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Envision Utah

Evan Curtis  
State Planning Coordinator

Andrew Gruber  
Executive Director

## Transportation Coordinating Committee (Trans Com) Agenda

A meeting of Trans Com will be held on Thursday, April 15, 2021 at 2:00 p.m. via Zoom:

<https://us02web.zoom.us/j/89950704087?pwd=UVpvTFZoeGRtTA5d05lOUlpZDlJUT09>

Meeting ID: 899 5070 4087 Passcode: 018894

One tap mobile [+12532158782](tel:+12532158782), 89950704087#

The agenda will be as follows:

1. **ACTION:** Minutes of February 18, 2021 meeting
2. **Chair Report**
3. **Public Comment**
4. **Transportation Improvement Program (TIP)**
  - a. **Report** on Board Modifications to the 2021-2026 TIP
  - b. **ACTION:** Board Modifications to the 2021-2026 TIP
  - c. **ACTION:** Recommendation to approve projects for Draft 2022-2027 Surface Transportation Program (STP)
  - d. **ACTION:** Recommendation to approve projects for Draft 2022-2027 Congestion Mitigation Air Quality Program (CMAQ)
  - e. **ACTION:** Recommendation to approve projects for Draft 2023 Transportation Alternatives Program (TAP)
5. **Other Business**  
Next Meeting: June 17, 2021
6. **Adjournment**

### Upcoming Events:

- WFRC Regional Growth Committee meeting, Thursday, May 20
- WFRC Council Meeting, Thursday, May 27

*Informational materials can be located on WFRC's website at [www.wfrc.org](http://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](mailto:apearson@wfrc.org) at least 72 hours in advance.*

*Wasatch Front Regional Council is choosing to continue holding all public meetings electronically, without an anchor location, until it is deemed safe enough to hold public meetings in person.*

*Wasatch Front Regional Council es una organización de Oportunidad Igual. Se solicita la participación del público, sin importar la edad, el sexo, la discapacidad, la raza, color o nacionalidad. Personas que requieren servicios de traducción deben contactar al Administrador de Título 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](mailto:apearson@wfrc.org), por lo menos 72 horas antes de la reunión.*

*Wasatch Front Regional Council ha elegido seguir manteniendo todas las juntas públicas electrónicamente, sin un lugar de anclaje, hasta que sea considerado lo suficientemente seguro para tener juntas públicas en persona.*



**TRANSPORTATION COORDINATING COMMITTEE (Trans Com)**  
**Minutes**  
 February 18, 2021

A meeting was held on Thursday, February 18, 2021, via remote connection due to the safety restrictions put in place by the Utah Governor’s Office, in response to COVID-19 concerns, in Salt Lake City, Utah. The following were present:

<b>2020 TRANS COM MEMBERS</b>			
<b>COG APPOINTED</b>		<b>OTHER APPOINTMENTS, cont.</b>	
<b>BOX ELDER COUNTY</b>		<b>UTA Board of Trustees</b>	
Member - Kevin Jeppsen (Perry City)	YES	Member – Carlton Christensen	YES
Alternate - Jeff Hadfield (Box Elder County)	YES	Member – Beth Holbrook	YES
<b>DAVIS COUNTY</b>		<b>Utah Air Quality Board</b>	
Member - Mark Shepherd (Clearfield)	YES	Member – Kevin Cromar	YES
Alternate - Clark Wilkinson (Centerville)	NO	<b>NON-VOTING MEMBERS</b>	
Member - Mike Gailey (Syracuse)	YES	<b>UDOT Representative</b>	
Alternate - Kenneth Romney (West Bountiful)	NO	Member – Teri Newell	YES
<b>MORGAN COUNTY</b>		Alternate – Ben Huot	NO
Member- Jared Andersen (Morgan County)	NO	<b>UTA Representative</b>	
Alternate - Robert McConnell (Morgan County)	NO	Member – Laura Hanson	YES
<b>SALT LAKE COUNTY</b>		Alternate – Kerry Doane	NO
Member - Robert Dahle (Holladay)	YES	<b>Air Quality Board, Staff Representative</b>	
Member - Ann Granato (Salt Lake Co Council)	YES	Bryce Bird	YES
Member - D. Blair Camp (Murray)	YES	<b>FHWA – Utah Division Representative</b>	
Member - Robert Hale (Midvale)	YES	Ivan Marrero	NO
Alternate - Trent Staggs (Riverton)	NO	<b>Mountainland Association of Governments</b>	
Alternate - Mike Peterson (Cttnwood Heights)	NO	Julie Fullmer - Vineyard	NO
Alternate - Derk Timothy (Bluffdale)	YES	<b>Other Attendees</b>	
Alternate - Clint Smith (Herriman)	YES	Brad Palmer, UDOT	
<b>TOOELE COUNTY</b>		Elden Bingham	
Member - Tom Tripp (Tooele County)	YES	Nate Peterson, UDOT	
Alternate - Jared Hamner (Tooele County)	NO	Helen Peters, Salt Lake County	
<b>WEBER COUNTY</b>		Kevin Osborn, FHWA	
Member – Jim Harvey (Weber County)	NO	Patti Garver	
Alternate - Leonard Call (Pleasant View)	NO	Tami Moody	
Member – Norm Searle (Riverdale)	YES	Wendy Thomas	
Alternate – Robert Dandoy (Roy)	YES	Jeremy Nielsen	
<b>OTHER APPOINTMENTS</b>		Alma Haskell	
<b>Utah Transportation Commission</b>		WFRC: Wayne Bennion, Ted Knowlton,	
Member – Kevin Van Tassell	YES	Ned Hacker, Ben Wuthrich, Rosie Hernandez,	
Member – Natalie Gochnour	NO	Lauren Victor, Andrea Pearson.	

**1. Introductions and Consent Agenda [00:00:11]**

Mayor Mark Shepherd, Chair, called the meeting to order at 2:02pm. Introductions were made, via roll call. [00:22:40] Mayor Shepherd then brought attention to the minutes of the November 12, 2020 meeting and asked if there were any questions. There were none. Mayor Mike Gailey made a motion that the minutes of the Trans Com meeting be approved as written. Mayor Rob Dahle seconded the motion, and the voting was unanimous in the affirmative.

**2. Chair's Report [00:01:27]**

Mayor Shepherd acknowledged Andrew Gruber, WFRC, who provided a legislative update. Mr. Gruber discussed bills that are being monitored and also reminded the members to join WFRC's virtual weekly legislative briefing on Thursday mornings.[00:21:50] Mayor Shepherd welcomed the new members to Trans Com - Mayor Kevin Jeppsen, Perry City, and Commissioner Jeff Hadfield, Box Elder County and acknowledged the attendance of Kevin Osborn, with the Federal Transit Administration.

**3. Public Comment [00:23:15]**

Mayor Shepherd then opened the meeting up for public comments. There were none.

**4. Trans Com Roles and Responsibilities and Schedule for 2021 [00:23:30]**

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 2021. 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) [00:34:30]**

**a. Report on Board Modifications to the 2021-2026 TIP**

Mayor Shepherd turned the time to Ben Wuthrich, WFRC, who reported that since the last meeting of Trans Com, WFRC received a request to modify the current 2021-2026 Transportation Improvement Program (TIP). The modification required action from the Wasatch Front Regional Council at its January 28 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, included in the meeting materials.

**b. ACTION: Board Modifications to the 2021-2026 TIP [00:37:55]**

Mr. Wuthrich stated that there were new requests received to modify the 2021-2026 Transportation Improvement Program (TIP). This modification requires action from Trans Com and the Transportation Commission but does not require a new air quality conformity analysis or a 30-day public comment period. Mr. Wuthrich briefly discussed each project and more detailed information was included in the meeting materials. [00:49:00] UTA Trustee Carlton Christensen made a motion to approve the resolution to modify the 2021-2026 TIP as requested. Mayor Robert Hale seconded the motion, and the affirmative vote was unanimous.

**c. Review of Fiscal Year 2020 obligation of federal highway and transit funds [00:50:25]**

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 2020 (October 1, 2019 through September 30, 2020). 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. Updates [01:03:50]**

### **a. UTA 5-year Service Plan**

UTA Trustee Beth Holbrook introduced UTA's draft Five-Year Service plan. Laura Hanson, UTA, presented the plan, which includes a number of service change concepts that are already included in the Regional Transportation Plans and Utah's Unified Transportation Plan. The plan does not include projects that are not yet funded, but does begin to lay the foundation for future capital projects that are identified in the Regional and State plans. Trustee Holbrook stated that UTA would welcome input on this draft plan. It will be updated every two years, and will be incorporated into the next updates of the Regional and Utah's Unified Transportation Plans. For additional information see <http://www.rideuta.com/serviceplan>.

### **b. Point of the Mountain Transit Locally Preferred Alternative [01:16:20]**

Patti Garver, UTA, discussed the locally preferred alternative that has been identified for the Point of the Mountain Transit project. As discussed with Trans Com at their August 2020 meeting, UTA facilitated a study of potential transit corridors around the Point of the Mountain between south Salt Lake County and north Utah County. This study was conducted at the request of the Point of the Mountain Commission and was recently completed. Additional information can be found at

<https://www.rideuta.com/About-UTA/Active-Projects/Point-of-the-Mountain-Transit-Study>.

## **7. Other Business [01:31:00]**

Mayor Shepherd reminded the group that the WFRC New Committee Member Orientation is scheduled for February 25, 2021 and the next Trans Com meeting will be held on April 15, 2021. There were no other items of business brought forward.

## **8. Overview of Utah Open and Public Meetings Act [01:31:22]**

With no further business, Mayor Shepherd 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. Mayor Shepherd 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. **[01:32:00]** Mayor Mike Gailey made a motion to adjourn the Trans Com meeting upon conclusion of the video, and UTA Trustee Beth Holbrook seconded. The affirmative vote was unanimous.

## **9. Adjournment [01:40:40]**

The video concluded and the meeting adjourned at 3:42pm.

**DATE:** April 1, 2021  
**AGENDA ITEM:** 4a  
**SUBJECT:** Report: Board Modifications to the 2021-2026 TIP  
**PREPARED BY:** Ben Wuthrich

**BACKGROUND:**

Since the last meeting of Trans Com, WFRC received requests to modify the current 2021-2026 Transportation Improvement Program (TIP). The modifications required action from the Wasatch Front Regional Council at its March 25<sup>th</sup> meeting and the Transportation Commission, but did not require a new air quality conformity analysis or a 30-day public comment period. The modifications are attached to the approved resolution.

**RECOMMENDATION:**

This item is for information only

**CONTACT PERSON:**

Ben Wuthrich (801) 363-4230 ext 1121, [bwuthrich@wfr.org](mailto:bwuthrich@wfr.org)

**EXHIBIT:**

2021-2026 TIP Amendment Four Resolution

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL  
AMENDING THE 2021 - 2026  
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 2021-2026 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 2021-2026 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 25, 2021, and all comments were carefully considered,

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

- (1) Approves Amendment Four to the 2021-2026 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.



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Mayor Jeff Silvestrini  
Chair  
Wasatch Front Regional Council



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Andrew S. Gruber  
Executive Director  
Wasatch Front Regional Council

Date: March 25, 2021

## 2021-2026 Transportation Improvement Program (TIP) (Amendment Four)

### Board Modification

#### Additional Funding

##### Salt Lake/ West Valley Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	SR-209 (9000 South)	14412	SR-209 (9000 S); Redwood Rd. to 700 West	Widen roadway and add one additional lane of traffic in each direction	ST_TIF (State Transportation Investment Fund (TIF) Funds)	\$40,000,000	\$5,000,000	<i>Additional Funding</i>	<b>\$35,000,000</b>	2021

At the January 24, 2020 Transportation Commission Meeting, at the request of UDOT, the Commission approved reallocating \$29,000,000 from the SR-209 (9000 S); Redwood Rd. to 700 West project to assist in awarding the Bangerter Three Interchanges project. UDOT committed to requesting these funds be restored when additional funds were available. The original scope of the project is to widen the south side of the roadway and add one additional lane of traffic in each direction. The project would also add a 1-inch overlay to the existing pavement, in order to extend the life of the pavement by 7 years. During the design phase it was discovered that the pavement was in worse condition than originally thought. The subgrade does not need to be replaced, but it is recommended to replace the full 7-inches of asphalt which would extend the life of the roadway by 20 years. This scope change would require an additional \$3,500,000. By delaying the project by one year, an additional \$1,500,000 is needed for material inflation and \$1,000,000 for right-of-way market costs. The total request is to add \$35,000,000 of TIF to the project. The additional TIF funds come from program efficiency funding.

Salt Lake	UDOT	SR-154	14415	Three Interchanges on Bangerter Highway "Bangerter Three Interchanges"	Replace 3 existing intersections (6200 South, 10400 South, and 12600 South) with New (Freeway type) Grade Separated Interchanges	L_Betterment (Local Government - Betterment)	\$231,351,586	\$8,158,586			2021
						ST_Ret_ROW (State Funds Retained from Right of Way)		\$3,000,000			
						ST_CONST (State Construction Funds)		\$10,000,000			
						ST_TIF (Transportation Investment Fund)		\$200,193,000	<i>Additional Funding</i>	<b>\$10,000,000</b>	

During the construction of the "Three Interchanges on Bangerter Highway project, which is replacing the at grade intersections on 6200 South, 10400 South, and 12600 South to freeway type grade separated interchanges, the right of way market costs have escalated 20% from the original estimate. UDOT Region Two requests that \$10 million from the TIF efficiency program be added to the project.

## 2021-2026 Transportation Improvement Program (TIP) (Amendment Four)

### 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	Taylorsville City	Regional Trail	14949	Taylorsville Regional Trail; 5140 So to 5400 So	Construct a new paved trail from 5400 S to 5140 South adjacent to I-215	TAP_URB_WFRC (Transportation Alternative Program - WFRC)	\$675,935	\$268,502			2021
						Local Government (Local Government Funding)		\$41,998	<b>Additional Funding</b>	<b>\$365,435</b>	

This project was originally funded using TAP funds from WFRC in 2017, but due to delays related to adjusting the No-Access line adjacent to I-215 the project was not ready to advertise until now. Because the project was delayed, which required additional design and resulted in material cost inflation, the current estimate shows that additional funds are needed to construct the project. The City of Taylorsville is requesting to add \$365,435 of City funds to the project to address the shortfall.

#### New Project

##### Salt Lake/ West Valley & Ogden/ Layton Urban Areas

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Weber, Davis, Salt Lake, and Utah	UTA	Commuter Rail		FrontRunner Commuter Rail	FrontRunner Commuter Rail Strategic Enhancements; Double-tracking in strategic sections between Ogden and Provo, Station Improvements, and Additional Vehicles	ST_TTIF (Transit Transportation Investment Fund) (\$100 million of one-time funding)	\$300,000,000		<b>New Funding</b>	<b>\$100,000,000</b>	2022
						Transportation Bond Funding		\$0	<b>New Funding</b>	<b>\$200,000,000</b>	Concept Development

As a result of the Utah 2021 Legislative session, \$100 million of one-time funding will come through the TTIF program and \$200 million of transportation bond funding was approved for strategic enhancements of the UTA FrontRunner Commuter Rail. As part of the total request to improve the Commuter Rail reliability in service and enhance speed, frequency, and capacity,

UTA has identified three necessary components: - Double-tracking in strategic sections between Ogden and Provo, - Station Improvements, - Additional Vehicles

By double tracking at strategic locations of the Commuter Rail along with station improvements and the purchase of additional vehicles, FrontRunner will increase peak hour frequency to 15 minutes at key stations between Ogden and Provo, reduce travel time on express trains, and increase seating capacity on peak hour trains from 8 cars to 14.

The Total estimated project cost is \$350,000,000. This project is new to the UTA Capital Plan and requires early action to be amended into the TIP/ STIP to enable potential federal funding for the remaining funds to make these FrontRunner Commuter Rail Strategic Enhancements.



**DATE:** April 9, 2021  
**AGENDA ITEM:** 4b  
**SUBJECT:** **ACTION:** Board Modifications to the 2021-2026 Transportation Improvement Program (TIP)  
**PREPARED BY:** Ben Wuthrich

**BACKGROUND:**

The Wasatch Front Regional Council (WFRC) has received requests to modify the current 2021-2026 Transportation Improvement Program (TIP). These modifications require action from Trans Com (as delegated by the Regional Council) and the Transportation Commission but do not require a new air quality conformity analysis or a 30-day public comment period. The requested modifications are listed with the attached resolution.

**RECOMMENDATIONS:**

WFRC staff recommends that Trans Com make a motion “to approve the resolution to modify the 2021-2026 TIP as requested.”

**CONTACT PERSON:**

Ben Wuthrich (801) 363-4230 ext 1121, bwuthrich@wfrfc.org

**EXHIBITS:**

2021-2026 TIP Amendment Five Resolution

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL  
AMENDING THE 2021 - 2026  
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 2021-2026 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 2021-2026 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 15, 2021, 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 Five to the 2021-2026 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.

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Mayor Mark Shepherd  
Chair  
Trans Com

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Andrew S. Gruber  
Executive Director  
Wasatch Front Regional Council

Date: April 15, 2021

## 2021-2026 Transportation Improvement Program (TIP) (Amendment Five)

### Board Modification

#### Additional Funding

##### Salt Lake/ West Valley Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	I-15	12587	I-15 SB; 12300 South to SR-201	UDOT is adding a lane to southbound I-15 as well as widening 7200 South from I-15 west to Bingham Junction in Midvale and modifying the I-15 interchange at I-215	ST_TIF (Transportation Investment Fund)	\$210,404,000	\$203,604,000	<i>New Funding</i>	<b>\$6,800,000</b>	2021

The purpose of this project is to improve traffic flow and reduce congestion along the corridor and improve safety. Recently contaminated soils were discovered within the project's limits which were left over from the Midvale Slag superfund site. The Midvale Slag site operated as a smelting facility from 1871 through 1958, during which time five smelters on the property processed lead and copper ore. Smelting operations and on-site disposal of untreated hazardous substances resulted in the contamination of soil and groundwater. The EPA removed this location from the superfund site in 2015. UDOT Region Two requests adding \$6.8 million of additional TIF funds to the I-15 SB; 12300 South to SR-201 project to cover the additional costs incurred by Hazardous Waste Removal (\$2.5M) in addition to adding Tiger Tail Striping throughout the project limits (\$350,000), addressing damage incurred by the 2019 Tanker Fire (\$450,000), and UPRR Delays to the project (\$3.5M)

##### Ogden/ Layton Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Davis	UDOT	SR-193	14422	SR-193; Extension, 2000 West to 3000 West	This project extended SR-193 with the new construction of a 5-lane facility between 2000 West and 3000 West	ST_TIF (Transportation Investment Fund)	\$6,871,136	\$5,151,136	<i>New Funding</i>	<b>\$1,720,000</b>	2021

In August of 2017 the SR-193 Extension project returned \$9.7 million of the originally programmed funds. This project needs \$1.72 million funded back to this project in order to finalize the purchase of property from the LDS church and close this project out. The LDS church signed a right of occupancy so that the SR-193 Extension project could proceed while the details of the purchase were finalized. UDOT ROW will manage the excess property acquired through this transaction.

**2021-2026 Transportation Improvement Program (TIP) (Amendment Five)**  
**Board Modification**

**New Project**

**Salt Lake/ West Valley Urban Area**

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	Riverton	1300 West	19276	1300 West ; 13140 South to 13200 South	Adding Bike Lanes and Constructing Missing Sidewalk	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	\$531,092	\$0	<i>New Funding</i>	<b>\$150,000</b>	2021
UDOT TAP Contribution \$150,000, Local Contribution \$381,092, Total Project Cost \$531,092											
Salt Lake	Holladay	Holladay Blvd	19278	Holladay Blvd; 5255 South to Hillsdn Drive	Constructing Missing Sidewalk	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	\$183,072	\$0	<i>New Funding</i>	<b>\$110,000</b>	2021
UDOT TAP Contribution \$110,000, Local Contribution \$73,072, Total Project Cost \$183,072											
Salt Lake	Bluffdale	15000 South	19279	15000 South; 2375 West to 2500 West	Constructing Missing Sidewalk	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	\$64,219	\$0	<i>New Funding</i>	<b>\$38,531</b>	2021
UDOT TAP Contribution \$38,531, Local Contribution \$25,688, Total Project Cost \$64,219											
Salt Lake	Salt Lake County	Westams Blvd	19280	Westams Blvd; 4715 South to 5415 South	Adding Bike Lanes	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	\$231,000	\$0	<i>New Funding</i>	<b>\$150,000</b>	2021
UDOT TAP Contribution \$150,000, Local Contribution \$81,000, Total Project Cost \$231,000											

**DATE:** April 8, 2021  
**AGENDA ITEM:** 4c  
**SUBJECT:** **ACTION:** Recommendation to approve projects for Draft 2022-2027  
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 2027 in the Salt Lake/ West Valley Area and \$10,780,000 in the Ogden/ Layton Area. Given the mix of project cost overruns and project cost savings, programming efficiencies, and federal funding allocations (including regularly available funds and supplemental funding from the Coronavirus Response and Relief Supplemental Appropriations Act of 2021), there is an estimated \$24,234,095 available to program for the year 2027 in the Salt Lake/ West Valley Area, and \$14,570,301 available in the Ogden/ Layton Area.

In the fall of 2020, WFRC staff requested that potential project sponsors submit letters of intent to apply for available STP funds. Potential 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) -- composed of the region's municipal engineers and other professionals representing their respective agency or municipality -- used these reports, an on-site field review of each project in February/ March, approved technical criteria, and other relevant professional considerations to evaluate each of the projects submitted.

Based on this evaluation, at their meetings on March 31, the Trans Com TACs developed a recommendation of projects to add to the Surface Transportation Program (STP). The attached tables "Projects Submitted for Consideration for the 2022-2027 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 2022-2027 STP. The tables are divided by the two urbanized areas, first the Ogden / Layton Urbanized Area, encompassing Davis, Weber, and southern Box Elder Counties, and then the Salt Lake / West Valley Urbanized Area, encompassing Salt Lake County. Communities in Morgan and Tooele Counties, which are non-urbanized areas, apply for STP funding through UDOT.

At the Trans Com meeting on Thursday, April 15, WFRC staff will present the STP, CMAQ, and TAP program funding recommendations.

**CONTACT PERSON:**

Ben Wuthrich (801) 363-4230 ext 1121, bwuthrich@wfr.org

**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 2022-2027 Surface Transportation Program."

**EXHIBITS:**

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

## Projects Submitted for Consideration for the 2022-2027 Surface Transportation Program (STP)

Recommended Funding	List	Sort	UDOT Region	County	City	Agency	Funding Type	Name of Project	From	To	Project Improvement	Type of Project	Func Class	Project Length	Description	2025 Estimated Project Cost	Federal Funds Requested	Local Funds	Projects Submitted	Sponsor Priority	Access to Opportunities	Facility Condition/ Management Practice	Benefit Cost	Operation, TSM/ TDM & ITS	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Values	Existing Average Daily Traffic	Safety/ Improvements	Existing Volume/ Capacity	Total	Weighted Total
<b>Ogden \ Layton Urban Area</b>																																
\$ 624,641	1	O_STP_25	1	Weber	Various	UDOT TOC	STP	Traffic Signal Priority/Preemption for Transit, Freight, Emergency Veh. and Snow Plows	(Corridor 1) 1900 West (in Roy) via SR26 - Riverdale Rd. (Corridor 2)	(Corridor 1) to Washington Blvd. (US 89) (Corridor 2) to 36th Street	ATMS or ITS	Operations	Principal Arterial	5.45	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.	\$ 670,000	\$ 624,641	\$ 45,359	0	1	4.67	2.00	15.00	18.67	0.00	3.81	5.00	5.00	6.00	1.00	54	56.14
\$ 2,643,242	2	O_STP_15	1	Davis	West Point	West Point City	STP	300 N	3000 W	4000 W	Reconstruction	Reconstruct	Collector	1	Widen to a three lane section and install curb, gutter and sidewalk. Provide turn lanes at all intersections.	\$ 3,907,800	\$ 2,643,242	\$ 1,264,558	1	1	3.33	20.00	16.00	2.00	0.00	4.29	3.00	5.00	7.00	0.00	43	55.62
\$ 372,920	3	O_STP_20	1	Weber	Ogden (Typical)	UDOT TOC	STP	Ogden/Layton Metro Area Signal Timing and Optimization	SR 204 Wall St. (Typical Corr.) 1200 South (MP 3.56)	Riverdale Rd. (MP 0.00)	Intersections & Signals	Operations	Principal Arterial	3.56	The UDOT TMD is applying for CMAQ and STP funds for traffic signal operations. These proposed traffic signal optimization projects would retune signalized intersections across multi-jurisdictional boundaries. Optimizing traffic signal operations reduce air pollution by reducing vehicle delay at signalized intersections.	\$ 400,000	\$ 372,920	\$ 27,080	0	3	4.00	1.50	15.00	10.67	10.00	2.86	4.00	5.00	6.00	1.00	54.5	55.02
\$ 2,307,536	4	O_STP_17	1	Weber	Marriott-Slaterville	Marriott-Slaterville	STP	1700 South Improvement Project	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 Ogden City along 1700 South. The project will provide curb and gutter and a slightly wider roadway and eliminate the dangerous bend south of the train tracks	\$ 5,075,200	\$ 2,507,536	\$ 2,767,665	1	1	3.33	12.50	16.00	2.67	0.00	5.24	2.00	5.00	7.00	0.00	43.5	48.74
\$ 2,000,000	5	O_STP_18	1	Weber	Ogden	Ogden City Corporation	STP	20th Street Reconstruction Phase 2	Quincy Avenue	E/o Harrison Blvd	Reconstruction	Reconstruct	Minor Arterial	0.47	20th Street has been on the RTP for nearly 2 decades. Structurally, the pavement is distressed and is rated as poor. Severe cross-slopes, deep gutters and antiquated storm drain inlets are out of standard and are liabilities. 20th is a "gateway road" into Ogden, an improved roadway would reflect well on the City.	\$ 5,300,000	\$ 2,000,000	\$ 3,300,000	3	1	2.67	7.50	16.00	6.00	0.00	5.24	2.00	5.00	7.00	0.00	46.5	46.40
\$ 2,536,702	6	O_STP_12	1	Davis	North Salt Lake	City of North Salt Lake	STP	Main Street Widening 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 be constructed.	\$ 3,604,000	\$ 2,536,702	\$ 1,067,298	3	1	4.67	10.00	12.00	2.67	0.00	4.29	2.00	5.00	7.00	1.00	41	43.62
	7	O_STP_19	1	Weber	Ogden	Ogden City Corporation	STP	2nd Street Reconstruction	E/o Washington Blvd	E/o Monroe Blvd	Reconstruction	Reconstruct	Collector	0.83	Average Daily Traffic (ADT) has increased on 2nd Street since the intersection of 2nd Street/Harrison Blvd in 2017. Structurally, the pavement is distressed and is rated as poor. Severe cross-slopes, deep gutters and antiquated storm drain inlets are out of standard and are liabilities. Missing sidewalk, insufficient space for bike lanes and small queues at signalized intersections are also issues.	\$ 5,227,600	\$ 4,873,691	\$ 584,800	3	2	4.00	7.50	12.00	5.33	0.00	4.76	2.00	5.00	7.00	1.00	44.5	43.60

## Projects Submitted for Consideration for the 2022-2027 Surface Transportation Program (STP)

Recommended Funding	List	Sort	UDOT Region	County	City	Agency	Funding Type	Name of Project	From	To	Project Improvement	Type of Project	Func Class	Project Length	Description	2025 Estimated Project Cost	Federal Funds Requested	Local Funds	Projects Submitted	Sponsor Priority	Access to Opportunities	Facility Condition/ Management Practice	Benefit Cost	Operation, TSM/ TDM & ITS	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Values	Existing Average Daily Traffic	Safety/ Improvements	Existing Volume/ Capacity	Total	Weighted Total
\$ 1,697,710	8	O_STP_7	1	Davis	Centerville	Centerville City	STP	400 East - Pages Lane to Porter Lane	Pages Lane	Porter Lane	Reconstruction	Reconstruct	Collector	0.45	400 East in Centerville City from Pages Lane to Porter Lane is a major collector. The City plans to use 400 East as a designated bike way. 400 East is classified as a Federal Aid Eligible collector and an integral corridor of the City Transportation Plan. The roadway needs to be reconstructed in order to safely distribute traffic along the corridor.	\$ 2,425,300	\$ 1,697,710	\$ 727,590	2	1	4.67	10.00	16.00	0.00	0.00	4.76	3.00	5.00	5.00	0.00	39	43.43
\$ 2,000,000	9	O_STP_11	1	Davis	Kaysville City	Kaysville City	STP	Mutton Hollow	Main Street	Fairfield Road	Intersections & Signals	Operations	Collector	0.91	Kaysville City plans to reduce traffic congestion and increase safety and mobility for pedestrians and bicyclists by installing traffic signals at the intersections of Main St./Mutton Hollow and Fairfield/Mutton Hollow. These intersections are on critical transportation corridors to residents, businesses and schools.	\$ 5,050,400	\$ 2,000,000	\$ 2,050,400	2	1	2.00	4.00	12.00	6.67	0.00	9.52	2.00	5.00	5.00	1.00	42	42.19
	10	O_STP_16	1	Davis	Woods Cross	Woods Cross	STP	1100 West	2185 South	1100 North (2600 S)	Widening	Reconstruct	Collector	0.436	The project widens 1100 West from 2600 S to 2185 S. 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.	\$ 3,434,700	\$ 3,202,171	\$ 232,529	1	1	2.00	15.00	12.00	2.00	0.00	4.76	1.00	5.00	5.00	0.00	34	41.76
	11	O_STP_8	1	Davis	Clinton	Clinton City	STP	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.	\$ 3,212,400	\$ 2,994,921	\$ 217,479	1	1	2.00	12.50	12.00	3.33	0.00	4.76	2.00	5.00	5.00	0.00	36.5	41.60
	12	O_STP_28	1	Weber	West Haven	West Haven	STP	1800/2100 South Connector	2100 South and 1900 West	1800 South and 2550 West	Other STP	Capacity	Collector	0.59	Provide a better connection between the east/west corridors in Western Weber County and I-15. West Haven proposes to construct a connection 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. Currently 1800 South connects to 1900 West through a misaligned intersection. South of 1200 South, none of the east/west roadways connect directly to I-15 without first turning onto 1900 West or Midland Dr. This road would improve regional transportation by adding a direct connection.	\$ 5,304,200	\$ 2,500,000	\$ 359,094	2	1	7.00	3.50	9.00	0.00	0.00	13.00	2.00	5.00	7.00	0.00	41.5	41.50
	13	O_STP_27	1	Weber	West Haven	UDOT - Region I	STP	Dual Left Turn Lanes on Midland Drive at SR-126	MP 12.75	MP 13.03	Intersections & Signals	Operations	Principal Arterial	0.34	This project is to help improve traffic operations for NB traffic on SR-108 (Midland Drive) to turn left onto SR-126 (1900 West).	\$ 3,564,000	\$ 3,322,717	\$ 241,283	3	1	2.67	3.00	12.00	4.00	2.00	5.71	4.00	5.00	5.00	2.00	41	40.38
	14	O_STP_9	1	Davis	Farmington	Farmington City	STP	SR - 106 (200 East) Improvements	Glovers Lane	Lund Lane	Widening	Reconstruct	Minor Arterial	0.88	The proposed project is intended to improve drainage and add pedestrian facilities to the section of SR-106 (200 East Street) between Glovers Lane and Lund Lane on the east side of the road. The project includes acquiring right of way, storm drain, curb and gutter, sidewalk, retaining walls, and pavement widening.	\$ 2,406,900	\$ 2,225,307	\$ 161,593	2	2	0.00	10.00	16.00	3.33	0.00	5.24	1.00	5.00	3.00	0.00	34	38.57
	15	O_STP_26	1	Weber	Various in Weber and Davis Counties	Utah Transit Authority	STP	UTA Bus Stops - Routes 640 and 645 Plus	0	0	Transit Capital	Transit	Minor Arterial	0.25	UTA's Master Wayfinding and Bus Stop Improvement Plan will make the system more recognizable and improve many stops which are still out of ADA compliance. This grant will facilitate implementation of the plan, upgrading more bus stops. The focus for this request is on Monroe, 36th, and 2nd Streets (Routes 640 and 645).	\$ 508,500	\$ 474,075	\$ 34,425	3	3	9.00	2.00	4.00	8.00	0.00	10.00	0.00	5.00	2.50	1.00	36	36.50

## Projects Submitted for Consideration for the 2022-2027 Surface Transportation Program (STP)

Recommended Funding	List	Sort	UDOT Region	County	City	Agency	Funding Type	Name of Project	From	To	Project Improvement	Type of Project	Func Class	Project Length	Description	2025 Estimated Project Cost	Federal Funds Requested	Local Funds	Projects Submitted	Sponsor Priority	Access to Opportunities	Facility Condition/ Management Practice	Benefit Cost	Operation, TSM/ TDM & ITS	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Values	Existing Average Daily Traffic	Safety/ Improvements	Existing Volume/ Capacity	Total	Weighted Total
		16	O_STP_23	1	Weber	Unincorporated Weber County	Weber County	STP	Widen 2550 South	3500 West	5100 West	Other STP	Reconstruct	Collector	1	Currently there is no continuous turning lane or shoulder. With the planned reconfiguration of the interchange at 25th Street, this corridor will become a main west to east collector of the west. By improving the shoulder and drainage, pedestrian use will be safer.	\$ 6,000,000	\$ 1,500,000	\$ 1,200,000	3	1	0.67	5.00	16.00	0.00	0.00	3.33	2.00	5.00	5.00	0.00	28
	17	O_STP_24	1	Weber	Unincorporated Weber County	Weber County	STP	Widen 12th Street	10000 West	7100 West	Other STP	Capacity	Collector	3.48	Currently there is no continuous turning lane or shoulder. This is the last phase of the proposed widening from the end of the previous phase to Little Mountain. By improving the shoulder and drainage, pedestrian use will be safer.	\$ 20,233,807	\$ 9,833,807	\$ 10,400,000	3	3	3.00	3.50	6.00	0.00	0.00	12.00	2.00	5.00	5.00	0.00	31.5	31.50
\$ 750,000	18	O_STP_13	1	Davis	South Davis County to SLC	Utah Transit Authority	STP	Davis Salt Lake Connector Design - OL UZA	Davis County	Salt Lake City	Transit Capital	Transit	NA	12.4	The Davis-SLC Community Connector has been identified as a phase 1 project in the regional transportation plan. It will provide an essential transit connection between Davis and Salt Lake County, improving upon existing service. Environmental work is currently underway. The requested funds will be used for final design.	\$ 4,700,000	\$ 1,500,000	\$ 108,924	3	1	4.00	1.50	12.00	4.00	0.00	4.00	2.00	0.00	1.50	1.00	27.5	30.00
	19	O_STP_10	1	Davis	Farmington Utah	Farmington City	STP	Business Park Remote Transit Hub Design	Farmington Front Runner Station	800 North	Study	Other	NA	1	The center of Farmington's business park is located one mile from the Front Runner Station with more than 1.2 million sf of planned office space and 2,600 high density residential units entitled by the City. The project will design a remote transit hub from the Front Runner Station to the business park to transport commuters from their offices and homes.	\$ 140,700	\$ 131,175	\$ 9,525	2	1	1.00	3.00	9.00	5.00	0.00	6.00	0.00	0.00	3.00	1.00	28	28.00
	20	O_STP_3	1	Box Elder	Perry City	Perry City Corporation	STP	1200 West Roadway Widening Phase 1	1600 South	2250 South	Widening	Reconstruct	Collector	0.521	This project proposes to 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.	\$ 5,116,100	\$ 4,653,203	\$ 462,897	5	2	2.67	7.50	8.00	0.67	0.00	3.33	2.00	5.00	3.00	0.00	24.5	27.17
	21	O_STP_2	1	Box Elder	Perry City	Perry City Corporation	STP	1100 West Roadway Connection to 1200 West	1100 South	1600 South	New Construction	Capacity	Collector	0.389	This project proposes to extend 1100 West from 1100 South intersection to Perry's 1200 West Corridor. This corridor is a critical connective element, will improve north/south movement, help alleviate congestion on US-89, connects SR-315 in Willard to SR-13 in north Brigham City, and joins Wasatch Front's trail systems.	\$ 6,878,900	\$ 6,296,661	\$ 457,239	6	1	5.00	1.00	3.00	1.00	0.00	11.00	3.00	5.00	3.00	0.00	27	27.00
	22	O_STP_4	1	Box Elder	Perry City	Perry City Corporation	STP	1200 West Roadway Widening Phase 2	2250 South	2700 South	Widening	Reconstruct	Collector	0.393	This project proposes to widen the 1200 West corridor. This corridor is a critical connective element, will improve north/south movement, help alleviate congestion on US-89, connects SR-315 in Willard to SR-13 in north Brigham City, and joins Wasatch Front's trail systems.	\$ 2,894,500	\$ 2,582,005	\$ 187,495	6	3	2.00	7.50	8.00	0.67	0.00	3.33	2.00	5.00	3.00	0.00	23.5	26.50
	23	O_STP_6	1	Box Elder	Perry City	Perry City Corporation	STP	1200 West Roadway Widening Phase 4	3000 South	3600 South	Widening	Reconstruct	Collector	0.753	This project proposes to widen the 1200 West corridor. This corridor is a critical connective element, will improve north/south movement, help alleviate congestion on US-89, connects SR-315 in Willard to SR-13 in north Brigham City, and joins Wasatch Front's trail systems.	\$ 3,696,505	\$ 3,334,371	\$ 362,134	6	5	2.00	7.50	8.00	0.67	0.00	3.33	2.00	5.00	3.00	0.00	23.5	26.50



## Projects Submitted for Consideration for the 2022-2027 Surface Transportation Program (STP)

Recommended Funding		List	Sort	UDOT Region	County	City	Agency	Funding Type	Name of Project	From	To	Project Improvement	Type of Project	Func Class	Project Length	Description	2025 Estimated Project Cost	Federal Funds Requested	Local Funds	Projects Submitted	Sponsor Priority	Access to Opportunities	Facility Condition/ Management Practice	Benefit Cost	Operation, TSM/ TDM & ITS	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Values	Existing Average Daily Traffic	Safety/ Improvements	Existing Volume/ Capacity	Total	Weighted Total
	24	O_STP_5	1	Box Elder	Perry City	Perry City Corporation		STP	1200 West Roadway Widening Phase 3	2700 South	3000 South	Widening	Reconstruct	Collector	0.459	This project proposes to widen the 1200 West corridor. This corridor is a critical connective element, will improve north/south movement, help alleviate congestion on US-89, connects SR-315 in Willard to SR-13 in north Brigham City, and joins Wasatch Front's trail systems.	\$ 2,276,200	\$ 2,005,564	\$ 145,636	6	4	2.00	7.50	8.00	0.00	0.00	3.33	2.00	5.00	3.00	0.00	22.5	25.83
	25	O_STP_21	1	Weber	Pleasant View	Pleasant View		STP	Skyline Drive	US-89	1100 West	New Construction	Capacity	Minor Arterial	1.45	Skyline Dr is a three-lane minor arterial road with an 80-foot right-of-way in Pleasant View (PV), Utah. A portion of Skyline Dr is an important new roadway that will link several minor collectors throughout PV and North Ogden. This new roadway will be a corridor extension of 4300 North in PV and Mountain Rd in North Ogden. Due to traffic conflicts between haul trucks, vehicles, and pedestrian, the primary purpose of the project is to create safer pedestrian and vehicular travel conditions along existing streets. This project will provide an alternative truck route for construction trucks coming and going from Tower's Sand and Gravel. This project will also preserve the pavement of roadways currently designated as haul truck routes. As a minor arterial, this roadway will provide another route for residents from PV and North Ogden to access Hwy 89.	\$ 37,409,800	\$ 34,770,874	\$ 2,524,926	1	1	3.00	1.00	0.00	0.00	0.00	13.00	3.00	0.00	5.00	0.00	25	25.00
	26	O_STP_22	1	Weber	Unincorporated Weber County	Weber County		STP	Widen 3300 South	3300 West	4700 West	Other STP	Capacity	Collector	1.76	Currently there is no continuous turning lane or shoulder. With the planned reconfiguration of the interchange at 25th Street, this corridor will become a main west to east collector of the west. By improving the shoulder and drainage, pedestrian use will be safer.	\$ 16,011,200	\$ 13,552,099	\$ 984,101	3	2	1.00	3.50	0.00	0.00	0.00	10.00	2.00	5.00	5.00	0.00	21.5	21.50
	27	O_STP_29	1	Weber	West Haven	West Haven		STP	Collector Roadway 3600 to 3300 South	3600 South 2700 West	3300 South 3500 West	Other STP	Capacity	Minor Arterial	1.105	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.	\$ 7,834,800	\$ 7,304,384	\$ 530,416	2	2	0.00	1.00	3.00	2.00	0.00	6.00	2.00	5.00	7.00	0.00	21	21.00
	28	O_STP_1	1	Box Elder	Brigham city	Brigham City Corporation		STP	1200 West Roadway Widening & Extension Project Phase 1	Forest Street	750 South	New Construction	Capacity	Collector	1.08	Construction of about a one mile section of 1200 West between Forest Street and SR-91. The purpose of the projet is to further the corridor between the 1100 West / SR-91 intersection and Forest Street.	\$ 8,720,800	\$ 8,013,864	\$ 581,936	1	1	1.00	2.50	3.00	0.00	0.00	9.00	2.00	5.00	3.00	0.00	20.5	20.50
	29	O_STP_14	1	Davis	South Weber	South Weber City Corporation		STP	Cottonwood Drive Roadway Widening	I-84	Weber River Bridge Crossing	Widening	Reconstruct	Local	0.53	Widening of the existing asphalt roadway and install curb, gutter, and sidewalk. (trail) The new trail will connect the existing Weber River Parkway Trail system to the south and trail systems south to I-84 and the US-89 junction existing trailheads.	\$ 2,017,900	\$ 1,764,751	\$ 253,149	6	1	0.67	2.50	4.00	0.00	0.00	1.43	1.00	5.00	3.00	0.00	11.5	12.60

## Projects Submitted for Consideration for the 2022-2027 Surface Transportation Program (STP)

Recommended Funding	List	Sort	UDOT Region	County	City	Agency	Funding Type	Name of Project	From	To	Project Improvement	Type of Project	Func Class	Project Length	Description	2025 Estimated Project Cost	Federal Funds Requested	Local Funds	Projects Submitted	Sponsor Priority	Access to Opportunities	Facility Condition/ Management Practice	Benefit Cost	Operation, TSM/ TDM & ITS	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Values	Existing Average Daily Traffic	Safety/ Improvements	Existing Volume/ Capacity	Total	Weighted Total	
The following recommended projects (30 & 31) were submitted as TAP projects so their data does not align with the STP data but, the projects were identified as priority "Safe Routes to School" projects eligible for STP funds																																	
\$ 162,550	30	O_TAP_5	1	Davis	Layton	Layton City	TAP	Gentile Street SRTS Project	3475 West	3200 West	Safe Routes to School	Construct Missing Sidewalk	Major Collector	0.25	There was a recent change to the school boundary lines and the mid-block crosswalk, crossing guard, and reduced speed zone signs that were located at 3475 W and Gentile were relocated to serve the new elementary school. This path is indicated as a SRTS for Legacy Jr. High and the removal of the crosswalk eliminates a path for the elementary and Jr. high students. Students continue to cross Gentile to access the sidewalk on the north side; currently the path on the south side of Gentile is uneven and there are obstructions on the path that force the students to walk on the street.	\$ 174,800	\$ 162,550	\$ 12,250	2	1	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	
\$ 225,000	31	O_TAP_18	1	Weber	Roy	Roy City	TAP	4000 South Pedestrian Rail Crossing	2550 West	2350 West	Safe Routes to School	Construct Missing Sidewalk	Major Collector	0.12	The 4000 South Pedestrian Rail Crossing project will include the construction of an at-grade pedestrian rail crossing and the necessary curb, gutter, and sidewalk to connect the sidewalk to the east and west of the trail.	\$ 442,500	\$ 412,543	\$ 29,957	2	1	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00
<b>Recommended Funding</b>						<b>\$ 15,320,301</b>			<b>Available Funding</b>			<b>\$ 14,570,301</b>			<b>Amount Requested</b>			<b>\$ 131,018,391</b>			<b>Total Project Estimated Cost</b>			<b>\$ 174,022,212</b>									

## Projects Submitted for Consideration for the 2022-2027 Surface Transportation Program (STP)

Recommended Funding	List	Sort	UDOT Region	County	City	Agency	Funding Type	Name of Project	From	To	Project Improvement	Type of Project	Func Class	Project Length	Description	2025 Estimated Project Cost	Federal Funds Requested	Local Funds	Projects Submitted	Sponsor Priority	Access to Opportunities	Facility Condition/ Management Practice	Benefit Cost	Operation, TSM/ TDM & ITS	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Values	Existing Average Daily Traffic	Safety/ Improvements	Existing Volume/ Capacity	Total	Weighted Total
\$ 1,486,646	S_STP_9	2	Salt Lake	Herriman	UDOT - Region 2	STP	NB MVC; Rosecrest Rd. Acceleration Lane	Rosecrest Rd	Approximately 1300' north of Rosecrest Rd	Widening	Operations	Principal Arterial	0.25	The project will provide a free right turn movement from Rosecrest to northbound Mountain View Corridor. Currently there are delays in the westbound movement from Rosecrest to the northbound movement to Mountain View Corridor. This project will reduce the delays thus improving air quality impacts, reduce idle times and improve capacity.	\$ 1,599,600	\$ 1,486,646	\$ 107,954	2	1	0.67	3.00	15.00	10.67	0.00	10.48	5.00	5.00	7.00	1.00	51	52.81	
\$ 2,000,000	S_STP_26	2	Salt Lake	West Jordan	City of West Jordan	STP	7800 South Widening	MVC	U-111	Widening	Capacity	Principal Arterial	1.3	The project will widen 7800 South from an existing two lane roadway to a full 5 lanes with shoulders from 6200 West to MVC and from MVC to 6700 West. Water utilities will be placed at City cost. Street lighting will be funded separately.	\$ 5,234,500	\$ 2,000,000	\$ 145,232	7	2	3.00	3.00	15.00	8.00	0.00	9.00	4.00	5.00	10.00	1.00	53	53.00	
\$ 3,000,000	S_STP_14	2	Salt Lake	Salt Lake City	Salt Lake City Corporation	STP	700 North Corridor Transformation	2200 West	Redwood Road (1700 W)	Other STP	Reconstruct	Minor Arterial	0.74	A Salt Lake City corridor transformation and rebuild of 700 North will increase user safety and mobility and increase connectivity for low income residents and I-215 commuters to opportunities clustered on 2200 West, the airport, and Inland Port. The new design accommodates increased truck traffic and active transportation.	\$ 4,680,600	\$ 3,000,000	\$ 1,680,600	4	1	8.00	12.50	16.00	6.00	0.00	4.76	3.00	5.00	5.00	0.00	53.5	55.26	
\$ 559,380	S_STP_27	2	Salt Lake	West Jordan	UDOT TOC	STP	Salt Lake City Metro - Signal Timing and Optimization 120-200 Signals	SR48 New Bingham Hwy at 5600 West (Typ. Corridor)	7800 South at Redwood Rd.	Intersections & Signals	Operations	Principal Arterial	4.74	The UDOT TMD is applying for CMAQ and STP funds for traffic signal operations. These proposed traffic signal optimization projects would retime signalized intersections across multi-jurisdictional boundaries. Optimizing traffic signal operations reduce air pollution by reducing vehicle delay at signalized intersections.	\$ 600,000	\$ 559,380	\$ 40,620	0	1	4.67	2.00	15.00	10.67	10.00	2.86	4.00	5.00	6.00	1.00	56	56.19	
\$ 3,000,000	S_STP_12	2	Salt Lake	Millcreek	Millcreek	STP	1300 East: 4220 South to 4500 South	4220 South	4500 South	Other STP	Reconstruct	Minor Arterial	0.37	1300 East is a major North/South corridor through the East side of the Salt Lake Valley. This project will create a safer environment for all users including the construction of missing curb & gutter, sidewalk, OHFB, ADA ramps, pavement resurfacing (2" mill/replacement) enhanced bus stops, and replacement of failing storm drain along 1300 East from 4220 South to 4500 South.	\$ 3,485,800	\$ 3,249,811	\$ 235,989	2	1	4.67	22.50	16.00	0.00	0.00	4.76	2.00	5.00	7.00	1.00	43.5	57.93	
\$ 1,529,729	S_STP_18	2	Salt Lake	Sandy City	Sandy City, Midvale City, TransJordan	STP	9000 South 700 West Southbound Dual Left Lanes	9000 South	8800 South	Intersections & Signals	Operations	Minor Arterial	0.27	700 West has and will continue to see heavily increasing traffic demands with existing and planned future developments in Sandy and Midvale Cities. Classified as a major collector road, 700 West currently sees an ADT of 8,820. Per the Hales View 78 TIS, the 700 W 9000 S signal will fail by 2025 unless mitigation is done.	\$ 6,831,560	\$ 5,729,729	\$ 416,071	2	1	3.33	4.00	15.00	10.67	10.00	8.57	4.00	5.00	7.00	1.00	63	63.57	
\$ 736,517	S_STP_16	2	Salt Lake	Salt Lake City Metro	UDOT TOC	STP	Traffic Signal Priority/Preemption for Transit, Freight, Emergency Veh. and Snow Plows	(Corridor 1) SR 266 from I215 West - (Corridor 2) SR 173 5400 South (2 segments) (Corridor 1) SR 266 to I215 East - (Corridor 2 - SR173 - 5400 S, 2 segments) to Bangerter		ATMS or ITS	Operations	Principal Arterial	20	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.	\$ 790,000	\$ 736,517	\$ 53,403	0	1	6.00	2.50	15.00	18.67	0.00	9.52	4.00	5.00	6.00	2.00	62.5	63.69	
<b>Salt Lake\ West Valley Urban Area</b>																																
																Total	62.5	63.69														

**Projects Submitted for Consideration for the 2022-2027 Surface Transportation Program (STP)**

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\$ 3,201,489	8	S_STP_30	2	Salt Lake	West Valley City	West Valley City	STP	3650 South Reconstruction	2700 West	3200 West	Reconstruction	Reconstruct	Collector	0.5	3650 South is an important collector into the very busy West Valley Intermodal Hub. The road condition is very poor, and safety and mobility for all modes would be greatly improved by reconstructing the roadway.	\$ 6,726,900	\$ 3,701,489	\$ 268,788	5	1	8.00	12.50	12.00	4.00	0.00	4.76	2.00	5.00	7.00	1.00	49.5	51.26			
	9	S_STP_20	2	Salt Lake	South Jordan	South Jordan City	STP	4000 W / South Jordan Parkway Intersection Improvements	500ft each direction of intersection		Intersections & Signals	Operations	Principal Arterial	0.5	Project is needed to meet current needs and will reduce delay/increase capacity of the intersection by adding more through lanes in each direction and dual lefts for EB/WB traffic. This project was identified in the Trans. Master Plan and the intersection is currently operating at a LOS D in the PM peak.	\$ 5,346,800	\$ 4,984,822	\$ 361,978	3	2	2.67	2.00	12.00	9.33	4.00	5.71	4.00	5.00	10.00	1.00	50	50.71			
\$ 3,020,272	10	S_STP_22	2	Salt Lake	South Jordan	South Jordan City	STP	1300 W / Shield's Ln Intersection Improvements	~500ft each direction of intersection		Intersections & Signals	Operations	Minor Arterial	0.5	Project is needed to meet current needs and will reduce delay/increase capacity of the intersection by adding through lanes to three approaches and adding a right turn pocket to the westbound approach. This project was identified in the Trans. Master Plan and the intersection is currently operating at a LOS E in the PM peak.	\$ 3,775,900	\$ 3,520,272	\$ 255,628	3	1	3.33	3.00	12.00	6.67	2.00	9.52	2.00	5.00	10.00	1.00	50	49.52			
\$ 388,956	11	S_STP_1	2	Salt Lake	Cities of Holladay and Millcreek	City of Holladay	STP	Murray-Holladay Rd Full Stop Pedestrian Crossing	at 4705 South (approx. 1500 E)		Intersections & Signals	Operations	Minor Arterial	0.04	Realigning Murray Holladay Road at 4705 South to a T-intersection and adding a new full traffic stop pedestrian crossing will improve safe routes to school; enhance access to the Mt Olympus Sr Ctr, Creekside Park, Holladay Lions Rec Ctr, and Big Cottonwood Park; and improve transit connections.	\$ 417,200	\$ 388,956	\$ 28,244	2	2	4.00	1.50	15.00	6.67	0.00	9.52	4.00	5.00	7.00	0.00	48.5	47.69			
\$ 2,000,000	12	S_STP_4	2	Salt Lake	Draper	Utah Transit Authority	STP	Point of the Mountain Transit Environmental Study	Lehi	Draper	Study	Other	NA	8	Environmental and conceptual engineering for a proposed gold standard Bus Rapid Transit (BRT) route that will connect Draper FrontRunner to Lehi Traverse Mountain to support the major economic development and mobility goals for the Point of the Mountain area.	\$ 8,000,000	\$ 3,000,000	\$ 1,000,000	6	2	9.00	3.50	9.00	0.00	0.00	9.00	2.00	5.00	7.00	2.00	41.5	41.50			
\$ 2,114,169	13	S_STP_10	2	Salt Lake	Kearns	Kearns Metro	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.	\$ 2,804,000	\$ 2,614,169	\$ 189,831	1	1	4.67	3.50	12.00	2.67	0.00	9.52	3.00	5.00	7.00	0.00	44.5	42.36			
	14	S_STP_17	2	Salt Lake	Sandy	Sandy City	STP	7800 South 1300 East Intersection Capacity	1200 East, 7710 South	1300 East, 7900 South	Intersections & Signals	Operations	Principal Arterial	0.262	This project will install eastbound dual left turn lanes, convert the southbound right turn pocket into a through right lane, and add a third southbound lane south of the signal. This third lane will drop at the existing southbound right turn pocket at the commercial property across from Old Mission Road.	\$ 1,995,700	\$ 1,825,630	\$ 132,570	2	2	4.00	3.50	12.00	8.00	0.00	8.57	1.00	5.00	5.00	1.00	43.5	43.07			
	15	S_STP_25	2	Salt Lake	West Jordan	City of West Jordan	STP	9000 South	6400 West	NBH	Widening	Capacity	Principal Arterial	0.53	The project will connect 9000 South from 6400 West to its proposed connection at 6200 West (NBH). 9000 South current alignment proceeds west from MVC curving southward towards Copperton. New alignment will continue the grid pattern to SR-111. A new intersection at 9000 South and Duck Ridge will be created.	\$ 8,353,500	\$ 3,000,000	\$ 3,092,452	7	3	0.00	1.50	12.00	0.00	0.00	16.00	4.00	5.00	10.00	0.00	43.5	43.50			

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		16	S_STP_3	2	Salt Lake	Draper	Draper City	STP	Pioneer Rd	1300 East	Highland Dr	Reconstruction	Reconstruct	Collector	1	Pioneer Rd is an East-West collector road that provides access from the valley to the east bench areas of the city and the southerly continuation of Highland Drive. The existing road is two lanes and lacks continuous curb and gutter. Consequently there are frequent flooding issues. Pioneer Road is a safe walking route to nearby schools but does not have continuous sidewalks. The proposed project would reconstruct and widen this section of road to include two travel lanes, paved shoulders, curb and gutter, park strips, and sidewalks. This will provide a safer travel corridor for vehicles and pedestrians. Pioneer Rd is classified in the UDOT Functional Class System as a major collector.	\$ 7,608,500	\$ 5,883,745	\$ 1,724,755	2	1	3.33	22.50	8.00	0.00	0.00	4.76	0.00	5.00	5.00	0.00	30.5	43.60
		17	S_STP_21	2	Salt Lake	South Jordan	South Jordan City	STP	Jordan Gateway / Shield's Ln Intersection Improvements	~500ft each direction of intersection		Intersections & Signals	Operations	Minor Arterial	0.5	Project is needed to meet current needs and will reduce delay/increase capacity of the intersection by adding a through lanes to the WB approach, right turn lane to WB approach and dual lefts for EB/WB approaches. This project will support the continued growth on the west side of South Jordan City.	\$ 3,881,900	\$ 3,619,095	\$ 262,805	3	3	6.00	2.00	12.00	6.67	0.00	3.81	3.00	5.00	10.00	1.00	46	44.48
		18	S_STP_2	2	Salt Lake	Draper	Draper City	STP	Fort Street	13200 South	13800 South	Reconstruction	Reconstruct	Collector	0.83	Fort Street is a north/south collector midway between 300 East and 1300 East, which begins at Pioneer Rd on the north and terminates at 13800 South. Fort Street runs through the heart of old Draper, as such it is only two lanes without continuous curb and gutter. It is designated as a safe walking route to nearby schools but does not have continuous sidewalks. The proposed project would reconstruct and widen this section of road to include bike lanes, curb and gutter, park strips, and sidewalk. This will provide a safer travel corridor for all road users and will also improve drainage. Fort Street is classified in the UDOT Functional Class System as a major collector.	\$ 5,441,000	\$ 4,981,745	\$ 459,255	2	2	2.67	22.50	8.00	0.00	0.00	4.76	1.00	5.00	5.00	1.00	31.5	44.93
		19	S_STP_13	2	Salt Lake	Murray	Murray City	STP	5600 South Reconstruction	900 East	Van Winkle	Reconstruction	Reconstruct	Minor Arterial	0.89	This roadway from 900E to 1300E lacks continuous sidewalks and has an open ditch. The minimum right-of-way width of 66-feet with varied sections up to 80-feet. The project will create a uniform corridor with new pavement, curb and gutter, bike lanes, sidewalk, and storm drain. 1300 E to Van Winkle will be a mill and pave.	\$ 10,140,900	\$ 9,407,746	\$ 683,154	1	1	2.67	20.00	12.00	0.00	0.00	4.29	2.00	5.00	5.00	1.00	34	46.95
		20	S_STP_31	2	Salt Lake	West Valley City	West Valley City	STP	1300 W. Widening (Bike lanes, sidewalk)	3300 S.	3900 S.	Widening	Other	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.	\$ 5,067,200	\$ 4,724,151	\$ 343,049	5	4	8.00	3.50	9.00	4.00	0.00	10.00	1.00	5.00	5.00	1.00	41.5	41.50
		21	S_STP_29	2	Salt Lake	West Valley City	West Valley City	STP	2700 West Reconstruction and Bike Lanes	3100 South	2700 South	Reconstruction	Other	Collector	0.5	This project is necessary to improve accessibility and safety for pedestrians and bicyclists. The roadway will be narrowed and the bike lanes, park strip and sidewalks will be widened.	\$ 7,523,300	\$ 7,013,973	\$ 509,327	5	3	4.00	2.00	9.00	6.00	0.00	10.00	2.00	5.00	7.00	0.00	40	40.00
		22	S_STP_8	2	Salt Lake	Herriman	Herriman City	STP	7300 W	13000 South	13300 South	Other STP	Capacity	Collector	0.36	New Roadway construction to serve developing area.	\$ 10,330,700	\$ 8,830,700	\$ 1,500,000	3	1	6.00	3.00	6.00	1.00	0.00	13.00	3.00	5.00	7.00	0.00	39	39.00
		23	S_STP_24	2	Salt Lake	West Jordan	City of West Jordan	STP	1300 West: 6600 S - 9400 S	9400 S.	6600 S.	Widening	Other	Collector	3.542	Widen to 80 -foot right of way corridor, adding a two way left turn on 1300 West and right turn lanes at 7000 South, 7800 South, and 8600 South. A potential "high T" intersection will be evaluated at Winchester Street (6685 S.). Bike lanes will be added through the entire alignment.	\$ 25,000,000	\$ 4,000,000	\$ 270,800	7	1	8.00	3.00	9.00	0.00	0.00	5.00	2.00	5.00	10.00	1.00	38	38.00

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		24	S_STP_15	2	Salt Lake	Salt Lake City	Utah Transit Authority	STP	Downtown SLC TRAX Extension Environmental Study	200 West & 1300 South	400 West & 200 South	Study	Other	NA	1.7	Environmental and conceptual engineering for a proposed rail connection that will extend along existing right of way from 400 West & 200 South to 200 West & 1300 South, connecting the Depot District and Granary District Redevelopment project areas. The new alignment will expand TRAX capacity through Downtown.	\$ 1,300,000	\$ 1,211,990	\$ 88,010	6	6	11.00	3.50	9.00	0.00	0.00	5.00	2.00	5.00	7.00	0.00	37.5
	25	S_STP_28	2	Salt Lake	West Valley and SLC	Utah Transit Authority	STP	On-Route Electric Bus Charging Infrastructure: Rnd. 2			Transit Capital	Transit	NA	0.1	Two on-route chargers at key hubs in UTA's SL County system. Last round of CMAQ funding awarded chargers at the proposed West SLC hub and Wasatch and 3900 South. The next two chargers would likely be at the West Valley Hub and a second charger at the Wasatch site. All four chargers support buses funded by the VW settlement.	\$ 2,681,540	\$ 2,500,000	\$ 181,540	6	3	6.00	3.00	12.00	2.67	0.00	8.00	2.00	5.00	1.50	1.00	34	36.17
	26	S_STP_32	2	Salt Lake	West Valley City and Magna	West Valley City	STP	7200 West Widening and Reconstruction	3500 South	4100 South	Reconstruction	Reconstruct	Minor Arterial	1	This project is necessary to meet current needs and to accommodate future growth in the southwest portion of West Valley City and 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.	\$ 11,582,800	\$ 10,798,644	\$ 784,156	5	2	2.00	10.00	8.00	1.33	0.00	4.76	2.00	5.00	7.00	1.00	33	36.10
	27	S_STP_23	2	Salt Lake	Various	Utah Transit Authority	STP	UTA Bus Stops Program - 5th and 9th East Corridors	SLC	Murray	Transit Capital	Transit	Minor Arterial	0.25	UTA's Master Wayfinding and Bus Stop Improvement Plan will make the bus stop system more recognizable and improve many stops which are still out of ADA compliance. This grant will facilitate implementation of the plan, upgrading more bus stops. The focus for this request is on the 900 and 500 East corridors in SL County.	\$ 686,500	\$ 640,024	\$ 46,476	6	4	11.00	3.50	0.00	8.00	0.00	10.00	0.00	5.00	2.50	1.00	36.5	36.00
	28	S_STP_11	2	Salt Lake	Magna Metro Township	Magna Metro Township	STP	2700 South Sidewalk	8000 W	8400 W	New Construction	Other	Collector	0.453	The installation of sidewalk on the north side of 2700 S from 8000 W to 8400 W. There is an elementary school off 2700 S between 8000 W and 8400 W and there is no existing sidewalk on the north side of 2700 S. Installing sidewalk in this area is would increase the pedestrian safety near the elementary school.	\$ 2,114,700	\$ 1,971,535	\$ 143,165	2	2	6.00	2.50	9.00	0.00	0.00	9.00	1.00	5.00	3.00	0.00	30.5	30.50
\$ 750,000	29	S_STP_13	2	Davis	South Davis County to SLC	Utah Transit Authority	STP	Davis Salt Lake Connector Design - OL UZA	Davis County	Salt Lake City	Transit Capital	Transit	NA	12.4	The Davis-SLC Community Connector has been identified as a phase 1 project in the regional transportation plan. It will provide an essential transit connection between Davis and Salt Lake County, improving upon existing service. Environmental work is currently underway. The requested funds will be used for final design.	\$ 4,700,000	\$ 1,500,000	\$ 108,924	3	1	4.00	1.50	12.00	4.00	0.00	4.00	2.00	0.00	1.50	1.00	27.5	30.00
	30	S_STP_5	2	Salt Lake	Emigration Canyon Metro Township	Emigration Canyon Metro Township	STP	Emigration Canyon Slope Mitigation - 4909 E	4858 E Emigration Canyon Road	4909 E Emigration Canyon Road	Other STP	Other	Collector	0.06	The purpose of the project is to provide safer access for pedestrians, bike users, and vehicle operators. Rocks and debris fall from the existing cliff face, which roll out into the road creating dangers for road users. The project provides slope stabilization to reduce these hazards on this frequently used bike network.	\$ 3,401,100	\$ 3,170,846	\$ 230,254	3	3	5.00	3.00	6.00	0.00	0.00	10.00	0.00	5.00	3.00	0.00	27	27.00
	31	S_STP_6	2	Salt Lake	Emigration Metro Salt Lake County	Salt Lake County	STP	Emigration Canyon Slope Mitigation - 5647 E	5647 E Emigration Canyon Road	5696 E Emigration Canyon Road	Other STP	Other	Collector	0.06	The purpose of the project is to provide safer access for pedestrians, bike users, and vehicle operators. Rocks and debris fall from the existing cliff face, which roll out into the road creating dangers for road users. The project provides slope stabilization to reduce these hazards on this frequently used bike network.	\$ 3,536,800	\$ 3,297,359	\$ 239,441	3	2	5.00	3.00	6.00	0.00	0.00	10.00	0.00	5.00	3.00	0.00	27	27.00

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	32	S_STP_7	2	Salt Lake	Emigration Metro Township	Salt Lake County	STP	Emigration Canyon Road Safety Improvements	6265 Emigration Canyon Road	9698 Emigration Canyon Road	Widening	Operations	Collector	0.947	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 vehicals and bicyclists.	\$ 4,785,400	\$ 4,461,428	\$ 323,972	3	1	3.33	3.00	3.00	0.00	0.00	8.57	0.00	5.00	3.00	0.00	23	20.90	
The following recommended project (33) was submitted as a TAP project so it's data does not align with the STP data but, the project was identified as a priority "Safe Routes to School" project eligible for STP funds																																	
\$ 444,894	33	S_TAP_3	2	Salt Lake	Cottonwood Heights	Cottonwood Heights	TAP	Bengal Boulevard - Bike and Pedestrian Walkway	Highland Drive	2680 East	Safe Routes to School	Construct Missing Sidewalk	Minor Arterial	0.19	This project represents a major opportunity for active transportation in Cottonwood Heights. Despite being a major thoroughfare, Bengal Blvd's current condition does little to incentivize walking or cycling. This 10-foot shared-use path will provide dedicated space for pedestrians and cyclists, creating safer conditions for current and future users.	\$ 487,200	\$ 444,894	\$ 42,306	3	1	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00
Recommended Funding			\$ 24,232,052			Available Funding			\$ 24,234,095			Amount Requested			\$ 117,810,402			Total Project Estimated Cost			\$ 170,424,400												

**DATE:** April 8, 2021  
**AGENDA ITEM:** 4d  
**SUBJECT: ACTION:** Recommendation to approve projects for Draft 2022-2027 Congestion Mitigation Air Quality Program (CMAQ)  
**PREPARED BY:** Ben Wuthrich

**BACKGROUND:**

The Wasatch Front Regional Council is responsible for programming federal 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 2027 in the Salt Lake/ West Valley Urban Area with \$6,373,516 available to program in the year 2027, and about \$3,034,000 in annual apportionments anticipated in the Ogden/ Layton Area with \$2,538,986 available to program in the year 2027.

In the fall of 2020, WFRC staff requested that potential project sponsors submit letters of intent to apply for the available CMAQ funds. Potential 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) -- composed of the region's municipal engineers and other professionals representing their respective agency or municipality -- used these reports, a field review of all projects in February/ March, approved technical criteria, and other relevant professional considerations to evaluate each of the projects submitted.

Based on this evaluation, at their meetings on March 31, the Trans Com TACs developed a recommendation of projects to add to the CMAQ program. The attached tables "Projects Submitted for Consideration for the 2022-2027 Congestion Mitigation/ Air Quality (CMAQ) Program" show all the projects submitted. The highlighted projects indicate those recommended by the TACs to be added to the 2022-2027 CMAQ program with the recommended funding amount listed in the left-hand column. Benefits of each project in addition to air quality are also included in the center column titled, "Other Benefits". The tables are divided by the two urbanized areas, first the Ogden / Layton Urbanized Area, encompassing Davis, Weber, and southern Box Elder Counties, and then the Salt Lake / West Valley Urbanized Area, encompassing Salt Lake County. Only communities in air quality non-attainment areas are eligible for CMAQ funds.

At the Trans Com meeting on Thursday, April 15, WFRC staff will present the STP, CMAQ, and TAP program funding recommendations.

**CONTACT PERSON:**

Ben Wuthrich (801) 363-4230 ext 1121; Kip Billings (801) 363-4230, 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 2022-2027 Congestion Mitigation/ Air Quality Program."

**EXHIBITS:**

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



**Projects Submitted for Consideration for the 2022-2027 Congestion Mitigation/ Air Quality (CMAQ) Program**

Recommended Funding	AQ Rank	Project Name	Sponsor	Project Type	Short Description	Other Benefits	Project Life	Reduced Daily VHT	Reduced Daily Emissions (kg)	Benefit/Cost: (kg/\$1,000)	Grand Total Project Cost	Requested CMAQ \$
<b>Ogden-Layton Area</b>												
\$ 1,581,929	1	Brigham City Park and Ride Lot	UTA	Transit	The project will construct a 90-stall park and ride to connect with UTA bus service and support ridesharing to Logan	* Future transit interface * Secure parking location	20	35.2	1.7	7.9	\$ 1,696,802	\$ 1,581,929
\$ 845,000	2	200 North I-15 Interchange Left Turn Lanes	UDOT - Region One	Intersection	The project will provide both eastbound and westbound dual left turns at the I-15 Interchange at 200 North	* Safety - alleviates excessive queues	20	28.1	0.5	4.0	\$ 906,118	\$ 845,000
	3	Midland Drive Dual Left Turn Lanes	UDOT - Region One	Intersection	This project will construct dual left turn lanes from Eastbound Midland to Northbound SR-126 (1900 West)	* Safety - reduced queues * Includes \$1M additional sponsor match	20	94.8	1.6	3.3	\$ 3,500,000	\$ 2,500,000
	4	Legacy 500 South Ramp Meters	UDOT - Region One	ATMS	The project will install ramp meters to both the northbound and southbound ramps at 500 South and Legacy Highway	* Safety - even freeway flow * Preserves operational integrity	10	74.5	0.5	1.5	\$ 1,286,795	\$ 1,200,000
<b>Recommended</b>		<b>\$ 2,426,929</b>		<b>Amount Available</b>	<b>\$ 2,538,986</b>	<b>Total Project Cost</b>	<b>\$ 7,389,715</b>			<b>Amount Requested</b>	<b>\$ 6,126,929</b>	

**Projects Submitted for Consideration for the 2022-2027 Congestion Mitigation/ Air Quality (CMAQ) Program**

Recommended Funding	AQ Rank	Project Name	Sponsor	Project Type	Short Description	Other Benefits	Project Life	Reduced Daily VHT	Reduced Daily Emissions (kg)	Benefit/Cost: (kg/\$1,000)	Grand Total Project Cost	Requested CMAQ \$
\$ 2,412,792	1	Electrified Truck Parking Facility	Salt Lake City/ Utah Inland Port Authority	Electrified Truck Parking	Proposed project would construct a publicly owned and operated, secure truck parking facility consisting of 228 truck parking spaces fully equipped with truck parking electrification pedestals capable of providing power to trucks during rest periods to eliminate overnight idling.	<ul style="list-style-type: none"> <li>* Economic development (UIPA)</li> <li>* Includes \$7.5M sponsor match</li> <li>* Eliminates makeshift roadside parking</li> <li>* Safety</li> <li>* Sanitation</li> <li>* Noise</li> <li>* Security</li> </ul>	20	1094.4	947.9	714.7	\$ 9,681,992	\$ 2,412,792
\$ 1,000,000	2	East Downtown 200 South Transit Hub	Salt Lake City/ UTA	Transit Capital	Construct an East Downtown Transit Hub that will establish bus parking/layover infrastructure to support transit operations serving Wasatch Choice 2050 metropolitan and urban centers.	<ul style="list-style-type: none"> <li>* Safer transit passenger interface</li> <li>* Efficient transit connections</li> <li>* Establish transit presence</li> </ul>	20	80.1	13.8	54.4	\$ 1,991,300	\$ 1,856,489
\$ 745,000	3	5490 West 7800 South Roundabout	West Jordan	Intersection	The project will construct the south side, center and sides of a roundabout. Part of a super-street intersection design with 4 roundabouts connected by loop roads with a traffic signal in the center. Access control is strict with midblock access provided with RCUT islands.	<ul style="list-style-type: none"> <li>* Improved safety (less conflict points)</li> <li>* Traffic calming effect</li> <li>* Economic - completes commercial area roundabout circulation</li> </ul>	20	217.8	3.6	17.7	\$ 1,500,000	\$ 745,000
\$ 2,200,000	4	9000 South 700 West Southbound Dual Left Lanes	Sandy/ Midvale City/ TransJordan	Intersection	Construct dual left turn lanes on southbound 700 West to eastbound 9000 South to address heavily increasing traffic demands with existing and planned future developments in Sandy and Midvale Cities.	<ul style="list-style-type: none"> <li>* Safety - alleviates excessive queues</li> <li>* Economic - large commercial development planned</li> <li>* Improve 9000 S interchange operation</li> <li>* Includes \$1.8M sponsor match</li> </ul>	20	456.2	7.6	15.0	\$ 5,531,500	\$ 3,700,000
	5	2700 West 7000 South Intersection	West Jordan	Intersection	The project will widen east and west legs to provide dedicated right turn lanes and replace the existing outdated traffic signal, lighting and ped ramps.	<ul style="list-style-type: none"> <li>* Reduce peak period queues</li> </ul>	20	9.6	0.2	1.9	\$ 643,397	\$ 600,000
<b>Recommended</b>		<b>\$ 6,357,792</b>		<b>Amount Available</b>	<b>\$ 6,373,516</b>	<b>Total Project Cost</b>	<b>\$ 19,348,190</b>		<b>Amount Requested</b>	<b>\$ 9,314,281</b>		

**DATE:** April 8, 2021  
**AGENDA ITEM:** 4e  
**SUBJECT: ACTION:** Recommendation to approve projects for Draft 2023 Transportation Alternatives Program (TAP)  
**PREPARED BY:** Ben Wuthrich

**BACKGROUND:**

The Wasatch Front Regional Council is responsible for programming the federal Transportation Alternatives Program (TAP) funds for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas. The annual apportionments for TAP funds for the year 2023 are projected to be approximately \$900,000 in the Salt Lake/ West Valley area and about \$500,000 in the Ogden/ Layton Area. Given the mix of project cost overruns and project cost savings, programming efficiencies, and federal funding allocations, there is an estimated \$936,356 available to program in the Salt Lake/ West Valley area and the Ogden/ Layton Area is expected to have an estimated \$325,527 available to program.

In the fall of 2020, the WFRC staff requested that potential project sponsors submit letters of intent to apply for the available funds. Potential 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) -- composed of the region's municipal engineers and other professionals representing their respective agency or municipality -- used these reports, a field review of all projects in February/ March, approved technical criteria, and other relevant professional considerations to evaluate each of the projects submitted.

Based on this evaluation, at their meeting on March 31<sup>st</sup>, the Trans Com TACs developed a recommendation of projects to add to the 2023 TAP. The attached tables "Projects Submitted for Consideration for the 2023 Transportation Alternatives Program (TAP) Funds" show all the projects submitted. The 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. The tables are divided by the two urbanized areas, first the Ogden / Layton Urbanized Area, encompassing Davis, Weber, and southern Box Elder Counties, and then the Salt Lake / West Valley Urbanized Area, encompassing Salt Lake County. Communities in Morgan and Tooele Counties, which are non-urbanized areas, apply for TAP funding through UDOT.

At the Trans Com meeting on Thursday, April 15, WFRC staff will present the STP, CMAQ, and TAP program funding recommendations.

**CONTACT PERSON:**

Ben Wuthrich (801) 363-4250 ext 1121, bwuthrich@wfr.org  
Hugh Van Wagenen (801) 363-4250, ext 1124, hugh@wfr.org

**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 2023 Transportation Alternatives Program."

**EXHIBITS:**

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

**Projects Submitted for Consideration for the 2023  
Transportation Alternatives Program (TAP)**

Cells Highlighted in this Color pertain to Studies/ Planning Type Projects										Cells highlighted in this Color pertain to Safe Routes to School Type Projects										Cells highlighted in this Color pertain to Capital Improvement/ Construction Type Projects																												
Line 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 Inere of Stud Use	Provide A dd Safety	Spon Match	Deg of Safe Need	Walk/ Bike Promo	Cost Per User	Cost per Mile	SR25 Score	Project Score
<b>OGDEN/ LAYTON URBANIZED AREA</b>																																																
1		O_TAP_3	1	Davis	Clearfield, Sunset, Roy	Military Installation Development Authority (MIDA)	3-Gate Trail	650 North in Clearfield	5850 South in Roy	Planning/ Study	Bike/ Ped - Plan/ Study	2.8	MIDA is requesting 400,00 WFRC to complete a design and planning phase for a commuter trail that will be integrated into the interchange, gate, and surrounding road infrastructure outside of, but adjacent to HAFB. This trail will connect 3 gates on the western side of HAFB directly into an active transportation path.	\$ 8,875,354	\$ 400,000	1	10	10	15	5	9	15	5	5	5	8	4	91	10	15	25	20	0	15	85	10	10	3	0	0	8	12	15	5	1	4	68	85
2		O_TAP_6	1	Davis	Layton	Layton City	Rainbow Drive SRTS Project	Fort Lane	Gordon Avenue	Safe Routes to School	Safe Route To School	0.1	This project includes the construction of 850 ft of sidewalk on Rainbow Dr and includes curb, gutter, the relocation of irrigation structures to accommodate the new sidewalk, and the widening of a portion of the road. The proposed improvements would provide a continuous and safe path for both students and pedestrians.	\$ 194,000	\$ 180,500	2	0	10	15	5	9	1	0	5	5	10	1	61	0	8	12	20	0	1	41	10	10	5	10	10	8	1	15	5	2	1	77	77
4		O_TAP_19	1	Weber	Roy City	Roy City Corporation	6000 South Curb, Gutter, and Sidewalk	3100 West	1900 West	Safe Routes to School	Safe Route To School	3	The 6000 South Curb, Gutter, and Sidewalk project will include the construction of curb, gutter, and sidewalk along 6000 South between 3100 West and 1900 West. The proposed project will fill in the gaps where the curb, gutter, and sidewalk are missing.	\$ 1,025,000	\$ 205,665	2	5	10	4	5	9	15	0	2	5	10	5	70	5	15	12	10	0	15	57	10	7	3	0	10	6	12	15	3	2	5	73	73
3	\$ 241,186	O_TAP_9	1	Davis	South Weber	South Weber City Corporation	Weber River Parkway Trailhead Connection Phase 1	Fisherman's Trailhead (Weber River and I-84)	US-89 Crossing (Weber River and US-89)	Capital Improvement	On-road or Off-road Trail Facilities	0.455	The project will improve the surface and alignment of the trail for a more safe path. One of the hurdles with completing this section of trail has been a US-89 crossing. This is now being completed with the current U.S. 89; Farmington to I-84 project.	\$ 383,700	\$ 241,186	2	15	10	4	5	9	10	0	5	5	8	2	73	15	15	25	20	0	10	85	10	3	1	0	0	8	9	5	5	1	2	44	73
5		O_TAP_12	1	Davis	South Weber	South Weber City Corporation	Weber River Parkway Trailhead Connection Phase 4	North side of I-84 and Weber River	North side of I-84 and West of Weber River crossing	Capital Improvement	On-road or Off-road Trail Facilities	0.625	The project will improve the surface and alignment of the trail for a more safe path.	\$ 438,300	\$ 292,090	5	15	10	4	5	9	5	0	5	5	8	3	69	15	15	25	20	0	5	80	0	3	0	0	0	8	9	5	5	1	3	34	69

**Projects Submitted for Consideration for the 2023  
Transportation Alternatives Program (TAP)**

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Line 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 Inere of Stud Use	Provide A dd Safety	Spon Match	Deg of Safe Need	Walk/ Bike Promo	Cost Per User	Cost per Mile	SR2S Score	Project Score
13	\$ 135,650	O_TAP_2	1	Davis	Clearfield	Community Services	Clearfield Canal Trail	200 S Clearfield	300 N Clearfield	Capital Improvement	Infrastructure-related Projects	0.64	This project will complete a section of the Clearfield Canal Trail. Creating a 3 mile trail that is the only pedestrian trail that connects the neighborhoods of Layton, Clearfield, and Sunset to the schools, business, and city offices in Clearfield City.	\$ 145,500	\$ 135,650	1	5	10	15	5	9	1	0	5	5	10	4	69	5	8	25	20	0	1	59	10	10	5	10	10	8	1	10	5	3	4	76	69
6		O_TAP_10	1	Davis	South Weber	South Weber City Corporation	Weber River Parkway Trailhead Connection Phase 2	US-89 Crossing (Weber River and US-89)	Weber Canyon Trailhead (Weber River and Cornia Dr)	Capital Improvement	On-road or Off-road Trail Facilities	0.663	The project will improve the surface and alignment of the trail for a more safe path. One of the hurdles with completing this section of trail has been a US-89 crossing. This is now being completed with the current U.S. 89; Farmington to I-84 project.	\$ 444,100	\$ 297,497	3	15	10	4	5	9	5	0	5	5	6	3	67	15	15	25	20	0	5	80	3	3	0	0	0	8	9	5	5	1	3	37	67
7		O_TAP_11	1	Davis	South Weber	South Weber City Corporation	Weber River Parkway Trailhead Connection Phase 3	End of development just off of Cottonwood Drive	US-89 Crossing (Weber River and US-89)	Capital Improvement	On-road or Off-road Trail Facilities	0.417	The project will improve the surface and alignment of the trail for a more safe path.	\$ 457,000	\$ 309,524	4	15	10	4	5	9	5	0	5	5	6	2	66	15	15	25	20	0	5	80	0	3	0	0	0	8	9	5	5	1	2	33	66
8		O_TAP_13	1	Davis	South Weber	South Weber City Corporation	Weber River Parkway Trailhead Connection Phase 5	End of phase 3	End of phase 4	Capital Improvement	On-road or Off-road Trail Facilities	1.193	The project will improve the surface and alignment of the trail for a more safe path.	\$ 829,700	\$ 656,992	6	15	10	4	5	9	3	0	5	5	6	2	64	15	15	25	20	0	3	78	0	3	0	0	0	8	3	5	5	1	2	27	64
9		O_TAP_1	1	Davis	Centerville	Centerville City	1250 West - Parrish Ln to 1275 North Multi-Use Trail	Parrish Lane (SR105)	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 is planned 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.	\$ 714,100	\$ 665,755	2	5	10	15	5	5	1	0	5	5	6	2	63	5	8	25	20	10	1	69	5	10	3	0	0	8	1	10	10	1	2	50	63

**Projects Submitted for Consideration for the 2023  
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10		O_TAP_5	1	Davis	Layton	Layton City	Gentile Street SRTS Project	3475 West	3200 West	Safe Routes to School	Safe Route To School	0.25	There was a recent change to the school boundary lines and the mid-block crosswalk, crossing guard, and reduced speed zone signs that were located at 3475 W and Gentile were relocated to serve the new elementary school. This path is indicated as a SRTS for Legacy Jr. High and the removal of the crosswalk eliminates a path for the elementary and Jr. high students. Students continue to cross Gentile to access the sidewalk on the north side; currently the path on the south side of Gentile is uneven and there are obstructions on the path that force the students to walk on the street.	\$ 174,800	\$ 162,550	1	0	10	4	5	9	1	0	5	5	10	2	47	0	8	12	20	0	1	41	10	3	1	10	10	4	1	15	5	2	2	63	63
11		O_TAP_14	1	Davis	West Bountiful City	West Bountiful City	1100 West Sidewalk and Bicycle Lane Project	200 N / 1100 W	400 N / 1100 W	Capital Improvement	On-road or Off-road Trail Facilities	0.15	Completes alt. transportation route to the Woods Cross Fronrunner Station. The city and the refinery have already invested significantly by installing approximately 0.5 miles of new sidewalk and asphalt, and this project completes the final 0.15 miles of infrastructure.	\$ 547,300	\$ 493,466	1	10	10	8	5	9	1	0	5	5	6	1	60	10	8	12	20	0	1	51	10	10	3	0	5	7	1	15	5	1	1	58	60
12		O_TAP_18	1	Weber	Roy City	Roy City Corporation	4000 South Pedestrian Rail Crossing	2550 West	2350 West	Safe Routes to School	Safe Route To School	0.12	The 4000 South Pedestrian Rail Crossing project will include the construction of an at-grade pedestrian rail crossing and the necessary curb, gutter, and sidewalk to connect the sidewalk to the east and west of the trail.	\$ 442,500	\$ 412,543	1	10	10	8	5	9	1	0	2	5	8	1	59	10	8	12	10	0	1	41	10	7	3	0	10	8	1	15	3	1	1	59	59
14		O_TAP_15	1	Weber	Ogden	Ogden City Corporation	Country Hills Drive Shared Use Path~ CHD-SUP	E/o Taylor Avenue	Skyline Drive Roundabout	Capital Improvement	On-road or Off-road Trail Facilities	0.3	I am not sure of a location on Ogden that places motorists, cyclists and pedestrians in as close a proximity as the subject segment of Country Hills Drive. With parks, trailheads and existing bicycle facilities nearby, this is the final piece needed to connect Country Hills (west) to Skyline (east). The need for a pedestrian corridor is shown on the 2050 RTP as well as City Master Plans.	\$ 420,300	\$ 391,846	0	15	10	1	5	9	1	0	2	5	8	1	57	15	8	25	10	10	1	69	0	0	0	0	0	8	1	15	3	1	1	29	57
15		O_TAP_8	1	Davis	North Salt Lake	City of North Salt Lake	Orchard Drive Separated Bike Lane	Eagleridge Drive	3211 South Orchard Drive, North Salt Lake UT 84054	Capital Improvement	On-road or Off-road Trail Facilities	1.5	The City would like to increase the safety and comfort of the bike lanes on Orchard Drive. This year, the City worked jointly with Bountiful and Centerville cities to adopt an Active Transportation Plan, and Orchard Drive was identified as needing a separated bike lane, based on best practices and public input.	\$ 323,500	\$ 296,938	3	10	0	8	5	9	1	5	2	3	8	4	55	10	8	0	10	0	1	29	10	10	3	0	0	5	1	10	3	1	4	47	55

**Projects Submitted for Consideration for the 2023  
Transportation Alternatives Program (TAP)**

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Line 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	Waatch 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 Inere of Stud Use	Provide Add Safety	Spon Match	Deg of Safe Need	Walk/ Bike Promo	Cost Per User	Cost per Mile	SR25 Score	Project Score
16		O_TAP_17	1	Weber	Plain City	Plain City	4100 West Walking / Bike Path crosswalk project	2200 North	2600 North	Safe Routes to School	Safe Route To School	0.3314	4100 West - Sidewalk/walking/bike path 4100 West; 2200 North to 2600 North Construct 1750' of sidewalk along the east side of 4100 West to complete existing sidewalk along the stretch from 2200 North to 2600 North and install a ped crossing at 2340 North with LED solar push button flashing lights, so pedestrians can cross the street safely to get over to the Lee Olsen Park.	\$ 104,044	\$ 97,000	Moderate	5	10	8	0	5	1	0	5	5	10	3	56	5	8	25	20	10	1	69	10	7	1	3	3	8	1	10	5	2	3	53	53
17		O_TAP_7	1	Davis	North Salt Lake	City of North Salt Lake	Eagleridge Drive Buffered Bike Lane	Orchard Drive	Eaglepointe Drive	Capital Improvement	On-road or Off-road Trail Facilities	1.61	The City would like to increase the safety and comfort of the bike lanes on Eagleridge Drive. This year, the City worked jointly with Bountiful and Centerville cities to adopt an Active Transportation Plan, and Eagleridge Drive was identified as the first priority facility in that plan, needing a buffered bike lane.	\$ 133,600	\$ 119,894	2	10	0	4	5	9	3	0	2	3	10	5	51	10	8	0	10	0	3	31	10	7	3	0	0	5	3	15	3	2	5	53	51
18		O_TAP_16	1	Weber	Plain City	Plain City	2200 North Sidewalk	4100 West	4650 West	Safe Routes to School	Safe Route To School	0.1515	2200 North; 4100 West to 4650 West Construct 780' of sidewalk along the north side of 2200 North to complete existing sidewalk along the stretch from Lee Olsen Park 4100 West to 4650 West and install a ped crossing at 4625 West with LED solar flashing lights, so pedestrians and school kids can cross 2200 North safely, at 4625 West the sidewalk would be installed on the south side of the road to join up with existing sidewalk on 4650 West	\$ 64,295	\$ 59,942	Moderate	5	10	4	0	9	1	0	5	5	10	3	52	5	8	25	20	10	1	69	10	3	1	3	3	8	1	10	5	3	3	50	50
19		O_TAP_4	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. Kaysville City will also install a restroom facility, benches, and drinking fountain improvements as part of the city's contribution to the project.	\$ 275,800	\$ 194,040	2	5	0	1	0	9	5	0	2	5	8	2	33	5	15	0	10	0	5	35	10	0	3	0	0	3	6	5	3	1	2	33	33
<b>Amount Recommended</b>		<b>\$ 376,836</b>					<b>Amount Available</b>		<b>\$ 325,527</b>					<b>Total Project Cost</b>					<b>\$ 15,992,893</b>					<b>Amount Requested</b>					<b>\$ 5,613,078</b>																			

**Projects Submitted for Consideration for the 2023  
Transportation Alternatives Program (TAP)**

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Line 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 Inere of Stud Use	Provide Add Safety	Spon Match	Deg of Safe Need	Walk/ Bike Promo	Cost Per User	Cost per Mile	SR25 Score	Project Score
<b>SALT LAKE/ WEST VALLEY URBANIZED AREA</b>																																																
1	\$ 350,000	S_TAP_9	2	Salt Lake	Salt Lake City	Salt Lake City Corporation   Salt Lake City Transportation Division	Kensington East-West Neighborhood Byway (Phase 2)	600 East Neighborhood Byway (existing)	McClelland Trail (existing)	Capital Improvement	Infrastructure-related Projects	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-and-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.	\$ 587,900	\$ 410,119	3	15	10	15	5	4	5	5	5	5	8	3	85	15	15	25	20	0	5	80	10	10	1	0	10	8	6	10	10	1	3	69	85
2		S_TAP_3	2	Salt Lake	Cottonwood Heights	Cottonwood Heights	Bengal Boulevard - Bike and Pedestrian Walkway	Highland Drive	2680 East	Safe Routes to School	On-road or Off-road Trail Facilities	0.19	This project represents a major opportunity for active transportation in Cottonwood Heights. Despite being a major thoroughfare, Bengal Blvd's current condition does little to incentivize walking or cycling. This 10-foot shared-use path will provide dedicated space for pedestrians and cyclists, creating safer conditions for current and future users.	\$ 487,200	\$ 444,894	2	5	10	15	5	5	1	0	5	5	8	1	64	5	8	12	20	0	1	46	10	10	5	10	10	7	1	15	10	1	1	80	80
3		S_TAP_11	2	Salt Lake	West Jordan City	West Jordan City	2700 West Bike Lanes	7600 South	Sugar Factory Road	Capital Improvement	Other TAP Project	1	The buffered bike lanes will include on-street short term parking near West Jordan High School and will provide bike boxes at the intersection of 2700 West and 7800 South. The new improved green bike lanes will connect the high school to the nearby TRAX Sugar Factory Station. There are two existing RRFB crossings on this section of 2700 West.	\$ 95,000	\$ 88,000	6	15	10	8	5	0	1	5	5	5	10	5	78	15	8	25	20	0	1	69	10	10	3	10	10	8	1	5	10	3	5	75	78
4		S_TAP_2	2	Salt Lake	Cottonwood Heights	Cottonwood Heights	1700 East Sidewalk Project	6964 S. 1700 E.	7190 S. 1700 E.	Safe Routes to School	Safe Route To School	0.21	The proposed project includes installation of sidewalk along the west side of 1700 East to fill in sidewalk gaps between 7200 South and Fort Union Blvd. This project is necessary to prevent students from crossing in dangerous locations, specifically near Fort Union Blvd where cars frequently exceed the speed limit.	\$ 441,100	\$ 411,238	1	0	10	4	5	9	1	0	5	5	8	1	44	0	8	12	20	0	1	41	10	7	1	10	10	6	1	15	10	1	1	72	72
5	\$ 250,000	S_TAP_7	2	Salt Lake	Magna Metro Township	Salt Lake County Engineering	2820 South Sidewalk	7630 West	7736 West	Safe Routes to School	Safe Route To School	0.14	Construct sidewalk, curb, and gutter on the North side of 2820 South Street from existing sidewalk at 7630 W to 7736 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.	\$ 514,900	\$ 480,041	1	5	10	8	5	9	1	0	5	5	6	1	51	5	8	12	20	0	1	46	10	10	5	10	3	5	1	15	10	1	1	71	71



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6		S_TAP_5	2	Salt Lake	Herriman	Herriman City	5600 W Bicycle Lanes	13100 S	13400 S	Capital Improvement	Community Improvement Activities	0.46	Promote bicycle travel over motorized vehicles in City Center.	\$ 46,100	\$ 36,100	3	5	10	8	5	9	5	0	5	5	10	5	67	5	15	12	20	0	5	57	10	10	3	5	3	8	6	15	5	4	5	74	67
7	\$ 250,000	S_TAP_6	2	Salt Lake	Herriman	Herriman City	Juniper Crest Crosswalk / Traffic Signal	14530 S	14660	Safe Routes to School	Safe Route To School	0.2	This is an intersection crosswalk reconfiguration and traffic signal installation. Juniper Crest is a 116 ft wide ROW and this intersection is at the crest of a hill with limited sight distance to the existing school crosswalk. This is the main school crosswalk to cross Juniper Crest Rd.	\$ 330,000	\$ 285,000	1	5	0	8	0	5	3	0	5	5	8	1	44	5	8	12	20	0	3	48	10	7	1	3	10	8	3	10	10	1	1	64	64
8		S_TAP_8	2	Salt Lake	Millcreek	Millcreek	1300 East: 4240 South to 4400 S Sidewalk/x-ing	4240 South	4400 South	Capital Improvement	Infrastructure-related Projects	0.2	This project completes missing sidewalk, curb and gutter on the East side of 1300 East near the recently expanded Big Cottonwood Regional Park and Softball Complex. This sidewalk allows for pedestrian access to the largest park in the Millcreek/Holladay area. Park users frequently park on the East side of 1300 East when parkinglot is full. There is no pedestrian sidewalk to traverse along the East side of 1300 East. Although no sidewalk is on any current SNAP plans, the Big Cottonwood Sports complex is frequented by numerous school age children throughout the year. Examples being field trips, cross country training or meets for the local area high schools, etc.	\$ 1,653,800	\$ 1,541,838	2	15	10	4	5	9	1	0	5	5	6	1	61	15	8	25	20	10	1	79	5	7	3	0	0	7	1	10	10	1	1	45	61
9	\$ 120,000	S_TAP_12	2	Salt Lake	West Jordan City	West Jordan City	TRAX Rail Trail Design	Historic Gardner Village Station	9000 South/4200 West	Planning/ Study	On-road or Off-road Trail Facilities	3.8	Project will design new trail in and near the UTA TRAX Redline. This project is in the heart of West Jordan City. It connects bikes east-west through the heart of the City. Provides a missing connection to the Jordan River and Trax stations. Will improve Transit use by providing that last mile connection. 3.8 miles long.	\$ 160,000	\$ 149,000	7	5	10	15	5	0	1	0	5	5	10	5	70	5	8	25	20	0	1	59	10	10	3	5	5	8	1	15	10	3	5	75	59
10		S_TAP_13	2	Salt Lake	West Valley City	West Valley City	3100 South Bike Lanes	7200 West	5600 West	Capital Improvement	Infrastructure-related Projects	2	This project repurposes existing shoulders as buffered bike lanes. In areas where the pavement is not wide enough to accommodate bike lanes (near 5600 W), the sidewalk will be widened into shared-use path.	\$ 1,746,200	\$ 1,627,982	5	15	10	8	5	0	1	0	2	3	4	2	54	15	8	12	10	0	1	46	10	10	1	0	0	5	1	10	3	1	2	43	54

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11		S_TAP_14	2	Salt Lake	White City	White City Metro Township	Poppy Lane	Sego Lily Drive	Galena Drive	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.	\$ 1,260,100	\$ 1,174,794	1	5	10	1	0	0	1	0	5	5	4	1	32	5	8	0	20	0	1	34	10	3	3	3	5	2	1	15	10	1	1	54	54
12		S_TAP_1	2	Salt Lake	Cities of Holladay and Millcreek	City of Holladay	Murray Holladay Rd Full Stop Pedestrian Crossing	at 4705 South (approx. 1500 E)	0	Capital Improvement	Infrastructure-related Projects	0.04	Realigning Murray Holladay Road at 4705 South to a T-intersection and adding a new full traffic stop pedestrian crossing will improve safe routes to school; enhance access to the Mt Olympus Sr Ctr, Creekside Park, Holladay Lions Rec Ctr, and Big Cottonwood Park; and improve transit connections.	\$ 417,200	\$ 388,956	1	5	0	8	5	9	1	5	5	5	8	1	52	5	8	25	20	0	1	59	10	7	3	3	10	8	1	5	5	1	1	54	52
13		S_TAP_4	2	Salt Lake	Cottonwood Heights	Cottonwood Heights	Creek Road Sidewalk Project	2680 East Creek Road	2780 East Creek Road	Capital Improvement	On-road or Off-road Trail Facilities	0.1894	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.	\$ 419,200	\$ 390,820	3	5	10	4	5	9	1	0	5	5	6	1	51	5	8	12	20	0	1	46	10	7	1	0	0	7	1	15	10	1	1	53	51
14		S_TAP_10	2	Salt Lake	South Jordan	UDOT	Beckstead Canal Trail Extension	10700 South	SR-171 (10600 South)	Capital Improvement	Other TAP Project	0.05	Construct new shared use path to connect the existing Beckstead Canal Trail to 10600 South	\$ 340,000	\$ 312,321	2	5	10	1	5	0	1	0	2	5	8	1	43	5	8	0	10	0	1	24	0	3	1	0	0	3	1	5	3	1	1	18	43
<b>Amount Recommended</b>		<b>\$ 970,000</b>						<b>Amount Available</b>		<b>\$ 936,356</b>				<b>Total Project Cost</b>			<b>\$ 8,498,700</b>						<b>Amount Requested</b>			<b>\$ 7,741,103</b>																						