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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

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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 TRANS COM 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		

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

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.

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:

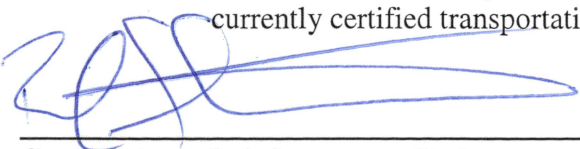
2020-2025 TIP Amendment Five Resolution

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
AMENDING THE 2020 - 2025
TRANSPORTATION IMPROVEMENT PROGRAM

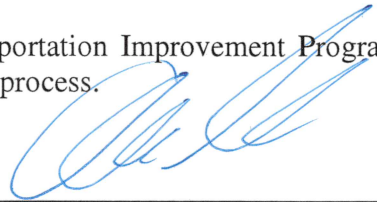
- WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas and, as such, has the responsibility for developing a Transportation Improvement Program, and
- WHEREAS, a Transportation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

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	Salt Lake County	Grit Mill	14944	Grit Mill and Climbing Master Plan; Little Cottonwood Canyon Park & Ride	Construction of Parking Lot/ Trailhead and Restroom and realign SR-210 for access improvements	LOCAL_GOVT Local Government Funds	\$1,013,008	\$141,000	Additional Funding	\$10,155	2020
						Utah Outdoor Recreation Grant		\$0	Additional Funding	\$150,000	
						LOCAL_INKIND Local In Kind (Soft Match)		\$14,720			
						Other		\$44,361			
						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 intersection. 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/ Layton West Valley Urban Area

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

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

Salt Lake/ West Valley Urbanized Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	600 North	18459	600 N over I-15 & UPRR Bridge	Bridge Deck Preservation	STP_BRIDGE (Surface Transportation Program - Bridge Program)	\$7,200,000	\$0	<i>New Project</i>	\$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.

Additional Funding

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	Sandy	SR-209	16921	Monroe and 90th Street (SR-209) Intersection Improvement	Construct Dual Left Turn Lanes in each direction	STP_URB_SL (Surface Transportation Program - WFRC SL Urban Area Program)	\$8,969,963	\$4,504,988			2020
						Local Government (Local Government Funding)		\$1,640,112	<i>New Funding</i>	\$2,824,863	

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.

Project Scope Change

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

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

Projects Submitted for Consideration for the 2021-2026 Surface Transportation Program (STP)

Project Number	1	2	3	4	5	6	7	8	9	10	11
	Amount Recommended	\$ 200,000	\$ 466,150	\$ 79,245		\$ 3,000,000	\$ 3,500,000	\$ 2,981,216		\$ 1,846,980	
O_STP_9	O_STP_27	O_STP_15	O_STP_26	O_STP_1	O_STP_16	O_STP_8	O_STP_23	O_STP_17	O_STP_12	O_STP_20	
1	1	1	1	1	1	1	1	1	1	1	1
	Weber	Davis	Weber	Box Elder	Davis	Davis	Weber	Davis	Davis	Weber	
Farmington	Weber and Davis Counties	Weber and Davis Counties	Various	Brigham City	Weber and Davis Counties	Farmington	Plain City	West Point	North Salt Lake	Hooper	
Farmington City	Utah Transit Authority	UDOT TOC	Utah Transit Authority	Brigham City	UTA	Farmington City	Plain City	West Point City	North Salt Lake	Hooper City Corporation	
STP	STP	STP	STP	STP	STP	STP	STP	STP	STP	STP	
SR - 106 (200 East) Improvements	On-Board Technology System	Traffic Signal Priority/Presumption for Transit, Freight, and Snow Plows	Traffic Signal Priority/Presumption for Additional Transit Vehicles	900 N. Main Street (SR 13/38) Intersection	UTA Bus Stop Improvement Program	Commerce Drive Road	North Plain City Road Phase 2 - North Side	300 North	1100 North Bridge Design	5500 West Improvements - 5500 S. to County Line	
Glovers Lane	UTA System-wide	(1) US-89 (Washington Blvd) from SR-23E (Antelope Dr) to SR-106 (Fairfield Rd) (2) SR-106 (Antelope Dr) from 2000 W (Syracuse)	(1) US-89 (Washington Blvd) from SR-23E (Antelope Dr) to SR-106 (Fairfield Rd) (2) SR-106 (Antelope Dr) from 2000 W (Syracuse)	N/A	Ogden-Layton MSA	Burke Lane	2917 West	2000 West	220 East	5500 South (SR-97)	
Lund Lane		(1) US-89 (Washington Blvd) from SR-106 (Fairfield Rd) to SR-106 (Fairfield Rd) (2) SR-106 (Fairfield Rd) to SR-106 (Fairfield Rd)	(1) US-89 (Washington Blvd) from SR-106 (Fairfield Rd) to SR-106 (Fairfield Rd) (2) SR-106 (Fairfield Rd) to SR-106 (Fairfield Rd)	N/A	Ogden-Layton MSA	950 North	3350 West	3000 West	95 West	Weber/Davis County Line	
Widening	Transit Capital	ATMS or ITS	ATMS or ITS	Study	Transit Capital	New Construction	Widening	Reconstruction	Other STP	Widening	
Reconstruct	Transit	Operations	Operations	Study	Transit	Capacity	Reconstruct	Reconstruct	Study	Reconstruct	
Minor Arterial	NA	Principal Arterial	Principal Arterial	Principal Arterial	NA	Minor Arterial	Collector	Collector	Minor Arterial	Collector	
0.88	0.001	11	11	0.25	0.5	0.942	0.48	1	0.35	0.77	
Description											
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.											
	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 of efficiency; a new system controlling data that will increase route efficiency and vehicle monitoring and dispatching.	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 movement and snowplow operations on multiple corridors in Salt Lake and Utah counties. This project will further expand benefits to freight movement.	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 movement and snowplow operations on multiple corridors in Salt Lake and Utah counties. This project will further expand benefits to freight movement.	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.	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.	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.	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 the road only	Widen to a three land section and install curb, gutter and sidewalk. Provide turn lanes at all intersections	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.	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).	
\$ 2,293,000	\$ 5,000,000	\$ 500,000	\$ 85,000	\$ 100,000	\$ 571,000	\$ 8,122,500	\$ 3,988,900	\$ 3,312,700	\$ 5,000,000	\$ 2,471,100	
\$ 2,119,118	\$ 200,000	\$ 466,150	\$ 79,245	\$ 80,000	\$ 532,343	\$ 7,572,607	\$ 3,718,851	\$ 2,981,216	\$ 1,500,000	\$ 1,846,980	
\$ 153,882	\$4,000,000 + funds to be req. in other UZAs	\$ 33,850	\$ 5,755	\$ 20,000	\$ 38,657	\$ 549,893	\$ 270,049	\$ 331,484	\$ 3,500,000	\$ 624,120	
7400	Average Daily Traffic Daily Transit Ridership	24000	24000	16000	12000	0	4300	6100	9900	2600	
10000	Proj ADT	28000	28000	18000	16000	14000	7500	11000	12000	4020	
2	Proj Sub	0	5	2	5	2	1	1	4	1	
2	Sponsor Priority	0	4	1	3	1	1	1	1	1	
0.00	Access to Opportunity (ATO)	6.00	6.00	5.00	15.00	14.00	0.67	4.00	5.00	1.33	
10.00	Facility Condition/ Management Practices	1.50	1.50	3.50	1.00	2.00	22.50	12.50	4.00	15.00	
16.00	Benefit Cost	15.00	15.00	15.00	20.00	9.00	12.00	16.00	12.00	12.00	
3.33	Operation, TSM/ TDM, & ITS Improvements	18.67	18.67	5.00	4.00	7.00	1.33	1.33	5.00	2.67	
0.00	Delay Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
6.19	Growth Principles/ Economic Improvements	3.81	3.81	12.00	4.00	4.00	3.33	4.29	10.00	5.71	
2.00	Traffic Values	2.00	2.00	1.00	2.00	4.00	2.00	2.00	1.00	1.00	
5.00	Safety	3.00	3.00	7.00	2.50	7.00	5.00	5.00	7.00	5.00	
0.00	Existing Volume/ Capacity	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	
39	Total	49.5	49.5	49.5	46	47	30.5	39.5	45	36	
42.52	Weighted Total	50.98	50.98	49.50	49.50	47.00	46.83	46.12	45.00	42.71	

Projects Submitted for Consideration for the 2021-2026 Surface Transportation Program (STP)

[illegible]

Projects Submitted for Consideration for the 2021-2026 Surface Transportation Program (STP)

Project Number	Amount Recommended	Sort	UDOT Region	County	City	Agency	Funding Type	Name of Project	From	To	Project Improvement	Type of Project	Func Class	Project Length	Description	2025 Estimated Project Cost	Federal Funds Requested	Local Funds	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
23		O_STP_6	1	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		O_STP_7	1	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	6	5	0.67	10.00	8.00	0.00	0.00	3.33	2.00	3.00	0.00	21	27.00
25		O_STP_24	1	Weber	Pleasant View	Pleasant View City	STP	Skyline Drive	US-89	1100 West	New Construction	Capacity	Minor Arterial	1.45	Skyline Dr is a three-lane minor arterial road with an 80-foot right-of-way in Pleasant View. 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	1	1	3.00	1.50	0.00	0.00	0.00	13.00	2.00	5.00	0.00	24.5	24.50
26		O_STP_25	1	Weber	Uintah City	Uintah City Corporation	STP	6600 South Roadway Widening Project	West city limits (838 East)	Highway 89 (2425 East)	Widening	Reconstruct	Collector	2.386	Project consists of widening 6600 South to include a seperated pedestrian/bicycle lane. Some of the areas of the roadway will be realigned to a more consistant alignemnts along the railroad for a better use of the combined corridor.	\$ 9,527,300	\$ 8,624,055	\$ 626,245	2000	3000	1	1	1.33	12.50	0.00	0.00	0.00	4.29	1.00	3.00	0.00	17.5	22.12
27		O_STP_2	1	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	7000	2	1	1.00	3.00	3.00	0.00	0.00	9.00	3.00	3.00	0.00	22	22.00
28		O_STP_28	1	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	0.88	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	2	1	3.00	2.00	3.00	0.00	0.00	5.00	1.00	7.00	0.00	21	21.00
29		O_STP_4	1	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	5	2	2.00	2.00	3.00	1.00	0.00	7.00	2.00	3.00	0.00	20	20.00
30		O_STP_29	1	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	2	1.00	2.00	0.00	0.00	0.00	6.00	1.00	7.00	0.00	19	19.00
Amount Programmed		\$ 15,487,820		Available to Program		\$ 15,487,803								Total Project Cost		\$ 145,841,010				Amount Requested				\$ 119,632,252									

Projects Submitted for Consideration for the 2021-2026 Surface Transportation Program (STP)

Project Number	1	2	3	4	5	6	7	8	9
Amount Recommended	\$ 1,544,821	\$ 500,000	\$ 643,287	\$ 237,736	\$ 4,200,000		\$ 2,527,931	\$ 429,604	\$ 3,234,467
Sort	S_STP_1	S_STP_28	S_STP_25	S_STP_29	S_STP_21	S_STP_35	S_STP_10	S_STP_37	S_STP_2
UDOT Region	2	2	2	2	2	2	2	2	2
County	Salt Lake	Salt Lake	Salt Lake	Salt Lake	Salt Lake	Salt Lake	Salt Lake	Salt Lake	Salt Lake
City	Cottonwood Heights	SL Co	Various	Various	South Salt Lake	West Valley City	Millcreek	South Jordan	Draper
Agency	Cottonwood Heights	Utah Transit Authority	UDOT TOC	Utah Transit Authority	South Salt Lake	West Valley City	Millcreek (from SLCo)	City of South Jordan	Draper City
Funding Type	STP	STP	STP	STP	STP	STP	STP	STP	STP
Name of Project	Bengal Blvd. & Highland Dr. Intersection Project	On-Board Technology System	Traffic Signal Priority/Preemption for Transit, Freight, and Snow Plows	Traffic Signal Priority/Preemption for Additional Transit Vehicles	700 West Reconstruction; Carlisle St. to 3900 South	4100 South Widening and Reconstruction	900 East Safety and Reconstruction	1300 West Traffic Signal	Fort Street
From	2200 East Bengal Blvd	UTA System-wide	(1) SR-172 (5600 W) from Highland Dr. to 2300 S; (2) SR-71 (12300 S & 700 E) from Bangor Hwy; (3) U-111 (Bacchus Hwy) from SR-201	(1) SR-172 (5600 W) from Highland Dr. to 2300 S; (2) SR-71 (12300 S & 700 E) from Bangor Hwy; (3) U-111 (Bacchus Hwy) from SR-201	Carlisle Street (3655 South)	6400 West	3900 South	1300 West	Pioneer Road
To	Highland Drive & Bengal Blvd.	0	(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	(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	3900 South	6000 West	4500 South	White Peach Drive (11170 South)	13200 South
Project Improvement	Intersections & Signals	Transit Capital	ATMS or ITS	ATMS or ITS	Reconstruction	Widening	Other STP	Intersections & Signals	Reconstruction
Type of Project	Operations	Transit	Operations	Operations	Reconstruct	Reconstruct	Reconstruct	Other	Reconstruct
Func Class	Principal Arterial	NA	Principal Arterial	Principal Arterial	Collector	Minor Arterial	Collector	Collector	Collector
Project Length	0.25	0.001	40	40	0.32	0.57	0.9	0.2	0.91
Description	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.	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 of efficiency; a new system controlling data that will increase route efficiency and vehicle monitoring and dispatching.	This project will expand connected vehicle technology to additional key corridors in the Salt Lake Metro Area. This technology has proven effective in optimizing transit movement and snowplow operations on multiple corridors in Salt Lake and Utah counties. This project will further expand benefits to freight movement.	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 transit movement on multiple corridors in SL and Utah counties. This project will further expand benefits to transit.	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 South to 3900 South that will replace the failing asphalt pavement with concrete pavement, and upgrade pedestrian and drainage facilities by filling in sidewalk, curb and gutter; and adding bike lanes, and add dual left turn lanes from southbound 700 South to eastbound 3900 South.	The purpose of this project is to reconstruct the pavement on 4100 South between 6000 West and 6400 West.	Create a safer environment for all users including the construction of curb, gutter, sidewalk, ADA 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.	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.	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, Fort 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.
2025 Estimated Project Cost	\$ 1,657,000	\$ 5,000,000	\$ 690,000	\$ 225,000	\$ 4,908,805	\$ 6,515,600	\$ 7,070,200	\$ 460,800	\$ 4,451,100
Federal Funds Requested	\$ 1,544,821	\$ 500,000	\$ 643,287	\$ 237,736	\$ 4,645,371	\$ 6,074,494	\$ 2,527,931	\$ 429,604	\$ 3,794,467
Local Funds	\$ 112,179	\$4,000,000 + funds to be req. in other UZAs	\$ 46,713	\$ 17,264	\$ 337,329	\$ 441,106	\$ 4,542,269	\$ 31,196	\$ 716,633
Average Daily Traffic Daily Transit Ridership	53000	0	24000	24000	7300	19000	15465	4000	3700
Proj ADT	64000	0	28000	28000	9000	24000	18000	9000	5000
Proj Sub	3	6	0	6	1	4	4	2	2
Sponsor Priority	1	6	0	5	1	2	1	1	1
Access to Opportunity (ATO)	3.33	16.00	6.00	6.00	7.33	2.00	4.67	3.00	4.00
Facility Condition/ Management Practices	4.50	2.50	0.50	0.50	15.00	12.50	12.50	4.50	22.50
Benefit Cost	15.00	15.00	15.00	15.00	12.00	16.00	16.00	15.00	8.00
Operation, TSM/ TDM, & ITS Improvements	12.00	9.33	18.67	18.67	4.00	5.33	4.00	5.00	0.00
Delay Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Principles/ Economic Improvements	9.52	2.00	3.81	3.81	5.24	3.33	4.76	11.00	4.76
Traffic Values	4.00	0.00	2.00	2.00	1.00	3.00	2.00	3.00	1.00
Safety	5.00	1.50	3.00	3.00	5.00	7.00	5.00	5.00	5.00
Existing Volume/ Capacity	1.00	1.00	4.00	4.00	1.00	1.00	0.00	1.00	1.00
Total	53.5	52.5	51.5	51.5	47	49.5	44.5	47.5	33.5
Weighted Total	54.36	53.36	52.98	52.98	50.57	50.17	48.93	47.50	46.26

Projects Submitted for Consideration for the 2021-2026 Surface Transportation Program (STP)

18	17	16	15	14	13	12	11	10	Project Number
									Amount Recommended
									Sort
									UDOT Region
									County
									City
									Agency
									Funding Type
									Name of Project
									From
									To
									Project Improvement
									Type of Project
									Func Class
									Project Length
									Description
									2025 Estimated Project Cost
									Federal Funds Requested
									Local Funds
									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

Projects Submitted for Consideration for the 2021-2026 Surface Transportation Program (STP)

Project Number	19	20	21	22	23	24	25	26	27	28
Amount Recommended						\$ 1,801,204				
Sort	S_STP_27	S_STP_33	S_STP_18	S_STP_30	S_STP_12	S_STP_9	S_STP_23	S_STP_13	S_STP_7	S_STP_26
UDOT Region	2	2	2	2	2	2	2	2	2	2
County	Salt Lake	Salt Lake	Salt Lake	Salt Lake	Salt Lake	Salt Lake	Salt Lake	Salt Lake	Salt Lake	Salt Lake
City	Salt Lake City	West Valley City	Magna and West Valley City	West Jordan	Salt Lake City	Millcreek	Magna and West Valley	Salt Lake City	Kearns	Various
Agency	Utah Transit Authority	West Valley City	Salt Lake County	West Jordan	Salt Lake City	Millcreek	UDOT Region 2	Salt Lake City	Kearns	Utah Transit Authority
Funding Type	STP	STP	STP	STP	STP	STP	STP	STP	STP	STP
Name of Project	Salt Lake Central Parking Garage	1300 W. Widening (bike lanes, sidewalk)	7200 West Widening and Reconstruction	Old Bingham Hwy from MVC to U-111	1300 East Reconstruction	3800 South Skyline HS	SR-171 (3500 S) Sidewalk Improvements	Parleys Way Reconstruction	Cougar Lane Widening	UTA Bus Stop Improvement Program
From	669 West 200 South	3300 S.	3500 South	Mountain View Corridor	South Temple	3800 South Virginia Way	5600 W.	2300 East	Niagara Way	Salt Lake City- West Valley MSA
To		3900 S.	4100 South	U-111	500 South	3800 South Birch Dr	8400 W.	Wilshire Drive	Kearns High Drive	Salt Lake City- West Valley MSA
Project Improvement	Other STP	Widening	Reconstruction	Widening	Reconstruction	Other STP	Pedestrian	Reconstruction	Widening	Transit Capital
Type of Project	Transit	Active Transportation	Reconstruct	Capacity	Reconstruct	Operations	Active Transportation	Reconstruct	Operations	Transit
Func Class	Collector	Collector	Minor Arterial	Collector	Minor Arterial	Collector	Principal Arterial	Minor Arterial	Minor Arterial	NA
Project Length	0.01	1.07	1	1.6	0.75	0.08	3.006	0.76	0.12	0.5
Description	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.	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.	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.	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.	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.	3800 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.	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.	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.	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.	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.
2025 Estimated Project Cost	\$ 9,000,000	\$ 4,610,000	\$ 10,577,700	\$ 19,422,300	\$ 15,998,900	\$ 2,082,000	\$ 2,054,100	\$ 9,501,100	\$ 3,508,300	\$ 650,000
Federal Funds Requested	\$ 2,000,000	\$ 4,297,903	\$ 9,861,590	\$ 5,000,000	\$ 14,915,774	\$ 1,801,204	\$ 500,000	\$ 8,771,172	\$ 3,270,788	\$ 605,995
Local Funds	\$ 7,000,000	\$ 312,097	\$ 716,110	\$ 363,081	\$ 1,083,126	\$ 280,796	\$ 0	\$ 729,928	\$ 237,512	\$ 44,005
Average Daily Traffic Daily Transit Ridership	3100	6000	4500	13000	12440	2220	18000	12000	14000	984
Proj ADT	7100	7000	10000	21000	22000	2250	24000	13000	18000	1107
Proj Sub	6	4	3	3	5	3	3	5	2	6
Sponsor Priority	4	3	3	2	5	1	2	3	2	2
Access to Opportunity (ATO)	9.00	6.00	2.00	1.00	6.67	2.67	4.00	5.33	4.00	15.00
Facility Condition/ Management Practices	1.00	4.50	10.00	1.00	5.00	3.50	3.50	5.00	3.00	1.00
Benefit Cost	12.00	6.00	8.00	12.00	8.00	6.00	15.00	8.00	12.00	8.00
Operation, TSM/ TDM, & ITS Improvements	1.33	4.00	1.33	0.00	3.33	8.00	0.00	3.33	0.00	0.00
Delay Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Principles/ Economic Improvements	9.00	10.00	4.76	10.00	4.76	8.57	4.00	4.76	3.81	4.00
Traffic Values	2.00	1.00	3.00	3.00	3.00	0.00	3.00	1.00	2.00	0.00
Safety	2.50	5.00	7.00	9.00	5.00	5.00	3.00	5.00	7.00	2.50
Existing Volume/ Capacity	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00
Total	37	37.5	34	37	40	33.5	33.5	37	35	32
Weighted Total	37.83	37.50	37.10	37.00	35.76	33.74	33.50	33.43	32.81	31.50

Projects Submitted for Consideration for the 2021-2026 Surface Transportation Program (STP)

Project Number	29	30	31	32	33	34	35	36	37	
Amount Recommended										
Sort	S_STP_22	S_STP_5	S_STP_16	S_STP_19	S_STP_6	S_STP_11	S_STP_14	S_STP_15	S_STP_4	
UDOT Region	2	2	2	2	2	2	2	2	2	
County	Salt Lake	Salt Lake	Salt Lake	Salt Lake	Salt Lake	Salt Lake	Salt Lake	Salt Lake	Salt Lake	
City	South Jordan	Herriman	Emigration Metro	Sandy	Kearns	Salt Lake City	Emigration Metro	Emigration Metro	Herriman	
Agency	UDOT Region 2	Herriman City	Salt Lake County	Sandy City	Kearns	Salt Lake City	Salt Lake County	Salt Lake County	Herriman City	
Funding Type	STP	STP	STP	STP	STP	STP	STP	STP	STP	
Name of Project	Beckstead Canal Trail Extension	7300 W Extension	Emigration Canyon Road Safety Improvements	Automall Drive Roundabout	Westsam's Boulevard	300 North Reconstruction	Emigration Canyon Slope Mitigation - 4909 E	Emigration Canyon Slope Mitigation - 5647 E	Herriman Parking Structure	
From	10700 South	Herriman Highway	6265 Emigration Canyon Road	11000 South	4715 South	300 West	4859 E Emigration Canyon Road	5647 E Emigration Canyon Road	n/a	
To		Herriman City Boundary (Approx. 13050 S.)	9895 Emigration Canyon Road	State Street	5415 South	1000 West	4909 E Emigration Canyon Road	5686 E Emigration Canyon Road	n/a	
Project Improvement	Bicycle	New Construction	Other STP	Reconstruction	Reconstruction	Reconstruction	Other STP	Other STP	Other CMAQ	
Type of Project	Active Transportation	Capacity	Active Transportation	Operations	Operations	Reconstruct	Other	Other	Other	
Func Class	NA	Collector	Collector	Collector	Collector	Collector	Collector	Collector	NA	
Project Length	0.1	0.45	0.947	0.355	1.2	1.05	0.06	0.06	0.001	
Description	Constuct new shared use path to connect the existing Beckstead Canal Trail to 10600 S.	This project is to construct an extension of 7300 W from Herriman Highway to the Herriman City boundary (Approx. 13050 S). It will be a Major Collector with 80' ROW. This project will includes several structures. ROW has already been acquired by the City.	This project will address a number of safety concerns that have been identified in the Emigration 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 and bicyclists.	Automall has become increasingly congested and drivers find it difficult to make lefts in the 11100 S intersection. Increased capacity and efficiency are priority's for Sandy's Engineering Division. Thus, JUB was hired to complete a corridor analysis to examine existing conditions and provide improvement recommendations.	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 the addition of bike lanes for the length of the project, on street parking will remain.	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.	The purpose of the project is to provide safer access for pedestrians, bike users, and vehicle operators. Rocks and debris fall from the existing cliff face, which roll out into the road creating dangers for road users. The project provides slope stabilization to reduce these hazards on this frequently used bike network.	The purpose of the project is to provide safer access for pedestrians, bike users, and vehicle operators. Rocks and debris fall from the existing cliff face, which roll out into the road creating dangers for road users. The project provides slope stabilization to reduce these hazards on this frequently used bike network.	This will be a public parking structure shared between office, hotel, and transit. It is anticipated that a park & ride will be instituted at this location.	
2025 Estimated Project Cost	\$ 239,100	\$ 11,830,000	\$ 2,578,000	\$ 4,648,200	\$ 548,300	\$ 10,792,000	\$ 3,574,300	\$ 3,067,800	\$ 7,400,000	
Federal Funds Requested	\$ 222,913	\$ 10,330,000	\$ 2,403,469	\$ 4,325,592	\$ 511,180	\$ 9,969,084	\$ 3,332,320	\$ 2,860,110	\$ 5,200,000	
Local Funds	\$ 16,187	\$ 1,500,000	\$ 174,531	\$ 314,108	\$ 37,120	\$ 822,916	\$ 241,980	\$ 207,690	\$ 2,200,000	
Average Daily Traffic Daily Transit Ridership	4000	100	3400	1350	5300	2900	3400	3400	110	
Proj ADT	5000	12000	4000	2400	10000	2900	4000	4000	300	
Proj Sub	3	2	3	2	2	5	3	3	2	
Sponsor Priority	3	1	1	1	1	2	3	2	2	
Access to Opportunity (ATO)	7.00	1.00	5.00	2.67	3.33	6.67	5.00	5.00	1.00	
Facility Condition/ Management Practices	1.00	0.50	4.00	2.50	1.50	7.50	4.00	4.00	1.00	
Benefit Cost	15.00	6.00	6.00	3.00	15.00	0.00	6.00	6.00	0.00	
Operation, TSM/ TDM, & ITS Improvements	0.00	1.00	2.00	4.00	0.00	3.33	0.00	0.00	0.00	
Delay Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Growth Principles/ Economic Improvements	3.00	12.00	9.00	9.52	3.81	4.76	9.00	9.00	1.00	
Traffic Values	1.00	4.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00	
Safety	3.00	5.00	3.00	5.00	3.00	5.00	3.00	3.00	3.00	
Existing Volume/ Capacity	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	
Total	31	29.5	29	29.5	30.5	31.5	27	27	6	
Weighted Total	31.00	29.50	29.00	28.69	28.64	27.26	27.00	27.00	6.00	
Amount Programmed										
\$ 26,456,774			Available to Program		\$ 26,455,980		Total Project Cost			
							\$ 213,916,705			
							Amount Requested			
							\$ 146,710,612			

DATE: April 6, 2020
AGENDA ITEM: 4d
SUBJECT: **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:

Ben Wuthrich (801) 363-4230 ext 1121; Kip Billings (801) 363-4250, ext 1115.

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

Recommende 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 \$
Ogden-Layton Area											
\$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 Inmrastructure	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
\$0	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		Amount Requested		\$6,274,286	

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

Recommende 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 \$
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 Imnfrastructure	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

Recommende 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			Amount 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: April 6, 2020
AGENDA ITEM: 4e
SUBJECT: **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

Projects Submitted for Consideration for the 2022 Transportation Alternatives Program (TAP)

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	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	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 An Inch of Stud Use	Provide Add Safety	Spon Match	Deg of Safe Need	Walk/ Bike Promo	Cost Per User	Cost per Mile	SR2S Score	Project Score																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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Projects Submitted for Consideration for the 2022 Transportation Alternatives Program (TAP)

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	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	Com w/ Public	Plan Guide	Sponsors Match	Plan Total Score	Prox to Schools	Fills Gap	Provides Access	Other than Sch Num or Stud that Could Bike or Walk Aft Incls of Stud Use	Provide Add Safety	Spon Match	Deg of Safe Need	Walk/ Bike Promo	Cost Per User	Cost per Mile	SR2S Score	Project Score		
8		O_TAP_2	1	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	2	5	10	1	0	8	1	5	0	5	10	2	47	5	0	12	0	0	1	18	10	10	5	0	0	7	1	10	3	1	2	49	47	
	9	O_TAP_6	1	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 physical activity while offering a zero-emission transportation option to visitors and residents.	\$ 435,200	\$ 405,737	2	5	10	8	0	2	1	5	2	3	2	2	40	5	15	0	10	10	1	41	10	10	5	5	3	5	1	10	3	1	2	55	40	
	10	O_TAP_7	1	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	2	5	10	1	0	4	1	5	2	5	10	5	48	5	8	0	10	0	1	24	0	10	0	0	0	3	1	15	3	1	5	38	24	
Amount Recommended			\$ 875,250				Amount Available			\$ 830,160				Total Project Cost			\$ 3,341,025			Amount Requested			\$ 2,702,494																										

Projects Submitted for Consideration for the 2022 Transportation Alternatives Program (TAP)

[illegible]

Projects Submitted for Consideration for the 2022 Transportation Alternatives Program (TAP)

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	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	Com w/ Public	Plan Guide	Sponsors Match	Plan Total Score	Prox to Schools	Fills Gap	Provides Access	Other than Sch Num of Stud that Could Bike or Walk Ant Incur of Stud Use	Provide Add Safety	Spon Match	Deg of Safe Need	Walk/ Bike Promo	Cost Per User	Cost per Mile	SR2S Score	Project Score	
8		S_TAP_10	2	Salt Lake	White City	Salt Lake County Eng	Poppy Lane	Sego Lily Drive	Galena Dr	Safe Routes to School	Safe Route To School	0.2	Construct sidewalk, Curb, and Gutter on both sides of Poppy Lane from Sego Lily Drive to Galena Drive for students to walk to Bell View Elementary	\$ 861,900	\$ 803,549	1	5	10	1	0	6	1	5	5	5	10	1	49	5	8	0	20	10	1	44	10	10	5	3	3	2	1	0	10	1	1	46	46
	9	S_TAP_1	2	Salt Lake	Cottonwood Heights	Cottonwood Heights	HAWK Pedestrian Crossing on 1300 East	6975 South 1300 East	6975 South 1300 East	Capital Improvement	Infrastructure-related Projects	0.1	Install a HAWK Pedestrian Crossing System on 1300 East, east of the Union Park Corporate Center; including ADA accesible ramps on each side of street, traffic signs, and painted crosswalk.	\$ 291,900	\$ 272,138	0	5	0	0	0	8	1	5	5	5	10	1	40	5	8	12	20	0	1	46	0	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 Transit	NA	NA	Capital Improvement	Other TAP Project	0.001	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 will 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 fleet.	\$ 63,700	\$ 59,388	3	0	10	8	0	0	1	5	2	3	10	1	40	0	8	0	10	10	1	29	0	10	5	0	0	3	1	10	5	1	1	36
Amount Recommended						\$ 827,561		Amount Available				\$ 827,561			Total Project Cost					\$ 5,093,700					Amount Requested					\$ 4,702,334																		