# Effective Life Recommendations for CMAQ Projects

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Current</th>
<th>Proposed</th>
<th>Notes</th>
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<td>5 for signal timing or software</td>
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<tr>
<td></td>
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<td>1 to 3 for operating cost</td>
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<td>15 for vehicle and equipment</td>
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<tr>
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<td>1-3</td>
<td>1 to 3</td>
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<td>Transit - Capital</td>
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<td>Transit - Fares</td>
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<td>1-3</td>
<td>1 to 3</td>
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<tr>
<td>Transit - ITS</td>
<td>5</td>
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<td>5 for signal timing or software</td>
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<tr>
<td>Other</td>
<td>Varies</td>
<td>Varies</td>
<td></td>
</tr>
</tbody>
</table>
CMAQ Benefit/Cost Comparison

(specific project benefits may vary)
## CMAQ Emissions Analysis Form (2017-2022 TIP)

### Bicycle Facility Improvements

E-mail a copy of this completed form to: kip@wfrc.org

Please complete information in all tan shaded cells.

### Contact Information

<table>
<thead>
<tr>
<th>Project Sponsor</th>
<th>SLC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phone</td>
<td>(801) 535-6569</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project Manager</th>
<th>Alexis Verson</th>
</tr>
</thead>
<tbody>
<tr>
<td>E-mail</td>
<td><a href="mailto:alexis.verson@slcgov.com">alexis.verson@slcgov.com</a></td>
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### Project Information

<table>
<thead>
<tr>
<th>Type of Project</th>
<th>Bicycle</th>
</tr>
</thead>
<tbody>
<tr>
<td>City</td>
<td>Salt Lake City</td>
</tr>
<tr>
<td>Location:</td>
<td>Bonneville Golf Course</td>
</tr>
<tr>
<td>From</td>
<td>Connor Street</td>
</tr>
<tr>
<td>To</td>
<td>Wasatch Drive</td>
</tr>
<tr>
<td>Funding Year</td>
<td>2022</td>
</tr>
<tr>
<td>Name of Project</td>
<td>SLC - Bonneville Bike Trail</td>
</tr>
<tr>
<td>Area</td>
<td>Salt Lake</td>
</tr>
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</table>

#### Project Description

Please enter here a brief description of this project, including the basic cost elements that comprise the total shown below (right-of-way, materials, pavement quantities, equipment costs, labor costs, etc.), assumptions made in estimating emission reductions and the justification for those assumptions, and any other relevant supporting information.

### Project Details

<table>
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<tr>
<th>Effective Days</th>
<th>180</th>
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<tbody>
<tr>
<td>Auto Occupancy</td>
<td>1.2</td>
</tr>
<tr>
<td>Type of vehicles affected by this project</td>
<td>LD</td>
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<tr>
<td>Project life</td>
<td>10 years</td>
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<tr>
<td>CMAQ funds requested</td>
<td>$447,000</td>
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</table>

#### Annual Emission Reductions

\[
\text{Method A: Estimated Daily Bicycle Commuters} = \frac{(\text{Reduced LD VMT} \times \text{Run Rates}) + \text{LD Starts} \times \text{LD Start Rates}}{\text{Effective Days}}
\]

- **Method B**: Estimated Daily Bicycle Commuters

\[
\text{Auto Occupancy} = 1.2
\]

- **Method B**: Average Annual Daily Traffic

\[
\text{Type of vehicles affected by this project} = \text{LD}
\]

- **AADT Based Estimate of Daily Bicycle Commuters**

\[
\text{Reduced Daily VMT for this Bicycle Project} = \frac{\text{projects less than } 100,000 \text{ are encouraged to seek local funding}}{10}
\]

- **One-Way Bicycle Trip Distance (miles)**

Note: Work Trips = 24% of AADT

2000 Census bicycle work trip mode share is 0.5%
Transportation Improvement Program - Today . . .

4a. Action on a New Board Modification
   • To the 2019-2024 TIP

4b. Action on the 2020-2025 Transportation Improvement Program (TIP) & Corresponding Air Quality Conformity Finding

4c. Recommendations for the Congestion Mitigation/ Air Quality Program
4a - 2019-2024 TIP Board Modification

Trans Com
August 14, 2019

Ben Wuthrich
Wasatch Front Regional Council
### Additional Funding

#### Salt Lake - West Valley Urban Area

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
<th>PIN</th>
<th>Project Location</th>
<th>Concept/ Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
<th>Currently Funded Amount</th>
<th>Action</th>
<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>South Jordan</td>
<td></td>
<td>2200 West</td>
<td>14040</td>
<td>2200 West; 9400 South to 11400 South</td>
<td>Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk</td>
<td>STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake (WFRC))</td>
<td>$7,872,000</td>
<td>$4,200,852</td>
<td>Additional Funding</td>
<td>$2,330,750</td>
<td>2019</td>
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<tr>
<td>Salt Lake</td>
<td>Salt Lake City</td>
<td>1300 East</td>
<td>11083</td>
<td>1300 East; 1300 South to 2100 South</td>
<td>Construction minor improvements to Drainage, Curb, Gutter and Sidewalk</td>
<td>LOCAL_GOVT Local Government Funds</td>
<td>$3,013,784</td>
<td>$6,736,709</td>
<td>Additional Funding</td>
<td>$370,000</td>
<td>2019</td>
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<tr>
<td>Salt Lake</td>
<td>Salt Lake</td>
<td>Grit Mill</td>
<td>14944</td>
<td>Grit Mill and Climbing Master Plan; Little Cottonwood Canyon Park &amp; Ride</td>
<td>Construction of Parking Lot/ Trailhead and Restroom and realign SR-210 for access improvements</td>
<td>LOCAL_GOVT Local Government Funds; LOCAL_INKIND Local In Kind (Soft Match); Other</td>
<td>$899,202</td>
<td>$125,000</td>
<td>Additional Funding</td>
<td>$186,200</td>
<td>2019</td>
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</tbody>
</table>

When completed, this project will reconstruct 2200 West including improvements to curb, gutter, sidewalk, bike lanes, and shoulders. The request for additional funding is a result of rising construction costs, increase in right of way costs the number of right of way takes, and the improvements to two canal crossings that at the time of initial application, no significant structural work was anticipated. The additional funding is available from other project cost savings.

When completed, this project will reconstruct 1300 East including improvements to curb, gutter, sidewalk, bike lanes, and bus stops. The request for additional funding has been generated by a 2-D fiber optic duct bank that was originally intended to be protected in place. At the commencement of construction this duct bank was found to be shallower than expected. The project now needs to replace roughly 6,000 feet of new 2-D duct bank and associated fiber optic cable. The additional funding is available from other project cost savings.

When completed, this project will construct a parking lot and improve road conditions on SR-210 and Wasatch Resort Road. Safety will be improved by removing cars that park along the roadway and improve the sight distance for travelers as well as the constructing of a center turn lane at the intersection. This request is for additional funding identified during final design and increased construction costs. The additional funding is available from other project cost savings.
Salt Lake – Grit Mill Parking Facility
Construct Parking Lot/ Trailhead, Restroom, and Roadway Improvements

Additional funding is available from other project cost savings

- New Construction of a parking lot
- Improve road conditions on SR-210 & on Wasatch Resort Road
- Remove on-street parking
- Improve sight distance

Additional Federal Funding
$ 186,200

Total Project Cost
Estimate $ 899,202
Salt Lake – 1300 East; 1300 South to 2100 South
Reconstruct with minor Improvements to Drainage, Curb, Gutter, and Sidewalk

Additional funding is available from other project cost savings

Additional Federal Funding
$ 396,868

Total Project Cost Estimate $ 10,519,961

--- Relocate a Fiber Optic Duct Bank
- Replace roughly 6,000 feet of new Duct and associated fiber cable
Salt Lake – 2200 West; 9400 South to 11400 South
Reconstruct w/ minor widening - including improvements to Drainage, Curb, Gutter and Sidewalk

Additional Federal Funding
$ 2,330,750

Total Project Cost Estimate $ 7,872,000

Additional funding is available from other project cost savings

-- Rising construction costs
- Increase in the amount of right of way needed
- Right of way cost increases
- and improvements to two canal crossings
### 2019-2024 Transportation Improvement Program (TIP) (Amendment Nine)

#### Board Modification

**Additional Funding**

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
<th>PIN</th>
<th>Project Location</th>
<th>Concept/ Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
<th>Currently Funded Amount</th>
<th>Action</th>
<th>Funding Amount</th>
<th>Year</th>
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<tbody>
<tr>
<td>Salt Lake</td>
<td>UDOT</td>
<td>SR-186</td>
<td>16216</td>
<td>500 South (SR-186); 1300 East to 2100 East &amp; Stringham Ave to I-215</td>
<td>Pavement Preservation Project</td>
<td>STP_FLX_ST Surface Transportation Program - Flexible (Any Area) Statewide</td>
<td>$3,750,000</td>
<td>$2,800,000</td>
<td>Additional Funding</td>
<td>$950,000</td>
<td>2019</td>
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The existing project is scoped to remove and replace 1.5 inches of pavement. Due to poor pavement conditions it is recommended that the project incorporate the adjacent SR-186/I-215/I-80 interchange ramps improvements, rather than come back at a future date to rehabilitate the Interchange ramp sections. The additional funding is available from other project cost savings.

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
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<tr>
<td>Salt Lake</td>
<td>UDOT</td>
<td>SR-172</td>
<td>14413</td>
<td>SR-172; 5600 West Railroad Crossing</td>
<td>Railroad Crossing Construction</td>
<td>STP_FLX_ST Surface Transportation Program - Flexible (Any Area) Statewide</td>
<td>$93,735,126</td>
<td>$2,800,000</td>
<td>Additional Funding</td>
<td>$6,990,045</td>
<td>2019</td>
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</table>

Region Two has received the signed agreement from Union Pacific Railroad (UPRR). In the agreement UPRR agrees to pay UDOT a total of $6,990,045 for making this a grade separated structure and expanding the bridge to accommodate an additional future track.

**Ogden/ Layton Urban Area**

<table>
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<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
<th>PIN</th>
<th>Project Location</th>
<th>Concept/ Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
<th>Currently Funded Amount</th>
<th>Action</th>
<th>Funding Amount</th>
<th>Year</th>
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</thead>
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<tr>
<td>Morgan</td>
<td>UDOT</td>
<td>Devil's Slide Bridge</td>
<td>12624</td>
<td>Devil's Slide Bridge, Near Croydon</td>
<td>Bridge Replacement</td>
<td>STP_Bridge Surface Transportation Program - Bridge Funds for State Projects</td>
<td>$3,600,000</td>
<td>$2,200,000</td>
<td>Additional Funding</td>
<td>$1,400,000</td>
<td>2019</td>
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The existing bridge was constructed in 1934 and is currently owned by Morgan County. It has substandard geometry, limited sight distance, and the Weber River frequently overtops it. The bridge experiences significant truck traffic servicing the Holcim Cement Plant adjacent to the project site. The new bridge will be constructed to current geometrical standards with wider shoulders, and the hydraulic opening will be increased to reduce the frequency of overtopping. Vertical constraints imposed by adjacent RR bridges eliminate the ability to meet current hydraulic requirements. The new bridge will be constructed with precast elements to minimize the required closure. The bridge replacement project is scheduled to advertise mid-October, 2019, and to be constructed in 2020. The additional funding is available through cost savings on other projects in the Bridge Program.
Salt Lake – 500 South (SR-186); 1300 E to 2100 E & Stringham Ave to I-215
Pavement Preservation Project

Due to poor pavement conditions, the project will include work on the interchange ramps SR-186/I-215/I-80.

Additional funding is available from other project cost savings.

Additional Funding $950,000

Total Project Cost Estimate $3,750,000
Salt Lake – 5600 West (SR-172) – SR-201 to I-80
Railroad Crossing and Roadway Improvements

Project improvements include:

- Widening of 5600 West from 2 lanes to 5 lanes
  - Construct viaduct over rail crossing
  - Drainage, shoulders, curb & gutter, sidewalk & lighting

Additional funding is available from UPRR to Widen Grade Separated Structure for Future Track

Additional Funding
$ 6,909,045

Total Project Cost Estimate $ 93,735,126
Additional funding is available from project cost savings in the Bridge Program.

Total Project Cost Estimate $2,200,000

Additional Funding $1,400,000

Project improvements include:

-- New Bridge constructed to standards, wide shoulders, wider hydraulic clearance, improved clearance & improved sight distance

Morgan – Devil’s Slide Bridge, Near Croydon
Bridge Replacement
## 2019-2024 Transportation Improvement Program (TIP) (Amendment Nine)

### New Project

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<tr>
<th>County</th>
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<th>Concept/ Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
<th>Currently Funded Amount</th>
<th>Action</th>
<th>Funding Amount</th>
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</thead>
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<tr>
<td>Salt Lake</td>
<td>UDOT</td>
<td>SR-201</td>
<td>17892</td>
<td>SR-201; MP 1.9 to MP 2.7 Project</td>
<td>Paving (SR-201)</td>
<td>$2,700,000</td>
<td>$0</td>
<td>New Project</td>
<td>$2,700,000</td>
<td>2019</td>
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This section of SR-201 has experienced a degradation of the pavement section due to water seeping into the subgrade. The project will address the drainage issues along with reconstructing the pavement by milling 7" and replacing with 7" HMA (hot mix asphalt). The available funding comes from the Region Two 2020 Pavement Program.

### New Projects (FY 2020 Recreational Trails Program)

The federal Recreational Trails Program was authorized by Congress as part of the Intermodal Surface Transportation Efficiency Act of 1991. This program has been continued through the current FAST Act transportation authorization. These projects are selected and administered through the Utah State Parks and Recreation Division. Funds may be used to provide and maintain trails for motorized and nonmotorized recreational uses, including trailside and trailhead facilities, and also provisions to facilitate access for people with disabilities. For the 2020 Program, Utah has 38 projects totaling $8,340,829 in Federal Aid Funds and $8,340,929 of Sponsor Matching Funds for a total of $10,144,231 in New Project Value (16 projects totaling $7,781,496 in the WFRC Area.)

#### WFRC Area

<table>
<thead>
<tr>
<th>Sponsor</th>
<th>Concept/ Type of Improvement/ Location</th>
<th>Funding Amount</th>
<th>Total Project Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salt Lake Climbers Alliance</td>
<td>Gate Buttress Infrastructure Phase II: Rehabilitation of user created trails and have them built by professional trail crews on the 140 acres of leased land from the LDS Church as well as replacing old fixed anchors with stainless steel hardware. Phase two of this project focuses on stewardship of the recreational resources.</td>
<td>$50,000</td>
<td>$206,000</td>
</tr>
<tr>
<td>Salt Lake City Corporation</td>
<td>Foothills Trail System Phase I: Trail construction of approximately 6 miles of trail along with corresponding wayfinding signage.</td>
<td>$100,000</td>
<td>$250,000</td>
</tr>
<tr>
<td>UWC NF &amp; Salt Lake RD</td>
<td>Adams Canyon Trail Work: Construct retaining walls, rock stairs, rebuilding tread, rock removal and causeways on four eroded sections of side-hill along the creek to make it safer and more sustainable. This project will also involve the installation of three new directional signs at intersecting paths along the trail.</td>
<td>$24,914</td>
<td>$49,831</td>
</tr>
<tr>
<td>Trails Utah</td>
<td>Hardlick Trails: Creating a network of downhill trails and an uphill mountain bike climbing trail totaling 3 miles. These trails will eventually connect to a newly completed 7-mile Eric's trail as well as new sections of the Bonneville Shoreline trail.</td>
<td>$30,000</td>
<td>$64,000</td>
</tr>
<tr>
<td>Salt Lake County Parks &amp; Recreation</td>
<td>Parleys Trail - 900 W to Jordan River Trail: Completing the final gap of the Parley's Trail from 900 West to the Jordan River Trail by installing a half mile, 10' wide concrete paved pedestrian/bicycle trail which will include a ramp and bridge. Once completed, this trail will link to a larger network of regional trails connecting users to Utah and Davis County.</td>
<td>$100,000</td>
<td>$5,210,789</td>
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</table>
Salt Lake – SR-201; MP 1.9 to MP 2.7
Pavement Reconstruction & Drainage Improvements

-- Due to poor pavement conditions, the project will reconstruct existing pavement and address the drainage issues along the facility

Additional funding is available from Region Two’s 2020 Pavement Program

New Funding
$ 2,700,000

Total Project Cost
Estimate $ 2,700,000
Recreational Trails Program (RTP)

- Administered by Utah State Parks
- Motorized and non-motorized
- May be combined use
- Revenue from federal motor fuel tax;
  - apportioned to each state
- Utah annually receives about $1.5 M
RTP Funding Amounts
2020 - $1,803,802, 38 projects
Totaling $10,144,231 with Match
16 Projects totaling $7,781,496
In the WFRC Area
Action on the 2020-2025 Transportation Improvement Program & the Corresponding Air Quality Conformity Finding
Transportation Improvement Program is . . .

1. Six Year Program of Highway, Transit and Active Transportation Projects
   • Four Years Funded - Two Years Concept

2. In the Urban Areas
   • Salt Lake/ West Valley - Ogden/ Layton

3. Funded by
   • Federal, State, & Local Programs

4. For All Cities, Counties, UDOT & UTA
Transportation Improvement Program will . . .

1. Implement the Long Range Plans
   • Highway/ Transit & Active Transportation Projects for the Region

2. Help Meet the Short Range Needs
   • Of the Wasatch Front Area

3. Provide for the Maintenance
   • Of the Existing Transportation System
Transportation Improvement Program Contains . . . .

• Lists of Projects
• Including;
  • New Construction
  • Rehab & Maintenance
  • Safety/ ITS
  • Transit, O & M
  • Pedestrian & Bike
New Construction

West Davis Corridor

Preferred Alternative

Including Sidewalks, Trails, Bike Facilities, Roadway and Traffic Adoptions
Rehab and Maintenance

Roadway Signage and Markings
Transit Projects – Various Locations
Capital Improvements & Operation/ Preventive Maintenance

Layton Station to Snowbasin via Layton Hills Mall/ Hotels and Park and Ride lots
Pedestrian and Bicycle Projects

Including Sidewalks, Trails, Bike Facilities, Roadway and Traffic Adaptions

Various Locations
Projects in the TIP:

- Represent $ Millions
- Thousands of Jobs
- Economic Growth & Development
- Mobility/ Access
- Preservation of Life
- And Promote the Quality Of Life
Federal Law Requires:

- Financially Constrained
- Conform To Air Quality
- Reviewed By the Public
- Approved by Regional Council
Air Quality Memorandum

REPORT NO. 39a – DRAFT

DATE May 24, 2019

SUBJECT CONFORMITY ANALYSIS FOR THE WFRC 2020-2025 TRANSPORTATION IMPROVEMENT PROGRAM

ABSTRACT The Fixing America’s Surface Transportation Act (FAST Act) and the Clean Air Act Amendments (CAA) require that all regionally significant highway and transit projects in air quality non-attainment and maintenance areas be derived from a “conforming” Regional Transportation Plan and Transportation Improvement Program. A conforming Plan or Program is one that has been analyzed for emissions of controlled air pollutants and found to be within the emission limits established in the State Implementation Plan (SIP) or within guidelines established by the Environmental Protection Agency (EPA) until such time that a SIP is approved. This conformity analysis is made by the Wasatch Front Regional Council (WFRC), as the Metropolitan Planning Organization for the region, and submitted to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for their concurrence. This conformity analysis is being prepared according to the transportation conformity rulemakings promulgated by the Environmental Protection Agency (EPA) as of March 2010 and according to FHWA guidelines found in the FAST Act legislation.

Section 93.122(g)(1) of the Transportation Conformity Rule (40 CFR part 93) states that a new TIP may be demonstrated to conform “… without new regional emissions analysis if the previous regional emissions analysis also applies to the … TIP.” Section 93.122 includes the following four conditions. First, the TIP must include all projects that must be started within the TIP time frame in order to achieve the transportation network envisioned in the plan. Second, all regionally significant projects in the TIP must be included in the regional emissions analysis. Third, the design concept and scope for TIP projects must not have changed significantly from the plan. And fourth, the previous regional emissions analysis is consistent with all conformity requirements. As discussed below, the WFRC 2020-2025 TIP meets the conditions of CFR 93.122(g)(1) and therefore conforms to the State Implementation Plan and the EPA guidelines for interim conformity for all applicable non-attainment and maintenance areas and pollutants. Therefore, all the transportation projects in Weber, Davis, and Salt Lake Counties included in the 2020-2025 TIP are found to conform.

Wasatch Front Regional Council
41 North Rio Grande Street, Suite 163
Salt Lake City, Utah 84101
Draft 2020-2025 Transportation Improvement Program
Public Comment Interactive Map

LEAVE A PROJECT COMMENT - To leave a project-specific comment, please click on a project line within the map or a project name within the project list (on the right). Next, click on the heart icon to "like" a project or the talk bubble icon to leave a comment. After providing the requested information, click the "Submit" button.

FILTER PROJECTS - Please note that when you zoom in and out of the map, the project list will filter accordingly. Additionally, if there are duplicative projects listed, it is typically indicative of multiple funding sources. Please click on any of the options to provide your project-specific comment.

To provide a general comment that is not project-specific, please access the general comment form.

www.wfrc.org
The TIP provides a thoughtful and balanced approach that seeks to implement critical projects, including those identified in the WFRC Regional Transportation Plan. These projects help our local communities and our region meet the challenge of Utah’s rapidly growing population while simultaneously promoting a strong economy, good air quality, and high quality of life.

**TIP Public Comments and Responses**

<table>
<thead>
<tr>
<th>Comment</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Several requests were made to increase or improve specific transit service or operations.</td>
<td>WFRC will work with UTA and local governments to ensure these requests are considered as transit improvements are evaluated. The ability to enhance transit service is contingent on the availability of funding.</td>
</tr>
<tr>
<td>Suggestions were given about the design of a few specific highway and transit projects.</td>
<td>These suggestions will be considered during the project development process as WFRC meets with project sponsors – local governments, UDOT, and/or UTA.</td>
</tr>
<tr>
<td>There were several requests that bike lanes or paths be included in funded projects or as new, independent projects.</td>
<td>Progress is occurring in addressing the need for safe and effective transportation for cyclists in the region. WFRC will continue to work with local governments, transportation agencies, and other stakeholders to identify potential funding and facilitate solutions. This can include both existing and new projects.</td>
</tr>
<tr>
<td>A few commenters asked that more funding be spent on bicycle and transit improvements instead of on road widening or new construction.</td>
<td>The 2020-2025 TIP provides projects that include transportation investments across all modes of travel, including transit, biking, walking, and driving. These investments will help address concerns regarding air quality, mobility, and quality of life. The ability to make improvements is contingent on the availability of funding. A significant portion of the TIP funding is restricted for particular transportation modes.</td>
</tr>
<tr>
<td>Comments were made in favor of several specific highway and transit projects.</td>
<td>Thank you.</td>
</tr>
<tr>
<td>Double tracking of FrontRunner was requested by a few individuals.</td>
<td>WFRC understands the need to double track FrontRunner. This project is included in the adopted 2019-2050 Regional Transportation Plan, but funding has not yet been identified.</td>
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</tbody>
</table>
Working Group Recommendations

• Increase outreach and cultivation of effective projects each fall.

• Include information on project benefits in addition to air quality when recommendations are presented to the TACs and Trans Com each spring.

• Work with the TACs to develop consistent lengths of effectiveness for the various project types to include in the technical evaluation.
FUNDING PROGRAMS
FISCAL YEAR 2020
WFRC Funding Programs

- Wasatch Front Economic Development District
- Community Development Block Grant Program
- Transportation & Land Use Connection Program
- Surface Transportation Program
- Congestion Mitigation Air Quality
- Transportation Alternatives Program
Mission: Support economic development plans, promote long-term economic competitiveness, and attract federal monies in order to implement local plans.

Expand Employment

Planning Request
$100,000

Develop strategies to expand employment in Utah’s advanced composites manufacturing industry and supply chain

Encourage Entrepreneurship

Construction Request
$2,000,000

Grow creative industries and connect people and organization to space, technology, and opportunity

Workforce Training

Workforce Training Request
$614,000

Provide workforce training to disadvantaged youth in the green construction industry
**Mission:** Support economic development plans, promote long-term economic competitiveness, and attract federal monies in order to implement local plans.

### U.S. Economic Development Administration Funding Programs

<table>
<thead>
<tr>
<th>PUBLIC WORKS &amp; ECONOMIC ADJUSTMENT ASSISTANCE</th>
<th>REGIONAL INNOVATION STRATEGIES</th>
<th>LOCAL TECHNICAL ASSISTANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>$100,000 - $3,000,000</strong></td>
<td><strong>$0 – $500,000</strong></td>
<td><strong>$0 – $300,000</strong></td>
</tr>
<tr>
<td>• Job Creation</td>
<td>• Innovation Centers</td>
<td>• Economic Development Plans</td>
</tr>
<tr>
<td>• Job Retention</td>
<td>• Entrepreneurial Centers</td>
<td>• Feasibility Studies</td>
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<tr>
<td>• Construction</td>
<td>• Cluster-Based Startups</td>
<td>• Impact Analyses</td>
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<tr>
<td>• Global Competitiveness</td>
<td></td>
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<tr>
<td>• Leverage Private Capital</td>
<td></td>
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<tr>
<td>• Coal Impacted</td>
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<tr>
<td>• Build Regional Capacity</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Regional Capacity</td>
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</tbody>
</table>
Community Development Block Grant (CDBG) Small Cities Program

Program Purpose
The purpose of the CDBG Program is to assist in developing viable urban communities by providing decent housing and a suitable living environment, principally for persons of low and moderate income.

Program Eligibility
Morgan, Tooele, and Weber Counties
Community Development Block Grant (CDBG) Program

ELIGIBLE PROJECT TYPES

- Planning
- Building Rehabilitation
- Removal of ADA Barriers
- Public Safety Equipment
- Property Acquisition for Public Purposes
- Promotion of Neighborhood Centers
- Create/Rehab. Recreation Facilities
- Demolish Buildings to Reduce Slum/Blight
- Install/Modify Public Works Infrastructure
- Construct/Reconstruct Streets, Water, Sewer Facilities
- Housing Lot Acquisition for Multiple-Family Housing Construction
Community Development Block Grant (CDBG) Program

HOUSING and COMMUNITY DEVELOPMENT

Total Funding for FY 2019
$870,000

ADA Upgrades
Morgan County $210,000

Curb, Gutter, Sidewalk
Marriott-Slaterville $323,152

Culinary Water Project
Uintah City $36,848
TLC PROGRAM GOALS

Maximize the **value of investment** in public infrastructure

Enhance **access to opportunity**

Increase **travel options** to optimize mobility

Create **communities** with opportunities to **live, work, and play**
TLC PROJECTS

PLANS
- Visions
- Community Engagement
- Downtown Master Plans
- Active Transportation

POLICIES
- Zoning Ordinances
- Design Standards
- Transportation Priorities

PRODUCTS
- Financing Options
- Implementation Strategies
- RDA Support

STUDIES AND ANALYSES (Parking, Market, etc.)
FEDERAL FUNDING PROGRAMS

SURFACE TRANSPORTATION PROGRAM (STP)

CONGESTION MITIGATION/AIR QUALITY (CMAQ)

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

FEDERAL FUNDING PROGRAMS
SURFACE TRANSPORTATION PROGRAM (STP)
Eligible STP Project Types

- Street widening or new construction
- Improve or reconstruct existing streets
- Bridge replacement
- Projects that reduce traffic demand
- Intersection improvements
5600 West – 6200 South to 7000 South
Reconstruct & Widen
Eligible CMAQ Project Types

• Projects that improve Air Quality

• Construct or purchase public transportation facilities and equipment

• Commuter bicycle & pedestrian facilities

• Intelligent Transportation Systems (ITS)

• Projects that reduce traffic demand

• Intersection improvements
Construct/Purchase Public Transportation Facilities and Equipment

Intelligent Transportation Systems (ITS)

Urban Area – Signal Interconnect

Commuter Bicycle and Pedestrian Facilities
TRANSPORTATION ALTERNATIVES PROGRAM (TAP)
Eligible TAP Project Types

- Construction, planning, and design
- Pedestrian, bicyclists, & other non-motorized forms of transportation
- Improvements could include:
  - Sidewalks
  - Bicycle infrastructure
  - Traffic calming techniques
  - Lighting and safety-related infrastructure for non-drivers
- Safe Routes to School projects
D&RGW Rail/Trail
WFRC Funding Program Deadlines

We’re Here

- Funding Programs Announced: August 2019
- Notice for Letters of Intent Sent: August 2019
- Letters of Intent Due: September 2019
- Applications Due: December 2019
- Projects Recommended: Spring 2020
For More Information

Wasatch Front Regional Council
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Ben Wuthrich  x1121
bwuthrich@wfrc.org
TIGER Grant

- Transportation Investment Generating Economic Recovery (TIGER)
- **Project Goal:** Reduce and remove barriers to transit access and transportation corridors in order to connect communities, employment centers, educational institutes, public services, and other community resources. This project will improve safety for pedestrian and cyclists, with an emphasis on developing mobility for transportation disadvantaged communities and the creation of ladders of opportunity.
TIGER Grant Award

- $20 Million in TIGER funds
- $11.8 Million in matching funds
  - Other State Funds (MAG, WFRC, UDOT)
  - Local Funds (Cities, Counties, UPRR)
  - UTA Local & Prop 1
- Total TIGER Projects $31.8 Million
- 161 Projects
- First/Last Mile Program Commitment $75.7 Million
  - Non-TIGER Projects $43.9 Million
  - Under control of other agencies, outside of UTA
## Summary of TIGER Projects

<table>
<thead>
<tr>
<th>Project Type</th>
<th># of Projects in Grant</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADA Ramps</td>
<td>60</td>
</tr>
<tr>
<td>Bike Lanes</td>
<td>13</td>
</tr>
<tr>
<td>Bike Parking-Lockers &amp; Racks</td>
<td>24</td>
</tr>
<tr>
<td>Bike Repair Stands</td>
<td>21</td>
</tr>
<tr>
<td>Bike Shares</td>
<td>2</td>
</tr>
<tr>
<td>Bus Stop Improvements</td>
<td>4</td>
</tr>
<tr>
<td>Crosswalk Improvements</td>
<td>4</td>
</tr>
<tr>
<td>Pedestrian Bridges</td>
<td>3</td>
</tr>
<tr>
<td>Railroad Crossings</td>
<td>1</td>
</tr>
<tr>
<td>Sidewalks</td>
<td>4</td>
</tr>
<tr>
<td>Multi Use Paths</td>
<td>3</td>
</tr>
<tr>
<td>Wayfinding</td>
<td>22</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>161</strong></td>
</tr>
</tbody>
</table>
TIGER Project Map

Improving Community Access to Regional Opportunities

City list:
- American Fork
- Bountiful
- Clearfield
- Draper
- Farmington
- Herriman
- Lehi
- Midvale
- Millcreek
- Murray

https://wspgeo.maps.arcgis.com/apps/MapJournal/index.html?appid=170f3647c40c4196bcf418e024680817
TIGER Project Progress

- 70 projects are complete to date
  - ADA Ramps: 60 projects
    - Bountiful
    - Farmington
  - Bike Lanes: 7 projects
    - South Jordan
    - Herriman
    - Draper
  - Sidewalk: 2 Projects
    - Farmington
  - Crosswalks: 1 Project
    - Farmington
- 2 projects nearing completion
  - Bike Lane-Ogden
  - MUP-SSL Parley’s Trail
TIGER Project Progress-In Construction

- Summit County Bike Shares
  - 11 New bike share stations
  - Construction started in May 2019
  - All new concrete pads have been poured
  - Equipment delivery and installation scheduled for August 2019
Midvale Crosswalk-Ready for Construction

- New signalized crosswalk across Center St (7720 South), just West of UTA Trax Blue Line adjacent to the Midvale Station.
- Due to the proximity of the signalized crosswalk to the tracks, modifications to the UTA Trax Signal System are also part of the project.
- Construction start anticipated mid-September 2019
Tooele Bike Lanes—Ready for Construction

- Signage and Striping for approximately 3 miles of new bike lanes along 100 E and Vine St in Tooele.
- Construction start anticipated September 2019
GREENbike-Ready for Construction

- Install 7 new GREENbike Stations:
  - Central Pointe, Salt Lake County Offices, 900 S/900 E, 900 S/200 W (Central 9th), 800 S/400 W (Artspace Solar Gardens), Proper Burger, 50 s/500 W (Gateway)
- Construction start anticipated mid-August 2019
Farmington Crosswalk-Ready for Construction

- Install hawk signal at crosswalk across S 200 West at Farmington Junior High School.
Farmington Bike Lanes-Ready for Construction

- Signage and Striping for new bike lanes along Clark Lane/State Street in Farmington. Includes dedicated bike lanes and shared lanes.
Lehi Overhead Pedestrian Bridge-Design

- New pedestrian bridge over Timpanogos Hwy (SR-92) to provide connection between the north and south legs of the Lehi Rail Trail.
- Construction start anticipated Spring 2020
Sandy Multi-Use Path-Design

- Provides East-West connection between 10200 South to Existing Rail Trail and Dimple Dell via and existing buried reinforced concrete box structure under the tracks.

- Construction start anticipated mid-October 2019
Salt Lake City Multi-Use Path-Design

- Approximately 1.2 mile trail that provides connection between the N Temple Trax & Frontrunner Station and the Jordan River Parkway Trail.
Millcreek Sidewalk Improvements-Design

- Install missing sidewalk sections along Main St. between 3900 South and Big Cottonwood Creek, includes curb and gutter and ADA ramps.
Questions?