

**PIN 19627 – Layton City – Gentile Street - Safe
Routes to School – 3475 West to 3200 West
Roadway Widening Improvements including
Constructing Missing Sidewalk**

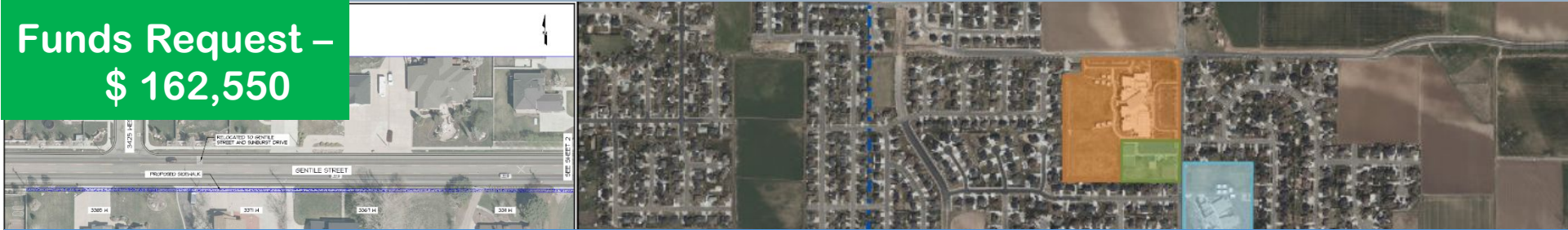
Layton City – Gentile Street – Safe Routes to School

Project Type – Capital Improvement

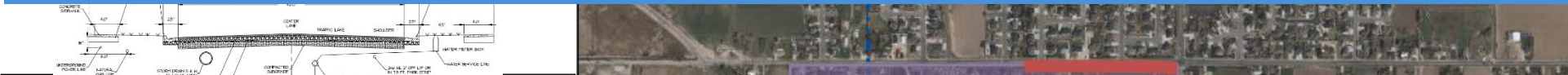
3475 West to 3200 West – (0.25 miles)

Project Cost –
\$ 174,800

Funds Request –
\$ 162,550



New Estimated Project Cost \$ 450,800



Recommended Funding \$ 162,550



Requested Funding \$ 245,000

There was a recent change to the school boundary lines and the mid-block crosswalk, crossing guard, and reduced speed zone signs that were located at 3475 W and Gentile were relocated to serve the new elementary school. This path is indicated as a SRTS for Legacy Jr. High and the removal of the crosswalk eliminates a path for the elementary and Jr. high students. Students continue to cross Gentile to access the sidewalk on the north side; currently the path on the south side of Gentile is uneven and there are obstructions on the path that force the students to walk on

| UDOT Region | County | City | Funding Type | Agency | Name of Project | From | To | Project Length | 2029 Estimated Project Cost | Federal Funds Requested | Local Funds | Project Description - | Type of Project | Functional Classification |
|---|--------|---------------------|--------------|------------------------------|---------------------------------------|--|--|----------------|-----------------------------|-------------------------|--------------|---|-----------------------|---------------------------|
| Projects Submitted for CMAQ Funding Consideration | | | | | | | | | | | | | | |
| 1 | Davis | Clinton | CMAQ | Clinton City | 2030 North Pedestrian Underpass | 2030 North 2000 West | 0 | 0.2 | \$ 3,730,000 | \$ 2,000,000 | \$ 1,000,000 | The purpose of the 2030 North pedestrian underpass is to construct underground pedestrian infrastructure to facilitate active transportation crossings of the 2000 West road way. The underpass would complete the city-wide 2030 North trail network. The project has been partially funded by the WFRM CMAQ program. | Active Transportation | Principal Arterial |
| 1 | Davis | Davis County to SLC | CMAQ | Utah Transit Authority (UTA) | Devils-SLC Community Connector - O/L | Southern Davis County, including Farmington Centreville, Woods Cross, Bountiful, and North Salt Lake | Connecting to the northern portion of Salt Lake City | 26 | \$ 7,300,000 | \$ 3,000,000 | \$ 363,081 | The Devils-Salt Lake City Community Connector is a proposed corridor-based bus rapid transit (BRT) system between Farmington City and SLC, Utah. The alignment extends from the FrontRunner Farmington station at the northern terminus, south to downtown SLC, and eastward into the University of Utah and Research Park. | Transit | NA |
| 1 | Weber | Ferris West City | CMAQ | Ferris West City | 1200 West Harrisville Road Roundabout | 0 | 0 | 0.1 | \$ 1,692,000 | \$ 1,383,000 | \$ 113,000 | The proposed project would construct a roundabout to replace the 4-way stop at this location and would include any required utility relocations, property acquisition, and driveway access connections. | Operations | Collector |
| 1 | Weber | Ogden | CMAQ | Ogden City Corporation | Ogden City Greenbike Share Expansion | CBD Area [Various] | CBD Area [Various] | n/a | \$ 632,000 | \$ 389,214 | \$ 42,786 | The existing Greenbike bike share program is an alternate mode of transportation designed for urban centers as a way of linking existing infrastructure and transit systems together. Increasing the amount of e-bikes and adding more stations near popular destinations and high density residential areas expands the reach, influence, and opportunity for the public or visitors to utilize this alternate mode of transportation. | Other | NA |
| 1 | Weber | Roy | CMAQ | Roy City | 6000 South Roundabout | 6000 South | 3100 West | 0.1 | \$ 1,713,000 | \$ 901,234 | \$ 63,446 | The project consists of constructing a roundabout at the intersection of 6000 South and 3100 West. The intersection at 6000 South and 3100 West is a dangerous intersection that will be greatly improved with the construction of a roundabout that will effectively control traffic movements. | Reconstruct | Collector |
| 1 | Weber | Roy City | CMAQ | Roy City Corporation | 4300 West 6000 South Roundabout | 4300 West | 6000 South | 0.1 | \$ 1,938,000 | \$ 1,820,781 | \$ 132,219 | The proposed project includes the construction of a roundabout at the intersection of 6000 South and 4300 West. This busy intersection connects multiple cities in Weber and Davis Counties. The project will include property acquisition, roadway improvements, sidewalk, bicycle facilities, drainage, and lighting improvements. | Reconstruct | Collector |
| Projects Submitted for CRP Funding Consideration | | | | | | | | | | | | | | |
| 1 | Davis | Davis County to SLC | CRP | Utah Transit Authority (UTA) | Devils-SLC Community Connector - O/L | Southern Davis County, including Farmington Centreville, Woods Cross, Bountiful, and North Salt Lake | Connecting to the northern portion of Salt Lake City | 26 | \$ 7,300,000 | \$ 3,000,000 | \$ 363,081 | The Devils-Salt Lake City Community Connector is a proposed corridor-based bus rapid transit (BRT) system between Farmington City and SLC, Utah. The alignment extends from the FrontRunner Farmington station at the northern terminus, south to downtown SLC, and eastward into the University of Utah and Research Park. | Transit | NA |
| 1 | Davis | Layton | CRP | Layton City | West Hill Field Road Widening | 2700 West | 3200 West | 1 | \$ 4,330,000 | \$ 1,130,000 | \$ 3,200,000 | This project will widen the existing narrow two-lane facility on West Hill Field Road to a uniform 5-lane facility between 2400 West and 3400 West. It will increase the capacity of this corridor and enable Layton City to expand its transportation services to West Layton and support the economic development in this area. | Capacity | Minor Arterial |
| 1 | Weber | Ferris West City | CRP | Ferris West City | 1200 West Harrisville Road Roundabout | 0 | 0 | 0.1 | \$ 1,692,000 | \$ 1,383,000 | \$ 113,000 | The proposed project would construct a roundabout to replace the 4-way stop at this location and would include any required utility relocations, property acquisition, and driveway access connections. | Operations | Collector |
| 1 | Weber | Ogden | CRP | Ogden City Corporation | Ogden City Greenbike Share Expansion | CBD Area [Various] | CBD Area [Various] | n/a | \$ 632,000 | \$ 389,214 | \$ 42,786 | The existing Greenbike bike share program is an alternate mode of transportation designed for urban centers as a way of linking existing infrastructure and transit systems together. Increasing the amount of e-bikes and adding more stations near popular destinations and high density residential areas expands the reach, influence, and opportunity for the public or visitors to utilize this alternate mode of transportation. | Other | NA |
| 1 | Weber | Roy | CRP | Roy City | 6000 South Roundabout | 6000 South | 3100 West | 0.1 | \$ 1,713,000 | \$ 901,234 | \$ 63,446 | The project consists of constructing a roundabout at the intersection of 6000 South and 3100 West. The intersection at 6000 South and 3100 West is a dangerous intersection that will be greatly improved with the construction of a roundabout that will effectively control traffic movements. | Reconstruct | Collector |

Congestion Mitigation/ Air Quality (CMAQ), Carbon Reduction Program (CRP), and Surface Transportation Program (STP) Concept Reports Received

| UDOT Region | County | City | Funding Type | Agency | Name of Project | From | To | Project Length | 2029 Estimated Project Cost | Federal Funds Requested | Local Funds | Project Description - | Type of Project | Functional Classification |
|--|--------|---------------------|--------------|------------------------------|---------------------------------------|--|--|----------------|-----------------------------|-------------------------|--------------|---|-----------------------|---------------------------|
| Projects Submitted for CMAQ Funding Consideration | | | | | | | | | | | | | | |
| 1 | Davis | Clinton | CMAQ | Clinton City | 2050 North Pedestrian Underpass | 2050 North 2000 West | 0 | 0.2 | \$ 5,750,000 | \$ 2,000,000 | \$ 1,000,000 | The purpose of the 2050 North pedestrian underpass is to construct underground pedestrian infrastructure to facilitate active transportation crossings of the 2000 West roadway. The underpass would complete the city-wide 2050 North trail network. The project has been partially funded by the WFRC CMAQ program. | Active Transportation | Principal Arterial |
| 1 | Davis | Davis County to SLC | CMAQ | Utah Transit Authority (UTA) | Davis-SLC Community Connector - O/L | Southern Davis County, including Farmington Centerville, Woods Cross, Bountiful, and North Salt Lake | Connecting to the northern portion of Salt Lake City | 26 | \$ 75,000,000 | \$ 5,000,000 | \$ 363,081 | The Davis-Salt Lake City Community Connector is a proposed corridor-based bus rapid transit (BRT) system between Farmington City and SLC, Utah. The alignment extends from the FrontRunner Farmington station at the northern terminus, south to downtown SLC, and eastward into the University of Utah and Research Park. | Transit | NA |
| 1 | Weber | Farr West City | CMAQ | Farr West City | 1200 West Harrisville Road Roundabout | 0 | 0 | 0.1 | \$ 1,698,000 | \$ 1,583,000 | \$ 115,000 | The proposed project would construct a roundabout to replace the 4-way stop at this location and would include any required utility relocations, property acquisition, and driveway access connections. | Operations | Collector |
| 1 | Weber | Ogden | CMAQ | Ogden City Corporation | Ogden City Greenbike Share Expansion | CBD Area (Various) | CBD Area (Various) | n/a | \$ 632,000 | \$ 589,214 | \$ 42,786 | The existing Greenbike bike share program is an alternate mode of transportation designed for urban centers as a way of linking existing infrastructure and transit systems together. Increasing the amount of e-bikes and adding more stations near popular destinations and high density residency expands the reach, influence, and opportunity for the public or visitors to utilize this alternate mode of transportation. | Other | NA |
| 1 | Weber | Roy | CMAQ | Roy City | 6000 South Roundabout | 6000 South | 3100 West | 0.1 | \$ 1,715,000 | \$ 901,254 | \$ 65,446 | The project consists of constructing a roundabout at the intersection of 6000 South and 3100 West. The intersection at 6000 South and 3100 West is a dangerous intersection that will be greatly improved with the construction of a roundabout that will effectively control traffic movements. | Reconstruct | Collector |
| 1 | Weber | Roy City | CMAQ | Roy City Corporation | 4300 West 6000 South Roundabout | 4300 West | 6000 South | 0.1 | \$ 1,953,000 | \$ 1,820,781 | \$ 132,219 | The proposed project includes the construction of a roundabout at the intersection of 6000 South and 4300 West. This busy intersection connects multiple cities in Weber and Davis Counties. The project will include property acquisition, roadway improvements, sidewalk, bicycle facilities, drainage, and lighting improvements. | Reconstruct | Collector |
| Projects Submitted for CRP Funding Consideration | | | | | | | | | | | | | | |
| 1 | Davis | Davis County to SLC | CRP | Utah Transit Authority (UTA) | Davis-SLC Community Connector - O/L | Southern Davis County, including Farmington Centerville, Woods Cross, Bountiful, and North Salt Lake | Connecting to the northern portion of Salt Lake City | 26 | \$ 75,000,000 | \$ 5,000,000 | \$ 363,081 | The Davis-Salt Lake City Community Connector is a proposed corridor-based bus rapid transit (BRT) system between Farmington City and SLC, Utah. The alignment extends from the FrontRunner Farmington station at the northern terminus, south to downtown SLC, and eastward into the University of Utah and Research Park. | Transit | NA |
| 1 | Davis | Layton | CRP | Layton City | West Hill Field Road Widening | 2700 West | 3200 West | 1 | \$ 4,350,000 | \$ 1,150,000 | \$ 3,200,000 | This project will widen the existing narrow two-lane facility on West Hill Field Road to a uniform 5-lane facility between 2400 West and 3400 West. It will increase the capacity of this corridor and enable Layton City to expand its transportation services to West Layton and support the economic development in this area. | Capacity | Minor Arterial |
| 1 | Weber | Farr West City | CRP | Farr West City | 1200 West Harrisville Road Roundabout | 0 | 0 | 0.1 | \$ 1,698,000 | \$ 1,583,000 | \$ 115,000 | The proposed project would construct a roundabout to replace the 4-way stop at this location and would include any required utility relocations, property acquisition, and driveway access connections. | Operations | Collector |
| 1 | Weber | Ogden | CRP | Ogden City Corporation | Ogden City Greenbike Share Expansion | CBD Area (Various) | CBD Area (Various) | n/a | \$ 632,000 | \$ 589,214 | \$ 42,786 | The existing Greenbike bike share program is an alternate mode of transportation designed for urban centers as a way of linking existing infrastructure and transit systems together. Increasing the amount of e-bikes and adding more stations near popular destinations and high density residency expands the reach, influence, and opportunity for the public or visitors to utilize this alternate mode of transportation. | Other | NA |
| 1 | Weber | Roy | CRP | Roy City | 6000 South Roundabout | 6000 South | 3100 West | 0.1 | \$ 1,715,000 | \$ 901,254 | \$ 65,446 | The project consists of constructing a roundabout at the intersection of 6000 South and 3100 West. The intersection at 6000 South and 3100 West is a dangerous intersection that will be greatly improved with the construction of a roundabout that will effectively control traffic movements. | Reconstruct | Collector |

**Congestion Mitigation/ Air Quality (CMAQ), Carbon Reduction Program (CRP), and
Surface Transportation Program (STP) Concept Reports Received**

| UDOT Region | County | City | Funding Type | Agency | Name of Project | From | To | Project Length | 2029 Estimated Project Cost | Federal Funds Requested | Local Funds | Project Description - | Type of Project | Functional Classification |
|---|-----------|---------------------|--------------|------------------------------|---|--|--|----------------|-----------------------------|-------------------------|--------------|---|-----------------|---------------------------|
| 1 | Weber | Roy City | CRP | Roy City Corporation | 4300 West 6000 South Roundabout | 4300 West | 6000 South | 0.1 | \$ 1,953,000 | \$ 1,820,781 | \$ 132,219 | The proposed project includes the construction of a roundabout at the intersection of 6000 South and 4300 West. This busy intersection connects multiple cities in Weber and Davis Counties. The project will include property acquisition, roadway improvements, sidewalk, bicycle facilities, drainage, and lighting improvements. | Reconstruct | Collector |
| Projects Submitted for STP Funding Consideration | | | | | | | | | | | | | | |
| 1 | Box Elder | Brigham City | STP | Brigham City Corporation | 1200 West Roadway Widening (Forest to 535 South) | Forest Street | 535 South | 0.729 | \$ 6,293,000 | \$ 5,866,900 | \$ 426,100 | The project proposes to widen the road from a two lane 24' asphalt road to a full 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. | Reconstruct | Collector |
| 1 | Box Elder | Brigham City | STP | Brigham City Corporation | 1200 West Roadway Widening (Forest to Industrial Way) | Forest Street | Industrial Way | 0.335 | \$ 3,042,000 | \$ 2,836,000 | \$ 206,000 | The project proposes to widen the road from a two lane 32' asphalt road to a full 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. | Reconstruct | Collector |
| 1 | Box Elder | Brigham City | STP | Brigham City Corporation | 1200 West Roadway Widening (SR-13 to 600 North) | SR-13 | 600 North | 0.792 | \$ 4,319,000 | \$ 4,026,600 | \$ 292,400 | The project proposes to widen the road from a two lane road with occasional turn lanes, to a full 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. | Reconstruct | Collector |
| 1 | Box Elder | Farr West City | STP | Farr West City Corporation | 3300 North Widening Phase 2 | 2000 West (SR-126) | 2575 West | 0.625 | \$ 8,520,000 | \$ 3,940,443 | \$ 4,579,557 | The project will improve the 3300 North corridor from 2000 West (SR-126) to the 2575 West. The project include a bridge widening over the Willard Canal. | Operations | Collector |
| 1 | Box Elder | Perry City | STP | Perry City Corporation | 1200 West Widening Phase 1 | Approx. 1650 South | 2250 South | 0.521 | \$ 4,061,000 | \$ 3,786,000 | \$ 275,000 | The project proposes to widen the road from a narrow two lane 22' asphalt road to a full roadway with center lane, curb, sidewalk, and trail. This corridor is a critical connective element, improving north/south movement that can alleviate congestion on US-89 and connects SR-315 in Willard to SR-13 in north Brigham City. | Operations | Collector |
| 1 | Davis | Centerville | STP | Centerville | 1250 West | 200 North | 100 South | 0.18 | \$ 1,286,900 | \$ 862,223 | \$ 424,677 | Remove and replace deteriorated asphalt roadway section from 200 North to South City Limit (West Bountiful Border). | Reconstruct | Collector |
| 1 | Davis | Clinton | STP | Clinton City | 1300 North and 1500 West Improvements | 1285 West | 1750 North | 0.66 | \$ 4,500,000 | \$ 1,000,000 | \$ 1,500,000 | This project will widen 1300 North from 1285 W to 1500 W, and 1500 West from 1230 N to 1750 N, connecting to a CMAQ funded roundabout. The project will add pavement, curb and gutter, and sidewalk along various sections of the corridor. The existing pavement will also be reconstructed. It was partially funded by the STP. | Reconstruct | Collector |
| 1 | Davis | Clinton | STP | Clinton City | 2300 North Roadway: Cranefield to 4500 W, Phase 1 | Cranefield Rd | 4500 West | 0.89 | \$ 4,300,000 | \$ 3,000,000 | \$ 1,300,000 | 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. | Reconstruct | Collector |
| 1 | Davis | Davis County to SLC | STP | Utah Transit Authority (UTA) | Davis-SLC Community Connector - O/L | Southern Davis County, including Farmington Centerville, Woods Cross, Bountiful, and North Salt Lake | Connecting to the northern portion of Salt Lake City | 26 | \$ 75,000,000 | \$ 5,000,000 | \$ 363,081 | The Davis-Salt Lake City Community Connector is a proposed corridor-based bus rapid transit (BRT) system between Farmington City and SLC, Utah. The alignment extends from the FrontRunner Farmington station at the northern terminus, south to downtown SLC, and eastward into the University of Utah and Research Park. | Transit | NA |
| 1 | Davis | Farmington | STP | Farmington City | SR - 106 (Main Street) - West Side Improvements | Park Lane | Shepard lane | 0.61 | \$ 1,900,000 | \$ 1,550,000 | \$ 350,000 | The proposed project is intended to improve drainage and add pedestrian facilities to the section of SR-106 (Farmington Main Street) between Park Lane and Shepard Lane on the west side of the road. The project will include storm drain, curb and gutter, sidewalk and pavement widening to allow for standard shoulder width. | Capacity | Principal Arterial |

**Congestion Mitigation/ Air Quality (CMAQ), Carbon Reduction Program (CRP), and
Surface Transportation Program (STP) Concept Reports Received**

| UDOT Region | County | City | Funding Type | Agency | Name of Project | From | To | Project Length | 2029 Estimated Project Cost | Federal Funds Requested | Local Funds | Project Description - | Type of Project | Functional Classification |
|-------------|--------|----------------------|--------------|------------------------------|--|-----------------------|----------------|----------------|-----------------------------|-------------------------|--------------|---|-----------------|---------------------------|
| 1 | Davis | Farmington | STP | Farmington City | SR - 106 (200 East) Improvements | Glovers Lane | Lund Lane | 0.88 | \$ 3,994,000 | \$ 3,714,000 | \$ 280,000 | The proposed project is intended to improve drainage and add pedestrian facilities to the section of SR-106 (200 East Street) between Glovers Lane and Lund Lane on the east side of the road. The project includes acquiring right of way, storm drain, curb and gutter, sidewalk, retaining walls, and pavement widening. | Reconstruct | Minor Arterial |
| 1 | Davis | Layton | STP | Layton City | Layton Parkway Signal Project | 1700 West | 2700 West | 1 | \$ 1,600,000 | \$ 1,430,000 | \$ 170,000 | Layton is proposing the construction of three traffic signals along Layton Parkway at the following intersections: 1700 West, 2200 West and 2700 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. | Operations | Minor Arterial |
| 1 | Davis | Layton | STP | Layton City | West Hill Field Road Widening | 2700 West | 3200 West | 1 | \$ 5,020,000 | \$ 1,770,000 | \$ 3,250,000 | This project will widen the existing narrow two-lane facility on West Hill Field Road to a uniform 5-lane facility between 2400 West and 3400 West. It will increase the capacity of this corridor and enable Layton City to expand its transportation services to West Layton and support the economic development in this area. | Capacity | Minor Arterial |
| 1 | Davis | North Salt Lake | STP | City of North Salt Lake | Main Street Reconstruction | 350 North | Pacific Avenue | 0.45 | \$ 1,666,000 | \$ 1,332,800 | \$ 333,200 | The City has reconstructed the sections of Main Street at each end of the project. This project will complete the reconstruction of the entire length of Main Street that is in need of repair due to its high use, being an essential route for emergency response and in the event of closures at 1100 N or Center St. | Reconstruct | Collector |
| 1 | Davis | Woods Cross, UT | STP | Bountiful City | Parkin Ovepass Replacement | 70.7 | 70.9 | 0.2 | \$ 8,081,000 | \$ 3,581,000 | \$ 4,500,000 | This project will replace UDOT's 1930's vintage railway structure which was converted to accomodate vehicle use. The existng structure has reached the end of its service life. A new at-grade, signalized intersection is proposed which could provide additional access to Woods Cross High School while maintaining a critical link to access I-15 and the commercial centers in Bountiful, Woods Cross and North Salt Lake. This project is supported by Bountiful, Woods Cross and North Salt Lake Cities. | Reconstruct | Principal Arterial |
| 1 | Weber | Farr West City | STP | Farr West City | 1200 West Harrisville Road Roundabout | 0 | 0 | 0.1 | \$ 1,698,000 | \$ 1,583,000 | \$ 115,000 | The proposed project would construct a roundabout to replace the 4-way stop at this location and would include any required utility relocations, property acquisition, and driveway access connections. | Operations | Collector |
| 1 | Weber | Harrisville City | STP | Harrisville City Corporation | 750 West Widening Phase 2 | 2550 North | US-89 | 0.521 | \$ 3,016,000 | \$ 2,811,800 | \$ 204,200 | The project will improve the 750 West cooridore from West Harrisville Road to US-89 from the narrow 2 lane road to the full city standard collector road. | Operations | Local |
| 1 | Weber | Harrisville City | STP | Harrisville City Corporation | 750 West Widening Phase 1 | West Harrisville Road | US-89 | 0.521 | \$ 6,697,000 | \$ 6,243,600 | \$ 453,400 | The project will improve the 750 West cooridore from West Harrisville Road to US-89 from the narrow 2 lane road to the full city standard collector road. | Operations | Local |
| 1 | Weber | Hooper | STP | Hooper City | 5500 West Road Improvement | 4200 South | 5500 South | 1.5 | \$ 9,712,700 | \$ 4,712,700 | \$ 5,000,000 | 5500 West is a fairly busy collector road in Hooper. The City is in the improving the north section of 5500 West starting at 4200 South. Between 4200 South and 5500 South needs improvement. | Other | Collector |
| 1 | Weber | Marriott-Slaterville | STP | UDOT | SR-126; Left Turn Lanes at 250 N in Marriott Slaterville | 15.6 | 15.9 | 0.3 | \$ 4,000,000 | \$ 3,500,000 | \$ 500,000 | This project will add left turn lanes on SR-126 at 250 North. Currently this intersection does not have left turn lanes requireing car to stop in traffic to wait for a cap before being able to make their turn. This project will get the left turn vehicles out of traffic increasing saftey and flow at this location | Operations | Principal Arterial |
| 1 | Weber | North Ogden | STP | North Ogden City | 2100 North Intersection Improvements | Fruitland Drive | 2100 North | 0.114 | \$ 3,810,200 | \$ 3,552,249 | \$ 257,951 | The intersection of 2100 North and Fruitland Drive is an offset intersection in 2 of the 4 directions. 2100 North is a minor collector which connects the east side of North Ogden City to Washington Blvd. This intersection has been a dangerous intersection due to the chicane that exists on Fruitland Drive at this intersection and is dangerous in inclement weather. | Reconstruct | Collector |

**Congestion Mitigation/ Air Quality (CMAQ), Carbon Reduction Program (CRP), and
Surface Transportation Program (STP) Concept Reports Received**

| UDOT Region | County | City | Funding Type | Agency | Name of Project | From | To | Project Length | 2029 Estimated Project Cost | Federal Funds Requested | Local Funds | Project Description - | Type of Project | Functional Classification |
|-------------|--------|------------------|--------------|------------------------|--|----------------------|----------------------|----------------|-----------------------------|-------------------------|--------------|---|-----------------|---------------------------|
| 1 | Weber | North Ogden | STP | North Ogden City | 1700 North - Drainage & Reconstruction Project | Fruitland Drive | Washington Blvd | 1.071 | \$ 11,186,200 | \$ 10,428,894 | \$ 757,306 | 1700 North is a minor collector according to the UDOT Functional Class Map. This road is the main thoroughfare to many homes along the southern edge of North Ogden City. It connects the south east side of North Ogden to Washington Blvd. It also is a major drainage path from the mountains to the east. In the spring of 2023, major flooding occurred along the south side of 1700 North which threatened many homes due to the lack of curb and gutter, sidewalk, and an open ditch which runs along the south side of 1700 North. Many homes only access is across this ditch. | Reconstruct | Collector |
| 1 | Weber | Ogden | STP | Ogden City Corporation | 2nd Street Reconstruction Phase 2 | Wall Avenue | Washington Boulevard | 0.426 | \$ 6,552,000 | \$ 6,107,925 | \$ 444,075 | 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. | Reconstruct | Collector |
| 1 | Weber | Ogden | STP | Utah Transit Authority | New Mt. Ogden Ops and Admin Facility | 135 West 17th Street | 0 | 0 | \$ 30,242,300 | \$ 4,230,125 | \$ 307,175 | 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 recent study shows the existing building to be outdated, undersized, and that it is not feasible to expand it due to lack of nearby parking and ground space. | Transit | NA |
| 1 | Weber | Roy | STP | Roy | 6000 South Roundabout | 6000 South | 3100 West | 0.1 | \$ 1,715,000 | \$ 901,254 | \$ 65,446 | The project consists of constructing a roundabout at the intersection of 6000 South and 3100 West. The intersection at 6000 South and 3100 West is a dangerous intersection that will be greatly improved with the construction of a roundabout that will effectively control traffic movements. | Reconstruct | Collector |
| 1 | Weber | Roy City | STP | Roy City Corporation | 4300 West 6000 South Roundabout | 4300 West | 6000 South | 0.1 | \$ 1,953,000 | \$ 1,820,781 | \$ 132,219 | The proposed project includes the construction of a roundabout at the intersection of 6000 South and 4300 West. This busy intersection connects multiple cities in Weber and Davis Counties. The project will include property acquisition, roadway improvements, sidewalk, bicycle facilities, drainage, and lighting improvements. | Reconstruct | Collector |
| 1 | Weber | South Ogden City | STP | South Ogden City | 40th St. and Chimes View Dr Reconstruction Project | Riverdale Road | Washington Blvd | 0.6 | \$ 5,483,000 | \$ 5,111,801 | \$ 371,199 | South Ogden is in the design phase for a two-phase project on 40th Street and Chimes View Drive. Phase 1, funded for 2024, spans Riverdale Road to Country Club Drive. We are requesting additional funding for Phase 2 between Riverdale Road and Washington Blvd. The project includes sidewalks, curb/gutter, driveway approaches and modifications to business accesses for improved safety. | Reconstruct | Minor Arterial |
| 1 | Weber | Taylor | STP | Weber County | Widen 2550 South Phase 2 | 4700 West | 4300 West | 0 | \$ 8,492,000 | \$ 6,092,000 | \$ 2,400,000 | Currently there is no continuous turning lane or shoulder. With the recent growth in residential development and planned reconfiguration of the 25th Street interchange, this corridor will become a main west to east collector of Western Weber County. By improving the shoulder and drainage, pedestrian use will be safer. | Capacity | Collector |

Transportation Alternatives Program (TAP) Concept Reports Received

| Region | County | City | Agency | Funding Type | Project Name | From Street | To Street | Project Improvement | Length | Description | Tot Cost | Fed Fund | Local Funds | Sponsor Priority |
|--------|--------|-----------------|-------------------------|--------------|---|--|--|-----------------------|--------|--|--------------|--------------|-------------|------------------|
| 1 | Davis | Centerville | Centerville | TAP | Porter Lane Multi-Use Trail - Centerville | 400 West | Main Street | Capital Improvement | 0.26 | Install shared use path along south side of Porter Lane (400 S), from 400 West to Main Street | \$ 357,700 | \$ 178,850 | \$ 178,850 | 1 |
| 1 | Davis | Layton | Layton City Corporation | TAP | Kay's Creek Trail: Main Street to Hawthorne Drive | Main Street | Hawthorne Drive | Capital Improvement | 0.59 | The Kay's Creek Trail has a unique regional cross-section of live, work, and play destinations. Its purpose is to connect safe-routes-to-school; and serve as a commuter route, recreational outlet, and access to downtown shopping from residence to transaction. The purpose of this project is to continue its alignment. | \$ 1,470,000 | \$ 1,000,000 | \$ 470,000 | 1 |
| 1 | Davis | Layton | Layton City | TAP | Gentile Street SRTS Project | 3475 West | 3200 West | Safe Routes to School | 0.25 | This path is indicated as a SRTS for Legacy Jr. High and Sand Springs Elementary. Previously there was a mid-block crosswalk, crossing guard, and reduced speed zone signs located at 3475 W and Gentile but were relocated to serve a new elementary school. With the crosswalk relocation the path for elementary and Jr. High student was eliminated. Students continue to cross Gentile to access the sidewalk on the north side due to the path on the south side of Gentile not having continuous sidewalk and there are obstructions on the path that force the students to walk on the street. With the construction of sidewalk the students would be able to use the south side of Gentile to reach signal at 3200 S where they can cross safely | \$ 528,000 | \$ 488,000 | \$ 40,000 | 5 |
| 1 | Davis | North Salt Lake | City of North Salt Lake | TAP | Center Street sidewalk (Orchard to 340 East) | Orchard Drive | 340 East | Capital Improvement | 0.18 | There are no sidewalks in the neighborhood less than a 10th of a mile from Orchard Elementary. The proposed sidewalk will be a safe walking route for school children to get to the crosswalk at Center St and Orchard Dr. The sidewalk will also provide a direct connection to the City's developing Town Center and Hatch Park. | \$ 676,000 | \$ 566,000 | \$ 110,000 | 1 |
| 1 | Weber | Farr West City | Farr West City | TAP | 2575 West Sidewalk and Bike Lane | 3300 North | 2975 North | Capital Improvement | 0.521 | The project will widen one side of the roadway to place a 6' wide bike lane. It also consists of constructing an asphalt path on the other side of the roadway for pedestrian use. | \$ 1,528,000 | \$ 1,424,500 | \$ 103,500 | 2 |
| 1 | Weber | Hooper | Hooper City | TAP | Hooper Slough Trail Connection | Segment A: 5156 S 5725 W Segment B: 5230 W 4825 S | Segment A: 5100 S 5500 W Segment B: 5200 W 4600 S | Capital Improvement | 0.6 | This project will be to connect two disjointed portions of the Hooper Slough Trail and to improve the street crossings for better trail network. | \$ 1,103,600 | \$ 960,100 | \$ 143,500 | 1 |
| 1 | Weber | North Ogden | North Ogden City | TAP | North Ogden Canal Trail Crossing Improvements | 3100 N., 1050 E. | 2750 N., Mountain Road | Capital Improvement | 1.5 | North Ogden Canal is a multi-city trail connecting Pleasant View, North Ogden, and Ogden City. It is heavily used, and crosses several major roads. This project is four crossing enhancements for the safety and comfort for trail users when crossing the roadways of 3100 N., 1050 E., 2750 N., and Mountain Road. | \$ 800,000 | \$ 720,000 | \$ 80,000 | 2 |
| 1 | Weber | Roy | Roy City | TAP | 3100 West Sidewalk | 4800 South | 6000 South | Safe Routes to School | 2.12 | 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 2024. Additionally, the design for the project is underway and is expected to be completed by Spring of 2024. | \$ 1,670,000 | \$ 1,275,666 | \$ 92,634 | 2 |

January 2024

UTA Moves 2050

Long Range Transit Plan
2023 - 2050

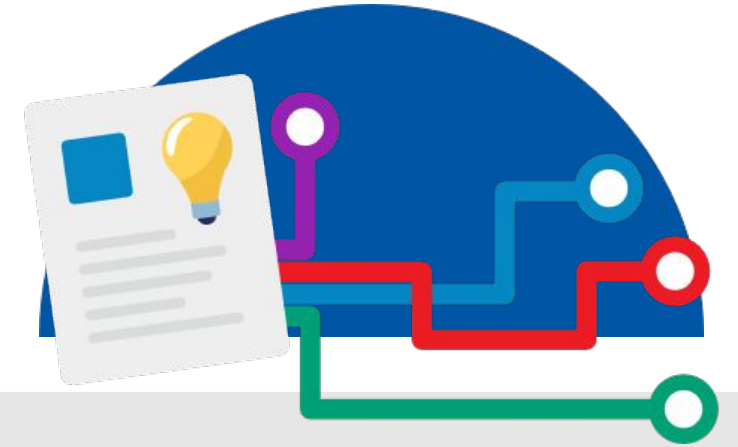


What is the UTA Long Range Transit Plan UTA Moves 2050?



Responding to Needs

UTA is developing a 30-year Long Range Transit Plan focused on understanding and planning for the **future needs of the communities we serve**

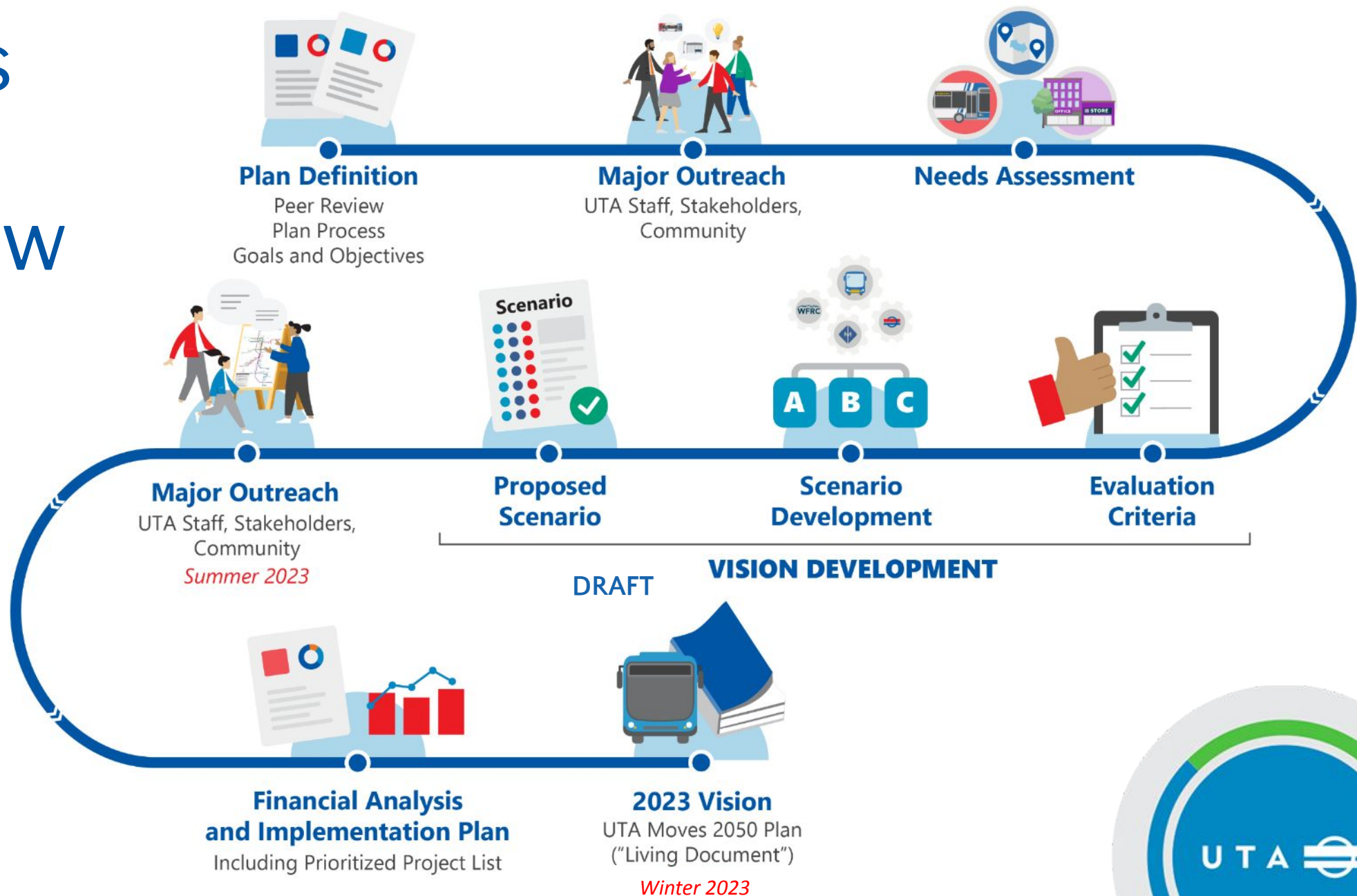


Thinking Big

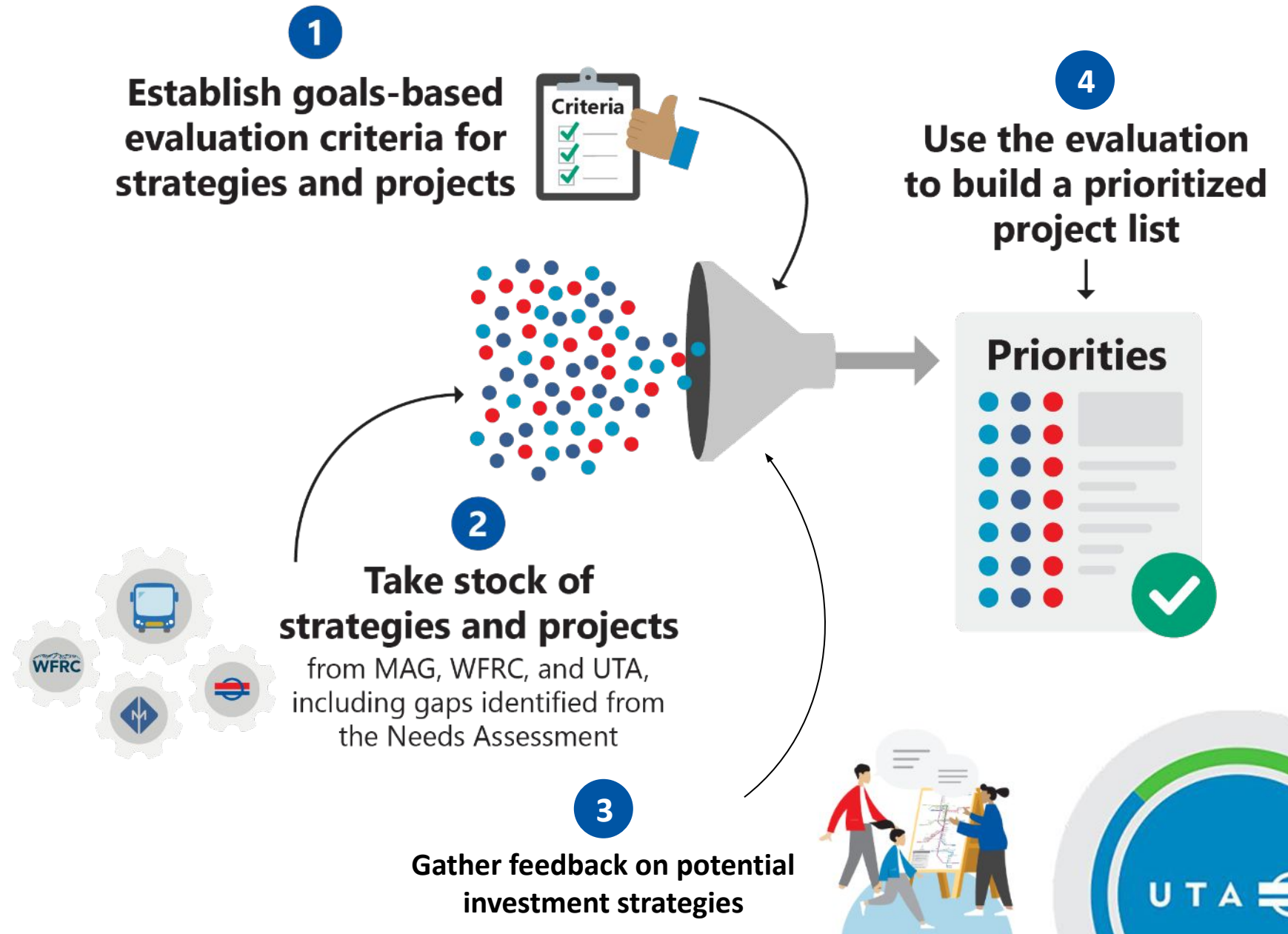
It will result in a vision for the future of public transportation—***considering all ideas, not restricted by funding***



UTA Moves 2050: Overview



Plan Vision Development



Coordinate Investment Strategy to Growth

Frequent Service Network 15 minute or better all-day service including weekends

| Service Type | Regional Rail (FrontRunner) | Light Rail (TRAX) | Streetcar (S-Line) | Rapid Bus | Enhanced Bus | Frequent Bus | Local Bus | Limited Stop Bus | Innovative Mobility Solutions |
|----------------------------------|-------------------------------------|---|--------------------------|-------------------------------------|-------------------------------------|--|------------------------------------|--|---|
| Frequency | Frequent (Peak Hours) 30 mins | Most Frequent ≤15 mins | Frequent 15 mins | Very Frequent ≤15 mins | Frequent 15 mins | Frequent 15 mins | Less Frequent (Varies) | Less Frequent (Varies) | On-Demand (varies) |
| Corridor Investment | Highest Permanence | Highest Permanence | High Permanence | Moderate to High Permanence | Moderate Permanence | Corridor Commitment, Maintains Flexibility | Flexible | Flexible | Most Flexible |
| Market Demand / Activity Density | Connects urban and suburban centers | Serves high volume corridors and connects centers | Serves dense urban areas | Serves medium-high volume corridors | Serves medium-high volume corridors | Serves medium volume corridors | Serves low-medium volume corridors | Bidirectional all-day limited stop service | Serves low density areas or operates at lower-demand times (such as late night) |
| Passenger Capacity ¹ | High Capacity | High Capacity | Medium Capacity | Medium Capacity | Medium Capacity | Low Capacity | Low Capacity | Low Capacity | Low Capacity |
| Transit Access Shed | 5+ Miles | 1/2 to 1+ Mile | 1/3 Mile | 1/2 Mile | 1/4 to 1/2 Mile | 1/4 Mile | 1/4 Mile | 1/4 Mile | 1/4 Mile |
| Stop/Station Amenities | Full Amenities | Full Amenities | Full Amenities | Full Amenities | Full Amenities | Basic Amenities | Basic Amenities | Basic Amenities | Basic Amenities |

¹Based on vehicle capacity and frequency

Additional service in these modes anticipated to require additional supporting paratransit commitment



Evaluation Goals Tied to UTA Strategic Plan Goals



Moving Utahns to a Better Quality of Life

- Air quality
- Access to transit



Exceeding Customer Expectations

- Ridership
- Increased frequency & span
- Travel time improvements



Achieving Organizational Excellence

- Cost-Effectiveness



Building Community Support

- Access to communities with high need



Generating Critical Economic Return

- Serving future transit-supportive land use
- Improved access to jobs & essential services



How Did We Engage With the Community?

- **57 Listening Sessions** with municipal staff across UTA service area
- **1 Virtual Town Hall Kick-off**
- **8 Public Meetings (1 virtual)** across UTA service area
- **38 Social media posts** gathering over 82,000 impressions
- **2 Online engagements, including survey data** gathering over 5,000 responses
- **30+ Stakeholder Presentations**



What Did We Hear?

- **Frequency** is a priority
- **FrontRunner** improvements and extensions
- **Expanded coverage** & new routes
- **Geographic & route-specific feedback** from across service area with over 1,600 unique responses



Four Investment Strategies

Maintain Our System

Maintain infrastructure and human resource investments.



FLEET



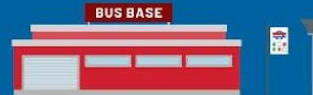
STATE OF GOOD REPAIR



CORRIDOR PRESERVATION



WORKFORCE



FACILITIES

Expand Our Frequent Service Network

Service every 15 minutes or better makes service more attractive.



FREQUENT BUSES



FRONTRUNNER AND TRAX

Enhance Our System

Make the system faster, more reliable, easier to understand, and more responsive.



INFO



CAPITAL



TECH



ON TIME

Serve Our Growth Areas

Expand service to areas that will see new transit-oriented development or activity.



LOCAL SERVICE



EARLIER AND LATER SERVICE



NEW SERVICE

Vision Network

The UTA Moves 2050 Vision Network is designed to provide more service, more choices, and an easy-to-use system over the next 30 years. It is financially unconstrained, meaning not everything in this network can be realized under current future funding assumptions.

What Does the Vision Network Accomplish?



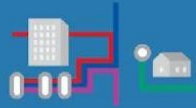
**PROVIDES
MORE
TRANSIT**

110

Total Routes

49

Frequent
Routes



**SERVES
MORE
PEOPLE
AND JOBS**

+365K
People

+250K
Jobs



**GETS
MORE
RIDERS ON
BOARD**

300K+
New
riders per
Weekday



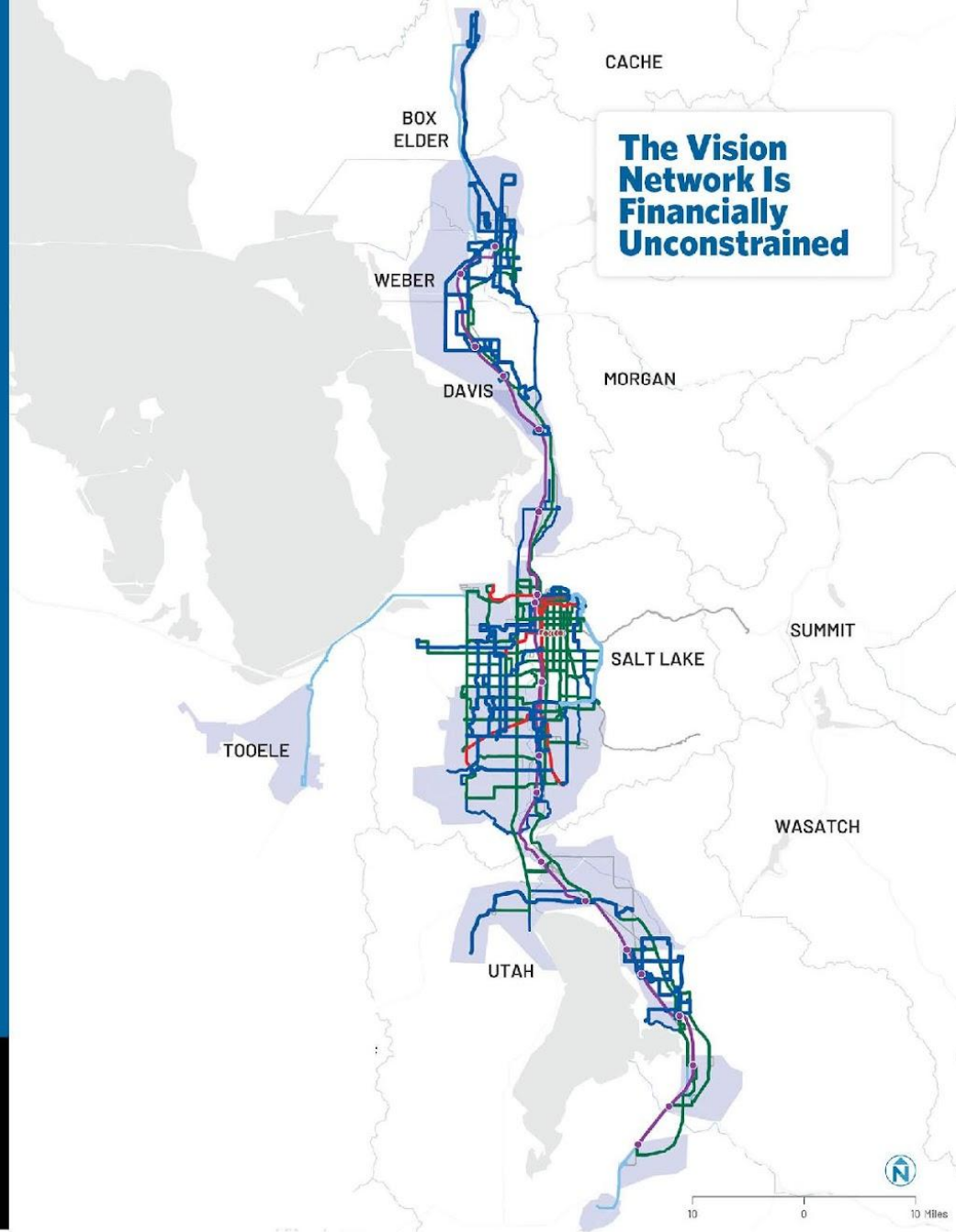
**What Does
the Vision
Network Cost?**



\$6.7B
Capital
cost



\$225M
Additional
annual
operating cost



Plan Network

The UTA Moves 2050 Plan Network is financially constrained. It is designed to provide more service, more choices, and an easy-to-use system over the next 30 years, within the funding assumptions developed in conjunction with regional partners.

What Does the Plan Network Accomplish?



PROVIDES MORE TRANSIT

100
Total Routes
50+
Frequent Routes

PUTS MORE PEOPLE AND JOBS WITHIN 1/2 MILE OF TRANSIT

PEOPLE

+470K Near Any Transit
+650K Near Frequent Transit



JOBS

+320K Near Any Transit
+440K Near Frequent Transit



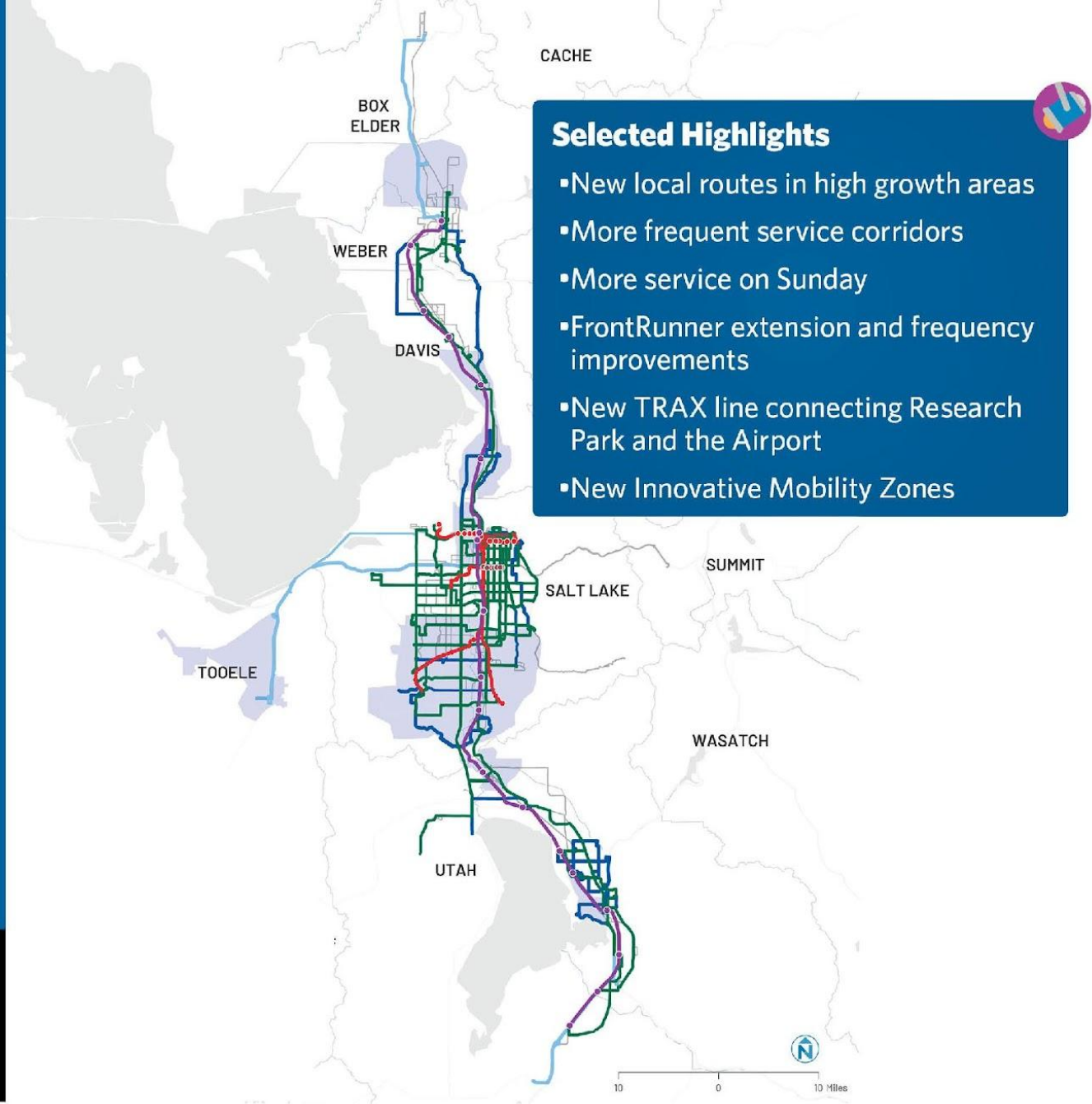
What Does the Plan Network Cost?



\$6.7B
Capital cost



\$190M
Additional annual operating cost



Concurrent Plans and Community Vision Elements

Including, but not limited to:

Concurrent Efforts:

- Point of the Mountain
- FrontRunner Forward
- LCC EIS
- Seasonal service (ski bus)
- Statewide Transit Connections

Community Vision Elements:

- Rio Grande Plan
- Possible Future Light Rail Extensions
- Additional Transit Service & Projects



UTA Moves 2050 Next Steps

- The LRTP becomes an ongoing UTA program
- LRTP is incorporated into regional planning processes
- Updates to financial assumptions
- Ongoing public engagement
- Next plan update occurs in sync with RTPs - 2027



Questions & Discussion



<https://rideUTA.com/LRTP>

LRTP@rideuta.com