41 N. Rio Grande Street, Suite 103 Salt Lake City, UT 84101 (801) 363-4250 www.wfrc.org

Bob Stevenson, Chair Commissioner, Davis County

Jeff Silvestrini, Vice Chair Mayor, Millcreek

Mark Allen Mayor, Washington Terrace

Len Arave Mayor, North Salt Lake

Ron Bigelow Mayor, West Valley City

Mike Caldwell Mayor, Ogden

Tina Cannon Councilmember, Morgan County

Robert Dahle Mayor, Holladay

Jim Harvey Commissioner, Weber County

Scott Jenkins Commissioner, Weber County

Michael Jensen Councilmember, Salt Lake County

Randy Lewis Mayor, Bountiful

Erin Mendenhall Mayor, Salt Lake City

Shawn Milne Commissioner, Tooele County

Jeff Scott Commissioner, Box Elder County

Mark Shepherd Mayor, Clearfield

Derk Timothy Mayor, Bluffdale

Troy Walker Mayor, Draper

Jenny Wilson Mayor, Salt Lake County

Senator Gregg Buxton Utah State Senate

Representative Mike Schultz Utah House of Representatives

Carlton Christensen Utah Transit Authority

Carlos Braceras Utah Department of Transportation

Dawn Ramsey Utah League of Cities and Towns

Lorene Kamalu Utah Association of Counties

Ari Bruening Envision Utah

Evan Curtis State Planning Coordinator

Andrew Gruber Executive Director



TRANSPORTATION COORDINATING COMMITTEE (Trans Com) AGENDA April 16, 2020

There will be a meeting of Trans Com on **Thursday, April 16, 2020 at 2:00 p.m**. This meeting is being held via remote teleconference.

Join Zoom Meeting: https://zoom.us/j/618934292 Meeting ID: 618 934 292 One tap mobile +13462487799,,618934292# US

The agenda will be as follows:

- 1. ACTION: Minutes of February 20, 2020 meeting
- 2. Chair Report
- 3. Public Comment

4. Transportation Improvement Program (TIP)

- a. Report on Board Modifications to the 2020-2025 TIP
- b. ACTION: Board Modifications to the 2020-2025 TIP
- c. ACTION: Recommendation to approve projects for Draft 2021-2026 Surface Transportation Program (STP)
- d. ACTION: Recommendation to approve projects for Draft 2021-2026 Congestion Mitigation Air Quality Program (CMAQ)
- e. ACTION: Recommendation to approve projects for Draft 2022 Transportation Alternatives Program (TAP)

5. Other Business

Next Meeting: June 18, 2020

6. Adjournment

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

Wasatch Front Regional Council is an Equal Opportunity program. Public participation is solicited without regard to age, sex, disability, race, color or national origin. Auxiliary aids or translation services are available upon request by contacting WFRC's Title VI Administrator. Call 801-363-4250 (Hearing impaired individuals may use Relay Utah by dialing 711) or email apearson@wfrc.org at least 72 hours in advance.

El Wasatch Front Regional Council es una organización de Opportunidad Igual. Se solicita la participación del público, sin importar la edád, el sexo, la discapacidad, la raza, colór o nacionalidad. Personas que requieren servicios de traducción deben contactar al Administradór de Titulo VI de WFRC por teléfono a 801-363-4250 (personas con discapacidad auditiva pueden llamar a Spanish Relay Utah - 1-888-346-3162) o por correo electrónico apearson@wfrc.org, por lo menos 72 horas antes de la reunión.





TRANSPORTATION COORDINATING COMMITTEE (Trans Com) Minutes

February 20, 2020

Commissioner Jeff Scott, Chair, called Trans Com to order at 2:03 p.m. at the Wasatch Front Regional Council offices located at 41 North Rio Grande Street, Salt Lake City, Utah. Introductions were made. **[00:01:10]**

2020 TR/	ANS C	OM MEMBERS	
COG APPOINTED		OTHER APPOINTMENTS, cont.	
BOX ELDER COUNTY		UTA Board of Trustees	
Member - Jeff Scott (Box Elder)	YES	Member – Carlton Christensen	NO
Alternate - Tyler Vincent (Brigham City)	NO	Member – Beth Holbrook	YES
DAVIS COUNTY		Utah Air Quality Board	
Member - Mark Shepherd (Clearfield)	NO	Member – Kevin Cromar	YES
Alternate - Clark Wilkinson (Centerville)	NO	NON-VOTING MEMBERS	
Member - Mike Gailey (Syracuse)	YES	UDOT Representative	
Alternate - Kenneth Romney (West Bountiful)	NO	Member – Ben Huot	YES
MORGAN COUNTY		Alternate – Andrea Olson	NO
Member- Tina Cannon (Morgan County)	YES	UTA Representative	
Alternate - Robert McConnell (Morgan County)	NO	Member – Laura Hanson	YES
Alternate - Mike Newton (Morgan County)	NO	Alternate – Levi Roberts	NO
SALT LAKE COUNTY		Air Quality Board, Staff Representative	
Member - Robert Dahle (Holladay)	NO	Bryce Bird	NO
Member - Ann Granato (Salt Lake Co Council)	YES	FHWA – Utah Division Representative	
Member - D. Blair Camp (Murray)	NO	Ivan Marrero	YES
Member - Robert Hale (Midvale)	YES	Mountainland Association of Governments	
Alternate - Trent Staggs (Riverton)	NO	Julie Fullmer - Vineyard	NO
Alternate - Mike Peterson (Cttnwood Heights)	NO	Other Attendees	
Alternate - Derk Timothy (Bluffdale)	NO	Jenny Wilson, Mayor, Salt Lake County	
Alternate - Clint Smith (Herriman)	YES	Teri Newell, Deputy Director, UDOT	
TOOELE COUNTY		Steve Call, FHWA	
Member - Brent Marshall (Grantsville)	YES	Helen Peters, Salt Lake County	
Alternate - Tom Tripp (Tooele County)	YES	Wayne Bennion, WFRC	
WEBER COUNTY		Andrew Gruber, WFRC	
Member – Jim Harvey (Weber County)	NO	LaNiece Davenport, WFRC	
Alternate - Leonard Call (Pleasant View)	NO	Ted Knowlton, WFRC	
Member – Norm Searle (Riverdale)	YES	Ned Hacker, WFRC	
Alternate – Robert Dandoy (Roy)	YES	Ben Wuthrich, WFRC	
OTHER APPOINTMENTS		Kip Billings, WFRC	
Utah Transportation Commission		Katie Gerard, WFRC	
Member – Kevin Van Tassell	YES	Andrea Pearson, WFRC	
Member – Natalie Gochnour	NO		

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1. ACTION: Minutes [00:02:49]

Commissioner Scott brought attention to the minutes of the November 21, 2019 meeting and asked if there were any questions or corrections. There were none. Mayor Brent Marshall made a motion that the minutes of the Trans Com meeting be approved as written. Commissioner Tom Tripp seconded the motion, and the voting was unanimous.

2. Chair Report [00:03:20]

Commissioner Scott asked Andrew Gruber, WFRC, to provide a summary of a recent trip to Washington DC for the National Association of Regional Councils (NARC) conference. One of the main objectives of the meetings was to determine recommended principles for reauthorization of federal funding and policy legislation for transportation, for another 5-6-year term.

a. UDOT Transportation Investment Fund/Transit Transportation Investment Fund Update [00:09:20]

Teri Newell, UDOT Deputy Director and Ben Huot, UDOT Program Development Director, presented an update on the funding and status of these two programs. New funding has been made available for transit and active transportation.

b. UTA Service Choices Update [00:14:28]

Beth Holbrook, UTA Trustee, talked about the transit Service Choices planning process and the steps being taken to increase community engagement. The goal is to have a Final Service Plan ready for review by the UTA Local Advisory Council and UTA Board of Trustees approval in September 2020.

c. Legislative Update [00:26:45]

LaNiece Davenport, WFRC, discussed bills that are being monitored by staff as they are brought before the House and Senate. Ms. Davenport also reminded the members to join WFRC's weekly legislative briefing on Thursday mornings.

d. National Congestion Mitigation Air Quality (CMAQ) Allocation Formula [00:39:30] Commissioner Scott turned some time to Kevin Cromar, Air Quality Board representative, to provide information on how the CMAQ allocation formulas may be revised on a national level, that would potentially generate opportunities for Utah to receive more funding.

3. Public Comment [00:44:32]

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

4. Trans Com Roles and Responsibilities and Schedule for 2020 [00:44:49]

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 meeting materials. Trans Com acts as the policy advisory committee to the Regional Council regarding the programming of funds through the Transportation Improvement Program (TIP) and other short-range transportation issues. The technical advisory committee in each urbanized area provides recommendations to Trans Com. Mr. Bennion also briefed the committee on Trans Com's roles and responsibilities and presented a schedule for Trans Com meetings in 2020. 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) [00:52:02]

a. Report on Board Modifications to the 2020-2025 TIP

Ben Wuthrich, WFRC, updated the committee regarding recent modifications to the current 2020-2025 TIP. These modifications were approved by the Wasatch Front Regional Council at the January 23, 2020 meeting.

b. ACTION: Board Modifications to the 2020-2025 TIP [00:53:39]

Mr. Wuthrich then reported that WFRC has received requests to modify the current 2020-2025 TIP and briefly discussed the two projects. **[01:12:55]** Kevin Cromar, Air Quality

Trans Com February 20, 2020

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Board representative, made a motion to approve the resolution to modify the 2020-2025 TIP. Ann Granato, Salt Lake County Council, seconded the motion, and the voting was unanimous in the affirmative.

c. Review of Fiscal Year 2019 obligation of federal highway and transit funds [01:16:02] 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 2019 (October 1, 2018 through September 30, 2019). 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. Highway and Transit Systems Report [01:29:22]

Kip Billings, WFRC, summarized the information in this report, which is intended to provide support for elected and appointed officials who are making decisions about transportation investments. Several factors are considered as WFRC selects performance measures, such as the Wasatch Choice 2050 goals adopted by the Regional Council, federal requirements, data availability, as well as in-depth coordination with UDOT and UTA.

7. Other Business [01:45:20]

Commissioner Scott opened the meeting up for any other business and reminded the group about the New Committee Member Orientation that will be held on Thursday, February 27, in WFRC's office, stating that all members are welcome, even if you aren't newly appointed. Commissioner Scott also mentioned the next Trans Com meeting will be held on Thursday, April 16, 2020.

8. Overview of Utah Open and Public Meetings Act [01:46:28]

With no further business, Commissioner Scott stated that 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. Commissioner Scott said that an 8-minute video would be shown in order to comply with this requirement and asked for a motion to adjourn the meeting upon completion of the training video. **[01:48:00]** Mayor Mike Gailey made a motion to adjourn the Trans Com meeting upon conclusion of the video, and Mayor Norm Searle seconded. The affirmative vote was unanimous.

9. Adjournment [01:56:09]

The video concluded, and the meeting adjourned at 3:59pm.

A recording of this meeting, as well as meeting packet materials, may be found on the WFRC website at www.wfrc.org

DATE:	April 6, 2020
AGENDA ITEM:	4a
SUBJECT:	Report on Board Modifications to the 2020-2025 TIP
PREPARED BY:	Ben Wuthrich

BACKGROUND:

Since the last meeting of Trans Com, WFRC received a request to modify the current 2020-2025 Transportation Improvement Program (TIP). The modification required action from the Wasatch Front Regional Council at its March 26th 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:

2020-2025 TIP Amendment Five Resolution

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL AMENDING THE 2020 - 2025 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 2020-2025 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 2020-2025 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 26, 2020, and all comments were carefully considered,

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

- (1) Approves Amendment Five to the 2020-2025 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

Andrew S. Gruber Executive Director Wasatch Front Regional Council

Date: March 26, 2020

2020-2025 Transportation Improvement Program (TIP) (Amendment Five) Board Modification

Additional Funding

Salt Lake/ West Valley Urban Area

San Lake	vvest van	cy Orban P	nica								
County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
						LOCAL_GOVT Local Governement Funds		\$141,000	Additional Funding	\$10,155	
						Utah Outdoor Recreation Grant		\$0	Additional Funding	\$150,000	
					Construction of Parking Lot/ Trailhead	LOCAL_INKIND Local In Kind (Soft Match)		\$14,720			
Salt Lake	Salt Lake County	Grit Mill	14944	Grit Mill and Climbing Master Plan; Little Cottonwood Canyon Park & Ride	and Restroom and realign SR-210 for access improvements	Other	\$1,013,008	\$44,361			2020
						ST_CONT_R2 State Construction - Region 2 Contingency		\$125,000			
						TAP_URB_WFRC (Transportation Alternatives Program - Urban Area (WFRC))		\$387,927	Additional Funding	\$139,845	

This project will construct a 34 stall parking lot, a restroom facility, and improve road conditions on SR-210 and Wasatch Resort Road including a center two-way left turn lane at the intesection. Safety will be improved by removing cars that park along the roadway and increasing the sight distance for travelers, as well as providing better access and egress. This request is for additional funding identified during final design and also due to increased construction costs. The additional funding is available from other project cost savings, Salt Lake County, and the Utah Outdoor Recreation Grant awarded to the Greater Salt Lake Municipal Services District.

Additional Funding and Scope Change

Ogden/ L	ayton West	t Valley Url	ban Ar	ea							
County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
						LOCAL_GOVT Local Governement Funds		\$39,984	Additional Funding	\$311,516	
Davis	Clinton	1300 North	14849	2000 West (SR-108) & 1300 North	Intersection Improvements	STP_URB_OG (Surface Transportation Program - Urban Area Ogden/ Layton (WFRC))	\$1,351,500	\$550,616	Additional Funding	\$449,384	2020

When completed, this project will widen the east and west legs of the intersection to include dedicated left turn lanes, dedicated right turn lanes, and a thru lane on each leg. Improvements will include bike lanes, curb, gutter, and sidewalk and will tie into the future improvements on 2000 West (SR-108) to be constructed by UDOT within the next couple of years. The additional funding is available from other project cost savings and local government contributions.

DATE:	April 8, 2020
AGENDA ITEM:	4b
SUBJECT:	ACTION: Board Modifications to the 2020-2025 Transportation
	Improvement Program (TIP)
PREPARED BY:	Ben Wuthrich

BACKGROUND:

The Wasatch Front Regional Council (WFRC) has received requests to modify the current 2020-2025 Transportation Improvement Program (TIP). This modification requires action from Trans Com (as delegated by 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 2020-2025 TIP as requested."

CONTACT PERSON:

Ben Wuthrich (801) 363-4230 ext 1121

EXHIBITS:

2020-2025 TIP Amendment Six Resolution

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL AMENDING THE 2020 - 2025 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 2020-2025 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, are not regionally significant, are included in the 2020-2025 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 16, 2020, 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 2020-2025 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 16, 2020

2020-2025 Transportation Improvement Program (TIP) (Amendment Six) Board Modification

New Project

	Tojeet					l.	J.		ų.		
Salt Lake	e/ West Val	ley Urbaı	nized An	rea							
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	600 North	18459	600 N over I-15 & UPRR Bridge	Bridge Deck Preservation	STP_BRIDGE (Surface Transportation Program - Bridge Program)	\$7,200,000	\$0	New Project	\$7,200,000	2020

Structures located over I-15 and a UPRR line, currently have bare decks and are exhibiting cracking with some minor spalling and exposed reinforcing steel. This project will repair these spalls, apply a polyester concrete overlay across the decks, and seal the existing parapets. This work will preserve the existing decks and slow the infiltration of water and chlorides into the deck. This is a new project that will cost \$7.2 million and will be funded with unspent STP_BRIDGE funds from program years 2016 – 2020.

Additi	onal Fu	nding		í					Î	î <u> </u>	
County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	<u> </u>	GD 200	1/021	Monroe and 90th Street (SR-209)		STP_URB_SL (Surface Transportation Program - WFRC SL Urban Area Program)	to 0/0 0/2	\$4,504,988			
	Sandy	SR-209	16921	Intersection Improvement	Construct Dual Left Turn Lanes in each direction		\$8,969,963				2020

The purpose of this project is to widen SR-209 (9000 S) and Monroe St to provide dual left turn lanes in each direction. During the design phase of the project it was determined that the impacts to Holiday Oil, on the southwest corner of the intersection, would require a full acquisition to accommodate the needed road widening.

Also, during ROW negotiations, Sandy City and the property owner of AtHome agreed upon a thru-turn concept, on the south leg of the intersection, to minimize left-turn access impacts. Adding this additional scope will avoid a condemnation situation which will save time and money to the project. Sandy City is requesting to add \$2,824,863 of Local Government funds for the project to address these Right-of-Way (ROW) issues.

Proje	et Scope	Chan	ge	<u>.</u>	1				L	1	L.
County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
		Redwood		Redwood Road; 4100 So to 5400 So Request is to	Access Management/ Safety Improvements and	STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake (WFRC))	¢10.110.500	\$12,159,548	Separate the	No Additional	2020
Salt Lake	Taylorsville	Road	11082	Remove the 1780 Bus Rapid Transit (BRT) Connector Road; Bruin Blvd to 4700 South	New Construction including curb, gutter, sidewalk, and shoulder improvements	LOCAL_GOVT Local Government Funds	\$13,112,580	\$953,032	Two Projects	Funding	2020

The Redwood Road project will implement access management strategies and improve safety along the corridor, eliminate duplication of transit and related improvements around the campus, and improve the street lighting all along the Redwood Road corridor through Taylorsville City while the 1780 BRT Connector will align transit needs with the Community College and mitigate traffic congestion and conflict points in and around Redwood Road and the Campus.

This request is to remove the 1780 BRT Connector Road from the Redwood Road Project, to be constructed as a separate stand alone City project with City resources, at a different time.

DATE:	April 6, 2020
AGENDA ITEM:	4c
SUBJECT:	ACTION: New Projects for Draft 2021-2026 Surface Transportation
	Program (STP)
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 2026 in the Salt Lake/ West Valley Area and \$10,780,000 in the Ogden/ Layton Area. Due to project cost savings, programming efficiencies, and federal funding allocations, there is an estimated \$26,455,980 available for the year 2026 in the Salt Lake/ West Valley Area to program, and \$15,487,800 available in the Ogden/ Layton Area.

In the fall of 2019, 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 February, technical criteria, and other relevant professional considerations to evaluate each of the projects submitted.

Based on this evaluation, at their meetings on March 25, 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 2021-2026 Surface Transportation Program (STP). The attached tables "Projects Submitted for Consideration for the 2021-2026 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 2021-2026 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 2021-2026 Surface Transportation Program."

EXHIBITS:

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

Project Number	Amount Recommended	Sort UDOT Region	County	City	Agency	Funding Type	Name of Project	From	ę	Project Improvement	Type of Project	Func Class	Project Length	Description	2025 Estimated Project Cost	Federal Funds Requested	Local Funds	Average Daily Traffic Daily Transit Ridership Proj ADT	Proj Sub	Sponsor Priority Access to Opportunity (ATO)	Facility Condition/ Management Practices	Benefit Cost	Operation, TSM/ TDM, & ITS Improvements	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Values	Safety	Existing Volume/ Capacity	Total	Weighted Total
1	\$ 200,000	0_STP_27 1	Weber	Weber and Davis Counties	Utah Transit Authority	STP	On-Board Technology System	UTA System-wide		Transit Capital	Transit	NA	0.001	UTA's current Mobile Data Computer has reached the end of its functional life. Costs to maintain the current system are starting to rise. UTA will develop a technology that results in a new level or efficiency; a new system controlling data that will increase route efficiency and vehicle monitoring and dispatching.		\$ 200,000	\$4,000,000 + funds to be req. in other UZAs	12000 16000	Q	5 16.00	2.50	20.00	9.33	0.00	2.00	2.00	1.50	1.00	48.5	54.33
2	\$ 466,150	0_STP_15 1	Davis	Weber and Davis Counties	UDOT TOC	STP	Traffic Signal Priority/Preemption for Transit, Freight, and Snow Plows	(1) US-89 (Washington Blvd) from SR-235 (2nd St); (2) SR-108 (Antelope Dr) from 2000 W (Syracuse)	 (1) US-99 (Washington Blvd) to 40th St; (2) SR-108 (Antelope Dr) to Fairfield Rd (Layton) 	ATMS or ITS	Operations	Principal Arterial	. =	This project will expand connected vehicle technology to additional key corridors in the Ogden/Layton Metro Area. This technology has proven effective in optimizing transit movemeni and snowplow operations on multiple corridors in Salt Lake and Utah counties. This project will further expand benefits to freight movement.	\$ 500,000	\$ 466,150	\$ 33,850	24000 28000	o	e.00	1.50	15.00	18.67	0.00	3.81	2.00	3.00	1.00	49.5	50.98
3	\$ 79,245	0_STP_26 1	Weber	Various	Utah Transit Authority	STP	Traffic Signal Priority/Preemption for Additional Transit Vehicles	(1) US-89 (Washington Blvd) Trom SR-253 (2nd St); (2) SR-108 (Antelope Dr) from 2000 W (Syracuse)	 (1) US-89 (Washington Blvd) to 40th St; (2) SR-108 (Antelope Dr) to Fairfield Rd (Layton) 	ATMS or ITS	Operations	Principal Atterial	÷	This project will expand connected vehicle technology to additional key corridors in the Ogden/Layton Metro Area. This technology has proven effective in optimizing transit movemeni and snowplow operations on multiple corridors in Salt Lake and Utah counties. This project will further expand benefits to freight movement.	\$ 85,000	\$ 79,245	\$ 5,755	24000 28000	ß	6.00	1.50	15.00	18.67	0.00	3.81	2.00	3.00	1.00	49.5	50.98
4		0_STP_1	Box Elder	Brigham City	Brigham City	STP	900 N. Main Street (SR 13/38) Intersection	N/A	V/V	Study	Study	Principal Arterial	0.25	900 N. Main St is a key intersection on the S.R. 13/38 corridor serving traffic internal to Brigham City as well as connection to I-15 and large employers west of the City. The project will analyze the need for restructuring of the intersection with either a 4-way signalized intersection or a roundabout.		\$ 80,000	\$ 20,000	16000	N	- 5.00	3.50	15.00	5.00	0.00	12.00	1.00	7.00	1.00	49.5	49.50
5		0_STP_16	Davis	Weber and Davis Counties	UTA	STP	UTA Bus Stop improvement Program	Ogden-Layton MSA	Ogden-Layton MSA	Transit Capital	Transit	ИА	0.5	UTA has a Master Wayfinding and Bus Stop Improvement Plan in order to make the bus stop system more recognizable and to improve many of the UTA stops which are still out of ADA compliance. This grant will help facilitate the implementation of the plan to provide upgrades to more bus stops.	\$ 571,000	\$ 532,343	\$ 38,657	12000	a	3 15.00	1.00	20.00	4.00	0.00	4.00	5.00	2.50	1.00	46	49.50
6	\$ 3,000,000	0_STP_8 1	Davis	Farmington	Farmington City	STP	Commerce Drive Road	Burke Lane	950 North	New Construction	Capacity	Minor Arterial	0.542	Commerce Drive is a planned 5 lane road connecting Park Lane interchange to the new I-15 interchange on Shepard Lane and the new West Davis Corridor Interchange on 950 North Street Construction includes pavement, curb, gutter, sidewalk, ADA crossings, utility lines, and acquiring right of way.	\$ 8,122,500	\$ 7,572,607	\$ 549,893	0 14000	2	1	500	9.00	2.00	0.00	4.00	4.00	2.00	0.00	47	47.00
7	\$ 3,500,000	0_STP_23	Weber	Plain City	Plain City	STP	North Plain City Road Phase 2 - North Side	2917 West	3350 West	Widening	Reconstruct	Collector	0.48	This is phase 2 of a project to add a shoulder, and curb, gutter & sidewalk, a bike lane, improve drainage and to complete a walking route to the new school. This phase is on the north side of th road only		\$ 3,718,851	\$ 270,049	4300 7500	-	0.67	22.50	12.00	1.33	0.0	3.33	5.00	5.00	0.0	30.5	46.83
8	\$ 2,981,216	0_STP_17	Davis	West Point	West Point City	STP	300 North	2000 West	3000 West	Reconstruction	Reconstruct	Collector	-	Widen to a three land section and install curb, gutter and sidewalk. Provide turn lanes at all intersections	\$ 3,312,700	\$ 2,981,216	\$ 331,484	6100 11000	÷	4.00	12.50	16.00	1.33	0.00	4.29	5.00	5.00	1.00	39.5	46.12
9		0_STP_12 1	Davis	f	North Salt Lake	STP	1100 North Bridge Design	220 East	95 West	Other STP	Study	Minor Arterial	0.35	The rail crossings in North Salt Lake have proven to be extremely dangerous with increasing accidents, in addition to being the cause of heavy delays decreasing emergency response times and contributing to poor air quality. A grade separated crossing needs to be constructed at 1100 North to resolve those issues.		\$ 1,500,000	\$ 3,500,000	9900 12000	4	- 2:00	4.00	12.00	5.00	0.00	10.00	1.00	00.7	1.00	45	45.00
10	\$ 1,846,980	0_STP_20 1	Weber	Hooper	Hooper City Corporation	STP	5500 West Improvements - 5500 S. to County Line	5500 South (SR-97)	Weber/Davis County Line	Widening	Reconstruct	Collector	0.77	The purpose of this project is to fund another phase in continuation of Hooper City's efforts to improve a key collector road which provides critical north-south access through the city. This route will provide the closest access available from the north to the future West Davis Highway terminus at 1800 North (SR-37).		\$ 1,846,980	\$ 624,120	2600 4020	÷	1.33	15.00	12.00	2.67	0.00	5.71	1.00	5.00	0.00	36	42.71
11		0_STP_9	Davis	Farmington	Farmington City	STP	SR - 106 (200 East) Improvements	Giovers 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.	\$ 2,293,000	\$ 2,119,118	\$ 153,882	7400 10000	N	0.00	10.00	16.00	3.33	0.00	6.19	5.00	5.00	0.00	30	42.52

Project Number	Amount Recommended Sort	UDOT Region	County	City	Funding Type		Name of Project	From	۴	Project Improvement	Type of Project	Func Class	Project Length	Description	2025 Estimated Project Cost	Federal Funds Requested	Local Funds	Average Daily Traffic Daily Transit Ridership Proj ADT	Proj Sub	Sponsor Priority Access to Obbortunity (ATO)	Facility Condition/ Management Practices	Benefit Cost	Operation, TSM/ TDM, & ITS Improvements	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Values	Safety	Existing Volume/ Capacity	Total	Weighted Total
12	\$ 439,579 0_5TP_30	-	Weber	Roy City Boy City Comoration	STP	4800 South Widening	and Pedestrian Access	Midland Drive	Layton Canal	Other STP	Active Transportation	Collector	0.1	The existing canal crossing was constructed when the areas surrounding 4800 South were used for agricultural purposes. The development of this area requires a wider canal crossing. The widening of 4800 South near the Layton Canal crossing will allow the construction of a sidewalk and bike lanes over the canal.	a"r	\$ 439,579	\$ 31,921	5400 8000	2	- ²	3.00	15.00	1.00	0.00	10.00	5.00	5.00	1.00	42	42.00
13	0_STP_14	-		North Sait Lake North Sait Lake	STP	ts	main Street wideming and Reconstruction	Pacific Avenue	1001 North	Widening	Reconstruct	Collector	0.36	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 b constructed.	Ф \$ 3,231,600	\$ 3,005,388	\$ 226,212	4800 7000	4	2 4.67	7.50	12.00	3.33	00.0	4.76	1.00	7.00	1.00	41.5	41.26
14	\$ 274,650 0_STP_13	-	Davis	North Salt Lake North Salt Lake	STP		Main Street Sidewalk	L15 Overpass	Pacific Avenue	Pedestrian	Active Transportation	Collector	0.25	There are currently no pedestrian facilities in this location which is located near a developing Town Center, a residential neighborhood (vulnerable community), and along a bus route. Pedestrians have been observed walking in the street, which is extremely unsafe, particularly with semi-truck traffic sharing the roadway.	\$ 366,200	\$ 274,650	\$ 91,550	4800 7000	4	3	1.00	15.00	4.00	00.0	00.6	1.00	3.00	00.0	40	40.00
15	0_STP_10	-	Davis	Clinton	STP	1300 North: 1000 W to	1300 North: 1000 W to 1500 W	1000 W	1500 W	Widening	Reconstruct	Collector	0.7	This project will widen 1300 N between 1000 W to 1500 W and will connect onto a CMAQ funded project at the intersection of 1500 West. Curb, Gutter, sidewalks will be added for increased pedestrian safety and mobility. The street will be reconstructed, and center turn lanes will be added at intersections.	\$ 3,002,300	\$ 2,799,044	\$ 203,256	4200 5000	ŀ	2.00	12.50	12.00	3.33	00.0	4.76	0.00	5.00	00.0	34.5	39.60
16	0_STP_22	-	Weber	Ogden Ogden City	Corporation	20th Street	Reconstruction Phase 2	Quincy Avenue	Harrison Boulevard	Reconstruction	Reconstruct	Minor Arterial	0.473	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 ou of standard and are liabilities. 20th is a "gateway road" into Ogden, an improved roadway would reflect well on the City.	ıt ⊗ິ	\$ 4,179,071	\$ 303,468	7900 11000	ę	3 3	10.00	12.00	1.33	0.00	4.76	5.00	2.00	0.00	35	39.10
17	0_STP_11	-	Davis	Kaysville Kavsville Citv	STP		Crestwood Rd	400 East	68-SN	Widening	Reconstruct	Collector	1.3	Crestwood Rd will serve as one of Kaysville's two accesses for the future US-89 freeway/frontag road system. Kaysville plans to widen Crestwood and install curb/sidewalk to enhance vehicle and pedestrian traffic efficiency and to provide access to the east frontage road bike route.		\$ 2,107,371	\$ 153,029	4000 5000	2	- 1.33	15.00	12.00	0.00	0.00	4.76	1.00	3.00	0.00	28	37.10
18	\$ 2,700,000 0_STP_19	-	Weber	Farr West City Farr West City	Corporation STP	4000 North Roadway	4000 North Hoadway Widening	SR-126	2800 West	Widening	Reconstruct	Collector	0.625	This project proposes to widen the 4000 North corridor and includes a bike lane. The cooridor is on the northern edge of the city and is widely used for for access by Plain City and is a connection for a trail head west of project location. UDOT is also working on improving the 400 North and SR-126 intersection.	Ő.	\$ 2,844,046	\$ 206,524	2100 4000	2	- 5.00	15.00	8.00	0.67	0.00	4.29	1.00	5.00	0.00	28	35.95
19	0_STP_18	-	Weber	Ogden Ittah Transit Authority	STP		Edvalson Roundabout	Edvalson Street	Skyline Drive	Intersections & Signals	Operations	Collector	0.25	This project will replace the two-way stop intersection at Edvalson Street and Skyline Drive. Doing so will improve the safety at the intersection and allow for needed routing changes for the buses that serve Weber State University.	\$ 699,871	\$ 652,490	\$ 47,381	4365 5000	ũ	1.33	2.50	12.00	2.67	0.00	10.48	0.00	5.00	00.0	34.5	33.98
20	0_STP_21	-	Weber	Marriott-Slaterville Marriott-Slaterville	STP	1700 South	1 /00 Soum	1200 South (12th Street)	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 Ogder 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	\$ 5,075,200	\$ 4,615,071	\$ 335,129	8700 11000	-	1.33	7.50	12.00	0.67	0.00	1.90	1.00	5.00	0.00	23.5	29.40
21	0_STP_3	-	Box Elder	Perry City Derry City	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.	\$ 6,878,900	\$ 6,296,661	\$ 457,239	220 6000	9	3.00	1.50	6.00	1.00	0.00	11.00	3.00	3.00	0.00	28.5	28.50
22	0_STP_5	-	Box Elder	Perry City Perry City	STP	West	1200 west Hoadway 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.	\$ 2,894,500	\$ 2,582,005	\$ 187,495	220 3000	Q	3 0.67	10.00	8.00	0.67	0.00	3.33	2.00	3.00	0.00	22	27.67

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23		0_STP_6	-	Box Elder	Perry City	Perry City	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.	\$ 2,276,200	\$ 2,005,564	\$ 145,636	220	3000 6	4	0.67	10.00	8.00	0.00	0.00	3.33	2.00	3.00	0.00	21	27.00
24		0_STP_7	÷	Box Elder	Perry City	Perry City	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.	\$ 3,486,600	\$ 3,134,020	\$ 227,580	220	3000	a	0.67	10.00	8.00	0.0	0.00	3.33	2.00	3.00	0.00	21	27.00
25		0_STP_24	-	Weber	Pleasant View	Pleasant View City	STP	Skyline Drive	68-SN		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. 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. This project will provide an alternative truck route for construction trucks coming and going from Tower's Sand and Gravel. This project will provide another route for residents from PV and North Ogden to access Hwy 89.	\$ 32,338,200	\$ 26,956,544	\$ 1,957,479	100	4000	٠	3.00	1.50	0.00	0.00	00.0	13.00	2.00	5.00	0.00	24.5	24.50
26		0_STP_25	-	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.	\$ 9,527,300	\$ 8,624,055	\$ 626,245	2000	- 3000	-	1.33	12.50	0.00	0.00	00.0	4.29	1.00	3.00	0.00	17.5	22.12
27		0_STP_2	-	Box Elder	Brigham City	Brigham City	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.	\$ 8,720,800	\$ 8,013,864	\$ 581,936	100	2	-	1.00	3.00	3.00	0.00	00.0	0.00	3.00	3.00	0.00	22	22.00
28		0_STP_28	-	Weber	West Haven City	West Haven City	STP	1800/2100 South Connector	2100 South and 1900 West		1800 South and 2550 West	New Construction	Capacity	Minor Arterial		In an effort to provide better connection between the east/west corridors in Western Weber County and I-15, between 1800 South and 2100 South. This connection will provide access from 1800 South all the way to I-15 by transitioning 1800 South into 2100 South between 2700 West and 1900 West. This proposed road would improve regional transportation by adding a direct connection.	\$ 6,495,100	\$ 6,055,382	\$ 439,718	3000	5000	-	3.00	5.00	3.00	0.00	0.00	2:00	1.00	2.00	0:00	21	21.00
29		0_STP_4	-	Box Elder	Perry City	Perry City	STP	1200 West Roadway Widening Phase 1	1600 South		2250 South	Widening	Capacity	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.	\$ 4,987,800	\$ 4,533,588	\$ 329,212	220	3000	2	2.00	2.00	3.00	1.00	0.00	2.00	2.00	3.00	0.00	20	20.00
30		0_STP_29	-	Weber	West Haven City	West Haven City	STP	3300-3600 South Connector	3300 South and 3500 West		3600 South and 2700 West	New Construction	Capacity	Minor Arterial	1.16	To provide better connection between the east/west corridors in Western Weber County & I-15, West Haven City proposes to construct a connection between 3300 South & 3600 South. This connection will provide access from 3300 South all the way to I-15 by transitioning 3300 South into 3600 South between 3500 West & 2700 West.	\$ 10,101,200	\$ 9,417,349	\$ 683,851	2000	3000	2	1.00	2.00	0.00	2.00	0.00	6.00	1.00	2.00	0.00	19	19.00
	Ar	mount Pro	ogramme	d		\$	6 15,487	7,820	Availa	ble to Pro	ogram	\$	15,487,8	803		Total Project Cost	: :	\$ 145,841,0	10		Amou	nt Reque	ested		\$ 119,632,2	52							

Project Number	Amount Recommended	Sort	UDOT Region Country	Clty	Agency	Funding Type	Name of Project	From	þ		Project Improvement	Type of Project	Func Class	Project Length	Description	2025 Estimated Project Cost	Federal Funds Requested	Local Funds	Average Daily Traffic Daily Transit Ridership Proi ADT	Proj Sub	Sponsor Priority Access to	Opportunity (ATO)	Facility Condition/ Management Practices	Benefit Cost	Operation, TSM/ TDM, & ITS Improvements	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Values	Safety	Existing Volume/ Capacity	Total	Weighted Total
1	\$ 1,544,821	S_STP_1	2 Salt Lake	Cottonwood Heights	Cottonwood Heights	STP	Bengal Blvd. & Highland Dr. Intersection Project	2200 East Bengal Bivd	Highland Drive & Bendal Blvd.	Bengal Blvd.	Intersections & Signals	Operations	Principal Arterial	0.25	Project will add a second left turn pocket for WB Bengal Boulevard at existing intersection and widen south side of Bengal Boulevard roadway to accommodate merging traffic from Highland Drive. Install bypass bike lanes at intersection to connect Type II Bike Lanes on Highland Drive with Type II Bike Lanes on Bengal Boulevard.	57,	\$ 1,544,821	\$ 112,179	53000 64000	3	-	3.33	4.50	15.00	12.00	0.00	9.52	4.00	5.00	1.00	53.5	54.36
	\$ 500,000	S_STP_28	2 Sait Laka	SL Co	Utah Transit Authority	STP	On-Board Technology System	UTA System-wide	0	,	Transit Capital	Transit	NA	0.001	UTA's current Mobile Data Computer has reached the end of its functional life. Costs to maintai the current system are starting to rise. UTA will develop a technology that results in a new level efficiency; a new system controlling data that will increase route efficiency and vehicle monitoring and dispatching.		\$ 500,000	\$4,000,000 + funds to be req. in other UZAs	• •	9	9	16.00	2.50	15.00	6.33	00.0	2.00	0.00	1.50	1.00	52.5	53.36
3	\$ 643,287	s_STP_25	2 Sairt I ako	Various	UDOT TOC	STP	Traffic Signal Priority/Preemption for Transit, Freight, and Snow Plows	(1) SR-172 (5600 W) from Amelia Eathart Dr. (2) SR-71 (12300 S & 700 E) from Bangerter Hwy; (3) U-111 (Bacons Hwy) from (3) U-111 (Bacons Hwy) from	50-201 (1) SR-172 (5600 W) to 3500 S; (2) SR-71 (12200 S & 700 E) to 400 S;	(3) U-111 (Bacchus Hwy) to New Bingham Hwy	ATMS or ITS	Operations	Principal Arterial	40	This project will expand connected vehicle technology to additional key corridors in the Salt Lak Metro Area. This technology has proven effective in optimizing transit movement and snowplov operations on multiple corridors in Salt Lake and Utah counties. This project will further expand benefits to freight movement.	/ 0,0	\$ 643,287	\$ 46,713	24000 28000	0	0	6.00	0.50	15.00	18.67	0.00	3.81	2.00	3.00	4.00	51.5	52.98
	\$ 237,736	s_STP_29	2 Sait I ako	Various	Utah Transit Authority	STP	Traffic Signal Priority/Preemption for Additional Transit Vehicles	(1) SR-172 (5600 W) from Amelia Eathart Dr. (2) SR-71 (12300 S & 700 E) from Bangerter Hwy; (3) U-111 (Bac.201	50-201 (1) SR-172 (5600 W) to 3500 S; (2) SR-71 (12300 S & 700 E) to 400 S;	(3) U-111 (Bacchus Hwy) to New Bingham Hwy	ATMS or ITS	Operations	Principal Arterial	40	This project will expand connected vehicle technology on additional buses to run on key corridors in the Salt Lake Metro Area. This technology has proven effective in optimizing transi movement on multiple corridors in SL and Utah counties. This project will further expand benefit to transit.		\$ 237,736	\$ 17,264	24000 28000	9	au ا	6.00	0.50	15.00	18.67	0.00	3.81	2.00	3.00	4.00	51.5	52.98
	\$ 4,200,000	S_STP_21	2 Salt Lako	South Salt Lake	South Salt Lake	STP	700 West Reconstruction; Carlisle St. to 3900 South	Carlisle Street (3655 South)	3900 South		Reconstruction	Reconstruct	Collector	0.32	700 West is a collector road that serves residential areas, the County Jail, a UTA maintenance facility, and light industrial businesses. 700 West carries a high volume of trucks, causing accelerated pavement deterioration. This project is Phase 2 of the overall project from 3300 Sout to 3900 South that will replace the failing asphalt pavement with concrete pavement, and upgrad pedestrian and drainage facilities by filling in sidewalk, curb and gutter; and adding bike lanes, and add dual left turn lanes from southbound 700 South to eastbound 3900 South.	e <u>6</u> ,4	\$ 4,645,371	\$ 337,329	7300 9000	Ŧ	1	7.33	15.00	12.00	4.00	0.00	5.24	1.00	5.00	1.00	47	50.57
6		S_STP_35	2 Sait Lako	Vest Valley City	Valley	STP	4100 South Widening and Reconstruction	6400 West	6000 West		Widening	Reconstruct	Minor Arterial	0.57	The purpose of this project is to reconstruct the pavement on 4100 South between 6000 West an 6400 West.	р. \$ 6,515,600	\$ 6,074,494	\$ 441,106	19000 24000	4	N	2.00	12.50	16.00	5.33	00.0	3.33	00 00	7.00	1.00	43.5	50.17
7	\$ 2,527,931	S_STP_10	2 Sait Lako	Jan Lane Millcreek	Millcreek (from SLCo)	STP	900 East Safety and Reconstruction	3900 South	4500 South		Other STP	Reconstruct	Collector	6.0	Create a safer environment for all users including the construction of curb, gutter, sidewalk, AD ramps, a bicycle facility, lighting and the relocation of utility poles out of the asphalt, along 900 East from 3900 South to 4500 South. Reconstruction will be included if sufficient funds are allocated.	s 7,070,200	\$ 2,527,931	\$ 4,542,269	15465 18000	4	- !	4.67	12.50	16.00	4.00	0.00	4.76	2.00	5.00	0.00	44.5	48.93
8	\$ 429,604	S_STP_37	2 Sait I aka	South Jordan	City of South Jordan	STP	1300 West Traffic Signal	1300 West	White Peach Drive (11170 South)	South)	Intersections & Signals	Other	Collector	0.2	The purpose of the project is to increase the safety of the uncontrolled, mid-block school crossing on a major collector road (1300 W). Currently, all the vehicular traffic accessing South Jordan Elementary goes through a single T-intersection located at 1300 W and White Peach Dr (11170 S). The intersection is controlled by a single stop sign on White Peach Drive. This configuration creates conflicting movements between the vehicles and pedestrians and is a major safety concern for the School District, City and Community. The City has counted 118 kids usin this crosswalk and the time they use the crosswalk coincides with the pick/up-drop/off at the school - making this a dangerous intersection.	460,800	\$ 429,604	\$ 31,196	4000	2	- ;	3.00	4.50	15.00	5.00	00.0	11.00	3.00	5.00	1.00	47.5	47.50
9	\$ 3,234,467	S_STP_2	2 Sairl aka	Draper	Draper City	STP	Fort Street	Pioneer Road	13200 South		Reconstruction	Reconstruct	Collector	0.91	Fort Street is a North-South Collector Road that connects Pioneer Road to 13200 South (Both Collector Roads). The existing roadway consists of intermittent curb, gutter and sidewalk. As a result of the cross section inconsistencies the road experiences drainage and safety issues, Foi Street is identified in the safe walking routes for Canyon School District but lacks continuous sidewalk. The proposed project would reconstruct and widen this section of road to include two travel lanes, paved shoulders, curb and gutter, parkstrips, and sidewalks. This will improve the drainage and provide safer travel for pedestrians and vehicles. Fort street is classified in the UDOT functional class system as a minor collector.	4,451,10	\$ 3,734,467	\$ 716,633	3700 5000	2	- :	4.00	22.50	8.00	0.00	0.00	4.76	00.1	5.00	1.00	33.5	46.26

Project Number	Amount Recommended	Sort	UDOT Region	County	City	Agency Eurodina Tuna	Funding Type	Name of Project	From	ę	Project	Improvement	Type of Project	Func Class	Des	scription	2025 Estimated Project Cost	Federal Funds Requested	Local Funds	Average Daily Traffic Daily Transit Ridership Proj ADT	Proj Sub Snonsor Brioritu	Access to Opportunity (ATO)	Facility Condition/ Management Practices	Benefit Cost	Operation, TSM/ TDM, & ITS Improvements	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Values	Safety	Existing Volume/ Capacity	Total	Weighted Total
10	\$ 2,570,000	S_STP_34	2	Salt Lake	West Valley City	West Valley City	als	3650 South Reconstruction	2700 West	3200 West		Reconstruction	Reconstruct	Collector	condition is very poor, and safety and mobi	e very busy West Valley Intermodal Hub. The road pility for all modes would be greatly improved by ucting the road.	\$ 5,869,100	\$ 5,471,762	\$ 301,989	6952 8000	4	8.00	15.00	8.00	4.00	00.0	2.86	1.00	7.00	0.00	41	45.86
11		S_STP_32	7	Salt Lake	West Jordan	West Jordan	als	6400 W 7800 S Roundabout 3	Intersection of 6400 W 7800 S	Intersection of 6400 W 7800 S		Intersections & Signals	Operations	Minor Arterial	signalized intersection. Development arou intersection in the years to come. This will als	afely enter onto 7800 S. without the delay of a fully und 7800 S will increase the traffic load on this Iso serve as a safe intersection for the Fire Station the intersection.	\$ 1,428,600	\$ 1,331,884	\$ 96,716	16000 22000	с с	1.33	1.50	15.00	2.67	0.00	9.52	3.00	10.00	1.00	44.5	44.02
12		S_STP_20	2	Salt Lake	South Jordan	South Jordan	alis	Parkway Road Extension	Mountian View Corridor	Kitty Hawk Road		New Construction	Capacity	Collector 0.417	Complete the 5-Lane roadway with curb, gutt development to the west	tter, park strips, bike lanes. This road will connect t with Moutain View Cooridor.	\$ 6,996,400	\$ 6,522,744	\$ 473,656	1000 32000	2	8.00	2.00	12.00	0.00	0.00	12.00	5.00	5.00	0.00	44	44.00
13		S_STP_3	2	SaltLake	Draper	Draper City stro	4	Pioneer Rd	1300 East	Highland Drive		Reconstruction	Reconstruct	Collector	areas of the city. The existing road has tw Consequently there are frequent flooding issue nearby schools but does not have continu reconstruct and widen this section of road to ir gutter, park strips, and sidewalks. This will	It provides access from the valley to the east bench wo lanes and lacks continuous curb and gutter. ues. It is also designated as a safe walking route to uous sidewalks. The proposed project would include two travel lanes, paved shoulders, curb and Il provide a safer travel corridor for vehicles and IDOT Functional Class system as a Major Collector.	\$ 7,480,000	\$ 5,770,000	\$ 1,710,000	9400 10000	2 2	3.33	22.50	8.00	0.00	0.00	4.76	0.00	5.00	0.00	30.5	43.60
14	\$ 3,000,000	s_STP_31	2	Salt Lake	West Jordan	West Jordan cTD	SIP	9000 South	New Bingham Hwy	SR-111		New Construction	Capacity	Principal Arterial	111. There is development pressure in this are immediate if concept plans are approved. This	r a 126 foot arterial street running from NBH to SR- rea presently and the need for this roadway will be is raodway is master planned as a major east west I for the City.		\$ 3,000,000	\$ 217,848	4500 32000	3	2.00	0.50	15.00	0.0	0.0	10.00	5.00	10.00	1.00	43.5	43.50
15	\$ 2,270,092	S_STP_36	2	Salt Lake	Salt Lake City	Salt Lake City strb	d IS	SLC Westside Multimodal Hub	North Temple from 900 West	Redwood Road		Transit Capital	Transit	Minor Arterial	capital improvements, to which the City Coun have lines ending in the Redwood Road and N between bus routes as well as connections to t is needed. Possible locations are being consist	laster Plan calls for increased service and related ncil has allocated funding. Much of the service will North Temple area. To facilitate these connections the TRAX Green Line, an intermodal center/bus hub idered with UTA and partnering entities in the area e property available.	3,936,	\$ 3,670,092	\$ 266,508	5400 8000	ω ,	9.00	1.00	12.00	8.00	0.00	8.00	5.00	2.50	1.00	41	43.50
16	\$ 1,000,000	S_STP_24	2	Salt Lake	Taylorsville	UDOT Region 2	d	SR-68 (Redwood Rd); 6200 S to H215	6200 W.	WB I-215 On Ramp		Widening	Operations	Principal Arterial	option/entrance lanes at both EB and WB On-R	Rd from 6200 S. to WB I-215 On-Ramp. Includes Ramps and CFI features on the east and south legs each intersectoin form F to Cor D through 2040.	\$ 9,858,600	\$ 1,000,000	0 \$	73000	е -	2.67	3.00	15.00	4.00	00:0	4.76	3.00	00.6	5.00	44	43.43
17		s_stp_8	N	Salt Lake	Millcreek	Millcreek	alls	1300 East: 3300 South to 3900 South	3300 South	3900 South		Other STP	Reconstruct	Minor Arterial	project will create a safer environment for all sidewalk, ADA ramps, enhanced bus stops, ar	through the East side of the Salt Lake Valley. This Il users including the construction of curb, gutter, and installation of new storm drain along 1300 East outh to 3900 South.	\$ 7,432,900	\$ 6,929,693	\$ 503,207	20000 22000	8 0	4.67	10.00	12.00	0.00	0.00	4.76	1.00	00.7	1.00	37	40.43
18	\$ 2,497,632	S_STP_17	2	Salt Lake	Magna	Salt Lake County crD	d IS	8000 West Widening	SR-201	3100 South		Widening	Reconstruct	Collector	projects and several large developments in the curb, gutter and sidewalk through this corrido Magna Master Transportation Plan. This projec	ipated capacity requirements, future transportation ne area. This project is also needed to complete the lor and is listed on the Capital Facilities Plan in the ct is intended to be a part of the previously awarded Sidewalk Project.	679,0	\$ 2,497,632	\$ 181,368	1100 3000	° -	0.67	20.00	8.00	00.0	00.0	4.76	1.00	3.00	1.00	26	38.43

Project Number	Amount Recommended	Sort	UDOT Region	County City	Agency	Funding Type	Name of Project	From	2	Project Improvement	Type of Project	Func Class	Project Length	Description	2025 Estimated Project Cost	Federal Funds Requested	Local Funds	Average Daily Traffic Daily Transit Ridership	Proj ADT Proj Sub	Sponsor Priority	Access to Opportunity (ATO)	Facility Condition/ Management Practices	Benefit Cost	Operation, TSM/ TDM, & ITS Improvements	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Values	Safety	Existing Volume/ Capacity	Total	Weighted Total
19		S_STP_27	N	Salt Lake Salt Lake City	Utah Transit Authority	STP	Satt Lake Central Parking Garage	669 West 200 South		Other STP	Transit	Collector	0.01	The current leased Park and Ride lot that UTA uses for the Salt Lake Central Station is being sold. Park-and-Ride stalls for transit customers will be needed for reverse commute peak times. The need is estimated at 450 stalls for all uses in the development. Transit related uses will need at least 100 of those stalls.	\$ 9,000,000	\$ 2,000,000	\$ 7,000,000	3100	7100 6	4	00.6	1.00	12.00	1.33	0.00	00.6	2.00	2.50	1.00	37	37.83
20		S_STP_33	N	Sait Lake West Valley City		STP	1300 W. Widening (Bike lanes, sidewalk)	3300 S.	3900 S.	Widening	Active Transportation	Collector	1.07	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.	\$ 4,610,000	\$ 4,297,903	\$ 312,097	60 00	7000	ę	6.00	4.50	6.00	4.00	0.00	10.00	1.00	5.00	1.00	37.5	37.50
21		S_STP_18	N	Salt Lake Magna and West Valley City	Salt Lake County	STP	7200 West Widening and Reconstruction	3500 South	4100 South	Reconstruction	Reconstruct	Minor Arterial	-	This project is necessary to meet current needs and to accommodate future growth in the southwest portion of Magna. This project will improve safety at the intersection of 4100 S. and the Railroad Crossing, and will complete curb, gutter, and sidewalk through this corridor. The user experience will be enhanced through pavement improvements.	\$ 10,577,700	\$ 9,861,590	\$ 716,110	4500	10000 3	e	2.00	10.00	8.00	1.33	00.0	4.76	3.00	7.00	1.00	34	37.10
22		S_STP_30	N	Salt Lake West Jordan	West Jordan	STP	Old Bingham Hwy from MVC to U-111	Mountain View Corridor	U-111	Widening	Capacity	Collector	1.6	This project will improve a severely deficient East-West arterial for future build-out. Industiral and residential growth on the West Bench will continue to increase traffic load on Old Bingham Hwy. This project will improve the ROW to a more appropriate width to meet the expected demand.	\$ 19,422,300	\$ 5,000,000	\$ 363,081	13000	21000 3	2	1.00	1.00	12.00	00.0	0.00	10.00	3.00	00.6	1.00	37	37.00
23		S_STP_12	N	Salt Lake Salt Lake City	Salt Lake City	STP	1300 East Reconstruction	South Temple	500 South	Reconstruction	Reconstruct	Minor Arterial	0.75	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.	\$ 15,998,900	\$ 14,915,774	\$ 1,083,126	12440	22000 5	Q	6.67	5.00	8.00	3.33	0.00	4.76	3.00	5.00	0.00	40	35.76
24	\$ 1,801,204	s_stp_9	2	Sait Lake Milcreek	Millcreek	STP	3800 South Skyline HS	3800 South Virginia Way	3800 South Birch Dr	Other STP	Operations	Collector	0.08	1800 South / Virginia Way fails during the AM Peak hour due to heavy high school traffic. Because of the close proximity to I-215, the traffic causes EB congestion at I-215 NB / 3800 South on-ramp. This project proposes converting Birch Drive/3800 South to a three quater access (restricting NB Left-turns) and add a roundabout at Virginia Way/3800 South. This solution also addresses the increased volume of traffic projected by the New Skyline HS Rebuild scheduled to open in 2022.	2,082,0	\$ 1,801,204	\$ 280,796	2220	2250 3	F	2.67	3.50	6.00	8.00	0.00	8.57	0.00	5.00	0.00	33.5	33.74
25		S_STP_23	R	Salt Lake Magna and West Valley	UDOT Region 2	STP	SR-171 (3500 S) Sidewalk Improvements	5600 W.	8400 W.	Pedestrian	Active Transportation	Principal Arterial	3.006	To improve the sidewalk and pedestrian facilites on SR-171 (3500 S) between 6000 W. and 8400 W. The overall scope for this proejct would be to construct missing sections of sidewalk and either add or reconstruct pedestrian ADA ramps.	\$ 2,054,100	\$ 500,000	0	18000	24000 3	2	4.00	3.50	15.00	0.00	0.00	4.00	00. E	3.00	1.00	33.5	33.50
26		S_STP_13	8	Sait Lake Sait Lake City	Salt Lake City	STP	Parleys Way Reconstruction	2300 East	Wilshire Drive	Reconstruction	Reconstruct	Minor Arterial	0.76	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.		\$ 8,771,172	\$ 729,928	12000	13000 5	£	5.33	2.00	8.00	3.33	0.00	4.76	1.00	5.00	1.00	37	33.43
27		s_stp_7	2	Sait Lake Kearns	Kearns	STP	Cougar Lane Widening	Niagara Way	Kearns High Drive	Widening	Operations	Minor Arterial	0.12	The project would extend the second southbound lane on Cougar Lane from Niagara Way to Kearns High Drive. Cougar Lane would be widened through this section to accommodate a second travel lane and maintain the existing bike lane.	\$ 3,508,300	\$ 3,270,788	\$ 237,512	14000	18000 2	2	4.00	3.00	12.00	0.00	0.00	3.81	2.00	00.2	1.00	35	32.81
28		S_STP_26	8	Salt Lake Various	Utah Transit Authority	STP	UTA Bus Stop Improvement Program	Salt Lake City- West Valley MSA	Sait Lake City- West Valley MSA	Transit Capital	Transit	NA	0.5	UTA has a Master Wayfinding and Bus Stop Improvement Plan in order to make the bus stop system more recognizable and to improve many of the UTA stops which are still out of ADA compliance. This grant will help facilitate the implementation of the plan to provide upgrades to more bus stops.	\$ 650,000	\$ 605,995	\$ 44,005	984	1107 6	2	15.00	1.00	8.00	00:0	0:00	4.00	0.00	2.50	1.00	32	31.50

Project Number	Amount Recommended	Sort	UDOT Region	County	City	Agency	Funding Type	Name of Project	From	٩	Project	Improvement Type of Division	Func Class	Project Length	Description	2025 Estimated Project Cost	Federal Funds Requested	Local Funds	Average Daily Traffic Daily Transit Ridership	Proj Sub	Sponsor Priority	Access to Opportunity (ATO)	Facility Condition/ Management Practices	Benefit Cost	Operation, TSM/ TDM, & ITS Improvements	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Values	Safety	Existing Volume/ Capacity	Total	Weighted Total
29		S_STP_22	2	Satt Lake	South Jordan	UDOT Region 2	STP	Beckstead Canal Trail Extention	10700 South	SR-171 (10600 South)		Bicycle Active Transnortation	NA	0.1	Constuct new shared use path to connect the existing Beckstead Canal Trail to 10600 S.	\$ 239,100	\$ 222,913	\$ 16,187	4000	5000 3	e	7.00	1.00	15.00	0.00	0.0	3.00	1.00	3.00	1.00	31	31.00
30		S_STP_5	2	Salt Lake	£	Herriman City	STP	7300 W Extension	Herriman Highway	Herriman City Boundary (Approx 13050 S.)		New Construction	Collector	0.45	This project is to construct an extension of 7300 W from Herriman Highway to the Herriman C boundary (Approx. 13050 S). It will be a Major Collector with 80' ROW. This project will includ several structures. ROW has already been acquired by the City.	ëi Åt \$ 11,830,000	\$ 10,330,000	\$ 1,500,000	100	12000 2	-	1.00	0.50	6.00	1.00	0.00	12.00	4.00	5.00	0.00	29.5	29.50
31		S_STP_16	2	Salt Lake	Emigration Metro	Salt Lake County	STP	Emigration Canyon Road Safety Improvements	6265 Emigration Canyon Road	9698 Emigration Canyon Road		Other STP	Collector	0.947	This project will address a number of safety concerns that have been identified in the Emigrat Canyon Corridor Study by widening selected sections of Emigration Canyon Road that are currently suffering from geometric deficiencies and traffic issues that affect both vehicular a bicyclists.	18,	\$ 2,403,469	\$ 174,531	3400	4000 3	-	5.00	4.00	6.00	2.00	0.00	00.9	0.00	3.00	0.00	59	29.00
32		S_STP_19	2	Sait Lake	Sandy	Sandy City	STP	Automall Drive Roundabout	11000 South	State Street	:	Reconstruction	Collector	0.355	Automall has become increasingly congested and drivers find it difficult to make lefts in the 11 S intersection. Increased capacity and efficiency are priority's for Sandy's Engineering Divisi Thus, JUB was hired to complete a corridor analysis to examine existing conditions and prov improvement recommendations.	n. ⊈	\$ 4,325,592	\$ 314,108	1350	2400 2	-	2.67	2.50	3.00	4.00	0.00	9.52	1.00	5.00	1.00	29.5	28.69
33		S_STP_6	2	Sait Lake	Kearns	Kearns	STP	Westsam's Boulevard	4715 South	5415 South		Reconstruction	Collector	12	This project would add traffic calming elements to this street to slow traffic down by adding raised crosswalks and striping to narrow travel lanes. The narrow the travel lanes allows th addition of bike lanes for the length of the project, on street parking will remain.	\$ 548,300	\$ 511,180	\$ 37,120	5300	10000	-	3.33	1.50	15.00	0.00	0.00	3.81	2.00	3.00	0.00	30.5	28.64
34		S_STP_11	2	Salt Lake	Salt Lake City	Salt Lake City	STP	300 North Reconstruction	300 West	1000 West	:	Reconstruction	Collector	1.05	This project encompasses pavement improvements for this deteriorated street, including removal and replacement of the pavement, curb and gutter, and pedestrian improvements. Ti project will incorporate Complete Streets concepts to make pedestrian, bicycle, & transit safe improvements.	বে জ \$ 10,792,000	\$ 9,969,084	\$ 822,916	2900	2900 5	N	6.67	7.50	0.00	3.33	0.00	4.76	0.00	5.00	0.00	31.5	27.26
35		S_STP_14	2	Salt Lake	·≌′	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 vehicl operators. Rocks and debris fall from the existing cliff face, which roll out into the road creat dangers for road users. The project provides slope stabilization to reduce these hazards on t frequently used bike network.	ng 🕈	\$ 3,332,320	\$ 241,980	3400	4000 3	e	5.00	4.00	6.00	00.0	00.0	00.6	0.0	3.00	00.0	27	27.00
36		S_STP_15	2	Sait Lake	Emigration Metro	Salt Lake County	STP	Emigration Canyon Slope Mitigation - 5647 E 9	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 vehicl operators. Rocks and debris fall from the existing cliff face, which roll out into the road creat dangers for road users. The project provides slope stabilization to reduce these hazards on t frequently used bike network.	ng 🔓	\$ 2,860,110	\$ 207,690	3400	4000	2	5.00	4.00	6.00	0.00	0.00	00.6	0.00	3.00	0.00	27	27.00
37		S_STP_4	2	Salt Lake	Herriman	Herriman City	STP	Herriman Parking Structure	л/а	n/a		Other CMAQ	NA	0.001	This will be a public parking structure shared between office, hotel, and transit. It is anticipat that a park & ride will be instituted at this location.	ъ \$ 7,400,000	\$ 5,200,000	\$ 2,200,000	110	300	2	1.00	1.00	0.00	0:00	0.00	1.00	0.00	3.00	0:00	g	6.00
	Amo	nount Prog	grammed	d		\$	6 26,456	5,774	Available	e to Program		\$ 26,4	55,980		Total Project	Cost	\$ 213,916,7	/05		Amo	nt Requ	ested		\$ 146,710,61	12							

DATE: AGENDA ITEM: SUBJECT:	April 6, 2020 4d ACTION: New Projects for Draft 2021-2026 Congestion Mitigation Air Quality Program (CMAQ)
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 2026 in the Salt Lake/ West Valley Urban Area with \$5,000,000 to program in the year 2026 and about \$3,034,000 in annual apportionments anticipated in the Ogden/ Layton Area with \$2,900,000 available to program in the year 2026.

In the fall of 2019, 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 February, technical criteria, and other relevant professional considerations to evaluate each of the projects submitted.

In addition, in 2019 WFRC staff, under the direction of Trans Com, formed a working group to review and recommend enhancements to the CMAQ process to determine if there were ways to enhance the air quality improvements accomplished by the program. That working group developed the recommendations listed below. Actions taken to implement the working group recommendations will be discussed at the meeting.

- 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 (LoEs) for the various project types to include in the technical evaluation

Based on the evaluation discussed above, which included the recommended process enhancements, at their meetings on March 25, 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 2021-2026 CMAQ program. The attached tables "Projects Submitted for Consideration for the 2021-2026 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 2021-2026 CMAQ program with the recommended funding amount listed in the left-hand column. Benefits of each project in addition to air quality are identified in the attached document titled "Additional Benefits of CMAQ Projects 2026."

CONTACT PERSON:

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RECOMMENDATIONS:

The WFRC staff and the Trans Com Technical Advisory Committees recommend that Trans Com make a motion "to recommend that the Regional Council approve the projects discussed, reviewed, and recommended be added to the 2021-2026 Congestion Mitigation/ Air Quality Program."

EXHIBITS:

- Spreadsheets showing recommended CMAQ Projects for the Salt Lake/ West Valley and the Ogden/Layton Areas
- Additional Benefits of CMAQ Projects 2026

Projects Submitted for Consideration for the 2021-2026 Congestion Mitigation/ Air Quality (CMAQ) Program

Recmmende d Funding	AQ Rank	Project Name	Sponsor	Project Type	Short Description	Project Life	Annualized Emissions: (kg)/\$1,000	Reduced Daily VHT	Reduced Daily Emissions	Total Project Cost	Requested CMAQ \$
		on Area				P	Ϋ́ĒĂ	- 0	- ш	Pr	<u> </u>
\$1,147,382	1	Bus Rapid Transit - Service Subsidy	UTA/Ogden	Bus Service Subsidy	Operating cost subsidy for 3 years for the Ogden/WSU BRT.	3	19.54	114.3	22.0	\$ 1,230,700	\$ 1,147,382
\$1,398,450	2	On Route Electric Bus Charging Inmfrastructure	UTA - E-bus Chargers-WE	E-bus Chargers	Add electric charging station for 10 electric buses.	12	11.10	0.0	3.8	\$ 1,500,000	\$ 1,398,450
\$405,737	3	Ogden City Corporation - Bicycle	Ogden City	Bicycle Share Program	Expand the Bike Share Program by adding 24 bikes and 4 kiosks	10	3.69	0.9	0.4	\$ 435,200	\$ 405,737
\$	4	Midland Drive & 1900 West (SR- 126) Intersection	UDOT-Region One	Intersection	Add dual left turns East-bound Midland Dr.	20	3.50	94.8	1.7	\$ 3,564,000	\$ 3,322,717
\$ 2,951	,569	Amount Programmed	Amount Available to Program	\$ 2,900,000	Total Project Cost	\$6,	729,900		Αmoι	unt Requested	\$6,274,286

Projects Submitted for Consideration for the 2021-2026 Congestion Mitigation/ Air Quality (CMAQ) Program

Recmmende d Funding	AQ Rank	Project Name	Sponsor	Project Type	Short Description	Project Life	Annualized Emissions: (kg)/\$1,000	Reduced Daily VHT	Reduced Daily Emissions	Total Project Cost	Requested CMAQ \$
d d	7					Pr	А Ц Х́	<u>" 0</u>	ш	Pro	ž
Salt	Lake	Area									
\$1,984,867	1	450 West & 9000 South/ Parkland Dr Inntersection	Sandy City	Intersection Improvements	Thru-U turn at 450 West and 9000 South.	20	16.00	265.8	4.8	\$ 2,185,000	\$ 1,984,867
\$2,500,000	2	On Route Electric Bus Charging Inmfrastructure	UTA - E-bus Chargers-SL	E-bus Chargers	Add 2 electric charging station for 20 electric buses.	12	14.16	0.0	9.7	\$ 3,000,000	\$ 2,796,900
\$0	3	Salt Lake Westside Multimodal Hub	SLC/UTA	Transit Capital	North Temple transit hub construction. NOTE: \$1.4M CMAQ was approved last year for this project.	20	10.09	35.2	5.4	\$ 3,936,600	\$ 3,670,092
0\$	4	7800 South & 6400 West	West Jordan	Intersection Improvements	Replace 2-way stop with a round- a-bout at 7800 S/ 6400 W.	20	5.43	59.0	1.1	\$ 1,428,600	\$ 1,331,884
0\$	5	Beckstead Canal Trail Extension	UDOT Region Two	Bike/ Ped Trail	Construct one block of bicycle path on UDOT property along Beckstead Canal.	20	3.33	0.2	0.1	\$ 239,100	\$ 222,913

Projects Submitted for Consideration for the 2021-2026 Congestion Mitigation/ Air Quality (CMAQ) Program

Recmmende d Funding	AQ Rank	Project Name	Sponsor	Project Type	Short Description	Project Life	Annualized Emissions: (kg)/\$1,000	Reduced Daily VHT	Reduced Daily Emissions	Total Project Cost	Requested CMAQ \$
\$0	6	Bengal Blvd & Highland Dr. Intersection	Cottonwood Heights	Intersection Improvements	Add dual left turns at West-bound Bengal Blvd./ Highland Drive.	20	2.30	29.0	0.5	\$ 1,657,000	\$ 1,544,821
\$500,000	7	3500 South (SR- 171) Sidewalk Improvements	UDOT Region Two	Pedestrian Facilities	Complete sections of missing sidewalk along 3500 South from 6000 W to 8400 W.	20	1.35	1.4	0.4	\$ 2,054,100	\$ 500,000
0\$	8	Day Ranch Jordan River Parkway Trail Connection	Bluffdale	Bike/Pedestrian Facility	Pedestrian bridge from Bonneville Trail to Jordan River Trail.	20	1.24	4.0	1.1	\$ 6,341,700	\$ 4,528,834
\$ 4,984	,867	Amount Programmed	Amount Available to Program	\$ 5,000,000	Total Project Cost	\$ 20	,842,100		Amou	unt Requested	\$16,580,311

Additional Benefits of CMAQ Projects 2026

Ogden/Layton Area

- 1. UTA/Ogden Bus Service Subsidy
 - a. New Ogden BRT service is the backbone to innovative approach to Ogden/WSU transportation.
 - b. Promotes active transportation.
 - c. Increases access to opportunities.
- 2. UTA E-bus Chargers-WE
 - a. Initial phase of converting to a fully electric bus fleet.
- 3. Ogden City Corporation Bicycle
 - a. Addresses first/last mile concerns to enhance Ogden transit service.
 - b. Promotes active transportation and can replace short trips in downtown.
- 4. UDOT-R1 Intersection @ Midland Dr. & SR-126
 - a. Capital improvement that will return long lasting benefits to traffic operations.
 - b. Reduced congestion improves safety at intersections.
 - c. Reduced congestion improves mobility.

Salt Lake/West Valley Area

- 1. Sandy City Intersection @ 9000 South & 450 West
 - a. Capital improvement that will return long lasting benefits to traffic operations.
 - b. Reduced congestion improves safety at intersections.
 - c. Reduced congestion improves mobility.
 - d. Increases access to opportunities.
- 2. UTA E-bus Charger SL
 - a. Initial phase of converting to a fully electric bus fleet.
- 3. Salt Lake City/UTA Transit Capital
 - a. Restroom facilities for bus drivers.
 - b. Provides location for supplemental charging stations for electric buses.
 - c. Enhances multi-modal operations and connections.
 - d. Increases access to opportunities.
- 4. West Jordan Intersection @ 7800 South & 6400 West
 - a. Safety benefits from eliminating uncontrolled left turns.
 - b. Safety benefits from providing pedestrian crossings and traffic calming.
- 5. UDOT-R2 Bicycle
 - a. Short connect provides access between two existing bike trails.
 - b. Promotes active transportation.
- 6. Cottonwood Heights Intersection @ Bengal Blvd & Highland Dr.
 - a. Reduced congestion improves safety at intersections.
 - b. Improved facilities for pedestrians and bicycle will increase safety.
 - c. School nearby will directly benefit from safety and congestion improvements.

- d. Pedestrian and bike lane improvements promote active transportation.
- 7. UDOT-R2 Pedestrian
 - a. High safety benefit to complete missing sections of sidewalk along one of the primary roads serving West Valley City and Magna.
 - b. Enhances access to transit service.
 - c. Substantial local match to facilitate this project.
 - d. Increases access to opportunities.
 - e. Innovative approach to implement pedestrian facilities without waiting for costly roadway improvements.
- 8. Bluffdale Pedestrian
 - a. Grade separated facility is the safest possible bicycle and pedestrian crossing.
 - b. School nearby will directly benefit from safety and congestion improvements.
 - c. Pedestrian and bike lane improvements promote active transportation.

DATE: AGENDA ITEM: SUBJECT:	April 6, 2020 4e ACTION: New Projects for Draft 2022 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 FY2022 are projected to be approximately \$900,000 with \$827,561 available to program in the Salt Lake/ West Valley area. About \$500,000 in annual apportionment for the Ogden/ Layton Area is expected for FY2022 with \$830,160 available to program.

In the fall of 2019, the WFRC staff requested that potential project sponsors submit letters of intent to apply for the available funds. Sponsors were then asked to prepare a project concept evaluation report providing further detail on their projects. The WFRC staff and the Trans Com Technical Advisory Committees (TAC) used these reports, a field review of all projects in February, technical criteria, and other relevant professional considerations to evaluate each of the projects submitted.

Based on this evaluation, at their meeting on March 25th, 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 FY2022 TAP. The attached tables "Projects Submitted for Consideration for the FY 2022 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; Hugh Van Wagenen (801) 363-4250, ext 1124.

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 FY2022 Transportation Alternatives Program."

EXHIBITS:

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

Project Number Amount Recommended	Sort	Region	County	City	Agency Project Name		From Street	To Street	Project Improvement	Project Objective	Length	Description	Tot Cost	Fed Fund	Regional Priority	Fills Gap	Provides Access Wasatch Choices	Add Safety Sponsors Match	Innovative Com Support	Diverse Users	Cost Per User Cost per Mile	Capital Score	Regional Goals Financial Feasibility	Safety/ Connections	Plan Guide	Sponsors Match	Plan 10tal Score Prox to Schools	Fills Gap Provides Access	Other than Sch Num of Stud that Could Bike or Walk	Ant mude of Stud Use Provide Add Safety	Spon Match	Walk/ Bike Promo	Cost Per User Cost per Mile	SR2S Score	Project Score
	Ogo	den /	' Lay	ton U	rbanized Are	ea																													
1	0_TAP_5	-	Weber	Farr West	Farr West City Willard Canal Corridor Trail Svetam (rates)	lian oysterin (gates)	1400 N Willard Canal	4000 N Willard Canal	Capital Improvement	On-road or Off-road Trail Facilities	4.2	The purpose of applying for these funds is to assist in the development of an important corridor, the Willard Canal Corridor Trail System; it is also identified in the WFRC Wasatch Choice Regional Transportation Plan as Golden Spoke Extension Central (Project ID: A-W-94). It is proposed as a shared use path that would use a natural pathway along the shores of the Willard Canal for approximately 4.2 miles (for this section). We want to build access points in 8 locations by replacing locked gates with Bike/Ped friendly openings along with new lockable gates for maintenance vehicles.	\$ 40,000	\$ 30,000	- 15	10	1 5	4 5	5 5	5	∞ 5	68	15 15	0 2	0 0	5 5	5 10	10 5	10	10 3	6 () 3	1 5	63 6	58
\$ 480,000	0_TAP_8	-	Weber	Riverdale City	Riverdale City 1050 West & I-84 Sidewalk, Curb and	overpass Reconfig	1050 West Street	Intersect with Interstate 84 overpass structure	Safe Routes to School	Safe Route To School	0.1	Construct new curb/gutter with sidewalk under the I-84 overpass structure. Project would require modification of overpass structure retaining slope to provide space for new sidewalk installation.	\$ 507,525	\$ 480,000 1	- 5	10	8 0	8 1	5 0	5	은 1	53	5 0	12 (0 10	1 2	28 10	10 5	10	3 7	1 1	D 3	1 1	61 6	51
۳ \$ 395,250	0_TAP_3	t	Davis	Layton Lavton Citv Parks &	East & West Trail	89 Underpass	singriny norm or 2/00 North, along Hobb's Creek Drive (between UDOT Highway Markers 403 and 404)	slightly north of 2700 North, along Valley View Drive (between UDOT Highway Markers 403 and 404)	Capital Improvement	On-road or Off-road Trail Facilities	.037	Kay's Creek Trail is a regional connecting, 10' wide asphalt trail which purpose is to serve as a commuter route, recreational trail and safe-routes-to-school. The proposed east & west trail connections to the underpass is an important part of infrastructure needed to provide a safe, grade-separated crossing across Highway 89.	\$ 790,500	\$ 395,250 1	- 10	10	1 0	8 10	5 5	5	4 1	59	10 8	12 2	0 0	10 6	50 5	10 3	0	0 6	12 1	5 10	1 1	63 5	59
4	O_TAP_9	-	Weber	Roy City	Roy City Corporation 4800 South Widening and Pedestrian	Access	Midland Drive	Layton Canal	Safe Routes to School	Infrastructure-related Projects	0.15	The existing canal crossing was constructed when the areas surrounding 4800 South were used for agricultural purposes. The development of this area requires a wider canal crossing. The widening of 4800 South near the Layton Canal crossing will allow the construction of a sidewalk and bike lanes over the canal.	\$ 426,100	\$ 397,253 1	- 10	10	8 0	10 1	5 2	5	은 1	62	10 8	12 1	0 0	1 4	1 10	10 5	0	10 8	1 1	03	1 1	59 5	59
5	0_TAP_1	-	Davis	Centerville	Centerville City 1250 West - Parrish Ln to 1275 North Multi-	Jse Trail	Parrish Lane (SR 105)	1275 North	Capital Improvement	On-road or Off-road Trail Facilities	0.8	This trail is needed to complete the connection from the recently constructed pedestrian bridge over I-15 and walkway along Parrish Lane with the walkway over the Legacy Bridge and over to the Legacy Trail system. The timing for this project is very good and there is much synergy at this time for this project as a development has recently been approved for the NW corner of 1250 West and Parrish Lane. The developer will be required to construct the multi-use trail along his frontage on 1250 West in the next year or two. This project will complete the City's trail system through their business / commercial area.	\$ 466,200	\$ 378,700	- 5	10	4 0	8 3	5 5	3	ω 3	54	5 15	12 2	0 10	3 6	5 3	10 3	0	0 7	3 1	D 10	1 3	50 5	54
6	0_TAP_4	-	Davis	North Salt Lake	City of North Salt Lake Orchard Drive	uewain (west stue)	3800 South	Eaglewood Drive	Capital Improvement	On-road or Off-road Trail Facilities	0.1	Currently, there are pedestrian facilities for the entire length of Orchard Drive in North Salt Lake with the exception of the proposed project area, which contains a bus stop and is nearby a local elementary school. Sidewalk is needed to provide pedestrian access to those facilities.	\$ 55,900	\$ 37,900	r 5	10	1 0	6 5	5 2	5	2 3	52	5 15	0 1	0 0	5 3	5 10	10 5	0	0 2	9 1	53	4 3	61 5	52
7	0_TAP_10	1	Weber	Roy City	Roy City Corporation Midland Drive Widening and	Pedestrian Access	4850 South	Layton Canal	Safe Routes to School	Infrastructure-related Projects		The existing canal crossing was constructed when the areas surrounding Midland Drive were predominately used for agricultural purposes. The widening of Midland Drive near the Layton Canal crossing will allow the construction of a sidewalk and bike lanes over the canal, which will improve pedestrian safety along Midland Drive.	\$ 335,100	\$ 312,414 1	- 10	10	8 0	8 1	5 2	5	우 1	60	10 8	12 1	0 0	1 4	1 10	10 5	0	10 6	1 () 3	1 1	47 4	47

Project Number	Amount Recommended	Sort	Region	County	City	Agency	Project Name	From Street	To Street	Project Improvement	Project Objective Length	Description	Tot Cost	Fed Fund	Sponsor Priority	Fills Gap	Provides Access Wasatch Choices	Add Safety	sponsors 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 And Incre of Stud	Use Provide Add Safety	Spon Match Ded of Safe Need	Walk/ Bike Promo	Cost Per User Cost per Mile	SR2S Score Project Score
8		0_TAP_2	-	Davis	Kaysville City	Kaysville City	Flint Street and Webb Lane Trailhead	Flint Street at Webb Lane	Flint Street at Old Mill Lane	Capital Improvement	On-road or Off-road Trail Facilities 0.23	A parking lot and right of way improvements to create a trailhead at the D&RGW rail trail in Kaysville City.	\$ 209,500	\$ 195,317	∾ !	5 10	1 0	8	1 5	0 5	10	2 47	5	0 12	2 0	0 1	18	10 1	10 5	0 () 7	1 1) 3	1 2	49 47
9		O_TAP_6	-	Weber	Ogden	Ogden City Corporation	Ogden City Bike Share Phase II	CBD Area (Various)	CBD Area (Various)	Capital Improvement	Infrastructure-related Projects 0.5	After investigating SLC "Greenbike" and completion of the Ogden Bicycle Master Plan, Ogden is prepared for a bikeshare program. Ogden bikeshare would be an option to resolve the "first/last" mile transit challenge while supporting economic activity in the CBD area of the City. A bikeshare program will also promote physica activity while offering a zero-emission transportation option to visitors and residents.	ō	\$ 405,737	∾ !	5 10	8 0	2	1 5	2 3	0	2 40	5	15 0	10	10 1	41	10 1	10 5	5 3	3 5	1 1) 3	1 2	55 40
10		O_TAP_7	-	weber	Riverdale	Riverdale and South Weber City(s)	SR-60 Parallel Trail	475 East in South Weber City	1050 West in Riverdale City	Planning/ Study	On-road or Off-road Trail Facilities 4	Planning study/Feasibility Study of parrallel trail system to SR-60 South Weber Drive	\$ 75,000	\$ 69,923	∾ !	5 10	1 0	4	1 5	2 5	10	5 48	5	8 0	10	0 1	24	0 1	10 0	0 () 3	1 1	5 3	1 5	38 24
		Amo	ount F	Reco	nmei	nded \$	875,250		Amour	nt Avai	lable	\$ 830,160			otal	Project	Cost		\$	3,341,	025			An	nount	Reque	ested		\$	2,702	,494				

Project Number	Amount Recommended	Sort	Region	County Citv	Agency	Project Name	From Street	To Street	Project Improvement	Project Objective	Length	Description	Tot Cost	Fed Fund	Sponsor Priority Regional Priority	Fills Gap	Provides Access	wasatcn Choices Add Safety	Sponsors Match Innovative	Com Support	Diverse Users Cost Per User	Cost per Mile Canital Score	Regional Goals	Financial Feasibility	Com w/ Public	Plan Guide	Plan Total Score	Prox to Schools Fills Gap	Provides Access Other than Sch Num or Stud that	Could Bike or Walk Ant Incre of Stud Use	Provide Add Safety	Spon match Deg of Safe Need	Walk/ Bike Promo Cost Per User	Cost per Mile	SH2S Score Project Score
S	alt Lal	ke / W	Vest	Valle	y Urban	ized Area																													
1		S_TAP_6		Salt Lake South Jordan	City	1300 West Traffic Signal	1300 West	White Peach Drive (11170 South)	Safe Routes to School	Safe Route To School	0.1	The purpose of the project is to increase the safety of the uncontrolled, mid-block school crossing on a major collector road (1300 W). Currently, all the vehicular traffic accessing South Jordan Elementary goes through a single T-intersection located at 1300 W and White Peach Dr (11170 S). The intersection is controlled by a single stop sign on White Peach Drive. This configuration creates conflicting movements between the vehicles and pedestrians and is a major safety concern for the School District, City and Community. The City has counted 118 kids using this crosswalk and the time they use the crosswalk coincides with the pick/up-drop/off at the school - making this a dangerous intersection.	0,80	\$ 429,604	- 5	0	1	0 10	1 5	5	5 O	1 3	9 5	15 2	5 20	10 1	76	10 10	3 1	0 10	5	1 15	10 1	1 7	76 76
2	\$ 204,706	S_TAP_3	2	Salt Lake Magna Metro Townshi	Salt Lake County Eng.	2820 South Sidewalk	7563 West	7440 West	Safe Routes to School	Safe Route To School	0.1	Construct sidewalk, curb, and gutter on the North side of 2820 South Street from existing sidewalk at 7440 W to 7563 W. Sidewalk will improve safety of access for students walking to Lake Ridge Elementary and Entheos Academy charter school and to the proposed Riter Canal Trail.	\$ 224,900	\$ 209,674	∾ 5	10	4	06	1 5	5	5 ∞	1 50) 5	15 0	20	0 1	41	10 10	5 1	0 5	5	1 10	10 1	1 €	68 68
3	\$ 300,000	S_TAP_5	2	Salt Lake Salt Lake Citv	Salt Lake City Transportation	Kensington East-West Neighborhood Byway	West Temple	600 East (existing Neighborhood Byway)	Capital Improvement	Infrastructure-related Proiects	1.1	This project will enhance bike /ped use of and connectivity on low volume local streets as a through route, improving crossings at larger streets. The all ages & abilities route is in SLCo's ATIP and SLC's Ped Bike Master Plan. An east-west route is needed as parallel arterial routes are not comfortable walking or biking.	\$ 538,600	\$ 502,137	4 5	10	12	0 6	1 5	5	5 ∞	3 6) 5	8 1	2 20	0 1	46	5 10	3 1	0 3	5	1 0	10 1	3 5	51 60
4		S_TAP_9	5	Salt Lake West Vallev Citv	st Valley	3100 South Bike Lanes	7200 West	5600 West	Capital Improvement	Infrastructure-related Proiects	0	This project repurposes existing shoulder as a buffered bike lane, addition to sidewalk widening in areas with no shoulder.	\$ 1,533,100	\$ 1,429,309	₹ 1	5 10	8	5 8	1 5	0	3 🛯	2 5	9 15	0 1	2 0	10 1	38	10 10	5 (0 0	4	1 15	3 1	2 5	51 59
5	\$ 322,855	S_TAP_7	- 	Salt Lake Unincorporated - Salt I	Salt Lake County	8425 South Sidewalk	1300 East	1475 East	Safe Routes to School	Safe Route To School	0.2	Construct sidewalk, curb, and gutter on the north side of 8425 South from 1300 East to 1475 East. Sidewalk will improve safe walking area for students going to and from the school.	\$ 396,200	\$ 322,855	- 5	10	4	0 6	3 5	5	5 0	1 54	5	15 0	20	10 3	53	10 10	5 :	3 5	5 3	3 0	10 1	1 5	53 53
6		S_TAP_4	N	Salt Lake Millcreek	Millcreek	1300 East: 4240 South to 4400 South Sidewalk	4240 South	4400 South	Capital Improvement	Other TAP Project			- C,	\$ 402,008	ო 5	10	4	0 6	1 5	5	5 0	1 52	2 5	15 0	20	10 1	51	0 10	5 (0 0	5	1 0	10 1	1 3	33 52
7		S_TAP_2	N -	Salt Lake Cottonwood Heights		Creek Road Sidewalk Project	2680 East Creek Road	2780 East Creek Road	Capital Improvement	Infrastructure-related Projects	0.1	Project will install sidewalk on north side of Creek Road along a steep hill. Project will widen the existing roadway on Creek Road to install continuous Type II Bike Lanes on both sides of the road.	\$ 291,400	\$ 271,672	∾ 5	10	1	0 6	1 5	5	5 0	1 49	9 5	15 0	20	0 1	41	10 10	3 (0 0	5	1 15	10 1	1 5	56 49

Project Number Amount Recommended	Sort	Region	County	City	Agency	Project Name		From Street	To Street		Project Improvement	Project Objective	Description	Tot Cost	Fed Fund	Sponsor Priority Regional Priority	Fills Gap	Provides Access	Add Safety	Sponsors Match Innovative	Com Support Diverse Lisers	Cost Per User	Cost per Mile Capital Score	Regional Goals	Financial Feasibility Safetv/ Connections	Com w/ Public	Plan Guide Sponsors Match	Plan Total Score	Prox to Schools	Provides Access	Could Bike or Walk	Provide Add Safety	Spon Match Deg of Safe Need	Walk/ Bike Promo	Cost per Mile	SR2S Score Project Score
8	S_TAP_10	5	Salt Lake	White City	Salt Lake County Eng	Poppy Lane		Sego Lily Drive	Galena Dr		Safe Routes to School	Safe Route To School	مب Construct sidewalk, Curb, and Gutter on both sides of Poppy Lane from Sego Lil Drive to Galena Drive for students to walk to Bell View Elementary	\$ 861,900	\$ 803,549	- 5	10	1 () 6	1 5	5 5	10	1 49	5	8 0	20	10 1	44	10 1	0 5	3 3	2	1 0	10	I 1	46 46
9	S_TAP_1	5	Salt Lake	Cottonwood Heights	Cottonwood Heights	HAWK Pedestrian Crossing on 1300	last	6975 South 1300 East	6975 South 1300 East		Capital Improvement	Infrastructure-related Projects	Install a HAWK Pedestrian Crossing System on 1300 East, east of the Union Par Corporate Center; including ADA accesible ramps on each side of street, traffic signs, and painted crosswalk.	* \$ 291,900		0 5	0	0 0) 8	1 5	5 5	10	1 40	5	8 12	2 20	0 1	46	0 () 3	0 0	6	1 15	3 -	1 1	30 40
10	S_TAP_8	2	Salt Lake	Various	Utah Transit Authority	UTA Bike Capacity on	Iransıt	NA	đ		Capital Improvement	Other TAP Project	All 2006-2012 model year UTA buses have racks that hold two bikes. System-wide this is about 145 buses. These are often filled and biking passengers are turned away. New UTA buses have racks that accommodate three bikes. These funds w pay for 49 (the estimated number of these buses attributable to the Salt Lake Urbanized Area) 3 spot racks to replace existing 2 spot racks on UTA current flee	63,70	59,	ო 0	10	8 (0 0	1 5	2 3	10	1 40	0	8 0	10	10 1	29	0 1	0 5	0 0	3	1 10	5	1 1	36 40
	Amount Recommended \$ 827,561						4	Amoun	t Avail	able	\$ 827,561				Total Project Cost				\$ 5,093,700				An	nount	Requ	ested		\$ 4	4,702,3	334						