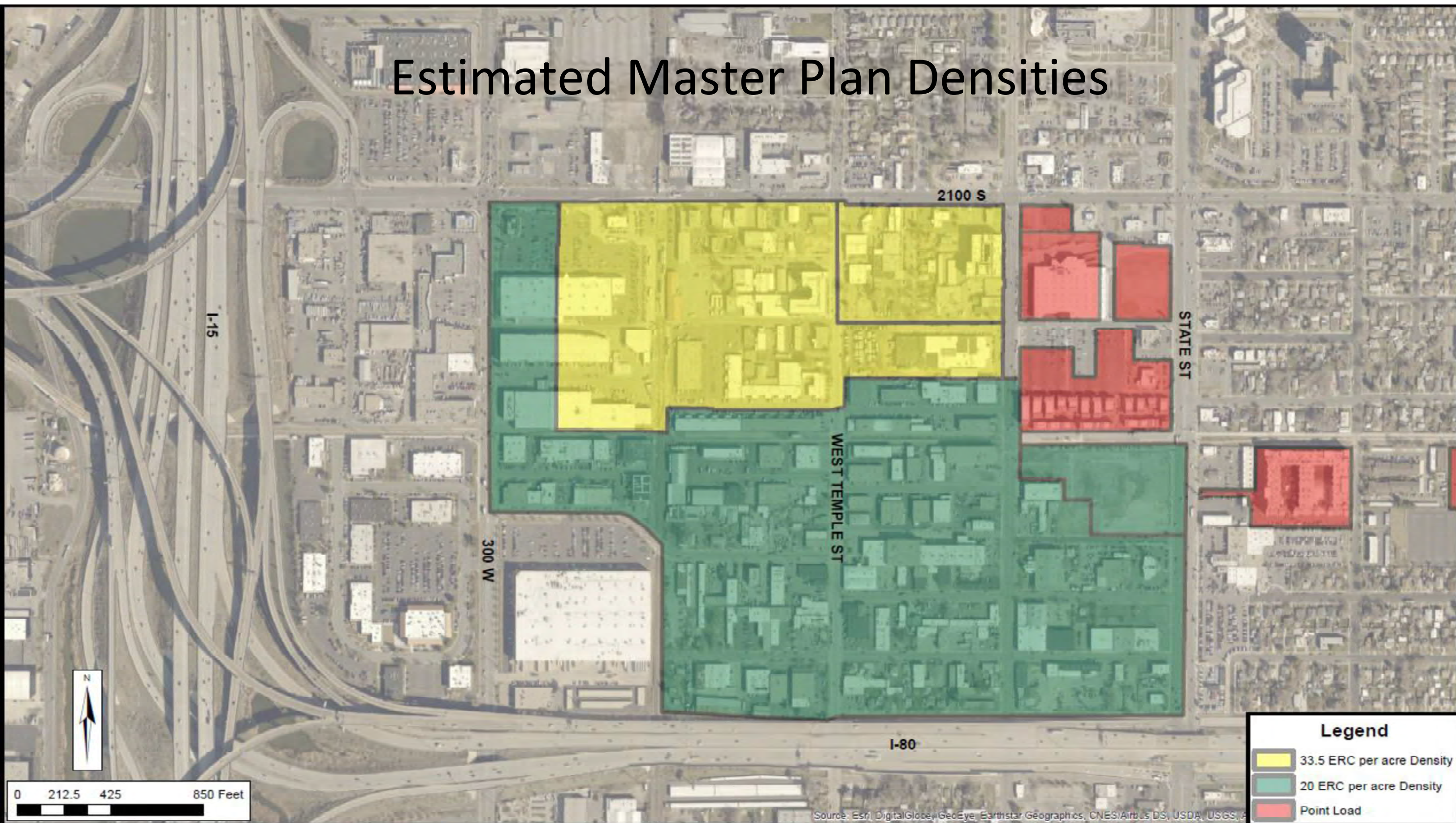


Estimated Master Plan Densities

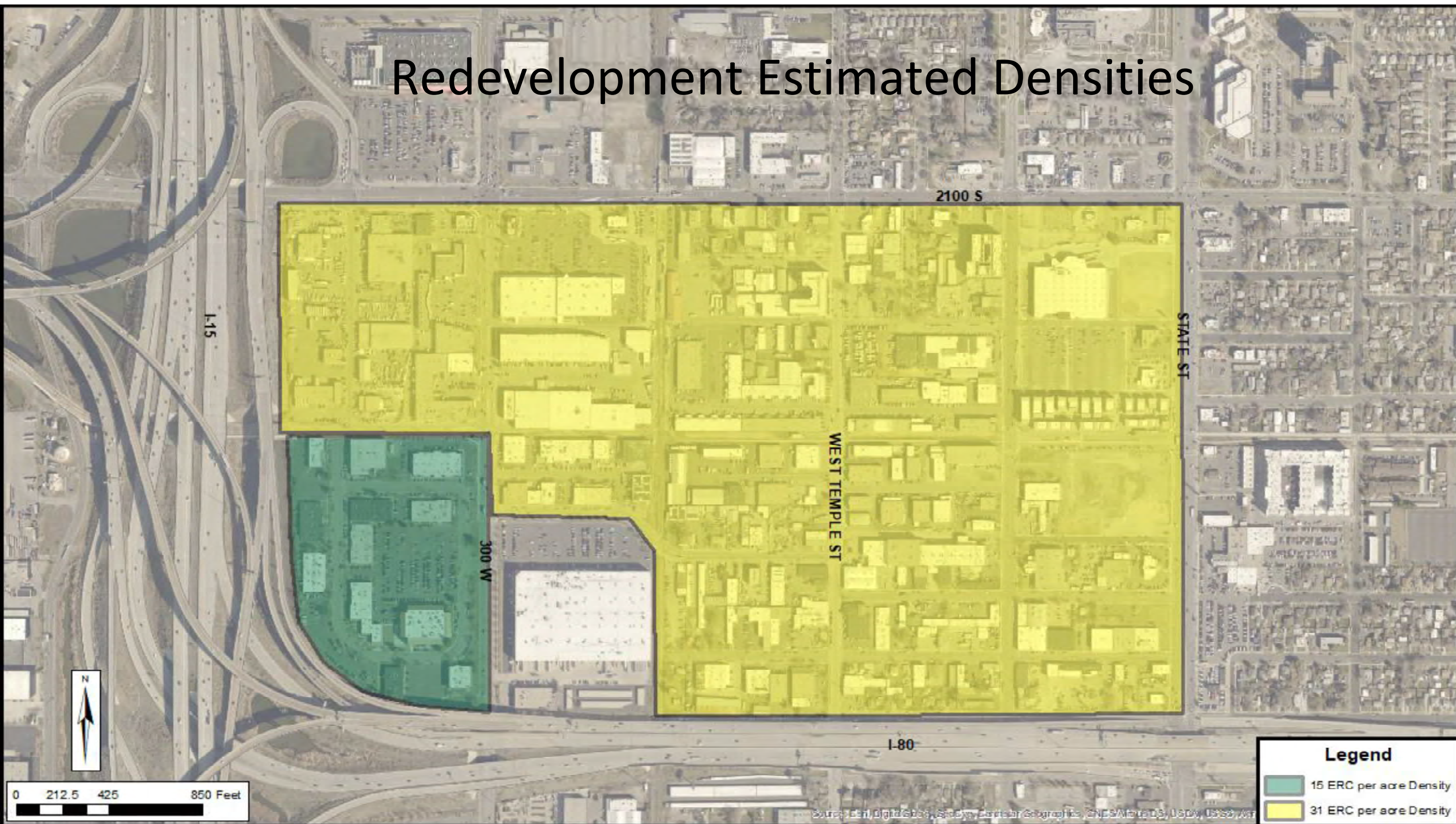


Legend

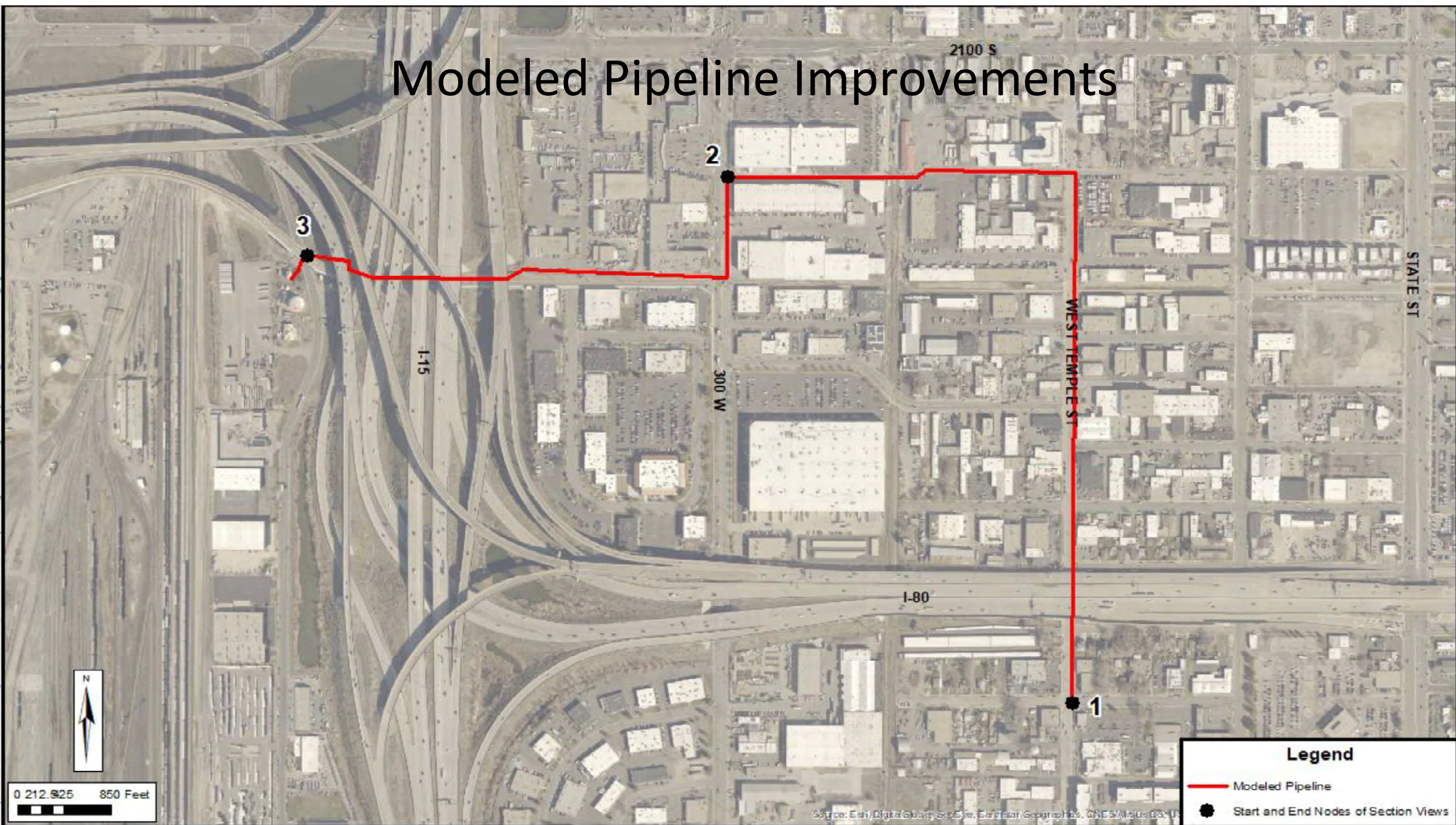
- 33.5 ERC per acre Density
- 20 ERC per acre Density
- Point Load

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, SIA, USFSA, ESA, NOAA, JPL

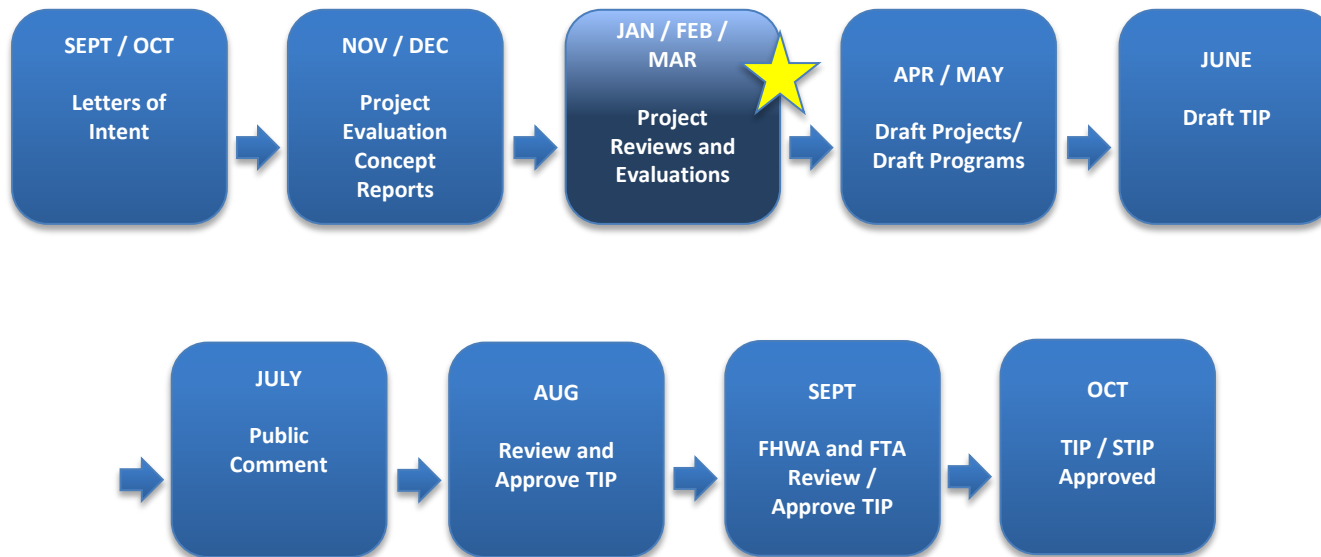
Redevelopment Estimated Densities



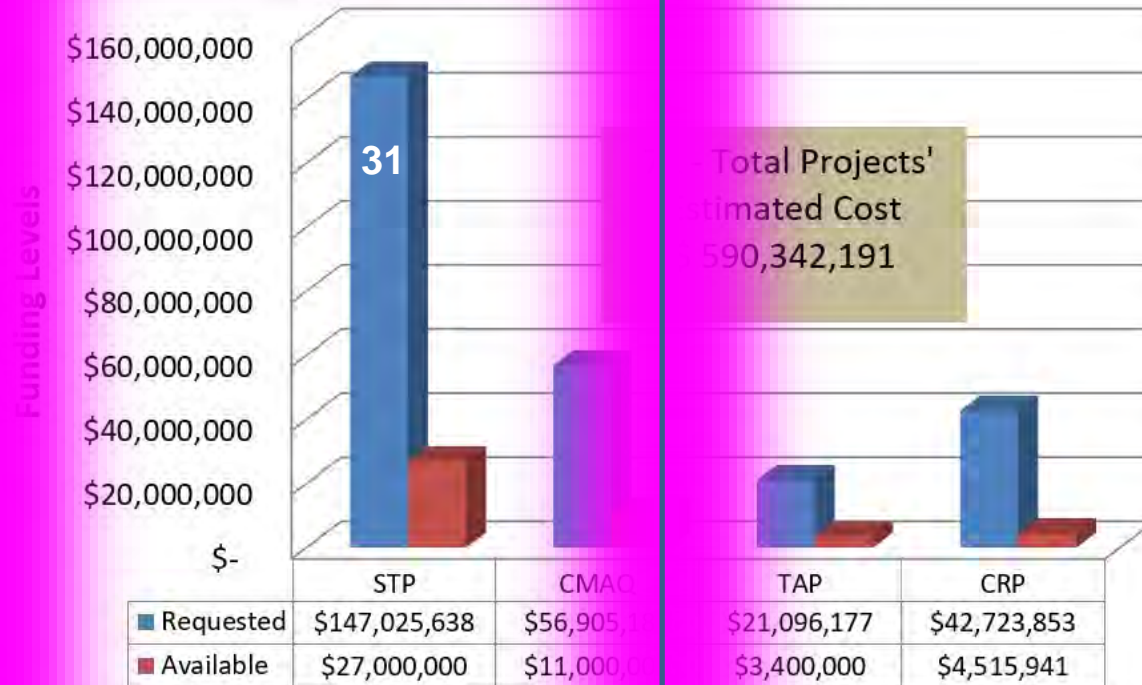
Modeled Pipeline Improvements



Process for New Projects & The Draft TIP



Salt Lake/ West Valley Urban Area



Cottonwood Heights – Fort Union Blvd – Reconstruct w/ Minor Widen

Project Type – Reconstruction

Pippen Drive to 3160 East– (0.8 miles)



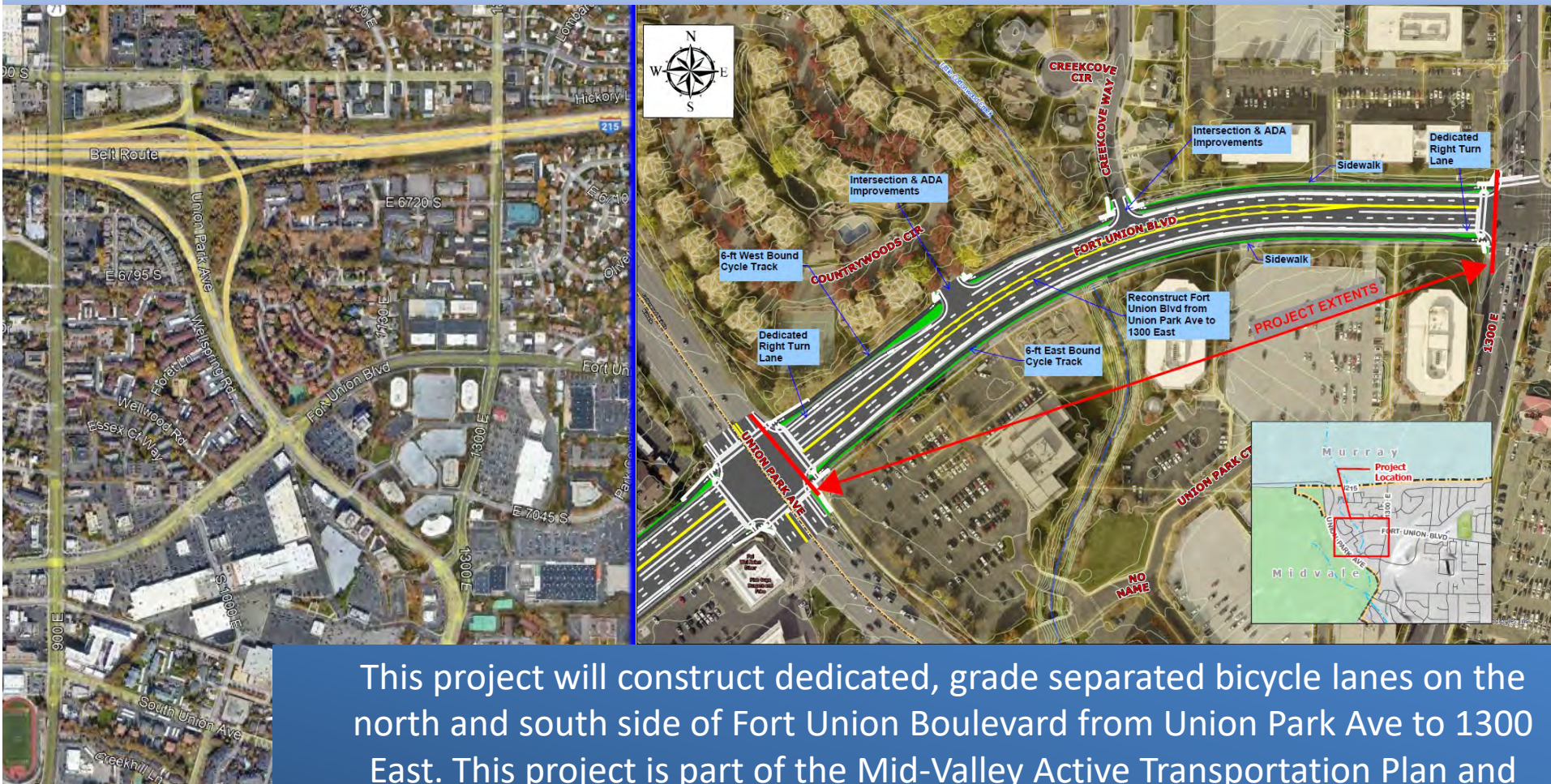
Project Cost –
\$ 5,692,100
Funds Request –
\$ 5,306,745

This project will reconstruct Fort Union Blvd from 3160 East to Pippen Drive (3570 East), accommodating bike lanes on both sides of the road, as well as new curb & gutter, sidewalk, ADA facilities, asphalt pavement, and a new 10-ft multi-use trail along the north-east side of Fort Union.

Cottonwood Heights – Fort Union Roadway and Cycle Track Project

Project Type – Bike and Pedestrian

Union Park Ave to 1300 East – (0.2841 miles)



This project will construct dedicated, grade separated bicycle lanes on the north and south side of Fort Union Boulevard from Union Park Ave to 1300 East. This project is part of the Mid-Valley Active Transportation Plan and will provide the start of a backbone bike network on Fort Union Blvd, connecting Salt Lake County, Midvale City and Cottonwood Heights. The project will maintain all through and turn lanes, provide ADA accommodations, and increase safety for all users of the roadway.

Project Cost –
\$ 3,883,800
Funds Request –
\$ 3,620,867

UDOT - Draper – 12300 South @ Lone Peak Pkwy – Turn Lanes

Project Type – Operations

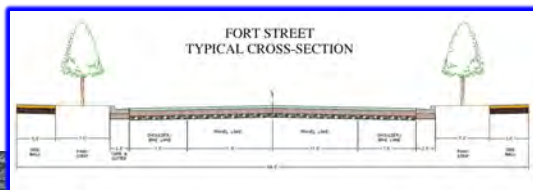
SB I-15 Off Ramp to 265 West – (0.4 mile)



Project Cost –
\$ 4,893,600

Funds Request –
\$ 4,562,303

This project will widen 12300 S to allow for an additional left turn lane to southbound Lone Peak Parkway. This project will also widen the north side of SR-71 to extend the free-right acceptance lane from the I-15 SB off-ramp to Lone Peak Parkway.



Draper – Fort Street – Reconstruction & Minor Widening

Project Type - Reconstruction

13200 South 13800 South – (0.83 mile)



Project Cost –
\$ 5,917,300

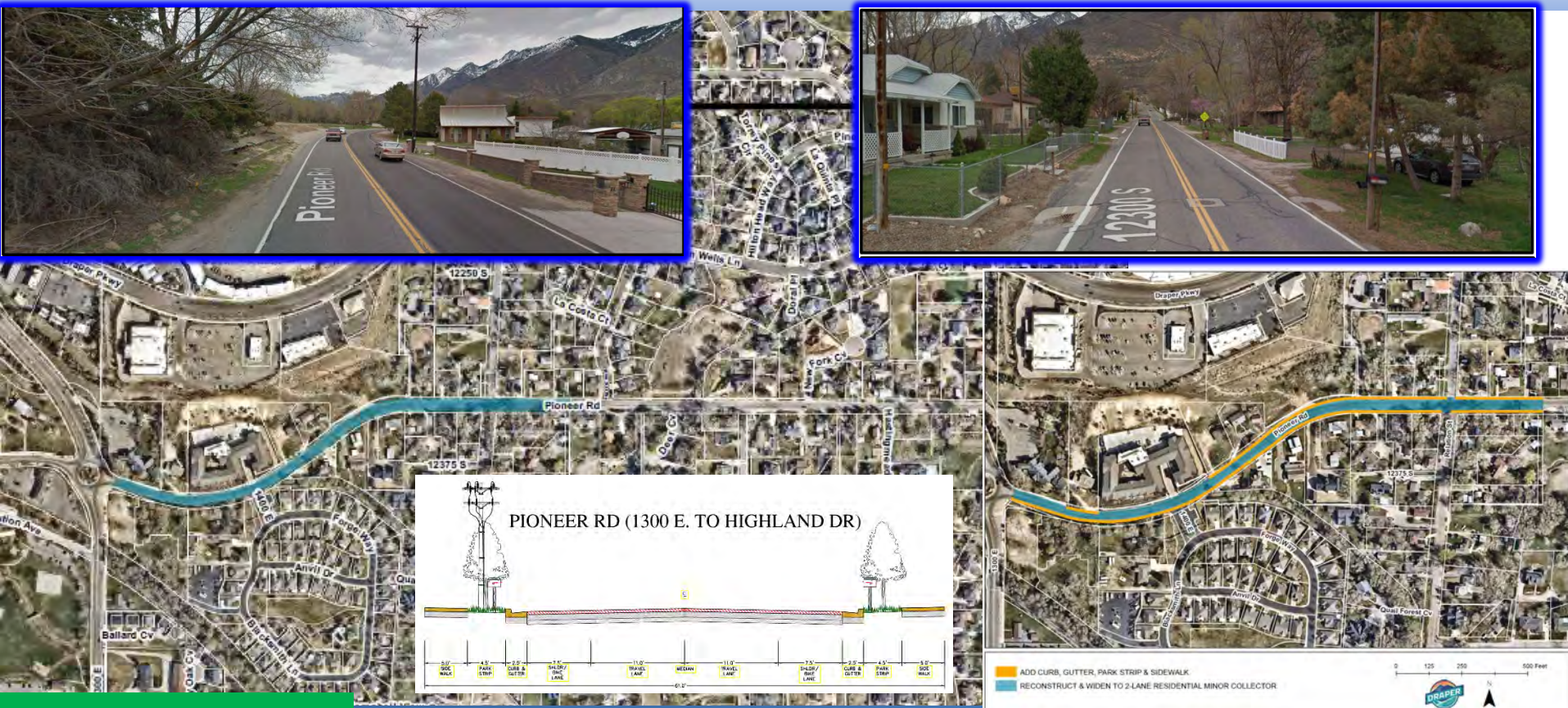
Funds Request –
\$ 5,425,800

Fort Street is a north/south collector that runs through the heart of old Draper. Currently it is a two lane street without curb and gutter. It is designated as a safe walking route to nearby schools but does not have continuous sidewalks. The proposed project would reconstruct and widen Fort Street from 13200 South to its terminus at 13800 South to include paved shoulders, curb and gutter, park strips, and sidewalks.

Draper – Pioneer Road – Reconstruction & Minor Widening

Project Type - Reconstruction

1300 East to 1650 East – (0.42 miles)



Project Cost –
\$ 4,594,300

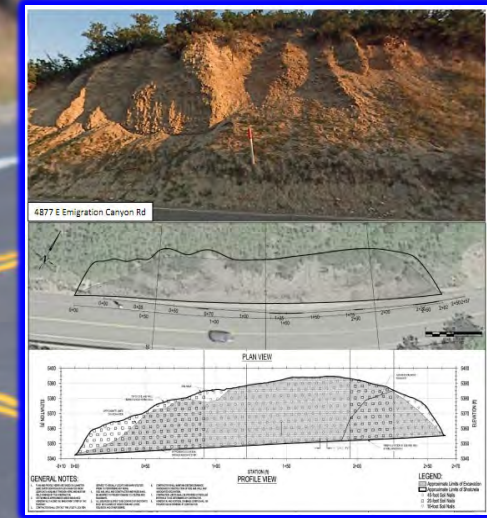
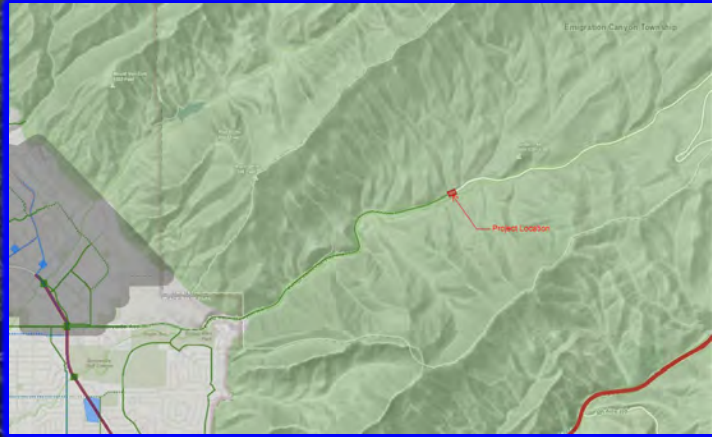
Funds Request –
\$ 4,192,367

Pioneer Road is an East-West collector road that has two lanes and lacks continuous curb and gutter. Consequently, there are frequent flooding issues. It is also designated as a safe walking route to nearby schools but does not have continuous sidewalks. The proposed project would reconstruct and widen this section of road to include two travel lanes, paved shoulders, curb and gutter, park strips, and sidewalks.

Emigration Metro – Emigration Canyon Slope Mitigation – 4909 E

Project Type – Reconstruction

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

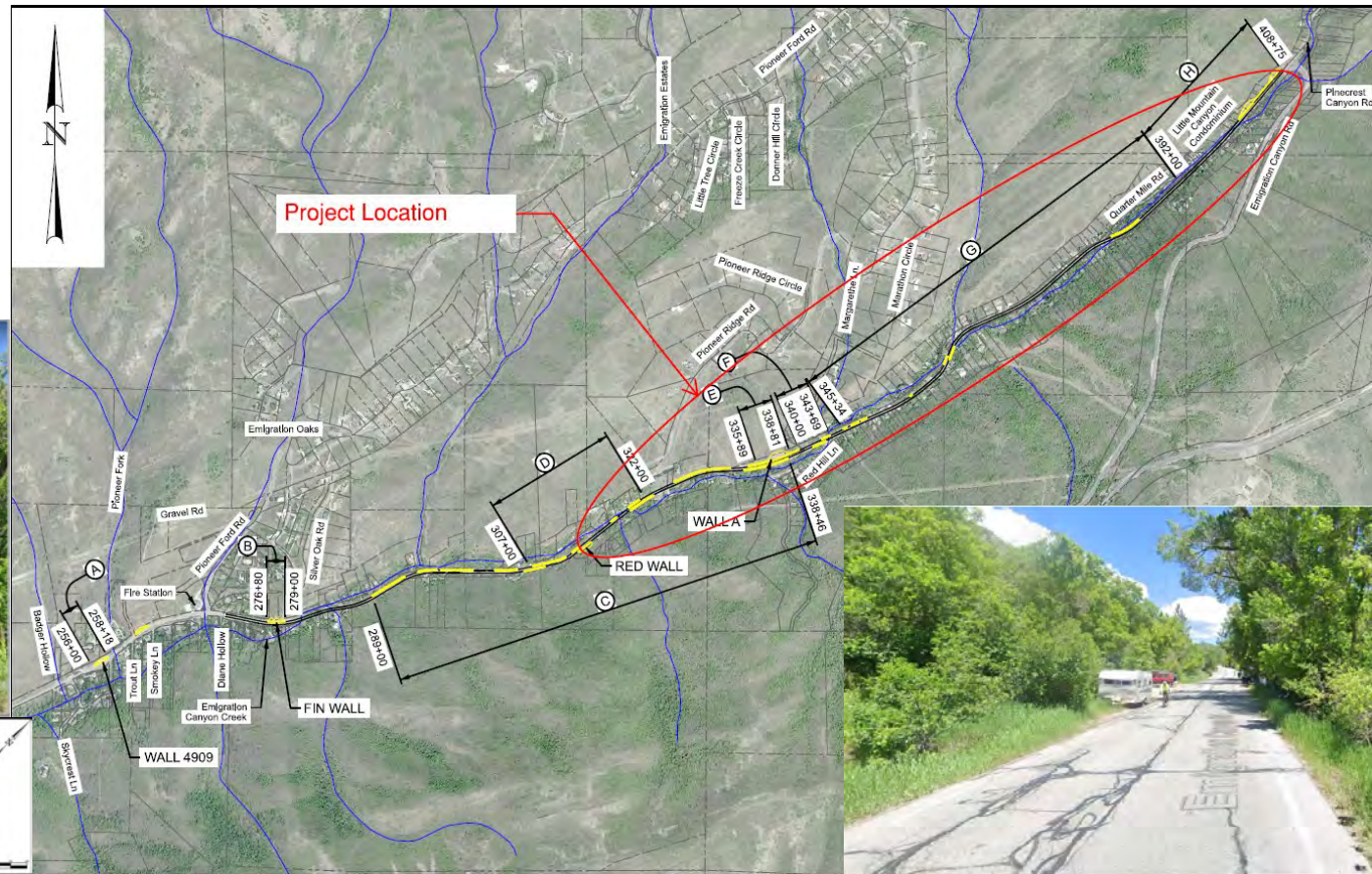


The purpose of the project is to provide safer access for pedestrians, bike users, and vehicle operators. Rocks and debris fall from the existing cliff face, which roll out into the road creating dangers for road users. The project provides slope stabilization to reduce these hazards on this frequently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

**Project Cost –
\$ 4,416,500
Funds Request –
\$ 4,117,503**

Emigration Metro – Emigration Canyon Road - Safety Improvements
Project Type – Other

5655 Emigration Canyon to 9698 Emigration Canyon – (1.8 miles)



**Project Cost –
\$ 6,518,900**

This project will address several safety concerns that have been identified in the Emigration Canyon Corridor Study by widening selected sections of Emigration Canyon Road that are currently suffering from geometric deficiencies and traffic issues that affect both vehicular and bicyclists.

Funds Request – \$ 6,077,570

Herriman City – 12600 South Herriman Main St – Intersection Imps

Project Type – Operations

12600 South & Main Street – (0.1 mile)



**Project Cost –
\$ 3,868,600**

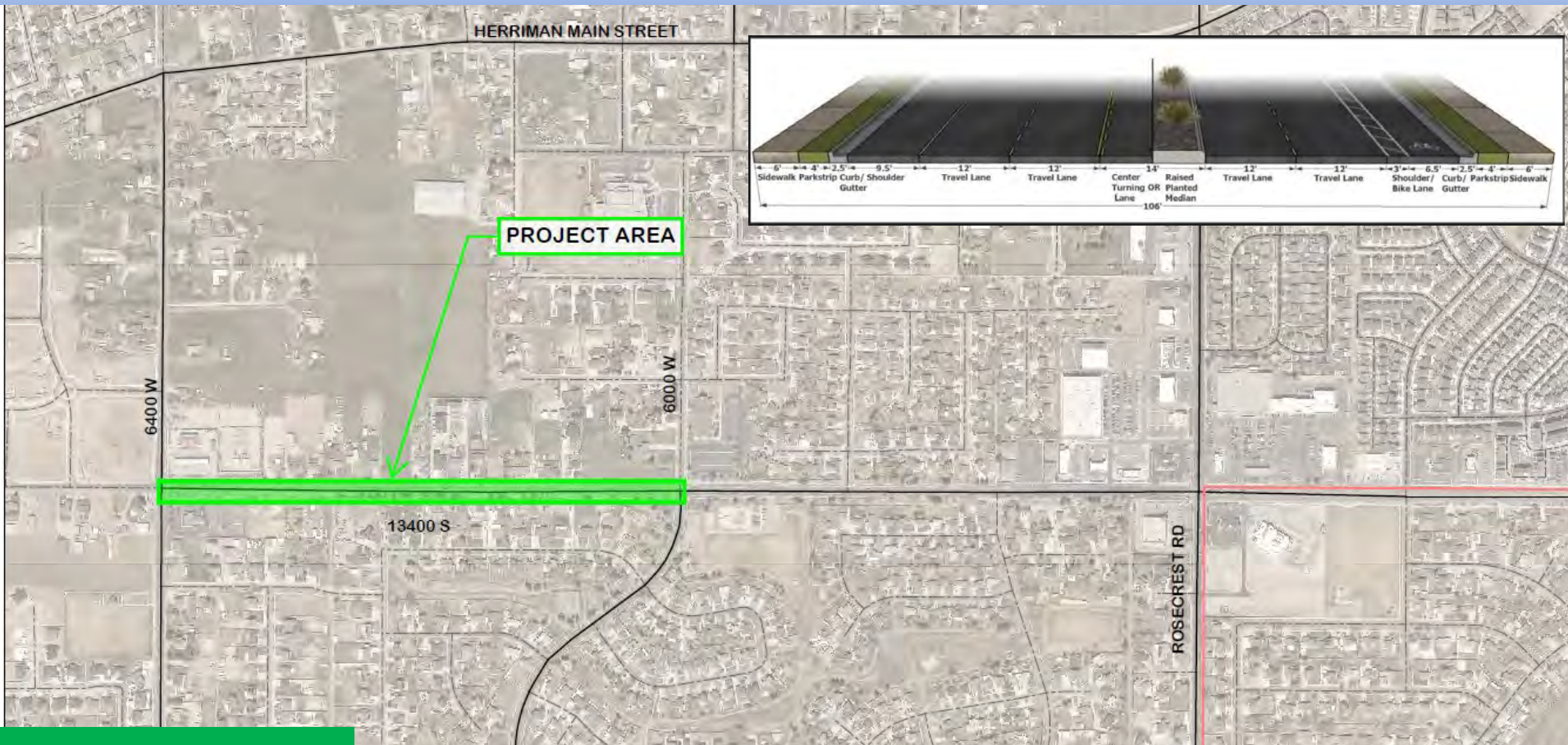
**Funds Request –
\$ 2,665,073**

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.

Herriman City – 13400 South Widening

Project Type – Capacity

6000 West to 6400 West – (0.5 mile)



**Project Cost –
\$ 8,910,700**

**Funds Request –
\$ 7,039,518**

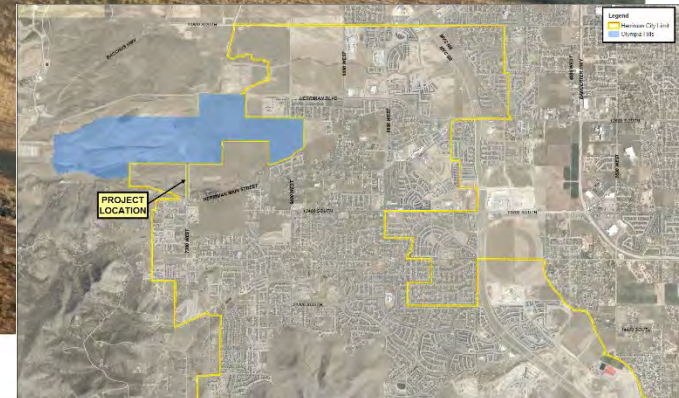
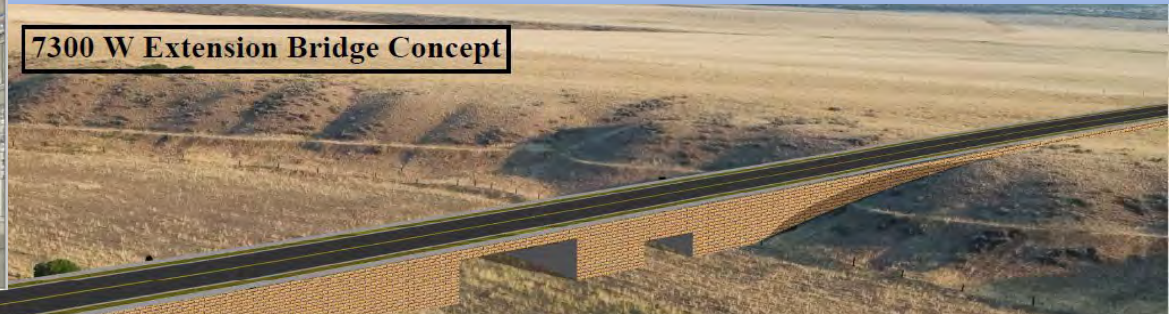
13400 S is a Major Arterial that connects through the center of Herriman and Riverton. It is currently the most traveled road in Herriman. It makes key connections at 6400 W, 6000 W, 5600 W, Mtn View Corridor, Bangerter Highway. This project will add travel lanes, curb, bike & pedestrian facilities.

Herriman City – 7300 West Extension Phase I – New Construction

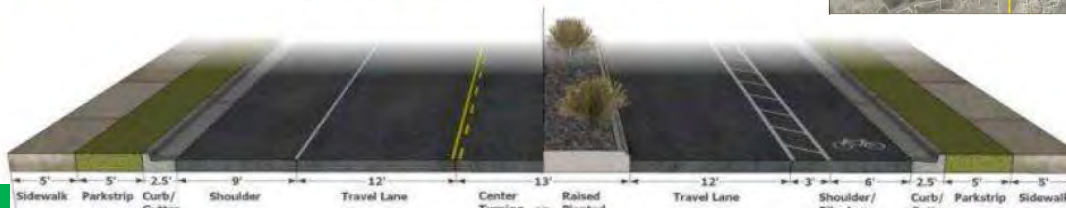
Project Type – Capacity

13000 South to 13300 South – (0.23 miles)

7300 W Extension Bridge Concept



7300 W Extension Cross Section



Project Cost –
\$ 13,853,100

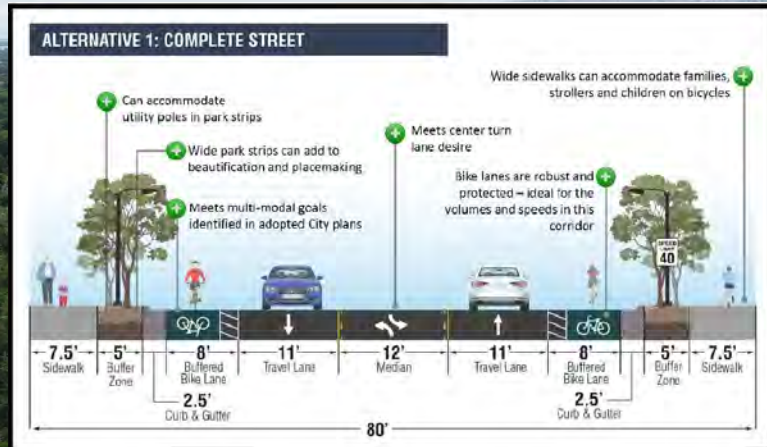
Funds Request –
\$ 11,647,317

This project is to construct an extension of 7300 W from Herriman Highway Butterfield Creek as Phase 1. It will be a Major Collector with 80' ROW. This project will includes several structures. ROW has already been acquired by the City. This road will be a crucial connection to future Olympia Development

Holladay City – Highland Drive – Reconstruct w/ Complete Street

Project Type – Capacity

Arbor Lane to Van Winkles Expressway – (1.37 miles)



Project Cost –
\$ 23,890,800

Funds Request –
\$ 5,000,000

A reconstruction to address drainage, utilities, and better meet the City's multimodal goals. The RTP indicates Highland Dr will be reconstructed in Phase 2; this application requests funds for that effort and to use the opportunity to design a corridor that is responsive to the vision for our community.

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.

Millcreek City – 1300 East - Reconstruction


Project Type – Reconstruction

3300 South to E Lorraine Dr – (0.4 miles)

Millcreek City – 1300 East - Reconstruction

Project Type – Reconstruction

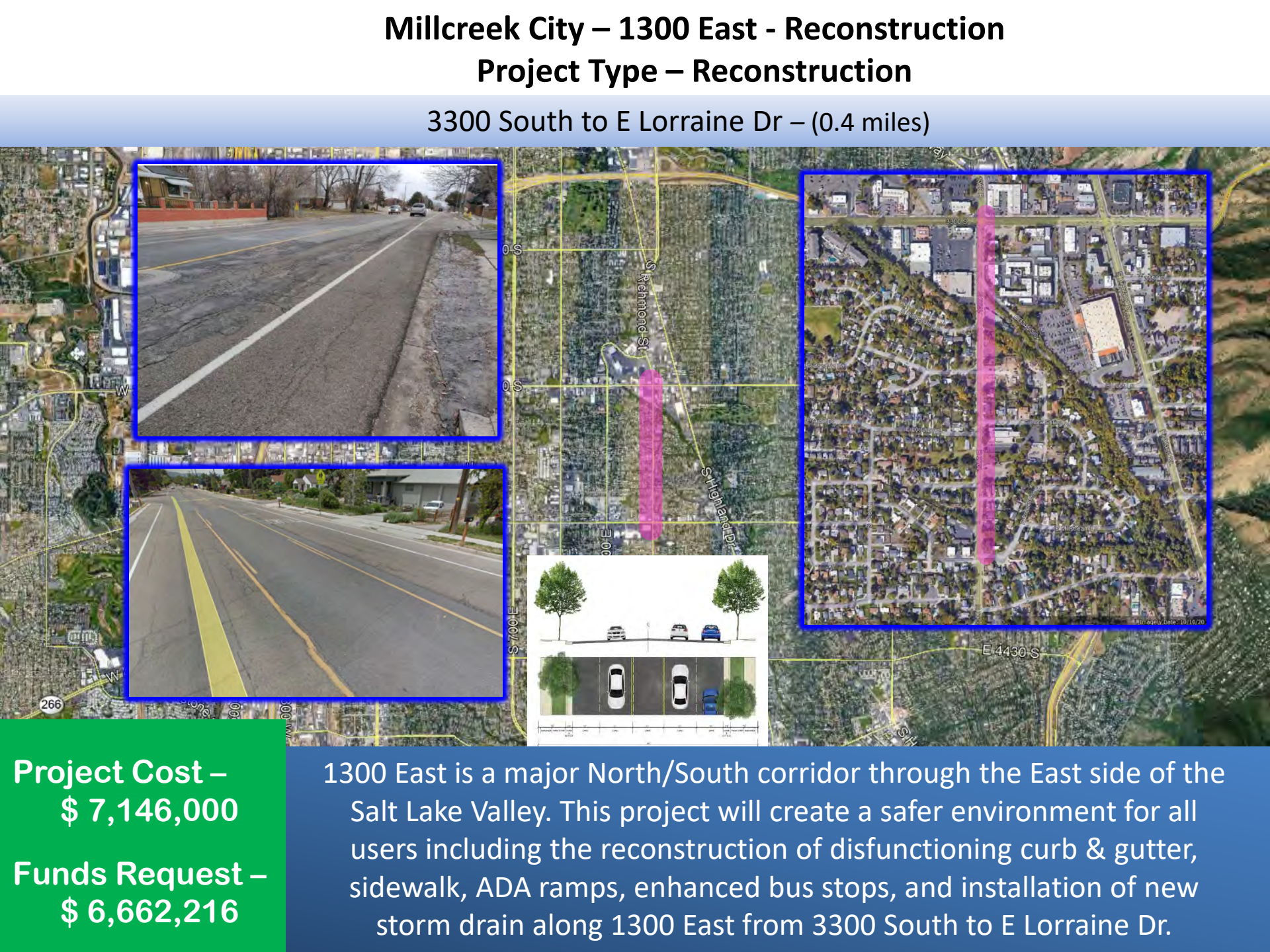
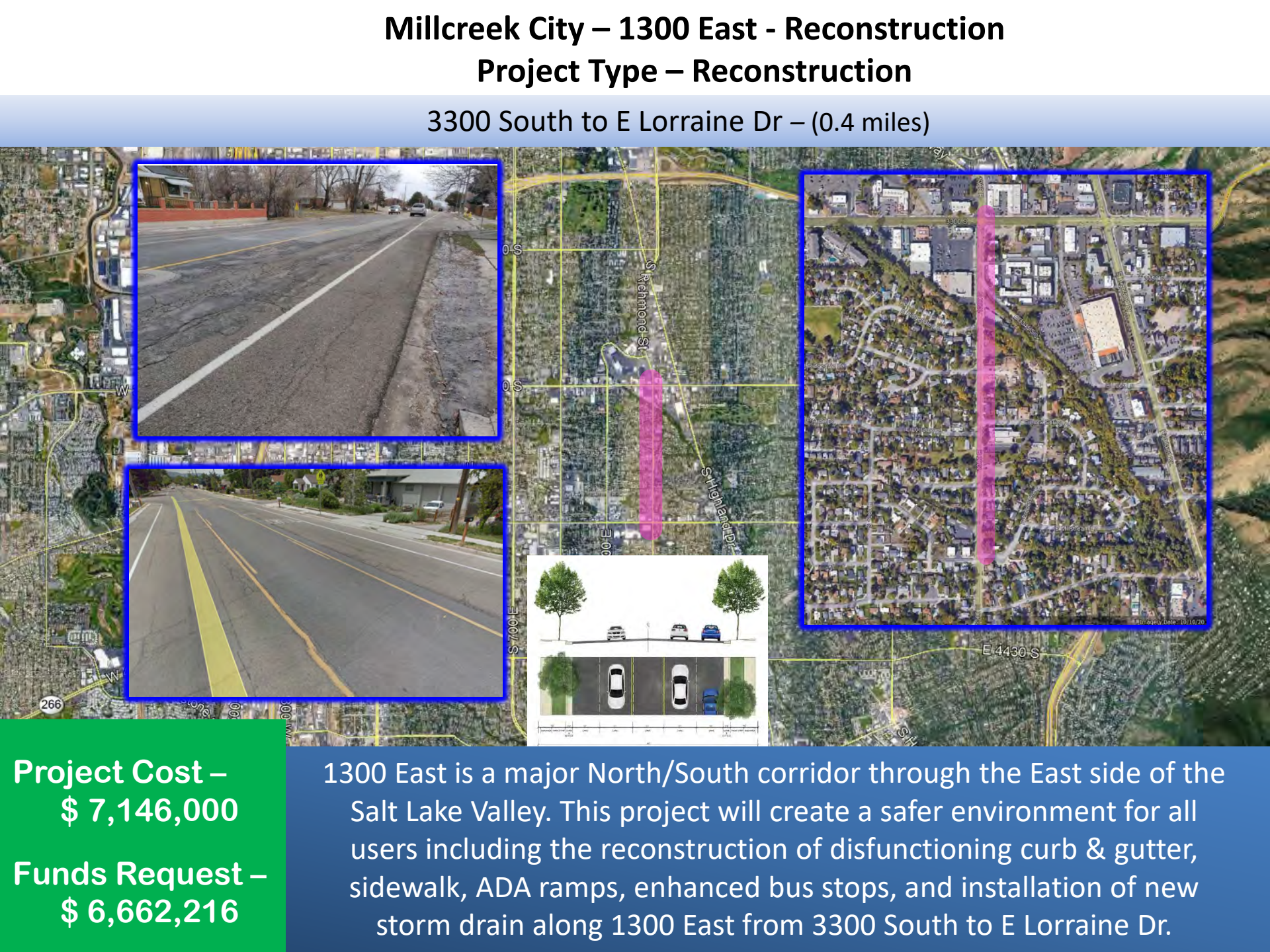
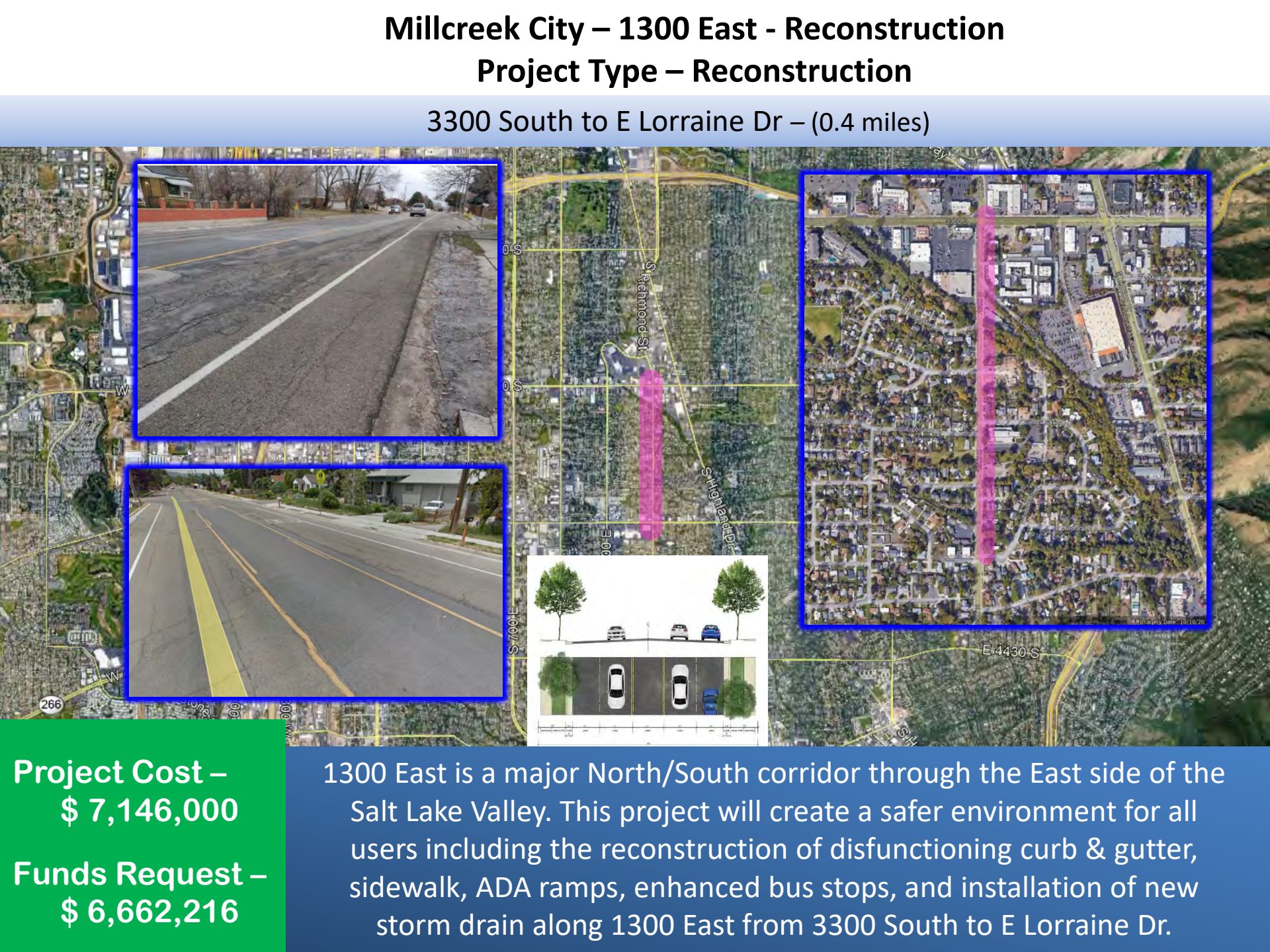
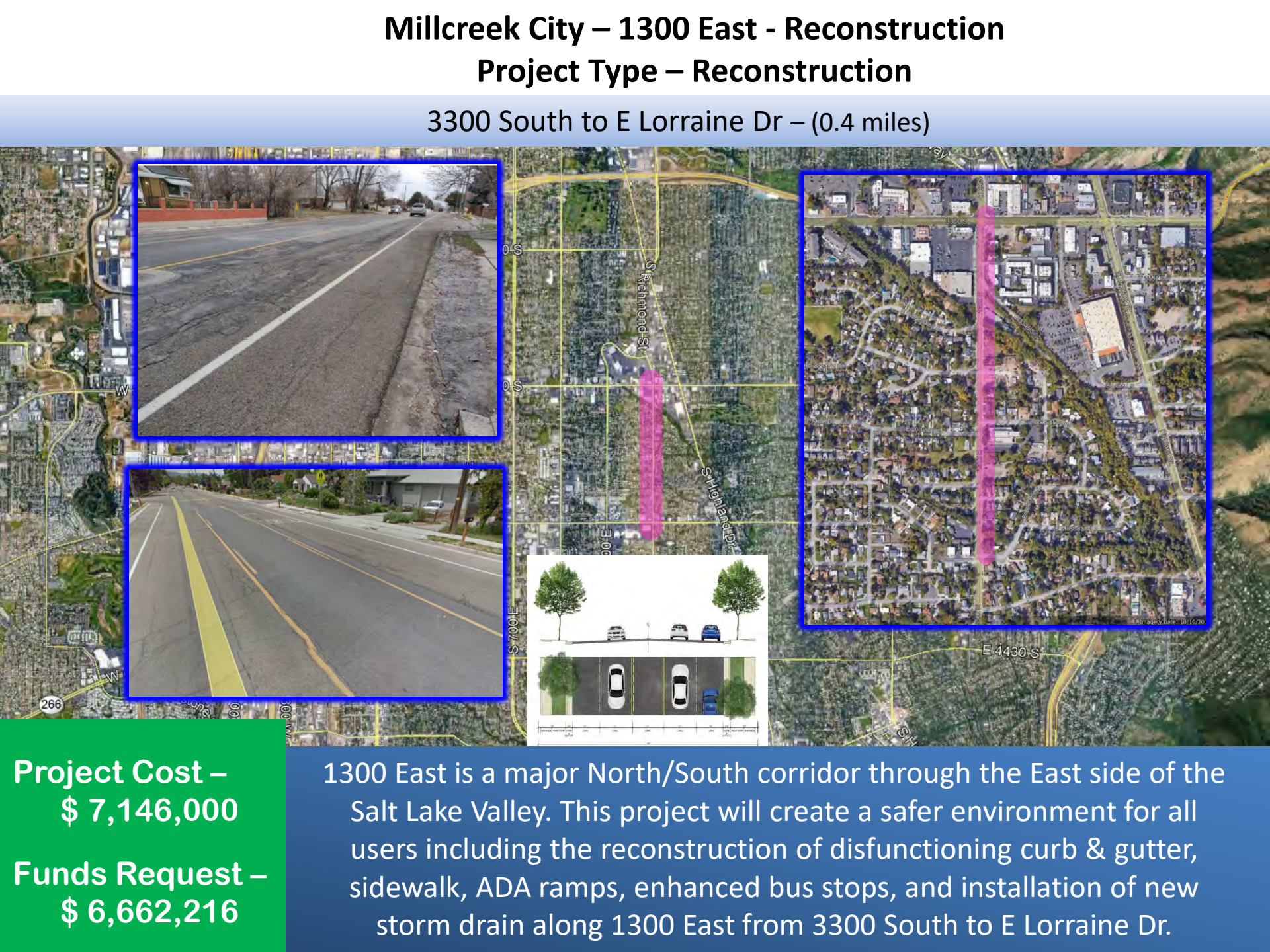
3300 South to E Lorraine Dr – (0.4 miles)



Project Cost –
\$ 7,146,000

Funds Request –
\$ 6,662,216


1300 East is a major North/South corridor through the East side of the Salt Lake Valley. This project will create a safer environment for all users including the reconstruction of disfunctioning curb & gutter, sidewalk, ADA ramps, enhanced bus stops, and installation of new storm drain along 1300 East from 3300 South to E Lorraine Dr.



Millcreek City – 1300 East - Reconstruction

Project Type – Reconstruction

3300 South to E Lorraine Dr – (0.4 miles)



Project Cost –
\$ 7,146,000


Funds Request –
\$ 6,662,216

1300 East is a major North/South corridor through the East side of the Salt Lake Valley. This project will create a safer environment for all users including the reconstruction of disfunctioning curb & gutter, sidewalk, ADA ramps, enhanced bus stops, and installation of new storm drain along 1300 East from 3300 South to E Lorraine Dr.

Millcreek City – 1300 East - Reconstruction

Project Type – Reconstruction

3300 South to E Lorraine Dr – (0.4 miles)



Project Cost –
\$ 7,146,000

Funds Request –
\$ 6,662,216

1300 East is a major North/South corridor through the East side of the Salt Lake Valley. This project will create a safer environment for all users including the reconstruction of disfunctioning curb & gutter, sidewalk, ADA ramps, enhanced bus stops, and installation of new storm drain along 1300 East from 3300 South to E Lorraine Dr.

Millcreek City – 1300 East - Reconstruction

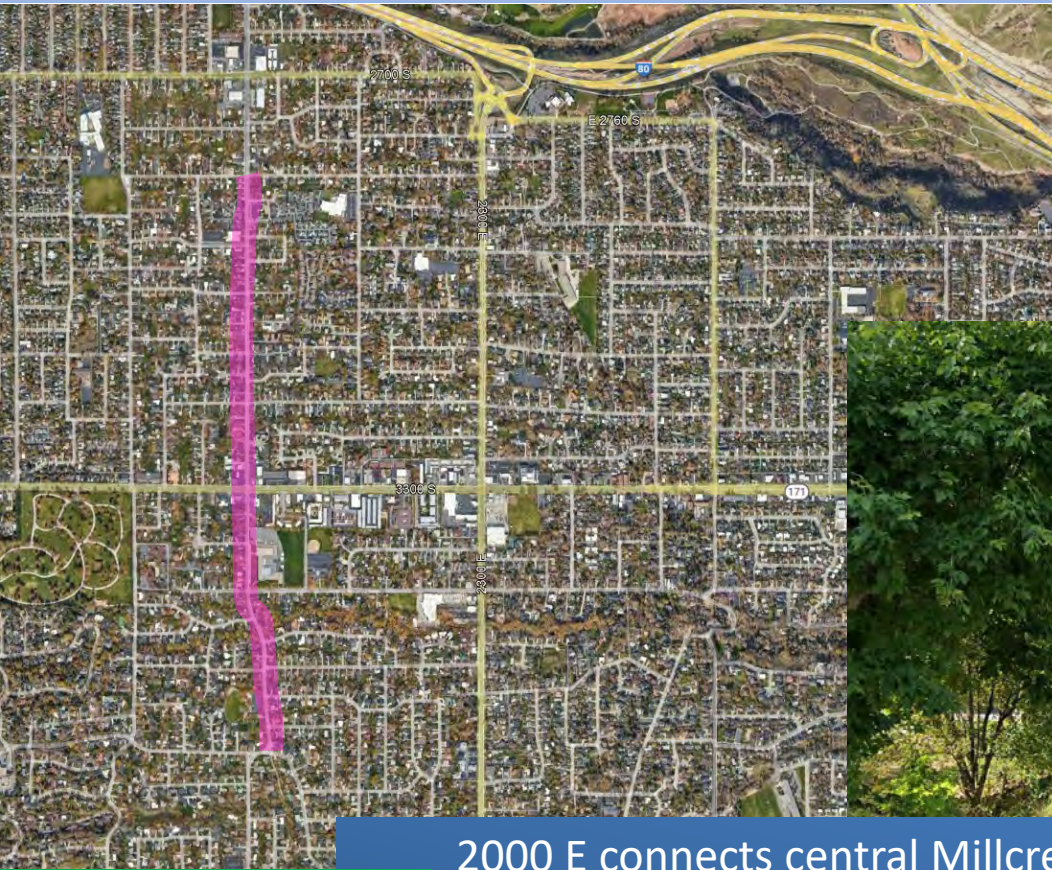
Project Type – Reconstruction

3300 South to E Lorraine Dr – (0.4 miles)

Millcreek City – 2000 East - Reconstruction

Project Type – Reconstruction

3300 South to Atkin Avenue – (0.7 miles)



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

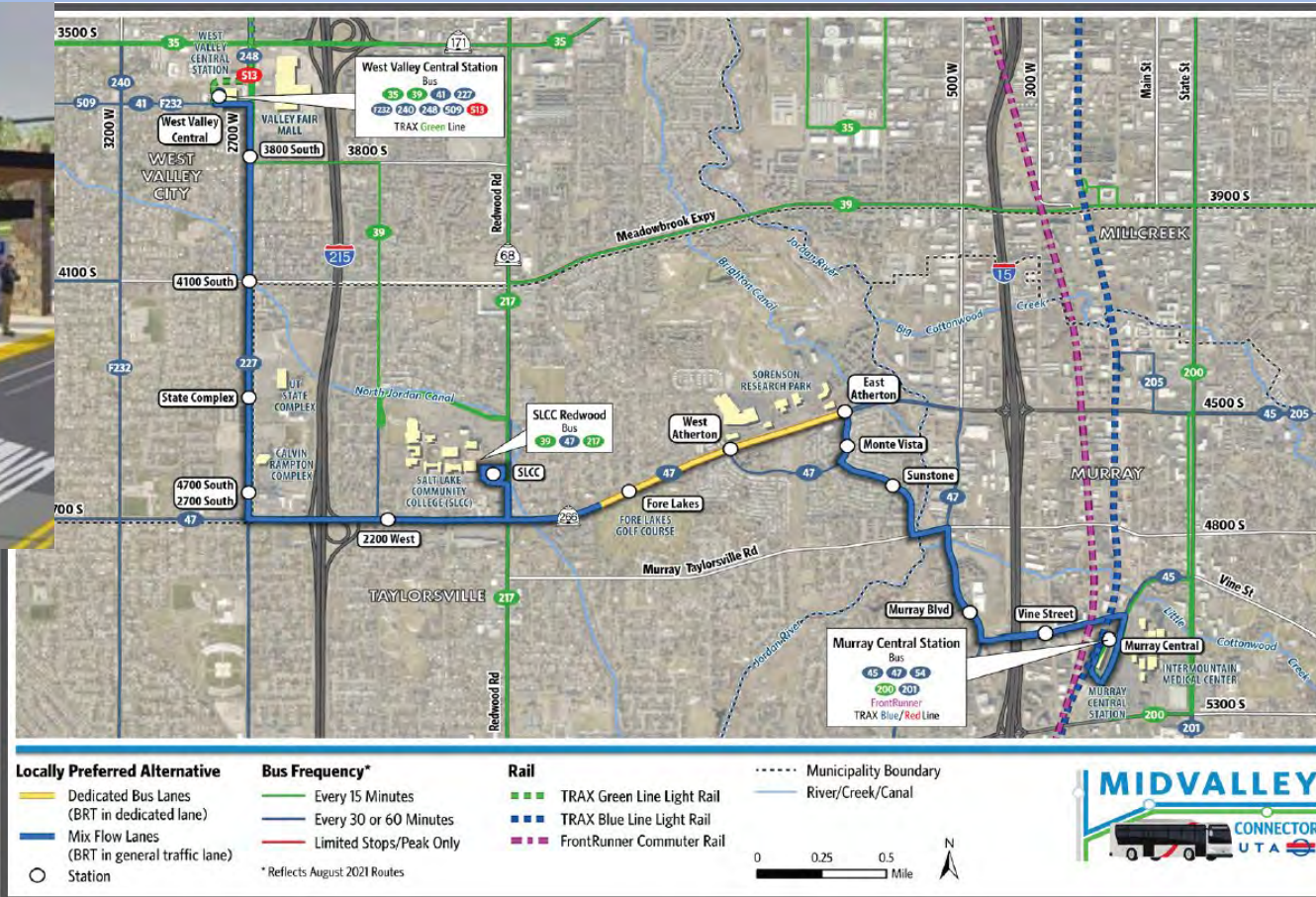
Project Cost –
\$ 8,347,800

Funds Request –
\$ 7,316,504

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.

Salt Lake City – 900 West – Reconstruction

Project Type – Reconstruction

North Temple – 600 North – (0.75 miles)



Project Cost –
\$ 8,838,300

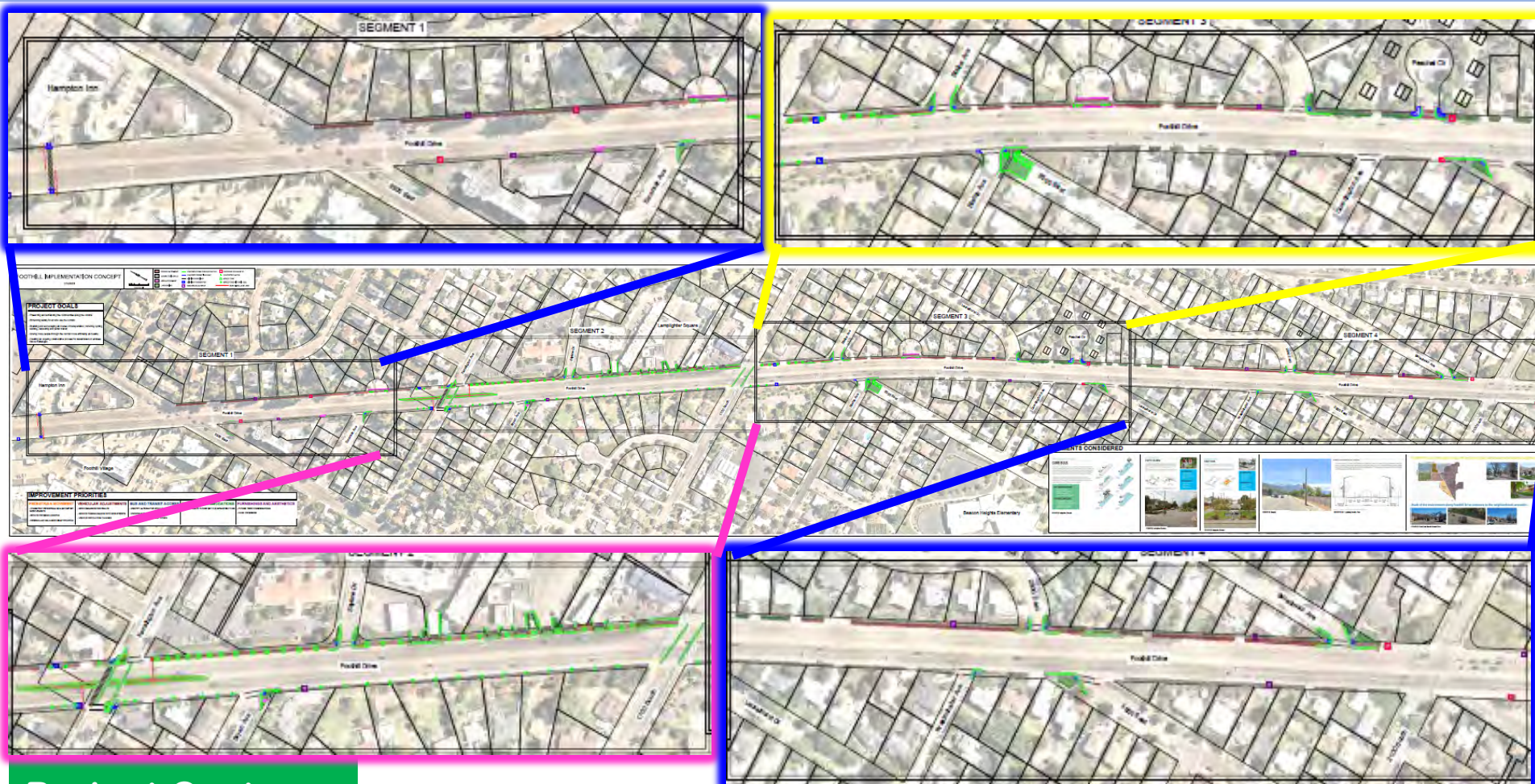
Funds Request –
\$ 3,236,144

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.

UDOT – Salt Lake City - SR-186 Pedestrian Improvements – Ped & Bike

Project Type – Other

1700 South to Laurelhurst Drive – (0.3 miles)



Project Cost –
\$ 1,202,600
Funds Request –
\$ 1,121,184

This project will construct bulb outs on the city cross streets to minimize pedestrian crossing distances, reconstruct sidewalk and driveways to better accommodate pedestrians and install landscape features.

Project Cost –
\$ 3,000,000

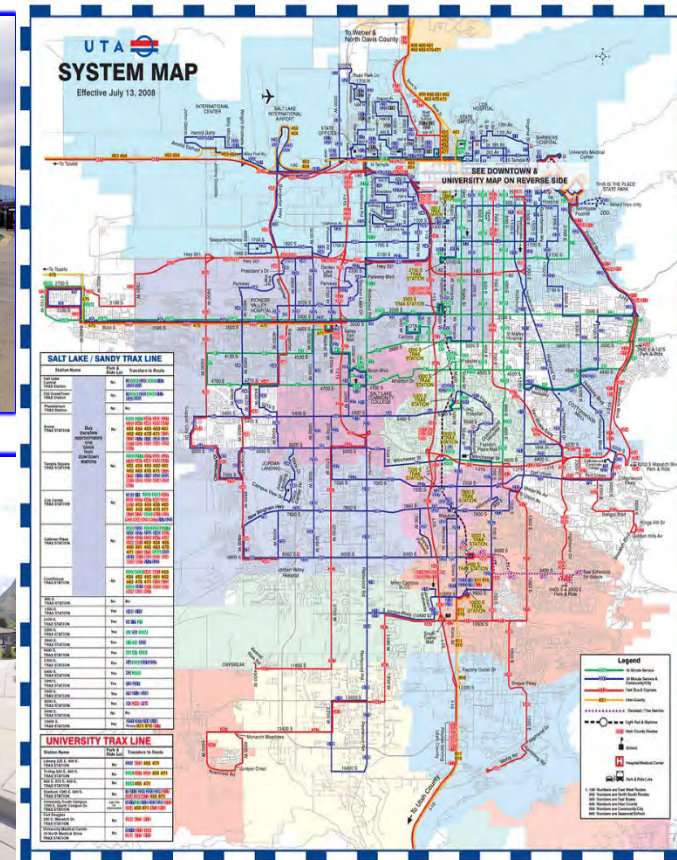
Funds Request –
\$ 2,796,900

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.

Sandy – 11000 South/ 1000 East - Round-about

Project Type – Operations

11000 South & 1000 East – (0.25 miles)



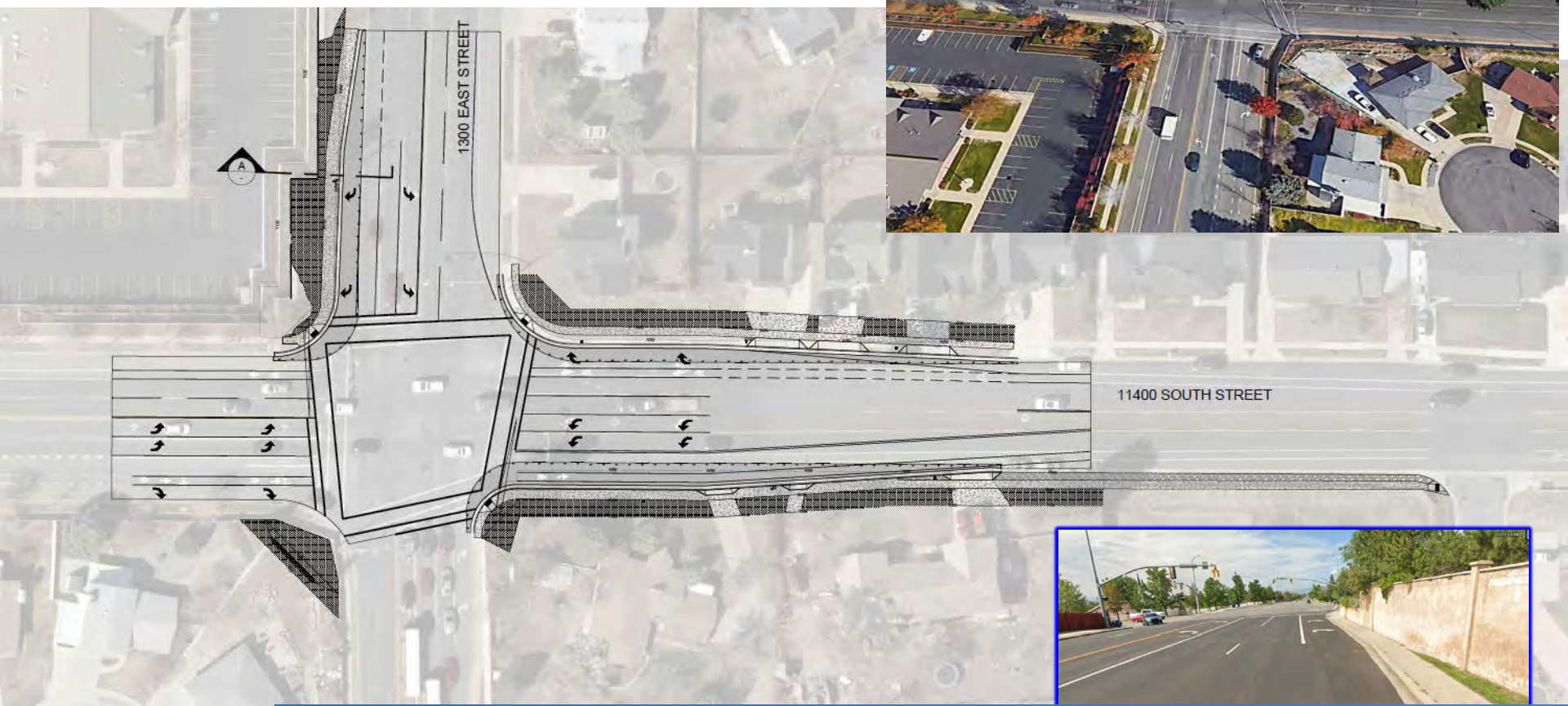
This pedestrian heavy intersection is adjacent to Alta High School, operating as a busy 8,500 ADT 4-way stop. While a traffic signal is not warranted, this is a prime location for a roundabout to reduce delay, emissions, and conflict points.

Project Cost – \$ 2,743,067
Funds Request – \$ 2,554,502

Sandy – 11400 South/ 1300 East – Intersection Improvements

Project Type – Operations

11400 South & (1280 East - 1350 East) – (0.25 miles)



Project Cost –
\$ 4,276,867

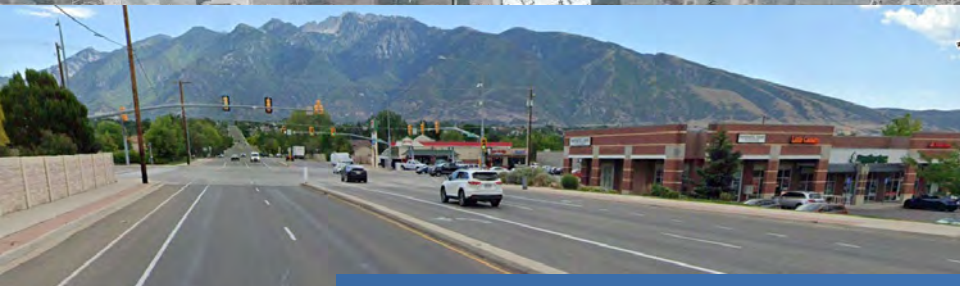
Funds Request –
\$ 3,977,938

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.

Sandy/ Draper – 11400 South/ 700 East – EB/WB Dual Lefts

Project Type – Operations

11400 South & (Oak Brush Dr (605 E) -785 East) – (0.25 miles)



Project Cost –
\$ 3,603,500

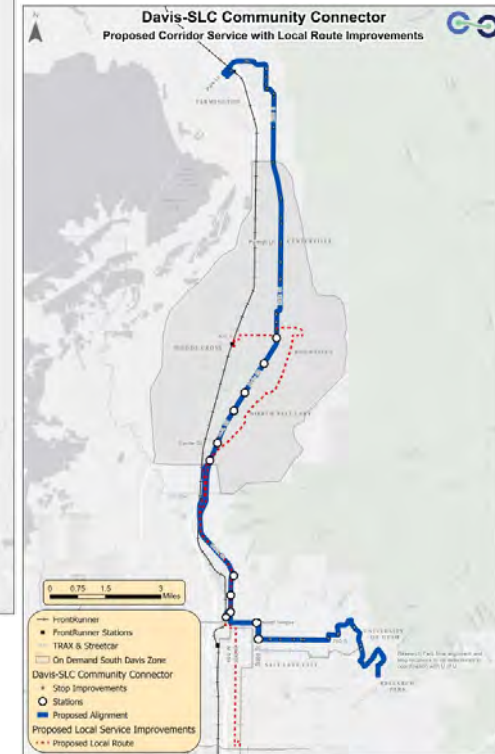
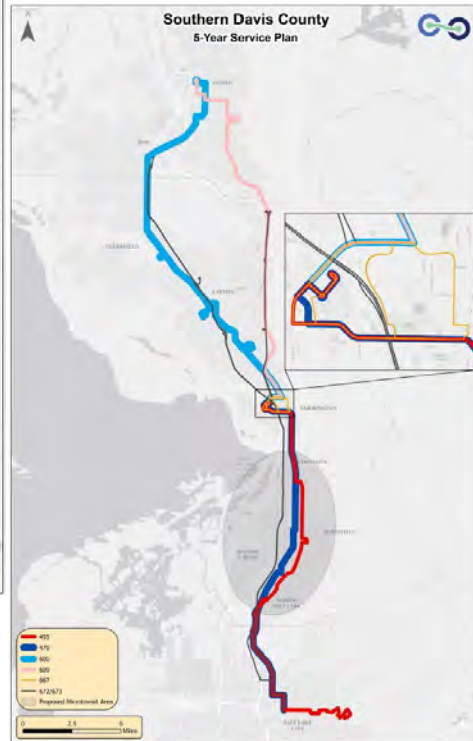
Funds Request –
\$ 3,357,119

This intersection is currently operating at LOS E with eastbound queues reaching 1,000 feet, resulting in unstable operations and delay. Warranted by funded year 2029, the intersection will be widened to accommodate dual eastbound and westbound left turns, approximately doubling the existing storage capacities.

UTA – Davis – Salt Lake Connector Construction

Intersections Improvement - Project Type – Operations

Davis County to Salt Lake City



The Davis-SLC Community Connector has been identified as a phase 1 project in the regional transportation plan. It will provide an essential transit connection between Davis and Salt Lake County, improving upon existing service. Environmental work is currently underway. The requested funds will be used for construction.

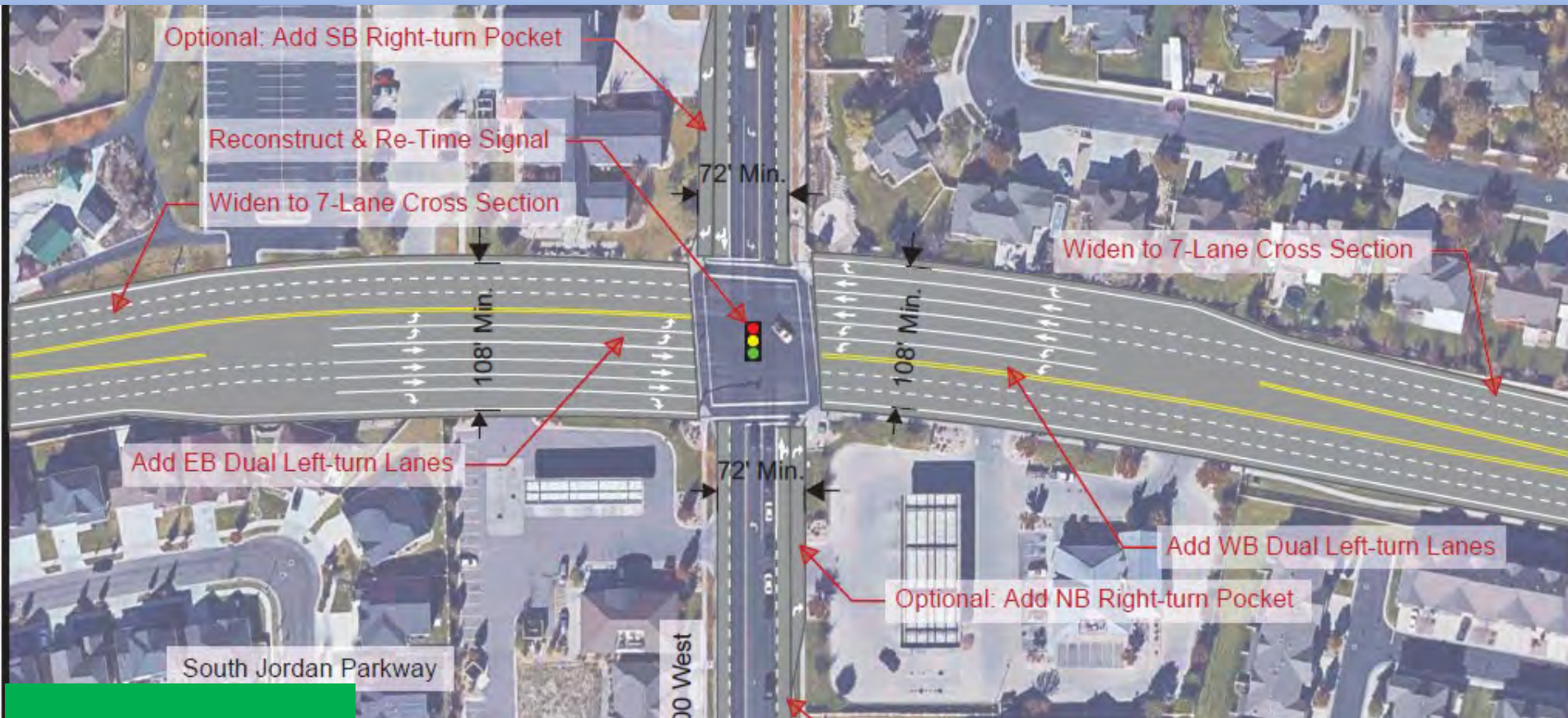
**Project Cost –
\$ 75,597,183**

**Funds Request –
\$ 5,000,000**

South Jordan – 4000 West\ So Jordan Parkway – Intersection Improvements

Project Type - Operations

4000 West & South Jordan Parkway – (0.25 miles)



Project Cost –
\$ 5,152,400

Funds Request –
\$ 1,575,584

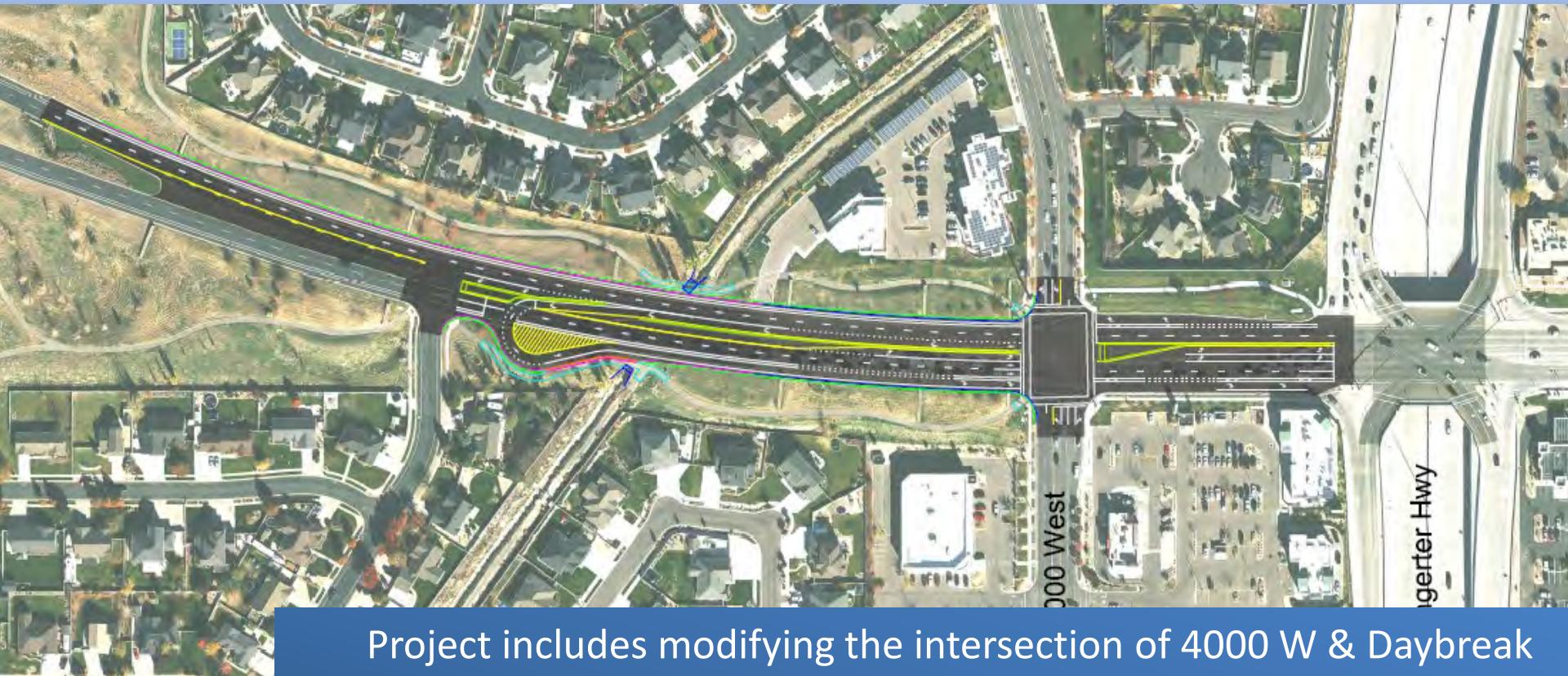
This project increases the capacity of the intersection at 4000 W & South Jordan Parkway by adding the following lanes:

- One additional through lane will be added to all 4 approaches
- A second left turn lane will be added to the East & West approach
- Right turn pockets will be added to the North and South approach

South Jordan – 4000 West Thru-U Turn – Intersection Improvements

Project Type - Operations

4000 West & Daybreak Parkway – (0.35 miles)



Project includes modifying the intersection of 4000 W & Daybreak Parkway with a thru-U turn for the westbound left turn movement. Over the past 18 months UDOT and South Jordan City have studied solutions for 11400 S to try and avoid or minimize a future widening. A number of alternatives have been analyzed and the Thru-U at 4000 W was identified as a change that improves travel time at a relatively low cost.

**Project Cost –
\$ 5,224,000**

**Funds Request –
\$ 4,870,335**

UTA – Transit Technical Education Center (TTEC)

Project Type - Other

2320 South 800 West – South Salt Lake



Picture of the exterior of the building proposed for upgrade



Picture of the existing shop space inside the building proposed for upgrade

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





Proposed project is located in a Federal Opportunity Zone (Census Tract 1115)

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%)

UTA



Aerial image of the site owned by UTA which is proposed to be upgraded

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.

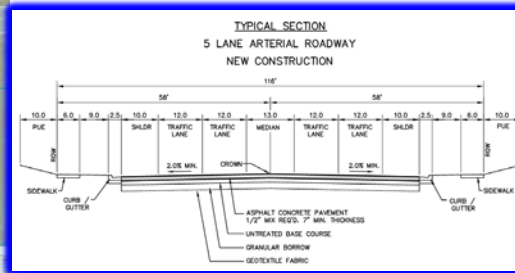
West Jordan – 9000 South – New Construction

Project Type – Capacity

6400 West to New Bingham Highway – (0.53 miles)

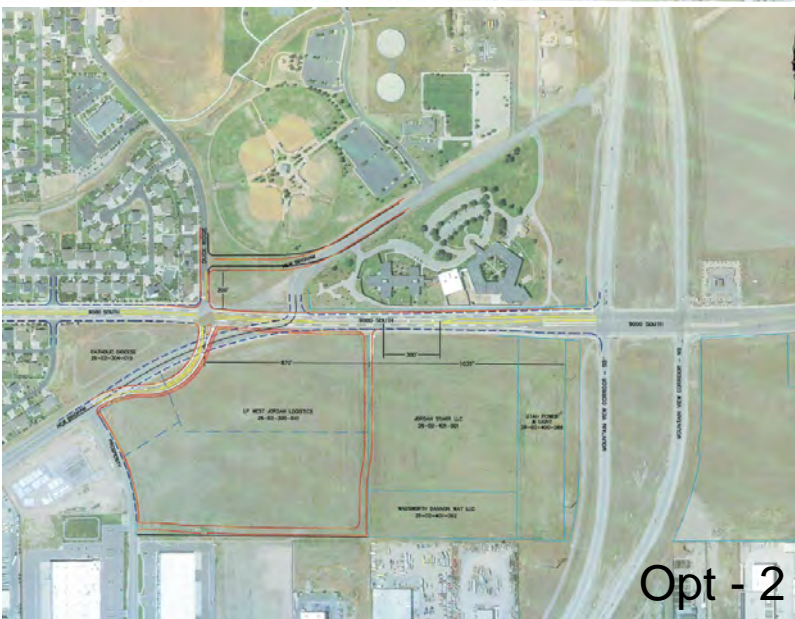


Opt - 1

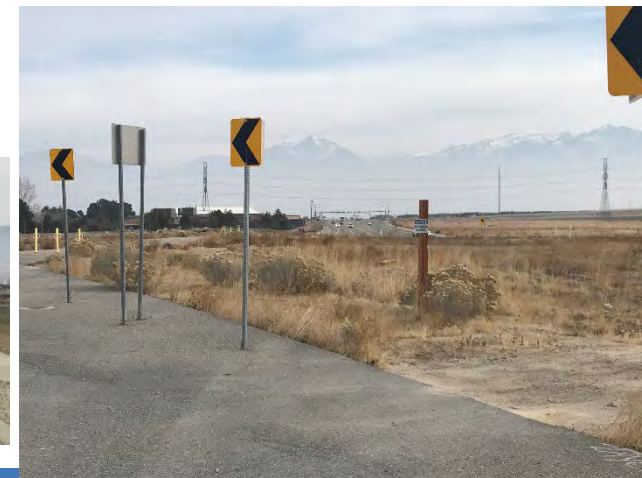


Project Cost –
\$ 10,355,800

Funds Request –
\$ 4,993,212



Opt - 2



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



Redwood Road & 6720 South – (0.25 miles)



**Project Cost –
\$ 1,030,000**

**Funds Request –
\$ 960,269**

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.

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.



Project Cost –
\$ 76,040,000

Funds Request –
\$ 5,000,000

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

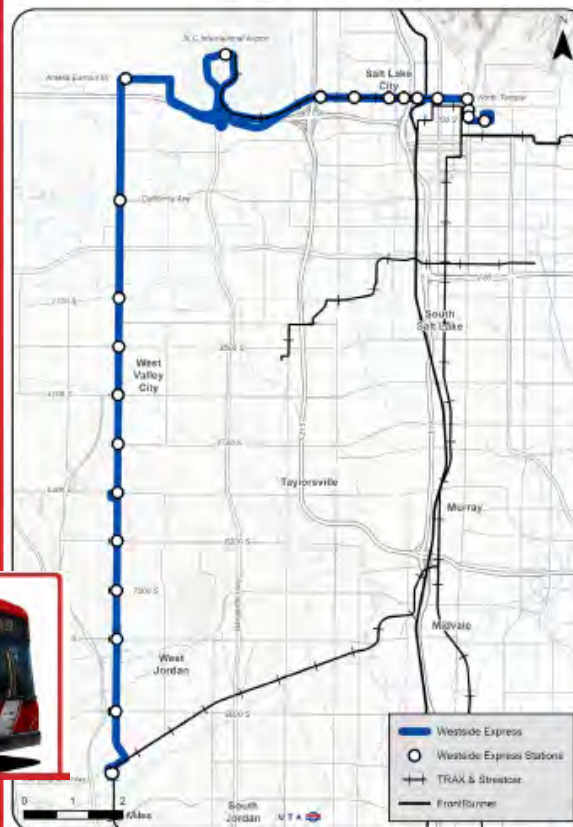
Status: Seeking Funding for Next Steps

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



West Valley City – 1300 West Bike Lanes – Bike Route Expansion

Project Type – Capital Improvement

4000 South to 3300 South – (1 mile)



Project Cost –
\$ 10,502,800

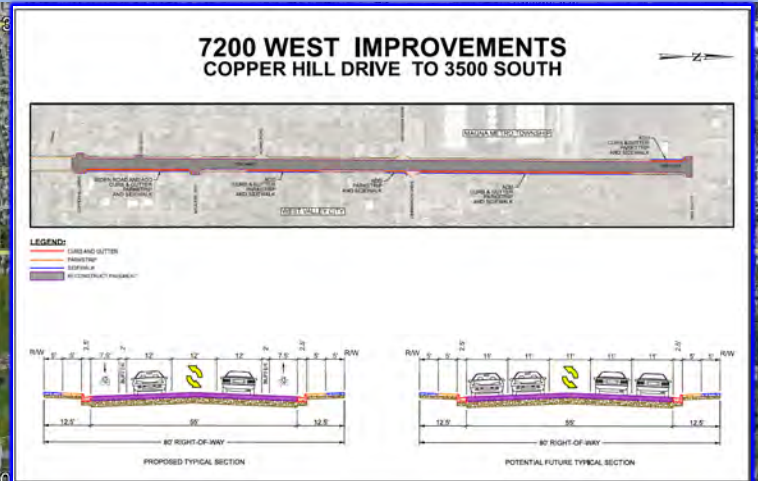
Funds Request –
\$ 6,994,860

This project improves 1300 W between 4000 S and 3300 S by improving the pavement section, adding buffered bike lanes, street lights and connecting sidewalk. Presently, pedestrians must use the roadway shoulder, adjacent to traffic lanes. This corridor has been identified as a bike connection between Utah and Davis Counties.

West Valley – 7200 West – Reconstruct w/ Minor Widening

Project Type – Reconstruct

3500 South to Copper Hill Drive – (0.62 miles)



**Project Cost –
\$ 7,670,900**

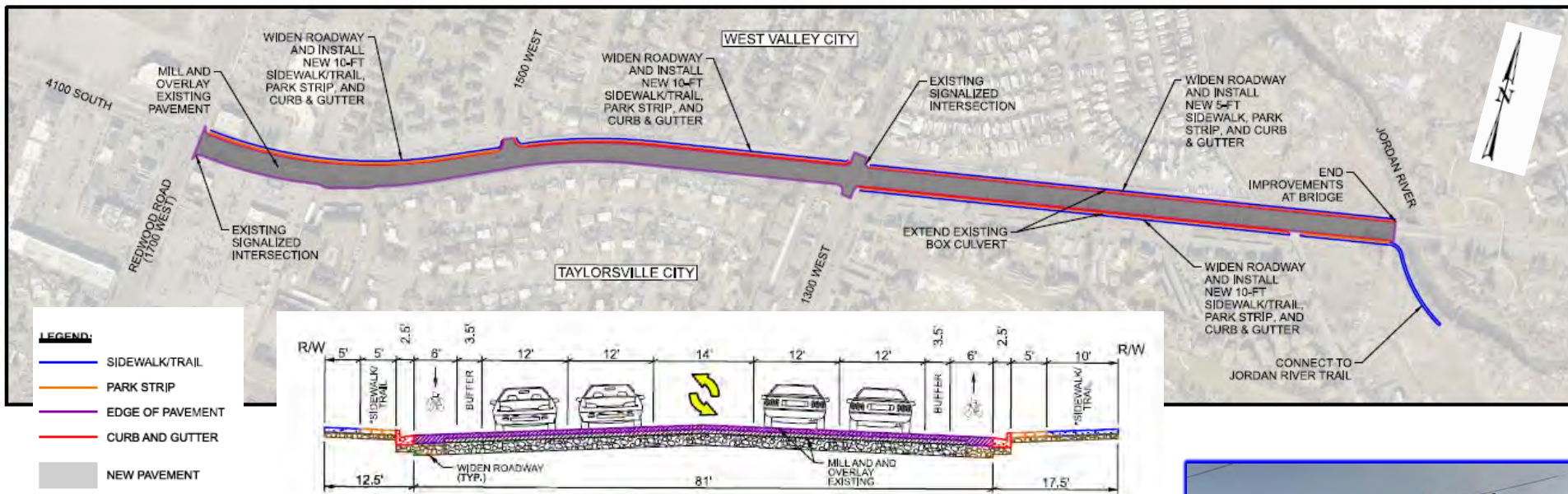
**Funds Request –
\$ 2,435,764**

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.

West Valley City / Taylorsville – 3900 South Bike Lanes – Bike \Pedestrian

Project Type – Capital Improvement

Redwood Road to Jordan River – (1 mile)



Project Cost –
\$ 9,913,000

Funds Request –
\$ 6,241,890

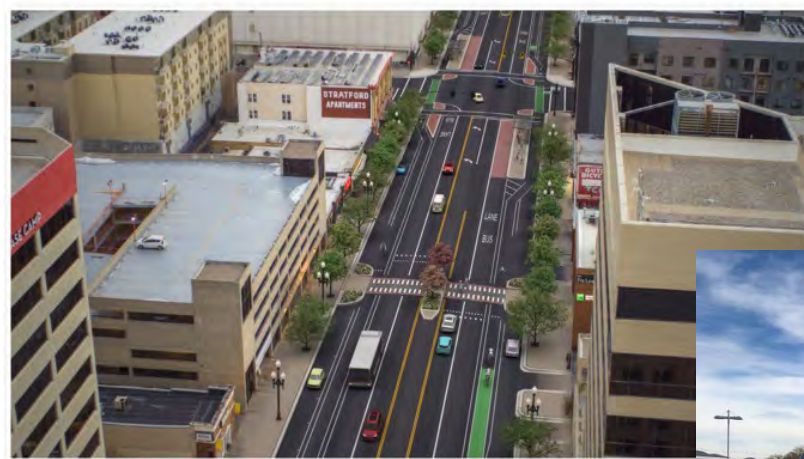
This proposed project improves 3900 South between Redwood Road and the Jordan River by improving the pavement section, adding buffered bike lanes, a 10' trail, street lighting and connecting sidewalk. Presently, pedestrians are required to use the roadway shoulder, adjacent to traffic lanes with a 40 mph speed limit.

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

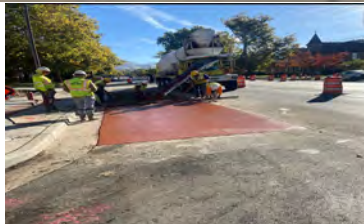
Project Type – Transit

200 South SLC

Facing East toward 200 East from State Street



200 South at 300 East



Project Cost –
\$ 6,500,000
Funds Request –
\$ 4,000,000

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.

Surface Transportation Program (STP) Project Evaluation for FFY 2029 Funding

																	Access to Opportunities (ATO)						Facility Condition/ Management						
Suggested Funding	ROW	Unique Proj ID	County	City	Agency	Funding	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Project Priority	Number of Jobs	Number of Households	Improvements to Access	Score Total	Project Type Weight	Weighted Score	Equity Focus Area	Management Plan (y/n)	Road Owner Coord w/UTA on Pave Design	Existing Cond	Last Year of Pave Maintenance	Last Year of Pavement
\$ 1,500,000	1	S_STP_23	Salt Lake	South Jordan	Intersections & Signals	STP	4000 W / South Jordan Parkway Intersection Improvements	500ft each direction of intersection	0	0.37	\$ 5,152,400	\$ 1,575,584	\$ 361,000	Principal Arterial	Operations	This project increases the capacity of the intersection at 4000 W & South Jordan Prkwy by adding the following lanes: - One additional through lane will be added to all 4 approaches - A second left turn lane will be added to the East & West approach - Right turn pockets will be added to the North and South approach	1	1	3	5	9	10	6.00	N	0.5	0	0.5	0	0.5
	2	S_STP_8	Salt Lake	Herriman	Intersections & Signals	STP	12600 S & Herriman Main St Intersection Improvements	12600 S	12600 S	0.1	\$ 3,868,600	\$ 2,665,073	\$ 950,000	Minor Arterial	Reconstruct	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.	2	1	1	5	7	10	4.67	N	0.5	0	1.5	1	1
\$ 3,000,000	3	S_STP_16	Salt Lake	Salt Lake City	Reconstruction	STP	900 West Reconstruction	North Temple	600 North	0.75	\$ 8,838,300	\$ 3,236,144	\$ 2,386,340	Collector	Reconstruct	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.	1	1	3	7	11	10	7.33	Y	0.5	0.5	2.5	1	0.5
	4	S_STP_21	Salt Lake	Sandy/Draper	Intersections & Signals	STP	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	Principal Arterial	Operations	This intersection is currently operating at LOS E with eastbound queues reaching 1,000 feet, resulting in unstable operations and delay. Warranted by funded year 2029, the intersection will be widened to accommodate dual eastbound and westbound left turns, approximately doubling the existing storage capacities.	1	3	1	1	5	10	3.33	Y	0.5	0	0.5	1	1
\$ 2,500,000	5	S_STP_1	Salt Lake	Cottonwood Heights	Reconstruction	STP	Fort Union Blvd Roadway Project	Pippen Drive	3160 East	0.8	\$ 5,692,100	\$ 3,306,745	\$ 385,355	Minor Arterial	Reconstruct	This project will will reconstruct Fort Union Blvd from 3160 East to Pippen Drive (3570 East), accomodating bike lanes on both sides of the road, as well as intersection and ADA facilities, asphalt pavement, and a new 10-ft multi-use trail along the north-east side of Fort Union. The SD Improvements with curb & gutter will be constructed as a seperate city project in 2023-2024	1	1	0	6	7	10	4.67	Y	0.5	0.5	2.5	0.5	0.5
	6	S_STP_3	Salt Lake	Draper	Widening	STP	12300 S at Lone Peak Pkwy	SB I-15 Off Ramp	265 W	0.4	\$ 4,893,600	\$ 4,562,303	\$ 331,297	Principal Arterial	Operations	This project will widen 12300 S to allow for an additional left turn lane to southbound Lone Peak Parkway. This project will also widen the north side of SR-71 to extend the free-right acceptance lane from the I-15 SB off-ramp to Lone Peak Parkway.	1	5	5	4	14	10	9.33	N	0.5	0	0.5	1	1
	7	S_STP_31	Salt Lake	West Valley City and Taylorsville	Other STP	STP	3900 South Widening and Reconstruction	Redwood Road	Jordan River Bridge	1	\$ 9,913,000	\$ 6,241,890	\$ 671,110	Minor Arterial	Reconstruct	This proposed project improves 3900 South between Redwood Road and the Jordan River by improving the pavement section, adding buffered bike lanes, a 10' trail, street lighting and connecting sidewalk. Presently, pedestrians are required to use the roadway shoulder, adjacent to traffic lanes with a 40 mph speed limit.	2	3	5	5	13	10	8.67	Y	0.5	0	2.5	0	0
	8	S_STP_13	Salt Lake	Millcreek	Other STP	STP	1300 East: 3300 South to E Lorraine Dr.	3300 South	E Lorraine Dr.	0.4	\$ 7,146,000	\$ 6,662,216	\$ 483,784	Minor Arterial	Reconstruct	1300 East is a major North/South corridor through the East side of the Salt Lake Valley. This project will create a safer environment for all users including the reconstruction of disfunctioning curb & gutter, sidewalk, ADA ramps, enhanced bus stops, and installation of new storm drain along 1300 East from 3300 South to E Lorraine Dr.	3	5	1	5	11	10	7.33	N	0.5	0.5	1.5	1	1
	9	S_STP_28	Salt Lake	West Jordan	Intersections & Signals	STP	Redwood Rd & 6720 S Intersection Improvements	0	0	0	\$ 1,030,000	\$ 960,269	\$ 69,731	Principal Arterial	Operations	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.	2	3	3	3	9	10	6.00	Y	0.5	0	0.5	0.5	1
	10	S_STP_2	Salt Lake	Cottonwood Heights	Reconstruction	STP	Fort Union Roadway and Cycle Track Project	Union Park Ave	1300 East	0.284090909	\$ 3,883,800	\$ 3,620,867	\$ 262,933	Minor Arterial	Active Transportation	This project will construct dedicated, grade seperated bicyle lanes on the north and south side of Fort Union Boulevard from Union Park Ave to 1300 East. This project is part of the Mid-Valley Active Transporation Plan and will provide the start of a backbone bike network on Fort Union Blvd, connecting Salt Lake County, Midvale City and Cottonwood Heights. The project will maintain all through and turn lanes, provide ADA accomodations, and increase safety for all users of the roadway.	2	5	5	5	15	15	15.00	N	0.5	0.5	1.5	0.5	1

Surface Transportation Program (STP) Project Evaluation for FFY 2029 Funding

		Benefit Practices			Benefit Cost					Operation, TSM/ TDM, & ITS Improvements							Delay Reduction				Growth Principles/ Economic Improvements							Traffic Values				Safety					Volume to Capacity							
ROW	Unique Proj ID	Score Total	Project Type Weight	Weighted Score	Federal Investment per User Investment	Score Total	Project Type Weight	Weighted Score	Signal Phasing	Access Management	Intersection Imp.	ITS Components	Transit Infrastructure Imp	Score Total	Project Type Weight	Weighted Score	Delay Reduction	Score Total	Project Type Weight	Weighted Score	Alternative Modes Accom	Efforts to Preserve Corridor	Access Time Improved	Percent Freight	Daily VMT Reduction	Score Total	Project Type Weight	Weighted Score	Traffic Growth	Score Total	Project Type Weight	Weighted Score	Accidents	Safety Index	Safety Improvements	Score Total	Project Type Weight	Weighted Score	Existing Volume/ Capacity	Score Total	Project Type Weight	Weighted Score	Total	Weighted Total
1	S_STP_23	1.5	5	1.50	34	15	15	15.00	2	2	3	2	1	10	20	13.33	8	8	10	8.00	3	6	0	3	0	12	20	11.43	4	4	5	4.00	40	2	6	8	10	8.00	1	1	5	1.00	68.5	68.26
2	S_STP_8	4	25	20.00	52	15	15	20.00	2	1	1	1	0	5	10	3.33	0	0	5	0.00	3	6	0	1	0	10	10	4.76	4	4	5	4.00	79	2	6	8	10	8.00	1	1	5	1.00	54	65.76
3	S_STP_16	5	25	25.00	272	9	9	12.00	2	1	3	1	3	10	10	6.67	0	0	5	0.00	3	0	0	2	0	5	10	2.38	2	2	5	2.00	17	1	6	7	10	7.00	1	1	5	1.00	50	63.38
4	S_STP_21	3	5	3.00	97	15	15	15.00	3	2	2	2	0	9	20	12.00	6	6	10	6.00	3	6	0	3	0	12	20	11.43	1	1	5	1.00	108	3	6	9	10	9.00	2	2	5	2.00	62	62.76
5	S_STP_1	4.5	25	22.50	227	12	12	16.00	0	2	3	0	1	6	10	4.00	0	0	5	0.00	3	6	0	2	0	11	10	5.24	2	2	5	2.00	17	1	6	7	10	7.00	1	1	5	1.00	50.5	62.40
6	S_STP_3	3	5	3.00	97	15	15	15.00	3	0	2	0	0	5	20	6.67	0	0	10	0.00	2	6	0	3	0	11	20	10.48	3	3	5	3.00	352	4	6	10	10	10.00	2	2	5	2.00	63	59.48
7	S_STP_31	3	25	15.00	163	12	12	16.00	0	0	2	0	0	2	10	1.33	0	0	5	0.00	3	6	0	2	0	11	10	5.24	2	2	5	2.00	145	3	6	9	10	9.00	1	1	5	1.00	53	58.24
8	S_STP_13	4.5	25	22.50	260	9	9	12.00	0	0	0	0	0	0	10	0.00	0	0	5	0.00	3	6	0	1	0	10	10	4.76	1	1	5	1.00	52	1	6	7	10	7.00	3	3	5	3.00	45.5	57.60
9	S_STP_28	2.5	5	2.50	21	15	15	15.00	1	3	3	1	0	8	20	10.67	0	0	10	0.00	2	6	0	3	0	11	20	10.48	0	0	5	0.00	227	4	6	10	10	10.00	2	2	5	2.00	57.5	56.64
10	S_STP_2	4	5	4.00	81	15	15	15.00	0	0	0	0	0	0	15	0.00	0	0	10	0.00	3	6	0	2	0	11	21	11.00	1	1	5	1.00	137	4	4	8	10	8.00	1	1	5	1.00	55	55.00

Surface Transportation Program (STP) Project Evaluation for FFY 2029 Funding

																	Access to Opportunities (ATO)				Facility Condition/ Management								
Suggested Funding	ROW	Unique Proj ID	County	City	Agency	Funding	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Project Priority	Number of Jobs	Number of Households	Improvements to Access	Score Total	Project Type Weight	Weighted Score	Equity Focus Area	Management Plan (y/n)	Road Owner Coord w/UTA on Pave Design	Existing Cond	Last Year of Pave Maintenance	Last Year of Pavement
\$ 3,000,000 \$ 2,400,000	11	S_STP_30	Salt Lake	West Valley City and Magna	Other STP	STP	7200 West Widening and Reconstruction	3500 South	Copper Hill Drive	0.62	\$ 7,670,900	\$ 2,435,764	\$ 176,876	Minor Arterial	Reconstruct	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.	1	1	1	5	7	10	4.67	Y	0.5	0	2.5	0.5	0
	12	S_STP_5	Salt Lake	Draper	Reconstruction	STP	Pioneer Road	1300 East	1650 East	0.42	\$ 4,594,300	\$ 4,192,367	\$ 401,933	Collector	Reconstruct	The proposed project will reconstruct and widen this section of road to include 2 travel lanes, paved shoulders, curb and gutter, park strips, and sidewalks. The project will also construct a significant amount of retaining walls to accommodate the improvements.	2	1	0	6	7	10	4.67	N	0.5	0.5	2.5	1	0.5
	13	S_STP_20	Salt Lake	Sandy	Other STP	STP	11400 S 1300 E Intersection Improvements	1280 E	1350 E	0.13	\$ 4,276,867	\$ 3,977,938	\$ 298,929	Minor Arterial	Operations	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.	2	0	1	1	2	10	1.33	N	0.5	0	0.5	1	1
	14	S_STP_16a	Salt Lake	Salt Lake City	Transit Capital	STP	East Downtown Mobility Hub with Electric Bus Charging	200 South at 300 East	0	NA	\$ 6,500,000	\$ 4,000,000	\$ 300,000	Minor Arterial	Transit	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.	3	5	5	7	17	15	17.00	Y	0.5	0.5	0	0	0
	15	S_STP_32	Salt Lake	Salt Lake City	Transit Capital	STP	East Downtown Mobility Hub with Electric Bus Charging	200 South at 300 East	0	NA	\$ 6,500,000	\$ 4,000,000	\$ 300,000	Minor Arterial	Transit	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.	3	5	5	7	17	15	17.00	Y	0.5	0.5	0	0	0
\$ 2,500,000 \$ 3,000,000	16	S_STP_14	Salt Lake	Millcreek	Other STP	STP	2000 E: 3300 S to E Atkin Ave	3300 S SR #171	E Atkin Ave	0.7	\$ 8,347,800	\$ 7,316,504	\$ 1,031,296	Collector	Reconstruct	2000 E connects central Millcreek with the 3300 S SR #171 major arterial to Salt Lake City via an existing underpass at Interstate #80. This project will create a safer environment for all users including the reconstruction of disfunctioning curb & gutter, sidewalk, ADA ramps, enhanced bus stops, storm drain, and piping an existing irrigation ditch below grade from 3300 S SR #171 to Atkin Ave. This is Phase II to the project, Phase I connects 3300 S to Siggard Dr.	1	3	3	5	11	10	7.33	Y	0.5	0.5	2.5	0	0
	17	S_STP_26	Salt Lake	West Jordan	Widening	STP	9000 South	6400 West	New Bingham Highway (NBH	0.53	\$ 10,355,800	\$ 4,993,212	\$ 362,588	Principal Arterial	Operations	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 Copperton. New alignment will continue the grid pattern to SR-111. A new intesection at 9000 South and Duck Ridge will be created.	1	3	1	3	7	10	4.67	N	0.5	0	0.5	0	0.5
	18	S_STP_24	Salt Lake	South Jordan	Widening	STP	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	Minor Arterial	Operations	Project includes modifying the intersection of 4000 W & Daybreak Parkway with a thru-U turn for the westbound left turn movement. Over the past 18 months UDOT and South Jordan City have studied solutions for 11400 S to try and avoid or minimize a future widening. A number of alternatives have been analyzed and the Thru-U at 4000 W was identified as a change that improves travel time at a relatively low cost.	1	3	0	5	8	10	5.33	N	0.5	0	0.5	1	1
\$ 3,000,000	19	S_STP_9	Salt Lake	Herriman	Other STP	STP	13400 S Roadway Widening	6000 W	6400 W	0.5	\$ 8,910,700	\$ 7,039,518	\$ 1,300,000	Minor Arterial	Capacity	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 eleviate add travel lanes, add curb, bike & pedestrian facilities.	1	1	1	5	7	15	7.00	N	0.5	0.5	0.5	1	1
	20	S_STP_10	Salt Lake	Herriman	Other STP	STP	7300 West Roadway Extension	13000 South	13300 South	0.36	\$ 13,853,100	\$ 11,647,317	\$ 1,300,000	Minor Arterial	Capacity	This project is to construct an extension of 7300 W from Herriman Highway Butterfield Creek as Phase 1. It will be a Major Collector with 80' ROW. This project will includes several structures. ROW has already been acquired by the City. This road will be a crucial connection to future Olympia Development	3	1	1	5	7	15	7.00	N	0.5	0	0	1	1

Surface Transportation Program (STP) Project Evaluation for FFY 2029 Funding

		Management Practices			Benefit Cost					Operation, TSM/ TDM, & ITS Improvements					Delay Reduction				Growth Principles/ Economic Improvements							Traffic Values				Safety					Volume to Capacity										
ROW	Unique Proj ID	Score Total	Project Type Weight	Weighted Score	Federal Investment per User	Investment	Score Total	Project Type Weight	Weighted Score	Signal Phasing	Access Management	Intersection Imp.	ITS Components	Transit Infrastructure Imp	Score Total	Project Type Weight	Weighted Score	Delay Reduction	Score Total	Project Type Weight	Weighted Score	Alternative Modes Accom	Efforts to Preserve Corridor	Access Time Improved	Percent Freight	Daily VMT Reduction	Score Total	Project Type Weight	Weighted Score	Traffic Growth	Score Total	Project Type Weight	Weighted Score	Accidents	Safety Index	Safety Improvements	Score Total	Project Type Weight	Weighted Score	Existing Volume/ Capacity	Score Total	Project Type Weight	Weighted Score	Total	Weighted Total
11	S_STP_30	3.5	25	17.50	138	12	12	20	16.00	0	0	1	0	0	1	10	0.67	0	0	5	0.00	2	6	0	1	0	9	10	4.29	2	2	5	2.00	34	1	6	7	10	7.00	1	1	5	1.00	42.5	53.12
12	S_STP_5	5	25	25.00	433	9	9	20	12.00	0	0	0	0	0	0	10	0.00	0	0	5	0.00	3	6	0	1	0	10	10	4.76	0	0	5	0.00	18	1	4	5	10	5.00	1	1	5	1.00	37	52.43
13	S_STP_20	3	5	3.00	184	12	12	15	12.00	3	3	3	3	0	12	20	16.00	2	2	10	2.00	3	6	0	2	0	11	20	10.48	1	1	5	1.00	19	1	4	5	10	5.00	1	1	5	1.00	49	51.81
14	S_STP_16a	1	5	1.00	317	9	9	20	12.00	2	1	1	2	3	9	20	12.00	0	0	5	0.00	3	0	0	1	0	4	21	4.00	1	1	5	1.00	26	1	6	7	5	3.50	1	1	5	1.00	49	51.50
15	S_STP_32	1	5	1.00	317	9	9	20	12.00	2	1	1	2	3	9	20	12.00	0	0	5	0.00	3	0	0	1	0	4	21	4.00	1	1	5	1.00	26	1	6	7	5	3.50	1	1	5	1.00	49	51.50
16	S_STP_14	3.5	25	17.50	475	9	9	20	12.00	0	0	0	0	0	0	10	0.00	0	0	5	0.00	3	6	0	1	0	10	10	4.76	1	1	5	1.00	11	1	6	7	10	7.00	1	1	5	1.00	42.5	50.60
17	S_STP_26	1.5	5	1.50	130	12	12	15	12.00	0	0	1	1	0	2	20	2.67	0	0	10	0.00	2	6	2	3	0	13	20	12.38	5	5	5	5.00	45	4	6	10	10	10.00	0	0	5	0.00	50.5	48.21
18	S_STP_24	3	5	3.00	118	12	12	15	12.00	2	0	1	1	0	4	20	5.33	0	0	10	0.00	3	6	0	1	0	10	20	9.52	4	4	5	4.00	62	2	6	8	10	8.00	1	1	5	1.00	50	48.19
19	S_STP_9	3.5	5	3.50	176	12	12	15	12.00	2	0	2	1	1	6	15	6.00	0	0	10	0.00	3	6	0	1	0	10	21	10.00	0	0	5	0.00	242	1	6	7	10	7.00	2	2	5	2.00	47.5	47.50
20	S_STP_10	2.5	5	2.50	851	6	6	15	6.00	2	0	2	1	1	6	15	6.00	0	0	10	0.00	3	6	4	1	0	14	21	14.00	4	4	5	4.00	242	1	6	7	10	7.00	0	0	5	0.00	46.5	46.50

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Suggested Funding	ROW	Unique Proj ID	County	City	Agency	Funding	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Project Priority	Number of Jobs	Number of Households	Improvements to Access	Score Total	Project Type Weight	Weighted Score	Equity Focus Area	Management Plan (y/n)	Road Owner Coord w/UTA on Pavement Design	Existing Condition	Last Year of Pavement Maintenance	Last Year of Pavement
\$ 3,000,000	21	S_STP_22	Salt Lake	South Davis County to SLC	Transit Capital	STP	Davis Salt Lake Connector Construction - SL/WV UZA	Davis County	Salt Lake City	12.4	\$ 75,597,183	\$ 5,000,000	\$ 363,081	NA	Transit	The Davis-SLC Community Connector has been identified as a phase 1 project in the regional transportation plan. It will provide an essential transit connection between Davis and Salt Lake County, improving upon existing service. Environmental work is currently underway. The requested funds will be used for construction.	5	5	1	7	13	15	13.00	Y	0.5	0.5	0	0	0
	22	S_STP_4	Salt Lake	Draper	Reconstruction	STP	Fort Street	13200 South	13400 South	0.3	\$ 5,917,300	\$ 5,425,800	\$ 491,500	Collector	Reconstruct	Fort Street is a north/south collector that runs through the heard of old Draper. Currently it is a two lane street without curb and gutter. It is designated as a safe walking route to nearby schools but does not have continuous sidewalks. The proposed project would reconstruct and widen Fort Street from 13200 South to its terminus at 13800 South to include paved shoulders, curb and gutter, park strips, and sidewalks.	3	0	0	6	6	10	4.00	N	0.5	0	1.5	1	1
	23	S_STP_11	Salt Lake	Holladay	Reconstruction	STP	Highland Dr Reconstruction and Complete Street	Arbor Lane	Van Winkles Expressway	1.37	\$ 23,890,800	\$ 5,000,000	\$ 18,890,800	Minor Arterial	Active Transportation	A reconstruction to address drainage, utilities, and better meet the City’s multimodal goals. The RTP indicates Highland Dr will be reconstructed in Phase 2; this application requests funds for that effort and to use the opportunity to design a corridor that is responsive to the vision for our community.	1	1	0	4	5	15	5.00	N	0.5	0.5	1.5	1	1
	24	S_STP_17	Salt Lake	Salt Lake City	Pedestrian	STP	SR-186 Pedestrian and Lanscape Improvements	1700 S	Laurelhurst Dr	0.3	\$ 81,416	\$ 1,121,184	\$ 0	Principal Arterial	Active Transportation	This project will construct bulb outs on the city cross streets to minimize pedestrian crossing distances, reconstruct sidewalk and driveways to better accommodate pedestrians and install landscape features.	2	1	3	1	5	15	5.00	N	0.5	0.5	0.5	1	1
	25	S_STP_12	Salt Lake	Magna Metro Township	New Construction	STP	2700 S Sidewalk	8054 2700 South	8000 West	0.4	\$ 3,521,100	\$ 3,282,722	\$ 238,378	Collector	Reconstruct	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.	1	1	1	4	6	10	4.00	Y	0.5	0	1.5	0.5	1
	26	S_STP_15	Salt Lake	Murray, West Valley, Taylorsville	Transit Capital	STP	Midvalley Connector Electric Buses	Murray, UT Murray Station	West Valley, UT Central Station	7	\$ 10,500,000	\$ 6,000,000	\$ 3,500,000	NA	Transit	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.	1	3	3	7	13	15	13.00	Y	0	0.5	1.5	0.5	0
	27	S_STP_19	Salt Lake	Sandy	Intersections & Signals	STP	11000 South 1000 East Roundabout	11000 South	11000 South	0.1	\$ 2,743,067	\$ 2,554,502	\$ 188,565	Collector	Operations	This pedestrian heavy intersection is adjacent to Alta High School, operating as a busy 8,500 ADT 4-way stop. While a traffic signal is not warranted, this is a prime location for a roundabout to reduce delay, emissions, and conflict points.	4	1	1	1	3	10	2.00	N	0.5	0	0.5	1	1
	28	S_STP_29	Salt Lake	West Valley City	Other STP	STP	1300 West Widening and Bike Lanes	4000 South	3300 South	1.065530303	\$ 10,502,800	\$ 6,994,860	\$ 507,940	Collector	Reconstruct	This project improves 1300 W between 4000 S and 3300 S by improving the pavement section, adding buffered bike lanes, street lights and connecting sidewalk. Presently, pedestrians must use the roadway shoulder, adjacent to traffic lanes. This corridor has been identified as a bike connection between Utah and Davis Counties.	4	0	5	3	8	10	5.33	Y	0.5	0	2.5	0	0.5
\$ 3,000,000	29	S_STP_27	Salt Lake	West Jorden to SLC	Transit Capital	STP	Westside Express (5600 W) Capital	West Jordan	Salt Lake City via the airport	29	\$ 76,040,000	\$ 5,000,000	\$ 363,081	NA	Transit	The Westside express will provide a one-seat transit ride for residents living along 5600 West from 9400 S. to SLC International Airport, Downtown SLC, and other regional job centers. The service will include tools to improve travel time and reliability and enhanced passenger amenities.	2	1	0	7	8	15	8.00	Y	0	0.5	0.5	0	0
	30	S_STP_7	Salt Lake	Emigration Canyon Metro Township	Widening	STP	Emigration Canyon Road Safety Improvements	5655 Emigration Canyon Road	9698 Emigration Canyon Road	1.8	\$ 6,518,900	\$ 6,077,570	\$ 441,330	Collector	Active Transportation	This project will address a number of safety concerns that have been identified in the Emigration Canyon Corridor Study by widening selected sections of Emigration Canyon Road that are currently suffering from geometric deficiencies and traffic issues that affect both vehicals and bicyclists.	2	0	0	6	6	15	6.00	N	0.5	0.5	0.5	1	1
	31	S_STP_6	Salt Lake	Emigration Canyon Metro Township	Widening	STP	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	Collector	other	The purpose of this 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.	1	0	0	6	6	15	6.00	N	0.5	0	0.5	1	1

Surface Transportation Program (STP) Project Evaluation for FFY 2029 Funding

		Current Practices			Benefit Cost					Operation, TSM/ TDM, & ITS Improvements					Delay Reduction				Growth Principles/ Economic Improvements							Traffic Values				Safety					Volume to Capacity										
ROW	Unique Proj ID	Score Total	Project Type Weight	Weighted Score	Federal Investment per User Investment	Score Total	Project Type Weight	Weighted Score	Signal Phasing	Access Management	Intersection Imp.	ITS Components	Transit Infrastructure Imp	Score Total	Project Type Weight	Weighted Score	Delay Reduction	Score Total	Project Type Weight	Weighted Score	Alternative Modes Accom	Efforts to Preserve Corridor	Access Time Improved	Percent Freight	Daily VMT Reduction	Score Total	Project Type Weight	Weighted Score	Traffic Growth	Score Total	Project Type Weight	Weighted Score	Accidents	Safety Index	Safety Improvements	Score Total	Project Type Weight	Weighted Score	Existing Volume/ Capacity	Score Total	Project Type Weight	Weighted Score	Total	Weighted Total	
21	S_STP_22	1	5	1.00	894	6	6	20	8.00	1	3	0	1	3	8	20	10.67	0	0	5	0.00	3	0	0	3	0	6	21	6.00	3	3	5	3.00	157	4	2	6	5	3.00	1	1	5	1.00	44	45.67
22	S_STP_4	4	25	20.00	755	6	6	20	8.00	0	0	0	0	0	0	10	0.00	0	0	5	0.00	3	6	0	1	0	10	10	4.76	2	2	5	2.00	24	2	4	6	10	6.00	0	0	5	0.00	34	44.76
23	S_STP_11	4.5	5	4.50	199	12	12	15	12.00	0	0	0	0	0	0	15	0.00	0	0	10	0.00	3	6	0	1	0	10	21	10.00	1	1	5	1.00	86	2	6	8	10	8.00	1	1	5	1.00	41.5	41.50
24	S_STP_17	3.5	5	3.50	21	15	15	15	15.00	0	0	0	0	0	0	15	0.00	0	0	10	0.00	3	0	0	3	0	6	21	6.00	2	2	5	2.00	81	2	4	6	10	6.00	4	4	5	4.00	41.5	41.50
25	S_STP_12	3.5	25	17.50	524	6	6	20	8.00	0	0	0	0	0	0	10	0.00	0	0	5	0.00	2	6	0	1	0	9	10	4.29	1	1	5	1.00	6	1	4	5	10	5.00	0	0	5	0.00	30.5	39.79
26	S_STP_15	2.5	5	2.50	2857	0	0	20	0.00	0	0	3	2	3	8	20	10.67	0	0	5	0.00	3	0	0	3	0	6	21	6.00	2	2	5	2.00	83	3	6	9	5	4.50	1	1	5	1.00	41.5	39.67
27	S_STP_19	3	5	3.00	138	12	12	15	12.00	0	0	1	0	0	1	20	1.33	0	0	10	0.00	3	6	0	1	0	10	20	9.52	2	2	5	2.00	15	1	6	7	10	7.00	1	1	5	1.00	39	37.86
28	S_STP_29	3.5	25	17.50	2922	0	0	20	0.00	0	0	2	0	0	2	10	1.33	0	0	5	0.00	3	6	0	1	0	10	10	4.76	1	1	5	1.00	28	1	6	7	10	7.00	0	0	5	0.00	31.5	36.93
29	S_STP_27	1	5	1.00	1667	3	3	20	4.00	0	0	3	0	3	6	20	8.00	0	0	5	0.00	3	2	0	3	0	8	21	8.00	0	0	5	0.00	101	4	4	8	5	4.00	3	3	5	3.00	37	36.00
30	S_STP_7	3.5	5	3.50	1523	3	3	15	3.00	0	0	0	0	0	0	15	0.00	0	0	10	0.00	2	6	0	1	0	9	21	9.00	0	0	5	0.00	15	1	2	3	10	3.00	0	0	5	0.00	24.5	24.50
31	S_STP_6	3	5	3.00	1032	3	3	15	3.00	0	0	0	0	0	0	15	0.00	0	0	10	0.00	2	6	0	1	0	9	21	9.00	0	0	5	0.00	11	1	2	3	10	3.00	0	0	5	0.00	24	24.00

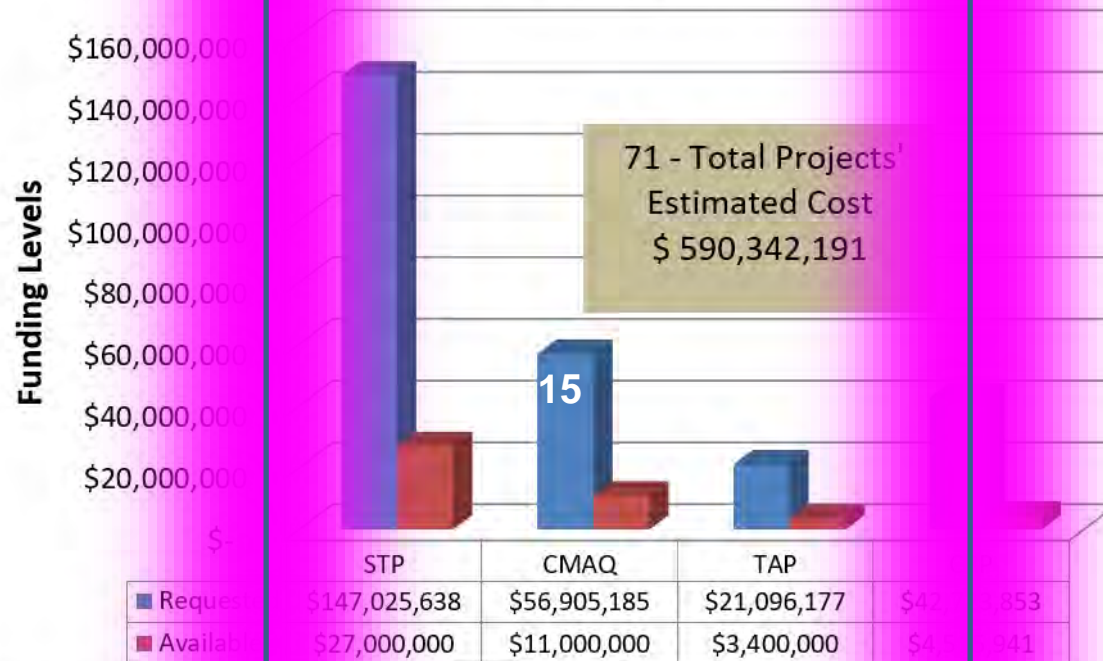
Surface Transportation Program (STP) Project Evaluation for FFY 2029 Funding

																	Access to Opportunities (ATO)						Facility Condition/ Management							
Suggested Funding	ROW	Unique Proj ID	County	City	Agency	Funding	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Project Priority	Number of Jobs	Number of Households	Improvements to Access	Score Total	Project Type Weight	Weighted Score	Equity Focus Area	Management Plan (y/n)	Road Owner Coord w/UTA on Pav Design	Existing Cond	Last Year of Pav Maintenance	Last Year of Pavement	
	32	S_STP_18	Salt Lake	Salt Lake City or West Valley	Transit Capital	STP	On-Route Charging Infrastructure Round 2	0	0	0	\$ 3,000,000	\$ 2,796,900	\$ 203,100	NA	Transit	Electric bus procurements are arriving, and future orders will be coming. 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. This request will pay for two more of those locations (see them listed below).	6	1	5	0	6	15	6.00	Y	0.5	0.5	0	0	0	
	33	S_STP_25	Salt Lake	South Salt Lake	Transit Capital	STP	Transit Technical Education Center (TTEC)	2320 South 800 West	South Salt Lake	N/A	\$ 7,259,774	\$ 4,000,000	\$ 3,259,774	NA	Transit	This project constructs a maint. 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.	4	3	0	0	3	15	3.00	Y	0.5	0.5	1.5	0	0	
\$ 26,900,000							\$27,000,000	Available			Requested		\$148,032,206																	

Surface Transportation Program (STP) Project Evaluation for FFY 2029 Funding

		Standalone Practices			Benefit Cost					Operation, TSM/ TDM, & ITS Improvements					Delay Reduction				Growth Principles/ Economic Improvements							Traffic Values				Safety					Volume to Capacity										
ROW	Unique Proj ID	Score Total	Project Type Weight	Weighted Score	Federal Investment per	User Investment	Score Total	Project Type Weight	Weighted Score	Signal Phasing	Access Management	Intersection Imp.	ITS Components	Transit Infrastructure Imp	Score Total	Project Type Weight	Weighted Score	Delay Reduction	Score Total	Project Type Weight	Weighted Score	Alternative Modes Accom	Efforts to Preserve Corridor	Access Time Improved	Percent Freight	Daily VMT Reduction	Score Total	Project Type Weight	Weighted Score	Traffic Growth	Score Total	Project Type Weight	Weighted Score	Accidents	Safety Index	Safety Improvements	Score Total	Project Type Weight	Weighted Score	Existing Volume/ Capacity	Score Total	Project Type Weight	Weighted Score	Total	Weighted Total
32	S_STP_18	1	5	1.00	1865	3	3	20	4.00	0	0	0	0	0	0	20	0.00	0	0	5	0.00	3	6	0	1	0	10	21	10.00	0	0	5	0.00	0	1	2	3	5	1.50	1	1	5	1.00	24	23.50
33	S_STP_25	2.5	5	2.50	4000	0	0	20	0.00	0	0	0	0	0	0	20	0.00	0	0	5	0.00	2	6	0	1	0	9	21	9.00	0	0	5	0.00	0	1	2	3	5	1.50	1	1	5	1.00	18.5	17.00

Salt Lake/ West Valley Urban Area



Herriman – Porter Rockwell Park and Ride

Project Type – Transit

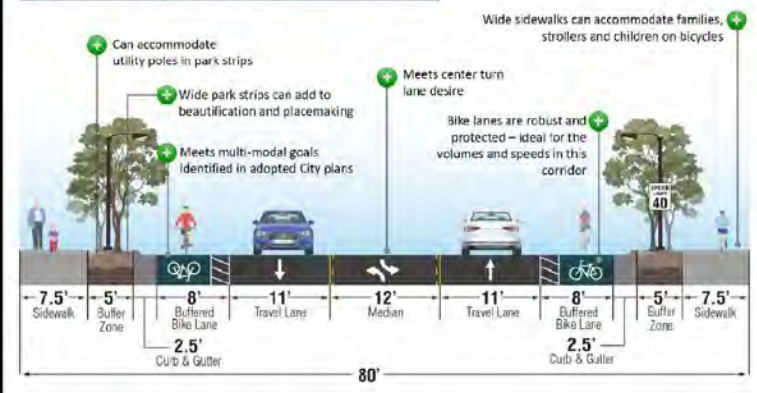
Porter Rockwell Blvd and Rockwell Park Drive – (0.1 miles)



Project Cost –
\$ 4,209,055
Funds Request –
\$ 3,903,410

The Park and Ride lot would be located adjacent to the Mountain View Corridor, Redwood Road, and Porter Rockwell with approximately 60 parking spaces, serving commuters in the southwest corner of the county. Encouraging transit, ridesharing and carpooling to reduce congestion.

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.

Holladay – Signal Optimization Enhancements

Project Type – Operations

Multiple Intersections

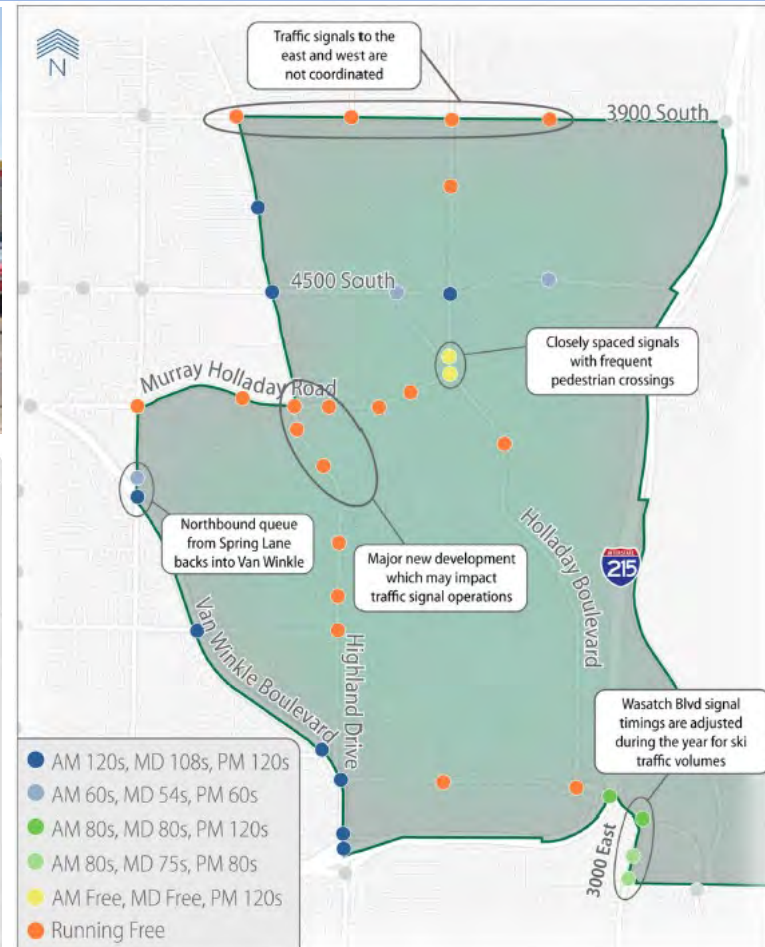


Table 1: Holladay City Intersection Improvements

Corridor Intersections	Recommendations
3900 South	2700 East 2300 East 2000 East Install snow visors on matrix radars Raise cabinet foundation (Metal Extension) New Cobalt signal controllers Replace all Auto LEDs New Cisco Switch Add 2" reflective backplate tape
Murray-Holladay Road	1945 East Viewmont 2200 East (Fire Station) 2300 East 1665 East Replace signal cabinet Replace signal heads, LEDs, mounts, align heads with lanes Replace Streetlights with LED New Cisco Switch Replace failed loops, video/loop detection with radar Replace CATS ped wire New Cobalt signal controllers Replace SO cord cable (signal heads) Replace pedestrian LEDs Add pedestrian striping Replace pedestrian button assemblies Replace pedestrian chirps with Audible Buttons Replace pedestrian pole with Streetlight & Lighting New power service, RMP (Rocky Mountain Power) pedestal New T3 cabinet junction box Add 2" reflective backplate tape

Table 1: Holladay City Intersection Improvements

Holladay Boulevard / 2300 East	Phylden Ln Lincoln Lane	Replace signal cabinet Replace all signal heads, LEDs, mounts Replace Auto LEDs New Cobalt controller Upgrade loop & video detection to radar detection New Cisco Switch Replace pedestrian button assemblies Replace pedestrian head assemblies Install 11' pedestrian pole Replace pedestrian LED modules New Power Service, RMP
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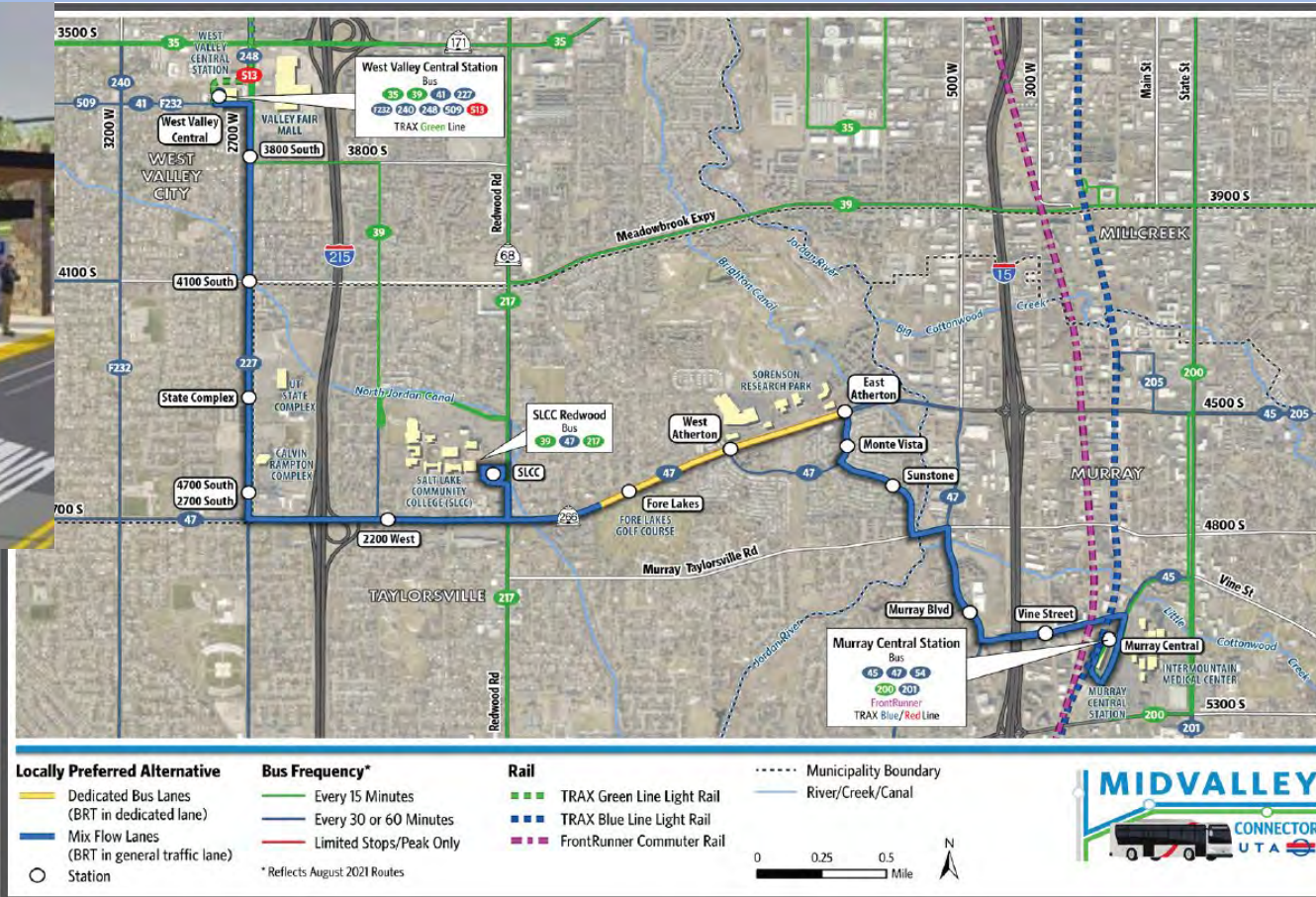
**Project Cost –
\$ 1,152,800
Funds Request –
\$ 1,074,755**

As recommended in recent study completed by Holladay, signal equipment at #19 targeted intersections require replacement to support signal optimization, thus reducing carbon emissions, improving travel time and updating signal timing standards.

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

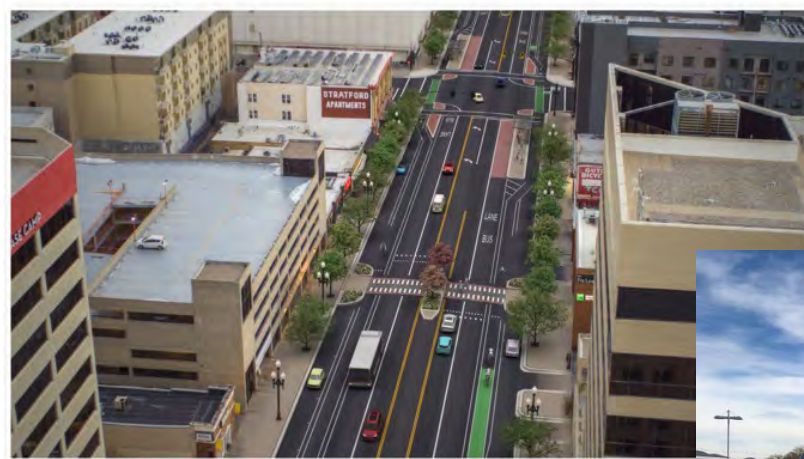
Midvalley Connector project in the FTA Small Starts process plans that funding for the electric buses would come from another federal source. UTA was not selected to receive funding under the most recent LoNo grants. Getting part of the funding from CMAQ or STBG would strengthen UTA's chances in future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

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

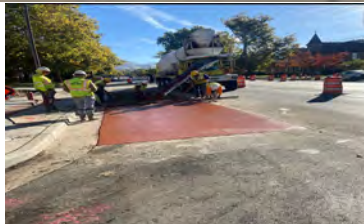
Project Type – Transit

200 South SLC

Facing East toward 200 East from State Street



200 South at 300 East



Project Cost –
\$ 6,500,000
Funds Request –
\$ 4,000,000

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.

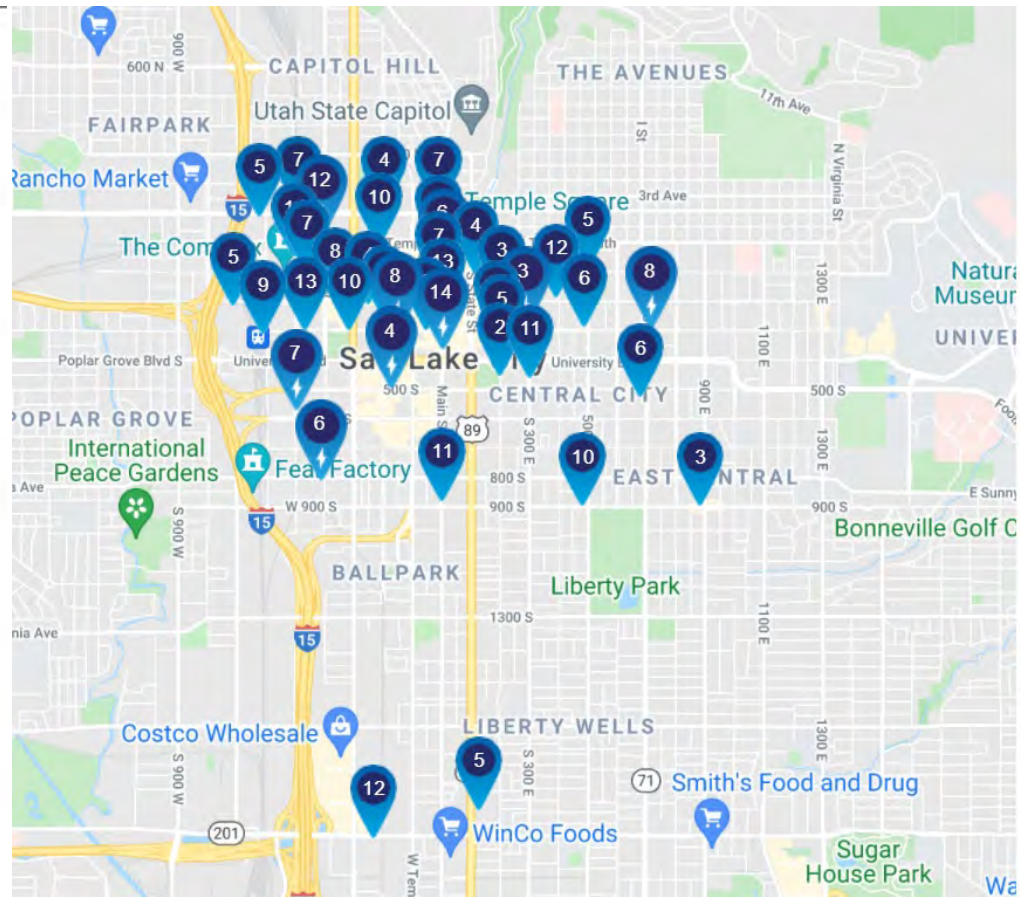
Salt Lake City – Bike Share (GREENbike) Expansion

Project Type – Bicycle



Salt Lake City Proper – (6 sq miles)

GREENbike



Project Cost –
\$ 690,000

Funds Request –
\$ 641,700

The project increases the concentration of bike share stations west of Interstate 15 and expands a robust bike share system that links commuters to regional transit and local destinations. GREENbike, the bike share agency serving Salt Lake City, reduces nearly 741,000 pounds of CO2 emissions into the airshed annually.

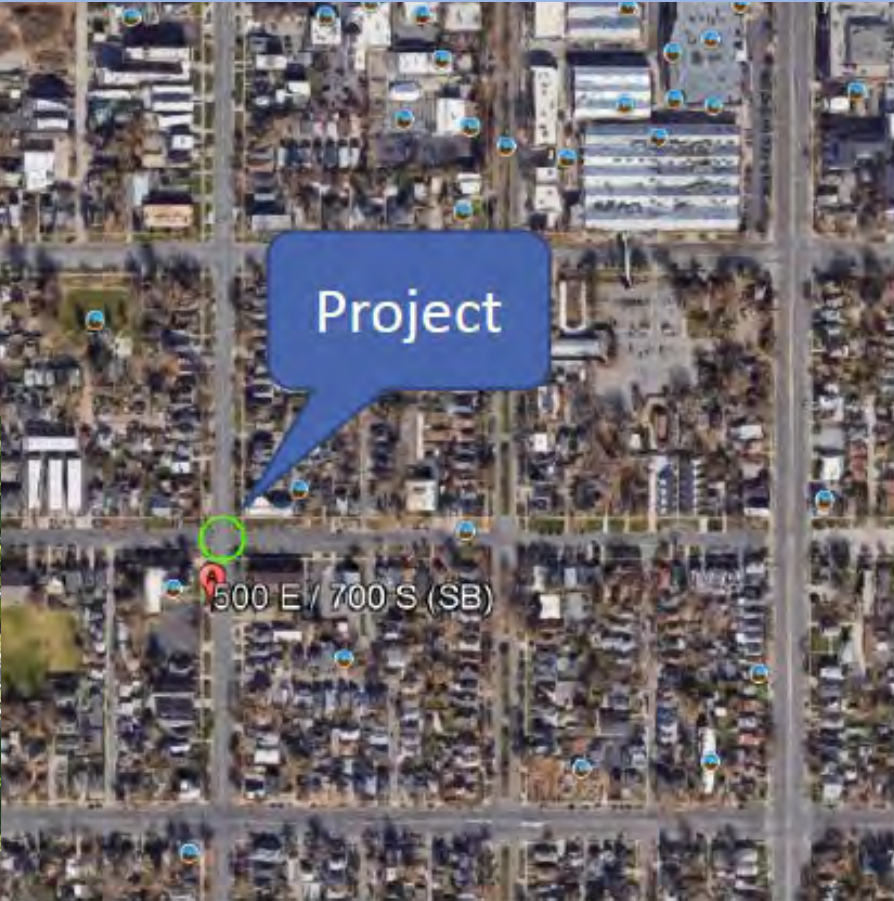
500 EAST-CMAQ CONCEPT

- 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.

Project Cost –
\$ 3,000,000

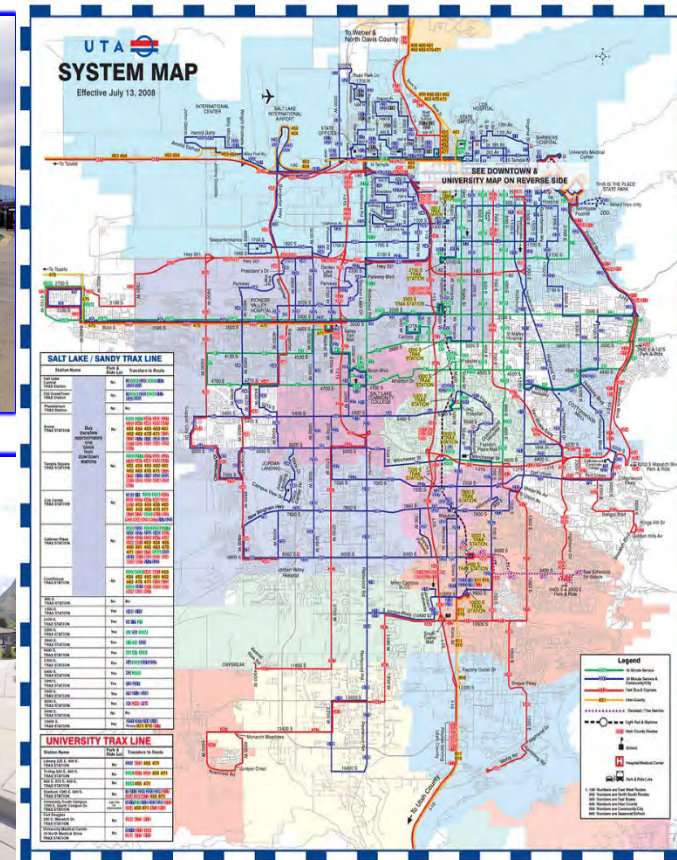
Funds Request –
\$ 2,796,900

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 – 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 programmed 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.



**3 Years of Operating Cost –
\$ 9,653,545**
**Funds Requested–
\$ 9,000,000 Total or
\$ 3,000,000 for 3 years**

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



Sandy – 11000 South/ 1000 East - Round-about

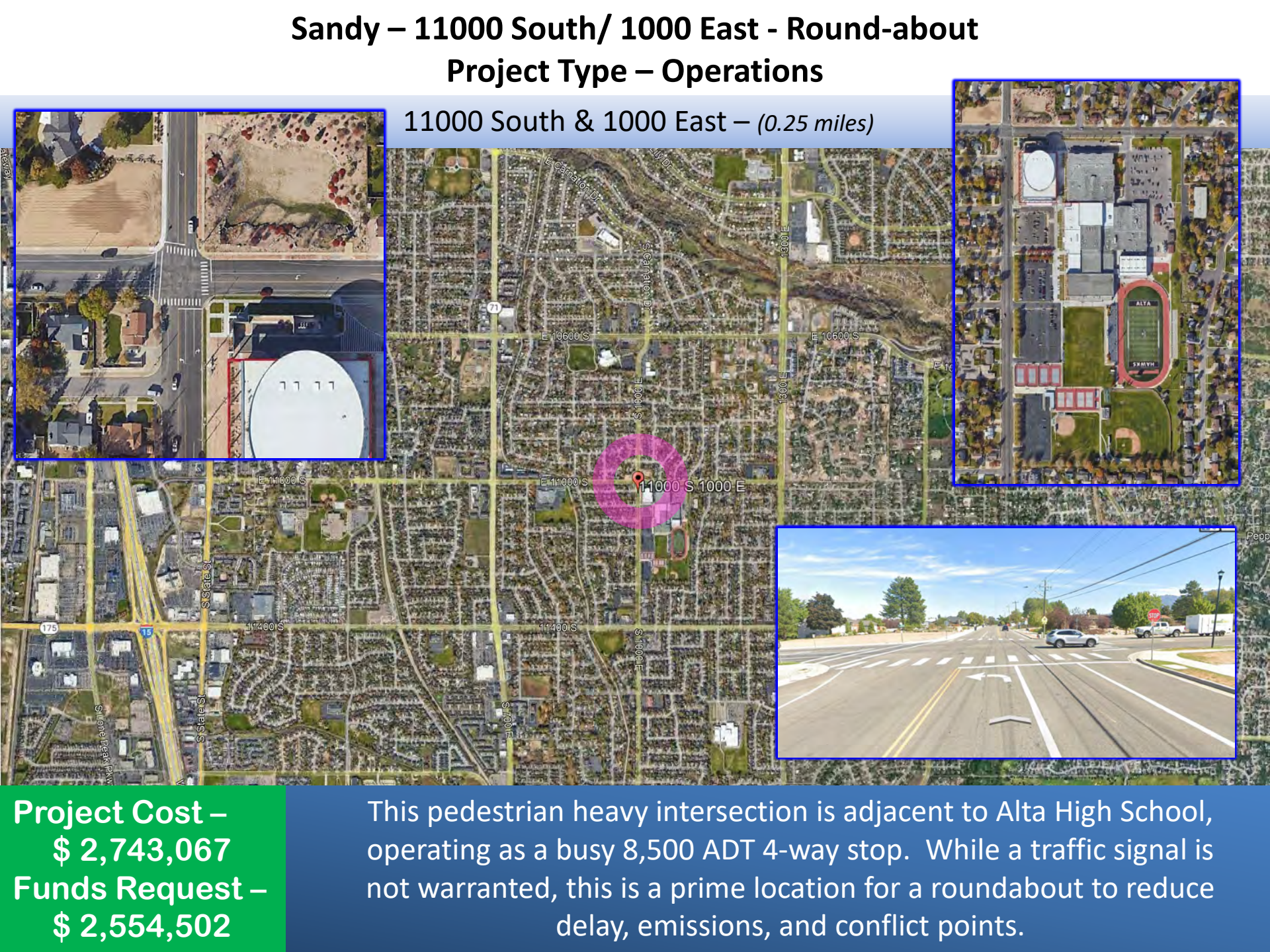
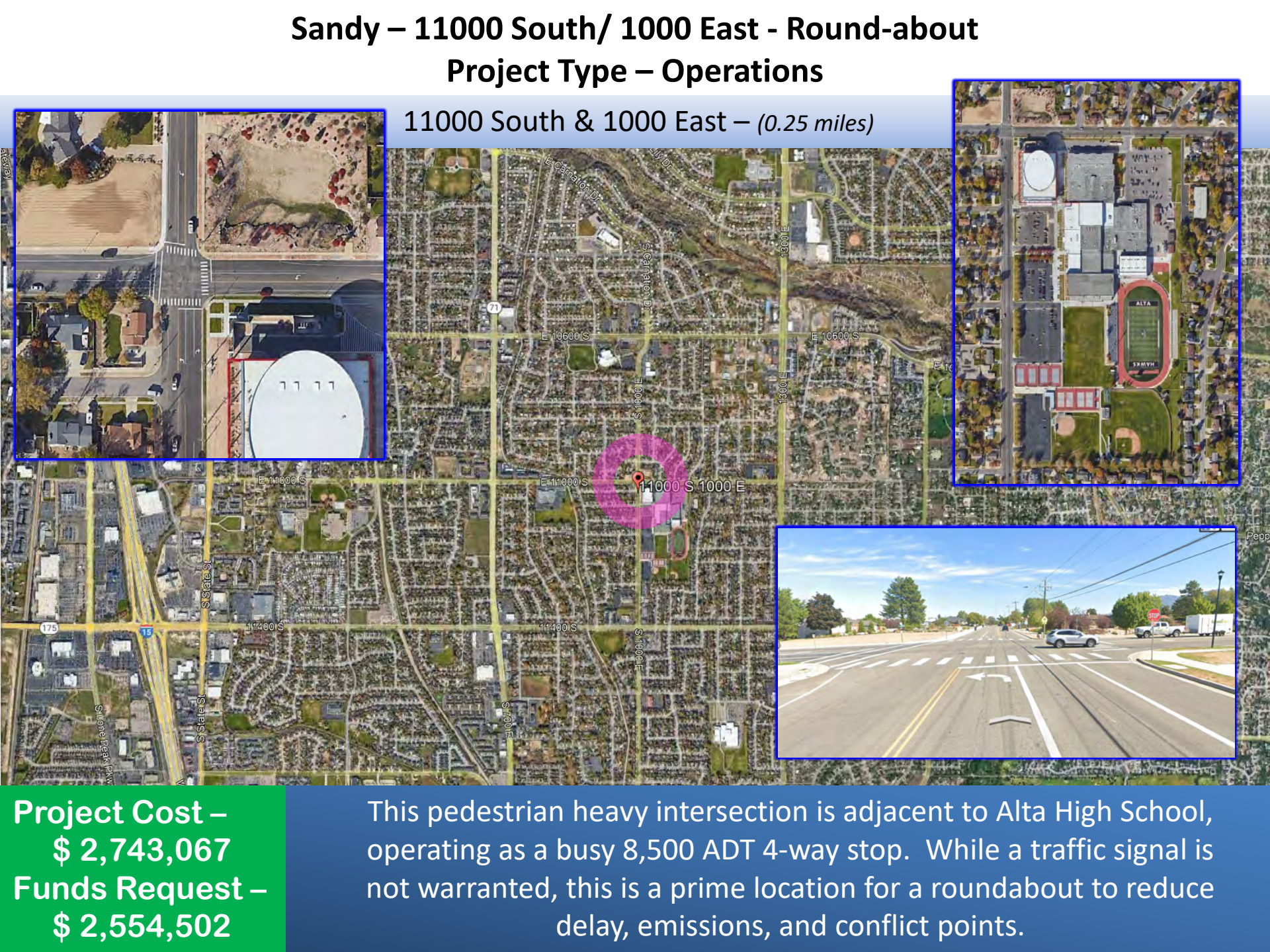
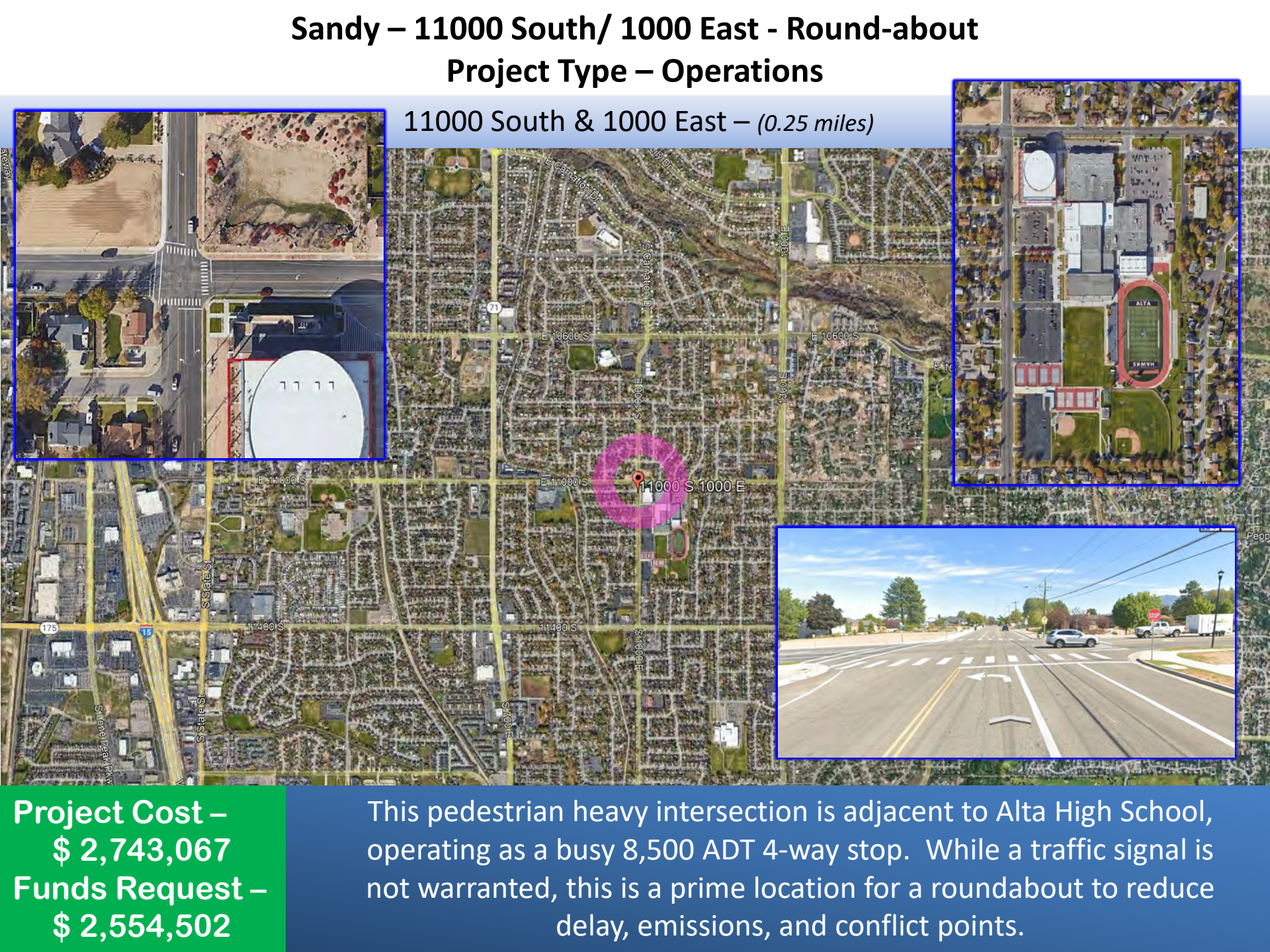
Project Type – Operations

11000 South & 1000 East – (0.25 miles)

Sandy – 11000 South/ 1000 East - Round-about

Project Type – Operations

11000 South & 1000 East – (0.25 miles)



Sandy – 11000 South/ 1000 East - Round-about

Project Type – Operations

11000 South & 1000 East – (0.25 miles)

Sandy – 11000 South/ 1000 East - Round-about

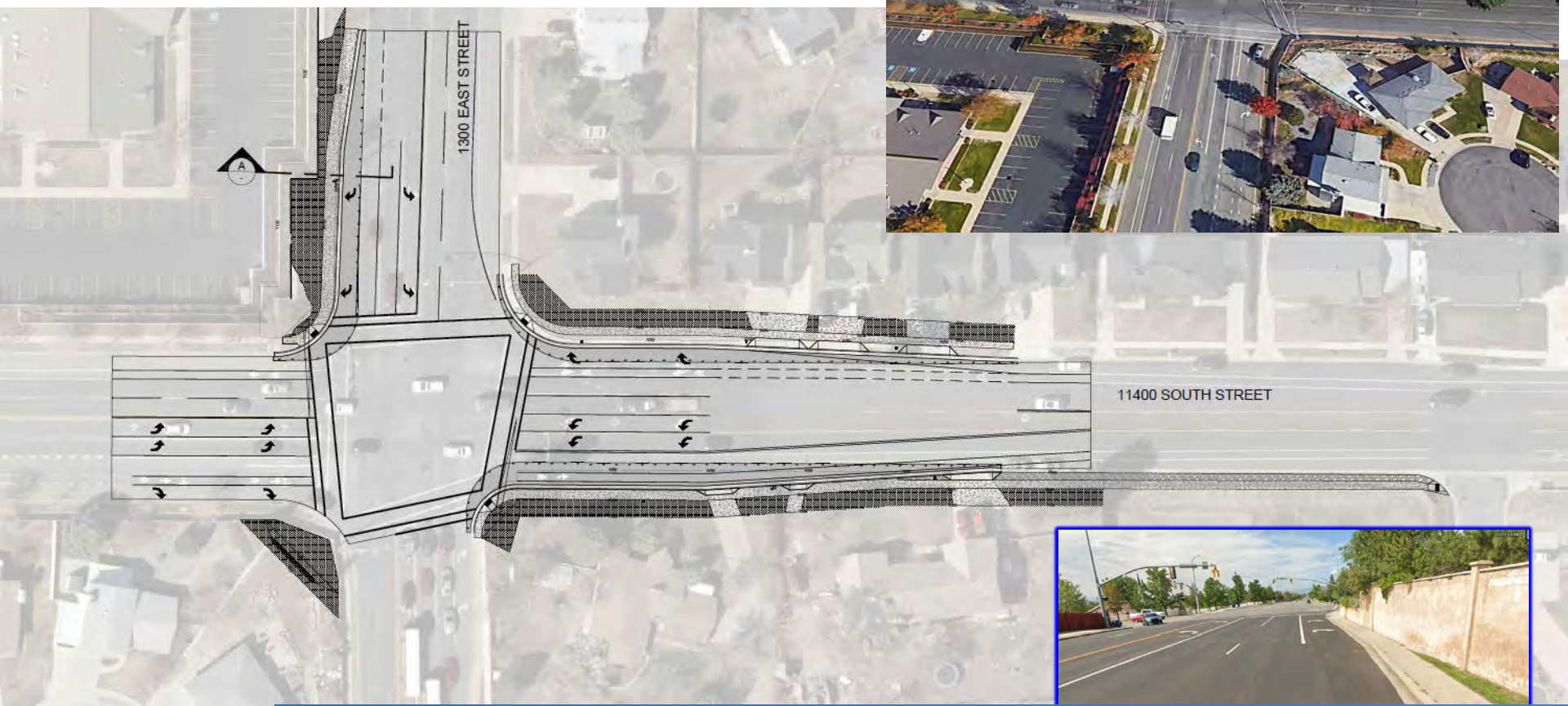
Project Type – Operations

11000 South & 1000 East – (0.25 miles)

Sandy – 11400 South/ 1300 East – Intersection Improvements

Project Type – Operations

11400 South & (1280 East - 1350 East) – (0.25 miles)



Project Cost –
\$ 4,276,867

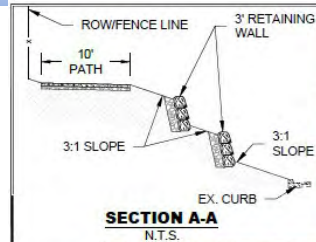
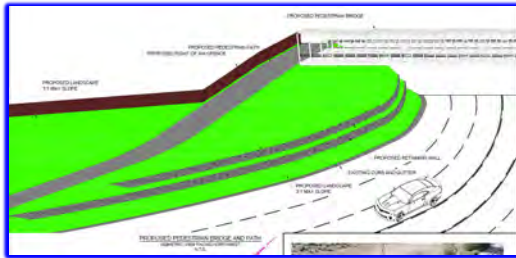
Funds Request –
\$ 3,977,938

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.

Sandy – SR-209 (9000 South) Quarry Bend – Pedestrian Bridge

Project Type – Ped & Bike

9050 South & 900 East– (0.25 miles)



PROPOSED PEDESTRIAN BRIDGE DESIGN STYLE



**Project Cost –
\$ 9,982,667**

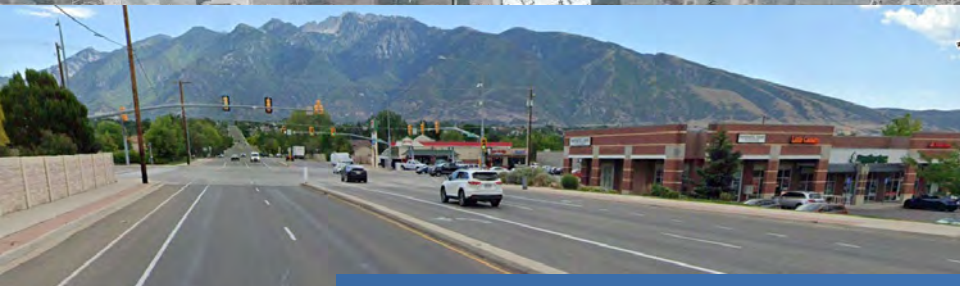
**Funds Request –
\$ 3,721,592**

SR-209 is a connectivity barrier to Sandy Canal Trail. Trail users must go approximately one mile out of their way to cross. The proposed pedestrian bridge will eliminate this detour without having to introduce a new stop for southbound vehicles.

Sandy/ Draper – 11400 South/ 700 East – EB/WB Dual Lefts

Project Type – Operations

11400 South & (Oak Brush Dr (605 E) -785 East) – (0.25 miles)



Project Cost –
\$ 3,603,500

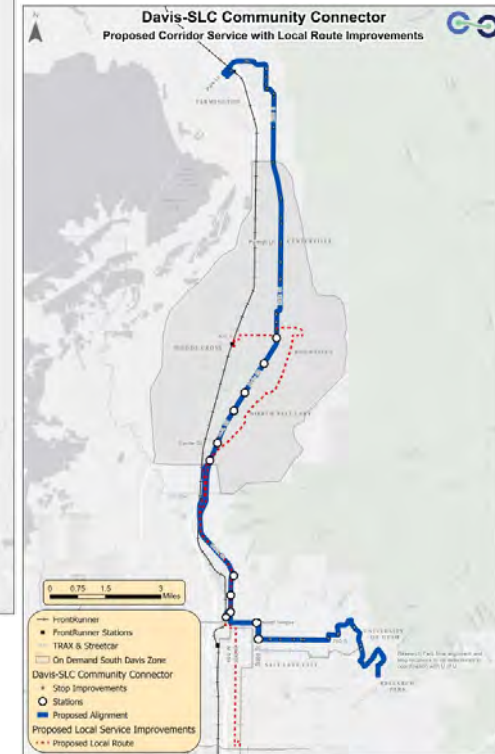
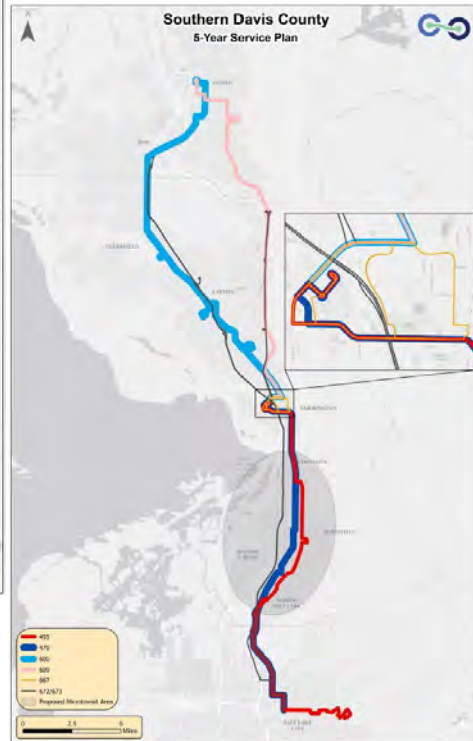
Funds Request –
\$ 3,357,119

This intersection is currently operating at LOS E with eastbound queues reaching 1,000 feet, resulting in unstable operations and delay. Warranted by funded year 2029, the intersection will be widened to accommodate dual eastbound and westbound left turns, approximately doubling the existing storage capacities.

UTA – Davis – Salt Lake Connector Construction

Intersections Improvement - Project Type – Operations

Davis County to Salt Lake City



The Davis-SLC Community Connector has been identified as a phase 1 project in the regional transportation plan. It will provide an essential transit connection between Davis and Salt Lake County, improving upon existing service. Environmental work is currently underway. The requested funds will be used for construction.

**Project Cost –
\$ 75,597,183**

**Funds Request –
\$ 5,000,000**

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

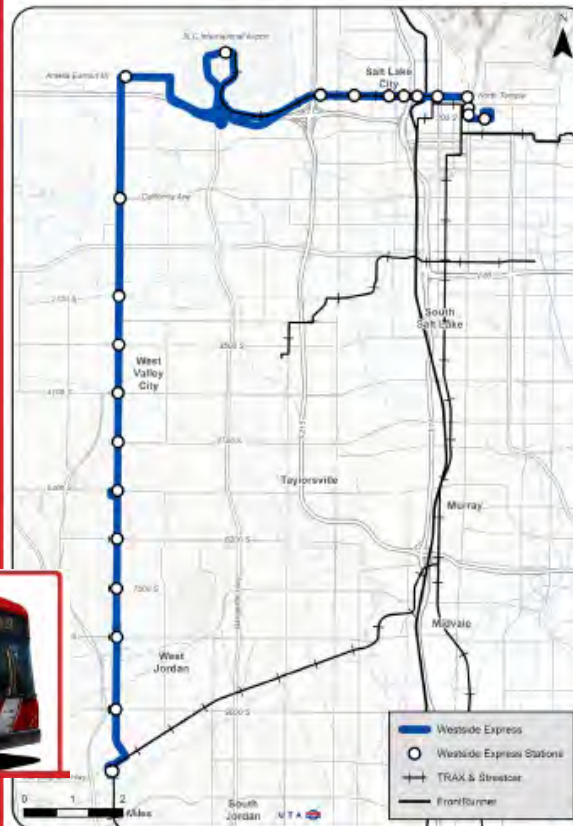
Status: Seeking Funding for Next Steps

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



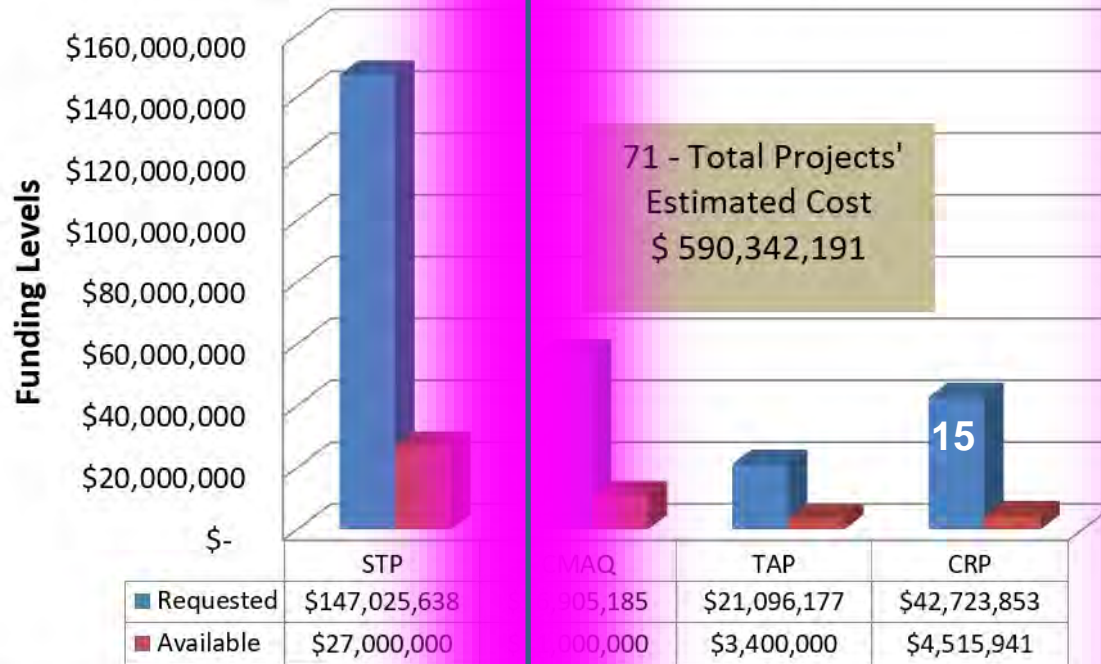
Project Cost –
\$ 76,040,000

Funds Request –
\$ 5,000,000

Staff Recommendation of Projects for CMAQ Funding - 2029 (draft 03.29.23)
Salt Lake-West Valley Area

AQ Rank	Benefit/Cost: (kg/\$1,000)	Sponsor - Name of Project	Project Type	Short Description	Other Benefits	Project Life	Reduced Daily VHT	Reduced Daily VMT	Reduced Daily Emissions (kg)	Requested CMAQ \$	Grand Total Project Cost	Staff Recommended Funds	Ogden/Layton TAC Recommended Funds
1	16.3	UTA-Ebus - Transit Capital-SL	Transit Capital	Install 2 Ebus chargers at four possible locations.	-Ebus infrastructure -Reduced maintenance costs	10	-	-	13.4 \$	2,796,900 \$	3,000,000	\$1,296,900	
2	9.4	Sndy/Drpr - Int. @ 11400S & 700E	Intersection	Install EB & WB left turn lanes.	-Reduce congestion -Improved operations & efficiency	20	221.9	-	4.7 \$	3,357,119 \$	3,603,500	\$3,357,119	
3	4.0	Sandy - Int. @ 11400S & 1300E	Intersection	Add right turn lane and extend left turn lane.	-Reduce congestion -Improved operations & efficiency	20	111.1	-	2.3 \$	3,977,938 \$	4,276,867		
4	3.7	Multiple Intersections	ATMS	Traffic signal optimization.	-Reduce congestion -Improved operations & efficiency	10	139.6	-	1.2 \$	1,074,755 \$	1,152,800	CRP	
5	3.0	Bus Service Subsidy-SL	Bus Service Subsidy	Operating costs for 5600 W BRT.	-Transportation options	3	294.9	15,068	26.6 \$	9,000,000 \$	9,653,545		
6	1.8	Herriman - Park & Ride	Park & Ride	Park & Ride for 60 vehicles near Porter Rockwell Blvd.	-Trailhead location	20	-	822	1.1 \$	3,903,410 \$	4,209,055		
7	1.7	SLC Green Bike	Bicycle	Expand SLC Green Bike with 12 e-bikes and 2 kiosks.	-Promote active transportation -First/last mile options	10	-	45	0.3 \$	641,700 \$	690,000	\$641,700	
8	1.4	Holladay - Pedestrian	Pedestrian	Widen sidewalk to 7.5' multi-use path.	-Promote active transportation -Physical separation of modes improves safety	20	3.9	113	1.3 \$	5,000,000 \$	6,566,800		
9	1.2	UTA-BRT-MV - Transit Capital-SL	Transit Capital	Purchase 10 e-buses for the Midvalley BRT.	-Ebus infrastructure -Reduced maintenance costs -Reduce congestion	12	21.7	950	3.0 \$	6,000,000 \$	10,500,000	\$2,000,000	
10	0.8	Sndy_UDOT - Pedestrian	Pedestrian	Pedestrian bridge over SR-209.	-Promote active transportation -Physical separation of modes improves safety - Access to schools	20	0.7	21	1.2 \$	3,721,592 \$	9,982,667	\$3,721,592	
11	0.6	UTA Core Route - SD (SL)	Transit Capital	South Davis Core Route amenities.	-Transportation options	20	54.7	2,395	6.6 \$	5,000,000 \$	75,597,183		
12	0.3	UTA-BRT-5600 - Transit Capital-SL	Transit Capital	Capitol costs for 5600 W BRT.	-Transportation options	20	107.2	5,479	3.3 \$	5,000,000 \$	76,040,000		
13	0.3	Sandy - Int. @ 11000S & 1000E	Intersection	Round-a-bout to replace 4-way stop.	-Improved safety -Traffic calming	20	4.6	-	0.1 \$	2,554,502 \$	2,740,000		
14	0.2	SLC - Int. @ 500E & 700S	Intersection	Replace traffic signal with a round-a-bout.	-Improved safety -Traffic calming	20	1.2	-	0.03 \$	877,269 \$	943,300		
Subtotal										\$52,905,185		\$11,017,311	\$0
										Available	\$11,000,000		

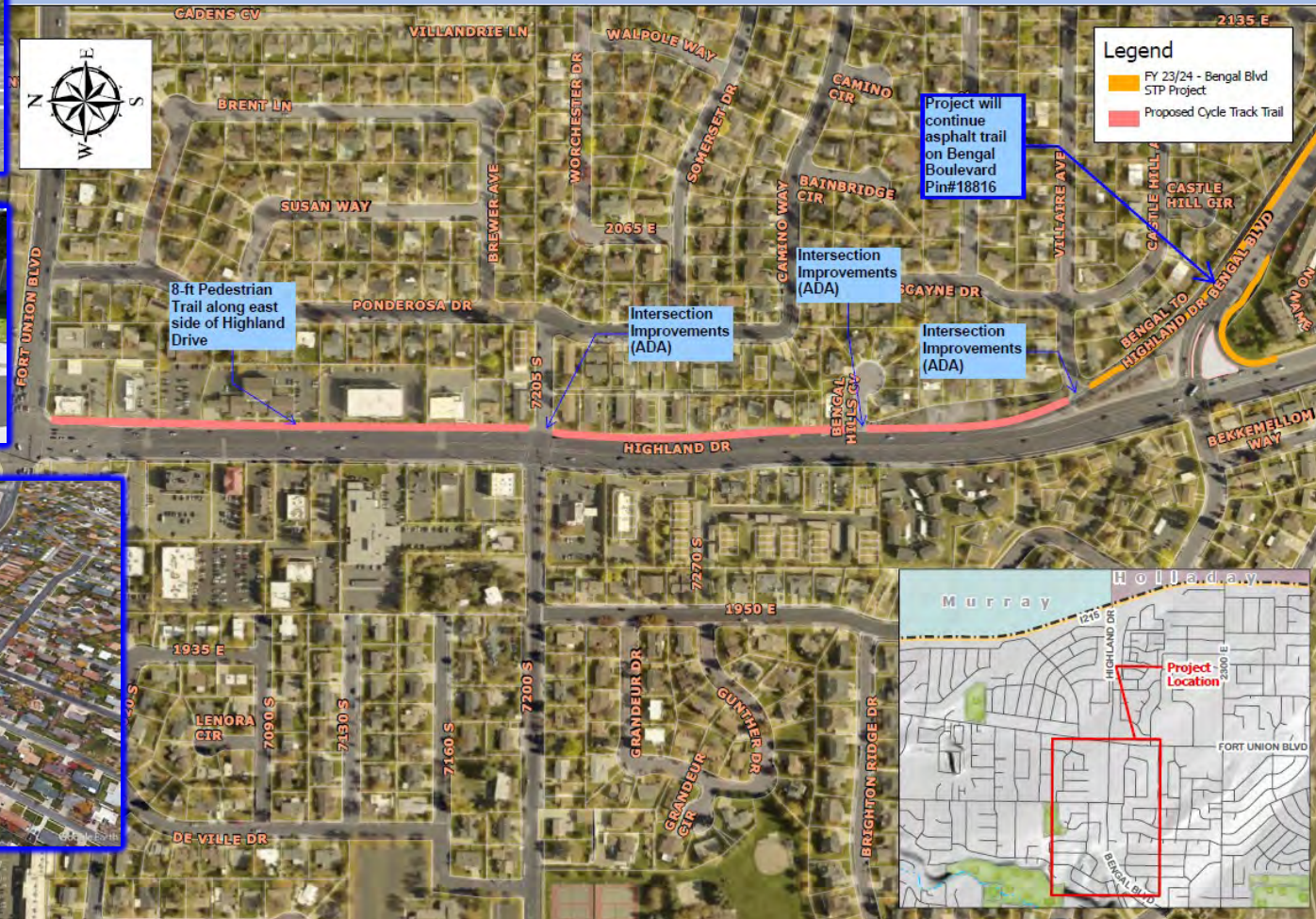
Salt Lake/ West Valley Urban Area



Cottonwood Heights – Highland Drive – Protected Trail – Bike\ Ped Facility

Project Type – Capital Improvement

Fort Union Blvd to Villaire Ave – (0.53 miles)



Project Cost –
\$ 2,094,300

Funds Request –
\$ 1,952,516

This project will construct an 8-ft asphalt trail on the east side of Highland Drive from Fort Union Blvd to Villaire Ave. This project will connect to the trail being constructed as part of the Highland Drive/Bengal Blvd Project

Herriman – Porter Rockwell Park and Ride

Project Type – Transit

Porter Rockwell Blvd and Rockwell Park Drive – (0.1 miles)



Project Cost –
\$ 4,209,055
Funds Request –
\$ 3,903,410

The Park and Ride lot would be located adjacent to the Mountain View Corridor, Redwood Road, and Porter Rockwell with approximately 60 parking spaces, serving commuters in the southwest corner of the county. Encouraging transit, ridesharing and carpooling to reduce congestion.

Holladay – Signal Optimization Enhancements

Project Type – Operations

Multiple Intersections

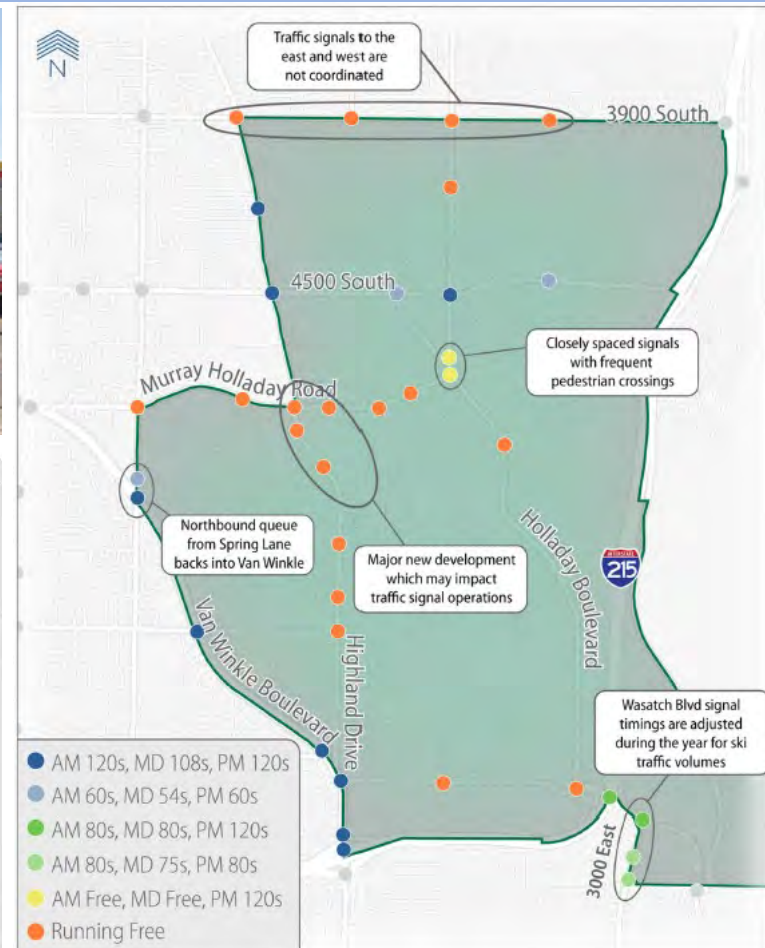


Table 1: Holladay City Intersection Improvements

Corridor Intersections	Recommendations
3900 South	2700 East 2300 East 2000 East Install snow visors on matrix radars Raise cabinet foundation (Metal Extension) New Cobalt signal controllers Replace all Auto LEDs New Cisco Switch Add 2" reflective backplate tape
Murray-Holladay Road	1945 East Viewmont 2200 East (Fire Station) 2300 East 1665 East Replace signal cabinet Replace signal heads, LEDs, mounts, align heads with lanes Replace Streetlights with LED New Cisco Switch Replace failed loops, video/loop detection with radar Replace CATS ped wire New Cobalt signal controllers Replace SO cord cable (signal heads) Replace pedestrian LEDs Add pedestrian striping Replace pedestrian button assemblies Replace pedestrian chirps with Audible Buttons Replace pedestrian pole with Streetlight & Lighting New power service, RMP (Rocky Mountain Power) pedestal New T3 cabinet junction box Add 2" reflective backplate tape

Table 1: Holladay City Intersection Improvements

Holladay Boulevard / 2300 East	Phylden Ln Lincoln Lane	Replace signal cabinet Replace all signal heads, LEDs, mounts Replace Auto LEDs New Cobalt controller Upgrade loop & video detection to radar detection New Cisco Switch Replace pedestrian button assemblies Replace pedestrian head assemblies Install 11' pedestrian pole Replace pedestrian LED modules New Power Service, RMP
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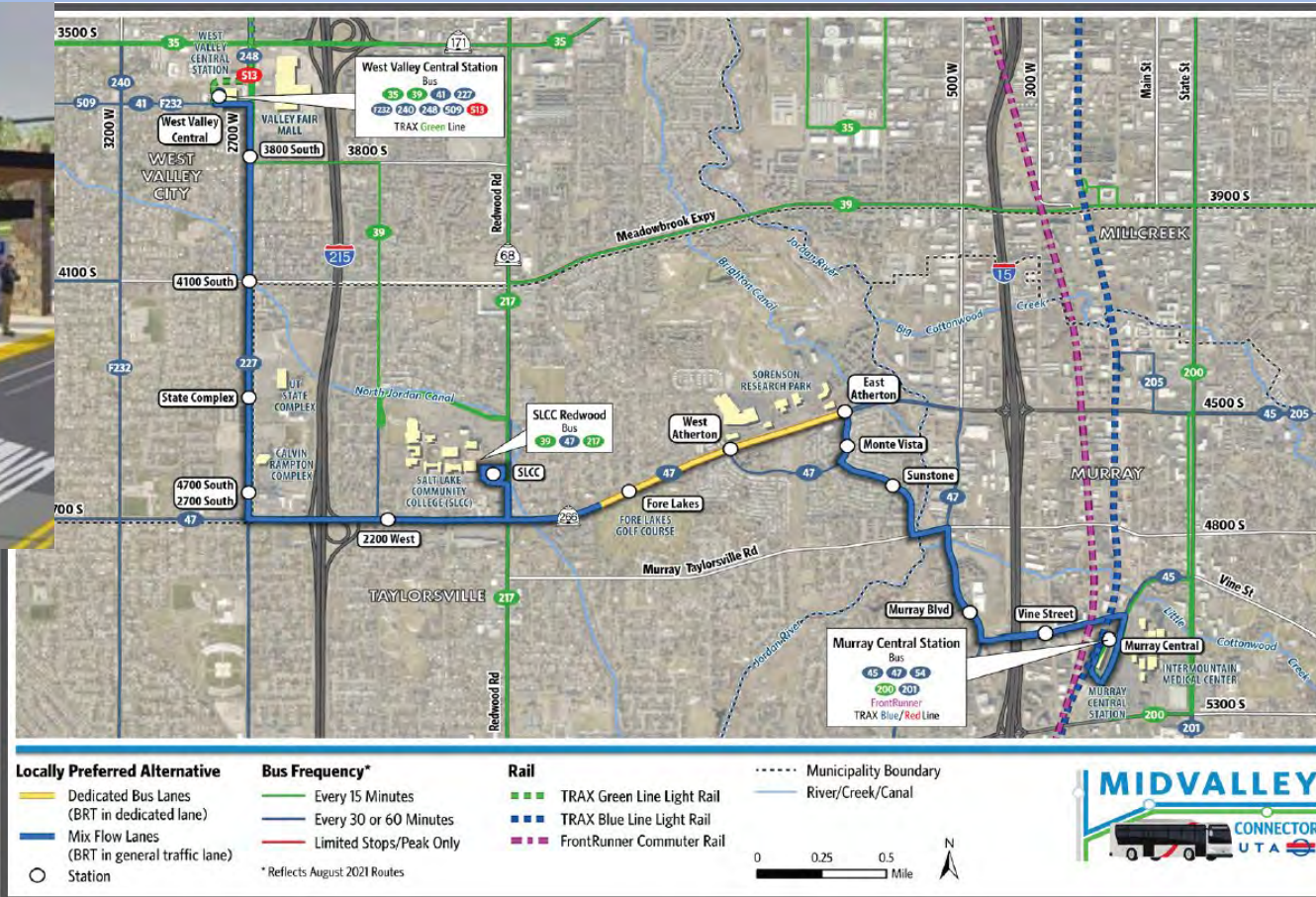
**Project Cost –
\$ 1,152,800
Funds Request –
\$ 1,074,755**

As recommended in recent study completed by Holladay, signal equipment at #19 targeted intersections require replacement to support signal optimization, thus reducing carbon emissions, improving travel time and updating signal timing standards.

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

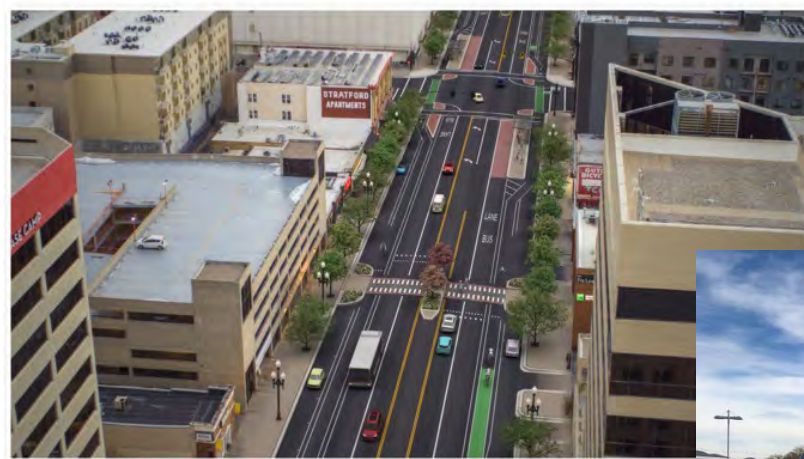
Midvalley Connector project in the FTA Small Starts process plans that funding for the electric buses would come from another federal source. UTA was not selected to receive funding under the most recent LoNo grants. Getting part of the funding from CMAQ or STBG would strengthen UTA's chances in future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

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

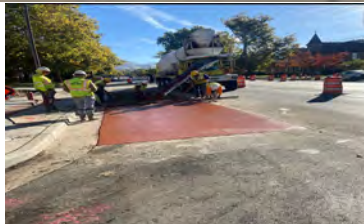
Project Type – Transit

200 South SLC

Facing East toward 200 East from State Street



200 South at 300 East



Project Cost –
\$ 6,500,000
Funds Request –
\$ 4,000,000

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.

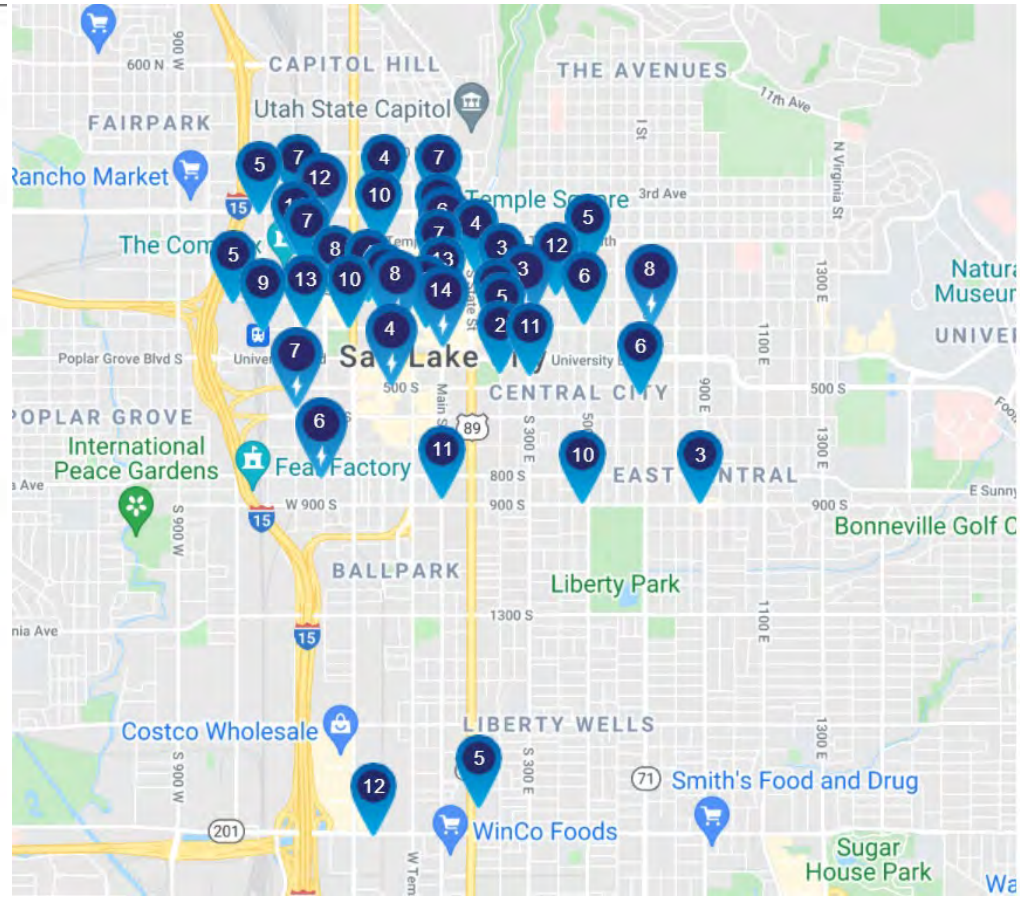
Salt Lake City – Bike Share (GREENbike) Expansion

Project Type – Bicycle



Salt Lake City Proper – (6 sq miles)

GREENbike



Project Cost –
\$ 690,000

Funds Request –
\$ 641,700

The project increases the concentration of bike share stations west of Interstate 15 and expands a robust bike share system that links commuters to regional transit and local destinations. GREENbike, the bike share agency serving Salt Lake City, reduces nearly 741,000 pounds of CO2 emissions into the airshed annually.

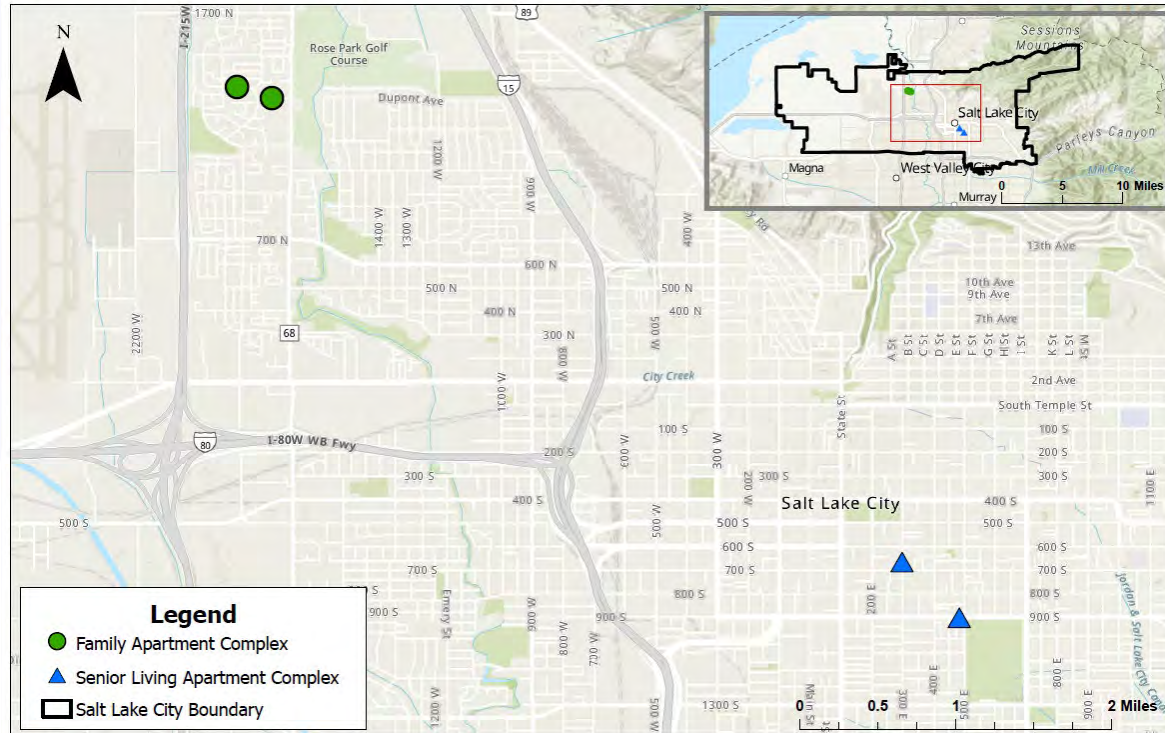
Salt Lake City – Electric Vehicle Car Sharing – Pilot Program

Project Type – CRP Other

Salt Lake City Proper – (6 sq miles)



Potential Locations for Salt Lake City's EV Car Share Pilot Program



Credits

Esri, NASA, NGA, USGS, FEMA, County of Salt Lake, Utah Geospatial Resource Center, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, Esri, USGS, County of Salt Lake, Utah Geospatial Resource Center, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS



SLCgreen



**Project Cost –
\$ 282,100**
**Funds Request –
\$ 263,002**

Salt Lake City and Housing Authority of Salt Lake City are partnering to reduce on-road CO2 emissions by providing low-income residents of an affordable housing property access to electric vehicles for short-term rental for errands, appointments, and other trips difficult to complete using transit, biking, walking.

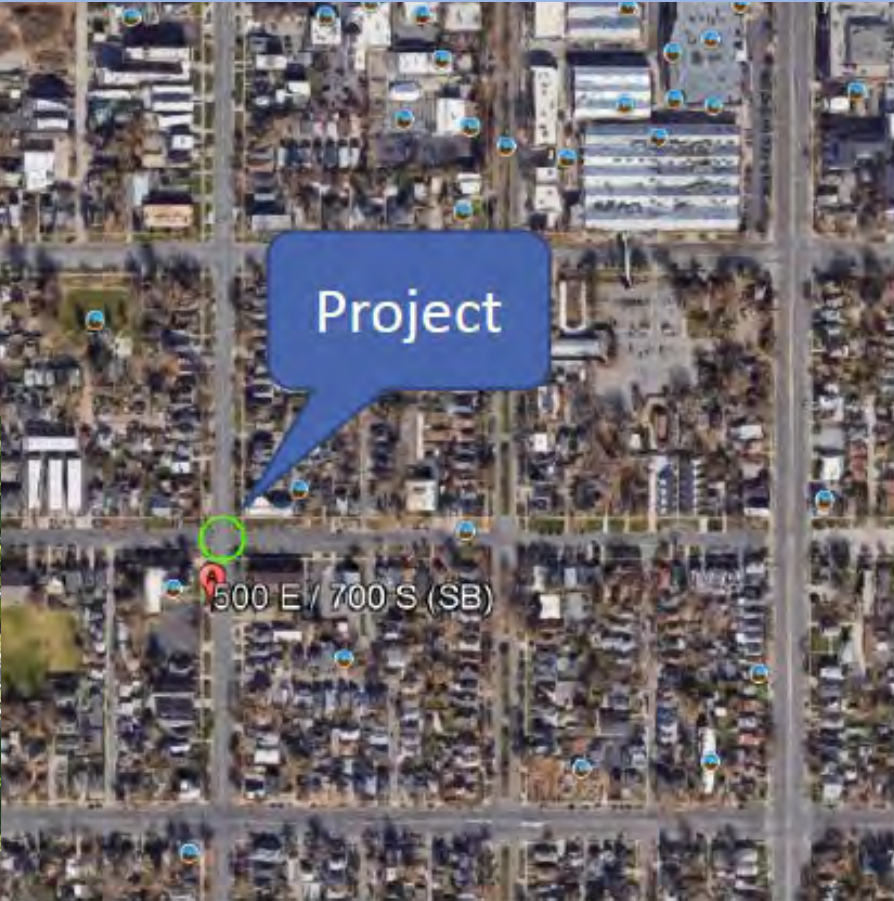
500 EAST-CMAQ CONCEPT

- 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.

Project Cost –
\$ 3,000,000

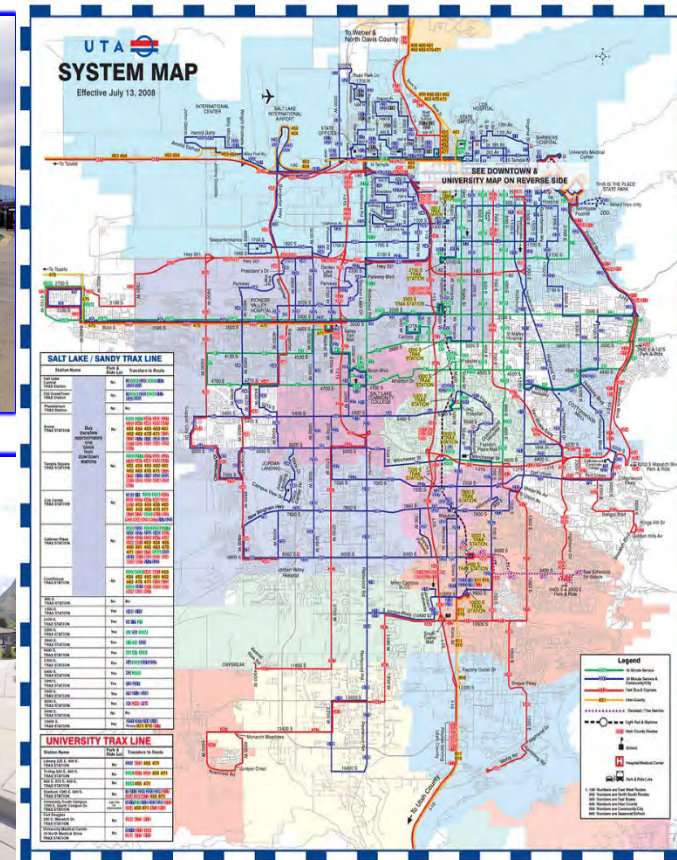
Funds Request –
\$ 2,796,900

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

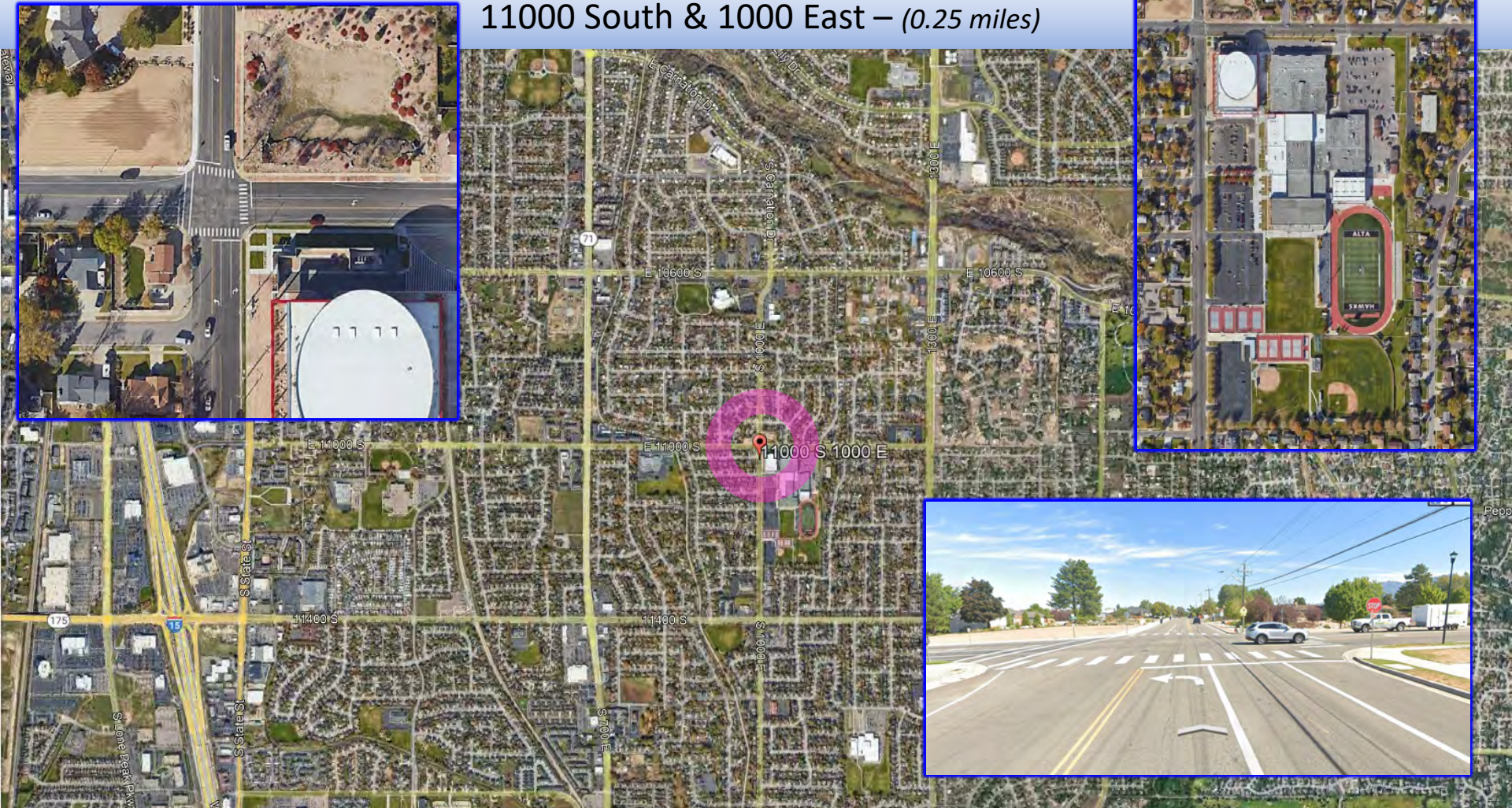


UTA is working to acquire more all-electric buses. It is anticipated that there will be a fleet of electric buses for the future . A network of high-power on-route chargers at key locations enables these buses to be deployed in more locations without concerns about a bus being limited by charge range.

Sandy – 11000 South/ 1000 East - Round-about

Project Type – Operations

11000 South & 1000 East – (0.25 miles)



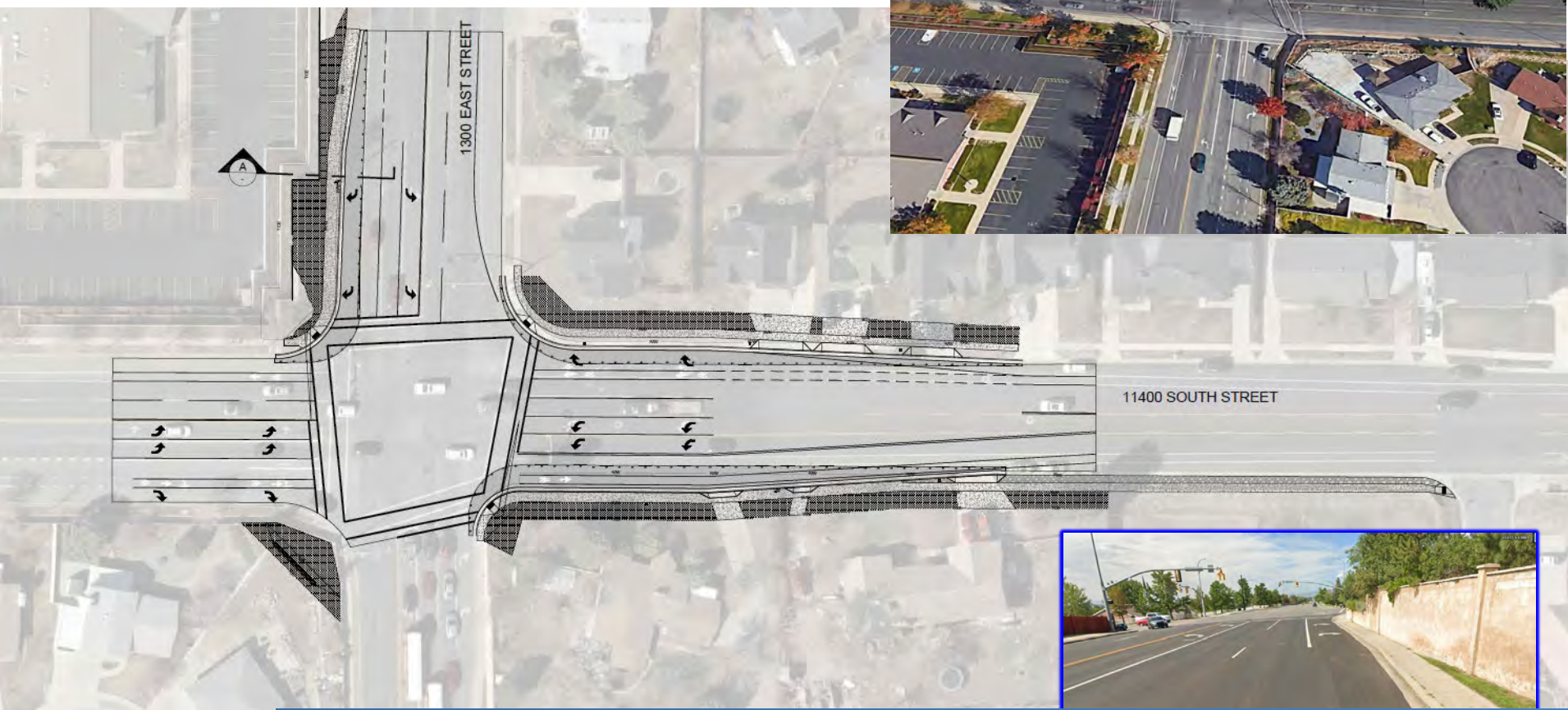
Project Cost –
\$ 2,743,067
Funds Request –
\$ 2,554,502

This pedestrian heavy intersection is adjacent to Alta High School, operating as a busy 8,500 ADT 4-way stop. While a traffic signal is not warranted, this is a prime location for a roundabout to reduce delay, emissions, and conflict points.

Sandy – 11400 South/ 1300 East – Intersection Improvements

Project Type – Operations

11400 South & (1280 East - 1350 East) – (0.25 miles)



Project Cost –
\$ 4,276,867

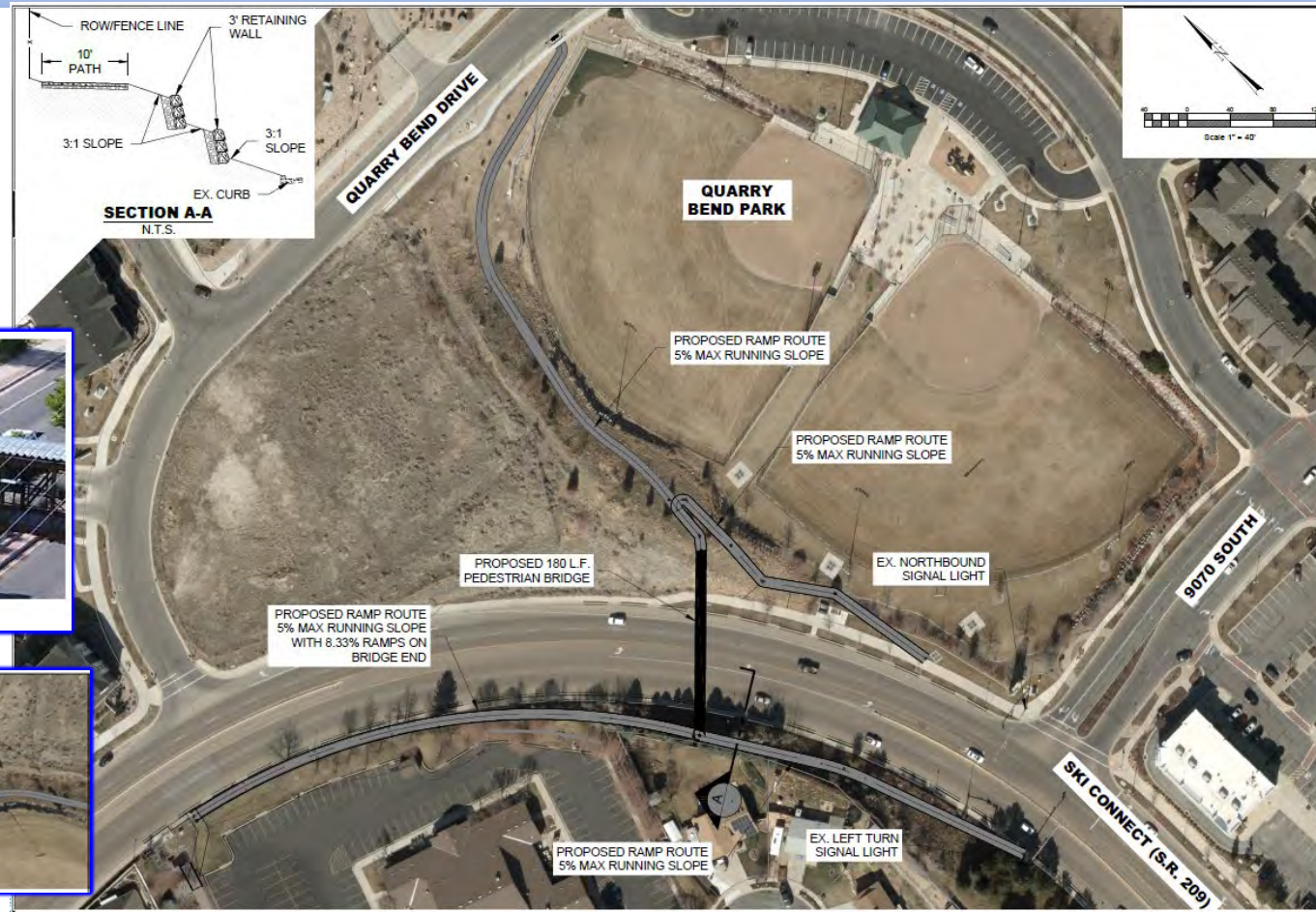
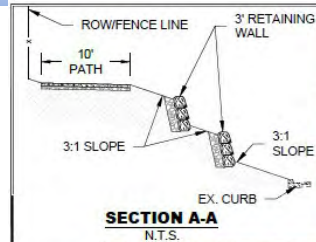
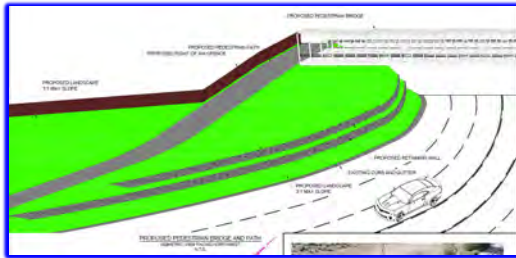
Funds Request –
\$ 3,977,938

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.

Sandy – SR-209 (9000 South) Quarry Bend – Pedestrian Bridge

Project Type – Ped & Bike

9050 South & 900 East– (0.25 miles)



Project Cost –
\$ 9,982,667

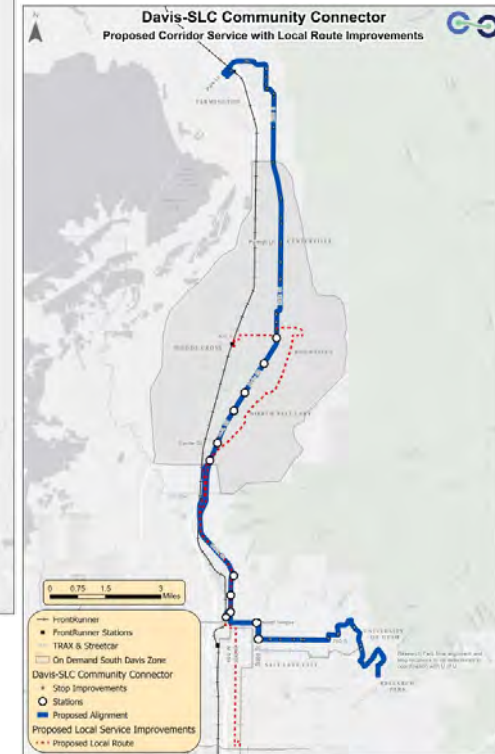
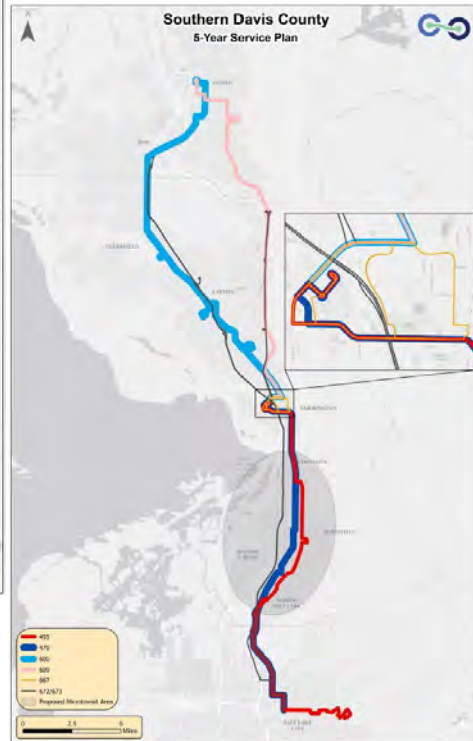
Funds Request –
\$ 3,721,592

SR-209 is a connectivity barrier to Sandy Canal Trail. Trail users must go approximately one mile out of their way to cross. The proposed pedestrian bridge will eliminate this detour without having to introduce a new stop for southbound vehicles.

UTA – Davis – Salt Lake Connector Construction

Intersections Improvement - Project Type – Operations

Davis County to Salt Lake City



The Davis-SLC Community Connector has been identified as a phase 1 project in the regional transportation plan. It will provide an essential transit connection between Davis and Salt Lake County, improving upon existing service. Environmental work is currently underway. The requested funds will be used for construction.

**Project Cost –
\$ 75,597,183**

**Funds Request –
\$ 5,000,000**

West Jordan – Redwood Road/ 6720 South – Intersection Improvements

Project Type – Operations



Redwood Road & 6720 South – (0.25 miles)



Project Cost –
\$ 1,030,000

Funds Request –
\$ 960,269

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.

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

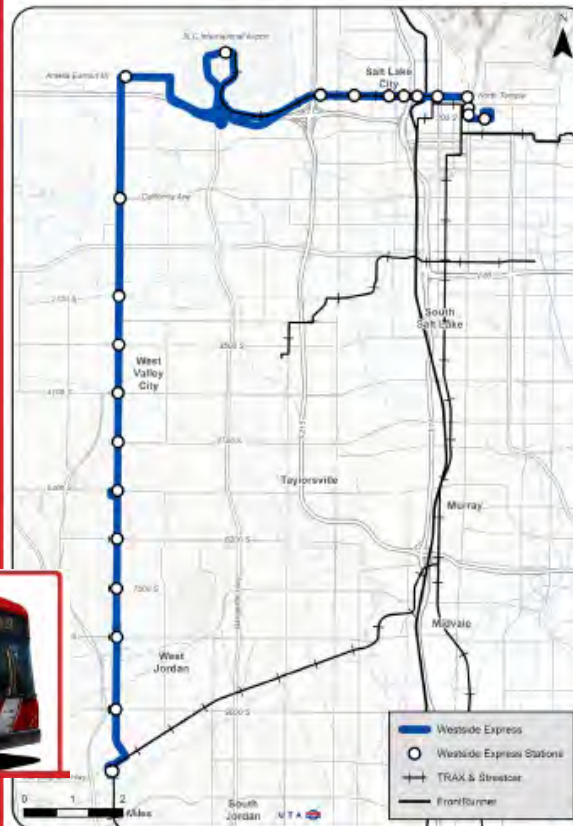
Status: Seeking Funding for Next Steps

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

Staff Recommendation of Projects for CRP Funding - 2029 (draft 02.06.23)

Salt Lake-West Valley Area

AQ Rank	Benefit/Cost: (CO2 kg/\$1,000)	Sponsor - Name of Project	Project Type	Short Description	Other Benefits	Project Life	Reduced Daily VHT	Reduced Daily VMT	Reduced Daily CO2 Emissions (kg)	Requested CMAQ \$	Grand Total Project Cost	Staff Recommended Funds	Ogden/Layton TAC Recommended Funds
1	2,258.8	UTA-Ebus - Transit Capital-SL	Transit Capital	Install 2 Ebus chargers at four possible locations.	-Ebus infrastructure -Reduced maintenance costs	10	-	-	1856.5	\$ 2,796,900	\$ 3,000,000	\$1,500,000	
2	1,392.0	Sandy - Int. @ 11400S & 1300E	Intersection	Add right turn lane and extend left turn lane.	-Reduce congestion -Improved operations & efficiency	20	111.1	-	815.5	\$ 3,977,938	\$ 4,276,867		
3	1,298.0	Multiple Intersections	ATMS	Traffic signal optimization.	-Reduce congestion -Improved operations & efficiency	10	139.6	-	410.0	\$ 1,074,755	\$ 1,152,800	\$1,074,755	
4	450.1	CWH - Pedestrian	Pedestrian	Highland Dr. paved trail, Ft. Union Blvd to Villaire.	-Promote active transportation -Physical separation of modes improves safety	20	12.7	370	129.1	\$ 1,952,516	\$ 2,094,300	\$1,952,516	
5	351.7	Herriman - Park & Ride	Park & Ride	vehicles near Porter Rockwell Blvd.	-Trailhead location	20	-	822	202.8	\$ 3,903,410	\$ 4,209,055		
6	172.4	SLC-EV - Other	Other	EV rental program.	-EV infrastructure	3	5.1	180	44.4	\$ 263,002	\$ 282,100		
7	108.6	UTA-BRT-MV - Transit Capital-SL	Transit Capital	Purchase 10 e-buses for the Midvalley BRT.	-Ebus infrastructure -Reduced maintenance costs	12	21.7	950	260.3	\$ 6,000,000	\$ 10,500,000		
8	89.8	Sandy - Int. @ 11000S & 1000E	Intersection	Round-a-bout to replace 4-way stop.	-Improved safety -Traffic calming	20	4.6	-	33.7	\$ 2,554,502	\$ 2,740,000		
9	79.7	SLC Green Bike	Bicycle	Expand SL Green Bike program with 24 bikes and 2 kiosks.	-Promote active transportation -First/last mile options	10	-	45	15.1	\$ 641,700	\$ 690,000	CMAQ	
10	70.0	SLC - Int. @ 500E & 700S	Intersection	Install round-a-bout to replace traffic signal.	-Improved safety -Traffic calming	20	1.2	-	9.1	\$ 877,269	\$ 943,300		
11	52.3	UTA Core Route - SD (SL)	Transit Capital	South Davis Core Route amenities.	-Transportation options	20	54.7	2,395	541.2	\$ 5,000,000	\$ 75,597,183		
12	16.0	Sndy_UDOT - Pedestrian	Pedestrian	Pedestrian bridge over SR-209.	-Promote active transportation -Physical separation of modes improves safety	20	0.7	21	21.9	\$ 3,721,592	\$ 9,982,667		
13	6.5	UTA-BRT-5600 - Transit Capital-SL	Transit Capital	Capital costs for 5600 W BRT.	-Transportation options	20	107.2	5,479	67.9	\$ 5,000,000	\$ 76,040,000		
Subtotal										\$37,763,584		\$4,527,271	\$0
										Available	\$4,500,000		

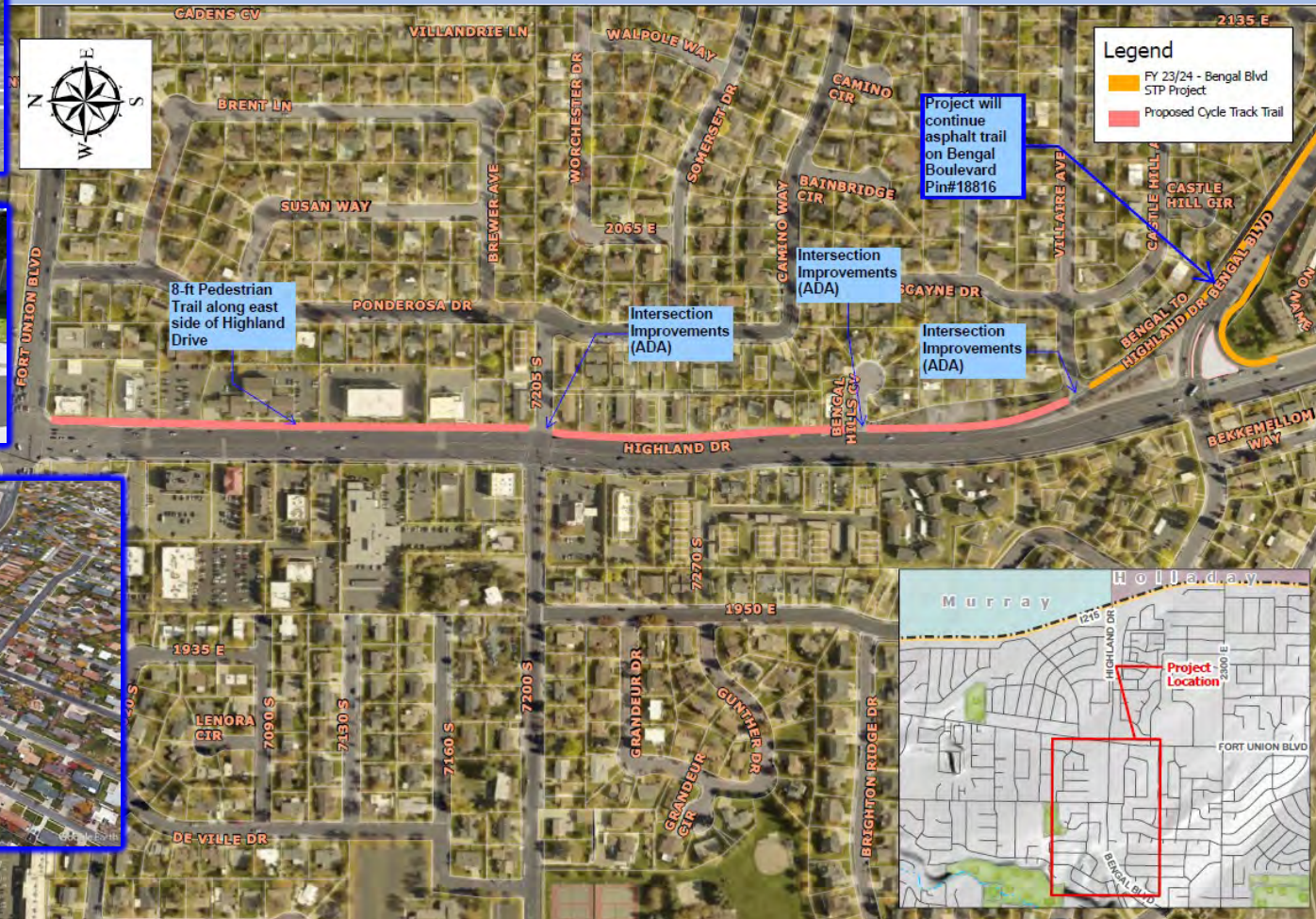
Salt Lake/ West Valley Urban Area



Cottonwood Heights – Highland Drive – Protected Trail – Bike\ Ped Facility

Project Type – Capital Improvement

Fort Union Blvd to Villaire Ave – (0.53 miles)



Project Cost –
\$ 2,094,300

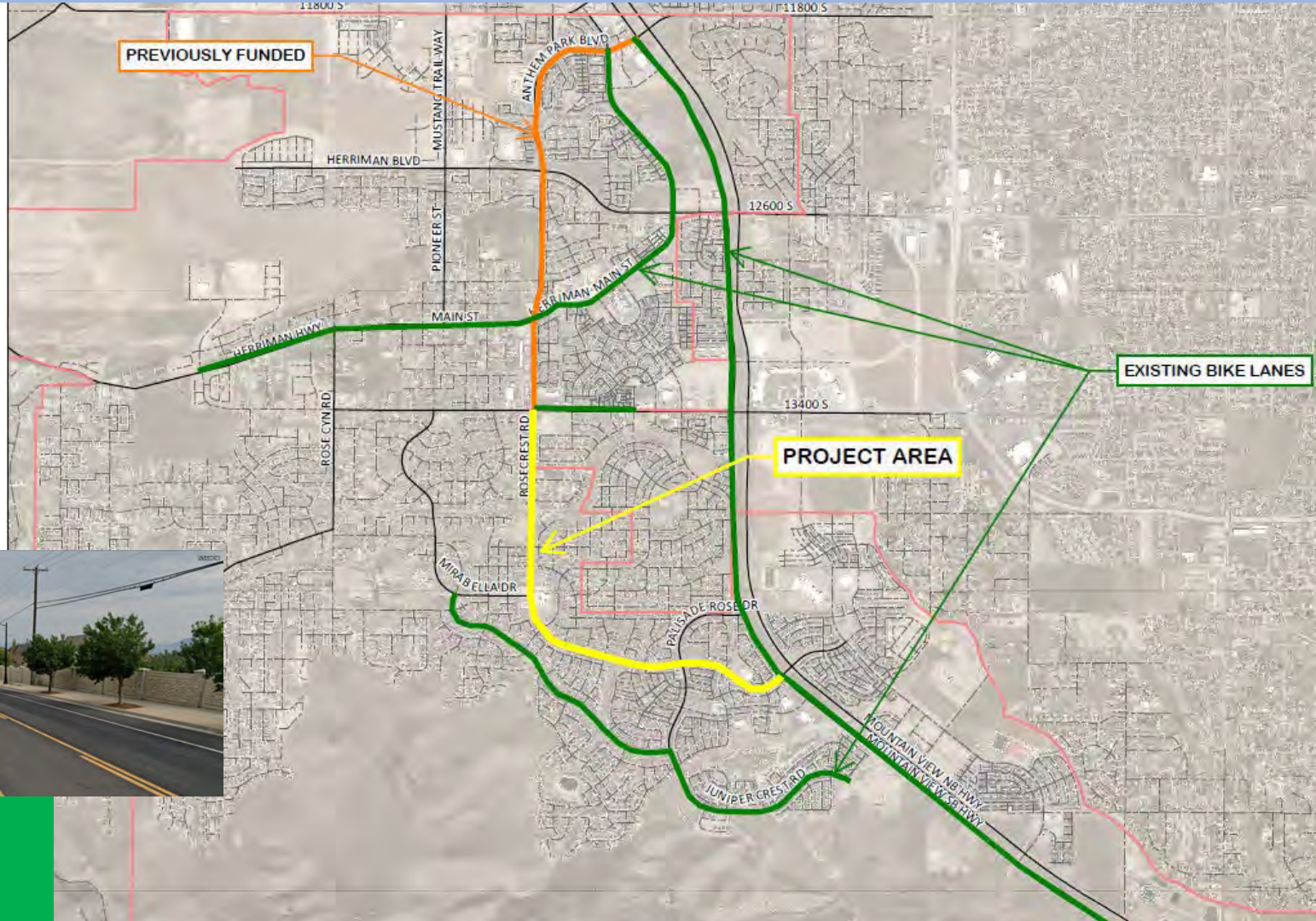
Funds Request –
\$ 1,952,516

This project will construct an 8-ft asphalt trail on the east side of Highland Drive from Fort Union Blvd to Villaire Ave. This project will connect to the trail being constructed as part of the Highland Drive/Bengal Blvd Project

Herriman City – Rosecrest Bike Lane Installation – Bike\ Ped Facility

Project Type – Capital Improvement

13400 South to Mountain View Corridor – (2.5 miles)



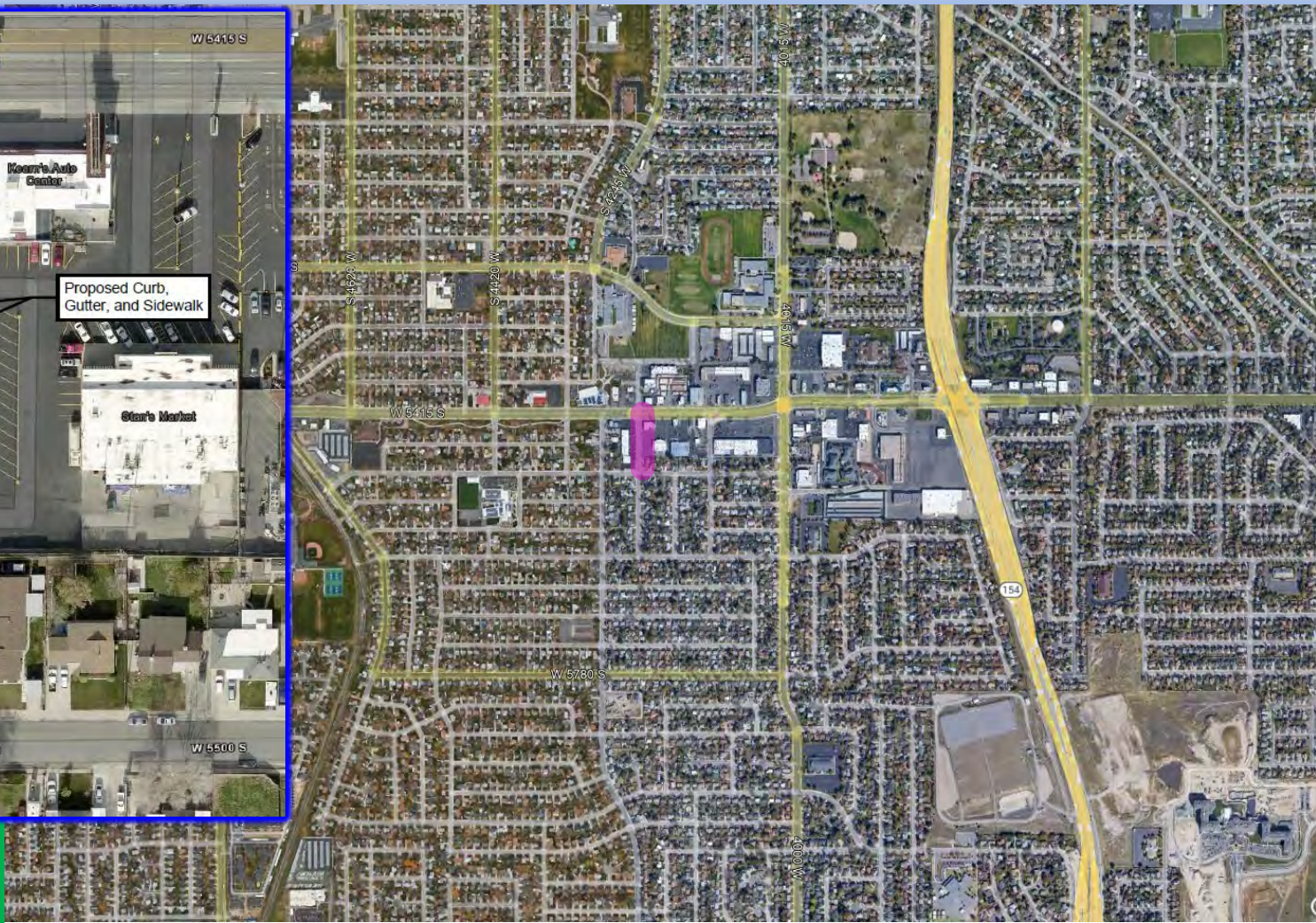
Project Cost –
\$ 417,900

Funds Request –
\$ 389,608

Install Buffered Bike Lanes on Rosecrest Road from 13400 South to Mountain View Corridor.

Approximately 5415 South to 5500 South – (0.1 miles)

Approximately 5415 South to 5500 South – (0.1 miles)



Construct curb, gutter, and sidewalk on both sides of 4220 West from approximately 5415 South to 5500 South. Sidewalk will improve safe walking area for students going to and from Kearns Jr High School.

Construct curb, gutter, and sidewalk on both sides of 4220 West from approximately 5415 South to 5500 South. Sidewalk will improve safe walking area for students going to and from Kearns Jr High School.

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.

Unincorporated Salt Lake County – 1000 East – Missing Sidewalk Project Type – Safe Routes to School

8600 South to 8514 South – (0.12 miles)



Project Cost –
\$ 514,600

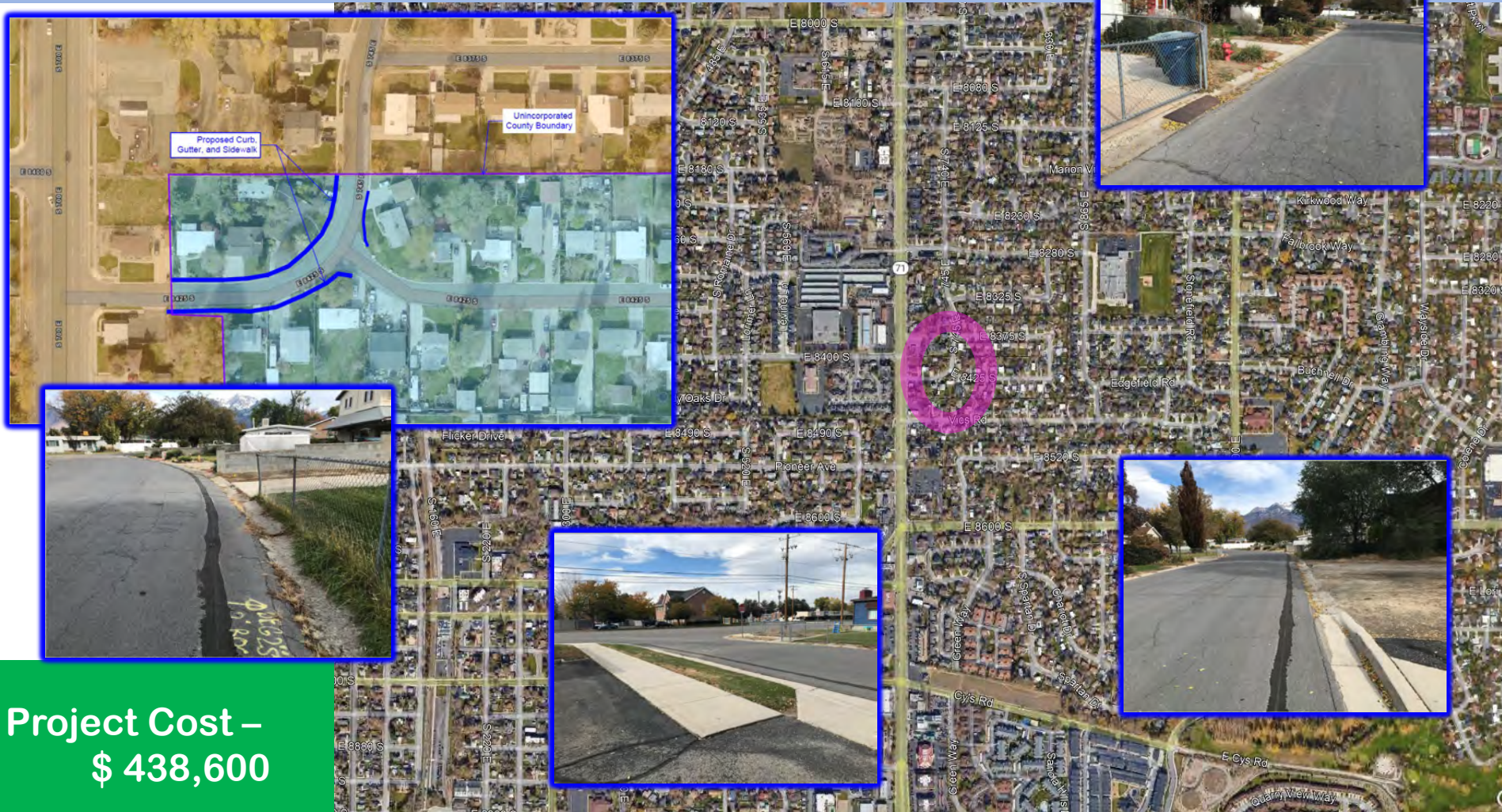
Funds Request – \$ 479,762

Construct curb, gutter, and sidewalk on the west side of 1000 East from 8514 South to 8600 South. Sidewalk will improve safe walking area for students going to and from the school.

Unincorporated Salt Lake County – 8425 South Sidewalk– Missing Sidewalk

Project Type – Safe Routes to School

700 East 745 East – (0.08 miles)



**Project Cost –
\$ 438,600**

**Funds Request –
\$ 408,907**

Construct curb, gutter, and sidewalk on both sides of 8425 South from 700 East to 745 East. Sidewalk will improve safe walking area for pedestrians and students.

West Valley City – 1300 West Bike Lanes – Bike Route Expansion

Project Type – Capital Improvement

4000 South to 3300 South – (1 mile)



Project Cost –
\$ 10,502,800

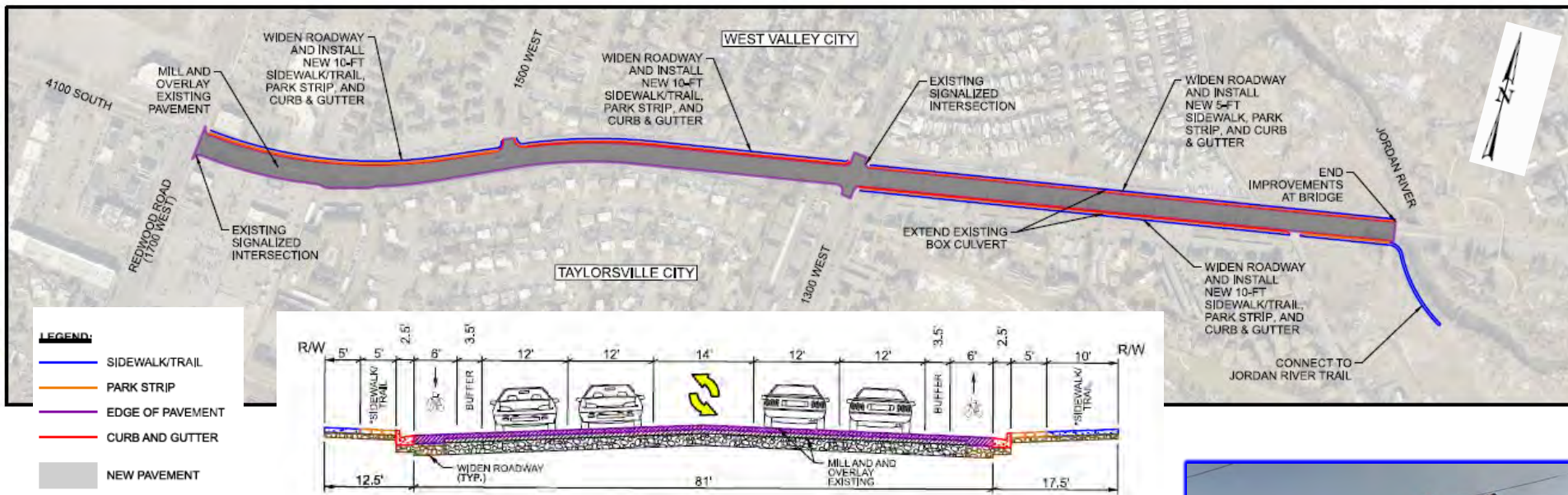
Funds Request –
\$ 6,994,860

This proposed project improves 1300 West between 4000 South and 3300 South by improving the pavement section, adding buffered bike lanes, street lighting and connecting sidewalk. Presently, pedestrians are required to use the roadway shoulder, adjacent to traffic lanes with a 35-mph speed limit.

West Valley City – 3900 South Bike Lanes – Bike \Pedestrian Improvements

Project Type – Capital Improvement

Redwood Road to Jordan River – (1 mile)



Project Cost –
\$ 9,913,000

Funds Request –
\$ 9,241,890

This proposed project improves 3900 South between Redwood Road and the Jordan River by improving the pavement section, adding buffered bike lanes, a 10' trail, street lighting and connecting sidewalk. Presently, pedestrians are required to use the roadway shoulder, adjacent to traffic lanes with a 40 mph speed limit.

White City Metro Township – Bear Park Multi-Use Path

Project Type – Safe Routes to School

9520 South to 9720 South – (0.12 miles)



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**Project Cost –
\$ 555,400**

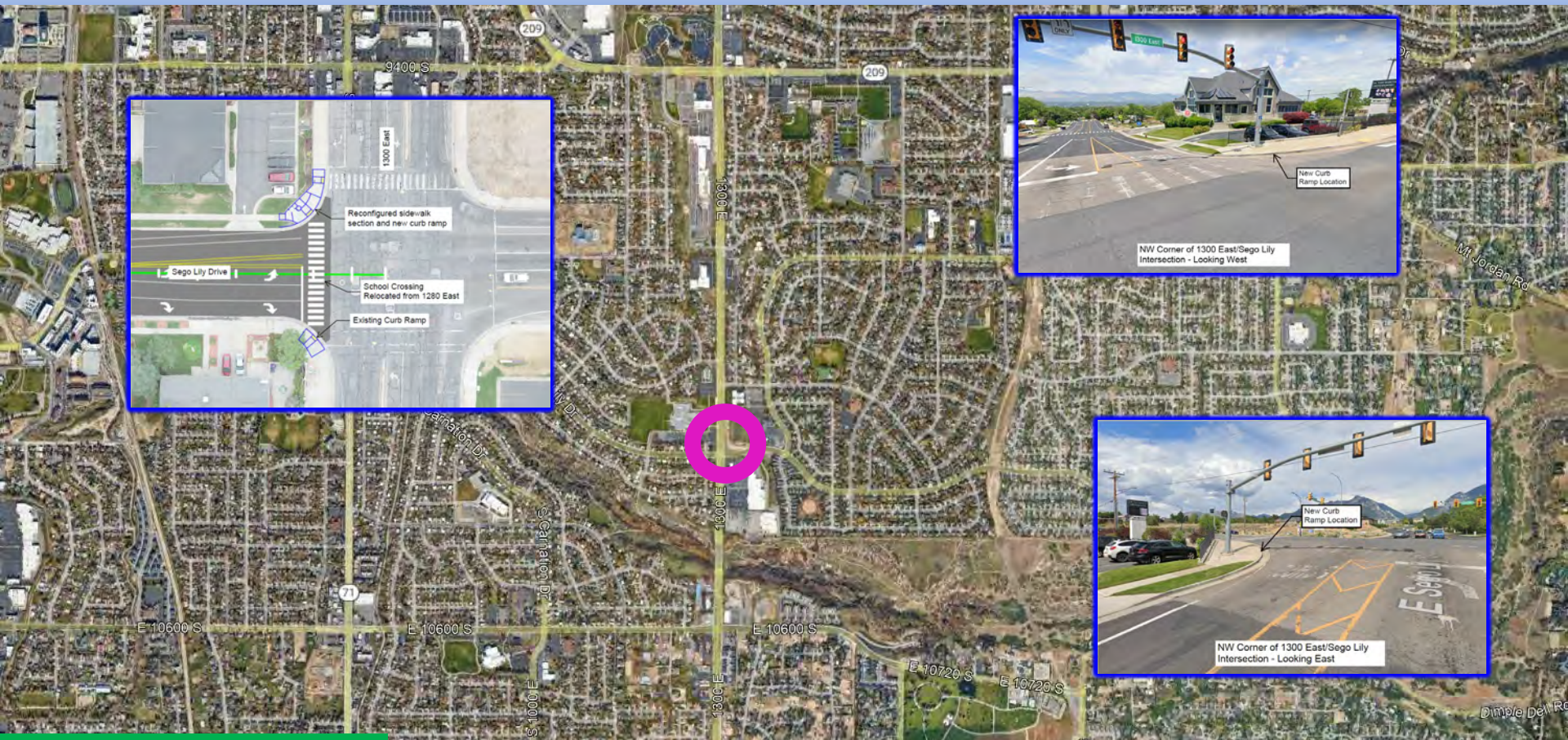
**Funds Request –
\$ 517,799**

Construct a multi-use path around the perimeter of Bear Park. The addition of this sidewalk will improve the safe walking area for students going to and from Glacier Hills Elementary School by providing a route through the park. Currently, students walk in Poppy Lane, where there is no sidewalk.

White City Metro Township – Sego Lily Crossing at 1300 East

Project Type – Capital Improvement

NW Corner of Intersection to Midpoint of Sego Lily Drive – (0.0142 miles)



Project Cost –
\$ 252,100

Funds Request –
\$ 230,371

The grades at the NW corner of Sego Lily/1300 E do not currently allow for an ADA ped ramp. A less safe but ADA compliant ped crossing about 200' west of the intersection is used instead. The project will reconstruct the NW corner of the intersection to allow an ADA compliant ped ramp and move the school crossing there.

Transportation Alternatives Program (TAP) Project Evaluation for the Draft 2024-2029 Transportation Improvement Program (TIP)

ROW	Unique Proj ID	Region	County	City	Agency	Funding Type	Project Name	From Street	To Street	Project Improvement	Project Objective	Length	Description	Tot Cost	Fed Fund	Local Funds	Sponsor	Priority	Staff Recommendation	Regional Priority	Fills Gap	Provides Access within 1/2 mile	Wasatch Choices	Add Safety	Sponsors Match	Innovative	Com Support	Diverse Users	Cost Per User	Cost per Mile	Capital Score	Prox to Schools	Fills Gap	Provides Access Other than School	Num of Stud that Could Bike or Walk	Anticipated Increase of Student Use	Provide Add Safety	Spon Match	Deg of Safe Need	Walk/ Bike Promo	Cost Per User	Cost per Mile	SR2S Score Opt 1	Project Score							
1	S_TAP_8	2	Salt Lake	West Valley City and Tadmorsville	West Valley City	TAP	3900 South Bike Lanes	Redwood Road	Jordan River	Capital Improvement	On-road or Off-road Trail	1	This proposed project improves 3900 South between Redwood Road and the Jordan River by improving the pavement section, adding buffered bike lanes, a 10' trail, street lighting and connecting sidewalk. Presently, pedestrians are required to use the roadway shoulder, adjacent to traffic lanes with a 40 mph speed limit.	\$ 9,913,000	\$ 6,241,890	\$ 671,110	3		\$ 1,129,817	15	10	12	5	10	10	5	3	5	2	1	78																78				
2	S_TAP_7	2	Salt Lake	West Valley City	West Valley City	TAP	1300 West Bike Lanes	4000 South	3300 South	Capital Improvement	On-road or Off-road Trail	1	This proposed project improves 1300 West between 4000 South and 3300 South by improving the pavement section, adding buffered bike lanes, street lighting and connecting sidewalk. Presently, pedestrians are required to use the roadway shoulder, adjacent to traffic lanes with a 35 mph speed limit.	\$ 10,502,800	\$ 6,994,860	\$ 507,940	5			15	10	15	5	10	5	5	1	5	2	1	74																	74			
3	S_TAP_6	2	Salt Lake	Unincorporated	GSLMSD-Unincorporated	TAP	8425 South Sidewalk	700 East	745 East	Safe Routes to School	Safe Route To School	0.08	Construct curb, gutter, and sidewalk on both sides of 8425 South from 700 East to 745 East. Sidewalk will improve safe walking area for pedestrians and students.	\$ 438,600	\$ 408,907	\$ 29,693	2																													73	73				
4	S_TAP_3	2	Salt Lake	Kearns Metro Township	GSLMSD-Kearns Metro Township	TAP	4220 W Sidewalk	5415 S	5500 S	Safe Routes to School	Safe Route To School	0.1	Construct curb, gutter, and sidewalk on both sides of 4220 West from approximately 5415 S to 5500 S. Sidewalk will improve safe walking area for students going to and from Kearns Jr High School.	\$ 131,000	\$ 122,131	\$ 8,869	1		\$ 122,131																												72	72			
5	S_TAP_5	2	Salt Lake	Unincorporated	GSLMSD-Unincorporated	TAP	1000 East	8600 S	8514 S	Safe Routes to School	Safe Route To School	0.12	Construct curb, gutter, and sidewalk on the west side of 1000 East from 8514 South to 8600 South. Sidewalk will improve safe walking area for students going to and from the school.	\$ 514,600	\$ 479,762	\$ 34,838	1																														71	71			
6	S_TAP_9	2	Salt Lake	White City Metro Township	GSLMSD-White City Metro	TAP	Bear Park Multi-Use Path	9520 S	9720 S	Safe Routes to School	Safe Route To School	0.12	Construct a multi-use path around the perimeter of Bear Park. The addition of this sidewalk will improve the safe walking area for students going to and from Glacier Hills Elementary School by providing a route through the park. Currently, students walk in Poppy Lane, where there is no sidewalk.	\$ 555,400	\$ 517,799	\$ 37,601	2																																71	71	
7	S_TAP_10	2	Salt Lake	White City Metro Township	GSLMSD-White City Metro	TAP	Sego Lily Crossing at 1300 East	NW corner of intersection	midpoint of Sego Lily Drive	Capital Improvement	Infrastructure-related Projects	0.014	The grades at the NW corner of Sego Lily/1300 E do not currently allow for an ADA ped ramp. A less safe but ADA compliant ped crossing about 200' west of the intersection is used instead. The project will reconstruct the NW corner of the intersection to allow an ADA compliant ped ramp and move the school crossing there.	\$ 1,108,200	\$ 1,033,175	\$ 75,025	1		\$ 1,033,175	10	5	15	5	6	1	5	4	5	6	1	63																	63			
8	S_TAP_1	2	Salt Lake	Cottonwood Heights	Cottonwood Heights	TAP	Highland Drive Protected Trail Project	Fort Union Blvd	Villaire Ave	Capital Improvement	Infrastructure-related Projects	0.53	This project will construct an 8-ft asphalt trail on the east side of Highland Drive from Fort Union Blvd to Villare Ave. This project will connect to the trail being consturcted as part of the Highland Drive/Bengal Blvd Project (Pin#18816).	\$ 2,094,300	\$ 1,952,516	\$ 141,784	3			15	10	8	5	8	1	5	0	0	6	1	59																	59			
9	S_TAP_2	2	Salt Lake	Herriman	Herriman	TAP	Rosecrest Bike Lane Installation	13400 South	Mtn View Corridor	Capital Improvement	Infrastructure-related Projects	2.5	Install Buffered Bike Lanes on Rosecrest Rd from 13400 S to Mtn View Corridor.	\$ 417,900	\$ 389,608	\$ 28,292	5		\$ 389,608	10	5	15	5	6	1	5	0	0	8	4	59																59				
10	S_TAP_4	2	Salt Lake	Millcreek	Millcreek	TAP	S Birch Dr: Upland Dr to 3900 S	Upland Dr.	3900 S	Capital Improvement	Other TAP Project	0.16	S Birch Dr. is heavily trafficked residential street providing access from various high priority facilities to 3900 S which is the main North-South arterial from the east to west side of the Salt Lake Valley in. This project will create a safer environment for all users with the construction of curb and gutter, sidewalk, and ADA ramps.	\$ 913,400	\$ 758,333	\$ 155,067	2		\$ 758,333	10	0	8	5	4	3	5	3	5	8	1	52																	52			
Available													Requested													Recommended																									
\$ 3,433,064													\$ 18,898,981													\$ 3,433,064																									