

Projects to Be Evaluated for the 2020-2025 STP and CMAQ Funds and the 2021 TAP Programs

Region	County	City	Agency	Funding Type	Project Name	From Street	To Street	Project Improvement	Description	Tot Cost	Fed Fund
2	Salt Lake	Multi	Utah Transit Authority	CMAQ	Bus Stop Improvements	NA	NA	Transit Capital	The project will upgrade approximately 50 of the highest ridership bus stop locations in need of improvement throughout the Salt Lake Valley at an average of \$22k per stop. The project may include concrete ADA landings, shelter pads, shelters, benches, right of way and other amenities as warranted.	\$ 1,072,617	\$ 1,000,000
2	Salt Lake	Salt Lake City	Salt Lake City Corporation	CMAQ	Salt Lake City Bike Share (GREENbike) Expansion	Salt Lake City	Salt Lake City	Other CMAQ	Bike share provides commuters options to link local destinations with regional transit via bicycle. GREENbike reduces carbon emissions and vehicle miles traveled by providing alternatives to short car trips. In 2016, GREENbike users removed nearly 741,000 lbs of CO2 from the airshed by biking instead of driving.	\$ 643,570	\$ 600,000
2	Salt Lake	Salt Lake City	Utah Transit Authority	CMAQ	SLC West Intermodal	North Temple	Redwood Road	Transit Capital	Salt Lake City's recently adopted Transit Master Plan calls for increased service and related capital improvements. The city council has also allocated funding to support that service. Much of the service will have lines ending in the Redwood Road and North Temple area. To facilitate these connections between bus routes as well as connections to the TRAX Green Line, an intermodal center/bus hub is needed. Possible locations are being considered with SLC and partnering entities in the area that may have property available.	\$ 4,200,300	\$ 3,915,940
2	Salt Lake	Sandy	Sandy City	CMAQ	9400 South Dual Left Turns @ 700 East	584 East 9400 South	745 East 9400 South	Intersections & Signals	Sandy City/Parametrix completed a modeling analysis of 9400 South Intersection in October, 2018. The goal was to examine the existing conditions and provide improvement recommendations. The conclusion; widen 9400 South to accommodate dual left turn lanes for the Eastbound & Westbound legs to reduce the PM Peak congestion that occurs going onto the SR-71.	\$ 3,446,300	\$ 3,185,949
2	Salt Lake	UDOT TOC	UDOT TOC	CMAQ	SR-172 (5600 W)	Amelia Earhart Dr	SR-171		Install equipment and associated infrastructure for Traffic Signal Priority for 11 Intersections	\$ 230,000	\$ 214,429
2	Salt Lake	UDOT TOC	UDOT TOC	CMAQ	SR-68 (Redwood Road)	North Temple	3500 South (SR-171)		Install equipment and associated infrastructure for Traffic Signal Priority for 18 Intersections	\$ 300,000	\$ 279,690
2	Salt Lake	UDOT TOC	UDOT TOC	CMAQ	U-111 (Bacchus Highway)	SR-201	New Bingham Highway		Install equipment and associated infrastructure for Traffic Signal Priority for 10 Intersections	\$ 220,000	\$ 205,106
2	Salt Lake	West Jordan City	West Jordan City	CMAQ	5490 West 7800 South Roundabout	5490 West	7800 South	Other CMAQ	The intersection of 5490 West and 7800 South is quickly developing into a commercial hub for the west side of West Jordan. This intersection has been identified in the Master Plan as needing additional traffic control. This is currently a two-way stop controlled intersection. 7800 South carries 20,000 ADT based on recent City traffic counts. An analysis of both a traffic signal and roundabout was performed and the City has determined that a roundabout provides the needed traffic control, a speed control element to the corridor and also provides the best air quality solution to the intersection. The proposed speed approaching the roundabout is 30-35 MPH. Therefore, the City is requesting funds to install a 2-lane roundabout at this intersection as shown in the attached design. This is consistent with the 2 other similar two-lane roundabouts within the area on 7800 S to the west and 5600 West to the north. The roundabout concept has been approved by the City Council and the developer will construct the north side of the roundabout as part of the development approved there. 5490 is a Collector street connecting 7000 South and 7800 South that will be constructed with developer and City funds. The expected future North-south of 12,000 ADT.	\$ 1,197,200	\$ 1,116,150
2	Salt Lake	West Valley City	West Valley City	CMAQ	3100 South 5600 West Intersection Improvements	3100 South	5600 West	Intersections & Signals	The westbound left movement experiences large delays and queues during the PM peak hour. UDOT's timing plan gives all possible green time to the southbound movement to avoid spillbacks to the interchange area. Additionally, several pedestrians cross the south leg of the intersection (15 in the AM peak hour and 9 in the PM peak hour). The pedestrian phase for this movement is oversized, meaning that it penalizes the NBL and SBL phases by taking 5 seconds of their usual split to complete the pedestrian phase.	\$ 1,408,500	\$ 1,292,168

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2	Salt Lake	Bluffdale	Bluffdale	STP	14000 South	2950 West	3600 West	New Construction	This project will allow the extension of 14000 South to 3600 West to create an east-west collector to serve the redeveloping area of 2700 West between Bangerter Highway and 14400 South. The existing roads already serve the Wardle Fields Regional County Park, a public and charter school, and a church, with a retail center with hobby garages under construction and interest from several retail businesses. Extending 14000 South to 3600 West will connect the surrounding residential areas with this developing area and allow more of the surrounding area to easily access the regional park. It will also allow easier access to the shopping center at 13400 South and Bangerter Highway.	\$ 4,181,500	\$ 3,898,412
2	Salt Lake	Bluffdale	Bluffdale	STP	Pony Express Realignment	14600 South	Porter Rockwell	Reconstruction	Realign Pony Express Road in Bluffdale to connect to Porter Rockwell Blvd. instead of 14600 South at the I-15 interchange. This will eliminate the existing Y-Intersection and divert most traffic accessing the I-15 interchange from the frontage road to Porter Rockwell Blvd.	\$ 5,806,400	\$ 5,413,307
2	Salt Lake	Cottonwood Heights	Cottonwood Heights	STP	Danish Road - Road Widening and Safety Project	Creek Road	Oak Hollow Circle	Widening	Danish Road is a major east/west connector road, connecting Wasatch Blvd to Bengal Blvd in Cottonwood Heights. This Project will widen the existing roadway to improve vehicular and pedestrian safety, install sidewalk, curb and gutter, and Type II bike lanes	\$ 2,987,600	\$ 2,724,740
2	Salt Lake	Draper	Draper City	STP	Lone Peak Parkway	12650 South	12300 South	Widening	Lone Peak Parkway is a north/south minor arterial just west of I-15. Currently, Lone Peak Parkway begins at the northern limits of Draper City at 11400 South and terminates at Bangerter Highway. 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. Draper City has already budgeted for and initiated right of way acquisition for this project. Lone Peak Parkway is identified as a Phase 1 project in the RTP from Bangerter Hwy to 11400 South.	\$ 5,140,000	\$ 3,980,000
2	Salt Lake	Draper	Draper City	STP	Pioneer Road	1300 East	Highland Drive	Widening	Pioneer Road is an East-West collector road that provides access from the valley to the east bench areas of the city. The existing road has two lanes and lacks continuous curb and gutter. Consequently there are frequent flooding issues. It is also designated as a safe walking route to nearby schools but does not have continuous sidewalks. The proposed project would reconstruct and widen this section of road to include two travel lanes, paved shoulders, curb and gutter, park strips, and sidewalks. This will provide a safer travel corridor for vehicles and pedestrians. Pioneer Road is classified in the UDOT Functional Class System as a major collector.	\$ 7,600,000	\$ 7,000,000
2	Salt Lake	Emigration Metro	Salt Lake County	STP	Emigration Canyon Slope Mitigation - 4909 E	4858 E Emigration Canyon Road	4909 E Emigration Canyon Road	New Construction	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.	\$ 3,093,100	\$ 2,783,790
2	Salt Lake	Emigration Metro	Salt Lake County	STP	Emigration Canyon Slope Mitigation - 5647 E	5647 E Emigration Canyon Road	5696 E Emigration Canyon Road	New Construction	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.	\$ 3,028,100	\$ 2,725,290
2	Salt Lake	Herriman	Herriman City	STP	Herriman Blvd Extension (12600 S)	6800 W	7300 W	Other STP	Required roadway to serve new development.	\$ 6,104,700	\$ 3,000,000
2	Salt Lake	Kearns, West Valley City	Kearns Metro/West Valley City	STP	4700 South Reconstruction and Widening	4000 West	5600 West	Widening	The project is needed to meet capacity needs, by improving capacity at the intersections, railroad crossings, reconstructing and widening canal bridges and to reconstruct the existing pavements with its various deficiencies	\$ 16,367,300	\$ 15,259,234
2	Salt Lake	Magna Metro Township	Magna Metro Township	STP	2700 South Sidewalk	8000 West	8400 West	New Construction	The installation of sidewalk on the north side of 2700 S from 8000 W to 8400 W. There is an elementary school off 2700 S between 8000 W and 8400 W and there is no existing sidewalk on the north side of 2700 S. Installing sidewalk in this area is would increase the pedestrian safety near the elementary school.	\$ 2,192,500	\$ 2,044,068

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2	Salt Lake	Midvale City	UDOT Region 2	STP	7200 S. and 300 W. Intersection	7200 S. (SR-48) MP 4.05	7200 S. (SR-48) MP 4.15	Intersections & Signals	There is a waterway on the south 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.	\$ 323,000	\$ 287,148
2	Salt Lake	Millcreek	Millcreek	STP	1300 East: 3300 South to 3900 South	3300 South	3900 South	Reconstruction	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 construction of curb, gutter, sidewalk, ADA ramps, enhanced bus stops, and installation of new storm drain along 1300 East from 3300 South to 3900 South.	\$ 7,245,400	\$ 6,754,886
2	Salt Lake	Murray	Murray City	STP	Winchester and 700 West	Winchester	700 West	Widening	The purpose of this project is to improve safety and operation of this intersection by replacing an aging signal, widening lanes for right turns while improving curve radii and improving pedestrian access.	\$ 2,753,900	\$ 2,567,461
2	Salt Lake	Salt Lake City	Salt Lake City Corporation	STP	2100 South	700 East	1300 East	Reconstruction	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 incorporate Complete Streets concepts to make pedestrian, bicycle, & transit safety improvements.	\$ 13,456,700	\$ 5,956,700
2	Salt Lake	Sandy	Sandy City	STP	Automall Drive Roundabout	11000 South	State Street	Reconstruction	Sandy City/JUB completed a modeling analysis of Automall Dr. from 11000 South to State St in August of 2017. The goal of the analysis was to examine existing conditions and provide improvement recommendationis. An additional lane in each direction and a roundabout at the Costco intersection was the recommended proposal.	\$ 5,954,100	\$ 5,509,986
2	Salt Lake	South Jordan	South Jordan	STP	1000 West	10000 South	10200 South	Widening	Reconstruct roadway with minor widening to 3-lanes, including center turn lane. Also curb & gutter, sidewalk, park strips, shoulder pavement, and if necessary, streetlights and utilities.	\$ 1,253,100	\$ 1,168,265
2	Salt Lake	South Jordan	South Jordan	STP	Bacchus Highway	10200 South	10700 South	Other STP	Reconstruct existing roadway and raise sag vertical curve to increase sight distance to intersection of 10200 South Bacchus Highway.	\$ 2,301,300	\$ 2,145,502
2	Salt Lake	South Salt Lake	UDOT Region 2	STP	3300 S. and 900 W. Pedestrian and Signal Improvement Project	3300 S. (SR-171) MP 9.0	3300 S. (SR-171) MP 9.4	Pedestrian	The overall scope for this project is to realign lanes, improve pedestrian mobility crossing, and upgrade and install signals. Specifically however, the funding that would be applied to the scope of this project would look at replacing sidewalk, installing a HAWK System, adding pedestrian ramps, and adding raised medians. The anticipated opening of the new Homeless Resource Center at 3380 S. and 1000 W. necessitates these improved pedestrian safety facilities. Other items outside this would come from other funding sources.	\$ 840,000	\$ 783,132
2	Salt Lake	Taylorsville	UDOT Region 2	STP	5400 S and 1900 W Intersection	5400 S. (SR-173) MP 7.0	5400 S. (SR-173) MP 7.1	Intersections & Signals	There is a waterway on the north 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.	\$ 406,500	\$ 364,995
2	Salt Lake	Taylorsville and West Valley City	Taylorsville	STP	4700 South/2700 West Intersection Improvements	4700 South and I-215 ramps; 2700 West and 4600 South	4700 South and 2700 West; 2700 West and 4800 South	Widening	The intersection of 2700 West and 4700 South has been identified by UDOT as one of the top 3 most congested and dangerous intersections in Utah. Projected population and economic growth within the area will exacerbate the congestion and mobility issues. For several years UDOT and Taylorsville City have been working on designs to resolve the safety and capacity concerns. A design has been crafted to address those needs.	\$ 10,600,000	\$ 7,750,000
2	Salt Lake	Taylorsville and West Valley City	Taylorsville	STP	Midvalley Connector BRT	4700 South and Atherton Drive	4700 South and 2700 West	Bus Service	The purpose of the Midvalley Connector BRT is to provide a local and regional connection for destinations from the Murray Central TRAX station to the West Valley Central TRAX Station; Improve transit service frequency, visibility, and reliability to attract riders; Increase mobility and provide an alternative mode of transportation for future population and travel demand growth; and to enhance the local economy by encouraging redevelopment and improving accessibility to existing and planned developments.	\$ 40,400,000	\$ 6,520,000
2	Salt Lake	West Jordan	West Jordan	STP	6720 South	Redwood Road	0	Intersections & Signals	This project is for intersection signal improvement on Redwood Road (State Corridor) as part of West Jordan's corridor agreement with the State Department of Transportation. Presently there are 35,000 plus vehicles per day that use this important north south principle arterial street. This traffic is projected to grow to up to 50,000 vehicles per day. This intersection will require a signal shortly. A warrant study will be requested from the State as soon as an under construction subdivision is completed on the east side of the street.	\$ 1,328,400	\$ 1,238,467

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2	Salt Lake	West Jordan	West Jordan	STP	7000 South	1300 West	SR-154 Bangerter Highway	Widening	This project is a valued portion of the overall WFRC plan for future traffic movement in the Salt Lake Valley. Presently there are 25,000 plus vehicles per day that use this important east-west arterial street. This traffic is projected to grow to up to 50,000 vehicles per day. This arterial therefore requires the widening as envisioned. This project will complete the NEPA documentation process to allow the future widening of 7000 South from an existing 4 and 5 lane roadway to a full 5 to 7 lanes with shoulders from 1300 West to RS-154. This project will complete an important east-west link across the valley connect important regional facilities such as U-111, MVC, SR-154, and I-15. Water, sewer, and storm drain utilities will be placed at City cost. All NEPA issues will be addressed. This project will allow full flow of the East-West traffic for the west half of the Salt Lake Valley from I-15 to Bangerter Highway, and is a key element of the Regional Transportation Plan.	\$ 49,184,700	\$ 9,300,000
2	Salt Lake	West Jordan	West Jordan	STP	8600 South	Redwood Road	0	Intersections & Signals	This project is for intersection signal improvement on Redwood Road (State Corridor) as part of West Jordan's corridor agreement with the State Department of Transportation. Presently there are 35,000 plus vehicles per day that use this important north-south principle arterial street. This traffic is projected to grow to up to 50,000 vehicles per day. This intersection will require a signal shortly. A warrant study will be requested from the State as soon as an under construction subdivision is completed on the east side of the street.	\$ 1,328,400	\$ 1,238,467
2	Salt Lake	West Jordan	West Jordan	STP	1300 West: 6600 S - 9400 S	9400 S.	6600 S.	Widening	Widen to 80-foot right of way corridor, adding a two-way left turn on 1300 West and right turn lanes at 7000 South, 7800 South, and 8600 South. A potential "high T" intersection will be evaluated at Winchester Street (6685 S.). Bike lanes will be added through the entire alignment.	\$ 17,161,600	\$ 4,800,000
2	Salt Lake	West Jordan	West Jordan	STP	9000 South	NBH	SR-111	Other STP	The project is for design and construction for a 126-foot arterial street running from NBH to SR-111. There is development pressure in this area presently and the need for this roadway will be immediate if concept plans are approved. This roadway is master-planned as a major east-west arterial for the City.	\$ 15,527,400	\$ 3,000,000
2	Salt Lake	West Valley City	West Valley City	STP	1300 West Bike Lane and Sidewalk Project	3900 South	3300 South	Widening	The project widens shoulders and adds buffered bike lanes on a corridor identified as a bike connection between Utah and Davis Counties, and improves pedestrian safety with the addition of sidewalks.	\$ 4,558,000	\$ 4,216,793
2	Salt Lake	West Valley City	West Valley City	STP	2400 South Connection	3200 West	2700 West	New Construction	2400 South is an important collector to the region, as it provides relief to the heavily congested SPUI at 3200 West and SR-201. This road also provides an important connection between 3200 West and 2700 West in a heavily used industrial area.	\$ 7,825,000	\$ 7,295,248
2	Salt Lake	West Valley City	West Valley City	STP	3650 South Reconstruction	3200 West	2700 West	Reconstruction	3650 South is an important collector into the very busy West Valley Intermodal Hub. The road condition is very poor, and safety and mobility for all modes would be greatly improved by reconstructing the road.	\$ 5,173,600	\$ 4,823,347
2	Salt Lake	West Valley City	West Valley City	STP	4000 West Reconstruction	4100 South	4700 South	Reconstruction	4000 West functions as a collector, connecting the communities of West Valley City, Taylorsville City, West Jordan City, and Kearns Township. The condition of this roadway has deteriorated significantly over time, and is in need of a complete reconstruction, together with safety improvements.	\$ 10,732,700	\$ 10,006,096
2	Salt Lake	West Valley City	West Valley City	STP	MVC Frontage Road (5900 West)	Parkway Blvd (2700 South)	2400 South	New Construction	Provide connectivity between the industrial areas north of the Riter Canal to Parkway Blvd (2700 S) and Mountain View Corridor.	\$ 4,519,800	\$ 4,164,398
2	Salt Lake	West Valley City	West Valley City	STP	Parkway Blvd (2700 S) Widening	Mountain View Corridor	6400 West	Widening	The purpose of this project is to build additional capacity to meet current and future traffic demand on Parkway Blvd.	\$ 5,767,800	\$ 5,344,689
2	Salt Lake	Cottonwood Heights	Cottonwood Heights	TAP	Danish Road Sidewalk	Monte Luca Way (8335 South) , 8500 South	8430 South, English Way (8625 South)	Capital Improvement	Major sidewalk gap exists on west side of Danish Rd. between 8335 S. and 8430 S. and between 8500 S. and 8625 S. The existing roadway has no sidewalk between 8335 South and 8430 S. and the narrow travel lanes make pedestrian travel dangerous. Sidewalk gap exists between 8500 S. and 8625 S.	\$ 935,600	\$ 813,525

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2	Salt Lake	Magna Metro Township	Salt Lake County Engineering	TAP	2820 South Sidewalk	7584 West	7630 West	Safe Routes to School	Construct sidewalk, curb, and gutter on the north side of 2820 South Street from existing sidewalk at 7584 W to 7630 W. Sidewalk will improve safety of access for students walking to Pleasant Green Elementary and Enthos Academy charter school and to the proposed Riter Canal Trail.	\$ 199,000	\$ 185,528
2	Salt Lake	Millcreek	Millcreek	TAP	1300 East: 4240 South to 4400 South Sidewalk	4240 South	4400 South	Capital Improvement	This project completes missing sidewalk, curb and gutter on the East side of 1300 East near Big Cottonwood Regional Park and Softball Complex. This sidewalk allows for pedestrian access to the largest park in the Millcreek/Holladay area. Park users frequently park on the East side of 1300 East when parkinglot is full. The is no pedestrian sidewalk to traverse along this side. Although sidewalk is not on any current SNAP plans, the park is frequented by numerous school age children throughout the year. Examples being field trips, cross country training or meets for the local area high schools, etc.	\$ 425,500	\$ 396,694
2	Salt Lake	Millcreek	Millcreek	TAP	4500 South (SR-266): 1500 East to 1630 East	1500 East	1630 East	Capital Improvement	Construct sidewalk, curb and gutter on the south side of 4500 South between 1500 East and 1630 East. There is little to no shoulder and pedestrians are often seen close to the travel lane.	\$ 357,600	\$ 333,390
2	Salt Lake	Salt Lake City	Salt Lake City Corporation	TAP	SLC Bike Share (GREENbike) Expansion	Salt Lake City (proper)	0	Capital Improvement	The bike share program provides an option for commuters to link local destinations with regional transit via bicycle and reduce short car trips in the downtown area. GREENbike works to improve community health and reduce carbon emissions and vehicle miles traveled by providing alternatives to automobile trips, and is the most successful small (less than 50 stations) bike share program in the country. This grant will help move GREENbike toward the goal of 100 Stations in Salt Lake City. With all current funding, SLC Bike Share can expand to 67 stations. If this application is awarded, the funding will be used for capital costs that may include additional stations, bicycles, and rebalancing vehicles to get closer to implementing the 100 station plan.	\$ 375,416	\$ 350,000
2	Salt Lake	West Jordan	City of West Jordan	TAP	1300 West - 9400 South to Winchester Street	9400 S.	6600 S.	Capital Improvement	Widen to 80 foot right of way corridor, adding a two way left turn on 1300 West and add right turn lanes at 7000 South, 7800 South, and 8600 South. A potential "high T" intersection will be evaluated at Winchester Street (6685 S.). Bike lanes will be added through the entire alignment.	\$ 17,161,000	\$ 465,000
2	Salt Lake	West Valley City	West Valley City	TAP	Cross Towne Trail	2700 West	Bangerter Highway	Capital Improvement	This project closes a gap on the Cross Towne Trail between 2700 West and Bangerter Highway. Improvements will include addition of sidewalk where none exists, addition of a parallel bike lane in Parkway Blvd, requiring some roadway widening.	\$ 1,991,900	\$ 1,836,072
2	Salt Lake	Magna Metro Township	Salt Lake County on behalf of Magna Metro Township	TAP	Utah & Salt Lake Canal Trail, Phase 5	7200 West / 3930 South	Tranquil Lane (8575 West) 3680 South	Capital Improvement	The TAP proposal consists of developing a 10-foot wide asphalt paved pedestrian/bicycle path along and within the Utah and Salt Lake Canal corridor right-of-way. Phase II of the trail was completed in 2015 and stopped at 5600 West 4125 South. Phase 3 continues the trail north westwardly approximately 1.5-miles, to 6780 West. Phase 4 is in the planning stage and intends to extend the trail from 6780 West to 7200 West (West Valley City). Phase 5, is intended to extend the trail further northwest to the Elk Run Subdivision in the Magna Metro Township. Users of the trail will be able to access their neighborhoods, schools, parks, and local retail centers, as well as the recently completed Mountain View Corridor trail system. In addition to the Regional Priority Bike Plan, this project is also on the Salt Lake County Parks & Recreation Master Plan. Additionally, the current General Plan update process for the Metro Township has identified the Magna Loop Trail as a vital need to the community, to which this project is a component.	\$ 100,000	\$ 90,000