2025 Corridor Preservation Fund Application

- NOW OPEN through ~June 30, 2025~
- \$3 million available right of way purchases
- Communication through email –
 PW, Engineering, Planning/Comm Dev

• "Salt Lake County Corridor Preservation"

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Office of Regional Development

iontact

SLCo > Office of Regional Development > Planning & Transportation > Corridor Preservation Fund

Corridor Preservation Fund

Utah State law allows Counties of the First Class (Salt Lake County only) to levy a \$10 vehicle registration fee, \$3 of which is then placed into the Salt Lake County Local Corridor Preservation Fund. The Local Highway and Transportation Corridor Preservation Fund shall only be used to preserve a highway or public transit corridor that is right-of-way. Corridor preservation corridors may include active transportation projects provided that they are associated with a road.

The Salt Lake County Council of Governments (COG) has the responsibility to review applications for monies from the Fund from the various jurisdictions within Salt Lake County. Upon approval by the COG, these applications are submitted to the Salt Lake County Council for their ratification.



Jamie Dansie Transportation Program Coordinator

(385) 468-4856
 Email Jamie Dansie

Corridor Preservation Fund Application

Corridor Preservation Fund Application 2025 • Project is in the RTP

• Willing Seller Letter

 Property CANNOT be purchased BEFORE the application is submitted

Privately Owned Property

TRANSPORTATION ALTERNATIVES AND SAFE SIDEWALK GRANT PROGRAMS

KEVON OGDEN

KEVONOGDEN@UTAH.GOV

801-910-2100

STATE TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

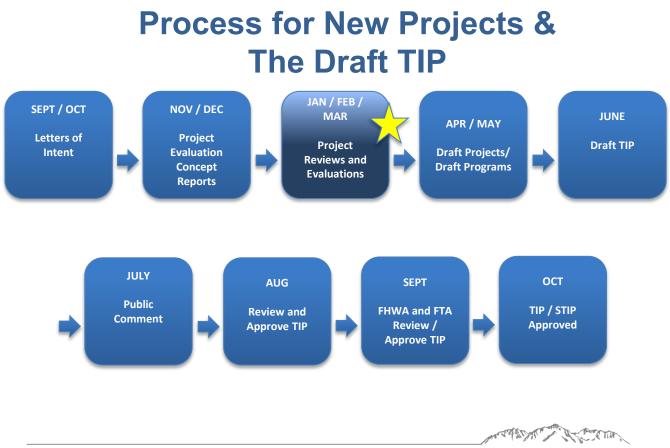
State funded projects that provide or enhance non vehicular transportation on Non state facilities. Sidewalks, bike facilities, trails or canal crossings, and wildlife mortality reduction.

- Applying Solicitations are usually sent out in May. In past years they are emailed to the engineers and planners for each area. This is an on an online process.
 - I) Applications should have a scope, schedule and budget.
 - 2) UDOT will pay up to a designated amount (percentage) to be determined each fiscal year. If the project is built for less the amount will be adjusted to that % of the lower cost. If the project goes over the project budget UDOT will pay the designated amount agreed to at time of award.
 - 3) Co-op agreement will be executed before design can begin. Work done prior will not be reimbursed.
- 2) Design design can be in house or consulted out. Contracts are not done in UDOT contracting CMS system.
 - City/County standards for design can be used. If the city does not have a specific standard then it will default to UDOT standard. All major structures will need UDOT review for approval.
 - 2) Submit 60% design to UDOT for review. Environmental is a non reimbursable item.
- 3) Selection and Construction This will be done using the city/ county process. Once the project is complete an invoice on city/county letterhead with supporting documents can be submitted to UDOT.

SAFE SIDEWALK PROGRAM (SSW)

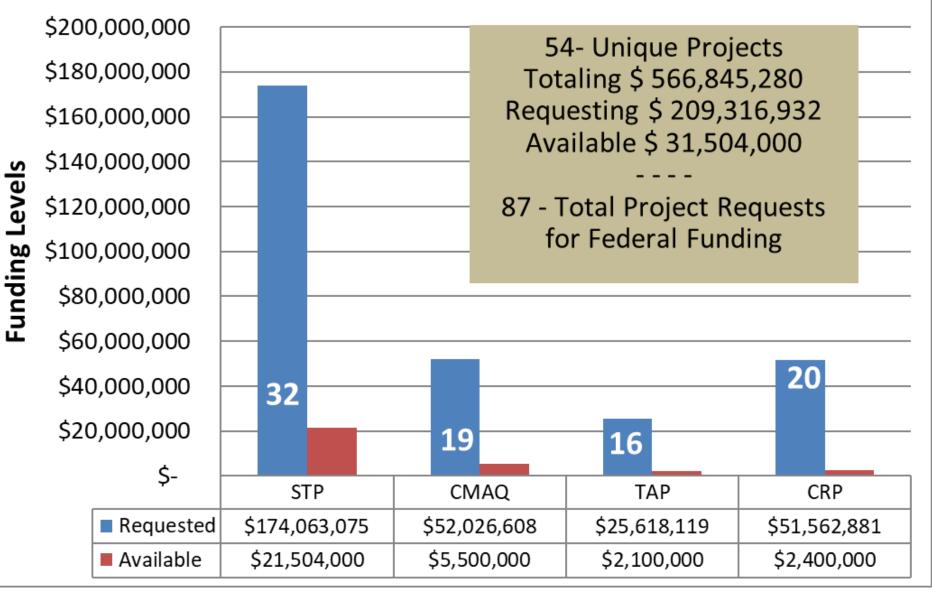
State funded sidewalk projects that provide sidewalks along state routes that do not have pedestrian facilities.

- I) Applying Solicitations are sent out in They are emailed, to the engineers and planners for each area. This is an online process.
 - I) Applications should have a scope, schedule and budget
 - 2) UDOT will pay 75% up to a designated amount of the project budget. If the project is built for less the amount will be adjusted to 75% of the lower amount. If the project goes over the project budget UDOT will pay the designated amount agreed to at time of award.
 - 3) Co-op agreement will be executed before design can begin. Work done prior will not be reimbursed.
- 2) Design design can be in house or consulted out. Contracts are not done in UDOT contracting CMS system.
 - UDOT standard will be used, City/County standards can be used by completing a PDC exception form. All major structures will need UDOT review for approval.
 - 2) Submit 60% design to UDOT for review. Environmental is a non reimbursable item.
- 3) Selection and Construction This will be done using the city/county process.
 - I) An encroachment permit will need to be obtained from UDOT, this will assign an inspector and working hours for lane closures.
 - 2) Once the project is complete, and UDOT inspector has approved, an invoice on city/county letterhead with supporting documents can be submitted to UDOT.



WASATCH FRONT REGIONAL COUNCIL

Salt Lake/ West Valley Urban Area



** Note ** the amount requested per program may include project duplicate requests in multiple programs

Cottonwood Heights – 2300 East – Sidewalk Connection Project Type – Capital Improvement

Fort Union Blvd to 6400 South – (0.7 miles)

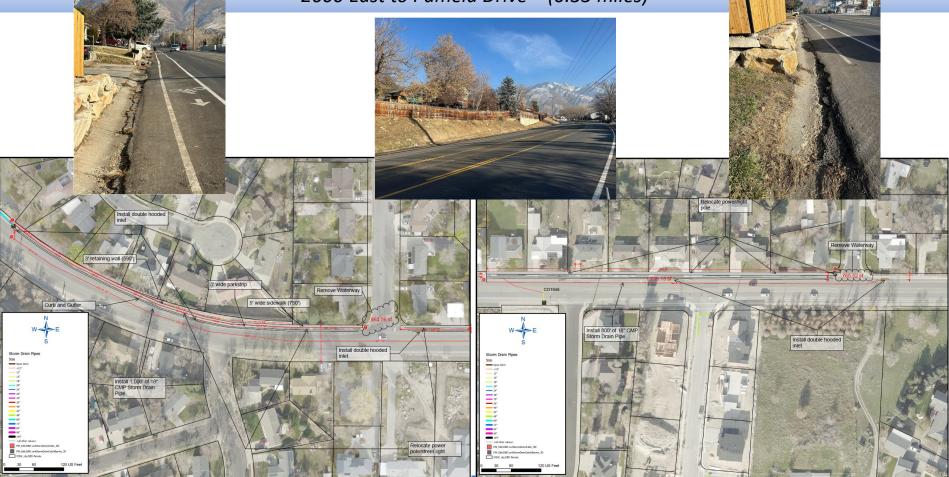


Project Cost – \$ 1,909,000 Funds Request – \$ 1,779,761

This project is located on 2300 E between Fort Union Blvd and the City's northern extents at I-215. The project will reconstruct the west side of 2300 E to include rebuilding and building a new 6' sidewalk bridging gaps in sidewalk, curb, and gutter of approximately 2,000 feet on 2300 E.

Cottonwood Heights – Bengal Boulevard – Pedestrian Trail Project Type – Ped & Bike

2600 East to Pamela Drive – (0.33 miles)

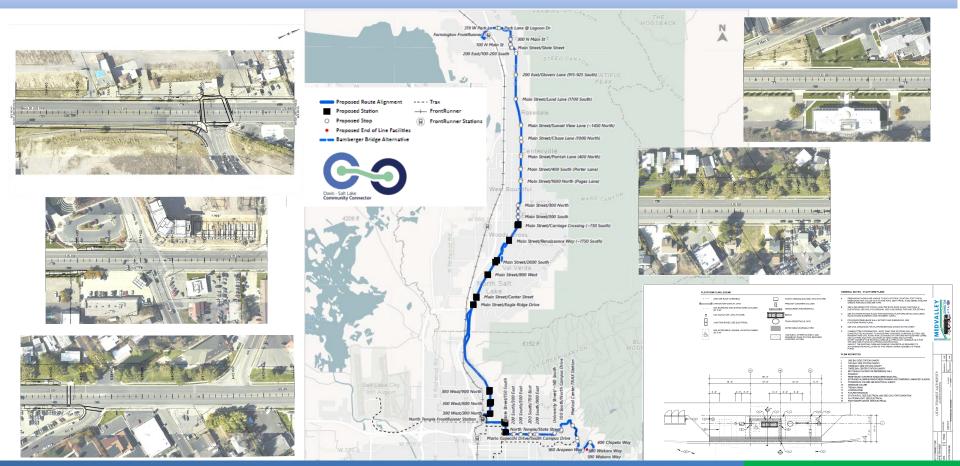


Project Cost – \$ 4,813,000

Funds Request – \$ 4,487,160 This project facilitates active transportation on the north side of Bengal Blvd by replacing a deep gutter system with a new storm drain pipe, inlets, and curb and gutter, installing a 5' pedestrian trail and 5' park strip to allow a safe walking path along a blind corner and removing a hazard to bicyclists.

UTA – Davis – Salt Lake Connector - Operations Intersections Improvement - Project Type – Transit

Farmington Station to UofU Research Park Via SLC Downtown – (26 Miles)



UTA's five-year service plan anticipates starting the Davis-Salt Lake Community Connector in 2028. This funding request is to help support part of the cost of operating the new route for three years. This helps reduce traffic and improve the region's air quality. It serves Davis County to Salt Lake City and U of U.

Project Cost – \$ 24,829,830

Funds Request – \$ 5,000,000

Herriman – Porter Rockwell Park and Ride Project Type – Transit

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

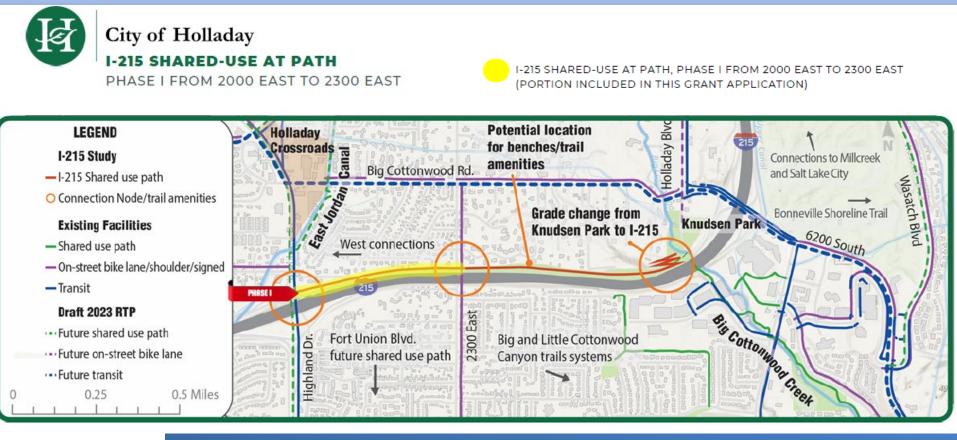


Project Cost – \$ 3,056,200 Funds Request – \$ 2,756,200

This project will construct a Park and Ride facilities of approximately 60 parking spaces. This will be used by residents and commuters to coordinate trips. It is anticipated that the demand will be larger than this parking lot and this is an important first step is serving this underserved demographic.

Holladay – I-215 Shared-Use AT Path - Pedestrian Trail Project Type – Bike & Ped

2000 East to 2300 East - (0.5 miles)



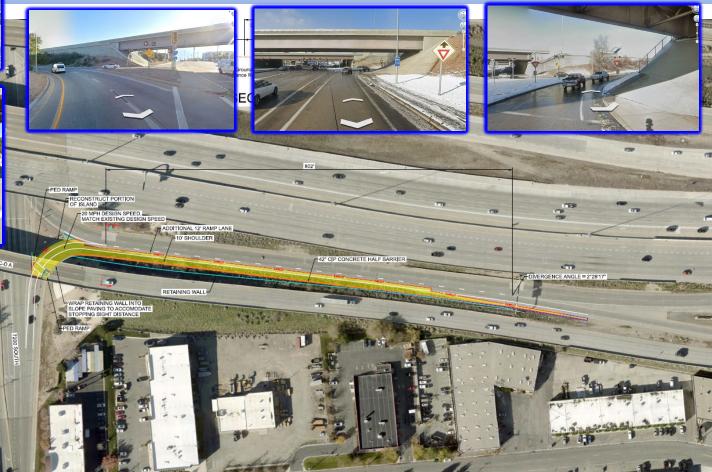
Project Cost – \$ 3,367,000

Funds Request – \$ 3,139,054 Supported by a TLC-funded study, this project will include the design, engineering, and construction for a portion of a new active transportation path along I-215 from 2000 E to 2300 E. The project will reduce emissions, provide AT commuting options, and link neighboring communities and regional routes for cyclists and pedestrians. Agreement with UDOT required for use of ROW.



UDOT – 1-15/ 7200 South Northbound On Ramp – Widening Project Type – Intersections & Signals

7200 South NB On Ramp to I-15- (0.03 miles)

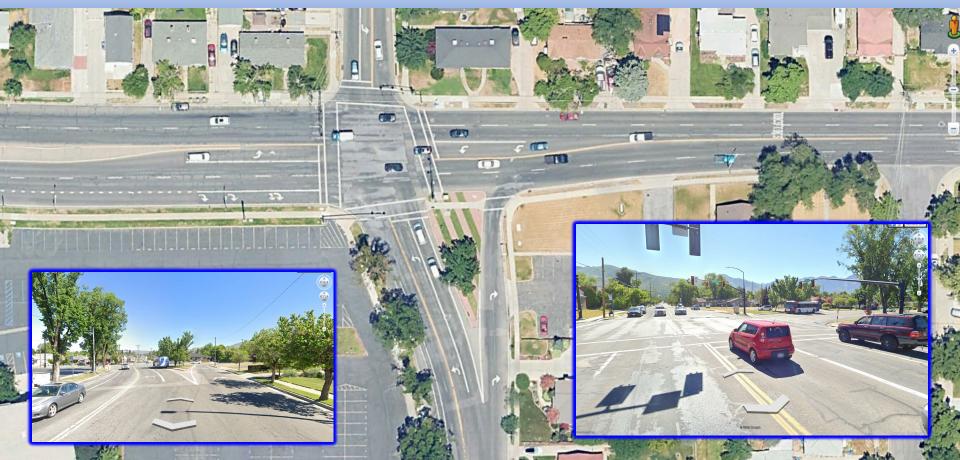


Project Cost – \$ 7,062,000

Funds Request – \$ 3,500,000 The lane is for the westbound vehicles to no longer have a yield condition onto the ramp. Installation of this lane will reduce the time that vehicle have to wait to merge on the ramp, thereby reducing congestion and minimizing conflict points.

Salt Lake City – Highland High - Roundabout Project Type – Intersection

2100 South & 1700 East – (0.25 miles)



Project Cost – \$ 1,118,800

Funds Request – \$ 1,043,057 Salt Lake City will convert a traffic signal at 1700 East and 2100 South to a roundabout to reduce speeds, delays, emissions, air pollution, and to provide a better connection to a future shared use path on the southwest corner. University of Utah students designed this roundabout concept as a capstone project in 2023.



Project Cost – \$ 3,320,000

Funds Request – \$ 1,000,000 This project will add ramp meters to the 700 N Ramps on I-215 West. UDOT has funded a project on I-15 that is anticipated to increase traffic on I-215. Ramp meters on I-215 at 700 North will create better mobility for the I-215/Legacy corridor that parallels I-15 before, during and after the reconstruction of I-15.

UTA – SL Central Transit Improvements – Parking Garage Project Type – Transit

200 South and 600 West to 400 South and UPRR Tracks/ 700 West

Project Cost – \$ 55,000,000

Funds Request – \$ 10,000,000 SL Central needs a park and ride structure and transit improvements surrounding planned new mixed-use buildings. UTA is requesting funds to support the transit improvements serving all individuals who ride transit and board or alight at the hub. These improvements are for bus boarding and for plaza/waiting space for rail.

UTA – 5600 West Bus Route – Operating Costs Project Type – Transit

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

The 5600 West Bus Route 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.



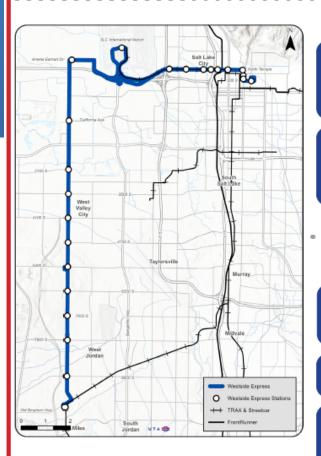
Operating Cost – \$ 31,295,250

Funds Requested-\$ 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



Project Cost – \$ 5,373,000

Funds Request – \$ 5,009,248 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 – 700 East Cy's Road (8800 South) – Intersection Improvements Project Type – Operations

Cy's Road (8800 South) to 700 East – (0.25 miles)



Project Cost – \$ 3,732,000

Funds Request – \$ 3,142,536 This project finishes the east leg of the intersection and installs a traffic signal. The Meadow's at Cy's Rd 34-home and commercial lot development located northeast of the intersection is donating the needed right-of-way as Sandy has agreed to install improvements from 700 E to Green Way. Installation of the traffic signal will significantly reduce intersection delay.

South Jordan – Shields Lane Multi-Use Path (Phase 1) **Project Type – Capital Improvement**

Bangerter Hwy to 3200 West - (0.5 miles)



Key Note Legend 2. Concrete Median

3. Center Turn Lane

4. Midblock Crossing

New Street Trees

9. Bench & Receptacle

Curb Extension

8. New Asphalt

6

7

1. Multi-Use Path w/ Striped Lane 10. Expanded Park Strip 11. High T with Midblock Crossing 12. Lighted Bollard 13. Rapid Rectangular Flashing Beacon 5. Improved Crosswalks 14. Connect to New Pedestrian **Overpass Ramp** 15. Parkstrip Xeriscape Conversion & Added Street Trees Where Needed 16. Dedicated Turn Lanes







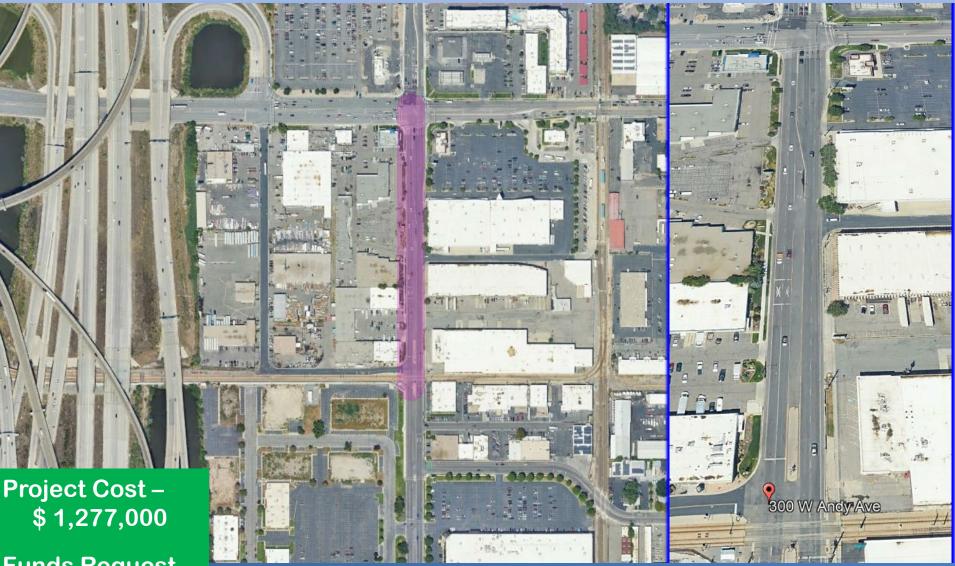
Project Cost – \$ 4,566,400

Funds Request – \$3,996,400

Reconfigure the cross-section of Shields Lane to include a 12-14 ft multiuse path on the south side of the road and enhance pedestrian crossings along the corridor to improve safety and comfort. This project was identified as the preferred solution in the 2023 Shields Lane Solutions Development Study and is highlighted in the City's General Plan and Active Transportation Plan.

South Salt Lake – Mobility Improvements – 300 West Project Type – Capital Improvement

2100 South to Andy Ave – (0.2 miles)



Funds Request – \$ 1,190,547

This project will construct a high comfort bicycle facility along 300 W.

South Salt Lake – Mobility Improvements – Central Pointe Place Project Type – Capital Improvement

Main Street to State Street – (0.1 miles)



Funds Request – \$ 36,360 This project will construct the improvement of Parley's trail between State Street and Main St.

South Salt Lake – Mobility Improvements – Central Pointe Station East Project Type – Capital Improvement

300 W & 2100 South to State St & I-80 – (0.2 miles)



Funds Request – \$ 40,089 This project will construct a spur of Parley's trail that will reach the Central Pointe TRAX station from the East.

South Salt Lake – Mobility Improvements – Central Pointe Station West Project Type – Capital Improvement

300 W & 2100 South to State St & I-80 – (0.1 miles)



Funds Request – \$ 42,886 This project will construct a spur of Parley's trail that will reach the Central Pointe TRAX station from the West.

South Salt Lake – Mobility Improvements – Haven **Project Type – Capital Improvement**

300 W to West Temple – (0.1 miles)

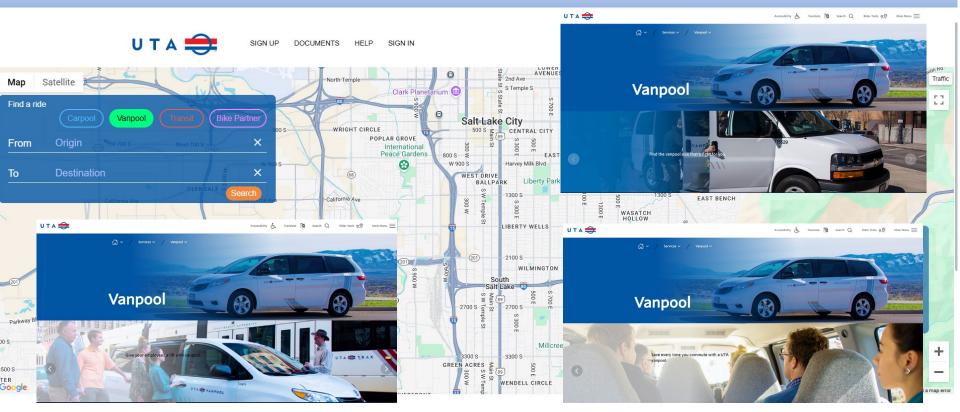


\$443,775

West Temple and 300 West

UTA – Vanpool Expansion Vans Intersections Improvement - Project Type – Transit

Salt Lake County



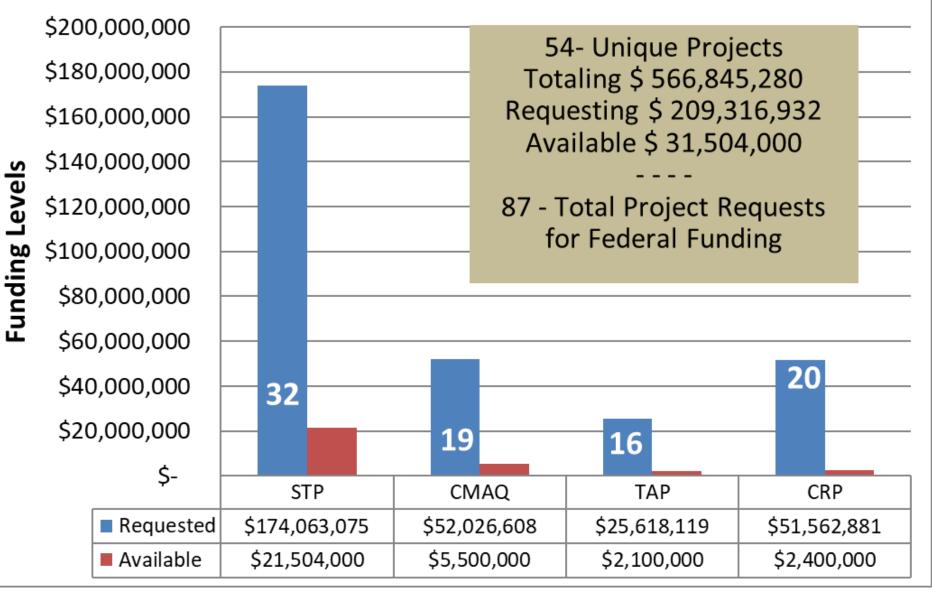
Welcome to UTA Rideshare

Purchase 10 new vans to increase the size of the vanpool fleet. For each additional van available, UTA is able to take an average of 8 SOV off the road and reduce SOV miles. UTA is applying for 10 vehicles in the Ogden/Layton UZA and 10 vehicles for the SL UZA, for a total of 20 vehicles.

Project Cost – \$ 450,000

Funds Request – \$ 419,535

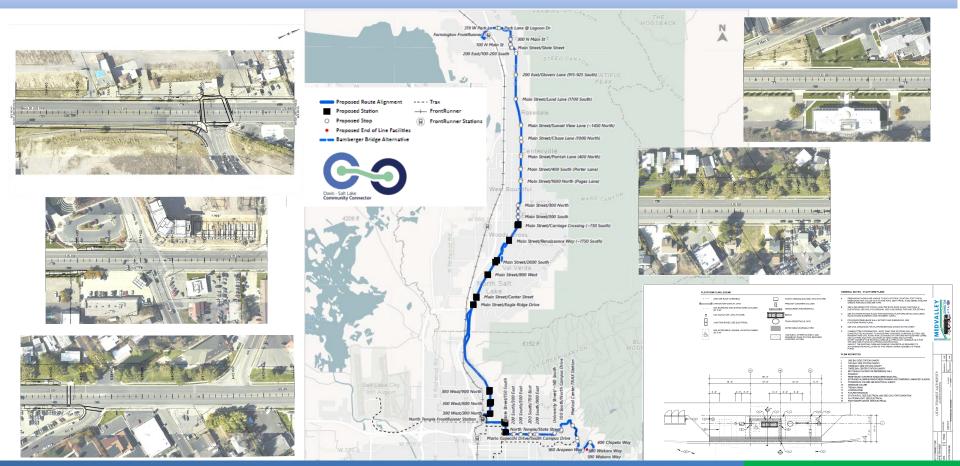
Salt Lake/ West Valley Urban Area



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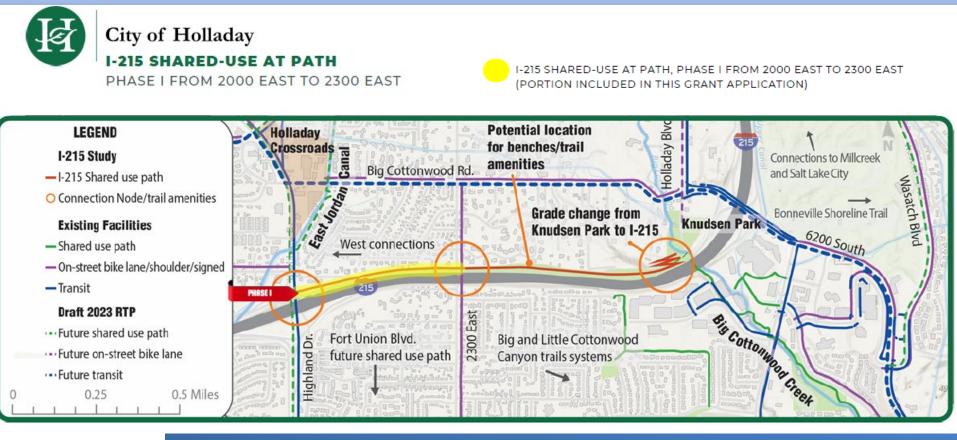
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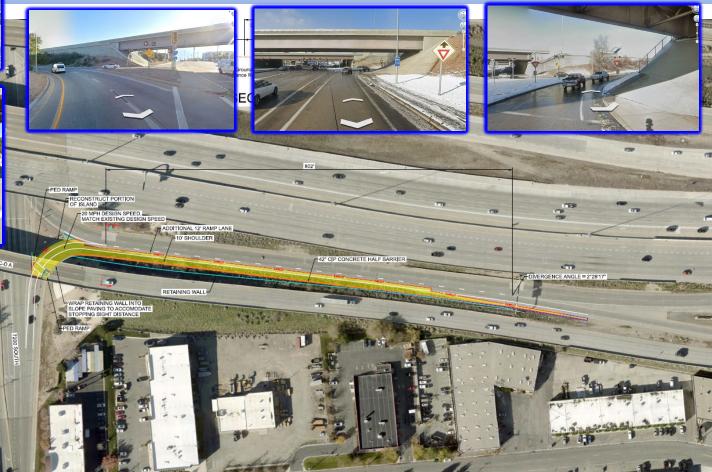
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Funds Request – \$ 3,500,000 The lane is for the westbound vehicles to no longer have a yield condition onto the ramp. Installation of this lane will reduce the time that vehicle have to wait to merge on the ramp, thereby reducing congestion and minimizing conflict points.

Riverton City – Electric Vehicle Charging Stations Project Type – Other

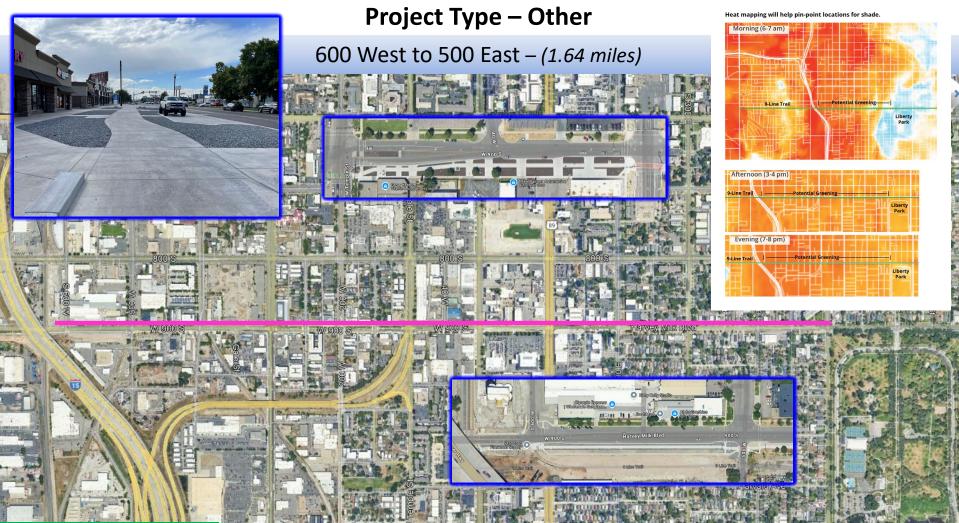
Riverton City Public Works – (0.01 miles)



Project Cost – \$ 496,000

Funds Request – \$ 450,000 Riverton City is preparing to start converting part of their fleet to electric trucks and other vehicles. Before the electric vehicles are purchased, charging stations need to be constructed at the Public Works facilities and/or at the Water Department facility (Water Department is part of Public Works).

Salt Lake City – Carbon Reduction along SLC's 9-Line – Trail



Project Cost – \$ 636,000

Funds Request – \$ 592,000 This project will sequester carbon by adding waterwise street trees and plants along the hottest blocks of Salt Lake City's 9-Line Trail. The 9-Line is underused in the hot summer months due to scorching heat and unshaded bus stops acting like solar ovens. More trees will encourage trail and transit use, reducing emissions.



Project Cost – \$ 3,320,000

Funds Request – \$ 1,000,000 This project will add ramp meters to the 700 N Ramps on I-215 West. UDOT has funded a project on I-15 that is anticipated to increase traffic on I-215. Ramp meters on I-215 at 700 North will create better mobility for the I-215/Legacy corridor that parallels I-15 before, during and after the reconstruction of I-15.

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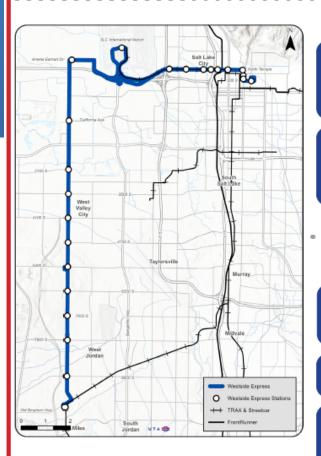
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South Jordan – Shields Lane Multi-Use Path (Phase 1) **Project Type – Capital Improvement**

Bangerter Hwy to 3200 West - (0.5 miles)



Key Note Legend 2. Concrete Median

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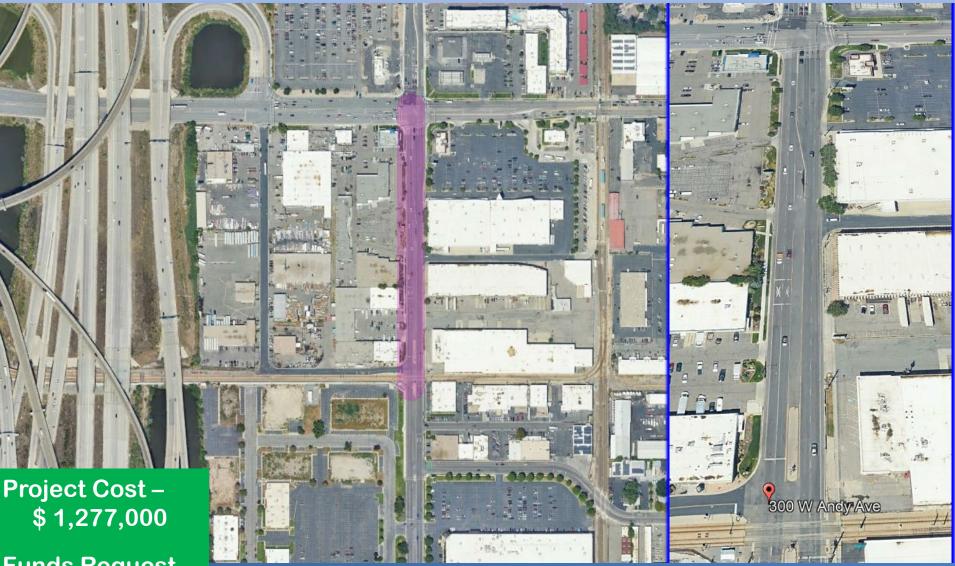


Project Cost – \$ 1,909,000 Funds Request – \$ 1,779,761

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2100 South to Andy Ave – (0.2 miles)



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Funds Request – \$ 36,360 This project will construct the improvement of Parley's trail between State Street and Main St.

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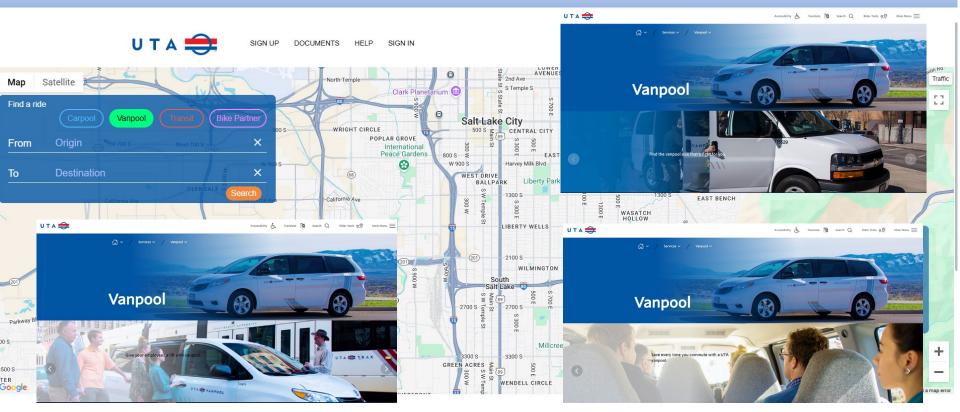


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Salt Lake County



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Project Cost – \$ 450,000

Funds Request – \$ 419,535

West Valley City – 2200 West – Bike Lanes Project Type – Ped/ Bike

4100 South to 3800 South – (0.05 miles)



Project Cost – \$ 4,365,000

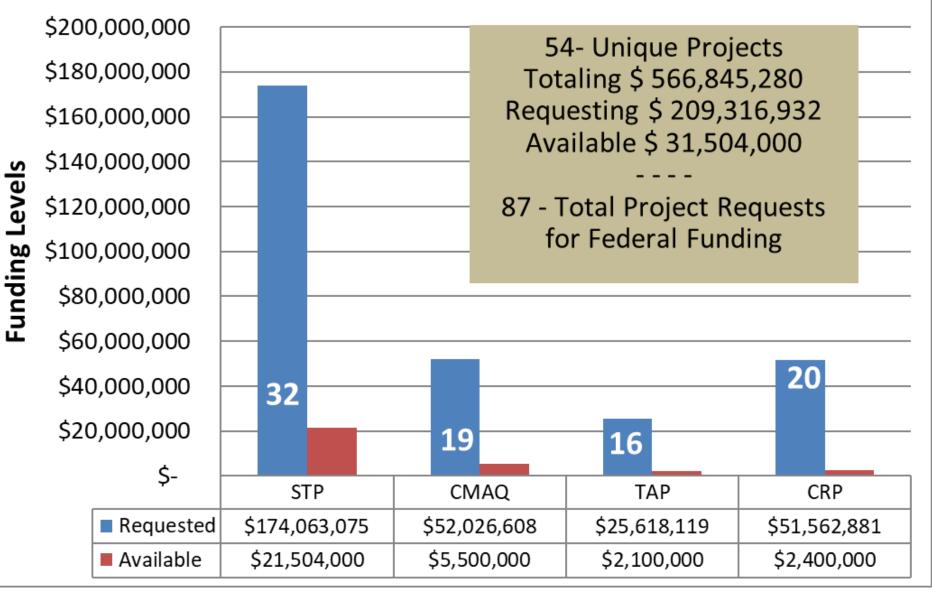
Funds Request – \$ 2,974,163 This project improves 2200 W between 4100 S and 3800 S by improving the pavement section, adding buffered bike lanes, street lights and connecting sidewalk. Presently, pedestrians must use the roadway shoulder, adjacent to traffic lanes.



Project Cost – \$ 6,010,000

Funds Request – \$ 3,806,528 This project improves 4800 W between 3500 S and 3100 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.

Salt Lake/ West Valley Urban Area



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Cottonwood Heights – 2300 East – Sidewalk Connection Project Type – Capital Improvement

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2600 East to Pamela Drive – (0.33 miles)



Project Cost – \$ 4,813,000

Funds Request – \$ 4,487,160 This project facilitates active transportation on the north side of Bengal Blvd by replacing a deep gutter system with a new storm drain pipe, inlets, and curb and gutter, installing a 5' pedestrian trail and 5' park strip to allow a safe walking path along a blind corner and removing a hazard to bicyclists.



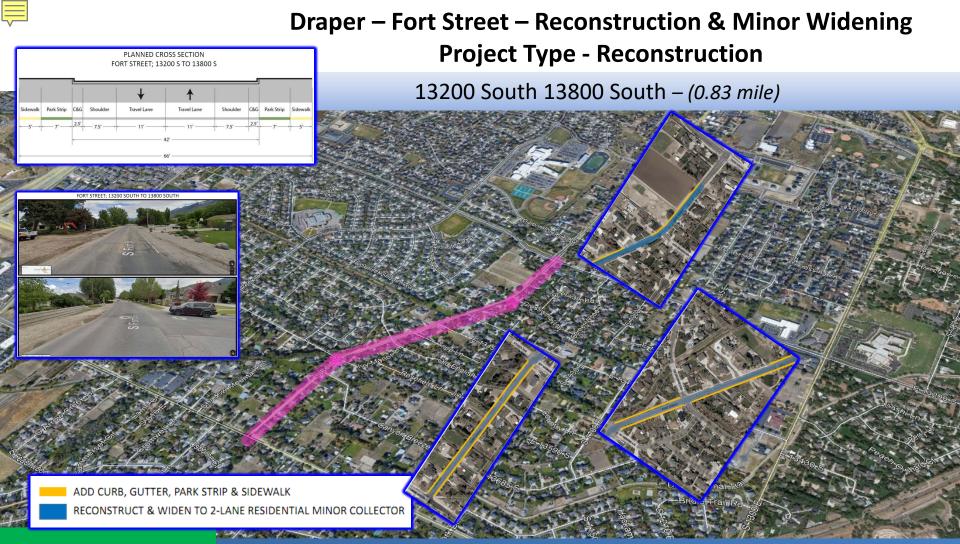
Cottonwood Heights – Highland Drive – Widening Project Type - Capacity

7101 South to 6990 South – (0.2 miles)



NB Highland Dr bottlenecks into two lanes at Fort Union Blvd, causing significant delays (74.7 sec/vehicle). The project will widen Highland Dr on the east side between 6990 - 7101 South, adding a third northbound thru lane to enhance capacity and traffic flow. Project Cost – \$ 3,825,000

Funds Request – \$ 3,566,000



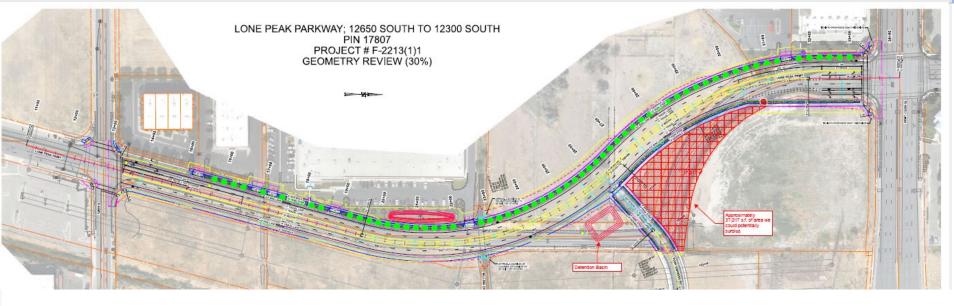
Project Cost – \$ 9,513,300

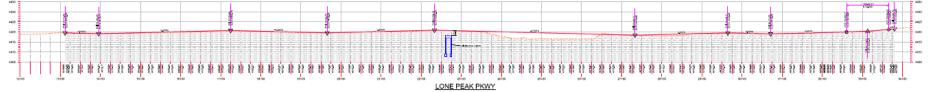
Funds Request – \$ 8,771,358 Fort Street is a north/south collector that runs through the heart of old Draper. Currently it is a two lane street without curb and gutter. It is designated as a safe walking route to nearby schools but does not have continuous sidewalks. The proposed project would reconstruct 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 – Lone Peak Parkway – Reconstruction & Minor Widening Project Type - Reconstruction

12300 South to 12650 South – (0.4 miles)





Project Cost – \$ 13,155,000

Funds Request – \$ 4,314,591 Lone Peak Parkway is a north/south minor arterial just west of I-15. The existing 0.4 mile segment of Lone Peak Parkway from 12650 South to 12300 South has a problematic alignment and is too narrow to accommodate the planned 5-lane section. With recent development in the area, and connection of Lone Peak Pkwy all the way to Bangerter Hwy, widening is more urgently needed. Lone Peak Parkway is identified as a Phase 1 project in the RTP from Bangerter Hwy to 11400 South.



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

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



Project Cost – \$ 4,048,700

Funds Request – \$ 3,774,603 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.



Herriman City – 12600 South Herriman Main St – Intersection Imps Project Type – Operations

4972 West to 5010 West - (0.1 mile)



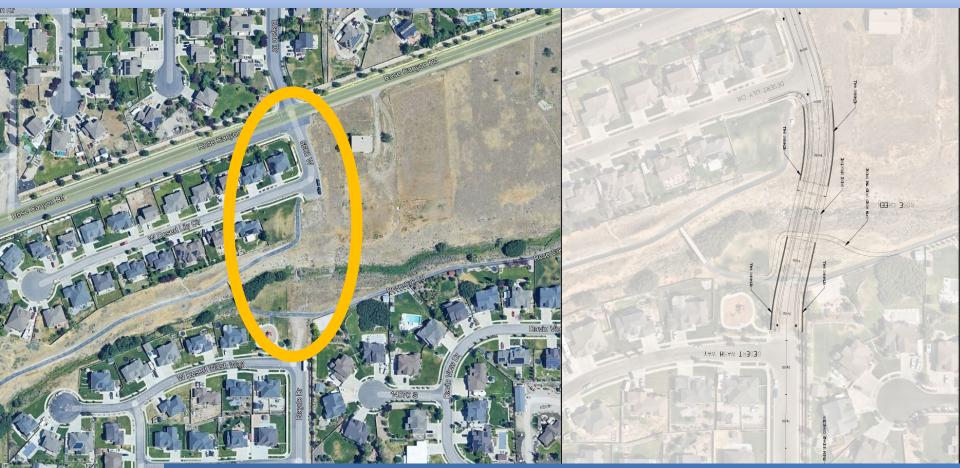
Funds Request – \$ 3,268,400

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



Herriman City – 6600 West Bridge Over Rose Creek Project Type – New Construction

13950 South to 14000 South – (0.1 miles)



Project Cost – \$ 5,602,900

Funds Request – \$ 5,052,900 This project constructs a bridge over Rose Creek providing a new connection for a new section of Herriman City. This project aims to provide a planned connection for a residential area, potential walking routes for the elementary school, bike routes, and provides an alternative route in case of wild fire or road closure for the area.



Holladay City – Highland Drive - Reconstruction Project Type – Reconstruction

Arbor Lane to Van Winkle Expressway – (0.1 miles)



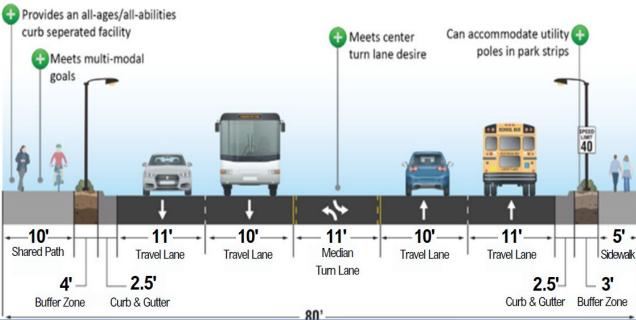


City of Holladay

HIGHLAND DRIVE RECONSTRUCTION & COMPLETE STREET PROJECT

FROM ARBOR LANE TO VAN WINKLE EXPRESSWAY

Cross-Section



Project Cost – \$ 15,109,000

Funds Request – \$ 5,000,000 Highland Drive requires a complete reconstruction to address deteriorating pavement, safety concerns, drainage, and utility conflicts and to meet the City's multimodal transportation goals. The project scope is informed from the Highland Drive Master Plan, Highland Drive Corridor Study, and a 2023 Traffic Analysis.



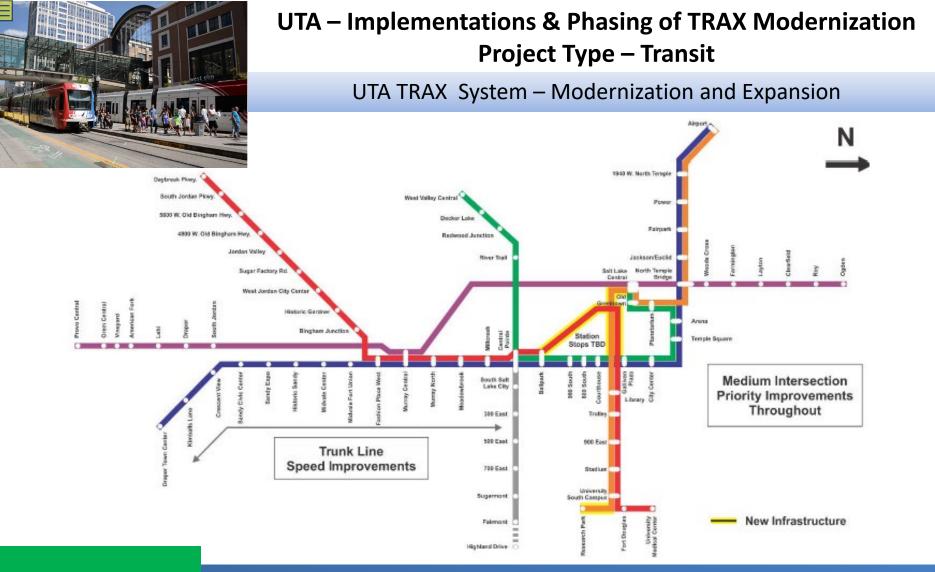
Kearns – 4270 W / Misty Way – Reconstruction Project Type – Reconstruction

5400 South to Home Run Drive (approx. 5800 So) – (0.47 miles)



Project Cost – \$ 4,060,200

Funds Request – \$ 3,743,371 This project would replace the existing rollover gutter and deteriorating sidewalk with 6" tall curb and gutter, new sidewalk, and ADA compliant sidewalk ramps on the East and West sides of 4270 W from 5400 S to Home Run Drive (approx. 5800 S).



Project Cost – \$ 11,000,000

Funds Request – \$ 4,000,000 This funding request is to develop the implementation and phasing of the UTA TRAX Modernization program to improve passenger accessibility, customer experience, ridership demands, and provide reliability and safety enhancements throughout the TRAX system. Activities include planning, environmental, programming, design, etc.



UDOT – 1-15/ 7200 South Northbound On Ramp – Widening Project Type – Intersections & Signals

7200 South NB On Ramp to I-15- (0.03 miles)



Project Cost – \$ 7,062,000

Funds Request – \$ 3,500,000 The lane is for the westbound vehicles to no longer have a yield condition onto the ramp. Installation of this lane will reduce the time that vehicle have to wait to merge on the ramp, thereby reducing congestion and minimizing conflict points.



Millcreek City – 1300 East - Reconstruction Project Type – Reconstruction

3300 South to E Lorraine Dr - (0.4 miles)



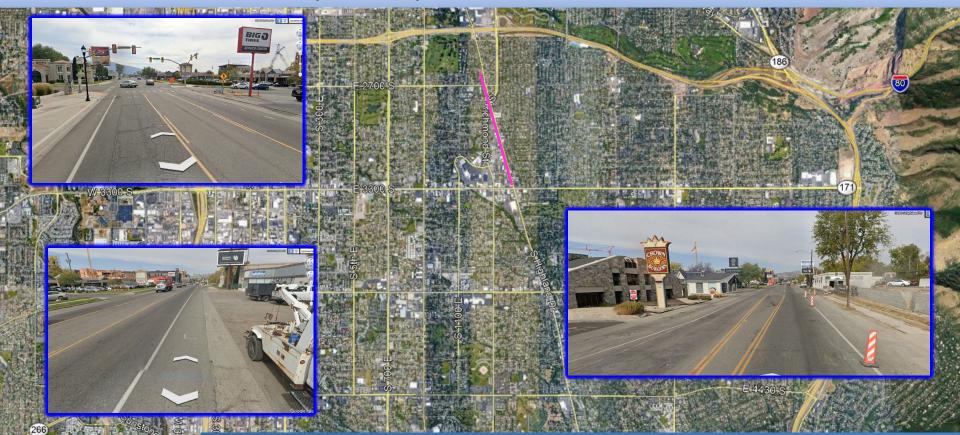
Project Cost – \$ 8,444,000

Funds Request – \$ 4,236,371 This project aims to enhance safety and accessibility along the vital north-south corridor on the east side of Salt Lake Valley. Key improvements will include the reconstruction of outdated curbs and gutters, sidewalks, ADA-compliant ramps, and existing bus stops. A new storm drain system will also be installed to improve drainage and reduce flooding, focusing on creating a more user-friendly environment for all users.



Millcreek City – Highland Drive - Reconstruction Project Type – Reconstruction

City Boundary to 3300 South-(0.5 miles)



Project Cost – \$ 7,256,300

Funds Request – \$ 6,765,048 This project involves a complete reconstruction of Highland Drive, prioritizing the corridor for all users. The north-south roadway was part of the Local Link study affecting Salt Lake, Millcreek, and Holladay. The impetus for these improvements—including sidewalks, bike lanes, and curb ramps—arises from ongoing redevelopment projects adjacent to the roadway.



Project Cost – \$ 9,875,000

Funds Request – \$ 9,175,000 This project will provide sidewalk and buffered bike lanes on both sides of 6400 South. A new storm drain trunkline will be installed, which will separate storm drain water from ditch irrigation water. The deteriorating roadway will be rebuilt, and spot replacement of concrete will be performed.



Riverton – 1300 West – Reconstruct w/ Minor Widening Project Type – Reconstruction

13100 South to 13700 South – (0.77 miles)



Project Cost – \$ 9,760,000

Funds Request – \$ 7,160,000 1300 West was constructed 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 about 13700 South. The design will include adding bike lanes, park strips, sidewalks, curb and gutters, consistent travel lanes and a middle turning lane.



Riverton – 13800 South – Complete Street Improvements Project Type – Ped and Bike

3600 West to 4000 West - (0.625 miles)



Project Cost – \$ 4,992,000

Funds Request – \$ 4,654,042 13800 South was recently extended from the Welby Jacob canal westward. With this new road section, the existing road section between 3600 West and 400 West has an extensively wide asphalt section. This project accomplishes two goals, first by narrowing the travel lanes to help control speeds and, second, to provide protected bike lanes in both directions, which attains the goals of the proposed Beehive Bikeway Plan for this road section.



Project Cost – \$ 3,320,000

Funds Request – \$ 1,000,000 This project will add ramp meters to the 700 N Ramps on I-215 West. UDOT has funded a project on I-15 that is anticipated to increase traffic on I-215. Ramp meters on I-215 at 700 North will create better mobility for the I-215/Legacy corridor that parallels I-15 before, during and after the reconstruction of I-15.

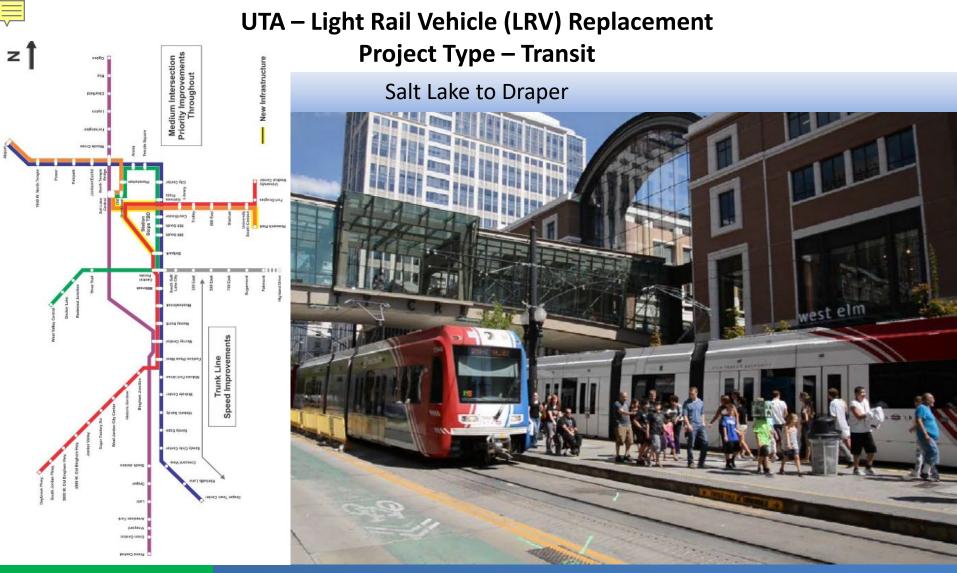


UTA – SL Central Transit Improvements – Parking Garage Project Type – Transit

200 South and 600 West to 400 South and UPRR Tracks/ 700 West

Project Cost – \$ 55,000,000

Funds Request – \$ 10,000,000 SL Central needs a park and ride structure and transit improvements surrounding planned new mixed-use buildings. UTA is requesting funds to support the transit improvements serving all individuals who ride transit and board or alight at the hub. These improvements are for bus boarding and for plaza/waiting space for rail.



Project Cost – \$ 146,000,000

Funds Request – \$ 10,000,000 The requested funds will support UTA's effort to replace 20 high floor light rail vehicles with level-boarding models to complete UTA's transition to a fully accessible fleet. This project enhances mobility for riders with disabilities, promotes equity, and accelerates UTA's state of good repair efforts for reliability.



Salt Lake City – Wakara Way – Reconstruction **Project Type – Reconstruction**

Foothill Drive – (0.26 miles)





Multi-Modal Safety Improvements to Wakara Way

FOOTHILL DRIVE to ARAPEEN DRIVE

preliminary concepts to be verified through public engagement process

DRAFT December 2024









crossed here in 10 minutes! Add missing sidewalk immediately adjacent to Wakara Way.

Reconfigure connection to multi-use path with bike ramps eliminating sharp turns on / off the bike lanes.

Eliminate or significantly redesign the cometry (horizontal and raised) of this slip lane to reduce the risk to travelers on the multi-use path.



Improve visibility and connection between multi-use path and bike lanes on Wakara Way and Arapeen Dr. using green paint and visible markings. Consider a bike-and-ped scramble signal phasing. Concept may evolve based on TechLink TRAX design at this location. The TRAX station is anticipated to the east on Arapeen Dr.

LANES, BIKE LANES & TRAVEL DEMAND

Improve bike lane width and separation; evaluate the number of travel

lanes and need for turn lanes in combination with staggered shifts to

Consider designs with asphalt to the curb and separator barricades

that can be removed for pavement surface treatments every few years

Change bus stop locations considering intersection / crosswalk proximity and transit rider safety. Evaluate eliminating intersection turn lanes to provide bus stop locations closer to the intersection.

Change lane geometry or number to provide a reduced pedestrian crossing distance with either a center refuge median or bulbouts.

Add a mid-block crosswalk to serve this bus stop pair. Four people

eliminate peak travel congestion.

Project Cost – \$ 5,042,000

Funds Request – \$4,700,657,

Wakara Way, a primary vehicular access to the University of Utah Research Park, will soon become a first-last mile connection for the future TechLink TRAX line. The reconstruction will address poor pavement and street flooding, while adding safer bikeways and more direct / continuous sidewalks per the SLC Street Typologies.



Project Cost – \$ 5,373,000

Funds Request – \$ 5,009,248 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.



Project Cost – \$ 29,265,000

Funds Request – \$ 4,000,000 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 – Shields Lane Multi-Use Path (Phase 1) **Project Type – Capital Improvement**

Bangerter Hwy to 3200 West – (0.5 miles)



Key Note Legend 2. Concrete Median

3. Center Turn Lane

4. Midblock Crossing

New Street Trees

9. Bench & Receptacle

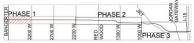
Curb Extension

8. New Asphalt

6

7

1. Multi-Use Path w/ Striped Lane 10. Expanded Park Strip 11. High T with Midblock Crossing 12. Lighted Bollard 13. Rapid Rectangular Flashing Beacon 5. Improved Crosswalks 14. Connect to New Pedestrian **Overpass Ramp** 15. Parkstrip Xeriscape Conversion & Added Street Trees Where Needed 16. Dedicated Turn Lanes







Project Cost – \$ 4,566,400

Funds Request – \$3,996,400

Reconfigure the cross-section of Shields Lane to include a 12-14 ft multiuse path on the south side of the road and enhance pedestrian crossings along the corridor to improve safety and comfort. This project was identified as the preferred solution in the 2023 Shields Lane Solutions Development Study and is highlighted in the City's General Plan and Active Transportation Plan.



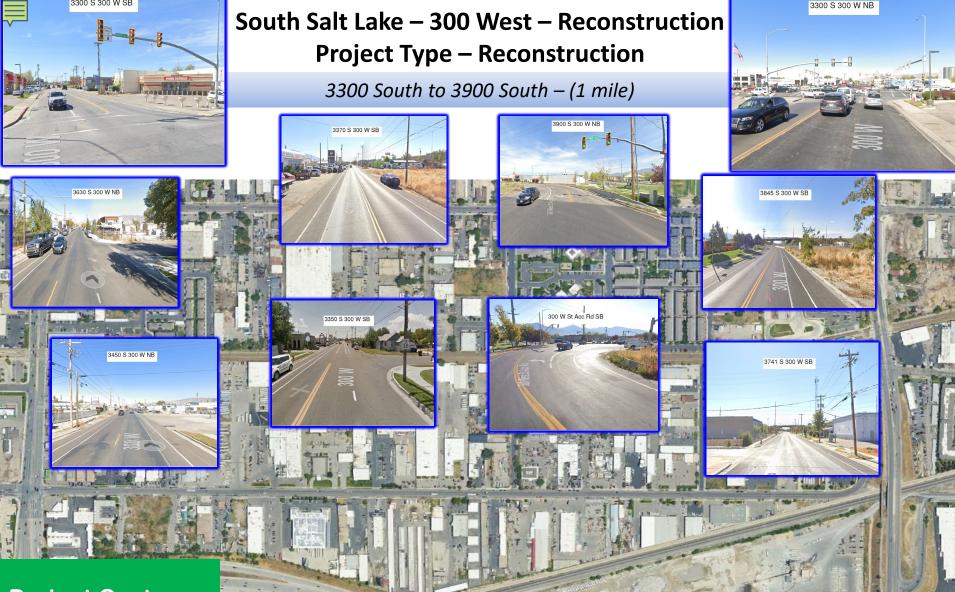
South Jordan – Prosperity Road (Phase 1) – New Construction Project Type – Capacity

Crimson View Drive to Bingham Rim Road – (0.56 miles)



Project Cost – \$ 11,600,500

Funds Request – \$ 10,815,146 The project will connect Prosperity Road from Crimson View Drive to the future Bingham Rim Rd. The Project will provide connectivity between the Daybreak Residential area and a commercial and industrial area along Old Bingham Highway. The road will also allow for travel north and south to Old Bingham Highway without needing to travel east to Mountain View Corridor.



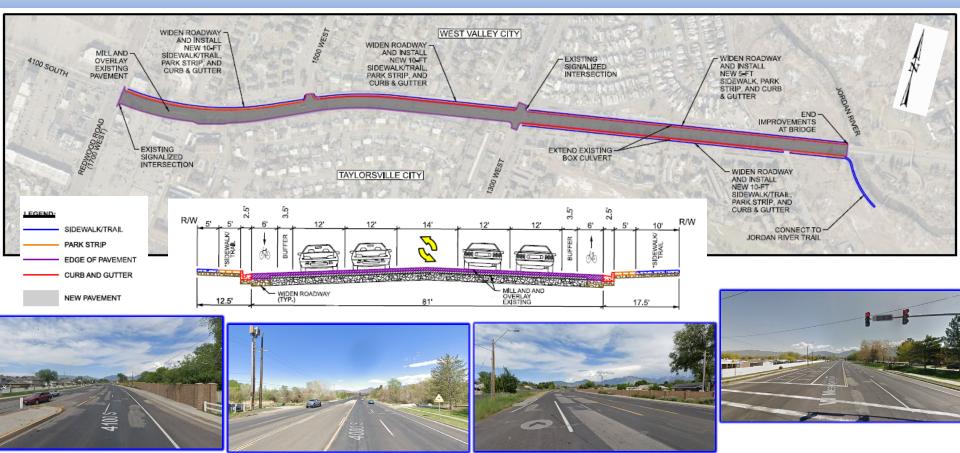
Project Cost – \$ 17,473,200

Funds Request – \$ 16,290,264 Reconstructing and widening 300 West, the project will have existing utility be replaced with new utility. Adding roadway, drive-approach, sidewalk, installing bike faculty and crossing in the reconstruction of the road.



Taylorsville – 3900 South Bike Lanes – Bike \Pedestrian Project Type – Capital Improvement

Redwood Road to Jordan River – (1 mile)



Project Cost – \$ 13,612,000 Funds Request – \$ 7,482,183 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 Area – UTA New Radio System – Operations Project Type – Transit

UTA Service Area



This installs over 3,600 units in UTA vehicles and facilities to fully replace our obsolete iDEN system with a modern radio over IP system. The new system has 80% fewer equipment sites. It provides cloud-based dispatch solutions feeding 16 train and bus dispatch consoles. Remaining sites give redundancy and disaster prep.

Project Cost – \$ 24,000,000

Funds Request – \$ 2,000,000



Project Cost – \$ 20,665,000

Funds Request – \$ 3,000,000 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 – \$ 11,254,000 Funds Request –

\$7,000,641

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..



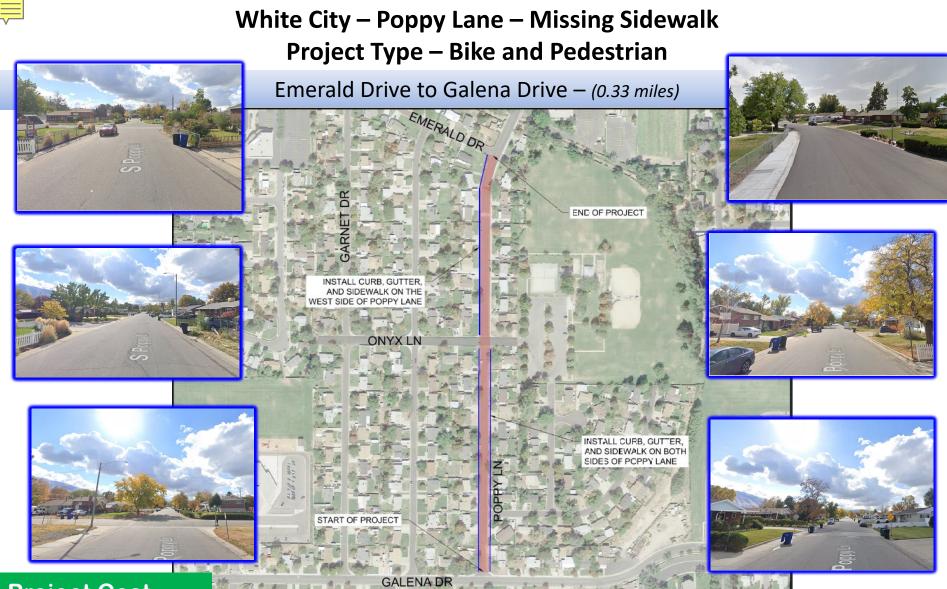
West Valley – 7200 West – Reconstruct w/ Minor Widening Project Type – Reconstruct

4100 South to 3900 South- (0.33 miles)



Project Cost – \$ 6,539,000

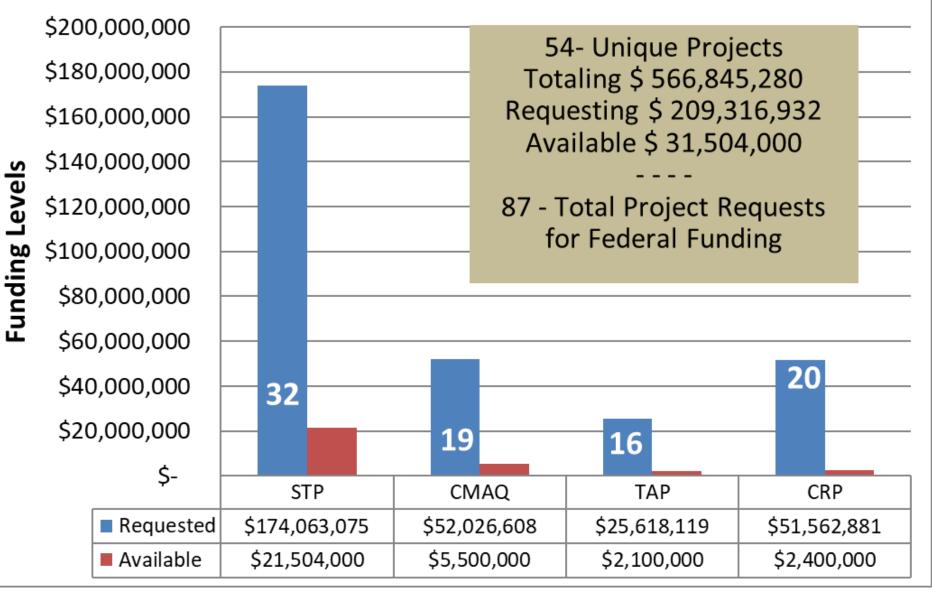
Funds Request – \$ 4,236,249 This project is necessary to meet current needs and to accommodate future growth in the southwest portion of West Valley City and Magna. This project will improve safety, add bike lanes, and will complete curb, gutter and sidewalk through this corridor. The user experience will be enhanced through pavement improvements.



Project Cost – \$ 1,376,900

Funds Request – \$ 1,283,684 This project will install curb, gutter, sidewalk, and pedestrian ramps on the west side of Poppy Lane from Emerald Drive to Onyx Lane and both sides of Poppy Lane from Onyx Lane to Galena Drive; which is on the Glacier Hill Elementary's Safe Route to School.

Salt Lake/ West Valley Urban Area



** Note ** the amount requested per program may include project duplicate requests in multiple programs

Cottonwood Heights – 2300 East – Sidewalk Connection Project Type – Capital Improvement

Fort Union Blvd to 6400 South – (0.7 miles)

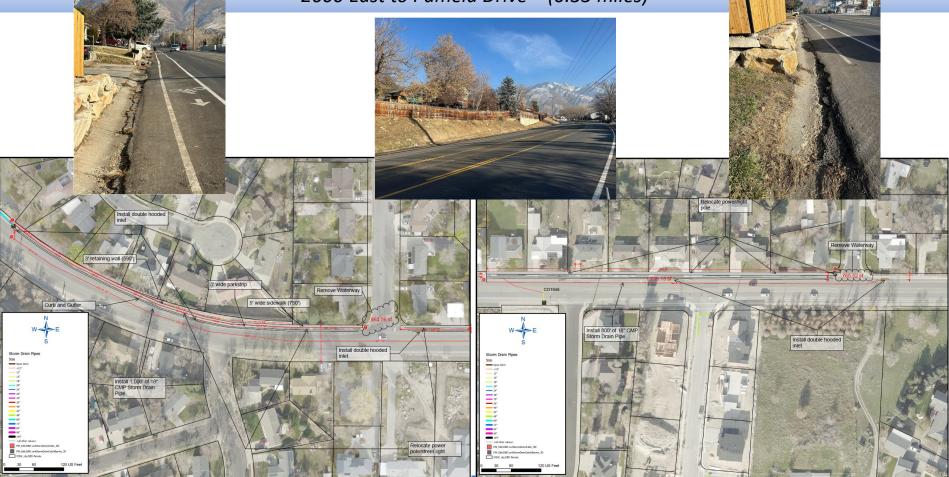


Project Cost – \$ 1,667,000 Funds Request – \$ 1,554,144

This project is located on 2300 E between Fort Union Blvd and the City's northern extents at I-215. The project will reconstruct the west side of 2300 E to include rebuilding and building a new 6' sidewalk bridging gaps in sidewalk, curb, and gutter of approximately 2,000 feet on 2300 E.

Cottonwood Heights – Bengal Boulevard – Pedestrian Trail Project Type – Capital Improvement

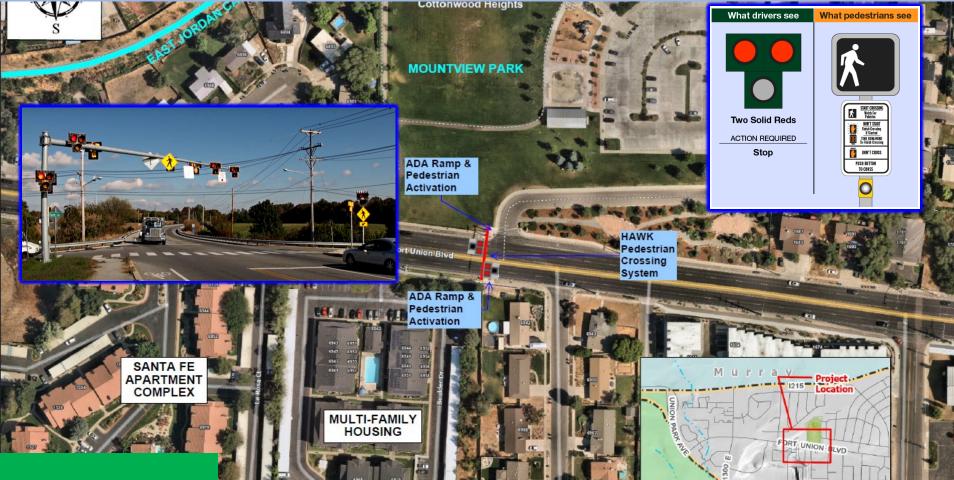
2600 East to Pamela Drive – (0.33 miles)



Project Cost – \$ 4,200,000 Funds Request – \$ 3,915,660 This project facilitates active transportation on the north side of Bengal Blvd by replacing a deep gutter system with a new storm drain pipe, inlets, and curb and gutter, installing a 5' pedestrian trail and 5' park strip to allow a safe walking path along a blind corner and removing a hazard to bicyclists.

Cottonwood Heights – Fort Union Blvd – 1600 East – HAWK Project Type – Capital Improvement

Mountview Park Entrance to 1600 East – (0.01 miles)



Project Cost – \$ 520,000

Funds Request – \$ 484,000 Install a HAWK Pedestrian Crossing System on Fort Union Boulevard, west of the Mountview Park entrance (approx. 1600 East). Current crosswalk posses significant safety risks due to high vehicle speeds and the consistent failure of automobiles to stop for pedestrians.

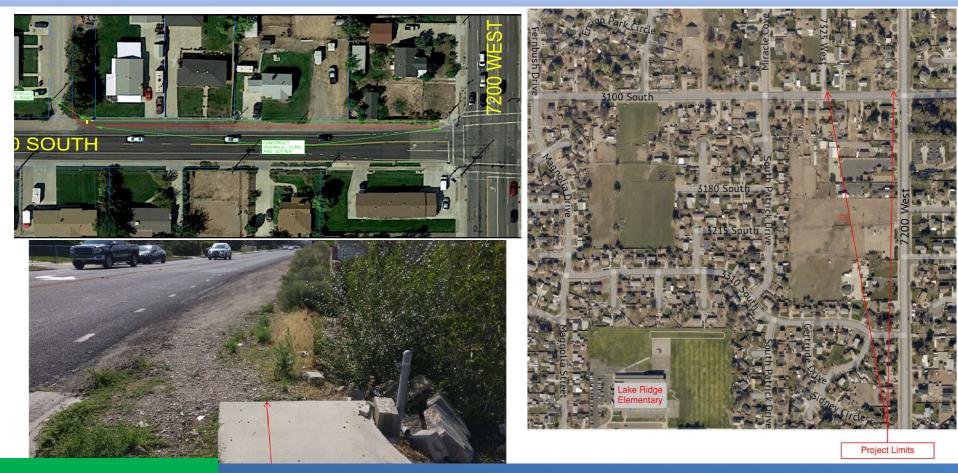


Project Cost – \$ 2,873,500 Funds Request – \$ 2,641,672

To provide a safe alternative for cyclists and pedestrians in an open corridor (power line corridor) through an open space bisecting two neighborhoods. This will improve mobility and safety for students for nearby schools, and other users for leisure and transit.

Magna – 3100 South – Construct Missing Sidewalk Project Type – Safe Route to School

7200 West to 7270 West – (0.08 miles)



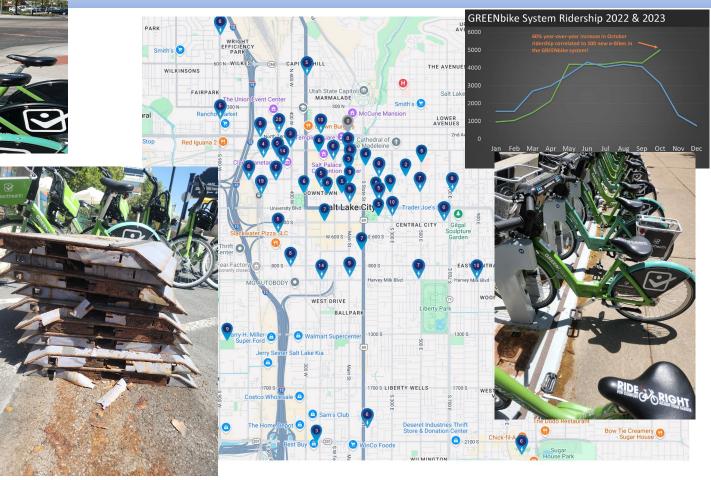
Project Cost – \$ 520,300

Funds Request – \$ 485,076 The installation of curb, gutter and sidewalk on the north side of 3100 South from 7200 West to 7270 West. This section of 3100 South is designated as a safe route to the nearby Lake Ridge Elementary school and the installation of these improvements would increase the pedestrian safety along this route.

Salt Lake City – Bike Share (GREENbike) Capital Care – Stations & Bikes



Salt Lake City Proper – (9 sq miles)



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 five stations, each with 12 docks, and a total of 58 eBikes. GREENbike will continue to serve the public with sustainable travel.



Project Cost – \$ 850,000

Funds Request – \$ 792,455

South Jordan – Shields Lane Multi-Use Path (Phase 1) Project Type – Capital Improvement

Bangerter Hwy to 3200 West - (0.5 miles)



Key Note Legend 2. Concrete Median

3. Center Turn Lane

4. Midblock Crossing

New Street Trees

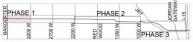
Curb Extension

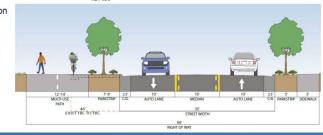
8. New Asphalt

6

7

1. Multi-Use Path w/ Striped Lane 10. Expanded Park Strip 11. High T with Midblock Crossing 12. Lighted Bollard 13. Rapid Rectangular Flashing Beacon 5. Improved Crosswalks 14. Connect to New Pedestrian **Overpass Ramp** 15. Parkstrip Xeriscape Conversion & Added Street Trees Where Needed 9. Bench & Receptacle 16. Dedicated Turn Lanes







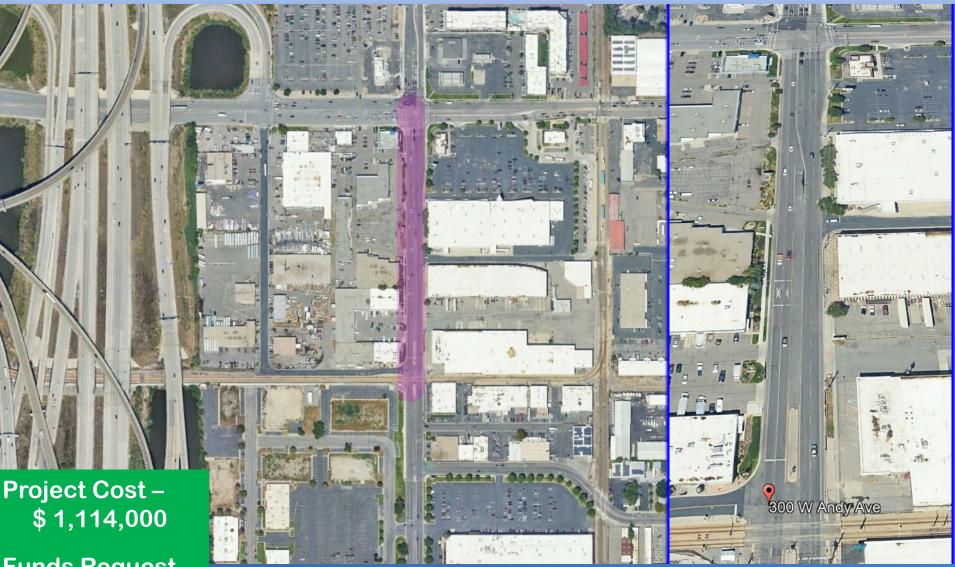
Project Cost – \$ 3,310,400

Funds Request – \$ 2,740,400

Reconfigure the cross-section of Shields Lane to include a 12-14 ft multiuse path on the south side of the road and enhance pedestrian crossings along the corridor to improve safety and comfort. This project was identified as the preferred solution in the 2023 Shields Lane Solutions Development Study and is highlighted in the City's General Plan and Active Transportation Plan.

South Salt Lake – Mobility Improvements – 300 West Project Type – Capital Improvement

2100 South to Andy Ave – (0.2 miles)



Funds Request – \$ 1,038,582

This project will construct a high comfort bicycle facility along 300 W.

South Salt Lake – Mobility Improvements – Central Pointe Place Project Type – Capital Improvement

Main Street to State Street – (0.1 miles)



Funds Request – \$ 31,698 This project will construct the improvement of Parley's trail between State Street and Main St.

South Salt Lake – Mobility Improvements – Central Pointe Station East Project Type – Capital Improvement

300 W & 2100 South to State St & I-80 – (0.2 miles)



Funds Request – \$ 34,495 This project will construct a spur of Parley's trail that will reach the Central Pointe TRAX station from the East.

South Salt Lake – Mobility Improvements – Central Pointe Station West Project Type – Capital Improvement

300 W & 2100 South to State St & I-80 – (0.1 miles)



Funds Request – \$ 37,292

This project will construct a spur of Parley's trail that will reach the Central Pointe TRAX station from the West.

South Salt Lake – Mobility Improvements – Haven **Project Type – Capital Improvement**

300 W to West Temple – (0.1 miles)

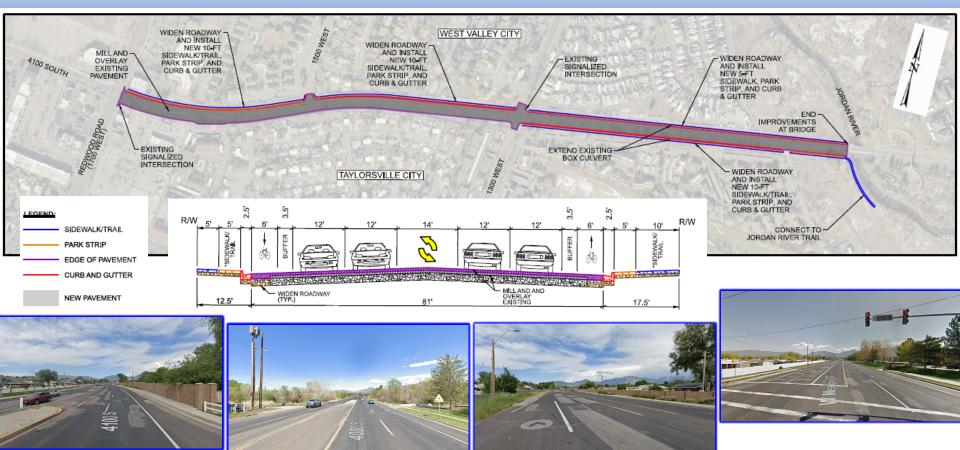


\$386,905

West Temple and 300 West

Taylorsville – 3900 South Bike Lanes – Bike \Pedestrian Project Type – Capital Improvement

Redwood Road to Jordan River – (1 mile)



Project Cost – \$ 11,869,000

Funds Request – \$ 5,739,183 This proposed project improves 3900 South between Redwood Road and the Jordan River by improving the pavement section, adding a 12' Shared Use Path, street lighting and connecting sidewalk. Presently, pedestrians are required to use the roadway shoulder, adjacent to traffic lanes with a 40 mph speed limit.

Murray City – 5400 South – Construct Missing Sidewalk Project Type – Capital Improvement

Canal Street to Walden Glen Drive – (0.16 miles)



Project Cost – \$ 548,000

Funds Request – \$ 200,000 This project aims to construct a sidewalk and Curb & Gutter along 5400 South on the south side between Canal Street and Walden Glen Drive. This project will serve as a connection piece for the pedestrian sidewalk.

West Valley City – 1300 West Bike Lanes – Bike Route Expansion Project Type – Capital Improvement

4000 South to 3300 South – (1.0655 miles)



Project Cost – \$ 9,068,000

Funds Request – \$ 4,962,633 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..

White City – Emerald Drive – Construct Missing Sidewalk Project Type – Capital Improvement

Garnet Drive to Poppy Lane – (0.12 miles)



Project Cost – \$ 615,600 Funds Request – \$ <u>573,924</u> The purpose of this project is to ensure the safety, accessibility, and convenience of students who walk or bike to and from school. Currently, students living in White City are forced to walk on the roadway due to the lack of sidewalks available there. This project will place sidewalk on both sides of Emerald Drive from Garnet Drive to Poppy Lane.