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Jerry Benson
Utah Transit Authority

Carlos Braceras
Utah Department of Transportation

Ken Bullock
Utah League of Cities & Towns

Adam Trupp
Utah Association of Counties

Robert Grow
Envision Utah

Evan Curtis
State Planning Coordinator

Andrew Gruber
Executive Director

April 14, 2016

To Members of Trans Com and Other Interested Persons:

A meeting of Trans Com will be held on **Thursday, April 21, 2016 at 2:00 p.m. at the Wasatch Front Regional Council offices** located at 295 North Jimmy Doolittle Road in Salt Lake City. The agenda will be as follows:

1. ACTION on minutes of February 18, 2016 meeting
2. Opportunity for public comment
3. Transportation Improvement Program
 - a. Report on Board Modifications to the 2016-2021 TIP
 - b. ACTION on Board Modifications to the 2016-2021 TIP
 - c. ACTION on New Projects for Draft 2017-2022 Surface Transportation Program
 - d. ACTION on New Projects for Draft 2017-2022 Congestion Mitigation Air Quality Program
 - e. ACTION on New Projects for Draft 2017-2018 Transportation Alternatives Program
4. Other business

Next Meeting: June 16, 2016

Sincerely,

Mayor Bill Applegarth
Chairman

Upcoming Events:

National Association of Regional Councils Conference / Wasatch Choice Consortium / Active Transportation and Health Summit – June 26-29

Public participation is solicited without regard to age, sex, disability, race, color or national origin. Persons who require translation for a meeting should contact the WFRC's Title VI Administrator at 801-363-4250 or sam@wfrc.org at least 72 hours in advance.

Se solicita la participación del público, sin importar la edad, el sexo, la discapacidad, la raza, color o nacionalidad. Personas que requieren servicios de traducción deben contactar a WFRC's Administrador de Título VI al teléfono 801-363-4250 o sam@wfrc.org por lo menos 72 horas antes de la reunión.



TRANSPORTATION COORDINATING COMMITTEE (Trans Com)
Minutes of Meeting held
February 18, 2016

Chairman Bill Applegarth called Trans Com to order at 2:05 p.m. at the Wasatch Front Regional Council offices located at 295 North Jimmy Doolittle Road, Salt Lake City, Utah.

ATTENDANCE

Members:

Bill Applegarth, Chair	Mayor, Riverton
Karen Cronin	Mayor, Perry City
Carmen Freeman	Mayor, Herriman
GJ LaBonty	Utah Transit Authority
Nathan Lee	Utah Department of Transportation
Beverly Macfarlane	Mayor, Sunset City
Shane Marshall	Utah Department of Transportation
Dan McConkie	Utah Transportation Commission
Robert McKinley	Utah Transit Authority Board of Trustees
Erin Mendenhall	Utah Air Quality Board
Toby Mileski	Mayor, Pleasant View City
Norm Searle	Mayor, Riverdale City
JoAnn Seghini	Mayor, Midvale City
Derk Timothy	Mayor, Bluffdale City
Troy Walker	Mayor, Draper City

Others:

Wayne Bennion	Wasatch Front Regional Council
Ben Bolte	GREENbike
Michelle Bjorklund	Wasatch Front Regional Council
Andrew Gruber	Wasatch Front Regional Council
Ned Hacker	Wasatch Front Regional Council
Scott Hess	Wasatch Front Regional Council
Sam Klemm	Wasatch Front Regional Council/SLCOG
Ted Knowlton	Wasatch Front Regional Council
Tammy Long	Mayor, South Weber City
Jen McGrath	Utah Transit Authority
Ben Wuthrich	Wasatch Front Regional Council
Muriel Xochimitl	Wasatch Front Regional Council

1. Approval of Minutes

Mayor Toby Mileski moved that the minutes of the November 19, 2015 Trans Com meeting be approved as written. Mayor Beverly Macfarlane seconded the motion, and the voting was unanimous.

2. Opportunity for Public Comment

There were no public comments.

3. Trans Com Schedule for 2016

Wayne Bennion reminded the committee that Trans Com was created by agreement between the Wasatch Front Regional Council, the Utah Department of Transportation, and the Utah Transit Authority to provide opportunities for collaboration in planning and to meet federal transportation planning requirements. Trans Com acts as the policy advisory committee to the Regional Council regarding the programming of funds through the TIP and other short range transportation issues. Mr. Bennion reviewed the schedule for 2016 and Mayor Bill Applegarth recommended that members give their suggestions for what they would like to add to the schedule. Erin Mendenhall said that an air quality report in connection with the programming of CMAQ projects would be helpful. Mayor Beverly Macfarlane asked that active transportation continue to be discussed at Trans Com meetings.

4. Transportation Improvement Program (TIP)

a. Report on Board Modifications to the 2016-2021 TIP

Ben Wuthrich reported that since the last meeting of Trans Com, WFRC received requests and took action to modify the current 2016-2021 TIP. He referred members to the packet and asked if there were questions.

b. ACTION on Board Modifications to the 2016-2021 TIP

Ben Wuthrich presented and reviewed the requests the Wasatch Front Regional Council has received to modify the 2016-2021 TIP:

- Hooper City: 4700 West; 4800 South to 5400 South: This request is to change the limits of the STP funded project on 4700 West from 4800 South – 5000 South to 5000 South – 5400 South and to separate the new intersection/new construction portion on 4700 West; 4800 South to 5000 South from the reconstruction project 5000 South – 5400 South due to the timing of available funds. This request will not negatively impact any other project. Adjust project scope: Same funding.
- UDOT: I-215: I-15 Interchange Bridge Rehabilitation Project: The additional funding is required for pothole patching overruns, beam-end repairs, and expansion joint changes on this structure rehabilitation project. The requested funding for these change orders comes from State Structure funds and Region One Contingency funds. Additional funding amounts: \$140,000 and \$133,575, respectively.
- UDOT: I-15; Lagoon to Layton Parkway: The request for additional funding will allow the project scope to include the application of bonded wearing course to I-15 from the South Layton Interchange to Gordon Avenue (SR-232). The additional funding comes from the Region One Pavement Rehabilitation Program. Additional funding amount: \$1,500,000.
- UDOT: US-89 Willard Shoulder Project: The scope of the project is to improve the shoulders along US-89 through Willard City. This improvement is part of the UDOT Region One 2016 Asset Management Program. Funding comes from Region Efficiency Funding. New project funding amount: \$3,000,000.

- UDOT: Box Elder, Cache, and Rich Counties Clear Zone Improvement Project: The scope of the project is to improve road drainage and slope in various locations of the three counties. This improvement is part of the UDOT Region One 2016 Asset Management Program. Funding comes from Region Efficiency Funding. New project funding amount: \$1,000,000.
- UDOT: Davis, Morgan, and Weber Counties Clear Zone Improvement Project: The scope of the project is to improve road drainage and slope in various locations of the three counties. This improvement is part of the UDOT Region One 2016 Asset Management Program. Funding comes from Region Efficiency Funding. New project funding amount: \$2,000,000.
- UDOT: Bangerter Highway (SR-154); 4700 South and 5400 South (SR173): The additional costs are to cover a lawsuit that UDOT recently lost regarding the closing of the access point on Bangerter Highway into the former Kmart Shopping Center at 5400 South. The funds come from contingency savings on the I-80; State Street to 1300 East Project and the I-15; Cedar Fort Road (Lehi) (SR-73) to 12300 South (Riverton) Project. Additional funding amount: \$5,024,795.
- UDOT: I-15 Northbound; 10600 South Interchange Improvement: The additional costs are to cover increased drainage facilities, additional maintenance of traffic, and additional right-of-way. The additional funding will come from project cost savings on the I-15; SR-73 to 12300 South Widening Project. Additional funding amount: \$5,500,000.

ACTION: Mayor Carmen Freeman moved that Trans Com approve the resolution to modify the 2016-2021 TIP as requested. Mayor JoAnn Seghini seconded the motion and the voting was unanimous.

c. Review of Fiscal Year 2015 Obligation of Federal Highway and Transit Funds

Ben Wuthrich said that *Fixing America's Surface Transportation (FAST) Act*, the federal transportation bill, requires all metropolitan planning organizations, state transportation departments, and public transportation operators to cooperate in preparing a report of federal funds obligated during the immediately preceding year. The WFRC staff, with the help of UDOT and UTA, has prepared a report of obligated federal, state, and local match funding during fiscal year 2015 (October 1, 2014 through September 30, 2015). Mr. Wuthrich explained what obligation means in relation to funding for projects, and reviewed obligation amounts by type of project statewide and in the WFRC region.

5. Bike Share Report

Wayne Bennion introduced Ben Bolte, the Director of GREENbike and Jennifer McGrath, Senior Planner with the Utah Transit Authority. Mr. Bolte provided an overview of the current program including the primary benefits and goals:

- Create a Public Transit Enhancement
- Improve Air Quality
- Improve Community Health
- Encourage Downtown Living
- Assist Economic Development
- Create New Cyclists & Address Gender Gap
- Encourage Infill Development

Ms. McGrath gave an overview of the Bike Share Regionalization Study:

- Driven by stakeholders
- Stakeholders include the following: GREENbike, UTA, UDOT, WFRC, MAG, Downtown Alliance, Salt Lake City, Salt Lake County, Davis County, Ogden, Provo, and Bike Utah

- Determine goals and desired outcomes for a regional bike sharing system
- Assess pros and cons of potential governance structures and their policy implications
- Seek consensus on a regional governance structure recommendation

Mayor Bill Applegarth applauded GREENbike and the regionalization study and suggested that cities need guidance before the end of the year on implementing a bike share program.

6. FAST Act Funding

Wayne Bennion reviewed FAST Act funding. In December 2015, the *Fixing America's Surface Transportation (FAST) Act* was signed into law by President Obama. The legislation authorizes \$305 billion in federal funding for highway, transit, and rail programs and provides five years of predictable, consistent funding. Moderate increases in Surface Transportation Program funding occurred and with the five years of authorized funding in all programs, the Regional Council staff intends to program two years of Transportation Alternatives Program (TAP) funding in this cycle. This will match the typical time required to construct a TAP project. In the following cycle, the intent is to return to programming one year of TAP funding.

7. State Legislative Update

Muriel Xochimitl reviewed HB 362 which was passed during the 2015 legislative session. In the current legislative session, there are two bills that will attempt to change the allocation identified in the local option. The first bill, HB 183 would change the allocation in the local option in five rural counties to afford more flexibility when it comes to transit funding. These five counties are located outside of the WFRC area. The second bill, HB 215 Sub 1 would change the transit component in the local option to remove transit all together.

8. Other Business

Next meeting date: **April 21, 2016**

With no further business, the meeting adjourned at 4:05 p.m.

DATE: April 14, 2016
AGENDA ITEM: 3a
SUBJECT: Report on Board Modifications to the 2016-2021 TIP
PREPARED BY: Ben Wuthrich

BACKGROUND:

Since the last meeting of Trans Com, WFRC received requests to modify the current 2016-2021 Transportation Improvement Program (TIP). The modification required action from Wasatch Front Regional Council and the Transportation Commission, but did not require a new air quality conformity analysis or a 30-day public comment period. The modification is attached to the approved resolution.

RECOMMENDATION:

This item is for information only

CONTACT PERSON:

Ben Wuthrich (801) 363-4230 ext 1121

EXHIBIT:

2016-2021 TIP Amendment Five Resolution

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
AMENDING THE 2016 - 2021
TRANSPORTATION IMPROVEMENT PROGRAM

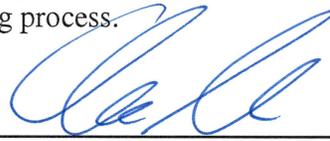
- WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas and, as such, has the responsibility for developing a Transportation Improvement Program, and
- WHEREAS, a Transportation Improvement Program is to include all federally funded highway and transit projects scheduled for the next six years, and
- WHEREAS, the Utah Department of Transportation, the State Transportation Commission, the Utah Transit Authority, and the Wasatch Front Regional Council and its local jurisdictions desire to amend the 2016-2021 Transportation Improvement Program (TIP) to include and / or modify the projects on the attached project description list, and
- WHEREAS, the U.S. Department of Transportation Metropolitan Planning Regulations Paragraph 450.324(a) requires that “the TIP . . . be updated at least every four years, and be approved by the MPO and the Governor,” and
- WHEREAS, the Statewide Air Quality Implementation Plan includes traffic control measures for reducing air pollutant emissions for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas and budgets for mobile source emissions, and
- WHEREAS, the projects included in the proposed Transportation Improvement Program amendment are either included in Phase 1 of the Regional Transportation Plan or are not regionally significant, or are included in the 2016-2021 TIP or are exempt projects that do not need to be reviewed for air quality conformity and consistency with the State Implementation Plan according to 40 CFR Part 93.126 Table 2 Exempt Projects, and
- WHEREAS, the proposed Transportation Improvement Program amendment had a public review and comment opportunity at the Regional Council meeting on March 24, 2016, and all comments were carefully considered,

NOW THEREFORE LET IT BE RESOLVED, that the Wasatch Front Regional Council

- (1) Approves Amendment Five to the 2016-2021 Transportation Improvement Program as attached,
- (2) Finds that the TIP conforms to and is consistent with the State Implementation Plan for Salt Lake, Davis, western Weber, and southern Box Elder Counties, and
- (3) Finds that the development of the Transportation Improvement Program is based on a currently certified transportation planning process.



Mayor Tom Dolan, Chairman
Wasatch Front Regional Council



Andrew S. Gruber
Executive Director
Wasatch Front Regional Council

Date: March 24, 2016

2016-2021 Transportation Improvement Program (TIP) (Amendment Five)

Board Modification

Additional Funding

Salt Lake/ West Valley Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	SR-154 (Bangerter)	10603	Bangerter Highway (SR-154) at 600 West Interchange	New Interchange on Existing Freeway	ST_GF_HB242 (General Fund - HB 242 (2009))	\$47,315,326	\$2,135,326	Additional Funding	\$800,000	2016
						ST_TIF (State Transportation Investment Fund)		\$45,100,000			
						ST_TIF_SB229 (State Transportation Investment Fund - SB229(2012))		\$0			

These funds will pay for work that is now being included in the Bangerter at 600 West project. This work includes ramp modifications to the I-15 SB off ramp, construction of WB auxiliary lanes between I-15 and 200 West, modifications to the eastbound left turn lanes onto NB I-15, and construction of three overhead sign structures. The funding will come from the I-15; SR-73 to 12300 South contingency funds.

Salt Lake	UDOT	I-80	4303	I-80; State Street to 1300 East	Phase One - P.E. ROW and Environmental	ST_GF_TIF (Statewide - General Fund - Transportation Investment Fund)	\$37,626,447	\$197,781	Additional Funding	\$2,264,446	2016
						ST_CHF (State Centennial Highway Fund)		\$37,348,666			

Earlier in the year, \$4.65 Million was removed from this project because a phase of the project was not shown in ePM (UDOT's Project Management Program) and it was believed that there was more funding programmed than necessary. The funding was moved to a project on Bangerter Highway that was approved earlier in the year. Now that the oversight has been identified it is necessary to return \$2,264,446 to the project so Phase I can be closed out. The funding will come from the SR-85, Mountain View Corridor Contingency funds. This funding is available, but removing will reduce the project's contingency and the ability to deal with unforeseen issues.

DATE: April 14, 2016
AGENDA ITEM: 3b
SUBJECT: ACTION on Board Modifications to the 2016-2021 Transportation Improvement Program (TIP)
PREPARED BY: Ben Wuthrich

BACKGROUND:

The Wasatch Front Regional Council (WFRC) has received requests to modify the current 2016-2021 Transportation Improvement Program (TIP). This modification requires action from the Regional Council and the Transportation Commission but does not require a new air quality conformity analysis or a 30-day public comment period. The requested modification is listed with the attached resolution.

RECOMMENDATIONS:

WFRC staff recommends that Trans Com make a motion “to approve the resolution to modify the 2016-2021 TIP as requested.”

CONTACT PERSON:

Ben Wuthrich (801) 363-4230 ext 1121

EXHIBITS:

Resolution Six to amend the 2016-2021 TIP

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
AMENDING THE 2016 - 2021
TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake / West Valley and the Ogden/ Layton Urbanized Areas and, as such, has the responsibility for developing a Transportation Improvement Program, and

WHEREAS, a Transportation Improvement Program is to include all federally funded highway and transit projects scheduled for the next six years, and

WHEREAS, the Utah Department of Transportation, the State Transportation Commission, the Utah Transit Authority, and the Wasatch Front Regional Council and its local jurisdictions desire to amend the 2016-2021 Transportation Improvement Program (TIP) to include the projects on the attached project description list, and

WHEREAS, the U.S. Department of Transportation Metropolitan Planning Regulations Paragraph 450.324(a) requires that “the TIP . . . be updated at least every four years, and be approved by the MPO and the Governor,” and

WHEREAS, the Statewide Air Quality Implementation Plan includes traffic control measures for reducing air pollutant emissions for the Salt Lake/ West Valley and the Ogden/ Layton Areas and budgets for mobile source emissions, and

WHEREAS, the projects included in the proposed Transportation Improvement Program amendment are either included in Phase 1 of the Regional Transportation Plan or not regionally significant, or are included in the 2016-2021 TIP or are exempt projects that do not need to be reviewed for conformity and consistency with the State Implementation Plan according to 40 CFR Part 93.126 Table 2 Exempt Projects, and

WHEREAS, the proposed Transportation Improvement Program amendment had a public review and comment opportunity at the Trans Com meeting on April 21, 2016, and all comments were carefully considered,

NOW THEREFORE LET IT BE RESOLVED, that Trans Com as delegated by the Wasatch Front Regional Council

- (1) Approves Amendment Six to the 2016-2021 Transportation Improvement Program as attached,
- (2) Finds that the TIP conforms to and is consistent with the State Implementation Plan for Salt Lake, Davis, western Weber, and southern Box Elder Counties, and
- (3) Finds that the development of the Transportation Improvement Program is based on a currently certified transportation planning process.

Mayor William R. Applegarth
Chairman
Trans Com

Andrew S. Gruber
Executive Director
Wasatch Front Regional Council

Date: April 21, 2016

2016-2021 Transportation Improvement Program (TIP) (Amendment Six)

Board Modification

Combine Projects

Ogden/ Layton Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Box Elder	UDOT	SR-91	13441	SR-91; SR-13 (Brigham City Main Street) to Mantua	Pavement Preservation and Installation of Concrete Median Barrier	NHPP_NHS (National Highway Performance Program - National Highway System)	\$5,300,000	\$1,800,000	<i>Combine Projects</i>	Same Level of Funding	2016
						HSIP (Highway Safety Improvement Program)		\$3,500,000			

Region One and the Traffic and Safety group are combining the following projects: SR-91; SR-13 to Mantua Pavement Preservation Project (PIN 13441), with the US-91; MP 2.0 to 6.6, Concrete Median Barrier HSIP Project (PIN 13230). Both have the same project limits and the funding level does not change.

Adjustments to Project Scope and Increase Project Funding

Salt Lake/ West Valley Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	I-80	13523	I-80: Parleys Summit to SR-202	Overhead Signs on I-80 & I-215 Replacement Project	NHPP_IM (National Highway Performance Program - Interstate Maintenance)	\$7,000,000	\$3,438,330	<i>Additional Funding</i>	\$3,000,000	2016
						STP_FLX_ST (STP Flexible (Any Area) Statewide)		\$561,670			

Currently funded for \$4.0 million, this request would add \$3.0 million to this project from the balance available in the Region Two Preservation Program. This funding would allow for an increase in the number of signs being completed, as well as possibly replace a few sign structures that are in poor shape.

Salt Lake	UDOT	I-215	13522	I-215; East Side	Sub-standard Barrier Replacement	NHPP_IM (National Highway Performance Program - Interstate Maintenance)	\$4,500,000	\$2,000,000	<i>Additional Funding</i>	\$2,500,000	2016
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The scope for this project is to replace substandard barrier and barrier in disrepair along I-215, East side. The project is currently funded for \$2.0 million, this request would add \$2.5 million to this project from the balance available in the Region Two Rehabilitation Program. The additional funding would allow for the need to increase the number of barriers being replaced.

2016-2021 Transportation Improvement Program (TIP) (Amendment Six)

Board Modification

Adjustments to Project Scope and Increase Project Funding

Salt Lake/ West Valley Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	I-215	13158	I-215; Knudsen Corner Bridge	Bridge Preservation	NHPP_BR (National Highway Performance Program - Bridge On System)	\$8,691,977	\$4,200,000	<i>Additional Funding</i>	\$4,000,000	2016
						ST_GF_BRIDGE (Statewide General Fund - Bridge Program)		\$491,977			

Currently funded for just under \$4.7 million, this request would add \$4.0 million to this project from balance available in the Region Two Rehabilitation Program. The current scope on this project is to do bridge repair on I-215 on the East side at 6200 S. (Knudsen Corner). The structures on I-215 mainline in this area are also in need of preservation work but the current project does not contain enough funding to complete them this year. The additional funding would allow for all the preservation work be done together in one project. This would be more efficient (ie. one contract, reduced mobility costs, etc...), and also would create less inconvenience to the public by having the work take place in one year instead of two. The Structures Program would reimburse the Region Two pavement program in 2021 or 2022, when their funding is available.

DATE: April 14, 2016
AGENDA ITEM: 3c
SUBJECT: Action on New Projects for Draft 2017-2022 Surface Transportation Program
PREPARED BY: Ben Wuthrich

BACKGROUND:

The Wasatch Front Regional Council is responsible for programming the federal Surface Transportation Program (STP) funds for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas. The annual apportionments for STP funds are projected to be approximately \$18,182,000 through the year 2022 in the Salt Lake/ West Valley Area and \$9,721,000 in the Ogden/ Layton Area. Due to the adjustments brought about by FAST Act, the new transportation authorization bill and project cost savings, there is an estimated \$25,000,000 available for the year 2022 in the Salt Lake/ West Valley Area to program, and \$12,800,000 available in the Ogden/ Layton Area.

In the fall of 2015, WFRC staff requested that potential project sponsors submit letters of intent to apply for available STP funds. Sponsors were then asked to prepare a project concept evaluation report providing further detail on their projects. The WFRC staff and the Technical Advisory Committees (TACs) used these reports, an on-site field review of each project in March, technical criteria, and other relevant professional considerations to evaluate each of the projects submitted.

Based on this evaluation, at their meetings on March 23, the Trans Com TACs (composed of the region's municipal engineers and other professionals representing their respective area or municipality) developed a recommendation of projects to add to the 2017-2022 STP. The attached tables "STP Projects Submitted for Consideration . . ." show the projects submitted for consideration. The highlighted projects with a recommended funding amount in the left hand column indicate those recommended by the TACs to be added to the 2017-2022 STP.

CONTACT PERSON:

Ben Wuthrich (801) 363-4230 ext 1121

RECOMMENDATIONS:

The WFRC staff and the Trans Com Technical Advisory Committees recommend that Trans Com make a motion "to recommend that the Regional Council approve the projects discussed, reviewed, and recommended be added to the 2017-2022 Surface Transportation Program."

EXHIBITS:

Spreadsheets showing recommended STP Projects for the Salt Lake/ West Valley and the Ogden/Layton Areas

STP Projects Submitted for Consideration for the 2017-2022 Surface Transportation Program (STP) Program
Projects (Highlighted in Yellow) represent those projects Recommended by the Transportation Technical Advisory Committee (TAC)

Recommended Funding	Project Order	Sort	City	Agency	Project Name	From Street	To Street	Project Improvement	Type of Project	Func Class	Length	Description	Tot Cost	Fed Fund	'09 ADT	'30 ADT	Sp Prior	Safety Score	Pavement Management Score	Cost Benefit Score	Delay Reduction Score	Growth Principles/Economic Imp	Existing ADT Score	Operation, TSM/TDM, ITS Imp Score	Traffic Growth Score	Existing Volume/Capacity Score	Total Score	Weighted Total
	1	STP O 18	Ogden	UTA	Weber State University Intermodal Center	In Dee Event Center lot	On planned BRT route	Transit Capital	Transit	NA	0.5	The Ogden/WSU Transit Study LPA is complete, and a BRT alignment has been selected. WSU, UTA, and Ogden City now know where the transit line will run through campus. These partners determined that a campus intermodal hub is needed for easy transfers between local bus routes, the BRT line, bike facilities, pedestrians, and cars.	\$3,116,900	\$2,617,800	36000	53000	1	0.5	3.7	20.0	0.0	16.0	3.0	8.0	10.0	1.0	55.7	62.2
	2	STP O 22	South Ogden City	South Ogden City	40th Street and Chimes View Drive Rebuild	Riverdale Road	Washington Blvd.	Reconstruction	Reconstruct	Minor Arterial	0.8	This project will reconstruct both 40th Street and Chimes View Drive between Riverdale Road and Washington Blvd. I will also include the replacement of curb, gutter and sidewalk. It is a major east-west corridor for vehicles traveling to Weber State University and McKay Dee Hospital. Emergency vehicles routinely use this route to access the hospital from Riverdale, South Ogden and parts of Ogden.	\$5,191,100	\$4,839,663	34000	36000	2	7.0	25.0	16.0	1.0	4.8	3.0	0.7	2.0	0.0	44	59.5
\$3,000,000	3	STP O 15	Ogden	Ogden City	20th Street Reconstruction	Washington Blvd	Monroe Blvd	Reconstruction	Reconstruct	Minor Arterial	0.6	20th Street has been on the RTP for nearly 2 decades. Structurally, the pavement is distressed and is rated as poor. Severe cross-slopes, deep gutters and antiquated storm drain inlets are out of standard and are liabilities. 20th is a "gateway road" into Ogden, an improved roadway would reflect well on the City.	\$6,477,200	\$6,038,694	6640	12000	2	9.0	21.3	12.0	0.0	6.4	0.0	4.7	4.0	0.0	49.25	57.3
	4	STP O 3	Clinton	Clinton City	800 North	2000 West	2525 West	Widening	Reconstruct	Collector	0.52	This project will widen 800 North between 2000 West and 2525 West, add shoulders, and reconstruct the existing asphalt street section. This project includes safety improvements by improving access conditions and adding a center turn-lane at intersections for improved mobility.	\$3,164,400	\$2,000,000	3479	7000	1	7.0	25.0	12.0	0.0	6.4	0.0	4.0	2.0	0.0	45	56.4
	5	STP O 9	West Point	West Point City	800 North Widening	2525 West	3000 West	Reconstruction	Reconstruct	Collector	0.47	Widen to a three lane section and install curb, gutter and sidewalk. Provide turn lanes at all intersections.	\$1,352,300	\$1,229,051	2164	11000	1	7.0	10.0	20.0	0.0	6.4	0.0	2.0	8.0	0.0	51	53.4
	6	STP O 24	WEST HAVEN	West Haven City	2550 South	West Boundary	2700 West	Widening	Reconstruct	Collector	0.625	The proposed project will include installing curb on both sides and sidewalk on the north side of 2550 South to improve pedestrian safety. Currently 2550 South has a very deep ditch along the north side creating a significant safety hazard for motorists and no area for pedestrians. This road has been designated as a major east west collector road within Weber County, connecting 4700 West and 1900 West. The remaining length is approximately 3,300 feet.	\$3,344,500	\$3,035,988	940	12000	3	0.0	20.5	16.0	0.0	4.0	0.0	0.0	10.0	0.0	36.1	50.5
	7	STP O 17	Ogden	UTA	Ogden BDO FrontRunner Station	14th Street	7th Street	Transit Capital	Transit	NA	1.5	Current FrontRunner service north of the Ogden consists of a couple morning & afternoon trips to/from Pleasant View. More service is needed, especially to the Ogden BDO area. Ogden, UTA & Weber Co. are working to extend full UTA track north. This request is to help fund a new BDO station and park-and-ride once this happens.	\$10,238,100	\$2,560,000	1	7000	3	0.5	3.7	12.0	0.0	16.0	0.0	9.3	6.0	0.0	42.7	47.5
	8	STP O 16	Ogden	Ogden City	North Street (West)	Wall Avenue	Harrisville Road	Reconstruction	Reconstruct	Collector	0.15	This area near North Street continues to see commercial and other large scale development occurring in nearby Harrisville City. Approximately 5 years ago, UDOT installed a traffic signal at North Street and Wall; with each development and ultimately the traffic signal install, vehicle volumes jumped from 500 AADT to an amount 10 times that volume measured in 2010. The only thing that hasnt changed is the roadway, it currently retains the characteristics of a paved farm road.	\$1,666,300	\$1,553,491	980	4000	4	8.0	21.3	12.0	0.0	2.4	0.0	1.3	2.0	0.0	31.25	47.0
\$2,183,167	9	STP O 1	Perry City	Perry City	1200 West Roadway Extension Project	3600 South	City Boundary on the South	New Construction	Capacity	Minor Arterial	0.38	Extend & improve 1200 W from 3600 S to Willard City. The roadway & trail provide critical connective elements for the RTP by completing a redundant north/south corridor reducing traffic burden on US 89 & I-15. The trail element creates essential connectivity bridging regional trails from Utah County to Box Elder County.	\$2,406,700	\$2,183,167	100	5000	1	7.0	5.0	9.0	0.0	16.0	0.0	5.0	4.0	0.0	46	46.0
	10	STP O 8	West Point	West Point City	300 North Widening	2000 West	3000 West	Reconstruction	Reconstruct	Collector	1	Widen to a three lane section and install curb, gutter and sidewalk. Provide turn lanes at all intersections.	\$3,806,300	\$3,526,238	6000	9000	2	0.0	23.0	12.0	0.0	6.4	0.0	2.0	2.0	0.0	34.6	45.4

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\$2,250,000	11	STP O 12	North Ogden City	North Ogden City	450 East / 400 East Widening - Phase I	2600 North	Elberta Drive	Widening	Capacity	Collector	0.428	To widen the existing roadway from one lane of travel in each direction to two lanes in each direction. This is a major collector street in the City that receives and distributes traffic from other collector/arterial roads and does not currently provide the level of service necessary.	\$5,370,300	\$4,039,786	14585	20000	1	3.0	4.1	12.0	0.0	17.0	1.0	2.0	4.0	2.0	45.1	45.1
	12	STP O 21	Riverdale City	Riverdale City	Ritter Drive	SR60	Freeway Park Drive	Reconstruction	Reconstruct	Collector	0.7	Road widening project and safety improvements along Ritter Drive from SR 60 to Freeway Park drive. Installation of traffic calming features, curb gutter, sidewalk and travel lane improvements.	\$1,745,000	\$1,500,000	350	4000	1	0.0	20.5	12.0	0.0	6.4	0.0	4.0	2.0	0.0	37.1	44.9
\$4,352,629	13	STP O 2	Clearfield/Syracuse	Clearfield	500 West	2000 South	SR108 / Antelope / 1700 S.	New Construction	Capacity	Collector	0.3	This project will extend 500 West, a north-south 84' R.O.W. roadway to connect with a major, east-west corridor (SR-108/Antelope Dr.). The project also includes a new signal at SR-108 intersection, and a connection to 1900 South to allow access for a subdivision. This is Phase 1 of a larger project.	\$4,668,700	\$4,352,629	4735	6000	1	7.0	4.6	6.0	0.0	18.0	0.0	9.0	0.0	0.0	44.6	44.6
	14	STP O 7	South Weber	UDOT - Region 1	I-84 Structure over the Weber River	I-84 MP 87.4	I-84 MP 87.6	Other STP	Operations	Highway/Freeway	0.2	The scope of this project is to upgrade the ramp from US-89 to I-84 WB which crosses the Weber River. The operation of the ramp will be improved by meeting current design standards for shoulder width, ramp acceleration length, lane merges and taper rates. A new structure will be built to span the Weber River for the ramp to meet the design requirements. This new structure will have less impacts to the Weber River and less user costs than widening the existing two span structure to add the ramp.	\$7,661,400	\$2,000,000	18995	32000	3	3.0	4.2	15.0	0.0	9.6	1.0	1.3	10.0	0.0	46.2	44.1
	15	STP O 13	North Ogden City	North Ogden City	450 East / 400 East Widening - Phase II	Elberta Drive	3300 North	Widening	Capacity	Collector	0.597	To widen the existing roadway from one lane of travel in each direction to two lanes in each direction. This is a major collector street in the City that receives and distributes traffic from other collector/arterial roads and does not currently provide the level of service necessary.	\$9,348,400	\$6,395,019	14585	20000	2	3.0	4.1	9.0	0.0	17.0	1.0	2.0	4.0	1.0	41.1	41.1
	16	STP O 14	Ogden	Ogden City	7th Street: Liberty to Monroe	Liberty Avenue	Monroe Boulevard	Reconstruction	Reconstruct	Collector	0.32	This project will improve the last remaining unimproved/deteriorated segment of 7th Street between Harrison Blvd and Washington Blvd. 2011 saw the the unimproved length of 7th Street west of this project fully improved. 7th Street is a high activity route to Ben Lomond High School, Bonneville Elementary and Hillcrest Junior High.	\$1,942,300	\$1,810,806	5480	7000	5	7.0	10.0	16.0	0.0	4.8	0.0	2.7	0.0	0.0	37	40.5
	17	STP O 20	Pleasant View City	Pleasant View City	2550 North Reconstruction	2550 North: City Limits & 1000 West: 2700 North	2550 North: 1000 West & 1000 West: 2550 North	Reconstruction	Reconstruct	Collector	1.06	1) Reconfigure the intersection where 2550 North and 1000 West meet at US-89 in order to allow two-way traffic on both streets and increase access for commercial development. 2) 2550 North is deteriorated and is in need of pavement replacement in order to continue to manage existing and future traffic.	\$4,779,600	\$4,244,389	3000	6000	1	1.0	18.8	8.0	0.0	6.4	0.0	2.7	2.0	0.0	32.75	38.8
	18	STP O 11	Marriott-Slaterville	Marriott-Slaterville	1200 West Widening Project	400 North	Marriott-Slaterville/Farr West Boundary Line	Widening	Reconstruct	Minor Arterial	0.56	This road is a major access route for the Ogden Business Depot's West Entrance. It is also used as a secondary frontage road for I-15 between 12th and 2700 North in Farr West. The west side of 1200 West is residential and the east side will include a sidewalk and bike path to improve access and safety for pedestrians. Project also to include a traffic signal at the intersection of 400 North and 1200 West.	\$6,820,400	\$6,293,398	5625	14000	1	1.0	12.3	12.0	0.0	3.6	0.0	0.7	8.0	0.0	30.45	37.5
	19	STP O 19	Ogden - Layton UZA	UTA	AVL Equipment-Weber-Davis Co. Mobility Providers	N/A	NA	ATMS or ITS	Transit	NA	0.5	UTA is seeking funds for AVL equipment to be installed in the vehicles of all human services transportation providers as the last phase in UTA's Coordinated Mobility Technology project. installing this equipment will allow real time vehicle information and real time scheduling, to increase available services for riders.	\$223,800	\$208,649	15000	20000	2	0.5	3.7	20.0	0.0	4.0	1.0	4.0	4.0	0.0	31.7	37.2
	20	STP O 23	South Ogen City	South Ogden City	Adams Avenue Rebuild Project	40th Street	Edgewood Drive	Reconstruction	Reconstruct	Collector	1	This project will reconstruct Adams Avenue between 40th Street and Edgewood Drive. This road is a collector for a relatively large portion of the City carrying traffic from local roads and minor collectors to a minor arterial (40th Street). It is a major conveyor of local traffic to 40th Street.	\$4,404,900	\$4,106,688	1950	3000	4	7.0	21.3	4.0	0.0	4.8	0.0	0.0	0.0	0.0	26.25	37.1

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\$1,000,000	21	STP O 6	Layton	Layton City	Gordon Avenue Arterial	1600 East	Highway 89	Other STP	Other	Minor Arterial	1.1	Layton City will construct a critical East-West Minor Arterial Connection from 1600 East to Highway 89. UDOT is widening Highway 89 in 2021 and constructing a new Interchange at Gordon Avenue. Layton City is coordinating with UDOT to extend Gordon and connect the new arterial road to Highway 89.	\$3,500,000	\$2,000,000	7000	12000	1	4.0	4.6	12.0	0.0	10.0	0.0	2.0	4.0	0.0	36.6	36.6			
	22	STP O 5	Farmington	Farmington City	SR-106 (Main Street) Improvements	Park Lane	Shepard Lane	Widening	Capacity	Principal Arterial	0.76	The proposed project is intended to improve drainage and add pedestrian facilities to the section of SR-106 (Farmington Main Street) between Park Lane and Shepard Lane on the west side of the road. The project will include storm drain, curb and gutter, sidewalk and pavement widening to allow for standard shoulder width.	\$2,423,800	\$2,180,463	9505	12000	2	3.0	1.1	12.0	0.0	14.0	0.0	3.0	2.0	0.0	35.1	35.1			
	23	STP O 10	Harrisville City	Harrisville City	West Harrisville Road Widening	Highway 89	750 West	Widening	Capacity	Minor Arterial	0.578	This project will widen West Harrisville Road from Highway 89 to 750 West. This is a two lane road - one lane each direction with an inconsistent width of pavement. Widening the pavement to a consistent width would allow an additional lane for turning movements and increase safety and capacity.	\$3,034,100	\$2,712,154	9800	13000	1	2.0	4.2	12.0	0.0	13.0	0.0	1.0	2.0	0.0	34.2	34.2			
	24	STP O 25	West Haven	West Haven City	3600 South	3500 West	Midland Drive	Widening	Reconstruct	Collector	1.24	The Project includes overlaying and widening. 3600 South is a Collector Road for West Haven City that continues to see increased use. The improvements proposed will increase driver and pedestrian safety as well as connect to the recently completed improvements on both the east and the west ends.	\$6,803,200	\$6,260,581	1804	4483	2	0.0	22.5	4.0	0.0	4.0	0.0	0.0	2.0	0.0	19.5	32.5			
	25	STP O 4	Farmington	Farmington City	I-15 Pedestrian Overpass	West side of I-15	East side of I-15	Pedestrian	Other	NA	0.19	This pedestrian bridge is needed to provide a dedicated safe pedestrian and bicycle access to the growing area and commuter facilities. It promotes alternate modes of transportation and is needed to connect commercial, residential, and recreation areas to each other and the Farmington Front Runner Station.	\$8,638,100	\$7,974,055	50	150	4	6.0	1.1	0.0	0.0	15.0	0.0	0.0	0.0	0.0	22.1	22.1			
\$12,785,796													Total Ogden/ Layton Urban Area STP Funds Available to Program for FY2022		\$12,800,000																

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\$2,000,000	1	STP S 12	Salt Lake City	Salt Lake City	1300 East	1300 South	2100 South	Reconstruction	Reconstruct	Principal Arterial	1.1	Rehabilitate deteriorated street: replace necessary curb and gutter, drive approaches, ADA pedestrian ramps, mill existing pavement, stabilize base, and install new pavement, improve drainage, evaluate options for complete streets improvements, upgrade traffic and pedestrian signals, and improve intersection lighting.	\$10,008,800	\$2,000,000	27060	33000	2	10.0	21.3	20.0	0.0	6.4	2.0	3.3	4.0	1.0	57.25	68.0
\$171,357	2	STP S 8	Holladay	Holladay	Highland Drive Corridor Feasibility Study	Arbor Lane	Van Winkle Expressway	Study	Other	Minor Arterial	1.4	The Study will address future traffic volumes, expanded transit services, and increased bicycling and walking. Efforts will focus on safety, efficiency, and innovation. Goals include: relieve congestion, decrease air emissions, and promote seamless mobility across all forms of transportation. The Study builds upon adopted Highland Drive Master Plan, TLC-funded VanWinkle Intersection Study, and STP/SAFETEA-LU improvements.	\$183,800	\$171,357	18975	24000	1	9.0	4.2	15.0	0.0	17.0	1.0	12.0	4.0	1.0	63.2	63.2
\$4,298,835	3	STP S 22	Taylorsville	Taylorsville City	Redwood Road Mobility/ Access Management and Safety Improvements - Phase 4	4700 South	5400 South	Operations	Operations	Principal Arterial	1	This project will improve access management and traffic flow along Redwood Road from 4700 S. to 5000 S. by limiting conflict points and increasing safety for motorists and pedestrians.	\$4,699,000	\$4,298,835	61050	65000	1	10.0	4.6	15.0	0.0	12.0	5.0	10.7	2.0	1.0	60.6	60.3
	4	STP S 4	Cottonwood Heights/Sandy City	Cottonwood Heights	Creek Road & Highland Drive Intersection	8072 Sout	8340 South	Intersections & Signals	Operations	Principal Arterial	0.2	Add a second Left Turn pocket (12-ft wide x 144 LF each) and a second receiving lane for NB & SB Highland Drive traffic turning onto WB & EB on Creek Road. Add a raised concrete median (180 LF each) at inside lane of LT pockets. Widen west side of Highland Drive roadway, reconstruct sidewalk and concrete curb & gutter to accommodate new lane.	\$2,561,800	\$2,388,366	39540	60000	1	3.0	4.6	15.0	0.0	12.8	3.0	9.3	10.0	1.0	59.6	58.7
	5	STP S 21	South Salt Lake	South Salt Lake	700 West Reconstruction; 3300 South to 3900 South	3300 South	3900 South	Reconstruction	Reconstruct	Collector	0.88	700 West is a collector road that serves residential areas, the County Jail, a UTA maintenance facility, and light industrial businesses. 700 West carries a high volume of trucks, causing accelerating pavement deterioration. This project will replace the failing asphalt pavement with concrete pavement, and upgrade pedestrian and drainage facilities by filling in sidewalk, curb and gutter; and adding bike lanes.	\$8,466,855	\$7,888,843	6685	11000	1	10.0	25.0	8.0	0.0	4.4	0.0	6.0	4.0	0.0	45	57.4
	6	STP S 1	Bluffdale	Bluffdale	Porter Rockwell Boulevard Seg. 3	Freedom Point Way	Geneva Rock Boundary	New Construction	Capacity	Principal Arterial	0.72	Porter Rockwell Boulevard (PRB) will connect I-15 to Mountain View Corridor (MVC), to major freeways. MVC ends at PRB. PRB Segment 3 leads into the funded segment 4 that connects to the bridge. Once the bridge across the Jordan River is built, PRB will connect communities on the west side of south Salt Lake County and north Utah County to I-15 and the east side, easing the commute and relieving congestion on Bangerter HWY and I-15. PRB will also have pedestrian trails, bike and transit facilities for a multimodal transportation.	\$4,561,300	\$4,252,500	1	31000	1	9.0	4.2	12.0	0.0	18.0	0.0	4.0	10.0	0.0	57.2	57.2
	7	STP S 20	South Jordan City	South Jordan City	2700 West	11400 South	11625 South	Widening	Reconstruct	Collector	0.25	2700 West is a minor collector road that stretches from 11400 South to 11800 South. Areas on 2700 West are unimproved with single paved travel lanes in each direction. This request includes, but is not limited to the following improvements: curb and gutter, sidewalk, park strip, shoulder pavement, center turn lane, irrigation & utility relocation, traffic safety measures, bike lanes & conduits.	\$1,027,300	\$957,752	10000	13000	2	7.0	18.5	20.0	0.0	6.0	1.0	1.3	2.0	0.0	45.7	55.8
\$2,400,000	8	STP S 24	West Jordan	West Jordan	7800 South	MVC	U-111	Widening	Capacity	Principal Arterial	1.3	The project will widen 7800 South from an existing two lane roadway to a full 5 lanes with shoulders from 6200 West to MVC and from MVC to 6700 West. Water utilities will be placed at City cost. Street lighting will be funded separately. Sidewalks, landscaping, curb and gutter, stiping and signage are included.	\$5,202,500	\$2,400,000	10000	30000	1	3.0	4.1	15.0	0.0	15.0	1.0	7.0	10.0	0.0	55.1	55.1
\$4,233,337	9	STP S 25	West Valley City	West Valley City	4100 South Reconstruction 4800 W. to 5400 W.	4800 West	5400 West	Reconstruction	Reconstruct	Minor Arterial	0.75	4100 South is an arterial corridor that extends the entire length of the city and is an essential transportation facility for West Valley City. This project would reconstruct the pavement, and allow the road to continue to serve as a critical transportation asset for the west side of the Salt Lake Valley.	\$5,558,600	\$5,133,337	19995	29000	1	2.0	21.3	16.0	0.0	4.8	1.0	1.3	8.0	0.0	41.25	54.4
	10	STP S 23	West Jordan	West Jordan	7000 South Environmental Impact Statement (EIS)	1300 West	SR-154 Bangerter Highway	Study	Other	Principal Arterial	2.5	The project will complete the environmental impact statement to widen 7000 South from an existing four lane roadway to a full 5 to 7 lanes with shoulders from 1300 West to SR-154. Water utilities will be placed at City cost. Sidewalks, landscaping, curb and gutter, stiping and signage evaluations are included in the study. All NEPA compliance issues will be evaluated.	\$2,000,000	\$1,860,000	30000	35000	2	4.0	4.6	15.0	0.0	11.0	3.0	9.0	4.0	2.0	52.6	52.6

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	11	STP S 5	Draper	Draper City	1300 East	Highland Drive	13200 South	Reconstruction	Reconstruct	Collector	0.5	Reconstruct and widen 1300 East to provide a consistent three lane corridor with shoulders/bike lanes, curb, gutter, and sidewalks, and improve the function of the intersections of 1300 East at Waynes World Drive (13800 South) and 1300 East at Highland Drive	\$6,047,200	\$5,546,905	14800	18000	2	7.0	21.3	12.0	0.0	4.8	1.0	4.0	2.0	0.0	41.25	52.1
	12	STP S 14	Salt Lake City	UTA	University of Utah Intermodal Center	South Campus	On LRT Route	Transit Capital	Transit	NA	0.5	U of U campus is well served by UTA local bus routes, TRAX, and other alternative modes. Lacking though, is a place that welcomes transit users to the campus in a centralized location where transfers between TRAX, local buses, campus shuttles, bike facilities, and car share can easily occur. A Intermodal Center is needed.	\$4,073,900	\$3,075,700	12000	18000	2	1.0	3.7	16.0	0.0	16.0	1.0	8.0	6.0	0.0	46.7	51.7
	13	STP S 2	Cottonwood Heights	Cottonwood Heights	Fort Union Blvd. - Access Management Project	Union Park Ave.	3000 East	Other STP	Operations	Principal Arterial	2.4	This project will add a raised islands on Fort Union Blvd from Union Park Ave. to 3000 East. A center Island will reduce conflict points and accidents on Fort Union Blvd. Street Lights will be installed to increase safety for motorists and pedestrians. Project will maintain access for most side streets of Fort Union Blvd.	\$3,888,500	\$3,625,249	27995	32000	4	9.0	4.6	15.0	0.0	12.8	2.0	4.0	4.0	0.0	53.6	51.4
\$2,862,441	14	STP S 19	South Jordan City	South Jordan City	2200 West	10400 South	11400 South	Widening	Reconstruct	Collector	0.91	2200 West is a minor collector road that stretches from West Jordan on the north to 11400 South. Areas on 2200 West are unimproved with single paved travel lanes in each direction. This request includes, but is not limited to the following improvements: curb and gutter, sidewalk, park strip, shoulder pavement, center turn lane, irrigation & utility relocation, traffic safety measures, bike lanes & conduits.	\$3,070,300	\$2,862,441	6000	8000	1	9.0	20.5	12.0	0.0	6.0	0.0	1.3	2.0	0.0	41.1	50.8
	15	STP S 17	Sandy	Sandy City	Sego Lily Drive State Street Intersection Widening	Sego Lily Drive State Street Intersection (10000 South)	0	Widening	Operations	Principal Arterial	0.24	State St. and 10000 S. is a choke point for bicycle traffic. This project will allow for bike lanes on 10000 South by widening the north side of the intersection. A right turn pocket will also be added for WB traffic. 10000 South is identified by UCATS, WFRC, Salt Lake County, and Sandy City as a priority bicycle route.	\$1,549,800	\$1,369,362	10000	14000	1	8.0	4.2	15.0	0.0	12.8	1.0	4.0	4.0	1.0	52.2	50.0
	16	STP S 9	Millcreek Township	UDOT - Region 2	I-215 East at 3300 S - Add/Convert Southbound Lane	MP 1.67	MP 2.0	Widening	Operations/Freeway	Highway	0.33	Improve safety and lesson congestion by reducing merging/weaving conflicts at the Southbound I-215 East 3300 South Exit. Currently, I-80 WB to I-215 SB ramp turns into an Exit Only Lane for 3300 S. The majority of traffic needs to change lanes and merge into mainline SB I-215, rather than exiting at 3300 South.	\$4,534,700	\$4,218,378	87800	108000	3	3.0	3.7	15.0	0.0	9.6	5.0	2.7	10.0	0.0	50.7	49.0
\$4,500,000	17	STP S 10	Murray	Murray City	Vine Street	1300 East	Van Winkle Expressway	Reconstruction	Reconstruct	Minor Arterial	0.96	Reconstruct and widens a portion of Vine Street from a 2 lane to a 3 lane collector. The project includes new curb and gutter, sidewalk and ADA improvements, drainage improvements, new pavement and bike lanes.	\$5,641,700	\$4,937,181	6800	10500	3	6.0	18.5	12.0	0.0	5.2	0.0	2.0	2.0	0.0	36.7	45.7
	18	STP S 6	Draper City	Draper City	Lone Peak Parkway	Ikea Way	Golden Harvest Rd	New Construction	Capacity	Minor Arterial	0.4	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 Golden Harvest Rd. The project under this request will construct 0.4 miles of the five-lane planned extension from Ikea Way to Golden Harvest Road (12950 South), completing the minor arterial connection. Lone Peak Parkway is identified as a Phase 1 project in the Regional Transportation Plan from 11400 South to Bangerter Highway.	\$11,421,800	\$10,557,645	10000	25000	1	6.0	2.9	9.0	0.0	14.0	1.0	1.0	10.0	0.0	43.85	43.9
	19	STP S 13	Salt Lake City	UTA	Airport TRAX Terminal Integration	Current Platform	Integration with new terminal	Transit Capital	Transit	NA	0.25	Redevelopment of the SLC International Airport requires the realignment of the existing TRAX line. This gives the city and UTA the unique opportunity to fully integrate the line with the main entrance terminal, making high capacity transit more accessible to our airport than any other US city's currently is.	\$54,087,200	\$3,000,000	1200	4800	1	1.0	3.7	8.0	0.0	16.0	0.0	12.0	2.0	1.0	39.7	43.7
\$2,000,000	20	STP S 7	Herriman	Herriman City	Herriman Parkway (West Extension)	6400 W	6800 W	New Construction	Capacity	Principal Arterial	0.49	This project is the Westward extension of 12600 S (principal arterial) and initially will be the only transportation route connecting new development currently in planning.	\$5,364,600	\$2,000,000	1	18000	1	0.0	4.6	12.0	0.0	11.0	0.0	6.0	10.0	0.0	43.6	43.6

STP Projects Submitted for Consideration for the 2017-2022 Surface Transportation Program (STP) Program
Projects (Highlighted in Yellow) represent those projects Recommended by the Transportation Technical Advisory Committee (TAC)

Recommended Funding	Project Order	Sort	City	Agency	Project Name	From Street	To Street	Project Improvement	Type of Project	Func Class	Length	Description	Tot Cost	Fed Fund	'09 ADT	'30 ADT	Sp Prior	Safety Score	Pavement Management Score	Cost Benefit Score	Delay Reduction Score	Growth Principles/Economic Impo	Existing ADT Score	Operation, TSM/TDM, ITS Imp Score	Traffic Growth Score	Existing Volume/Capacity Score	Total Score	Weighted Total
	21	STP S 15	Salt Lake County / Millcreek	Salt Lake County/ Millcreek	3900 South UPL Bridge Replacement	260 E	I-15 bridge	Pedestrian	Other	Minor Arterial	0.2	This structure has a 56.3 sufficiency rating. It is needing to be replaced before it becomes an emergency project. 3900 South is a major East/West transportation corridor across I-15. While pedestrian traffic is carried by pedestrian bridge north of the existing structure, dedicated bike lanes will be designed into the new bridge providing a safer route across the valley.	\$7,000,000	\$6,500,000	24535	32000	3	2.0	2.0	12.0	0.0	18.0	2.0	0.0	6.0	0.0	42	42.0
	22	STP S 3	Cottonwood Heights	Cottonwood Heights	Little Cottonwood Canyon Rd and Wasatch Blvd	8600 South	9000 South	Intersections & Signals	Operations	Principal Arterial	0.45	The Little Cottonwood Canyon (LCC) Road & Wasatch Blvd intersection project consists of improving traffic patterns by re-striping, adding traffic signals, and adding raised concrete medians to divide traffic. Wasatch Blvd NB lanes will be split for LT onto NB LCC Road and RT onto SB LCC Road approximately 50-ft south of the intersection by a raised concrete median. Traffic on SB LCC Road will be able to turn right onto SB Wasatch Blvd or continue on SB LCC road. Construction of an additional raised concrete median will not allow traffic on NB LCC Road to turn left onto SB Wasatch Blvd. Accel/decel & turn lanes will be constructed to accommodate these improvements along with providing a LT lane to Golden Hills Ave.pockets.	\$1,847,600	\$1,722,517	30230	13000	3	3.0	4.6	12.0	0.0	12.0	3.0	5.3	0.0	0.0	41.6	39.9
\$2,500,000	23	STP S 11	Salt Lake City	Salt Lake City	300 North Pedestrian/Bicyclist Safety Overpass	West of 500 W (west of the railroad tracks)	490 W (east of the railroad tracks)	Pedestrian	Other	Collector	0.25	The crossing of five rail lines creates a barrier to walking and biking, especially for high school students, in this growing area along 300 North. UPRR trains frequently stop or move very slowly at this crossing, resulting in pedestrians/bicyclists climbing through trains. The situation will be remedied with design and construction of a pedestrian/bicycle overpass.	\$5,462,000	\$5,092,223	2000	8000	1	4.0	2.0	6.0	0.0	16.0	0.0	2.0	6.0	0.0	36	36.0
	24	STP S 16	Salt Lake County - Unincorporated	Salt Lake County	Emigration Canyon Road Improvements PH1	SLC	SR65	Other STP	Other	Collector	0.5	The Canyon was originally a small winding roadway which over the years has been widened to accommodate vehicles and eventually, in some areas, bicyclists. The Canyon road, however, has insufficient sight distances, narrow shoulders, unstable slopes and insufficient drainage for its current use. Different requirements are needed in different areas of the canyon. This will be the first phase of a \$35million project to address the most significant safety needs.	\$4,000,000	\$3,720,000	4300	4500	1	9.0	4.1	6.0	0.0	13.0	0.0	3.0	0.0	0.0	35.1	35.1
	25	STP S 18	SLC - WVC UZA	UTA	AVL Equipment-SLCo Mobility Providers	N/A	NA	ATMS or ITS	Transit	NA	0.01	UTA is seeking funds for AVL equipment to be installed in the vehicles of all human services transportation providers as the last phase in UTA's Coordinated Mobility Technology project. installing this equipment will allow real time vehicle information and real time scheduling, to increase available services for riders.	\$559,400	\$521,529	100	2000	3	1.0	3.7	12.0	5.0	4.0	0.0	4.0	0.0	0.0	31.7	29.7
\$24,965,970	Total Salt Lake/ West Valley Urban Area STP Funds Available to Program for FY2022												\$25,000,000															

DATE: April 14, 2016
AGENDA ITEM: 3d
SUBJECT: ACTION on New Projects for Draft 2017-2022 Congestion Mitigation/ Air Quality Program
PREPARED BY: Ben Wuthrich

BACKGROUND:

The Wasatch Front Regional Council is responsible for programming Congestion Mitigation/ Air Quality Program (CMAQ) funds for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas. The annual apportionments for CMAQ funds are projected to be approximately \$5,635,000 through the year 2022 with \$5,900,000 available to program in the Salt Lake/ West Valley Area for 2022. About \$3,034,000 in annual apportionments are anticipated in the Ogden/ Layton Area with \$5,000,000 available to program for 2022.

In the fall of 2015, WFRC staff requested that potential project sponsors submit letters of intent to apply for the available CMAQ funds. Sponsors were then asked to prepare a project concept report and a CMAQ emission analysis form, providing further detail on their projects. The WFRC staff and the Technical Advisory Committees (TACs) used these reports, a field review of all projects in March, technical criteria, and other relevant professional considerations to evaluate each of the projects submitted.

Based on this evaluation, at their meetings on March 23, the Trans Com TACs (composed of the region's municipal engineers and other professionals representing their respective area or municipality) developed a recommendation of projects to add to the 2017-2022 CMAQ program. The attached tables "CMAQ Projects Submitted for Consideration . . ." show the projects submitted for consideration. The highlighted projects indicate those recommended by the TAC to be added to the 2017-2022 CMAQ program with the recommended funding amount listed in the right hand column.

CONTACT PERSON:

Ben Wuthrich (801) 363-4230 ext 1121

RECOMMENDATIONS:

The WFRC staff and the Trans Com Technical Advisory Committees recommend that Trans Com make a motion "to recommend that the Regional Council approve the projects discussed, reviewed, and recommended be added to the 2017-2022 Congestion Mitigation/ Air Quality Program."

EXHIBITS:

Spreadsheets showing recommended CMAQ Projects for the Salt Lake/ West Valley and the Ogden/Layton Areas

CMAQ Projects Submitted for Consideration for the FY2017-2022 Congestion Mitigation/ Air Quality (CMAQ) Program

Projects (Highlighted in Yellow) represent those projects Recommended by the Transportation Technical Advisory Committee (TAC)

Recommended Funding	AQ Rank	Name of Project	City	Description	Sponsor	Project Type	Project Life	Annualized Emissions: (kg)/\$1,000	Reduced Daily VHT	Reduced Daily Emissions (kg)	Estimated Total Cost	Requested Federal Funds
Ogden-Layton Area												
\$127,130	1	UTA - Vanpool Management-WE	Ogden-Layton UZA	Manage the daily logistics and expenses of a 410+ vehicle vanpool program system wide which reduces single occupancy vehicle usage. Oversight of the program includes managing each group's roster, payments, maintenance, and reporting riders and miles traveled to meet federal guidelines.	UTA	Vanpool Management	1	330.30	1046	115.04	\$140,000	\$127,130
\$30,000	2	UTA - Carpool Management-WE	SL County	Provide individuals with carpool, vanpool, and other commuting matches. Educate communities and others concerning alternative transportation options and promote those options that reduce single occupancy vehicle usage, improve mobility, enhance air quality, and conserve energy.	UTA	Carpool Management	1	40.28	28	3.31	\$40	\$30,000
\$489,458	3	UDOT TOC - ATMS - Ogden Advance Signal Detection	Ogden	Install and integrate advance signal detection at signals in the Ogden area.	UDOT TOC	ATMS	5	23.15	215	6.21	\$525,000	\$489,458
\$1,000,000	4	UTA - Transit Capital-Weber State University Intermodal Center	Ogden City	Please see the sheet in this workbook about how ridership increases were figured. This project is to provide a convenient location for transit and active transportation users to make transfers between routes and modes, and for convenient access to the WSU Campus. These convenient and comfortable connections result in less time spent for transfers, and a reduction in the perception that wait times are longer than they actually are; both of which result in increases in ridership.	UTA	Transit Capital	10	7.96	21	5.71	\$3,116,900	\$2,617,800
\$451,873	5	Ogden City Bike Share	Ogden	The project proposes to purchase and install 6 bike share kiosks; they will be similar in footprint size and operating nature of the SLC "Greenbike" system. The proposed kiosks will be solar powered and have stalls to hold 12 bicycles each. Overall, 40 bicycles are requested: 36 bicycles are anticipated to be placed in the field (6 at each Kiosk) and the remaining 4 will be alternates. This application is only asking for infrastructure improvements. Ogden City continues to consider ways to address maintenance and operating costs. Of the 6 preferred bikeshare station placement: one is located within UDOT right of way, one within UTA property and the remaining 4 are within Ogden City right of way.	Ogden	Bicycle	10	7.09	1	0.88	\$484,686	\$451,873
	6	UDOT TOC - ATMS - Ogden DSRC (Connected Vehicle)	Ogden	Harrison Boulevard will be instrumented with Dedicated Short Range Communication (DSRC) equipment that will utilize the Eco-Drive connected vehicle technology to minimize fuel consumption. This project is primarily for Transit Signal Priority using Vehicle to Infrastructure (V2I) technology using DSRC. In the next few years new personal vehicles will also have V2I capabilities which will add traffic management applications to the system.	UDOT TOC	ATMS	10	5.62	37	1.08	\$750,000	\$699,225
\$430,000	7	UTA - Ogden Area Ski Buses	Ogden	These funds are to purchase 2 canyon service buses, which have a 12 years useful life. From 12/15/2012 to 04/16/13, UTA buses transported 23,485 passengers between the Ogden area and Powder Mountain and Snowbasin resorts; an average of 192 daily riders over the 122 day period. (Docs. avail. upon request.) At a conservative annual increase of 3%, this becomes 236 daily riders by 2020. #'s below represent 2 of the 8 buses share of these riders. 2014-15 increases have been in the double digits.	UTA	OG Ski Bus	12	2.39	2	0.52	\$1,020,000	\$950,946
\$1,000,000	8	UDOT - SR-68 (Redwood Rd) & Center St Intersection	North Salt Lake	This project concept and estimate is based on adding a dedicated right turn lane on SR-68 as well as adding dedicated right turn lanes in both directions on Center Street and adding a dual left turn lane on westbound Center Street. Costs consist of \$2.6 Million for roadway items, \$1.5 Million for right-of-way, and \$250 Thousand on utility items. A traffic model was created to calculate the vehicle delay reduction from a no build delay of 119 seconds (LOS F) to 36 seconds (LOS D) with the improvements.	UDOT - R1	Intersection	5	2.18	47	1.19	\$7,839,300	\$1,000,000
	9	UTA - BRT Shelters-Davis-SLC BRT Stations (Davis County)	Davis County	The Davis-SLC BRT Stations project is meant to support continued ridership growth and facilitate BRT implementation in the corridor designated by the Davis-SLC Community Connector LPA by installing 15 BRT stations along the Davis County portion of the route. Based on observations from the implementation of the MAX line, UTA estimates convenience from wayside improvements results in a 50% increase in ridership. As Route 470 generally follows the alignment of the LPA, ridership statistics from that route were utilized to calculate New Transit Riders (see "Ridership" tab).	UTA	BRT Shelters	10	1.33	15	0.51	\$1,500,000	\$1,398,450

Recommended Funding	AQ Rank	Name of Project	City	Description	Sponsor	Project Type	Project Life	Annualized Emissions: (kg)/\$1,000	Reduced Daily VHT	Reduced Daily Emissions (kg)	Estimated Total Cost	Requested Federal Funds
\$477,338	10	Perry - Bicycle - 1200 West North Trail Extension	Perry City	This project proposes to widen the asphalt and stripe a dedicated 8' bike path on the narrow 1200 W from 2250 S (Dale Young Nature Park) to 775 W (Walmart and the connection with Brigham City through the Medical Dr, corridor) to provide a safe route for Alternative Transportation on this roadway. This trail is also an essential element in connecting the Box Elder County's trail system to the Weber, Davis, Salt Lake, and Utah County's Pathways. The project consists of the excavation, compaction, preparation, and construction of an asphalt extension along the existing roadway and a dedicated striping/symbolization of a bike lane on the proposed asphalt extension. It is assumed that the Average Annual Daily Traffic for this roadway is similar to Medical Drive in Brigham City, the roadway for Brigham commuters with the same destination as 1200 W for Perry's commuters.	Perry	Bicycle	10	0.86	0	0.11	\$695,000	\$617,183
\$550,616	11	Clinton - Intersection @ 2000 W & 1300 N	Clinton City	The 2000 West (SR 108) and 1300 North intersection has an existing traffic signal. 2000 West has separate right, straight, and left turn lanes. However, both legs of 1300 North only have one lane entering the intersection which combines all of the straight and turning movements into this lane. This cause delays for vehicles turning right or going straight through the intersection. It is also a safety and mobility issue. This project would widen the road for approximately 400 feet in each direction for a dedicated left turn lane and combined right and straight lane. These improvements could be done within the existing street right-of-way. A memo regarding the delay calculations is attached.	Clinton	Intersection	5	0.53	6	0.16	\$590,600	\$550,616
\$500,000	12	Riverdale - Intersection - Round-About Ritter Drive/SR60	Riverdale City	Construct a traffic Circle (round-about) at the intersection to improve vehicle and pedestrian safety. Reduction in emissions thru elimination of vehicle idling.	Riverdale	Intersection	5	0.06	1	0.02	\$618,000	\$500,000
	13	UDOT - SR-39 (12th St) & US-89 (Washington Blvd) Intersection	Ogden	This project is to add dual left turn lanes in all directions of the intersection referenced.	UDOT - R1	Intersection	5	0.05	2	0.06	\$2,412,419	\$2,000,000
\$5,056,415	Total Available to Program for FY2022					\$5,000,000						\$11,432,681

Recommended Funding	AQ Rank	Name of Project	City	Description	Sponsor	Project Type	Project Life	Annualized Emissions: (kg)/\$1,000	Reduced Daily VHT	Reduced Daily Emissions (kg)	Estimated Total Cost	Requested Federal Funds
Salt Lake/ West Valley Area												
\$263,733		UTA Vanpool Management		Manage the daily logistics and expenses of a 410+ vehicle vanpool program system wide which reduces single occupancy vehicle usage. Oversight of the program includes managing each group's roster, payments, maintenance, and reporting riders and miles traveled to meet federal guidelines.	UTA	Vanpool Management	1	349.20	1737	252.30	\$280,000	\$263,733
\$55,000		UTA Carpool Management		Provide individuals with carpool, vanpool, and other commuting matches. Educate communities and others concerning alternative transportation options and promote those options that reduce single occupancy vehicle usage, improve mobility, enhance air quality, and conserve energy.	UTA	Carpool Management	1	84.50	46	12.70	\$65,000	\$55,000
\$600,530	1	SLC - Green Bike	Salt Lake City	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. This funding will provide 10 stations, 1136 docks, 10 kiosks, 124 bikes, and other infrastructure necessary to maintain and grow a robust bike share system. This CMAQ money will be used toward the goal of 150 stations in 2022 as projected by the GREENbike Strategic Implementation Plan.	SLC	Bicycle	10	17.71	9	2.91	\$800,800	\$600,530
\$1,500,000	2	UTA - University of Utah Intermodal Center	Salt Lake City	Please see the sheet in this workbook about how ridership increases were figured. This project is to provide a convenient location for transit and active transportation users to make transfers between routes and modes, and for convenient access to the U of U Campus. These convenient and comfortable connections result in less time spent for transfers, and a reduction in the perception that wait times are longer than they actually are; both of which result in increases in ridership.	UTA	Transit Capital	10	12.67	43	10.68	\$4,073,900	\$3,075,700
	3	UTA - BRT Shelters-SL	Salt Lake City	The Davis-SLC BRT Stations project is meant to support continued ridership growth and facilitate BRT implementation in the corridor designated by the Davis-SLC Community Connector LPA by installing 14 BRT stations along the Salt Lake County portion of the route. Based on observations from the implementation of the MAX line, UTA estimates convenience from wayside improvements results in a 50% increase in ridership. As Route 4130 generally follows the alignment of the LPA, ridership statistics from that route were utilized to calculate New Transit Riders (see "Ridership" tab).	UTA	BRT Shelters	10	11.01	35	3.94	\$1,400,000	\$1,305,220
	4	UTA - 35M/33M ITS-SL	West Valley, SLCo, South Salt Lake	For TSP on 35M, install new GPS based system on the entire route from Wasatch Blvd. through the Magna Loop. Today Rt 35M has over 3,000 and Rt 33 has over 1,500 average daily boardings for a total of more than 4,500. Even a small reduction in travel time of five (3) minutes (10-12%), could possibly result in an increase in ridership of 6-13%. With an average weekday ridership of over 4,500 boardings, 2130 additional car trips could potentially be saved. Additionally, automobiles traveling parallel to the bus would get the benefit of improved signal phasing as well.	UTA	35M/33M ITS	5	6.77	11	2.42	\$1,353,600	\$652,050
	5	UTA - 200S ITS-SL	Salt Lake City	Implement TSP at signals on 15 intersections of 200 South and North Campus Drive in Salt Lake City. Improve the travel time for transit vehicles in the 200 south corridor between downtown SLC and the University of Utah and thereby attract more ridership and reduce idling at stop lights.	UTA	200S ITS	5	5.95	6	2.59	\$853,300	\$795,532
	6	Murray - Int. @ 5300 S & College	Murray	This project will include the widening of southbound College Drive and westbound 5300 South to relieve traffic congestion. This project will require the relocation of power lines and a water valve and hydrant on the northeast corner of the intersection. This will also require right of way acquisition from the adjacent properties to accommodate the additional lanes. Due to the change in traffic pattern and the tape pavement markings in existence, the westbound lanes on 5300 South will be milled and a new OGSC layer and tape markings to show the additional left and right turn pockets. The project is estimated to total \$1,860,500 in 2022 and deliver a savings of 1.22 tons/year of emissions based upon the assumption of the existing traffic plus the growth by 2022. The intersection today already is congested with vehicles waiting through multiple cycles to clear the intersection at the peak hours.	Murray	Intersection	5	2.98	133	3.04	\$1,860,500	\$1,860,500

Recommended Funding	AQ Rank	Name of Project	City	Description	Sponsor	Project Type	Project Life	Annualized Emissions: (kg)/\$1,000	Reduced Daily VHT	Reduced Daily Emissions (kg)	Estimated Total Cost	Requested Federal Funds
\$447,000	7	SLC - Bonneville Bike Trail	Salt Lake City	The Bonneville Connector Trail will be a shared-use path linking Wasatch Boulevard to the intersection of Sunnyside Avenue and Foothill Drive, where the trail will connect with the existing bike path to the University of Utah. This will close a critical gap for people commuting to the University of Utah by foot and bicycle via the Parley's Trail from communities to the south, and from neighborhoods along the East Bench of Salt Lake City. As the top bicycle commuting destination in the state, the University of Utah benefits from this critical connection by reducing vehicle demand on Foothill Drive.	SLC	Bicycle	10	2.97	0	0.36	\$479,700	\$447,000
	8	UDOT - ATMS - Bangerter	West Valley City	Installation of two Variable Message signs on Bangerter Highway. VMS with cameras allow the Traffic Operations Center to reduce delay by notifying drivers of downstream incidents.	UDOT	ATMS	10	2.34	29	0.66	\$1,100,000	\$1,025,530
	9	UTA - 35M Shelters-SL	Salt Lake County / WVC	This project makes stops in the route 35M Magna loop full BRT stops like on the rest of the route. Cost is for 5 stops. 2015 average daily boarding in the loop is 150 riders. The route 35 corridor saw about a 50% increase from when BRT level frequency was in place to when BRT capital improvements were installed. Presuming that the Magna Loop will see about half that increase because it is at the end of the line, UTA expects to see about 313 new daily passengers in the loop due to these improvements (150 x .25). See attached reports.	UTA	35M Shelters	10	1.46	1	0.24	\$1,353,600	\$609,911
	10	UTA - RT220-SL	SLCo, Holladay, SLC, Cottonwood Heights, Sandy	The Route 220 Bus Stop Improvements project is meant to support continued ridership growth and facilitate enhanced bus implementation by improving 33 stops with off-the-shelf shelters with solar technology. Based on observations from the implementation of the MAX line, UTA estimates convenience from wayside improvements results in a 50% increase in ridership from comparable route before it had service or wayside improvements. Because the proposed enhanced stations are not of the full BRT scope, it is estimated that the bus stop improvements associated with this project will result in a ridership increase of 25% of the route riders prior to service increases (see "Ridership" tab).	UTA	RT220	10	1.25	3	0.68	\$2,145,000	\$1,999,784
\$280,000	11	Riverton - Bicycle	Riverton City	Riverton City is in the process of completing an Active Transportation Plan. This includes the construction of bike lanes on 13400 South. The majority of 13400 South has sufficient width to restripe existing shoulder to create bike lanes with the exception of the area within proposed project limits. With this project Riverton will widen the roadway into the existing park strips to create the bike lanes. The creation of the bike lanes will still leave us enough park strip to re-plant trees and create a Complete Street. Project estimate is \$280,000 that includes removal, construction, planting, etc of street lights, utility poles, fire hydrants, trees, asphalt, sprinklers, sod, curb, gutter and sidewalk. Due to Riverton's limited number of East-West connections, it is difficult to anticipate the reduction of emissions this project will produce. Completion of 13400 South Bike Lanes are essential to the Southern connections to Herriman City as well as many other identified routes that reach larger user groups.	Riverton	Bicycle	10	1.24	0	0.10	\$490,900	\$280,000
	12	UDOT - ATMS - Foothill	City of Project Location	Installation and integration of 1 cantilever variable message sign along with 3 cameras. VMS with cameras allow the Traffic Operations Center to reduce delay by notifying drivers of downstream incidents.	UDOT	ATMS	10	0.98	7	0.15	\$615,000	\$573,365
\$1,292,727	13	Sandy City - Int. @ 9000 S & 450 W	Sandy City	During the peak travel hours the intersection of 9000 S/450 W causes significant delays due to congestion (LOS D). An analysis was conducted for ways to mitigate and minimize congestion (Transportation Study attached). This project consists of adding a U-turn on the north leg of the intersection at Parkland Dr in order to give an alternate for those making the westbound left movement. The estimated cost for the U-turn is approximately \$1.4 million, which includes pavement reconstruction, acquisitions, compensations, other. With the U-turn addition delays will be improved for the westbound left movement, weaving issues will be reduced, and safety will be improved.	Sandy City	Intersection	5	0.95	31	0.70	\$1,386,600	\$1,292,727
	14	UDOT R2 - 700 E Bike	Murray, Midvale, Sandy	Add bike lanes on a long section of roadway that has been identified by UCATS as one of the top roads to add bike lanes on. This project is being requested by UDOT, Murray City, Midvale City, and Sandy City.	UDOT R2	Bicycle	10	0.46	2	0.42	\$3,510,100	\$3,272,466
	15	UDOT - SR-71; Vanwinkle to 90th S - Add bike lane	Salt Lake City	The project will widen the existing bikelanes in the uphill and downhill direction. Costs include pavement widening, barrier, signs, and paint.	UDOT R2	Bicycle	10	0.33	0	0.18	\$2,187,500	\$2,039,406

Recommended Funding	AQ Rank	Name of Project	City	Description	Sponsor	Project Type	Project Life	Annualized Emissions: (kg)/\$1,000	Reduced Daily VHT	Reduced Daily Emissions (kg)	Estimated Total Cost	Requested Federal Funds	
	16	UDOT - ATMS - I-80	Salt Lake City	Installation of an eastbound Variable Message Sign and 4 cameras on I-80. VMS with cameras allow the Traffic Operations Center to reduce delay by notifying drivers of downstream incidents.	UDOT	ATMS	10	0.23	2	0.05	\$820,000	\$764,486	
	17	WVC - Int. @ 5600 W & 3100 S	West Valley City	WB left traffic is restricted to protected only phasing, therefore resulting in significant delays during peak hours. Project will add dual left turns to maximize wb left throughput without significantly changing signal timing. Green time for WB left is minimal due to heavy N/S traffic and oversized ped timing.	WVC	Intersection	5	0.10	3	0.08	\$1,225,700	\$1,440,000	
	#VALUE!	UTA - Airport Station-SL	Salt Lake City	Full integration of TRAX Green Line w/new SLC terminal main entrance. Every patron of the airport walks past the TRAX platform as they are dropped-off/picked up or go to/from airport parking. This visibility/convenience will increase ridership. UTA estimates that boardings at the airport station will increase 50% from about 1,000 to 1,500 per day due to increased visibility and convenience.	UTA	Airport Station	10	Not Eligible	42	10.43	\$54,087,200	\$1,000,000	
	#VALUE!	WJ - Int. @ 7000 S & 3200 W	West Jordan	This project will remove and replace aged equipment, mast arms, and provide right turn pockets to mitigate AM and PM peak congestion.	WJ	Intersection	10	Withdrawn	59	1.36	\$287,900	\$232,500	
	#VALUE!	WJ - Int. @ 7000 S & 2700 W	West Jordan	This project will remove and replace aged equipment, mast arms, and provide right turn pockets to mitigate AM and PM peak congestion.	WJ	Intersection	10	Withdrawn	45	1.03	\$287,900	\$232,500	
		Total Available to Program for FY2022											
\$5,838,990							\$5,900,000						
		\$23,817,940											

DATE: April 14, 2016
AGENDA ITEM: 3e
SUBJECT: ACTION on New Projects for Draft 2017-18 Transportation Alternatives Program (TAP)
PREPARED BY: Ben Wuthrich

BACKGROUND:

The Wasatch Front Regional Council is responsible for programming the Transportation Alternatives Program (TAP) funds for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas. The annual apportionments for TAP funds for FY2017 and FY2018 are projected to be approximately \$900,000 with \$2,330,400 available to program in the Salt Lake/ West Valley area. About \$500,000 in annual apportionments for the Ogden/ Layton Area is expected for FY2017 and FY2018 with \$1,198,000 available to program. The larger amounts for this year's programming are due to a program re-alignment with Safe Routes To School funding. Also, the Regional Council is programming two years of funding in order to match the time required to prepare projects for funding. Next year, it is anticipated to return to programming one year of TAP funds per year.

In the fall of 2015, the WFRC staff requested that potential project sponsors submit letters of intent to apply for the available funds. Sponsors were then asked to prepare a project concept evaluation report providing further detail on their projects. The WFRC staff and the Trans Com Technical Advisory Committees (TAC) used these reports, a field review of all projects in February and March, technical criteria, and other relevant professional considerations to evaluate each of the projects submitted.

Based on this evaluation, at their meeting on March 23rd, the Trans Com TACs (composed of the region's municipal engineers and other professionals representing their respective area or municipality) developed a recommendation of projects to add to the FY2017 and FY2018 TAP. The attached tables "TAP Projects Submitted for Consideration" show the projects submitted for consideration. The yellow highlighted projects with a recommended funding amount in the left-hand column indicate those recommended by the TAC to be added to the draft program.

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RECOMMENDATIONS:

The WFRC staff and the Trans Com Technical Advisory Committees recommend that Trans Com make a motion "to recommend that the Regional Council approve the projects discussed, reviewed, and recommended be added to the FY2017 and FY2018 Transportation Alternatives Program."

EXHIBITS:

Spreadsheets showing recommended TAP Projects for the Salt Lake/ West Valley and the Ogden/Layton Areas

