

# UTA – FrontRunner Warm Springs Track - Relocation

## Project Type - Transit

Relocate Track to Reduce Travel Times



**Project Cost –  
\$ 35,095,536**

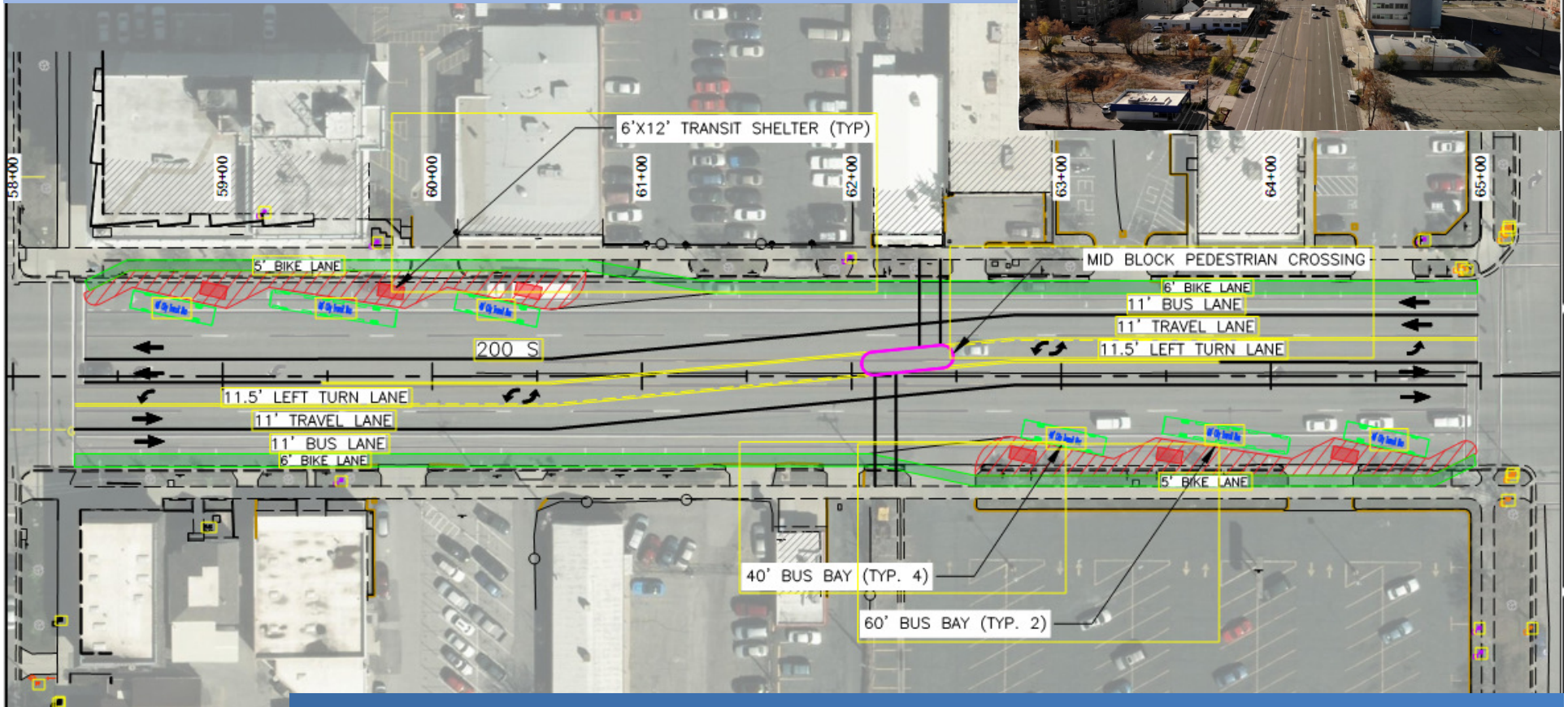
**Funds Request –  
\$ 3,000,000**

Constructing approx. 1 mile of FrontRunner track east of the Warm Springs facility for a shorter mainline path in the area. This is a top priority for system expansion based on latest modeling. Shorter travel times for all system riders and improvements in reliability will result in ridership benefits.



# UTA / Salt Lake – SLC East Downtown Transit Hub Type – Transit

200 South Between 300 East to 400 East



**Project Cost –  
\$ 1,991,300  
Funds Request –  
\$ 1,856,489**

Salt Lake City's recently adopted Transit Master Plan calls for increased service and related capital improvements. An East Downtown Transit Hub is a missing element in our regional transit system that is identified in the Salt Lake City Transit Master Plan and WFRC RTP. The CMAQ funds will establish bus parking/layover infrastructure to support transit operations serving Wasatch Choice 2050 metropolitan and urban and urban centers.



# Salt Lake – Inland Port Authority – Electrified Truck Parking Facility

## Project Type – CMAQ Other

700 North John Glenn Road (approx. ½ mile west of 5600 West)

Figure 4. Project Conceptual Site Plan

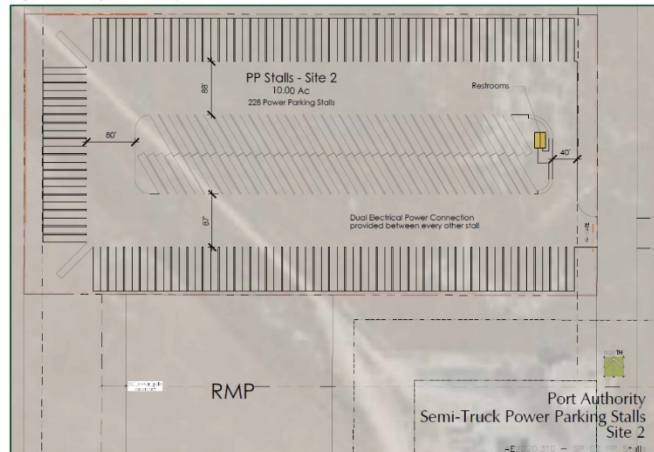
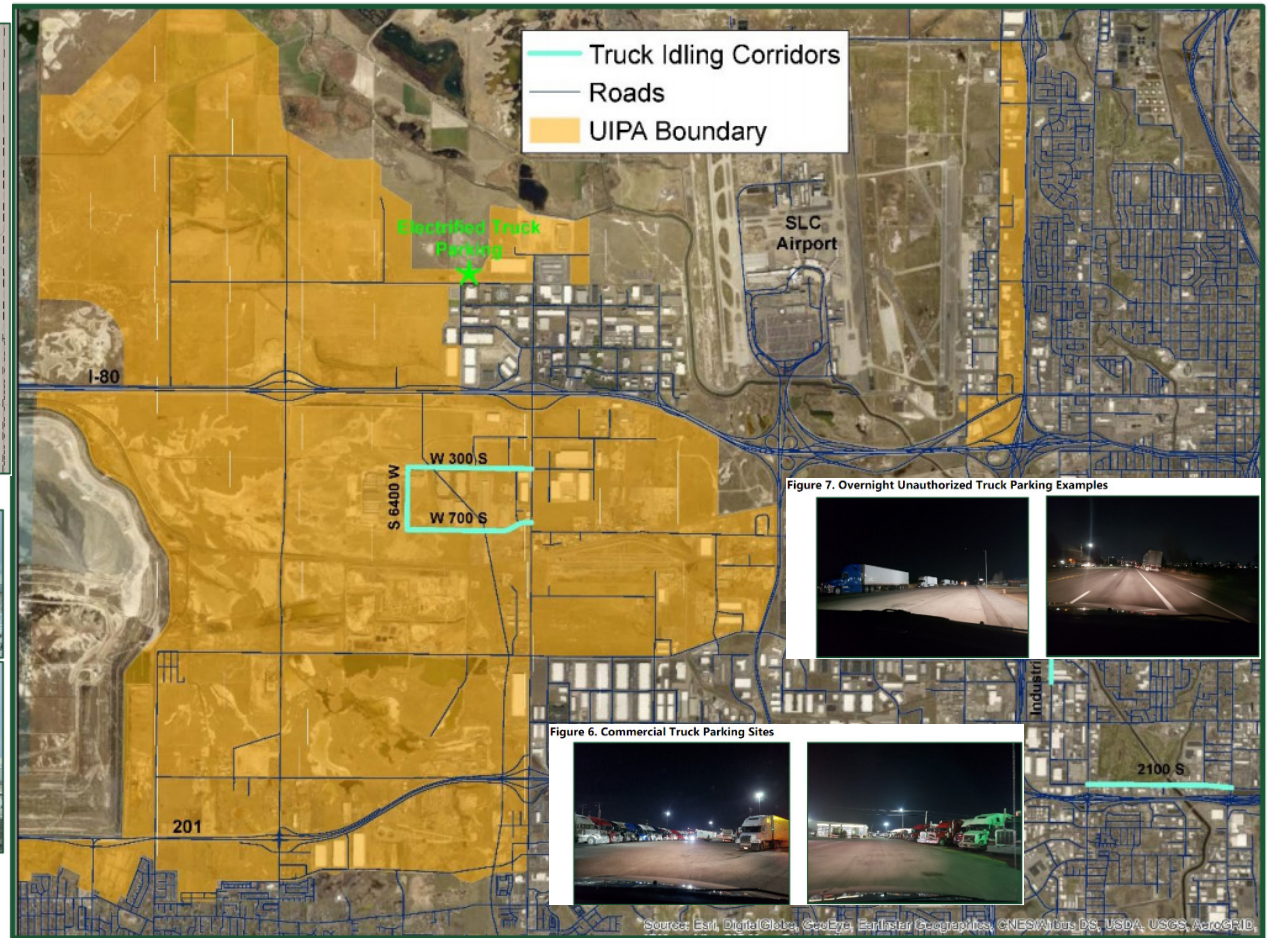


Figure 8. Daytime Unauthorized Truck Parking Examples



**Project Cost –**  
**\$ 9,681,992**

**Funds Request –**  
**\$ 2,412,792**

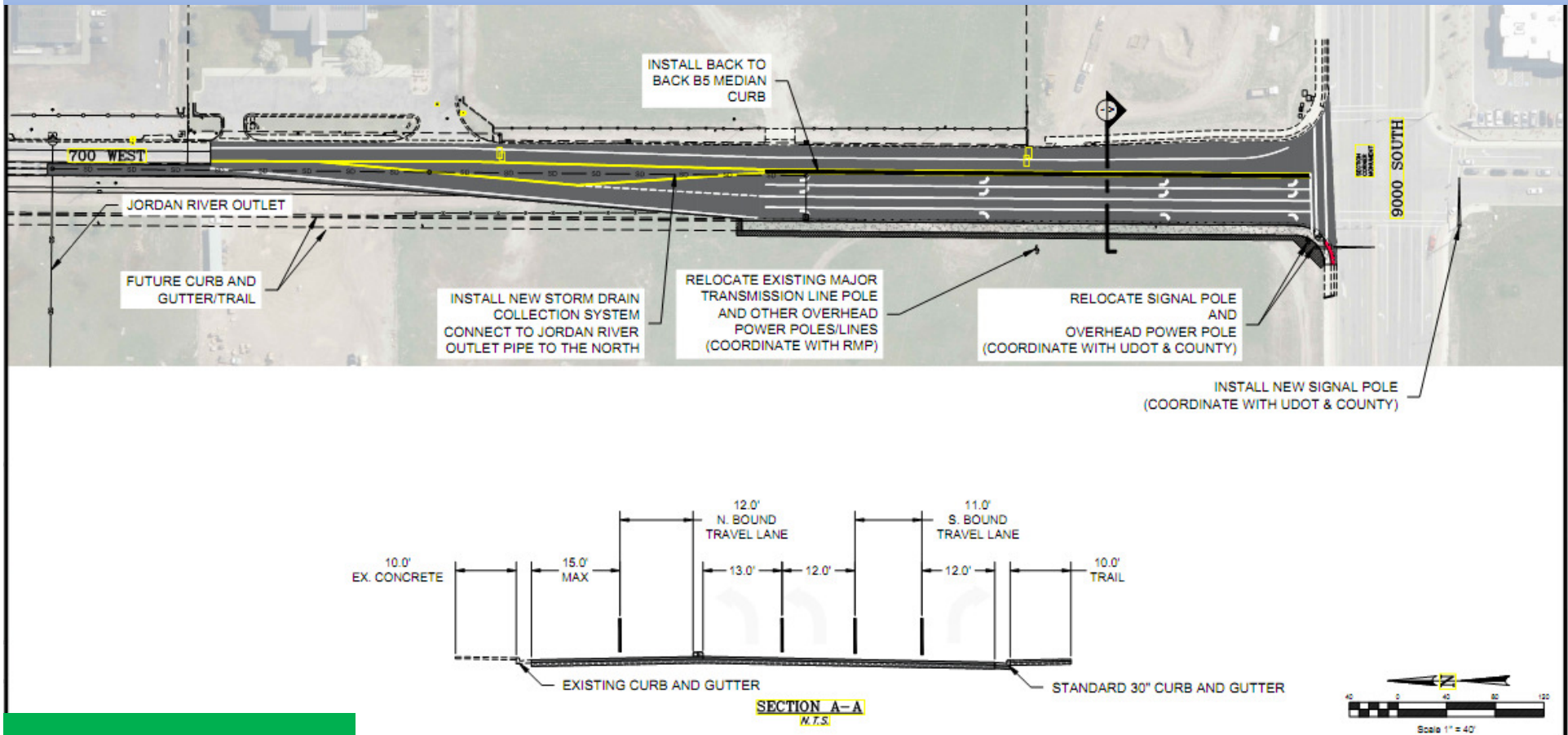


The proposed project would construct a publicly owned and operated, secure truck parking facility consisting of 228 truck parking spaces fully equipped with truck parking electrification pedestals capable of providing power to trucks during rest periods.

# Sandy\ Midvale – 9000 South 700 West – Intersection Improvements

## Project Type – Operations

9000 South to 8800 South – dual left turn lanes – (0.27 miles)



**Project Cost –**  
**\$ 6,831,560**  
**Funds Request –**  
**\$ 5,729,729**

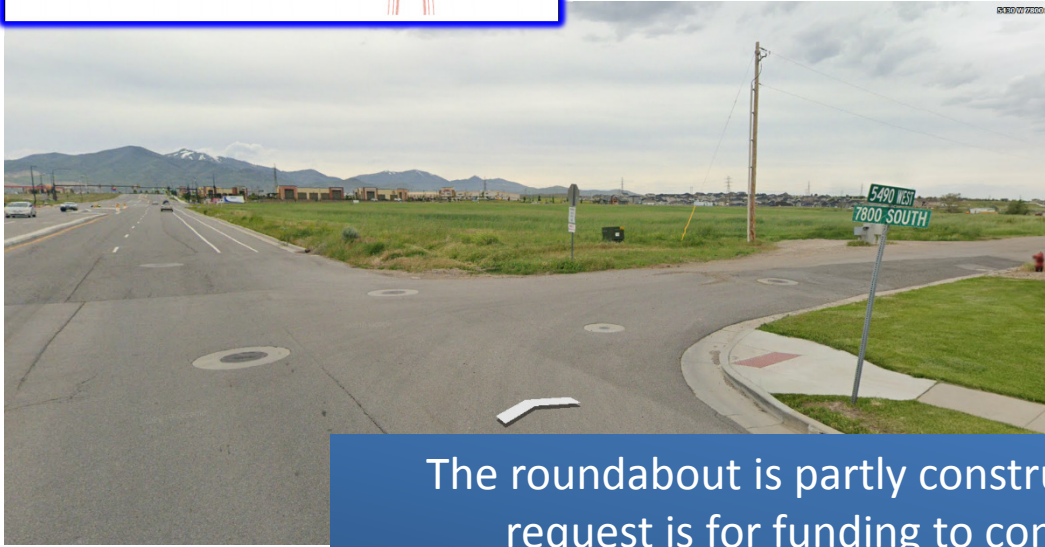
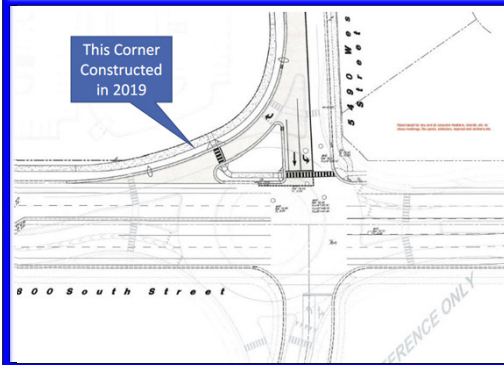
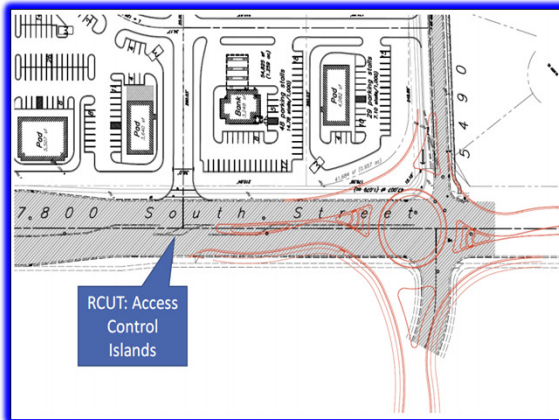
Project would construct southbound dual left turn lanes at the 700 West & 9000 South intersection. 700 West has and will continue to see heavily increasing traffic demands with existing and planned future developments in Sandy and Midvale Cities. Classified as a major collector road, 700 West currently sees an ADT of 8,820.



# West Jordan – 5490 West - Intersection Improvements

## Project Type – Operations

5490 West and 7800 South Roundabout – (0.12 miles)



The roundabout is partly constructed on the north side by a developer. The request is for funding to construct the south side, center and sides. Purpose is to provide full access to shopping center. Part of a super-street intersection design with 4 roundabouts connected by loop roads with a traffic signal in the center. Access control is strict with midblock access provided with RCUT islands.

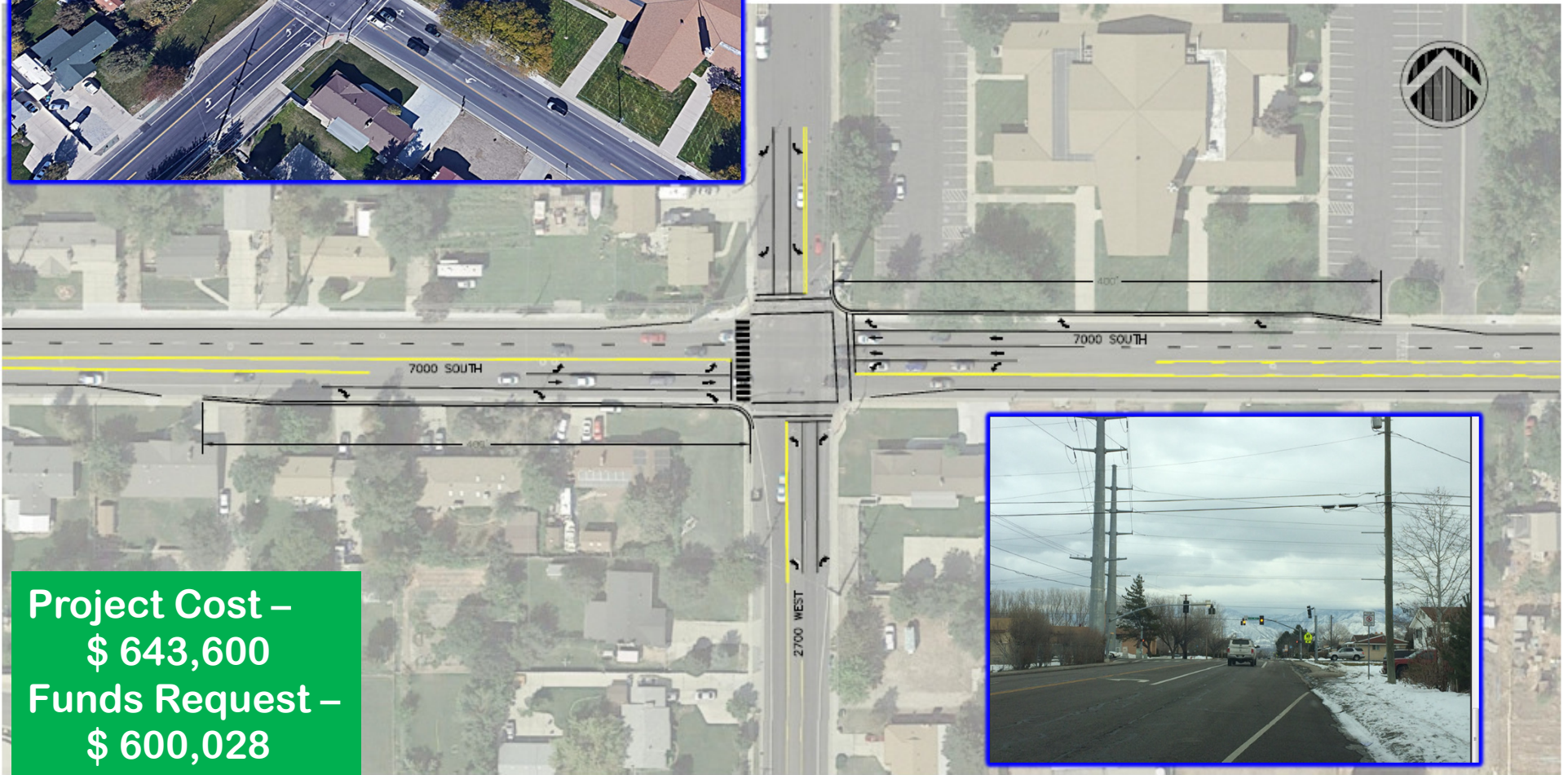
**Project Cost –  
\$ 800,000**

**Funds Request –  
\$ 745,000**



## West Jordan – 2700 West & 7000 South Project Type – Intersections & Signals

2700 West and 7000 South – (0.25 miles)



The intersection has severe congestion during the peak hours. The intersection has a narrow RT lane eastbound and westbound. The project will add 3.5 ft. to the right turn lanes in the eastbound and westbound directions for 400 feet on approach to the intersection and replace the existing outdated traffic signal, lighting and pedestrian ramps.



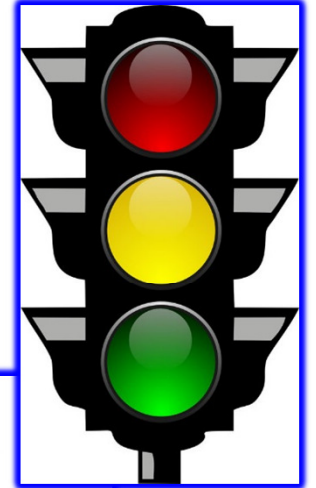
## UDOT TOC – Area Signal Timing & Optimization

### Project Type – Operations

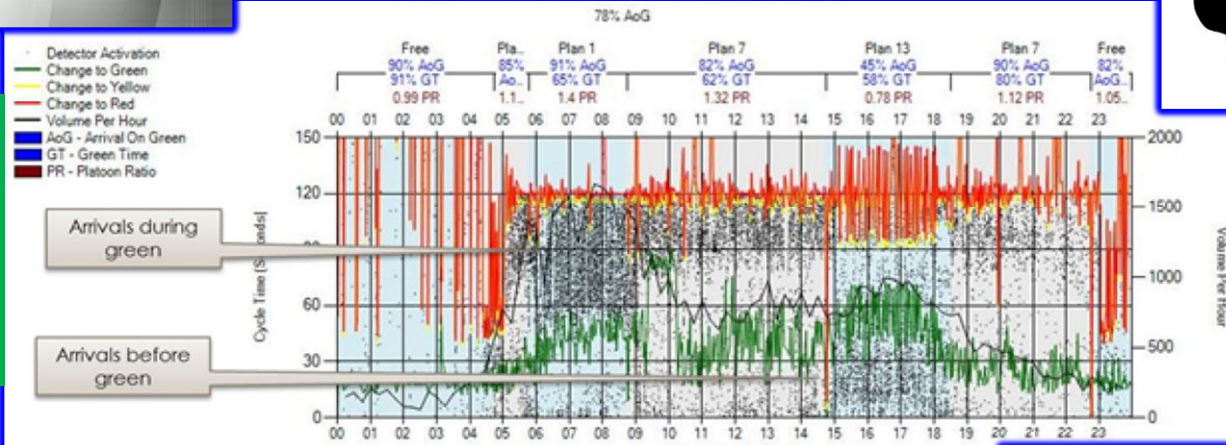
New Bingham Hwy at 5600 West to 7800 South at Redwood Road – (4.74 miles)

#### SYNCHRONIZATION BENEFITS

- TRAVEL TIME ↓ 20%
- DELAYS ↓ 43%
- STOPS ↓ 41%
- FUEL USE ↓ 10%
- AIR QUALITY ↑



**Project Cost –  
\$ 600,000**  
**Funds Request –  
\$ 559,380**



The UDOT TMD is applying for CMAQ and STP funds for traffic signal operations. These proposed traffic signal optimization projects would retiming signalized intersections across multi-jurisdictional boundaries. Optimizing traffic signal operations reduce air pollution by reducing vehicle delay at signalized intersections.





# UTA – Salt Lake Area - On-Route Electric Bus Charging Infrastructure

## Project Type - Transit

STP & CMAQ

West Salt Lake Hub and Park n Ride at Wasatch Blvd & 3900 South



**Project Cost –  
\$ 2,681,540**

**Funds Request –  
\$ 2,500,000**

Two on-route chargers at key hubs in UTA's SL County system. Last round of CMAQ funding awarded chargers at the proposed West SLC hub and Wasatch and 3900 South. The next two chargers would likely be at the West Valley Hub and a second charger at the Wasatch site. All four chargers support buses funded by the VW settlement.