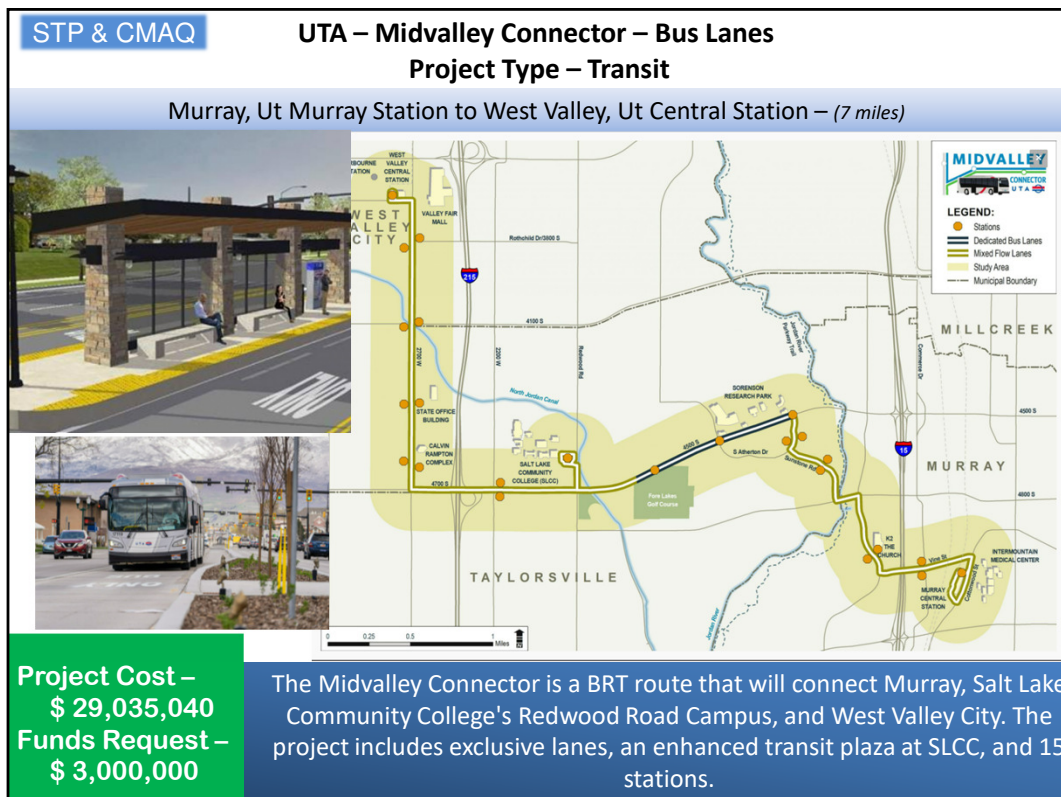


This project is uniquely located in the middle of a various roadway connections that would attract passengers to use the parking lot to carpool with others. It is located adjacent to Mountain View Corridor, Redwood Road, and Porter Rockwell which all serve the surrounding commuters in the community. This will marginally help alleviate the continued vehicular load on the surrounding roadway network in the southwest corner of the county.

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 project is broken into two parts, the access road (60 ft ROW), and the parking lot (Park and Ride), which consists of approximately 60 parking spaces.



The Midvalley Connector Project represents the culmination of nearly a decade of studies, public outreach, and collaboration between UTA and our partners — primarily the cities of Taylorsville, West Valley, and Murray — to develop a rapid and reliable public transit service that would provide a critical connection to the key destinations of the southwest Salt Lake City region, including SLCC. The SLCC's flagship campus (known as the Redwood Campus) is located in Taylorsville, near 4700 South and Redwood Road. It is the largest campus in the network, with more than 15,000 students, most of whom commute from across the region. The Midvalley Connector Project will create a new, direct connection between these two existing transit nodes, linking the Murray and West Valley Central stations. Both of these terminus locations are already significant transit hubs for each respective city and the region.

STP & CMAQ

UTA – Midvalley Connector – SLCC Hub

Project Type – Transit

Redwood Road & Community Way (SE Corner of SLCC Campus) – (7 miles)

Project Cost –

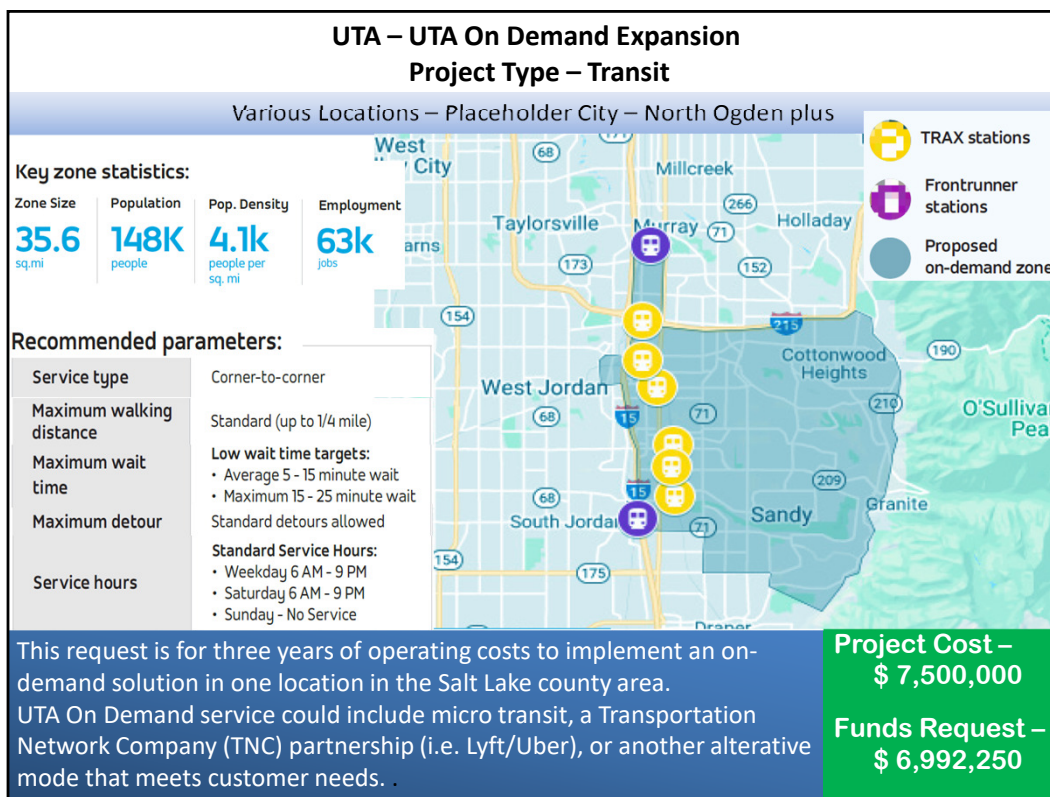
\$ 3,854,272

Funds Request –

\$ 3,000,000

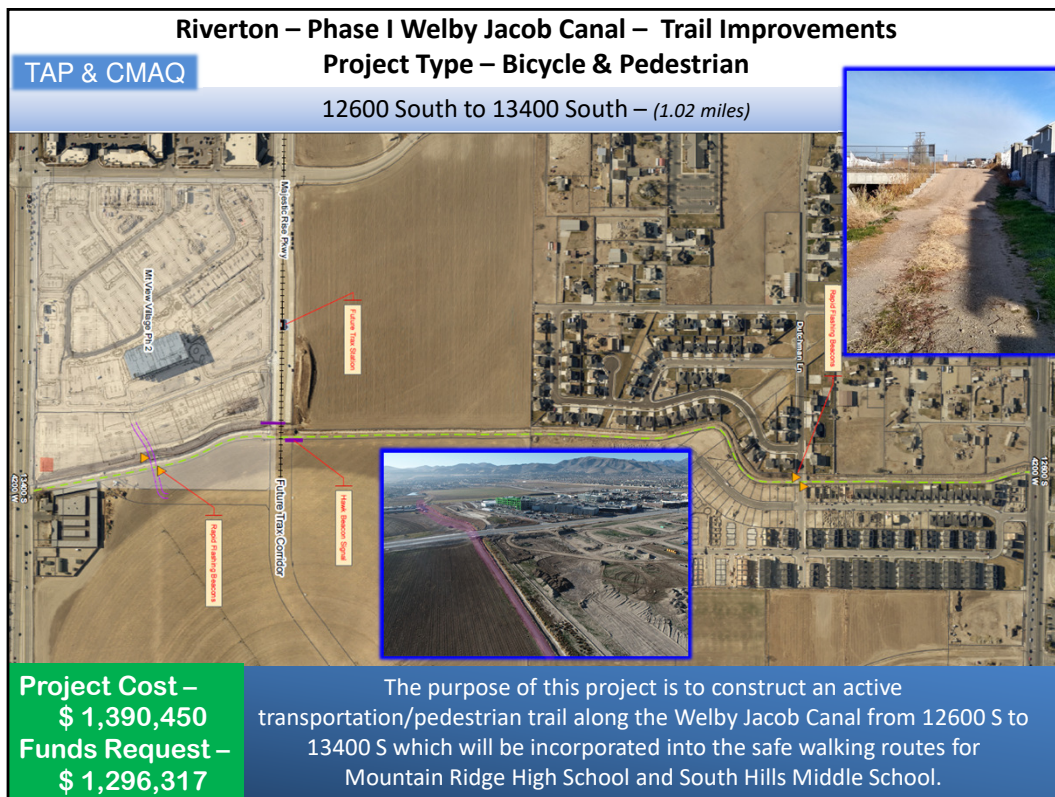
The Midvalley Connector is a BRT route that will connect Murray, Salt Lake Community College's Redwood Road Campus, and West Valley City. The project includes exclusive lanes, an enhanced transit plaza at SLCC, and 15 stations. A transit hub is needed to integrate the college with this BRT line and other local routes.

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UTA On Demand has emerged as a promising alternative to fixed-route transit in providing first-and-last mile connections to transit; improving mobility in hard-to-serve areas; reducing private vehicle dependence; and replacing underperforming buses.

The 2020 Utah Transit Authority Microtransit Planning Project identified five areas in the SLC/WVC urbanized area that could be served well by on-demand modes. These areas are: South Valley (parts of West Jordan and Taylorsville/Murray), South Jordan, Sandy, West SLC Industrial/Inland Port, and East Millcreek. If these requested funds can become available in 2026 UTA can use them for the Sandy area, providing new access to an estimated 380 residents. Otherwise, they will be used for whichever of the other areas are next to be deployed at the time the funds become available. The request can be all programed now or could be divided between three programing cycles if needed.



The project is identified in the Wasatch Choice Plan, SLCO Active Transportation Plan, and is part of a regional trail system that spans three cities. This project is the first of three phases through Riverton. We feel this segment is most important portion of the trail through Riverton because of its proximity to schools, city center, and housing. The trail is directly connected to the preferred alternative transit corridor within 400 feet of a proposed station. The trail connects to two major arterials and will serve a dual purpose of providing options of alternative transportation as well as recreation for commuters to travel between 12600 S and 13400 S.



Adding GREENbike stations is a priority over other projects because it links regional transit to local destinations and removes short trips by car in a way that no other investment can. GREENbike users removed over 816,566 vehicle miles from Utah roads in 2016; reducing CO2 emissions by nearly 741,000 pounds. GREENbike is the most successful small (under 50 stations) bike share system in the nation, with over 135,000 trips taken in the 2018 season. GREENbike provides a long-range first-last mile solution for regional transit trips and a viable option for short local trips via active transportation. The requested CMAQ funding will go towards stations, kiosks, docks, and other elements necessary to expand and maintain a robust bike share system west of Interstate-15 in Salt Lake City.



The East Downtown Mobility Hub aligns with the goals of the CMAQ program by providing critical missing infrastructure to accommodate expansion of regional transit and supporting travel options with less air pollution emission. Per UTA's 5 year plan, 200 South is a transit backbone soon to host 12 bus routes and roughly 1,100 bus trips per day, connecting to key anchors at the University of Utah and TRAX / Frontrunner Central Station. This is a proven route. Prior to COVID-19, buses on 200 South were frequently running at "standing room only" during peak hours. CMAQ funding of \$3.9 million toward an estimated \$6 million funding package for the East Downtown Mobility Hub will maximize the city's \$12 million street reconstruction, which will add transit lanes and boarding islands in 2022-2023. The hub, along with exemplary transit facilities along 200 South, will promote a regional mode-shift to reduce reliance on vehicle travel and reduce emissions into the Salt Lake Valley airshed.



This project improves overall transit time of the FrontRunner system making it more attractive to riders. The expansion of the yard track area provides additional storage capacity to accommodate a larger number of rail vehicles, allowing for ridership growth, and provides more space for rail vehicle replacement. The FR rail system is an alternative transportation option that significantly addresses transportation needs and air quality challenges along the Wasatch Front. This project will decrease travel time by 1-minute. We can estimate that a 1-minute decrease in travel time will result in a 0.55% increase in ridership. Our ridership numbers have been affected by covid. Pre-covid the weekday average of ridership on this line was 20,160; Now it is 9,260. This makes it difficult to forecast ridership numbers to 2050, but by looking at pre-covid numbers, we forecast that with a 1-minute decrease in travel time, our weekday ridership will be 36,620 in the year 2050.


STP & CMAQ

UTA – Westside Express – Bus Service

Project Type – Transit

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

Provide a one-seat transit ride for residents along 5600 West to Salt Lake City International Airport, downtown Salt Lake City, and other regional job centers. Westside Express service will include queue-jumps, shoulder operation, and other tools to improve the travel time, reliability, and efficiency of the bus service.



Project Cost – \$ 5,363,081

Funds Request – \$ 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

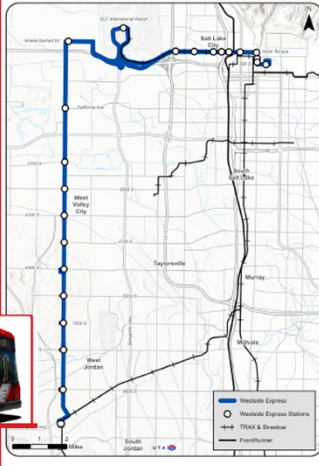
Status: Seeking Funding for Next Steps

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



UTA’s rail and bus service is concentrated on the eastside of the Wasatch Front, the historic core of the region. However, recent—and future—growth is occurring on the west side of Salt Lake County, including the municipalities of West Valley, West Jordan, and Kearns. The Westside Express (WSE) bus service proposed as the subject of this grant application constitutes the first significant transit investment in this growing area.

The WSE will provide—for the first time—a one-seat transit ride for residents that live along 5600 West to Salt Lake City International Airport, downtown SLC, and other regional job centers. WSE service will include queue-jumps, shoulder operation, and other tools to improve travel time, reliability, and efficiency. Passengers also benefit from enhanced stops with shelters, benches, and lighting. Six stations will include park and ride lots, two of which already exist at 3500 S and at the Old Bingham Highway TRAX station at the southern end of the WSE route.

9

UTA – Westside Express – Operating Costs

Project Type – Transit

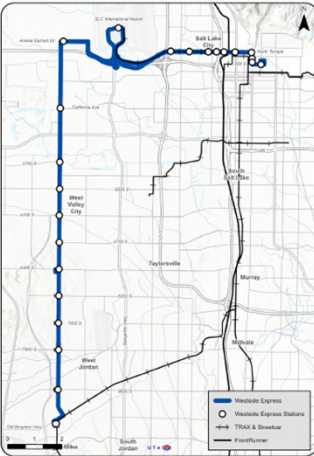
Salt Lake Central Intermodal Hub to 5600 West Old Bingham Highway Station– (29 miles)

To assist with 3 years of operating costs which could all be programed now or divided between 3 cycles if needed. UTA has a good portion of the operating funds needed in it's 5-year operating budget. This will cover the remaining funds, which will help finalize long-term ongoing costs in UTA's regular operating budget.

Westside Express

Utah Transit Authority

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Status: Seeking Funding for Next Steps

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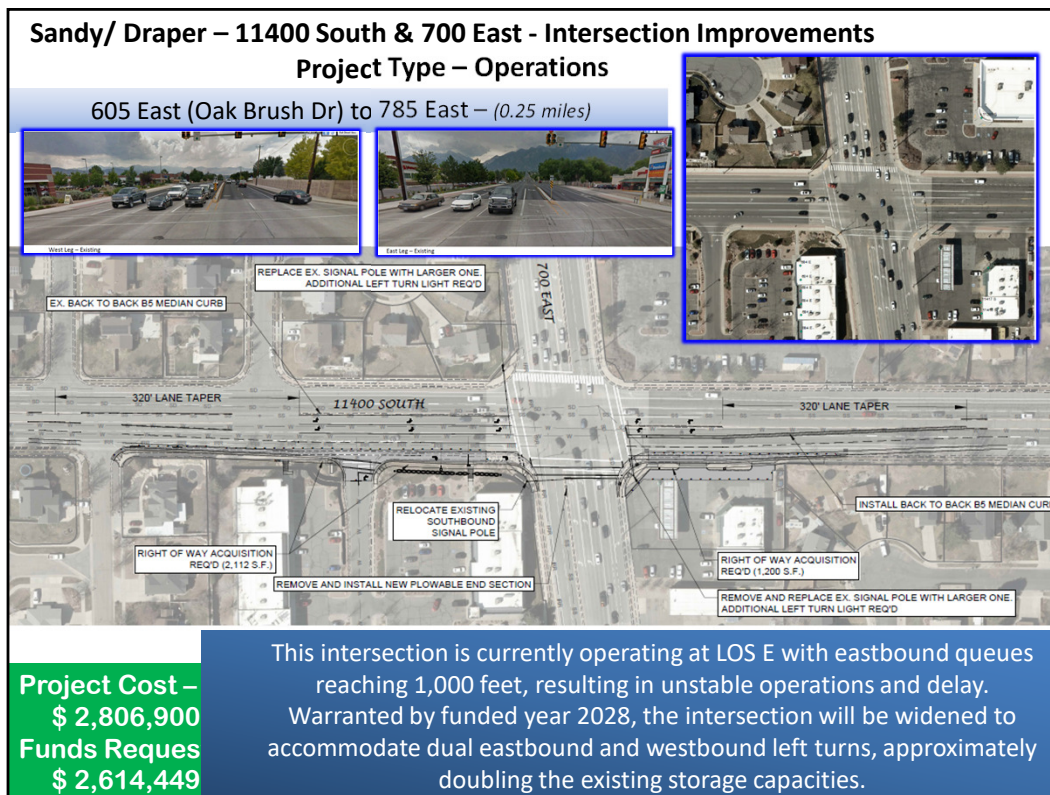
Provides improved access to jobs, including the SLC International Airport and other key industrial centers



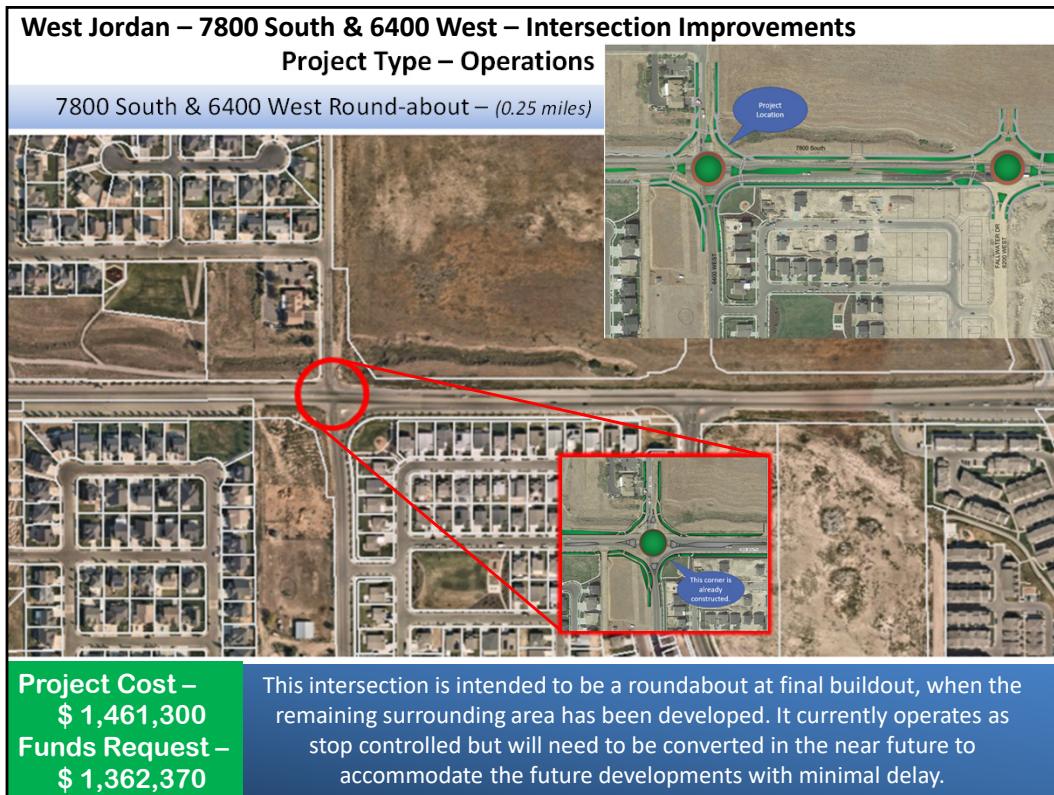
3 Years of Operating Cost – \$ 9,653,545
Funds Requested– \$ 9,000,000 Total or \$ 3,000,000 for 3 years

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This intersection presently operates at LOS E, resulting in unstable operations and delays. The project will widen the intersection towards the south to accommodate dual eastbound and westbound left turn lanes, approximately doubling the existing left turn storage capacities. According to Hales Engineering’s 2021 Orchards at Farnsworth Farms Traffic Impact Statement, 95th percentile eastbound queue lengths reach 1,000 feet. Although the dual lefts are not currently warranted as explained in the October 26th Hales Engineering and October 21st UDOT studies, the dual eastbound lefts warrant is projected to be met in the federally funded year. There are existing northbound and southbound left turn lanes on UDOT’s 700 E. Current and future combined eastbound and westbound left turn volumes are greater than the combined northbound and southbound left turn volumes. Additional intersection improvements include rephasing for protected lefts and overall intersection timing accommodations.



7800 South is a regionally significant street with 17,000 vehicles a day that currently operates as a stop controlled intersection at 6400 W. The southeast corner of the intersection is already partially constructed for the master-planned roundabout. Only three remaining legs need to be constructed to complete the buildout. The buildout was intended to accommodate the projected traffic flows from the northeast, southeast, and southwest once developed, which are currently projected to be transpire in the next decade.