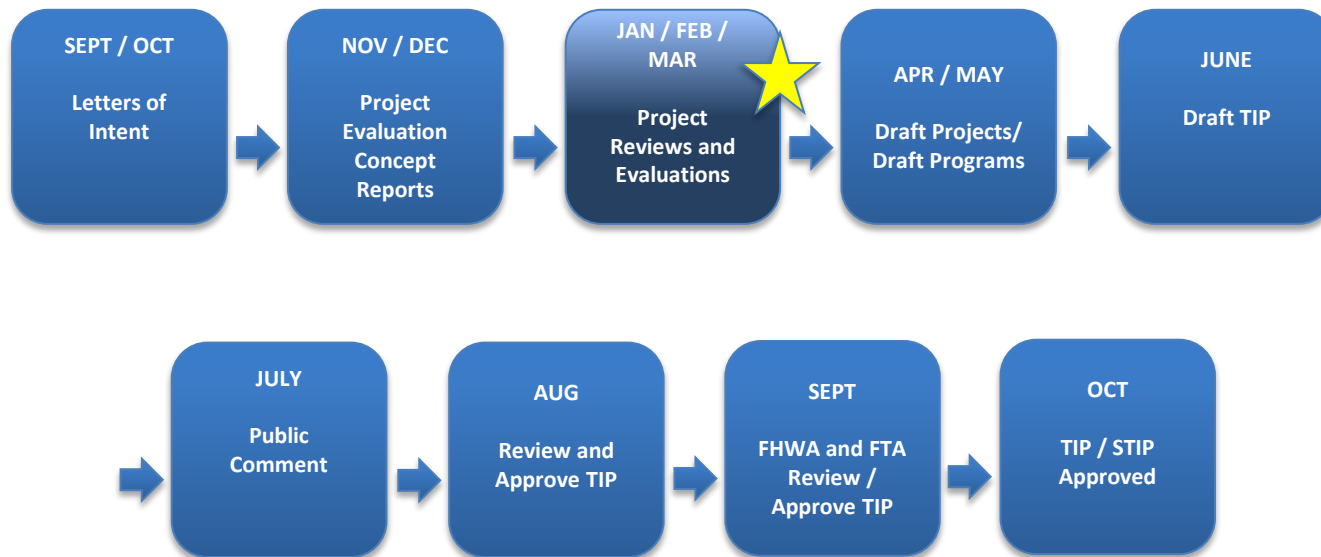


Process for New Projects & The Draft TIP



West Jordan to Bluffdale

West Jordan

1: 1300 West; 6600 South to 7800 South (Phase 3)

South Jordan

2: Jordan River Trail Connector to Frontrunner Station
 3: 4000 W Capacity Improvement

Herriman

4: 6400 West Extension
 5: 12600 S & Herriman Main S Intersection Improvements
 11: Porter Rockwell Park and

Riverton

6: Construction of Electric Vehicle Charging Stations next to Riverton City Hall
 7: Replacement of up to 40 ADA Ramps
 8: 1300 West Complete Street

Bluffdale

Sandy

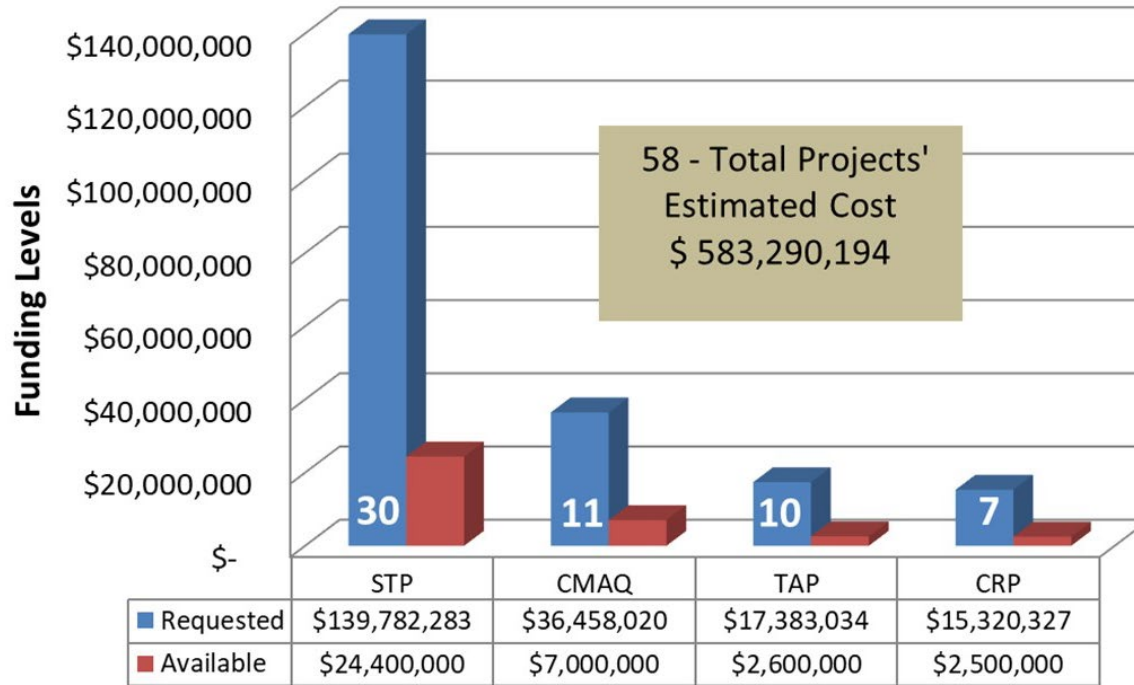
15: 11400 S 1300 E Intersection Improvements
 16: 11000 South 1000 East Roundabout
 17: Monroe Phase III

White City

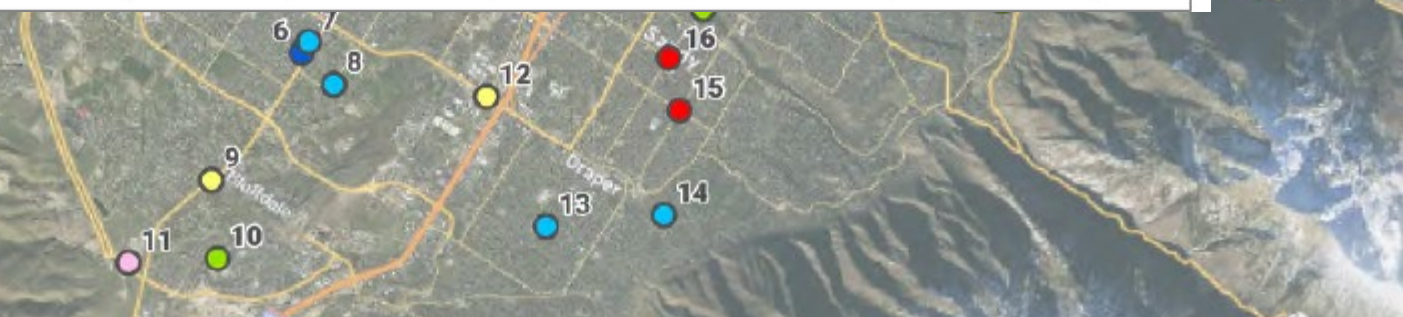
Funding Categories

- CMAQ
- CMAQ/CRP
- CMAQ/CRP/STP
- CMAQ/CRP/TAP
- CMAQ/STP

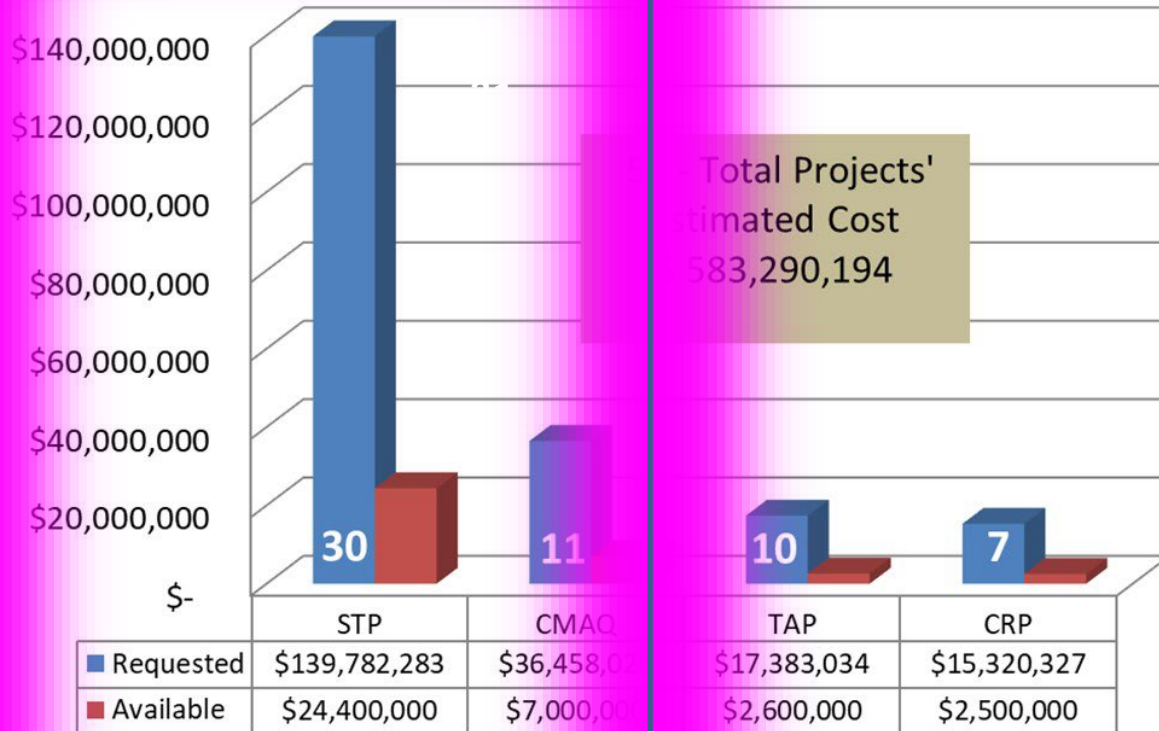
Salt Lake/ West Valley Urban Area



Funding Levels



Salt Lake/ West Valley Urban Area



Total Projects'
Estimated Cost
\$83,290,194

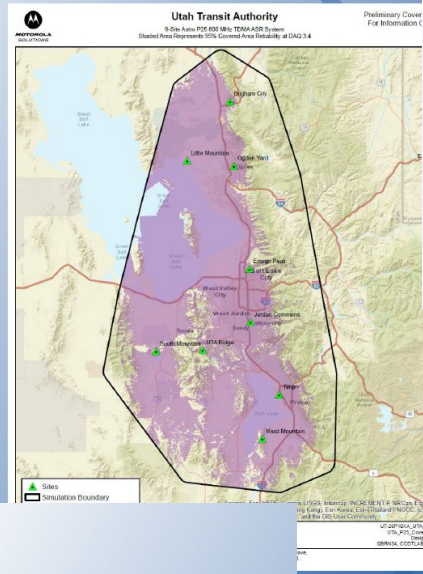
10 7

Salt Lake Area – UTA New Radio System – Operations

Project Type – Transit

UTA Service Area

Coverage area showing 95% reliability



The numbers

- Equipment \$7,324,043
- Implementation services \$5,036,790
- Total **\$12,360,833**



UTA's radio system is obsolete.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).

Project Cost – \$ 29,928,457

Funds Request – \$ 4,000,000

UDOT – Redwood Road & 14600 South – Intersection Improvements

Project Type – Operations

Redwood Road & 14600 South Intersection – (0.01 miles)



Project Cost –
\$ 573,700

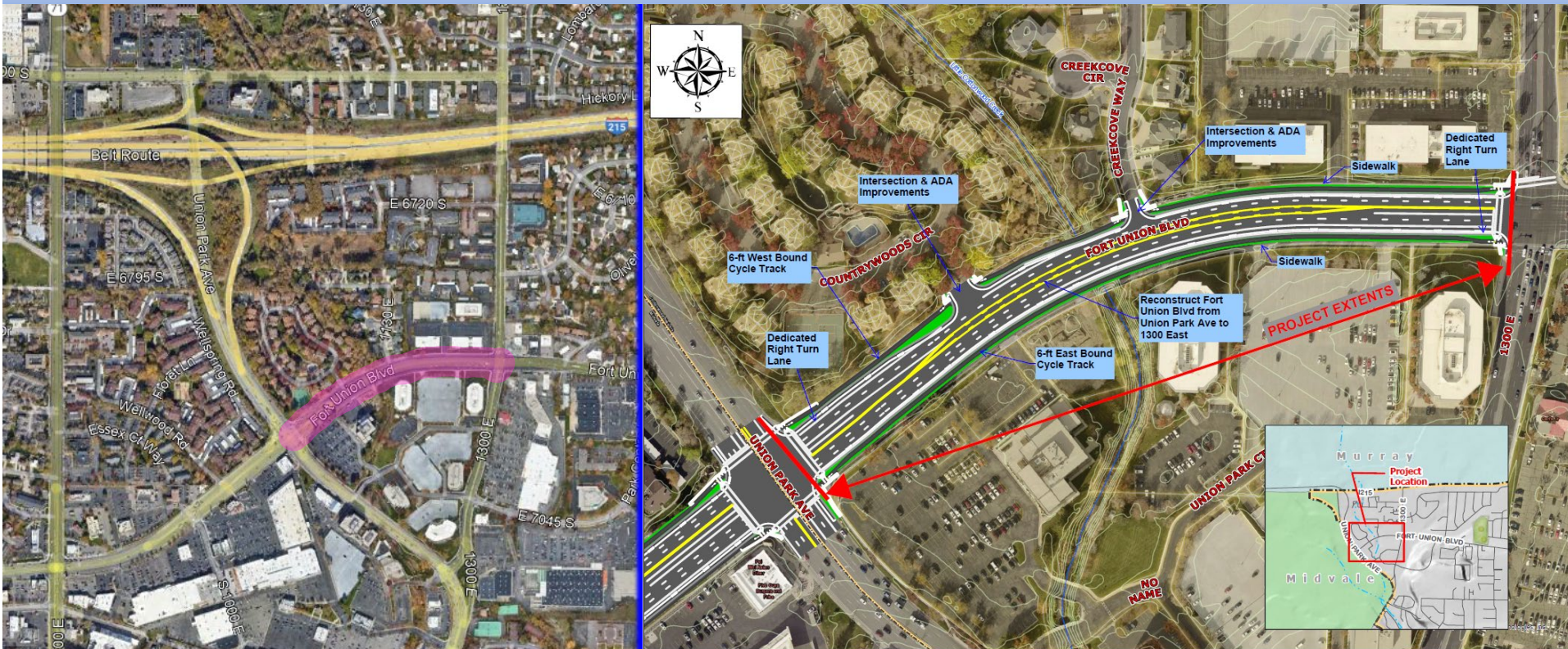
Funds Request –
\$ 522,741

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.

Cottonwood Heights – Fort Union Roadway and Cycle Track Project

Project Type – Bike and Pedestrian

Union Park Ave to 1300 East – (0.2841 miles)



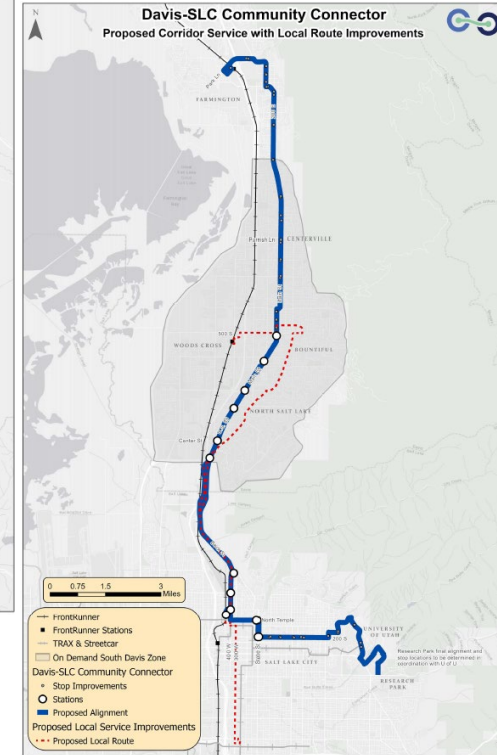
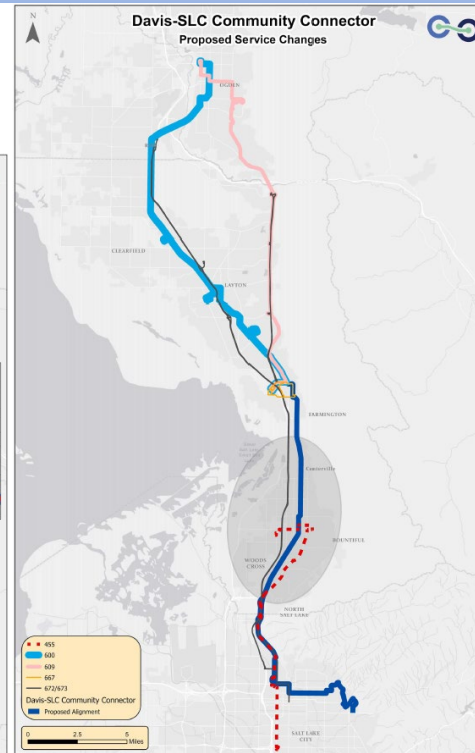
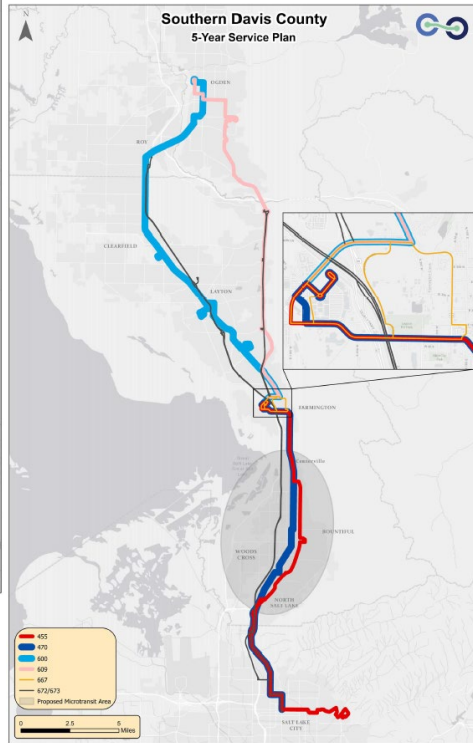
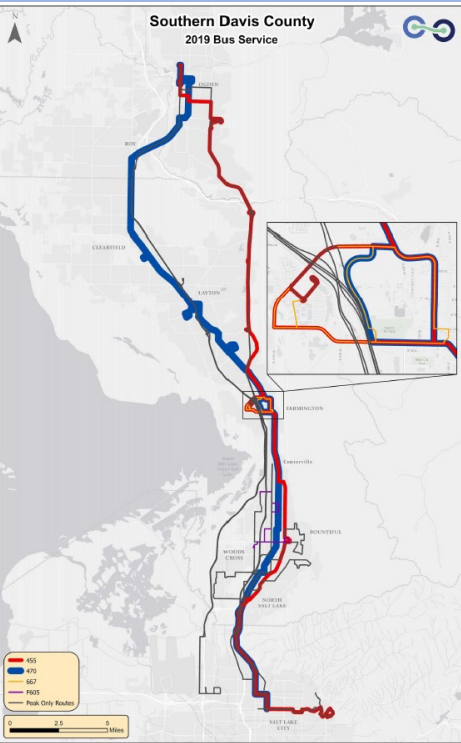
This project will construct dedicated, grade separated bicycle lanes on the north and south side of Fort Union Boulevard from Union Park Ave to 1300 East. This project is part of the Mid-Valley Active Transportation Plan and will provide the start of a backbone bike network on Fort Union Blvd, connecting 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 –
\$ 3,984,200
Funds Request –
\$ 3,714,470

UTA – Davis – Salt Lake Connector Construction

Intersections Improvement - Project Type – Operations

Davis County to Salt Lake City



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.

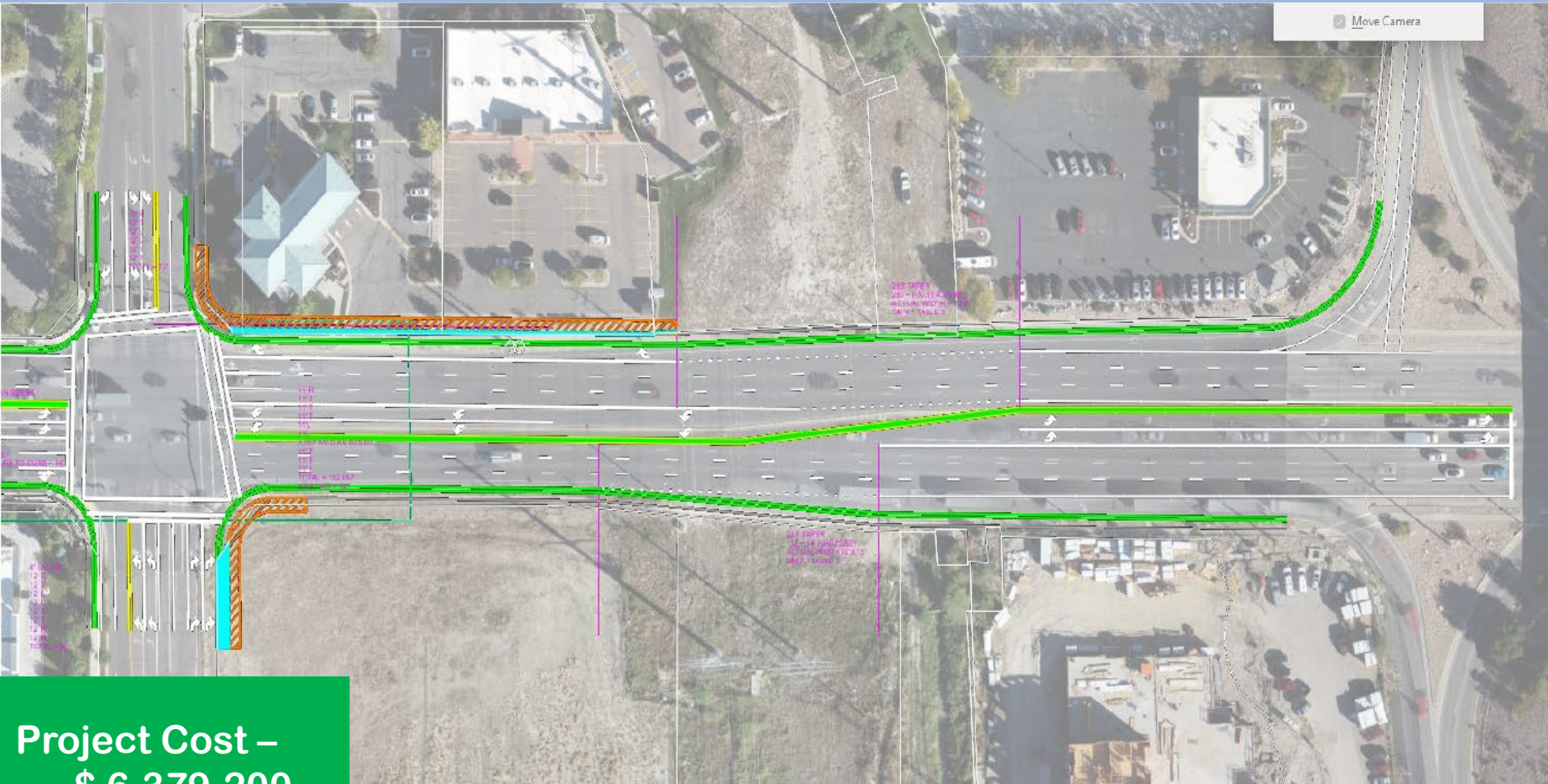
**Project Cost –
\$ 75,000,000**

**Funds Request –
\$ 5,000,000**

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 –
\$ 6,379,200

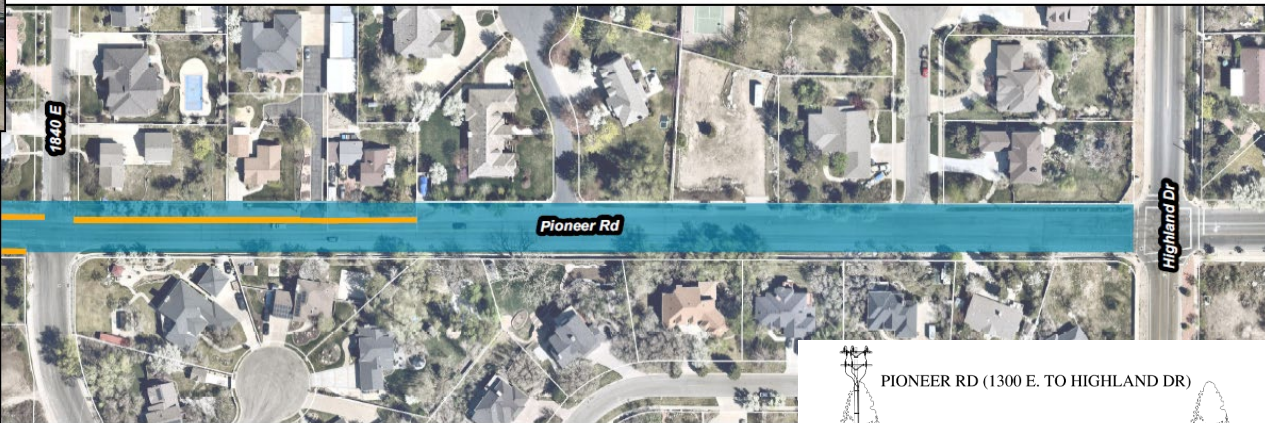
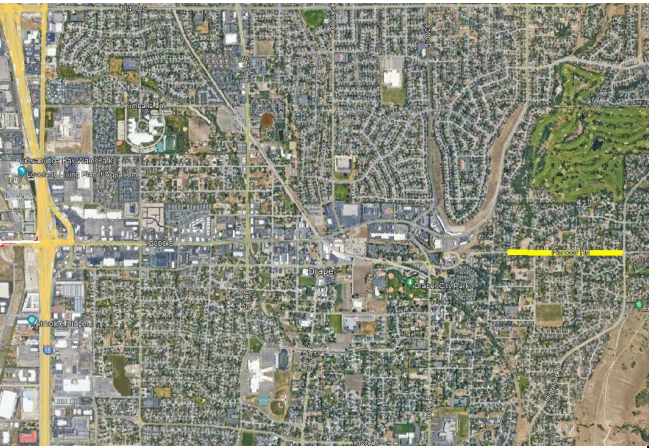
Funds Request –
\$ 4,161,041

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.

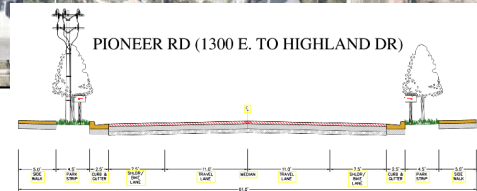
Draper – Pioneer Road – Reconstruction & Minor Widening

Project Type - Reconstruction

1650 East to Highland Drive – (0.6 miles)



- ADD CURB, GUTTER, PARK STRIP & SIDEWALK
- RECONSTRUCT & WIDEN TO 2-LANE RESIDENTIAL MINOR COLLECTOR



Project Cost –
\$ 4,605,100

Funds Request –
\$ 4,293,335

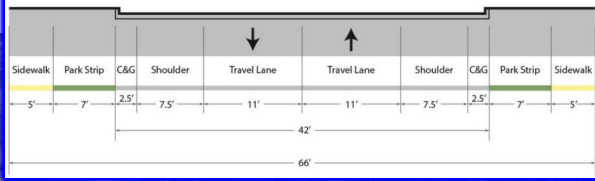
The proposed project will reconstruct and widen this section of road to include 2 travel lanes, paved shoulders, curb and gutter, park strips, and sidewalks. The project will also construct a significant amount of retaining walls to accommodate the improvements.

Draper – Fort Street – Reconstruction & Minor Widening

Project Type - Reconstruction

13200 South 13800 South – (0.83 mile)

PLANNED CROSS SECTION
FORT STREET, 13200 S TO 13800 S



- ADD CURB, GUTTER, PARK STRIP & SIDEWALK
- RECONSTRUCT & WIDEN TO 2-LANE RESIDENTIAL MINOR COLLECTOR

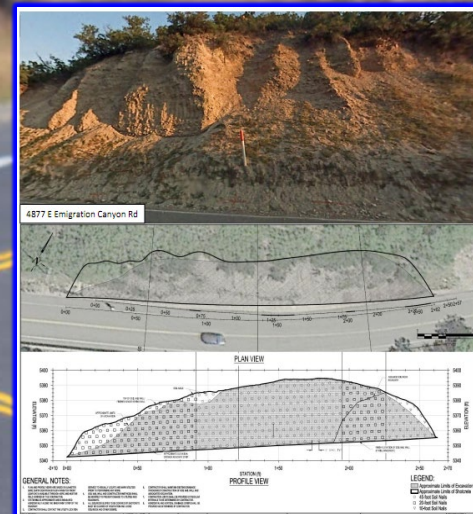
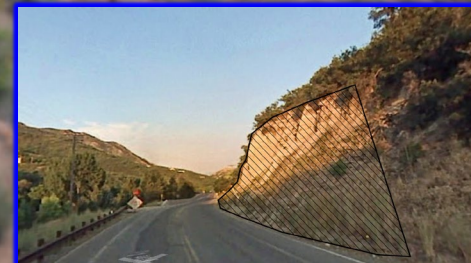
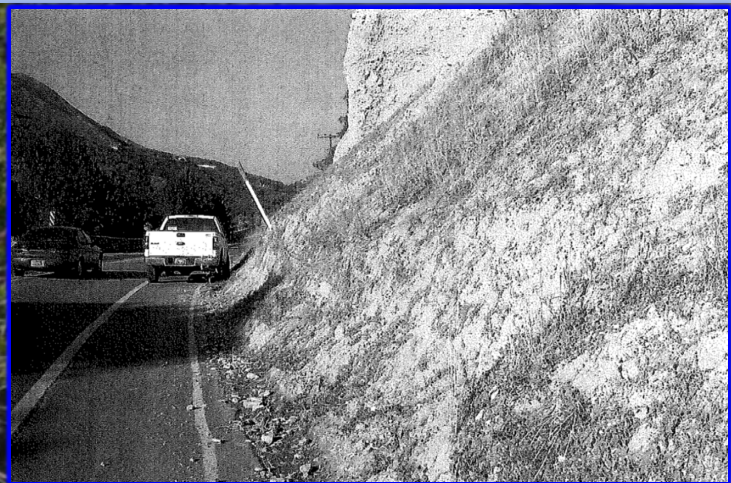
Project Cost –
\$ 8,061,500

Funds Request –
\$ 7,417,845

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.

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

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



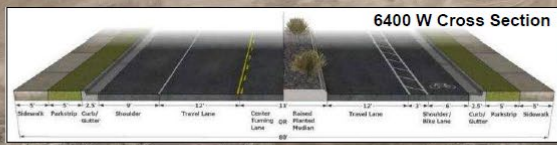
The purpose of the project is to provide safer access for pedestrians, bike users, and vehicle operators. Rocks and debris fall from the existing cliff face, which roll out into the road creating dangers for road users. The project provides slope stabilization to reduce these hazards on this frequently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

**Project Cost –
\$ 3,516,600
Funds Request –
\$ 3,278,526**

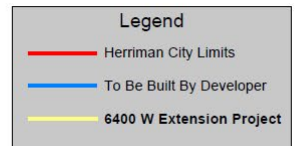
Herriman City – 6400 West – New Construction

Project Type – Capacity

Herriman Blvd (12600 So) to Midas Creek (Approx. 12100 So) – (0.5 mile)



Herriman City
6400 West Extension Project



Project Cost –
\$ 9,220,000

Funds Request –
\$ 6,520,000

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.

Herriman City – 12600 South Herriman Main St – Intersection Imps

Project Type – Operations

4972 West to 5010 West – (0.1 mile)



Project Cost –
\$ 4,181,000

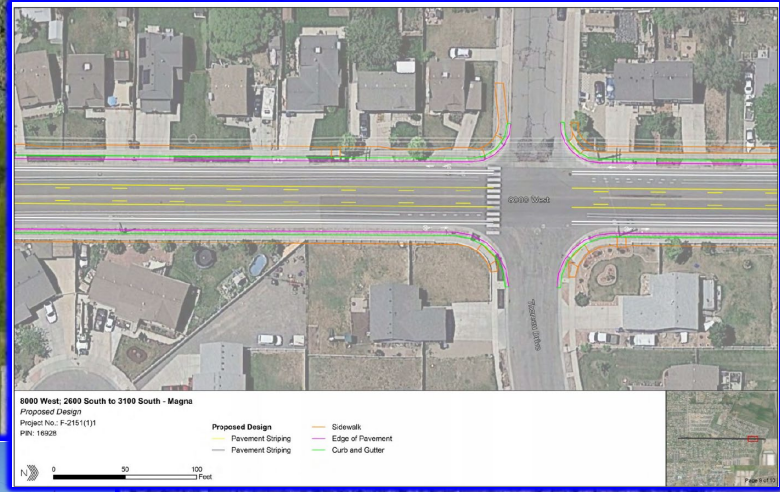
Funds Request –
\$ 3,281,000

This project constructs a free right/acceleration lane from Herriman Main St to 12600 S and an additional left turn 12600 to Main

Magna – 8000 West – Reconstruct with Minor Widening

Project Type – Reconstruction

2502 South to 3100 South – (0.83 miles)



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.

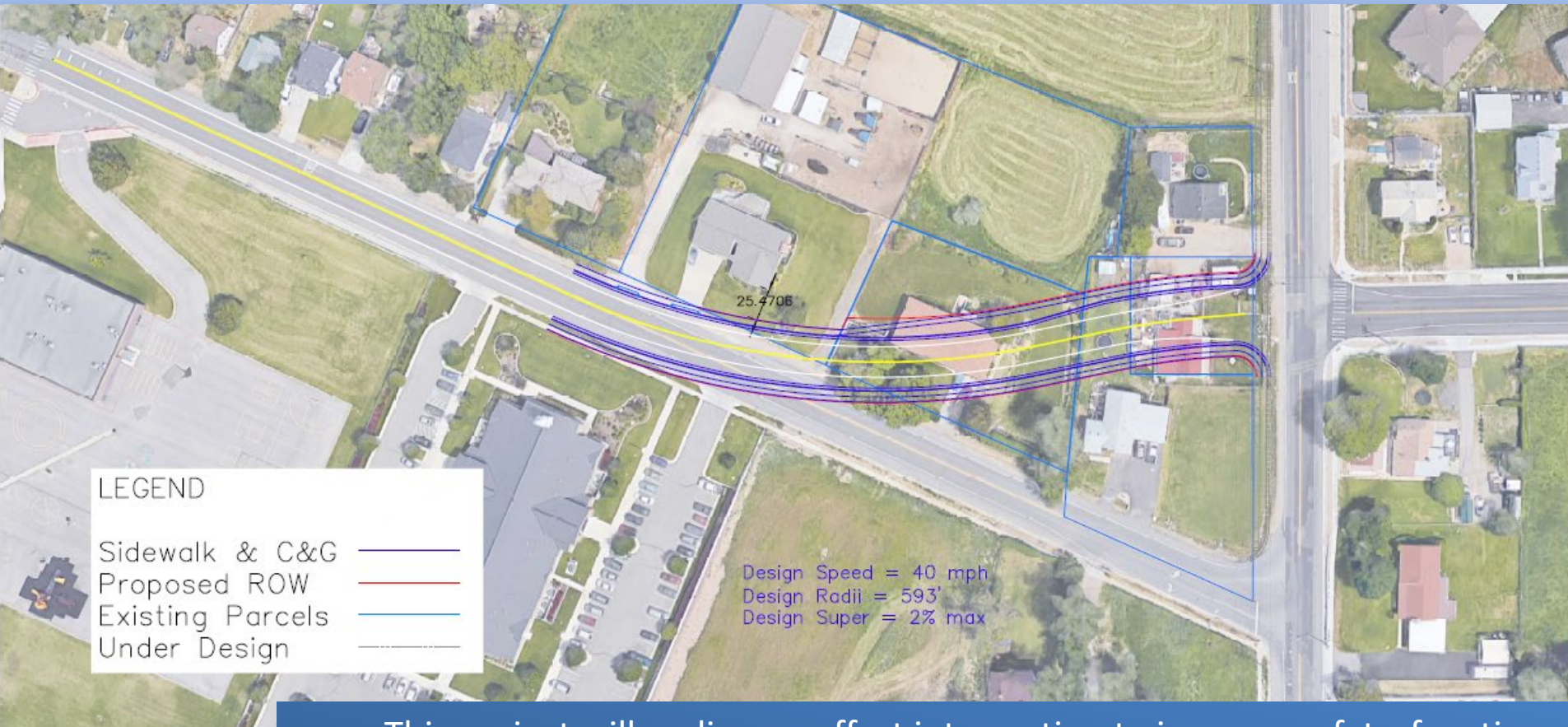
**Project Cost –
\$ 8,055,800**

**Funds Request –
\$ 3,757,262**

Magna – 2700 South & 8000 West Intersection Realignment

Project Type – Operations

2700 South & 8000 West – (0.1 miles)



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.

**Project Cost –
\$ 6,044,400**

**Funds Request –
\$ 2,216,194**

Millcreek City – 1300 East - Reconstruction

Project Type – Reconstruction

3300 South to E Lorraine Dr – (0.4 miles)



Project Cost –
\$ 6,160,000

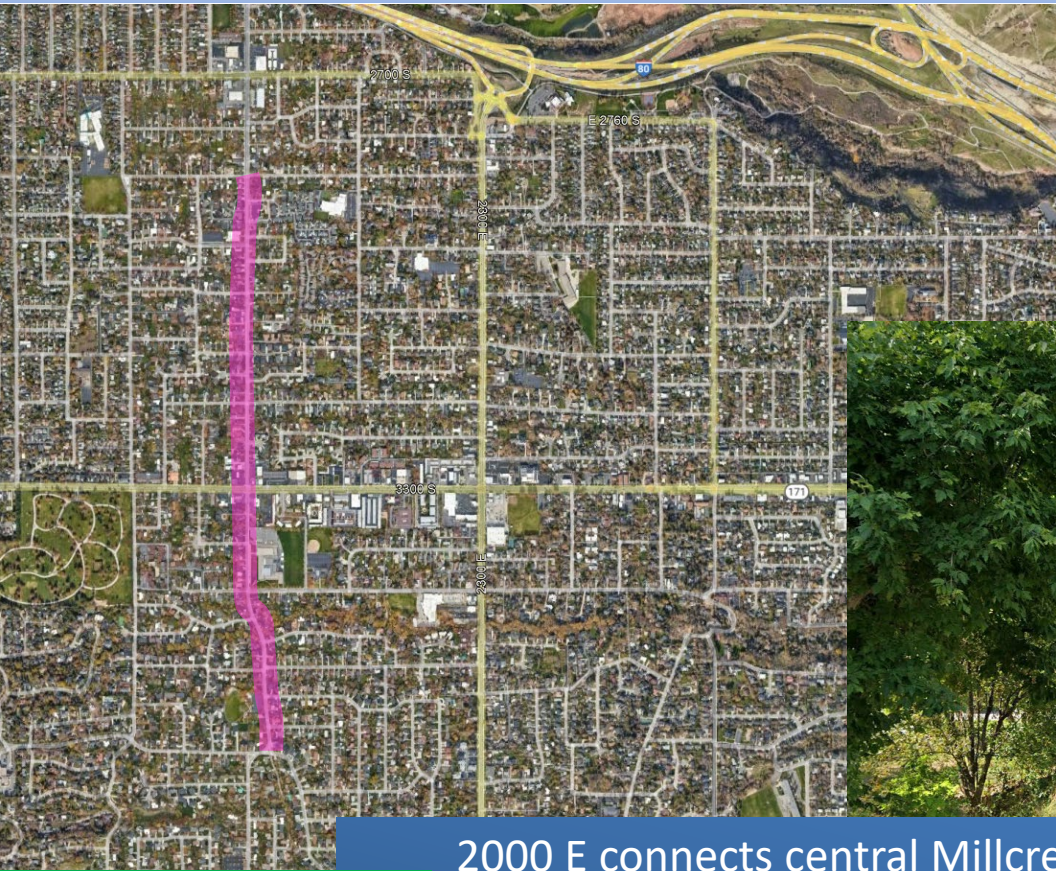
Funds Request –
\$ 5,742,968

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 – 2000 East - Reconstruction

Project Type – Reconstruction

3300 South to Atkin Avenue – (0.7 miles)



**Project Cost –
\$ 2,878,000**
**Funds Request –
\$ 2,683,159**

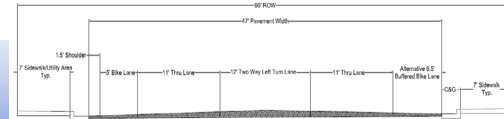
2000 E connects central Millcreek with the 3300 S SR #171 major arterial to Salt Lake City via an existing underpass at Interstate #80. This project will create a safer environment for all users including the reconstruction of disfunctioning curb & gutter, sidewalk, ADA ramps, enhanced bus stops, storm 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.

Murray – 5600 South – Reconstruction

Project Type – Reconstruction

900 East to 1300 East – (0.58 miles)

5600 South: 900 East to 1300 East Typical Section



**Project Cost –
\$ 9,880,100**

**Funds Request –
\$ 3,812,606**

This roadway from 900E to 1300E lacks continuous sidewalks and has an open ditch. The minimum right-of-way width of 66-feet with varied sections up to 80-feet. The project will create a uniform corridor with new pavement, curb and gutter, bike lanes, sidewalk, and storm drain. 1300 E to Van Winkle will be a mill and pave.

Riverton – 1300 West – Reconstruct w/ Minor Widening

Project Type – Reconstruction

13100 South to 13700 South – (0.77 miles)



Project Cost –
\$ 9,493,000

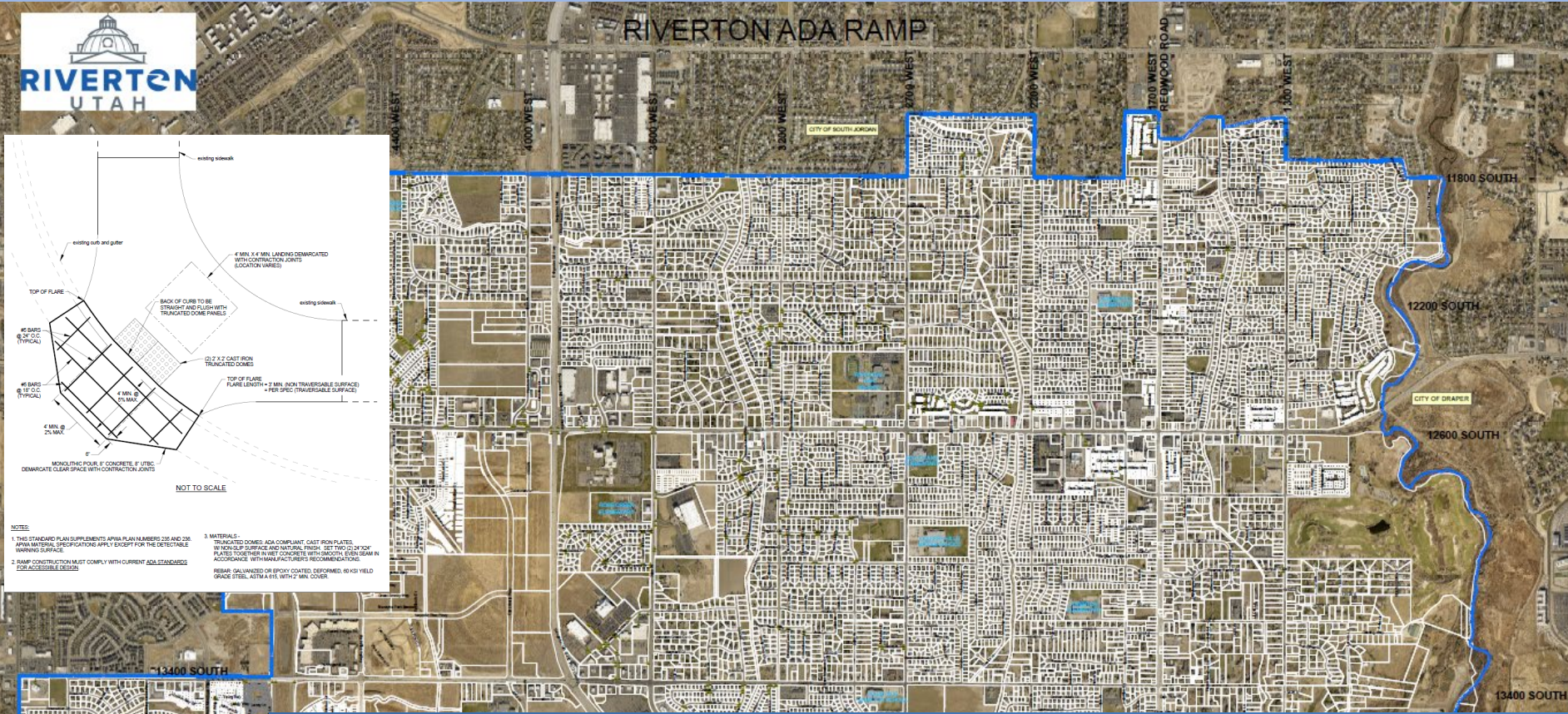
Funds Request –
\$ 8,293,000

The 1300 West 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.

Riverton – ADA Ramps – Replacement

Project Type – Other

40 ADA Ramps Citywide



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.

Project Cost –
\$ 715,000

Funds Request –
\$ 655,000

UTA – Light Rail Vehicle (LRV) – Replacement Project Type – Transit

Salt Lake to Draper

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.



Low floor vehicles are wheelchair and walker accessible. New low floor vehicles will replace existing high floor cars.



High-floor TRAX loading ramp with riders

**Project Cost –
\$ 120,000,000
Funds Request –
\$ 8,000,000**

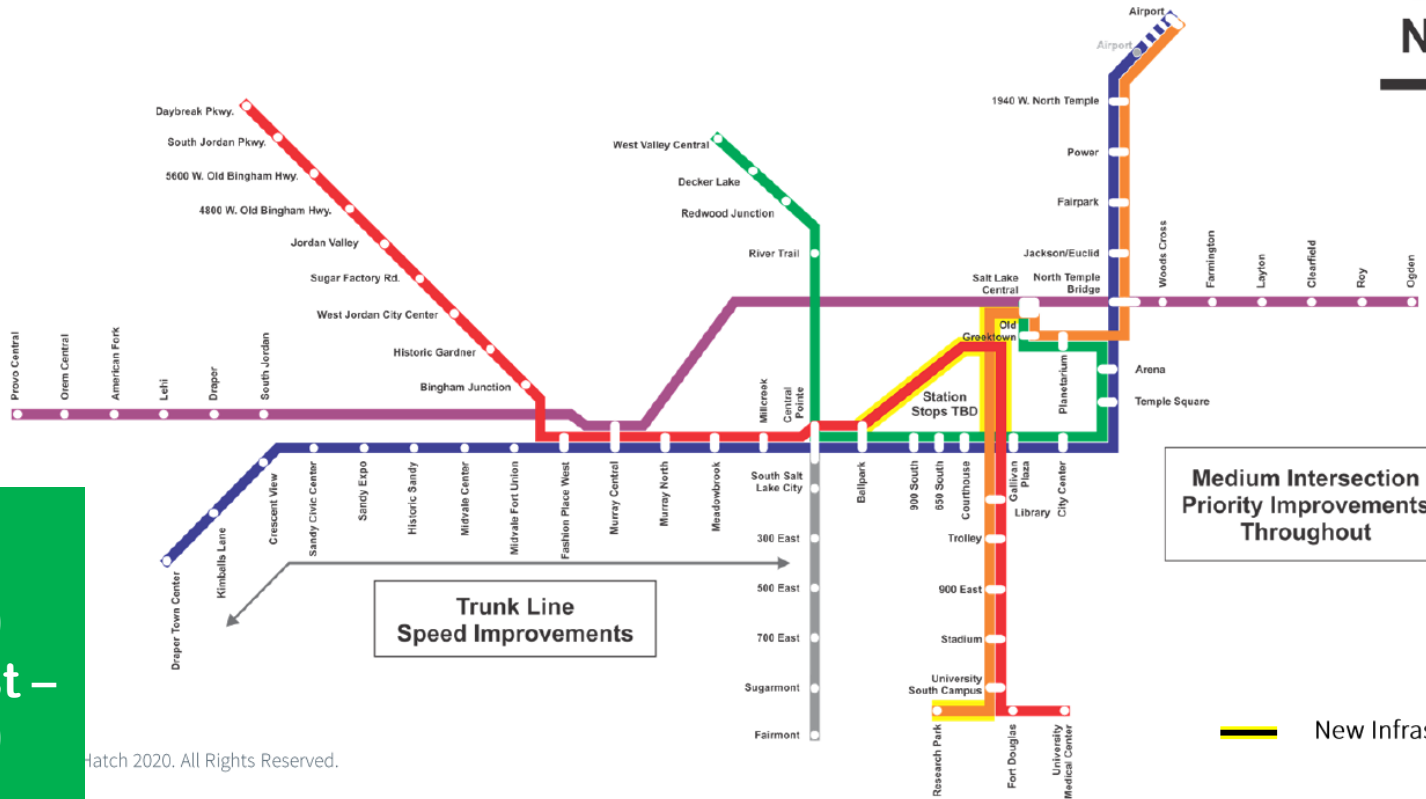
UTA – TechLink TRAX Environmental & Concept Design

Project Type - Other

Salt Lake International Airport to U of U Research Park

Light Rail Strategic Plan – Proposed 2040 Network

Future of Light Rail Study



**Project Cost –
\$ 3,800,000**
**Funds Request –
\$ 2,000,000**

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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.

Salt Lake City – 1300 East Reconstruct

Project Type – Reconstruction

2100 South to Southern City Boundary – (1.387 miles)



Project Cost –
\$ 16,800,000

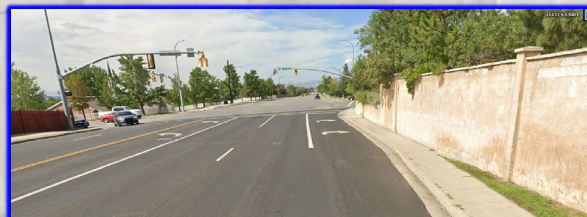
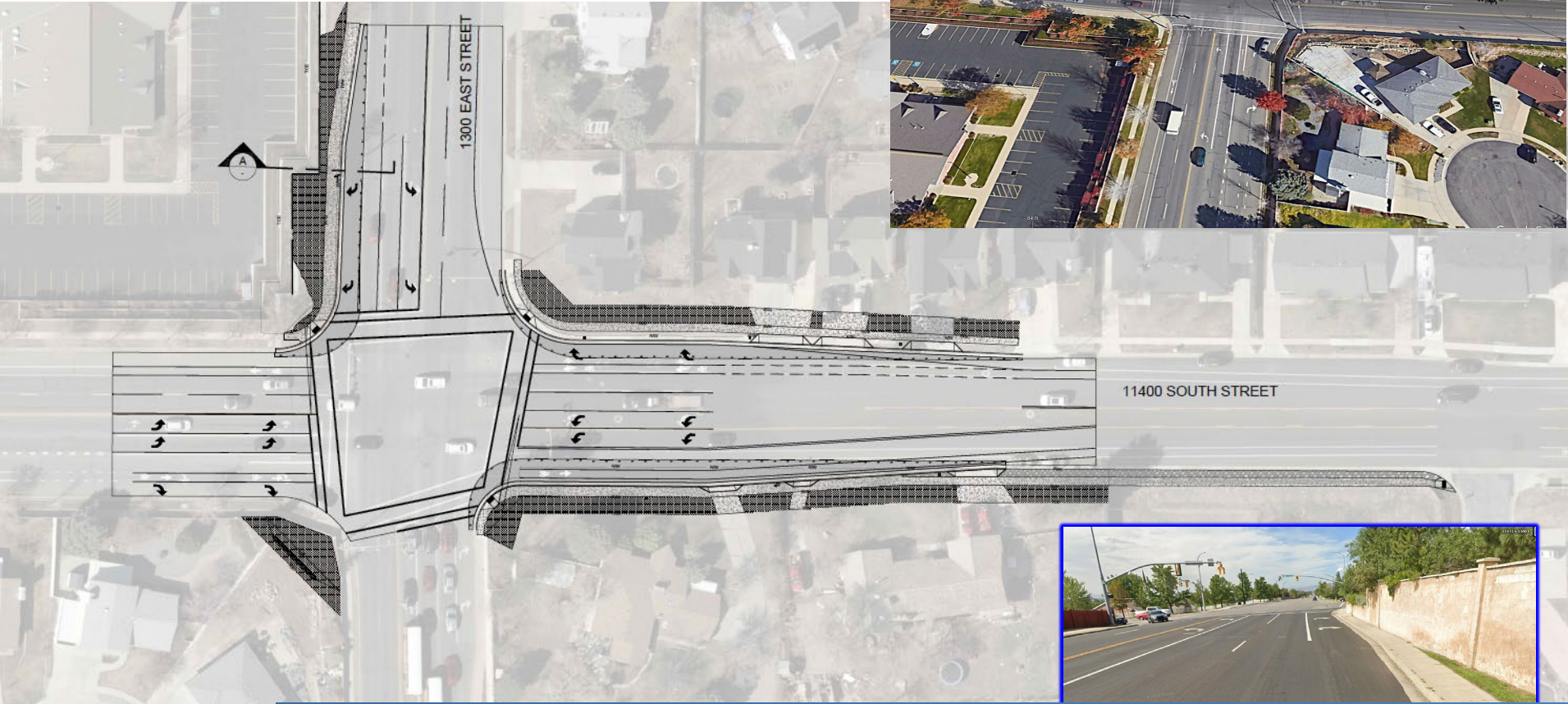
Funds Request –
\$ 5,000,000

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.

Sandy – 11400 South/ 1300 East – Intersection Improvements

Project Type – Operations

11400 South & (1280 East - 1350 East) – (0.08 miles)



Project Cost –
\$ 4,903,367

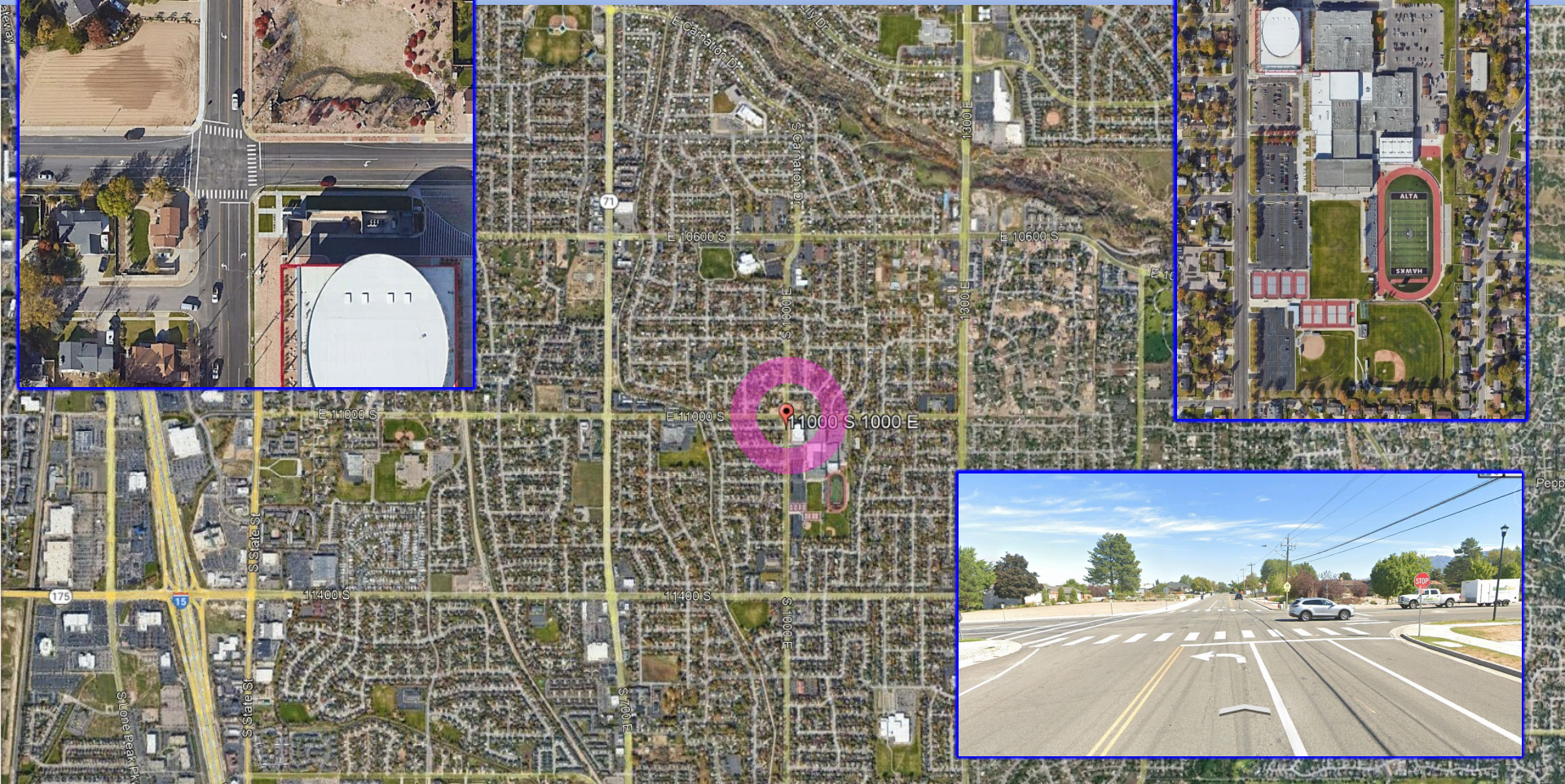
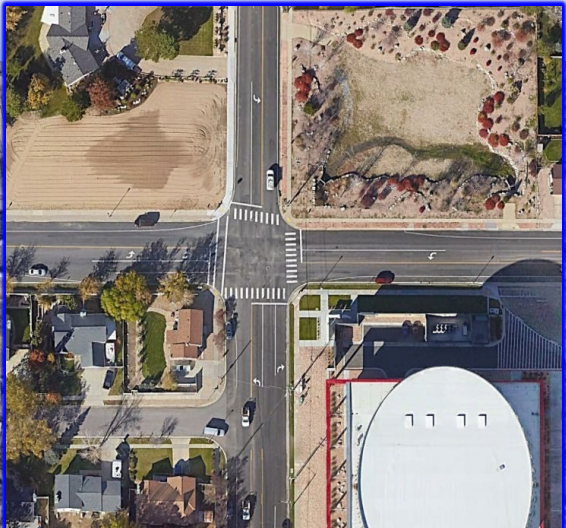
Funds Request –
\$ 4.562.024

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 – 11000 South/ 1000 East - Round-about

Project Type – Operations

11000 South & 1000 East – (0.05 miles)



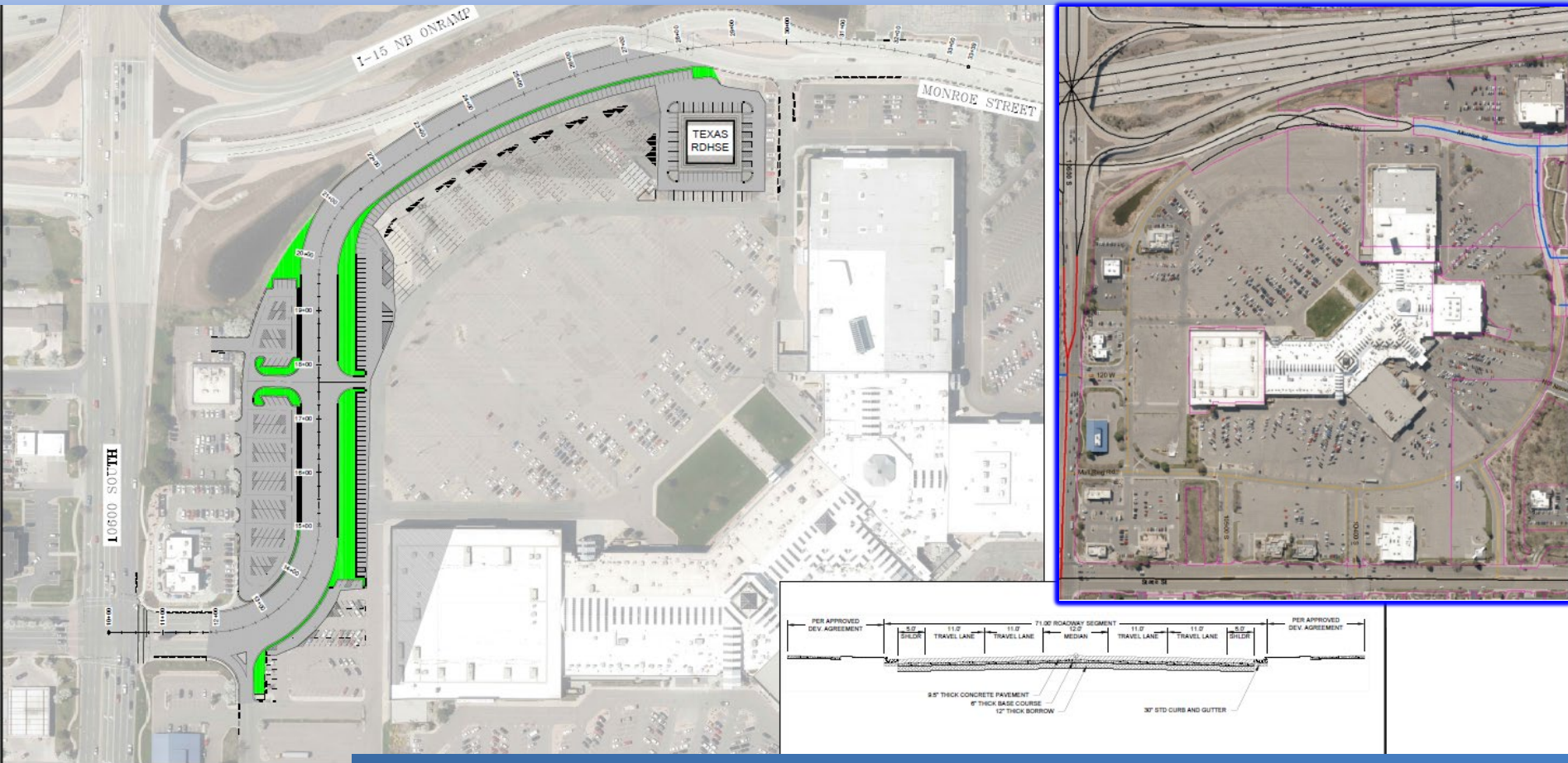
Project Cost –
\$ 3,456,167
Funds Request –
\$ 3,219,325

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 – Monroe Phase III – New Construction

Project Type – Capacity

Mall Ring to 10600 South – (0.0379 miles)



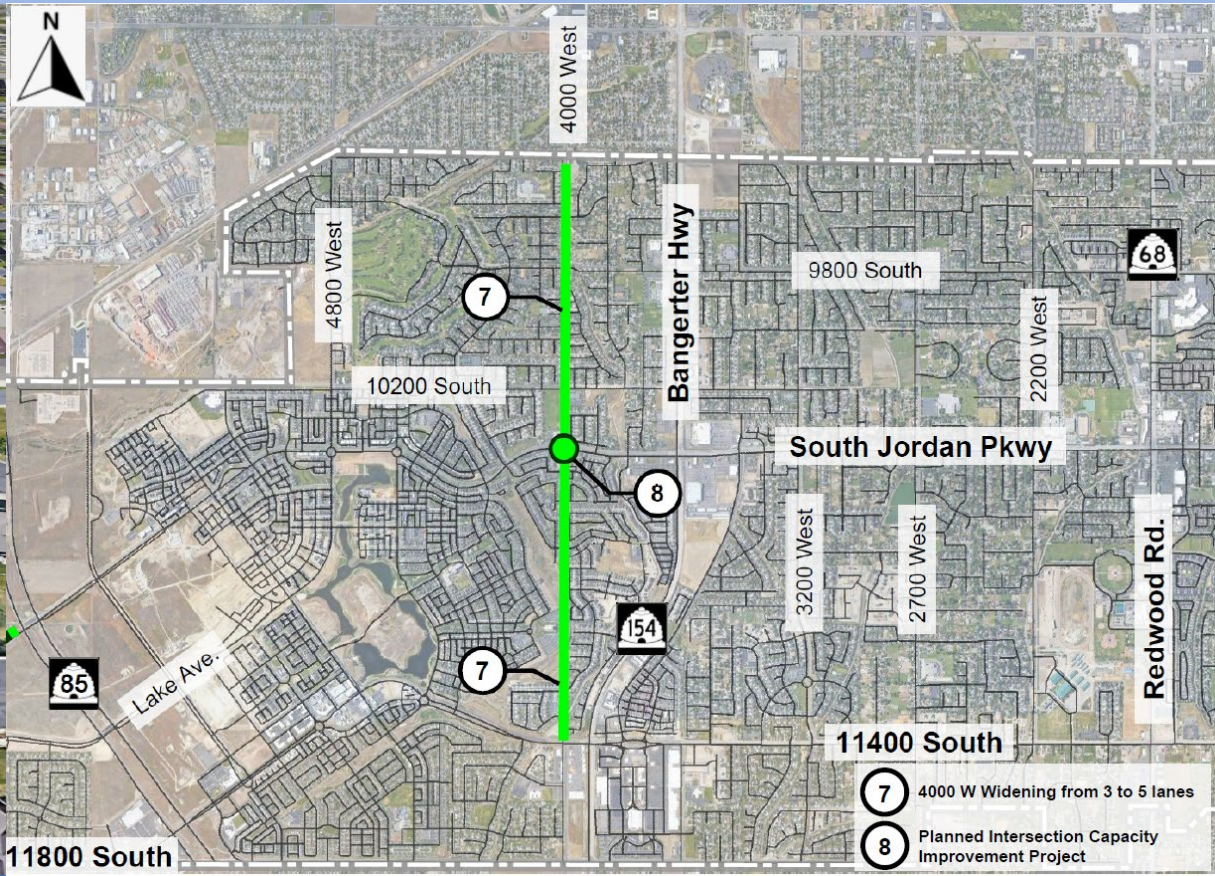
Project Cost –
\$ 26,829,367
Funds Request –
\$ 3,999,847

Monroe Phase III represents the southernmost section and is the remaining phase which 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.

South Jordan – 4000 West Capacity Improvements

Project Type - Capacity

Daybreak Parkway to 9400 South – (2.5 miles)



- 7 4000 W Widening from 3 to 5 lanes
- 8 Planned Intersection Capacity Improvement Project

Project Cost –
\$ 4,330,000

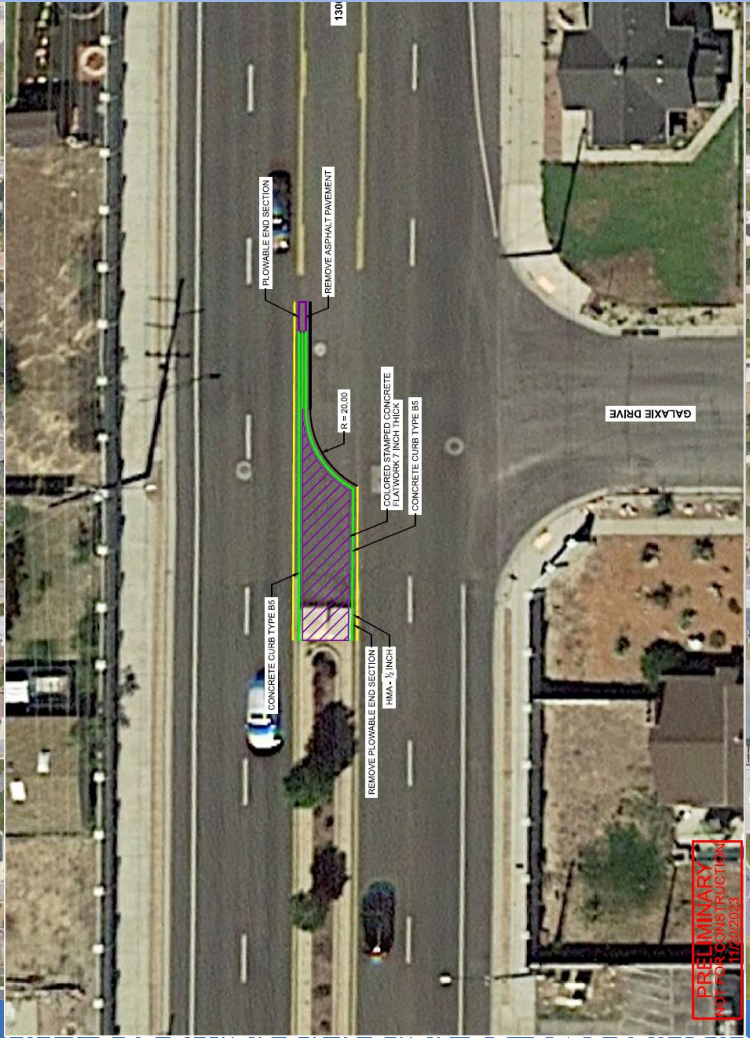
Funds Request –
\$ 4,026,900

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.

GSLMSD – Unincorporated SL County – 1300 East Galaxie Drive

Project Type - Capacity

Intersection 1300 East & Galaxie Drive ()8800 South) – (0.02 miles)



PRELIMINARY
11/27/2023

**Project Cost –
\$ 86,600**

**Funds Request –
\$ 80,800**

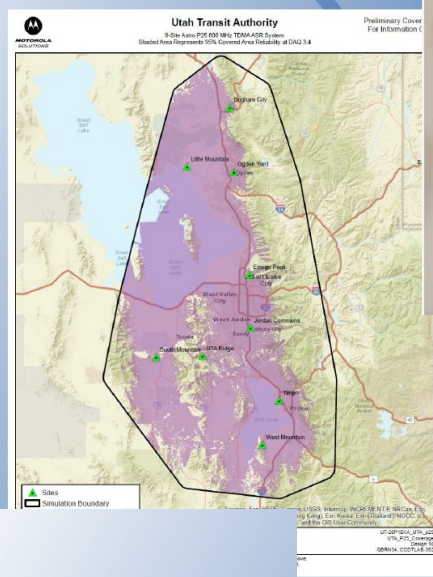
Extending the median in 1300 East further north to effectively restrict the westbound left turn maneuver while continuing to accommodate the southbound left turn

Ogden/ Layton Area – UTA New Radio System – Operations

Project Type – Transit

UTA Service Area

Coverage area showing 95% reliability



The numbers

- Equipment \$7,324,043
- Implementation services \$5,036,790
- Total **\$12,360,833**



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).

Project Cost – \$ 29,928,457
Funds Request – \$ 4,000,000

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

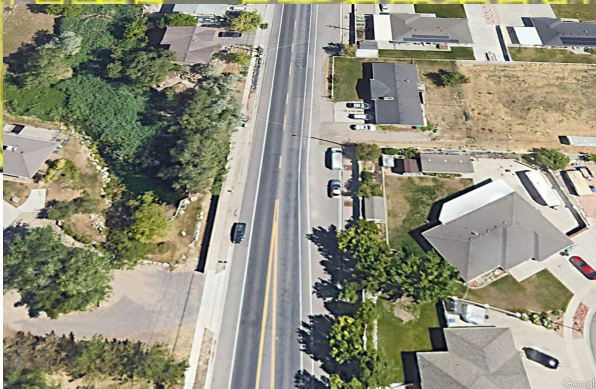
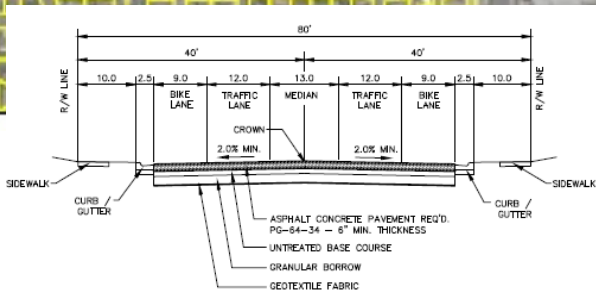
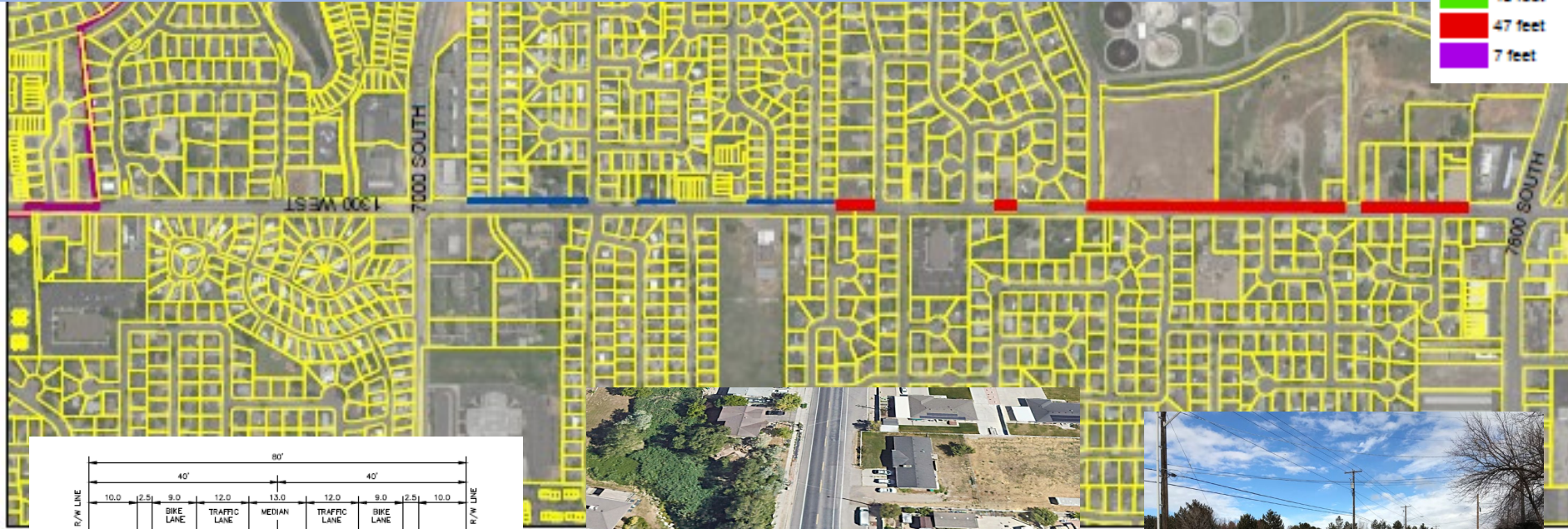
Project Type - Reconstruction

6600 South to 7800 South – (1.43 miles)

Legend

Right of Way Needed

ROW	Width
█	14 feet
█	40 feet
█	47 feet
█	7 feet



Project Cost –
\$ 20,174,000

Funds Request –
\$ 15,130,500

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.

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

Project Type – Capital Improvement

4000 South to 3300 South – (1.0655 miles)



Project Cost –
\$ 10,998,000

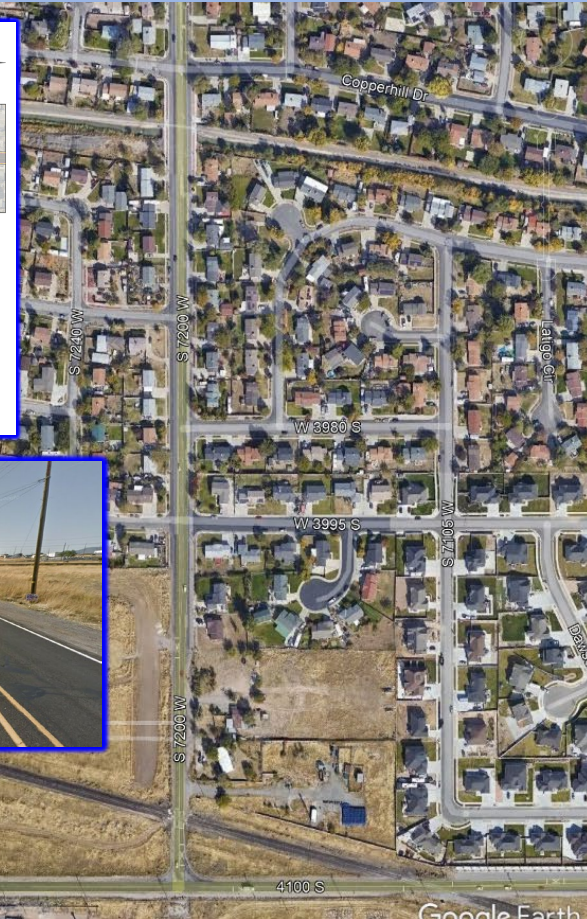
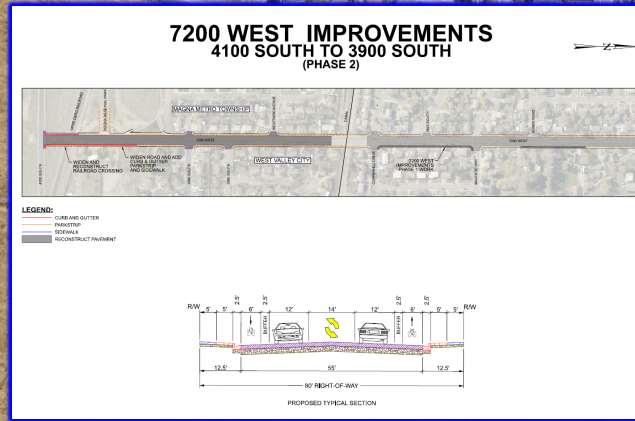
Funds Request –
\$ 7,998,000

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.

West Valley – 7200 West – Reconstruct w/ Minor Widening

Project Type – Reconstruct

4100 South to 3900 South– (0.33 miles)



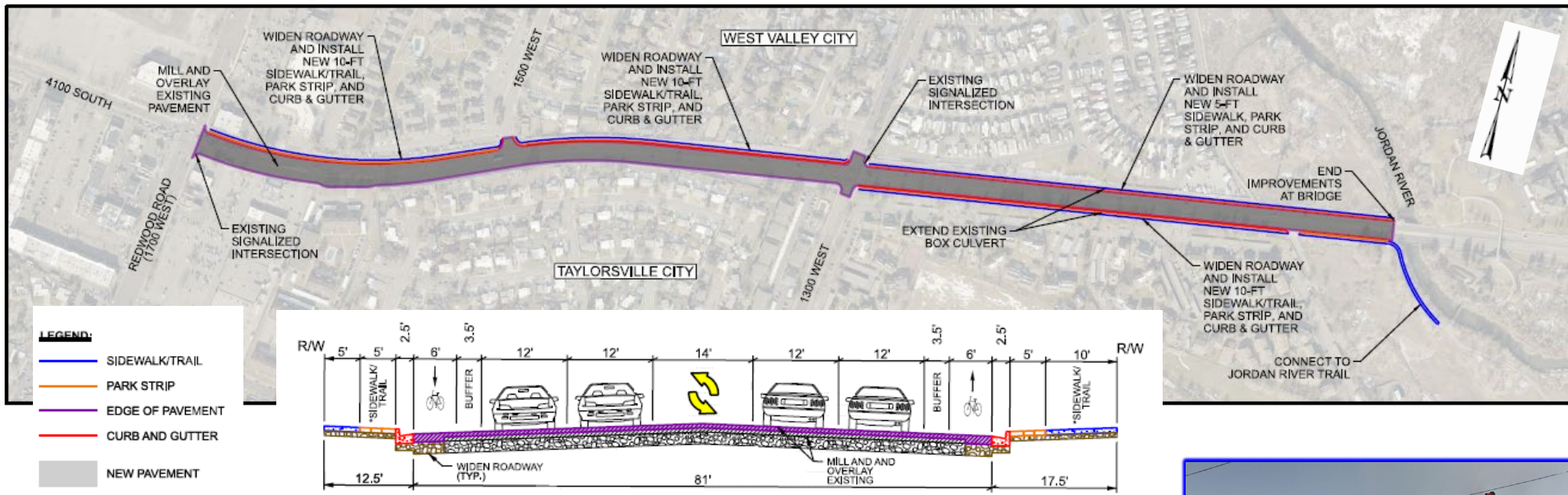
Project Cost –
\$ 5,981,000

Funds Request –
\$ 5,582,067

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.

West Valley City / Taylorsville – 3900 South Bike Lanes – Bike \Pedestrian Project Type – Capital Improvement

Redwood Road to Jordan River – (1 mile)

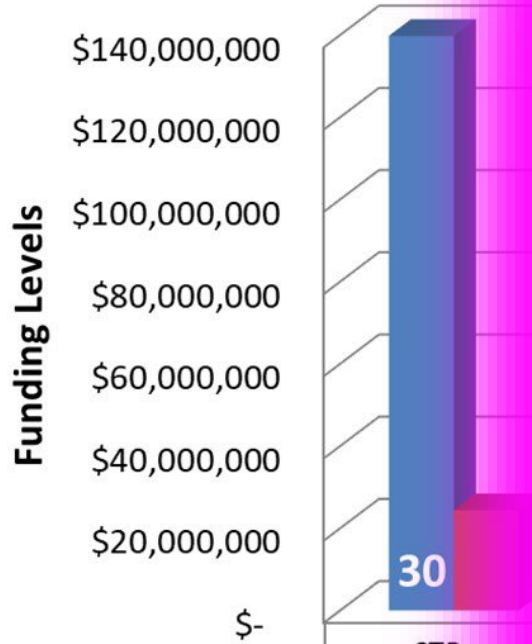


Project Cost –
\$ 10,887,000

Funds Request –
\$ 6,833,672

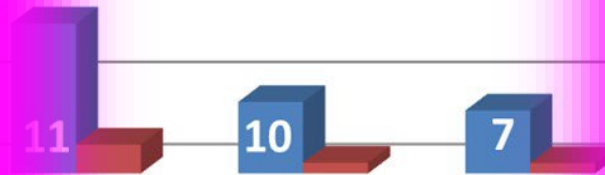
This proposed project improves 3900 South between Redwood Road and the Jordan River by improving the pavement section, adding buffered bike lanes, a 10' trail, street lighting and connecting sidewalk. Presently, pedestrians are required to use the roadway shoulder, adjacent to traffic lanes with a 40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

Salt Lake/ West Valley Urban Area



Requested	\$139,782,283
Available	\$24,400,000

58 - Total Projects'
Estimated Cost
\$ 583,290,194

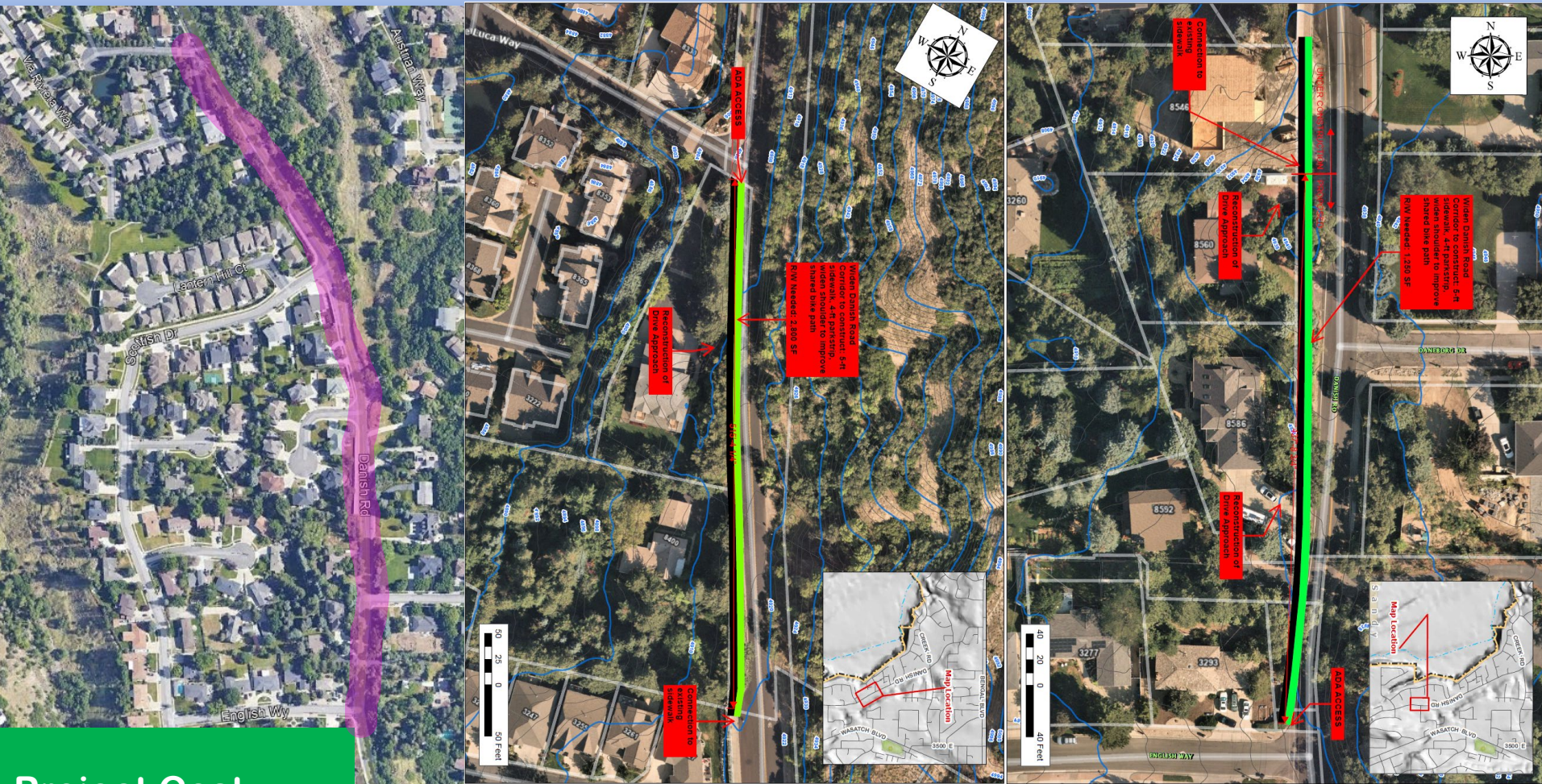


CMAQ	TAP	CRP
Requested	Requested	Requested
Available	Available	Available

Cottonwood Heights – Danish Road – Sidewalk Project

Project Type – Capital Improvement

Monte Luca Way (8335 So) & 8560 So. to 8400 So & English Way (8625 So) – (0.19 miles)



Project Cost –
\$ 982,200

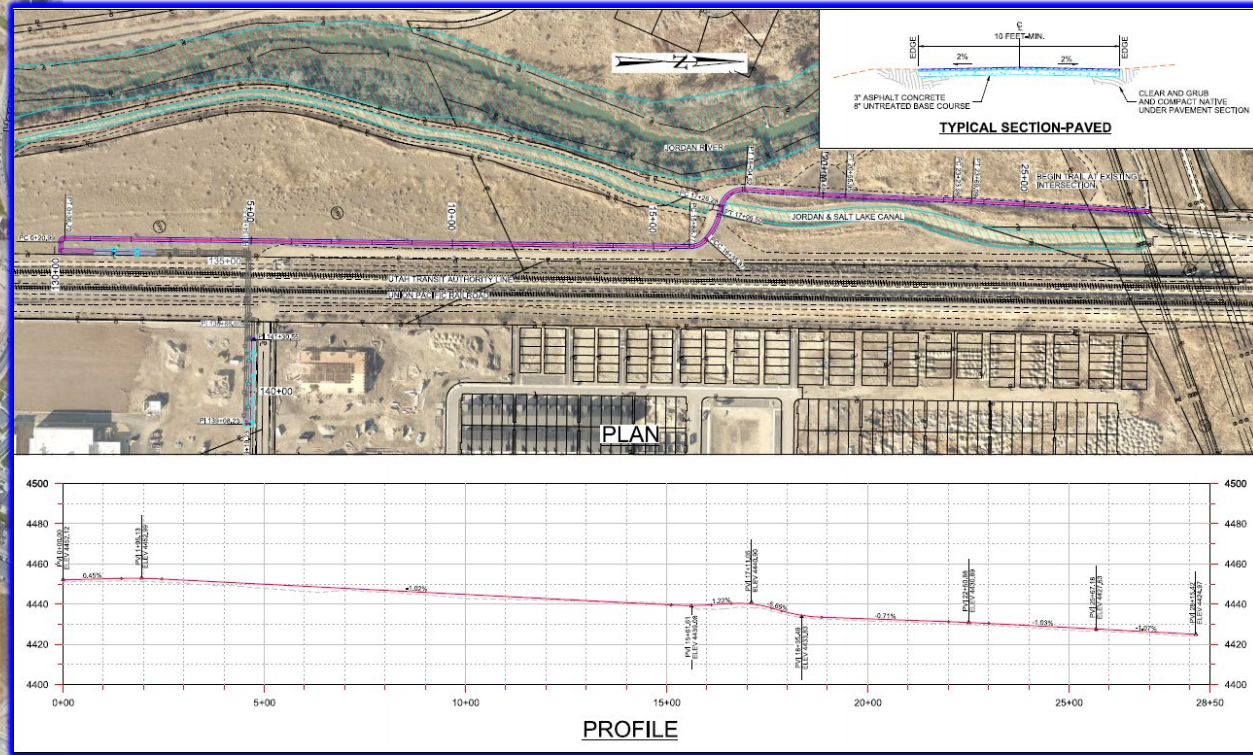
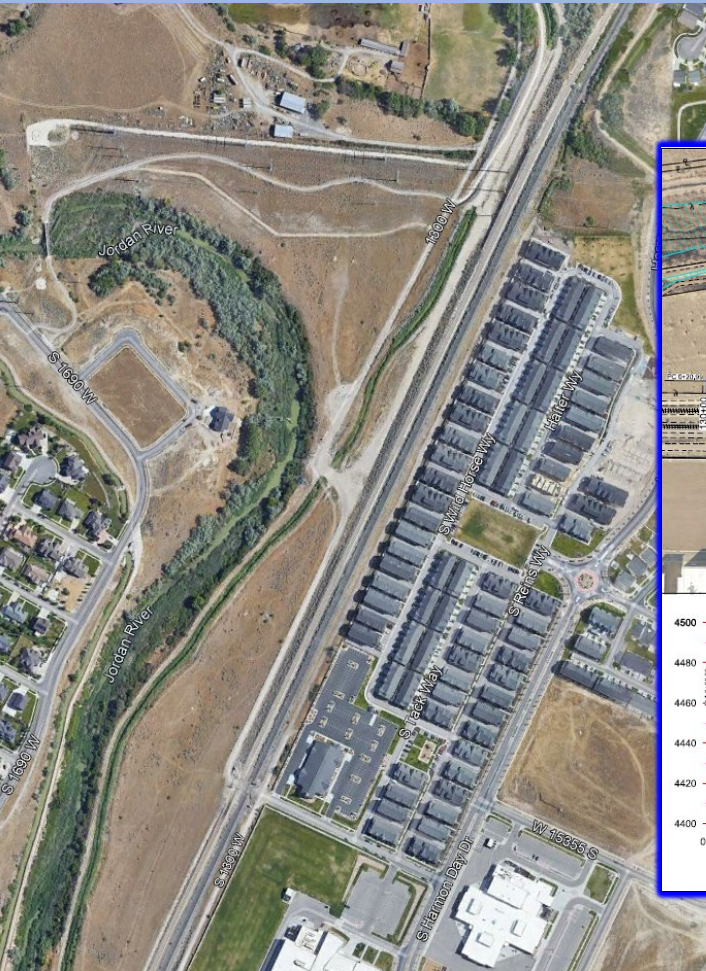
Funds Request –
\$ 915,705

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. .

Bluffdale City – Connector Trail – Bike\ Ped Facility

Project Type – Capital Improvement

Connector Between Ped Bridge and Jordan River Parkway – (0.43 miles)



Project Cost –
\$ 450,000

Funds Request –
\$ 417,323

This project will construct the trail between the Pedestrian bridge on the westside of the Union Pacific and UTA rail line tracks (near Cinch Way) to the Jordan River Parkway Trail near 1300 West and Salt Lake and Jordan canal crossing (15000 South)

Holladay City – 2700 East Ped Improvements Phase II – Bike\ Ped Facility

Project Type – Capital Improvement

Morningside Drive to Melony Drive – (0.3 miles)



S 2700 E



**Project Cost –
\$ 971,000**

**Funds Request –
\$ 905,263**

No continuous sidewalk exists on 2700 E, which is an important collector used to access schools, transit, and recreation. This project is Phase 2 of a 3-phase 2700 E project to fill-in sidewalk on the east and west sides plus enhance safe crossings.

Millcreek – 3776 So/ 2700 E Crosswalk – Bike\ Ped Facility

Project Type – Capital Improvement

3776 South 2700 East – (0.03 miles)



**Project Cost –
\$ 403,600**

**Funds Request –
\$ 376,276**

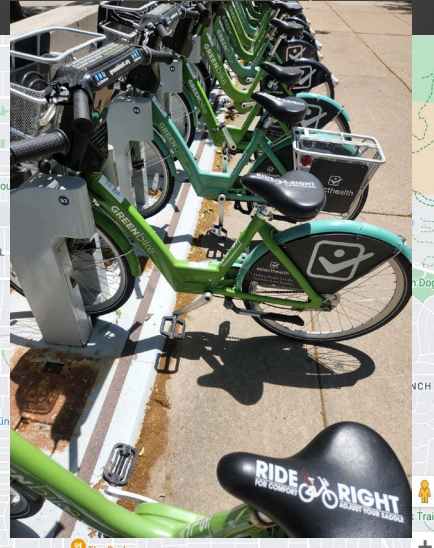
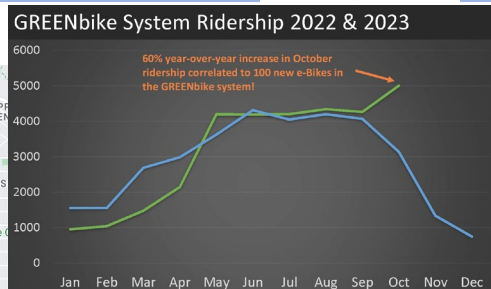
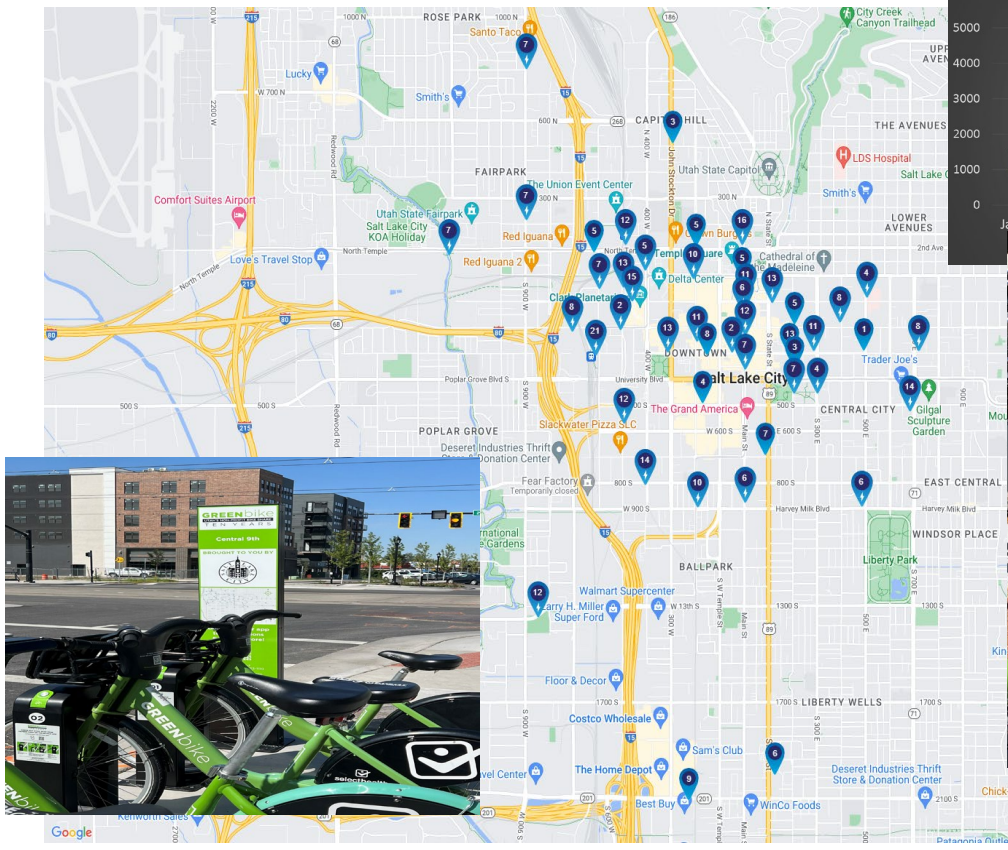
This project will create a safer environment for all users including the reconstruction of disfunctioning curb & gutter, sidewalk, crosswalk, rehabilitation of a neighborhood trail into an ADA accessible route leading to a local elementary school, and ADA ramps.

Salt Lake City – Bike Share (GREENbike) Expansion

Project Type – Bicycle



Salt Lake City Proper – (6 sq miles)



Project Cost –
\$ 493,200

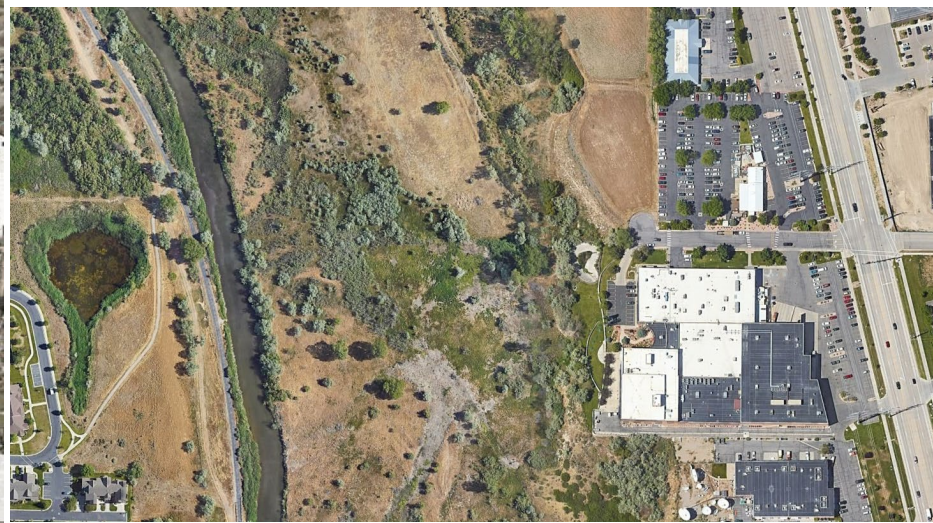
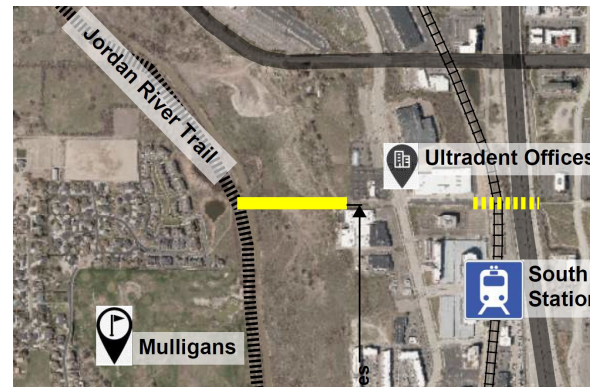
Funds Request –
\$ 459,810

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.

South Jordan – Jordan River Trail Connection to Frontrunner Station

Project Type – Bike & Ped

10200 South Jordan River Trail to 500 West Ultradent Drive – (0.2 miles)



**Project Cost –
\$ 805,000**

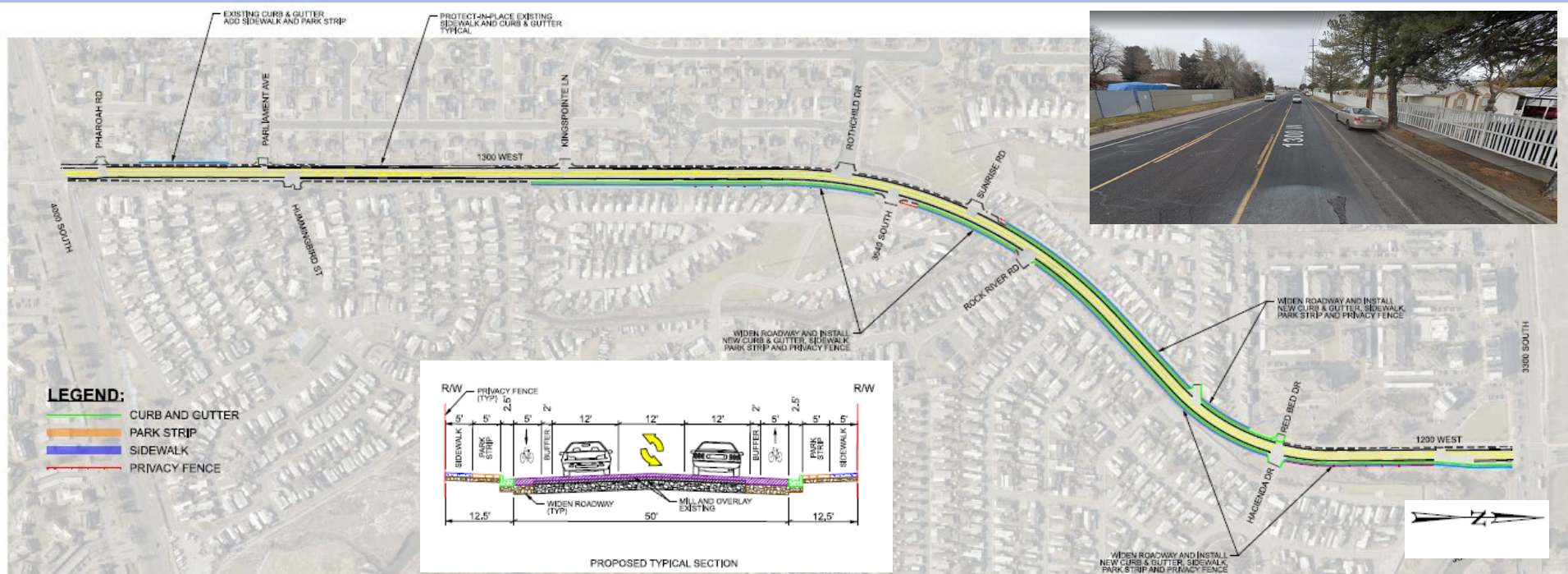
**Funds Request –
\$ 670,000**

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.

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

Project Type – Capital Improvement

4000 South to 3300 South – (1.0655 miles)



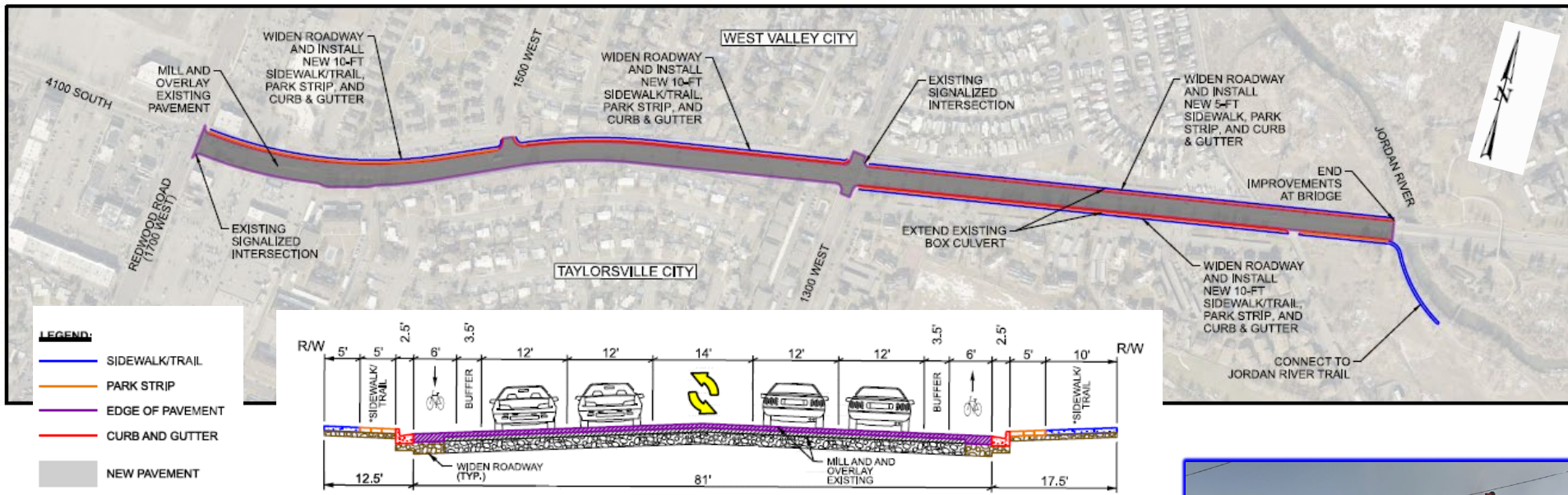
Project Cost –
\$ 9,585,000

Funds Request –
\$ 6,585,000

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.

West Valley City / Taylorsville – 3900 South Bike Lanes – Bike \Pedestrian Project Type – Capital Improvement

Redwood Road to Jordan River – (1 mile)



Project Cost –
\$ 9,498,000

Funds Request –
\$ 5,444,672

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.

GSLMSD - White City – Larkspur Drive – Bike\ Ped Safety Improvements

Project Type – Safe Routes to School

700 East to Carnation Drive – (1 mile)



Project Cost –
\$ 299,000

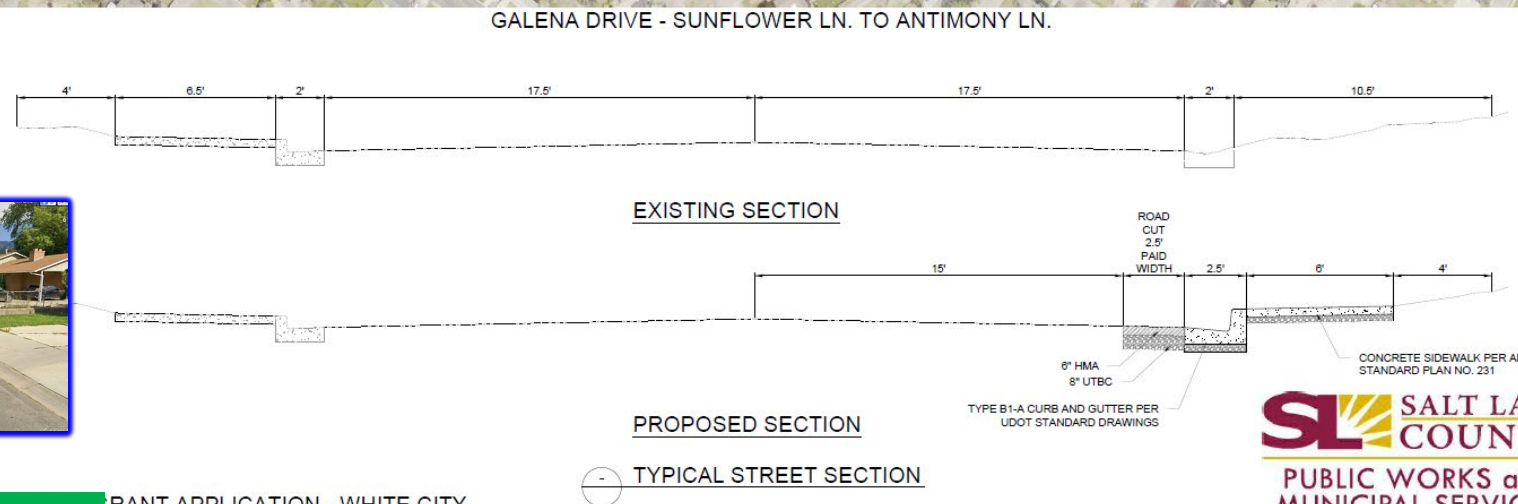
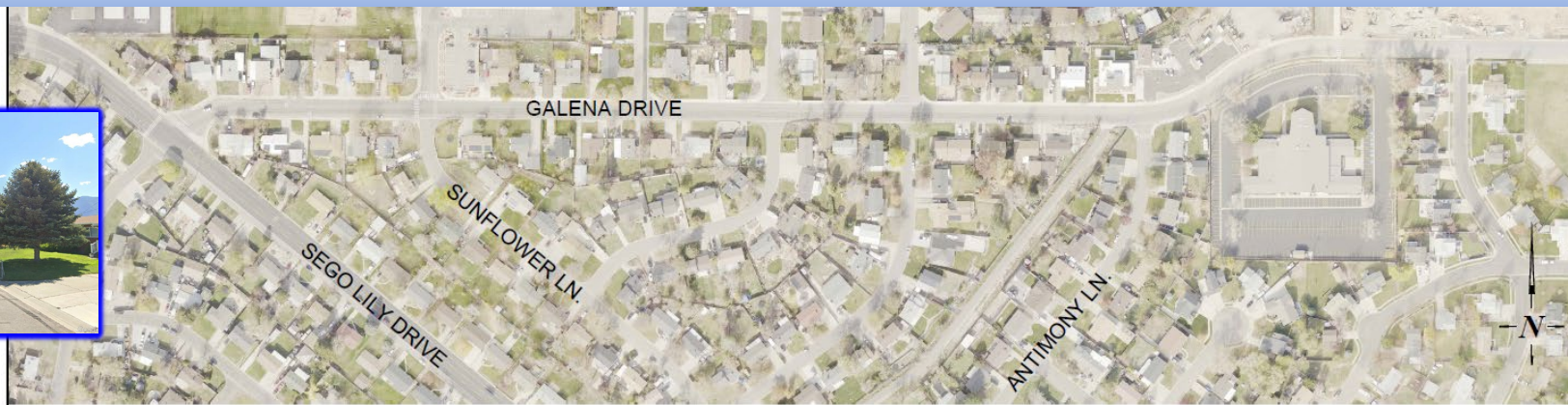
Funds Request –
\$ 277,288

Improving pedestrian safety including two raised crossing with bulb outs, driver feedback signs, storm drains, and pedestrian ramps along Larkspur Drive.

GSLMSD - White City – Galena Drive – Bike\ Ped Safety Improvements

Project Type – Safe Routes to School

Sunflower Lane to Antimony Lane – (0.29 miles)



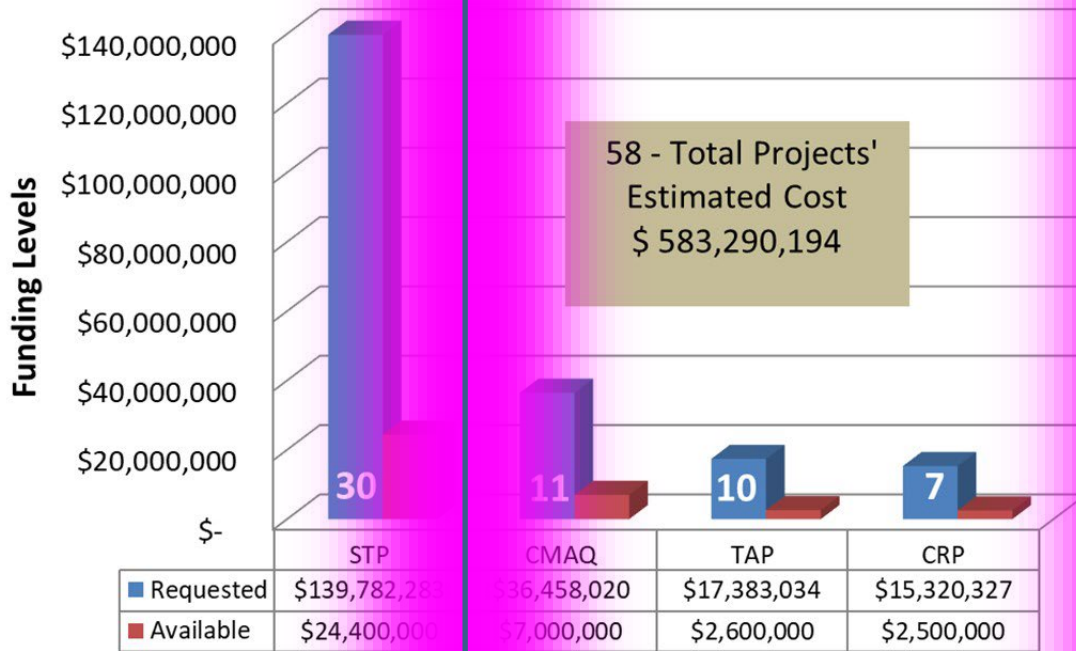
PERMIT APPLICATION - WHITE CITY

Project Cost –
\$ 1,428,400

Funds Request –
\$ 1,331,697

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.

Salt Lake/ West Valley Urban Area

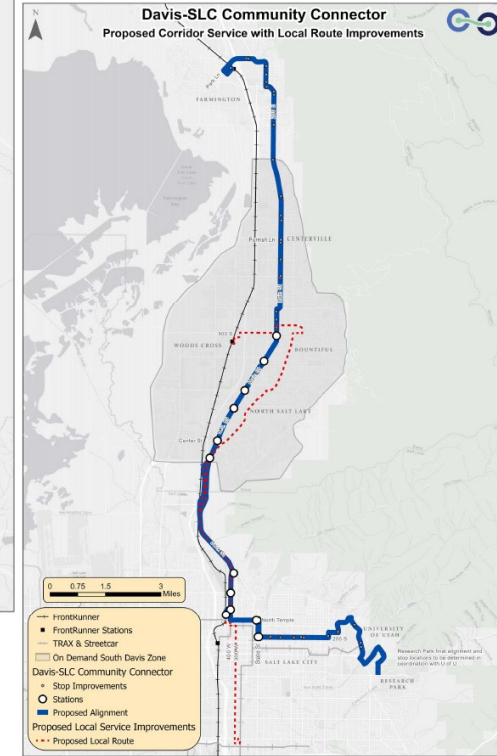
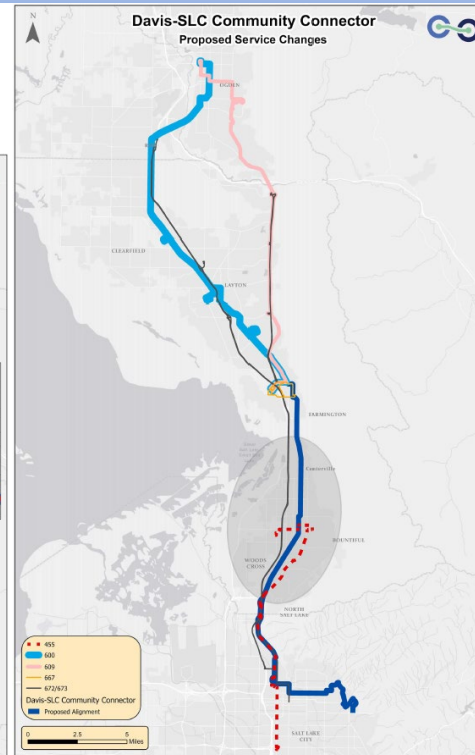
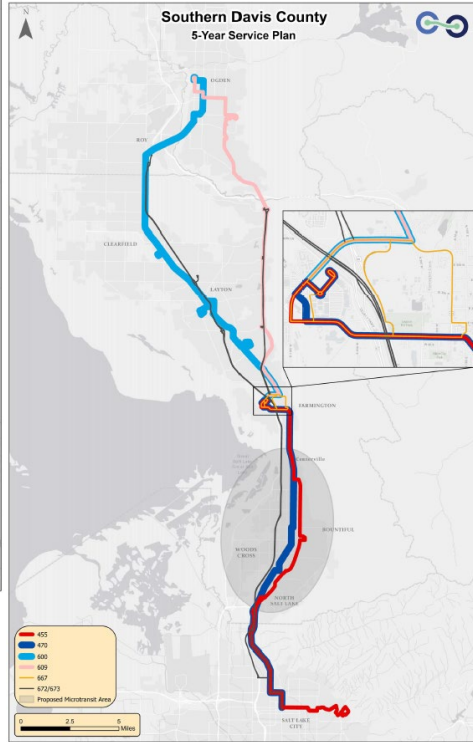
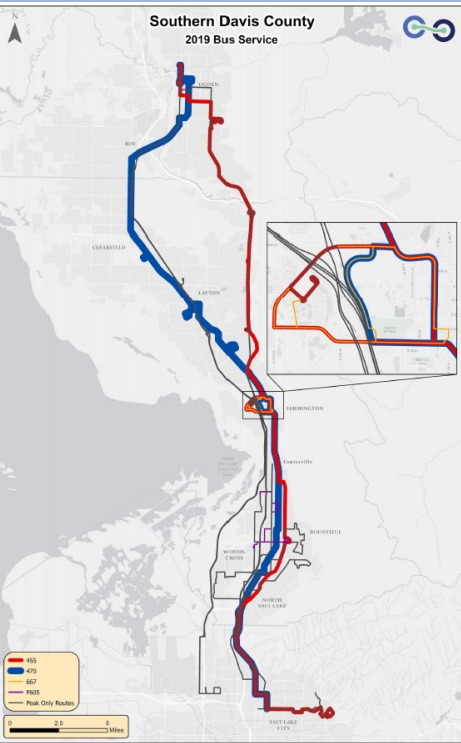


58 - Total Projects'
Estimated Cost
\$ 583,290,194

UTA – Davis – Salt Lake Connector Construction

Intersections Improvement - Project Type – Operations

Davis County to Salt Lake City



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.

**Project Cost –
\$ 75,000,000**

**Funds Request –
\$ 5,000,000**

Riverton City – Electric Vehicle Charging Stations

Project Type – Other

Riverton City Hall – (0.01 miles)



Project Cost –
\$ 425,000

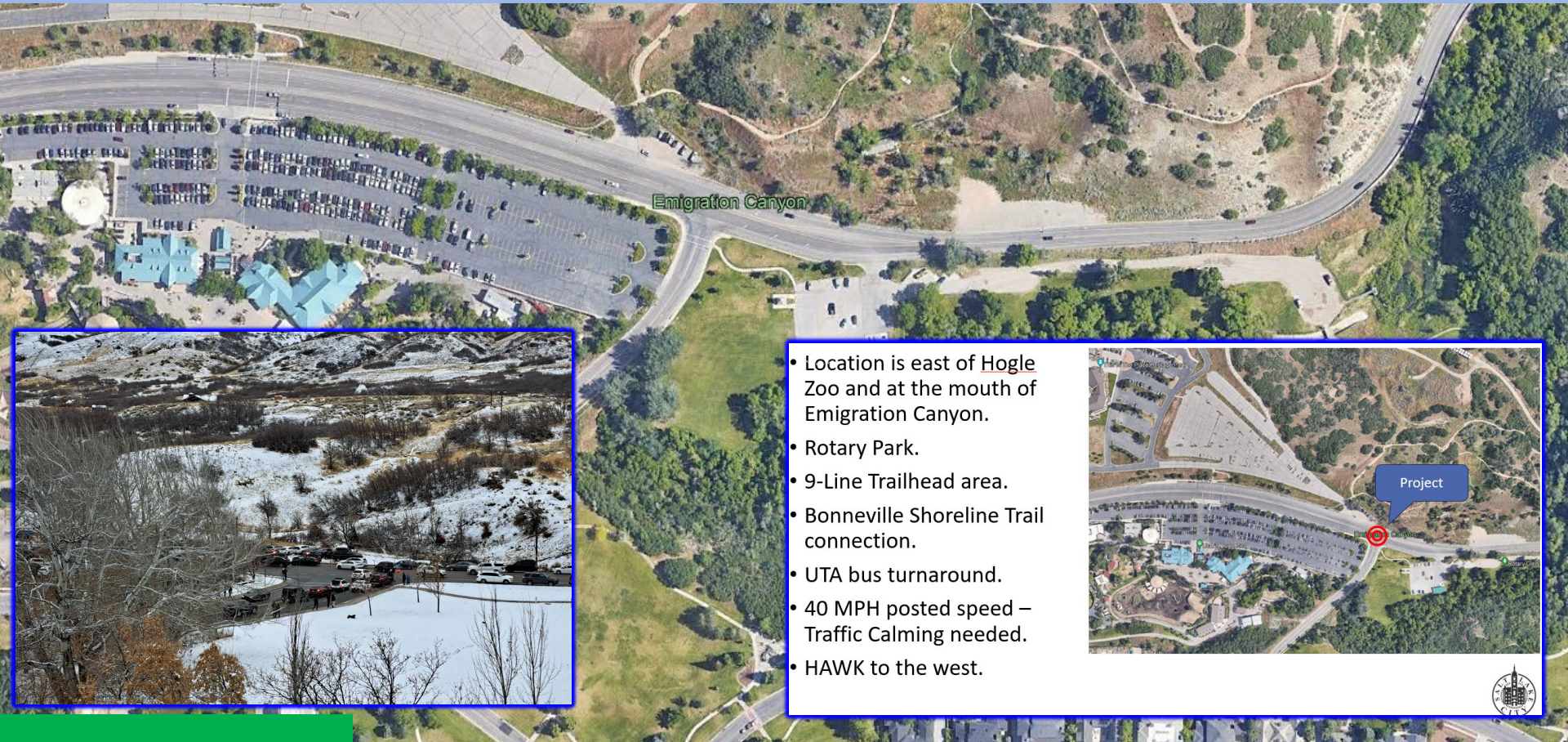
Funds Request –
\$ 385,000

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 amphitheater and a park. All these facility users will have access to the charging stations.

Salt Lake City – Sunnyside Avenue – Round-about

Project Type – Intersection

Sunnyside Ave at Crestview Drive – (0.2 miles)



- Location is east of Hogle Zoo and at the mouth of Emigration Canyon.
- Rotary Park.
- 9-Line Trailhead area.
- Bonneville Shoreline Trail connection.
- UTA bus turnaround.
- 40 MPH posted speed – Traffic Calming needed.
- HAWK to the west.



**Project Cost –
\$ 820,000**
**Funds Request –
\$ 762,000**

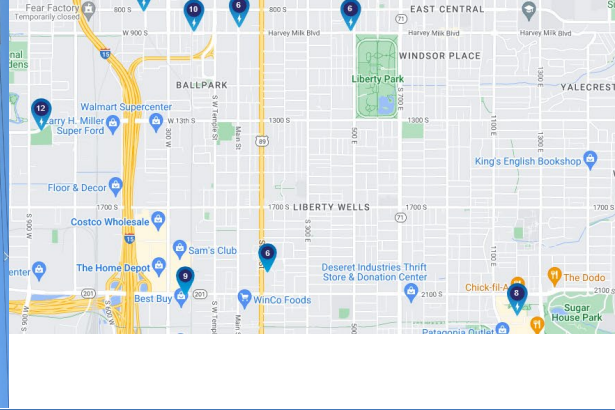
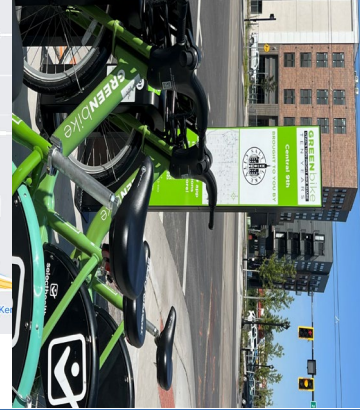
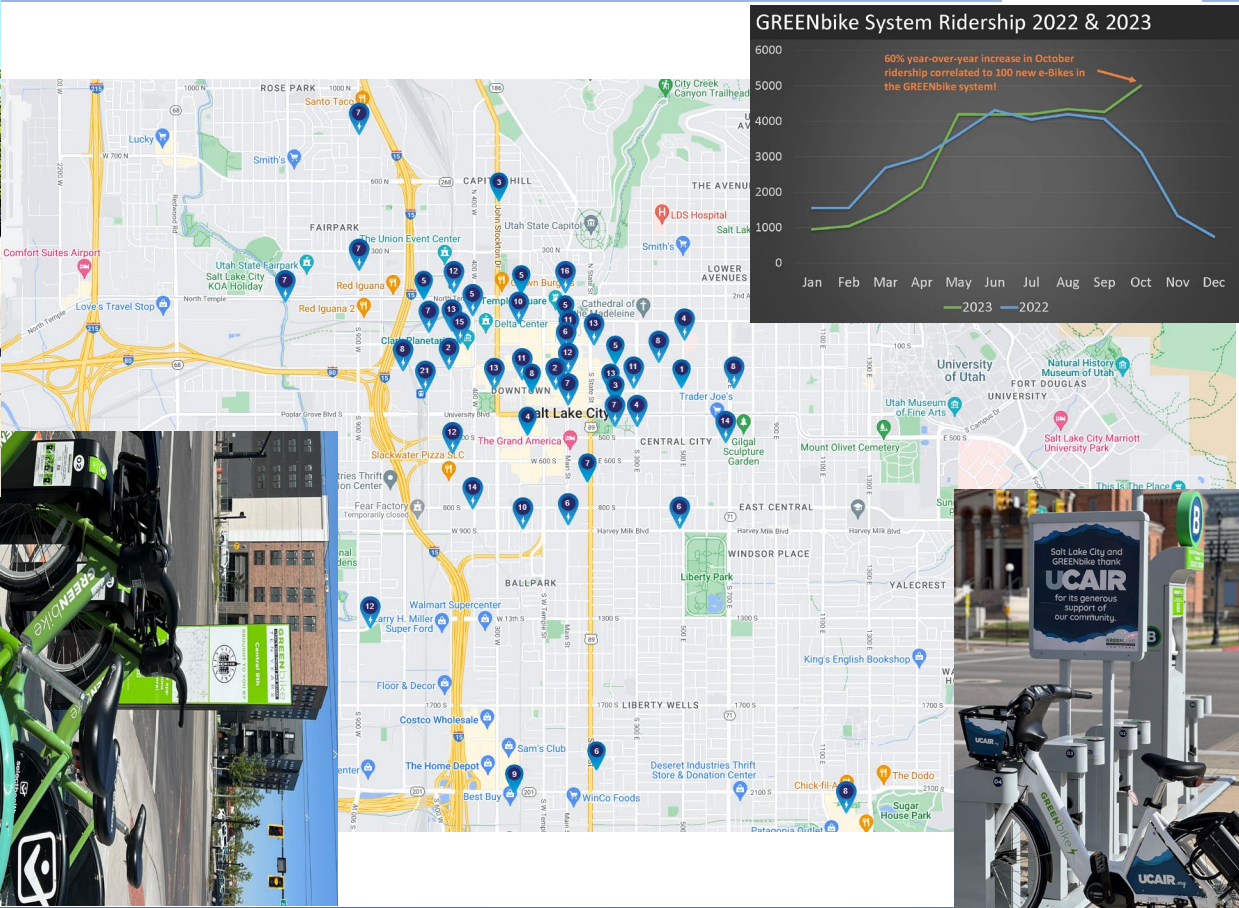
Salt Lake City will convert an existing 2-way stop to a roundabout to calm traffic and reduce traffic delays, mobile source emissions, and air pollution. The location is at the base of Emigration Canyon next to Hogle Zoo, “This Is the Place” State Park, and a trailhead for the 9-Line and Bonneville Shoreline Trails.

Salt Lake City – Bike Share (GREENbike) Expansion

Project Type – Bicycle



Salt Lake City Proper – (6 sq miles)



Project Cost –
\$ 473,000

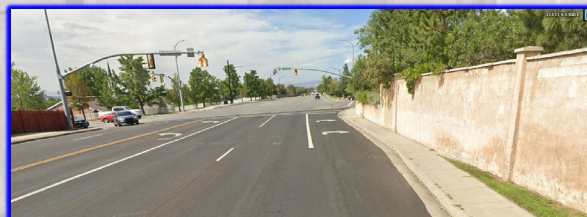
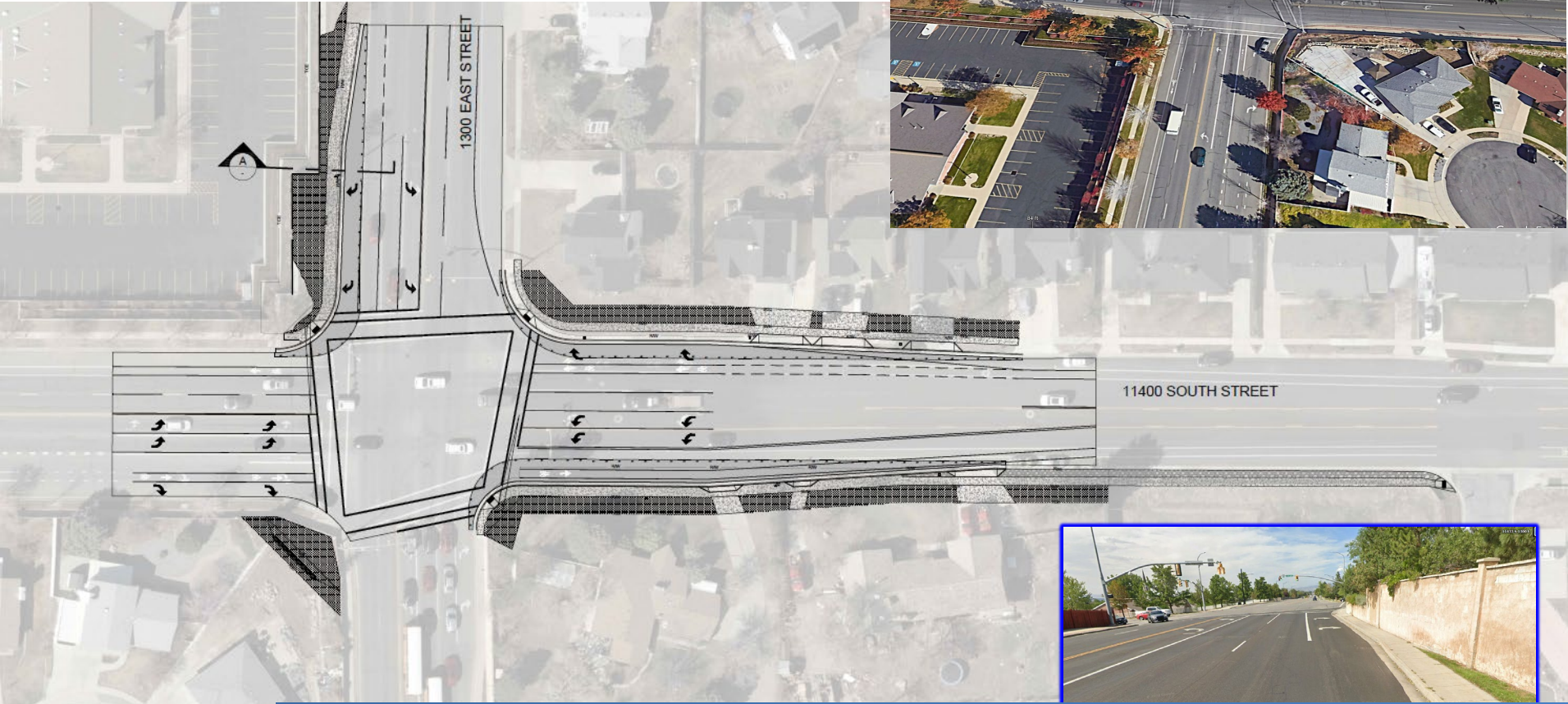
Funds Request –
\$ 440,978

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.

Sandy – 11400 South/ 1300 East – Intersection Improvements

Project Type – Operations

11400 South & (1280 East - 1350 East) – (0.08 miles)



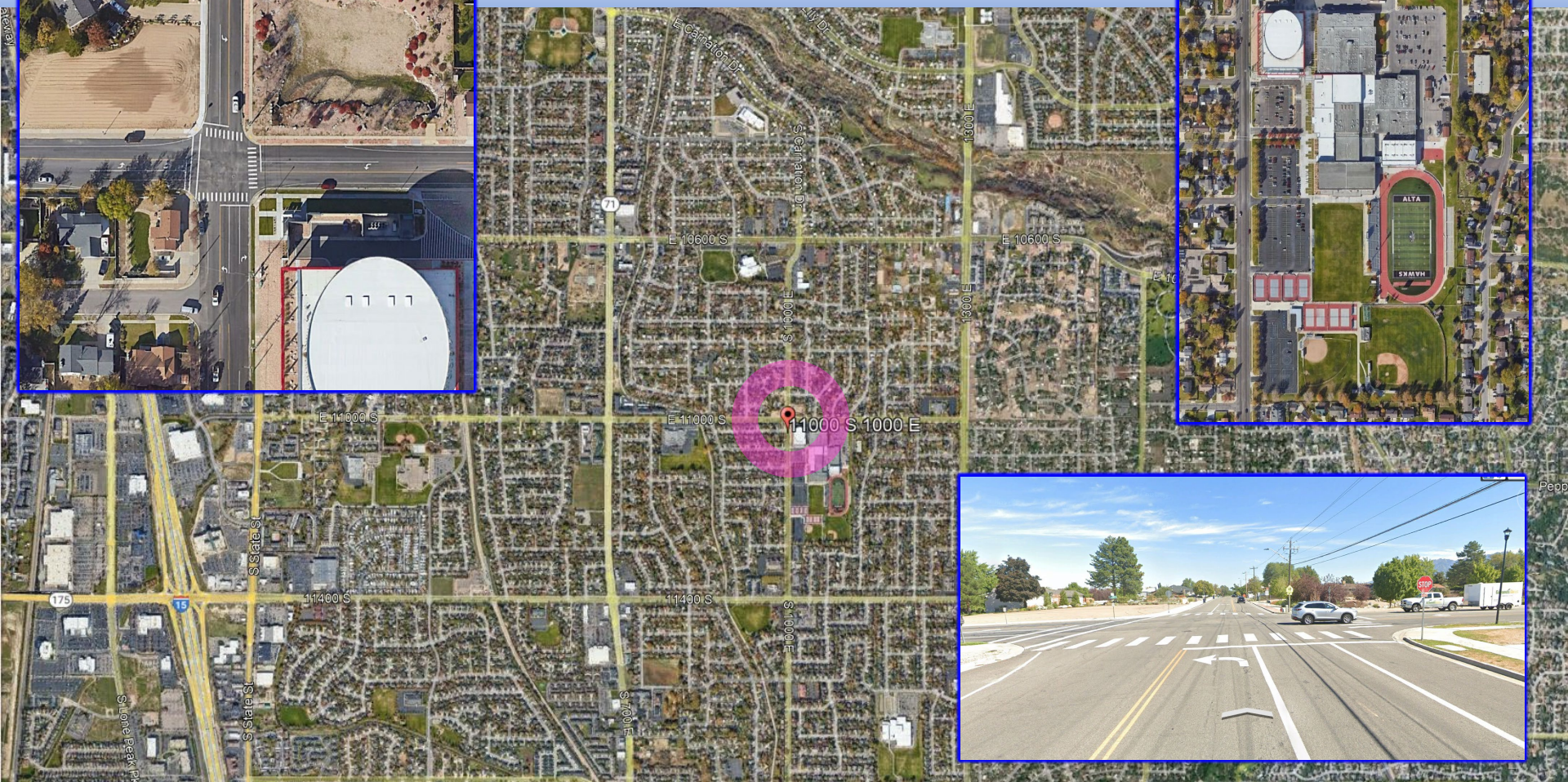
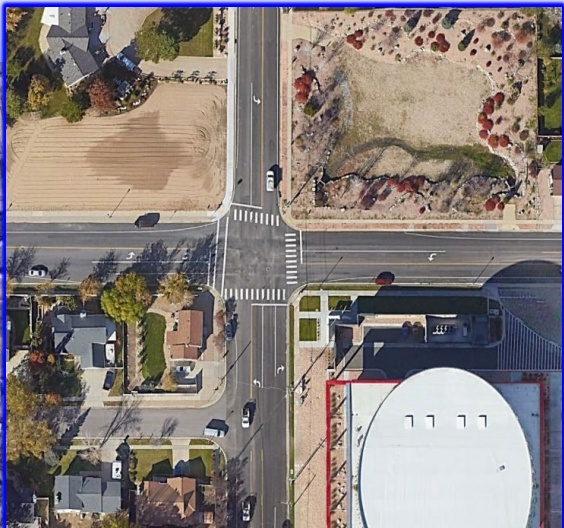
Project Cost –
\$ 4,903,367

Funds Request –
\$ 4.562.024

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 – 11000 South/ 1000 East - Round-about Project Type – Operations

11000 South & 1000 East – (0.05 miles)



Project Cost –
\$ 3,456,167
Funds Request –
\$ 3,219,325

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.

South Jordan – Jordan River Trail Connection to Frontrunner Station

Project Type – Bike & Ped

10200 South Jordan River Trail to 500 West Ultradent Drive – (0.2 miles)

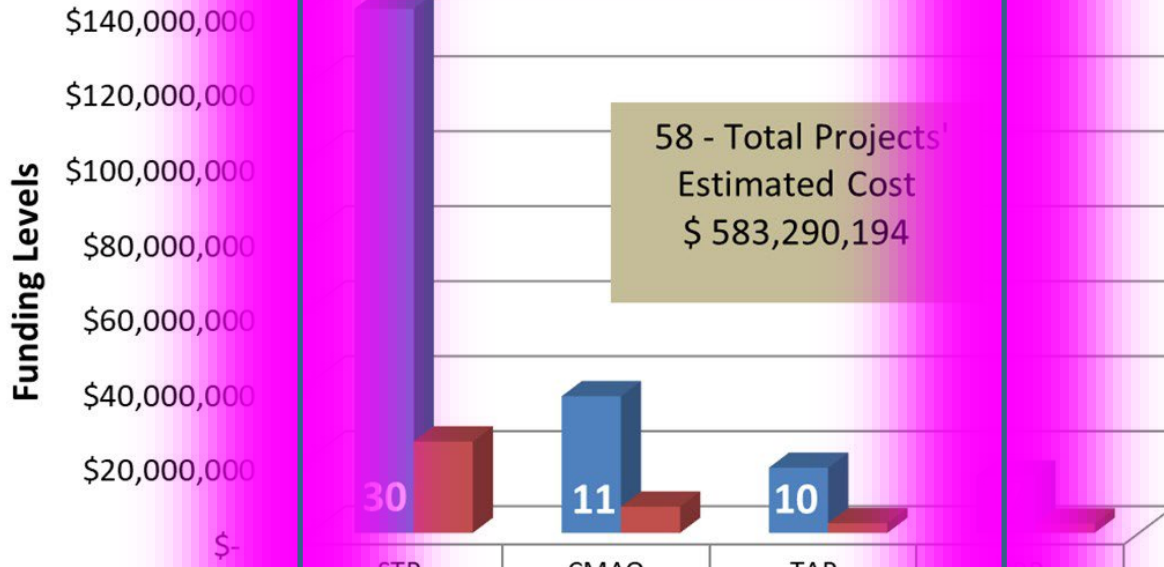


Project Cost –
\$ 1,086,000

Funds Request –
\$ 951,000

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.

Lake/ West Valley Urban Area



	STP	CMAQ	TAP	Other
Requested	\$139,782,283	\$36,458,020	\$17,383,034	\$15,000,000
Available	\$24,400,000	\$7,000,000	\$2,600,000	\$2,000,000

UDOT – Redwood Road & 14600 South – Intersection Improvements

Project Type – Operations

Redwood Road & 14600 South Intersection – (0.01 miles)



Project Cost –
\$ 573,700

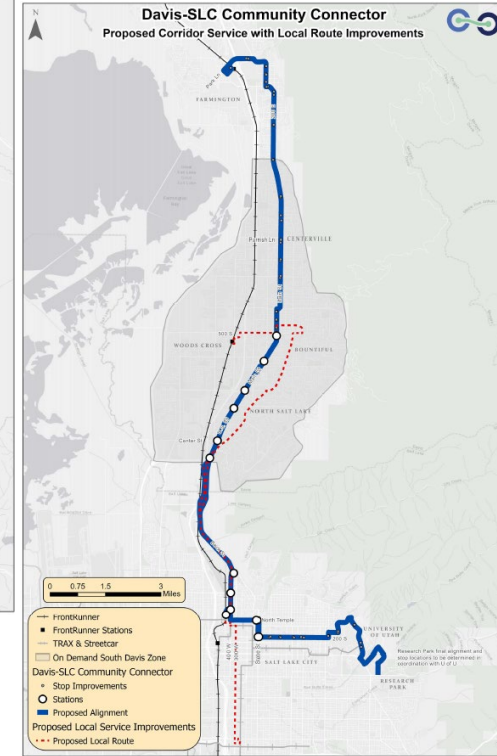
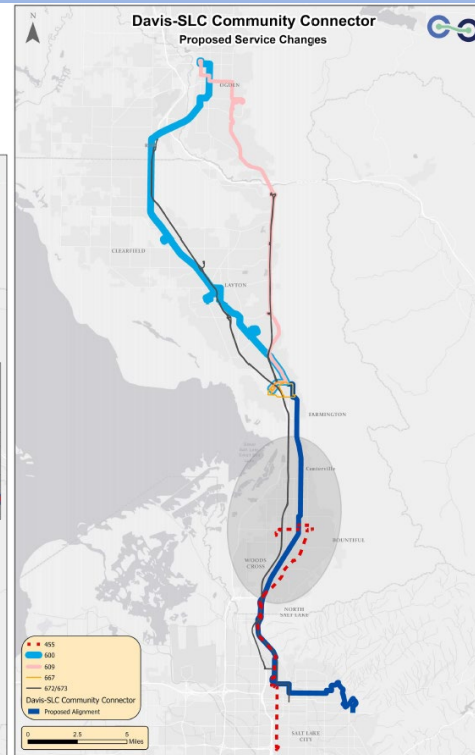
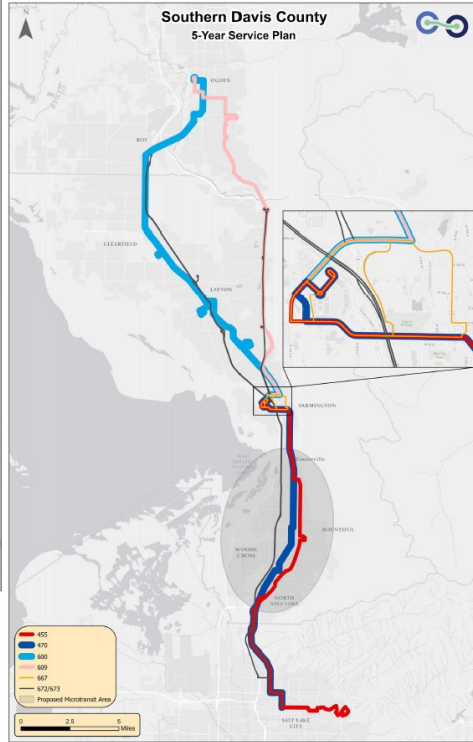
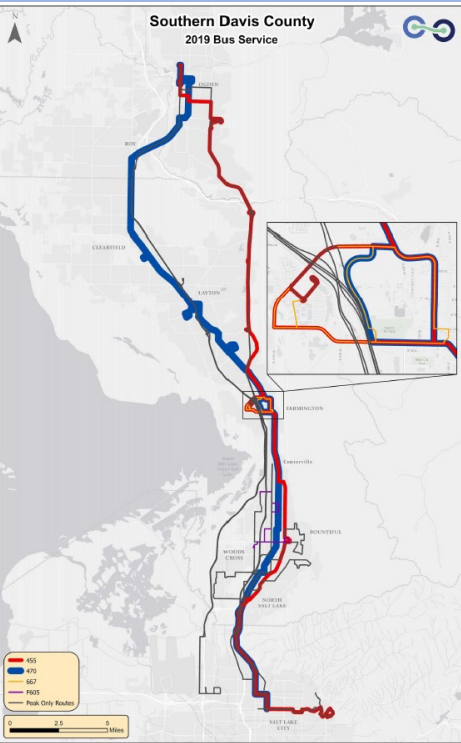
Funds Request –
\$ 522,741

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.

UTA – Davis – Salt Lake Connector Construction

Intersections Improvement - Project Type – Operations

Davis County to Salt Lake City



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.

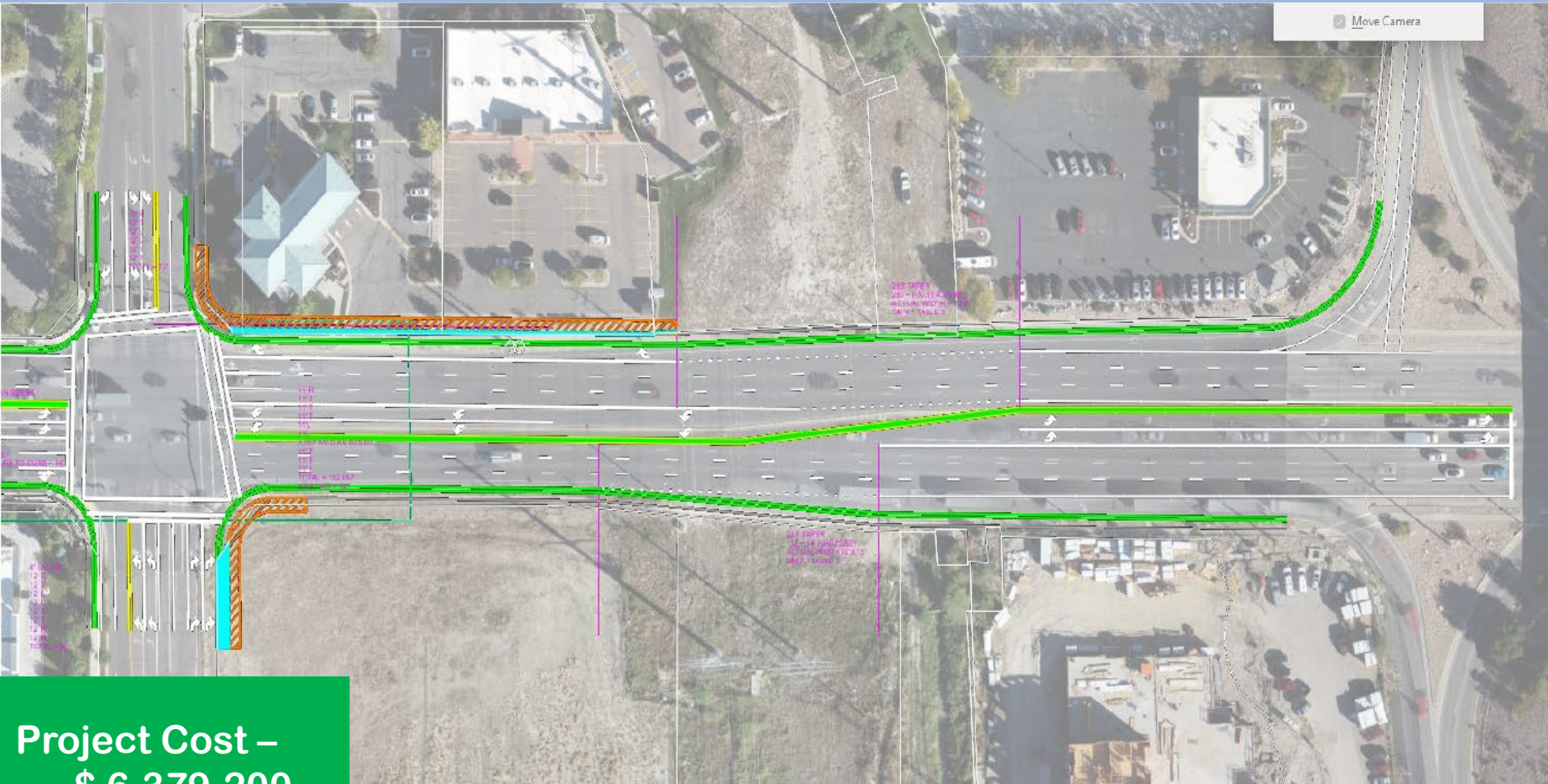
Project Cost –
\$ 75,000,000

Funds Request –
\$ 5,000,000

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 –
\$ 6,379,200

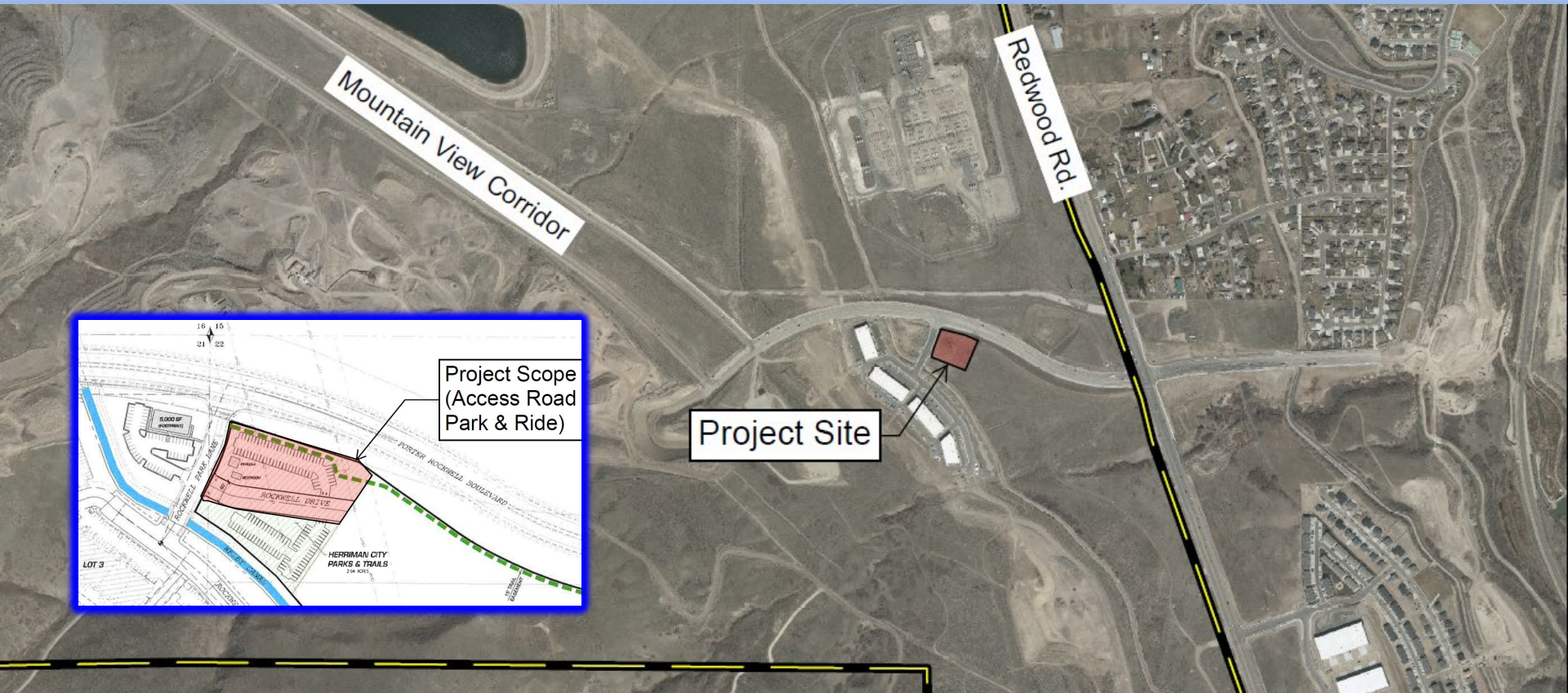
Funds Request –
\$ 4,161,041

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.

Herriman – Porter Rockwell Park and Ride

Project Type – Transit

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

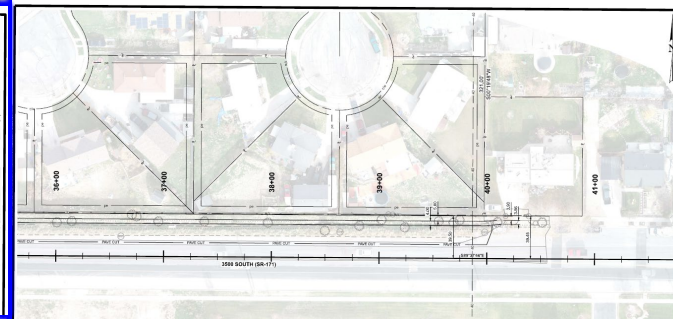
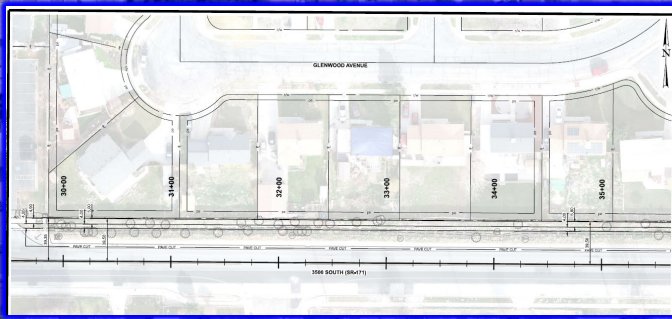


From the city's traffic and transportation standpoint, this project will help alleviate the continued growth and vehicular load on the Herriman City and surrounding roadway network. This will also serve to nominally reduce emissions equal to the anticipated participants of this improvements. The scope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

Project Cost –
\$ 3,714,000
Funds Request –
\$ 2,814,000

UDOT - Magna – 3500 South (SR-171) - Sidewalk Project Type – Bike & Ped

7495 West to 7933 West – (0.1 miles)



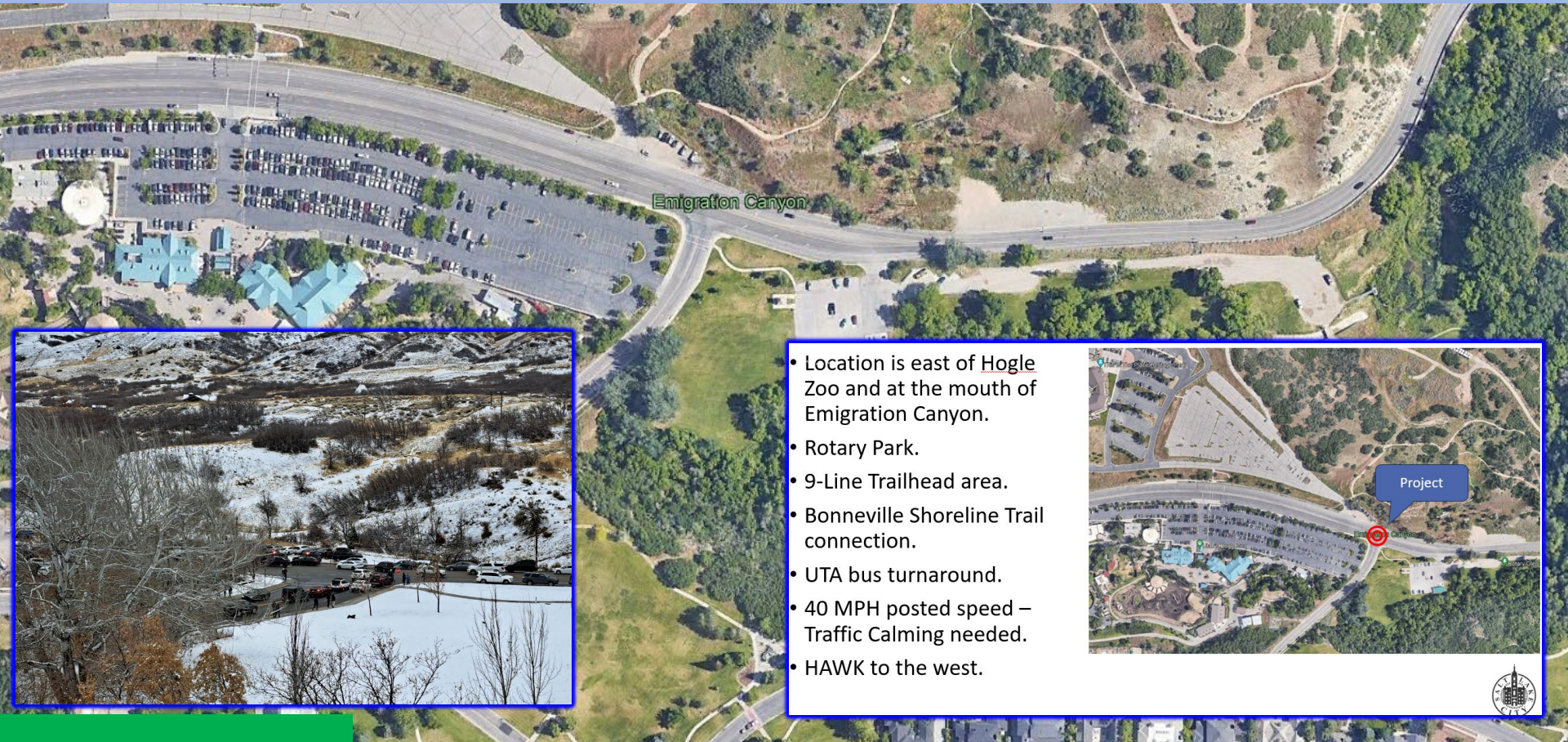
**Project Cost –
\$ 5,465,800**
**Funds Request –
\$ 5,024,911**

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.

Salt Lake City – Sunnyside Avenue – Round-about

Project Type – Intersection

Sunnyside Ave at Crestview Drive – (0.2 miles)



- Location is east of Hogle Zoo and at the mouth of Emigration Canyon.
- Rotary Park.
- 9-Line Trailhead area.
- Bonneville Shoreline Trail connection.
- UTA bus turnaround.
- 40 MPH posted speed – Traffic Calming needed.
- HAWK to the west.



Project Cost –
\$ 820,000
Funds Request –
\$ 762,000

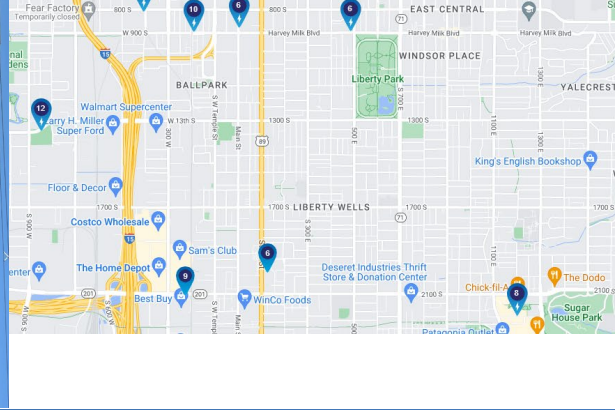
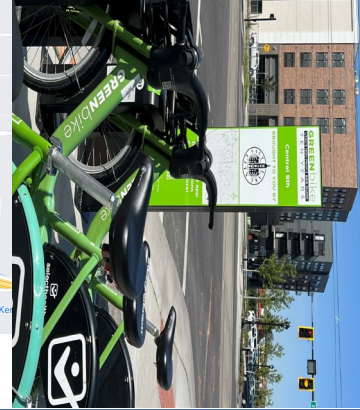
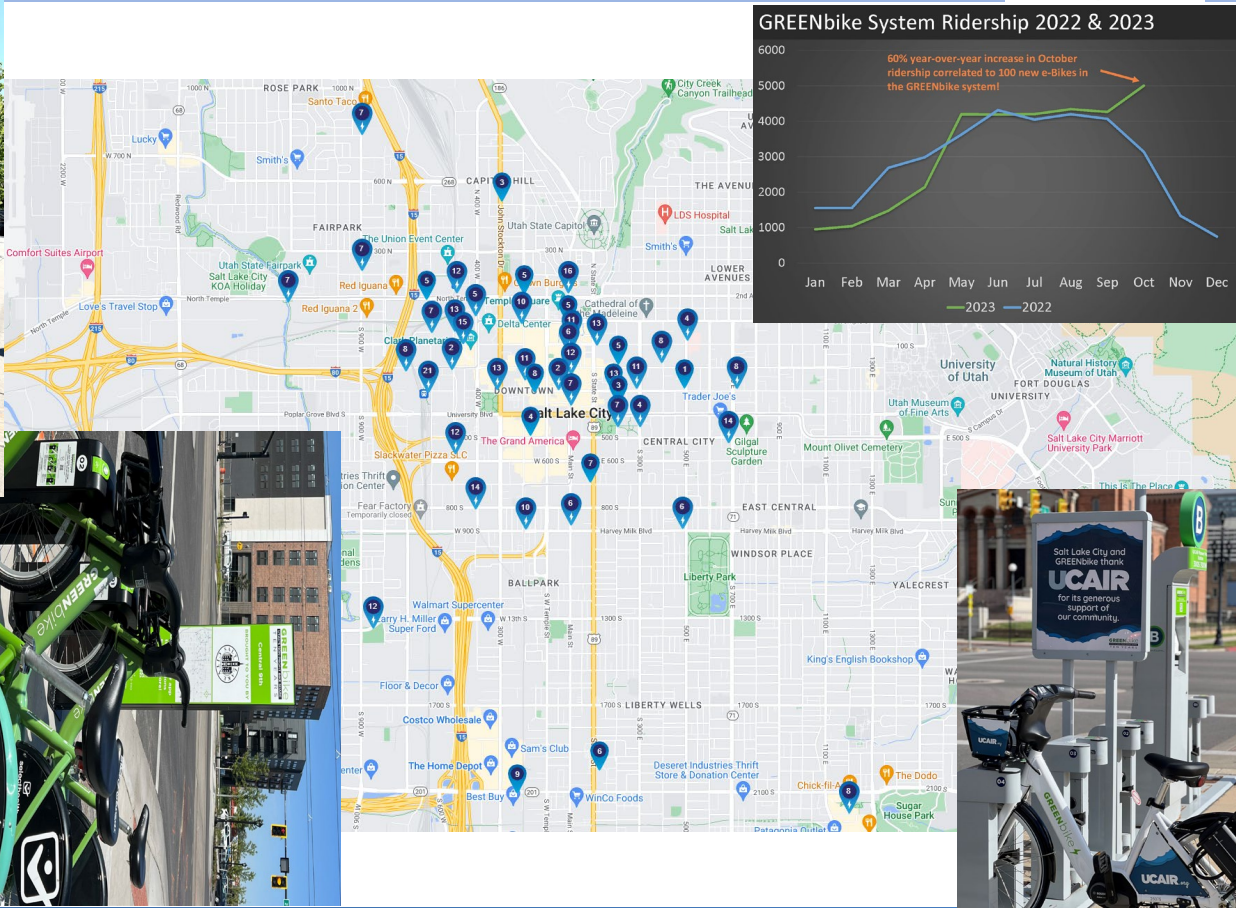
Salt Lake City will convert an existing 2-way stop to a roundabout to calm traffic and reduce traffic delays, mobile source emissions, and air pollution. The location is at the base of Emigration Canyon next to Hogle Zoo, “This Is the Place” State Park, and a trailhead for the 9-Line and Bonneville Shoreline Trails.

Salt Lake City – Bike Share (GREENbike) Expansion

Project Type – Bicycle



Salt Lake City Proper – (6 sq miles)



Project Cost –
\$ 473,000

Funds Request –
\$ 440,978

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.

UTA – Westside Express – Operating Costs

Project Type – Transit

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

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.



**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

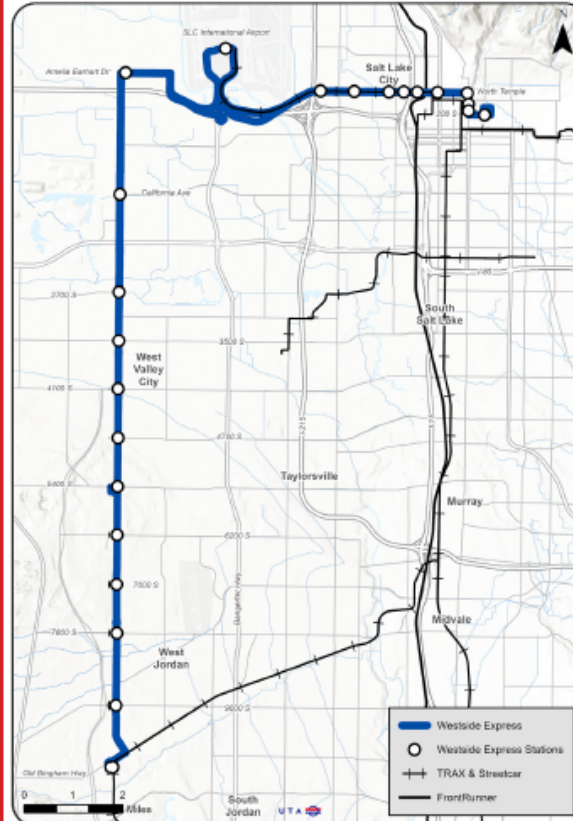
Status: Seeking Funding for Next Steps

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

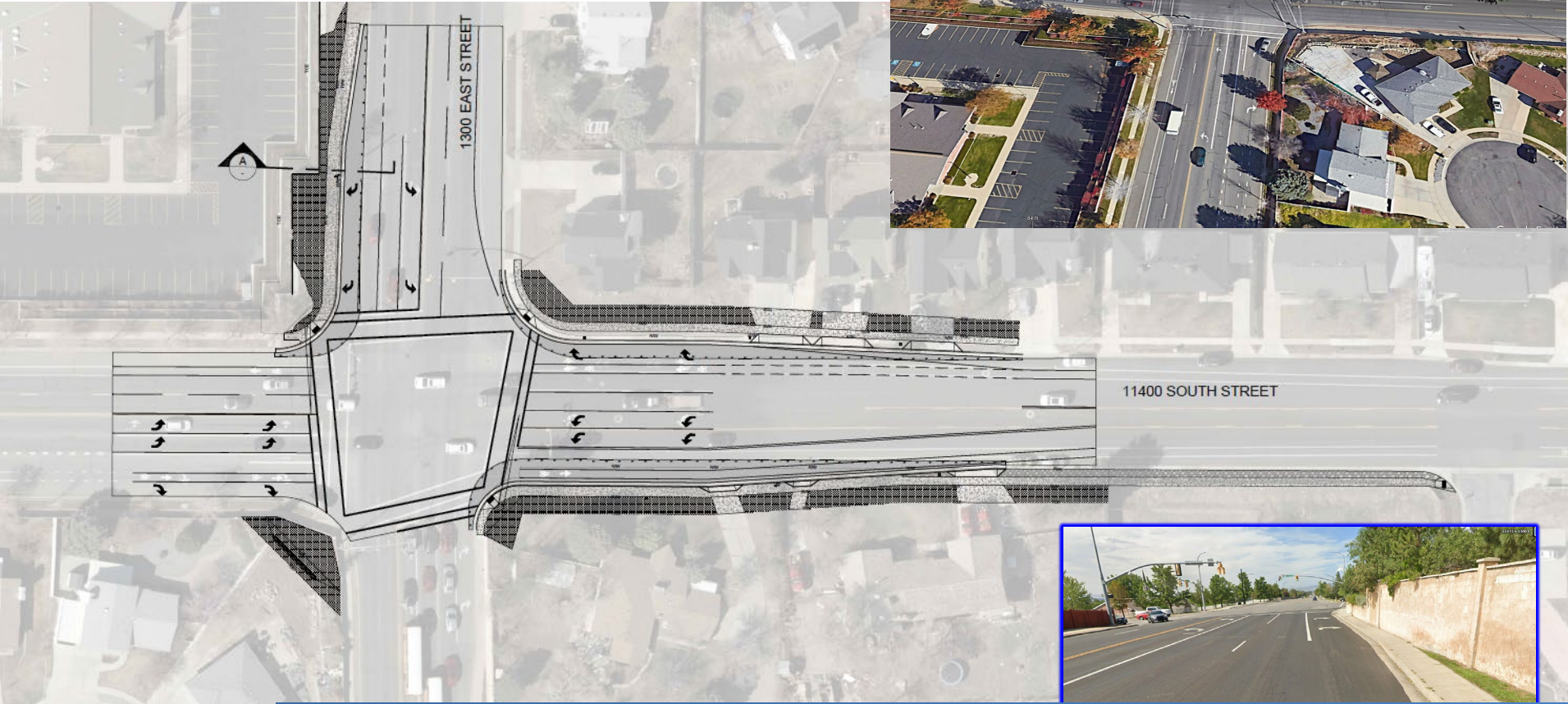
Provides improved access to jobs, including the SLC International Airport and other key industrial centers



Sandy – 11400 South/ 1300 East – Intersection Improvements

Project Type – Operations

11400 South & (1280 East - 1350 East) – (0.08 miles)



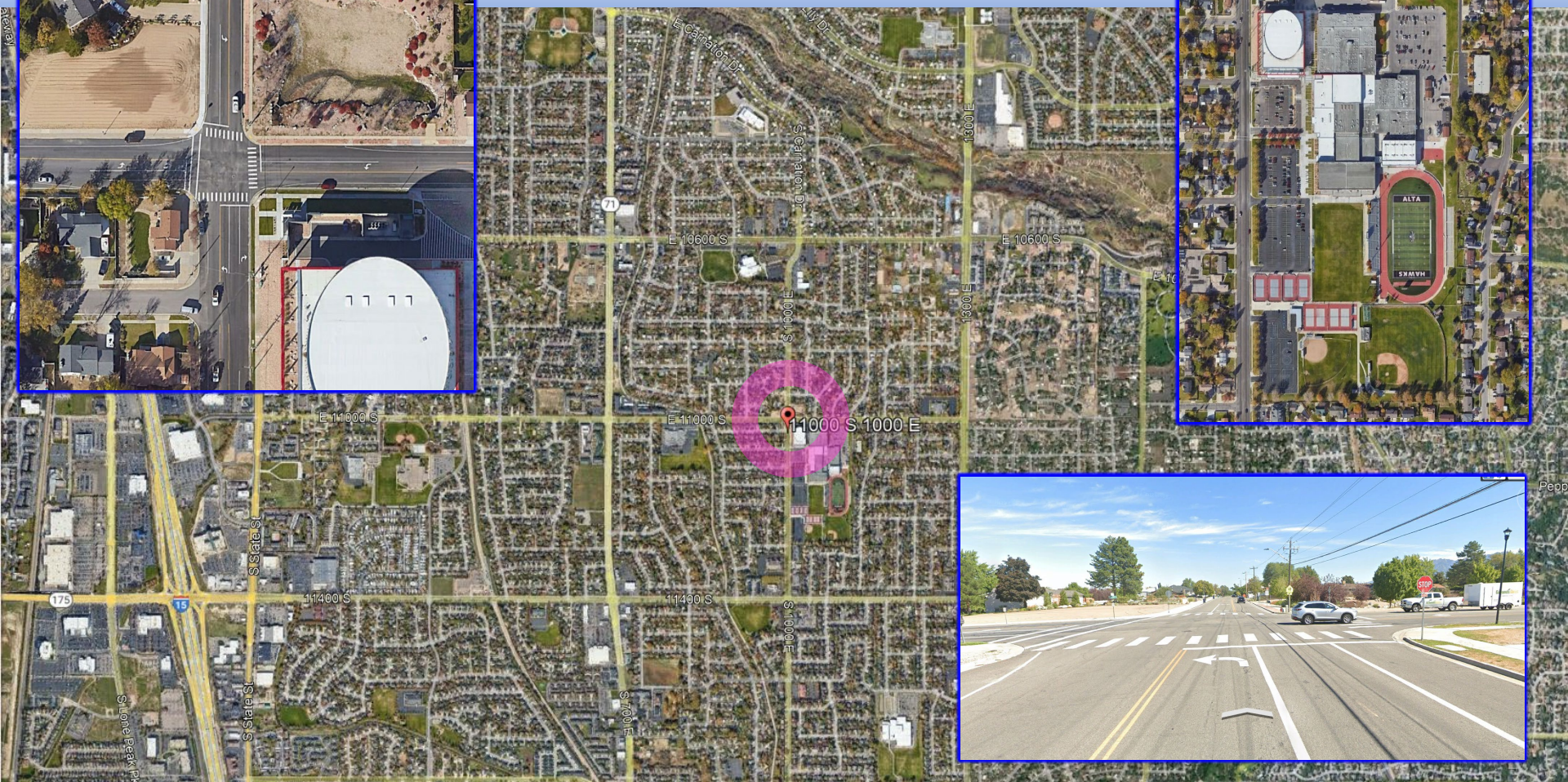
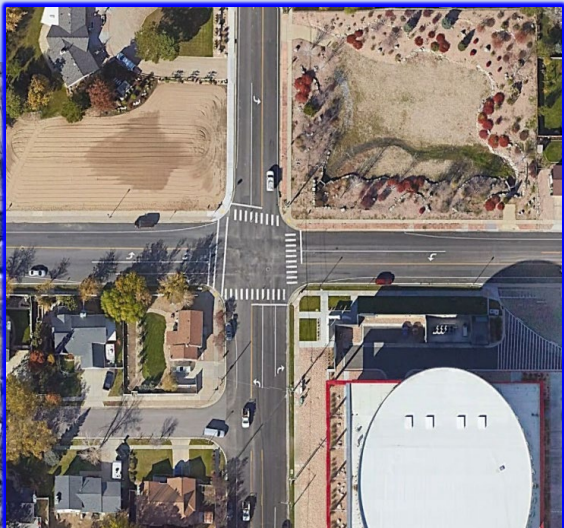
Project Cost –
\$ 4,903,367

Funds Request –
\$ 4.562.024

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 – 11000 South/ 1000 East - Round-about Project Type – Operations

11000 South & 1000 East – (0.05 miles)



Project Cost –
\$ 3,456,167
Funds Request –
\$ 3,219,325

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.

South Jordan – Jordan River Trail Connection to Frontrunner Station

Project Type – Bike & Ped

10200 South Jordan River Trail to 500 West Ultradent Drive – (0.2 miles)



Project Cost –
\$ 1,086,000

Funds Request –
\$ 951,000

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.