

Monday, March 9, 2026					
Dept/Div	Constituent /Internal	Application ID	Application Title	Requested Amount	Project Description/Summary
CAN/ENG/TRNS	Internal	FY27-CAP-1	Street Reconstruction 2027	\$8,327,500	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.
CAN/ENG/TRNS	Internal	FY27-CAP-2	Traffic Signal Replacements & Upgrades 2027	\$2,500,000	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.
CAN/ENG/TRNS	Internal	FY27-CAP-3	Street Overlay 2027	\$3,300,000	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)
CAN/ENG/TRNS	Internal	FY27-CAP-4	GREENbike Federal Grant Match 2027; Bike Rack Replacements	\$65,000	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)
CAN/ENG/TRNS	Internal	FY27-CAP-5	Urban Trails	\$450,000	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.

					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.
CAN/ENG/TRNS	Internal	FY27-CAP-6	Vision Zero Corridors & Safety Improvements Citywide 2027	\$2,300,000	
					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.
CAN/ENG/TRNS	Internal	FY27-CAP-7	Transit Capital Program 2027	\$500,000	
					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.
CAN/ENG/TRNS	Internal	FY27-CAP-8	Missing Sidewalks	\$125,000	
					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.
CAN/ENG/TRNS	Internal	FY27-CAP-9	Bikeway Gaps 2027	\$125,000	

CAN - Community and Neighborhoods Department
ENG - Engineering Division
TRNS - Transportation Division