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Carlos Braceras
Utah Department of Transportation

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Utah League of Cities & Towns

Lorene Kamalu
Utah Association of Counties

Robert Grow
Envision Utah

Evan Curtis
State Planning Coordinator

Andrew Gruber
Executive Director

TRANSPORTATION COORDINATING COMMITTEE AGENDA

April 4, 2019

To Members of Trans Com and Other Interested Persons:

A meeting of Trans Com will be held on **WEDNESDAY, April 17, 2019 at 2:00 p.m.** at the Wasatch Front Regional Council offices located at 41 North Rio Grande Street, Suite 103, Salt Lake City, UT, 84101. The agenda will be as follows:

1. **ACTION** on minutes of February 21, 2019 meeting
2. Opportunity for public comment
3. Chair's Report
4. Transportation Improvement Program (TIP)
 - a. Report on Board Modifications to the 2019-2024 TIP
 - b. **ACTION:** Board Modifications to the 2019-2024 TIP
 - c. **ACTION:** Recommendation to approve projects for Draft 2020-2025 Surface Transportation Program (STP)
 - d. **ACTION:** Recommendation to approve projects for Draft 2020-2025 Congestion Mitigation Air Quality Program (CMAQ)
 - e. **ACTION:** Recommendation to approve projects for Draft 2021 Transportation Alternatives Program (TAP)
5. Other business

Next Meeting: June 20, 2019

Sincerely,

Commissioner Jeff Scott
Chair

Upcoming Events:

- April 24-26, ULCT Mid-Year Conference, St. George, UT
- May 1-3, APA Spring Conference, Price, UT
- May 2, Joint Policy Advisory Committee (JPAC), facilitated by UTA, at WFRC office

Informational materials can be located on WFRC's website at www.wfrc.org

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TRANSPORTATION COORDINATING COMMITTEE (Trans Com)
Minutes
 Meeting of February 21, 2019

Commissioner Jeff Scott, Chair, called Trans Com to order at 2:01 p.m. at the Wasatch Front Regional Council offices located at 295 North Jimmy Doolittle Road, Salt Lake City, Utah. Introductions were made. **[Recording: 00:00:03]**

| 2019 TRANS COM MEMBERS | IN ATTENDANCE |
|--|----------------------|
| BOX ELDER COUNTY | |
| Member - Jeff Scott (Box Elder) | yes |
| DAVIS COUNTY | |
| Member - Mark Shepherd (Clearfield) | yes |
| Member - Mike Gailey (Syracuse) | |
| MORGAN COUNTY | |
| Member- Tina Cannon (Morgan County) | no |
| Alternate - Mike Newton (Morgan County) | yes |
| SALT LAKE COUNTY | |
| Member - Robert Dahle (Holladay) | yes |
| Member - Jenny Wilson (Salt Lake County) | no |
| Member - D. Blair Camp (Murray) | yes |
| Member - Robert Hale (Midvale) | yes |
| Alternate - Derk Timothy (Bluffdale) | yes |
| Alternate - Clint Smith (Herriman) | yes |
| TOOELE COUNTY | |
| Member - Brent Marshall (Grantsville) | yes |
| Alternate - Tom Tripp (Tooele County) | yes |
| WEBER COUNTY | |
| Member – Jim Harvey (Weber County) | yes |
| Alternate - Leonard Call (Pleasant View) | yes |
| Member – Norm Searle (Riverdale) | yes |
| Alternate – Robert Dandoy (Roy) | yes |
| OTHER APPOINTMENTS | |
| Utah Transportation Commission: | |
| Member – Meghan Holbrook | no |
| Member – Dannie McConkie | yes |
| UTA Board of Trustees: | |
| Member – Carlton Christensen | yes |
| Member – Beth Holbrook | yes |
| Utah Air Quality Board: | |
| Member – Kevin Cromar | yes |
| | |

| | |
|---|---|
| NON-VOTING MEMBERS | |
| UDOT Representative: | |
| Member – Teri Newell | yes |
| UTA Representative: | |
| Member – Laura Hanson | no |
| Air Quality Board, DAQ Staff Representative: | |
| Bryce Bird | no |
| FHWA – Utah Division Representative: | |
| Ivan Marrero | yes |
| Mountainland Association of Governments | |
| Others in Attendance: | |
| Ben Huot, UDOT | |
| Blaine Leonard, UDOT | Andrew Gruber, Wasatch Front Regional Council |
| Alma Haskell, UTA | Ned Hacker, Wasatch Front Regional Council |
| Helen Peters, SL County | LaNiece Davenport, Wasatch Front Regional Council |
| Wayne Bennion, Wasatch Front Regional Council | Ted Knowlton, Wasatch Front Regional Council |
| Ben Wuthrich, Wasatch Front Regional Council | Scott Hess, Wasatch Front Regional Council |
| Suzie Swim, Wasatch Front Regional Council | Andrea Pearson, Wasatch Front Regional Council |

2. Chair’s Report [Recording: 00:02:05]

Commissioner Scott reminded the group that WFRC will be moving their offices during the first week of March, and that the 50th Anniversary and Open House will follow the Council meeting on March 28, 2019.

3. Opportunity for Public Comment [Recording: 00:03:50]

Commissioner Scott opened the meeting up for public comments. There were none.

1. Approval of Minutes [Recording: 00:04:20]

Commissioner Scott brought attention to the minutes of the November 8, 2018 meeting and asked if there were any corrections. There were none. Mayor Derk Timothy moved that the minutes of the Trans Com meeting be approved as written. Mayor Rob Dahle seconded the motion, and the voting was unanimous in the affirmative.

4. Trans Com Roles and Responsibilities and Schedule for 2019 [Recording: 00:04:44]

Wayne Bennion, WFRC, reminded members of the background of the Transportation Coordinating Committee (Trans Com) and referred to the current Memorandum of Agreement included in the packet. 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. There is a technical advisory committee in each urbanized area that periodically provides recommendations to Trans Com. Mr. Bennion briefed the committee on Trans Com’s roles and responsibilities and then presented a schedule for Trans Com meetings in 2019. Members were encouraged to review the proposed schedule and provide suggestions about any other issues they would like to discuss.

5. Transportation Improvement Program (TIP) [Recording: 00:14:07]

a. Report on Board Modifications to the 2019-2024 TIP

Ben Wuthrich, WFRC, updated the committee regarding recent modifications to the current 2019- 2024 TIP. These modifications were approved by the Wasatch Front Regional Council at the January 24, 2019 meeting.

b. ACTION: Board Modifications to the 2019-2024 TIP [Recording: 00:19:14]

Mr. Wuthrich then reported that WFRC has received requests to modify the current 2019-2024 TIP and briefly discussed each of the projects. **[Recording: 00:40:55]** Mayor Brent Marshall

moved to approve the resolution to modify the 2019-2024 TIP. Carlton Christensen, UTA Board of Trustees, seconded the motion, and the voting was unanimous in the affirmative.

**c. Review of Fiscal Year 2018 obligation of federal highway and transit funds
[Recording: 00:41:22]**

Mr. Wuthrich also presented information from a yearly report required by the FAST ACT (Fixing America's Surface Transportation Act). The WFRC staff, with the help of UDOT and UTA, prepared this report of obligated federal, and local and state match funding during federal fiscal year 2018 (October 1, 2017 through September 30, 2018). Charts, showing funding by project type, were discussed by Mr. Wuthrich. For the State of Utah, these federal funds currently represent about 20% of the total highway and transit revenues.

6. Utah Department of Transportation (UDOT) Report – Connected Vehicles, UVision, Road Usage Charge [Recording: 00:52:15]

Teri Newell, UDOT Deputy Director, reviewed the rationale for and elements of the road usage charge program that will begin next year. The program will give electric vehicle owners the option of paying a flat fee or a fee based on vehicle usage. Ms. Newell also discussed strategies and outcomes being considered as a statewide transportation vision is developed. Blaine Leonard, UDOT, described how UDOT is preparing to take advantage of the safety and operational benefits of connected and automated vehicles, including recent and upcoming projects.

7. State Legislative Update [Recording: 01:38:22]

LaNiece Davenport, WFRC, reviewed important developments that are happening in regard to transportation at the State Legislative Session. Ms. Davenport reminded members that WFRC manages a Bill Tracker that lists important transportation bills and other bills that have a nexus to transportation including air quality, land use, and economic development. Ms. Davenport highlighted several bills, including SB34 (Senator Anderegg's housing affordability bill), and SB72 (Senator Harper's transportation bill). WFRC supports these bills and staff are continuing dialogue with the bill sponsors and other stakeholders about technical aspects of the legislation.

8. Other Business [Recording: 01:52:21]

Commissioner Scott proposed that the Trans Com meeting adjourn at the conclusion of Item 9 on the agenda, unless there were other items of business. There were none. **[Recording: 01:53:25]** Mayor Mark Shepherd made the motion to adjourn at the conclusion of the training video to be shown for Item 9, and Mayor Rob Dahle seconded, with a unanimous affirmative vote.

9. Overview of Utah Open and Public Meetings Act [Recording: 01:53:45]

Utah State law requires that elected officials serving on committees such as those of the Wasatch Front Regional Council receive training regarding the Utah Open and Public Meetings Act. An 11-minute training video was presented at Trans Com in order to comply with this requirement. **[Recording: 02:05:15]** The video concluded, and the meeting was adjourned.

DATE: April 9, 2019
AGENDA ITEM: 4a
SUBJECT: Report on Board Modifications to the 2019-2024 TIP
PREPARED BY: Ben Wuthrich

BACKGROUND:

Since the last meeting of Trans Com, WFRC received a request to modify the current 2019-2024 Transportation Improvement Program (TIP). The modification required action from the Wasatch Front Regional Council at its March 28th meeting 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:

2019-2024 TIP Amendment Five Resolution

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
AMENDING THE 2019 - 2024
TRANSPORTATION IMPROVEMENT PROGRAM

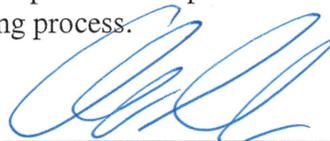
- WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas and, as such, has the responsibility for developing a Transportation Improvement Program, and
- WHEREAS, a Transportation 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 2019-2024 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 450.326(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 2019-2024 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 28, 2019, and all comments were carefully considered,

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

- (1) Approves Amendment Five to the 2019-2024 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.



Commissioner Bob Stevenson, Chairman
Wasatch Front Regional Council



Andrew S. Gruber
Executive Director
Wasatch Front Regional Council

Date: March 28, 2019

2019-2024 Transportation Improvement Program (TIP) (Amendment Five)

Board Modification

New Project

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-85 | 17330 | Mountain View Corridor (SR-85) from MP 6.52 (approx. Rosecrest Drive) to MP 20.84 (approx. 4100 South) | Various Highway Safety Improvements | HSIP (Highway Safety Improvement Program) | \$2,514,000 | \$0 | <i>New Project</i> | \$2,514,000 | 2019 |

Although Mountain View Corridor is providing many benefits, this road has also experienced numerous crashes in recent years. For this reason Region Two requests approval to add a new safety project on Mountain View Corridor which would include various improvements: Crash cushions, dynamic driver feedback speed limit signs, two new free right turns, dual red lens signal heads, curve delineation signs, and new sidewalks. The funding for this project would come from the existing budget of the federal Highway Safety Improvement Program (HSIP).

DATE: April 10, 2019
AGENDA ITEM: 4b
SUBJECT: **ACTION:** Board Modifications to the 2019-2024 Transportation Improvement Program (TIP)
PREPARED BY: Ben Wuthrich

BACKGROUND:

The Wasatch Front Regional Council (WFRC) has received requests to modify the current 2019-2024 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 2019-2024 TIP as requested.”

CONTACT PERSON:

Ben Wuthrich (801) 363-4230 ext 1121

EXHIBITS:

2019-2024 TIP Amendment Six Resolution

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
AMENDING THE 2019 - 2024
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 2019-2024 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 2019-2024 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 17, 2019, 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 2019-2024 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.

Commissioner Jeff Scott
Chair
Trans Com

Andrew S. Gruber
Executive Director
Wasatch Front Regional Council

Date: April 17, 2019

2019-2024 Transportation Improvement Program (TIP) (Amendment Six)

Board Modification

Additional Funding\ Change in Scope

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 |
|--------|------------|---------------------|-------|---|-------------------------------------|--|------------------------|-------------------------|---------------------------|------------------|------|
| Weber | West Haven | River Parkway Trail | 12166 | River Parkway Trail; D&RGW Rail to 1800 South | New Construction of Bike/ Ped Trail | CMAQ_WFRC (Congestion Mitigation\ Air Quality - WFRC) | \$1,697,712 | \$136,009 | Additional Funding | \$389,000 | 2019 |
| | | | | | | Local_Govt (Local Government Funds) | | \$107,975 | | \$28,248 | |
| | | | | | | TAP_URB_WFRC (Transportation Alternatives Program - WFRC) | | \$1,036,481 | | | |

This project will complete the section of trail that will connect D&RGW Trail to the Ogden/ Weber River Parkway Trail System. The northern half of the trail has been completed and it is anticipated that this, the southern portion of the trail, will begin construction this summer. Reasons for the additional funding include project design & development, inflation in property values increasing the right of way costs, increase to labor and material cost, challenges in finalizing alignment, and installation of a pedestrian signalized crossing. The additional funds for this request are available from the unprogrammed balance in the CMAQ program.

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 | West Valley City | 4100 South | 14831 | 4100 South; Bangert Highway to 5460 West | Roadway Reconstruction including curb, gutter, sidewalk, storm drain system, water lines, and signals | Local_Govt (Local Government Funds) | \$26,118,479 | \$4,230,000 | Additional Funding | \$5,400,000 | 2019 |
| | | | | | | Local_Match (Local Government Matching Funds) | | \$815,311 | | | |
| | | | | | | L_Betterment (Local Government Betterment CO-OP) | | \$4,445,485 | | | |
| | | | | | | STP_HIF_SL (Highway Infrastructure - Salt Lake) | | \$3,421,462 | | | |
| | | | | | | STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake - WFRC) | | \$7,806,221 | | | |

This project will fully reconstruct the roadway, the storm drain system, water lines, and signals. Bids were opened on March 19, 2019 and the bid exceeded the estimate by 29%. Additional funds are required due to escalation in construction costs and cost increases on items associated with working in an urban corridor. West Valley City will provide the additional funding.

| | | | | | | | | | | | |
|-----------|-----|--------|-------|--|---|--|-----------|-----------|------------------------|------------------------------|------|
| Salt Lake | UTA | U of U | 16932 | University of Utah Hospital Stop Expansion Project | Change of Project Scope Prior - Expand the Bus Parking for End of Line at the Hospital Proposed - Construct End of Line Bus Parking at Student Union Building | STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake - WFRC) | \$399,400 | \$372,361 | Change in Scope | No Additional Funding | 2019 |
| | | | | | | Local_Match (Local Government Matching Funds) | | \$27,039 | | | |

This project was originally programmed to expand the bus parking facilities at the University of Utah Medical Center for the end of line bus layovers. However, the Medical Center is proposing to cease bus layovers and reduce bus parking at the Hospital Loop location. This proposed project scope change will not change funding amounts but will now construct the improvements near the Student Union Building on the U of U campus. The improvements will provide the following: space for 7 buses to layover at one time, - twenty-four hour restroom access for the bus operators - seven days a week, - space for UTA standard hub signage and amenities such as shelters and benches, - ADA accessible sidewalks and bus stop drop-off/ pick-up areas, etc.

The University is supporting the project with matching funds.

DATE: April 9, 2019
AGENDA ITEM: 4c
SUBJECT: **ACTION:** New Projects for Draft 2020-2025 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 \$20,020,000 through the year 2025 in the Salt Lake/ West Valley Area and \$10,780,000 in the Ogden/ Layton Area. Due to the project cost savings, there is an estimated \$24,600,000 available for the year 2025 in the Salt Lake/ West Valley Area to program, and \$13,623,000 available in the Ogden/ Layton Area.

In the fall of 2018, 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 27, 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 2020-2025 Surface Transportation Program (STP). The attached tables "Projects Submitted for Consideration for the 2020-2025 Surface Transportation Program (STP)" show all the projects submitted. The highlighted projects with a recommended funding amount in the left-hand column indicate those recommended by the TACs to be added to the 2020-2025 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 2020-2025 Surface Transportation Program."

EXHIBITS:

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

Projects Submitted for Consideration for the 2020-2025 Surface Transportation Program (STP)

| Recommended Funding | List | Sort | UDOT Region | County | City | Agency | Funding Type | Name of Project | From | To | Project Improvement | Type of Project | Func Class | Project Length | Description | 2025 Estimated Project Cost | Federal Funds Requested | Local Funds | Projects Submitted | Sponsor Priority | Access to Opportunity | Facility Condition/ Management Practice | Benefit Cost | Operation, TSM/ TDM & ITS | Delay Reduction | Growth Principles/ Economic Improvements | Traffic Values | Existing Average Daily Traffic | Safety/ Improvements | Existing Volume/ Capacity | Total | Weighted Total |
|----------------------------------|------|-------------|-------------|--------|--------------------|-------------------------|--------------|---|-------------------------------------|---|-------------------------|-----------------|--------------------|----------------|---|-----------------------------|-------------------------|--------------|--------------------|------------------|-----------------------|---|--------------|---------------------------|-----------------|--|----------------|--------------------------------|----------------------|---------------------------|-------|----------------|
| Ogden \ Layton Urban Area | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$ 2,053,670 | 1 | OG STP O 10 | 1 | Davis | Farmington | Farmington City | STP | SR - 106 (Main Street) - West Side Improvements | Park Lane | Sheppard Lane | Widening | Reconstruct | Principal Arterial | 0.61 | 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. | \$ 2,287,800 | \$ 2,053,670 | \$ 149,130 | 3 | 1 | 4.00 | 22.50 | 16.00 | 4.67 | 0.00 | 4.76 | 1.00 | 5.00 | 5.00 | 0.00 | 45.5 | 57.93 |
| \$ 1,500,000 | 2 | OG STP O 29 | 1 | Weber | Ogden | Utah Transit Authority | STP | Ogden - WSU BRT Construction | Ogden Intermodal Hub | McKayDee Hospital and Weber State University | Transit Capital | Transit | Principal Arterial | 5.3 | This request is for the construction of the Ogden/WSU Bus Rapid Transit Project. UTA is seeking an FTA Small Starts grant to fund just over 60% of the total project cost of \$79 Million, with the remainder of the costs coming from this request along with programed local and state funding. | \$ 1,608,924 | \$ 1,500,000 | \$ 108,924 | 2 | 1 | 12.00 | 3.50 | 12.00 | 16.00 | 0.00 | 4.00 | 1.00 | 5.00 | 2.50 | 5.00 | 51.5 | 56.00 |
| \$ 3,720,623 | 3 | OG STP O 19 | 1 | Davis | Syracuse | Syracuse City | STP | 500 West Street Phase 2 | 2010 South | 2800 South | Widening | Reconstruct | Collector | 0.6 | Phase 2 of the 500 West Project will complete the widening of 500 West from 2010 South to 2800 South and add a signalized intersection at 2700 South. This project increases safety and mobility as it connects to Phase 1, a previously STP funded project, and completes a 2.5 mile connection between 2 arterials and 3 cities. | \$ 3,990,800 | \$ 3,720,623 | \$ 270,177 | 1 | 1 | 2.67 | 15.00 | 12.00 | 6.00 | 0.00 | 4.76 | 3.00 | 5.00 | 7.00 | 0.00 | 45 | 50.43 |
| \$ 2,702,831 | 4 | OG STP O 33 | 1 | weber | Washington Terrace | Washington Terrace City | STP | 300 West Reconstruction | 5000 South (Washington Terrace) | Washington Terrace/Riverdale City Boundary Line | Reconstruction | Reconstruct | Collector | 0.7 | 300 W is used as a major alt route between Riverdale Rd and Washington Blvd-in addition to carrying local traffic; bus traffic; medical vehicles, and high school, middle school, and grade school vehicles. Current traffic volume is significantly heavier than the road was designed for, requiring excessive maintenance. | \$ 3,024,100 | \$ 2,702,831 | \$ 196,269 | 1 | 1 | 2.67 | 22.50 | 16.00 | 0.67 | 0.00 | 1.90 | 3.00 | 5.00 | 3.00 | 0.00 | 31.5 | 49.74 |
| \$ 984,975 | 5 | OG STP O 21 | 1 | Davis | Woods Cross | Woods Cross City | STP | 800 West 1500 South Signal Project | 800 W 1500 S Intersection | 0 | Intersections & Signals | Operations | Collector | 0.2 | 800 W and 1500 S provide access for pedestrians, bicyclists, and vehicles to schools, Hogan Park, local businesses, City Hall, and other community buildings. Woods Cross plans to reduce traffic congestion and increase safety and mobility for all users by installing a traffic signal at the intersection of 800 W and 1500 S. | \$ 1,056,500 | \$ 984,975 | \$ 71,525 | 1 | 1 | 3.33 | 2.50 | 15.00 | 9.33 | 0.00 | 9.52 | 1.00 | 5.00 | 5.00 | 1.00 | 46.5 | 46.69 |
| \$ 3,109,407 | 6 | OG STP O 22 | 1 | Weber | Harrisville | Harrisville City | STP | West Harrisville Road Widening Project | West Harrisville Road at Highway 89 | West Harrisville Road at 750 West | Widening | Reconstruct | Collector | 0.62 | Widening of the south side of the existing West Harrisville Road. 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, bike lanes, and increase safety and capacity. | \$ 3,460,200 | \$ 3,109,407 | \$ 225,793 | 1 | 1 | 0.67 | 15.00 | 16.00 | 0.00 | 0.00 | 5.24 | 3.00 | 5.00 | 5.00 | 1.00 | 36 | 45.90 |
| | 7 | OG STP O 11 | 1 | Davis | Farmington | Farmington City | STP | SR - 106 (200 East) Improvements | Glovers Lane | Lund Lane | Widening | Reconstruct | Minor Arterial | 0.88 | The proposed project is intended to improve drainage and add pedestrian facilities to the section of SR-106 (200 East Street) between Glovers Lane and Lund Lane on the east side of the road. The project includes acquiring right of way, storm drain, curb and gutter, sidewalk, retaining walls, and pavement widening. | \$ 2,405,400 | \$ 2,223,908 | \$ 161,492 | 3 | 3 | 0.00 | 15.00 | 16.00 | 3.33 | 0.00 | 5.24 | 2.00 | 5.00 | 3.00 | 0.00 | 36 | 44.57 |
| | 8 | OG STP O 8 | 1 | Davis | Clinton | Clinton City | STP | 1300 North 1000 West Roundabout | 1300 North 1000 West Intersection | 0 | Intersections & Signals | Operations | Collector | 0.2 | The present roundabout at 1300 N and 1000 W is too small and has reached the end of its useful life. A full-size roundabout will be constructed to provide for better mobility for vehicles and added protection and safety for pedestrians and bikers as they travel to schools, parks, businesses, and residential areas. | \$ 1,140,900 | \$ 550,000 | \$ 590,900 | 2 | 1 | 2.00 | 2.50 | 15.00 | 5.33 | 0.00 | 9.52 | 1.00 | 5.00 | 7.00 | 1.00 | 43.5 | 43.36 |
| | 9 | OG STP O 20 | 1 | Davis | West Point | West Point City | STP | 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. | \$ 3,914,200 | \$ 3,626,833 | \$ 287,367 | 2 | 1 | 4.00 | 12.50 | 12.00 | 1.33 | 0.00 | 4.29 | 2.00 | 5.00 | 5.00 | 1.00 | 36.5 | 42.12 |
| | 10 | OG STP O 9 | 1 | Davis | Clinton | Clinton City | STP | 1300 North 1500 West Roundabout | 1300 North 1500 West Intersection | 0 | Intersections & Signals | Operations | Collector | 0.3 | The 1300 N 1500 W intersection is a 4-way stop controlled intersection. Sight distance on the southeast corner is obstructed due a hill. The project would remove the obstructions and construct a roundabout at the intersection to improve safety, and mobility for pedestrians, bicyclists, vehicles, and improve air quality. | \$ 2,190,100 | \$ 1,000,000 | \$ 1,190,100 | 2 | 2 | 2.00 | 2.50 | 12.00 | 5.33 | 0.00 | 9.52 | 1.00 | 5.00 | 7.00 | 1.00 | 40.5 | 40.36 |

Projects Submitted for Consideration for the 2020-2025 Surface Transportation Program (STP)

| Recommended Funding | List | Sort | UDOT Region | County | City | Agency | Funding Type | Name of Project | From | To | Project Improvement | Type of Project | Func Class | Project Length | Description | 2025 Estimated Project Cost | Federal Funds Requested | Local Funds | Projects Submitted | Sponsor Priority | Access to Opportunity | Facility Condition/ Management Practice | Benefit Cost | Operation, TSM/ TDM & ITS | Delay Reduction | Growth Principles/ Economic Improvements | Traffic Values | Existing Average Daily Traffic | Safety/ Improvements | Existing Volume/ Capacity | Total | Weighted Total |
|---------------------|------|-------------|-------------|-----------|------------------------|-------------------------|--------------|--|----------------|---|-------------------------|-----------------|----------------|----------------|---|-----------------------------|-------------------------|--------------|--------------------|------------------|-----------------------|---|--------------|---------------------------|-----------------|--|----------------|--------------------------------|----------------------|---------------------------|-------|----------------|
| | 11 | OG STP O 27 | 1 | Weber | Ogden | Ogden City | STP | 20th Street Reconstruction | Monroe Blvd | Harrison Blvd | Reconstruction | Reconstruct | Minor Arterial | 0.625 | 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. | \$ 5,401,191 | \$ 5,035,463 | \$ 365,656 | 3 | 3 | 1.33 | 10.00 | 12.00 | 2.00 | 0.00 | 4.76 | 2.00 | 5.00 | 7.00 | 0.00 | 35 | 39.10 |
| | 12 | OG STP O 34 | 1 | Weber | West Haven | West Haven City | STP | 3600 South | 3500 West | Midland Drive | Widening | Reconstruct | Collector | 1.24 | The project includes road widening and reconstruction. 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. This project will connect to the recently completed improvements on both the east and west ends of 3600 S. | \$ 11,408,100 | \$ 10,553,729 | \$ 854,371 | 1 | 1 | 0.67 | 17.50 | 8.00 | 0.00 | 0.00 | 1.43 | 3.00 | 5.00 | 7.00 | 0.00 | 23.5 | 37.60 |
| | 13 | OG STP O 13 | 1 | Davis | Kaysville City | Kaysville City | STP | Mutton Hollow | Main Street | Fairfield Road | Intersections & Signals | Operations | Collector | 0.91 | Kaysville City plans to reduce traffic congestion and increase safety and mobility for pedestrians and bicyclists by installing traffic signals at the intersections of Main St./Mutton Hollow and Fairfield/Mutton Hollow. These intersections are on critical transportation corridors to residents, businesses and schools. | \$ 5,278,000 | \$ 3,000,000 | \$ 2,278,000 | 3 | 2 | 2.00 | 3.00 | 9.00 | 8.00 | 0.00 | 8.57 | 1.00 | 5.00 | 5.00 | 0.00 | 36 | 36.57 |
| | 14 | OG STP O 16 | 1 | Davis | North Salt Lake | City of North Salt Lake | STP | Main Street Widening and Reconstruction | Pacific Avenue | 1100 North | Widening | Reconstruct | Collector | 0.5 | The pavement condition on Main Street is very poor. The rail crossing is unsafe because the tracks are at an oblique angle, so the road needs to be widened to improve safety. Nearby commercial growth and a developing Town Center require that pedestrian and cyclist facilities be constructed. | \$ 3,645,300 | \$ 3,280,300 | \$ 365,000 | 3 | 1 | 4.67 | 5.00 | 12.00 | 3.33 | 0.00 | 4.29 | 1.00 | 5.00 | 5.00 | 1.00 | 38 | 36.29 |
| | 15 | OG STP O 28 | 1 | Weber | Ogden | Ogden City Corporation | STP | North Street (West) | Wall Avenue | Harrisville Road | Widening | Reconstruct | Collector | 0.15 | Propose to widen roadway from 22 feet w/unimproved shoulders to 40' of pavement, c&g, sidewalk and utility work. An open secondary/storm drainage ditch runs along the north shoulder for half the roadway length and is proposed to be piped. Align lanes and provide sufficient queue lengths at intersections. | \$ 1,414,400 | \$ 1,318,645 | \$ 95,755 | 3 | 2 | 0.67 | 5.00 | 16.00 | 0.00 | 0.00 | 4.76 | 2.00 | 5.00 | 5.00 | 0.00 | 31 | 33.43 |
| | 16 | OG STP O 30 | 1 | Weber | Plain City | Plain City Corporation | STP | North Plain City Road Project | 2917 North | 3300 West | Other STP | Reconstruct | Collector | 0.413 | This project will widen North Plain City Road between approximately 2917 West and to the city boundary. The project will include adding shoulders, reconstructing the existing asphalt section, and adding road improvements such as curb, gutter and sidewalk. | \$ 4,155,100 | \$ 3,873,800 | \$ 281,300 | 1 | 1 | 0.67 | 17.50 | 4.00 | 0.67 | 0.00 | 4.29 | 0.00 | 5.00 | 5.00 | 0.00 | 22.5 | 32.12 |
| | 17 | OG STP O 23 | 1 | Weber | Marriott-Slaterville | Jones and Associates | STP | 1700 South Improvement Project | 1200 South | Marriott-Slaterville/Ogden City Boundary Line | Reconstruction | Reconstruct | Collector | 1.2 | The purpose of the 1700 South Improvement project is to continue the widening done by Ogden City along 1700 South. The project will provide curb and gutter and a slightly wider roadway and eliminate the dangerous bend south of the train tracks. | \$ 4,928,200 | \$ 4,478,023 | \$ 325,177 | 1 | 1 | 2.00 | 5.00 | 12.00 | 0.67 | 0.00 | 1.90 | 3.00 | 5.00 | 5.00 | 0.00 | 26 | 29.57 |
| | 18 | OG STP O 6 | 1 | Box Elder | Perry City | Perry City Corporation | STP | 1200 West Roadway Widening Phase 3 | 2700 South | 3000 South | Widening | Reconstruct | Collector | 0.459 | This project proposes to widen the 1200 West corridor. This corridor is a critical connective element, will improve north/south movement, help alleviate congestion on US-89, connects SR-315 in Willard to SR-13 in north Brigham City, and joins Wasatch Front's trail systems. | \$ 2,385,000 | \$ 2,106,998 | \$ 217,114 | 6 | 4 | 0.67 | 10.00 | 8.00 | 0.00 | 0.00 | 4.29 | 1.00 | 5.00 | 3.00 | 0.00 | 22 | 26.95 |
| | 19 | OG STP O 12 | 1 | Davis | Kaysville / Farmington | Kaysville City | STP | West Davis Connector | Angel Street | West Davis Corridor and I-15 at Shepard Lane | New Construction | Capacity | Minor Arterial | 2.32 | This application seeks additional funding for the Kaysville/Farmington West Davis Corridor Connector project. While some funding has been awarded, additional monies are needed to complete the proposed scope. | \$ 17,975,000 | \$ 12,458,093 | \$ 834,692 | 3 | 1 | 3.00 | 2.50 | 3.00 | 1.00 | 0.00 | 9.00 | 4.00 | 0.00 | 3.00 | 1.00 | 26.5 | 26.50 |
| | 20 | OG STP O 14 | 1 | Davis | Layton | Layton City | STP | 2700 West -West Davis Corridor Connection | Gentile Street | Layton Parkway | New Construction | Capacity | Collector | 0.74 | The 2700 West -WDC project will provide increased access to the WDC, reduce out of direction travel, and improve traffic flow during peak times in the era. The improved access will also provide economic benefits for the surrounding community by encouraging the development of a planned business park. | \$ 10,681,700 | \$ 7,681,700 | \$ 3,000,000 | 3 | 3 | 0.00 | 2.50 | 6.00 | 3.00 | 0.00 | 7.00 | 3.00 | 0.00 | 5.00 | 0.00 | 26.5 | 26.50 |
| | 21 | OG STP O 15 | 1 | Davis | Layton | Layton City | STP | Layton Parkway -West Davis Corridor Connection | 2200 West | 2700 West | New Construction | Capacity | Minor Arterial | 0.64 | The Layton Parkway -WDC Connection is a critical component of the transportation network for residents to access the Corridor. This project will provide a needed connection between I-15 and WDC, resulting in greater mobility and improved traffic flow during peak times in the area. | \$ 6,159,100 | \$ 4,659,100 | \$ 1,500,000 | 3 | 2 | 0.00 | 2.50 | 9.00 | 1.00 | 0.00 | 3.00 | 4.00 | 0.00 | 7.00 | 0.00 | 26.5 | 26.50 |

Projects Submitted for Consideration for the 2020-2025 Surface Transportation Program (STP)

| Recommended Funding | List | Sort | UDOT Region | County | City | Agency | Funding Type | Name of Project | From | To | Project Improvement | Type of Project | Func Class | Project Length | Description | 2025 Estimated Project Cost | Federal Funds Requested | Local Funds | Projects Submitted | Sponsor Priority | Access to Opportunity | Facility Condition/ Management Practice | Benefit Cost | Operation, TSM/ TDM & ITS | Delay Reduction | Growth Principles/ Economic Improvements | Traffic Values | Existing Average Daily Traffic | Safety/ Improvements | Existing Volume/ Capacity | Total | Weighted Total | | | |
|---------------------|------|-------------|-------------|-----------|---------------|-------------------------|--------------|---|-----------------------------|------------------------|---------------------|-----------------|--------------------|----------------|--|-----------------------------|-------------------------|--------------|--------------------|------------------|-----------------------|---|--------------|---------------------------|-----------------|--|----------------|--------------------------------|----------------------|---------------------------|-------|----------------|-------|-------|-------|
| | 22 | OG STP O 32 | 1 | Weber | Uintah City | Uintah City Corporation | STP | 6600 South Roadway Widening Project | West city limits (838 East) | Highway 89 (2425 East) | Widening | Reconstruct | Collector | 2.386 | Project consists of widening 6600 South to include a seperated pedestrian/bicycle lane. Some of the areas of the roadway will be realigned to a more consistant alignemnts along the railroad for a better use of the combined corridor. | \$ 8,175,200 | \$ 7,363,492 | \$ 626,245 | 1 | 1 | 1.33 | 12.50 | 4.00 | 0.00 | 0.00 | 4.29 | 1.00 | 5.00 | 3.00 | 0.00 | 20.5 | 26.12 | | | |
| | 23 | OG STP O 31 | 1 | Weber | Pleasant View | Pleasant View City | STP | Skyline Drive | US-89 | 1100 West | New Construction | Capacity | Minor Arterial | 1.45 | Skyline Dr is a three-lane minor arterial road with an 80-foot right-of-way in Pleasant View (PV), Utah. A portion of Skyline Dr is an important new roadway that will link several minor collectors throughout PV and North Ogden. This new roadway will be a corridor extension of 4300 North in PV and Mountain Rd in North Ogden. Due to traffic conflicts between haul trucks, vehicles, and pedestrian, the primary purpose of the project is to create safer pedestrian and vehicular travel conditions along existing streets. This project will provide an alternative truck route for haul trucks. | \$ 32,338,200 | \$ 26,956,544 | \$ 1,957,479 | 1 | 1 | 3.00 | 2.00 | 0.00 | 0.00 | 0.00 | 13.00 | 2.00 | 0.00 | 5.00 | 0.00 | 0.00 | 5.00 | 0.00 | 25 | 25.00 |
| | 24 | OG STP O 3 | 1 | Box Elder | Perry City | Perry City Corporation | STP | 1100 West Roadway Connection to 1200 West | 1100 South | 1600 South | New Construction | Capacity | Collector | 0.389 | This project proposes to extend 1100 West from 1100 South intersection to Perry's 1200 West Corridor. This corridor is a critical connective element, will improve north/south movement, help alleviate congestion on US-89, connects SR-315 in Willard to SR-13 in north Brigham City, and joins Wasatch Front's trail systems. | \$ 8,241,100 | \$ 7,566,640 | \$ 668,192 | 6 | 1 | 2.00 | 1.50 | 3.00 | 0.00 | 0.00 | 11.00 | 2.00 | 0.00 | 5.00 | 0.00 | 0.00 | 5.00 | 0.00 | 24.5 | 24.50 |
| | 25 | OG STP O 18 | 1 | Davis | South Weber | South Weber City | STP | South Bench Drive Intersection Project | South Weber Drive (SR-60) | Approx 825 East | New Construction | Operations | Principal Arterial | 0.19 | Construction of a new intersection on South Weber Drive (SR-60) for the new South Bench Drive, at approximately 825 East. | \$ 3,741,900 | \$ 3,372,036 | \$ 314,006 | 2 | 1 | 0.00 | 2.00 | 9.00 | 1.33 | 0.00 | 4.76 | 2.00 | 5.00 | 5.00 | 0.00 | 0.00 | 24 | 24.10 | | |
| | 26 | OG STP O 24 | 1 | Weber | North Ogden | North Ogden City | STP | 450 East / 400 East Widening - Phase II | Elberta Drive | 3300 North | Widening | Capacity | Minor Arterial | 0.6 | 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. | \$ 13,653,500 | \$ 10,225,000 | \$ 3,360,610 | 3 | 1 | 0.00 | 3.00 | 6.00 | 0.00 | 0.00 | 7.00 | 3.00 | 5.00 | 5.00 | 0.00 | 0.00 | 24 | 24.00 | | |
| | 27 | OG STP O 25 | 1 | Weber | North Ogden | North Ogden City | STP | 450 East / 400 East Widening - Phase III | 3300 North | 4050 North | Widening | Capacity | Collector | 0.6 | 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. | \$ 11,914,400 | \$ 10,991,258 | \$ 835,283 | 3 | 2 | 0.00 | 3.00 | 6.00 | 0.00 | 0.00 | 7.00 | 3.00 | 5.00 | 5.00 | 0.00 | 0.00 | 24 | 24.00 | | |
| | 28 | OG STP O 26 | 1 | Weber | North Ogden | North Ogden City | STP | Lakeview Drive and 4300 South Connection | 4050 North | stub of 4300 South | New Construction | Capacity | Collector | 0.6 | To construct a roadway continueing with similar planned projects. 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. | \$ 8,116,900 | \$ 7,450,848 | \$ 637,511 | 3 | 3 | 0.00 | 2.50 | 6.00 | 0.00 | 0.00 | 7.00 | 3.00 | 0.00 | 5.00 | 0.00 | 0.00 | 23.5 | 23.50 | | |
| | 29 | OG STP O 7 | 1 | Box Elder | Perry City | Perry City Corporation | STP | 1200 West Roadway Widening Phase 4 | 3000 South | 3600 South | Widening | Reconstruct | Collector | 0.753 | This project proposes to widen the 1200 West corridor. This corridor is a critical connective element, will improve north/south movement, help alleviate congestion on US-89, connects SR-315 in Willard to SR-13 in north Brigham City, and joins Wasatch Front's trail systems. | \$ 3,608,900 | \$ 3,248,040 | \$ 334,140 | 6 | 5 | 0.67 | 10.00 | 4.00 | 0.00 | 0.00 | 4.29 | 1.00 | 5.00 | 3.00 | 0.00 | 0.00 | 19 | 22.95 | | |
| | 30 | OG STP O 5 | 1 | Box Elder | Perry City | Perry City Corporation | STP | 1200 West Roadway Widening Phase 2 | 2250 South | 2700 South | Widening | Reconstruct | Collector | 0.393 | This project proposes to widen the 1200 West corridor. This corridor is a critical connective element, will improve north/south movement, help alleviate congestion on US-89, connects SR-315 in Willard to SR-13 in north Brigham City, and joins Wasatch Front's trail systems. | \$ 3,109,800 | \$ 2,782,729 | \$ 261,173 | 6 | 3 | 0.67 | 10.00 | 4.00 | 0.00 | 0.00 | 3.33 | 1.00 | 5.00 | 3.00 | 0.00 | 0.00 | 17 | 22.00 | | |
| | 31 | OG STP O 17 | 1 | Davis | South Weber | South Weber City | STP | South Bench Drive Connection to Layton | 1075 East | Layton City Boundary | New Construction | Capacity | Collector | 1.46 | Construction of a new 78' ROW that will connect South Weber to the Layton City boundary. The present condition and configuration does not meet the City Standard cross section and cannot safely accommodate current and future vehicle and pedestrian traffic. | \$ 16,713,400 | \$ 15,465,365 | \$ 1,259,173 | 2 | 2 | 1.00 | 2.00 | 3.00 | 0.00 | 0.00 | 5.00 | 4.00 | 0.00 | 5.00 | 0.00 | 5.00 | 2.00 | 22 | 22.00 | |

Projects Submitted for Consideration for the 2020-2025 Surface Transportation Program (STP)

| Recommended Funding | List | Sort | UDOT Region | County | City | Agency | Funding Type | Name of Project | From | To | Project Improvement | Type of Project | Func Class | Project Length | Description | 2025 Estimated Project Cost | Federal Funds Requested | Local Funds | Projects Submitted | Sponsor Priority | Access to Opportunity | Facility Condition/ Management Practice | Benefit Cost | Operation, TSM/ TDM & ITS | Delay Reduction | Growth Principles/ Economic Improvements | Traffic Values | Existing Average Daily Traffic | Safety/ Improvements | Existing Volume/ Capacity | Total | Weighted Total |
|----------------------------|----------------------|------------|-------------|-----------|--------------|--------------------------|--------------------------|--|------------------------------------|------------|---------------------|-----------------|-------------|-------------------------|---|--|-------------------------|--------------|--------------------|------------------|-------------------------------------|---|--------------|---------------------------|-----------------|--|----------------|--------------------------------|----------------------|---------------------------|-------|----------------|
| | | 32 | OG STP O 4 | 1 | Box Elder | Perry City | Perry City Corporation | STP | 1200 West Roadway Widening Phase 1 | 1600 South | 2250 South | Widening | Reconstruct | Collector | 0.521 | This project proposes to widen the 1200 West corridor and includes a 10' wide pedestrian/biking path. This corridor is a critical connective element, will improve north/south movement, help alleviate congestion on US-89, connects SR-315 in Willard to SR-13 in north Brigham City, and joins Wasatch Front's trail systems. | \$ 6,559,600 | \$ 5,997,978 | \$ 435,622 | 6 | 3 | 0.67 | 10.00 | 0.00 | 0.00 | 0.00 | 3.33 | 1.00 | 5.00 | 3.00 | 0.00 | 14 |
| | 33 | OG STP O 1 | 1 | Box Elder | Brigham City | Brigham City Corporation | STP | 1200 West Roadway Widening & Extension Project Phase 1 | Forest Street | 750 South | New Construction | Capacity | Collector | 1.08 | Construction of about a one mile section of 1200 West between Forest Street and SR-91. The purpose of the projet is to further the corridor between the 1100 West / SR-91 intersection and Forest Street. | \$ 8,672,525 | \$ 7,992,142 | \$ 790,154 | 2 | 1 | 1.00 | 3.00 | 0.00 | 0.00 | 0.00 | 9.00 | 1.00 | 5.00 | 3.00 | 0.00 | 17 | 17.00 |
| | 34 | OG STP O 2 | 1 | Box Elder | Brigham City | Brigham City Corporation | STP | 1200 West Roadway Extension Project Phase 2 | 750 South | 1100 South | New Construction | Capacity | Collector | 0 | Construction of 1200 West between Forest Street and SR-91. The purpose of the projet is to further the corridor between the 1100 West / SR-91 intersection and Forest Street. | \$ 28,679,100 | \$ 26,737,525 | \$ 3,133,278 | 2 | 2 | 1.00 | 2.50 | 0.00 | 0.00 | 0.00 | 5.00 | 2.00 | 0.00 | 3.00 | 0.00 | 13.5 | 13.50 |
| Recommended Funding | \$ 14,071,506 | | | | | | Available Funding | \$ 13,622,935 | | | | | | Amount Requested | \$ 216,067,695 | | | | | | Total Project Estimated Cost | \$ 252,034,540 | | | | | | | | | | |

Projects Submitted for Consideration for the 2020-2025 Surface Transportation Program (STP)

| Recommended Funding | List | Sort | UDOT Region | County | City | Agency | Funding Type | Name of Project | From | To | Project Improvement | Type of Project | Func Class | Project Length | Description | 2025 Estimated Project Cost | Federal Funds Requested | Local Funds | Projects Submitted | Sponsor Priority | Access to Opportunity | Facility Condition/ Management Practice | Benefit Cost | Operation, TSM/ TDM & ITS | Delay Reduction | Growth Principles/ Economic Improvements | Traffic Values | Existing Average Daily Traffic | Safety/ Improvements | Existing Volume/ Capacity | Total | Weighted Total | | | | | | | | |
|--|-------------|-------------|-------------|-------------|--------------------------|-----------------------|--------------|--|--|-------------------------------------|-------------------------|--------------------|--------------------|--|---|-----------------------------|-------------------------|--------------|--------------------|------------------|-----------------------|---|--------------|---------------------------|-----------------|--|----------------|--------------------------------|----------------------|---------------------------|-------|----------------|--|--|--|--|--|--|--|--|
| Salt Lake\ West Valley Urban Area | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$ 2,300,000 | 1 | SL STP S 9 | 2 | Salt Lake | Kearns, West Valley City | Metrowest Valley City | STP | 4700 South Reconstruction and Widening | 4000 West | 5600 West | Widening | Capacity | Principal Arterial | 2.01 | The project is needed to meet capacity needs, by improving capacity at the intersections, railroad crossings, reconstructing and widening canal bridges and to reconstruct the existing pavements with its various deficiencies | \$ 16,367,300 | \$ 2,300,000 | \$ 1,108,066 | 1 | 1 | 5.00 | 2.50 | 15.00 | 13.00 | 0.00 | 8.00 | 4.00 | 5.00 | 10.00 | 2.00 | 59.5 | 59.50 | | | | | | | | |
| | 2 | SL STP S 24 | 2 | Salt Lake | West Jordan | West Jordan | STP | 8600 South | Redwood Road | 0 | Intersections & Signals | Operations | Principal Arterial | 0.1 | This project is for intersection signal improvement on Redwood Road (State Corridor). Presently there are 35,000 plus vehicles per day projected to grow to up to 50,000 vehicles per day. Currently there is no east leg of the intersection however, once construction to the subdivision is completed on the east side the east leg will be opened. | \$ 1,328,400 | \$ 1,238,467 | \$ 89,993 | 7 | 4 | 0.67 | 2.50 | 15.00 | 8.00 | 0.00 | 13.33 | 4.00 | 5.00 | 8.00 | 1.00 | 51.5 | 52.50 | | | | | | | | |
| | 3 | SL STP S 22 | 2 | Salt Lake | West Jordan | West Jordan | STP | 6720 South | Redwood Road | 0 | Intersections & Signals | Operations | Principal Arterial | 0.1 | This project is for intersection signal improvement on Redwood Road (State Corridor). Presently there are 35,000 plus vehicles per day projected to grow to up to 50,000 vehicles per day. Currently there is no east leg of the intersection however, once construction to the subdivision is completed on the east side the east leg will be opened. | \$ 1,328,400 | \$ 1,238,467 | \$ 89,993 | 7 | 6 | 1.33 | 2.50 | 15.00 | 8.00 | 0.00 | 9.52 | 4.00 | 5.00 | 10.00 | 1.00 | 50.5 | 51.36 | | | | | | | | |
| \$ 4,800,000 | 4 | SL STP S 25 | 2 | Salt Lake | West Jordan | West Jordan | STP | 1300 West: 6600 S - 9400 S | 9400 S. | 6600 S. | Widening | Reconstruct | Collector | 3.452 | Widen to 80 -foot right of way corridor, adding a two way left turn on 1300 West and right turn lanes at 7000 South, 7800 South, and 8600 South. A potential "high T" intersection will be evaluated at Winchester Street (6685 S.). Bike lanes will be added through the entire alignment. | \$ 17,161,600 | \$ 4,800,000 | \$ 1,200,000 | 7 | 1 | 5.33 | 17.50 | 12.00 | 0.00 | 0.00 | 2.38 | 3.00 | 5.00 | 10.00 | 1.00 | 39.5 | 51.21 | | | | | | | | |
| | 5 | SL STP S 32 | 2 | Salt Lake | West Valley City | West Valley City | STP | Parkway Blvd (2700 S) Widening | Mountain View Corridor | 6400 West | Widening | Capacity | Collector | 0.5 | The purpose of this project is to build additional capacity to meet current and future traffic demand on Parkway Blvd. | \$ 5,767,800 | \$ 5,344,689 | \$ 388,111 | 8 | 1 | 6.00 | 3.00 | 9.00 | 11.00 | 0.00 | 10.00 | 3.00 | 5.00 | 7.00 | 1.00 | 50 | 50.00 | | | | | | | | |
| \$ 5,300,000 | 6 | SL STP S 5 | 2 | Salt Lake | Draper | Draper City | STP | Pioneer Road | 1300 East | Highland Drive | Widening | Reconstruct | Collector | 1 | The existing road has two lanes and lacks continuous curb and gutter. Consequently there are frequent flooding issues. It is also designated as a safe walking route to nearby schools but does not have continuous sidewalks. The proposed project would reconstruct and widen this section of road to include two travel lanes, paved shoulders, curb and gutter, park strips, and sidewalks. This will provide a safer travel corridor for vehicles and pedestrians. | \$ 7,600,000 | \$ 7,000,000 | \$ 600,000 | 2 | 2 | 2.67 | 22.50 | 12.00 | 0.00 | 0.00 | 4.76 | 2.00 | 5.00 | 5.00 | 1.00 | 35.5 | 49.93 | | | | | | | | |
| | 7 | SL STP S 20 | 2 | Salt Lake | West Valley City | Taylorville | STP | 4700 South/2700 West Intersection Improvements | 4700 South and I-215 ramps; 2700 West and 4600 South | 2700 West; 2700 West and 4800 South | Intersections & Signals | Operations | Principal Arterial | 0.879 | The intersection of 2700 West and 4700 South has been identified by UDOT as one of the top 3 most congested and dangerous intersections in Utah. Projected population and economic growth within the area will exacerbate the congestion and mobility issues. | \$ 10,600,000 | \$ 7,750,000 | \$ 2,500,000 | 3 | 2 | 5.33 | 3.50 | 12.00 | 8.00 | 0.00 | 4.76 | 4.00 | 5.00 | 5.00 | 4.00 | 47.5 | 46.60 | | | | | | | | |
| | 8 | SL STP S 29 | 2 | Salt Lake | West Valley City | West Valley City | STP | 3650 South Reconstruction | 3200 West | 2700 West | Reconstruction | Reconstruct | Collector | 0.5 | 3650 South is an important collector into the very busy West Valley Intermodal Hub. The road condition is very poor, and safety and mobility for all modes would be greatly improved by reconstructing the road. | \$ 5,173,600 | \$ 4,823,347 | \$ 350,253 | 8 | 2 | 8.00 | 15.00 | 8.00 | 4.00 | 0.00 | 2.86 | 1.00 | 5.00 | 7.00 | 0.00 | 41 | 45.86 | | | | | | | | |
| | 9 | SL STP S 30 | 2 | Salt Lake | West Valley City | West Valley City | STP | 4000 West Reconstruction | 4100 South | 4700 South | Reconstruction | Reconstruct | Collector | 1 | 4000 West functions as a collector, connecting the communities of West Valley City, Taylorville City, West Jordan City, and Kearns Township. The condition of this roadway has deteriorated significantly over time, and is in need of a complete reconstruction, together with safety improvements. | \$ 10,732,700 | \$ 10,006,096 | \$ 726,604 | 8 | 5 | 5.33 | 12.50 | 8.00 | 6.00 | 0.00 | 4.76 | 1.00 | 5.00 | 7.00 | 1.00 | 44.5 | 45.60 | | | | | | | | |
| | 10 | SL STP S 4 | 2 | Salt Lake | Draper | Draper City | STP | Lone Peak Parkway | 12650 South | 12300 South | Widening | Capacity | Minor Arterial | 0.4 | Lone Peak Parkway is a north/south minor arterial just west of I-15. The existing 0.4 mile segment of Lone Peak Parkway from 12650 South to 12300 South has a problematic alignment and is too narrow to accommodate the planned 5-lane section. Draper City has already budgeted for and initiated right of way acquisition for this project. Lone Peak Parkway is identified as a Phase 1 project in the RTP from Bangerter Hwy to 11400 South. | \$ 5,140,000 | \$ 3,980,000 | \$ 1,160,000 | 2 | 1 | 8.00 | 1.50 | 12.00 | 1.00 | 0.00 | 11.00 | 4.00 | 5.00 | 5.00 | 2.00 | 44.5 | 44.50 | | | | | | | | |
| 11 | SL STP S 26 | 2 | Salt Lake | West Jordan | West Jordan | STP | 9000 South | NBH | SR-111 | New Construction | Capacity | Principal Arterial | 1.2 | The project is for design and construction for a 126 foot arterial street running from NBH to SR-111. There is development pressure in this area presently and the need for this roadway will be immediate if concept plans are approved. This roadway is master planned as a major east west arterial for the City. | \$ 15,527,400 | \$ 3,000,000 | \$ 217,848 | 7 | 5 | 1.00 | 2.00 | 15.00 | 0.00 | 0.00 | 10.00 | 5.00 | 5.00 | 10.00 | 1.00 | 44 | 44.00 | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Projects Submitted for Consideration for the 2020-2025 Surface Transportation Program (STP)

| Recommended Funding | List | Sort | UDOT Region | County | City | Agency | Funding Type | Name of Project | From | To | Project Improvement | Type of Project | Func Class | Project Length | Description | 2025 Estimated Project Cost | Federal Funds Requested | Local Funds | Projects Submitted | Sponsor Priority | Access to Opportunity | Facility Condition/ Management Practice | Benefit Cost | Operation, TSM/ TDM & ITS | Delay Reduction | Growth Principles/ Economic Improvements | Traffic Values | Existing Average Daily Traffic | Safety/ Improvements | Existing Volume/ Capacity | Total | Weighted Total |
|---------------------|------|-------------|-------------|-----------|--------------------|----------------------------|--------------|--|---|--------------------------|---------------------|-----------------|--------------------|----------------|---|-----------------------------|-------------------------|--------------|--------------------|------------------|-----------------------|---|--------------|---------------------------|-----------------|--|----------------|--------------------------------|----------------------|---------------------------|-------|----------------|
| | 12 | SL STP S 27 | 2 | Salt Lake | West Valley City | West Valley City | STP | 1300 West Bike Lane and Sidewalk Project | 3900 South | 3300 South | Pedestrian | Other | Collector | 1 | The project widens shoulders and adds buffered bike lanes on a corridor identified as a bike connection between Utah and Davis Counties, and improves pedestrian safety with the addition of sidewalks. | \$ 4,558,000 | \$ 4,216,793 | \$ 306,207 | 8 | 3 | 8.00 | 4.50 | 9.00 | 5.00 | 0.00 | 10.00 | 1.00 | 5.00 | 5.00 | 1.00 | 43.5 | 43.50 |
| | 13 | SL STP S 28 | 2 | Salt Lake | West Valley City | West Valley City | STP | 2400 South Connection | 3200 West | 2700 West | New Construction | Capacity | Collector | 0.52 | 2400 South is an important collector to the region, as it provides relief to the heavily congested SPUI at 3200 West and SR-201. This road also provides an important connection between 3200 West and 2700 West in a heavily used industrial area. | \$ 7,825,000 | \$ 7,295,248 | \$ 529,753 | 8 | 4 | 5.00 | 2.50 | 6.00 | 7.00 | 0.00 | 10.00 | 3.00 | 0.00 | 7.00 | 1.00 | 41.5 | 41.50 |
| | 14 | SL STP S 16 | 2 | Salt Lake | South Jordan | City of South Jordan | STP | 1000 West | 10000 South | 10200 South | Widening | Reconstruct | Local | 0.25 | Reconstruct roadway with minor widening to 3-lanes, including center turn lane. Also curb & gutter, sidewalk, park strips, shoulder pavement, and if necessary, streetlights and utilities. | \$ 1,253,100 | \$ 1,168,265 | \$ 84,834 | 2 | 1 | 0.67 | 17.50 | 12.00 | 0.00 | 0.00 | 4.76 | 1.00 | 5.00 | 5.00 | 0.00 | 29.5 | 40.93 |
| | 15 | SL STP S 3 | 2 | Salt Lake | Cottonwood Heights | Cottonwood Heights | STP | Danish Road - Road Widening and Safety Project | Creek Road | Oak Hollow Circle | Widening | Reconstruct | Collector | 1.2 | Danish Road is a major east/west connector road, connecting Wasatch Blvd to Bengal Blvd in Cottonwood Heights. This Project will widen the existing roadway to improve vehicular and pedestrian safety, install sidewalk, curb and gutter, and Type II bike lanes | \$ 2,987,600 | \$ 2,724,740 | \$ 262,860 | 2 | 2 | 0.67 | 20.00 | 8.00 | 0.00 | 0.00 | 4.76 | 0.00 | 5.00 | 5.00 | 1.00 | 27 | 39.43 |
| | 16 | SL STP S 17 | 2 | Salt Lake | South Jordan | City of South Jordan | STP | Bacchus Highway | 10200 South | 10700 South | Other STP | Reconstruct | Principal Arterial | 0.6 | Reconstruct existing roadway and raise sag vertical curve to increase sight distance to intersection of 10200 South Bacchus Highway. | \$ 2,301,300 | \$ 2,145,502 | \$ 155,798 | 2 | 2 | 0.00 | 10.00 | 20.00 | 0.00 | 0.00 | 1.43 | 5.00 | 5.00 | 3.00 | 0.00 | 28 | 39.43 |
| | 17 | SL STP S 18 | 2 | Salt Lake | South Salt Lake | UDOT Region 2 | STP | 3300 S. and 900 W. Pedestrian and Signal Improvement Project | 3300 S. (SR-171) MP 9.0 | 3300 S. (SR-171) MP 9.4 | Pedestrian | Operations | Principal Arterial | 0.4 | The overall scope for this project is to realign lanes, improve pedestrian mobility crossing, and upgrade and install signals. Funding would look at replacing sidewalk, installing a HAWK System, adding pedestrian ramps, and adding raised medians. The anticipated opening of the new Homeless Resource Center at 3380 S. and 1000 W. necessitates these improved pedestrian safety facilities. Other items outside this would come from other funding sources. | \$ 840,000 | \$ 783,132 | \$ 0 | 3 | 1 | 4.00 | 4.00 | 15.00 | 0.00 | 0.00 | 4.76 | 4.00 | 5.00 | 6.00 | 1.00 | 41 | 38.76 |
| | 18 | SL STP S 12 | 2 | Salt Lake | Millcreek | Millcreek | STP | 1300 East: 3300 South to 3900 South | 3300 South | 3900 South | Reconstruction | Reconstruct | Minor Arterial | 0.9 | 1300 East is a major North/South corridor through the East side of the Salt Lake Valley. This project will create a safer environment for all users including the construction of curb, gutter, sidewalk, ADA ramps, enhanced bus stops, and installation of new storm drain along 1300 East from 3300 South to 3900 South. | \$ 7,245,400 | \$ 6,754,886 | \$ 490,514 | 3 | 1 | 4.67 | 10.00 | 12.00 | 0.00 | 0.00 | 4.76 | 1.00 | 5.00 | 5.00 | 1.00 | 35 | 38.43 |
| | 19 | SL STP S 14 | 2 | Salt Lake | Salt Lake City | Salt Lake City Corporation | STP | 2100 South | 700 East | 1300 East | Reconstruction | Reconstruct | Minor Arterial | 0.9 | This project encompasses pavement improvements for this deteriorated street, including removal and replacement of the pavement, curb and gutter, and pedestrian improvements. This project will incorporate Complete Streets concepts to make pedestrian, bicycle, & transit safety improvements. | \$ 13,456,700 | \$ 5,956,700 | \$ 7,500,000 | 3 | 1 | 8.00 | 5.00 | 16.00 | 2.00 | 0.00 | 1.43 | 0.00 | 5.00 | 5.00 | 1.00 | 37 | 38.43 |
| | 20 | SL STP S 13 | 2 | Salt Lake | Murray | Murray City | STP | Winchester and 700 West | Intersection of Winchester and 700 West | | Widening | Operations | Collector | 0.25 | The purpose of this project is to improve safety and operation of this intersection by replacing an aging signal, widening lanes for right turns while improving curve radii and improving pedestrian access. | \$ 2,753,900 | \$ 2,567,461 | \$ 186,439 | 1 | 1 | 2.67 | 2.00 | 12.00 | 5.33 | 0.00 | 5.71 | 3.00 | 5.00 | 5.00 | 2.00 | 38 | 37.71 |
| | 21 | SL STP S 23 | 2 | Salt Lake | West Jordan | West Jordan | STP | 7000 South | 1300 West | SR-154 Bangerter Highway | Widening | Capacity | Minor Arterial | 2.5 | This project is a valued portion of the overall WFRC plan for future traffic movement in the Salt Lake Valley. This project will complete the NEPA documentation process to allow the future widening of 7000 South from an existing 4 and 5 lane roadway to a full 5 to 7 lanes with shoulders from 1300 West to RS-154. | \$ 49,184,700 | \$ 9,300,000 | \$ 675,350 | 7 | 3 | 1.00 | 3.00 | 12.00 | 0.00 | 0.00 | 4.00 | 5.00 | 5.00 | 10.00 | 1.00 | 36 | 36.00 |
| | 22 | SL STP S 8 | 2 | Salt Lake | Herriman | Herriman City | STP | Herriman Blvd Extension (12600 S) | 6800 W | 7300 W | New Construction | Capacity | Principal Arterial | 0.6 | Required roadway to serve new development. | \$ 6,104,700 | \$ 3,000,000 | \$ 3,104,700 | 1 | 1 | 6.00 | 2.50 | 12.00 | 1.00 | 0.00 | 3.00 | 4.00 | 0.00 | 7.00 | 0.00 | 35.5 | 35.50 |

Projects Submitted for Consideration for the 2020-2025 Surface Transportation Program (STP)

| Recommended Funding | List | Sort | UDOT Region | County | City | Agency | Funding Type | Name of Project | From | To | Project Improvement | Type of Project | Func Class | Project Length | Description | 2025 Estimated Project Cost | Federal Funds Requested | Local Funds | Projects Submitted | Sponsor Priority | Access to Opportunity | Facility Condition/ Management Practice | Benefit Cost | Operation, TSM/ TDM & ITS | Delay Reduction | Growth Principles/ Economic Improvements | Traffic Values | Existing Average Daily Traffic | Safety/ Improvements | Existing Volume/ Capacity | Total | Weighted Total |
|----------------------------|------------|-------------|-------------|-----------|-----------------------------------|------------------------|--------------------------|---|---------------------------------|-------------------------------|-------------------------|-------------------------|--------------------|--------------------|--|---|-------------------------|---------------|--------------------|------------------|-----------------------|---|--------------|---------------------------|-------------------------------------|--|----------------|--------------------------------|-----------------------|---------------------------|-------|----------------|
| \$ 364,995 | 23 | SL STP S 19 | 2 | Salt Lake | Taylorsville | UDOT Region 2 | STP | 5400 S and 1900 W Intersection | 5400 S. (SR-173) MP 7.0 | 5400 S. (SR-173) MP 7.1 | Intersections & Signals | Operations | Principal Arterial | 0.1 | There is a waterway on the north leg of the intersection which impacts the flow of traffic leaving the area. The scope would be to improve traffic flow by removing the waterway and connecting the drainage system via pipes and inlets across the intersection leg. | \$ 406,500 | \$ 364,995 | \$ 0 | 3 | 3 | 2.00 | 3.00 | 15.00 | 2.67 | 0.00 | 2.86 | 5.00 | 5.00 | 3.00 | 1.00 | 35 | 34.52 |
| | \$ 287,148 | 24 | SL STP S 11 | 2 | Salt Lake | Midvale City | UDOT Region 2 | STP | 7200 S. and 300 W. Intersection | 7200 S. (SR-48) MP 4.05 | 7200 S. (SR-48) MP 4.15 | Intersections & Signals | Operations | Principal Arterial | 0.1 | There is a waterway on the south leg of the intersection which impacts the flow of traffic leaving the area. The scope would be to improve traffic flow by removing the waterway and connecting the drainage system via pipes and inlets across the intersection leg. | \$ 323,000 | \$ 287,148 | \$ 0 | 3 | 2 | 3.33 | 3.00 | 15.00 | 2.67 | 0.00 | 2.86 | 3.00 | 5.00 | 3.00 | 1.00 | 35 |
| | 25 | SL STP S 2 | 2 | Salt Lake | City of Bluffdale | UDOT/City of Bluffdale | STP | Pony Express Realignment | NA | NA | Reconstruction | Reconstruct | Collector | 0.75 | Realign Pony Express Road in Bluffdale to connect to Porter Rockwell Blvd. instead of 14600 South at the I-15 interchange. This will eliminate the existing Y-Intersection and divert most traffic accessing the I-15 interchange from the frontage road to Porter Rockwell Blvd. | \$ 5,806,400 | \$ 5,413,307 | \$ 393,093 | 3 | 1 | 1.33 | 10.00 | 8.00 | 1.33 | 0.00 | 3.81 | 3.00 | 5.00 | 5.00 | 0.00 | 28 | 32.48 |
| \$ 2,000,000 | 26 | SL STP S 21 | 2 | Salt Lake | Taylorsville and West Valley City | Taylorsville | STP | Midvalley Connector BRT | 4700 South and Atherton Drive | 4700 South and 2700 West | Bus Service | Transit | Principal Arterial | 7 | The Midvalley Connector BRT will provide a local and regional connection for destinations from the Murray Central TRAX station to the West Valley Central TRAX Station; Improve transit service frequency, visibility, and reliability to attract riders; Increase mobility and provide an alternative mode of transportation for future population and travel demand growth. | \$ 40,400,000 | \$ 6,520,000 | \$ 10,000,000 | 3 | 1 | 11.00 | 0.50 | 0.00 | 10.67 | 0.00 | 5.00 | 0.00 | 5.00 | 3.50 | 1.00 | 32.5 | 31.67 |
| | 27 | SL STP S 31 | 2 | Salt Lake | West Valley City | West Valley City | STP | MVC Frontage Road (5900 West) | Parkway Blvd (2700 South) | 2400 South | New Construction | Capacity | Collector | 0.5 | Provide connectivity between the industrial areas north of the Riter Canal to Parkway Blvd (2700 S) and Mountain View Corridor. | \$ 4,519,800 | \$ 4,164,398 | \$ 302,402 | 8 | 6 | 1.00 | 2.50 | 6.00 | 4.00 | 0.00 | 5.00 | 3.00 | 0.00 | 7.00 | 2.00 | 30.5 | 30.50 |
| | 28 | SL STP S 10 | 2 | Salt Lake | Magna Metro Township | Magna Metro Township | STP | 2700 South Sidewalk | 8000 West | 8400 West | New Construction | Other | Collector | 0.5 | The installation of sidewalk on the north side of 2700 S from 8000 W to 8400 W. There is an elementary school off 2700 S between 8000 W and 8400 W and there is no existing sidewalk on the north side of 2700 S. Installing sidewalk in this area is would increase the pedestrian safety near the elementary school. | \$ 2,192,500 | \$ 2,044,068 | \$ 148,432 | 2 | 2 | 4.00 | 2.50 | 9.00 | 0.00 | 0.00 | 9.00 | 1.00 | 5.00 | 3.00 | 0.00 | 28.5 | 28.50 |
| | 29 | SL STP S 6 | 2 | Salt Lake | Emigration Metro | Salt Lake County | STP | Emigration Canyon Slope Mitigation - 4909 E | 4858 E Emigration Canyon Road | 4909 E Emigration Canyon Road | Other STP | Other | Collector | 0.06 | The purpose of the project is to provide safer access for pedestrians, bike users, and vehicle operators. Rocks and debris fall from the existing cliff face, which roll out into the road creating dangers for road users. The project provides slope stabilization to reduce these hazards on this frequently used bike network. | \$ 3,093,100 | \$ 2,783,790 | \$ 309,310 | 2 | 2 | 5.00 | 4.00 | 6.00 | 0.00 | 0.00 | 10.00 | 0.00 | 5.00 | 3.00 | 0.00 | 28 | 28.00 |
| | 30 | SL STP S 7 | 2 | Salt Lake | Emigration Metro | Salt Lake County | STP | Emigration Canyon Slope Mitigation - 5647 E | 5647 E Emigration Canyon Road | 5696 E Emigration Canyon Road | Other STP | Other | Collector | 0.06 | The purpose of the project is to provide safer access for pedestrians, bike users, and vehicle operators. Rocks and debris fall from the existing cliff face, which roll out into the road creating dangers for road users. The project provides slope stabilization to reduce these hazards on this frequently used bike network. | \$ 3,028,100 | \$ 2,725,290 | \$ 302,810 | 2 | 1 | 5.00 | 4.00 | 6.00 | 0.00 | 0.00 | 10.00 | 0.00 | 5.00 | 3.00 | 0.00 | 28 | 28.00 |
| | 31 | SL STP S 15 | 2 | Salt Lake | Sandy | Sandy City | STP | Automall Drive Roundabout | 11000 South | State Street | Intersections & Signals | Operations | Collector | 0.355 | Sandy City/JUB completed a modeling analysis of Automall Dr. from 11000 South to State St in August of 2017. The goal of the analysis was to examine existing conditions and provide improvement recommendations. An additional lane in each direction and a roundabout at the Costco intersection was the recommended proposal. | \$ 5,954,100 | \$ 5,509,986 | \$ 444,114 | 2 | 1 | 2.67 | 2.50 | 0.00 | 5.33 | 0.00 | 9.52 | 0.00 | 5.00 | 5.00 | 1.00 | 26.5 | 26.02 |
| | 32 | SL STP S 1 | 2 | Salt Lake | City of Bluffdale | City of Bluffdale | STP | 14000 South | 2950 West | 3600 West | New Construction | Capacity | Collector | 0.75 | This project will allow the extension of 14000 South to 3600 West to create an east-west collector to serve the redeveloping area of 2700 West between Bangerter Highway and 14400 South. Extending 14000 South to 3600 West will connect the surrounding residential areas with this developing area and allow more of the surrounding area to easily access the regional park. | \$ 4,181,500 | \$ 3,898,412 | \$ 283,088 | 3 | 2 | 1.00 | 2.00 | 6.00 | 0.00 | 0.00 | 6.00 | 1.00 | 5.00 | 3.00 | 0.00 | 19 | 19.00 |
| Recommended Funding | | | | | \$ 24,528,238 | | Available Funding | | | | \$ 24,600,000 | | | | Amount Requested | | \$ 117,903,501 | | | | | | | | Total Project Estimated Cost | | | | \$ 466,763,382 | | | |

DATE: April 9, 2019
AGENDA ITEM: 4d
SUBJECT: **ACTION:** New Projects for Draft 2020-2025 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 \$5,600,000 through the year 2025 in the Salt Lake/ West Valley Urban Area with \$4,242,000 to program in the year 2025 and about \$3,034,000 in annual apportionments anticipated in the Ogden/ Layton Area with \$2,772,568 available to program.

In the fall of 2018, 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 27, 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 2020-2025 CMAQ program. The attached tables "CMAQ Projects Submitted for Consideration for the 2020-2025 Congestion Mitigation/ Air Quality (CMAQ) Program" show all the projects submitted. The highlighted projects indicate those recommended by the TAC to be added to the 2020-2025 CMAQ program with the recommended funding amount listed in the left-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 2020-2025 Congestion Mitigation/ Air Quality Program."

EXHIBITS:

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

Projects Submitted for Consideration for the 2020-2025 Congestion Mitigation/ Air Quality (CMAQ) Program

| Recommended Funding | AQ Rank | Name of Project | Sponsor - | Project Type | Short Description | Project Life | Annualized Emissions: (kg)/\$1,000 | Reduced Daily VHT | Reduced Daily Emissions (kg) | Total Project Cost | Requested CMAQ \$ |
|---------------------|---------|-----------------|-----------|--------------|-------------------|--------------|------------------------------------|-------------------|------------------------------|--------------------|-------------------|
|---------------------|---------|-----------------|-----------|--------------|-------------------|--------------|------------------------------------|-------------------|------------------------------|--------------------|-------------------|

Ogden \ Layton Urban Area

| | | | | | | | | | | | |
|-------------|---|---|------------------------------|-----------------|---|----|------|-------|------|---------------|-------------|
| \$1,400,000 | 1 | Marketplace Dr. & Parrish Lane Intersection | Centerville City | Intersection | Add turn lanes Marketplace Drive/Parrish Lane. | 20 | 13.9 | 149.0 | 3.1 | \$ 1,757,800 | \$1,638,797 |
| \$673,470 | 2 | 6000 S & 3100 W Intersection | Roy City | Intersection | Replace 2-way stop with a round-a-bout. | 20 | 13.2 | 58.4 | 1.2 | \$ 748,300 | \$673,470 |
| \$850,000 | 3 | 1500 W & 1300 N Intersection | Clinton City | Intersection | Replace 4-way stop with a round-a-bout. | 20 | 2.4 | 15.6 | 0.3 | \$ 2,190,100 | \$1,000,000 |
| | 4 | WSU BRT Construction | Utah Transit Authority (UTA) | Transit Capital | Ogden/WSU BRT construction. Total cost \$75M for 1500 new riders. | 20 | 2.1 | 121.1 | 21.8 | \$ 79,000,000 | \$1,500,000 |

Recommended Funding \$ 2,923,470 Available Funding \$ 2,772,568

Amount Requested \$ 5,397,998

Total Project Estimated Cost \$ 5,397,998

CMAAQ Projects Submitted for Consideration for the 2020-2025 Congestion Mitigation/ Air Quality (CMAAQ) Program

| Recommended Funding | AQ Rank | Name of Project | Sponsor - | Project Type | Short Description | Project Life | Annualized Emissions: (kg)/\$1,000 | Reduced Daily VHT | Reduced Daily Emissions (kg) | Total Project Cost | Requested CMAQ \$ |
|---------------------|---------|-----------------|-----------|--------------|-------------------|--------------|------------------------------------|-------------------|------------------------------|--------------------|-------------------|
|---------------------|---------|-----------------|-----------|--------------|-------------------|--------------|------------------------------------|-------------------|------------------------------|--------------------|-------------------|

Salt Lake\ West Valley Urban Area

| | | | | | | | | | | | |
|-------------|---|--|-------------------------------|-----------------|---|----|------|------|-----|--------------|-------------|
| \$200,000 | 1 | GreenBike | SLC - Bicycle | Bicycle | Expand Green Bike in SLC. | 10 | 12.5 | 7.3 | 2.0 | \$ 643,570 | \$600,000 |
| | 2 | UTA - Transit Capital-SL | UTA - Transit Capital-SL | Transit Capital | Bus stop upgrades, 50 locations. | 10 | 11.3 | 19.0 | 3.1 | \$ 1,517,900 | \$1,000,000 |
| | 3 | WJ - Int. @ 7800 S & 5490 W | WJ - Int. @ 7800 S & 5490 W | Intersection | Replace 2-way stop with a round-a-bout at 7800 S/ 5490 W. | 20 | 7.6 | 55.4 | 1.2 | \$ 1,197,200 | \$1,116,000 |
| \$1,400,000 | 4 | Salt Lake City West Intermodal (Vicinity of North Temple & Redwood Road) | UTA - Transit Capital-SL | Transit Capital | Construct intermodal hub near Redwood / North Temple. | 20 | 6.6 | 21.8 | 3.6 | \$ 4,200,300 | \$3,915,940 |
| \$2,600,000 | 5 | Sandy - Int. @ 9400 S & 700 E | Sandy - Int. @ 9400 S & 700 E | Intersection | Add dual left turn lanes at 9400 S/SR-71 (700 E). | 20 | 5.1 | 97.4 | 2.0 | \$ 3,446,300 | \$2,895,631 |
| | 6 | WVC - Int. @ 3100 S & 5600 W | WVC - Int. @ 3100 S & 5600 W | Intersection | Add dual left turns for WB traffic at 3100 S/5600 W. | 20 | 2.8 | 23.7 | 0.5 | \$ 1,408,500 | \$1,292,000 |

| | | | | | | | |
|----------------------------|---------------------|--------------------------|---------------------|-------------------------|----------------------|-------------------------------------|----------------------|
| Recommended Funding | \$ 4,200,000 | Available Funding | \$ 4,241,976 | Amount Requested | \$ 20,371,768 | Total Project Estimated Cost | \$ 21,968,087 |
|----------------------------|---------------------|--------------------------|---------------------|-------------------------|----------------------|-------------------------------------|----------------------|

DATE: April 9, 2019
AGENDA ITEM: 4e
SUBJECT: **ACTION:** New Projects for Draft 2021 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 FY2021 are projected to be approximately \$900,000 with \$1,260,000 available to program in the Salt Lake/ West Valley area. About \$500,000 in annual apportionment for the Ogden/ Layton Area is expected for FY2021 with \$693,000 available to program.

In the fall of 2018, 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 March, technical criteria, and other relevant professional considerations to evaluate each of the projects submitted.

Based on this evaluation, at their meeting on March 27th, 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 FY2021 TAP. The attached tables "Projects Submitted for Consideration for the FY 2021 Transportation Alternatives Program (TAP) Funds" show all the projects submitted. The dark blue 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.

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 FY2021 Transportation Alternatives Program."

EXHIBITS:

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

Projects Submitted for Consideration for the FY 2021 Transportation Alternatives Program (TAP) Funds

| Recommended Funding | List | | Region | County | City | Agency | Project Name | From Street | To Street | Project Improvement | Project Objective | Length | Description | Tot Cost | Fed Fund Requested | Sponsor Priority | Regional Priority | Fills Gap | Provides Access | Wasatch Choice 2040 | Add Safety | Sponsor Match | Innovative | Com Support | Diverse Users | Cost Per User | Cost per Mile | Capital Score | Regional Goals | Financial Feasibility | Safety/ Connections | Com w/ Public | Plan Guide | Sponsors Match | Plan Total Score | Prox to Schools | Fills Gap | Provides Access | Other than Sch Num of Stud that Could Bike or Walk | Ant Incre of Stud Use | Provide Add Safety Ben | Spon Match | Deg of Safe Need | Walk/ Bike Promo | Cost Per User | Cost per Mile | SR25 Score | Project Highest Score | Project Score |
|----------------------------|------|---------|--------|--------|-------------------------|-------------------------|--|---|---|---------------------|-------------------------|--------------------------|--|-------------------|--------------------|------------------|-------------------|-----------|-----------------|---------------------|------------|---------------|------------|-------------|---------------|-------------------------|---------------|---------------------|----------------|-----------------------|---------------------|---------------|------------|----------------|------------------|-----------------|-----------|-----------------|--|-----------------------|------------------------|-------------------------------------|------------------|---------------------|---------------|---------------|------------|-----------------------|---------------|
| | 7 | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 7 | 1-TAP-4 | 1 | Davis | Kaysville | Kaysville City | Pedestrian Activated Signals | Throughout the City - See location map | Throughout the City - See location map | Capital Improvement | Other TAP Project | 0.025 | Kaysville City is seeking to install pedestrian activated Blinker Signs throughout the city as identified in the Kaysville Active Transportation Plan. These signs would increase awareness of auto traffic to pedestrian and bike users. | \$ 173,500 | \$ 161,754 | 3 | 5 | 10 | 4 | 0 | 8 | 1 | 5 | 5 | 5 | 10 | 1 | 54 | 0 | 8 | 25 | 20 | 10 | 1 | 64 | 10 | 10 | 5 | 10 | 10 | 4 | 1 | 10 | 0 | 1 | 1 | 62 | 64 | 54 |
| | 8 | 1-TAP-1 | 1 | Davis | City of North Salt Lake | City of North Salt Lake | Eagleridge Drive pedestrian tunnel feasibility study | Eagleridge Drive/Orchard Drive roundabout | Eagleridge Drive/Orchard Drive roundabout | Planning/ Study | Bike/ Ped - Plan/ Study | 0.025 | The Eagleridge Dr roundabout has the highest traffic volume of any residential street in the City. The blind turn in the roundabout makes it very dangerous for pedestrians to cross. The City would like to conduct a study to see if a pedestrian tunnel is feasible in this area to safely allow the crossing of Eagleridge Dr. | \$ 36,600 | \$ 31,842 | 3 | 5 | 10 | 8 | 0 | 6 | 3 | 5 | 0 | 5 | 10 | 1 | 53 | 0 | 0 | 25 | 10 | 10 | 3 | 48 | 10 | 10 | 5 | 10 | 5 | 2 | 3 | 15 | 0 | 1 | 1 | 62 | 62 | 48 |
| | 9 | 1-TAP-7 | 1 | Weber | Multi | Utah Transit Authority | Bus Bike Rack Expansions | NA | NA | Capital Improvement | Other TAP Project | 0.05 | Purchase 37 (the estimated number of buses attributable to the Ogden Layton Urbanized area) three spot bike racks to replace existing 2 spot racks in UTA's current fleet. All 2009-2012 model year UTA buses have racks that hold two bikes. The racks are often filled and biking passengers are turned away. | \$ 48,100 | \$ 44,844 | 2 | 5 | 0 | 1 | 0 | 4 | 1 | 5 | 5 | 5 | 10 | 2 | 38 | 0 | 8 | 0 | 20 | 10 | 1 | 39 | 0 | 0 | 5 | 0 | 0 | 4 | 1 | 10 | 10 | 1 | 2 | 33 | 39 | 38 |
| Recommended Funding | | | | | | | \$ 693,130 | | | | | Available Funding | | \$ 692,570 | | | | | | | | | | | | Amount Requested | | \$ 1,634,307 | | | | | | | | | | | | | | Total Project Estimated Cost | | \$ 2,617,200 | | | | | |

Projects Submitted for Consideration for the FY 2021 Transportation Alternatives Program (TAP) Funds

| Recommended Funding | Salt Lake \ West Valley Urban Area | | | | | | | | | | Tot Cost | Fed Fund Requested | Sponsor Priority | Regional Priority | Fills Gap | Provides Access | Wasatch Choice 2040 | Add Safety | Sponsor Match | Innovative | Com Support | Diverse Users | Cost Per User | Cost per Mile | Capital Score | Regional Goals | Financial Feasibility | Safety/ Connections | Com w/ Public | Plan Guide | Sponsors Match | Plan Total Score | Prox to Schools | Fills Gap | Provides Access | Other than Sch Num of Stud that Could Bike or Walk | Ant Ince of Stud Use | Provide Add Safety Ben | Spon Match | Deg of Safe Need | Walk/ Bike Promo | Cost Per User | Cost per Mile | SR25 Score | Project Highest Score | Project Score | | | | |
|---------------------|------------------------------------|---------|---------|-----------|----------------------|------------------------------|--|---------------------------------------|------------------------|--------------------------------------|--------------------------------------|-------------------------|--|--|--------------|-----------------|---------------------|------------|---------------|------------|-------------|---------------|---------------|---------------|---------------|----------------|-----------------------|---------------------|---------------|------------|----------------|------------------|-----------------|-----------|-----------------|--|----------------------|------------------------|------------|------------------|------------------|---------------|---------------|------------|-----------------------|---------------|-------------------|--------|-------------|----|
| | List | Sort | Region | County | City | Agency | Project Name | From Street | To Street | Project Improvement | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Project Objective | Length | Description | |
| \$ 200,000 | 6 | 2-TAP-5 | 2 | Salt Lake | Salt Lake City | Salt Lake City Corporation | SLC Bike Share (GREENbike) Expansion | Salt Lake City (proper) | 0 | Capital Improvement | Infrastructure-related Projects | 0.025 | The bike share program provides an option for commuters to link local destinations with regional transit via bicycle and reduce short car trips in the downtown area. GREENbike works to improve community health and reduce carbon emissions and vehicle miles traveled by providing alternatives to automobile trips, and is the most successful small (less than 50 stations) bike share program in the country. This grant will help move GREENbike toward the goal of 100 Stations in Salt Lake City. With all current funding, SLC Bike Share can expand to 67 stations. If this application is awarded, the funding will be used for capital costs that may include additional stations, bicycles, and rebalancing vehicles to get closer to implementing the 100 station plan. | \$ 375,416 | \$ 350,000 | 3 | 5 | 10 | 8 | 0 | 4 | 1 | 0 | 5 | 3 | 10 | 1 | 52 | 0 | 8 | 25 | 20 | 10 | 1 | 64 | 3 | 10 | 0 | 10 | 0 | 0 | 1 | 10 | 10 | 1 | 1 | 46 | 64 | 52 | |
| | | | | | | | | | | | | | | \$ 357,600 | \$ 333,390 | 2 | 5 | 10 | 8 | 0 | 8 | 1 | 0 | 5 | 5 | 8 | 1 | 56 | 0 | 8 | 25 | 20 | 0 | 1 | 54 | 0 | 10 | 5 | 10 | 3 | 8 | 1 | 10 | 10 | 1 | 1 | 59 | 0 | 10 | 5 |
| | 4 | 2-TAP-7 | 2 | Salt Lake | West Valley City | West Valley City | Cross Towne Trail | 2700 West | Bangerter Highway | Capital Improvement | On-road or Off-road Trail Facilities | 1.25 | This project closes a gap on the Cross Towne Trail between 2700 West and Bangerter Highway. Improvements will include addition of sidewalk where none exists, addition of a parallel bike lane in Parkway Blvd, requiring some roadway widening. | \$ 1,991,900 | \$ 1,836,072 | 7 | 15 | 10 | 8 | 5 | 4 | 1 | 0 | 2 | 5 | 4 | 1 | 60 | 15 | 8 | 25 | 10 | 0 | 1 | 59 | 10 | 10 | 5 | 0 | 10 | 8 | 1 | 10 | 0 | 1 | 1 | 56 | 60 | 60 | |
| | | | | | | | | | | | | | | \$ 1,161,000 | \$ 465,000 | 2 | 15 | 10 | 12 | 5 | 10 | 1 | 0 | 2 | 3 | 6 | 4 | 73 | 15 | 8 | 0 | 10 | 0 | 15 | 48 | 10 | 10 | 5 | 10 | 10 | 8 | 12 | 10 | 0 | 1 | 4 | 80 | 80 | 73 | |
| | \$ 90,000 | 2 | 2-TAP-8 | 2 | Salt Lake | Magna Metro Township | Salt Lake County on behalf of Magna Metro Township | Utah & Salt Lake Canal Trail, Phase 5 | 7200 West / 3930 South | Tranquil Lane (8575 West) 3680 South | Capital Improvement | Bike/ Ped - Plan/ Study | 1.85 | The TAP proposal consists of developing a 10-foot wide asphalt paved pedestrian/bicycle path along and within the Utah and Salt Lake Canal corridor right-of-way. Phase II of the trail was completed in 2015 and stopped at 5600 West 4125 South. Phase 3 continues the trail northwardly approximately 1.5-miles, to 6780 West. Phase 4 is in the planning stage and intends to extend the trail from 6780 West to 7200 West (West Valley City). Phase 5, is intended to extend the trail further northwest to the Elk Run Subdivision in the Magna Metro Township. Users of the trail will be able to access their neighborhoods, schools, parks, and local retail centers, as well as the recently completed Mountain View Corridor trail system. In addition to the Regional Priority Bike Plan, this project is also on the Salt Lake County Parks & Recreation Master Plan. | \$ 100,000 | \$ 90,000 | 1 | 15 | 10 | 12 | 5 | 6 | 1 | 0 | 5 | 5 | 10 | 5 | 79 | 15 | 8 | 25 | 20 | 10 | 1 | 79 | 10 | 10 | 5 | 10 | 10 | 8 | 0 | 15 | 0 | 1 | 5 | 74 | 79 | 79 |
| | | | | | | | | | | | | | | | \$ 185,528 | \$ 185,528 | 1 | 5 | 10 | 12 | 0 | 8 | 1 | 0 | 5 | 5 | 8 | 1 | 60 | 0 | 8 | 25 | 20 | 10 | 1 | 64 | 10 | 10 | 5 | 10 | 10 | 8 | 1 | 15 | 10 | 1 | 1 | 81 | 81 | 81 |
| \$ 451,458 | 4 | 2-TAP-6 | 2 | Salt Lake | West Jordan | City of West Jordan | 1300 West - 9400 South to Winchester Street | 9400 S. | 6600 S. | Capital Improvement | Infrastructure-related Projects | 3.452 | Widen to 80 foot right of way corridor, adding a two way left turn on 1300 West and add right turn lanes at 7000 South, 7800 South, and 8600 South. A potential "high T" intersection will be evaluated at Winchester Street (6685 S.). Bike lanes will be added through the entire alignment. | \$ 1,161,000 | \$ 465,000 | 2 | 15 | 10 | 12 | 5 | 10 | 1 | 0 | 2 | 3 | 6 | 4 | 73 | 15 | 8 | 0 | 10 | 0 | 15 | 48 | 10 | 10 | 5 | 10 | 10 | 8 | 12 | 10 | 0 | 1 | 4 | 80 | 80 | 73 | |
| | | | | | | | | | | | | | | \$ 185,528 | \$ 185,528 | 1 | 5 | 10 | 12 | 0 | 8 | 1 | 0 | 5 | 5 | 8 | 1 | 60 | 0 | 8 | 25 | 20 | 10 | 1 | 64 | 10 | 10 | 5 | 10 | 10 | 8 | 1 | 15 | 10 | 1 | 1 | 81 | 81 | 81 | |
| \$ 185,528 | 1 | 2-TAP-2 | 2 | Salt Lake | Magna Metro Township | Salt Lake County Engineering | 2820 South Sidewalk | 7584 West | 7630 West | Safe Routes to School | Safe Route To School | 0.09 | Construct sidewalk, curb, and gutter on the north side of 2820 South Street from existing sidewalk at 7584 W to 7630 W. Sidewalk will improve safety of access for students walking to Pleasant Green Elementary and Entheos Academy charter school and to the proposed Riter Canal Trail. | \$ 199,000 | \$ 185,528 | 1 | 5 | 10 | 12 | 0 | 8 | 1 | 0 | 5 | 5 | 8 | 1 | 60 | 0 | 8 | 25 | 20 | 10 | 1 | 64 | 10 | 10 | 5 | 10 | 10 | 8 | 1 | 15 | 10 | 1 | 1 | 81 | 81 | 81 | |

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| Recommended Funding | List | | | | | | | | | | Project Name | From Street | To Street | Project Improvement | Project Objective | Length | Description | Tot Cost | Fed Fund Requested | Sponsor Priority | Regional Priority | Fills Gap | Provides Access | Wasatch Choice 2040 | Add Safety | Sponsor Match | Innovative | Com Support | Diverse Users | Cost Per User | Cost per Mile | Capital Score | Regional Goals | Financial Feasibility | Safety/ Connections | Com w/ Public | Plan Guide | Sponsors Match | Plan Total Score | Prox to Schools | Fills Gap | Provides Access | Other than Sch Num of Stud that Could Bike or Walk | Ant Incre of Stud Use | Provide Add Safety Ben | Spon Match | Deg of Safe Need | Walk/ Bike Promo | Cost Per User | Cost per Mile | SR2S Score | Project Highest Score | Project Score | | | | | | | | | | | | | | | | | | | |
|----------------------------|---------|---------|-----------|-----------|--------------------|--|----------------------|--|--------------------------------------|---------------------|--------------|--|--------------------------|---------------------|-------------------|--------|-------------|----------|--------------------|------------------|-------------------|-----------|---------------------|---------------------|------------|---------------|------------|-------------|---------------|---------------|---------------|---------------|-------------------------|-----------------------|---------------------|---------------|------------|----------------|------------------|-----------------|-----------|-----------------|--|-----------------------|------------------------|------------|------------------|------------------|---------------|---------------|------------|-----------------------|-------------------------------------|---------------------------------|------|--|------------|------------|---|---|----|---|----------------------|----|---|---|---|---|---|---|----|---|
| | 7 | 2-TAP-1 | 2 | Salt Lake | Cottonwood Heights | Cottonwood Heights | Danish Road Sidewalk | Monte Luca Way (8335 South) , 8500 South | 8430 South, English Way (8625 South) | Capital Improvement | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Infrastructure-related Projects | 0.19 | Major sidewalk gap exists on west side of Danish Rd. between 8335 S. and 8430 S. and between 8500 S. and 8625 S. The existing roadway has no sidewalk between 8335 South and 8430 S. and the narrow travel lanes make pedestrian travel dangerous. Sidewalk gap exists between 8500 S. and 8625 S. | \$ 935,600 | \$ 813,525 | 1 | 5 | 10 | 4 | 0 | 10 | 3 | 0 | 5 | 5 | 4 | 1 | 52 | 0 |
| 8 | 2-TAP-3 | 2 | Salt Lake | Millcreek | Millcreek | 1300 East: 4240 South to 4400 South Sidewalk | 4240 South | 4400 South | Capital Improvement | Other TAP Project | 0.2 | This project completes missing sidewalk, curb and gutter on the East side of 1300 East near Big Cottonwood Regional Park and Softball Complex. This sidewalk allows for pedestrian access to the largest park in the Millcreek/Holladay area. Park users frequently park on the East side of 1300 East when parkinglot is full. The is no pedestrian sidewalk to traverse along this side. Although sidewalk is not on any current SNAP plans, the park is frequented by numerous school age children throughout the year. Examples being field trips, cross country training or meets for the local area high schools, etc. | \$ 425,500 | \$ 396,694 | 3 | 5 | 10 | 8 | 0 | 4 | 1 | 0 | 5 | 5 | 8 | 1 | 52 | 0 | 8 | 25 | 20 | 0 | 1 | 54 | 0 | 10 | 5 | 10 | 3 | 8 | 1 | 10 | 10 | 1 | 1 | 59 | 59 | 52 | | | | | | | | | | | | | | | | | | | | | | | | |
| Recommended Funding | | | | | | | | | | | | \$ 1,260,376 | Available Funding | | | | | | | | | | \$ 1,260,376 | | | | | | | | | | Amount Requested | | | | | | | | | | \$ 4,470,209 | | | | | | | | | | Total Project Estimated Cost | | | | | | | | | | \$ 21,546,016 | | | | | | | | | |