Placemaking at the Ballpark Library Lab	1406 S. West Temple St. Salt Lake City, UT 84115	\$ 140,000	\$ 140,000
	Constituent	Traffic Calming for Sherman Avenue	Sherman Avenue (1335 South) between 1300 East and 1500 East, Salt Lake City, UT 84105	\$ 72,000	\$ 72,000
	Constituent	Median Conversion to Parklet	2518 E Skyline Dr. Salt Lake City, UT 84108 , (Median grass island)	\$ 52,000	\$ 52,000
	Constituent	First Encampment Park	1704 South 500 East, Salt Lake City, Utah 84115	\$ 53,000	\$ 53,000
	Constituent	Sunnyside Ave & Amanda Safe Street Crossing	Street block coordinates are Sunnyside Avenue (850 South) at Amanda Avenue, Salt Lake City, UT 84105	\$ 350,000	\$ 350,000
	Constituent	Virginia Street Safety and Mobility Improvements	70 Virginia Street, Salt Lake City, 84103 to 357 Virginia Street, Salt Lake City, 84103	\$ 161,000	\$ 161,000
	Constituent	Atkin Avenue Curb and Gutter	1300 Atkin Avenue, Salt Lake City, UT, 84106 1350 Atkin Avenue, Salt Lake City, UT 84106	\$ 218,000	\$ 218,000
	Constituent	Outdoor Calisthenics Equipment	1060 S 900 W, Salt Lake City, UT 84104	\$ 87,000	\$ 87,000
	Constituent	Rosslyn Heights Corridor Island	2000 East Street, between 2280-2300 South, Salt Lake City, UT 84106	\$ 487,000	\$ 487,000
	Public Lands	Event Infrastructure for Vibrant, Safe City Parks Program	1700 South River Park: 1200 W 1700 S, Salt Lake City, UT 84104	\$ 580,000	\$ 580,000
	Constituent	Public Pet Memorial	Bend in the River - Closest address 1005 Fremont Ave W Hidden Hollow - Closest address 1165 Wilmington Ave Or other location as deemed appropriate by Public Lands staff	\$ 200,000	\$ 200,000
	Constituent	Nature Park at Bonneville Golf Course	Bonneville Golf Course, Salt Lake City, UT 84108	\$ 1,268,000	\$ 1,268,000
Constituent	Hubbard Ave (200 East to 300 East)	200/300 Block of Hubbard Avenue, Salt Lake City, UT 84111	\$ 100,000	\$ 100,000	
Total Unfunded CIP Projects				\$ 28,338,000	\$28,338,000

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Debt Service *Capital Improvement* Program



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Sales and Excise Tax Revenue Bonds, Series 2014B

2027 Budget	Type of Debt	Origination Date	Final Payment	Funding Source
\$734,000	Sales Tax Revenue Bonds	September 2014	October 1, 2034	General Fund

Sales and Excise Tax Revenue Bonds, Series 2014B, were issued in September 2014 for the purpose of acquiring, constructing, remodeling, and improving of various City buildings, parks, property, and roads.

The Series 2014B bonds were issued with a par amount of \$10,935,000. As of June 30, 2026, \$5,855,000 in principal remains outstanding.

Principal is due annually on October 1. Interest is due semi-annually on April 1 and October 1. The bonds mature on October 1, 2034.

Sales and Excise Tax Revenue Refunding Bonds, Series 2016A

2027 Budget	Type of Debt	Origination Date	Final Payment	Funding Source
\$1,944,550	Sales Tax Revenue Bonds	June 2016	October 1, 2028	General Fund

Sales and Excise Tax Revenue Refunding Bonds, Series 2016A, were issued in June 2016 to refund a portion of the Series 2009A Bonds. The Series 2009A Bonds were originally issued to finance all or a portion of the acquisition, construction, improvement and remodel of the new Public Services maintenance facility, a building for use as City offices and other capital improvements within the City.

Fleet contributes 13.9%, Refuse contributes 13%, and the general fund contributes 73.1% of the debt service on the Maintenance Facility Program portion of the bonds.

The Series 2016A bonds were issued with a par amount of \$21,715,000. As of June 30, 2026, \$7,315,000 in principal remains outstanding.

Principal is due annually on October 1. Interest is due semi-annually on April 1 and October 1. The bonds mature on October 1, 2028.

Sales and Excise Tax Revenue Refunding Bonds, Series 2019A

2027 Budget	Type of Debt	Origination Date	Final Payment	Funding Source
\$349,750	Sales Tax Revenue Bonds	December 2019	April 1, 2027	General Fund

Sales and Excise Tax Revenue Refunding Bonds, Series 2019A, were issued in December 2019 to refund a portion of the Series 2007A Bonds. The Series 2007A Bonds were originally issued to fund the TRAX Extension to the Intermodal Hub and Grant Tower improvements to realign rail lines near downtown.

The Series 2019A bonds were issued with a par amount of \$2,620,000. As of June 30, 2026, \$340,000 in principal remains outstanding.

Principal is due annually on April 1. Interest is due semi-annually on April 1 and October 1. The bonds mature April 1, 2027.

Sales and Excise Tax Revenue Refunding Bonds, Series 2021

2027 Budget	Type of Debt	Origination Date	Final Payment	Funding Source
\$—	Sales Tax Revenue Bonds	December 2021	October 1, 2034	General Fund/Library

Sales and Excise Tax Revenue Refunding Bonds, Series 2021, were issued in December 2021 to refund a portion of the Series 2013B Bonds and a portion of the LBA Series 2013A and 2014A Bonds.

The Series 2021 bonds were issued with a par amount of \$15,045,000. A portion of the debt service is paid by the Library for the LBA 2013A and 2014A (Glendale and Marmalade libraries). As of June 30, 2026, \$11,810,000 in principal remains outstanding.

Principal is due annually on October 1. Interest is due semi-annually on April 1 and October 1. The bonds mature October 1, 2034.

Sales and Excise Tax Revenue Refunding Bonds, Series 2022A

2027 Budget	Type of Debt	Origination Date	Final Payment	Funding Source
\$—	Sales Tax Revenue Bonds	January 2022	October 1, 2032	General Fund/CRA

Sales and Excise Tax Revenue Refunding Bonds, Series 2022A, were issued in January 2022 to refund the Series 2012A Bonds. The Series 2012A Bonds were originally issued to fund the construction and improvement of various City roads, including the replacement of the North Temple Viaduct and improving North Temple Boulevard.

The Series 2022 A bonds were issued with a par amount of \$8,900,000. As of June 30, 2026, \$6,350,000 in principal remains outstanding.

The debt service is currently mostly funded by tax increment revenue from the CRA related to the North Temple Viaduct project. General Fund pays debt service when the tax increment revenue does not fully cover the debt service and for the North Temple Boulevard portion.

Principal is due annually on October 1. Interest is due semi-annually on April 1 and October 1. The bonds mature October 1, 2032.

Sales and Excise Tax Revenue Bonds, Series 2022B

2027 Budget	Type of Debt	Origination Date	Final Payment	Funding Source
\$2,003,500	Sales Tax Revenue Bonds	November 2022	October 1, 2042	General Fund

Sales and Excise Tax Revenue Bonds, Series 2022C

2027 Budget	Type of Debt	Origination Date	Final Payment	Funding Source
\$3,091,172	Sales Tax Revenue Bonds	November 2022	October 1, 2032	General Fund

Sales and Excise Tax Revenue Bonds, Series 2022B&C, were issued in November 2022 to finance all or a portion of the cost of acquiring, constructing and improving capital improvement projects, including: City Cemetery irrigation and road repairs and reconstruction; Pioneer Park; 600 North Corridor; new radio towers for City communication; an upgrade of the electrical transformer at the Central Plant and emergency back-up generators; Westside railroad quiet zones; Warm Spring Plunge structure stabilization; Smith's Ballpark; urban wood re-utilization equipment and storage additions; and Fisher Mansion stabilization; and various other capital improvement program projects.

The Series 2022B bonds were issued with a par amount of \$40,015,000. As of June 30, 2026, \$40,015,000 in principal remains outstanding.

The first Principal payment is due on October 1, 2033 and annually thereafter on October 1. Interest is due semi-annually on April 1 and October 1. The bonds mature October 1, 2042.

The Series 2022C bonds were issued with a par amount of \$24,240,000. As of June 30, 2026, \$18,175,000 in principal remains outstanding.

Principal is due annually on October 1. Interest is due semi-annually on April 1 and October 1. The bonds mature October 1, 2032.

ESCO Steiner Lease Debt Service

2027 Budget	Type of Debt	Origination Date	Final Payment	Funding Source
\$337,082	Capital Lease	January 2013	July 2029	County

This lease was entered into by Public Services to acquire energy efficient-equipment for Steiner. Since the costs of this facility is shared 50% with the County, the County pays 50% of this lease payment.

ESCO Parks Lease Debt Service

2027 Budget	Type of Debt	Origination Date	Final Payment	Funding Source
\$516,904	Capital Lease	August 2012	January 2029	General Fund

This lease was entered into by Public Services to acquire energy-efficient equipment for City parks.

Lease Revenue Bonds, Series 2016A

2027 Budget	Type of Debt	Origination Date	Final Payment	Funding Source
\$497,050	LBA Lease Revenue Bonds	March 2016	April 15, 2037	Impact Fees

The Local Building Authority of Salt Lake City (LBA of SLC) issued the Lease Revenue Bonds, Series 2016A in March 2016 for the purpose of financing a portion of the construction costs of the Fire Station #14 Project.

The Series 2016A bonds were issued with a par amount of \$6,755,000. As of June 30, 2026, \$4,350,000 in principal remains outstanding.

Principal is due annually on April 15. Interest is due semi-annually on April 15 and October 15. The bonds mature on April 15, 2037.

Lease Revenue Bonds, Series 2017A

2027 Budget	Type of Debt	Origination Date	Final Payment	Funding Source
\$672,925	LBA Lease Revenue Bonds	April 2017	April 15, 2038	Impact Fees

The Local Building Authority of Salt Lake City (LBA of SLC) issued the Lease Revenue Bonds, Series 2017A in April 2017 for the purpose of financing a portion of the construction costs of the Fire Station #3 Project.

The Series 2017A bonds were issued with a par amount of \$8,115,000. As of June 30, 2026, \$5,935,000 in principal remains outstanding.

Principal is due annually on April 15. Interest is due semi-annually on April 15 and October 15. The bonds mature on April 15, 2038.

Federally Taxable Sales and Excise Tax Revenue Refunding Bonds, Series 2019B

2027 Budget	Type of Debt	Origination Date	Final Payment	Funding Source
\$—	Sales Tax Revenue Bonds	December 2019	April 1, 2038	CRA

Federally Taxable Sales and Excise Tax Revenue Bonds, Series 2013A, were issued in October 2013 for the purpose of financing a portion of the costs of acquiring, constructing, and equipping a performing arts center and related improvements. The Series 2013A Bonds were refunded with the Federally Taxable Sales and Excise Tax Revenue Refunding Bonds, Series 2019B.

The CRA pays the full amount of the debt service for the Series 2019B bonds. However, if the CRA is unable to pay any of the debt service, the City's General Fund would be responsible for it.

The total par amount of bonds issued was \$58,540,000. As of June 30, 2026, \$55,290,000 in principal remains outstanding.

Principal is due annually on April 1. Interest is due semi-annually on April 1 and October 1. The bonds mature on April 1, 2038.

ONGOING COMMITMENTS FROM GENERAL FUND AND OTHER SOURCES**City Leases for Police Facilities Payments**

2027 Budget		Origination Date		Funding Source
\$1,220,000				General Fund

Yearly payments for City Leases for Police facilities including the Community Connections Center, Crime Lab, Downtown Central Precinct, and the North Temple Substation.

Facilities Maintenance

2027 Budget		Origination Date		Funding Source
\$350,000				General Fund

The Facilities ongoing CIP funding will be used to replace a variety of capital assets. The purpose is to stop problems early on and prevent larger catastrophic failures of equipment and systems in the City's building stock.

Urban Trail Maintenance

2027 Budget		Origination Date		Funding Source
\$200,000				¼ Cent Tax

These funds will be used to fund contractors, equipment, and material to maintain urban trails and trail segments that potentially come online during the fiscal year. The maintenance of these trails is necessary to keep them safe for all that use them and so they can be used year-round.

Public Lands Maintenance

2027 Budget		Origination Date		Funding Source
\$250,000				General Fund

The Parks ongoing CIP funding will be used to replace a variety of capital assets. The purpose is to stop problems early on and prevent larger failures in the City's park stock.

Percent for Art

2027 Budget		Origination Date		Funding Source
\$151,500				General Fund

To provide enhancements such as decorative pavement, railings, sculptures, and other works of art. (1.5% of CIP)

Cost Overrun

2027 Budget		Origination Date		Funding Source
\$202,000				General Fund

Funding set aside to cover unforeseen costs of projects.

CIP Memorial House

2027 Budget		Origination Date		Funding Source
\$20,000				Other - Rental

A revenue cost center has been established to receive revenue payments from the Utah Heritage Foundation. Monthly payments are received and are to be re-invested in the facility to maintain the property. Plans for the use of the funding is to be determined.

Vacant City-owned Property Maintenance and Development

2027 Budget		Origination Date		Funding Source
\$500,000				Surplus Land

Salt Lake City Corporation holds several properties in its real estate inventory that are not used for City functions but that are either vacant or are leased to third parties. This fund is for the maintenance, security, and improvement of these properties.

General Fund *Capital Projects*



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Project Title:	Street Reconstruction 2027
Project Address:	Citywide

Project Description:
 This program funds reconstructions of Salt Lake City streets including associated design improvements for walking, bicycling, and transit, as required by City Ordinance and federal law. When a street is reconstructed, the entire right of way is surveyed and deficiencies corrected to all elements including roadway, drainage, sidewalks, and street trees. The program meets all federal Americans With Disability Act (ADA) requirements, which are always triggered with a complete reconstruction. This year's funding request is higher than FY26's \$4.5 million to allow reconstruction of more lane miles, in keeping with the ongoing deterioration of the city's street network.

Streets tentatively to include: 200 S (Univ St to 1300 E) in prep for S Davis Connector; 600 East (100 S to 400 S) in combination with FY26 constituent CIP; Gilmer Dr. (Douglas to 1300 E); 900 South (Diestel to LeGrande); Military Dr. (900 S to 1700 E); Emerson Ave (1500 E to 1700 E); Texas St. (N terminus to 2100 S); Belaire Dr (Scenic to Glen Oaks); and 500 West (600 S to 900 S). This is the first year without funds from the 2018 Streets Bond; ideal funding would be closer to \$50-60 million per year.



Proposal ID:	FY27-CAP-1
Department:	CAN - Engineering
Project Type:	Capital
Category:	Renewal

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund			
Restricted Property Tax		\$627,915	
Class C Funds	\$4,500,000	\$4,652,515	
Impact Fee Funds			
¼ Cent & 5th 5th Tax	\$2,989,500	\$3,047,070	
TOTAL:	\$7,489,500	\$8,327,500	

Estimated Future Maintenance and/or Operational Expense:
 This project is expected to decrease the expenses of the Streets Division in maintaining pavement and street signs but may increase maintenance costs for ADA crosswalks and other updated facilities incorporated into the street.

Project Title:	Sugar House Park 50/50 Match
Project Address:	Sugar House Park, 1330 2100 S, Salt Lake City, UT 84106

Project Description:
 This project (a 50/50 cost share with Salt Lake County) will make a critical infrastructure improvement to Sugar House Park. The replacement of the culinary waterline, which is nearing the end of its useful life and may soon be in a state of critical failure. Failure of the water line would result in park closure and significant emergency maintenance costs.



Proposal ID:	FY27-CAP-23
Department:	Public Lands
Project Type:	Capital
Category:	Renewal

Proposed Infrastructure

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund	\$1,000,000		
Restricted Property Tax		\$1,000,000	
Class C Funds			
Impact Fee Funds			
TOTAL:	\$1,000,000	\$1,000,000	

Estimated Future Maintenance and/or Operational Expense:
 Decreased operating cost for water line, by approximately \$8,000-\$10,000 annually.

Project Title:	GREENbike Federal Grant Match 2027; Bike Rack Replacements
Project Address:	Citywide

Project Description:
 Salt Lake City's bike share system, GREENbike, has received \$792,455 in federal funds that require \$57,545 in city match. This funding will be used to replace old, rusting, falling-apart stations. GREENbike's oldest equipment is over 12 years old and has been exposed to weather and the public 24/7/365. The balance of this funding request will be used to replace old, rusted, bent, or missing bike racks and/or bike corrals which primarily support Salt Lake City's local business districts and nodes, including many small retail and restaurant businesses. Federal grants: Congestion Mitigation & Air Quality Program (CMAQ) and Transportation Alternatives Program (TAP).



Proposal ID:	FY27-CAP-4
Department:	CAN - Transportation
Project Type:	Capital
Category:	Renewal

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund			
Class C Funds			
Impact Fee Funds			
¼ Cent & 5th 5th Tax	\$65,000	\$65,000	
TOTAL:	\$65,000	\$65,000	

Estimated Future Maintenance and/or Operational Expense:
 Capital investments in GREENbike will decrease maintenance needs. The annual maintenance impact for bike racks is unknown because bike rack damage has not been tracked historically. Bike racks are now inventoried in Cartegraph (the City's asset management system) and an estimate will be available in the future.

Project Title:	Public Way Concrete Replacement & Rehabilitation 2027
Project Address:	Citywide

Project Description:
Funds replacement of concrete street panels, broken sidewalks, and rehabilitation such as sawcutting & labjacking for safety considerations. This program has great need and could easily use \$1.5 million per year. 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.



Proposal ID:	FY27-CAP-19
Department:	Public Services- Streets
Project Type:	Capital
Category:	Renewal

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund			
Class C Funds			
Impact Fee Funds			
¼ Cent & 5th 5th Tax	\$750,000	\$750,000	
TOTAL:	\$750,000	\$750,000	

Estimated Future Maintenance and/or Operational Expense:
No budget impact, preserves existing concrete assets while reducing ongoing maintenance requirements.

Project Title:	Traffic Signal Replacements & Upgrades 2027
Project Address:	Citywide

Project Description:
 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 \$2.5 million seeks to fund full replacement of 4 ranked signals in failing condition with structural and/or equipment deficiencies, plus 6 capital upgrades to detection and/or communications equipment. Locations tentatively to include: 1300 E 100 S; Main St. North Temple; 600 E 500 S; 500 E 600 S. Alternates: Arapeen / Sunnyside; 1300 E 200 S.



Proposal ID:	FY27-CAP-2
Department:	CAN - Transportation
Project Type:	Capital
Category:	Renewal

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund			
Class C Funds			
Impact Fee Funds		\$200,000	
¼ Cent & 5th 5th Tax	\$2,000,000	\$1,800,000	
TOTAL:	\$2,000,000	\$2,000,000	

Estimated Future Maintenance and/or Operational Expense:
 This project is expected to decrease the expenses of the Streets Division in maintaining aging signals.

Project Title:	Street Overlay 2027
Project Address:	Citywide

Project Description:
Short segments of streets focused on preventing deterioration that would require a full reconstruction. Includes streets in livable streets zones and along neighborhood byways. Streets tentatively to include: 1000 North (Featherstone Drive to Redwood Road); 1200 West (1400 South to Andrew Avenue); 1500 West (Hayes Avenue to American Avenue); Alta Street (Federal Heights Drive to Fairfax Road); Connor Street (Sunnyside Avenue to 900 South); Livingston Avenue (Star Crest Drive to Omni Drive); Omni Drive (Omni Avenue to Livingston Avenue); South Temple Street (University Street to South Temple traffic circle); Village View Street (Village Hill Avenue to Village Park Avenue); Brava Street (Amiga Drive to cul-de-sac end); Reveille Circle (Colonel Road to cul-de-sac-end).



Proposal ID:	FY27-CAP-3
Department:	CAN - Engineering
Project Type:	Capital
Category:	Renewal

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund			
Class C Funds			
Impact Fee Funds			
Funding Our Future	\$1,842,500	\$1,842,500	
¼ Cent & 5th 5th Tax	\$1,457,500	\$1,457,500	
TOTAL:	\$3,300,000	\$3,300,000	

Estimated Future Maintenance and/or Operational Expense:
This project is expected to decrease the expenses of the Streets Division in maintaining pavement but may increase maintenance costs for ADA crosswalks or paint striping.

Project Title:	Safe, Open and Clean Park Restroom Program (Replacement)
Project Address:	Herman Franks Park: 1371 S 700 E, Salt Lake City, UT, 84105 Riverside Park: 1491 W 600 N, Salt Lake City, UT 84116

Project Description:
This project will fund the replacement of one failing restrooms of Salt Lake City's 47 park restrooms, and upgrade one (Riverside Park). Currently, many restrooms in the Public Lands' inventory are unsafe, frequently closed or unusable when they are intended to be open due to vandalism and misuse. New restrooms will improve safety and maintenance, and may be open for more of the year. All new restrooms will comply with the 2010 ADA Standards and increase accessibility.



Proposal ID:	FY27-CAP-26
Department:	Public Lands
Project Type:	Capital
Category:	Renewal

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund			
Class C Funds			
Impact Fee Funds			
Funding Our Future	\$1,136,000	\$1,136,000	
TOTAL:	\$1,136,000	\$1,136,000	

Estimated Future Maintenance and/or Operational Expense:
Directly and immediately decreases maintenance costs by up to \$10,000 citywide for two restroom replacements (approximately \$5,000 in maintenance savings per restroom per year)

Project Title:	Jordan Park Sewer and Stormwater Infrastructure Improvements
Project Address:	Jordan Park, 1060 S 900 W, Salt Lake City, UT 84104

Project Description:
Currently, the northern parking lot at Jordan Park is not appropriately connected to the City's stormwater and sewer systems, causing frequent back-ups into the parking lot and northern portion of the park. This emergency maintenance project would allow for adequate, safe connections to the City's sewer and stormwater systems and compliance with Public Utilities, alleviate maintenance burdens for Parks Division operations teams, and allow for safe and healthy park use by visitors.



Proposal ID:	FY27-CAP-22
Department:	Public Lands
Project Type:	Capital
Category:	Renewal

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund	\$300,000		
Restricted Property Tax		\$300,000	
Class C Funds			
Impact Fee Funds			
TOTAL:	\$300,000	\$300,000	

Estimated Future Maintenance and/or Operational Expense:
Direct decrease of up to \$3,000 annually.

Project Title:	Vision Zero Corridors & Safety Improvements Citywide 2027
Project Address:	Citywide

Project Description:
 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 countermeasures 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.
 The SS4A program funded a regional Comprehensive Safety Action Plan (CSAP) through the Wasatch Front Regional Council, with Salt Lake City as a partner. 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. This request seeks targeted funds to focus on those corridors with a significant crash history, and with characteristics that can be made safer with infrastructure investments.
 This program funds two aspects: (1) \$1.2 million Vision Zero Corridors Phase II, addressing key safety concerns on top three identified SLC corridors in Comprehensive Safety Action Plan: 900 West, 800 South, and Redwood Road. These 3 corridors were recommended in WFRC's 2024 Comprehensive Safety Action Plan for a total of \$128.5 million. SLC is selecting strategic and feasible projects within those recommendations to implement first. More expensive elements are likely to be grant funded and/or combined with future street reconstructions. (2) \$1.1 million safety improvements citywide including selected crosswalks near schools.



Proposal ID:	FY27-CAP-6
Department:	CAN - Transportation
Project Type:	Capital
Category:	New

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund	\$1,948,500		
Restricted Property Tax		\$1,948,500	
Class C Funds			
Impact Fee Funds	\$230,000	\$230,000	
Funding Our Future	\$121,500	\$121,500	
TOTAL:	\$2,300,000	\$2,300,000	

Estimated Future Maintenance and/or Operational Expense:
 Some departments and divisions may have increased operating expenses due to this project, such as concrete maintenance or traffic signal maintenance of new assets. Other departments may have decreased operating expenses, such as responses to traffic crashes or medical transport. These other agencies will be included in the planning and design process.

Project Title:	Urban Trails
Project Address:	Citywide

Project Description:
 This program implements recommendations from the council-adopted 2015 Pedestrian & Bicycle Master Plan, the 2024 Citywide Transportation Plan, and some recommendations from the 1992 Open Space Plan and the recent Reimagine Nature Public Lands Master Plan. This year's funding request will allow the design of the Red Butte Creek Trail, Airport Trail Rehabilitation, and the construction of active transportation gaps (missing sidewalks or bikeway gaps). The Urban Trails program is a partnership between Transportation and Public Lands, with both departments funding and implementing selected projects within the urban trails network.



Proposal ID:	FY27-CAP-5
Department:	CAN - Transportation
Project Type:	Capital
Category:	New

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund	\$450,000		
Restricted Property Tax		\$450,000	
Class C Funds			
Impact Fee Funds			
TOTAL:	\$450,000	\$450,000	

Estimated Future Maintenance and/or Operational Expense:
 Some departments and divisions may have increased operating expenses due to this project. These other agencies will be included in the planning and design process.

Project Title:	Facilities Replacement and Renewal
Project Address:	Citywide

Project Description:
<p>This program supports our goal of keeping City facilities safe, code-compliant, and functional by addressing existing building assets that are beyond their useful life, nearing or at failure, or no longer meeting operational needs. Asset management data (Cartegraph) and recent Facility Condition Assessment reports help identify likely priorities; this list is a starting point, but facility needs require flexibility to adapt to changing conditions, funding, and real-time insights. Consistent investment is critical and without it, the maintenance backlog will continue to grow, making it more difficult and costly to maintain safe, reliable, and compliant facilities. These investments help prevent failures, reduce emergency repairs, avoid service disruptions, and support ongoing regulatory compliance. Below are the definitions of priorities 1-4.</p> <ol style="list-style-type: none"> 1. Life Safety & Code Compliance - Assets that ensure the building is safe for occupancy and meets legal codes and emergency standards. 2. Structural Integrity & Envelope (Shell) - Assets that provide structural support and protect the building from external elements. 3. Core Infrastructure Systems (MEP) - Mechanical, electrical, and plumbing systems that support base building operations. 4. Operational Building Systems - Assets that support day-to-day function, accessibility, and internal operations.



Proposal ID:	FY27-CAP-10
Department:	Public Services- Facilities
Project Type:	Capital
Category:	Renewal

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund	\$2,737,500	\$1,600,879	
Restricted Property Tax		\$1,136,621	
Class C Funds			
Impact Fee Funds			
TOTAL:	\$2,737,500	\$2,737,500	

Estimated Future Maintenance and/or Operational Expense:
Reduced, repairing and replacing existing facility assets lowers ongoing maintenance needs.

Project Title:	Traffic Signal Capital Maintenance
Project Address:	Citywide

Project Description:
 This funding is to address the need for ongoing lifecycle replacement for traffic signal components/assets. This is to ensure long-term cost savings compared to reactive replacement. Traffic signals and pedestrian facilities are critical infrastructure components that directly affect safety, mobility, equity, and quality of life. It enhances accessibility for all users, including those with disabilities.



Proposal ID:	FY27-CAP-20
Department:	Public Services- Streets
Project Type:	Capital
Category:	Renewal

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund			
Class C Funds			
Impact Fee Funds			
¼ Cent & 5th 5th Tax	\$500,000	\$500,000	
TOTAL:	\$500,000	\$500,000	

Estimated Future Maintenance and/or Operational Expense:
 No budget impact, replacing existing signal assets lowers ongoing maintenance needs.

Project Title:	Street's Legal Compliance with 2010 ADA Standards for Accessibility
Project Address:	Citywide

Project Description:
 ADA Ramps provide a fully accessible public right-of-way, which is an unfunded federal mandate through the Americans with Disabilities Act of 1990. Cities are required to update ramps and ADA access to meet federal law (Americans with Disabilities Act - ADA), ensure safety and independence for people with limitations, which triggers requirements for compliant curb ramps to allow safe movement between streets and sidewalks. Outdated or missing ramps and sidewalks force people into the street, create hazards, and disconnect neighborhoods.



Proposal ID:	FY27-CAP-21
Department:	Public Services - Streets
Project Type:	Capital
Category:	Renewal

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund			
Class C Funds			
Impact Fee Funds			
¼ Cent & 5th 5th Tax		\$750,000	
TOTAL:		\$750,000	

Estimated Future Maintenance and/or Operational Expense:
 \$1,200 yearly. This project preserves and upgrades existing concrete assets to meet ADA compliance. While newer concrete has less maintenance, ADA ramps do require some specialized maintenance.

Project Title:	Washington Park Septic Expansion
Project Address:	Washington Park: 7945 E Mountain Dell Golf Rd, Salt Lake City, UT 84109

Project Description:
 Currently, the capacity of the septic system at Washington Park is insufficient to serve the current use. Due to the increased use (Salt Lake City's most reserved pavilions and event space) and the age and capacity of the current system, Parks Division staff spend considerable time pumping and maintaining the current system, which diminishes their capacity to maintain other parks and costs the City more money. By upgrading the system, maintenance time and frequency of pumping would decrease.



Proposal ID:	FY27-CAP-27
Department:	Public Lands
Project Type:	Capital
Category:	Renewal

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund			
Restricted Property Tax		\$950,000	
Class C Funds			
Impact Fee Funds			
TOTAL:		\$950,000	

Estimated Future Maintenance and/or Operational Expense:
 Direct and significant decrease up to \$80,000 annually in maintenance, operations, and emergency repair costs.

Project Title:	Parks' Legal Compliance with 2010 ADA Standards for Accessible Design Program
Project Address:	Citywide

Project Description:
 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. Three types of park infrastructure at up to seven parks 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; (4) access to and within restrooms. This is a build-to-budget request.



Proposal ID:	FY27-CAP-29
Department:	Public Lands
Project Type:	Capital
Category:	Renewal



Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund			
Class C Funds			
Impact Fee Funds		\$324,400	
¼ Cent & 5th 5th Tax		\$486,600	
TOTAL:		\$811,000	

Estimated Future Maintenance and/or Operational Expense:
 Neutral maintenance impact for existing infrastructure to be upgraded, but increase in maintenance for new infrastructure, between \$1,000 and \$4,000 per site annually.

Project Title:	Highland Park Elementary Sidewalks (Kenwood & Atkin)
Project Address:	Kenwood St and Atkin Avenue, Salt Lake City, UT 84106

Project Description:
 A portion of Highland Park Elementary's designated "Safe Routes to School" is lacking sidewalks and curb & gutter. It is on Kenwood Street, right at the school's west exit and continues on Atkin Avenue until the crosswalk (with a crossing guard) on Imperial Street. It is a high traffic area, with many students walking or biking in an area with limited visibility, no safe pathway, and many cars. It is dangerous we want our students to be able to safely walk and bike to school.



Proposal ID:	509197
Department:	CAN - Engineering
Project Type:	Capital
Category:	New - Constituent

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund			
Class C Funds			
Impact Fee Funds			
¼ Cent & 5th 5th Tax	\$213,000	\$213,000	
TOTAL:	\$213,000	\$213,000	

Estimated Future Maintenance and/or Operational Expense:
 Some departments and divisions may have increased operating expenses due to this project. These other agencies will be included in the planning and design process.

Project Title:	1700 South Neighborhood Byway Crossings
Project Address:	1700 South 600 East, Salt Lake City, Utah 84102

Project Description:
 The 1700 South Neighborhood Byway Crossings CIP aims to make safety improvements to intersections with neighborhood byways from 200 East to 1200 East. 6 neighborhood byways cross 1700 South through this stretch, with many of these critical crossings lacking any kind of increased visibility, traffic control, or protection for people walking or biking on these byways and attempting to cross 1700 South, greatly hindering the connectivity of these routes. This CIP focuses on the crossings at 200 East, 400 East, 800 East, 1000 East, and 1200 East (McClelland Trail), covering the Liberty Wells, East Liberty Park, and Sugar House communities. The crossing improvements would utilize strategies to reduce the crossing distance, improve visibility, and provide physical refuge for pedestrians and cyclists, including bulb-outs and refuge islands. This corridor provides access to schools, grocery stores, local businesses, parks, and lots of housing, and these improvements could greatly improve the active transportation network and access to Bus Route 17. 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.



Proposal ID:	508983
Department:	CAN - Transportation
Project Type:	Capital
Category:	New - Constituent

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund			
Class C Funds			
Impact Fee Funds			
¼ Cent & 5th 5th Tax	\$263,000	\$263,000	
TOTAL:	\$263,000	\$263,000	

Estimated Future Maintenance and/or Operational Expense:
 Some departments and divisions may have increased operating expenses due to this project. These other agencies will be included in the planning and design process.

Project Title:	EV Charging PSB Phase III
Project Address:	475 S 300 E, Salt Lake City, UT 84111

Project Description:
 We are requesting funding for Phase 3, the final phase, of the EV charging infrastructure project at the Salt Lake City Public Safety Building, a critical facility supporting Police, Fire, the Emergency Operations Center, and combined dispatch. The overall project provides 20 Level 2 charging ports to support approximately 50 Public Services, Police, and Fire vehicles.
 Phases 1 and 2 establish the necessary electrical infrastructure, including a new utility transformer and supporting upgrades identified by Kimley-Horn & Sawatch. Phase 3 completes the project by installing the remaining chargers, allowing the charging system to be fully utilized as designed and ensuring the facility can support the City's expanding EV fleet.



Proposal ID:	FY27-CAP-18
Department:	Public Services - Facilities
Project Type:	Capital
Category:	New

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund		\$80,000	
Class C Funds			
Impact Fee Funds			
TOTAL:		\$80,000	

Estimated Future Maintenance and/or Operational Expense:
 The anticipated cost for the Facilities Division to maintain is \$0 - \$1,200 per station per year or maintenance could be contracted out for a flat rate of a few hundred dollars per station per year.

Project Title:	Rose Park Safe Routes to School Crossing Safety Improvements
Project Address:	1105 W 1000 N, Salt Lake City, UT 84116

Project Description:
 Rose Park Elementary has been collaborating with Bike Utah, the Rose Park Community Learning Center, and SLC Transportation since June 2024 to improve safety for students who walk and bike to school. The project purpose is to identify the safest routes to school for students and improve intersections where even the safest routes have barriers. This part of the project was informed by traffic safety data, 2 community bilingual open houses, and a bike safety audit during the 2024-25 school year, resulting in the Rose Park Elementary Safe Routes to School Assessment (attached). The school community and traffic safety data agreed: the crossings along 900W, particularly at the intersections of 800N and 900N, as well as Sterling Dr & American Dr, present major barriers for students trying to access the school neighborhood and other amenities from their apartments. Improvements to 900W are planned, however they do not reach this neighborhood. Rose Park Elementary, Bike Utah, and SLC Transportation are planning a quick-build installation for late October to address these crossings temporarily. However, the proposed permanent crossing solutions are appropriate and will bring relief to many students and other community members in this densely populated yet isolated block of the Rose Park neighborhood. The intersection of Sterling Dr and American Beauty Dr, where students frequently cross on their way to school, is only a two way stop and cars going north-south cut through the neighborhood. This application proposes to make the crossings on 900W at 800N and at 900N safer through infrastructure change via RRFB's, concrete islands, speed feedback signs, and school crosswalks. These measures will capture the attention of drivers and slow them down. We also propose adding stop signs at American Beauty Dr and Sterling Dr to create a four-way stop. Together, these measures will create a safer and more comfortable route for children walking, scooting, or biking to school.



Proposal ID:	509087
Department:	CAN - Transportation
Project Type:	Capital
Category:	New - Constituent

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund			
Class C Funds			
Impact Fee Funds			
1/4 Cent	\$362,000	\$362,000	
TOTAL:	\$362,000	\$362,000	

Estimated Future Maintenance and/or Operational Expense:
 Increased

Project Title:	Safe, Open and Clean Park Restroom Program (New Restroom)
Project Address:	11th Avenue Park: 581 Terrace Hills Dr, Salt Lake City, UT 84103

Project Description:
This project will fund the strategic installation of one new restroom in Salt Lake City. Currently, many restrooms in the Public Lands' inventory are unsafe, closed, or unusable when they are intended to be open due to poor design and vandalism. New restrooms will improve safety, maintenance, and may be open for more of the year. All new restrooms will comply with ADA and increase accessibility.



Proposal ID:	FY27-CAP-30
Department:	Public Lands
Project Type:	Capital
Category:	New

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund			
Class C Funds			
Impact Fee Funds	\$568,000	\$568,000	
TOTAL:	\$568,000	\$568,000	

Estimated Future Maintenance and/or Operational Expense:
Initial increase in operational costs due to new infrastructure, of approximately \$6,000-\$8,500 per restroom.

Project Title:	Wasatch Hollow Dog Park
Project Address:	Wasatch Hollow Park: 1650 E 1700 S, Salt Lake City, UT 84105

Project Description:
 During our meeting on June 25, 2025, the council discussed the current un-fenced, time-restricted off-leash dog area and its challenges. After thorough deliberation and community input, the Wasatch Hollow Community Council (WHCC) voted in favor of sending a recommendation to the City to fence an approximate 0.5-acre off-leash dog area within the park. The motion was passed with 28 votes in favor and 1 abstention. We believe that fencing the off-leash dog area will address the concerns raised by community members and enhance the safety and usability of the park for all visitors. We kindly request your support in advancing this recommendation through the Capital Improvement Program (CIP) application process. We understand that the scope and funding of the project depend on the application's acceptance. In addition, the WHCC board would welcome a meeting with representatives from the City as the process progresses to discuss the details of the fenced area.



Proposal ID:	509070
Department:	Public Lands
Project Type:	Capital
Category:	New - Constituent

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund			
Class C Funds			
Impact Fee Funds	\$556,000	\$556,000	
TOTAL:	\$556,000	\$556,000	

Estimated Future Maintenance and/or Operational Expense:
 Increased, approximately \$7,000 increase in maintenance annually.

Project Title:	New Park Lighting to Improve Safety and Access
Project Address:	Potential Locations: 1700 South River Park: 1200 W 1700 S, Salt Lake City, UT 84104 Glendale Park: 1235 W 1700 S, Salt Lake City, UT 84104

Project Description:
This project will strategically add lighting to parks to both improve safety throughout key parks and to extend play for sport fields and courts. Lighting added to entire parks will help improve sight lines, safety and the perception of safety, comfort, usability, level of service, and will allow for better monitoring of historically underutilized spaces. Sport and field lighting will allow for extended play during darker months and will allow spaces to be more activated during park opening hours. This is a build-to-budget request.



Proposal ID:	FY27-CAP-32
Department:	Public Lands
Project Type:	Capital
Category:	New

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund			
Class C Funds			
Impact Fee Funds	\$460,000	\$460,000	
TOTAL:	\$460,000	\$460,000	

Estimated Future Maintenance and/or Operational Expense:
Initial increases will be approximately \$2,500 annually per site depending on number of fixtures and purpose.

Project Title:	Glendale Park Sport Court Lighting
Project Address:	1235 W 1700 S, Salt Lake City, UT 84104

Project Description:
This project would install lighting at the popular Glendale Park pickleball and tennis courts.



Proposal ID:	508814
Department:	Public Lands
Project Type:	Capital
Category:	New - Constituent

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund			
Class C Funds			
Impact Fee Funds	\$955,000	\$955,000	
TOTAL:	\$955,000	\$955,000	

Estimated Future Maintenance and/or Operational Expense:
Increased by approximately \$2,500 annually for all courts.

Project Title:	Glendale Park
Project Address:	1235 W 1700 S, Salt Lake City, UT 84104

Project Description:
This funding will help to advance Phase II improvements, which could include improvements in the center of the site or adjacent to the Jordan River, as identified in the Vision Plan. Design to confirm which amenities will advance in Phase II is now underway with construction anticipated to begin on Phase II in 2026. This funding will also be used for Glendale Park project contingency.



Proposal ID:	N/A
Department:	Public Lands
Project Type:	Capital
Category:	New

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund			
Class C Funds			
Impact Fee Funds		\$6,000,000	
TOTAL:		\$6,000,000	

Estimated Future Maintenance and/or Operational Expense:
For \$6,000,000 in improvements for Phase 2, it is estimated that maintenance would increase by approximately \$100,000-\$200,000 annually. As projections continue to be refined, these estimates are scaled based on maintenance projections of the entire Phase 2 area, and previous maintenance impacts of Phase 1.

Project Title:	Bike Racks
Project Address:	Citywide

Project Description:
This funding will be used for the purchase and installation of new bicycle racks citywide with a focus near local businesses in high-demand areas to support cyclists and improve access to nearby shops and services. Funds will not be used for renewal or replacement.



Proposal ID:	N/A
Department:	CAN - Transportation
Project Type:	Capital
Category:	New

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund			
Restricted Property Tax		\$50,000	
Class C Funds			
Impact Fee Funds			
TOTAL:		\$50,000	

Estimated Future Maintenance and/or Operational Expense:
\$2,000 to \$3,000 in Streets operating budget

Project Title:	Cost Overrun
Project Address:	Citywide

Project Description:
Funding set aside to cover unforeseen costs of projects.



Proposal ID:	NA
Department:	
Project Type:	Overrun
Category:	New

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund		\$202,000	
Class C Funds			
Impact Fee Funds			
TOTAL:		\$202,000	

Estimated Future Maintenance and/or Operational Expense:
None

Project Title:	Percent for Art
Project Address:	Citywide

Project Description:
Funding set aside to provide art at City developed projects.



Proposal ID:	NA
Department:	
Project Type:	Art
Category:	New

Matt Monsoon, *What We Build Together* (2025)
 500 North 1300 West, Salt Lake City, Utah 84116
 Photo courtesy of Salt Lake City Arts Council

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund		\$151,500	
Class C Funds			
Impact Fee Funds			
TOTAL:		\$151,500	

Estimated Future Maintenance and/or Operational Expense:
None

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Enterprise Fund *Capital Projects*



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The Department of Airports

The Department of Airports is an enterprise fund of Salt Lake City Corporation and does not receive any general fund revenues to support the operation of the City's system of airports. The Department of Airports (the Airport) has 692 employee budgeted positions and is responsible for managing, developing, and promoting airports that provide quality transportation facilities and services, and a convenient travel experience.

The Fiscal Year 2027 budget continues to see modest growth in enplanements, revenues, as well as expenditures. The Bipartisan Infrastructure Law (BIL) grants and the Airport Terminal Program (ATP) grants expired in FY 2026. The Salt Lake City International Airport (SLCIA) will continue to benefit from the Airport Improvement Program (AIP) grants to provide much needed and critical funding for airport capital projects. The Airport will be bringing on four additional gates located on Concourse B in July 2026 and the final 7 gates in October 2026. These openings require additional staffing, maintenance, and IT requirements.

The developed FY27 budget continues to provide positive financial benefits with increased passengers and revenues that help offset increased operating expenses. The Airport will continue to fund important capital projects. These projects include Phase IV of The New SLC which consists of the final construction of gates on Concourse B. In addition, critical projects found in the airfield, landside, and auxiliary airports will continue to be funded to ensure that all Airport's owned facilities keep up with critical infrastructure to support the growth we are currently experiencing as well as the growth we are projecting into future years.

Project Title:	Terminal Fire Hydrant Relocation
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Project Description:
 This project will relocate a fire hydrant currently located within the pedestrian walkway along the commercial curb at the southeast corner of the Terminal, near the Economy Lot busing queues. The existing hydrant restricts pedestrian circulation and creates congestion for passengers with luggage, strollers, and mobility devices. Work includes abandoning the existing hydrant piping, installing a new fire line connection, and relocating the hydrant assembly in compliance with NFPA and Salt Lake City Public Utilities requirements. The concrete pavement will be restored to meet airport standards. This relocation will improve pedestrian flow, ADA accessibility, and overall safety along one of the airport’s busiest curbside areas while maintaining full fire protection coverage for the Terminal.

Project Justification:
 This project is necessary to improve pedestrian circulation and safety at the Terminal curbside by relocating a fire hydrant currently obstructing the public walkway. The relocation will maintain public accessibility and safety, enhance ADA accessibility, and maintain compliance with NFPA requirements and Salt Lake City Public Utilities requirements.

Design Start Date	Construction Start Date	Project Completion Date
July 2026	April 2027	July 2027

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
\$55,000	\$12,000	\$2,000	\$1,000	\$17,000	\$87,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
				\$87,000

PROJECT LOCATION



Project Title:	Over Sized Mainline
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Project Description:
 This project will design and install two (2) new mainline induction points from Level 3 to the Ski Bag Inspection System (SKI-BIS) for oversized baggage. These lines will need to exit the terminal building to the east and west side, run parallel to the terminal, turn into the inbound baggage area, and finally merge with SKI-BIS. The SKI-BIS is a secondary Checked Baggage Inspection System (CBIS) for the baggage expansion project where Over Sized (OS) baggage and skis are inspected separately from regular sized baggage. These lines will need to include catwalk access for maintenance.

Project Justification:
 The Airport has reached a point where multiple times a year the Baggage Handling System (BHS) is beyond capacity and can no longer sustain the influx of Over Sized (OS) baggage. In 2024 the Airport exceeded capacity in the system over 2 dozen times, causing long wait times, slow throughput, and missed baggage for many flights. Although the current SKI-BIS project aims to deal with some of these issues, it unfortunately falls short of dealing with the mainline congestion since it still uses the original induction points to transfer bags into SKI-BIS after the main system choke point. The intent is to induct OS bags onto an independent mainline system direct to the newly installed SKI-BIS. This will allow a route around the choke points and inherently gives the Airport a processing redundancy. These new lines can be used to insert regular luggage in the event of loss of the main lines that exist today. This will allow extra capacity and faster throughput times by separating regular bags from OS bags. As previously mentioned, missed bags cause the airlines thousands of dollars per year and for the upcoming 2026 ski season, the BHS system can no longer keep up with the demands and will likely under-perform at a higher rate than last season.

Design Start Date	Construction Start Date	Project Completion Date
July 2026	April 2027	December 2028

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
\$6,960,000	\$1,183,000	\$70,000	\$70,000	\$2,088,000	\$10,371,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
				\$10,371,000

PROJECT LOCATION



Project Title:	Baggage Storage Office (BSO) Expansion
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Project Description:
This project includes construction of 5 new baggage storage offices (BSO) located at the southwest corner of the terminal building. Each office includes a reception area and storage area and would be built to closely match the BSO offices at the southeast corner.

Project Justification:
This project is associated with the proposed security checkpoint expansion project. That project will remove restrooms and 3 BSO offices, necessitating that new offices be constructed elsewhere. The proposed area is able to accommodate the construction of additional offices for future airlines.

Design Start Date	Construction Start Date	Project Completion Date
July 2026	November 2026	April 2027

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
\$1,466,000	\$220,000	\$18,000	\$146,600	\$366,500	\$2,217,100

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
				\$2,217,100

PROJECT LOCATION



Project Title:	Security Checkpoint Demo & Expansion
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Project Description:
This project expands the TSA queue lanes eastward requiring demolition of existing restroom and baggage storage offices (BSO). Work includes the following new work items: drywall, ceiling, fire alarm and suppression, terrazzo, doors, MEP, cameras, PA system, and signage.

Project Justification:
Expanding the TSA queue space will provide additional capacity that will eliminate backups into the baggage claim area during peak periods; will allow for the creation of a new dedicated family queue lane; and will give SLC greater flexibility in how ADA passengers are queued and screened, with the goals of increased efficiency and better customer service in mind.

Design Start Date	Construction Start Date	Project Completion Date
April 2026	July 2027	March 2028

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
\$2,878,300		\$35,400	\$269,600	\$734,600	\$3,917,900

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
\$2,590,300				\$1,327,600

PROJECT LOCATION



Project Title:	Escalator & Stairs Terminal Level 1 to Level 2
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Project Description:
This project will install a second 32" escalator from the Level 1 checkpoint up to Level 2. This new escalator will be installed where the existing stairs are, adjacent to the existing escalator. The existing stairs will be relocated to be above the existing Sally Port, which will also be modified. Work includes demo and new construction for flooring, ceiling, walls, MEP, fire system, and lighting. The work also requires relocation of a major cable tray.

Project Justification:
The L1 checkpoint was originally designed for international recheck and for overflow. In recent years, this checkpoint has been converted to a regular checkpoint and has become quite busy; enough that TSA has received funding for 2 additional screening lanes and a possible third. This project will increase capacity of the vertical transportation system which currently consists of 1 escalator, one stairway, and one elevator. In addition, the second escalator will provide redundancy should the lone existing escalator unexpectedly fail. Without this redundancy, the elevator would not provide the needed capacity and queuing would occur..

Design Start Date	Construction Start Date	Project Completion Date
April 2026	February 2027	March 2028

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
\$2,889,400		\$32,200	\$258,000	\$722,400	\$3,902,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
				\$3,902,000

PROJECT LOCATION



Project Title:	Glycol Plant Main Electrical Distribution
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Project Description:
 The Glycol Plant Main Electrical Distribution is currently undersized and has no capacity for any additional equipment to be added or increased in size due to exceeding allowable electrical code restrictions. The system is currently exceeding the allowable ampacities of 80% continuous loading, exceeding the 4 hour minimum. The plant operates on five (5) day, 24 hours per day intervals once online. The scope of this project will be to upsize the Meter Main Distribution Equipment to a 3,000 amp service, replacing the current 1600 amp service, the RMP Transformer, Main Distribution Panel, and Automatic Transfer Switch.

Project Justification:
 The existing Glycol Plant Main Electrical Distribution is limited by its ability to add any additional equipment since it is past the 80% restrictions for continuous use. The plant is on a 1200 amp main breaker and during operations it is pulling 980 amps, exceeding the allowable guidelines. There is a need to add additional equipment and upsize, which is not currently possible.

Design Start Date	Construction Start Date	Project Completion Date
July 2026	4/1/2027	November 2028

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
\$876,000	\$140,000	\$9,000	\$9,000	\$263,000	\$1,297,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
				\$1,297,000

PROJECT LOCATION



Project Title:	Runway 16L-34R Extension Planning, Design, & EA - Phase II
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Project Description:
 The 2022 Airport Master Plan determined that Runway 16L-34R should be extended in the near term to accommodate the growing demand for long-haul international flights. A runway length analysis has been performed to determine the correct length to build the runway and now the planning effort must continue to include several enabling projects that will also need to be analyzed. Enabling projects potentially include the power line relocation, taxiway extensions to the new runway threshold, relocation of NAVaids, developing new flight procedures, integrating deicing, the realignment of 2100 North, and an environmental analysis. This runway extension will likely require an Environmental Assessment (EA) as part of the National Environmental Policy Act (NEPA) process. The EA will state the purpose and need of the proposed action, identify reasonable alternatives, and assess potential environmental impacts of the project. The intent for this project is to perform Planning, Design, and fund the kickoff of the NEPA Process for the 16L-34R Runway Extension Program.

Project Justification:
 The runway extension project will allow long-haul international commercial operations, as well as provide operational take-off efficiencies to all carriers operating at SLCIA by allowing reduced thrust departures. The EA is required by NEPA and represents the first phase of the Runway 16L-34R Extension program which includes several enabling projects.

Design Start Date	Construction Start Date	Project Completion Date
July 2026	N/A	November 2027

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
	\$1,700,000			\$250,000	\$1,950,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
\$1,500,000				\$450,000

PROJECT LOCATION



Project Title:	Taxiway U Bridges
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Project Description:
 The Taxiway U project is the second bid package in the Taxiways U and V program. This phase completes the superstructures for three bridge structures beneath Taxiway U and constructs a portion of Taxiway U between Taxiways A and B. Work elements include installation of bridge girders and bridge deck, concrete pavement and associated pavement sections, in-pavement centerline and taxiway edge lights with underground cabling and connectors, updated airfield signage, pavement markings, and related earthwork and structural concrete.

Project Justification:
 The recently completed SLCIA master plan identified Taxiways U and V as a new cross field taxiway system between the north cargo support area and existing concourses. Currently Taxiways E and F are the only taxiway connections between Runways 16R/34L and 16L/34R and the terminal area. The construction of Taxiways U and V will provide alternative taxi routes to improve aircraft circulation and overall airfield efficiency and safety, particularly during snow removal operations on Taxiways E and F. This project will provide an immediate benefit to the flow of aircraft on the airfield as well as improving safety by reducing traffic in a very congested area on the airfield. With current passenger numbers already approaching 2019 numbers and the airlines expecting to increase operations at SLCIA, there is a need to expand the airfield capacity. Additionally, the new taxiway system will allow for future maintenance to occur on Taxiways E and F as well as provide an enabling project for a future Concourse C.

Design Start Date	Construction Start Date	Project Completion Date
July 2026	July 2027	October 2028

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
\$18,000,000	\$860,000	\$360,000	\$1,000	\$779,000	\$20,000,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
\$15,000,000				\$5,000,000

PROJECT LOCATION



Project Title:	Taxiway E&F Rehabilitation (F3-F5) - (Design Only)
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Project Description:
 This project is part of the ongoing efforts to maintain the Airport’s infrastructure. Work will include rehabilitating and, if necessary, replacing spalled panels and joints on Taxiways E and F between F3 and F5. The scope includes installing new PCCP panels to bring the taxiway shoulders and tapers into compliance with current FAA design standards. Additional work includes selective demolition of existing pavement and econcrete base, placement of new econcrete, portland cement concrete, diamond grinding, and spall and joint repairs.

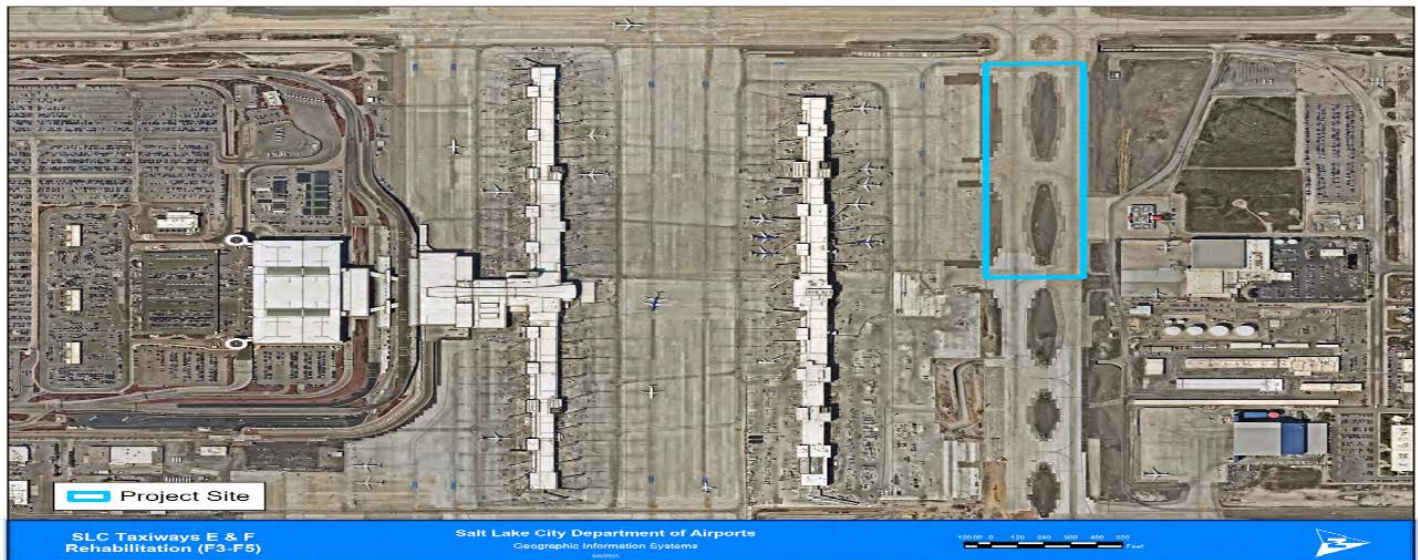
Project Justification:
 Taxiways E and F are the only taxiway system that connect Runways 16R-34L and 16L-34R with the terminal area, serving as the primary taxi route for arriving and departing aircraft. Due to this high traffic volume, the pavement panels are experiencing distress and are projected to require rehabilitation within the next five years. This project will address those deficiencies by upgrading the pavement to current FAA Advisory Circular standards, while also enhancing safety and capacity by preserving taxiway integrity and reducing the potential for Foreign Object Debris (FOD).

Design Start Date	Construction Start Date	Project Completion Date
July 2026	N/A	October 2027

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
	\$643,000				\$643,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
				\$643,000

PROJECT LOCATION



Project Title:	State Hangar Taxilane
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Project Description:
 This project is for site development to allow for the State of Utah's aeronautical activities including the Department of Natural Resources (DNR), Utah Highway Patrol (UHP), and Civil Air Patrol (CAP). Work includes design and construction of a new taxilane to the site, the realignment of the existing perimeter roadway, and any utility infrastructure that remains to be run to the lease line.

Project Justification:
 North and west of the Boeing Facility is a tract of land that has been undevelopable for 38 years as Boeing has a Right of First Refusal (ROFR) to develop it. Airport Properties has negotiated a take back of approximately 20 acres immediately west of the Boeing facility which will accommodate a much needed aeronautical development with airfield connectivity. This work is necessary to enable aeronautical developments on property that is unencumbered by agreements and will result in additional revenue to the SLCDA. The project enables the SLCDA to house the State of Utah in one area, enabling the Airport to demolish and redevelop existing State properties.

Design Start Date	Construction Start Date	Project Completion Date
July 2026	April 2027	October 2027

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
\$718,600	\$115,900	\$14,200	\$7,400	\$143,900	\$1,000,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
				\$1,000,000

PROJECT LOCATION



Project Title:	SVRA Contract Tower (Siting Study Only)
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Project Description:
 The recent Master Plan conducted for South Valley Regional Airport (SVRA) has identified that the design and construction of a modern and efficient control tower at SVRA is essential for the safe and smooth management of air traffic operations. This project is for the funding necessary once the NEPA process and a Siting Study, as required by the FAA, have been completed.

Project Justification:
 Airports with similar airspace challenges as South Valley Regional Airport (SVRA) generally have an Airport Traffic Control Tower (ATCT) if they have more than 200 based aircraft and/or 80,000 operations. SVR has approximately 100,000 annual operations and 177-based aircraft. Based on a conversation with the FAA Airport District Office (ADO), SVRA has exceeded the eligibility benchmarks and needs to begin planning for this tower.

Design Start Date	Construction Start Date	Project Completion Date
July 2026	April 2027	October 2028

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
\$34,248,000	\$4,560,000	\$342,000	\$2,740,000	\$8,510,000	\$50,400,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
\$32,107,500				\$18,292,500

PROJECT LOCATION



Project Title:	3700 W Reconstruction & Improvements (Design Only)
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Project Description:
 This project will reconstruct 3700 W between the Airport Operations Building (AOB) and the Airport Operations Center (AOC) and incorporate a new shared use path for bicycles, scooters, and pedestrians to more safely access the terminal. Reconstruction will include rehabilitation of the existing base and a new concrete riding surface to support long term durability and increased bike and pedestrian traffic. The project will also upgrade sidewalks and walkways, add bike markings, and include restriping the road segment north of Gate 13 where bicycles and scooters will share the travel lanes with vehicles. Pedestrians will continue along existing sidewalks and use designated crosswalks across the TRAX line.

Project Justification:
 The existing pavement along 3700 W is in failing condition, with PCI ratings of 27 and 28, largely due to the use of heavy construction traffic during the ARP program. The roadway also has a history of accidents involving bicycles and scooters, reflecting ongoing safety concerns as multiple modes of travel interact in a constrained space. With the opening of the South Employee Parking Lot and continued growth in airport staffing, use of this route by pedestrians, cyclists, and vehicles will increase. A combined approach to reconstruct the roadway and introduce a dedicated shared use path will reduce conflict between users, improve safety, and ensure the long term reliability of this critical access corridor.

Design Start Date	Construction Start Date	Project Completion Date
July 2026	April 2027	October 2027

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
\$4,637,000	\$617,000	\$93,000	\$200,000	\$1,159,000	\$6,706,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
				\$6,706,000

PROJECT LOCATION



Project Title:	Rental Car QTA Car Wash Equipment Replacement
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Project Description:
This project will replace the car wash equipment for twelve (12) car washes inside the car rental Quick Turn Around (QTA) facility. The QTA has been operational since March 2016 and the car wash equipment is wearing out, beginning to fail, and repairs are costly. This project would be a total equipment change out to provide new equipment at each wash bay. The current pressure washers in the wash bays will be replaced with new water cannons to eliminate the need for car wash prep stations.

Project Justification:
The car washes in the QTA are heavily used and nearing the end of their useful life. Repairs to the system have been frequently needed and costly. The car wash systems in the QTA are essential for the operation of rental car companies at the Salt Lake City Airport. When these systems need repairs or are unusable, it increases the amount of time needed to process a returned car and results in slower service for customers.

Design Start Date	Construction Start Date	Project Completion Date
July 2026	March 2027	September 2027

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
\$3,326,000	\$400,000		\$34,000	\$998,000	\$4,758,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
		\$4,758,000		

PROJECT LOCATION



Project Title:	Rental Car Reallocation Phase II & Equipment
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Project Description:
Project includes various improvements to enable new rental car lease separations as a result of the recent rental car solicitation, including: relocation of SE stair tower at the QTA; barricade, security gate and other equipment relocations throughout the garage and QTA; demising walls and improvements at the RSS sites, etc; improvements and dividing lots at the overflow rental car area by the Parking Spot, etc.

Project Justification:
New lease areas require improvements to the various areas that the rental cars lease for the recent solicitation to allow efficient operations for the duration of the new agreements commencing 7-1-2026.

Design Start Date	Construction Start Date	Project Completion Date
July 2026	August 2026	December 2026

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
\$4,141,000	\$500,000	\$38,700	\$34,600	\$485,700	\$5,200,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
		\$5,200,000		

PROJECT LOCATION



Project Title:	S Employee Parking Lot Development Program - Phase II Canal Relocation
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Project Description:
 This project is Phase 2 of a program that will implement a series of projects over the next 5 years that will allow for the development of the Southern Open Space into an employee parking lot as shown on the new SLCIA Airport Layout Plan (ALP). Phase 1 of this program designed the relocation of the surplus canal and began construction on the new South Employee Parking Lot. Phase 2 of this project will mitigate the wetlands and relocate the canal to the south, parallel to the existing TRAX line. Phase 3 will be to complete the design and build the balance of the infrastructure, parking lot, and roadways. Phase 4 will construct an employee screening facility required to operate the South Employee Parking Lot.

Project Justification:
 The recently completed SLCIA master plan identified that a new employee parking lot will be needed to accommodate the forecasted increase in employee numbers at the airport. The existing South Employee Parking Lot will be reutilized to accommodate the forecasted increase in passenger parking. With passenger numbers already approaching past 2019 numbers and the airlines expecting to increase both their operations and employee numbers at SLCIA, the need to expand parking has been accelerated. There currently is not enough parking to sustain peak days. This program will provide an immediate and long-term parking solution.

Design Start Date	Construction Start Date	Project Completion Date
July 2026	January 2027	October 2029

Construction Cost	Design, Construction Admin., & Inspection	Testing	Expenses	Contingency	Estimated Cost at Completion
\$15,889,600	\$2,710,600	\$317,800	\$1,453,000	\$1,589,000	\$21,960,000

AIP Funds	PFC Funds	CFC Funds	GARBS	Airport Funds
				\$21,960,000

PROJECT LOCATION



The Salt Lake City Golf Division

The Golf Division operates seven full-service golf courses at six Salt Lake City locations providing quality recreational experiences at a competitive price for Salt Lake City residents and visitors from surrounding cities and various out of state locations. Golf Course Capital Projects are funded, primarily, from excess revenue generated by user fees. The Golf Division has produced excess revenue over the past five years and is able to begin re-investing funds into long-overdue projects.

In addition, for the FY22 budget the Golf Division implemented a Golf CIP Fee increase from \$1 to \$2 per every 9 holes played to bring more capital into the Golf CIP Fund to increase funding from this source for additional future projects.

The Golf Division has budgeted \$16,610,000 for Capital Improvement Projects in FY27. The Golf Division is in the middle of a multi-year project to improve tee box hitting surfaces by re-leveling and re-sodding many of the tee box areas at each course and has allocated \$175,000 in FY26 from the Golf CIP Fund. The Golf Division will undergo a major project installing a new irrigation system at the Rose Park golf course \$7,500,000 and Nibley Park golf course \$3,000,000. The Golf Division will look to build a new clubhouse at Nibley Park with potential public/private partnership with multiple industry and community partners and have allocated \$2,500,000 for their potential share in this project. Other significant projects include new maintenance buildings at Bonneville and Rose Park, on-course restroom at Glendale and a new roof at Rose Park.

As part of a multi-year plan to upgrade vital maintenance equipment at all courses, the Golf Division will be using \$777,321 in FY27 to purchase additional equipment.

Project Title:	Tee Box Leveling
Project Address:	All 6 SLC Golf Courses

Project Description:
 The Golf Division will be doing tee box leveling at all 6 courses (\$175,000). Salt Lake City customer satisfaction surveys and course evaluation initiatives have shown that the biggest area of needed improvement is the condition of the tee boxes. This is an area where course labor can be utilized to perform a large portion of the work. The Golf Division proposes utilizing Golf CIP funds to pay for needed equipment and supplies. Each course will undertake a four-year plan to address tee box leveling of existing tee boxes and to begin construction of new forward tee boxes.



Proposal ID:	
Department:	Public Lands - Golf
Project Type:	Improvements
Category:	Capital

Funding Recommendations			
	CDCIP Board	Mayor	Council
Golf CIP Funds		\$175,000	

Estimated Future Maintenance and/or Operational Expense:
 Future maintenance and operational expenses for the replacement of these already existing assets are developed within the Golf's annual operational budgets.

Project Title:	Pump Replacement
Project Address:	Glendale

Project Description:
 The Golf Division will be replacing the first of five irrigation pumps at Glendale golf course (\$25,000). The replacement of these pumps will take place over a 5-year period. This is the second of 5 pumps that are nearing their life expectancy. At any time if one of these pumps goes down it will have impact on our ability to irrigate the golf course.



Proposal ID:	
Department:	Public Lands - Golf
Project Type:	Replacement
Category:	Capital

Funding Recommendations			
	CDCIP Board	Mayor	Council
Golf CIP Funds		\$25,000	

Estimated Future Maintenance and/or Operational Expense:
 Future maintenance and operational expenses for the replacement of these already existing assets are developed within the Golf's annual operational budgets.

Project Title:	Maintenance Equipment
Project Address:	All 6 SLC Golf Courses

Project Description:
 As part of a multi-year plan to upgrade vital maintenance equipment at all courses, the Golf Division will be using \$777,321 in FY27 to purchase additional used equipment (usually lease-return equipment from high-end private courses). The plan would be to purchase equipment if available such as Reelmaster, Groundsmaster, Greensmaster.



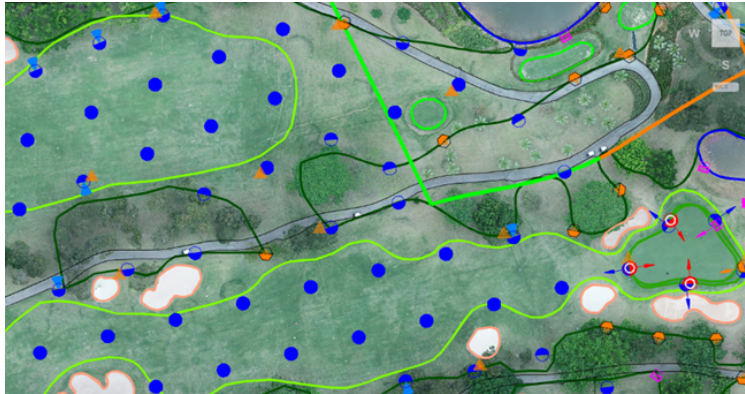
Proposal ID:	
Department:	Public Lands - Golf
Project Type:	Equipment
Category:	Capital

Funding Recommendations			
	CDCIP Board	Mayor	Council
Golf Operating Fund		\$777,321	

Estimated Future Maintenance and/or Operational Expense:
 Future maintenance and operational expenses for the replacement of these already existing assets are developed within the Golf's annual operational budgets.

Project Title:	Irrigation Improvements
Project Address:	Nibley Park

Project Description:
The Golf Division will be doing irrigation improvements at Nibley Park (\$3,000,000). The current mainline system is as old as 65 years and is in desperate need of replacement. This project also includes a turfgrass reduction plan and some redesign of certain holes to allow for a more efficient system, utilizing fewer heads and potential water use reduction of up to 40%.



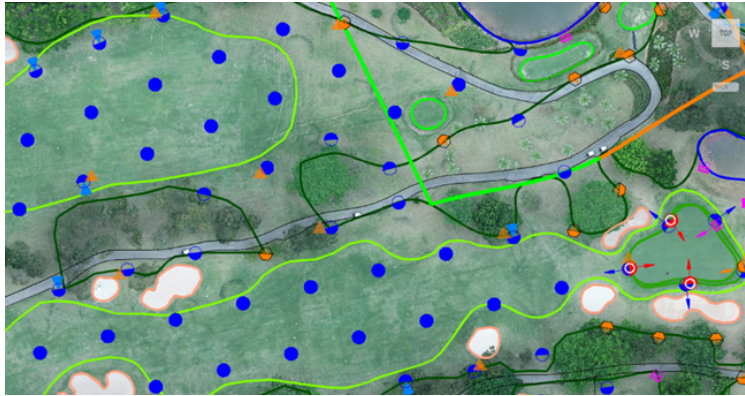
Proposal ID:	
Department:	Public Lands - Golf
Project Type:	Improvements
Category:	Capital

Funding Recommendations			
	CDCIP Board	Mayor	Council
Golf CIP Fund		\$3,000,000	

Estimated Future Maintenance and/or Operational Expense:
Future maintenance and operational expenses for the replacement of these already existing assets are developed within the Golf's annual operational budgets.

Project Title:	Irrigation Improvements
Project Address:	Rose Park

Project Description:
The Golf Division will be doing irrigation improvements at Rose Park (\$7,500,000). The current mainline system is as old as 65 years and is in desperate need of replacement. This project also includes a turfgrass reduction plan and some redesign of certain holes to allow for a more efficient system, utilizing fewer heads and potential water use reduction of up to 40%.



Proposal ID:	
Department:	Public Lands - Golf
Project Type:	Improvements
Category:	Capital

Funding Recommendations			
	CDCIP Board	Mayor	Council
Golf CIP Fund		\$7,500,000	

Estimated Future Maintenance and/or Operational Expense:
Future maintenance and operational expenses for the replacement of these already existing assets are developed within the Golf's annual operational budgets.

Project Title:	Cart Path Improvements
Project Address:	Rose Park

Project Description:
The Golf Division will be doing cart path improvements at Rose Park golf course (\$150,000). Well-maintained golf cart paths are critical for the overall customer experience and for helping to preserve golf course playing conditions. The existing paths are decades behind receiving proper repair and expansion. Additionally, with slight modifications, many cart paths can be used by non-golfers during the off season or other times when conditions are not ideal for golf.



Proposal ID:	
Department:	Public Lands - Golf
Project Type:	Improvements
Category:	Capital

Funding Recommendations			
	CDCIP Board	Mayor	Council
Golf CIP Fund		\$150,000	

Estimated Future Maintenance and/or Operational Expense:
Future maintenance and operational expenses for the replacement of these already existing assets are developed within the Golf's annual operational budgets.

Project Title:	Roof Repair
Project Address:	Rose Park

Project Description:
The Golf Division will be replacing the roof at Rose Park (\$260,000).



Proposal ID:	
Department:	Public Lands - Golf
Project Type:	Improvements
Category:	Capital

Funding Recommendations			
	CDCIP Board	Mayor	Council
Golf CIP Fund		\$260,000	

Estimated Future Maintenance and/or Operational Expense:
Future maintenance and operational expenses for the replacement of these already existing assets are developed within the Golf's annual operational budgets.

Project Title:	Driving Range Redesign
Project Address:	Rose Park

Project Description:
The Golf Division will be doing the next phase of the driving range redesign (\$100,000). The first phase was the fencing along redwood, disk golf course and Jordan river trail. The next phase of the project consists of new hitting pads, a redesigned practice putting and chipping area.



Proposal ID:	
Department:	Public Lands - Golf
Project Type:	Improvements
Category:	Capital

Funding Recommendations			
	CDCIP Board	Mayor	Council
Golf CIP Fund		\$100,000	

Estimated Future Maintenance and/or Operational Expense:
Future maintenance and operational expenses for the replacement of these already existing assets are developed within the Golf's annual operational budgets.

Project Title:	On Course Restroom
Project Address:	Glendale

Project Description:
The Golf Division will be doing an on-course restroom at Glendale (\$150,000). This course doesn't have a permanent restroom structure on the course. It is a highly requested amenity by customers.



Proposal ID:	
Department:	Public Lands - Golf
Project Type:	Improvements
Category:	Capital

Funding Recommendations			
	CDCIP Board	Mayor	Council
Golf CIP Fund		\$150,000	

Estimated Future Maintenance and/or Operational Expense:
Future maintenance and operational expenses for the replacement of these already existing assets are developed within the Golf's annual operational budgets.

Project Title:	Maintenance Buildings
Project Address:	Bonneville, Rose Park

Project Description:
The Golf Division will be building new maintenance buildings for Bonneville and Rose Park golf courses (\$1,000,000).



Proposal ID:	
Department:	Public Lands - Golf
Project Type:	Improvements
Category:	Capital

Funding Recommendations			
	CDCIP Board	Mayor	Council
Golf CIP Fund		\$1,000,000	

Estimated Future Maintenance and/or Operational Expense:
Future maintenance and operational expenses for the replacement of these already existing assets are developed within the Golf's annual operational budgets.

Project Title:	Deferred Maintenance
Project Address:	All 6 Courses

Project Description:
The Golf Division needs money set aside for emergency deferred maintenance that is frequent now with the age of multiple golf clubhouses (\$250,000).



Proposal ID:	
Department:	Public Lands - Golf
Project Type:	Improvements
Category:	Capital

Funding Recommendations			
	CDCIP Board	Mayor	Council
Golf CIP Fund		\$250,000	

Estimated Future Maintenance and/or Operational Expense:
Future maintenance and operational expenses for the replacement of these already existing assets are developed within the Golf's annual operational budgets.

Project Title:	Deferred Maintenance
Project Address:	Mountain Dell

Project Description:
The Golf Division project is for the Lake Course Culvert repair and hillside stabilization (\$1,500,000). This project includes Public Utilities oversight.



Proposal ID:	
Department:	Public Lands - Golf
Project Type:	Improvements
Category:	Capital

Funding Recommendations			
	CDCIP Board	Mayor	Council
Golf CIP Fund		\$1,500,000	

Estimated Future Maintenance and/or Operational Expense:
Future maintenance and operational expenses for the replacement of these already existing assets are developed within the Golf's annual operational budgets.

Project Title:	Deferred Maintenance
Project Address:	Nibley Clubhouse/Partnership

Project Description:
 The Golf Division project is for a new clubhouse at Nibley Park, which will have additional uses by potential industry and community partners. The current clubhouse is in major need and likely not worth patching up. This will likely include a public/private partnership. The final amount will include partner matching funds/joint fundraising to generate funds necessary to design and construct the project.



Proposal ID:	
Department:	Public Lands - Golf
Project Type:	Improvements
Category:	Capital

Funding Recommendations			
	CDCIP Board	Mayor	Council
Golf CIP Fund		\$2,500,000	

Estimated Future Maintenance and/or Operational Expense:
 Future maintenance and operational expenses for the replacement of these already existing assets are developed within the Golf's annual operational budgets.

The Salt Lake City Department of Public Utilities

Salt Lake City Department of Public Utilities (SLCDPU) has four distinct utilities, water, sewer, storm water, and street lighting. Each operates as an independent enterprise fund, meaning they are not supported by tax dollars. Instead, funding comes from user fees, fund reserves, revenue bonds, and occasionally grants or subsidized loans from state or federal sources.

To support major infrastructure investments, SLCDPU is utilizing a Water Infrastructure Financing Innovation Act (WIFIA) loan to finance a portion of the water reclamation facility construction. Additionally, a Building Resilient Infrastructure and Communities (BRIC) grant is supporting the City Creek Water Treatment Plant reconstruction.

Utility rates, set based on cost-of-service analysis, ensure that customers pay for the services they receive. Given the infrastructure-heavy nature of these utilities, SLCDPU relies on a long-term project and financing strategy to effectively manage its assets.

The capital budget is organized by fund, with detailed cost centers under each. For Fiscal Year 2027, SLCDPU is managing over 95 capital projects across its four utility funds, in addition to ongoing projects. Many capital projects span multiple fiscal years – often designed in one year and built in the next. The budget prioritizes high-need projects identified through the Department’s Capital Asset Program (CAP).

The largest project underway is the replacement of the Water Reclamation Facility, with estimated completion in Fiscal Year 2027. Other system components are also aging and will require increased investment in the coming years. For instance, SLCDPU’s three water treatment plants, built in the 1950s and early 1960s, are due for major updates. The City Creek Water Treatment Plant reconstruction is scheduled for completion in 2027, while planning is underway for two remaining plants.

SLCDPU’s capital planning is shaped by a complex mix of federal, state, and local regulations, as well as water rights and exchange agreement obligations – all of which influence project priorities and timeline.

Project Title:	Water Main Replacements
Project Address:	Various Locations

Project Description:
The Water Main Replacement Projects replaces aging and failing water pipelines to improve system reliability, reduce water main breaks, and maintain consistent water service for residents. In FY27, projects include the Kearns Line Replacement, Heughs Canyon Neighborhood Water Main Replacement, 1140 East Water Main Replacement, Olympus Splendor Water Line Replacement, Parkview Drive Water Main Replacement, 11th Avenue Waterline Replacement, Cheyenne Street Water Line Replacement, and the R18 Pressure Reducing Valve Replacement. Many of these pipes have experienced repeated breaks, corrosion, or pressure limitations, and several were originally installed decades ago. These projects replace aging infrastructure, improve system capacity and fire-flow capability where needed, and help ensure safe and reliable drinking water delivery throughout Salt Lake City.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Water Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$23,185,000
Priority:	Project specific

Estimated Future Maintenance and/or Operational Expense:
Negligible

Project Title:	Treatment Plant Improvements
Project Address:	Various Locations

Project Description:

Salt Lake City's Water Treatment Plant Improvements Projects invest in planning and upgrading for the long-term replacement of the City's drinking water treatment facilities. All three city-owned water treatment plants (WTPs), originally built in the 1950's and early 1960's, are approaching the end of their operational life and require upgrades, emergency repairs, or long-term replacement planning to meet modern safety, reliability, and water quality standards. These investments help ensure Salt Lake City can continue delivering safe, high-quality drinking water while preparing for the future rebuilding of critical treatment facilities.

In FY27, projects include Water Plants Compliance Projects (Annual), Treatment Plant Upgrades, City Creek Treatment Plant Upgrades – CM/GC, City Creek Treatment Plant Upgrades – Public Engagement, Parleys Water Treatment Plant Raw Water Intake & Priority Improvements, Parleys Water Treatment Plant Rebuild – Alternatives Analysis, Big Cottonwood Water Treatment Plant Rebuild, Salt Lake Aqueduct Replacement – Cottonwoods Connection, and Emergency Big Cottonwood Water Treatment Plant Screenings and Solids Collector Replacement.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Water Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$48,800,000
Priority:	Project specific

Estimated Future Maintenance and/or Operational Expense:

Estimated operational increase of \$500,000 per/year (City Creek)

Project Title:	Deep Pump Wells; Pumping Plants and Pump Houses
Project Address:	Various Locations

Project Description:
Deep pump wells projects maintain and upgrade the City's well facilities to ensure reliable groundwater supplies and safe drinking water. In FY27, projects include the 4800 South Well Roof Replacement, Artesian 1 Well Project, and 1300 East Well Chlorination. Final design is planned for the 3900 South Pump Station. These projects address needed repairs to well facilities, improvements to treatment systems, and upgrades that help maintain regulatory compliance and protect water quality. Together, these investments help ensure the City's groundwater sources remain safe, reliable, and available to supplement Salt Lake City's drinking water supply.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Water Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$1,500,000
Priority:	Project specific

Estimated Future Maintenance and/or Operational Expense:
Negligible

Project Title:	Meter Change-Out Program
Project Address:	Various Locations

Project Description:
The budget includes the continuation of the small meter change out program piloted in 2015 and initiated in 2018. Metering water consumption by customers is the source of our revenue. Approximately 55,000, or 68%, of the system's water meters have been replaced with advanced metering infrastructure (AMI) read meters. With optimal conditions, 10,000 to 12,000 meters per year can be replaced. Supply chain issues have created delays thus replacement is planned at 8,000 meters per year. The plan is to complete the residential AMI meter change out program in the next 2 ½ to 3 years. AMI technology provides hourly usage information instead of relying on monthly data. An online portal provides our customers with information to better manage their water usage and alerts them to the status of their water service. Better information will assist us in water conservation efforts.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Water Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$4,000,000
Priority:	Ongoing program

Estimated Future Maintenance and/or Operational Expense:
Negligible

Project Title:	Water Service Connections
Project Address:	Various Locations

Project Description:
 Water service extends beyond the corporate boundaries of Salt Lake City. Approximately 37% of our service connections are in this outlying area. Repair and replacement of these connections are part of an ongoing program. The components of this program are service line replacements, new connections, and small and large meter maintenance and replacement. Public Utilities is proceeding to implement the EPA's Lead and Copper Rule Revision (LCRR) by performing inventories, sampling plans, public outreach, and lateral service line replacements. The plan will include resources, personnel, and capital needs. Budget associated with the LCRR includes \$2,000,000 to support pothole work associated with inventory development and service line material identification.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Water Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$5,250,000
Priority:	Project/need specific

Estimated Future Maintenance and/or Operational Expense:
 Estimated operational increase of \$100,000 per year associated with LCRR line replacement and temporary filters.

Project Title:	Storage Reservoirs
Project Address:	Various Locations

Project Description:
 SLCDPU owns and operates seven raw water reservoirs that store snow run-off. Little Dell and five of SLCDPU's reservoirs are used to store water that is treated for drinking water. All seven of the reservoirs are a contingent way for the Department to meet exchange agreements for secondary water. Three of the reservoirs are used by ski areas for snowmaking, and three of the reservoirs are used for flood control. In FY27, projects include Mountain Dell Dam Concrete Repairs and Little Dell Dam Outlet Pipe Coating Restoration. These projects address aging infrastructure, including deteriorating concrete and failed protective coatings, to prevent further damage and maintain structural integrity. These investments help meet state safety requirements and ensure the long-term reliability of the City's water storage system.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Water Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$1,150,000
Priority:	Project specific

Estimated Future Maintenance and/or Operational Expense:
 Negligible

Project Title:	Culverts, Flumes & Bridges
Project Address:	Various Locations

Project Description:
The secondary water conveyance systems are critical to maintaining our water exchange agreements. In FY27, Culverts, Flumes, and Bridges includes the Replace Flume/Auto Dump and JSL Canal Enclosure at Millcreek Project, which will replace a deteriorating flume, install new automated controls, and improve access for operations and maintenance.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Water Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$1,500,000
Priority:	Project specific

Estimated Future Maintenance and/or Operational Expense:
Negligible

Project Title:	Distribution Reservoirs (Tanks)
Project Address:	Various Locations

Project Description:
SLCDPU has over 100,000,000 gallons of finished water storage in 22 tanks and reservoirs. These components require on-going inspection and maintenance. The location and elevation of these facilities is critical to the operation of the water distribution system. In FY27, work will include Distribution Tank and Reservoir Paving (Annual), Tanner Reservoir Valve Replacement, Tanner Reservoir Replacement, Eastwood North Tank Interior Coating, and Perry Hollow Tank Accessibility and Improvements. These projects address aging infrastructure, including deteriorating tank coatings, failing valves, poor site access, and needed safety and operational upgrades. Together, these investments help extend the life of storage facilities, improve system reliability, and ensure safe and efficient operations across Salt Lake City's water system.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Water Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$4,325,000
Priority:	Project specific

Estimated Future Maintenance and/or Operational Expense:
Negligible

Project Title:	Maintenance & Repair Shops (Water Utility)
Project Address:	Various Locations

Project Description:
The Maintenance & Repair Shops Project focuses on modernizing and upgrading Salt Lake City Department of Public Utilities facilities to support efficient operations and a safe working environment. In FY27, this includes the first phase of the DPU New Campus Project, which will fund the design, renovation, and construction of a new maintenance yard and improvements to existing buildings. This project will help relocate staff, reduce operational congestion, and improve coordination between divisions. These investments address aging facilities and capacity limitations while supporting long-term operational efficiency and service delivery.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Water Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$24,000,000
Priority:	Project specific

Estimated Future Maintenance and/or Operational Expense:
Negligible, long term operational costs to be evaluated with feasibility assessments through design.

Project Title:	Treatment Plants (Sewer Utility)
Project Address:	1365 West 2300 North, Salt Lake City, UT 84116

Project Description:
 The Treatment Plans category focuses on maintaining, upgrading, and replacing the critical Water Reclamation Facility infrastructure to ensure reliable operations and compliance with environmental regulations. In FY27, projects include the 5th Rotary Drum Thickener, Capital Asset Rehabilitation and Upgrades (Annual), East Maintenance Building Remodel, Cogen Integration to New Facility, Digester Control Building Declassification Phase II, and multiple components of the New Water Reclamation Facility Program, including design services, capital project support, public outreach, construction, and related documentation and commissioning efforts. These projects increase system capacity, improve reliability, support energy efficiency through reuse of digester gas, and advance the design and construction of a new facility to meet future regulatory requirements. Together, these investments help ensure the City can continue providing effective wastewater treatment while preparing for long-term system needs. The existing plant improvements are critical to maintaining existing operations while the new water reclamation facility is commissioned.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Sewer Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$19,021,603
Priority:	Project specific

Estimated Future Maintenance and/or Operational Expense:
 The operational cost of the wastewater treatment facility is anticipated to increase by \$6,000,000 annually, or by approximately 40%, with the completion of the New WRF project. This increase in operational costs is associated with increased chemical, power, and other miscellaneous operational costs attributed to the new treatment process. This estimate will be refined as construction progresses.

Project Title:	Collection Lines
Project Address:	Various Locations

Project Description:
 SLCDPU has over 667 miles of aging sewer collections pipelines. The Collection Lines Program focuses on maintaining, repairing, and upgrading Salt Lake City's sewer system to ensure reliable wastewater conveyance and prevent backups or failures. In FY27, projects include Miscellaneous Public Services Projects (Annual), 1% Per Year Sewer Rehabilitation/System Renewal (Annual), 1200 West Trunk Line Rehabilitation, Emery Street Replacement and Upsize, Emergent Operational Support Projects (Annual), Maintenance Access (Manhole) Rehabilitation Program, Developer Contributions and Emergency Projects, SharePoint Project Delivery Support, Water Fill Stations, Development Services Contributions, and the 200 East Sewer Upsizing Project. These projects address aging and deteriorating infrastructure, increase system capacity to support growth, and fund both planned and emergency repairs across the collection system. Together, these investments help protect public health, reduce the risk of sewer overflows, and ensure the long-term reliability of the City's wastewater system.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Sewer Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$14,285,162
Priority:	Project specific

Estimated Future Maintenance and/or Operational Expense:
 Negligible

Project Title:	Storm Drain Lines
Project Address:	Various Locations

Project Description:
 The SLCDPU owns and maintains over 350 miles of storm drain in the system. The Storm Drain Lines category focuses on upgrading and expanding Salt Lake City’s storm drainage system to reduce flooding, improve water quality, and support growth. In FY27, projects include the Lee Drain Culvert Replacement, Lake Street Storm Drain Improvements, 700 North Storm Drain Improvements, 1700 East Storm Drain Replacement, Local Streets Storm Drain Projects, Green Loop Stormwater Improvements, Surplus Canal Encroachment Corrections, Cleanout Box Rehabilitation, Underdrain Improvements, Development Services Contributions, and SharePoint Project Delivery Support. These projects address undersized and aging infrastructure, increase system capacity, incorporate low-impact development features, and ensure compliance with federal floodplain and water quality requirements. Together, these investments help reduce flood risk, improve neighborhood drainage, and protect waterways throughout the city.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Storm Water Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$5,152,000
Priority:	Project specific

Estimated Future Maintenance and/or Operational Expense:
 Negligible

Project Title:	Riparian Corridor Improvements
Project Address:	Various Locations

Project Description:
The city places a high value on protecting its riparian corridors and SLCDPU serves as a steward to those corridors. The planned riparian project for FY 2027 is Emigration –Allen Park. This funding will support construction of planned Allen Park improvements. These efforts are to be coordinated with overall capital improvement efforts by the city to open and activate Allen Park to the public. Project will consider streambank and channel stabilization, culvert removal, emergent benches, and debris basins. In addition, funding will be provided to paint a mural at the Cornell Wetlands Area.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Storm Water Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$450,000
Priority:	Project specific

Estimated Future Maintenance and/or Operational Expense:
Negligible

Project Title:	Landscaping
Project Address:	Various Locations

Project Description:
Stormwater landscaping provides an important role to water quality and the aesthetic value of the city. The landscaping budget includes \$50,000 for the Northwest Oil Drain canal remediation. This Northwest Oil Drain budget is to reserve funding for cleanup and closeout on the remediated portions of the Northwest Drain. The Cornell Wetlands Revegetation project is to eliminate invasive vegetation and revegetate open areas of the Cornell Wetland area with hardy, open-space vegetation.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Storm Water Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$50,000
Priority:	Project specific

Estimated Future Maintenance and/or Operational Expense:
Negligible

Project Title:	Storm Water Lift Stations
Project Address:	Various Locations

Project Description:
The Stormwater Utility manages 26 stormwater lift stations. These projects maintain and improving critical lift station infrastructure to ensure effective stormwater management and reduce flood risk. In FY27, projects include the 900 North and City Drain Lift Station Improvements and the Northwest Drain Lift Station Debris Boom Installation. These projects improve system reliability, enhance debris management, and ensure lift stations can operate effectively during storm events. Together, these investments help protect nearby neighborhoods and waterways by maintaining proper stormwater flow and reducing the risk of flooding.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Storm Water Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$766,000
Priority:	Project specific

Estimated Future Maintenance and/or Operational Expense:
Negligible

Project Title:	Detention Basins
Project Address:	Various Locations

Project Description:
Stormwater detention basins serve a critical role in managing storms and mitigating associated flooding. This project focuses on improving stormwater capacity, reducing flood risk, and enhancing water quality through natural and engineered solutions. In FY27, this project includes pre-design of the Northwest Drain Treatment Wetlands Project, which will create a large detention and treatment wetland system connected to the Northwest Drain. This project will help reduce flooding in nearby neighborhoods, improve stormwater quality before it reaches the Great Salt Lake, and provide added environmental and community benefits such as habitat and educational opportunities. Together, these investments support a more resilient stormwater system while improving water quality and environmental outcomes for Salt Lake City.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Storm Water Utility CIP Projects - Enterprise Fund
Enterprise Funds:	\$80,000
Priority:	Project specific

Estimated Future Maintenance and/or Operational Expense:
Negligible

Project Title:	Street Lighting Projects
Project Address:	Various Locations

Project Description:
Street lighting projects planned for FY2027 are budgeted for \$1,240,000 to upgrade to high efficiency lighting and other system improvements on arterial streets, collector streets, and in neighborhoods. This includes budget to hire a contractor to perform inspections on new street lighting facilities, consultant support to further develop an Implementation Plan, and budget for improvements for base level lighting services and three enhanced lighting groups. The master plan developed with the implementation plan determines and guides best practices for upgrades and new lights. A smart controller pilot project is contemplated for \$200,000.



Proposal ID:	
Department:	Public Utilities
Project Type:	
Category:	Street Lighting Utility CIP Projects - Enterprise Funds
Enterprise Funds:	\$1,440,000
Priority:	Ongoing program

Estimated Future Maintenance and/or Operational Expense:
Reduction in electricity costs.

The Salt Lake City Community Reinvestment Agency

The Salt Lake City Community Reinvestment Agency (CRA) strengthens neighborhoods and commercial districts to improve livability, create economic opportunity and foster authentic, equitable communities. The CRA utilizes a powerful set of financial and planning tools to support strategic development projects that enhance the City's housing opportunities, commercial vitality, public spaces, and environmental sustainability. The CRA's primary source of funds for the projects include property tax increment and program income revenue, depending on the specific budget account.

The CRA often participates with Salt Lake City in the redevelopment or construction of city owned infrastructure projects. As part of the CRA Budget Policy, Capital Projects are defined as any project that anticipates multi-year funding. The allocation of funds for these projects is part of the budget approval process and is typically contingent on the CRA Board authorizing appropriation once the specific projects costs and details are known. Depending on the project, the timeline for this process may not follow the City's CIP schedule or requirements for approval.

The CRA fiscal year 2027 budget process proposes three potential City infrastructure projects:

- **Japantown Art:** Designates an additional \$100,000 for enhancing the cultural landscape through various art installations recommended in the Japantown Design Strategy that celebrate and preserve Japantown's heritage. The initiative aims to beautify the neighborhood and provide an engaging artistic experience for both residents and visitors.
- **Civic Center:** Allocates an additional \$2,200,000 to provide climate friendly investment in shade, walkability, and economic development to attract families, workers, and visitors. The initiative aims to beautify the area and provide more green space to be enjoyed by all.
- **500 West Improvements:** Provides an additional \$3,300,000 to be used for beautification elements on 500 West from 600 South to 900 South.

Project Title:	Japantown Art
Project Address:	Block 67 North Project Area

Project Description:
 Appropriation of funds for the Japantown Art project, totaling \$ 100,000. The funding is designated for enhancing the cultural landscape through various art installations that celebrate and preserve Japantown’s heritage. The initiative aims to beautify the neighborhood and provide an engaging artistic experience for both residents and visitors.



Proposal ID:	
Department:	CRA
Project Type:	
Category:	

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund (CRA)		\$100,000	

Estimated Future Maintenance and/or Operational Expense:
 Impact will be determined on a case-by-case basis.

Project Title:	Civic Center
Project Address:	CBD Project Area

Project Description:
Appropriation of funds for the Civic Center enhancements project totaling \$2.2M. The funding is allocated for the design of more green space, shade, and economic development for all. The initiative aims to beautify Utah’s capital city to attract families, workers, and visitors.



Proposal ID:	
Department:	CRA
Project Type:	
Category:	

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund (CRA)		\$2,200,000	

Estimated Future Maintenance and/or Operational Expense:
Impact will be determined on a case-by-case basis.

Project Title:	500 West Improvements
Project Address:	Granary District Project Area

Project Description:
Appropriation of funds for the 500 West Improvements project totaling \$3.3M. The funding will be used for beautification elements on 500 West from 600 South to 900 South.



Proposal ID:	
Department:	CRA
Project Type:	
Category:	

Funding Recommendations			
	CDCIP Board	Mayor	Council
General Fund (CRA)		\$3,300,000	

Estimated Future Maintenance and/or Operational Expense:
Impact will be determined on a case-by-case basis.

The Salt Lake City Sustainability Department

Sustainability's Energy & Environment Division supports other departments to minimize the environmental impact of City operations. The Energy & Environment Division does not have any proposed projects for FY 26-27. The Waste & Recycling Division has one project proposed to construct a shelter for container maintenance operations that occur at the Delong Street Operations Yard.

Project Title:	Delong Street Operations Yard Improvement
Project Address:	500 Delong St, Salt Lake City, UT 84104

Project Description:
Constructing a metal structure to provide shelter for container maintenance operations.



Proposal ID:	
Department:	Sustainability - Refuse Fund
Project Type:	Capital
Category:	



Funding Recommendations			
	CDCIP Board	Mayor	Council
Refuse Fund		\$250,000	

Estimated Future Maintenance and/or Operational Expense:
Maintenance requirements are expected to be minimal, limited to cleaning, regular pest control, and periodic inspections for rust and loose bolts, and applying primer or paint to prevent rusting.

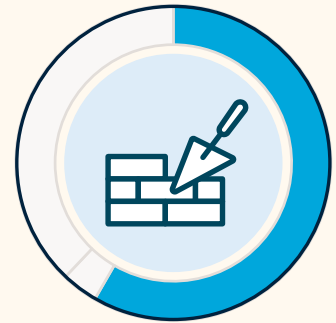


CAPITAL ASSET PLAN – GENERAL FUND

Fiscal Years 2027-2032
Salt Lake City, Utah



CAPITAL INVESTMENT NEEDS



REPAIR & REPLACE

58.4% | \$876.6 million



IMPROVE EXISTING

3.7% | \$56.4 million



BUILD NEW

37.9% | \$569.9 million

TOTAL OVER SIX YEARS

\$1.5 billion



Executive Summary

Salt Lake City invests in the infrastructure that supports daily life, including streets, bridges, buildings, parks, and public spaces. These long-term investments, known as capital assets, are funded each year through the Capital Improvement Program, or CIP. Examples include street reconstruction projects, park improvements, public safety facilities, public art and upgrades to sidewalks and traffic signals.

This Capital Asset Plan (the Plan) for the General Fund builds on the annual CIP process by providing a multi-year roadmap for how the City will maintain, improve, and expand infrastructure over time. By planning ahead, the City can identify capital needs earlier and make more informed, cost-effective decisions.

Over the six-year planning horizon, the City identified approximately \$1.5 billion in capital investments across all capital asset types in the General Fund. Of this total, about \$876.6 million is needed to repair and replace existing infrastructure, \$56.4 million to improve existing capital assets, and \$569.9 million to build new capital assets. These estimates highlight the scale of investment required to maintain current service levels while preparing for future growth.

The Plan focuses on **capital assets** paid for by the General Fund, which deliver core services used across the community. It balances three key priorities: maintaining existing capital assets, improving existing capital assets, and investing in new capital assets.

- Maintaining capital assets may include projects like repairing streets, replacing aging playground equipment, or a roof replacement.
- Improving existing capital assets may include projects like upgrading building systems such as security systems or seismic retrofits and improving accessibility.
- New investments may include building new facilities, new amenities in parks, or adding new infrastructure like protected bike lanes to transportation corridors.

Each year, the Plan is updated to reflect changing conditions and priorities. City teams evaluate capital asset conditions, such as the quality of pavement, the age of buildings, or the performance of irrigation systems in parks, to determine when repairs or replacements are needed. This work results in a six-year list of planned projects, organized into



▶ CAPITAL ASSET

long-lasting investments, costing \$50,000 or more, that help deliver essential services and public benefits across the City



maintaining capital assets, improving or expanding existing infrastructure, and building new capital assets.

The Plan works closely with the annual CIP process, which evaluates and funds projects each year. CIP projects may be proposed by City departments or submitted by community members. Examples of constituent requests include neighborhood traffic calming measures or park improvements. It should be noted constituent requests are not included in the Plan. The CIP projects are reviewed by City staff and advisory boards before sharing recommendations with the Mayor and then revised and approved by the City Council through a public process.

Funding decisions are guided by clear priorities, including maintaining existing infrastructure, improving safety, meeting legal requirements, and supporting community needs. For example, projects that address failing infrastructure, improve pedestrian safety, or meet accessibility requirements are often prioritized.

The Plan and CIP process strengthens coordination across City departments. An internal committee with representatives from most city departments, known as the CAP Committee, reviews the Plan and recommends internal CIP applications each year. This strong coordination helps align project timing, funding strategies, design decisions, and construction schedules so related work can move forward together. This approach allows multiple projects, such as street reconstruction, utility upgrades, accessibility and sidewalk improvements, to be completed at the same time, reducing disruption to a neighborhood and saving taxpayers' money.

Capital projects are funded through a combination of ongoing and one-time sources. Ongoing sources, such as General Fund transfers and dedicated sales taxes like Funding Our Future, typically support recurring needs like street capital maintenance, but can support improvements or new growth-related projects. One-time sources, such as grants and bonds, can support capital maintenance projects and larger investments, such as new buildings, major road improvements, or park development.

The Plan is supported by City policies, master plans, and technical studies, ensuring that investments reflect community priorities and long-term goals. It is reviewed and updated each year and presented to the City Council as part of the annual budget process.

Together, this approach helps Salt Lake City invest responsibly in its infrastructure, maintain reliable services, and plan in a way that is transparent, coordinated, and aligned with community needs.

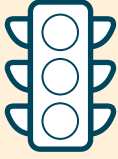


PUBLIC ARTS



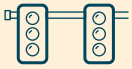
250
Works of Art

TRANSPORTATION



1,500

Lane Miles of Roads



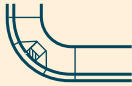
195

Street Signals



900

Miles of Sidewalks



11,920

Curb Ramps



146

Miles of Bikeways



55

Miles of Alleys

PARKS



2,711

Acres of Park Space



203

Sport Courts



63

Athletic Fields



79

Playgrounds



44

Pavilions



39

Restrooms



135

Miles of Trails



47

Miles of Bike Trails

BUILDINGS



60

City Buildings



16

Fire Buildings



6

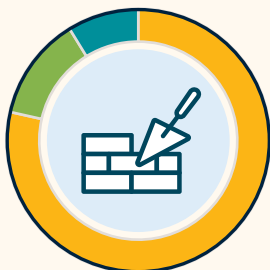
Police Buildings



52

EV Charging Stations

COST TO MAINTAIN EXISTING CAPITAL ASSETS



\$688,200,000 ●
\$111,500,000 ●
\$76,900,000 ●

COST TO IMPROVE EXISTING CAPITAL ASSETS



\$51,200,000 ●
\$5,200,000 ●

COST OF NEW CAPITAL ASSETS



\$279,400,000 ●
\$254,300,000 ●
\$36,100,000 ●

COMBINED COST



\$1,018,900,000 ●
\$371,000,000 ●
\$113,000,000 ●

Capital Asset Plan – General Fund Table of Contents

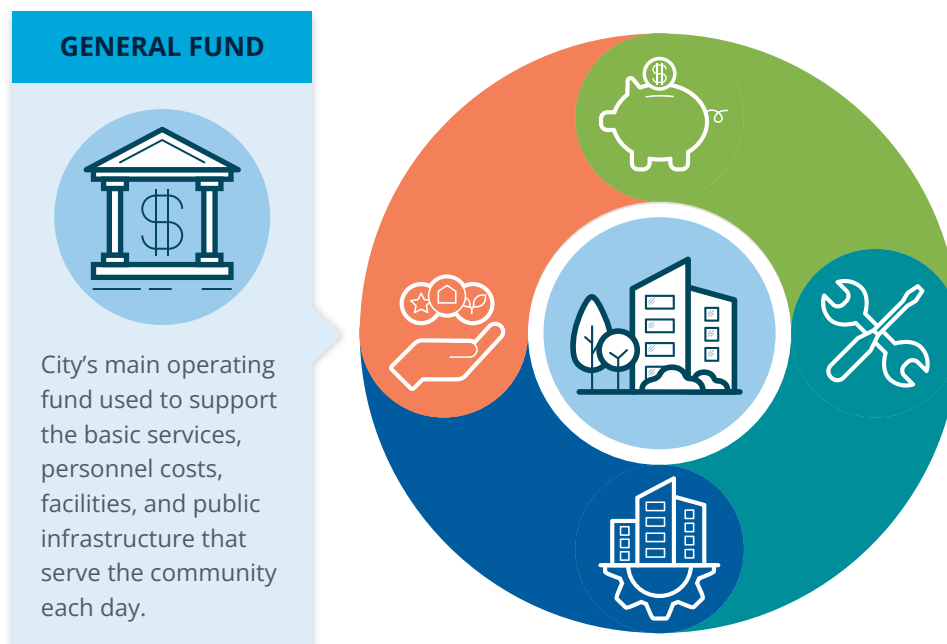
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Introduction



Salt Lake City invests in the infrastructure that supports daily life. This plan only covers the capital assets in the City's General Fund, which largely includes our streets, bridges, buildings, parks, and public systems. Other types of capital assets are managed separate from the **General Fund** including the Airport, Public Utilities, and Waste & Recycling among others. Each year, investments in these capital assets are funded through the Capital Improvement Program (CIP), which focuses on major construction projects. These capital assets are long-lasting investments, costing \$50,000 or more, that help deliver essential services and public benefits across the City.



The Capital Asset Plan (the Plan) builds on this annual process by looking ahead. It is a multi-year roadmap that outlines how the City will build, maintain, and pay for infrastructure over time. By planning beyond a single year, the City can move from a reactive approach to a more proactive and strategic one, identifying needs earlier and making more informed and coordinated decisions.

This Plan helps balance competing priorities: maintaining the infrastructure we already have and investing in new projects to serve a growing city. Taking care of existing capital assets extends their useful life and protects past investments, while new projects ensure the City can meet future needs. The Plan also connects the Mayor and City Council's priorities with the City's most critical infrastructure needs. While there are always more needs than available funding, bringing them together into one plan supports more transparent and thoughtful decision-making.

The Plan also improves coordination across the City and with regional partners. It informs long-term financial planning and helps to align work across departments, including Public Utilities and the Community Reinvestment Agency. It also allows partners like the Utah Transit Authority and Salt Lake County to better coordinate their projects with the City's plans. For residents and businesses, this can mean fewer disruptions, more efficient construction, and greater overall impact when projects are completed together.

The Plan will be reviewed and updated each year to reflect changing needs, economic conditions, and community priorities—ensuring Salt Lake City continues to invest wisely in its future.





6-Year Capital Asset Plan

CAPITAL ASSETS



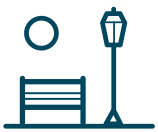
Buildings



Streets



Parks



Public Spaces



Other Major Infrastructure



The Plan focuses on infrastructure owned by the City's General Fund, which supports core public services. These capital assets include buildings, streets, parks, public spaces, and other major infrastructure funded primarily through taxes. Unlike services that are funded by user fees, such as utilities, these investments support services used broadly across the community and benefit residents and visitors citywide.

The Plan is a living document that is updated each year to reflect the City's evolving needs and priorities. This information supports better planning, helps prioritize limited resources, and ensures public capital assets remain safe and reliable. Updates include progress on current projects, changes in the condition of capital assets, and new or emerging infrastructure needs. Evaluating how capital assets such as streets, buildings, and parks are performing helps the City determine how long they are expected to last and when maintenance, rehabilitation, or replacement may be needed. The Plan also reflects priorities set by elected officials and updates to City policies, ordinances, or procedures that affect how projects are funded and delivered.

Each year, the Plan is submitted along with the Mayor's Recommended Budget to the City Council on the first Tuesday in May. The Council reviews and adopts the Plan alongside the annual Capital Improvement Program budget by September 1, in accordance with Utah Code. The Plan guides which projects move forward into the annual CIP, ensuring that short-term investments align with long-term priorities.



Data Collection and Review

Each year from September through December, City teams work together to prepare and update the Plan. Data is provided to Finance’s CAP Team by Community & Neighborhoods, Public Services and Public Lands departments. The teams review existing infrastructure data, update project information, and identify future needs.

The data collected provides an estimate of the annual funding needed to maintain current service levels. The departments also develop and refine a six-year list of planned projects, which helps the CAP Team develop a citywide prioritization of investments and plan for the future.

Projects in the Plan fall into three categories:



- **Existing Capital Assets** – Capital Maintenance, Renewal and Replacement. These projects focus on maintaining, repairing, rehabilitating, or replacing capital assets that are already in service. The goal is to sustain current service levels, preserve capital asset conditions, extend useful life, reduce the risk of failure, and protect prior public investment.



- **Improvements to Capital Assets** – These projects improve or upgrade existing capital assets beyond their current condition. They are intended to enhance service delivery, improve safety and accessibility, respond to operational needs, and increase the overall performance and usefulness of the capital assets.



- **New Capital Assets** – These projects create or acquire new City capital assets, expand existing capital assets beyond their current capacity to meet growing demand, expand public access, support development, or advance strategic priorities. These investments help ensure the City can serve both current and future residents and future needs.



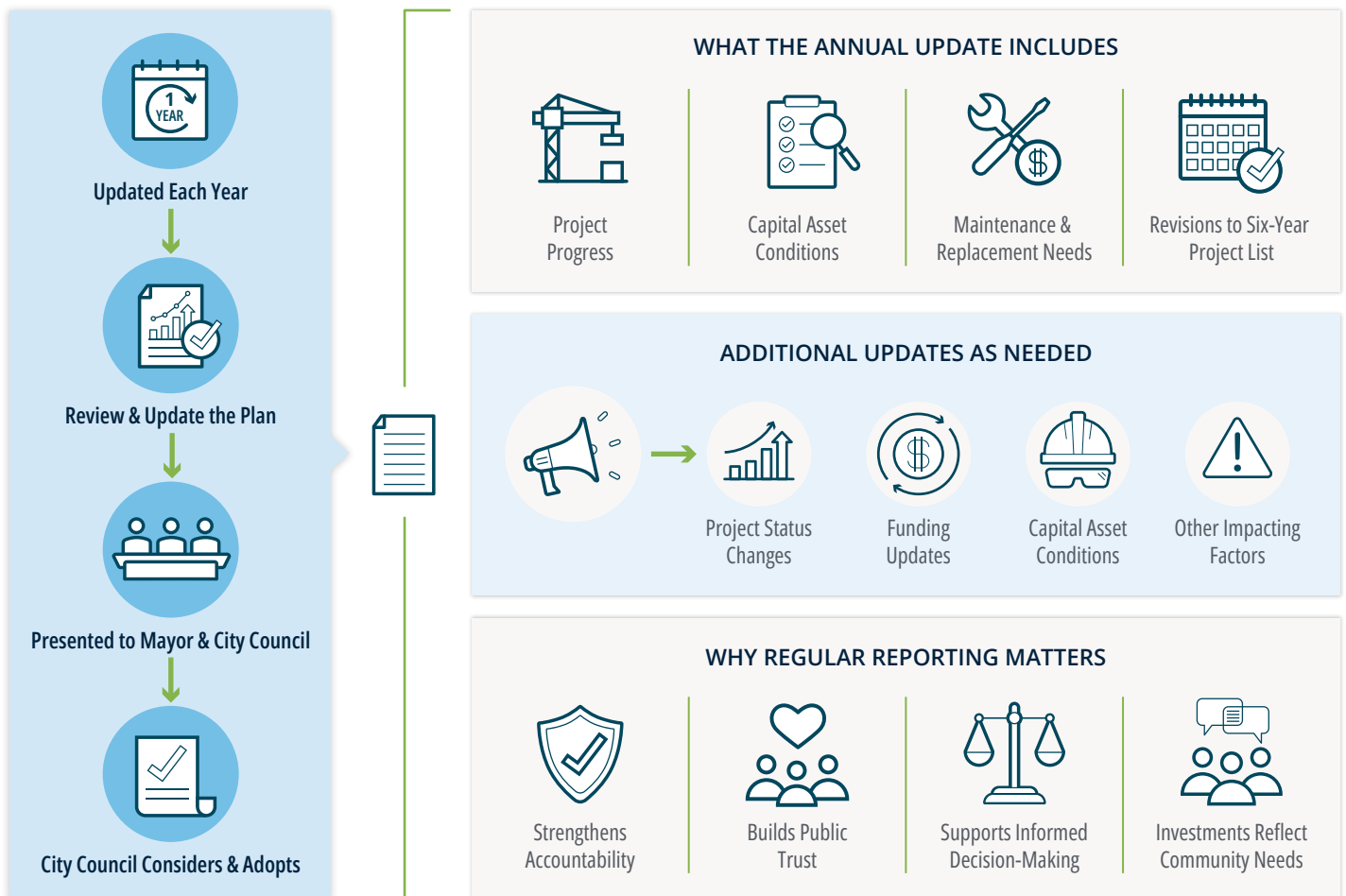


Transparency and Reporting

To support transparency and informed decision-making, the Plan is updated each year and presented to the Mayor and City Council as part of the City's regular capital planning and budgeting process. The annual update includes project progress, information on capital asset conditions, updated maintenance and replacement needs, and revisions to the six-year project list. The City Council has the opportunity to consider and adopt an updated Plan each year.

Additional updates may be shared throughout the year, as needed, to highlight significant changes in project status, funding, capital asset conditions, or other factors that may affect implementation of the Plan. Regular reporting strengthens accountability, builds public trust, and helps ensure that capital investment decisions remain clear, consistent, and accessible to the community.

ANNUAL PLAN UPDATE & ADOPTION





One-Year Capital Improvement Program (CIP) – Annual Process Overview

The Capital Improvement Program, or CIP, is the City’s annual process for reviewing, prioritizing, and funding capital projects. CIP is an open and competitive process where community members and City departments submit project proposals.

Capital assets must cost at least \$50,000 and have a useful life of at least five years. Any capital asset funded with impact fees is required to have a useful life of at least ten years.

Each year, the process begins after the previous year’s funding decisions are completed. The City gathers new project ideas by inviting applications from residents and identifying infrastructure needs across departments. Community-submitted projects are reviewed and refined with City staff to develop scope and cost estimates.

City staff, through the Capital Asset Planning Committee, evaluate and prioritize internal project proposals utilizing established criteria and master plans. These recommendations are forwarded alongside eligible community-submitted applications to the Community Development and Capital Improvement Program (CDCIP) Advisory Board, which conducts a public review and provides funding recommendations.

The Mayor uses these recommendations to develop a proposed CIP budget. Each June, the Council appropriates overall funding available for CIP and approves debt payments and ongoing obligations as part of the annual budget. Over the summer, the Council reviews individual projects and per state law must approve project-specific funding by September 1.

This annual process supports transparency, encourages public participation, and helps ensure that funding decisions are coordinated, consistent, and aligned with the City’s long-term priorities.





Budget Funding/Project Life Cycle

When the City Council approves funding for a capital project, those public dollars are dedicated to a specific purpose. Once a project receives funding, it is generally expected to make significant progress within three years, in line with City policy and the CIP framework. Some projects may take longer to complete, especially if they are delivered in multiple phases or receive additional funding over time. Highly complex projects, or those that rely on federal grants or other external sources, may require several years of planning and coordination before construction can begin.

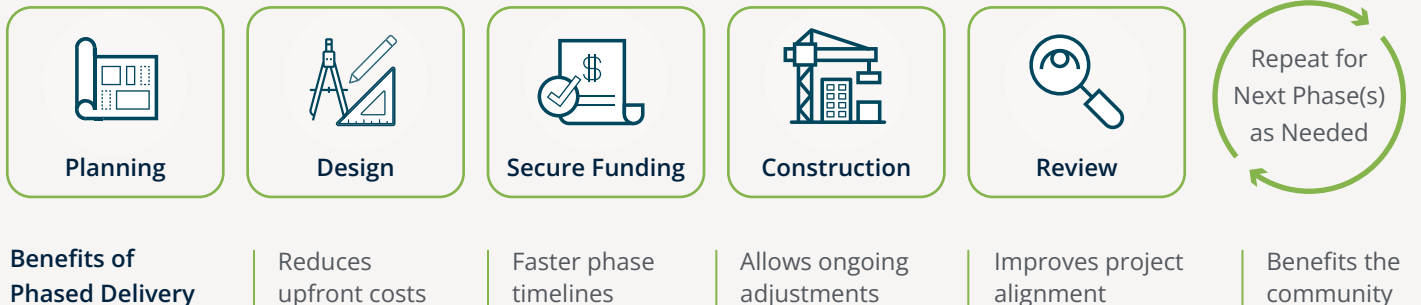
Breaking large projects into phases can help ensure efficient delivery. Early phases may focus on planning and design, allowing the City to develop scope and cost estimates before committing to full construction funding. This approach reduces the need for all funding upfront, shortens the timeline for each phase, and provides flexibility to adjust as work progresses. Departments are then able to better coordinate project timing, scope, and funding to support successful outcomes for the community.

PROJECT LIFE CYCLE



BREAKING LARGE PROJECTS INTO PHASES

Phasing helps ensure efficient delivery by spreading work over time, reducing upfront costs, and allowing flexibility as work progresses.





Funding Priorities

Each year, Salt Lake City receives more capital project requests than available funding. To make thoughtful and transparent decisions, the City uses a set of funding priorities to evaluate and compare projects in the CIP.

These priorities, established through City Council Resolution 29 of 2017, help guide how limited resources are invested. They focus on maintaining existing infrastructure, reducing risk, meeting legal obligations, and delivering projects that provide strong public value. Together, they support responsible long-term planning and help ensure that investments align with the City's needs and community priorities.

Projects are evaluated by the internal Capital Asset Planning Committee and the public Community Development and Capital Improvement Program (CDCIP) Advisory Board based on the following considerations:

Existing Capital Asset: Projects that maintain, repair, renovate, or replace existing City infrastructure are a top priority. Taking care of capital assets that are already in service helps preserve past investments, extend useful life, and reduce more costly repairs in the future.

Critical Capital Asset Failure: Projects that address capital assets at risk of failure receive urgent attention. These include situations that could impact public safety, disrupt essential services, or result in significant financial or operational consequences if not addressed quickly.

Legal and Contractual Obligations: Some projects are necessary to meet legal, regulatory, or contractual requirements. Funding these projects ensures the City remains compliant, avoids penalties, and fulfills its commitments.

Risk: Life, Health & Safety: Priority is given to projects that address code violations, reduce crime, or improve safety conditions, including efforts to prevent serious injuries and fatalities related to transportation and mobility.

Reduce Cost and Increase Efficiency: Projects that lower long-term costs or improve efficiency are prioritized. This may include coordinating work with other projects, reducing maintenance needs, or delivering services more effectively.

Balanced Budgeting: Priority is given to internal projects from departments that have received less capital funding in recent years or have greater unmet needs compared to others. This helps ensure a more balanced allocation of limited resources.

Resiliency: Projects that strengthen the City's ability to respond to and recover from disruptions are an important focus. This includes preparing for emergencies, extreme weather, and other risks that could affect infrastructure and services.

Project Phase: Projects that are ready to move forward, particularly those transitioning from design to construction, are prioritized to maintain momentum. Advancing projects in a timely manner helps control costs and improves overall delivery.

Community Support: Constituent submitted projects that reflect community needs and have support from residents, stakeholders, or Community Councils are an important part of the process. Public input helps ensure investments align with neighborhood priorities.

Workforce Support: Internal projects that support the physical, mental or economic well-being of City employees are prioritized, keeping with the Mayor's goal of supporting "Our City Family."

Sustainability: Projects that support long-term environmental and financial sustainability are encouraged. This includes efforts to improve energy efficiency, conserve water, reduce emissions, and use resources responsibly.

Includes Outside Funding: Projects that leverage outside funding, such as grants or partnerships, are prioritized when feasible. These opportunities help stretch City resources and expand the impact of local investments.

One City Approach: Internal projects should have coordination among City departments and align with the Mayor's goals.

Community Benefit: Constituent submitted projects that have a high public benefit.



Capital Asset Plan Roles and Partnerships



The Plan is built through collaboration across City staff, advisory groups, elected officials, and the public. Each group plays a distinct role in identifying needs, evaluating projects, and making funding decisions. Together, these partnerships help ensure that capital planning is transparent, fiscally responsible, and aligned with City priorities.

Capital Asset Planning Team

The Capital Asset Planning Team, within the Finance Department, oversees the development and maintenance of the Plan. The team coordinates the annual update, identifies funding needs and gaps, and ensures the Plan remains accurate and aligned with City priorities. The team also prepares reports and materials that clearly communicate project status, funding needs, and investment priorities to decision-makers and the public.

Departments and Divisions

City departments and divisions identify infrastructure needs, propose projects related to existing capital assets and to implement master plans, and provide the technical and operational expertise needed for planning. They help maintain accurate capital asset information, assess risks, and coordinate with the Finance Department on project timing, funding, and readiness. Their input ensures the Plan reflects real service needs across the City.

Constituents

Community stakeholders help shape capital priorities by both applying for CIP funding through constituent applications and sharing feedback on proposed projects at public meetings. Public input helps the City understand where investments will have the greatest impact and ensures planning reflects the experiences of the community.

Capital Asset Planning Committee (CAP Committee)

The CAP Committee brings together representatives from most City departments to review and evaluate internal capital project proposals. The committee helps ensure projects align with City priorities and operational needs and provides recommendations to the CDCIP Board. This collaborative approach supports consistent and informed decision-making across departments.

CAP Committee members include the following City representatives (or their respective designees):



Community Development and Capital Improvement Program Advisory Board (CDCIP Board)

The CDCIP Board provides an added level of review and public accountability by evaluating proposed projects, funding needs, and long-term priorities. Their recommendations help inform the City's CIP budget and support transparency, public awareness, and informed decision-making.

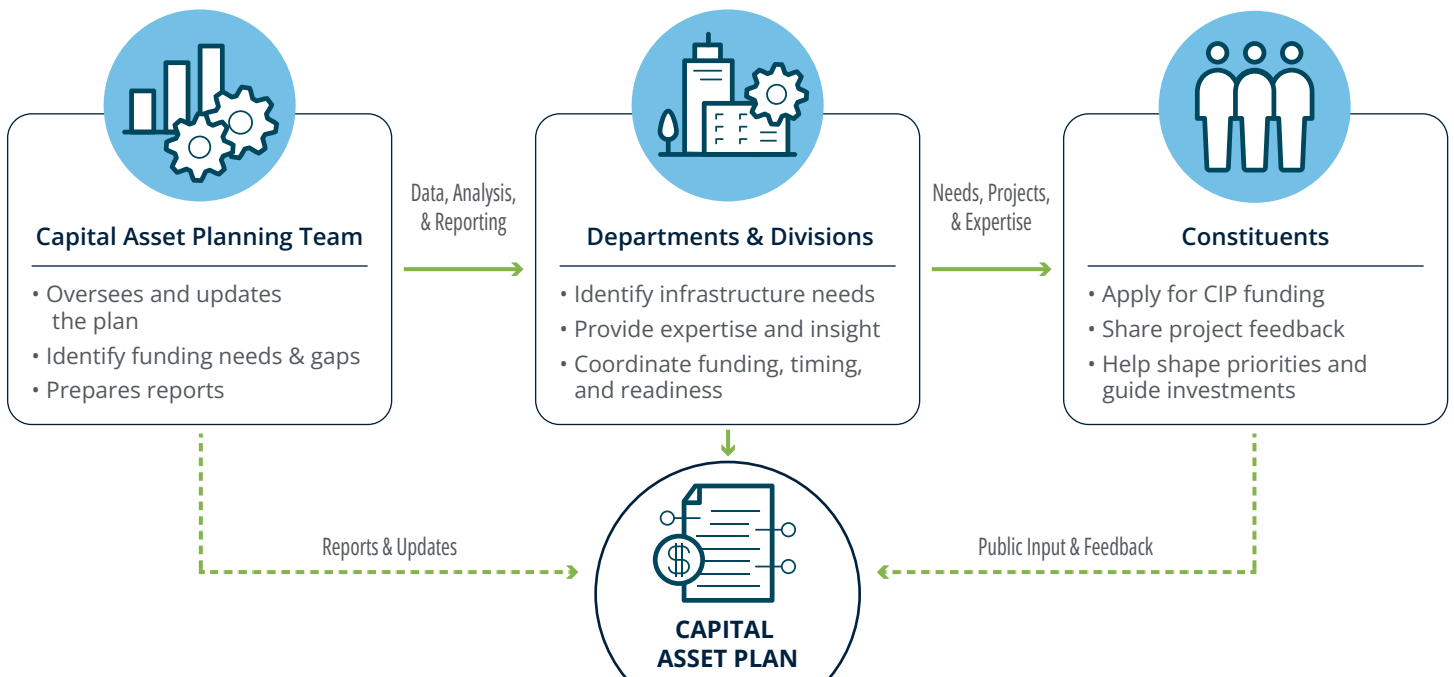
Mayor

The Mayor provides leadership and sets priorities for capital funding. Working with City departments and the Finance Department, the Mayor helps ensure the Plan aligns with broader policy goals, operational needs, and long-term strategy. The Mayor reviews the CDCIP Board's recommendations and may modify them to ensure capital investments reflect community needs, fiscal responsibility, and long-term infrastructure goals. The Mayor then transmits a Recommended CIP Budget to the City Council alongside the annual budget.

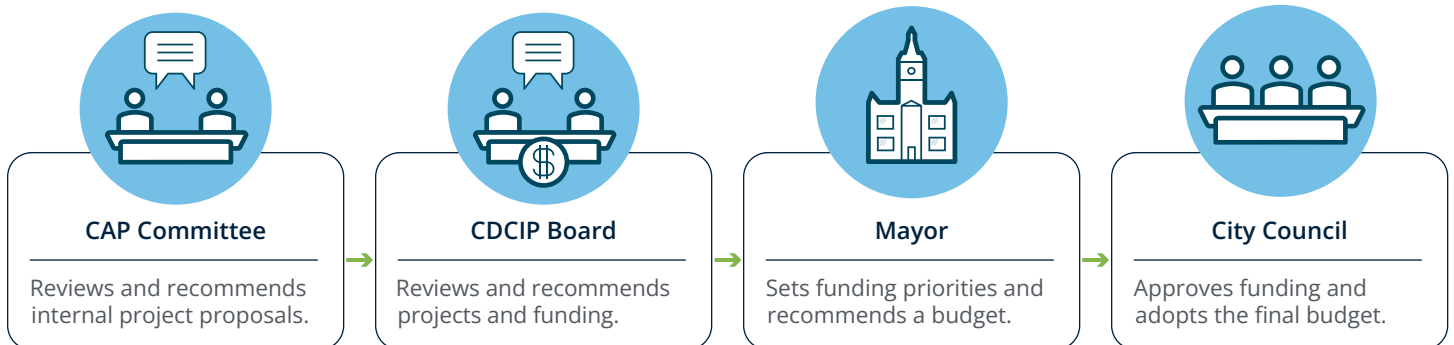
City Council

The City Council plays a critical role in shaping the direction of the CIP, setting policies and authorizing funding each year. By thoroughly examining proposals and making final approvals, the Council helps guarantee that infrastructure investments meet the priorities and needs of residents while upholding financial stewardship and supporting the City's long-term needs.

ROLES & PARTNERSHIPS



EVALUATION & DECISION-MAKING





Funding Sources

ONGOING FUNDING SOURCES

Salt Lake City uses a mix of funding sources to invest in infrastructure and deliver capital projects. The General Fund, which supports most City services and operations, plays a key role by transferring funding each year to support the CIP.



General Fund

Capital funding sources generally fall into two categories: ongoing funding and one-time funding.

- Ongoing funding includes revenues the City receives regularly, typically each year. These sources provide a stable foundation for planning and maintaining infrastructure over time.
- One-time funding includes limited or project-specific resources that are not expected to continue year after year. These sources are typically used for specific projects or phases of work.



Funding Our Future

Not all funding sources can be spent on all projects and matching the funding source to the project type helps the City plan responsibly, maintain long-term financial stability, and commit funding sources to specific projects.

Ongoing Funding Sources



Class C Road Funds

General Fund

The General Fund supports services such as public safety, parks, streets and public art. Each year, the City Council transfers a portion of General Fund revenues to the CIP to fund capital projects.

These are the City’s most flexible funds which can be used for any project. General Fund revenues come from sources such as sales taxes, property taxes, franchise taxes, permits, and fees.

Funding Our Future

A portion of the General Fund is revenue from a local option sales tax labelled “Funding Our Future” that supports key community priorities. This funding is dedicated to affordable housing, public transit, public safety, streets, and parks maintenance.

The sales tax increase was adopted as part of the Fiscal Year 2019 budget following extensive public outreach. While the dedicated categories have



Transportation Fund

evolved over time, funding continues to be directed toward critical community needs and is allocated annually through the budget process.

Class C Road Funds aka the State Gas Tax

Class C Road Funds come from the State's gas tax and are distributed to cities based on roadway mileage. State law limits how these funds can be used, including qualifying roadway construction and maintenance, safety improvements, and related costs. Salt Lake City primarily uses these funds for street maintenance and reconstruction projects that are selected through a structured planning process and included in the City's pavement management plan.

Transportation Fund Sales Taxes

The County Quarter Cent and "Fifth Fifth" Transportation Fund revenues come from local sales taxes dedicated to improvements. These funds support a multimodal system, including qualifying streets, sidewalks, bike facilities, transit improvements, safety upgrades, street maintenance and reconstruction.

Funding is shared among regional partners, including the Utah Transit Authority and Salt Lake County, and must be used for eligible transportation purposes as defined by state law.

One-Time Funding Sources

Impact Fees

Impact fees are one-time charges on new development that help fund the infrastructure needed to support that growth. Impact fees help ensure that growth contributes to the cost of the infrastructure it requires, rather than placing the full burden on existing residents.

Since impact fees may only be used for the growth-related portion of a project, they often fund only part of a project which also requires matching funds from another funding source. State law generally requires these fees to be spent or contractually committed within six years.

Grants

The City receives grants from federal, state, county, and private sources to support capital projects. Each grant has specific requirements for how funds can be used, along with reporting, procurement, and contracting rules that the City must follow. Grants also often require a local match and may be paid out through a reimbursement to the City that occurs after costs are incurred.

ONE-TIME FUNDING SOURCES



Impact Fees



Grants



Donations



Public-Private Partnerships



Bonds

Donations

Donations are voluntary contributions from individuals, businesses, or organizations that support public projects. These may include cash or in-kind contributions such as land, materials, or services.

Donations are often used for eligible capital costs and may help expand or enhance projects. Any recognition associated with a donation follows City policy.

Public-Private Partnerships

Public-Private Partnerships allow the City to work with private partners to deliver infrastructure projects. These agreements may include design, construction, financing, or ongoing operations.

This approach can help deliver projects more efficiently and share certain risks, while maintaining public ownership and oversight.

Bonds

Bonds are a key tool the City uses to fund large capital projects. The City borrows money from investors and repays the principal over time with interest.

Bond funding is often limited to capital uses such as design, property acquisition, and construction. Bond programs are typically approved through a public process and include ongoing reporting for transparency.

There are many different types of bonds available to cities. Three of the more common types used by the City are:

- **General Obligation Bonds:** These voter-approved bonds are repaid through a dedicated property tax and are used for a wide variety of projects such as streets, parks, and public facilities. The dedicated property tax ends when the General Obligation bond is fully paid off.
- **Revenue Bonds:** These bonds are repaid from specific revenue sources. Revenue bonds are currently repaid through sources such as Sales Tax, Municipal Energy Tax, Franchise fees, and Class C road funds.
- **Local Building Authority Bonds:** These bonds are used to finance the construction of new public buildings. The City makes lease payments over time to repay the debt.



City Policies, Master Plans, and Other Qualifying Studies

Capital projects in Salt Lake City are guided by a framework of plans, policies, and regulations. To be eligible for CIP funding, projects must be identified in or advance a priority in an adopted City master plan or supported by a technical study. This approach helps ensure that investments are thoughtful, consistent, and aligned with community priorities. Together, these tools help align capital investments with legal requirements, financial policies, and long-term goals. Additionally, some projects are required to be reviewed and approved by partners, according to state law, adding another layer of review and assurance of meeting regional needs.

City Ordinances

City ordinances govern how certain funding sources, such as impact fees, can be used. They also establish the role of the CDCIP Board in reviewing projects and making funding recommendations as part of the CIP process.

City Council Resolutions

Resolutions provide policy guidance on capital planning, debt management, handling cost overruns and ensuring responsible use of public funds.

Resolution 29

Resolution 29 of 2017 provides the foundation for how Salt Lake City plans and funds capital improvements in a transparent and consistent way. It defines what qualifies as a capital project, emphasizes maintaining existing infrastructure, and supports long-term planning.

The resolution also outlines expectations for evaluating projects, including cost, operational impacts, and community benefits. It establishes processes for prioritizing projects, managing cost overruns, and using available funding sources effectively.

Administrative Policies

Administrative Policies guide how projects are evaluated and prioritized. They support consistency, transparency, and alignment with City objectives throughout the planning process.

Title 57, Capital Asset Management

Title 57 of the Administrative Policies establishes the Capital Asset Planning Committee, to guide the review and coordination of major

capital projects. The committee includes leadership from most City departments and supports a coordinated, citywide approach to infrastructure planning.

The Capital Asset Planning Committee reviews and evaluates internal project proposals, recommends projects to the CDCIP Board, and helps guide policies related to the Capital Asset Plan and CIP. The Finance Department supports this work by managing the Capital Asset Plan, coordinating CIP budgeting and reporting, and providing analysis and administrative support to City leadership and the City Council.

Master Plans and Supporting Studies

The Capital Asset Plan reflects the priorities and values of Salt Lake City residents. Projects are based on adopted master plans, technical studies, and community input, ensuring that investments respond to real needs across the city.

These plans guide investments in key areas such as transportation, buildings, parks, and other public infrastructure. Links to relevant master plans and supporting studies are included in the appendix.





Existing Capital Asset Project Descriptions – Capital Maintenance, Renewal and Replacement

Existing Capital Assets include City-owned buildings, infrastructure like bridges or park pavilions, and other long-lived capital assets that are already in service and support daily operations and public services. A city capital asset must cost at least \$50,000 and have a minimum life span of 5 years, or 10 years if funded with impact fees. Maintaining these capital assets is essential to deliver reliable services across the city.

For planning purposes, maintenance, renewal, and replacement work is organized by capital asset type and by the department responsible for managing those capital assets. The categories below describe the types of projects used to keep infrastructure in good condition, extend its useful life, maintain reliable service, and protect the City's long-term investment.

Transportation/Engineering Divisions

Street Capital Asset Replacement and Renewal (collector, arterial, and local streets, and alleyways)

- **Street Overlay** - Overlay of City streets that have not yet fallen to the level of deterioration where full reconstruction is required. The overlay program includes a 3 inch or greater depth asphalt mill and overlay, curb and gutter replacement and sidewalk replacement in select locations, drainage improvements as necessary, and appropriate complete streets bicycle and pedestrian access improvements.
- **Street Reconstruction** - Reconstruction of deteriorated City streets, including street pavement, curb and gutter, sidewalk, drainage improvements as necessary, and appropriate complete streets bicycle and pedestrian access improvements.
- **Alleyways** - Reconstruction or rehabilitation of deteriorated City alleyways, including pavement and drainage improvements as necessary.

Bridge Capital Asset Replacement and Renewal

- **Bridge Reconstruction** - Reconstruction or major rehabilitation of deteriorated City bridges that have reached the point where substantial structural repair or replacement is needed. Work may include bridge decks, structural supports, railings, joints, drainage components, and other related elements necessary to restore safe and reliable use.
- **Bridge Maintenance** - Planned preservation and renewal of City bridges to help extend their useful life and reduce the need for more

costly major repairs. Work may include repairs or replacement of bridge decks, joints, railings, drainage components, protective coatings, and other structural elements based on inspection findings and condition assessments.

Traffic Signals, and Intersection Replacement and Renewal

- Replaces aging traffic intersections and signals that have reached the end of their useful life, typically around 40 years, based on condition rankings that consider equipment age, condition, maintenance history, and staff input. Improvements may include replacing outdated equipment—such as steel poles, span wires, signal heads, and loops—with upgraded infrastructure like mast arm poles, new signal heads, pedestrian countdown timers, improved detection for vehicles, bicyclists, and pedestrians, left-turn phasing (as needed), replacement of non-functional CCTV cameras, curb and gutter and ADA ramps.
- Upgrades computer system and software near mid-life to increase the overall lifespan of the system to 40 years. This is budgeted at 30% of the cost of full intersection replacement. These upgrades improve safety, reliability, and operations for all travel modes and reduce the risk of structural failure or signal outages.

Streets Division

Traffic Signal Maintenance—Supports the off-cycle replacement of individual traffic signal and pedestrian infrastructure components throughout the City. Rather than waiting for full intersection replacement, the program addresses specific capital assets that have reached the end of their useful life to maintain safe, reliable, and accessible operations. This proactive approach helps reduce long-term costs compared with reactive repairs or emergency replacement.

Public Way Concrete/Sidewalk—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.

ADA Sidewalk Ramps—Installation and upgrade of ADA-compliant curb ramps at locations throughout the City to improve accessibility within the public right-of-way. These improvements help the City meet requirements under the Americans with Disabilities Act (ADA) of 1990 and provide safer, more independent travel for people with disabilities and others with mobility limitations. By replacing outdated or missing ramps, the program improves connections between streets and sidewalks, reduces hazards, and helps create a more accessible and connected transportation network.

Facilities Division

Building Capital Asset Renewal and Replacement—Supports planned replacement, renewal, and major rehabilitation of City-owned buildings and building systems. Improvements may include roofs, heating and cooling systems, electrical and plumbing systems, structural elements, safety and security features, and accessibility upgrades. The program helps preserve City facilities, reduce the risk of unexpected failures, improve building performance, and ensure that public buildings remain safe, reliable, and capable of supporting City services.

Public Lands Department

Playgrounds—Planned renewal and replacement of playground equipment and related site features in City parks. Improvements may include play structures, safety surfacing, shade elements, seating, fencing, and other components needed to maintain safe, functional, and welcoming play areas. This helps address aging infrastructure, improve safety, and preserve access to quality recreational spaces for children and families.

Courts—Replacement and renewal of outdoor recreational courts in City parks and public spaces. This helps maintain safe and usable facilities for recreation while extending the life of public capital assets.

Fields—Replacement and renewal and improvement of athletic and recreational fields throughout the City. Work may include turf replacement, grading, drainage improvements, irrigation upgrades, field lighting, and related site improvements needed to maintain playability and safety. This helps preserve recreational opportunities, improve field conditions, and support continued community use.

Irrigation Systems—Improves irrigation efficiency and replaces some turf areas with low-water, regionally-appropriate plantings. Many of the public lands' irrigation systems are 50-60 years old. They use more water, take more time, and cost more to maintain than newer systems. Converting irrigation systems so that trees can be watered separately from turf reduces water usage and protects these critical assets, too. During extreme drought conditions, upgraded irrigation systems can also dramatically reduce or even turn off turf irrigation while continuing to water trees.

Pavilions—Renewal and replacement of pavilions, as well as associated amenities (signage, tables, barbecues, landscaping, water, and accessibility features).

Public Restrooms—Renewal and replacement of public restrooms in parks and other City facilities. Improvements may include building systems, fixtures, plumbing, accessibility upgrades, ventilation, lighting, and other work needed to maintain safe, sanitary, and reliable service. The program helps ensure that public restrooms remain functional, accessible, and suitable for community use.

Park ADA Requirements—Supports improvements needed to help parks comply with accessibility requirements under the Americans with Disabilities Act. Work may include accessible routes, curb ramps, parking improvements, restroom upgrades, seating access, playground accessibility features, and other barrier-removal measures. The program helps create a more inclusive park system by improving access, safety, and usability for people with disabilities and others with mobility limitations





Appendices



- I Annual CIP Budget-Project Lists
- II Six-Year Projection
- III Analytics Reports
- IV List of related Policies, Resolutions, Ordinances, Master Plans and Qualifying Technical Studies



Appendix I Annual CIP Budget–Project Lists

This appendix presents the City’s annual Capital Improvement Program project lists, including projects reviewed, recommended, funded and unfunded through the yearly open and competitive capital budgeting process. It is intended to provide a clear record of annual capital investment proposals and decisions and to demonstrate how near-term funding actions support the broader goals of the Capital Asset Plan.

#	Totals	General Fund	Restricted Property Tax	Funding Our Future (FOF)	Parks Impact Fees	Transportation Dedicated Sources		
						Streets Impact Fees	Class C (gas tax)	¼ ¢ & 5 th 5 th Sales Taxes
Title, Lead Office, and Description								
1	Street Reconstruction <i>Engineering Division</i> This program funds reconstructions of Salt Lake City streets including associated design improvements for walking, bicycling, and transit, as required by City Ordinance and federal law. When a street is reconstructed, the entire right of way is surveyed and deficiencies corrected to all elements including roadway, drainage, sidewalks, and street trees. The program meets all federal Americans With Disability Act (ADA) requirements, which are always triggered with a complete reconstruction. This year’s funding request is higher than FY26’s \$4.5 million to allow reconstruction of more lane miles, in keeping with the ongoing deterioration of the city’s street network. Streets tentatively to include: 200 S (Univ St to 1300 E) in prep for S Davis Connector; 600 East (100 S to 400 S) in combination with FY26 constituent CIP; Gilmer Dr. (Douglas to 1300 E); 900 South (Diestel to LeGrande); Military Dr. (900 S to 1700 E); Emerson Ave (1500 E to 1700 E); Texas St. (N terminus to 2100 S); Belaire Dr (Scenic to Glen Oaks); and 500 West (600 S to 900 S). This is the first year without funds from the 2018 Streets Bond; ideal funding would be closer to \$50-60 million per year.							
	REQUEST	\$8,327,500						
	CDCIP	\$7,489,500					\$4,500,000	\$2,989,500
	MAYOR	\$8,327,500		\$627,915			\$4,652,515	\$3,047,070
	COUNCIL	\$ -						
2	Sugar House Park 50/50 Match <i>Public Lands Department</i> This project (a 50/50 cost share with Salt Lake County) will make an infrastructure improvement to Sugar House Park. The replacement of the culinary waterline, which is nearing the end of its useful life and may soon be in a state of critical failure. Failure of the water line would result in park closure and significant emergency maintenance costs.							
	REQUEST	\$1,000,000						
	CDCIP	\$1,000,000	\$1,000,000					
	MAYOR	\$1,000,000		\$1,000,000				
	COUNCIL	\$ -						

#	Totals	General Fund	Restricted Property Tax	Funding Our Future (FOF)	Parks Impact Fees	Transportation Dedicated Sources		
						Streets Impact Fees	Class C (gas tax)	¼ ¢ & 5 th 5 th Sales Taxes
Title, Lead Office, and Description								
3	GREENbike Federal Grant Match 2027; Bike Rack Replacements <i>Transportation Division</i> Salt Lake City's bike share system, GREENbike, has received \$792,455 in federal funds that require \$57,545 in city match. This funding will be used to replace old, rusting, falling-apart stations . GREENbike's oldest equipment is over 12 years old and has been exposed to weather and the public 24/7/365. The balance of this funding request will be used to replace old, rusted, bent, or missing bike racks and/or bike corrals which primarily support Salt Lake City's local business districts and nodes, including many small retail and restaurant businesses. Federal grants: Congestion Mitigation & Air Quality Program (CMAQ) and Transportation Alternatives Program (TAP)							
	REQUEST	\$65,000						
	CDCIP	\$65,000						\$65,000
	MAYOR	\$65,000						\$65,000
	COUNCIL	\$ -						
4	Public Way Concrete Replacement & Rehabilitation 2027 <i>Streets Division</i> Funds replacement of concrete street panels, broken sidewalks, and rehabilitation such as sawcutting & slabjacking for safety considerations. This program has great need, and could easily use \$1.5 million per year. 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
	COUNCIL	\$ -						
5	Traffic Signal Replacements & Upgrades 2027 <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 \$2.5 million seeks to fund full replacement of 4 ranked signals in failing condition with structural and/or equipment deficiencies, plus 6 capital upgrades to detection and/or communications equipment. Locations tentatively to include: 1300 E 100 S; Main St. North Temple; 600 E 500 S; 500 E 600 S. Alternates: Arapeen / Sunnyside; 1300 E 200 S.							
	REQUEST	\$2,500,000						
	CDCIP	\$2,000,000						\$2,000,000
	MAYOR	\$2,000,000				\$200,000		\$1,800,000
	COUNCIL	\$ -						

#	Totals	General Fund	Restricted Property Tax	Funding Our Future (FOF)	Parks Impact Fees	Transportation Dedicated Sources		
						Streets Impact Fees	Class C (gas tax)	¼ ¢ & 5 th 5 th Sales Taxes
Title, Lead Office, and Description								
6	Street Overlay 2027 <i>Engineering Division</i> Short segments of streets focused on preventing deterioration that would require a full reconstruction. Includes streets in livable streets zones and along neighborhood byways. Streets tentatively to include: 1000 North (Featherstone Drive to Redwood Road); 1200 West (1400 South to Andrew Avenue); 1500 West (Hayes Avenue to American Avenue); Alta Street (Federal Heights Drive to Fairfax Road); Connor Street (Sunnyside Avenue to 900 South); Livingston Avenue (Star Crest Drive to Omni Drive); Omni Drive (Omni Avenue to Livingston Avenue); South Temple Street (University Street to South Temple traffic circle); Village View Street (Village Hill Avenue to Village Park Avenue); Brava Street (Amiga Drive to cul-de-sac end); Reveille Circle (Colonel Road to cul-de-sac-end)							
	REQUEST	\$3,300,000						
	CDCIP	\$3,300,000		\$1,842,500				\$1,457,500
	MAYOR	\$3,300,000		\$1,842,500				\$1,457,500
	COUNCIL	\$ -						
7	Safe, Open and Clean Park Restroom Program (Replacement) <i>Public Lands Department</i> This project will fund the replacement of one failing restrooms of Salt Lake City's 47 park restrooms, and upgrade one (Riverside Park). Currently, many restrooms in the Public Lands' inventory are unsafe, frequently closed or unusable when they are intended to be open due to vandalism and misuse. New restrooms will improve safety and maintenance, and may be open for more of the year. All new restrooms will comply with the 2010 ADA Standards and increase accessibility.							
	REQUEST	\$1,136,000						
	CDCIP	\$1,136,000		\$1,136,000				
	MAYOR	\$1,136,000		\$1,136,000				
	COUNCIL	\$ -						
8	Jordan Park Sewer and Stormwater Infrastructure Improvements <i>Public Lands Department</i> Currently, the northern parking lot at Jordan Park is not appropriately connected to the City's stormwater and sewer systems, causing frequent back-ups into the parking lot and northern portion of the park. This emergency maintenance project would allow for adequate, safe connections to the City's sewer and stormwater systems and compliance with Public Utilities, alleviate maintenance burdens for Parks Division operations teams, and allow for safe and healthy park use by visitors.							
	REQUEST	\$300,000						
	CDCIP	\$300,000	\$300,000					
	MAYOR	\$300,000		\$300,000				
	COUNCIL	\$ -						

#	Totals	General Fund	Restricted Property Tax	Funding Our Future (FOF)	Parks Impact Fees	Transportation Dedicated Sources		
						Streets Impact Fees	Class C (gas tax)	¼ ¢ & 5 th 5 th Sales Taxes
Title, Lead Office, and Description								
9	Vision Zero Corridors & Safety Improvements Citywide 2027 <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 countermeasures 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. https://highways.dot.gov/safety/proven-safety-countermeasures The SS4A program funded a regional Comprehensive Safety Action Plan (CSAP) through the Wasatch Front Regional Council, with Salt Lake City as a partner. https://wfrc.org/programs/csap/ 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. This request seeks targeted funds to focus on those corridors with a significant crash history, and with characteristics that can be made safer with infrastructure investments. This program funds two aspects: (1) \$1.2 million Vision Zero Corridors Phase II, addressing key safety concerns on top three identified SLC corridors in Comprehensive Safety Action Plan: 900 West, 800 South, and Redwood Road. These 3 corridors were recommended in WFRC's 2024 Comprehensive Safety Action Plan for a total of \$128.5 million. SLC is selecting strategic and feasible projects within those recommendations to implement first. More expensive elements are likely to be grant funded and/or combined with future street reconstructions. (2) \$1.1 million safety improvements citywide including selected crosswalks near schools.							
	REQUEST	\$2,300,000						
	CDCIP	\$2,300,000	\$1,948,500		\$121,500		\$230,000	
	MAYOR	\$2,300,000		\$1,948,500	\$121,500		\$230,000	
	COUNCIL	\$ -						
10	Urban Trails <i>Transportation Division</i> This program implements recommendations from the council-adopted 2015 Pedestrian & Bicycle Master Plan, the 2024 Citywide Transportation Plan, and some recommendations from the 1992 Open Space Plan and the recent Reimagine Nature Public Lands Master Plan. This year's funding request will allow the design of the Red Butte Creek Trail, Airport Trail Rehabilitation, and the construction of active transportation gaps (missing sidewalks or bikeway gaps). The Urban Trails program is a partnership between Transportation and Public Lands, with both departments funding and implementing selected projects within the urban trails network.							
	REQUEST	\$450,000						
	CDCIP	\$450,000	\$450,000					
	MAYOR	\$450,000		\$450,000				
	COUNCIL	\$ -						
11	Lighting Replacement to Improve Safety And Access <i>Public Lands Department</i> This project will replace existing lighting fixtures in parks that have neared or reached the end of their useful life. Lighting replacement will improve safety and visibility, allow for the continued monitoring of underutilized spaces, and decrease maintenance costs.							
	REQUEST	\$564,000						
	CDCIP	\$564,000	\$564,000					
	MAYOR	\$ -						
	COUNCIL	\$ -						

#	Totals	General Fund	Restricted Property Tax	Funding Our Future (FOF)	Parks Impact Fees	Transportation Dedicated Sources		
						Streets Impact Fees	Class C (gas tax)	¼ ¢ & 5 th 5 th Sales Taxes
Title, Lead Office, and Description								
12	Facilities Replacement and Renewal <i>Facilities Division</i> This program supports our goal of keeping City facilities safe, code-compliant, and functional by addressing existing building assets that are beyond their useful life, nearing or at failure, or no longer meeting operational needs. Asset management data (Cartegraph) and recent Facility Condition Assessment reports help identify likely priorities; this list is a starting point, but facility needs require flexibility to adapt to changing conditions, funding, and real-time insights. Consistent investment is critical and without it, the maintenance backlog will continue to grow, making it more difficult and costly to maintain safe, reliable, and compliant facilities. These investments help prevent failures, reduce emergency repairs, avoid service disruptions, and support ongoing regulatory compliance. Below are the definitions of priorities 1-4. <ol style="list-style-type: none"> Life Safety & Code Compliance - Assets that ensure the building is safe for occupancy and meets legal codes and emergency standards. Structural Integrity & Envelope (Shell) - Assets that provide structural support and protect the building from external elements. Core Infrastructure Systems (MEP) - Mechanical, electrical, and plumbing systems that support base building operations. Operational Building Systems - Assets that support day-to-day function, accessibility, and internal operations. 							
	REQUEST	\$2,910,000						
	CDCIP	\$2,737,500	\$2,737,500					
	MAYOR	\$2,737,500	\$1,600,879	\$1,136,621				
	COUNCIL	\$ -						
13	Traffic Signal Capital Maintenance <i>Streets Division</i> This funding is to address the need for ongoing lifecycle replacement for traffic signal components/assets. This is to ensure long-term cost savings compared to reactive replacement. Traffic signals and pedestrian facilities are critical infrastructure components that directly affect safety, mobility, equity, and quality of life. It enhances accessibility for all users, including those with disabilities.							
	REQUEST	\$750,000						
	CDCIP	\$500,000						\$500,000
	MAYOR	\$500,000						\$500,000
	COUNCIL	\$ -						

#	Totals	General Fund	Restricted Property Tax	Funding Our Future (FOF)	Parks Impact Fees	Transportation Dedicated Sources		
						Streets Impact Fees	Class C (gas tax)	¼ ¢ & 5 th 5 th Sales Taxes
Title, Lead Office, and Description								
14	Transit Capital Program 2027 <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	\$500,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						
15	Plaza 349 Balconies and Masonry Repairs and Improvements <i>Facilities Division</i> A recent condition assessment at Plaza 349 identified significant deterioration of the balcony guard walls and railings, including failing masonry blocks and unsecured metal handrails, creating a potential life-safety hazard due to the risk of falling materials. The existing guard rail heights also do not meet current building code requirements. The study evaluated existing conditions through site observations, field measurements, and selective demolition to expose concealed structural components. Findings indicate limited masonry reinforcement and inadequate anchorage of the guard rail system. Based on these conditions, the study recommends retrofitting or reconstructing the balcony guard walls and railings to meet current code requirements for guard height and structural loading, and to eliminate ongoing safety risks to building occupants and the public below.							
	REQUEST	\$750,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						
16	Demolition of Colfax and Odyssey House <i>Facilities Division</i> Colfax and Odyssey House are both vacant and in poor condition. Odyssey House has sustained significant structural damage that places the building at risk of failure and poses a safety hazard to adjacent areas. Demolition of both structures is recommended to address safety concerns and eliminate ongoing maintenance liabilities. Removal of these buildings would allow for expanded City use of the site, with initial needs identified for Facilities and Parking Enforcement equipment storage.							
	REQUEST	\$80,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						

#	Totals	General Fund	Restricted Property Tax	Funding Our Future (FOF)	Parks Impact Fees	Transportation Dedicated Sources		
						Streets Impact Fees	Class C (gas tax)	¼ ¢ & 5 th 5 th Sales Taxes
Title, Lead Office, and Description								
17	Street's Legal Compliance with 2010 ADA Standards for Accessibility <i>Streets Division</i> ADA Ramps provide a fully accessible public right-of-way, which is an unfunded federal mandate through the Americans with Disabilities Act of 1990. Cities are required to update ramps and ADA access to meet federal law (Americans with Disabilities Act - ADA), ensure safety and independence for people with limitations, which triggers requirements for compliant curb ramps to allow safe movement between streets and sidewalks. Outdated or missing ramps and sidewalks force people into the street, create hazards, and disconnect neighborhoods.							
	REQUEST	\$750,000						
	CDCIP	\$ -						
	MAYOR	\$750,000						\$750,000
	COUNCIL	\$ -						
18	Irrigation Upgrades and Supportive Waterwise Landscaping Program <i>Public Lands Department</i> This climate-forward project will help shape a water and resource-conscious future with two essential components: replacement of aged and damaged irrigation systems, improving irrigation efficiency and reducing operational costs; and strategically replacing water-intensive turf in passive areas with climate adapted, regionally-appropriate plantings. The project also may separate tree-specific irrigation from other area or drip irrigation zones to ensure the health of our City's canopy even during drought. Funding will also go towards updating and replacing water meters as required by Public Utilities for compliance. This will be a build-to-budget request. Possible Locations: First Encampment Park, 200 West Medians (North							
	REQUEST	\$1,200,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						
19	Bikeway Gaps 2027 <i>Transportation Division</i> This program implements recommendations from the council-adopted 2015 Pedestrian & Bicycle Master Plan, the 2024 Citywide Transportation Plan, and some recommendations from the 1992 Open Space Plan and the recent Reimagine Nature Public Lands Master Plan. This year's funding request will allow the design of the Red Butte Creek Trail, Airport Trail Rehabilitation, and the construction of active transportation gaps (missing sidewalks or bikeway gaps). The Urban Trails program is a partnership between Transportation and Public Lands, with both departments funding and implementing selected projects within the urban trails network.							
	REQUEST	\$125,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						

#	Totals	General Fund	Restricted Property Tax	Funding Our Future (FOF)	Parks Impact Fees	Transportation Dedicated Sources		
						Streets Impact Fees	Class C (gas tax)	1/4 ¢ & 5 th 5 th Sales Taxes
Title, Lead Office, and Description								
20	Washington Park Septic Expansion <i>Public Lands Department</i> Currently, the capacity of the septic system at Washington Park is insufficient to serve the current use. Due to the increased use (Salt Lake City's most reserved pavilions and event space) and the age and capacity of the current system, Parks Division staff spend considerable time pumping and maintaining the current system, which diminishes their capacity to maintain other parks and costs the City more money. By upgrading the system, maintenance time and frequency of pumping would decrease.							
	REQUEST	\$950,000						
	CDCIP	\$ -						
	MAYOR	\$950,000		\$950,000				
	COUNCIL	\$ -						
21	Civic Center Construction Documents (from 200 East to the Western Library Square Crescent Wall) <i>Public Lands Department</i> This project will fund construction document design for the heart of Library Square, west of the Library's crescent wall and contiguous with 200 East, creating a cohesive public space serving as Salt Lake City's "living room". The proposed design will replace or eliminate existing failed assets, including crumbling walls, pavers and stairs; address deferred maintenance needs for the square waterproofing and Old Library parking structure where waterproofing has long failed; and, add trees for shade along with level or gently sloped green spaces conducive to both events and everyday uses. The design will create the central "room" of the Civic Center, bringing spaces and people together.							
	REQUEST	\$2,200,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						
22	Parks' Legal Compliance with 2010 ADA Standards for Accessible Design Program <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. Three types of park infrastructure at up to seven parks 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; (4) access to and within restrooms. This is a build-to-budget request.							
	REQUEST	\$811,000						
	CDCIP	\$ -						
	MAYOR	\$811,000			\$324,400			\$486,600
	COUNCIL	\$ -						

#	Totals	General Fund	Restricted Property Tax	Funding Our Future (FOF)	Parks Impact Fees	Transportation Dedicated Sources		
						Streets Impact Fees	Class C (gas tax)	¼ ¢ & 5 th 5 th Sales Taxes
Title, Lead Office, and Description								
23	Highland Park Elementary Sidewalks (Kenwood & Atkin) <i>Constituent Application; Engineering Division</i> A portion of Highland Park Elementary’s designated “Safe Routes to School” is lacking sidewalks and curb & gutter. It is on Kenwood Street, right at the school’s west exit and continues on Atkin Avenue until the crosswalk (with a crossing guard) on Imperial Street. It is a high traffic area, with many students walking or biking in an area with limited visibility, no safe pathway, and many cars. It is dangerous we want our students to be able to safely walk and bike to school! <i>Staff note: This year, there are two separate constituent requests for street improvements to two separate and noncontiguous sections of Atkin Avenue which are several blocks apart.</i>							
	REQUEST	\$213,000						
	CDCIP	\$213,000						\$213,000
	MAYOR	\$213,000						\$213,000
	COUNCIL	\$ -						
24	1700 South Neighborhood Byway Crossings <i>Constituent Application; Transportation Division</i> The 1700 South Neighborhood Byway Crossings CIP aims to make safety improvements to intersections with neighborhood byways from 200 East to 1200 East. 6 neighborhood byways cross 1700 South through this stretch, with many of these critical crossings lacking any kind of increased visibility, traffic control, or protection for people walking or biking on these byways and attempting to cross 1700 South, greatly hindering the connectivity of these routes. This CIP focuses on the crossings at 200 East, 400 East, 800 East, 1000 East, and 1200 East (McClelland Trail), covering the Liberty Wells, East Liberty Park, and Sugar House communities. The crossing improvements would utilize strategies to reduce the crossing distance, improve visibility, and provide physical refuge for pedestrians and cyclists, including bulb-outs and refuge islands. This corridor provides access to schools, grocery stores, local businesses, parks, and lots of housing, and these improvements could greatly improve the active transportation network and access to Bus Route 17. 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	\$263,000						
	CDCIP	\$263,000						\$263,000
	MAYOR	\$263,000						\$263,000
	COUNCIL	\$ -						
25	Repave Alley #4195 <i>Constituent Application; Engineering Division</i> Repair alley #4195 damage from SLC’s 2019 9th S reconstruction. Alley #4195 was severely damaged from contractor use of the alley to move equipment and materials from 11th E to 12th E as a convenience. The 08-2018 ELPCO meeting materials from SLC describes the impact to be 1 lane closed, driveway closures and parking restrictions. SLC or the contractor should be responsible for damage caused outside of the construction zone of 9th S. The pre-2018 condition of the alley had semi consistent pavement and a partial storm drain infrastructure. After 9th S reconstruction; broken pavement and no effective surface or spring water management. This damaged infrastructure impacts property use, parking, safety and ADU development. Additionally, storm water and spring water have accelerated the deterioration of this public infrastructure that is necessary for public utility access as well as private property use and development. This CIP proposal is a request for SLC to address deferred maintenance, 9th S construction impacts and impediments to reasonable access to and development of properties that abut an easement that SLC is responsible to maintain. Affected residents look forward to the opportunity to meet with the SLC departments with shared roles in managing easement-maintenance and the very real need for a solution that can bridge the existing gaps in departments, budgets and responsibility that residents must navigate to find a resolution. We are enthused that the current CIP funding has increased funding to \$500K and includes surface water and alley easement issues as a priority.							
	REQUEST	\$302,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						

#	Totals	General Fund	Restricted Property Tax	Funding Our Future (FOF)	Parks Impact Fees	Transportation Dedicated Sources		
						Streets Impact Fees	Class C (gas tax)	¼ ¢ & 5 th 5 th Sales Taxes
Title, Lead Office, and Description								
26	EV Charging PSB Phase III <i>Facilities Division</i> We are requesting funding for Phase 3, the final phase, of the EV charging infrastructure project at the Salt Lake City Public Safety Building, a critical facility supporting Police, Fire, the Emergency Operations Center, and combined dispatch. The overall project provides 20 Level 2 charging ports to support approximately 50 Public Services, Police, and Fire vehicles. Phases 1 and 2 establish the necessary electrical infrastructure, including a new utility transformer and supporting upgrades identified by Kimley-Horn & Sawatch. Phase 3 completes the project by installing the remaining chargers, allowing the charging system to be fully utilized as designed and ensuring the facility can support the City's expanding EV fleet.							
	REQUEST	\$80,000						
	CDCIP	\$ -						
	MAYOR	\$80,000	\$80,000					
	COUNCIL	\$ -						
27	Rose Park Safe Routes to School Crossing Safety Improvements <i>Constituent Application; Transportation Division</i> Rose Park Elementary has been collaborating with Bike Utah, the Rose Park Community Learning Center, and SLC Transportation since June 2024 to improve safety for students who walk and bike to school. The project purpose is to identify the safest routes to school for students and improve intersections where even the safest routes have barriers. This part of the project was informed by traffic safety data, 2 community bilingual open houses, and a bike safety audit during the 2024-25 school year, resulting in the Rose Park Elementary Safe Routes to School Assessment (attached). The school community and traffic safety data agreed: the crossings along 900W, particularly at the intersections of 800N and 900N, as well as Sterling Dr & American Dr, present major barriers for students trying to access the school neighborhood and other amenities from their apartments. Improvements to 900W are planned, however they do not reach this neighborhood. Rose Park Elementary, Bike Utah, and SLC Transportation are planning a quick-build installation for late October to address these crossings temporarily. However, the proposed permanent crossing solutions are appropriate and will bring relief to many students and other community members in this densely populated yet isolated block of the Rose Park neighborhood. The intersection of Sterling Dr and American Beauty Dr, where students frequently cross on their way to school, is only a two way stop and cars going north-south cut through the neighborhood. This application proposes to make the crossings on 900W at 800N and at 900N safer through infrastructure change via RRFB's, concrete islands, speed feedback signs, and school crosswalks. These measures will capture the attention of drivers and slow them down. We also propose adding stop signs at American Beauty Dr and Sterling Dr to create a four-way stop. Together, these measures will create a safer and more comfortable route for children walking, scooting, or biking to school.							
	REQUEST	\$362,000						
	CDCIP	\$362,000						\$362,000
	MAYOR	\$362,000						\$362,000
	COUNCIL	\$ -						

#	Totals	General Fund	Restricted Property Tax	Funding Our Future (FOF)	Parks Impact Fees	Transportation Dedicated Sources		
						Streets Impact Fees	Class C (gas tax)	¼ ¢ & 5th 5th Sales Taxes
Title, Lead Office, and Description								
28	Traffic Circle 700 S 500 West <i>Constituent Application; Transportation Department</i> The Granary District Alliance (GDA) hopes to fund a traffic circle at 700 South and 500 West in the heart of the Granary District.							
	REQUEST	\$577,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						
29	Access Control Transition to S2 <i>Facilities Division</i> This project completes the transition of access control systems at the remaining 13 City facilities to the S2 platform. The City has already begun migrating facilities to this standardized, more secure access control system, and this phase represents the final rollout to ensure consistency across the portfolio. Upgrading these remaining locations will improve security, system reliability, and centralized management, while reducing risks associated with outdated or unsupported technologies and ensuring a consistent approach to access control citywide.							
	REQUEST	\$300,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						
30	Poplar Grove 500 S Traffic Calming <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	\$464,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						

#	Totals	General Fund	Restricted Property Tax	Funding Our Future (FOF)	Parks Impact Fees	Transportation Dedicated Sources		
						Streets Impact Fees	Class C (gas tax)	¼ ¢ & 5 th 5 th Sales Taxes
Title, Lead Office, and Description								
31	Safe, Open and Clean Park Restroom Program (New Restroom) <i>Public Lands Department</i> This project will fund the strategic installation of one new restroom in Salt Lake City. Currently, many restrooms in the Public Lands' inventory are unsafe, closed, or unusable when they are intended to be open due to poor design and vandalism. New restrooms will improve safety, maintenance, and may be open for more of the year. All new restrooms will comply with ADA and increase accessibility.							
	REQUEST	\$568,000						
	CDCIP	\$568,000			\$568,000			
	MAYOR	\$568,000			\$568,000			
	COUNCIL	\$ -						
32	Fire Training Grounds Site Improvements <i>Fire Department; Facilities Division</i> The Fire Training Grounds currently has ~45,000 square feet of underutilized space, primarily covered in gravel and weeds. The proposed site improvement project aims to enhance this area to better support firefighter training, reduce grounds maintenance, and secure the site. The project includes the excavation and construction of paved area surrounding fire training props to allow access for firefighters and fire vehicles as they train. Ideally this training ground would simulate a small cross section of the structures that are in Salt Lake City and the site improvement would resemble streets and access points like what is in the city along with the addition of the Drager Training Prop. This project is broken into three phases: (1) Training Ground Improvements Phase 1 - Regrading the half the field to drain to existing catch basins, clearing and grubbing, compacting existing material, asphalt paving, and placing multiple concrete pads. (2) Training Ground Improvements Phase 2 - Regrading the remaining half of the field to drain to existing catch basins, clearing and grubbing, compacting existing material, asphalt paving, and placing multiple concrete pads. (3) Drager Training Prop - Installation of the training prop. Prop will enable training in: fire behavior, fire control, hydration, SCBA and safety equipment training, heat stress management, smoke and ventilation exercises, and more. Note: This phase will be requested in a future CIP cycle.							
	REQUEST	\$1,000,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						
33	Missing Sidewalks <i>Transportation Division</i> This program implements recommendations from the council-adopted 2015 Pedestrian & Bicycle Master Plan, the 2024 Citywide Transportation Plan, and some recommendations from the 1992 Open Space Plan and the recent Reimagine Nature Public Lands Master Plan. This year's funding request will allow the design of the Red Butte Creek Trail, Airport Trail Rehabilitation, and the construction of active transportation gaps (missing sidewalks or bikeway gaps). The Urban Trails program is a partnership between Transportation and Public Lands, with both departments funding and implementing selected projects within the urban trails network.							
	REQUEST	\$125,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						

#	Totals	General Fund	Restricted Property Tax	Funding Our Future (FOF)	Parks Impact Fees	Transportation Dedicated Sources		
						Streets Impact Fees	Class C (gas tax)	¼ ¢ & 5 th 5 th Sales Taxes
Title, Lead Office, and Description								
34	Wasatch Hollow Dog Park <i>Constituent Application; Public Lands Department</i> During our meeting on June 25, 2025, the council discussed the current un-fenced, time-restricted off-leash dog area and its challenges. After thorough deliberation and community input, the Wasatch Hollow Community Council (WHCC) voted in favor of sending a recommendation to the City to fence an approximate 0.5-acre off-leash dog area within the park. The motion was passed with 28 votes in favor and 1 abstention. We believe that fencing the off-leash dog area will address the concerns raised by community members and enhance the safety and usability of the park for all visitors. We kindly request your support in advancing this recommendation through the Capital Improvement Program (CIP) application process. We understand that the scope and funding of the project depend on the application's acceptance. In addition, the WHCC board would welcome a meeting with representatives from the City as the process progresses to discuss the details of the fenced area.							
	REQUEST	\$556,000						
	CDCIP	\$556,000			\$556,000			
	MAYOR	\$556,000			\$556,000			
	COUNCIL	\$ -						
35	Slow Down Liberty Wells South <i>Constituent Application; Transportation Division</i> 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. I personally have been asking Salt Lake City to provide some sort of traffic calming since 2007. I live on 400 E, within sight of the electronic driver feedback boards, and the speeds displayed on the boards regularly show in the 30 to upper 40 MPH, even though the posted speed limit is 20 MPH.							
	REQUEST	\$517,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						
36	Emerson Street 1500 East -1600 East Replacement <i>Constituent Application; Engineering Division</i> Replacement of the existing Emerson Ave. street from 1500 East to 1600 East.							
	REQUEST	\$390,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						

#	Totals	General Fund	Restricted Property Tax	Funding Our Future (FOF)	Parks Impact Fees	Transportation Dedicated Sources		
						Streets Impact Fees	Class C (gas tax)	¼ ¢ & 5 th 5 th Sales Taxes
Title, Lead Office, and Description								
37	Central 9th and Ballpark Traffic Safety Improvements <i>Constituent Application; Transportation Division</i> The Central Ninth neighborhood is one of Salt Lake City's most walkable and transit-connected districts; however, pedestrian and bicycle safety remains a concern. This project will deliver targeted safety upgrades that improve crossings, visibility, and driver awareness in key locations that access open spaces, while also strengthening connections to the 9 Line Trail. The proposal: <ul style="list-style-type: none"> - New crosswalks crossing West Temple at Mead Ave, with road striping, roadway narrowing with concrete planters to calm traffic, and solar-powered push-button LED crosswalk beacons (RRFB) for greater visibility, without the need for trenching. - Six solar-powered street lights located in the park strip along Mead Avenue, between West Temple and 200 W. Two lights are positioned on the south side of Mead Avenue between West Temple and Jefferson Street. Four lights will be on the north side of Mead Ave. between Jefferson St and 200 W, with double lights pointing at the sidewalk and street. - Solar-powered push-button crosswalk beacons at 900 S. crossings at Jefferson St. and Washington St. enhance pedestrian visibility. - A street light on the southwest corner of Jefferson St. and 900 S to illuminate the 9 Line crossing of Jefferson St. - Motion-activated LED warning signs on the 9 Line Trail crossings at West Temple and State St. alert drivers to stop for pedestrians and cyclists. - Angled parking striping on the north side of Mead Ave from Jefferson St to 200 W and also on the east side of Jefferson St. from Mead Ave to Goltz Ave. - These upgrades will make walking and biking in Central Ninth safer and more user-friendly. This project combines proven traffic-calming strategies with highly visible crosswalk technology to meet Salt Lake City's goals for equitable, safe, and multimodal transportation, while reinforcing the neighborhood's role as a vibrant and walkable area. 							
	REQUEST	\$138,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						
38	Texas Street Replacement <i>Constituent Application; Engineering Division</i> Replacement of Texas Street asphalt (OCI 13) 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. The conditions are noticeably deteriorated since submitting a CIP for this last year.							
	REQUEST	\$769,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						

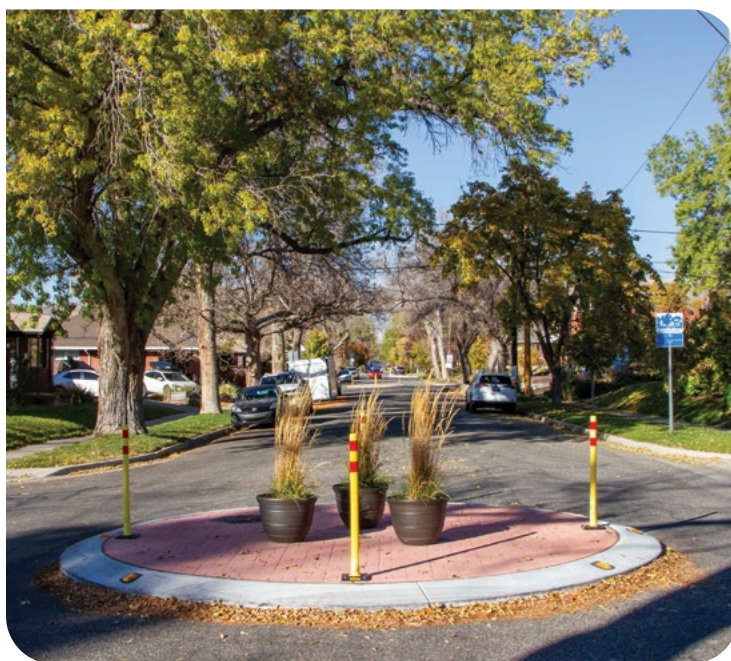
#	Totals	General Fund	Restricted Property Tax	Funding Our Future (FOF)	Parks Impact Fees	Transportation Dedicated Sources		
						Streets Impact Fees	Class C (gas tax)	¼ ¢ & 5 th 5 th Sales Taxes
Title, Lead Office, and Description								
39	Active Transportation User Improvements - Glendale <i>Constituent Application; Transportation Division</i> This project is designed in response to public comments in Glendale Neighborhood Council meetings, neighbor concerns, and data collected via the West-East connection study advocating for the concept of a safe “walkable” neighborhood. It addresses several small budget-friendly but influential infrastructure improvements along two bus lines (UTA line 9 and 513) with a history of both chronic vehicle accidents and high pedestrian usage. The improvements can be quickly implemented for rapid community impact as resources permit, or over a multi-year period if necessary. Infrastructure improvements include (1) redesigning the JRT/California intersection for increased signal usage by pedestrians, resulting in improved traffic flow and safety for cyclists, pedestrians, and vehicles, (2) implementing a first-responder friendly speed table at a key neighborhood entry point on California Ave (East of Redwood Road) to enforce speed limits and prevent further serious pedestrian accidents, (3) constructing a bulb-out at the intersection adjacent to Title I K-8 school Dual Immersion Academy (DIA), a site of heavy child-pedestrian, vehicle, and UTA bus activity, and (4) the installation of raised cross-walks at the Glendale Dr/Navajo St intersection near the same high-poverty school.							
	REQUEST	\$735,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						
40	Nibley Park School Crossing <i>Constituent Application; Transportation Division</i> Add new ADA ramps and crosswalk south of the driveway for Nibley Park School.							
	REQUEST	\$140,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						
41	New Park Lighting to Improve Safety and Access <i>Public Lands Department</i> This project will strategically add lighting to parks to both improve safety throughout key parks and to extend play for sport fields and courts. Lighting added to entire parks will help improve sight lines, safety and the perception of safety, comfort, usability, level of service, and will allow for better monitoring of historically-underutilized spaces. Sport and field lighting will allow for extended play during darker months, and will allow spaces to be more activated during park opening hours. This is a build-to-budget request.							
	REQUEST	\$460,000						
	CDCIP	\$460,000				\$460,000		
	MAYOR	\$460,000				\$460,000		
	COUNCIL	\$ -						

#	Totals	General Fund	Restricted Property Tax	Funding Our Future (FOF)	Parks Impact Fees	Transportation Dedicated Sources		
						Streets Impact Fees	Class C (gas tax)	¼ ¢ & 5 th 5 th Sales Taxes
Title, Lead Office, and Description								
42	Glendale Park Sport Court Lighting <i>Constituent Application; Public Lands Department</i> This project would install lighting at the popular Glendale Park pickleball and tennis courts.							
	REQUEST	\$955,000						
	CDCIP	\$955,000			\$955,000			
	MAYOR	\$955,000			\$955,000			
	COUNCIL	\$ -						
43	Proposal for Traffic Calming and Pedestrian Safety Improvements <i>Constituent Application; Transportation Division</i> The streets between 200 E and 300 E, from 900 S to 1300 S, experience excessive speeding at all hours. This presents a significant safety concern, particularly for school-aged children walking to Liberty Elementary. While a crossing guard is stationed at 900 S, the next supported crossing is not until Herbert Avenue, leaving a long stretch without safe pedestrian access. To address this, I propose the installation of raised crosswalks along 300 E. In addition, smaller neighborhood streets, Hubbard, Belmont, Williams, and Herbert, would benefit from mid-block speed cushions to reduce speeding. As a resident of Hubbard Avenue, I recommend prioritizing this block for speed cushions, along with a raised crosswalk at 200 E. Hubbard, which is narrower than the surrounding streets and has a history of traffic calming requests for support, including speed trailers. It is also a primary walking route for students attending Liberty Elementary and the Salt Lake Arts Academy. Residents have repeatedly reported excessive speeding with cars trying to avoid the lights at 900 S. These improvements would significantly enhance pedestrian safety, support walkability, and protect the well-being of both residents and visitors. With a growing residential population and an increase in local businesses, the city must prioritize traffic calming measures to ensure the neighborhood remains safe and accessible for all.							
	REQUEST	\$705,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						
44	Fire Alarm Additions <i>Facilities Division</i> During a recent facilities audit, it was identified that about 27 City facilities lacked fire alarm systems. This project will use allocated funds to install compliant fire alarm systems at these locations to address safety gaps and meet code requirements. Fire alarm systems have been averaging approximately \$50,000 per facility, though costs will vary based on building conditions and scope. As a life safety asset, installation is critical to protecting occupants, operations, and assets.							
	REQUEST	\$1,000,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						

#	Totals	General Fund	Restricted Property Tax	Funding Our Future (FOF)	Parks Impact Fees	Transportation Dedicated Sources		
						Streets Impact Fees	Class C (gas tax)	¼ ¢ & 5 th Sales Taxes
Title, Lead Office, and Description								
45	Playground Shade <i>Constituent Application; Public Lands Department</i> Install shade clothes 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. Potential locations include Westpointe Park, Riverside Park, Sherwood Park, Modesto Park, 1700 South River Park, Herman Franks Park, Fairmont Park based on previous funding, overall condition of current assets, funding equity, and efficiencies with other construction projects.							
	REQUEST	\$552,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						
46	Jordan Park Basketball Court <i>Constituent Application; Public Lands Department</i> This project proposes the design and construction of a full-length outdoor basketball court at Jordan Park in Glendale, Utah. The court will serve as a safe, accessible and inclusive recreational space for youth, families, and community members of all ages. By adding this facility, we will expand opportunities for physical activity, mentorship and community-building in a neighborhood where quality recreational spaces are limited.							
	REQUEST	\$579,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						



#	Totals	General Fund	Restricted Property Tax	Funding Our Future (FOF)	Parks Impact Fees	Transportation Dedicated Sources		
						Streets Impact Fees	Class C (gas tax)	¼ ¢ & 5 th 5 th Sales Taxes
Title, Lead Office, and Description								
47	Safe Routes to Beacon Heights, Hillside, and Cosgriff <i>Constituent Application; Transportation Division</i> This project will make the neighborhood more livable, walkable, and safe for pedestrians, including for school children. We have three schools in a small area (Beacon Heights Elementary, Hillside Middle School, and Cosgriff private). Due to the increase in cut-through and speeding traffic in our neighborhood, it has become increasingly unsafe to cross the street, especially at school drop-off/pick-up times. As a result we need to calm traffic to make safe routes. Specifically, we request the following (each aspects can be phased): 1) 4 speed cushions on 2100 S (between Nevada St and 2600 E) 2) 3 raised crosswalks on 2100 S (between Nevada St and Wyoming St) 3) No parking signs near blind corners along 2100 S (between Nevada Street and 2600 E) 4) 3 enhanced crosswalks on Redondo St (at Texas St, Wyoming St, and 2500 E intersections) 5) 2 speed cushions on Texas Street (between 2100 S and Parley's Way) The speed cushions will help to slow traffic and draw the driver's attention to safe driving. It is very common to see drivers speeding much in excess of the speed limit on this stretch, particularly while cutting from Foothills to 2300 E, and vice versa. The raised crosswalks will advance pedestrian safety and visibility. There is currently only one cross-walk on this stretch of 2100 S, and its a simple painted crosswalk. For the amount of pedestrian traffic across this road, it is simply insufficient as is. The no parking signs will help to make turning out to 2100 S much safer, as currently turning onto 2100 S from several intersecting roads, drivers and pedestrians cannot see the oncoming traffic, and have to inch out into the roadway too far. The enhanced crosswalks will slow traffic and increase pedestrian visibility. The intersections on Redondo are currently two way stop, and often have confusion about stopping/non-stopping, making it unsafe for drivers and pedestrians. Together, these actions will improve the safety of our neighborhood.							
	REQUEST	\$438,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						



#	Totals	General Fund	Restricted Property Tax	Funding Our Future (FOF)	Parks Impact Fees	Transportation Dedicated Sources		
						Streets Impact Fees	Class C (gas tax)	¼ ¢ & 5 th 5 th Sales Taxes
Title, Lead Office, and Description								
48	Curtis Park Playground Replacement <i>Constituent Application; Public Lands Department</i> Our application seeks to revitalize Curtis Park (1421 S 2200 E, Salt Lake City, District 6), a small but high-use open space currently hosting an outdated playground and under utilized open space. Despite its condition, the playground is heavily used because it sits just west of Foothill Village and is surrounded by a vibrant active neighborhood. Our project will: <ul style="list-style-type: none"> - Replace the small, outdated playground with a larger modern one. - Activate the property by lowering the earth wall on 2200 E - Connect the public land north to south with pathways so the park can be walked and ridden on a bike in a loop. The loop will connect to the already planned corridor running east to west that connects 2200E to the Foothill Village Mall's new west entrance, flowing through to the the playground. This proposal deserves consideration because: <ul style="list-style-type: none"> - Timely opportunity to leverage private funding while it's available: Foothill Village remodel. This project ensures the park serves as a connector, not a barrier. - Walkability & SLC goals: Creating paths and connections supports a walkable city, reduces vehicle trips, and aligns with SLC's Reimagine Nature plan. - Safety & accessibility: New playground, lighting, and safe pathways for bikes, strollers, and scooters will greatly improve community use. - Vibrant hub: Updating the park alongside Foothill Village's remodel transforms underused land into an inviting, modern public space. 							
	REQUEST	\$433,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						
49	9-Line Greening: Transforming 9.5 Blocks of 900 South from Gray to Green <i>Public Lands Department</i> This project will convert gray gravel to green landscaping on nine and a half blocks along 900 South (9-Line Trail) from 650 West to 500 East. This is the final phase of the transformation of 900 South into an urban greenway, putting the bow -- and the green space amenities -- on top of the 900 South Reconstruction project, completed in early 2024. The reconstruction project had budget sufficient to install only gravel along many of the spaces that were ideally intended for vegetation, landscaping, and park-like amenities. This project will complete the street transformation with irrigation, trees, landscaping, and other amenities to turn the gravel patches along the side of the street into a functional public greenway.							
	REQUEST	\$2,000,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						

#	Totals	General Fund	Restricted Property Tax	Funding Our Future (FOF)	Parks Impact Fees	Transportation Dedicated Sources		
						Streets Impact Fees	Class C (gas tax)	¼ ¢ & 5 th 5 th Sales Taxes
Title, Lead Office, and Description								
50	800 E Traffic Islands <i>Constituent Application, Transportation Division</i> 800 E between 1700 S and 2100 S is a wide street without any breaks so speeding vehicles regularly usually use this street as an alternative to 700 E and 900 E (north and south bound) especially when it is rush hour traffic. The city had a proposal to build traffic calming islands a few years ago and all residents got mailers from the city about this project but from my conversations with the City's Transportation Division, the project has been shelved due to funding issues. The entire section of 800 E between 900 S and 2100 S did function as a walkable, live and play street during COVID and it was amazing for residents and pedestrians. The city converted a portion of 800 E between 1700S and 1300 S permanently into a live/play street which is super nice but the other sections have gone back to vehicular traffic as the project has been shelved due to funding issue. The proposal here is to revive this project to install traffic calming island and other such features to be installed between 1700S and 2100 S with some green elements such as trees and shrubs included in these islands/ Chicanes. This section of 800 E between 1700S and 2100 S is arguably more important to have these traffic calming features due to its proximity to 2100 S and all the vehicular traffic flows into our neighborhood making it quite dangerous for our kids and pets.							
	REQUEST	\$1,400,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						
51	Gregson Avenue / Lincoln Street Asphalt Speed Bumps <i>Constituent Application; Transportation Division</i> Install two concrete speedbumps that are separated by 200 feet along the curved intersection of Gregson Avenue and Lincoln Street in Sugarhouse, Salt Lake City.							
	REQUEST	\$60,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						
52	700 South Neighborhood Byway and 700 East Crossing <i>Constituent Application; Transportation Division</i> The 700 South Neighborhood Byway CIP aims to make safety improvements to 700 South between 300 East and 900 East, including intersection curb extensions, traffic calming, and, vitally, provide a safe and signalized walking and biking crossing on 700 East, connecting the Central City and East Central							
	REQUEST	\$1,119,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						

#	Totals	General Fund	Restricted Property Tax	Funding Our Future (FOF)	Parks Impact Fees	Transportation Dedicated Sources		
						Streets Impact Fees	Class C (gas tax)	¼ ¢ & 5 th 5 th Sales Taxes
Title, Lead Office, and Description								
53	Justice Courts Interim Improvements <i>Facilities Division</i> This project provides interim improvements to the Justice Court facility while a new building is planned. Upgrades will focus on enhancing security, improving space utilization, and supporting operational efficiency. Specific improvements may include addressing an egress code issue, security lighting additions, glazing improvements, modifications to optimize workspace layout, and enhancements to access control and other security systems. These measures will help protect City assets, ensure life safety, and support the Justice Court's ability to continue operations effectively until a permanent facility is constructed							
	REQUEST	\$450,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						
54	McClelland Trail Safety Improvements <i>Constituent Application; Transportation Division</i> I live in the East Liberty Park Community Organization's (ELPCO) boundaries and I am concerned about the McClelland trail crossings in my neighborhood. Specifically, the streets that cross the McClelland trail between 1560 S and 1300 S (Bryan, Kensington, Emerson, Roosevelt, Browning, and Harrison Avenue). Emerson Elementary school children regularly walk or bike this trail on the way to and from school. The trail is heavily used by people in the neighborhood. The existing cross walks with the signage, safety islands on street margins, and pink color help, but some kind of speed bump, raised crosswalk, and/or flashing light would really make it a lot safer because based on my and other neighbor's observations, some cars ignore the signage and speed though the crosswalks. I've been in contact with a staff member at Salt Lake City DOT about this application. I had a discussion with him about what might work best at the crossings. Both of us think that a raised crosswalk would slow traffic and flashing lights on the trail crossing signs connected to a push button (Rectangular Rapid Flashing Beacons or RRFBs) at each trail crossing would help in increasing pedestrian safety particularly because they could be installed on the safety islands along the street margins where they would be much more visible. Speed bumps near the crossings would accomplish the same goal as the raised crosswalks, and may be a more economic alternative because they would not require alteration of the current crossings.							
	REQUEST	\$571,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						
55	Repave Alley 3rd & 4th Ave, and Alta & Virginia <i>Constituent Application; Engineering Division</i> Requesting repavement of our alley between 3rd and 4th avenue and Virginia and Alta streets Salt Lake City, Utah 84103.							
	REQUEST	\$214,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						

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						Streets Impact Fees	Class C (gas tax)	¼ ¢ & 5 th 5 th Sales Taxes
Title, Lead Office, and Description								
56	Roxbury & Kensington Pedestrian Safety <i>Constituent Application; Transportation Division</i> The East Bench Community Council and the Indian Hills Elementary School Community Council have collaborated to jointly propose important improvements for pedestrian safety in two areas of the St. Mary's neighborhood near school catwalks. These projects address pedestrian safety hazards in school zones and will protect children, improve walkability for all residents, and align with Salt Lake City's goals for safe routes to school and Vision Zero.							
	1. There are no sidewalks on either side of Beacon Drive (east of Wasatch Dr.) leading to a school catwalk accessing Indian Hills (approximately 2570 E. Beacon Dr); nor are there any on Kensington Ave. At this time, a number of the residents on Beacon Dr. are adamantly opposed to the installation of sidewalks, so we propose a sidewalk on Kensington Ave., where the neighbors are more amenable to a sidewalk cutting through their property.							
	2. Roxbury Road borders the east side of Indian Hills Elementary School. Two school crosswalks extend across the street, leading to a catwalk that provides school access. Excessive speeding is a major concern in this area, especially at the wide intersection of Roxbury & Canterbury.							
	To address these safety concerns, we propose:							
	*Raising crosswalks							
	*Speed bump(s) south of the catwalk							
	*Road narrowing treatments, such as bollards and high-visibility paint to reduce lane width, discourage speeding, and prevent illegal parking near crosswalks, possibly similar to the attached picture from Westminster Road in SLC.							
	*Center island or raised median at the Canterbury" "Roxbury Intersection							
	REQUEST	\$380,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						
57	Main & Broadway Street Activation <i>Constituent Application; Engineering Division</i> The Downtown Community Council and the owners of the Clift Building seek to improve and activate the northwest corner of Main Street and Broadway, arguably one of the most prolific downtown corners for crime, vandalism, and drug use. The applicants are proposing new sidewalk improvements on Broadway from the alley for the 222 parking garage to Main street. This stretch of sidewalk was not completed in Salt Lake City's shade tree planting program. In its current state, this area acts as a sun-drenched heat island out of character aesthetically with sidewalks and streets in the surrounding area. These deficiencies will be addressed with planting of trees, placement of planters and seating.							
	Safety issues for bicyclists and scooters will be addressed with appropriate placement of bollards and larger planters to clearly delineate car lanes from the bicycle lane at the corner of Main Street. The historic Clift Building is located on this corner. The Clift Building owners are willing to install outdoor dining at this location for its retail tenants if the city is willing to put in planters, trees and other street amenities that the city has already installed in the Central Business District.							
	The City did not previously install trees in this area due to a misunderstanding about the sidewalk's structural weight capacity. The proposed improvements include planters and other trees in the sidewalk to create a shade canopy that would have normally been installed. The activation of this portion of Main Street will help reduce crime on Main Street and help attract new businesses to the downtown central business district.							
	<i>Staff note: The Engineering Division has identified potential feasibility concerns due to sidewalk weight limitations at the proposed location which may require further inquiry.</i>							
	REQUEST	\$247,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						

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						Streets Impact Fees	Class C (gas tax)	¼ ¢ & 5 th 5 th Sales Taxes	
Title, Lead Office, and Description									
58	1300 South CIP <i>Constituent Application; Transportation Division</i> Project is proposed as a Phase 1 for the California Trail, a proposed multi-use path on the south side of 1300 S, between Foothill and 2300 E. The proposal is meant to help achieve three objectives: 1) Better address traffic conflicts between all modes of transportation, - pedestrian, bicycle/scooter, vehicular in the area to allow people of all ages (especially younger and older citizens) with different abilities to safely travel on foot, bikes, and the like without being forced to use the roadway. Current sidewalks bring these individuals and modalities in conflict with each other. Also, we would hope to provide signs or similar to allow slower people to move safely and avoid user conflicts. 2) Create a neighborhood identity for Saint Mary's/Sunnyside/East Bench by placing monument signage along the trail to better identify 1300 South as the gateway to the St Mary's and east bench neighborhood and better address pass through traffic resulting from significant increases in traffic that have occurred incrementally over the last 60 years. The neighborhood plans to pay for the monument signage. 3) Memorialize the path of the California Pioneer Trail (Donner Party) with a" trail marker (s)" as well as the identification of historical features that are located in or adjacent to the area. We would also focus on the preservation of existing trees, and/or planting of new trees. These costs would be covered outside this CIP application. Specifically, the following are included: --A 12 Foot Wide, Concrete, Multi Use Path on 1300 South (focus of this funding request). Existing sidewalk and park strip will be maintained. New trail/concrete will be built adjacent to (north of) existing park strip. --Custom Neighborhood Identity and/or California trail historical marker signs (paid for by neighbors). Importantly, J Development, developers of property just east of Foothill, will contribute \$200,000 toward the trail improvements. <i>Staff note: The outside funding is not guaranteed at this time therefore the request will remain at \$278,000.</i>								
	REQUEST	\$278,000							
	CDCIP	\$ -							
	MAYOR	\$ -							
	COUNCIL	\$ -							
59	Greenway Connector - Chapman Library to Jordan River Parkway <i>Constituent Application; Transportation Division</i> As a resident of Poplar Grove, I would like to propose a greenway project that I believe would bring significant benefits to our neighborhood. This project would improve traffic safety, enhance public accessibility, address concerns related to homelessness, and help mitigate urban heat island effects with over 20 new trees for the West Side. Most importantly, it would create a stronger and more welcoming connection between the Jordan River Parkway and the Chapman Library. The Chapman Library serves as a historic landmark, a gathering place, and a vital hub for our community. By creating an island of green space and a traffic circle along 600 South between 900 West and 1000 West, we could transform this stretch of road into a safer, more attractive, and more functional space. This improvement would also complement the design of the street on the opposite side of the circle park, creating a more cohesive and enjoyable experience for both residents and visitors as they move between these two key community destinations.								
	REQUEST	\$528,000							
	CDCIP	\$ -							
	MAYOR	\$ -							
	COUNCIL	\$ -							

#	Totals	General Fund	Restricted Property Tax	Funding Our Future (FOF)	Parks Impact Fees	Transportation Dedicated Sources		
						Streets Impact Fees	Class C (gas tax)	¼ ¢ & 5 th 5 th Sales Taxes
Title, Lead Office, and Description								
60	<p>Safe Side Street North Extension</p> <p><i>Constituent Application; Transportation Division</i></p> <p>The project being submitted is a “completely separate project” to a past CIP project within the same block of zone 46. The south side of zone 46 is the “Sugar House Safe Side Streets Project.”</p> <p>https://www.slc.gov/transportation/2023/12/08/safesidestreets/</p> <p>We are seeking the continuation of traffic calming on the north portion of zone 46.</p> <p>The streets involved are: 1000 East between 1700 South - Garfield Avenue (1860 South) Blaine Avenue 900 East - 1100 East Wilson Avenue 900 East - 1100 East</p> <p>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.</p> <p>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 to travel this neighborhood byway. Within this block the street calming efforts are not systemic. The residents of this area are asking for the completion of street calming within the neighborhood.</p> <p>This application has the signatures of 120 residents of the area. It also has the support of Landon Clark Sugar House Community Council Chair and Chris Longhurst Sugar House Community Council Transportation Committee Chair.</p>							
	REQUEST	\$412,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						
61	<p>700 E Beautification Project</p> <p><i>Constituent Application; Engineering Division</i></p> <p>700 E is one of the busiest roads in the city. This industrial-looking road emits substantial air pollution and is a source of immense heat affecting health and quality of life for residents in the adjoining neighborhoods. The proposed project aims to plant close to 125 tree saplings along the central median and the curb on the east side of 700 E.</p> <p>Project Location: From 1300 S to 2100 S on 700 E</p> <p>Benefits:</p> <ul style="list-style-type: none"> i) The lung space created through this project will help absorb toxic green house gases emitted by the traffic. ii) Contains noise pollution iii) Reduces the heat emanating from concrete and asphalt surfaces. iv) Aesthetically pleasing approach road will also lead to increased congregation of people improving economic activity along this road. v) Water percolation along the permeable median created as part of this project can also improve the ground water table which will ultimately benefit the Great Salt Lake. <p>Project details: 700E is a state road, SR-71, which needs coordination with UDOT for project implementation but there are multiple examples of state roads improved by Salt Lake City recently including US-89, SR-186.</p> <p>While 700E is as big of a road as foothill drive or state street with 6 lanes total running through several neighborhoods but is cared for less. The proposed project is an attempt to rectify years of neglect and also use this opportunity to address climate change and make Liberty Wells, East Liberty Park and Sugarhouse communities resilient for the future.</p>							
	REQUEST	\$2,328,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						

#	Totals	General Fund	Restricted Property Tax	Funding Our Future (FOF)	Parks Impact Fees	Transportation Dedicated Sources		
						Streets Impact Fees	Class C (gas tax)	¼ ¢ & 5 th 5 th Sales Taxes
Title, Lead Office, and Description								
62	Pedestrian Placemaking at the Ballpark Library Lab <i>Constituent Application; Transportation Division</i> The new Ballpark Library Lab, which opened on May 23, 2025, is expected to draw a significant increase in children, families, and neighbors walking to and from West Temple and 1400 South. This section of West Temple currently has limited pedestrian infrastructure, only a single marked crosswalk north of 1400 South, and is a corridor where drivers often travel at high speeds. Without additional investment, the increased foot traffic generated by the Library Lab will create serious safety concerns for residents, library visitors, and students walking to nearby schools. This project proposes safety-focused placemaking to reduce risk and improve visibility for pedestrians in the immediate vicinity of the Library Lab. Project elements would include: <ul style="list-style-type: none"> - Two high-visibility, book-themed painted crosswalks to slow vehicle speeds and reinforce driver awareness of frequent crossings. - Pedestrian safety and library signage to alert drivers before they approach the library block. - Additional street markings and wayfinding cues that clearly designate pedestrian priority zones. These improvements would directly support Salt Lake City's Vision Zero commitment and the Transportation Master Plan goal of safer, multimodal corridors. By investing in traffic-calming measures now, the City can prevent collisions, reduce speeding, and ensure that the Ballpark Library Lab opens as a safe, accessible, and family-friendly destination. This project addresses a clear infrastructure gap while also creating a replicable model for pairing new civic facilities with proactive pedestrian safety measures. It is a cost-effective intervention that protects vulnerable users and strengthens neighborhood connections.							
	REQUEST	\$140,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						
63	Traffic Calming for Sherman Avenue <i>Constituent Application; Transportation Division</i> Installing traffic calming measures on Sherman Avenue between 1300 East and 1500 East in order to minimize vehicles speeding on our street.							
	REQUEST	\$72,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						

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						Streets Impact Fees	Class C (gas tax)	¼ C & 5th 5th Sales Taxes
Title, Lead Office, and Description								
64	Median Conversion to Parklet <i>Constituent Application; Public Lands Department</i> This project will fund trees, new code compliant curb and gutter, a new efficient irrigation system, a bench and drought-tolerant landscaping. Curb and gutter are critical infrastructure improvements. This project will fund the new curb and gutter. Curb and gutter will direct storm runoff. Adequate curbing provides safety, separating the median from the street. Curb cuts allow improved access. This project funds a new efficient irrigation system. Turf reduction and water conservation are critical. Turf reduction and proper irrigation will reduce water usage, lowering water bills. This project will fund the installation of trees. Trees are vital to our urban communities. Trees provide shade and cooler temperatures, combatting the heat island effect. They sequester carbon, fight climate change and capture runoff. Trees boost our mental health and improve our wellness. This project will fund a bench, for comfort and relaxing, landscape boulders for their aesthetic appeal and drought-tolerant landscaping. Let's create an inviting parklet on this under-utilized public open space. The median is the property of Salt Lake City, Department of Public Lands/Parks.							
	REQUEST	\$52,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						
65	First Encampment Park <i>Constituent Application; Public Lands Department</i> This project will remove the deteriorated chain-link fence surrounding First Encampment Park, along with the trees and stumps that have grown through and damaged the fence line. The current fence is broken, unsafe, easily climbed, and heavily compromised by overgrowth, creating concealment opportunities and attracting harmful activity. Replacing it with a full-height, solid privacy fence will provide a safe, uniform, and durable perimeter that reflects the dignity of this historic Pioneer landmark. This improvement will also allow neighbors to restore their own affected landscaping and will give the park a clean, intentional appearance from the street inward.							
	REQUEST	\$53,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						
66	Sunnyside Ave & Amanda Safe Street Crossing <i>Constituent Application; Transportation Division</i> This is a safe street crossing for everyone, transit and trail connecting, urban heat island mitigation and air quality improvement project. A rapid flashing beacon signalized crosswalk with landscape island and user refuge will provide a safe signalized crossing for a neighborhood area where k-12 school age children and youth, employees, and recreational users cross a 5 lane street on a daily basis. A landscape island will provide an opportunity to mitigate severe heat island effect - which also includes polluted air induced by urban heat island effect. As of August 2025, the street temperature has been measured at 140 F.							
	REQUEST	\$350,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						

#	Totals	General Fund	Restricted Property Tax	Funding Our Future (FOF)	Parks Impact Fees	Transportation Dedicated Sources		
						Streets Impact Fees	Class C (gas tax)	¼ ¢ & 5 th 5 th Sales Taxes
Title, Lead Office, and Description								
67	Virginia Street Safety and Mobility Improvements <i>Constituent Application; Engineering Division</i> I am writing to urge the use of Capital Improvement Program funds to restore safety and function to Virginia Street. I propose funding (1) the removal of five of the seven speed humps and (2) construction of an off-Virginia bike lane behind Shriners Hospital connecting Alta Street to the Popperton Park Trailhead via an existing sidewalk and dirt trail. Virginia Street is more dangerous post redesign. Four speed humps on the steepest slope, combined with narrowed intersections, create hazards for cyclists, drivers, and pedestrians. Drivers brake abruptly while cyclists continue at constant speed, leading to near misses. The right lane down now ends abruptly, forcing bikes around cars into concrete barriers. Vehicles swerve into bike lanes to use cutouts. Humps are placed between, not at, crosswalks, so cars accelerate into crossings. On a 10% grade, the humps make braking and accelerating dangerous; in winter, plows leave ice and at humps, creating slick surfaces. These placements conflict with FHWA and ITE guidelines, which advise against humps on grades above 6%. According to city data, there was no history of serious crashes here, but if and when they happen, it will be the city's fault. The current design harms quality of life. Residents face longer commutes, more wear on vehicles, and delayed emergency response. Stop-and-go traffic has increased noise, pollution, and brake dust, and diverted traffic to previously quiet L Street, Fairfax, and Alta. Mobility is impaired. 88 percent of neighborhood workers commute by car, and the speed humps on Virginia have made their life worse. Two fixes address this: remove four humps above 4th Avenue and the redundant hump between 1st and 2nd, leaving two on the flatter section. Second, improve the Alta-to-11th Avenue route: add curb cuts, pave the dirt path, and adapt the sidewalk. This provides a safe, shaded, low-traffic option connecting directly to Popperton Park and 11th Avenue.							
	REQUEST	\$161,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						
68	Atkin Avenue Curb and Gutter <i>Constituent Application; Engineering Division</i> We request the installation of curb and gutter on Atkin Avenue between Highland Drive and Beverly Street (approximately 1 city block), particularly on the south side of the street. There are 9 houses on the south side of the street that front Atkin. The north side of the street has two houses that front Atkin and several others that are adjacent to Atkin. We believe the curb and gutter will improve the overall stormwater system. Likewise, the 1300 East project has resulted in Atkin Ave. being used as a detour regularly. Curb and gutter on Atkin would be a nice, inexpensive addition to the overall 1300 East project. Curb and gutter on Atkin would improve the aesthetic of the street and make street parking and snow removal easier. <i>Staff note: This year, there are two separate constituent requests for street improvements to two separate and noncontiguous sections of Atkin Avenue which are several blocks apart.</i>							
	REQUEST	\$218,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						

#	Totals	General Fund	Restricted Property Tax	Funding Our Future (FOF)	Parks Impact Fees	Transportation Dedicated Sources		
						Streets Impact Fees	Class C (gas tax)	¼ ¢ & 5 th 5 th Sales Taxes
Title, Lead Office, and Description								
69	Outdoor Calisthenics Equipment <i>Constituent Application; Public Lands Department</i> Construct outdoor fitness equipment similar to that at Murray Park in the underused northeast corner of 9th South River Park. Open to other amenable locations, just want this somewhere reasonably accessible in the city							
	REQUEST	\$87,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						
70	Rosslyn Heights Corridor Island <i>Constituent Application; Transportation Division</i> We are requesting an island to be placed within the wide area of 2000 E. St. between 2280 S and 2300 S (approx.) This proposal includes a raised crosswalk for safe pedestrian travel and traffic calming. Four additional speed humps are proposed along 2000 E to provide consistent vehicle speed control. This proposal would address the following concerns: - Auto and bus traffic have no lanes to funnel safely through the area. (lack pavement markings to delineate travel lanes) - This is an ever-evolving neighborhood, where there are many young families with children continuously using the roads and sidewalks on bike, scooters, skates, and strollers, etc. - Entering or departing the Rosslyn Heights Sports Complex means that cars, buses and pedestrians, are crossing through two-way traffic with no marked lanes. - There is not a crosswalk for pedestrians. This road is very wide, and well populated! - Snow plows often block driveways and sidewalks with their extra large loads, creating difficulty for homeowners, cars, and pedestrians. - Parking on the street can be two-deep in the wide area, and at times, becomes a crowded parking lot.							
	REQUEST	\$487,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						
71	Event Infrastructure for Vibrant, Safe City Parks Program <i>Public Lands Department</i> This project will add infrastructure, such as power, concrete walkways and pads, and lighting, to allow several public parks to serve as active, vibrant hubs for community gatherings and public events. This project will reduce event setup costs, minimize environmental impacts, and increase accessibility for organizers and participants alike to make gathering as communities more accessible. A primary goal of this project is also to alleviate maintenance burdens on parks that receive an excess of events now and to spread out impacts, opportunities, and events in other parks throughout the City.							
	REQUEST	\$580,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						

#	Totals	General Fund	Restricted Property Tax	Funding Our Future (FOF)	Parks Impact Fees	Transportation Dedicated Sources		
						Streets Impact Fees	Class C (gas tax)	¼ ¢ & 5 th 5 th Sales Taxes
Title, Lead Office, and Description								
72	Public Pet Memorial <i>Constituent Application; Public Lands Department</i> A statue, statues, or placemaking feature of pets on a public space. Radiating out from the placemaking feature will be memorial bricks, benches, and landscaping/trees etc. The bricks and landscaping can be sponsored by the public in memory of pet that person has lost. The bricks can be engraved with the pets name and put in the ground and area can grow over time. The landscaping or trees can have a small plaque listing the pets name and information. Adding a memorial/donation element will ensure that the memorial always continues to grow and is taken care of. Also drinking fountains for both humans and pets.							
	REQUEST	\$200,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						
73	Nature Park at Bonneville Golf Course <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). The height of the fence from the driving range will be increased for safety. 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 (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. 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 northwestern 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) southend of 2200 East, (2) east side of Connor St. at property line to the course. There may also be a southern entrance from the golf course. 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 losing habitat in our highly developed city. <i>Staff Note: The "significant fire hazard to neighbors in the area" represents the constituent's opinion and does not reflect a designation made by the Fire Department. An evaluation of the area would need to be completed by the Fire Department prior to assigning the level of fire risk.</i>							
	REQUEST	\$1,268,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						

#	Totals	General Fund	Restricted Property Tax	Funding Our Future (FOF)	Parks Impact Fees	Transportation Dedicated Sources		
						Streets Impact Fees	Class C (gas tax)	¼ ¢ & 5 th 5 th Sales Taxes
Title, Lead Office, and Description								
74	Hubbard Ave (200 East to 300 East) <i>Constituent Application; Transportation Division</i> The 200/300 East block of Hubbard Ave (the block directly south of 900 S) desperately needs the city to implement traffic mediation devices to SLOW and potentially divert traffic from the very narrow street. The street is a 2-way street has approximately less than 14ft between parked cars. With the increased motor/vehicle/human traffic on the 9th South corridor, the 200/300 block of Hubbard Ave has seen an overwhelming increase in overflow activity and crime (I have saved footage from my security cameras). Recently, numerous residents of this block met to discuss possible solutions. Some of the solutions that were discussed were: speed humps, increased street lighting, and the possibility to chance the dual traffic flow to a one-way street. The general consensus of the Hubbard constituents are quite grateful of the city's involvement and vision with the 9th South Corridor. That said, there was also some resentment because the city hasn't given much consideration to the overflow "growing pains" of the 9th South Corridor. Some residents of the street have actually taken it upon themselves to purchase speed bumps and paint portions of the street to try and slow down the visitors to the 9th South Corridor. Albeit illegal for people to paint the street and place speed bumps, please note those actions were taken out of sheer desperation for the safety of our street and to protect the lives of many children that reside on our street. Numerous families on Hubbard Ave have reached out to our representative (Darin Mano, who is not seeking reelection) and city employees in the Division of Transportation. The only action Hubbard Ave has seen has been the removal of the constituent placed speed bumps. That has sent a message to many that the city is actually hearing complaints but are taking counterproductive measures that essentially make the street less safe. Any proactive measures taken to slow traffic and increase security and safety will be greatly appreciated.							
	REQUEST	\$100,000						
	CDCIP	\$ -						
	MAYOR	\$ -						
	COUNCIL	\$ -						
75	Glendale Park <i>Mayor Added Project, Public Lands Department</i> This funding will help to advance Phase II improvements, which could include improvements in the center of the site or adjacent to the Jordan River, as identified in the Vision Plan. Design to confirm which amenities will advance in Phase II is now underway with construction anticipated to begin on Phase II in 2026. This funding will also be used for Glendale Park project contingency.							
	REQUEST							
	CDCIP	\$ -						
	MAYOR	\$6,000,000			\$6,000,000			
	COUNCIL	\$ -						

#	Totals	General Fund	Restricted Property Tax	Funding Our Future (FOF)	Parks Impact Fees	Transportation Dedicated Sources		
						Streets Impact Fees	Class C (gas tax)	¼ ¢ & 5 th 5 th Sales Taxes
Title, Lead Office, and Description								
76	Bike Racks <i>Mayor Added Project, Transportation Division</i> This funding will be used for the purchase and installation of new bicycle racks citywide with a focus near local businesses in high-demand areas to support cyclists and improve access to nearby shops and services. Funds will not be used for renewal or replacement.							
	REQUEST							
	CDCIP \$ -							
	MAYOR \$50,000		\$50,000					
	COUNCIL \$ -							
TOTALS								
	REQUEST \$58,094,500							
	CDCIP \$25,969,000	\$7,000,000	\$ -	\$3,100,000	\$2,539,000	\$230,000	\$4,500,000	\$8,600,000
	MAYOR \$34,884,000	\$1,680,879	\$6,463,036	\$3,100,000	\$8,863,400	\$430,000	\$4,652,515	\$9,694,170
	COUNCIL \$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -





Appendix II 6-year Expenditure Projection

This appendix provides the City’s six-year capital expenditure projection, identifying anticipated investment needs and the planned timing of capital expenditures over the planning horizon. It is intended to support long-range planning, improve financial forecasting, and provide greater transparency regarding the scale and sequencing of future capital needs.

Asset Status	Category	Asset	Year					
			2027	2028	2029	2030	2031	2032
Existing	Buildings	Life Safety & Code Compliance	\$2,880,000	\$90,000	\$200,000	\$400,000	\$420,000	\$470,000
		Structural Integrity & Envelope (Shell)	\$6,360,000	\$430,000	\$1,340,000	\$1,950,000	\$1,450,000	\$1,280,000
		Core Infrastructure Systems (MEP)	\$14,010,000	\$10,420,000	\$3,210,000	\$6,080,000	\$1,750,000	\$5,520,000
		Operational Building Systems	\$3,510,000	\$750,000	\$1,610,000	\$730,000	\$300,000	\$830,000
		Interior & Exterior Fixtures & Functional Layouts	\$4,340,000	\$1,220,000	\$ -	\$ -	\$570,000	\$420,000
		Comfort, Efficiency, & Aesthetics	\$ -	\$430,000	\$1,150,000	\$940,000	\$510,000	\$1,330,000
	Buildings Total		\$31,110,000	\$13,340,000	\$7,490,000	\$10,110,000	\$5,000,000	\$9,840,000
	Parks	Green House Replacement	\$ -	\$2,160,000	\$ -	\$ -	\$2,430,000	\$2,530,000
		Jordan River Repair	\$2,080,000	\$2,160,000	\$2,250,000	\$2,340,000	\$2,430,000	\$2,530,000
		Other Park Structure Replacement	\$1,530,000	\$1,590,000	\$1,650,000	\$1,720,000	\$1,790,000	\$1,860,000
		Parking Lot and Road Replacements	\$1,560,000	\$1,620,000	\$1,690,000	\$1,750,000	\$1,820,000	\$1,900,000
		Parks Legal Compliance with ADA Standards for Accessible Design	\$1,870,000	\$1,950,000	\$2,020,000	\$2,110,000	\$2,190,000	\$2,280,000
		Pavilion Replacements	\$1,530,000	\$1,590,000	\$1,650,000	\$1,720,000	\$1,790,000	\$1,860,000
		Playground Replacement	\$1,790,000	\$2,180,000	\$2,270,000	\$2,180,000	\$2,260,000	\$2,750,000
		Safe Open and Clean Restrooms	\$1,920,000	\$2,000,000	\$2,080,000	\$2,160,000	\$2,240,000	\$2,330,000

Asset Status	Category	Asset	Year					
			2027	2028	2029	2030	2031	2032
		Skate Park Replacements	\$2,080,000	\$ -	\$ -	\$2,340,000	\$ -	\$ -
		Sports Court	\$2,030,000	\$2,520,000	\$3,030,000	\$3,690,000	\$2,660,000	\$3,050,000
	Parks Total		\$16,390,000	\$17,770,000	\$16,640,000	\$20,000,000	\$19,630,000	\$21,090,000
	Transportation	Alleyways	\$5,540,000	\$5,770,000	\$6,000,000	\$6,240,000	\$6,480,000	\$6,740,000
		Bridge Reconstruction	\$9,330,000	\$9,710,000	\$10,090,000	\$10,500,000	\$10,920,000	\$11,360,000
		Existing Renwal & Replacement Street Signals	\$2,600,000	\$2,700,000	\$2,810,000	\$2,920,000	\$3,040,000	\$3,160,000
		Public Way Concrete Replacement	\$750,000	\$780,000	\$810,000	\$840,000	\$880,000	\$910,000
		Street OverLays	\$38,670,000	\$40,210,000	\$41,820,000	\$43,500,000	\$45,240,000	\$47,050,000
		Street Reconstruction	\$45,110,000	\$46,920,000	\$48,790,000	\$50,750,000	\$52,780,000	\$54,890,000
		Street's Legal ADA Compliance	\$750,000	\$780,000	\$810,000	\$840,000	\$880,000	\$910,000
		Traffic Signal Capital Maintainance	\$1,000,000	\$1,040,000	\$1,080,000	\$1,120,000	\$1,170,000	\$1,220,000
	Transportation Total		\$103,760,000	\$107,910,000	\$112,220,000	\$116,710,000	\$121,380,000	\$126,240,000
Existing Total			\$151,250,000	\$139,020,000	\$136,360,000	\$146,820,000	\$146,010,000	\$157,170,000
Improvement	Parks	Irrigation Replacement and Supportive Waterwise Landscaping	\$780,000	\$810,000	\$840,000	\$880,000	\$910,000	\$950,000
	Parks Total		\$780,000	\$810,000	\$840,000	\$880,000	\$910,000	\$950,000
	Transportation	Transit Capital Program	\$14,660,000	\$2,000,000	\$6,550,000	\$11,820,000	\$15,300,000	\$890,000
	Transportation Total		\$14,660,000	\$2,000,000	\$6,550,000	\$11,820,000	\$15,300,000	\$890,000
Improvement Total			\$15,440,000	\$2,810,000	\$7,400,000	\$12,690,000	\$16,210,000	\$1,830,000
New	Buildings	Life Safety & Code Compliance	\$650,000	\$310,000	\$ -	\$110,000	\$ -	\$ -
		Structural Integrity & Envelope (Shell)	\$170,000	\$4,160,000	\$ -	\$ -	\$ -	\$ -
		Core Infrastructure Systems (MEP)	\$50,000	\$ -	\$ -	\$ -	\$ -	\$ -
		Operational Building Systems	\$4,350,000	\$11,100,000	\$10,840,000	\$3,040,000	\$170,000	\$730,000

Asset Status	Category	Asset	Year					
			2027	2028	2029	2030	2031	2032
		Interior & Exterior Fixtures & Functional Layouts	\$150,000	\$310,000	\$ -	\$ -	\$ -	\$ -
	Buildings Total		\$5,370,000	\$15,880,000	\$10,840,000	\$3,150,000	\$170,000	\$730,000
	Parks	Emerald Ribbon Action Plan Transformational Projects	\$ -	\$ -	\$8,440,000	\$8,770,000	\$9,120,000	\$9,490,000
		Event Infrastructure & Pavilion Replacement For Safe City Parks	\$2,600,000	\$1,800,000	\$1,870,000	\$1,950,000	\$2,030,000	\$2,110,000
		Downtown Beautification Corridors	\$310,000	\$320,000	\$340,000	\$350,000	\$360,000	\$380,000
		Playground Shade	\$520,000	\$540,000	\$560,000	\$580,000	\$610,000	\$320,000
		Soft Surface Trails-NEW ASSETS	\$2,200,000	\$22,300,000	\$ -	\$38,440,000	\$ -	\$19,010,000
		Civic Center	\$14,220,000	\$46,980,000	\$6,690,000	\$6,960,000	\$26,060,000	\$18,070,000
	Parks Total		\$19,850,000	\$71,940,000	\$17,900,000	\$57,060,000	\$38,190,000	\$49,370,000
	Transportation	Bike Share & Bike Racks	\$100,000	\$110,000	\$110,000	\$120,000	\$120,000	\$130,000
		Downtown Beautification Corridors	\$2,090,000	\$2,170,000	\$2,260,000	\$2,350,000	\$2,450,000	\$2,540,000
		Livable Streets	\$420,000	\$430,000	\$450,000	\$470,000	\$490,000	\$510,000
		Missing Sidewalks and Bikeway Gaps	\$1,140,000	\$1,620,000	\$3,600,000	\$1,290,000	\$1,580,000	\$1,710,000
		Neighborhood Byways	\$2,080,000	\$2,160,000	\$2,250,000	\$2,340,000	\$2,430,000	\$2,530,000
		New Street Signals & Roundabouts	\$520,000	\$3,240,000	\$3,600,000	\$12,990,000	\$11,590,000	\$3,800,000
		Urban Trails	\$9,520,000	\$10,280,000	\$7,310,000	\$3,580,000	\$6,270,000	\$9,870,000
		Vision Zero	\$ -	\$5,410,000	\$ -	\$5,850,000	\$18,250,000	\$6,330,000
		West-East Connections	\$14,220,000	\$46,980,000	\$6,690,000	\$6,960,000	\$26,060,000	\$18,070,000
	Transportation Total		\$30,090,000	\$72,410,000	\$26,280,000	\$35,940,000	\$69,240,000	\$45,480,000
New Total			\$55,310,000	\$160,230,000	\$55,020,000	\$96,150,000	\$107,600,000	\$95,570,000
Grand Total			\$222,010,000	\$302,060,000	\$198,770,000	\$255,670,000	\$269,820,000	\$254,580,000



Appendix III Analytics Reports

This appendix includes supporting analytical reports used to inform capital planning, funding decisions, and long-term investment strategies. These materials provide additional context regarding historical trends, current budget conditions, and project-level information to support informed decision-making and public transparency.

a. Historical Actual Funding

This section provides historical information on capital funding levels over prior years. It is intended to show how the City has invested in capital assets over time and to provide context for understanding current funding needs and future planning considerations.

Historal Funding						
Row Labels	2021	2022	2023	2024	2025	2026
Bonds	\$21,455,027	\$23,779,454	\$90,284,342	\$24,366,000	\$8,672,609	\$55,355,027
Buildings		\$379,454	\$12,100,000		(\$3,000,000)	\$3,237,371
Parks	\$955,027		\$23,531,342	\$24,366,000	\$5,719,428	\$50,382,140
Transportation	\$20,500,000	\$23,400,000	\$54,653,000		\$5,953,181	\$1,735,516
Class C	\$2,046,329	\$2,716,306	\$3,000,000	\$3,500,000	\$4,250,000	\$10,500,000
Transportation	\$2,046,329	\$2,716,306	\$3,000,000	\$3,500,000	\$4,250,000	\$10,500,000
General Fund	\$10,979,190	\$12,175,065	\$24,873,605	\$29,515,760	\$37,479,652	\$14,784,549
Buildings	\$4,928,710	\$2,295,373	\$10,298,588	\$6,329,046	\$8,415,300	\$3,333,557
Parks	\$1,164,973	\$3,957,609	\$4,618,108	\$2,509,275	\$8,101,996	\$8,751,379
Transportation	\$4,885,507	\$5,922,083	\$9,956,909	\$20,677,439	\$20,962,356	\$2,699,613
Impact Fees	\$2,962,282	\$ 7,991,970	\$13,766,533	\$6,363,496	\$19,174,800	\$9,912,470
Buildings	\$587,282			\$130,275		
Parks	\$500,000	\$7,506,950	\$9,133,198	\$2,728,850	\$19,174,800	\$ 8,800,000
Transportation	\$1,875,000	\$485,020	\$4,633,335	\$3,504,371		\$1,112,470
Transportation Fund	\$8,695,770	\$4,852,000	\$8,000,000	\$7,905,177	\$13,800,000	\$11,151,000
Parks	\$1,967,000	\$1,038,500			\$200,000	\$200,000
Transportation	\$6,728,770	\$3,813,500	\$8,000,000	\$7,905,177	\$13,600,000	\$10,951,000
Grand Total	\$46,138,598	\$51,514,795	\$139,924,480	\$71,650,433	\$83,377,061	\$101,703,046

* includes an anticipated \$49 million Public Lands Bond tranche.

b. Projected Revenue

This section summarizes revenue information related to capital investment and funding capacity. It is intended to provide context regarding the resources available to support capital projects and to illustrate trends in both ongoing and one-time funding sources. Note the table only shows major ongoing funding sources and not one-time funding sources such as bonds.

Forecasted						
Funding Source	2027	2028	2029	2030	2031	2032
Class C	\$4,500,000	\$4,590,000	\$4,680,000	\$4,770,000	\$4,870,000	\$4,970,000
General Fund	\$20,000,000	\$20,400,000	\$20,810,000	\$21,230,000	\$21,650,000	\$22,080,000
Impact Fees	\$9,800,000	\$10,000,000	\$10,200,000	\$10,400,000	\$10,610,000	\$10,820,000
Transportation Fund	\$9,000,000	\$9,180,000	\$9,360,000	\$9,550,000	\$9,740,000	\$9,930,000
Grand Total	\$43,300,000	\$44,170,000	\$45,050,000	\$45,950,000	\$46,870,000	\$47,800,000



c. Capital Asset Projects–Remaining Existing Budget

This section identifies capital asset projects with remaining budget authority from prior appropriations. It is intended to improve transparency regarding previously approved funding, provide context for project delivery timelines, and help inform future capital budgeting and funding decisions.

Capital Asset Project Category	Budget*
Buildings	\$18,232,400
Facilities Capital Asset Renewal and Replacement	\$13,156,380
New/Improvements Facilities	\$2,545,913
New/Improvements Fire	\$171,422
Operational Maintenance	\$877,907
Other Capital Maintenance	\$1,480,779
Parks	\$89,816,884
New/Improvements Parks	\$70,696,670
Operational Maintenance	\$2,686,963
Other	\$338,642
Other Capital Maintenance	\$4,622,028
Pavilions	\$1,107,117
Playgrounds/Courts	\$4,355,605
Public Lands ADA Compliance	\$2,684,929
Public Lands Irrigation Improvements	\$1,197,932
Public Restrooms	\$2,127,000
Transportation	\$103,883,802
Alleyways	\$933,247
Bridge Maintenance	\$1,142,573
Bridge Reconstruction	\$7,835,794
Complete Street Un-related to Overlay or Reconstruction	\$4,944,895
Livable Streets	\$4,999,898
Neighborhood Byways	\$2,171,263
New/Improvements Engineering	\$8,600,806
New/Improvements Transportation	\$4,183,760
Other	\$684,608
Other Capital Maintenance	\$43,905
Public Way Concrete	\$988,954
Street Overlay	\$7,668,823
Street Reconstruction	\$36,608,026
Traffic Safety/Safer Crossings/Zero Fatalities	\$5,923,468
Traffic Signal Replacement and Upgrade	\$6,395,942
Transit	\$5,309,107
Transportation Corridor	\$5,448,733
Grand Total	\$211,933,086

* as of 03/31/2026. Includes \$51 million of encumbered funds.

Does not include anticipated \$49 million Public Lands Bond tranche.

Includes General Fund, Funding our Future, Transportation Fund, Class C, Impact Fees and Bonds



Appendix IV List of related Policies, Resolutions, Ordinances, Master Plans and Qualifying Technical Studies

This appendix compiles the principal policies, resolutions, ordinances, master plans, and qualifying technical studies that guide the City's capital planning and investment decisions. It provides the policy and planning framework that supports the Capital Asset Plan and demonstrates how proposed investments align with adopted City direction, legal requirements, and long-term planning objectives.

Policies, Resolutions, and Ordinances

This section identifies the governing policies, resolutions, and ordinances that shape the City's approach to capital planning, project eligibility, funding decisions, and program administration. Together, these documents establish the legal and policy framework for consistent, transparent, and accountable capital investment.

a. City Council Resolutions

- i. Guiding Document for CIP - [Resolution 29 of 2017](#)
- ii. Allocation of Funds from the Cost Overrun Account - [Resolution 65 of 2004](#)
- i. Policy for Preparing Master Plans - [Resolution 14 of 2020](#)

b. Code of Ordinances

- i. Establishing City Boards and Commissions Chapter 2.07 - [City Boards and Commissions](#)
- ii. CDCIP Board Bylaws Chapter 2.33 - [Community Development and Capital Improvement Program \(CDCIP\) Advisory Board](#)
- iii. Impact Fee Policy Chapter 18.98 - [Impact Fees](#)
- iv. Disposition of Proceeds Chapter 2.58 - [City Owned Real Property](#)
- v. Dedicating Private Streets to the Public Chapter 14.54 - [Dedication of Private Streets to Public Ownership](#)
- vi. Complete Streets Policy Chapter 14.06 - [Accommodation of Bicyclists and Pedestrians at All City Owned Transportation Facilities in the Public Right of Way](#)
- vii. Creation of Capital Projects Fund within the Recreation Enterprise Fund Chapter 15.28 - [Capital Projects Fund](#)
- viii. Allocation to public art and responsibilities of Arts Council Design Board in regards to CIP [Chapter 2.30 - Salt Lake Art Design Board](#)
- ix. Responsibilities of Parks, Natural Lands, Trails and Urban Forestry Advisory Board in regards to CIP [Chapter 2.94 - Parks, Natural Lands, Trails, and Urban Forestry Advisory Board](#)

- x. Public Facility investments within Historic Districts [Chapter 21A.06.050 - Historic Landmark Commission](#)
- xi. Information needed for City Council to make decisions [Chapter 2.04 - Office of the Mayor](#)

c. Administrative Policies

- i. Sustainable Infrastructure Policy [Chapter 56.3 - Air Quality & Climate Change](#)
- ii. Capital Asset Planning Committee [Chapter 57.10 - Capital Asset Management](#)
- iii. Debt Financing Management Practices [Chapter 53.11 - Debt Financing](#)
- iv. Impact Fee Policy [Chapter 57.11 - Impact Fee Expenditures](#)

d. State Legislation

- i. Utah's State Impact Fee Act [Chapter 11.36a - Utah Impact Fee Act](#)

Master Plans and Adopted Plans

This section includes the adopted master plans and related planning documents that help identify infrastructure needs, establish community priorities, and support project eligibility for capital funding. These plans help ensure that capital investments are aligned with broader City goals, long-range planning efforts, and adopted policy direction.

The City's [General Plan](#), Plan Salt Lake, sets the big-picture vision of Salt Lake City. The collection of plans below focusses on specific details either at a smaller geographic area or subject matter.

- a. Engineering Division: [Engineering-Six-Year-Plan-Executive-Summary-2022-Transmittal](#)
- b. Planning Division: <https://www.sl.c.gov/planning/general-plans>
- c. Transportation Division: <https://www.sl.c.gov/transportation/plans-studies>
- d. Public Lands Department: [Public Lands Master Plan and Qualifying Study List](#)



