



# **The Transportation Improvement Program**

***TIP***   
***2025-2030***



## Transportation Improvement Program - To Day . . .

4a - Report on an Approved Board Modification

- Regional Council – March 27, 2025

4bcde - Review New Projects

- To Be Included in the Draft Programs
- CMAQ, CRP, TAP, and STP
- for the Draft 2026-2031 TIP



## Transportation Improvement Program ...

1. Six Year Program of Highway, Transit and Active Transportation Projects
2. Implements the Long Range Plans and Meets The Short Range Needs of the Wasatch Front
3. Periodic Modifications Due to the Dynamic Nature of Project Timing & Funding



# Report on 4a - 2025-2030 TIP Board Modification #5

Regional Council Meeting  
March 27, 2025

	2025-2030 Transportation Improvement Program (TIP) (Amendment Five)												
	Board Modification												
Level of Conformity Analysis	New Project												
	Salt Lake												
	County	Sponsor	Facility	FUNC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
1	Salt Lake	UDOT	Pioneer Trail	NA	22695	Pioneer Trail along State Street from North Temple to 300 North	New Bike/ Pedestrian Facility	ST_TSP (Statewide - Transportation Solutions Program)	\$800,000	\$0	New Project	\$800,000	2025
Original	N/A												
Proposed	The project is part of the Pioneer Trail Project that will enhance pedestrian safety along State Street from North Temple to 300 North. These improvements include pedestrian bulbouts at cross street intersections and the removal of the existing southbound right turn pocket, which will be combined into a shared thru-right lane. Once complete, these enhancements will provide space for local partners to add landscaping upgrades, wayfinding signage upgrades, and public art throughout project limits. This project will also add space in the center of the recently completed roundabout at the intersection of 300N and State Street to allow for aesthetic improvements. A Salt Lake City mobility study will be completed per legislative bill 195 before beginning.												
Level of Conformity Analysis:					1 - Exempt from Conformity Determination, 2 - Funding Adjustments Only, 3 - Needs Letter From FHWA that existing Conformity Determination is Still Valid								



**4b - Congestion Mitigation/ Air Quality (CMAQ)**

**4c – Carbon Reduction Program (CRP)**

**4d - Transportation Alternative Program (TAP)**

**4e - Surface Transportation Program (STP)**

**Project Recommendations *for the***  
**2026 - 2031 TIP**

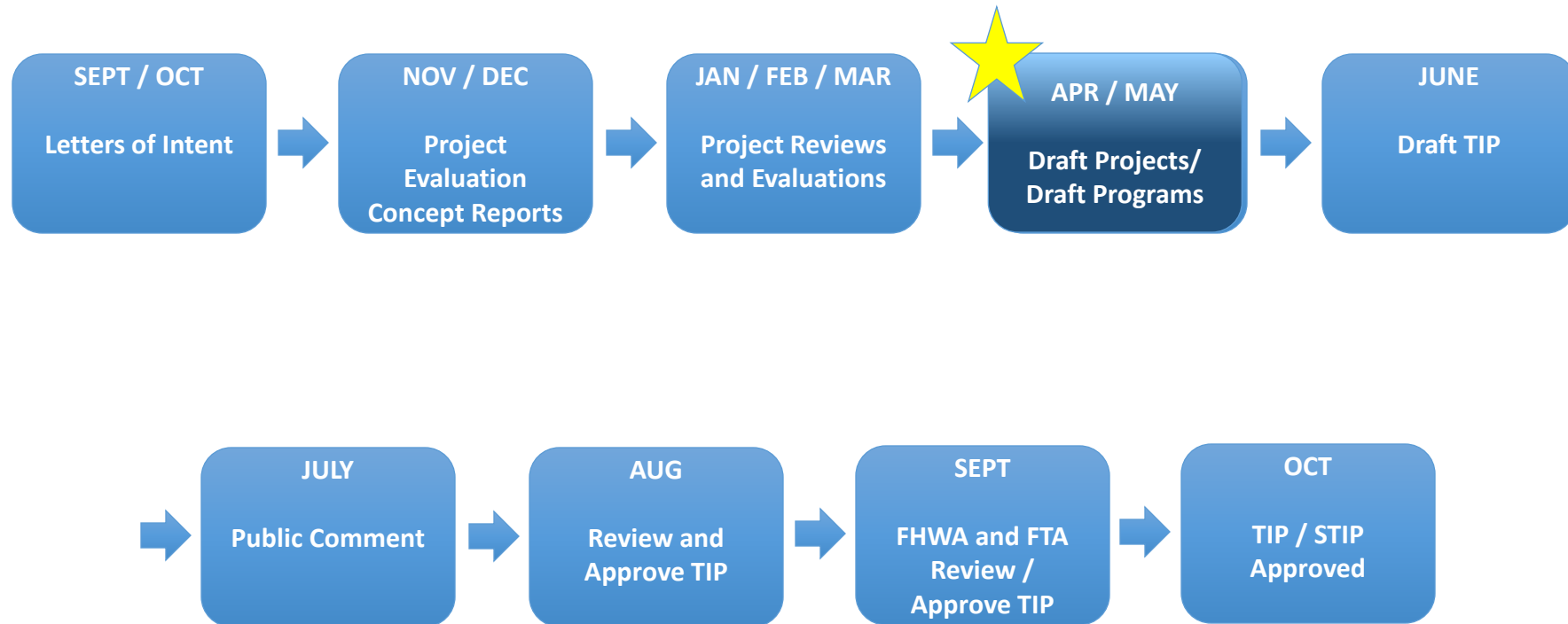
---

**Trans Com**

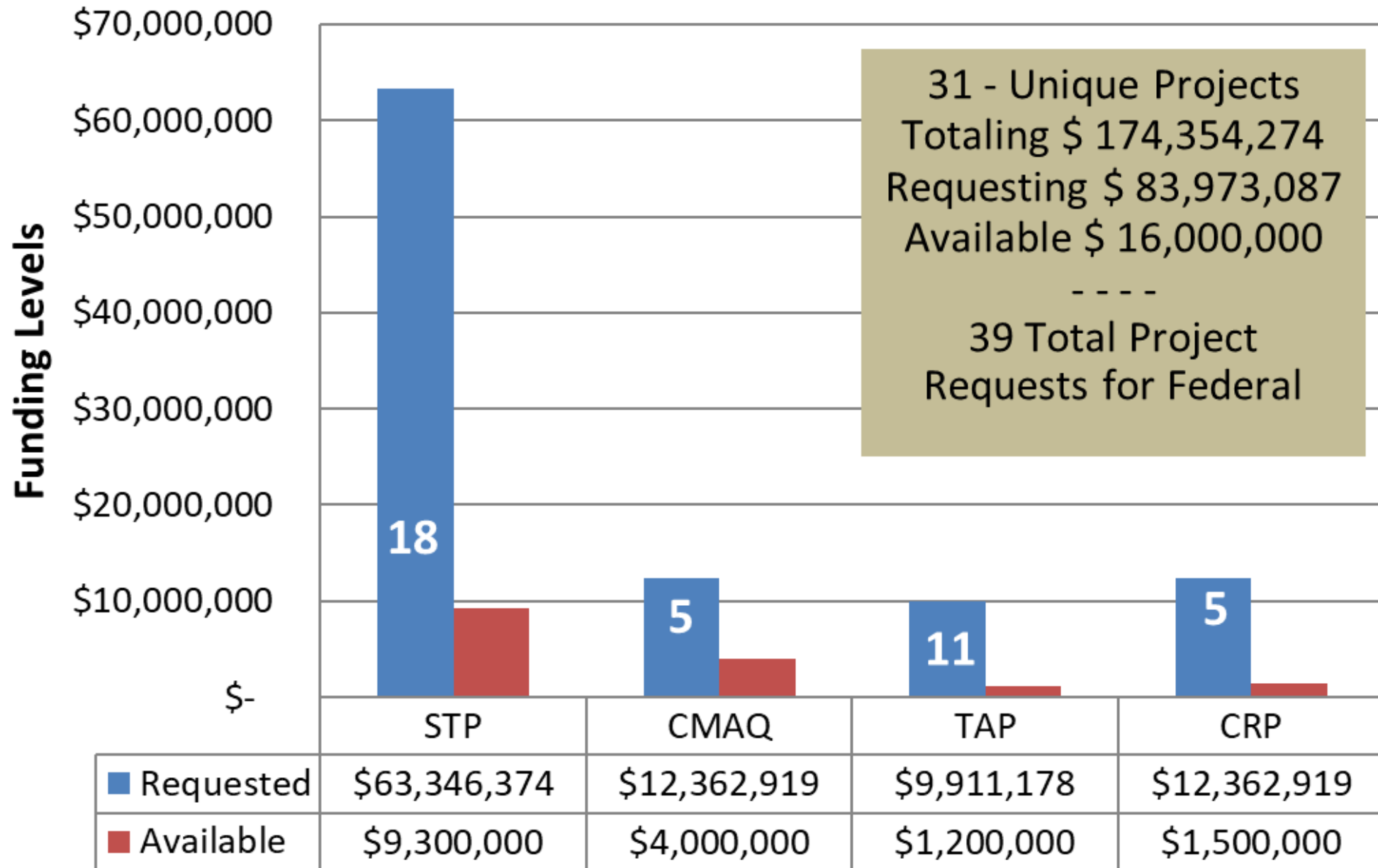
**April 24, 2025**



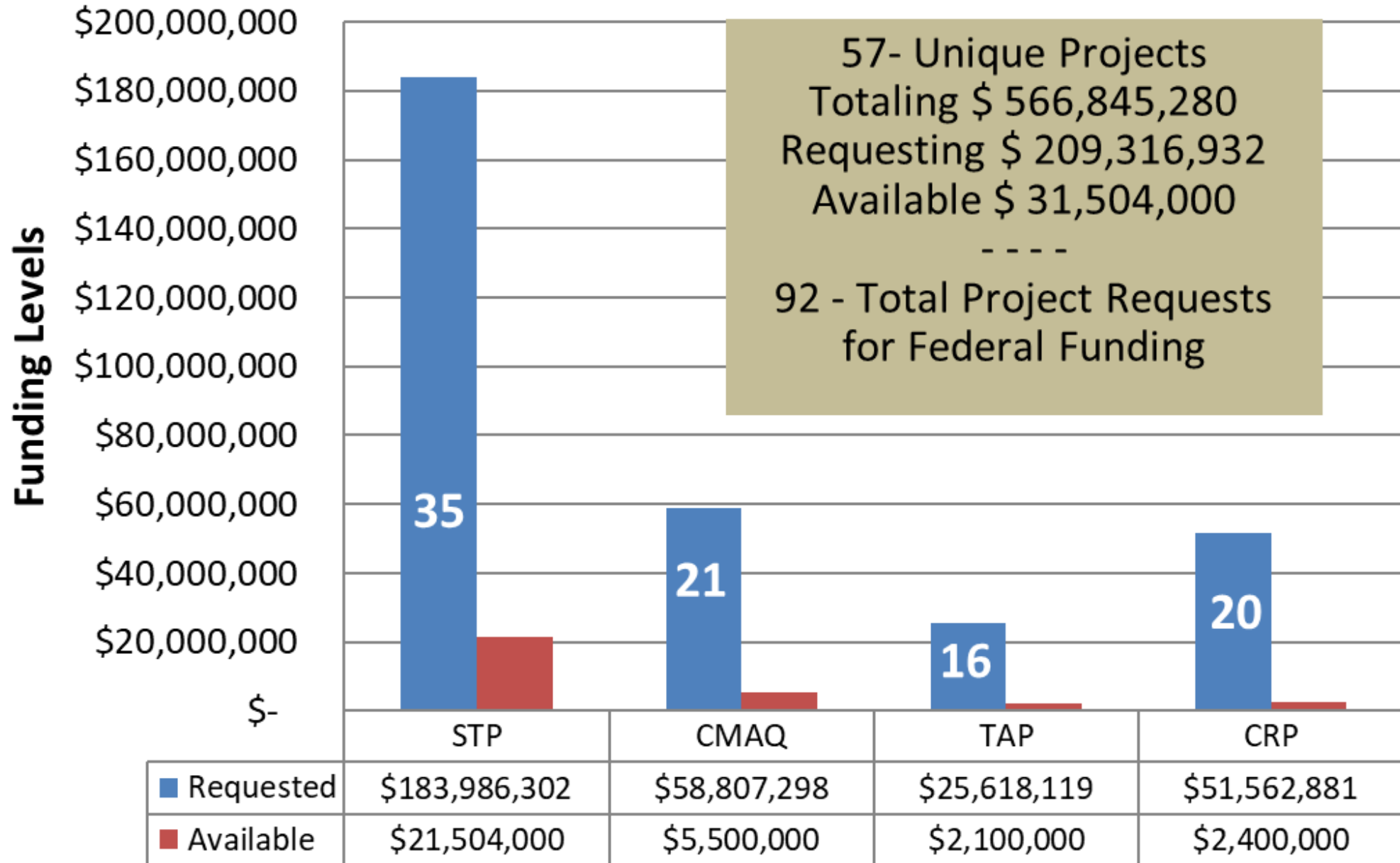
# Process for New Projects & The Draft TIP



## Ogden/ Layton Urban Area



## Salt Lake Urban Area



Form 1208

TAP Project Details

CMAQ Emissions Analysis Form

KTMS - UTS (Advanced Traffic Management System)

Please complete information in this section

Project Sponsor

Project Contact

Project Information

Project Description

Project Location

Project Dates

Project Parameters

County

Project Improvement

Funding Type

Agency

Name of Project

From

To

Project Length

Estimated Project Cost

Federal Funds Requested

Local Funds

Project Description - This project will do what . . . .

Functional Regional

East AADT

Prop AADT

Project Priority

Improve Mobility

Improve Safety

Promote Active Tran.

Improves Air Quality

Project Needed

Project Priority

Total Accumulative Project Possible

High

Low

Average

Total

Project Need

Field Project Priority

Number of Reviewers

Percent of

Ogden/ Layton Area Field Review - Meet at Layton FrontRunner Station at 8:45 AM, Tuesday, February 25, 2025

Davis

Other STP

STP

Layton City

Layton Parkway Signalization Project

1700 West

2200 West

0.5

\$ 1,220,000

\$ 976,000

\$ 244,000

Layton is proposing the construction of two traffic signals along Layton Parkway at 1700 West and 2200 West. This project would support the City's population growth and UDOT's West Davis Corridor. The signalized intersections would reduce delay and improve the operational capacity. These signals are part of Layton City's Transportation Master Plan.

Minor Arterial

Yes

5,000

8,000

2

2.71

3.71

1.86

1.43

2.57

2.43

210.00

30.00

4.00

0.00

2.45

103

3

2

7

Davis

Other STP

STP

Layton City

Layton Parkway Extension

3200 West

3700 West

0.5

\$ 4,400,000

\$ 3,520,000

\$ 880,000

Layton City is proposing to extend Layton Parkway from 3200 West to 3700 West. This extension will accommodate population growth on the city's west side and serve as a frontage road along UDOT's West Davis Corridor. The project scope includes new roadway with 60-foot pavement width, curb and gutter installation, sidewalks, utility infrastructure and associated improvements.

Minor Arterial

Yes

0

5,700

1

3.71

2.29

2.57

1.71

3.14

2.57

210.00

30.00

5.00

0.00

2.67

112

3

3

7

Davis

Other STP

STP

West Point City

300 North Widening

4000 West

4500 West

0.5

\$ 4,426,100

\$ 2,914,463

\$ 1,511,637

This road is currently a state highway, but will soon be turned over to the City. It is a narrow two lane section and needs to be increased to a 3 lane section to handle the existing and future traffic. We also plan to complete the curb, gutter, and sidewalk on both sides.

Collector

Yes

10,000

12,000

1

3.71

3.86

4.43

2.00

3.43

3.71

210.00

30.00

5.00

1.00

3.52

148

3

4

7

Davis

Widening

STP

Clinton City

2300 North Roadway: Cranefield to 4500 W, Phase 1

Cranefield Rd

4500 West

0.89

\$ 5,000,000

\$ 2,500,000

\$ 2,500,000

The purpose of the 2300 North roadway project phase 1 is to widen the roadway from Cranefield Road to 4100 West. The project includes the installation of a new pavement section, sidewalks, curb/gutter, and curb ramps. The failing asphalt pavement in the Cranefield roundabout will be replaced with concrete pavement.

Collector

No

7,300

12,000

1

2.71

2.86

2.86

1.71

3.00

3.14

210.00

30.00

4.00

0.00

2.71

114

3

3

7

Weber

Safe Routes to School

TAP

Roy City

3100 West Sidewalk

4800 South

6000 South

2.12

\$ 1,697,200

\$ 1,301,025

\$ 94,475

Wasatch Front Regional Council (WFRC) has allocated \$301,700 to support this project. The environmental study for the project is completed. The City is currently purchasing the required right-of-way and anticipates that the right-of-way acquisition will be completed by the end of 2025. Additionally, the design for the project is underway and is expected to be completed by the end of 2025.

Other

Yes

Unknown

Unknown

1

3.29

4.14

3.57

2.00

3.86

3.43

210.00

30.00

5.00

1.00

3.38

142

4

3

7

Weber

Widening

STP

Hooper City

5500 West Road Improvement

5500 South

5100 South

0.53

\$ 4,200,000

\$ 2,100,000

\$ 152,494

The purpose of this project is to fund another phase in continuation of Hooper City's efforts to improve a key collector road which provides critical north-south access through the city. This route will provide the closest access available from the north to the future West Davis Highway off-ramp at 1800 North (SR-37).

Collector

Yes

1,000

7,500

1

3.43

4.00

3.29

2.29

3.43

3.57

210.00

30.00

5.00

1.00

3.33

140

3

4

7

Webster

Capital

STP

Transit Authority

Mt. Ogden Administration and

West 17th Street

0

0

\$ 1,000,000

\$ 300,000

\$ 63,081

This project replaces the 35+ yr. old Mt. Ogden Ops/Admin building, laying the foundation for future service expansion in Box Elder, Weber, and Davis Counties. A

NA

Yes

0

2

1.50

1.33

2.17

2.00

1.00

1.33

10.00

0.00

5.00

1.00

1.39

86

4

3

6

Travel Speed

and Incentives

only with the Buy America Requirement

Remarks

Est Form Form 6

# Resources for Project Selection

---

- Distribution of Project Scores, such as:
  - Congestion
  - Access
  - Pavement condition
  - Safety
  - Emissions / Air quality
  - Project Costs
- Other relevant professional considerations, such as:
  - Field Review Comments
  - Sponsor's Project History
  - Distribution of Funding
  - Project Synergy
  - Project Timing Efficiencies
  - Complete Systems
  - Matching Funds



# Resources for Project Selection

---

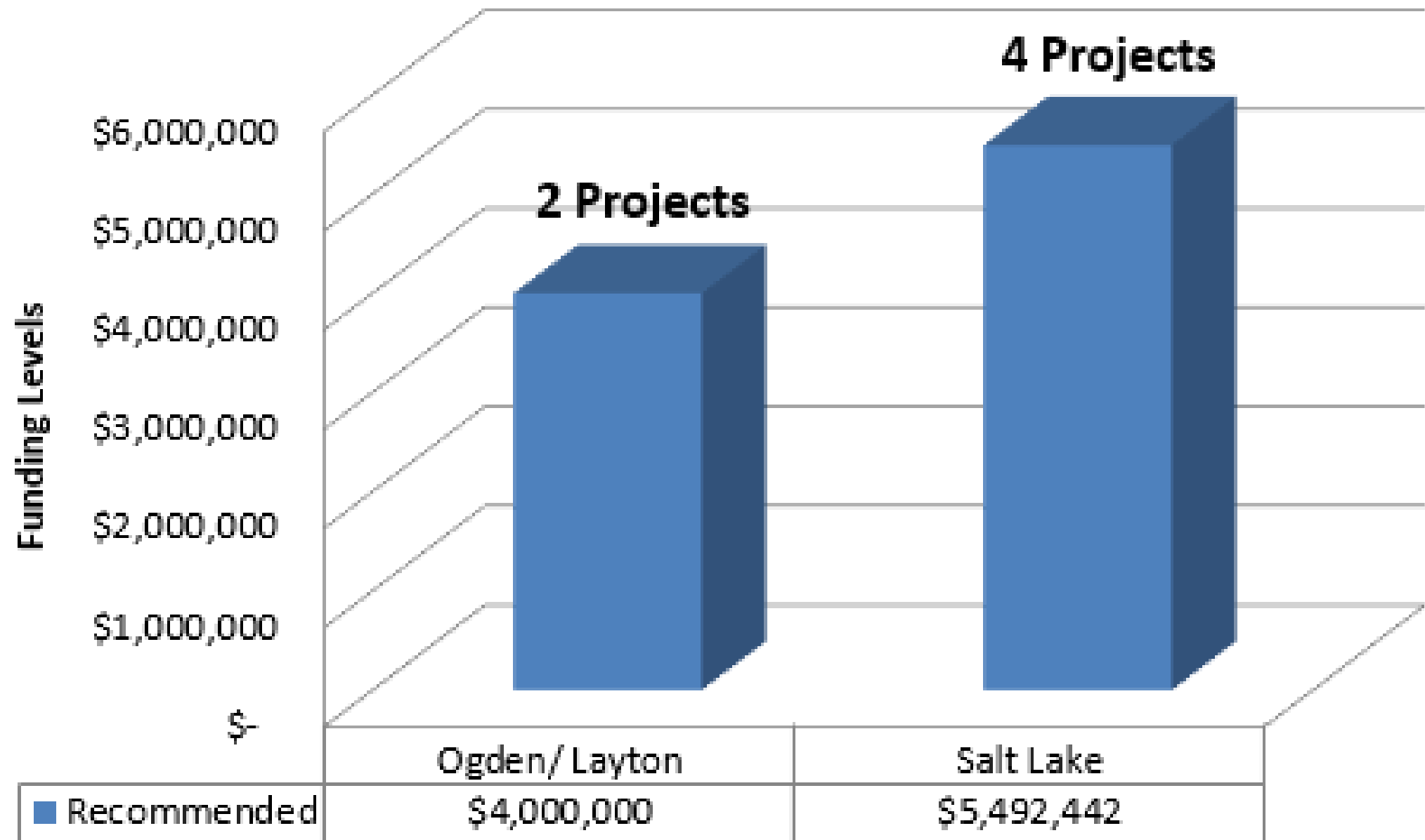
- Distribution of Project Scores, such as:
  - Congestion
  - Access
  - Pavement condition
  - Safety
  - Emissions / Air quality
  - Project Cost



- Other relevant professional considerations, such as:
  - Field Review Comments
  - Sponsor's Project History
  - Distribution of Funding
  - Project Synergy
  - Project Timing Efficiencies
  - Complete Systems
  - Matching Funds

the 2031 Surface Transportation Program (STP)"																											
\$ #,###		Recommended Funding Amount					Recommended Project Information																				
ROW ID	Recommended Funding	Unique Proj ID	UDOT Region	County	Agency	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Sponsor Priority	Access to Opportunities (ATO)	Facility Condition/ Management Practices	Benefit Cost	Operation, TSM/ TDM, & ITS Improvements	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Values	Safety	Volume to Capacity	Weighted Total	
Ogden/ Layton Urban Area																											
1						2300 North Roadway: Cranefield to 4500 W, Phase 1	Cranefield Rd	4500 West	0.89	\$ 5,000,000	\$ 2,500,000	\$ 2,500,000	Collector	Reconstruct	The purpose of the 2300 North roadway project phase 1 is to widen the roadway from Cranefield Road to 4100 West. The project includes the installation of a new pavement section, sidewalks, curb/gutter, and curb ramps. The failing asphalt pavement in the Cranefield roundabout will be replaced with concrete pavement.	1	1.33	22.50	16.00	0.67	0.00	4.76	2.00	8.50	0.00	55.76	
2						1250 West Street Reconstruction	200 North	100 South	0.2	\$ 1,500,000	\$ 1,000,000	\$ 500,000	Collector	Reconstruct	1250 West street is a inter-regional connection from West Bountiful through Centerville to I-15, Legacy Parkway as well as to Farmington City. 1250 West street acts as a west frontage road through the City. The purpose of this project is to reconstruct the road and to include bike lanes on each side of the road. There are currently bike lanes on this stretch of road through West Bountiful. 1250 West is a also a direct connection for pedestrians and cyclist to the Legacy Trail system.	1	7.33	17.50	16.00	1.33	0.00	4.76	1.00	7.50	0.00	55.43	
3						5500 West Road Improvement	5500 South	5100 South	0.53	\$ 4,200,000	\$ 2,100,000	\$ 152,494	Collector	Reconstruct	The purpose of this project is to fund another phase in continuation of Hooper City's efforts to improve a key collector road which provides critical north-south access through the city. This route will provide the closest access available from the north to the future West Davis Highway off-ramp at 1800 North (SR-37).	1	2.00	17.50	12.00	2.67	0.00	5.24	3.00	7.50	0.00	49.00	
4						300 North Widening	4000 West	4500 West	0.5	\$ 4,426,100	\$ 2,914,463	\$ 1,511,637	Collector	Reconstruct	This road is currently a state highway, but will soon be turned over to the City. It is a narrow two lane section and needs to be increased to a 3 land section to handle the existing and future traffic. We also plan to complete the curb, gutter, and sidewalk on both sides.	1	3.33	12.50	16.00	0.00	0.00	4.29	1.00	7.00	1.00	45.12	
5						2nd Street Reconstruction Phase 2	Wall Avenue	Washington Boulevard	0.426	\$ 7,367,700	\$ 6,868,907	\$ 498,793	Collector	Reconstruct	Average Daily Traffic (ADT) has increased on 2nd Street since the intersection of 2nd Street/Harrison Blvd in 2017. Intersection lane lengths and spacing are substandard; there is insufficient space for bike lanes, clear zone is problematic and the project proposes a number of other roadway safety elements.	1	4.67	12.50	8.00	4.00	0.00	4.76	1.00	9.00	0.00	43.93	
6	0	STP_6	1	Davis	ton City	Layton Parkway Widening Project	0 West	0 West	0.5	220,000	976,000	244,000	Arterial	ations	Layton is proposing the construction of two traffic signals along Layton Parkway at 1700 West and 2200 West. This project would support the City's population growth and UDOT's West Davis Corridor. The signalized intersections would	2	3.33	0.00	2.00	0.67	0.00	2.86	1.00	7.00	0.00	38.95	

## Congestion Mitigation/ Air Quality (CMAQ) Funds



# Weber County – West Weber Elementary - 900 South – New Construction

## Project Type – Safe Routes to School

4160 West to 3600 West – (0.7 miles)



**Recommended Funding \$ 1,000,000**



**Project Cost –  
\$ 1,497,000**

**Funds Request –  
\$ 1,395,653**

The purpose of this project is to construct a pathway along the north side of 900 South from West Weber Elementary School to 3600 West. There is a new subdivision on 3600 West that will increase the number of walking students along this corridor.

**Project Cost –  
\$ 4,532,000**

**Funds Request –  
\$ 4,202,904**

## **North Ogden – 2100 North/ Fruitland Drive – Operations Project Type – Intersections & Signals**

2100 North & Fruitland Drive



**Recommended Funding \$ 3,000,000**

The 2100 North Fruitland Drive Intersection is an offset intersection which makes it dangerous and difficult for motorists and pedestrians to navigate. The current condition of the intersection does not allow for the require sight and sees multiple accidents per year. The reconstruction of this intersection will improve safety, mobility, drainage, and reduce vehicle delay which will reduce vehicle emissions. In addition to vehicular improvements, the new geometry will improve the walkability of Fruitland Drive and the ability for cyclists to ride the road.

# UTA – 5600 West Bus Route – Operating Costs

## Project Type – Transit

Salt Lake Central Intermodal Hub to 5600 West Old Bingham Highway Station– (29 miles)

The 5600 West Bus Route is the transit component for the Mountain View Corridor. The core route provides new north/south transit service, helping to reduce traffic and improve the region's air quality. It serves low-income neighborhoods in western Salt Lake County and provides improved access to jobs.

### Westside Express

#### Utah Transit Authority

In 2008, the Utah Department of Transportation (UDOT) completed a Record of Decision for the Mountain View Corridor (MVC) project to construct a freeway in the western portion of Salt Lake County. The roadway is being built in phases and will eventually connect from I-80 into Utah County. This project also included a transit element. UTA has been working with UDOT to update the agreement for the MVC transit project implementation.

#### Proposed Project

Express bus service that provides a one-seat transit ride for residents that live along 5600 West to SLC International Airport, downtown SLC, and other regional job centers

Includes 15-minute service, electric buses, strategies to improve travel time, and enhanced stops with shelters, benches, lighting, and real-time bus arrival displays

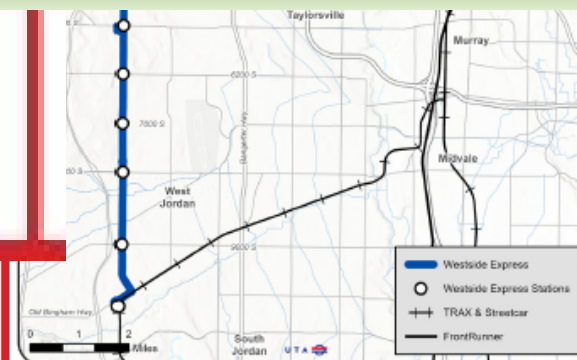
Status: Seeking Funding for Next Steps

#### Project Benefits

Provides new north/south transit service & utilizes electric buses, helping to reduce traffic and improve the region's air quality

Serves low-income and minority neighborhoods in western Salt Lake County

Provides improved access to jobs, including the SLC International Airport and other key industrial centers



**Recommended Funding \$ 1,000,000**



**Operating Cost –  
\$ 31,295,250**

**Funds Requested–  
\$ 5,000,000**

# South Jordan – Shields Lane Multi-Use Path (Phase 1)

## Project Type – Capital Improvement

Bangerter Hwy to 3200 West – (0.5 miles)



SEGMENT 1

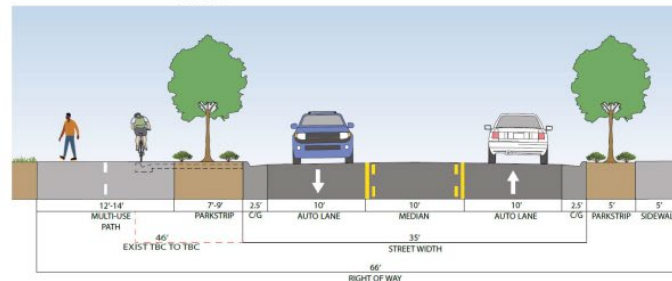
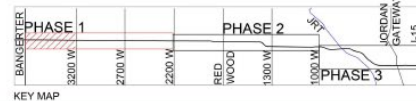


SEGMENT 2

### Key Note Legend

- |                                   |  |
|-----------------------------------|--|
| 1. Multi-Use Path w/ Striped Lane | 10. Expanded Park Strip  |
| 2. Concrete Median                | 11. High T with Midblock Crossing                                    |
| 3. Center Turn Lane               | 12. Lighted Bollard  |
| 4. Midblock Crossing              | 13. Rapid Rectangular Flashing Beacon                                |
| 5. Improved Crosswalks            | 14. Connect to New Pedestrian Overpass Ramp                          |
| 6. New Street Trees               | 15. Parkstrip Xeriscape Conversion & Added Street Trees Where Needed |
| 7. Curb Extension                 | 16. Dedicated Turn Lanes   |
| 8. New Asphalt                    |  |
| 9. Bench & Receptacle             |  |

**SHIELDS LANE**  
SOLUTIONS DEVELOPMENT STUDY



**Recommended Funding \$ 1,240,000**



**Project Cost –  
\$ 4,566,400**

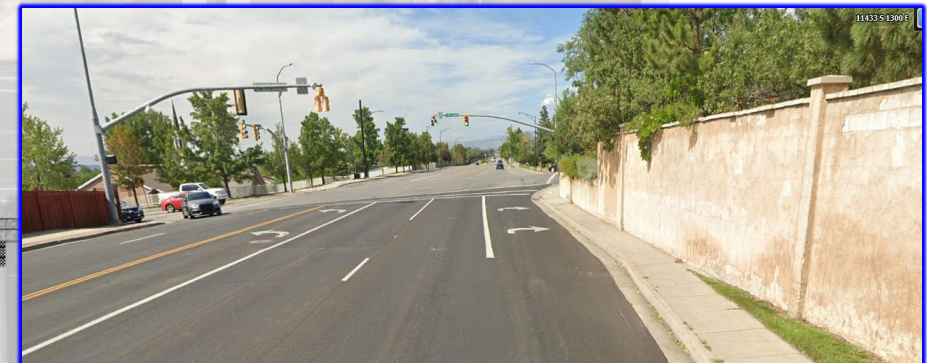
**Funds Request –  
\$ 3,996,400**

Reconfigure the cross-section of Shields Lane to include a 12-14 ft multi-use path on the south side of the road and enhance pedestrian crossings along the corridor to improve safety and comfort. This project was identified as the preferred solution in the 2023 Shields Lane Solutions Development Study and is highlighted in the City's General Plan and Active Transportation Plan.

# Sandy – 11400 South/ 1300 East – Intersection Improvements

## Project Type – Operations

11390 South to 11410 South – (0.08 miles)



**Recommended Funding \$ 2,280,000**

**Project Cost –  
\$ 5,373,000**

**Funds Request –  
\$ 5,009,248**

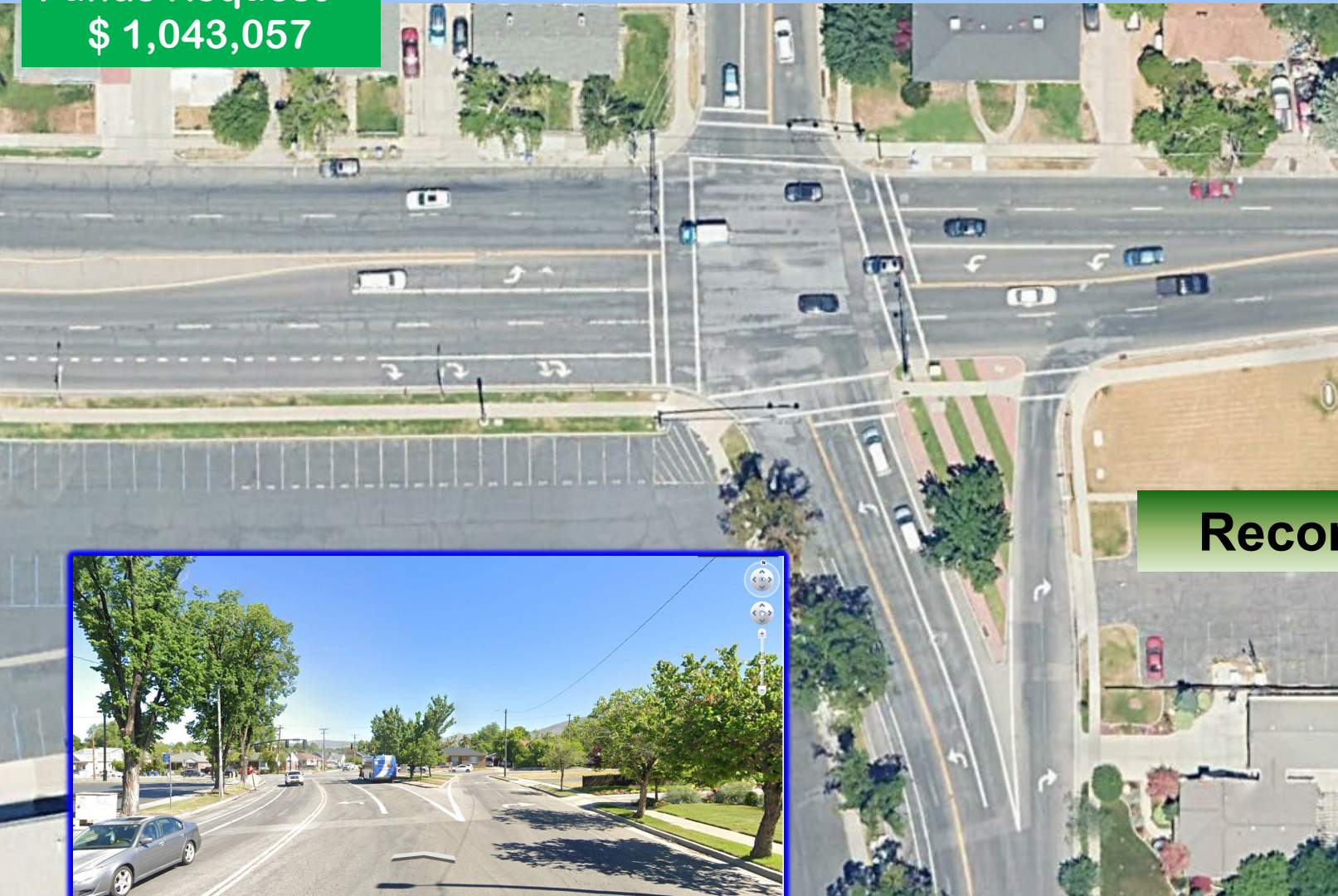
This Project was identified as a safety hotspot in Sandy's 2020 TMP. The 2021 Safety Evaluation recommended clearing the sight triangles, installing a southbound right turn lane, advanced detection, signal timing adjustments, upgrading signal infrastructure, restriping, and increasing the left turn queue storage capacity.

**Project Cost –  
\$ 1,118,800**

**Funds Request –  
\$ 1,043,057**

## **Salt Lake City – Highland High - Roundabout** **Project Type – Intersection**

2100 South & 1700 East – (0.25 miles)



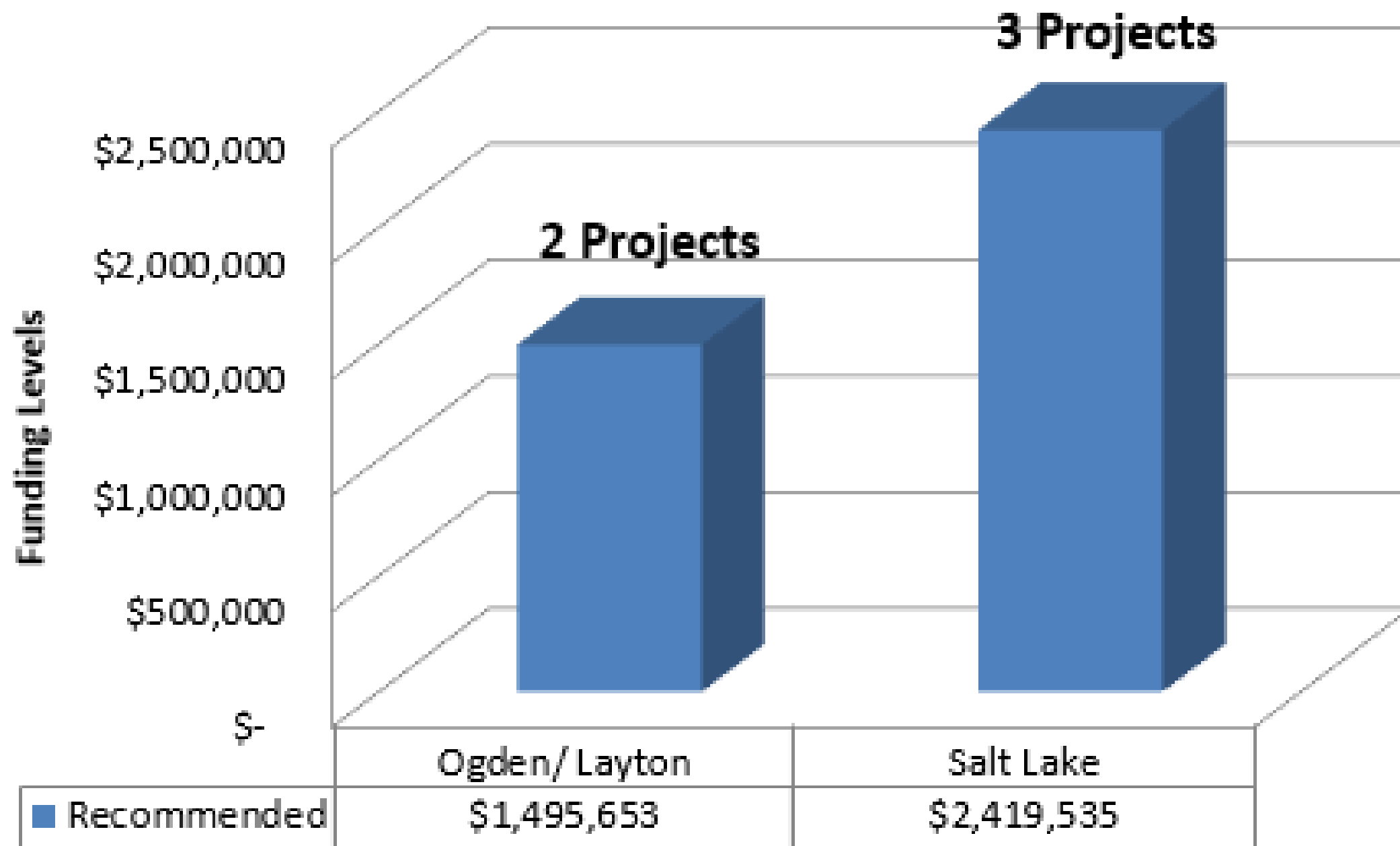
**Recommended Funding \$ 972,442**



Salt Lake City will convert a traffic signal at 1700 East and 2100 South to a roundabout to reduce speeds, delays, emissions, air pollution, and to provide a better connection to a future shared use path on the southwest corner.



# Carbon Reduction Program (CRP) Funds



# Weber County – West Weber Elementary - 900 South – New Construction

## Project Type – Safe Routes to School

4160 West to 3600 West – (0.7 miles)



**Recommended Funding \$ 395,653**



**Project Cost –  
\$ 1,497,000**

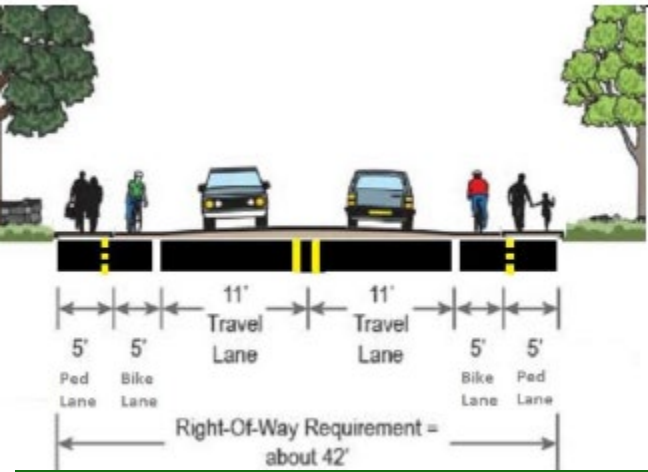
**Funds Request –  
\$ 1,395,653**

The purpose of this project is to construct a pathway along the north side of 900 South from West Weber Elementary School to 3600 West. There is a new subdivision on 3600 West that will increase the number of walking students along this corridor.

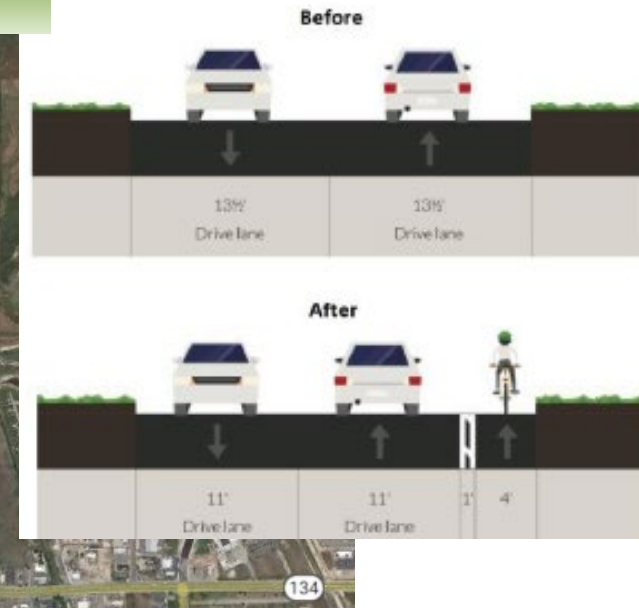
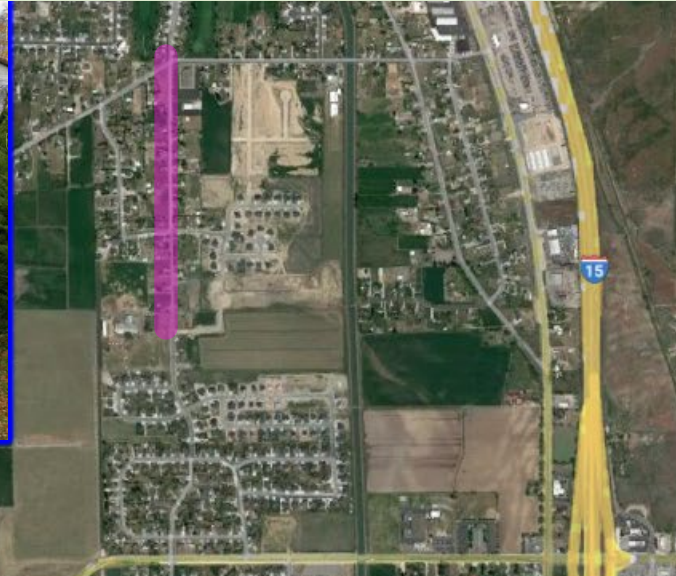
# Farr West City – 2575 West Sidewalk & Bike Lane – Ped/ Bicycle Facility

## Project Type – Capital Improvement

3300 North to 2975 North – (0.521 miles)



**Recommended Funding \$ 1,100,000**



**Project Cost –  
\$ 1,593,300**

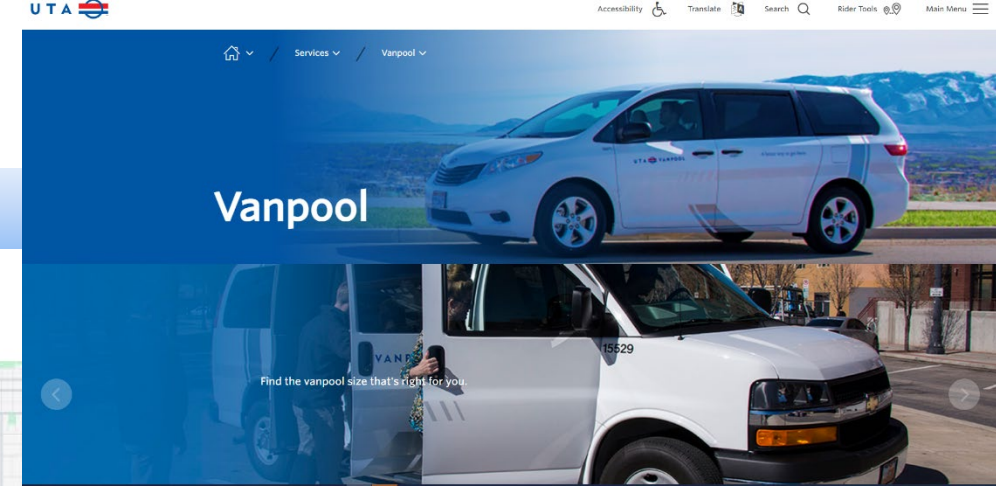
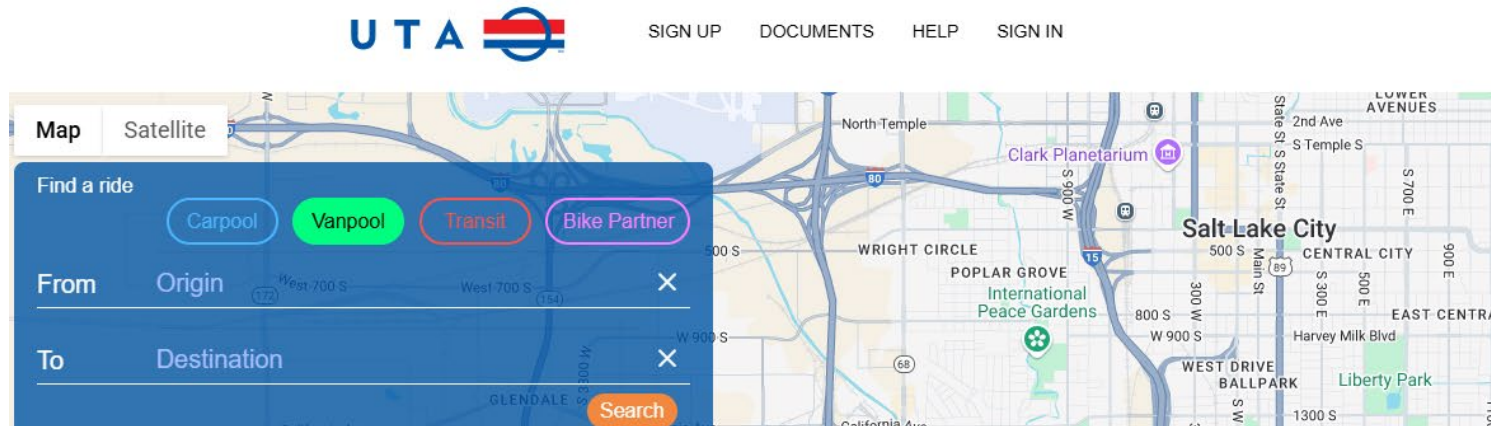
**Funds Request –  
\$ 1,443,480**

The project will widen the west side of the road to provide for a bike lane. It also consists of constructing a separated path on the east side of the roadway for pedestrian use. This project will connect to new sidewalk on the south end to 3300 North on the north end, providing a safer route for pedestrians.

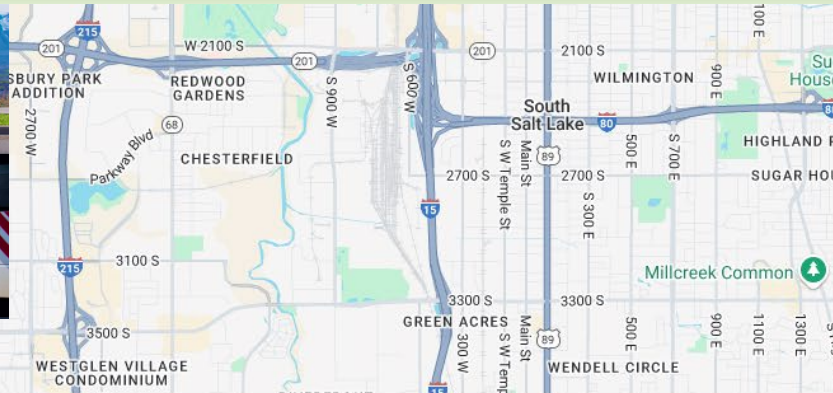
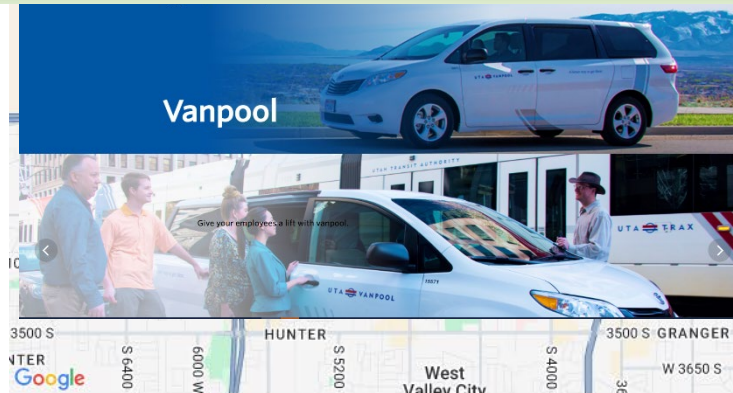
# UTA – Vanpool Expansion Vans

## Intersections Improvement - Project Type – Transit

### Salt Lake County



**Recommended Funding \$ 419,535**



**Project Cost –  
\$ 450,000**

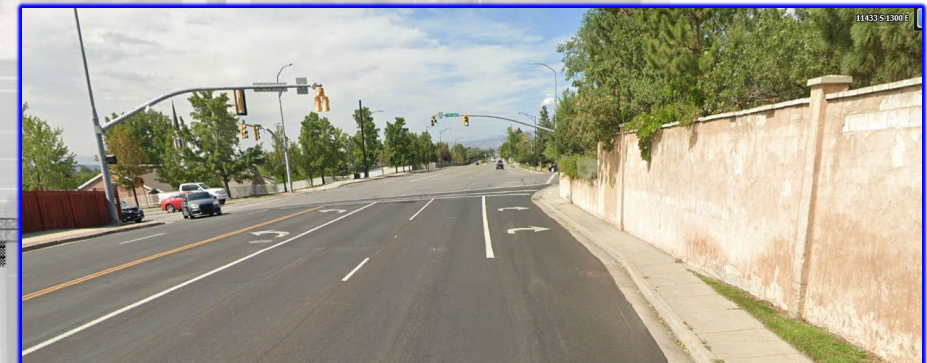
**Funds Request –  
\$ 419,535**

Purchase 10 new vans to increase the size of the vanpool fleet. For each additional van available, UTA is able to take an average of 8 SOV off the road and reduce SOV miles. UTA is applying for 10 vehicles in the Ogden/Layton UZA and 10 vehicles for the SL UZA, for a total of 20 vehicles.

# Sandy – 11400 South/ 1300 East – Intersection Improvements

## Project Type – Operations

11390 South to 11410 South – (0.08 miles)



**Recommended Funding \$ 1,000,000**

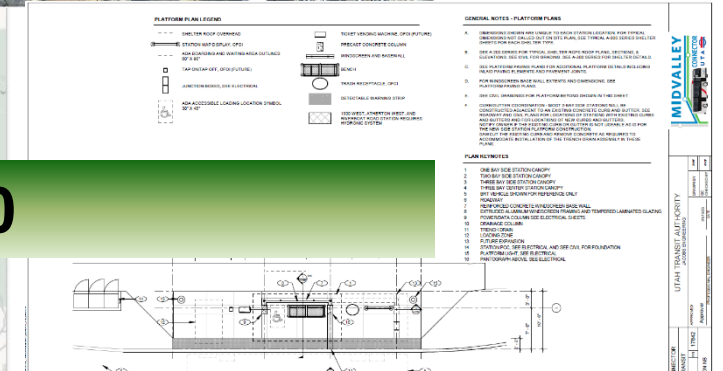
**Project Cost –  
\$ 5,373,000**

**Funds Request –  
\$ 5,009,248**

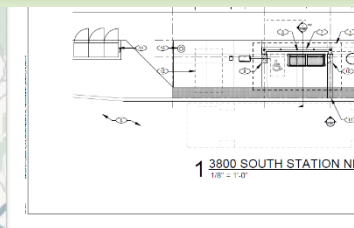
This Project was identified as a safety hotspot in Sandy's 2020 TMP. The 2021 Safety Evaluation recommended clearing the sight triangles, installing a southbound right turn lane, advanced detection, signal timing adjustments, upgrading signal infrastructure, restriping, and increasing the left turn queue storage capacity.

# UTA – Davis – Salt Lake Connector - Operations Intersections Improvement - Project Type – Transit

Farmington Station to UofU Research Park Via SLC Downtown – (26 Miles)



**Recommended Funding \$ 1,000,000**



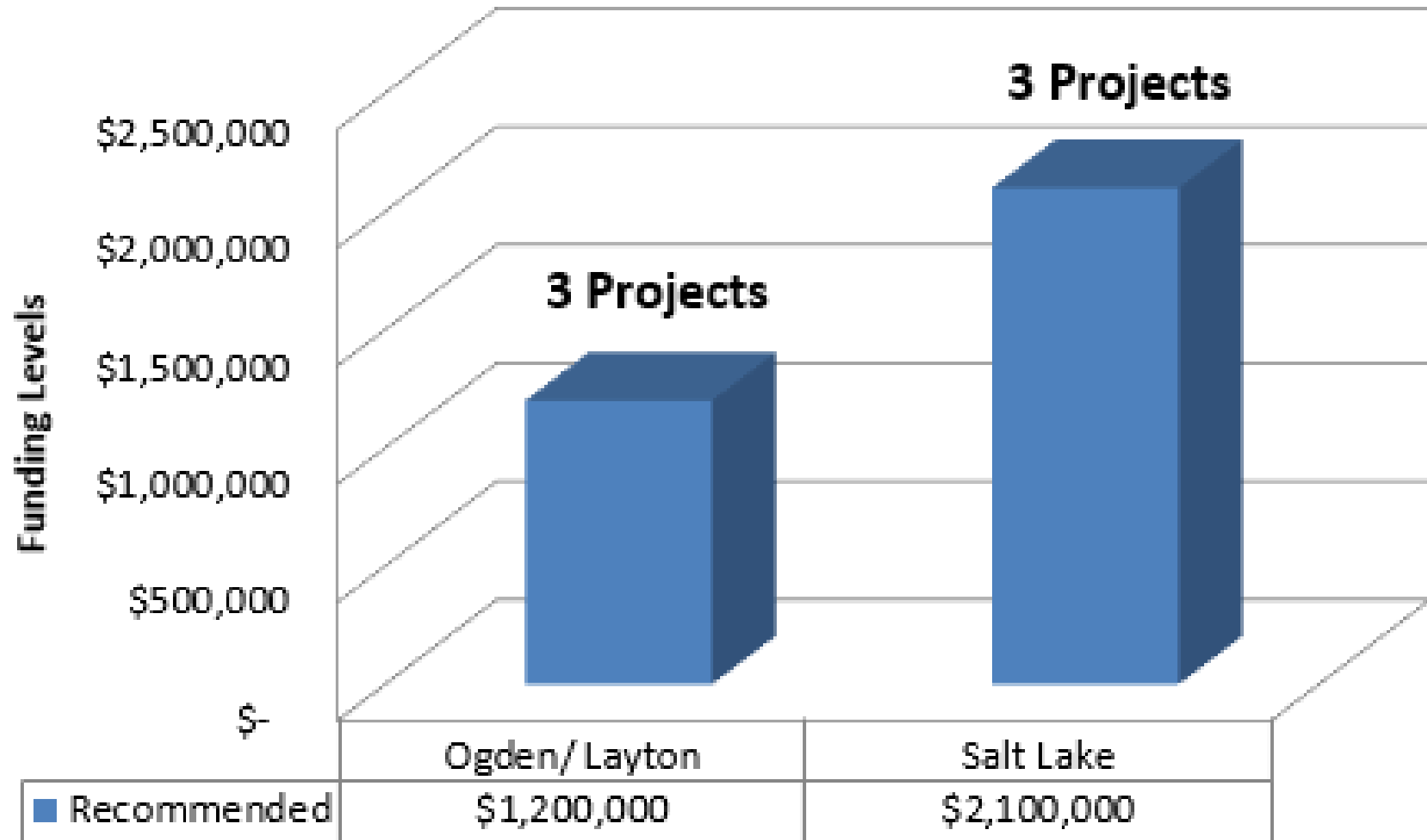
**Project Cost –  
\$ 24,829,830**

**Funds Request –  
\$ 5,000,000**

UTA's five-year service plan anticipates starting the Davis-Salt Lake Community Connector in 2028. This funding request is to help support part of the cost of operating the new route for three years. This helps reduce traffic and improve the region's air quality. It serves Davis County to Salt Lake City and U of U.



# Transportation Alternatives Program (TAP) Funds

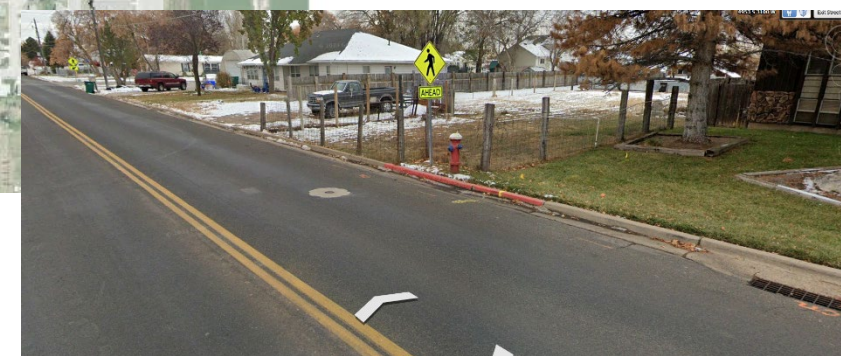
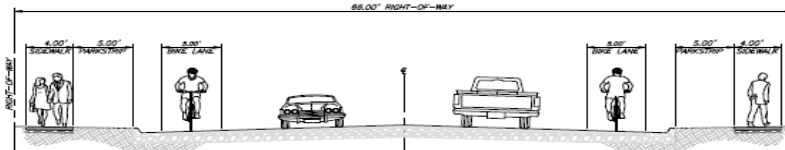
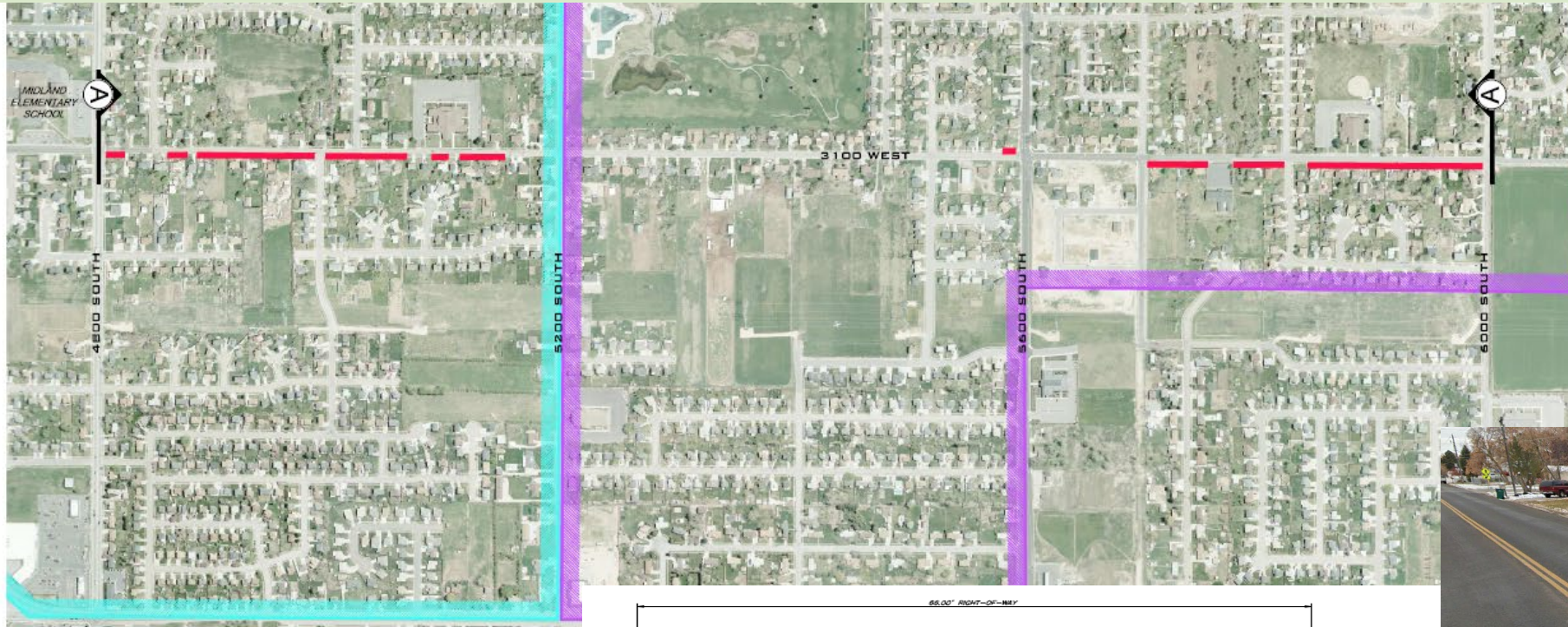


# Roy City – 3100 West Sidewalk – Safe Routes to School

## Project Type – Capital Improvement

4800 South to 6000 South – (2.12 miles)

**Recommended Funding \$ 400,000**



**Project Cost –  
\$ 1,697,200**

**Funds Request –  
\$ 1,301,025**

Wasatch Front Regional Council (WFRC) has allocated \$301,700 to support this project. The environmental study for the project is completed. The City is currently purchasing the required right-of-way and anticipates that the right-of-way acquisition will be completed by Spring of 2025. Additionally, the design for the project is underway and is expected to be completed by Spring of 2025.

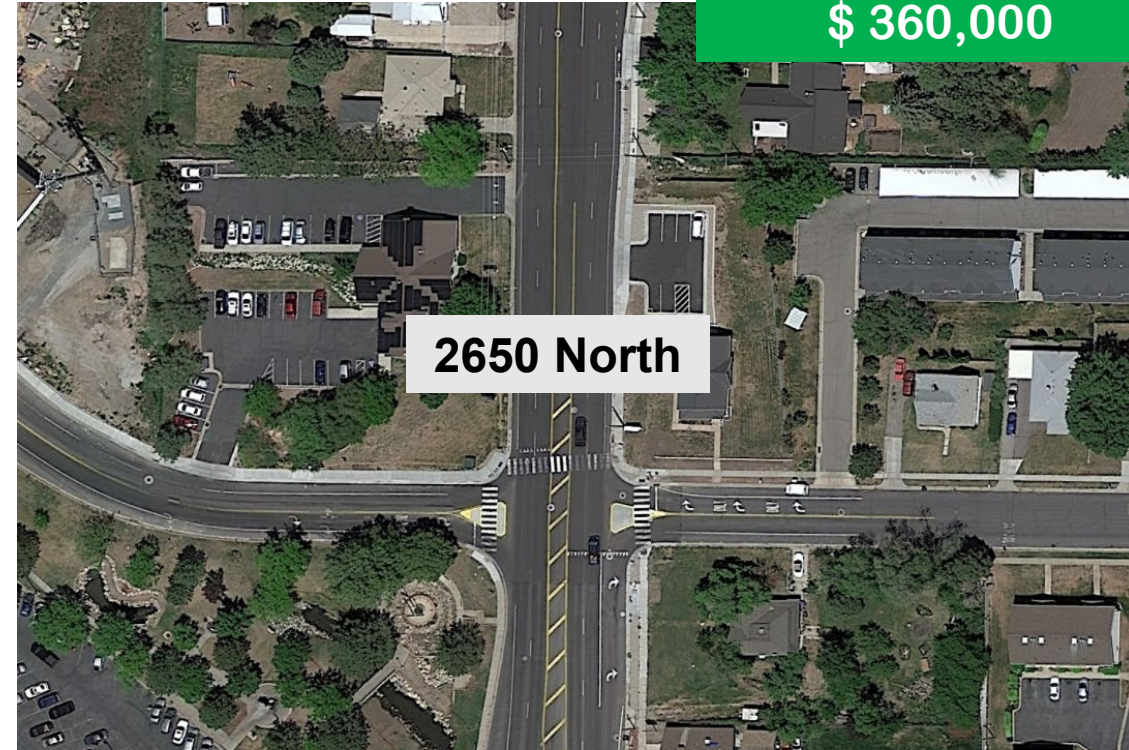
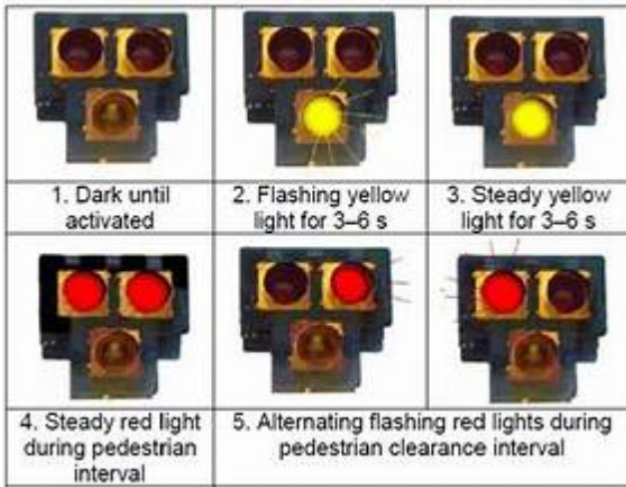
# North Ogden – Two HAWK Beacons – Ped/ Bicycle Facility

## Project Type – Capital Improvement

Washington Blvd at 1900 North and 2650 North – (0.10 miles)

Project Cost –  
\$ 400,000

Funds Request –  
\$ 360,000



**Recommended Funding \$ 300,000**

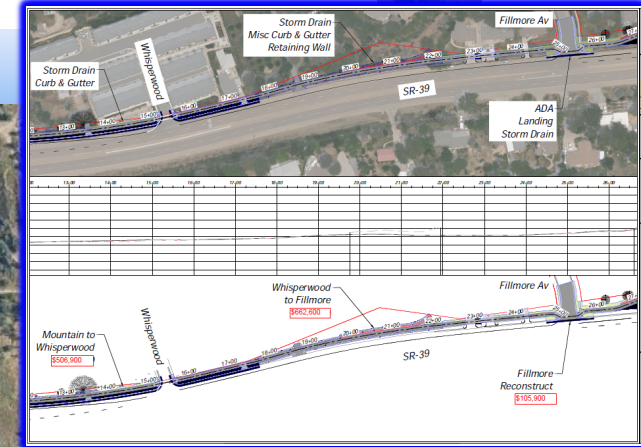


North Ogden City would like to improve pedestrian crossings at 1900 N. Washington Blvd and 2650 N. Washington Blvd. with HAWK beacons. The addition of the HAWK beacons will complement the newly completed Active Transportation and Wayfinding Plan. Improving the safety of the crossings will contribute to the safe route to school priority because of the proximity to two elementary schools. HAWK beacons at both locations will also improve pedestrian access to our Downtown and South Town commercial areas.

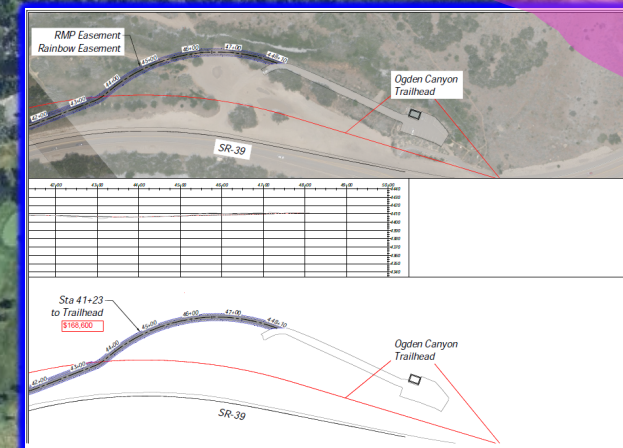
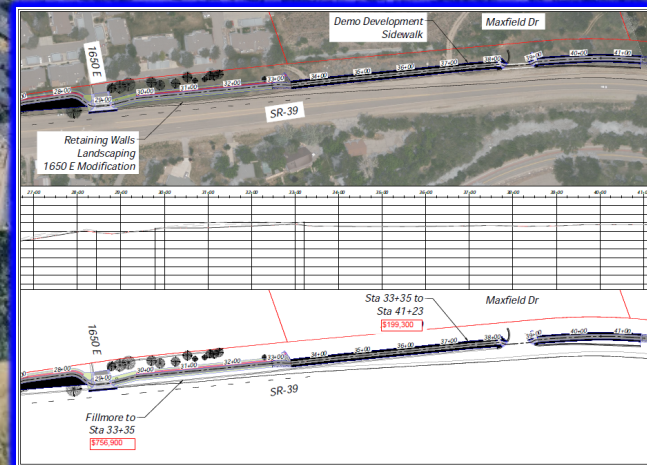
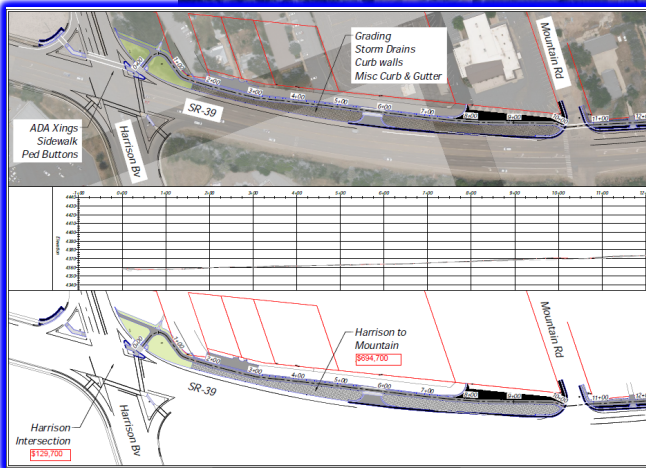
# Ogden – SR-39 Shared Use Path – Ped/ Bicycle Facility

## Project Type – Capital Improvement

Harrison Boulevard to Valley Drive – (0.911 miles)



**Recommended Funding \$ 500,000**



**Project Cost –  
\$ 3,188,800**

**Funds Request –  
\$ 601,456**

A majority of the roadways between Harrison Boulevard and Ogden Canyon are T-intersections; the infrastructure that would normally connect pedestrians between these intersections is non-existent. This project will construct a shared use path for all users

# Murray City – 5400 South – Construct Missing Sidewalk

## Project Type – Capital Improvement

Canal Street to Walden Glen Drive – (0.16 miles)



**Recommended Funding \$ 200,000**



**Project Cost –  
\$ 548,000**

**Funds Request –  
\$ 200,000**

This project aims to construct a sidewalk and Curb & Gutter along 5400 South on the south side between Canal Street and Walden Glen Drive. This project will serve as a connection piece for the pedestrian sidewalk.

# South Jordan – Shields Lane Multi-Use Path (Phase 1)

## Project Type – Capital Improvement

Bangerter Hwy to 3200 West – (0.5 miles)



SEGMENT 1

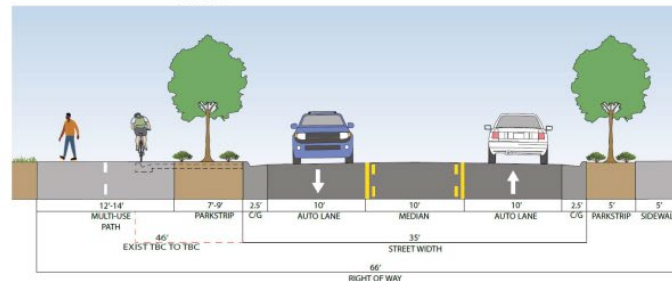
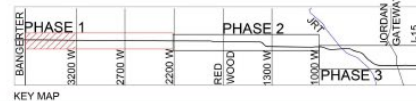


SEGMENT 2

### Key Note Legend

- |                                   |  |
|-----------------------------------|--|
| 1. Multi-Use Path w/ Striped Lane | 10. Expanded Park Strip  |
| 2. Concrete Median                | 11. High T with Midblock Crossing                                    |
| 3. Center Turn Lane               | 12. Lighted Bollard  |
| 4. Midblock Crossing              | 13. Rapid Rectangular Flashing Beacon                                |
| 5. Improved Crosswalks            | 14. Connect to New Pedestrian Overpass Ramp                          |
| 6. New Street Trees               | 15. Parkstrip Xeriscape Conversion & Added Street Trees Where Needed |
| 7. Curb Extension                 | 16. Dedicated Turn Lanes   |
| 8. New Asphalt                    |  |
| 9. Bench & Receptacle             |  |

**SHIELDS LANE**  
SOLUTIONS DEVELOPMENT STUDY



**Recommended Funding \$ 1,500,000**

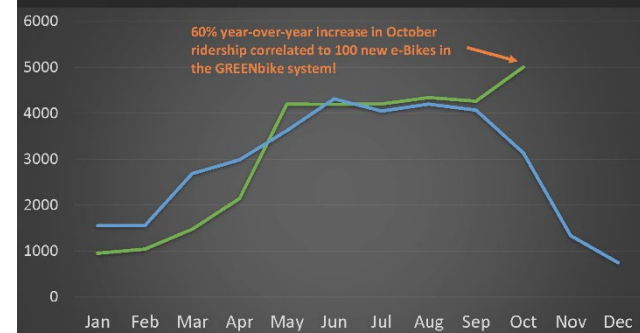


**Project Cost –  
\$ 3,310,400**

**Funds Request –  
\$ 2,740,400**

Reconfigure the cross-section of Shields Lane to include a 12-14 ft multi-use path on the south side of the road and enhance pedestrian crossings along the corridor to improve safety and comfort. This project was identified as the preferred solution in the 2023 Shields Lane Solutions Development Study and is highlighted in the City's General Plan and Active Transportation Plan.

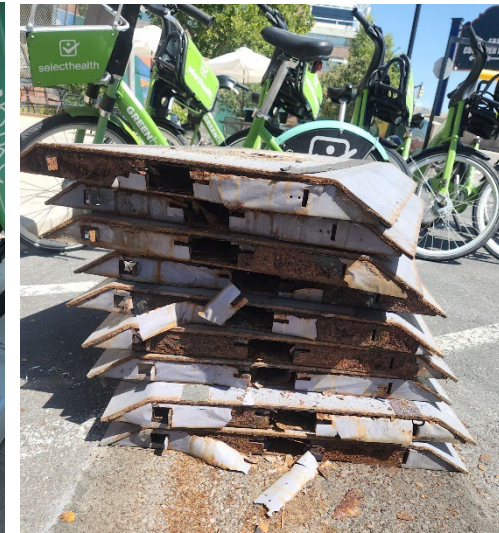
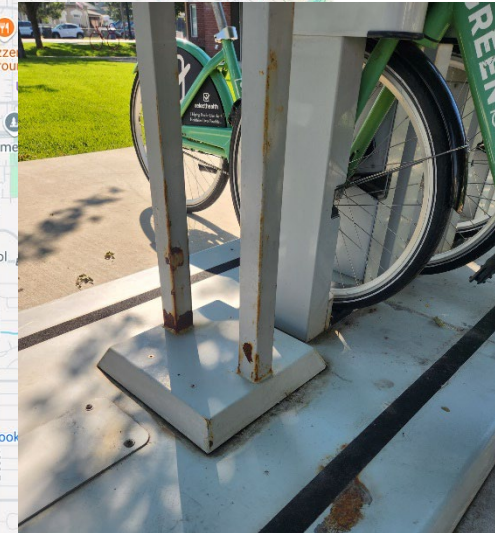
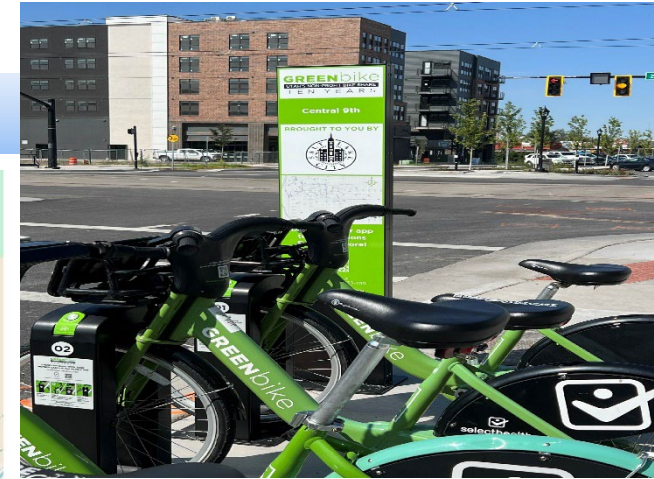
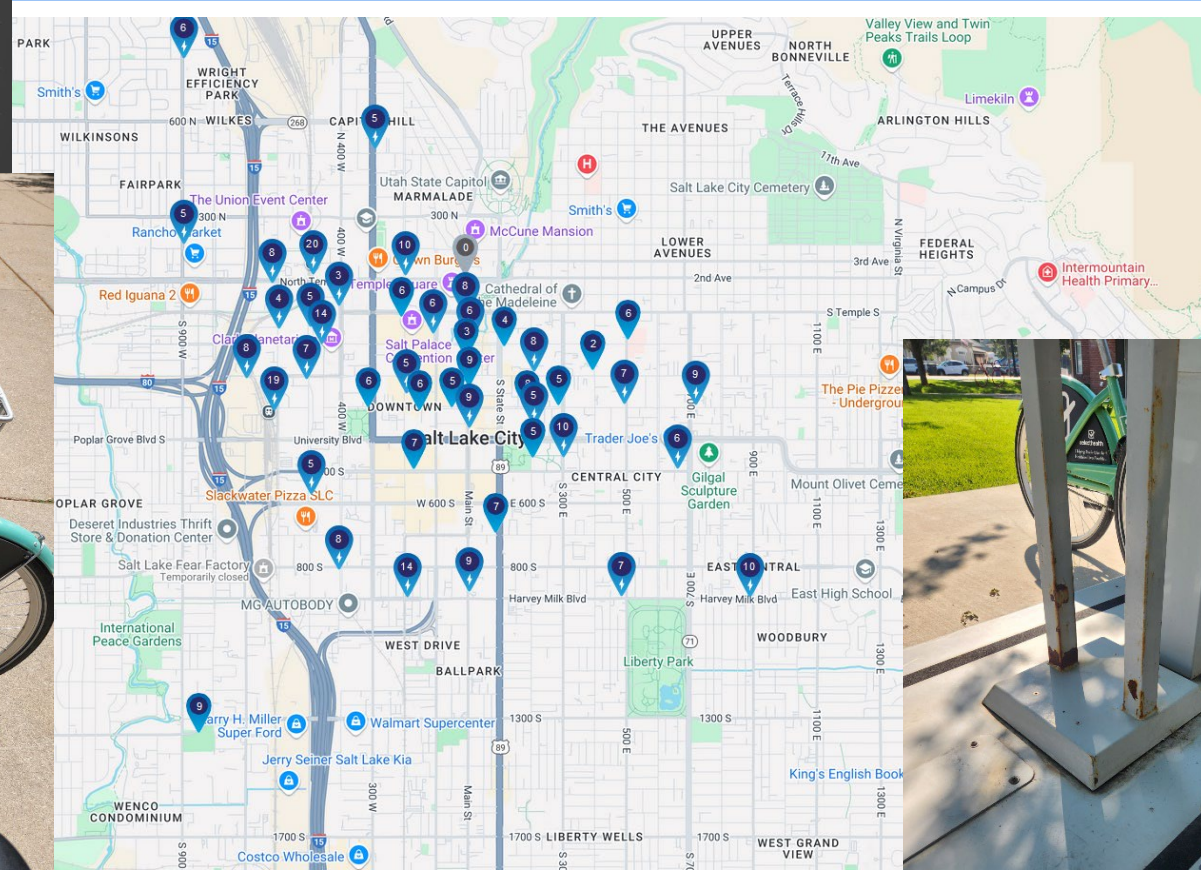
## GREENbike System Ridership 2022 & 2023



## Salt Lake City – Bike Share (GREENbike) Capital Care – Stations & Bikes

### Project Type – Capital Improvement

Salt Lake City Proper – (9 sq miles)



Project Cost –  
\$ 850,000

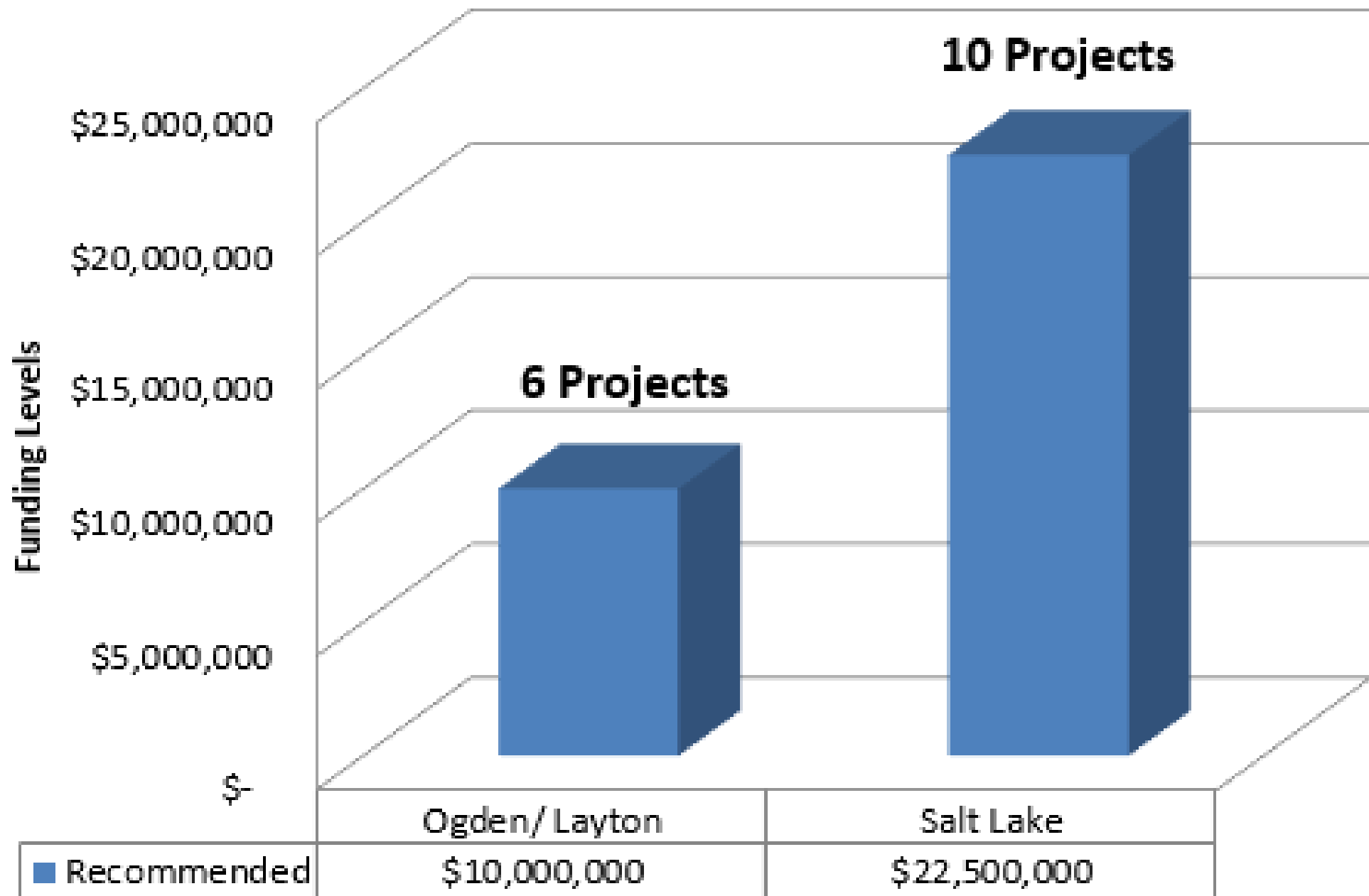
Funds Request –  
\$ 792,455

Recommended Funding \$ 400,000

GREENbike, launched in 2013, has 23 stations in Salt Lake City at the end of their lifespan; parts are no longer available for repairs. This project is a capital replacement of five stations, each with 12 docks, and a total of 58 Bikes. GREENbike will continue to serve the public with sustainable travel.



# Surface Transportation Program (STP) Funds



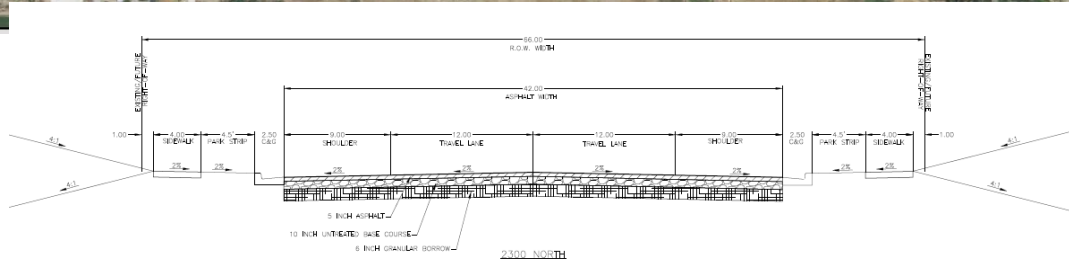
# Clinton – 2300 North Phase 1 – Reconstruction w/ Minor Widening

## Project Type – Reconstruction

Cranefield Road to 4500 West – (0.89 miles)



**Recommended Funding \$ 1,500,000**



The purpose of the 2300 North roadway project phase 1 is to widen the roadway from Cranefield Road to 4500 West. The project includes the installation of a new pavement section, sidewalks, curb/gutter, and curb ramps. The failing asphalt pavement in the Cranefield roundabout will be replaced with concrete pavement.

**Project Cost –  
\$ 5,000,000**

**Funds Request –  
\$ 2,500,000**



**Recommended Funding \$ 1,000,000**

**Project Cost –  
\$ 1,500,000**

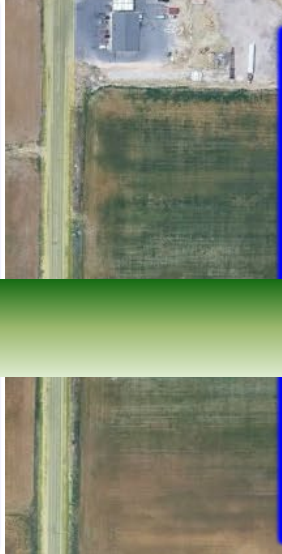
**Funds Request –  
\$ 1,000,000**

1250 West street is a inter-regional connection from West Bountiful through Centerville to I-15, Legacy Parkway as well as to Farmington City. 1250 West street acts as a west frontage road through the City. The purpose of this project is to reconstruct the road and to include bike lanes on each side of the road. There are currently bike lanes on this stretch of road through West Bountiful. 1250 West is a also a direct connection for pedestrians and cyclist to the Legacy Trail system.

# Hooper – 5500 West – Reconstruct with Minor Widening

## Project Type – Reconstruction

5500 South to 5100 South – (0.53 miles)



**Recommended Funding \$ 2,000,000**

**Project Cost –  
\$ 4,200,000**

**Funds Request –  
\$ 2,100,000**

The purpose of this project is to fund another phase in continuation of Hooper City's efforts to improve a key collector road which provides critical north-south access through the city. This route will provide the closest access available from the north to the future West Davis Highway off-ramp at 1800 North (SR-37).

# West Point – 300 North – Reconstruct with Minor Widening

## Project Type – Reconstruction

4000 West to 4500 West – (0.5 miles)



**Recommended Funding \$ 1,500,000**

This road is currently a state highway, but will soon be turned over to the City. It is a narrow two lane section and needs to be increased to a 3 lane section to handle the existing and future traffic. We also plan to complete the curb, gutter, and sidewalk on both sides.

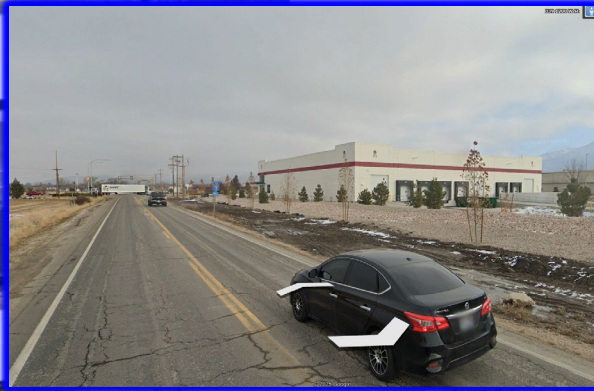
**Project Cost –  
\$ 4,426,100**

**Funds Request –  
\$ 2,914,463**

# Marriott-Slaterville – 1200 West – Reconstruct with Minor Widening

## Project Type – Reconstruction

400 North to 700 South – (1.07 miles)



1200 W 400 N



**Recommended Funding \$ 2,000,000**

**Project Cost –  
\$ 6,580,463**

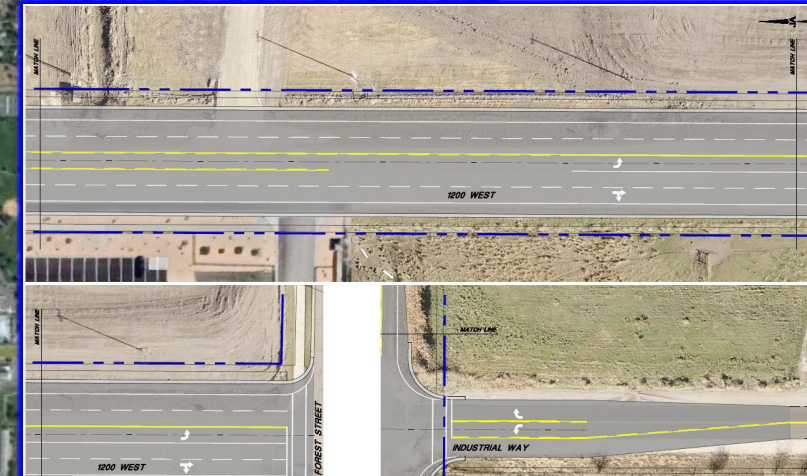
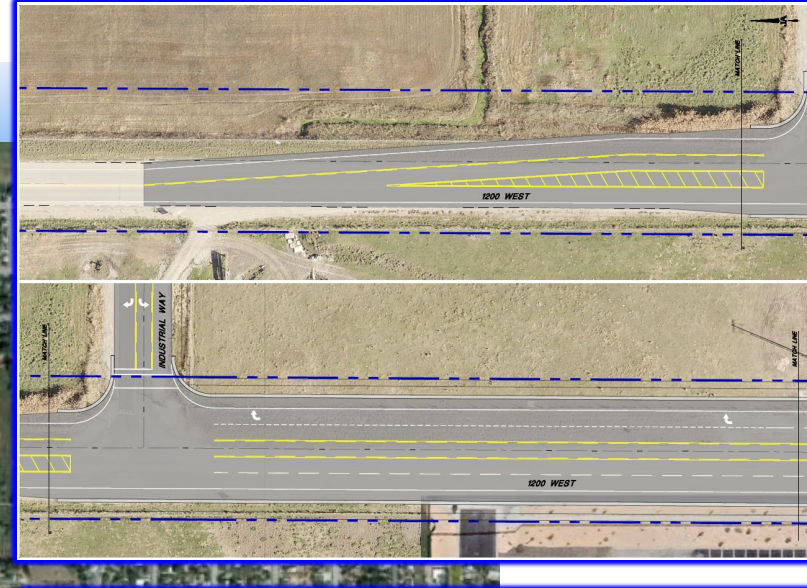
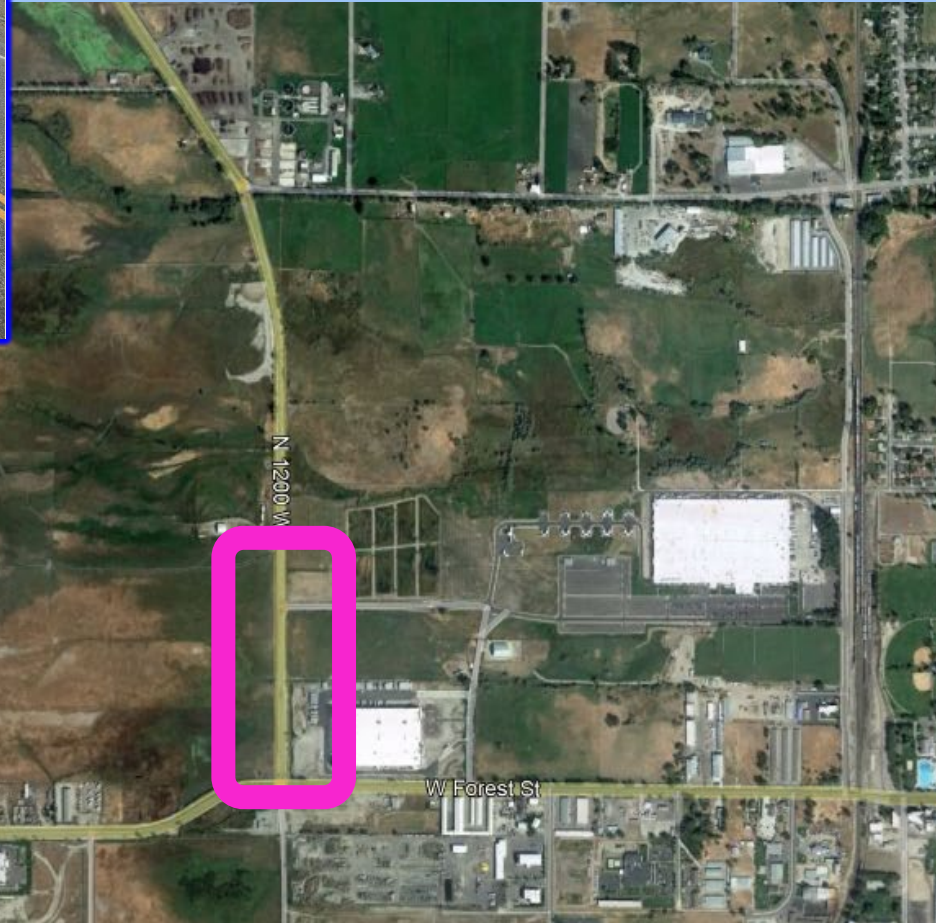
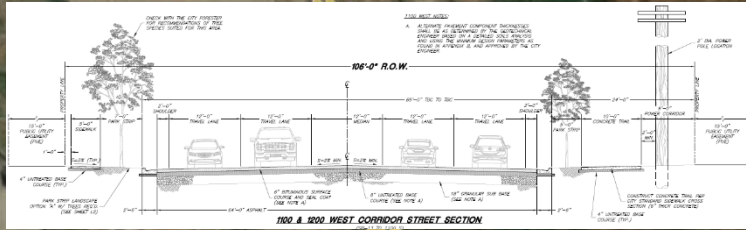
**Funds Request –  
\$ 3,750,000**

This project will construct a travel lane in each direction, a center turn lane, curb/gutter, and sidewalk on both sides, which on one side the sidewalk will be a 8' wide meandering sidewalk. This trail/sidewalk will include trail lights. Secondary water and storm drain improvements will be included as part of the project.

# Brigham City – 1200 West Roadway Extension – Widening

## Project Type – Capacity

Forest Street to Industrial Way – (0.335 miles)



**Project Cost –  
\$ 2,876,000**

**Funds Request –  
\$ 2,681,200**

**Recommended Funding \$ 2,000,000**

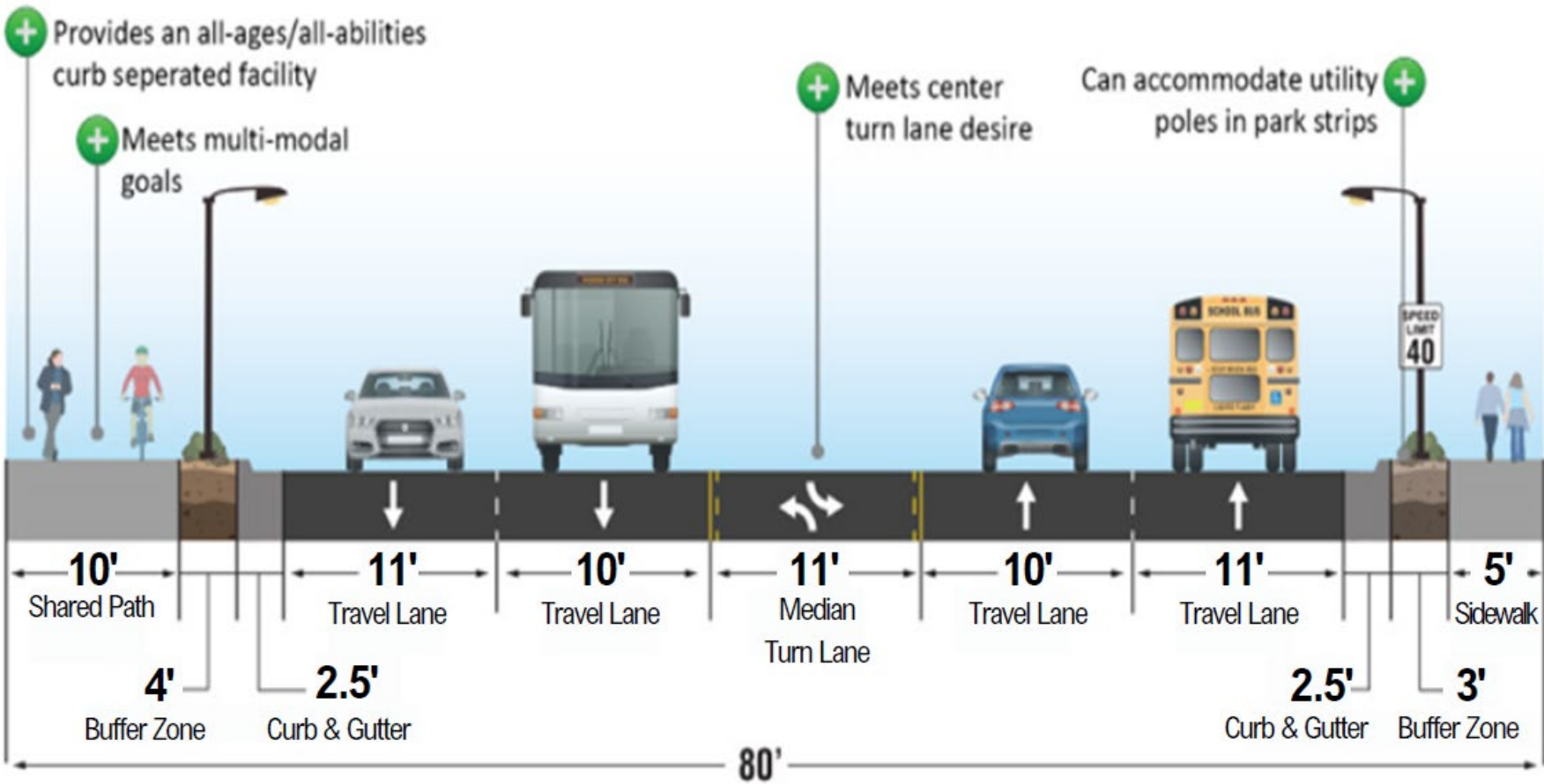
The project proposes to widen the road from a 2-lane 32' asphalt road to a 5-lane roadway with curb and gutter. This corridor is a critical connective element of the regional plan for an improving north/south movement that can alleviate congestion on US-89 and connects SR-315 in Willard to SR-13 in Brigham City.



**Holladay City – Highland Drive - Reconstruction**  
**Project Type – Reconstruction**

Arbor Lane to Van Winkle Expressway – (0.1 miles)

**Recommended Funding \$ 2,500,000**



**Project Cost –**  
**\$ 15,109,000**

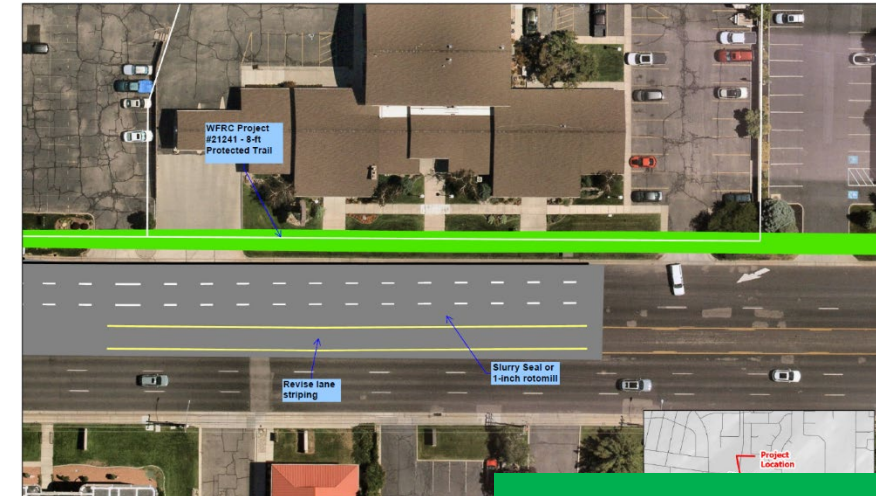
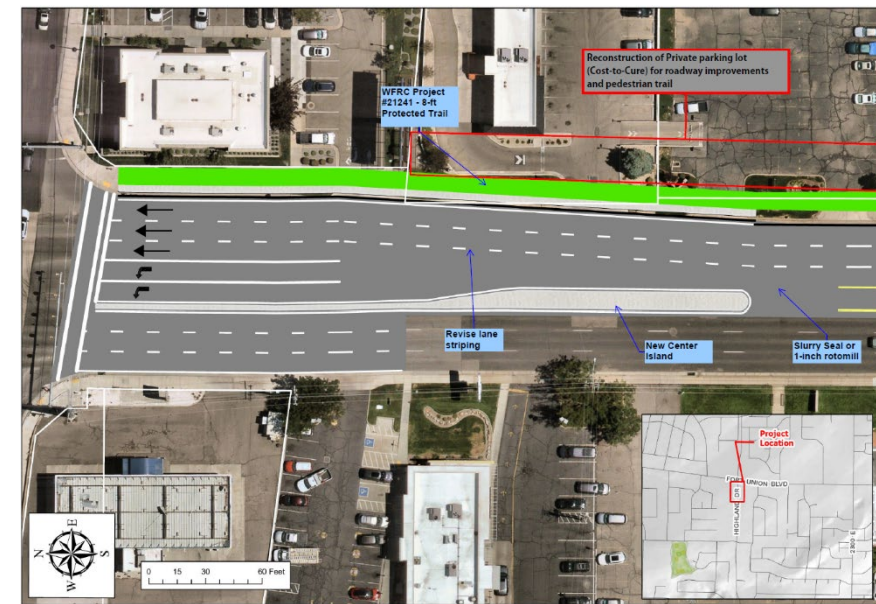
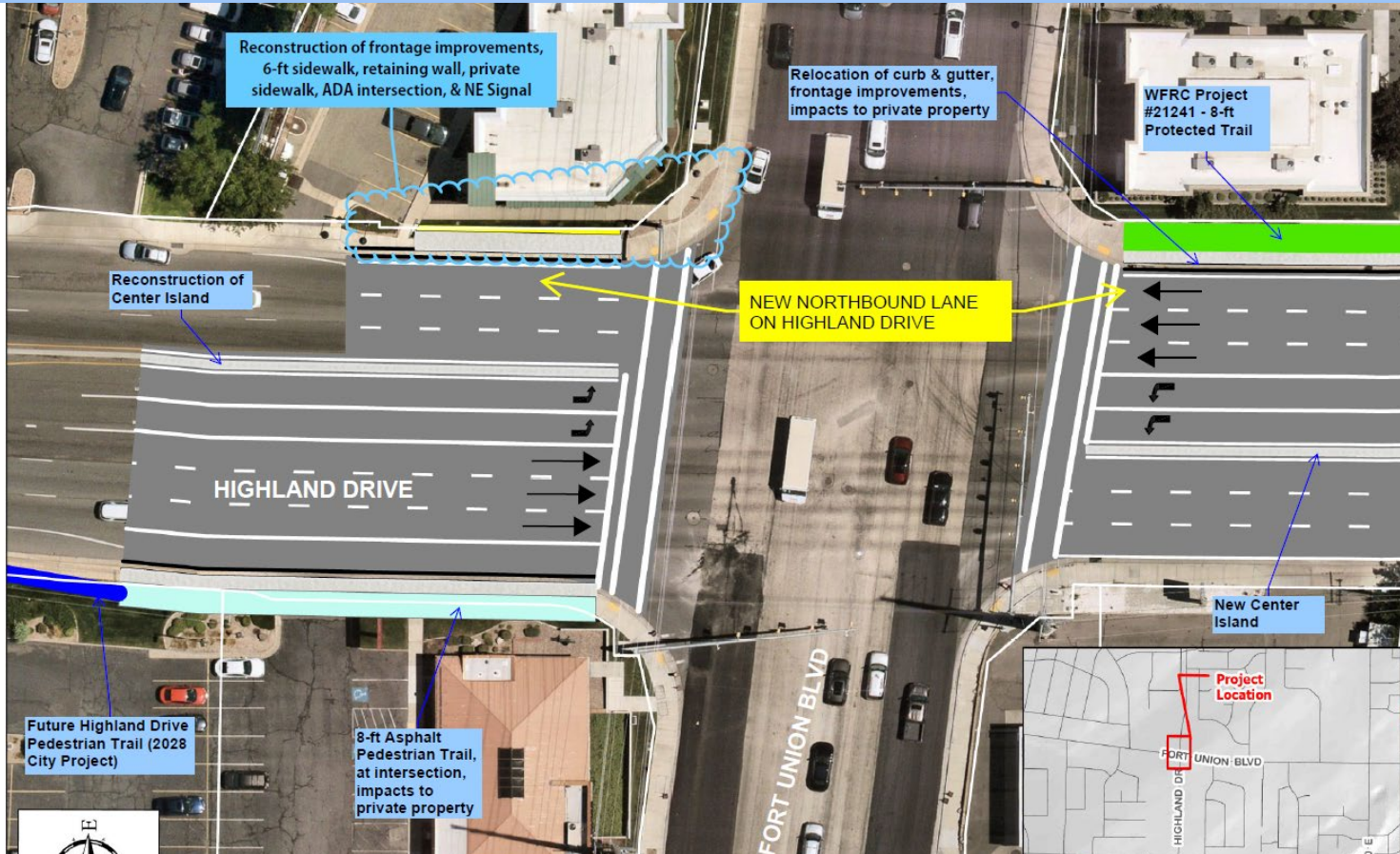
**Funds Request –**  
**\$ 5,000,000**

Highland Drive requires a complete reconstruction to address deteriorating pavement, safety concerns, drainage, and utility conflicts and to meet the City’s multimodal transportation goals. The project scope is informed from the Highland Drive Master Plan, Highland Drive Corridor Study, and a 2023 Traffic Analysis.

# Cottonwood Heights – Highland Drive – Widening

## Project Type - Capacity

7101 South to 6990 South – (0.2 miles)



**Recommended Funding \$ 2,000,000**

**Project Cost –  
\$ 3,825,000**

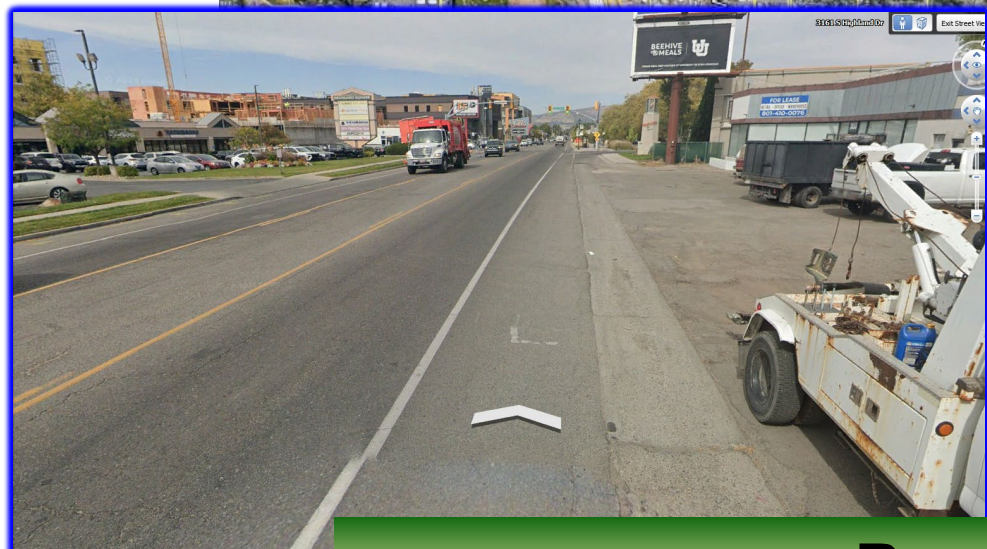
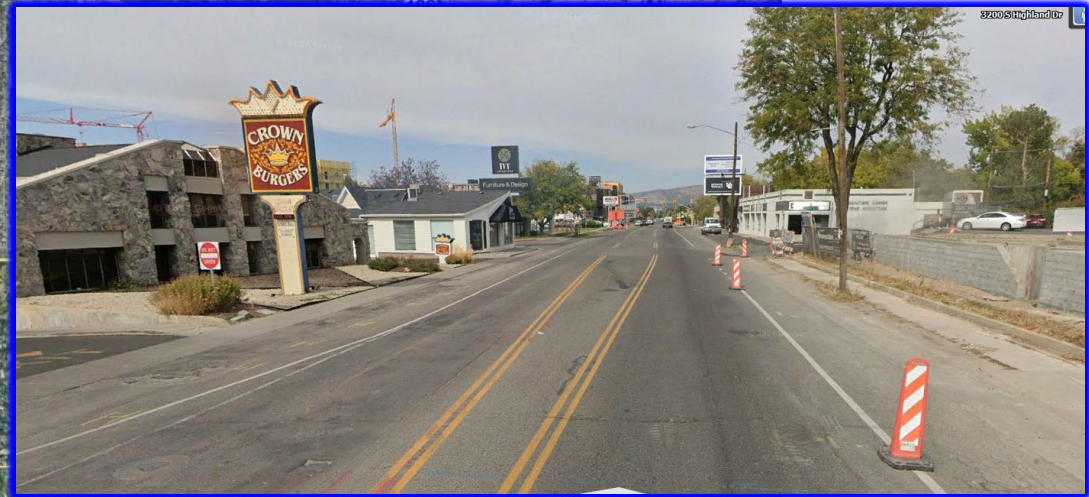
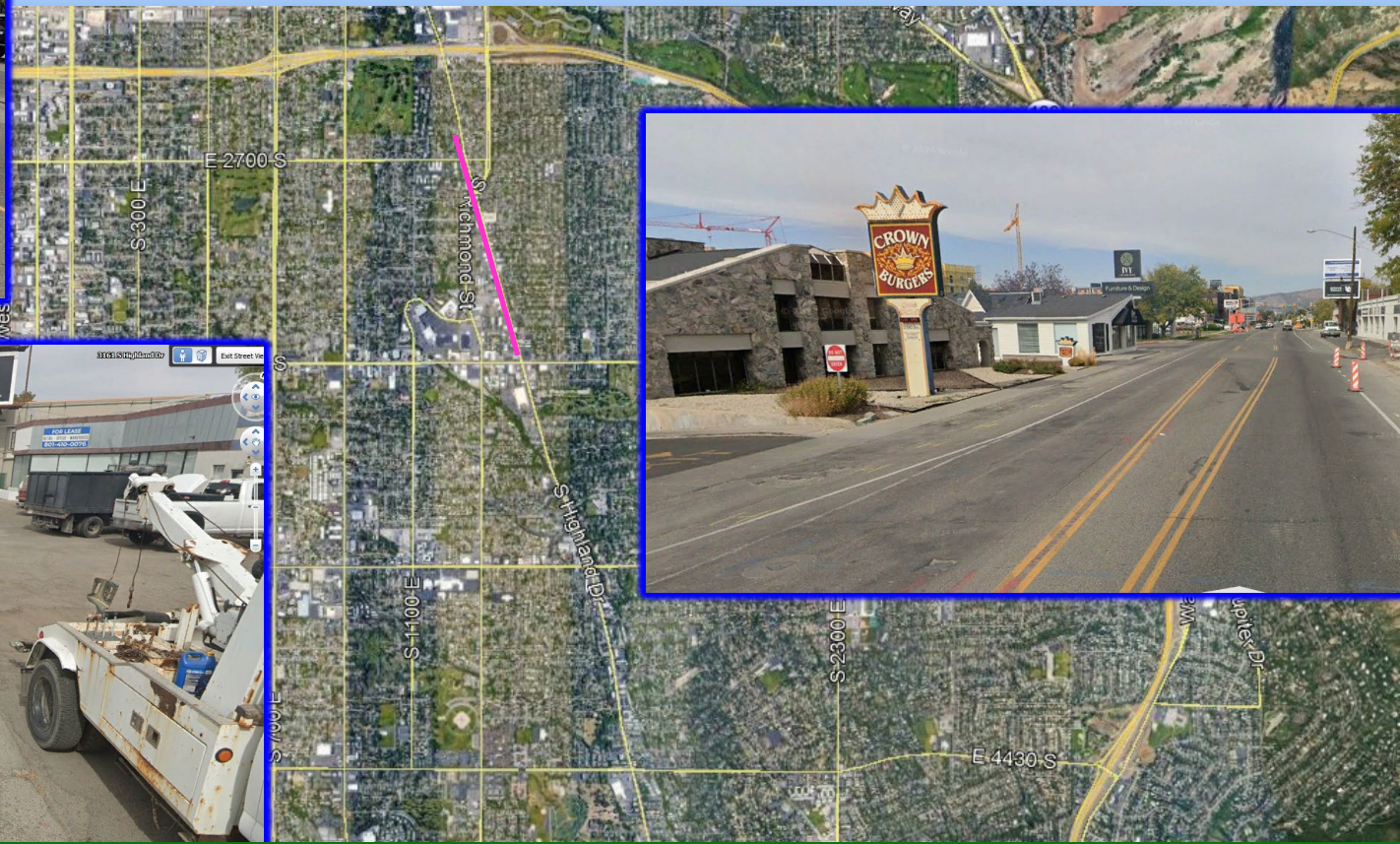
**Funds Request –  
\$ 3,566,000**

NB Highland Dr bottlenecks into two lanes at Fort Union Blvd, causing significant delays (74.7 sec/vehicle). The project will widen Highland Dr on the east side between 6990 - 7101 South, adding a third northbound thru lane to enhance capacity and traffic flow.

# Millcreek City – Highland Drive - Reconstruction

## Project Type – Reconstruction

City Boundary to 3300 South– (0.5 miles)

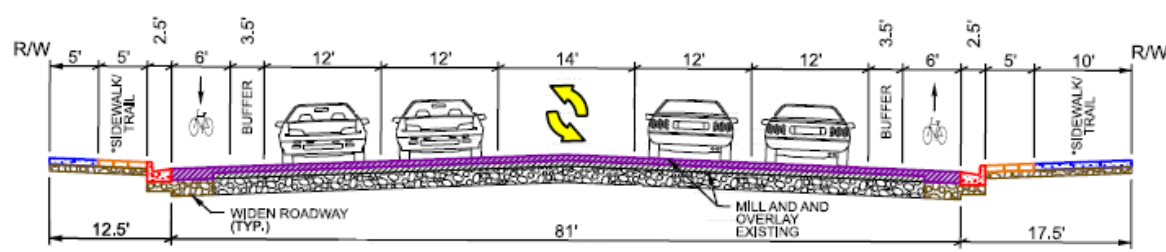


**Recommended Funding \$ 2,000,000**

**Project Cost –  
\$ 7,256,300**

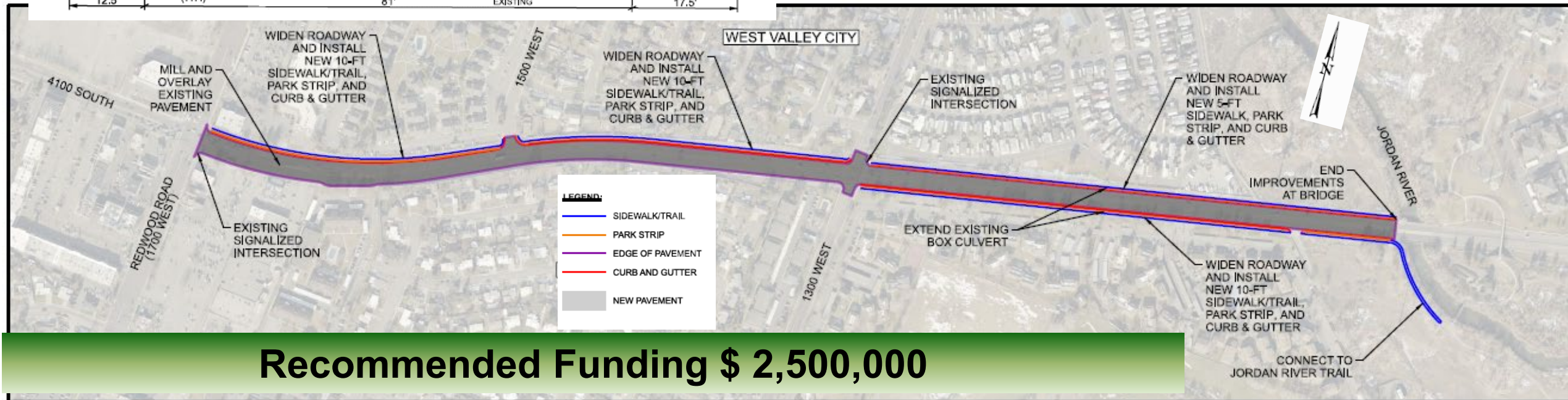
**Funds Request –  
\$ 6,765,048**

This project involves a complete reconstruction of Highland Drive, prioritizing the corridor for all users. The north-south roadway was part of the Local Link study affecting Salt Lake, Millcreek, and Holladay. The impetus for these improvements—including sidewalks, bike lanes, and curb ramps—arises from ongoing redevelopment projects adjacent to the roadway.



# Taylorsville – 3900 South Bike Lanes – Bike \Pedestrian Project Type – Capital Improvement

Redwood Road to Jordan River – (1 mile)



**Recommended Funding \$ 2,500,000**



**Project Cost –  
\$ 13,612,000**

**Funds Request –  
\$ 7,482,183**

This proposed project improves 3900 South between Redwood Road and the Jordan River by improving the pavement section, adding buffered bike lanes, a 10' trail, street lighting and connecting sidewalk. Presently, pedestrians are required to use the roadway shoulder, adjacent to traffic lanes.

# Riverton – 1300 West – Reconstruct w/ Minor Widening

## Project Type – Reconstruction

13100 South to 13700 South – (0.77 miles)

**Recommended Funding \$ 2,000,000**



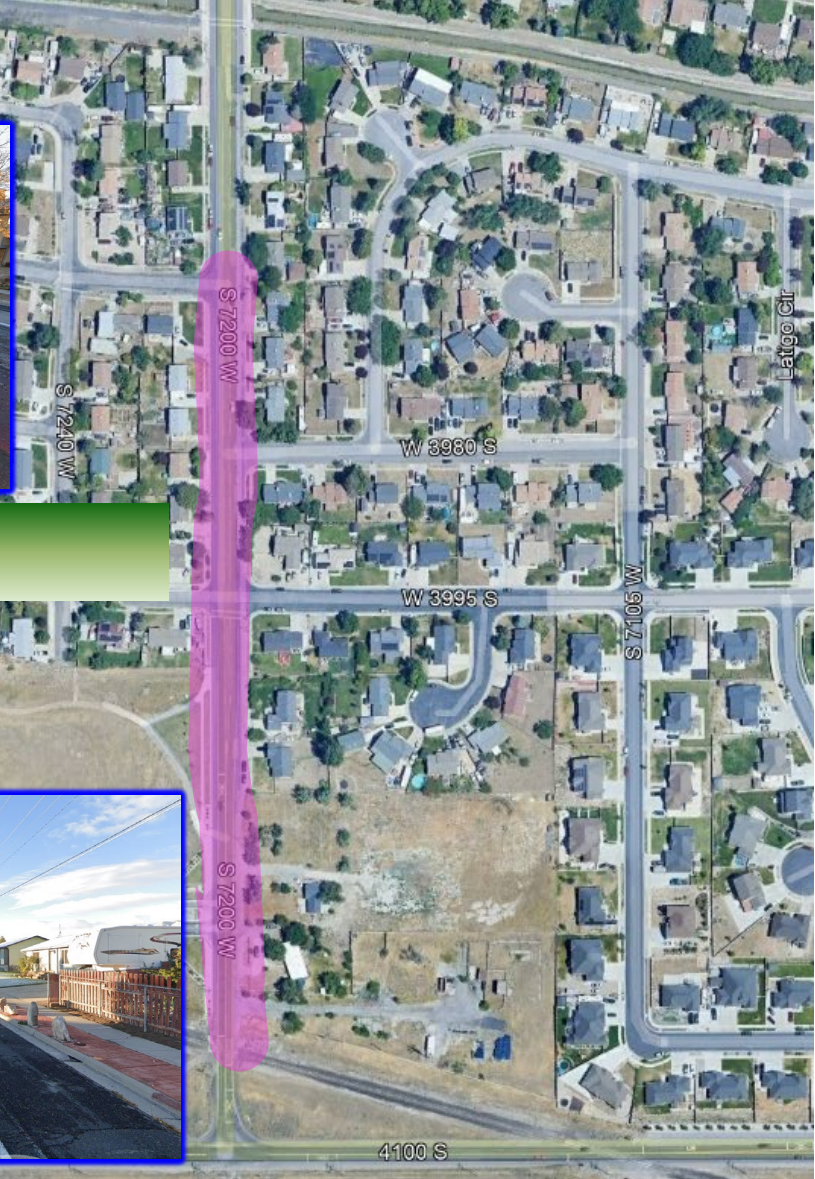
**Project Cost –  
\$ 9,760,000**

**Funds Request –  
\$ 7,160,000**

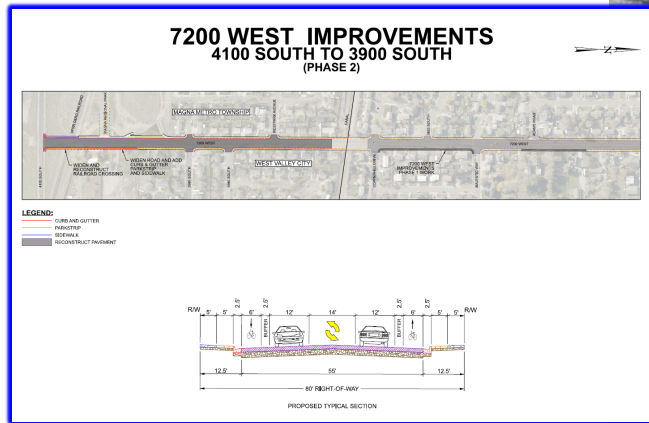
1300 West was constructed north of this segment a few years ago. The reconstruction of this segment completes the reconstruction of this important old town collector street south of 12600 South. This reconstructed segment extends from approximately 13100 south to about 13700 South. The design will include adding bike lanes, park strips, sidewalks, curb and gutters, consistent travel lanes and a middle turning lane.

# West Valley – 7200 West – Reconstruct w/ Minor Widening

4100 South to 3900 South– (0.33 miles)



**Recommended Funding \$ 2,500,000**



**Project Cost –  
\$ 6,539,000**

**Funds Request –  
\$ 4,236,249**

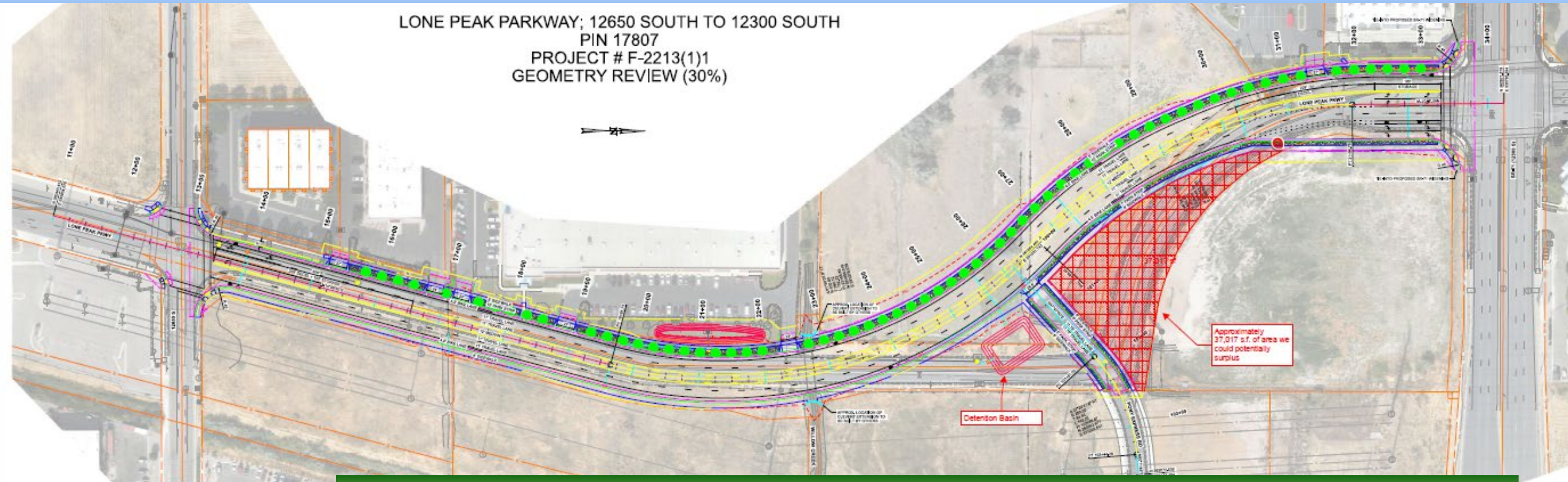
This project is necessary to meet current needs and to accommodate future growth in the southwest portion of West Valley City and Magna. This project will improve safety, add bike lanes, and will complete curb, gutter and sidewalk through this corridor. The user experience will be enhanced through pavement improvements.

# Draper – Lone Peak Parkway – Reconstruction & Minor Widening

## Project Type - Reconstruction

12300 South to 12650 South – (0.4 miles)

LONE PEAK PARKWAY; 12650 SOUTH TO 12300 SOUTH  
PIN 17807  
PROJECT # F-2213(1)1  
GEOMETRY REVIEW (30%)



**Recommended Funding \$ 2,500,000**

**Project Cost –  
\$ 13,155,000**

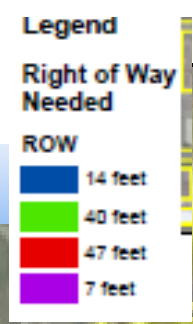
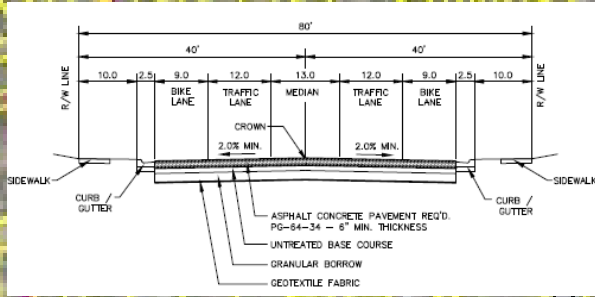
**Funds Request –  
\$ 4,314,591**

Lone Peak Parkway is a north/south minor arterial just west of I-15. The existing 0.4 mile segment of Lone Peak Parkway from 12650 South to 12300 South has a problematic alignment and is too narrow to accommodate the planned 5-lane section. With recent development in the area, and connection of Lone Peak Pkwy all the way to Bangerter Hwy, widening is more urgently needed. Lone Peak Parkway is identified as a Phase 1 project in the RTP from Bangerter Hwy to 11400 South.

# West Jordan – 1300 West – Reconstruct w/ Minor Widening – Phase III

## Project Type - Reconstruction

6600 South to 7800 South – (1.43 miles)



**Project Cost –  
\$ 20,665,000**

**Funds Request –  
\$ 3,000,000**

**Recommended Funding \$ 2,000,000**

Widening improvements to allow a two way left turn lane, bike lanes, and sidewalk. This is Ph 3 and completes the Corridor through our city. The 1300 West corridor is the preferred north/south bike corridor west of I-15 through Salt Lake County. Enhance bicycle travel, pedestrian safety, better access for all users.

# UDOT – 1-15/ 7200 South Northbound On Ramp – Widening Project Type – Intersections & Signals

7200 South NB On Ramp to I-15– (0.03 miles)

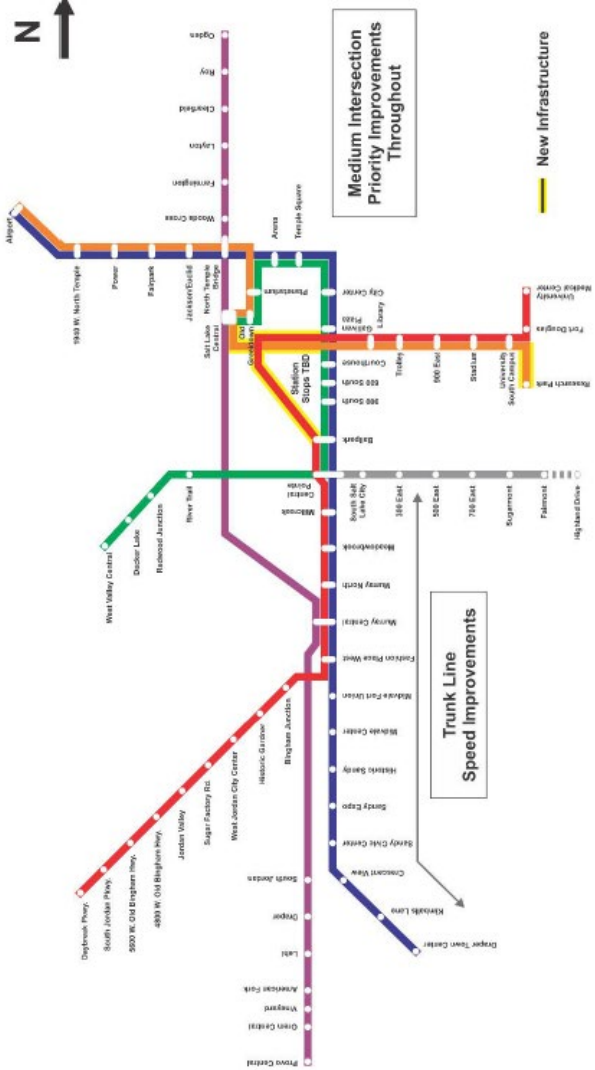


**Project Cost –  
\$ 7,062,000**

**Recommended Funding \$ 2,500,000**

**Funds Request –  
\$ 3,500,000**

Project will construct an additional lane on the ramp of I-15 NB at 7200 S. The lane is for the westbound vehicles to no longer have a yield condition onto the ramp. Installation of this lane will reduce the time that vehicle must wait to merge on the ramp, thereby reducing congestion and minimizing conflict points.



# UTA – Light Rail Vehicle (LRV) Replacement

## Project Type – Transit

Salt Lake to Draper



**Project Cost –**  
\$ 146,000,000

**Funds Request –**  
\$ 10,000,000

**Recommended Funding \$ 2,000,000**

The requested funds will support UTA's effort to replace 20 high floor light rail vehicles with level-boarding models to complete UTA's transition to a fully accessible fleet. This project enhances mobility for riders with disabilities, promotes equity, and accelerates UTA's state of good repair efforts for reliability.