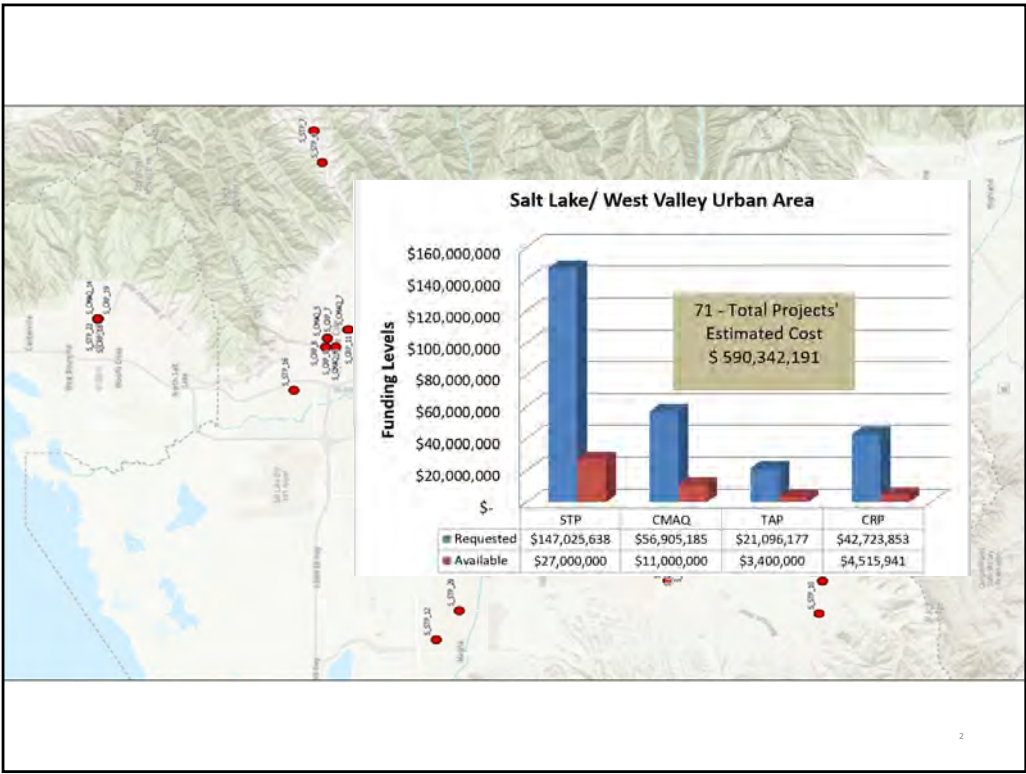
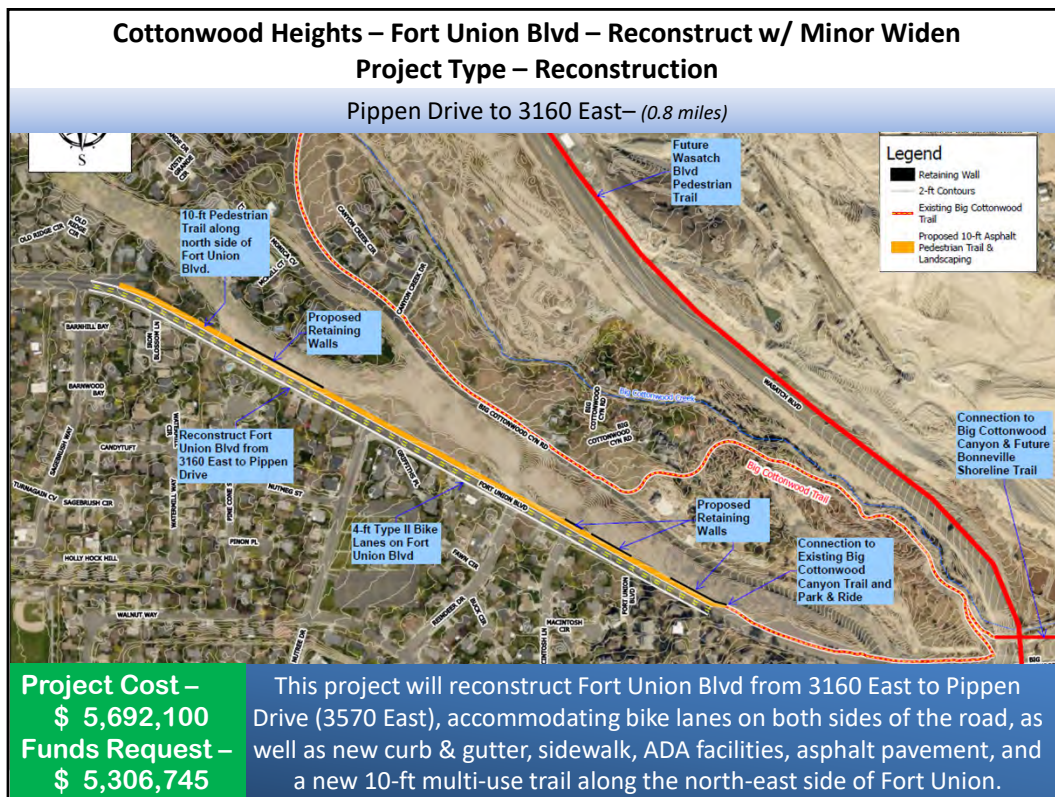


Process for New Projects & The Draft TIP

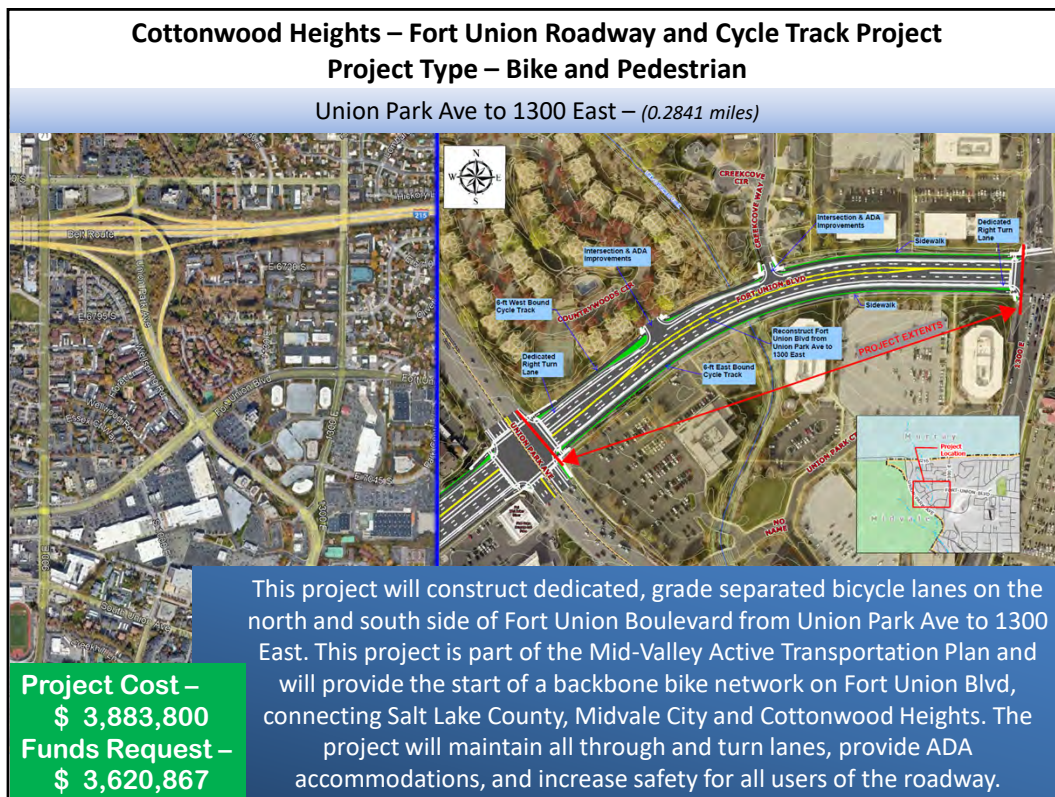






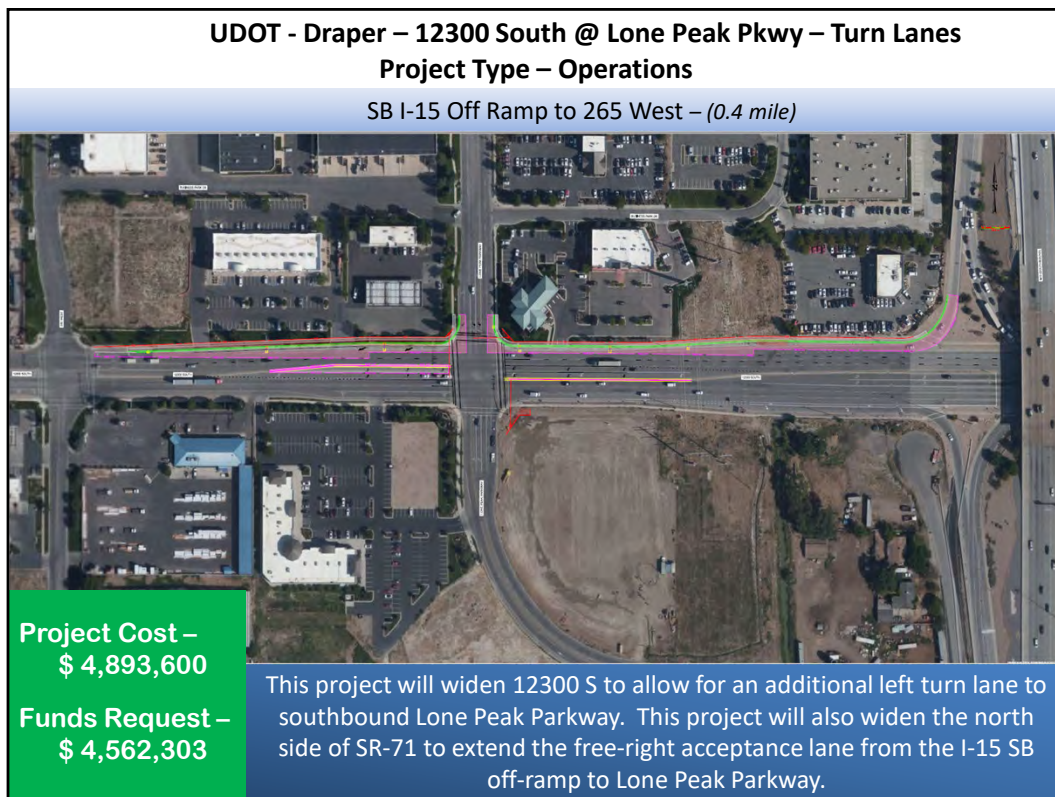


This segment of Fort Union Blvd. is frequently used by Cottonwood Canyons visitors, regional commuters, and locals. It links to the new mixed use Canyon Centre development at the base of Big Cottonwood Canyon. The Fort Union trail will connect to multiple regional trails on Wasatch Blvd and Big Cottonwood Canyon Road. The proposed project connects to Wasatch Blvd., which is being planned for improved access for vehicles, transit, and active transportation users between the canyons. The project helps to achieve the goals of several Cottonwood Heights master plans, the Mid-valley Active Transportation plan, and improves access to a WFRC neighborhood center and urban center. The project is an opportunity to improve and beautify a gateway route to the Cottonwood Canyons, the state's premier outdoor recreation destination.

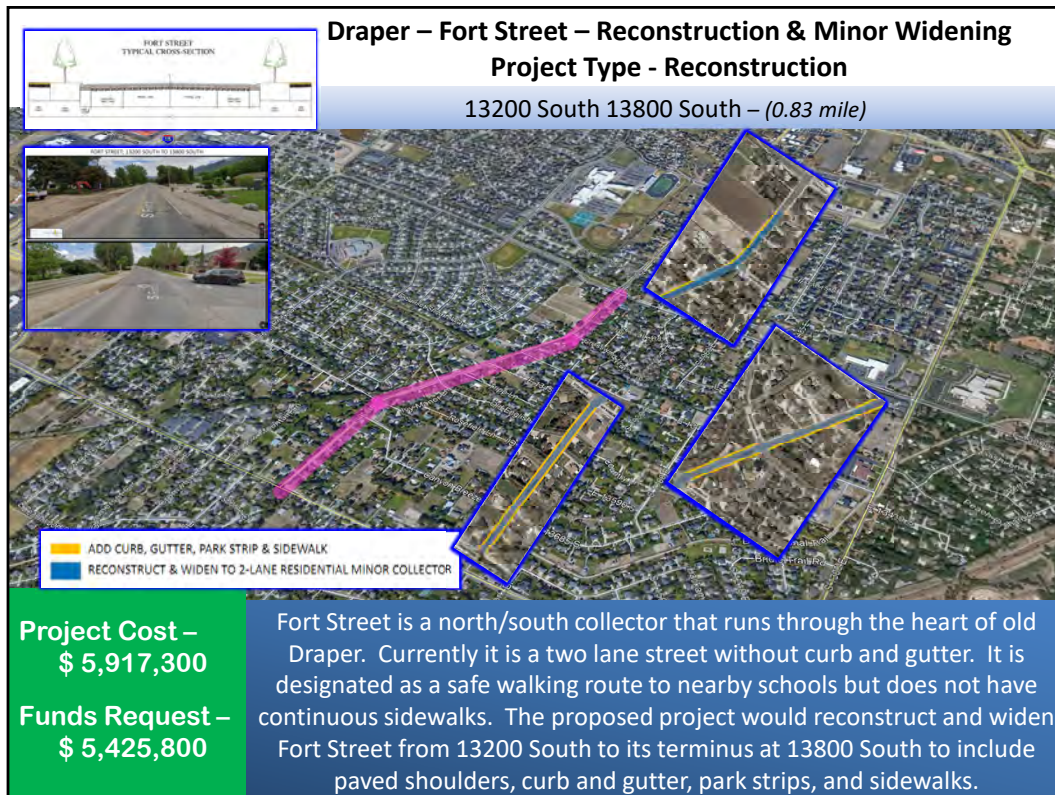


This project is intended to begin the long process of implementing the vision in the 2022 Mid-Valley Active Transportation Plan. This project prioritizes the construction of the backbone trail network on Fort Union Boulevard, and will benefit regional connectivity, including residents in Midvale City, Cottonwood Heights and Salt Lake County.

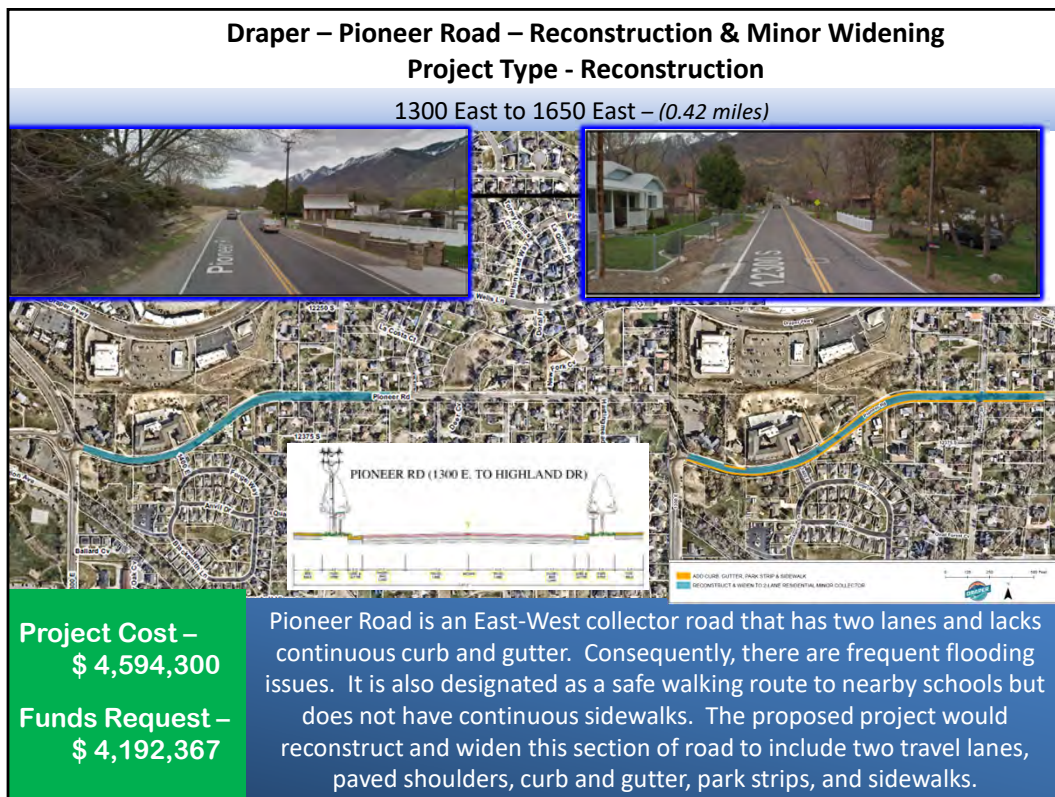
This project is a protected cycle track on both sides of Fort Union Boulevard. It provides an accessible east-to-west connection that will eventually continue west to 700 East. The current width of the roadway will be reduced from 110-feet to 80-ft, forcing vehicles to slow down when travelling through the corridor, while still maintaining all traffic movements. Curb extensions will also be utilized to shorten the distance of crosswalks which will significantly improve safety.



South of 12300 S, there are multiple new developments (high density housing and businesses) greatly increasing the user demand of the area. The main access to these developments is on Lone Peak Parkway off of 12300 S. These new developments are causing significant delays in the PM peak hour, significantly dropping the level of service at the intersection of 12300 S and Lone Peak Parkway. The additional WB to SB left turn lane will ease congestion and delays in this area. A study was done in 2022 to look at this particular intersection. In 2025 it is project that the intersection will have a level of service F. Will the additional left turn movement installed; the intersection would be taken to level of service D by 2025. This project would constitute the first phase of planned improvements within next decade. Planned improvements include projects by UDOT and Draper City to add additional dedicated right turn lanes and receiving lanes.



Fort Street is listed as a safe walking route for local schools but lacks adequate sidewalk. The project will improve safety for all road users including cyclists and pedestrians by providing paved shoulders and sidewalks. The project will provide ADA accessible route to the Draper Town Center TRAX station. Storm drain improvements will mitigate existing drainage and ponding issues.



Pioneer Rd is listed as a safe walking route for local schools but lacks complete sidewalks. This area also experiences frequent flooding and shoulder erosion events resulting in property damage. The proposed project would provide continuous sidewalks, wide paved shoulders, and curb and gutter on both sides of the road making for a more safe and functional roadway corridor for all users.

Emigration Metro – Emigration Canyon Slope Mitigation – 4909 E
Project Type – Reconstruction

4858 East to 4909 East (Emigration Canyon Road) – (0.06 miles)







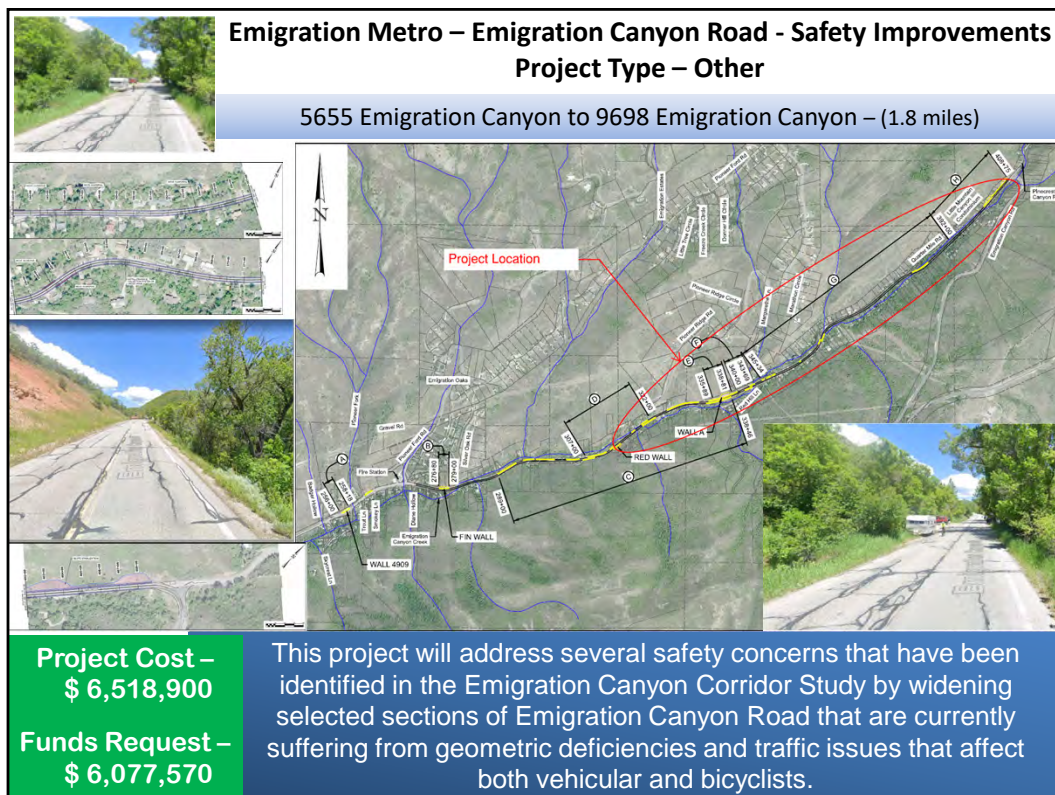


Project Cost –
\$ 4,416,500

Funds Request –
\$ 4,117,503

The purpose of the project is to provide safer access for pedestrians, bike users, and vehicle operators. Rocks and debris fall from the existing cliff face, which roll out into the road creating dangers for road users. The project provides slope stabilization to reduce these hazards on this frequently used bike network.

Emigration Canyon Road is the only access for all the residents and visitors to Emigration Canyon and is part of an active bike network. The roadway is used extensively by local, national, and international cyclists for training and has been part of the Tour of Utah. Because of the popularity, cyclists, pedestrians, and motorists are regularly fighting each other for space on the narrow and winding road. The roadway has several choke points and areas where frequent unexpected debris in the roadway and on the shoulder forces pedestrians and cyclists into the vehicle travel lanes or causes vehicles to swerve into oncoming traffic producing many near misses. Although the most hazardous areas have been identified, the relatively small size and budget of the Emigration Township provides few funding options to mitigate these roadway hazards. Funding from this grant would allow this slope stability project to proceed where it otherwise has little chance of doing so.




Emigration Canyon attracts various users—cyclists of differing skill levels; commuters; school buses; visitors who are unfamiliar with the corridor; and pedestrians, runners, and in-line skaters. The limited pavement width in combination with the unique mix of users contributes to difficult transportation issues that can be partially alleviated by creating a wider roadway.

This project is a priority because of the traffic issues in the canyon and the fact that it provides unique cycling opportunities and access to open space for residents and the wider region. The canyon is one of the most used bicycle routes in the state as shown in the Strava database for both recreation and for races. Enhancing the canyon's corridor will provide a positive effect for residents and those who choose to recreate in the canyon by providing a safer transportation corridor for both cyclists and motorists.

Herriman City – 12600 South Herriman Main St – Intersection Imps

Project Type – Operations

12600 South & Main Street – (0.1 mile)

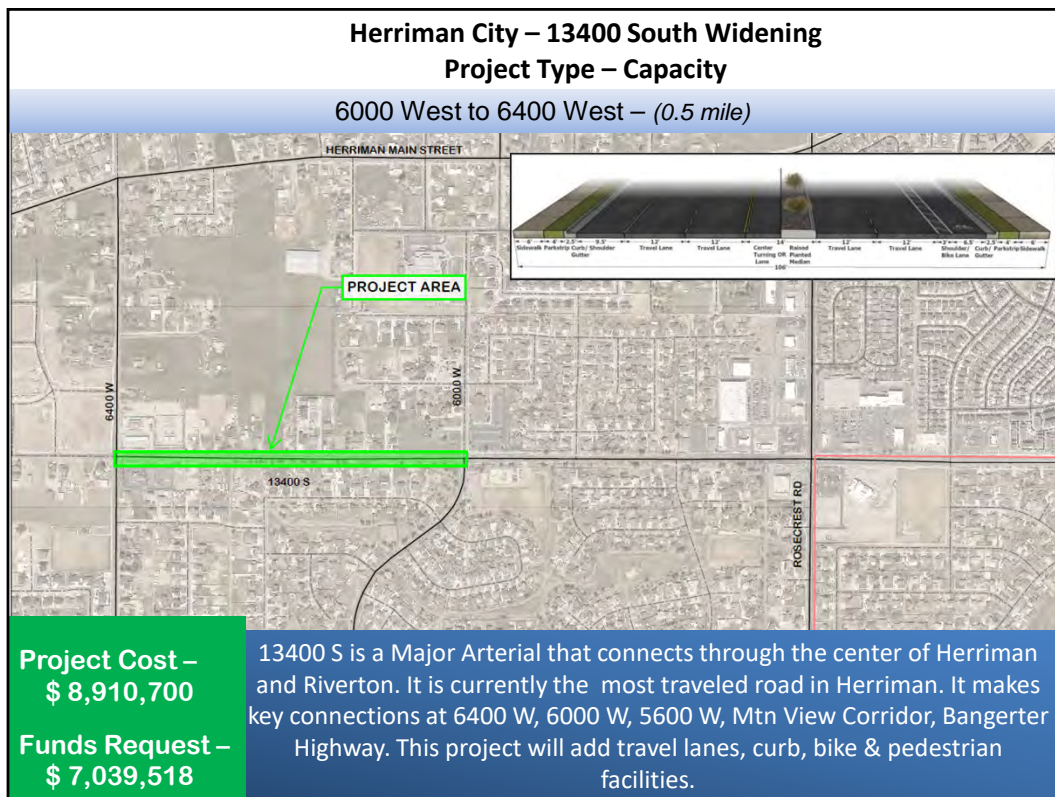


Project Cost –
\$ 3,868,600

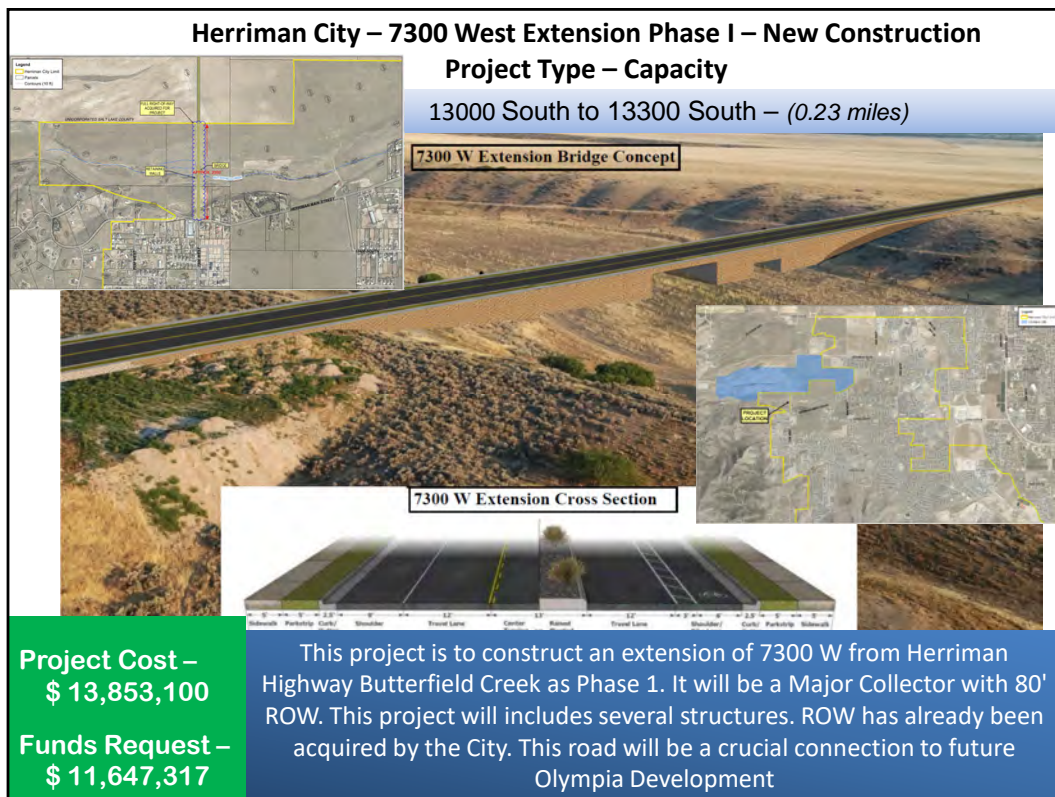
Funds Request –
\$ 2,665,073

This project is to construct a free right/acceleration lane from Herriman Main Street to 12600 S. It will also include adding dual lefts to the intersection.

12600 South is projected to be one of the busiest (nonfreeway) roadways in Salt Lake County in 2050. Currently, the Herriman Transportation Masterplan projects this 12600 S to see volumes close to 70,000 ADT. The intersection with Herriman Main Street is a huge movement and the primary movement is actually turning from one road to the next at this location.



13400 S is a Major Arterial that connects through the center of Herriman and Riverton. It is currently the most traveled road in Herriman. It makes key connections at 6400 W, 6000 W, 5600 W, Mtn View Corridor, Bangerter Highway. This project will alleviate add travel lanes, add curb, bike & pedestrian facilities to accommodate the growth highest growing city in Utah. This road connects to the center of Herriman and the Herriman Towne Center. Furthermore, this road (further down) is shared between Riverton and Herriman.



This project will be part of a bigger project to enable residents in western Herriman and the Future Olympia Development to travel North/South without traveling to the East side of the city. It is currently also expected to eventually connect North to U-111. This project is to help relieve the traffic volumes east to west in Herriman, such as Herriman Main St, and Herriman Blvd. Because of this, the project will be a critical need as the future Olympia development is established in the area.



This project should be considered a priority for two reasons. One, the existing infrastructure on Highland Drive is in poor condition and even failing in some areas. Pavement, drainage, and utility issues prevail, and a future reconstruction is unavoidable. Two, the existing design does not meet the City's future vision for multimodal needs; there are no existing bicycle facilities along the corridor and sidewalks are inconsistent in width and often have physical obstructions like utility poles making it inaccessible for persons with disabilities, strollers, and children or families on bicycles. Additionally, two new redevelopments at the north and south end of the study area will generate more multimodal demand along this corridor that without appropriate infrastructure in place will result in more vehicle trips, traffic congestion, and air pollution. The Holladay General Plan indicates Highland Drive should be a multimodal street that functions for all types of transportation.

Magna Metro Township – 2700 South - Sidewalk

Project Type – Pedestrian & Bike

8054 South to 8000 West – (0.4 miles)

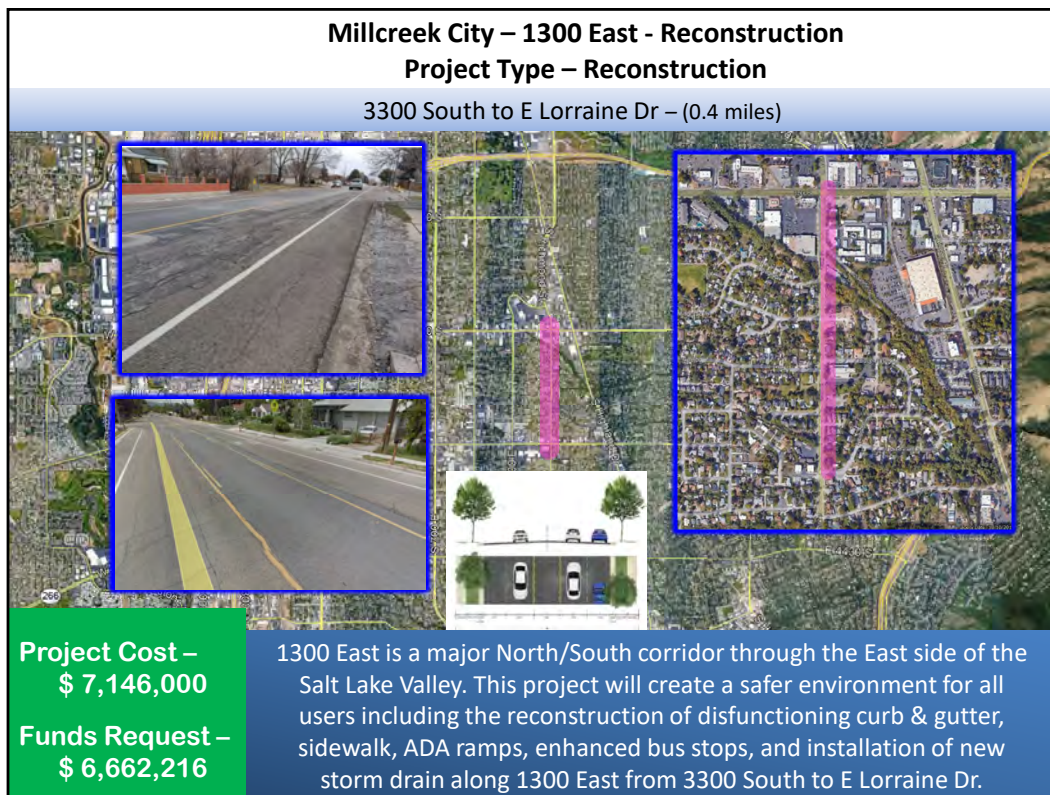



Project Cost –
\$ 3,521,100

Funds Request –
\$ 3,282,722

The installation of curb, gutter and sidewalk on the north side of 2700 S from 8058 2700 South to 8400 W. Pleasant Green Elementary is located within this section of missing sidewalk and the installation of these improvements would increase the pedestrian safety along the safe route to this school.

2700 South is a major collector that services the Magna community. This section of roadway is currently striped as a two-lane facility with full improvements on the south side. The road provides connectivity to schools, commercial entities and churches but lacks continuous safe pedestrian access. The Magna community requests funding to create a safer route for multi-modal forms of transportation by completing improvements along the north side of the roadway and connecting pedestrian access from 8000 W to 8400 W.

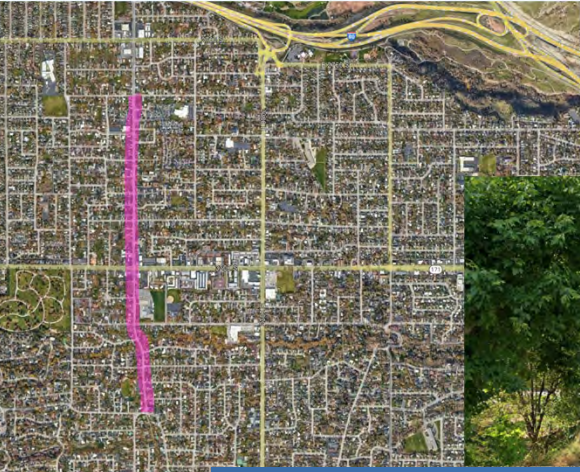



1300 East between 3300 South and E Lorraine Dr. connects the Millcreek City Center to the medical corridor in the the town center on 3900 South. This section of roadway has deteriorating sidewalk, curb and gutter, bus stops, and a deficient storm drain system, all of which creates an unsafe transportation environment. By developing improvements for continuous sidewalk, ADA ramps, continuous curb and gutter, installation of new storm drain, and enhanced UTA bus stops, it is anticipated that active transportation will grow significantly along the corridor. Improvements will be constructed within existing rights of way. Existing sidewalk meeting current safety standards will be incorporated into the design. This project may be reduced in scope to whatever funding level is available.

Millcreek City – 2000 East - Reconstruction

Project Type – Reconstruction

Siggard Drive to Atkin Avenue – (1.3 miles)

Project Cost –
\$ 10,254,500

Funds Request –
\$ 9,094,120

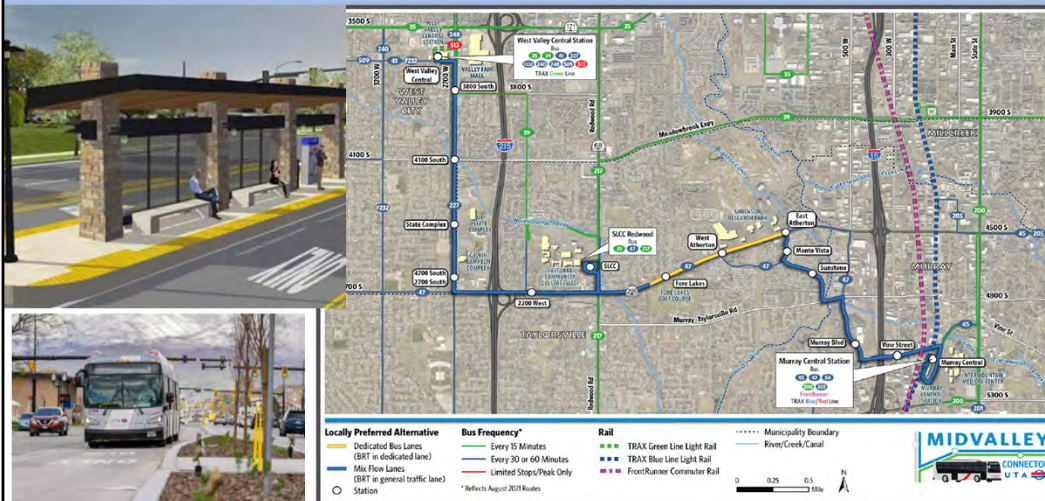
2000 E connects central Millcreek with the 3300 S SR-171 major arterial to Salt Lake City via an existing underpass at I-80. This project will create a safer environment for all users including the reconstruction of curb & gutter, sidewalk, ADA ramps, enhanced bus stops, storm drain, and piping an existing irrigation ditch below grade from Siggard Dr to Atkin Ave.

2000 East between Atkin Ave and Siggard Dr connects Millcreek to Salt Lake City via an underpass beneath I-80. This section of roadway has deteriorating sidewalk, curb and gutter, bus stops, and a deficient storm drain system, and an open irrigation ditch, all of which creates an unsafe transportation environment. By developing improvements for continuous sidewalk, ADA ramps, continuous curb and gutter, installation of new storm drain, and enhanced UTA bus stops, it is anticipated that active transportation will grow significantly along the corridor. Improvements will be constructed within existing rights of way. Existing sidewalk meeting current safety standards will be incorporated into the design. This project may be reduced in scope to whatever funding level is available.

UTA – Midvalley Connector – Electric Buses

Project Type – Transit

Murray, Ut Murray Station to West Valley, Ut Central Station – (7 miles)

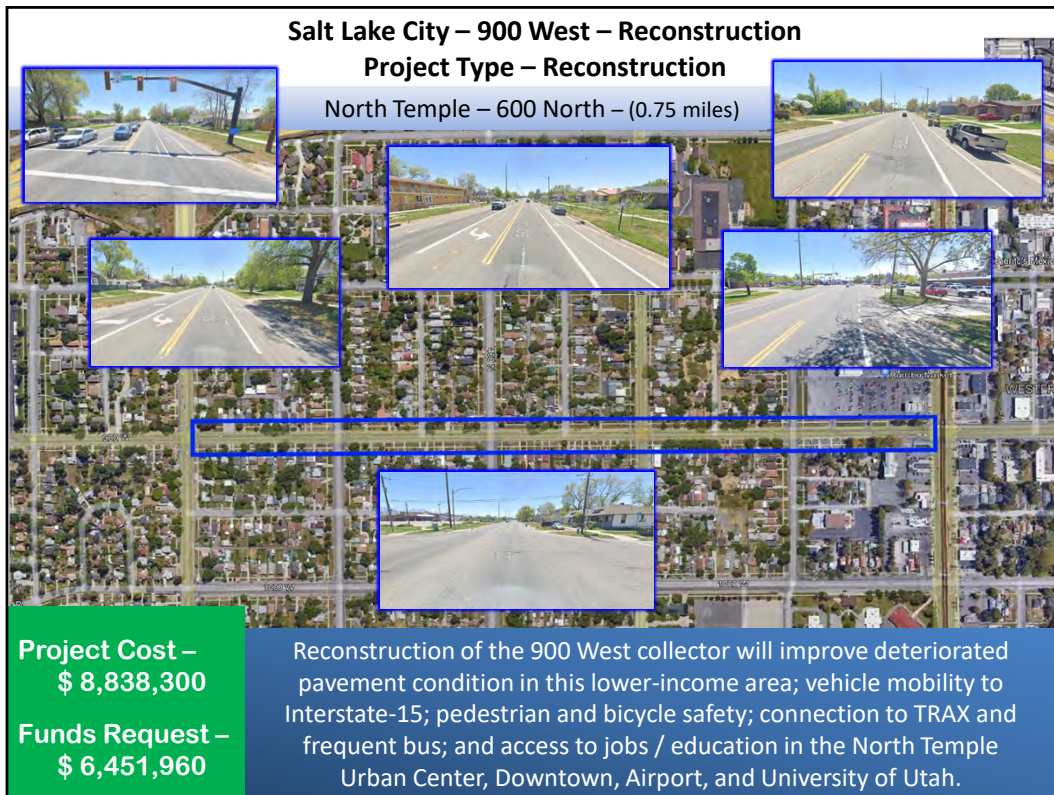


**Project Cost –
\$ 10,500,000
Funds Request –
\$ 6,000,000**

Midvalley Connector project in the FTA Small Starts process plans that funding for the electric buses would come from another federal source. UTA was not selected to receive funding under the most recent LoNo grants. Getting part of the funding from CMAQ or STBG would strengthen UTA's chances in future LoNo applications.

This project will better connect Midvalley, West Valley City, and Salt Lake City. By providing an electric bus system where individuals are given a better and more direct commute between Midvalley, West Valley, and SLC reducing the number of cars on the road which improves the air quality and congestion on the roads.

Salt Lake City – 900 West – Reconstruction
Project Type – Reconstruction
 North Temple – 600 North – (0.75 miles)

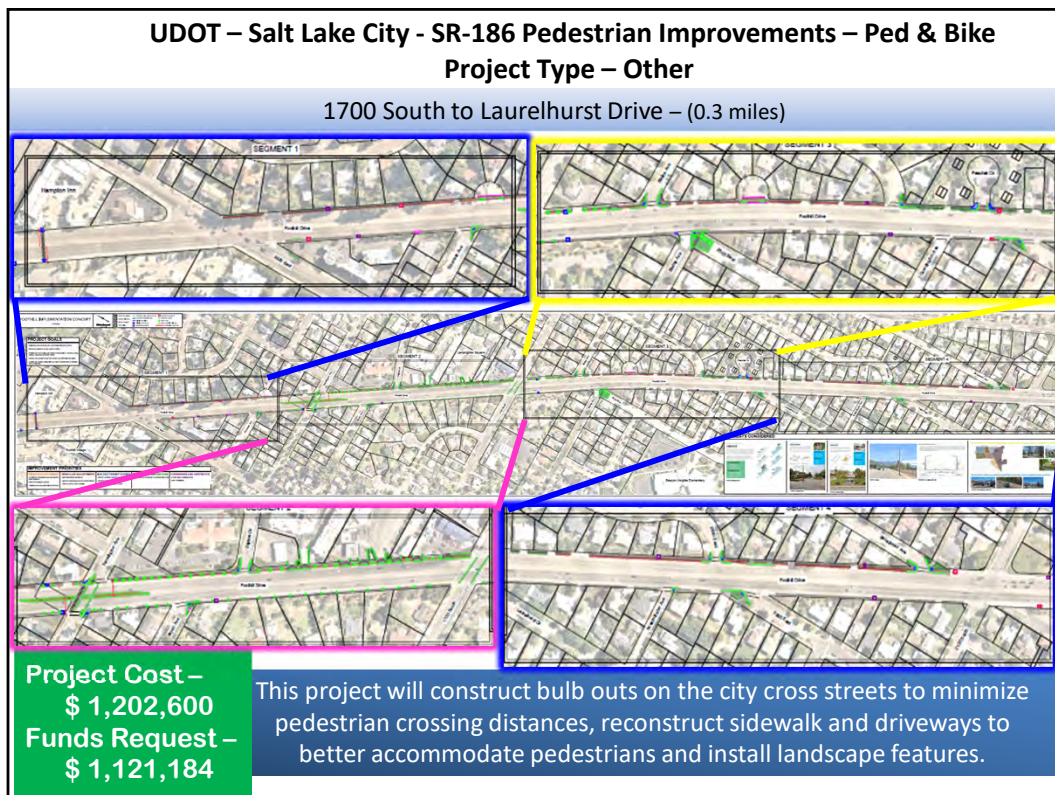


Project Cost –
\$ 8,838,300

Funds Request –
\$ 6,451,960

Reconstruction of the 900 West collector will improve deteriorated pavement condition in this lower-income area; vehicle mobility to Interstate-15; pedestrian and bicycle safety; connection to TRAX and frequent bus; and access to jobs / education in the North Temple Urban Center, Downtown, Airport, and University of Utah.

Equity and access to opportunity are two key factors in Salt Lake City's decision to submit 900 West for this grant. Rose Park is bounded by large transportation facilities (I-15, Union Pacific railroad tracks, and I-215) that provide regional mobility while presenting travel access and connectivity barriers for area residents. Rose Park has 23.2% of residents living below the poverty level (compared to 9% countywide) and 24.1% of individuals with disabilities (compared 10.5% citywide). 7.1% of Rose Park households are without a vehicle (compared to 4.1% citywide) - further highlighting the need for high-quality multi-modal infrastructure. This project provides an opportunity to both reconstruct a street with a role in the regional network, while also providing non-driving vehicle travel options connecting Rose Park residents to regional and local economic and education opportunity hubs.



This project will provide an improved pedestrian experience by enhancing the parkstrip that separates the sidewalk from the roadway. This project will increase pedestrian safety by decreasing the crosswalk distance by the use of bulbouts. Driveways and sidewalks will be reconstructed to more easily accommodate pedestrians.




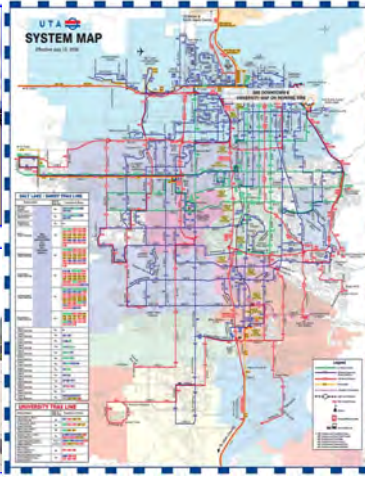
Project Cost –
\$ 3,000,000

Funds Request –
\$ 2,796,900

UTA – Salt Lake-On-Route Electric Bus Charging Infrastructure

Project Type - Transit

A network of high-power on-route chargers at key locations

UTA is working to acquire more all-electric buses. It is anticipated that there will be a fleet of electric buses for the future . A network of high-power on-route chargers at key locations enables these buses to be deployed in more locations without concerns about a bus being limited by charge range.

UTA has constructed or planned the following 10 funded on-route chargers for electric buses:

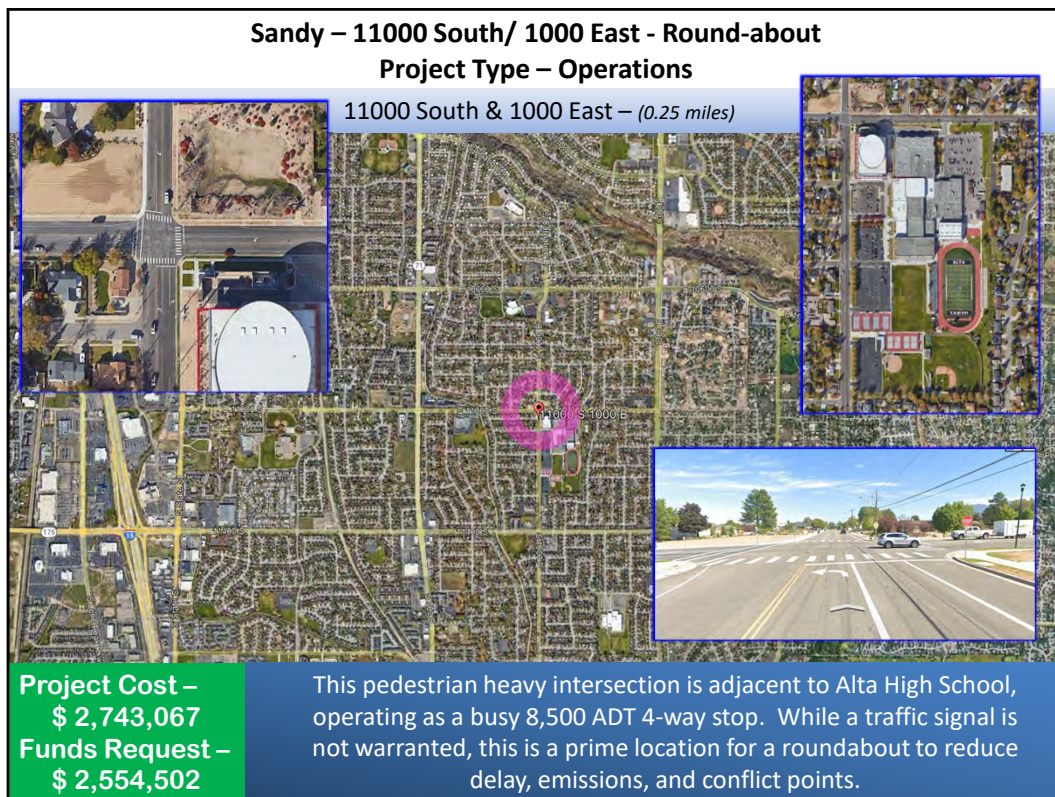
CMAQ funded: 3900 South Wasatch and (1); Central Point (1st of 2); Dee Event Center (1)

UTA, SLC, VW, Rocky Mt. Power, and FTA (Small Starts or LoNo) funded: Salt Lake Central (2, LoNo and UTA); Orange Street (1 UTA/SLC); Central Point (2nd of 2, VW and UTA); and 3 Small Starts funded at Murray Central, WVC, at Ogden Station.

To accommodate currently ordered and future expanding deployment of electric buses, UTA proposes three more on-route chargers be funded with WFRC programed funds:

One in the Ogden/Layton UZA, at Ogden Central Station

Two in the Salt Lake/West Valley UZA at two (2) of the following 4 locations depending on which are ready when the program year arrives: University of Utah Medical Center Transit Intermodal Hub, North Temple Intermodal Transit Hub, a second charger at WVC, a second at Wasatch and 3900 S, or a second at Orange Street.



11000 S 1000 E is an intersection of two major collector roads, an origin point where four primary signalized roadway quadrants meet. The intersection is adjacent to Alta High School and currently operates as a busy 4-way stop experiencing an ADT of 8,500 vehicle trips and a high number of pedestrians. Trip rates do warrant the 4-way stop. However, they are not enough to warrant a traffic signal. To reduce delay, emissions, and vehicle/pedestrian conflict points, this is a prime location for a roundabout. Similar projects with matching land use demographics have been successfully implemented and positively received throughout the state.

Sandy – 11400 South/ 1300 East – Intersection Improvements
Project Type – Operations
11400 South & (1280 East - 1350 East) – (0.25 miles)

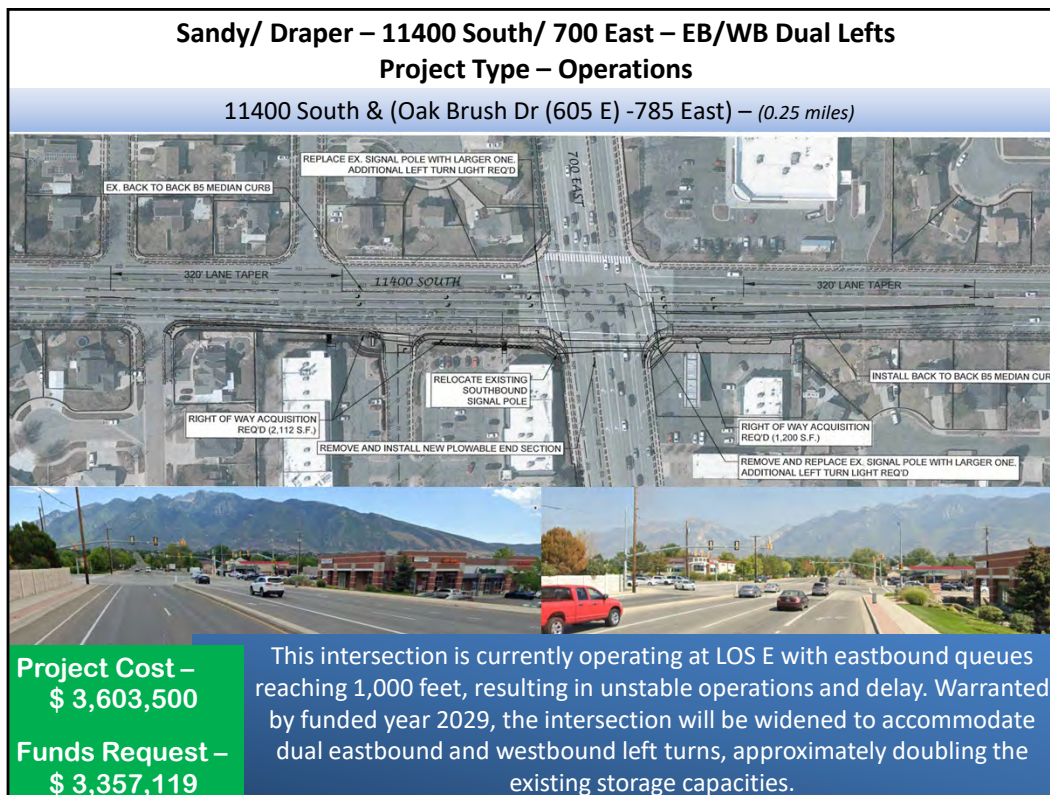




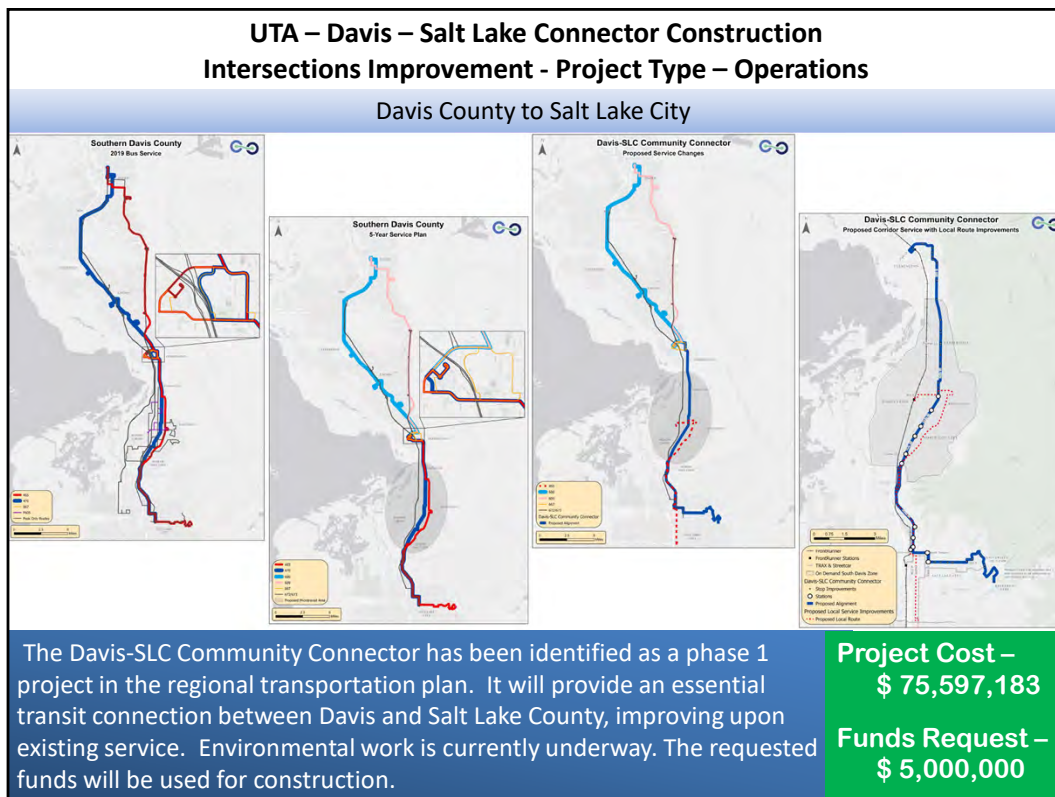
Project Cost –
\$ 4,276,867
Funds Request –
\$ 3,977,938

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

11400 South 1300 East is an intersection of two arterial roads with decent approach grades, accident trends, and geometric constraints. In Sandy's most recent TMP, it was identified as a crash hotspot. This project will provide geometric, signal, and safety improvements as identified in the safety evaluation completed by JUB at the end of 2021 to increase efficiency and safety. Improvements include adding a southbound right turn pocket, clearing corner sight triangle obstructions, advanced detection, phasing adjustments, signal head replacements, restriping, widening to accommodate bike/travel lane separations, and surface treatments.



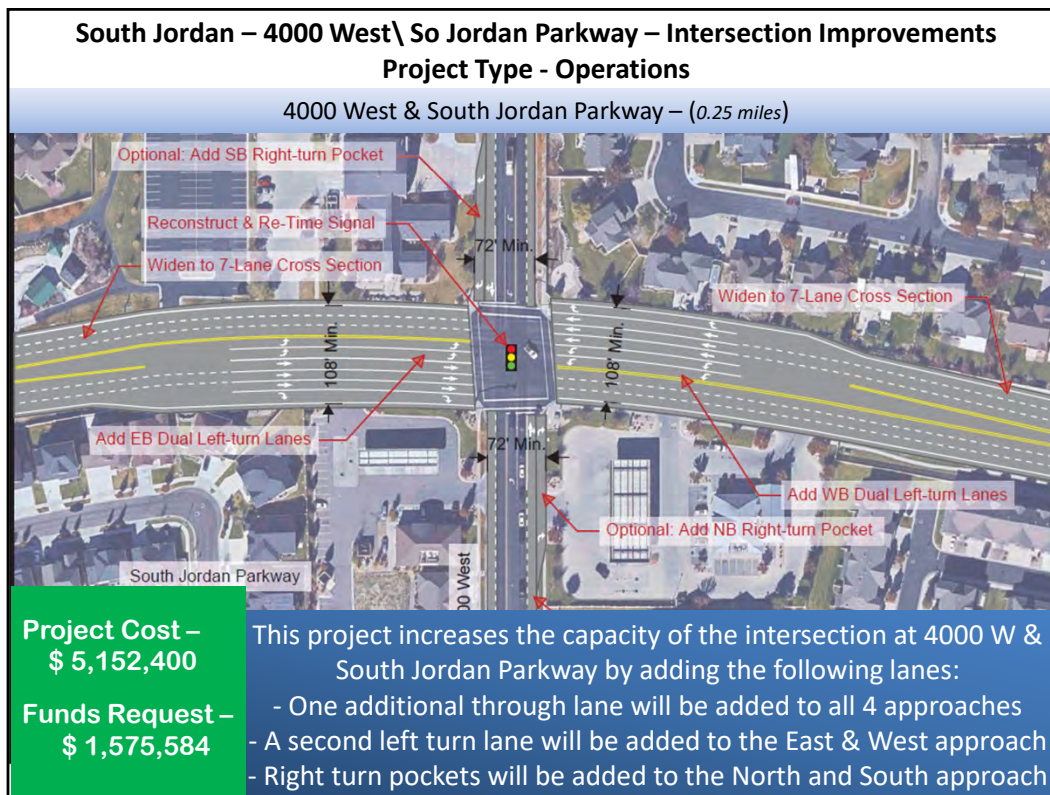
This intersection presently operates at LOS E, resulting in unstable operations and delays. The project will widen the intersection towards the south to accommodate dual eastbound and westbound left turn lanes, approximately doubling the existing left turn storage capacities. According to Hales Engineering’s 2021 Orchards at Farnsworth Farms Traffic Impact Statement, 95th percentile eastbound queue lengths reach 1,000 feet. Although the dual lefts are not currently warranted as explained in the October 26th Hales Engineering and October 21st UDOT studies, the dual eastbound lefts warrant is projected to be met in the federally funded year. There are existing northbound and southbound left turn lanes on UDOT’s 700 E. Current and future combined eastbound and westbound left turn volumes are greater than the combined northbound and southbound left turn volumes. Additional intersection improvements include rephasing for protected lefts and overall intersection timing accommodations.



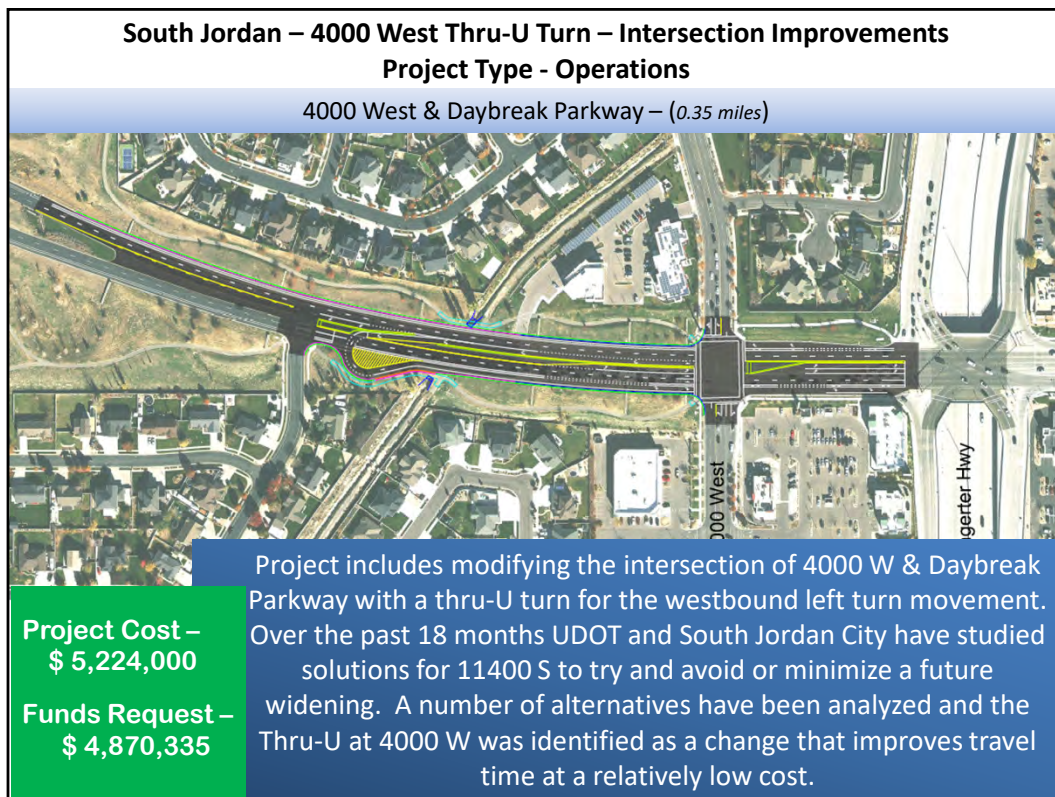
WFRCS L RTP has identified the need to improve transit between Davis Co. and SL County. The locally preferred alternative selected by project partners and UTA In 2014 has been refined in recent development efforts.

Based on tech. analysis, stakeholder coordination, and public outreach, the Davis-SLC Community Connector will run from Farmington to the University of Utah. The project will be enhanced bus with improvements such as station amenities and transit signal priority. The base portion of the project (500 South in Bountiful to 200 South in Salt Lake City) will have high-end stations. Updated FTA guidance on the Capital Investment Program allows corridor-based BRT projects (with no exclusive lanes).

This project will better connect Davis County and Salt Lake City. The improved bus system gives individuals a better/more direct commute between Davis and SLC. This helps reduce the number of cars on the road, which improves the air quality and congestion on the roads.



This project was approved in the 23-28 TIP, but the approved matching federal funds was a 60% match. The City is requesting that an additional \$1.57M be allocated to this project to reduce the City's match. The additional funds will allow the project to move forward without delay. This project is the City's highest priority project for 2029 STP and is needed to meet current needs. Project will improve East/West flow through the southwest quadrant of the county, which has been identified as a serious concern by many regional studies. The project will ensure that this intersection continues to perform at a high level of service, even as growth continues on the west side of South Jordan City. This project was identified as a needed improvement in the City's Transportation Master Plan as the intersection is currently operating at a LOS D in the PM peak.






South Jordan City does not want to do a massive widening of 11400 S. 18 months ago South Jordan and UDOT started a solutions development study to look for alternate means of maintaining efficient traffic flow. This project was identified as one of the projects that could improve travel times at a relatively low cost. South Jordan City is eager to pursue these opportunities to maintain efficient traffic flow and either avoid or delay the need for another widening.

UTA – Transit Technical Education Center (TTEC)

Project Type - Other

2320 South 800 West – South Salt Lake

Utah Transit Authority | WFRS STP Application 2022

Transit Technical Education Center


Employee training is an integral part of UTA's operations. It is especially important for transit mechanics who require specialized skills. UTA's Bus Maintenance Training group currently does not have a permanent location. The team has been moved around several times over the last ten years to accommodate other groups. UTA's vision is to develop a dedicated facility for bus maintenance training benefiting UTA and Utah's rural transit providers.

Proposed Project

Upgrade and modify an industrial building owned by UTA for Bus Maintenance Training

The project includes:

- Remodeled office and class room space
- Bathrooms on the ground floor
- A lift to make the second floor accessible
- Other minor shop improvements




Project Benefits

- Supports the transit network which benefits the region's air quality
- It is ideally located in the center of UTA's service area, with easy access to the Meadowbrook and Depot District (under construction) bus garages
- Fosters job creation and career development, providing support for apprenticeship programs
- Provides the space needed to train mechanics on new technologies, including electric buses

Project Budget

\$7.26 M	\$4.00 M	\$3.26 M
Total Project Cost (100%)	Federal Ask (80%)	Local Match (20%)

U T A



This project constructs a maintenance and training facility. The 2 major objectives: support UTA's fleet maintenance and foster development of Utah's workforce. The transit system benefits our region's air quality and provides access to essential jobs. UTA's training programs provide hands-on education and allows for career growth.

This project will upgrade an existing UTA owned facility in South Salt Lake for use as a maintenance training facility. This industrial building is ideally located, with easy access to the Meadowbrook and Depot District bus garages. Office space will be expanded and classrooms added within the existing shell. Bathrooms will be added, accessibility improved, and training shop improvements made. Exterior upgrades will comply with city codes for parking, landscaping, and lighting.

Employee training is integral to UTA's operations, especially for transit mechanics who require specialized skills. UTA's Maintenance Training group does not have a permanent location and has been moved around several times to accommodate other needs. This facility dedicated for maintenance training supports the education of Utah's working class and fosters the development of UTA employees. With this facility, UTA will be able to partner with rural transit providers and technical schools for shared training.



The project will connect 9000 South from 6400 West to its proposed connection at 6200 West (NBH). 9000 South current alignment proceeds west from MVC curving southward towards Coppertone. New alignment will continue the grid pattern to SR-111. A new intersection at 9000 South and Duck Ridge will be created.

West Jordan – Redwood Road/ 6720 South – Intersection Improvements Project Type – Operations	
	<div> <div>Redwood Road & 6720 South – (0.25 miles)</div>  </div>
	<div> <div> Project Cost – \$ 1,030,000 </div> <div> Funds Request – \$ 960,269 </div> </div> <div> <p>The intersection impacts traffic flow along Redwood Road and inhibits pedestrian traffic from the surrounding residential area as well as vehicular traffic into the shopping center. The project will provide a traffic signal at 6720 South and associated striping and pedestrian walkways to promote access to the growing area.</p> </div>

Redwood Rd carries a significant amount of traffic per day (40,000 AADT for this intersection). A residential community exists on the east side of the proposed intersection, with commercial development and future development on the western side. Existing ingress/egress is difficult for the residential population and interested commercial shopping goes whether via pedestrian or vehicular due to the high volume roadway and no dedicated entrance to turn left onto Redwood from either side of 6720 S. The proposed intersection would significantly increase accessibility to Redwood Rd for residential and commercial developments for pedestrians and vehicles alike. In addition, the intersection with proposed median extending north and south will reduce left turning crashes.

UTA – Westside Express – Bus Service

Project Type – Transit

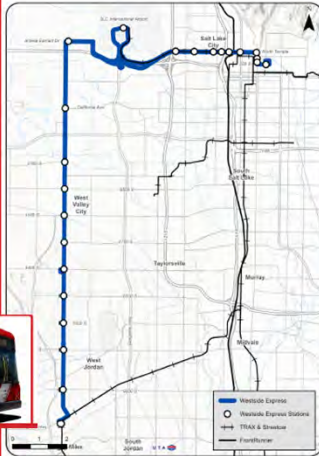
Salt Lake Central Intermodal Hub to 5600 West Old Bingham Highway Station– (29 miles)

Provide a one-seat transit ride for residents along 5600 West to Salt Lake City International Airport, downtown Salt Lake City, and other regional job centers. Westside Express service will include queue-jumps, shoulder operation, and other tools to improve the travel time, reliability, and efficiency of the bus service.

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

Project Cost –
\$ 76,040,000

Funds Request –
\$ 5,000,000



UTA’s rail and bus service is concentrated on the eastside of the Wasatch Front, the historic core of the region. However, recent—and future—growth is occurring on the west side of Salt Lake County, including the municipalities of West Valley, West Jordan, and Kearns. The Westside Express (WSE) bus service proposed as the subject of this grant application constitutes the first significant transit investment in this growing area.

The WSE will provide—for the first time—a one-seat transit ride for residents that live along 5600 West to Salt Lake City International Airport, downtown SLC, and other regional job centers. WSE service will include queue-jumps, shoulder operation, and other tools to improve travel time, reliability, and efficiency. Passengers also benefit from enhanced stops with shelters, benches, and lighting. Six stations will include park and ride lots, two of which already exist at 3500 S and at the Old Bingham Highway TRAX station at the southern end of the WSE route.

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1300 West has been identified by a UDOT study as an active transportation north-south bike lane, extending from Utah County, through Salt Lake County to Davis County. Several segments of this roadway are in need of pavement rehabilitation and do not have a paved shoulder. This project will widen the road where needed to accommodate bike lanes and will construct continuous sidewalks for pedestrian use. Improving the sidewalk and biking connectivity in the area will benefit pedestrians and active transportation users as well as provide access to nearby public amenities and transit service.

West Valley – 7200 West – Reconstruct w/ Minor Widening

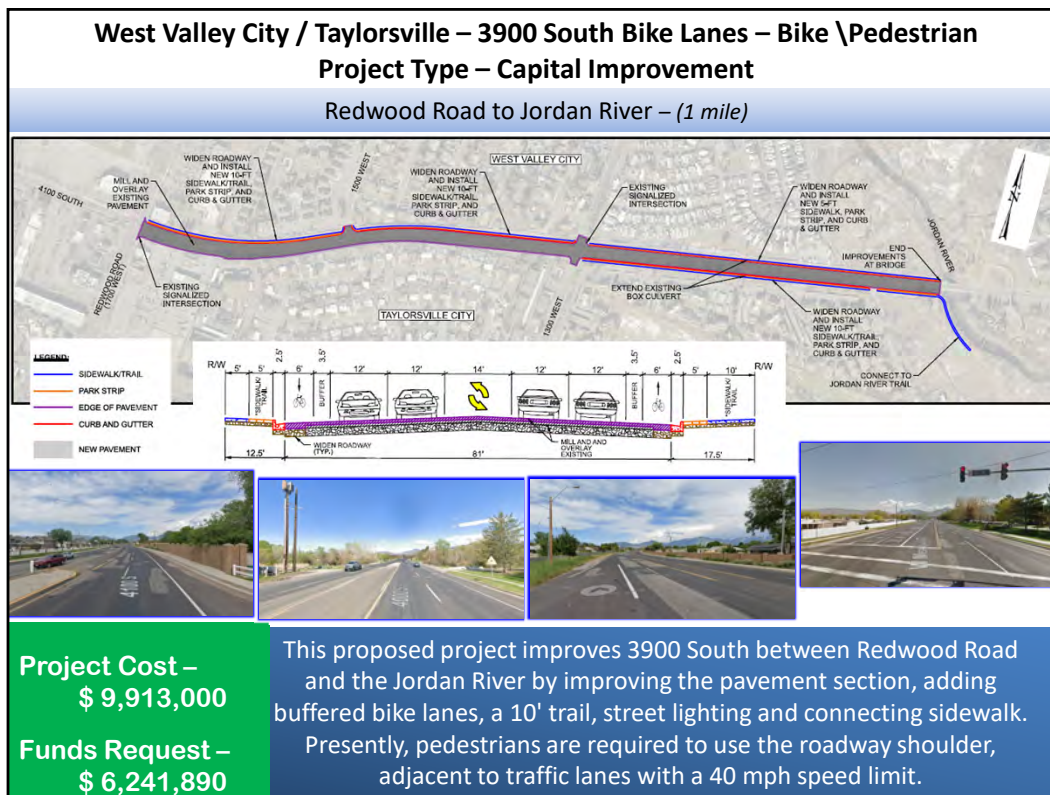
Project Type – Reconstruct

3500 South to Copper Hill Drive – (0.62 miles)

**Funds Request –
\$ 2,435,764**

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

7200 West is a minor arterial serving both Magna and West Valley City and provides connectivity to two major East-West corridors (3500 South and 4100 South). This section of 7200 West is currently striped as a three-lane facility, with one thru lane each way and a two-way left turn median lane. This will be a partnership project between Magna Metro Township and West Valley City to reduce flooding and improve safety, mobility and user experience.




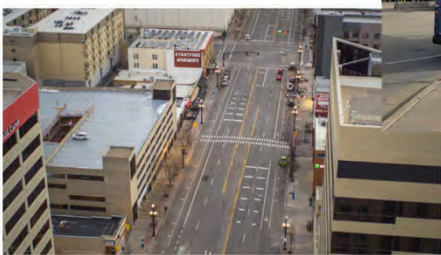
This project is an essential trail connection in West Valley City, and for other residents of Salt Lake County. The project furthers efforts to improve the local and regional trail network. The connections to transit provide users and commuters with more transportation alternatives. The trail is innovative in that it uses existing corridors to provide another east-west transportation alternative.

Salt Lake City – East Downtown Mobility Hub w/ Electric Bus Charging






Project Type – Transit

200 South SLC

Facing East toward 200 East from State Street

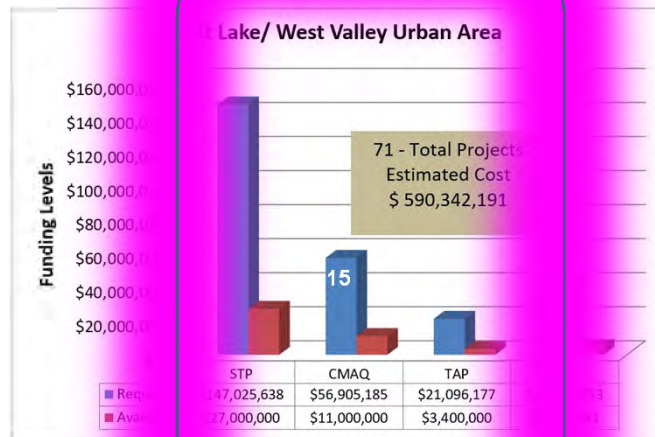



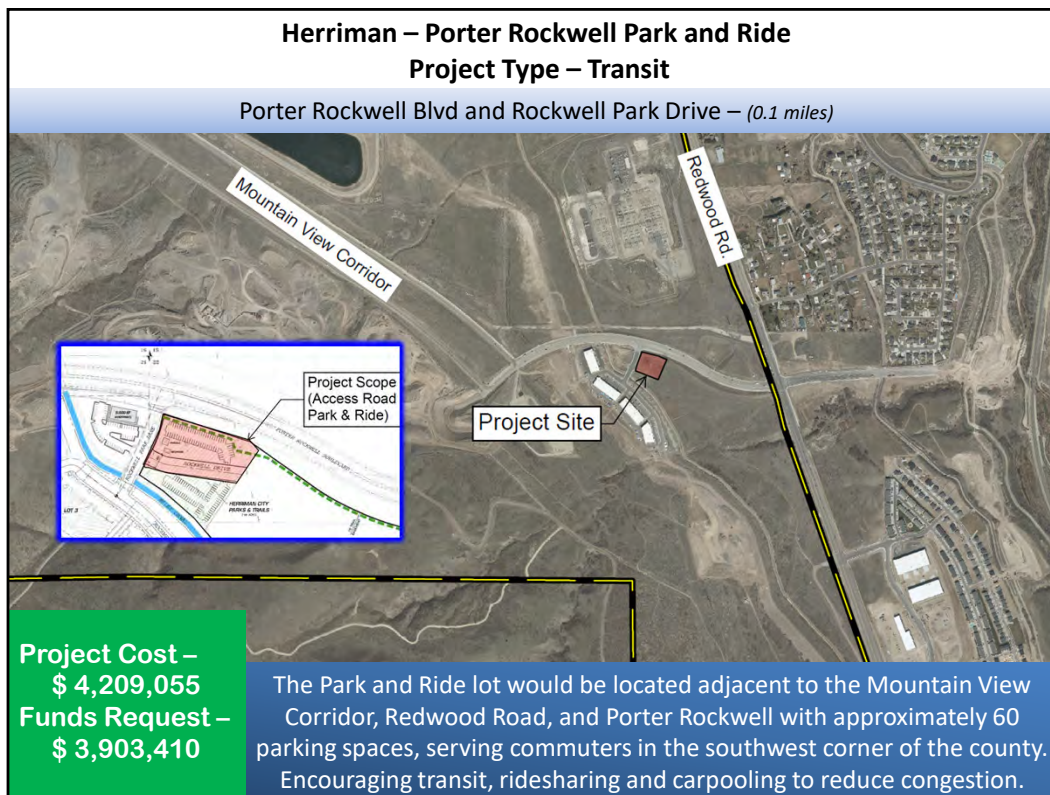
200 South at 300 East

Project Cost – \$ 6,500,000	This project designs and constructs a mobility hub for bus rapid transit and core routes serving Frontrunner, University of Utah, and Salt Lake and Davis counties. The aim is to provide operator / end of line facilities, electric bus charging, and passenger amenities at a key transfer point in Downtown Salt Lake.
Funds Request – \$ 4,000,000	

The East Downtown Mobility Hub will serve the 200 South transit-oriented street, soon to host 12 regional and local bus routes with roughly 1,100 bus trips per day, per UTA's 5 year Plan. The hub is critical infrastructure to accommodate this expansion, including union-required end-of-line facilities for bus operators. Electric bus charging at the hub will improve air quality even beyond the normal transfer of vehicle trips to transit. This is a proven route, with buses on 200 South often running at "standing room only" during peak hours. Transit ridership forecast of 12,600 – closely balancing the vehicle volume forecast – was calculated on based a 38% increase in bus service from 2019 numbers. CMAQ funding of \$4 million toward an estimated \$6.5 million funding package for the East Downtown Mobility Hub will maximize the \$22.5 million transit-focused street reconstruction of 200 South. The hub will help realize a regional mode-shift to reduce Wasatch Front transportation emissions.





From the city's traffic and transportation standpoint, this project will help alleviate the continued growth and vehicular load on the Herriman City and surrounding roadway network. This will also serve to nominally reduce emissions equal to the anticipated participants of this improvements. The project is broken into two parts, the access road (60 ft ROW), and the parking lot (Park and Ride), which consists of approximately 60 parking spaces.

This project is uniquely located in the middle of a various roadway connections that would attract passengers to use the parking lot to carpool with others. It is located adjacent to Mountain View Corridor, Redwood Road, and Porter Rockwell which all serve the surrounding commuters in the community. This will marginally help alleviate the continued vehicular load on the surrounding roadway network in the southwest corner of the county.

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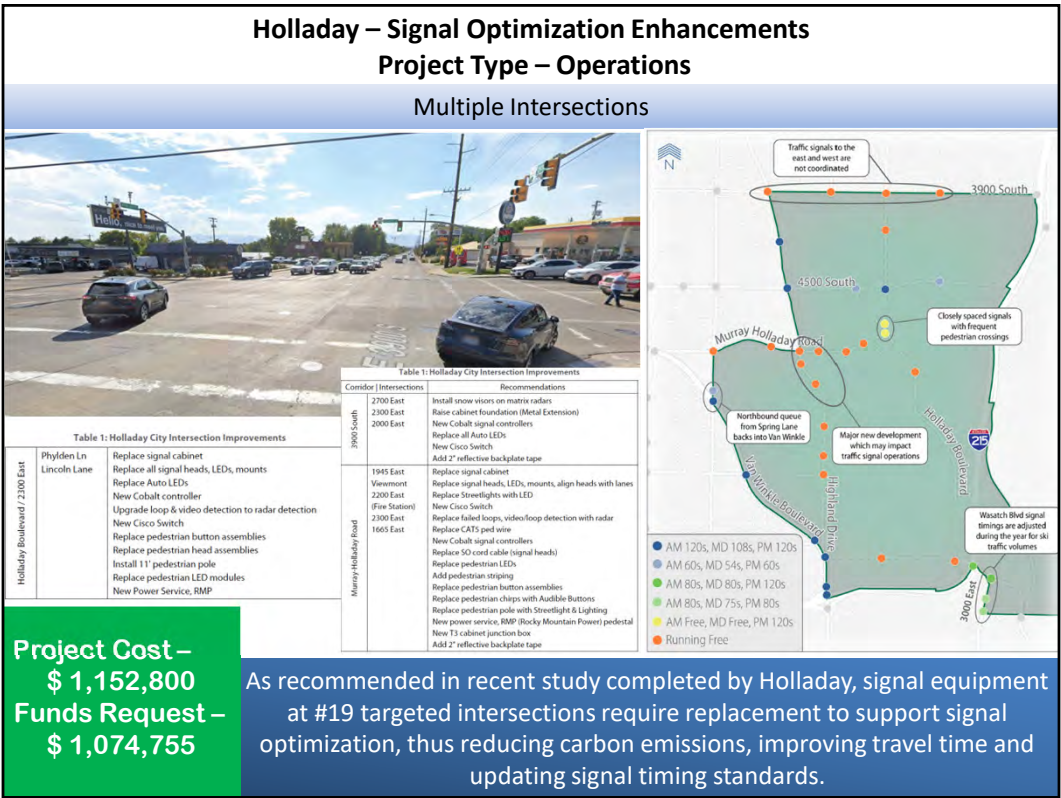
ALTERNATIVE 1: COMPLETE STREET

Holladay – Highland Dr – Complete Street
Project Type – Bike-Ped Facilities
 Arbor Lane to Van Winkles Expressway – (1.37 miles)

Project Cost –
\$ 6,566,800
Funds Request –
\$ 5,000,000

Highland Drive requires a full reconstruction with an upgraded complete street design to meet the City's multimodal transportation goals, including the addition of enhanced bicycle/pedestrian facilities - 8' buffered bike lane and 7.5' sidewalk on the east and west sides of the road.

This project should be considered a priority for two reasons. One, the existing infrastructure on Highland Drive is in poor condition and even failing in some areas. Pavement, drainage, and utility issues prevail, and a future reconstruction is unavoidable. Two, the existing design does not meet the City's future vision for multimodal needs; there are no existing bicycle facilities along the corridor and sidewalks are inconsistent in width and often have physical obstructions like utility poles making it inaccessible for persons with disabilities, strollers, and children or families on bicycles. Additionally, two new redevelopments at the north and south end of the study area will generate more multimodal demand along this corridor that without appropriate infrastructure in place will result in more vehicle trips, traffic congestion, and air pollution. The Holladay General Plan indicates Highland Drive should be a multimodal street that functions for all types of transportation.

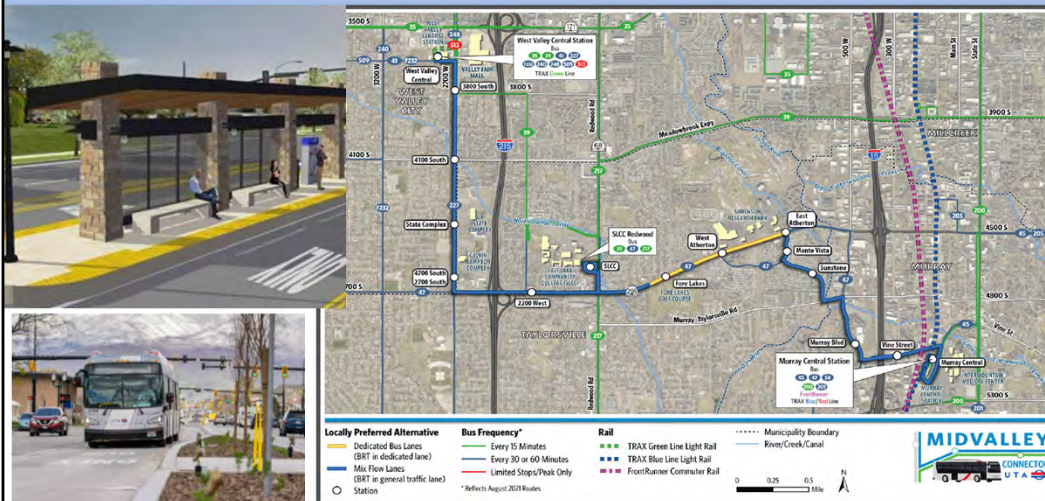


This project will reduce carbon emissions, improve travel times for auto, peds, bikes and bus transit, and update signal timing standards at #19 intersections. The signal optimization will save 196 VHT and reduce emissions by 0.47 tons in 2029. The total savings in fuel and other benefits is 25 times greater than the total cost of the project, making it a very desirable cost-benefit project.

UTA – Midvalley Connector – Electric Buses

Project Type – Transit

Murray, Ut Murray Station to West Valley, Ut Central Station – (7 miles)



**Project Cost –
\$ 10,500,000
Funds Request –
\$ 6,000,000**

Midvalley Connector project in the FTA Small Starts process plans that funding for the electric buses would come from another federal source. UTA was not selected to receive funding under the most recent LoNo grants. Getting part of the funding from CMAQ or STBG would strengthen UTA's chances in future LoNo applications.


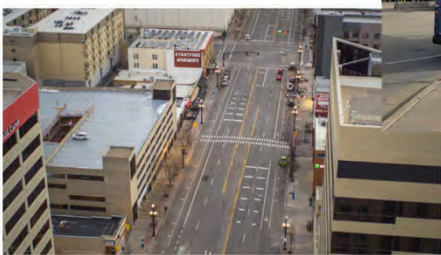
This project will better connect Midvalley, West Valley City, and Salt Lake City. By providing an electric bus system where individuals are given a better and more direct commute between Midvalley, West Valley, and SLC reducing the number of cars on the road which improves the air quality and congestion on the roads.

Salt Lake City – East Downtown Mobility Hub w/ Electric Bus Charging






Project Type – Transit

200 South SLC

Facing East toward 200 East from State Street

200 South at 300 East

Project Cost – \$ 6,500,000	This project designs and constructs a mobility hub for bus rapid transit and core routes serving Frontrunner, University of Utah, and Salt Lake and Davis counties. The aim is to provide operator / end of line facilities, electric bus charging, and passenger amenities at a key transfer point in Downtown Salt Lake.
Funds Request – \$ 4,000,000	

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Adding GREENbike stations is a priority over other projects because it links regional transit to local destinations and removes short trips by car in a way that no other investment can. GREENbike users removed over 816,566 vehicle miles from Utah roads in 2016; reducing CO2 emissions by nearly 741,000 pounds. GREENbike is the most successful small (under 50 stations) bike share system in the nation, with over 135,000 trips taken in the 2018 season. GREENbike provides a long-range first-last mile solution for regional transit trips and a viable option for short local trips via active transportation. The requested CMAQ funding will go towards stations, kiosks, docks, and other elements necessary to expand and maintain a robust bike share system west of Interstate-15 in Salt Lake City.


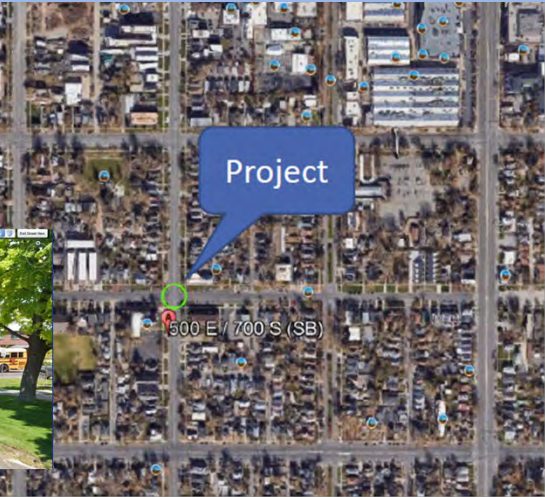
500 EAST-CMAQ CONCEPT


- The 500 East roundabout is located on a potential "Lane Reconfiguration" with two lanes running north-south, bike lanes, improved parking lanes and a center turn lane.
- There are a number of existing traffic signal and 4-Way Stop controlled intersections in the City that have excessive delay that can be replaced by Modern Roundabouts.

Salt Lake – Intersections to Roundabouts

Type – Operations

500 East to 700 South



Project Cost –
\$ 943,300

Funds Request –
\$ 877,269

Salt Lake City proposes this project as a pilot program to convert older existing traffic signals and 4-way stop intersections to roundabouts to reduce traffic delay, reduce mobile source emissions, increase fuel efficiency, and reduce air pollution. The proposed location will be converted from a conventional traffic signal to a roundabout.

It will provide a template to show how to remove existing traffic signals, improve air quality, and improve traffic flow near downtown Salt Lake City.




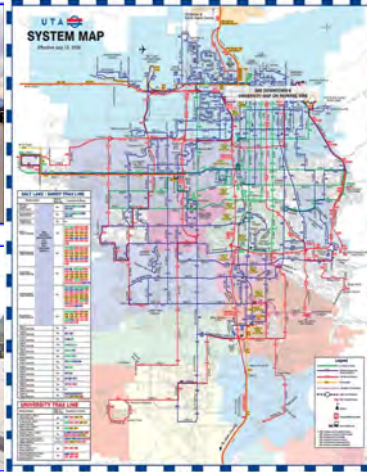
Project Cost –
\$ 3,000,000

Funds Request –
\$ 2,796,900

UTA – Salt Lake-On-Route Electric Bus Charging Infrastructure

Project Type - Transit

A network of high-power on-route chargers at key locations

UTA is working to acquire more all-electric buses. It is anticipated that there will be a fleet of electric buses for the future . A network of high-power on-route chargers at key locations enables these buses to be deployed in more locations without concerns about a bus being limited by charge range.

UTA has constructed or planned the following 10 funded on-route chargers for electric buses:

CMAQ funded: 3900 South Wasatch and (1); Central Point (1st of 2); Dee Event Center (1)

UTA, SLC, VW, Rocky Mt. Power, and FTA (Small Starts or LoNo) funded: Salt Lake Central (2, LoNo and UTA); Orange Street (1 UTA/SLC); Central Point (2nd of 2, VW and UTA); and 3 Small Starts funded at Murray Central, WVC, at Ogden Station.

To accommodate currently ordered and future expanding deployment of electric buses, UTA proposes three more on-route chargers be funded with WFRC programed funds:

One in the Ogden/Layton UZA, at Ogden Central Station

Two in the Salt Lake/West Valley UZA at two (2) of the following 4 locations depending on which are ready when the program year arrives: University of Utah Medical Center Transit Intermodal Hub, North Temple Intermodal Transit Hub, a second charger at WVC, a second at Wasatch and 3900 S, or a second at Orange Street.

UTA – Westside Express – Operating Costs

Project Type – Transit


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

To assist with 3 years of operating costs which could all be programed now or divided between 3 cycles if needed. UTA has a good portion of the operating funds needed in it's 5-year operating budget. This will cover the remaining funds, which will help finalize long-term ongoing costs in UTA's regular operating budget.

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

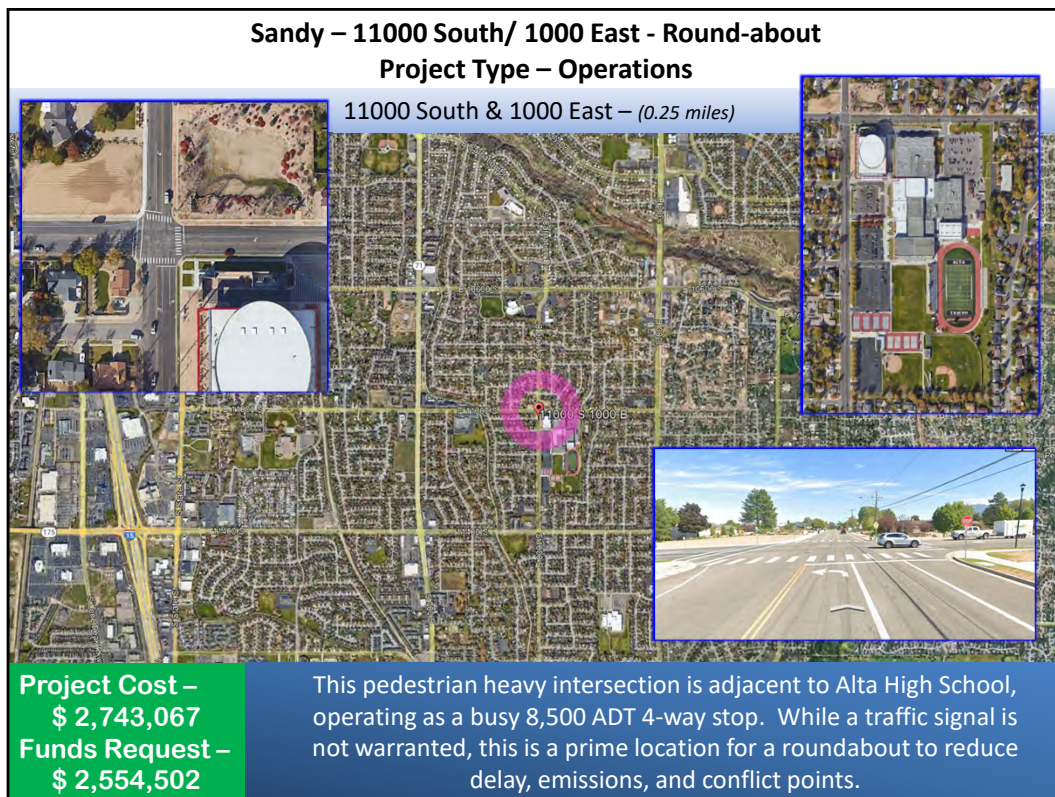


3 Years of Operating Cost –
\$ 9,653,545

Funds Requested–
\$ 9,000,000 Total or
\$ 3,000,000 for 3 years

UTA's rail and bus service is concentrated on the eastside of the Wasatch Front, the historic core of the region. However, recent—and future—growth is occurring on the west side of Salt Lake County, including the municipalities of West Valley, West Jordan, and Kearns. The Westside Express (WSE) bus service proposed as the subject of this grant application constitutes the first significant transit investment in this growing area.

The WSE will provide—for the first time—a one-seat transit ride for residents that live along 5600 West to Salt Lake City International Airport, downtown SLC, and other regional job centers. WSE service will include queue-jumps, shoulder operation, and other tools to improve travel time, reliability, and efficiency. Passengers also benefit from enhanced stops with shelters, benches, and lighting. Six stations will include park and ride lots, two of which already exist at 3500 S and at the Old Bingham Highway TRAX station at the southern end of the WSE route.



11000 S 1000 E is an intersection of two major collector roads, an origin point where four primary signalized roadway quadrants meet. The intersection is adjacent to Alta High School and currently operates as a busy 4-way stop experiencing an ADT of 8,500 vehicle trips and a high number of pedestrians. Trip rates do warrant the 4-way stop. However, they are not enough to warrant a traffic signal. To reduce delay, emissions, and vehicle/pedestrian conflict points, this is a prime location for a roundabout. Similar projects with matching land use demographics have been successfully implemented and positively received throughout the state.

Sandy – 11400 South/ 1300 East – Intersection Improvements
Project Type – Operations
11400 South & (1280 East - 1350 East) – (0.25 miles)

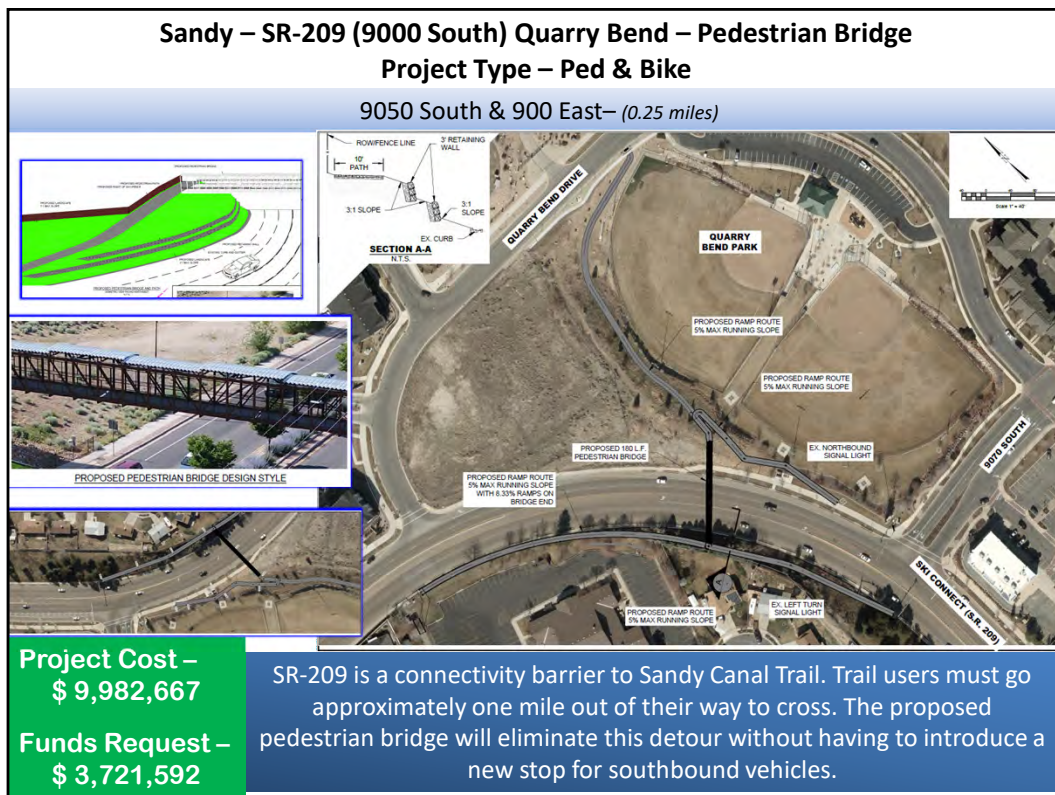




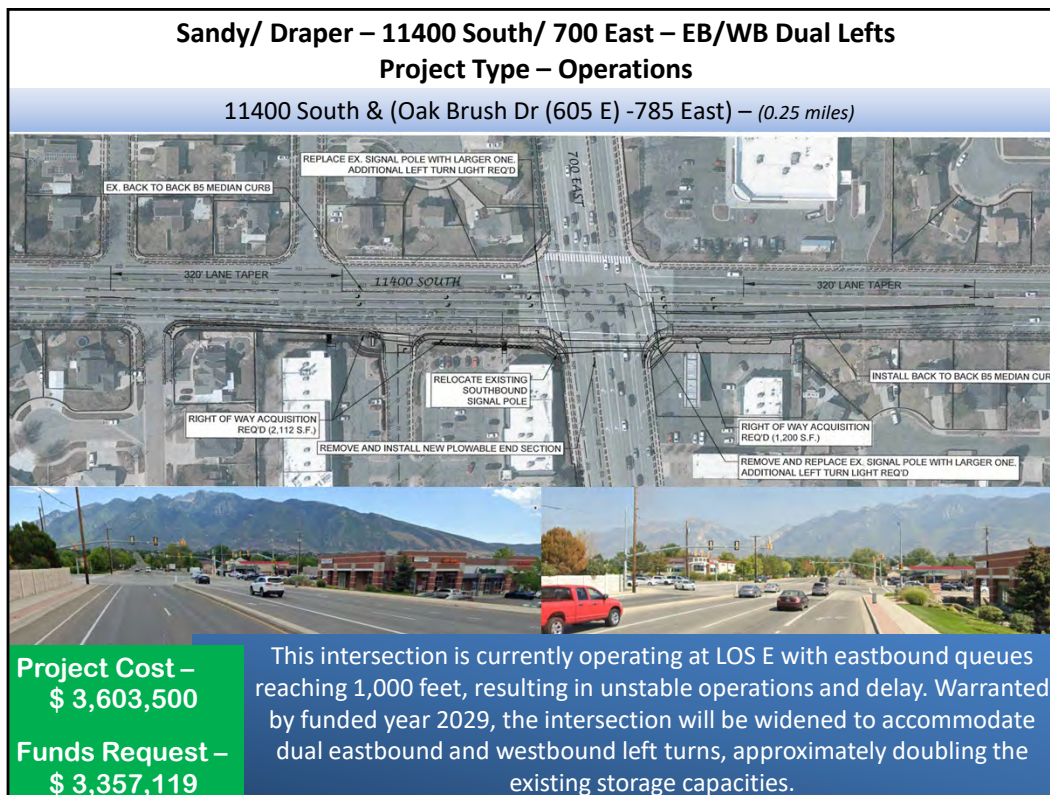
Project Cost –
\$ 4,276,867
Funds Request –
\$ 3,977,938

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

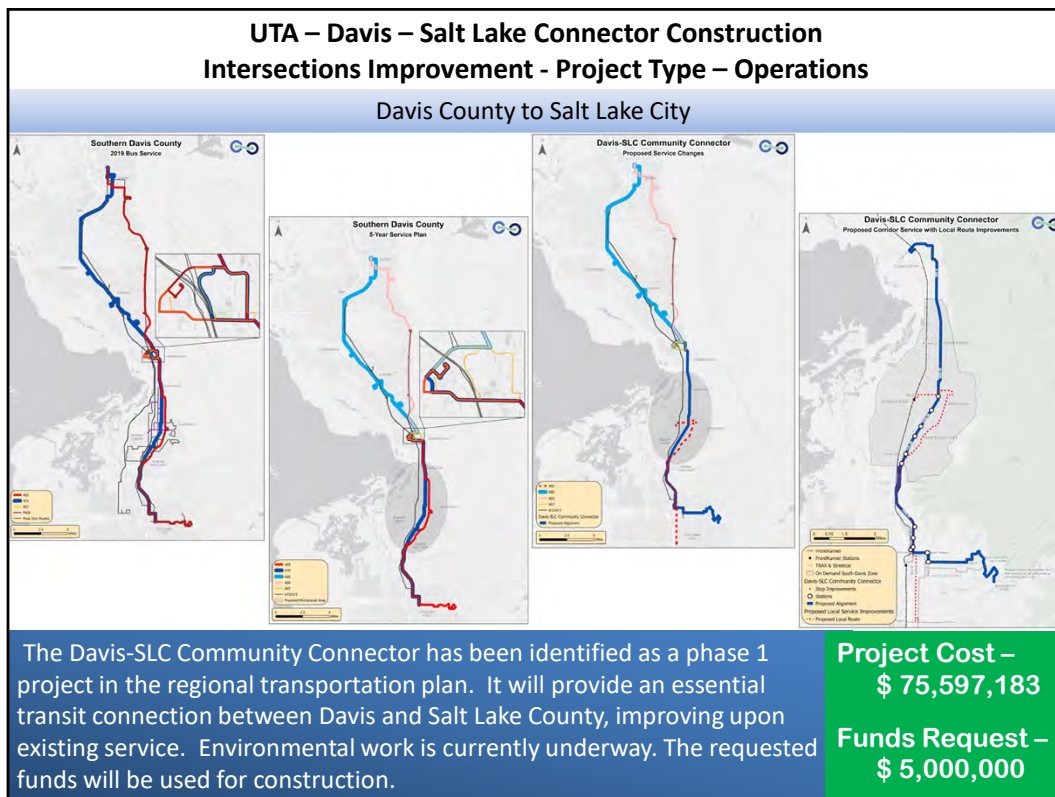
11400 South 1300 East is an intersection of two arterial roads with decent approach grades, accident trends, and geometric constraints. In Sandy's most recent TMP, it was identified as a crash hotspot. This project will provide geometric, signal, and safety improvements as identified in the safety evaluation completed by JUB at the end of 2021 to increase efficiency and safety. Improvements include adding a southbound right turn pocket, clearing corner sight triangle obstructions, advanced detection, phasing adjustments, signal head replacements, restriping, widening to accommodate bike/travel lane separations, and surface treatments.



SR-209 at Quarry Bend is Sandy Canal Trail’s connectivity barrier in this area. The trail is identified in Sandy’s ATP and is now nearly fully paved due to partnership efforts between White City Township and Sandy City. Currently, trail users must go approximately one mile out of their way to cross SR-209. The proposed pedestrian bridge over SR-209 will eliminate this detour requirement. The alternative at-grade crossing at the 9070 S signal 500’ to the east, would require a new signalized stop for southbound traffic while still requiring pedestrians to go out of their way. The proposed bridge would not stop traffic while in operation and would be directly adjacent to the existing trail. 60% of the project funding need will be applied for through the UDOT TIF-AT program. This program is scheduled to be awarded in summer/fall of 2024. The other 40% of the project is being sought through WFR’s CMAQ FY29 program and will be used as the UDOT TIF-AT match.



This intersection presently operates at LOS E, resulting in unstable operations and delays. The project will widen the intersection towards the south to accommodate dual eastbound and westbound left turn lanes, approximately doubling the existing left turn storage capacities. According to Hales Engineering’s 2021 Orchards at Farnsworth Farms Traffic Impact Statement, 95th percentile eastbound queue lengths reach 1,000 feet. Although the dual lefts are not currently warranted as explained in the October 26th Hales Engineering and October 21st UDOT studies, the dual eastbound lefts warrant is projected to be met in the federally funded year. There are existing northbound and southbound left turn lanes on UDOT’s 700 E. Current and future combined eastbound and westbound left turn volumes are greater than the combined northbound and southbound left turn volumes. Additional intersection improvements include rephasing for protected lefts and overall intersection timing accommodations.



WFRCS LRTP has identified the need to improve transit between Davis Co. and SL County. The locally preferred alternative selected by project partners and UTA In 2014 has been refined in recent development efforts.

Based on tech. analysis, stakeholder coordination, and public outreach, the Davis-SLC Community Connector will run from Farmington to the University of Utah. The project will be enhanced bus with improvements such as station amenities and transit signal priority. The base portion of the project (500 South in Bountiful to 200 South in Salt Lake City) will have high-end stations. Updated FTA guidance on the Capital Investment Program allows corridor-based BRT projects (with no exclusive lanes).

This project will better connect Davis County and Salt Lake City. The improved bus system gives individuals a better/more direct commute between Davis and SLC. This helps reduce the number of cars on the road, which improves the air quality and congestion on the roads.

UTA – Westside Express – Bus Service

Project Type – Transit

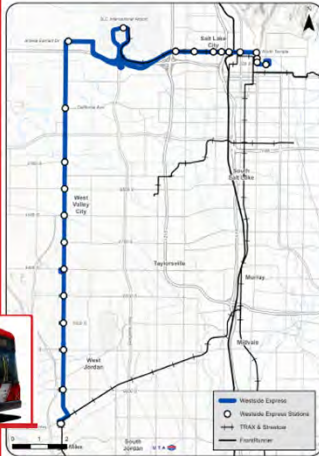
Salt Lake Central Intermodal Hub to 5600 West Old Bingham Highway Station– (29 miles)

Provide a one-seat transit ride for residents along 5600 West to Salt Lake City International Airport, downtown Salt Lake City, and other regional job centers. Westside Express service will include queue-jumps, shoulder operation, and other tools to improve the travel time, reliability, and efficiency of the bus service.

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

Project Cost –
\$ 76,040,000

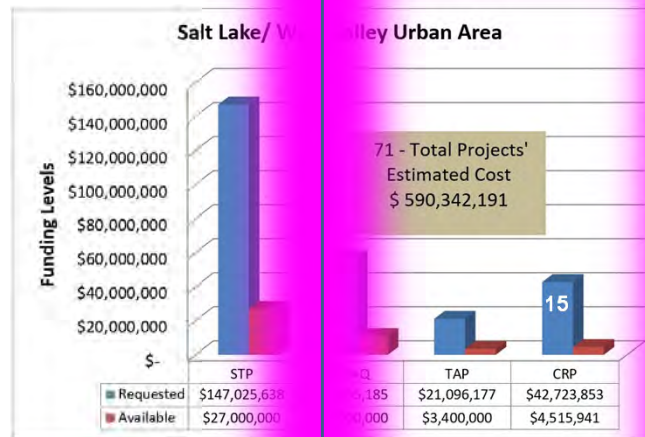
Funds Request –
\$ 5,000,000



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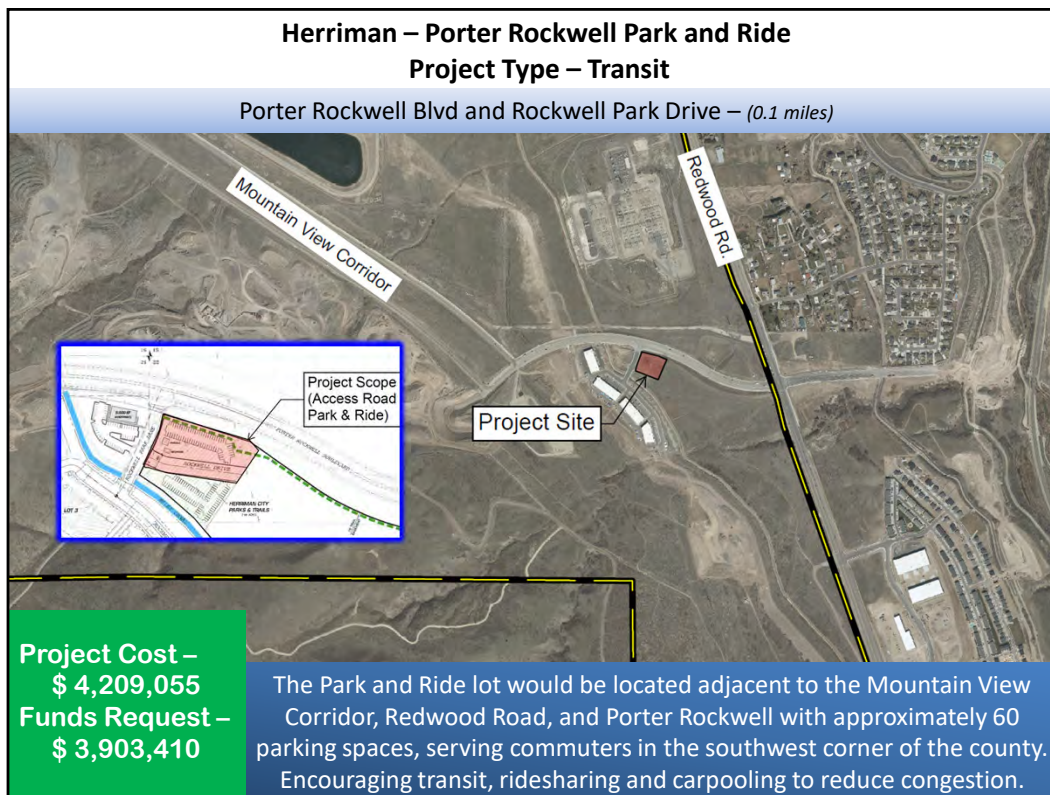
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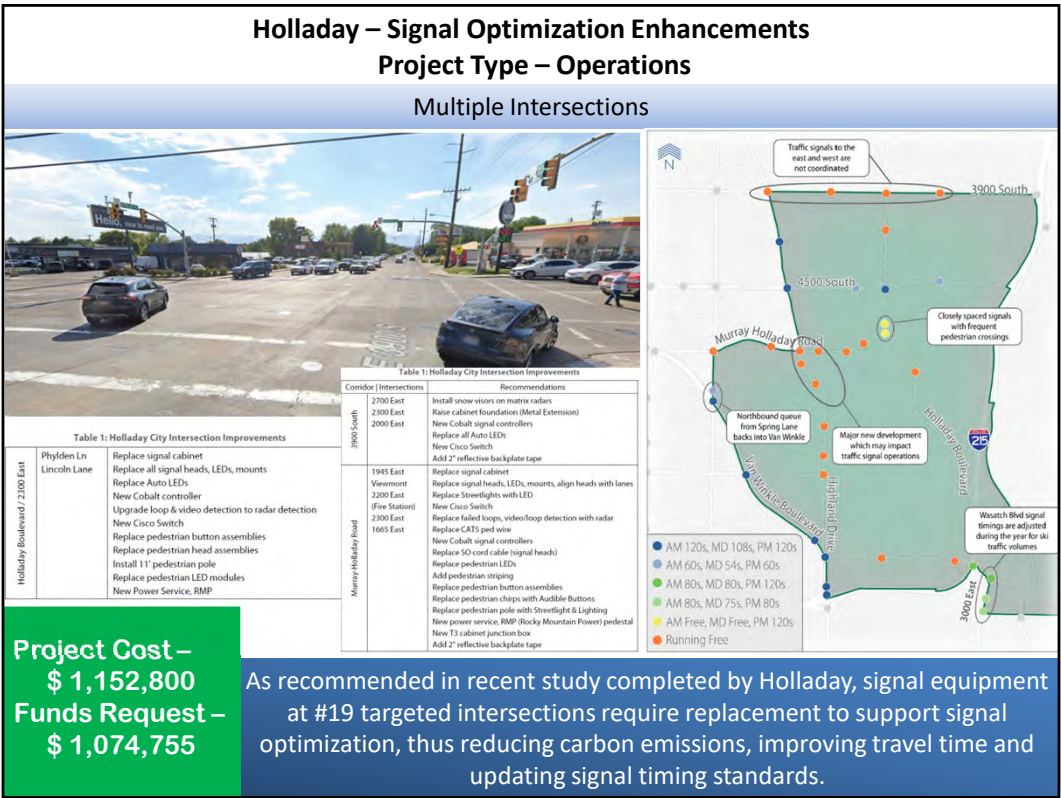
Unsafe conditions and a lack of facilities are significant barriers for people walking and biking. This project will create the initial transportation backbone for a trail running through Cottonwood Heights along Highland Drive from Holladay City to Sandy City. This project will connect to existing active transportation trails on Bengal Boulevard and Fort Union Boulevard. Highland Drive is a high stress roadway with high traffic speeds, the only way to provide safe alternative forms of transportation is to construct a grade separated trail.



From the city's traffic and transportation standpoint, this project will help alleviate the continued growth and vehicular load on the Herriman City and surrounding roadway network. This will also serve to nominally reduce emissions equal to the anticipated participants of this improvements. The project is broken into two parts, the access road (60 ft ROW), and the parking lot (Park and Ride), which consists of approximately 60 parking spaces.

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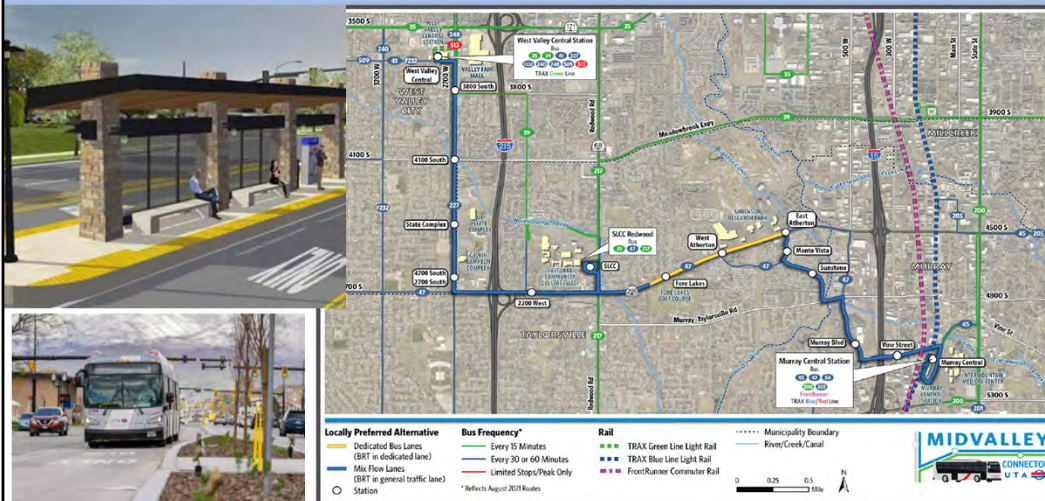


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UTA – Midvalley Connector – Electric Buses

Project Type – Transit

Murray, Ut Murray Station to West Valley, Ut Central Station – (7 miles)



**Project Cost –
\$ 10,500,000**
**Funds Request –
\$ 6,000,000**

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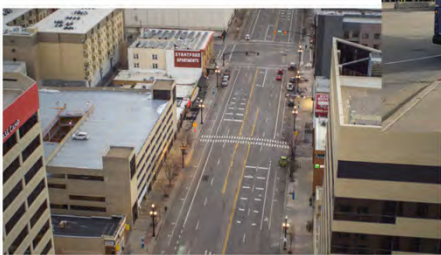
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Salt Lake City – East Downtown Mobility Hub w/ Electric Bus Charging





Project Type – Transit

200 South SLC

Facing East toward 200 East from State Street

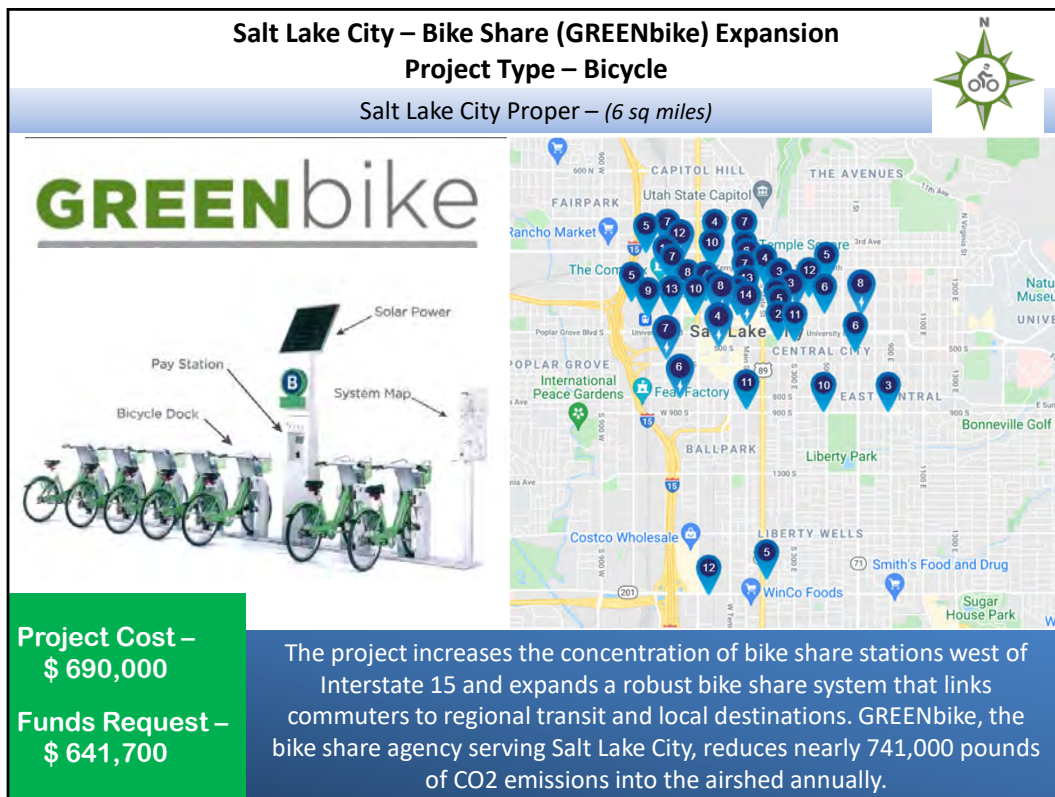



200 South at 300 East

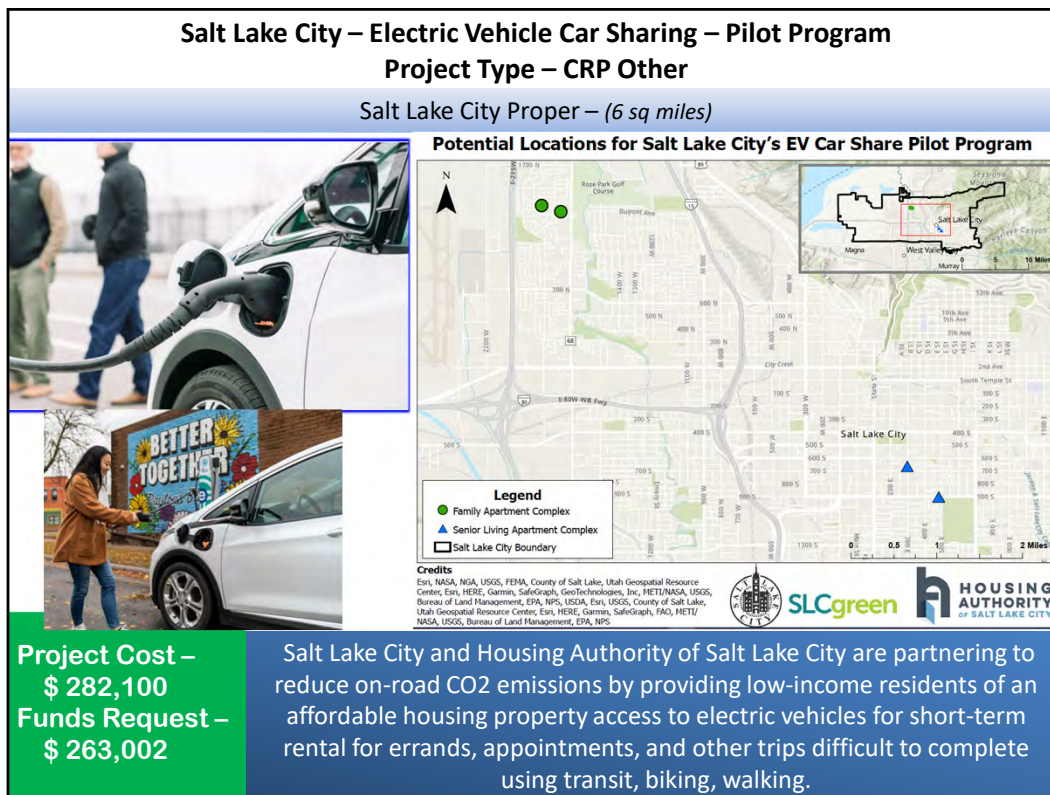





Project Cost – \$ 6,500,000	This project designs and constructs a mobility hub for bus rapid transit and core routes serving Frontrunner, University of Utah, and Salt Lake and Davis counties. The aim is to provide operator / end of line facilities, electric bus charging, and passenger amenities at a key transfer point in Downtown Salt Lake.
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The EV Car Share Pilot Program supports the CRP purpose to reduce on-road CO2 emissions. Innovative programs such as EV car sharing help to reduce on-road CO2 emissions and other pollutant emissions and are important strategies to improve air quality in the Salt Lake Valley. This project will offer low-income individuals access to a clean and affordable transportation solution for trips difficult to complete using transit, biking, or walking. Low-income individuals are affected disproportionately by transportation inequities, poor air quality, and financial barriers to purchase EVs. The City and Housing Authority of Salt Lake City will evaluate the role of car sharing in affordable housing developments to expand access to clean transportation alternatives, reduce on-road emissions, increase the public's experience with EVs, and reduce transportation costs. Findings will inform future car share programs and the development of policies to encourage widespread EV adoption by the public.


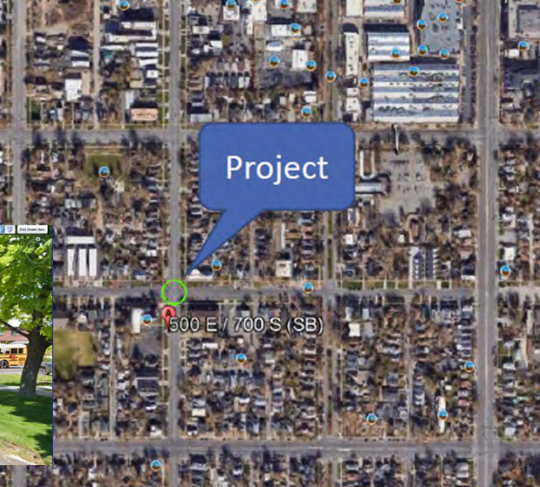
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Salt Lake – Intersections to Roundabouts

Type – Operations

500 East to 700 South



Project Cost –
\$ 943,300

Funds Request –
\$ 877,269

Salt Lake City proposes this project as a pilot program to convert older existing traffic signals and 4-way stop intersections to roundabouts to reduce traffic delay, reduce mobile source emissions, increase fuel efficiency, and reduce air pollution. The proposed location will be converted from a conventional traffic signal to a roundabout.

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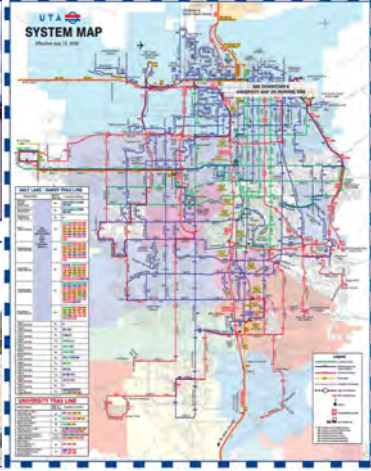
Project Cost –
\$ 3,000,000

Funds Request –
\$ 2,796,900

UTA – Salt Lake-On-Route Electric Bus Charging Infrastructure

Project Type - Transit

A network of high-power on-route chargers at key locations

UTA is working to acquire more all-electric buses. It is anticipated that there will be a fleet of electric buses for the future . A network of high-power on-route chargers at key locations enables these buses to be deployed in more locations without concerns about a bus being limited by charge range.

UTA has constructed or planned the following 10 funded on-route chargers for electric buses:

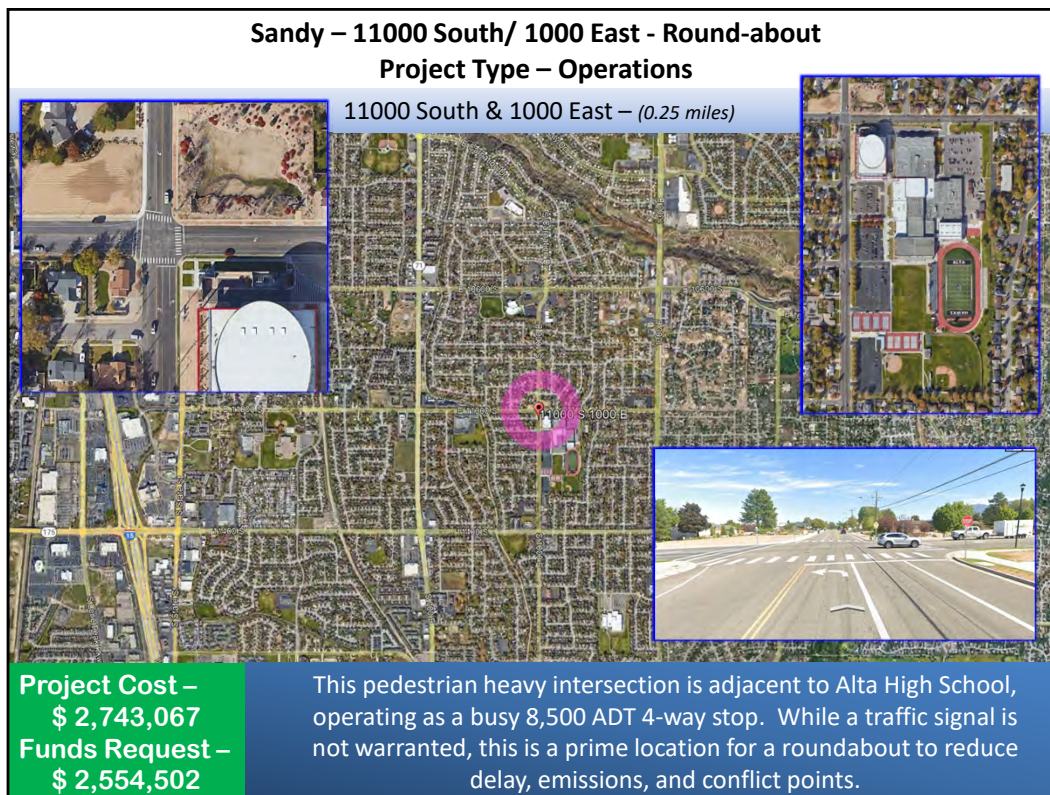
CMAQ funded: 3900 South Wasatch and (1); Central Point (1st of 2); Dee Event Center (1)

UTA, SLC, VW, Rocky Mt. Power, and FTA (Small Starts or LoNo) funded: Salt Lake Central (2, LoNo and UTA); Orange Street (1 UTA/SLC); Central Point (2nd of 2, VW and UTA); and 3 Small Starts funded at Murray Central, WVC, at Ogden Station.

To accommodate currently ordered and future expanding deployment of electric buses, UTA proposes three more on-route chargers be funded with WFRC programed funds:

One in the Ogden/Layton UZA, at Ogden Central Station

Two in the Salt Lake/West Valley UZA at two (2) of the following 4 locations depending on which are ready when the program year arrives: University of Utah Medical Center Transit Intermodal Hub, North Temple Intermodal Transit Hub, a second charger at WVC, a second at Wasatch and 3900 S, or a second at Orange Street.



11000 S 1000 E is an intersection of two major collector roads, an origin point where four primary signalized roadway quadrants meet. The intersection is adjacent to Alta High School and currently operates as a busy 4-way stop experiencing an ADT of 8,500 vehicle trips and a high number of pedestrians. Trip rates do warrant the 4-way stop. However, they are not enough to warrant a traffic signal. To reduce delay, emissions, and vehicle/pedestrian conflict points, this is a prime location for a roundabout. Similar projects with matching land use demographics have been successfully implemented and positively received throughout the state.

Sandy – 11400 South/ 1300 East – Intersection Improvements
Project Type – Operations
11400 South & (1280 East - 1350 East) – (0.25 miles)



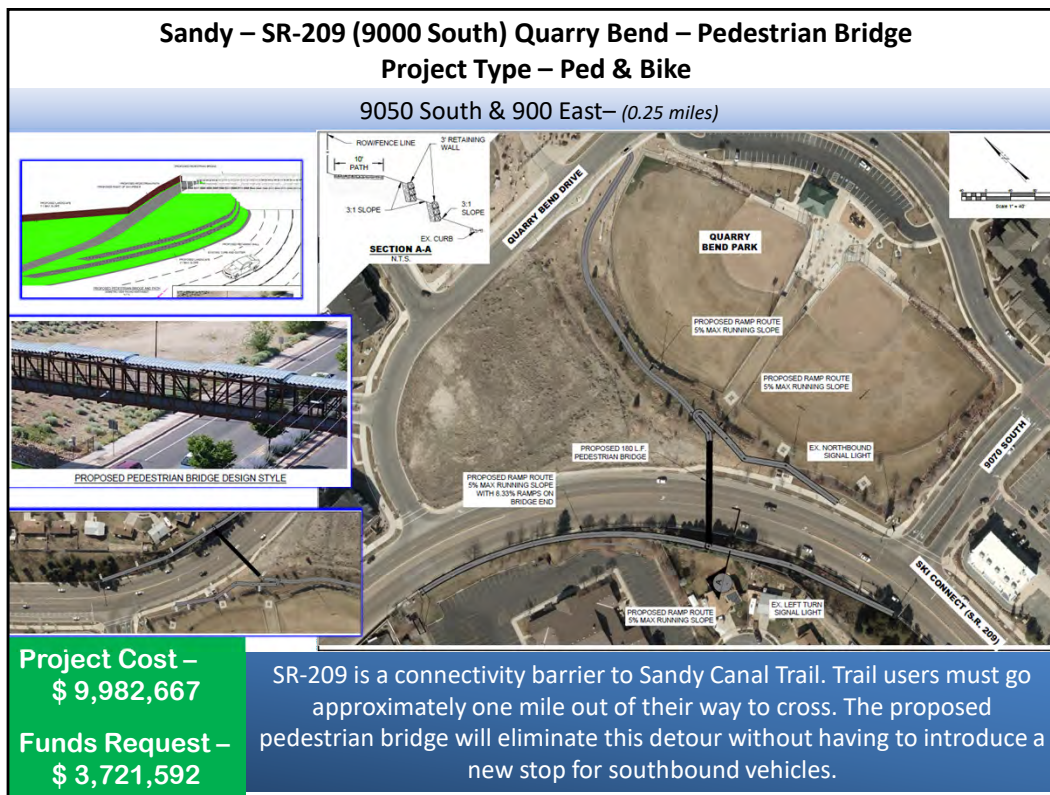


Project Cost –
\$ 4,276,867

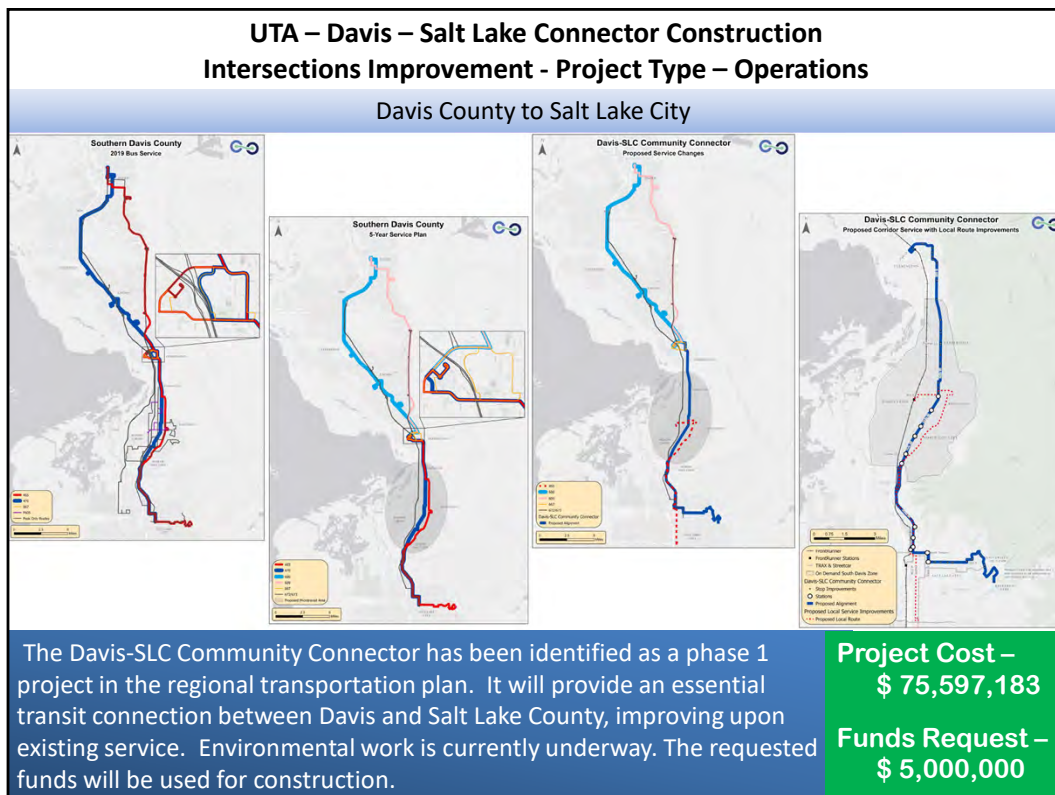
Funds Request –
\$ 3,977,938

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

11400 South 1300 East is an intersection of two arterial roads with decent approach grades, accident trends, and geometric constraints. In Sandy's most recent TMP, it was identified as a crash hotspot. This project will provide geometric, signal, and safety improvements as identified in the safety evaluation completed by JUB at the end of 2021 to increase efficiency and safety. Improvements include adding a southbound right turn pocket, clearing corner sight triangle obstructions, advanced detection, phasing adjustments, signal head replacements, restriping, widening to accommodate bike/travel lane separations, and surface treatments.



SR-209 at Quarry Bend is Sandy Canal Trail’s connectivity barrier in this area. The trail is identified in Sandy’s ATP and is now nearly fully paved due to partnership efforts between White City Township and Sandy City. Currently, trail users must go approximately one mile out of their way to cross SR-209. The proposed pedestrian bridge over SR-209 will eliminate this detour requirement. The alternative at-grade crossing at the 9070 S signal 500’ to the east, would require a new signalized stop for southbound traffic while still requiring pedestrians to go out of their way. The proposed bridge would not stop traffic while in operation and would be directly adjacent to the existing trail. 60% of the project funding need will be applied for through the UDOT TIF-AT program. This program is scheduled to be awarded in summer/fall of 2024. The other 40% of the project is being sought through WFR’s CMAQ FY29 program and will be used as the UDOT TIF-AT match.



WFRCS LRTP has identified the need to improve transit between Davis Co. and SL County. The locally preferred alternative selected by project partners and UTA In 2014 has been refined in recent development efforts.

Based on tech. analysis, stakeholder coordination, and public outreach, the Davis-SLC Community Connector will run from Farmington to the University of Utah. The project will be enhanced bus with improvements such as station amenities and transit signal priority. The base portion of the project (500 South in Bountiful to 200 South in Salt Lake City) will have high-end stations. Updated FTA guidance on the Capital Investment Program allows corridor-based BRT projects (with no exclusive lanes).

This project will better connect Davis County and Salt Lake City. The improved bus system gives individuals a better/more direct commute between Davis and SLC. This helps reduce the number of cars on the road, which improves the air quality and congestion on the roads.

West Jordan – Redwood Road/ 6720 South – Intersection Improvements Project Type – Operations	
	<div> <div>Redwood Road & 6720 South – (0.25 miles)</div>  </div>
	<div> <div> Project Cost – \$ 1,030,000 </div> <div> Funds Request – \$ 960,269 </div> </div> <div> <p>The intersection impacts traffic flow along Redwood Road and inhibits pedestrian traffic from the surrounding residential area as well as vehicular traffic into the shopping center. The project will provide a traffic signal at 6720 South and associated striping and pedestrian walkways to promote access to the growing area.</p> </div>

Redwood Rd carries a significant amount of traffic per day (40,000 AADT for this intersection). A residential community exists on the east side of the proposed intersection, with commercial development and future development on the western side. Existing ingress/egress is difficult for the residential population and interested commercial shopping goes whether via pedestrian or vehicular due to the high volume roadway and no dedicated entrance to turn left onto Redwood from either side of 6720 S. The proposed intersection would significantly increase accessibility to Redwood Rd for residential and commercial developments for pedestrians and vehicles alike. In addition, the intersection with proposed median extending north and south will reduce left turning crashes.

UTA – Westside Express – Bus Service

Project Type – Transit

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

Provide a one-seat transit ride for residents along 5600 West to Salt Lake City International Airport, downtown Salt Lake City, and other regional job centers. Westside Express service will include queue-jumps, shoulder operation, and other tools to improve the travel time, reliability, and efficiency of the bus service.

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 Cost –
 \$ 76,040,000

Funds Request –
 \$ 5,000,000

Project Benefits

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

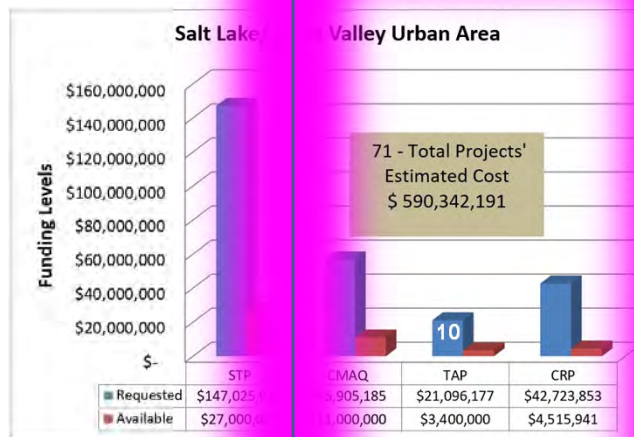
 Serves low-income and minority neighborhoods in western Salt Lake County

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

UTA’s rail and bus service is concentrated on the eastside of the Wasatch Front, the historic core of the region. However, recent—and future—growth is occurring on the west side of Salt Lake County, including the municipalities of West Valley, West Jordan, and Kearns. The Westside Express (WSE) bus service proposed as the subject of this grant application constitutes the first significant transit investment in this growing area.

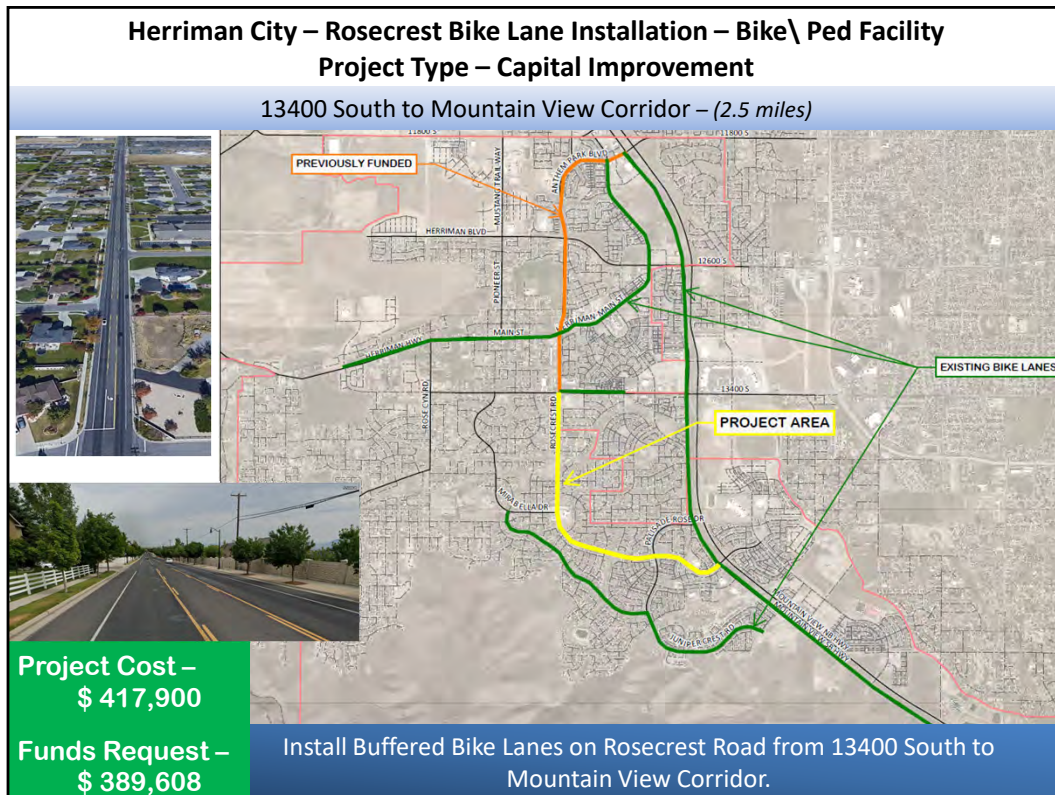
The WSE will provide—for the first time—a one-seat transit ride for residents that live along 5600 West to Salt Lake City International Airport, downtown SLC, and other regional job centers. WSE service will include queue-jumps, shoulder operation, and other tools to improve travel time, reliability, and efficiency. Passengers also benefit from enhanced stops with shelters, benches, and lighting. Six stations will include park and ride lots, two of which already exist at 3500 S and at the Old Bingham Highway TRAX station at the southern end of the WSE route.

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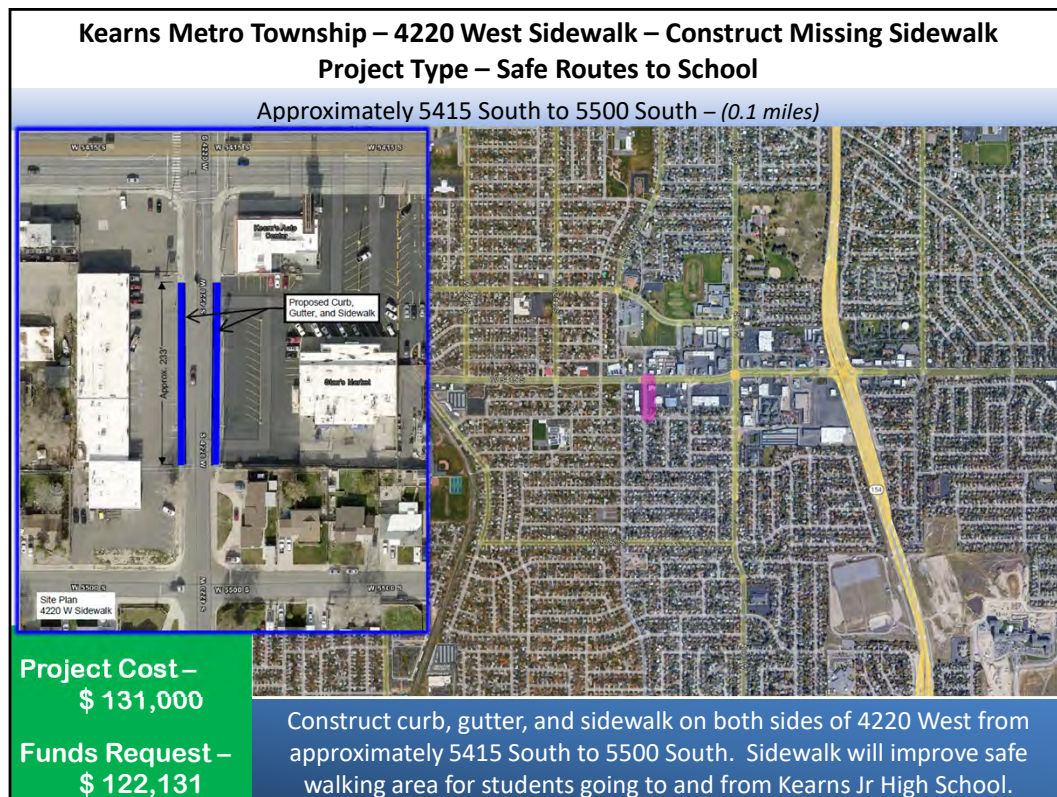




Unsafe conditions and a lack of facilities are significant barriers for people walking and biking. This project will create the initial transportation backbone for a trail running through Cottonwood Heights along Highland Drive from Holladay City to Sandy City. This project will connect to existing active transportation trails on Bengal Boulevard and Fort Union Boulevard. Highland Drive is a high stress roadway with high traffic speeds, the only way to provide safe alternative forms of transportation is to construct a grade separated trail.



It is a core spine route for Herriman's Active Transportation, once this and the phase 1 (previously funded) are completed Herriman can continue to build out from these central projects.



4220 West is located in Kearns Metro Township. This road is used to access private businesses and could be implemented into the Safe Route to School Plan for Kearns Jr. High School once improvements are completed. This new section sidewalk will allow school children to walk along either side of 4220 W to get to Kearns Jr. High School. Currently the students walk in the vehicular lanes. This new sidewalks would greatly benefit the community and school by encouraging the students to walk to school and having a safe route. This project also include adding curb and gutter to provide added safety for all users, once this and the phase 1 (previously funded) are completed.

Millcreek – S. Birch Drive Sidewalk – Ped & Bike

Project Type – Other

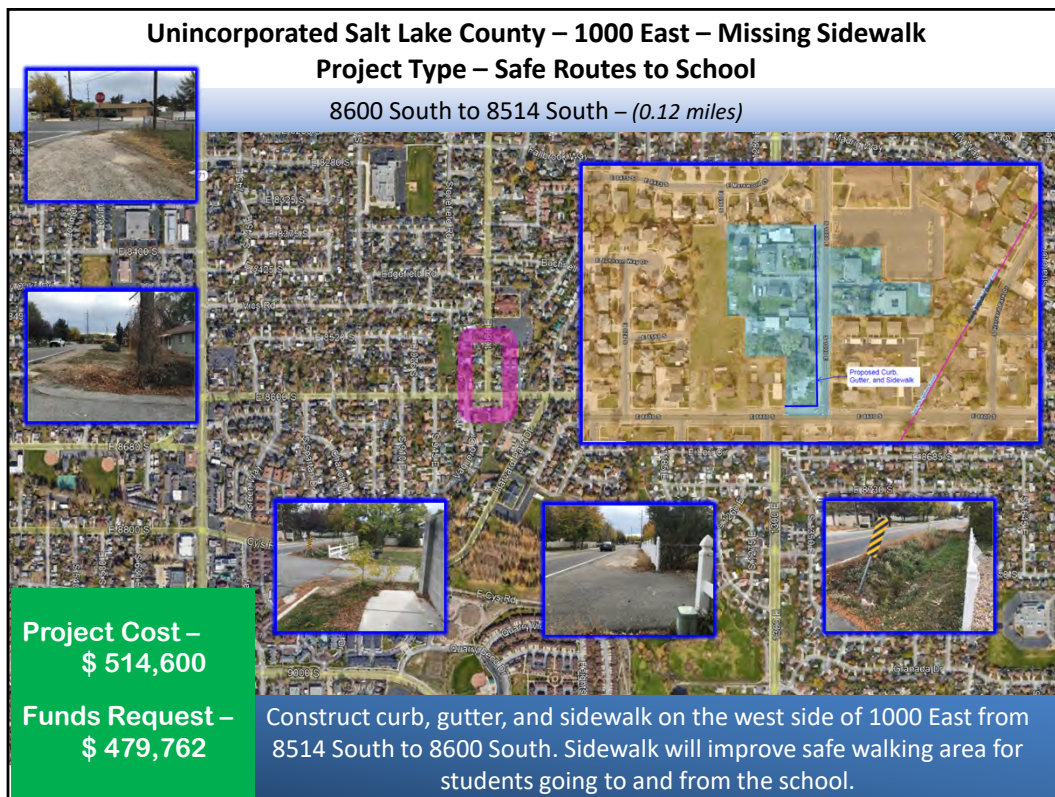
E Upland Drive to 3900 South – (0.16 miles)

Project Cost –
\$ 913,400

Funds Request –
\$ 758,333

S Birch Dr is a heavily trafficked minor residential street providing access from Skyline High School to 3900 S a minor North/South arterial East through the East side of the Salt Lake Valley. This project will create a safer environment for all users including the demolition of inadequate water ways on the west side of the corridor with curb and gutter, construction of sidewalk, and ADA ramps.

The project would provide a necessary and final segment link between a shoulder bikeway on Upland Dr and a protected bike lane with share the road signage and ADA compliant sidewalk for pedestrians. Approving this project would provide ultimate connections to Wasatch Blvd. and the 3900/4100 S Salt Lake Valley corridor. The improvements would enable access to the nearby Olympus Park and Ride in addition to UTA Bus Route #39. Safety is improved for students of Skyline High School, Wasatch Junior High, and Upland Terrace Elementary.



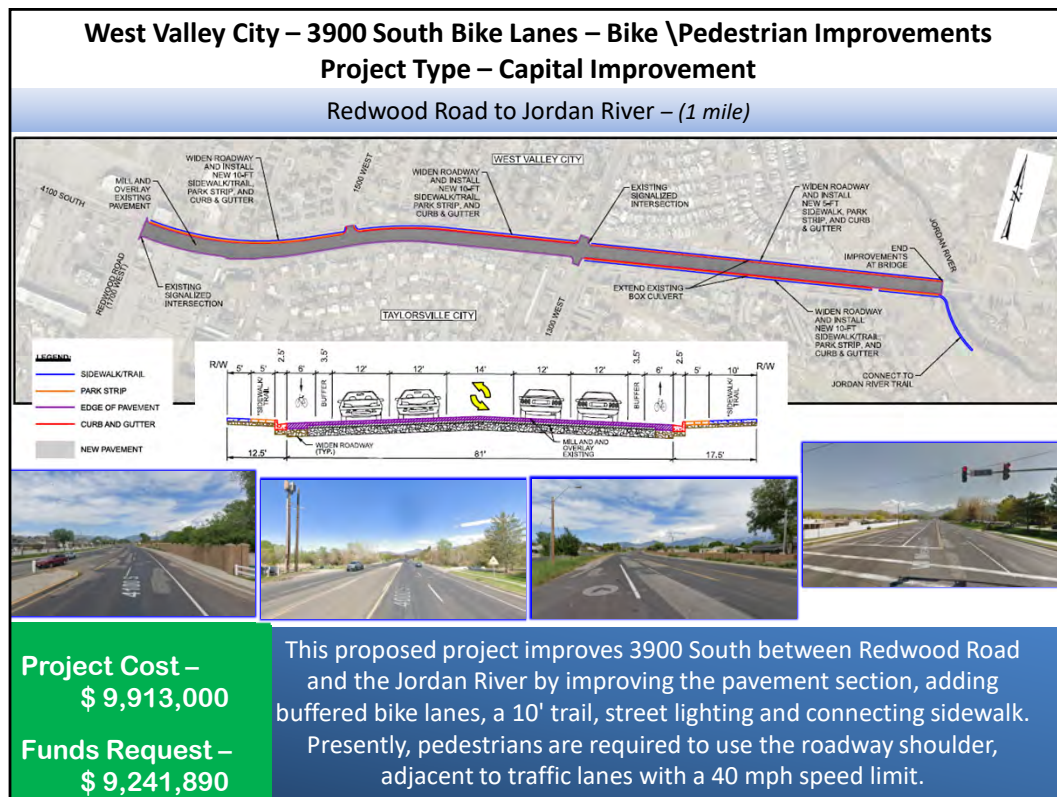
1000 East is a local roadway in Unincorporated Salt Lake County. This road is used to access East Sandy Elementary School and is currently on the Safe Route to School Plan. This new section sidewalk will allow elementary school children to walk along elementary school children to walk along 1000 East to get to East Sandy Elementary School. Currently the students walk on the park strip. This new sidewalk on the West side of 1000 East would greatly benefit the community and school by encouraging the students to walk to school and having a safe route. This project also include adding curb and gutter to convey the drainage down south to an inlet structure.



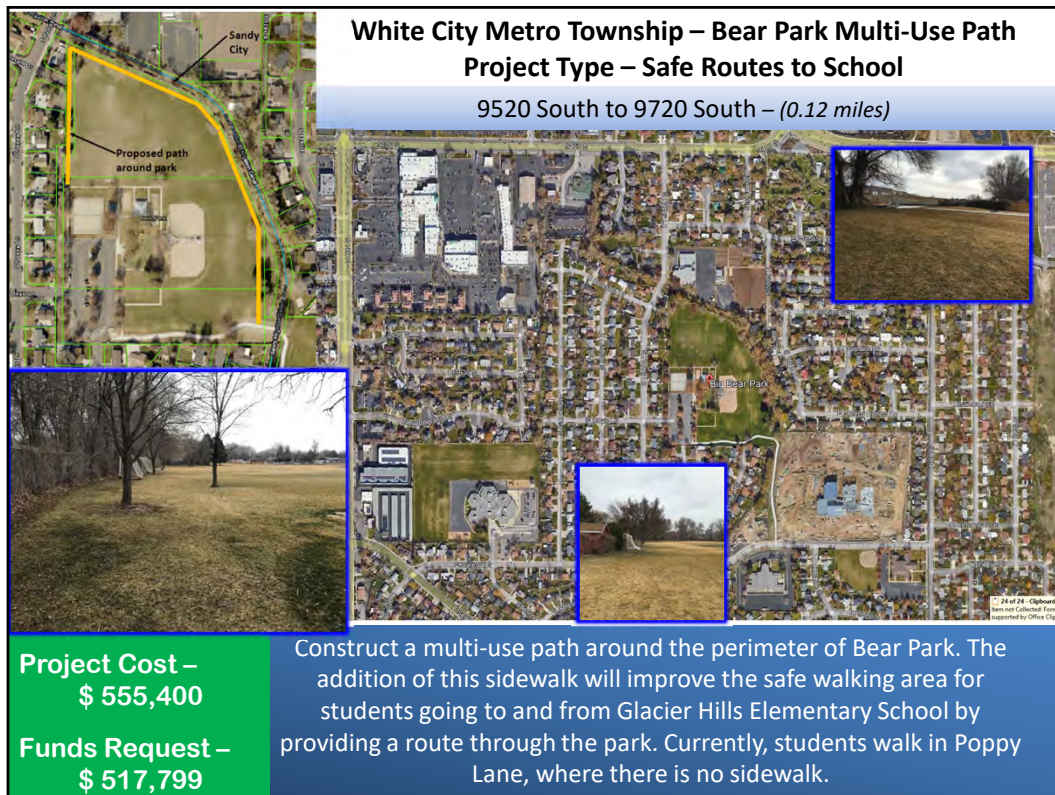
8425 South is a local roadway in Unincorporated Salt Lake County. Although this road is not included on the elementary safe routes, this road is used to access East Sandy Elementary School and is connected to roads that are part of the schools safer routes. This new section sidewalk on both side of the road will allow elementary school children to walk along 8425 South to get to East Sandy Elementary School. Currently the students walk on the roadway before accessing sidewalk on 745 East. This new sidewalk on the both sides of the 8425 South would greatly benefit the community and school by encouraging the students to walk to school and having a safe route. This project also include reconstucting the curb and gutter to convey the drainage to the inlet structures on 700 East.



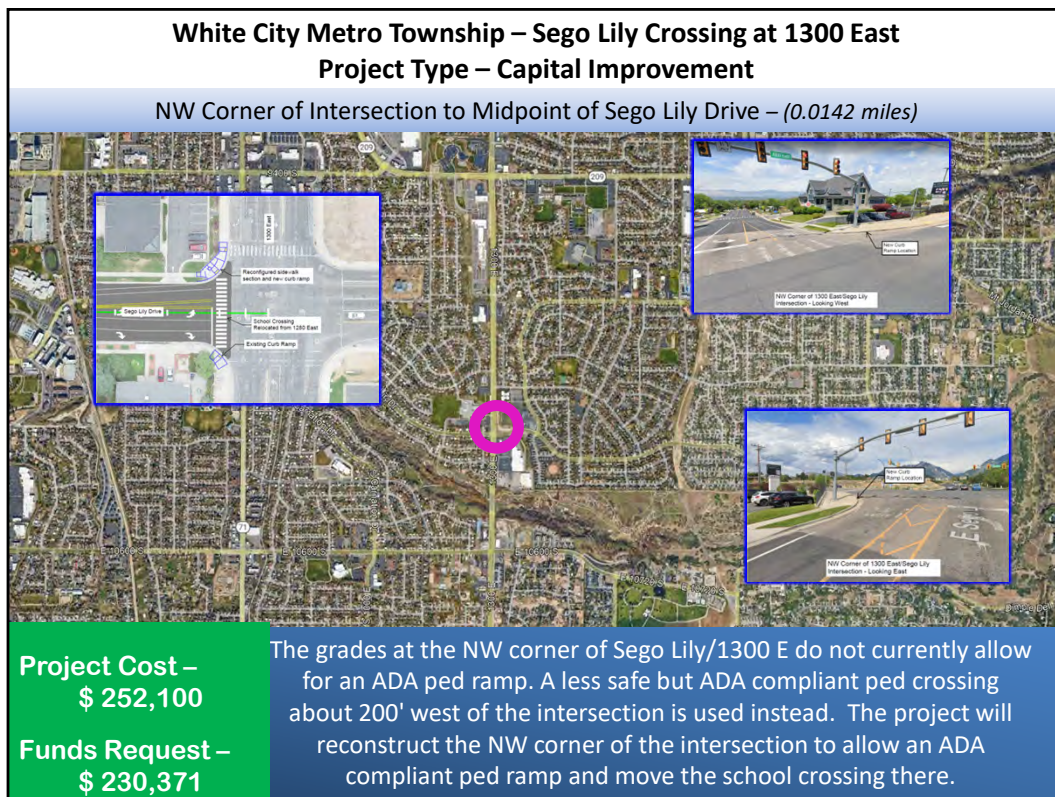
This project is an essential trail connection in West Valley City, and for other residents of Salt Lake County. The project furthers efforts to improve the local and regional trail network. The connections to transit provide users and commuters with more transportation alternatives. The trail is innovative in that it uses existing corridors to provide another north-south transportation alternative.



This project is an essential trail connection in West Valley City, and for other residents of Salt Lake County. The project furthers efforts to improve the local and regional trail network. The connections to transit provide users and commuters with more transportation alternatives. The trail is innovative in that it uses existing corridors to provide another east-west transportation alternative.



Bear Park is located in White City Metro Township. This park and its paths are used to access Glacier Hills Elementary School and is currently terminus of the recently constructed Sandy Canal Trail. This new section of multi-use sidewalk will allow elementary school children to bypass walking in vehicular lanes of Poppy Lane to get to Glacier Hills Elementary School by entering the park area at Emerald Drive. This new multi-use sidewalk would greatly benefit the community and school by encouraging the students to walk to school and having a safe route. The multi-use path would also serve as a perimeter trail for users of the park and the Sandy Canal Trail.



The crosswalk attendants at the existing crossing at 1280 E have reported many near misses and there have been a couple accidents at the crosswalk in the last couple of years. The school district has asked us to address the issue before more people get hurt. The current configuration of where the existing school crossing is situated also creates traffic flow issues on both Sego Lily (getting WB cars through the intersection) and 1300 East (getting SB right turns and NB left turns through the intersection). This project will provide a safer crossing location for school children, will provide an ADA compliant crossing for pedestrian users on 1300 East, and provide better traffic flow.

Projects Submitted for STP. CMAQ, TAP, and CRP Federal Funds

Project ID #	County	City	Project Improvement	Funding Type	Agency	Name of Project	From	To	Project Length	Estimated Project Cost	Federal Funds Requested	Local Funds
S_CMAQ_1	Salt Lake	Herriman City	Transit Capital	CMAQ	Herriman City	Porter Rockwell Park and Ride	Porter Rockwell Blvd	Rockwell Park Dr.	0.1	\$ 4,209,055	\$ 3,903,410	\$ 305,645
S_CMAQ_2	Salt Lake	Holladay	Other CMAQ	CMAQ	City of Holladay	Highland Dr Reconstruction and Complete Street: Bike-Ped Facilities	Arbor Lane	Van Winkles Expressway	1.37	\$ 6,566,800	\$ 5,000,000	\$ 1,566,800
S_CMAQ_3	Salt Lake	Holladay	ATMS or ITS	CMAQ	City of Holladay	Signal Optimization Enhancements	Multiple Intersections	Multiple Intersections	NA	\$ 1,152,800	\$ 1,074,755	\$ 78,045
S_CMAQ_4	Salt Lake	Murray, West Valley, Taylorsville	Transit Capital	CMAQ	Utah Transit Authority	Midvalley Connector Electric Buses	Murray, UT Murray Station	West Valley, UT Central Station	7	\$ 10,500,000	\$ 6,000,000	\$ 3,500,000
S_CMAQ_5	Salt Lake	Salt Lake City	Transit Capital	CMAQ	Salt Lake City Transportation Division	East Downtown Mobility Hub with Electric Bus Charging	200 South at 300 East	0	NA	\$ 6,500,000	\$ 4,000,000	\$ 300,000
S_CMAQ_6	Salt Lake	Salt Lake City	Other CMAQ	CMAQ	Salt Lake City Corporation	Salt Lake City Bike Share (GREENbike) Expansion	Salt Lake City	Salt Lake City	6 sq.	\$ 690,000	\$ 641,700	\$ 48,300
S_CMAQ_7	Salt Lake	Salt Lake City	Intersections & Signals	CMAQ	Salt Lake City Corporation	Salt Lake City Intersections to Roundabouts Pilot Program	500 East 700 South	NA	NA	\$ 943,300	\$ 877,269	\$ 66,031
S_CMAQ_8	Salt Lake	Salt Lake City or West Valley	Transit Capital	CMAQ	Utah Transit Authority	On-Route Charging Infrastructure Round 2	0	0	0	\$ 3,000,000	\$ 2,796,900	\$ 203,100
S_CMAQ_9	Salt Lake	Salt Lake, West Valley, West Jordan, and Kearns	Bus Service	CMAQ	Utah Transit Authority	Westside Express Operations	5600 W. Old Bingham Highway Station	Salt Lake Central Intermodal Hub	29	\$ 9,653,545	\$ 9,000,000	\$ 653,545
S_CMAQ_10	Salt Lake	Sandy	Intersections & Signals	CMAQ	Sandy City Public Works	11000 South 1000 East Roundabout	11000 South	11000 South	0.05	\$ 2,743,067	\$ 2,554,502	\$ 188,565
S_CMAQ_11	Salt Lake	Sandy	Other CMAQ	CMAQ	Sandy City	11400 S 1300 E Intersection Improvements	1280 E	1350 E	0.13	\$ 4,276,867	\$ 3,977,938	\$ 298,929
S_CMAQ_12	Salt Lake	Sandy	Other CMAQ	CMAQ	Sandy City	SR-209 Quarry Bend Pedestrian Bridge	9050 S	900 E	0	\$ 9,982,667	\$ 3,721,592	\$ 270,248
S_CMAQ_13	Salt Lake	Sandy/Draper	Intersections & Signals	CMAQ	Sandy and Draper Cities	11400 S 700 E EB/WB Dual Lefts	Oak Brush Dr (605 E)	785 East	0.25	\$ 3,603,500	\$ 3,357,119	\$ 246,381

Projects Submitted for STP. CMAQ, TAP, and CRP Federal Funds

Project ID #	County	City	Project Improvement	Funding Type	Agency	Name of Project	From	To	Project Length	Estimated Project Cost	Federal Funds Requested	Local Funds
S_CMAQ_14	Salt Lake	South Davis County to SLC	Transit Capital	CMAQ	Utah Transit Authority	Davis Salt Lake Connector Construction - SL/WV UZA	Davis County	Salt Lake City	12.4	\$ 75,597,183	\$ 5,000,000	\$ 363,081
S_CMAQ_16	Salt Lake	West Jordan to SLC	Transit Capital	CMAQ	Utah Transit Authority	Westside Express (5600 W) Capital	West Jordan	Salt Lake City via the airport	29	\$ 76,040,000	\$ 5,000,000	\$ 363,081
S_CRP_1	Salt Lake	Cottonwood Heights	Pedestrian	CRP	Cottonwood Heights	Highland Drive - Protected Trail Project	Fort Union Blvd	Villaire Ave	0.53	\$ 2,094,300	\$ 1,952,516	\$ 141,784
S_CRP_2	Salt Lake	Herriman City	Transit Capital	CRP	Herriman City	Porter Rockwell Park and Ride	Porter Rockwell Blvd	Rockwell Park Dr.	0.1	\$ 4,209,055	\$ 3,903,410	\$ 305,645
S_CRP_3	Salt Lake	Holladay	ATMS or ITS	CRP	City of Holladay	Signal Optimization Enhancements	Multiple Intersections	Multiple Intersections	NA	\$ 1,152,800	\$ 1,074,755	\$ 78,045
S_CRP_4	Salt Lake	Murray, West Valley, Taylorsville	Transit Capital	CRP	Utah Transit Authority	Midvalley Connector Electric Buses	Murray, UT Murray Station	West Valley, UT Central Station	7	\$ 10,500,000	\$ 6,000,000	\$ 3,500,000
S_CRP_5	Salt Lake	Salt Lake City	Transit Capital	CRP	Salt Lake City Transportation Division	East Downtown Mobility Hub with Electric Bus Charging	200 South at 300 East	0	NA	\$ 6,500,000	\$ 4,000,000	\$ 300,000
S_CRP_6	Salt Lake	Salt Lake City	Other CMAQ	CRP	Salt Lake City Corporation	Salt Lake City Bike Share (GREENbike) Expansion	Salt Lake City	Salt Lake City	6 sq.	\$ 690,000	\$ 641,700	\$ 48,300
S_CRP_7	Salt Lake	Salt Lake City	Other CRP	CRP	Salt Lake City Corporation	Salt Lake City Electric Vehicle Car Sharing Pilot Program	Salt Lake City	Salt Lake City	6 sq	\$ 282,100	\$ 263,002	\$ 19,098
S_CRP_8	Salt Lake	Salt Lake City	Intersections & Signals	CRP	Salt Lake City Corporation	Salt Lake City Intersections to Roundabouts Pilot Program	500 East 700 South	NA	NA	\$ 943,300	\$ 877,269	\$ 66,031
S_CRP_9	Salt Lake	Salt Lake City or West Valley	Transit Capital	CRP	Utah Transit Authority	On-Route Charging Infrastructure Round 2	0	0	0	\$ 3,000,000	\$ 2,796,900	\$ 203,100
S_CRP_10	Salt Lake	Sandy	Intersections & Signals	CRP	Sandy City Public Works	11000 South 1000 East Roundabout	11000 South	11000 South	0.05	\$ 2,743,067	\$ 2,554,502	\$ 188,565
S_CRP_11	Salt Lake	Sandy	Other CRP	CRP	Sandy City	11400 S 1300 E Intersection Improvements	1280 E	1350 E	0.13	\$ 4,276,867	\$ 3,977,938	\$ 298,929

Projects Submitted for STP, CMAQ, TAP, and CRP Federal Funds

Project ID #	County	City	Project Improvement	Funding Type	Agency	Name of Project	From	To	Project Length	Estimated Project Cost	Federal Funds Requested	Local Funds
S_CRP_12	Salt Lake	Sandy	Other CMAQ	CRP	Sandy City	SR-209 Quarry Bend Pedestrian Bridge	9050 S	900 E	0	\$ 9,982,667	\$ 3,721,592	\$ 270,248
S_CRP_13	Salt Lake	South Davis County to SLC	Transit Capital	CRP	Utah Transit Authority	Davis Salt Lake Connector Construction - SL/WV UZA	Davis County	Salt Lake City	12.4	\$ 75,597,183	\$ 5,000,000	\$ 363,081
S_CRP_14	Salt Lake	West Jordan	Intersections & Signals	CRP	City of West Jordan	Redwood Rd & 6720 S Intersection Improvements	0	0	0	\$ 1,030,000	\$ 960,269	\$ 69,731
S_CRP_15	Salt Lake	West Jorden to SLC	Transit Capital	CRP	Utah Transit Authority	Westside Express (5600 W) Capital	West Jordan	Salt Lake City via the airport	29	\$ 76,040,000	\$ 5,000,000	\$ 363,081
S_STP_1	Salt Lake	Cottonwood Heights	Reconstruction	STP	Cottonwood Heights	Fort Union Blvd Roadway Project	Pippen Drive	3160 East	0.8	\$ 5,692,100	\$ 5,306,745	\$ 385,355
S_STP_2	Salt Lake	Cottonwood Heights	Reconstruction	STP	Cottonwood Heights	Fort Union Roadway and Cycle Track Project	Union Park Ave	1300 East	0.2840909	\$ 3,883,800	\$ 3,620,867	\$ 262,933
S_STP_3	Salt Lake	Draper	Widening	STP	UDOT	12300 S at Lone Peak Pkwy	SB I-15 Off Ramp	265 W	0.4	\$ 4,893,600	\$ 4,562,303	\$ 331,297
S_STP_4	Salt Lake	Draper	Reconstruction	STP	Draper City	Fort Street	13200 South	13400 South	0.83	\$ 5,917,300	\$ 5,425,800	\$ 491,500
S_STP_5	Salt Lake	Draper	Reconstruction	STP	Draper City	Pioneer Road	1300 East	1650 East	0.42	\$ 4,594,300	\$ 4,192,367	\$ 401,933
S_STP_6	Salt Lake	Emigration Canyon Metro Township	Widening	STP	GSLMSD-Emigration Canyon Metro Township	Emigration Canyon Slope Mitigation - 4909 E	4858 E Emigration Canyon Road	4909 E Emigration Canyon Road	0.06	\$ 4,416,500	\$ 4,117,503	\$ 298,997
S_STP_7	Salt Lake	Emigration Metro Township	Widening	STP	GSLMSD-Emigration Canyon Metro Township	Emigration Canyon Road Safety Improvements	5655 Emigration Canyon Road	9698 Emigration Canyon Road	1.8	\$ 6,518,900	\$ 6,077,570	\$ 441,330
S_STP_8	Salt Lake	Herriman	Intersections & Signals	STP	Herriman City	12600 S & Herriman Main St Intersection Improvements	12600 S	12600 S	0.1	\$ 3,868,600	\$ 2,665,073	\$ 950,000
S_STP_9	Salt Lake	Herriman	Other STP	STP	Herriman City	13400 S Roadway Widening	6000 W	6400 W	0.5	\$ 8,910,700	\$ 7,039,518	\$ 1,300,000

Projects Submitted for STP. CMAQ, TAP, and CRP Federal Funds

Project ID #	County	City	Project Improvement	Funding Type	Agency	Name of Project	From	To	Project Length	Estimated Project Cost	Federal Funds Requested	Local Funds
S_STP_10	Salt Lake	Herriman	Other STP	STP	Herriman City	7300 West Roadway Extension	13000 South	13300 South	0.36	\$ 13,853,100	\$ 11,647,317	\$ 1,300,000
S_STP_11	Salt Lake	Holladay	Reconstruction	STP	City of Holladay	Highland Dr Reconstruction and Complete Street	Arbor Lane	Van Winkles Expressway	1.37	\$ 23,890,800	\$ 5,000,000	\$ 18,890,800
S_STP_12	Salt Lake	Magna Metro Township	New Construction	STP	GSLMSD-Magna Metro Township	2700 S Sidewalk	8054 2700 South	8000 West	0.4	\$ 3,521,100	\$ 3,282,722	\$ 238,378
S_STP_13	Salt Lake	Millcreek	Other STP	STP	Millcreek	1300 East: 3300 South to E Lorraine Dr.	3300 South	E Lorraine Dr.	0.4	\$ 7,146,000	\$ 6,662,216	\$ 483,784
S_STP_14	Salt Lake	Millcreek	Other STP	STP	Millcreek	2000 E: Siggard Dr to Atkin Ave	Siggard Dr	Atkin Ave	1.3	\$ 10,254,500	\$ 9,094,120	\$ 660,380
S_STP_15	Salt Lake	Murray, West Valley, Taylorsville	Transit Capital	STP	Utah Transit Authority	Midvalley Connector Electric Buses	Murray, UT Murray Station	West Valley, UT Central Station	7	\$ 10,500,000	\$ 6,000,000	\$ 3,500,000
S_STP_16	Salt Lake	Salt Lake City	Reconstruction	STP	Salt Lake City Corporation	900 West Reconstruction	North Temple	600 North	0.75	\$ 8,838,300	\$ 6,451,960	\$ 2,386,340
S_STP_17	Salt Lake	Salt Lake City	Pedestrian	STP	UDOT	SR-186 Pedestrian and Lanscape Improvements	1700 S	Laurelhurst Dr	0.3	\$ 81,416	\$ 1,121,184	\$ 0
S_STP_18	Salt Lake	Salt Lake City or West Valley	Transit Capital	STP	Utah Transit Authority	On-Route Charging Infrastructure Round 2	0	0	0	\$ 3,000,000	\$ 2,796,900	\$ 203,100
S_STP_19	Salt Lake	Sandy	Intersections & Signals	STP	Sandy City Public Works	11000 South 1000 East Roundabout	11000 South	11000 South	0.05	\$ 2,743,067	\$ 2,554,502	\$ 188,565
S_STP_20	Salt Lake	Sandy	Other STP	STP	Sandy City	11400 S 1300 E Intersection Improvements	1280 E	1350 E	0.13	\$ 4,276,867	\$ 3,977,938	\$ 298,929
S_STP_21	Salt Lake	Sandy/Draper	Intersections & Signals	STP	Sandy and Draper Cities	11400 S 700 E EB/WB Dual Lefts	Oak Brush Dr (605 E)	785 East	0.25	\$ 3,603,500	\$ 3,357,119	\$ 246,381
S_STP_22	Salt Lake	South Davis County to SLC	Transit Capital	STP	Utah Transit Authority	Davis Salt Lake Connector Construction - SL/WV UZA	Davis County	Salt Lake City	12.4	\$ 75,597,183	\$ 5,000,000	\$ 363,081

Projects Submitted for STP. CMAQ, TAP, and CRP Federal Funds

Project ID #	County	City	Project Improvement	Funding Type	Agency	Name of Project	From	To	Project Length	Estimated Project Cost	Federal Funds Requested	Local Funds
S_STP_23	Salt Lake	South Jordan	Intersections & Signals	STP	South Jordan City	4000 W / South Jordan Parkway Intersection Improvements	500ft each direction of intersection	0	0	\$ 5,152,400	\$ 1,575,584	\$ 361,000
S_STP_24	Salt Lake	South Jordan	Widening	STP	South Jordan City	Thru-U Turn Intersection at 4000 W & Daybreak Parkway	4000 W Daybreak Parkway	4000 W Daybreak Parkway	0.35	\$ 5,224,000	\$ 4,870,335	\$ 353,665
S_STP_25	Salt Lake	South Salt Lake	Transit Capital	STP	Utah Transit Authority	Transit Technical Education Center (TTEC)	2320 South 800 West	South Salt Lake	N/A	\$ 7,259,774	\$ 4,000,000	\$ 3,259,774
S_STP_26	Salt Lake	West Jordan	Widening	STP	City of West Jordan	9000 South	6400 West	New Bingham Highway (NBH	0.53	\$ 10,355,800	\$ 4,993,212	\$ 362,588
S_STP_27	Salt Lake	West Jordan	Intersections & Signals	STP	City of West Jordan	Redwood Rd & 6720 S Intersection Improvements	0	0	0	\$ 1,030,000	\$ 960,269	\$ 69,731
S_STP_28	Salt Lake	West Jorden to SLC	Transit Capital	STP	Utah Transit Authority	Westside Express (5600 W) Capital	West Jordan	Salt Lake City via the airport	29	\$ 76,040,000	\$ 5,000,000	\$ 363,081
S_STP_29	Salt Lake	West Valley City	Other STP	STP	West Valley City	1300 West Widening and Bike Lanes	4000 South	3300 South	1.0655303	\$ 10,502,800	\$ 6,994,860	\$ 507,940
S_STP_30	Salt Lake	West Valley City and Magna	Other STP	STP	West Valley City	7200 West Widening and Reconstruction	3500 South	Copper Hill Drive	0.62	\$ 7,670,900	\$ 2,435,764	\$ 176,876
S_STP_31	Salt Lake	West Valley City and Taylorsville	Other STP	STP	West Valley City	3900 South Widening and Reconstruction	Redwood Road	Jordan River Bridge	1	\$ 9,913,000	\$ 6,241,890	\$ 671,110
S_TAP_1	Salt Lake	Cottonwood Heights	Infrastructure-related Projects	TAP	Cottonwood Heights	Highland Drive - Protected Trail Project	Fort Union Blvd	Villaire Ave	0.53	\$ 2,094,300	\$ 1,952,516	\$ 141,784
S_TAP_2	Salt Lake	Herriman	Infrastructure-related Projects	TAP	Herriman	Rosecrest Bike Lane Installation	13400 South	Mtn View Corridor	2.5	\$ 417,900	\$ 389,608	\$ 28,292
S_TAP_3	Salt Lake	Kearns Metro Township	Safe Route To School	TAP	GSLMSD-Kearns Metro Township	4220 W Sidewalk	5415 S	5500 S	0.1	\$ 131,000	\$ 122,131	\$ 8,869
S_TAP_4	Salt Lake	Millcreek	Other TAP Project	TAP	Millcreek	S Birch Dr: Upland Dr to 3900 S	Upland Dr.	3900 S	0.16	\$ 913,400	\$ 758,333	\$ 155,067

Projects Submitted for STP. CMAQ, TAP, and CRP Federal Funds

Project ID #	County	City	Project Improvement	Funding Type	Agency	Name of Project	From	To	Project Length	Estimated Project Cost	Federal Funds Requested	Local Funds
S_TAP_5	Salt Lake	Unincorporated	Safe Route To School	TAP	GSLMSD-Unincorporated Salt Lake County	1000 East	8600 S	8514 S	0.12	\$ 514,600	\$ 479,762	\$ 34,838
S_TAP_6	Salt Lake	Unincorporated	Safe Route To School	TAP	GSLMSD-Unincorporated Salt Lake County	8425 South Sidewalk	700 East	745 East	0.08	\$ 438,600	\$ 408,907	\$ 29,693
S_TAP_7	Salt Lake	West Valley City	On-road or Off-road Trail Facilities	TAP	West Valley City	1300 West Bike Lanes	4000 South	3300 South	1	\$ 10,502,800	\$ 6,994,860	\$ 507,940
S_TAP_8	Salt Lake	West Valley City and Taylorsville	On-road or Off-road Trail Facilities	TAP	West Valley City	3900 South Bike Lanes	Redwood Road	Jordan River	1	\$ 9,913,000	\$ 9,241,890	\$ 671,110
S_TAP_9	Salt Lake	White City Metro Township	Safe Route To School	TAP	GSLMSD-White City Metro Township	Bear Park Multi-Use Path	9520 S	9720 S	0.12	\$ 555,400	\$ 517,799	\$ 37,601
S_TAP_10	Salt Lake	White City Metro Township	Infrastructure-related Projects	TAP	GSLMSD-White City Metro Township	Sego Lily Crossing at 1300 East	NW corner of intersection	midpoint of Sego Lily Drive	0.0142045	\$ 252,100	\$ 230,371	\$ 21,729