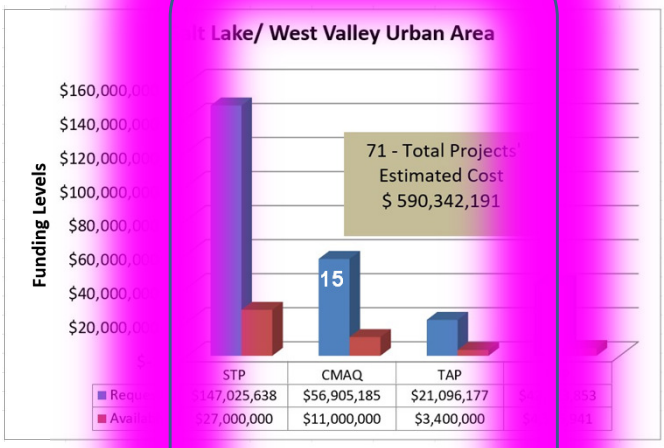

Lake/ West Valley Urban Area
Funding Levels
$160,000,0
$140,000,0
$120,000,0
$100,000,0
$80,000,0
$60,000,0
$40,000,0
$20,000,0
71 - Total Projects'
Estimated Cost
$ 590,342,191
15
STP
CMAQ
TAP
Requ
$147,025,638
$56,905,185
$21,096,177
Avail
$27,000,000
$11,000,000
$3,400,000

Herriman – Porter Rockwell Park and Ride
Project Type – Transit

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

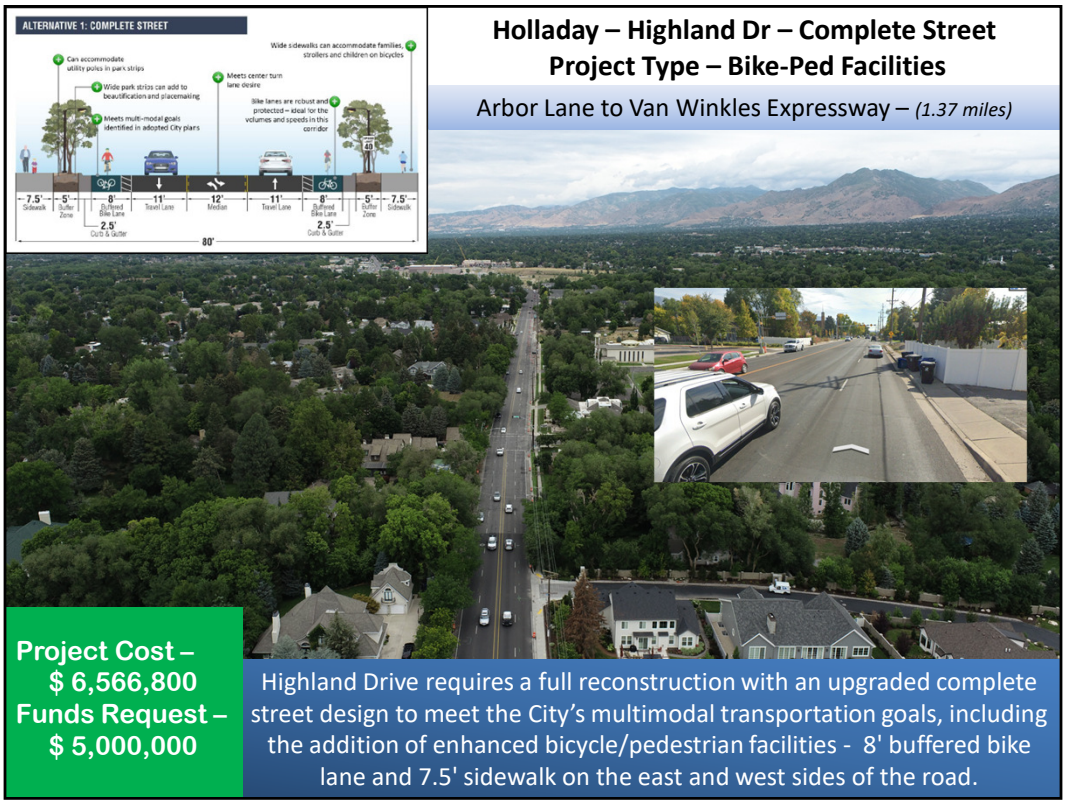
Project Cost – $ 4,209,055
Funds Request – $ 3,903,410

The Park and Ride lot would be located adjacent to the Mountain View Corridor, Redwood Road, and Porter Rockwell with approximately 60 parking spaces, serving commuters in the southwest corner of the county. Encouraging transit, ridesharing and carpooling to reduce congestion.

From the city's trafic 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.

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.



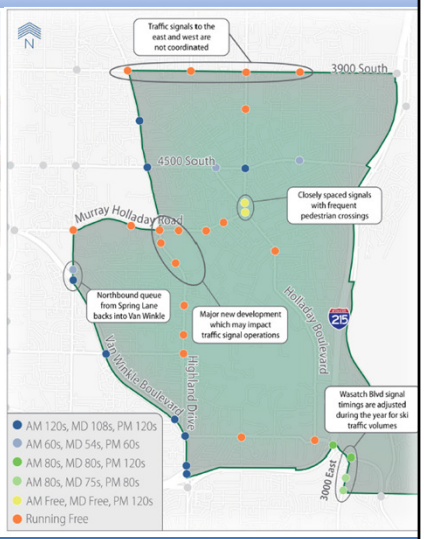
This project should be considered a priority for two reasons. One, the existing infrastructure on Highland Drive is in poor condition and even failing in some areas. Pavement, drainage, and utility issues prevail, and a future reconstruction is unavoidable. Two, the existing design does not meet the City's future vision for multimodal needs; there are no existing bicycle facilities along the corridor and sidewalks are inconsistent in width and often have physical obstructions like utility poles making it inaccessible for persons with disabilities, strollers, and children or families on bicycles. Additionally, two new redevelopments at the north and south end of the study area will generate more multimodal demand along this corridor that without appropriate infrastructure in place will result in in more vehicle trips, traffic congestion, and air pollution. The Holladay General Plan indicates Highland Drive should be a multimodal street that functions for all types of transportation.

Holladay – Signal Optimization Enhancements
Project Type – Operations

Multiple Intersections

Table 1: Holladay City Intersection Improvements

Corridor	Intersections	Recommendations
Holladay Boulevard / 2300 East	Phylden Ln Lincoln Lane	Replace signal cabinet Replace all signal heads, LEDs, mounts Replace Auto LEDs New Cobalt controller Upgrade loop & video detection to radar detection New Cisco Switch Replace pedestrian button assemblies Replace pedestrian head assemblies Install 11' pedestrian pole Replace pedestrian LED modules New Power Service, RMP
3900 South	2700 East 2300 East 2000 East	Install snow visors on matrix radars Raise cabinet foundation (Metal Extension) New Cobalt signal controllers Replace all Auto LEDs New Cisco Switch Add 2" reflective backplate tape
Murray-Holladay Road	1945 East Viewmont 2200 East (Fire Station) 2300 East 1665 East	Replace signal cabinet Replace signal heads, LEDs, mounts, align heads with lanes Replace Streetlights with LED New Cisco Switch Replace failed loops, video/loop detection with radar Replace CAT5 ped wire New Cobalt signal controllers Replace SO cord cable (signal heads) Replace pedestrian LEDs Add pedestrian striping Replace pedestrian button assemblies Replace pedestrian chirps with Audible Buttons Replace pedestrian pole with Streetlight & Lighting New power service, RMP (Rocky Mountain Power) pedestal New T3 cabinet junction box Add 2" reflective backplate tape



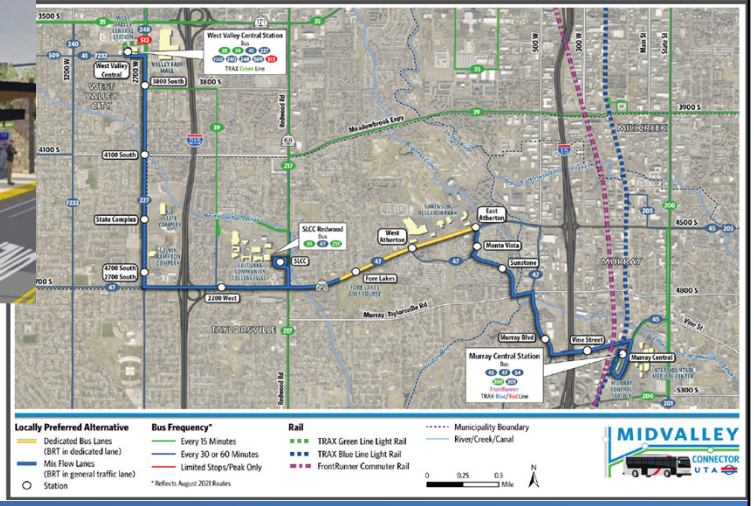
Project Cost – $ 1,152,800
Funds Request – $ 1,074,755

As recommended in recent study completed by Holladay, signal equipment at #19 targeted intersections require replacement to support signal optimization, thus reducing carbon emissions, improving travel time and updating signal timing standards.

This project will reduce carbon emissions, improve travel times for auto, peds, bikes and bus transit, and update signal timing standards at #19 intersections. The signal optimization will save 196 VHT and reduce emissions by 0.47 tons in 2029. The total savings in fuel and other benefits is 25 times greater than the total cost of the project, making it a very desirable cost-benefit project.

UTA – Midvalley Connector – Electric Buses
Project Type – Transit

Murray, Ut Murray Station to West Valley, Ut Central Station – *(7 miles)*

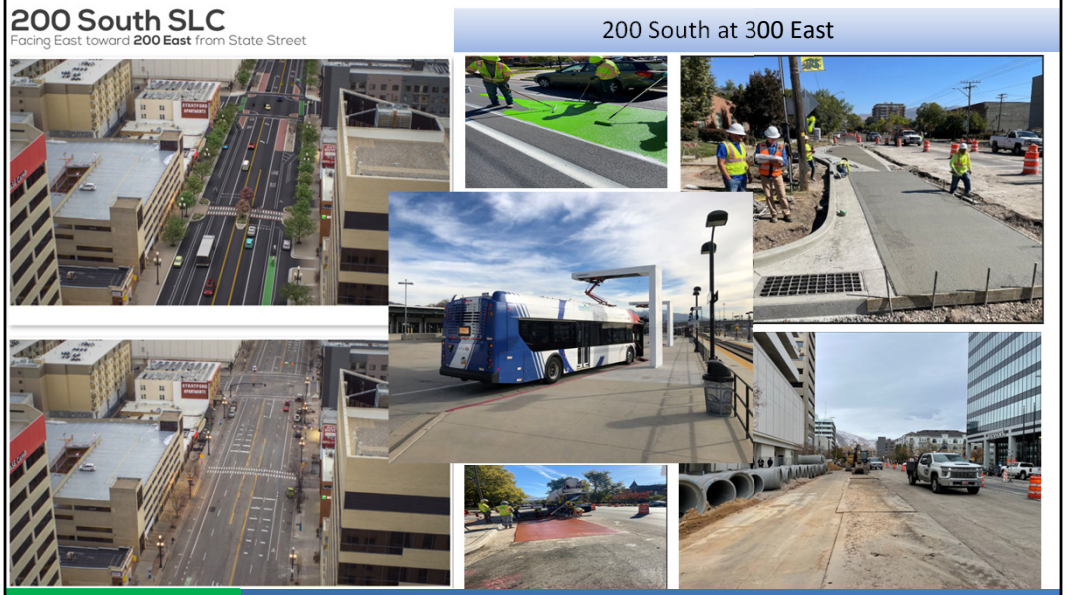


Project Cost – $ 10,500,000
Funds Request – $ 6,000,000

Midvalley Connector project in the FTA Small Starts process plans that funding for the electric buses would come from another federal source. UTA was not selected to receive funding under the most recent LoNo grants. Getting part of the funding from CMAQ or STBG would strengthen UTA's chances in future LoNo applications.

This project will better connect Midvalley, West Valley City, and Salt Lake City. By providing an electric bus system where individuals are given a better and more direct commute between Midvalley, West Valley, and SLC reducing the number of cars on the road which improves the air quality and congestion on the roads.

Salt Lake City – East Downtown Mobility Hub w/ Electric Bus Charging
Project Type – Transit



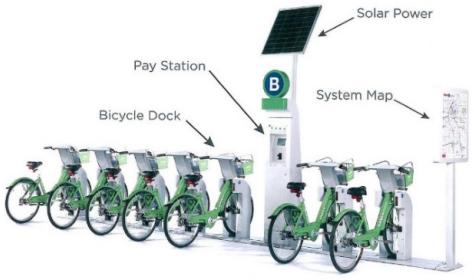
Project Cost – $ 6,500,000
Funds Request – $ 4,000,000

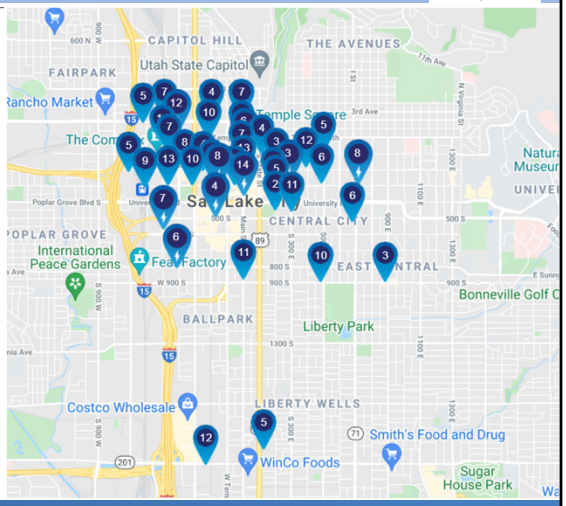
This project designs and constructs a mobility hub for bus rapid transit and core routes serving Frontrunner, University of Utah, and Salt Lake and Davis counties. The aim is to provide operator / end of line facilities, electric bus charging, and passenger amenities at a key transfer point in Downtown Salt Lake.

The East Downtown Mobility Hub will serve the 200 South transit-oriented street, soon to host 12 regional and local bus routes with roughly 1,100 bus trips per day, per UTA's 5 year Plan. The hub is critical infrastructure to accommodate this expansion, including union-required end-of-line facilities for bus operators. Electric bus charging at the hub will improve air quality even beyond the normal transfer of vehicle trips to transit. This is a proven route, with buses on 200 South often running at "standing room only" during peak hours. Transit ridership forecast of 12,600 – closely balancing the vehicle volume forecast – was calculated on based a 38% increase in bus service from 2019 numbers. CMAQ funding of $4 million toward an estimated $6.5 million funding package for the East Downtown Mobility Hub will maximize the $22.5 million transit-focused street reconstruction of 200 South. The hub will help realize a regional mode-shift to reduce Wasatch Front transportation emissions.

Salt Lake City – Bike Share (GREENbike) Expansion
Project Type – Bicycle

Salt Lake City Proper – *(6 sq miles)*



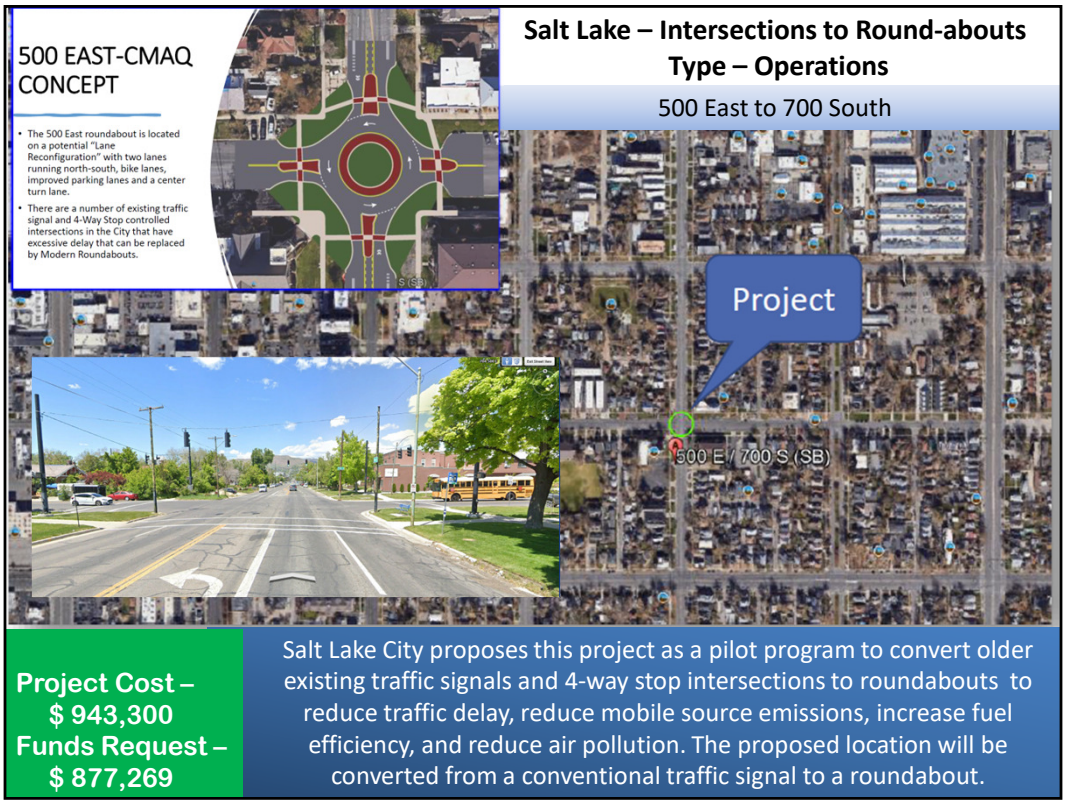


Project Cost – $ 690,000

Funds Request – $ 641,700

The project increases the concentration of bike share stations west of Interstate 15 and expands a robust bike share system that links commuters to regional transit and local destinations. GREENbike, the bike share agency serving Salt Lake City, reduces nearly 741,000 pounds of CO_2 emissions into the airshed annually.

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 CO_2 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.



It will provide a template to show how to remove existing traffic signals, improve air quality, and improve traffic flow near downtown Salt Lake City.

Project Cost – $ 3,000,000

Funds Request – $ 2,796,900

UTA – Salt Lake-On-Route Electric Bus Charging Infrastructure
Project Type - Transit

A network of high-power on-route chargers at key locations

UTA is working to acquire more all-electric buses. It is anticipated that there will be a fleet of electric buses for the future . A network of high-power on-route chargers at key locations enables these buses to be deployed in more locations without concerns about a bus being limited by charge range.

UTA has constructed or planned the following 10 funded on-route chargers for electric buses:
CMAQ funded: 3900 South Wasatch and (1); Central Point (1st of 2); Dee Event Center (1)
UTA, SLC, VW, Rocky Mt. Power, and FTA (Small Starts or LoNo) funded: Salt Lake Central (2, LoNo and UTA); Orange Street (1 UTA/SLC); Central Point (2nd of 2, VW and UTA); and 3 Small Starts funded at Murray Central, WVC, at Ogden Station.

To accommodate currently ordered and future expanding deployment of electric buses, UTA proposes three more on-route chargers be funded with WFRC programed funds:
One in the Ogden/Layton UZA, at Ogden Central Station
Two in the Salt Lake/West Valley UZA at two (2) of the following 4 locations depending on which are ready when the program year arrives: University of Utah Medical Center Transit Intermodal Hub, North Temple Intermodal Transit Hub, a second charger at WVC, a second at Wasatch and 3900 S, or a second at Orange Street.

UTA – Westside Express – Operating Costs
Project Type – Transit

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

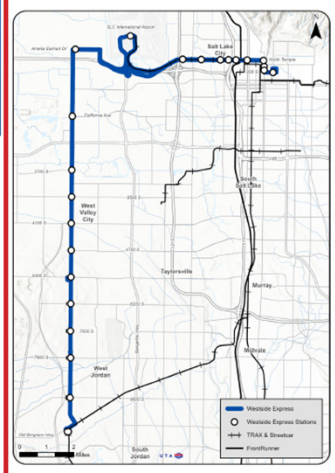
To assist with 3 years of operating costs which could all be programed now or divided between 3 cycles if needed. UTA has a good portion of the operating funds needed in it's 5-year operating budget. This will cover the remaining funds, which will help finalize long-term ongoing costs in UTA's regular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

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

Westside Express

Utah Transit Authority

In 2008, the Utah Department of Transportation (UDOT) completed a Record of Decision for the Mountain View Corridor (MVC) project to construct a freeway in the western portion of Salt Lake County. The roadway is being built in phases and will eventually connect from I-80 into Utah County. This project also included a transit element. UTA has been working with UDOT to update the agreement for the MVC transit project implementation.



Proposed Project

Express bus service that provides a one-seat transit ride for residents that live along 5600 West to SLC International Airport, downtown SLC, and other regional job centers

Includes 15-minute service, electric buses, strategies to improve travel time, and enhanced stops with shelters, benches, lighting, and real-time bus arrival displays

Status: Seeking Funding for Next Steps

Project Benefits

Provides new north/south transit service & utilizes electric buses, helping to reduce traffic and improve the region's air quality

Serves low-income and minority neighborhoods in western Salt Lake County

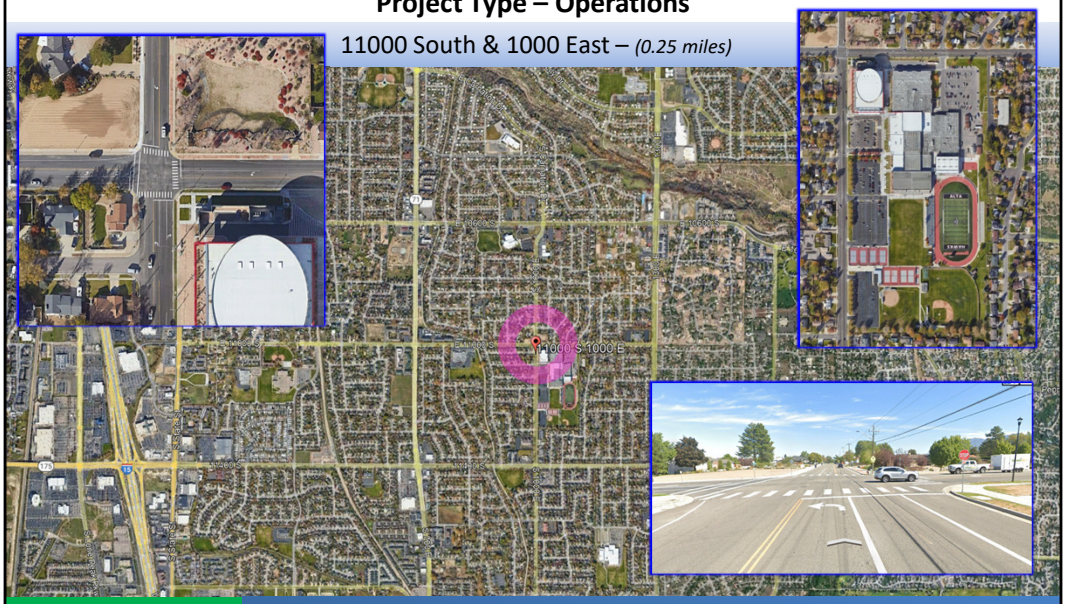
Provides improved access to jobs, including the SLC International Airport and other key industrial centers

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.

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

11000 South & 1000 East – *(0.25 miles)*



Project Cost – $ 2,743,067
Funds Request – $ 2,554,502

This pedestrian heavy intersection is adjacent to Alta High School, operating as a busy 8,500 ADT 4-way stop. While a traffic signal is not warranted, this is a prime location for a roundabout to reduce delay, emissions, and conflict points.

11000 S 1000 E is an intersection of two major collector roads, an origin point where four primary signalized roadway quadrants meet. The intersection is adjacent to Alta High School and currently operates as a busy 4-way stop experiencing an ADT of 8,500 vehicle trips and a high number of pedestrians. Trip rates do warrant the 4-way stop. However, they are not enough to warrant a traffic signal. To reduce delay, emissions, and vehicle/pedestrian conflict points, this is a prime location for a roundabout. Similar projects with matching land use demographics have been successfully implemented and positively received throughout the state.

Sandy – 11400 South/ 1300 East – Intersection Improvements

Project Type – Operations

11400 South & (1280 East - 1350 East) – *(0.25 miles)*

Project Cost – $ 4,276,867

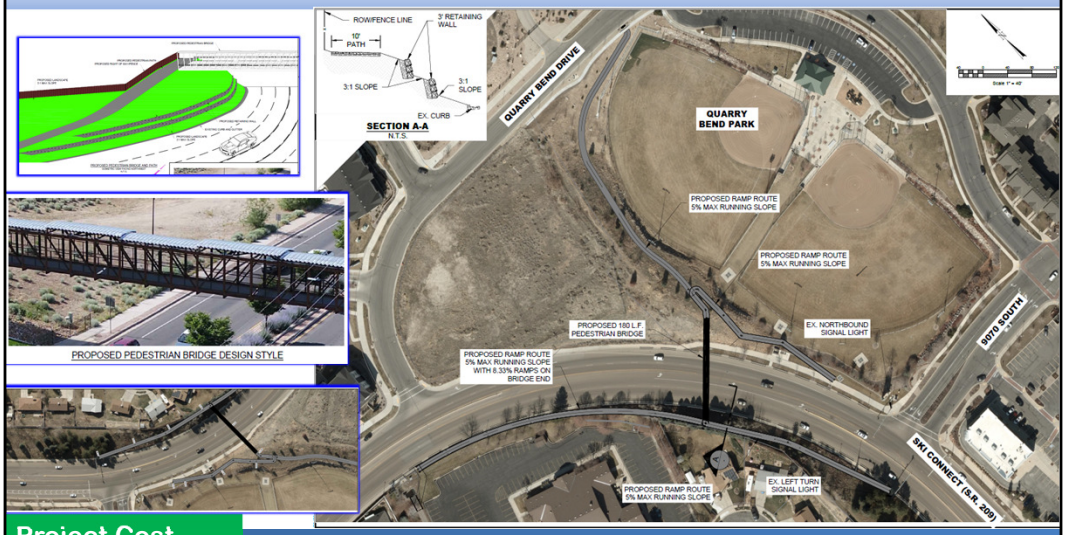
Funds Request – $ 3,977,938

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.

11400 South 1300 East is an intersection of two arterial roads with decent approach grades, accident trends, and geometric constraints. In Sandy's most recent TMP, it was identified as a crash hotspot. This project will provide geometric, signal, and safety improvements as identified in the safety evaluation completed by JUB at the end of 2021 to increase efficiency and safety. Improvements include adding a southbound right turn pocket, clearing corner sight triangle obstructions, advanced detection, phasing adjustments, signal head replacements, restriping, widening to accommodate bike/travel lane separations, and surface treatments.

Sandy – SR-209 (9000 South) Quarry Bend – Pedestrian Bridge
Project Type – Ped & Bike

9050 South & 900 East– *(0.25 miles)*



Project Cost – $ 9,982,667

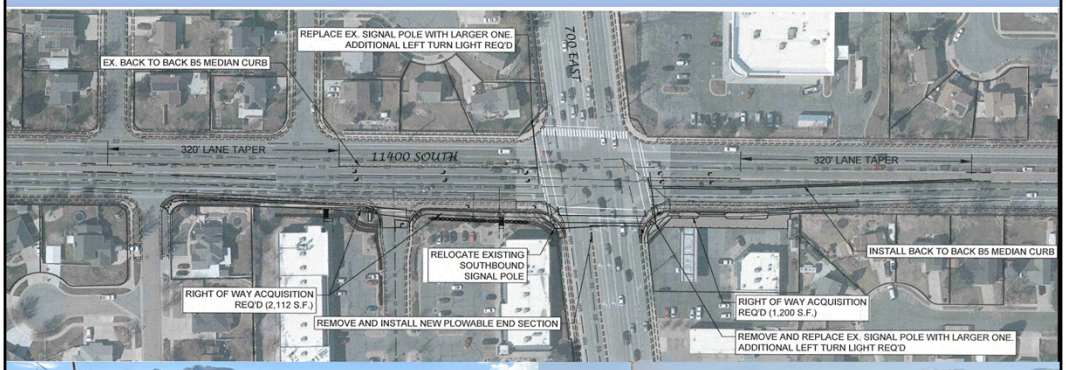
Funds Request – $ 3,721,592

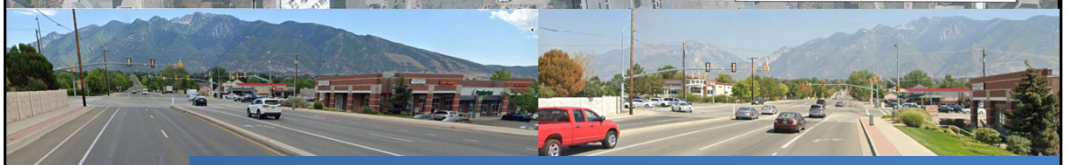
SR-209 is a connectivity barrier to Sandy Canal Trail. Trail users must go approximately one mile out of their way to cross. The proposed pedestrian bridge will eliminate this detour without having to introduce a new stop for southbound vehicles.

SR-209 at Quarry Bend is Sandy Canal Trail's connectivity barrier in this area. The trail is identified in Sandy's ATP and is now nearly fully paved due to partnership efforts between White City Township and Sandy City. Currently, trail users must go approximately one mile out
of their way to cross SR-209. The proposed pedestrian bridge over SR-209 will eliminate this detour requirement. The alternative at-grade crossing at the 9070 S signal 500' to the east, would require a new signalized stop for southbound traffic while still requiring pedestrians to go
out of their way. The proposed bridge would not stop traffic while in operation and would be directly adjacent to the existing trail. 60% of the project funding need will be applied for through the UDOT TIF-AT program. This program is scheduled to be awarded in summer/fall of
2024. The other 40% of the project is being sought through WFRC's CMAQ FY29 program and will be used as the UDOT TIF-AT match.

Sandy/ Draper – 11400 South/ 700 East – EB/WB Dual Lefts
Project Type – Operations

11400 South & (Oak Brush Dr (605 E) -785 East) – *(0.25 miles)*





Project Cost – $ 3,603,500

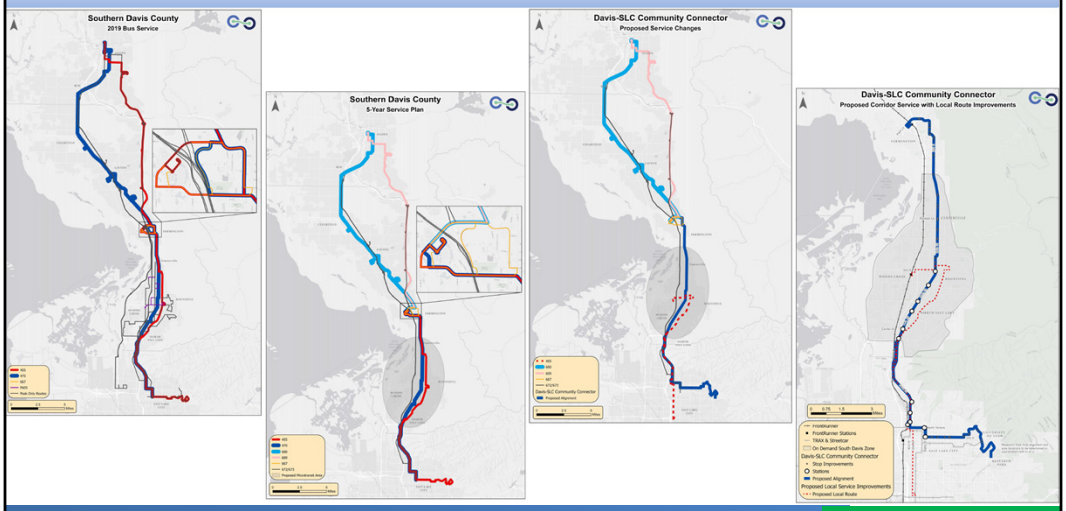
Funds Request – $ 3,357,119

This intersection is currently operating at LOS E with eastbound queues reaching 1,000 feet, resulting in unstable operations and delay. Warranted by funded year 2029, the intersection will be widened to accommodate dual eastbound and westbound left turns, approximately doubling the existing storage capacities.

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.

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

Davis County to Salt Lake City



The Davis-SLC Community Connector has been identified as a phase 1 project in the regional transportation plan. It will provide an essential transit connection between Davis and Salt Lake County, improving upon existing service. Environmental work is currently underway. The requested funds will be used for construction.

Project Cost – $ 75,597,183

Funds Request – $ 5,000,000

WFRCs LRTP has identified the need to improve transit between Davis Co. and SL County. The locally preferred alternative selected by project partners and UTA In 2014 has been refined in recent development efforts.

Based on tech. analysis, stakeholder coordination, and public outreach, the Davis-SLC Community Connector will run from Farmington to the University of Utah. The project will be enhanced bus with improvements such as station amenities and transit signal priority. The base portion of the project (500 South in Bountiful to 200 South in Salt Lake City) will have high-end stations. Updated FTA guidance on the Capital Investment Program allows corridor-based BRT projects (with no exclusive lanes).

This project will better connect Davis County and Salt Lake City. The improved bus system gives individuals a better/more direct commute between Davis and SLC. This helps reduce the number of cars on the road, which improves the air quality and congestion on the roads.

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 – $ 76,040,000

Funds Request – $ 5,000,000

Westside Express

Utah Transit Authority

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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.