

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

UDOT Region	County	City	Funding Type	Agency	Name of Project	From	To	Project Length	2029 Estimated Project Cost	Federal Funds Requested	Local Funds	Project Description -	Type of Project	Functional Classification
Projects Submitted for CMAQ Funding Consideration														
2	Salt Lake	Bluffdale	CMAQ	UDOT	Redwood Road at 14600 S	39.84	39.85	0.01	\$ 573,700	\$ 522,741	\$ 37,959	There is a waterway on the East leg of the intersection which impacts the flow of traffic leaving the area. The scope would be to improve traffic flow by removing the waterway and connecting the drainage system via pipes and inlets across the intersection leg.	Operations	Principal Arterial
2	Salt Lake	Davis County to SLC	CMAQ	Utah Transit Authority	Davis-SLC Community Connector - SL/WVC	Southern Davis County, including Farmington Centerville, Woods Cross, Bountiful, and North Salt Lake	Connecting to the northern portion of Salt Lake City	26	\$ 75,000,000	\$ 5,000,000	\$ 363,081	The Davis-Salt Lake City Community Connector is a proposed corridor-based bus rapid transit (BRT) system between Farmington City and SLC, Utah. The alignment extends from the FrontRunner Farmington station at the northern terminus, south to downtown SLC, and eastward into the University of Utah and Research Park.	Transit	NA
2	Salt Lake	Draper	CMAQ	UDOT	12300 S at Lone Peak Parkway	SB I-15 Off Ramp	265 W	0.4	\$ 6,379,200	\$ 4,161,041	\$ 302,159	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.	Capacity	Principal Arterial
2	Salt Lake	Herriman City	CMAQ	Herriman City	Porter Rockwell Park and Ride	Porter Rockwell Blvd	Rockwell Park Dr.	0.1	\$ 3,714,000	\$ 2,814,000	\$ 900,000	From the city's traffic and transportation standpoint, this project will help alleviate the continued growth and vehicular load on the Herriman City and surrounding roadway network. This will also serve to nominally reduce emissions equal to the anticipated participants of this improvements. The scope of the project will include the parking lot (Park and Ride), which consists of approximately 60 parking spaces.	Transit	NA
2	Salt Lake	Magna	CMAQ	UDOT	SR-171 Sidewalk	7495	7933	0.33	\$ 5,465,800	\$ 5,024,911	\$ 364,889	Construct 2 segments of sidewalk 1) 1,000 Feet of missing sidewalk on 3500 S between 7933 W to 7790 W and (2) 750 feet between Wingpoint and 7495 W in Magna. Pipe an irrigation ditch with relocated utilities in the 1st segment and ROW acquisition for the 2nd segment. Many pedestrians, including high school students, walk through this area frequently. Pedestrians often walk into the travel lanes.	Active Transportation	Principal Arterial
2	Salt Lake	Salt Lake City	CMAQ	Salt Lake City Corporation	Bike Share (GREENbike) Expansion	Salt Lake City	Salt Lake City	N/A	\$ 473,000	\$ 440,978	\$ 32,022	The project adds two bike share stations west of I-15, expands its system with 24 eBikes, and links commuters to regional transit and local destinations. GREENbike bike share has reduced the release of CO2 emissions into the Salt Lake valley airshed by 5.8 million pounds since its inception in 2013.	Active Transportation	NA
2	Salt Lake	Salt Lake City	CMAQ	Salt Lake City	Sunnyside Ave at Crestview Drive Roundabout	0	0	0	\$ 820,000	\$ 762,000	\$ 58,000	Salt Lake City will convert an existing 2-way stop to a roundabout to calm traffic and reduce traffic delays, mobile source emissions, and air pollution. The location is at the base of Emigration Canyon next to Hogle Zoo, "This Is the Place" State Park, and a trailhead for the 9-Line and Bonneville Shoreline Trails.	Reconstruct	Minor Arterial
2	Salt Lake	Salt Lake, West Valley, West Jordan, and Kearns	CMAQ	Utah Transit Authority	5600 West Core Route Operations	5600 W. Old Bingham Highway Station	Salt Lake Central Intermodal Hub	29	\$ 9,653,545	\$ 9,000,000	\$ 653,545	The Westside Express is the transit component for the Mountain View Corridor. The core route provides new north/south transit service, helping to reduce traffic and improve the region's air quality. It serves low-income and minority neighborhoods in western Salt Lake County and provides improved access to jobs.	Transit	Principal Arterial
2	Salt Lake	Sandy	CMAQ	Sandy City	11400 S 1300 E Intersection Improvements	11390 S	11410 S	0.08	\$ 4,903,367	\$ 4,562,024	\$ 341,343	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.	Operations	Minor Arterial
2	Salt Lake	Sandy	CMAQ	Sandy City Public Works	11000 South 1000 East Roundabout	11000 South	11000 South	0.05	\$ 3,456,167	\$ 3,219,325	\$ 233,775	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.	Reconstruct	Collector
2	Salt Lake	South Jordan	CMAQ	South Jordan City	Jordan River Trail Connector to Frontrunner Station	10200 S Jordan River Trail	500 W Ultradent Dr	0.2	\$ 1,086,000	\$ 951,000	\$ 135,000	The new trail and bridge will allow pedestrians to access the South Jordan Frontrunner Station using the Jordan River Trail. This new trail connection will separate the pedestrians from the existing highways and provide a safer route for them to access the Frontrunner Station. This project is shown on the 2023 RTP (ID: A-S-248) and the City's Active Transportation Plan.	Active Transportation	NA

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

UDOT Region	County	City	Funding Type	Agency	Name of Project	From	To	Project Length	2029 Estimated Project Cost	Federal Funds Requested	Local Funds	Project Description -	Type of Project	Functional Classification
Projects Submitted for CRP Funding Consideration														
2	Salt Lake	Davis County to SLC	CRP	Utah Transit Authority	Davis-SLC Community Connector - SL/WVC	Southern Davis County, including Farmington Centerville, Woods Cross, Bountiful, and North Salt Lake	Connecting to the northern portion of Salt Lake City	26	\$ 75,000,000	\$ 5,000,000	\$ 363,081	The Davis-Salt Lake City Community Connector is a proposed corridor-based bus rapid transit (BRT) system between Farmington City and SLC, Utah. The alignment extends from the FrontRunner Farmington station at the northern terminus, south to downtown SLC, and eastward into the University of Utah and Research Park.	Transit	NA
2	Salt Lake	Riverton	CRP	Riverton City	Construction of Electric Vehicle Charging Stations next to Riverton City Hall	N/A	N/A	N/A	\$ 425,000	\$ 385,000	\$ 40,000	This project will construct up to four electric car charging stations in the parking area adjacent to Riverton City Hall. This parking area is shared with the Riverton Library, Riverton Senior Center, Riverton Community Center, a newly constructed amphitheatre and a park. All these facility users will have access to the charging stations.	Other	NA
2	Salt Lake	Salt Lake City	CRP	Salt Lake City Corporation	Bike Share (GREENbike) Expansion	Salt Lake City	Salt Lake City	N/A	\$ 473,000	\$ 440,978	\$ 32,022	The project adds two bike share stations west of I-15, expands its system with 24 eBikes, and links commuters to regional transit and local destinations. GREENbike bike share has reduced the release of CO2 emissions into the Salt Lake valley airshed by 5.8 million pounds since its inception in 2013.	Active Transportation	NA
2	Salt Lake	Salt Lake City	CRP	Salt Lake City	Sunnyside Ave at Crestview Drive Roundabout	0	0	0	\$ 820,000	\$ 762,000	\$ 58,000	Salt Lake City will convert an existing 2-way stop to a roundabout to calm traffic and reduce traffic delays, mobile source emissions, and air pollution. The location is at the base of Emigration Canyon next to Hogle Zoo, "This Is the Place" State Park, and a trailhead for the 9-Line and Bonneville Shoreline Trails.	Reconstruct	Minor Arterial
2	Salt Lake	Sandy	CRP	Sandy City	11400 S 1300 E Intersection Improvements	11390 S	11410 S	0.08	\$ 4,903,367	\$ 4,562,024	\$ 341,343	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.	Operations	Minor Arterial
2	Salt Lake	Sandy	CRP	Sandy City Public Works	11000 South 1000 East Roundabout	11000 South	11000 South	0.05	\$ 3,456,167	\$ 3,219,325	\$ 233,775	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.	Reconstruct	Collector
2	Salt Lake	South Jordan	CRP	South Jordan City	Jordan River Trail Connector to Frontrunner Station	10200 S Jordan River Trail	500 W Ultradent Dr	0.2	\$ 1,086,000	\$ 951,000	\$ 135,000	The new trail and bridge will allow pedestrians to access the South Jordan Frontrunner Station using the Jordan River Trail. This new trail connection will separate the pedestrians from the existing highways and provide a safer route for them to access the Frontrunner Station. This project is shown on the 2023 RTP (ID: A-S-248) and the City's Active Transportation Plan.	Active Transportation	NA
Projects Submitted for STP Funding Consideration														
2	Ogden	UTA Service Area	STP	Utah Transit Authority	UTA New Radio System	0	0	0	\$ 29,928,457	\$ 4,000,000	\$ 290,464	UTA's radio system is obsolete. We have enough spare equipment to keep it running for up to 3 years, so it is time to work towards a modern update. This project will fully replace the obsolete iDEN radio system with a modern P25 system that will have cross platform interoperability to Utah Communications Authority (UCA).	Transit	NA
2	Salt Lake	Bluffdale	STP	UDOT	Redwood Road at 14600 S	39.84	39.85	0.01	\$ 573,700	\$ 522,741	\$ 37,959	There is a waterway on the East leg of the intersection which impacts the flow of traffic leaving the area. The scope would be to improve traffic flow by removing the waterway and connecting the drainage system via pipes and inlets across the intersection leg.	Operations	Principal Arterial
2	Salt Lake	Cottonwood Heights	STP	Cottonwood Heights	Fort Union Roadway and Cycle Track Project	Union Park Ave	1300 East	0.2841	\$ 3,984,200	\$ 3,714,470	\$ 269,730	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.	Reconstruct	Minor Arterial
2	Salt Lake	Davis County to SLC	STP	Utah Transit Authority	Davis-SLC Community Connector - SL/WVC	Southern Davis County, including Farmington Centerville, Woods Cross, Bountiful, and North Salt Lake	Connecting to the northern portion of Salt Lake City	26	\$ 75,000,000	\$ 5,000,000	\$ 363,081	The Davis-Salt Lake City Community Connector is a proposed corridor-based bus rapid transit (BRT) system between Farmington City and SLC, Utah. The alignment extends from the FrontRunner Farmington station at the northern terminus, south to downtown SLC, and eastward into the University of Utah and Research Park.	Transit	NA

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

UDOT Region	County	City	Funding Type	Agency	Name of Project	From	To	Project Length	2029 Estimated Project Cost	Federal Funds Requested	Local Funds	Project Description -	Type of Project	Functional Classification
2	Salt Lake	Draper	STP	Draper City	Pioneer Road	1650 East	Highland Drive	0.6	\$ 4,605,100	\$ 4,293,335	\$ 311,765	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.	Reconstruct	Collector
2	Salt Lake	Draper	STP	Draper City	Fort Street	13200 South	13800 South	0.83	\$ 8,061,500	\$ 7,417,845	\$ 538,655	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.	Reconstruct	Collector
2	Salt Lake	Draper	STP	UDOT	12300 S at Lone Peak Parkway	SB I-15 Off Ramp	265 W	0.4	\$ 6,379,200	\$ 4,161,041	\$ 302,159	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.	Capacity	Principal Arterial
2	Salt Lake	Emigration Canyon Metro Township	STP	GSLMSD-Emigration Canyon Metro Township	Emigration Canyon Slope Mitigation - 4909 E	4858 E Emigration Canyon Road	4909 E Emigration Canyon Rd	0.06	\$ 3,516,600	\$ 3,278,526	\$ 238,074	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.	Other	Collector
2	Salt Lake	Herriman	STP	Herriman City	6400 West Extension	Herriman Blvd. (12600 S)	Midas Creek (Approx. 12100 S)	0.5	\$ 9,220,000	\$ 6,520,000	\$ 2,700,000	This project will construct the final 0.5 miles of 6400 West and close the last remaining gap between Herriman and South Jordan along 6400 west, and will be a critical collector for the Olympia Hills Development. It will also provide an additional crossing of Midas Creek. ROW has been acquired for this project by the city.	Capacity	Collector
2	Salt Lake	Herriman	STP	Herriman City	12600 S & Herriman Main St Intersection Improvements	4972 W	5010 W	0.1	\$ 4,181,000	\$ 3,281,000	\$ 900,000	This project constructs a free right/acceleration lane from Herriman Main St to 12600 S and an additional left turn 12600 to Main	Capacity	Principal Arterial
2	Salt Lake	Magna	STP	Salt Lake County Public Works Engineering	8000 West Widening	2502 South	3100 South	0.83	\$ 8,055,800	\$ 3,757,262	\$ 4,298,538	This widening project is needed to meet anticipated capacity requirements, future transportation projects and several large developments in the area. This project is also needed to complete the curb, gutter, and sidewalk through this corridor and is listed on the Capital Facilities Plan in the Magna Master Transportation Plan. This request is intended to supplement the previously awarded 8000 West Sidewalk Project.	Capacity	Collector
2	Salt Lake	Magna Metro Township	STP	Salt Lake County Public Works Engineering	2700 S & 8000 W Intersection Realignment	8000 W	8058 W	0.1	\$ 6,044,400	\$ 2,216,194	\$ 3,828,206	This project will realign an offset intersection to improve safety, function and connectivity at this location (2700 S / 2820 S & 8000 W). This project has received funding for construction and is listed on the Capital Facilities Plan in the Magna Master Transportation Plan. This request is intended to supplement the previously awarded 2700 S & 8000 W Intersection Realignment project.	Reconstruct	Collector
2	Salt Lake	Millcreek	STP	Millcreek	1300 East: 3300 South to E Lorraine Dr.	3300 South	E Loarraine Dr.	0.4	\$ 6,160,000	\$ 5,742,968	\$ 417,032	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.	Reconstruct	Minor Arterial
2	Salt Lake	Millcreek	STP	Millcreek	2000 E: 3300 S to E Atkin Ave	3300 S SR #171	E Atkin Ave	0.7	\$ 2,878,000	\$ 2,683,159	\$ 194,841	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.	Other	Collector
2	Salt Lake	Murray	STP	Murray City	5600 South Reconstruction	900 East	1300 East	0.58	\$ 9,880,100	\$ 3,812,606	\$ 296,961	This roadway from 900 E to 1300 E lacks continuous sidewalks and had an open ditch. The project will create a uniform corridor with new pavement, curb and gutter, bike lanes, sidewalk, and storm drain.	Reconstruct	Minor Arterial

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

UDOT Region	County	City	Funding Type	Agency	Name of Project	From	To	Project Length	2029 Estimated Project Cost	Federal Funds Requested	Local Funds	Project Description -	Type of Project	Functional Classification
2	Salt Lake	Riverton	STP	Riverton City	1300 West Complete Street	13100 South	13700 South	0.77	\$ 9,493,000	\$ 8,293,000	\$ 1,200,000	1300 West was reconstructed north of this segment a few years ago. The reconstruction of this segment completes the reconstruction of this important old town collector street south of 12600 South. This reconstructed segment extends from approximately 13100 South to approximately 13700 South. The design will include adding bike lanes, park strip, sidewalks, curb and gutters, consistent travel lanes and a middle turning lane. A storm drain system will be added to address localized flooding. The existing canal turnout will be piped and the overhead power lines may be moved to allow full utilization of the Right-of-Way.	Reconstruct	Collector
2	Salt Lake	Riverton City	STP	Riverton City	Replacement of up to 40 ADA Ramps	N/A	N/A	N/A	\$ 715,000	\$ 655,000	\$ 60,000	Riverton City has recently completed an inventory of our deficient ADA ramp assemblies within the City boundaries. This project will remove and replace up to 40 deficient ADA ramp assemblies. The attached mapping shows the locations of all the deficient ADA ramp assemblies. The ADA ramp assemblies chosen to be part of this project will only be those located on minor collector or higher classified roads within Riverton City.	Reconstruct	Collector
2	Salt Lake	Salt Lake City	STP	Salt Lake City Corporation	1300 East Street Reconstruction	2100 South	Southern City Boundary	1.387	\$ 16,800,000	\$ 5,000,000	\$ 3,800,000	This project encompasses pavement improvements for this deteriorated street, including removal and replacement of the pavement, curb and gutter, and pedestrian improvements. This project will evaluate incorporation of Complete Streets concepts and pedestrian safety improvements.	Reconstruct	Principal Arterial
2	Salt Lake	Salt Lake City	STP	Utah Transit Authority	UTA Light Rail Vehicle (LRV) Replacement Project	Salt Lake City	Draper	0	\$ 120,000,000	\$ 8,000,000	\$ 580,929	Replaces 20 remaining high-floor LRVs with new low-floor models. Has mobility benefits for disabled riders and accelerates UTA's state of good repair.	Transit	NA
2	Salt Lake	Salt Lake City	STP	Utah Transit Authority	TechLink TRAX Environmental & Concept Design	Salt Lake City International Airport	UofU Research Park	7.75	\$ 3,800,000	\$ 2,000,000	\$ 145,233	Improve TRAX operations & capacity, enhance access & mobility, increase opportunities for disadvantage populations, supports the long range transportation growth demand, and provide sustainable transportation options that minimize impacts to environment.	Transit	NA
2	Salt Lake	Sandy	STP	Sandy City	11400 S 1300 E Intersection Improvements	11390 S	11410 S	0.08	\$ 4,903,367	\$ 4,562,024	\$ 341,343	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.	Operations	Minor Arterial
2	Salt Lake	Sandy	STP	Sandy City	Monroe Phase III	Mall Ring Rd	10600 South	0.037878788	\$ 26,829,367	\$ 3,999,847	\$ 22,829,520	Monroe Ph III represents the southernmost section of the broader Monroe Street project, which consists of seven phases in total. Five phases are completed and another is currently under design. Phase III, the remaining phase, bridges the gap between 10600 South and the I-15 NB exit ramp to Monroe. Due to development pressures in the vicinity, this phase has gained importance. Phase III will build and realign Monroe NE of it's current location.	Capacity	Collector
2	Salt Lake	Sandy	STP	Sandy City Public Works	11000 South 1000 East Roundabout	11000 South	11000 South	0.05	\$ 3,456,167	\$ 3,219,325	\$ 233,775	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.	Reconstruct	Collector
2	Salt Lake	South Jordan	STP	South Jordan City	4000 W Capacity Improvement	Daybreak Parkway	9400 S	2.5	\$ 4,330,000	\$ 4,026,900	\$ 303,100	4000 W is a north/south collector street and is currently operating at a level of service D (>12,000 ADT). The purpose of the project is to widen (mostly restripe) 4000 W from 3 lanes to 5 lanes. This project is included in the RTP as a phase 1 project and is included in the City's Transportation Master Plan.	Capacity	Collector
2	Salt Lake	Unincorporated	STP	GSLMSD-Unincorporated SL County	1300 E Galaxie Drive Improvements	Intersection of 1300 East	Galaxie Drive (8800 South)	0.02	\$ 86,600	\$ 80,800	\$ 5,800	Extending the median in 1300 East further north to effectively restrict the westbound left turn maneuver while continuing to accommodate the southbound left turn	Operations	Minor Arterial
2	Salt Lake	UTA Service Area	STP	Utah Transit Authority	UTA New Radio System	0	0	0	\$ 29,928,457	\$ 4,000,000	\$ 290,464	UTA's radio system is obsolete. We have enough spare equipment to keep it running for up to 3 years, so it is time to work towards a modern update. This project will fully replace the obsolete iDEN radio system with a modern P25 system that will have cross platform interoperability to Utah Communications Authority (UCA).	Transit	NA

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

UDOT Region	County	City	Funding Type	Agency	Name of Project	From	To	Project Length	2029 Estimated Project Cost	Federal Funds Requested	Local Funds	Project Description -	Type of Project	Functional Classification
2	Salt Lake	West Jordan	STP	City of West Jordan	1300 West; 6600 South to 7800 South (Phase 3)	6600 South	7800 South	1.43	\$ 20,174,000	\$ 15,130,500	\$ 1,365,780	Widening improvements to allow a two way left turn lane, bike lanes, and sidewalk. This is Ph 3 and completes the Corridor through our city. The 1300 West corridor is the preferred north/south bike corridor west of I-15 through Salt Lake County. Enhance bicycle travel, pedestrian safety, better access for all users.	Operations	Collector
2	Salt Lake	West Valley City	STP	West Valley City	1300 West Widening and Bike Lanes	4000 South	3300 South	1.065530303	\$ 10,998,000	\$ 7,998,000	\$ 3,000,000	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.	Reconstruct	Collector
2	Salt Lake	West Valley City and Magna	STP	West Valley City	7200 West Widening and Reconstruction	4100 South	3900 South	0.33	\$ 5,981,000	\$ 5,582,067	\$ 398,933	This project is necessary to meet current needs and to accommodate future growth in the southwest portion of West Valley City and Magna. This project will improve safety, add bike lanes, and will complete curb, gutter and sidewalk through this corridor. The user experience will be enhanced through pavement improvements.	Reconstruct	Minor Arterial
2	Salt Lake	West Valley City and Taylorsville	STP	West Valley City	3900 South Widening and Reconstruction	Redwood Road	Jordan River Bridge	1	\$ 10,887,000	\$ 6,833,672	\$ 3,000,000	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.	Reconstruct	Minor Arterial

Transportation Alternatives Program (TAP) Concept Reports Received

Region	County	City	Agency	Funding Type	Project Name	From Street	To Street	Project Improvement	Length	Description	Tot Cost	Fed Fund	Local Funds	Sponsor Priority
2	Salt Lake	Cottonwood Heights	Cottonwood Heights	TAP	Danish Road Sidewalk Project	Monte Luca Way (8335 South), 8560 South	8400 South, English Way (8625 South)	Capital Improvement	0.19	Major sidewalk gap exists on west side of Danish Rd. between 8335 S. and 8400 S. and between 8560 S. and English Way. The existing roadway has no sidewalk between 8335 South and 8430 S. and the narrow travel lanes make pedestrian travel dangerous. .	\$ 982,200	\$ 915,705	\$ 66,495	2
2	Salt Lake	Bluffdale	City of Bluffdale	TAP	Trail Connection of Pedestrian Bridge over the Union Pacific and UTA Railroad Lines to the Jordan River Parkway	Pedestrian bridge on the west side of the Union Pacific and UTA railline tracks (near Cinch Way on the other side)	Jordan River Parkway Trail near 1300 West and Salt Lake and Jordan canal crossing (15000 South)	Capital Improvement	0.43	The City this year received notice of being approved for a grant to build a pedestrian bridge over the Union Pacific and UTA railroad lines (Federal Railroad Administration – At Grade Railroad Crossing Elimination Program). The grant is strictly for the cost of building the bridge and requires a twenty percent local participation match, without providing any funding for connecting the bridge to the regional trail system. The City would like to connect the bridge to the two major trails, the Bonneville Shoreline Trail on Porter Rockwell to the Jordan River Parkway Trail	\$ 450,000	\$ -	\$ -	2
2	Salt Lake	Millcreek	Millcreek Public Works	TAP	3776 S 2700 E Crosswalk Enhancement Project	3776 S	3776 S	Safe Routes to School	0.03	This project will create a safer environment for all users including the reconstruction of disfunctioning curb & gutter, sidewalk, crosswalk, rehabilitation of a neighborhood trail into an ADA accessible route leading to a local elementary school, and ADA ramps.	\$ 403,600	\$ 376,276	\$ 27,324	3
2	Salt Lake	Salt Lake City	Salt Lake City Corporation	TAP	Bike Share (GREENbike) Capital Care Improvements	Salt Lake City	Salt Lake City	Capital Improvement	N/A	GREENbike, launched in 2013, has 23 stations in Salt Lake City at the end of their lifespan; parts are no longer available for repairs. This project is a capital replacement of three stations, each with 12 docks, and a total of 36 eBikes. GREENbike will continue to serve the public with sustainable travel.	\$ 493,200	\$ 459,810	\$ 33,390	2
2	Salt Lake	South Jordan	South Jordan City	TAP	Jordan River Trail Connector to Frontrunner Station	10200 S Jordan River Trail	500 W Ultradent Dr	Capital Improvement	0.2	The new trail and bridge will allow pedestrians to access the South Jordan Frontrunner Station using the Jordan River Trail. This new trail connection will separate the pedestrians from the existing highways and provide a safer route for them to access the Frontrunner Station. This project is shown on the 2023 RTP (ID: A-S-248) and the City's Active Transportation Plan.	\$ 805,000	\$ 670,000	\$ 135,000	5
2	Salt Lake	West Valley City	West Valley City	TAP	1300 West Bike Lanes	4000 South	3300 South	Capital Improvement	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.	\$ 9,585,000	\$ 6,585,000	\$ 3,000,000	2
2	Salt Lake	West Valley City and Taylorsville	West Valley City	TAP	3900 South Bike Lanes	Redwood Road	Jordan River	Capital Improvement	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.	\$ 9,498,000	\$ 5,444,672	\$ 3,000,000	2
2	Salt Lake	White City	GSLMSD-White City Metro Township	TAP	Larkspur Drive Safety Improvement	700 East	Carnation Drive	Safe Routes to School	1	Improving pedestrian safety including two raised crossing with bulb outs, driver feedback signs, storm drains, and pedestrian ramps along Larkspur Drive.	\$ 299,000	\$ 277,288	\$ 21,712	3
2	Salt Lake	White City Metro Township	GSLMSD-White City Metro Township	TAP	Galena Drive Safety Improvements	Sunflower Lane	Antimony Lane	Safe Routes to School	0.29	Improve student and pedestrian safety by adding sidewalk to the South side of Galena Drive. This new sidewalk will provide safe pedestrian passage for those residents and students to safely walk to Glacier Hills Elementary. The sidewalk also provides a point of connection with the White City Trail.	\$ 1,428,400	\$ 1,331,697	\$ 96,703	1