



Jeff Silvestrini, Chair
Mayor, Millcreek

Jeff Scott, Vice Chair
Commissioner, Box Elder County

Mark Allen
Mayor, Washington Terrace

Dirk Burton
Mayor, West Jordan

Mike Caldwell
Mayor, Ogden

Robert Dahle
Mayor, Holladay

Jim Harvey
Commissioner, Weber County

Scott Jenkins
Commissioner, Weber County

Erin Mendenhall
Mayor, Salt Lake City

Mike Newton
Commissioner, Morgan County

Kristie Overson
Mayor, Taylorsville

Joy Petro
Mayor, Layton

John Pohlman
Mayor, Fruit Heights

Mark Shepherd
Mayor, Clearfield

Bob Stevenson
Commissioner, Davis County

Troy Walker
Mayor, Draper

Scott Wardle
Councilmember, Tooele County

Jenny Wilson
Mayor, Salt Lake County

Aimee Winder Newton
Councilmember, Salt Lake County

Senator Wayne Harper
Utah State Senate

Representative Mike Schultz
Utah House of Representatives

Carlton Christensen
Utah Transit Authority

Carlos Bracerias
Utah Department of Transportation

Dawn Ramsey
Utah League of Cities & Towns

Lorene Kamalu
Utah Association of Counties

Ari Bruening
Envision Utah

Laura Hanson
State Planning Coordinator

Andrew Gruber
Executive Director

Transportation Coordinating Committee (Trans Com) Agenda April 14, 2022

A meeting of Trans Com will be held on Thursday, April 14, 2022 at 2:00pm at the WFRC office, 41 North Rio Grande Street, Salt Lake City, UT, 84101, or via Zoom:

<https://us02web.zoom.us/j/83993384324?pwd=aXk1NUJyUlhxdl09HV0NlS0pOCE13Zz09>

Meeting ID: 839 9338 4324 Passcode: 617855

One tap mobile +13462487799,,83993384324#

The agenda will be as follows:

Welcome and Introductions

1. **ACTION:** Minutes of February 17, 2022 meeting

2. **Chair's Report**

3. **Public Comment**

4. **Transportation Improvement Program (TIP)**

a. Report on Board Modifications to the 2022-2027 TIP

b. ACTION: Board Modifications to the 2022-2027 TIP

c. ACTION: Recommend 2023-2028 Surface Transportation Program (STP)

d. ACTION: Recommend 2023-2028 Congestion Mitigation/Air Quality (CMAQ) Program

e. ACTION: Recommend 2024 Transportation Alternatives Program (TAP)

5. **Other Business and Adjournment**

Upcoming Events:

- *WFRC Regional Growth Committee (RGC), Thursday, May 19, 2022*
- *WFRC Council Meeting, Thursday, May 26, 2022*

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

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

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, 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 17, 2022

A meeting was held on Thursday, February 17, 2022, 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:

2022 TRANS COM MEMBERS			
COG APPOINTED		OTHER APPOINTMENTS, cont.	
BOX ELDER COUNTY		UTA Board of Trustees	
Member - Kevin Jeppsen (Perry City)	no	Member – Carlton Christensen	no
Alternate - Jeff Hadfield (Box Elder County)	no	Member – Beth Holbrook	yes
DAVIS COUNTY		Utah Air Quality Board	
Member - Mark Shepherd (Clearfield)	yes	Member – Kevin Cromar	yes
Alternate - Howard Madsen (Sunset)	yes	NON-VOTING MEMBERS	
Member - Tamara Tran (Kaysville)	no	UDOT Representative	
Alternate - David Maughan (Syracuse)	no	Member – Teri Newell	yes
MORGAN COUNTY		Alternate – Ben Huot	no
Member- Jared Andersen (Morgan County)	no	UTA Representative	
Alternate - Robert McConnell (Morgan County)	no	Member - Russ Fox	yes
SALT LAKE COUNTY		Alternate – Kerry Doane	no
Member - Robert Dahle (Holladay)	yes	Air Quality Board, Staff Representative	
Member - Ann Granato (Salt Lake Co Council)	yes	Bryce Bird	yes
Member - Natalie Hall (Bluffdale)	yes	FHWA – Utah Division Representative	
Member - Joe Smolka (Emigration Township)	yes	Ivan Marrero	yes
Alternate - Trent Staggs (Riverton)	no	Mountainland Association of Governments	
Alternate - Mike Weichers (Cttnwood Heights)	yes	Julie Fullmer - Vineyard	no
Alternate - Marcus Stevenson (Midvale)	yes	Other Attendees	
Alternate - Dan Dugan (Salt Lake City)	no	Jennifer Elsken, FHWA, Shule Bishop, UTA,	
TOOELE COUNTY		Brad Palmer, UDOT, Dennis Pay, Colby Oliverson,	
Member - Tom Tripp (Tooele County)	no	Blake Thomas, Kyler Brower, Steve Van Maren	
Alternate - Jared Hamner (Tooele County)	no		
WEBER COUNTY		WFRC Staff: Andrew Gruber, Andrea Pearson,	
Member – Jim Harvey (Weber County)	yes	Wayne Bennion, Ted Knowlton, Miranda Jones Cox,	
Alternate - Leonard Call (Pleasant View)	yes	Ben Wuthrich, Rosie Hernandez, Mike Sobczak,	
Member – Robert Dandoy (Roy)	yes	Ned Hacker, Marcia White, Christy Dahlberg,	
Alternate – Braden Mitchell (Riverdale)	yes	Bert Granberg, Hugh Van Wagenen	
OTHER APPOINTMENTS			
Utah Transportation Commission			
Member – Kevin Van Tassell	yes		
Member – Natalie Gochnour	no		

1. Introductions and Consent Agenda [00:00:03]

As Mayor Mark Shepherd, Chair, was delayed, Commissioner Jim Harvey, Vice Chair, called the meeting to order at 2:02pm. Some time was given to new Trans Com Committee members to introduce themselves. **ACTION: [00:02:40]** Commissioner Harvey brought attention to the minutes of the November 18, 2021 meeting and asked if there were any questions or comments. There were none. Councilmember Ann Granato made a motion that the minutes be approved as written. Mayor Howard Madsen seconded the motion, and the voting was unanimous in the affirmative. **[00:30:50]** For the recording, introductions were made, via roll call.

2. Chair's Report [00:03:39]

Miranda Jones Cox, and Andrew Gruber, both with WFRC, provided Council members with an update of the 2022 Legislative Session and its impact on transportation and local government.

3. Public Comment [00:52:54]

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

4. Trans Com Roles and Responsibilities and Schedule for 2022 [00:53:20]

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. Mr. Bennion also presented a schedule for Trans Com meetings in 2022. 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) [01:01:00]

a. Report on Board Modifications to the 2022-2027 TIP

Mayor Shepherd reported that since the last meeting of Trans Com, WFRC received requests to modify the current 2022-2027 Transportation Improvement Program (TIP). This modification was approved by the Regional Council at their January meeting and by the Utah Transportation Commission. The group was reminded that if they have any questions or concerns, they can reach out to WFRC Staff.

b. ACTION: Board Modifications to the 2022-2027 TIP [01:01:16]

Mr. Wuthrich then stated that there were new requests received to modify the 2022-2027 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. **ACTION: [01:19:28]** UTA Board Trustee Beth Holbrook made a motion to approve the resolution to modify the 2022-2027 TIP as requested. Commissioner Jim Harvey seconded the motion, and the affirmative vote was unanimous.

c. Review of Fiscal Year 2021 obligation of federal highway and transit funds [01:20:07]

Mr. Wuthrich also presented information from a yearly report required by the Infrastructure Investment and Jobs Act (IIJA).. The WFRC staff, with the help of UDOT and UTA, has prepared a report of obligated federal, and local and state match funding during federal fiscal year 2021 (October 1, 2020, through September 30, 2021). For the State of Utah, these federal funds currently represent about twenty percent of the total highway and transit revenues.

6. Federal Infrastructure Law Update [00:42:49]

Wayne Bennion, WFRC, shared information regarding application timelines, amounts available, and types of eligible projects for several new programs. With the passage of the Infrastructure Investment and Jobs Act last November, numerous new and/ or expanded nationwide competitive funding programs are becoming available. Local governments are eligible to compete for nearly all of these funding programs.

7. Other Business [01:31:40]

Mayor Shepherd mentioned that WFRC's New Committee Member Orientation will be held on Thursday, February 24 and advised the group that the next Trans Com meeting will be held on April 14, 2022, which is a week earlier than originally planned.

8. Overview of Utah Open and Public Meetings Act [01:32:06]

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. **ACTION: [01:32:38]** Mayor Howard Madsen made a motion to adjourn the Trans Com meeting upon conclusion of the video, and Commissioner Jim Harvey seconded. The affirmative vote was unanimous.

9. Adjournment [01:41:06]

The video concluded and the meeting adjourned at 3:44pm

DATE: April 5, 2022
AGENDA ITEM: 4a
SUBJECT: Board Modifications to the 2022-2027 TIP
PREPARED BY: Ben Wuthrich

BACKGROUND:

Since the last meeting of Trans Com, WFRC received requests to modify the current 2022-2027 Transportation Improvement Program (TIP). The modifications required action from the Wasatch Front Regional Council at its March 24 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@wfrc.org

EXHIBIT:

2022-2027 TIP Amendment Five Resolution

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
AMENDING THE 2022 - 2027
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, transit, and active transportation 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 2022-2027 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 2022-2027 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 Regional Council meeting on March 24, 2022, and all comments were carefully considered,

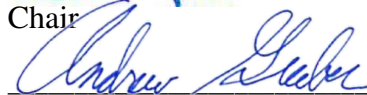
NOW THEREFORE LET IT BE RESOLVED, that the Wasatch Front Regional Council

- (1) Approves Amendment Five to the 2022-2027 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.

WASATCH FRONT REGIONAL COUNCIL



Chair



Executive Director

March 24, 2022

Date

UTAH DEPARTMENT OF TRANSPORTATION

Executive Director

ATTEST

Date

2022-2027 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	Millcreek	SR-266	17870	4500 South (SR-266); 1500 East to 1550 East	Construct Missing Sidewalk	TAP_URB_WFRC (Transportation Alternatives Program - WFRC)	\$657,600	\$357,600			2022
						LOCAL_GOVT (Local Government Funds)					

The scope of this project is to construct a new sidewalk along 4500 South between 1500 East and 1550 East on the south side of the roadway. This project was initially approved and funded in 2019. Current estimates show this project to be underfunded. Millcreek City is requesting to add \$300,000 to account for increases in Right-of-Way, storm drain/utility impacts, and material inflation. The City has committed to adding the entire shortfall of \$300,000.

Salt Lake	West Jordan	8600 South	15936	8600 South; 5600 West to 6000 West	Project will Construct a new Roadway which will cross the Mountain View Corridor	LOCAL_GOVT (Local Government Funds)	\$12,709,400	\$8,000,000			2022
						ST_TIF (State - Transportation Investment Funds)		\$4,000,000			

The scope of the 8600 South; 5600 West to 6000 West project is to construct a new roadway at 8600 South between 5600 West and 6000 West which will also cross Mountain View Corridor (SR-85) providing greater east-west mobility. During the design of the project an existing sewer line was identified in the Mountain View Corridor to be too close to the new bridge that will span SR-85. The scope of the MVC; Utilities Transmission Location project has been used to relocate utilities throughout the MVC corridor prior to each MVC project. It is proposed that funds from the MVC; Utilities Transmission Location project be transferred into the current 8600 South project for the relocation of the sewer line to accommodate the new structure.

Salt Lake	UTA	Various	15918 & 16939	UTA Locomotive Rebuild	Rebuild locomotive prime mover engines to EPA's standard of Tier 1+	CMAQ_WFRC _Salt Lake/ West Valley (Congestion Mitigation/ Air Quality - WFRC)	\$8,806,000	\$2,105,134	New Funding	\$325,000	2022
						CMAQ_WFRC _Ogden/ Layton (Congestion Mitigation/ Air Quality - WFRC)		\$870,000	New Funding	\$175,000	
						UTA_Funds (UTA Local Funds)		\$5,830,866	Reduce Funding	\$500,000	

In an effort to support the "Free Fare February - 2022" campaign, WFRC proposes to program an additional \$500,000 of CMAQ funds to the UTA Locomotive Rebuild project. This would enable UTA to use \$500,000 of the over match of local funds toward expenses of the campaign. The Locomotive Rebuild project was initially evaluated and recommended by the Regional Council for partial funding, mainly due to the available funding at the time of the project recommendation. This left the bulk of the project to be covered by UTA with other funding. This project will rebuild the UTA locomotive prime mover engines to Tier 2+ emissions standards. Each mover upgrade costs about \$629,000. Proportionately that equates to 14 prime mover engines for the WFRC Urban Area. It is estimated that the rebuilding of the 14 locomotive prime mover engines to EPA's standard of Tier 2+ would reduce the total emissions of criteria air pollutants (i.e. NOx, HC, CO and PM) by 30,653 kg annually.

2022-2027 Transportation Improvement Program (TIP) (Amendment Five)

Board Modification

New Program

Statewide

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Various	UDOT	Var	20088	Bridge Formula Program (BFP) - Program Management	Bridge Formula Program - Program Management	BFP_BR_MAIN (Bridge Formula Program - Main)	\$5,000,000	\$0	<i>New Funding</i>	\$5,000,000	2022

The Infrastructure Investment & Jobs Act Bridge Formula Program (BFP) provides an opportunity for funding the rehabilitation and replacement of existing bridges to address deficiencies due to aging and deterioration. The five year program (FY22 to FY26) provides Utah with a minimum of \$45M per year. Federal funding has already been apportioned to Utah for this program for fiscal year 2022. The Department proposes to hire a consulting firm to perform program management services over the five years. This would include assisting in administering, prioritizing, coordinating, preparing, designing, reviewing, managing, and delivering projects associated with the new Bridge Formula Program (BFP). UDOT intends to rehabilitate or replace as many as possible local government "off-system" bridges that are in poor condition.

DATE: April 5, 2022
AGENDA ITEM: 4b
SUBJECT: **ACTION:** Board Modifications to the 2022-2027 Transportation Improvement Program (TIP)
PREPARED BY: Ben Wuthrich

BACKGROUND:

The Wasatch Front Regional Council (WFRC) has received requests to modify the current 2022-2027 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 2022-2027 TIP as requested.”

CONTACT PERSON:

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

EXHIBITS:

2022-2027 TIP Amendment Six Resolution

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
AMENDING THE 2022 - 2027
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, transit, and active transportation 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 2022-2027 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 2022-2027 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 14, 2022, and all comments were carefully considered,

NOW THEREFORE LET IT BE RESOLVED, that Trans Com as delegated by the Wasatch Front Regional Council

- (1) Approves Amendment Six to the 2022-2027 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.

Mayor Mark Shepherd
Chair
Trans Com

Andrew S. Gruber
Executive Director
Wasatch Front Regional Council

Date: April 14, 2022

2022-2027 Transportation Improvement Program (TIP) (Amendment Six)

Board Modification

Program Change

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	Holladay City	5600 South	17440	5600 S over Jordan & SL Canal Bridge	Bridge Replacement	STP_BRIDGE (Surface Transportation Program_Bridge)	\$997,000	\$929,503		\$0	2022
						BFP_BR_MAIN (Bridge Formula Program - Main)		\$0	Program Change	\$929,503	
						LOCAL_GOV (Local Government Funds)		\$67,497			

UDOT proposes to transfer PIN 17440 from the 2023 Structures Program to the new Federally funded Bridge Formula Program. This bridge qualifies for the Bridge Formula Program requirements. This move will allow the current funding to be reprogrammed, and will allow for the project to be funded a year sooner than previously planned. Holladay City is prepared to move their match funding up accordingly.

New Project

Salt Lake/ West Valley Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	4200 South	20126	4200 S at Jordan Canal Bridge	Bridge Replacement	BFP_BR_OFF (Bridge Formula Program - Off System)	\$1,900,000	\$0	New Project	\$1,900,000	2022

UDOT proposes to add PIN 20126 to the Bridge Formula Program to replace structure 035118F, which carries Dutch Draw Drive over the Jordan Canal in Taylorsville City. The bridge was constructed in 1970 and has been rated in poor condition since 2007. The bridge is currently load restricted to 23 tons. This project would not require a local match under the Bridge Formula Program, and Taylorsville City is in support of the project.

DATE: April 5, 2022
AGENDA ITEM: 4c
SUBJECT: **ACTION:** Recommendation to approve projects for Draft 2023-2028 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 \$22.4M through the year 2028 in the Salt Lake/ West Valley Area and \$12M in the Ogden/ Layton Area. Given the mix of project cost overruns and project cost savings, programming efficiencies, and an increase of the federal funding allocations from the new transportation bill "Infrastructure Investment and Jobs Act" (IIJA), there is an estimated \$31,366,800 available to program for the year 2028 in the Salt Lake/ West Valley Area, and \$16,461,200 available in the Ogden/ Layton Area.

In the fall of 2021, 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, and meeting on March 30, WFRC staff in consultation with 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 2023-2028 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 to be added to the 2023-2028 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 14, WFRC staff will present the STP program funding recommendations.

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 Draft 2023-2028 Surface Transportation Program."

CONTACT PERSON:

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

EXHIBITS:

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

Projects Submitted for Consideration for the 2023-2028 Surface Transportation Program (STP)

Recommended Funding	ROW	Recommended Funding Amount					Recommended Project Information										Sponsor's Priority	Access to Opportunities (ATO)	Facility Condition/ Management Practices	Benefit Cost	Operation, TSM/TDM, & ITS Improvements	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Growth	Safety	Volume to Capacity	Total	Weighted Total						
		Unique Proj ID	County	City	Agency	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Project Description -																					
Ogden \ Layton Urbanized Area																																		
	1	O_STP_10	Davis	Layton	Layton City	FrontRunner Traffic Signal	Layton FrontRunner Station	0	0.1	\$ 380,000	\$ 304,000	\$ 76,000	This intersection is within a Transit Oriented Development (TOD) and contributes to UTA's first/last mile strategy for infrastructure in the downtown area to connect a future UTA Parking Garage, to be located on the east side of Main Street, to the existing UTA FrontRunner Layton Station on the west side.										2	6.00	2.50	15.00	13.33	0.00	11.43	3.00	8.00	1.00	60.5	60.26
	2	O_STP_17	Weber	Ogden	Ogden City Corporation	2nd Street Reconstruction	E/o Washington Blvd	E/o Monroe Blvd	0.83	\$ 6,801,400	\$ 5,242,136	\$ 1,559,264	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.										3	6.00	20.00	12.00	5.33	0.00	4.76	1.00	7.00	1.00	49	57.10
	3	O_STP_8	Davis	Clinton	Clinton City	1300 North and 1500 West Improvements	1285 West	1750 North	0.66	\$ 3,876,500	\$ 3,000,000	\$ 876,500	This project will widen 1300 North from 1285 W to 1500 W, and 1500 West from 1230 N to 1750 N, connecting to a CMAQ funded roundabout. The project will add pavement, curb and gutter, and sidewalk along various sections of the corridor. The existing pavement will be completely reconstructed.										1	2.67	22.50	12.00	3.33	0.00	4.76	1.00	6.00	1.00	40.5	53.26
	4	O_STP_15	Davis	West Bountiful City	West Bountiful City	1100 West street Widening and Curb/Gutter	200 N / 1100 W	400 N / 1100 W	0.15	\$ 1,048,300	\$ 657,218	\$ 438,807	Roadway improvement include widening 1100 West to a uniform cross section with sidewalk, curb, gutter and bike lanes, eliminating the gap between West Bountiful and the Woods Cross FrontRunner Station and providing safety to bicyclist, pedestrians, an vehicles.										1	3.33	15.00	20.00	2.00	0.00	4.76	2.00	5.00	0.00	43	52.10
	5	O_STP_16	Davis	Woods Cross	Woods Cross	1100 West	2185 South	1100 North (2600 S)	0.436	\$ 3,942,600	\$ 3,000,000	\$ 942,600	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.										1	3.33	22.50	12.00	2.00	0.00	4.76	1.00	5.00	0.00	37.5	50.60
	6	O_STP_23	Weber	Plain City	Plain City Corporation	1900/1975 North Reconstr. Project Phase 1	2700 West	3600 West	1.5	\$ 2,661,973	\$ 2,311,973	\$ 350,000	Provide widening and striping to match other areas where widening has been completed. To improve safety for vehicles and pedestrians										1	2.67	15.00	16.00	0.00	0.00	4.76	2.00	7.00	0.00	38	47.43
	7	O_STP_7	Davis	Centerville	Centerville City	400 East - 100 S to Porter Ln	100 South	Porter Lane (400 South)	0.25	\$ 1,415,100	\$ 1,061,325	\$ 353,775	400 East is Centerville City from 100 S to Porter Lane is a major collector. The City plans to use 400 East as a designated bikeway. 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 to safely distribute traffic along the corridor.										1	3.33	15.00	16.00	0.00	0.00	4.76	0.00	7.00	0.00	37	46.10

Projects Submitted for Consideration for the 2023-2028 Surface Transportation Program (STP)

Recommended Funding	ROW	Recommended Funding Amount					Recommended Project Information										Sponsor's Priority	Access to Opportunities (ATO)	Facility Condition/ Management Practices	Benefit Cost	Operation, TSM/TDM, & ITS Improvements	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Growth	Safety	Volume to Capacity	Total	Weighted Total
		Unique Proj ID	County	City	Agency	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Project Description -															
	8	O_STP_9	Davis	Farmington	Farmington City	SR - 106 (200 East) Improvements	Glovers Lane	Lund Lane	0.88	\$ 2,853,000	\$ 2,641,206	\$ 191,794	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.	1	0.67	17.50	12.00	1.33	0.00	5.24	1.00	4.00	0.00	31.5	41.74			
\$ 1,107,300	9	O_STP_27	Weber	West Haven	West Haven	1800 South to 1900 West	1900 West	2050 West	0.164	\$ 1,957,300	\$ 1,107,300	\$ 500,000	Realign 1800 South with 1900 West for UDOT installation of signal at this location. UDOT has completed a study on this intersection and determined that a signal is warranted. UDOT will fund the installation of signal provided that the city completes the realignment and provides a future connection to the east.	1	6.00	4.00	15.00	7.00	0.00	3.00	0.00	5.00	0.00	40	40.00			
\$ 2,763,803	10	O_STP_4	Box Elder	Perry City	Perry City Corporation	1200 West 1100 West Roadway Connection Project	1100 South	1600 South	0.389	\$ 5,002,100	\$ 2,763,803	\$ 455,180	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.	2	3.00	2.00	9.00	3.00	0.00	12.00	3.00	7.00	0.00	39	39.00			
	11	O_STP_12	Davis	Ogden/Layton Metro Area	Utah Department of Transportation	Surface Street Variable Message Signs	On SR193 WB East of I15 near MP 4.65	near MP 4.2 EB West of I 15	0.45	\$ 600,000	\$ 559,380	\$ 40,620	Install (2) Surface Street Variable Message Signs on SR193 (E700S) to warn travelers of traffic incidents and impact to travel time on I-15 prior to entering the Interstate. A possible suggested alternate route would be State Street to by pass the bottleneck or incident.	3	7.33	0.00	15.00	2.67	0.00	2.86	4.00	6.00	1.00	42	38.86			
\$ 3,371,579	12	O_STP_18	Weber	Ogden	Ogden City Corporation	25th Street & 4400 South BRT	Jefferson Av (25) / Mckay Dee Hospital(44)	Harrison Bv (25) / Harrison Bv(44)	0.91	\$ 9,086,100	\$ 4,495,439	\$ 4,590,661	The WSU-Mckay Dee bus rapid transit is a significant transit investment project presently underconstruction. While many of the roadways the BRT will operate on are being improved, two Ogden City segments 25th & 4400 were not programmed for reconstruction as part of the BRT. Selection of electric powered busses by UTA has raised concerns from Ogden about the significant difference in loading stresses between traditional bus axle loading and their electric counter parts. A majority of this funding request is tied directly towards increasing the roadway typical section enough to handle the stresses of the BRT system. Secondary improvements are related to pedestrian safety, lighting, drainage and landscaping aesthetics.	1	7.33	12.50	8.00	0.00	0.00	4.76	1.00	5.00	0.00	35.5	38.60			
	13	O_STP_24	Weber	Unincorporated Weber County	Weber County	Widen 12th Street	10000 West	7100 West	3.48	\$ 26,159,600	\$ 15,759,600	\$ 10,400,000	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.	2	1.33	17.50	4.00	0.00	0.00	4.76	2.00	5.00	0.00	25.5	34.60			
	14	O_STP_11	Davis	North Salt Lake	City of North Salt Lake	Center Street Widening & AT Facilities	Foxboro Drive	Jordan River Trail	0.59	\$ 689,300	\$ 585,905	\$ 103,395	This project would include widening a section of Center Street and installing curb & gutter. This project will also include the installation of sidewalk from 1200 West to the Jordan River Trail on the south side of the road, and the striping of bike lanes from Foxboro Drive to the Jordan River.	2	5.00	3.50	15.00	0.00	0.00	3.00	3.00	5.00	0.00	34.5	34.50			

Projects Submitted for Consideration for the 2023-2028 Surface Transportation Program (STP)

Recommended Funding	ROW	Recommended Funding Amount					Recommended Project Information										Sponsor's Priority	Access to Opportunities (ATO)	Facility Condition/ Management Practices	Benefit Cost	Operation, TSM/TDM, & ITS Improvements	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Growth	Safety	Volume to Capacity	Total	Weighted Total
		Unique Proj ID	County	City	Agency	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Project Description -															
	15	O_STP_19	Weber	Ogden	Ogden City Corporation	D Avenue Connection	24th Street (SR-53)	Exchange Road	0.23	\$ 6,088,600	\$ 4,801,338	\$ 1,287,262	When SR-53 was built, it effectively cut the west Ogden community in two. With each passing year, increasing traffic makes it more difficult for pedestrians to cross the roadway (transit stops, services, etc) and vehicles to leave minor streets and enter the roadway during peak hours. Region 1 has indicated the B Avenue/24th Street intersection passes the warrant for a signal; however, both UDOT and Ogden agree B Avenue is not the ideal location for a signal. The better location for a signal in west Ogden is at D Avenue because it is roughly center to the community and halfway between the viaduct and I-15. D Avenue provides better grades, sight distance and safer interaction with the rail spur than B Avenue. Presently, the Weber County Waste Transfer Station accounts for much of the traffic on B Avenue, traffic is projected to increase as the new subdivision along exchange road is developed.	4	5.00	0.50	6.00	5.00	0.00	7.00	3.00	7.00	0.00	33.5	33.50			
	16	O_STP_25	Weber	Unincorporated Weber County	Weber County	Widen 2550 South	3500 West	4300 West	1	\$ 12,483,700	\$ 6,783,700	\$ 5,700,000	Currently there is no continuous turning lane or shoulder. With the recent growth in residential development and planned reconfiguration of the 25th Street interchange, this corridor will become a main west to east collector of Western Weber County. By improving the shoulder and drainage, pedestrian use will be safer.	1	1.33	15.00	8.00	0.00	0.00	1.90	0.00	5.00	0.00	20	31.24			
	17	O_STP_22	Weber	Ogden/Layton Metro Area	Utah Department of Transportation TOC	Surface Street Variable Message Signs	On SR39 (1200S) WB East of I 15 near MP 4.23	near MP 3.82 EB West of I 15	0.43	\$ 600,000	\$ 559,380	\$ 40,620	Install (2) Surface Street Variable Message Signs on SR39 (1200S) to warn travelers of traffic incidents and impact to travel time on I-15 prior to entering the Interstate.	2	2.00	0.00	15.00	1.33	0.00	2.86	3.00	6.00	1.00	32	31.19			
	18	O_STP_26	Weber	Unincorporated Weber County	Weber County	Widen 3300 South	3300 West	4700 West	1.76	\$ 17,031,100	\$ 15,556,100	\$ 1,475,000	Currently there is no continuous turning lane or shoulder. With the recent growth in residential development, this corridor will become a main west to east collector of the western portion of Weber County. By improving the shoulder and drainage, pedestrian use will be safer.	3	1.33	17.50	0.00	0.00	0.00	3.81	2.00	5.00	0.00	20.5	29.64			
	19	O_STP_13	Davis	Ogden/Layton Metro Area	Utah Department of Transportation TOC	Freeway Variable Message Sign	I 84 EB West of US 89 (vicinity of MP 87)	0	0.1	\$ 750,000	\$ 699,225	\$ 50,775	Install a new Variable Message Sign on I84 EB to warn travelers of traffic incidents ahead and off load at the US 89 interchange if needed.	1	0.00	0.00	15.00	2.67	0.00	2.86	3.00	6.00	0.00	29	29.52			
	20	O_STP_3	Box Elder	Brigham City	Brigham City Corporation	1200 West Roadway Widening (Forest Street to Industrial Way)	Forest Street	Industrial Way	0.335	\$ 2,477,300	\$ 1,622,255	\$ 855,045	Widening of about a section of 1200 West between Forest Street and Industrial Way.	2	1.00	1.50	9.00	1.00	0.00	10.00	2.00	5.00	0.00	29.5	29.50			
	21	O_STP_5	Box Elder	Perry City	Perry City Corporation	1200 West Roadway Widening Phase 1	1600 South	2250 South	0.521	\$ 5,406,300	\$ 2,730,392	\$ 482,544	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.	2	3.00	2.00	6.00	1.00	0.00	7.00	2.00	5.00	0.00	26	26.00			

Projects Submitted for Consideration for the 2023-2028 Surface Transportation Program (STP)

Recommended Funding	ROW	Recommended Funding Amount				Recommended Project Information										Sponsor's Priority	Access to Opportunities (ATO)	Facility Condition/ Management Practices	Benefit Cost	Operation, TSM/TDM, & ITS Improvements	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Growth	Safety	Volume to Capacity	Total	Weighted Total
		Unique Proj ID	County	City	Agency	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Project Description -														
Salt Lake \ West Valley Urbanized Area																											
\$ 3,000,000	1	S_STP_18	Salt Lake	Salt Lake City	Salt Lake City Corporation	900 West Reconstruction	North Temple	600 North	0.75	\$ 7,688,865	\$ 3,500,000	\$ 4,188,865	The project reconstructs a major collector (900 West) connecting to the Interstate 15/600 North exit to improve vehicular mobility to the North Temple Urban Center; enhance transit, pedestrian, and bicycle access to opportunity for residents in this lower-income area; and address the deteriorated road condition.	3	6.67	25.00	12.00	6.67	0.00	2.38	2.00	7.00	1.00	49	62.71		
\$ 3,500,000	2	S_STP_13	Salt Lake	Millcreek	Millcreek	1300 East: 3300 South to 3600 South	3300 South	3600 South	0.4	\$ 6,965,120	\$ 4,934,291	\$ 505,780	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 reconstruction of disfunctioning curb & gutter, sidewalk, ADA ramps, enhanced bus stops, and installation of new storm drain along 1300 East from 3300 South to 3600 South.	2	7.33	22.50	16.00	0.00	0.00	4.76	1.00	8.00	1.00	47.5	60.60		
\$ 3,000,000	3	S_STP_22	Salt Lake	South Jordan	South Jordan City	4000 W / South Jordan Parkway Intersection Improvements	500ft each direction of intersection	0	0.5	\$ 5,152,400	\$ 4,803,583	\$ 348,817	This project increases the capacity of the intersection at 4000 W & South Jordan Prkwy by adding the following lanes: - One additional through lane will be added to all 4 approaches - A second left turn lane will be added to the East & West approach - Right turn pockets will be added to the North and South approach	1	5.33	2.00	12.00	13.33	0.00	11.43	4.00	8.00	1.00	57	57.10		
	4	S_STP_26	Salt Lake	West Jordan	City of West Jordan	Redwood Rd. and 6720 S. Intersection Improvements	0	0	0.125	\$ 873,100	\$ 813,991	\$ 59,109	The intersection impacts traffic flow along Redwood Road and inhibits pedestrian traffic from the surrounding residential area as well as vehicular traffic into the shopping center. The project will provide a traffic signal at 6720 South and associated striping and pedestrian walkways to promote access to the growing area.	4	4.67	2.50	15.00	10.67	0.00	10.48	1.00	10.00	2.00	56.5	56.31		
\$ 4,500,000	5	S_STP_29	Salt Lake	West Valley City and Magna	West Valley City	7200 West Widening and Reconstruction	3500 South	Copper Hill Drive	0.62	\$ 7,081,900	\$ 6,602,455	\$ 479,445	This project is necessary to meet current needs, reduce flooding and to accommodate future growth in the southwest portion of West Valley City and Magna. This project will improve safety and will complete curb, gutter and sidewalk through this corridor. The user experience will be enhanced through pavement improvements.	1	4.00	22.50	12.00	0.67	0.00	4.29	2.00	7.00	1.00	39.5	53.45		
	6	S_STP_30	Salt Lake	West Valley City and Taylorsville	West Valley City	3900 South Widening and Reconstruction	Redood Road	Jordan River Bridge	1	\$ 7,215,500	\$ 6,727,011	\$ 488,489	This proposed project improves 3900 South between Redwood Road and the Jordan River by improving the pavement section, adding buffered bike lanes, street lighting and connecting sidewalk. Presently, pedestrians are required to use the roadway shoulder, adjacent to traffic lanes with a 40 mph speed limit.	2	13.00	3.00	12.00	2.00	0.00	11.00	2.00	9.00	1.00	53	53.00		
	7	S_STP_23	Salt Lake	South Jordan	South Jordan City	Jordan Gateway / Shield's Ln Intersection Improvements	500ft each direction of intersection	0	0.5	\$ 3,822,300	\$ 3,563,530	\$ 258,770	This project increases the capacity of the intersection at Jordan Gateway & Shield's Lane by adding the following lanes: - A second thru lane will be added for the westbound approach (the thru lane will continue for a few hundred feet west of the intersection) - A second left turn lane will be added to the East & West approach	3	6.00	2.00	12.00	8.00	0.00	9.52	2.00	9.00	2.00	52	50.52		

Projects Submitted for Consideration for the 2023-2028 Surface Transportation Program (STP)

Recommended Funding	ROW	Unique Proj ID	County	City	Agency	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Project Description -	Sponsor's Priority	Access to Opportunities (ATO)	Facility Condition/ Management Practices	Benefit Cost	Operation, TSM/TDM, & ITS Improvements	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Growth	Safety	Volume to Capacity	Total	Weighted Total
	8	S_STP_27	Salt Lake	West Jordan	City of West Jordan	9000 South	6400 West	NBH	0.53	\$ 7,942,800	\$ 5,540,472	\$ 2,402,328	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 Coppeton. New alignment will continue the grid pattern to SR-111. A new intesection at 9000 South and Duck Ridge will be created.	3	6.00	1.50	12.00	2.00	0.00	13.00	5.00	10.00	0.00	49.5	49.50
\$ 4,850,000	9	S_STP_15	Salt Lake	Murray	Murray City	5600 South Reconstruction	900 East	1300 East	0.58	\$ 8,578,800	\$ 7,951,400	\$ 577,400	This roadway from 900E to 1300E lacks continuous sidewalks and has an open ditch. The project will create a uniform corridor with new pavement, curb and gutter, bike lanes, sidewalk, and storm drain.	1	4.00	15.00	12.00	0.00	0.00	4.29	2.00	10.00	0.00	39	47.29
	10	S_STP_1	Salt Lake	Cottonwood Heights	Cottonwood Heights Public Works	Fort Union Blvd Roadway Project	Pippen Drive	3160 East	0.8	\$ 5,781,000	\$ 5,389,626	\$ 391,374	This project will will reconstruct Fort Union Blvd from 3160 East to Pippen Drive (3570 East), accomodating bike lanes on both sides of the road, as well as new curb & gutter, sidewalk, ADA facilities, asphalt pavement, and a new 10-ft multi-use trail along the north-east side of Fort Union.	1	1.33	17.50	12.00	2.00	0.00	3.81	2.00	7.00	0.00	34.5	45.64
\$ 3,350,000	11	S_STP_12	Salt Lake	Midvale	Midvale City	Tuscany View Road Extension	Approximately 800 West	Holden Street	0.05	\$ 6,109,100	\$ 5,695,514	\$ 413,586	This project will extend Tuscany View Road to the east with a connection to Holden Street. This will provide a direct connection to Midvale City Hall, Midvale Senior Citizens Center, and Midvale Main Street for several multi family complexes along with a senior living housing project that are located in Bingham Junction area. It will also provide a direct access to a TRAX station for residents and businesses located to the west of the Bingham Junction area.	1	16.00	3.50	6.00	1.00	0.00	8.00	3.00	7.00	1.00	45.5	45.50
	12	S_STP_3	Salt Lake	Draper	Draper City	Pioneer Rd	1300 East	Highland Dr	1	\$ 7,538,200	\$ 5,909,104	\$ 1,629,096	Pioneer Rd is an East-West collector road providing 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. Pioneer Rd is a safe walking route to nearby schools but lacks continuous sidewalks. The proposed project will reconstruct and widen this section of road to include 2 travel lanes, paved shoulders, curb and gutter, park strips, and sidewalks. The project will also construct a significant amount of retaining walls to accommodate the improvements.	2	4.67	22.50	8.00	0.00	0.00	4.76	0.00	5.00	0.00	32.5	44.93
	13	S_STP_2	Salt Lake	Draper	Draper City	Fort Street	13200 South	13800 South	0.83	\$ 5,454,200	\$ 4,994,051	\$ 460,149	Fort Street is a north/south collector that runs through the heard of old Draper. Currently it is a two lane street without 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 Fort Street from 13200 South to its terminus at 13800 South to include paved shoulders, curb and gutter, park strips, and sidewalks.	3	4.00	20.00	8.00	0.00	0.00	4.76	2.00	6.00	0.00	34	44.76
\$ 1,726,526	14	S_STP_9	Salt Lake	Kearns	Salt Lake County Public Works Engineering	Utah and Salt Lake Canal Bridge Replacement - 4015 West	4710 4000 West	4750 4015 West	0.05	\$ 1,851,900	\$ 1,726,526	\$ 125,374	Kearns Metro Township is requesting funding to replacd structure 035089D- Utah and Salt Lake Canal Bridge on 4015 West. This structure was originally scoped to be part of the of the 4700 South Reconstruction project but due to funding limitatitons it was removed from the project. The replacement of the bridge will improve public safety along the corridor and allow for expansion of the existing crossing to accomodate future bike lanes (each direction) and sidewalks.	1	4.67	5.00	20.00	0.67	0.00	4.29	2.00	5.00	2.00	42	43.62
	15	S_STP_8	Salt Lake	Herriman	Herriman City	7300 West Extension Phase 1	13350 South	13250 South	0.23	\$ 6,608,900	\$ 6,082,232	\$ 526,668	This project is to construct an extension of 7300 W from Herriman Highway Butterfield Creek as Phase 1. It will be a Major Collector with 80' ROW. This project will includes several structures. ROW has already been acquired by the City. This road will be a crucial connection to future Olympia Development	3	3.00	3.00	9.00	1.00	0.00	14.00	4.00	7.00	0.00	41	41.00

Projects Submitted for Consideration for the 2023-2028 Surface Transportation Program (STP)

Recommended Funding	ROW	Unique Proj ID	County	City	Agency	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Project Description -	Sponsor's Priority	Access to Opportunities (ATO)	Facility Condition/ Management Practices	Benefit Cost	Operation, TSM/TDM, & ITS Improvements	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Growth	Safety	Volume to Capacity	Total	Weighted Total	
																										\$ #,###
\$ 2,000,000	16	S_STP_16	Salt Lake	Murray, West Valley, Taylorsville	Utah Transit Authority	Midvalley Connector - Bus Lanes	Murray, UT Murray Station	West Valley, UT Central Station	7	\$ 29,035,040	\$ 3,000,000	\$ 217,848	The Midvalley Connector is a bus rapid transit (BRT) route that will connect Murray Central Station, Salt Lake Community College's Redwood Road Campus, and West Valley Central Station. The 7-mile route will include 1.4 miles exclusive BRT lanes, an enhanced transit plaza at the SLCC Redwood Campus, and 15 new stations.	5	13.00	2.50	0.00	10.67	0.00	6.00	2.00	4.50	1.00	41.5	39.67	
	17	S_STP_17	Salt Lake	Murray, West Valley, Taylorsville	Utah Transit Authority	Midvalley Connector - SLCC Hub	Redwood Road and Community Way	(SE Corner of SLCC Campus)	7	\$ 3,854,272	\$ 3,000,000	\$ 217,848	The Midvalley Connector is a BRT route that will connect Murray, Salt Lake Community College's Redwood Road Campus, and West Valley City. The project includes exclusive lanes, an enhanced transit plaza at SLCC, and 15 stations. A transit hub is needed to integrate the college with this BRT line and other local routes.	4	13.00	2.50	0.00	10.67	0.00	6.00	2.00	4.50	1.00	41.5	39.67	
	18	S_STP_24	Salt Lake	South Jordan & West Jordan	South Jordan City & West Jordan City	Old Bingham Highway Widening	Mountain View Corridor	Bacchus Highway	1.57	\$ 16,913,700	\$ 14,370,193	\$ 2,543,507	Joint application between West Jordan and South Jordan to widen Old Bingham Hwy from 2 lanes to 5 lanes between Mountain View Corridor and Bacchus Hwy. Project includes buffered bike lanes, sidewalk on the north side and a multiuse trail on the south side.	2	3.00	3.00	6.00	5.00	0.00	10.00	4.00	8.00	0.00	39	39.00	
\$ 2,000,000	19	S_STP_25	Salt Lake	West Jordan	City of West Jordan	1300 West: 6600 S - 9400 S	9400 S.	6600 S.	3.542	\$ 18,702,000	\$ 2,000,000	\$ 135,400	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. The purpose of this request is for the increased right of way costs since the project's start in 2012.	1	6.67	3.00	12.00	0.00	0.00	4.76	0.00	10.00	1.00	41	37.43	
	20	S_STP_28	Salt Lake	West Valley City	West Valley City	Parkway Blvd (2700 South) Widening and Reconstruction	7200 West	6400 West	1	\$ 13,545,000	\$ 12,628,004	\$ 916,997	This proposed project improves Parkway Blvd (2700 South) between 7200 West and 6400 West by improving the pavement section, adding bike lanes, street lighting and connecting sidewalk. Presently, pedestrians are required to use the roadway shoulder, adjacent to traffic lanes with a 40 mph speed limit.	4	1.33	15.00	4.00	1.33	0.00	3.81	2.00	9.00	0.00	29	36.48	
\$ 1,500,000	21	S_STP_19	Salt Lake	Salt Lake City	Utah Department of Transportation	SR-71; 2100 S to 1300 S Shared Use Path	2100 South	1300 South	1	\$ 2,985,500	\$ 2,783,382	\$ 202,118	This project will provide a shared use path between Parley's trail (approximately 2000 South) to Liberty Park along 700 East.	1	5.00	3.00	15.00	3.00	0.00	4.00	2.00	3.00	1.00	36	36.00	
	22	S_STP_21	Salt Lake	Salt Lake, West Valley, West Jordan, and Kearns	Utah Transit Authority	Westside Express	5600 W. Old Bingham Highway Station	Salt Lake Central Intermodal Hub	29	\$ 5,363,081	\$ 5,000,000	\$ 363,081	Provide a one-seat transit ride for residents along 5600 West to Salt Lake City International Airport, downtown Salt Lake City, and other regional job centers. Westside Express service will include queue-jumps, shoulder operation, and other tools to improve the travel time, reliability, and efficiency of the bus service.	2	8.00	1.00	4.00	8.00	0.00	5.00	3.00	3.00	3.00	35	35.00	
	23	S_STP_20	Salt Lake	Salt Lake City	Utah Transit Authority	Warm Springs Track Realignment	FrontRunner Sta 3465+00	FrontRunner Sta 3527+00	0.9	\$ 46,000,000	\$ 2,000,000	\$ 145,232	Relocation of existing double-track from the east side of UTA's Warm Springs maintenance facility to the west side. Improves operating speed from 30mph to 60mph or greater by straightening track curves. Increases yard storage capacity for fleet expansion and future conversion to more efficient rail vehicles.	3	4.00	1.50	20.00	2.67	0.00	2.00	0.00	2.00	2.00	2.00	30.5	34.17

Projects Submitted for Consideration for the 2023-2028 Surface Transportation Program (STP)

Recommended Funding	ROW	Unique Proj ID	County	City	Agency	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Project Description -	Sponsor's Priority	Access to Opportunities (ATO)	Facility Condition/ Management Practices	Benefit Cost	Operation, TSM/TDM, & ITS Improvements	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Growth	Safety	Volume to Capacity	Total	Weighted Total
	24	S_STP_11	Salt Lake	Magna Metro Township	Magna Metro Township	2700 S Sidewalk	8000 W	8400 W	0.525	\$ 4,017,000	\$ 3,745,049	\$ 271,951	The installation of curb, gutter and sidewalk on the north side of 2700 S from 8000 W to 8400 W. Pleasant Green Elementary is located within this section of missing sidewalk and the installation of these improvements would increase the pedestrian safety along the safe route to this school.	2	6.00	2.50	6.00	0.00	0.00	9.00	1.00	3.00	0.00	27.5	27.50
	25	S_STP_14	Salt Lake	Millcreek	Millcreek	S Birch Dr: Upland Dr to 3900 S	E Upland Dr	3900 S	0.16	\$ 763,200	\$ 663,200	\$ 100,000	S Birch Dr is a heavily trafficked minor residential street providing access from Skyline High School to 3900 S a minor North/South arterial East through the East side of the Salt Lake Valley. This project will create a safer environment for all users including the demolition of inadequate water ways on the west side of the corridor with curb and gutter, construction of sidewalk, and ADA ramps.	1	8.00	2.50	3.00	0.00	0.00	8.00	0.00	6.00	0.00	27.5	27.50
	26	S_STP_5	Salt Lake	Emigration Canyon Metro Township	Emigration Canyon Metro Township	Emigration Canyon Slope Mitigation - 4909 E	4858 E Emigration Canyon Road	4909 E Emigration Canyon Road	0.06	\$ 4,251,700	\$ 3,963,860	\$ 287,840	The purpose of this 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	6.00	3.00	6.00	0.00	0.00	9.00	0.00	3.00	0.00	27	27.00
\$ 2,000,000	27	S_STP_10	Salt Lake	Magna Metro Township	Magna Metro Township	2700 S & 8000 W Intersection Realignment	8000 W	8058 W	0.1	\$ 4,058,400	\$ 3,783,646	\$ 274,754	This project will realign an offset intersection to improve safety, function and connectivity at this location (2700 S / 2820 S & 8000 W). The project has received funding for construction but has been unable to move forward due to lack of right-of-way. This request is for funds to purchase right-of-way and additional construction costs.	1	3.33	4.00	6.00	2.67	0.00	3.81	1.00	6.00	0.00	28	26.81
	28	S_STP_7	Salt Lake	Emigration Metro Township	Salt Lake County	Emigration Canyon Road Safety Improvements	6265 Emigration Canyon Road	9698 Emigration Canyon Road	0.95	\$ 5,104,500	\$ 4,758,925	\$ 345,575	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.	1	6.00	3.50	3.00	0.00	0.00	9.00	0.00	3.00	0.00	24.5	24.50
	29	S_STP_6	Salt Lake	Emigration Metro Township	Salt Lake County	Emigration Canyon Slope Mitigation - 5647 E	5647 E Emigration Canyon Road	5696 E Emigration Canyon Road	0.06	\$ 4,658,300	\$ 4,342,933	\$ 315,367	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.	2	6.00	3.00	3.00	0.00	0.00	9.00	0.00	3.00	0.00	24	24.00
	30	S_STP_4	Salt Lake	Draper	Utah Transit Authority	First Mile/Last Mile Active Transportation Study/Design Point of the Mountain Transit	Draper Frontrunner Station	Highline Commercial Special District	5.3	\$ 500,000	\$ 466,150	\$ 33,850	Planning study to identify and evaluate the best locations and alignments for pedestrian and bicycle trails (first-mile last-mile connections to transit) in the Point of the Mountain area in southern Salt Lake County. The study will determine the most viable active transportation connectivity for the region.	7	7.00	1.00	3.00	0.00	0.00	4.00	0.00	5.00	0.00	20	20.00
Recommended Funding Total			\$ 31,426,526	Available Funding		\$ 31,366,855	Requested Federal Funding	\$ 140,739,128							Total Estimated Project Cost		\$ 248,415,778								

DATE: April 5, 2022
AGENDA ITEM: 4d
SUBJECT: **ACTION:** Recommendation to approve projects for Draft 2023-2028
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 \$5.6M through the year 2028 in the Salt Lake/ West Valley Urban Area with \$6,194,435 available to program in the year 2028, and about \$3M in annual apportionments anticipated in the Ogden/ Layton Area with \$3,713,160 available to program in the year 2028.

In the fall of 2021, 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, and meeting on March 30, the WFRC Staff in consultation with the Trans Com TACs developed a recommendation of projects to add to the CMAQ program. The attached tables "Projects Submitted for Consideration for the 2023-2028 Congestion Mitigation/ Air Quality (CMAQ) Program" show all the projects submitted. The highlighted projects indicate those recommended to be added to the Draft 2023-2028 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 14, WFRC staff will present the CMAQ program funding recommendations.

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 Draft 2023-2028 Congestion Mitigation/ Air Quality Program."

CONTACT PERSON:

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

EXHIBITS:

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

Projects Submitted for Consideration for the 2023-2028 Congestion Mitigation/ Air Quality (CMAQ) Program

\$ #,###		Recommended Funding Amount						Recommended Project Information							Other Project Benefits	Project Life	Reduced Daily VHT	Reduced Daily VMT	Reduced Daily Emissions (kg)	Benefit/Cost: (kg/\$1,000)	
Recommended Funding	ROW	Unique Proj ID	County	City	Agency	Project Type	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Project Description -							Sponsor's Priority
Ogden \ Layton Urbanized Area																					
\$ 2,000,000	1	O_CMAQ_2	Davis	Layton	Layton City	Pedestrian	Kay's Creek Trail Ped/ Bike Overpass at the Layton FrontRunner Project	50 West 400 South (West side of Union Pacific/FrontRunner corridor)	150 South Main Street (East side of Union Pacific/FrontRunner corridor)	0.1	\$ 6,000,000	\$ 3,600,000	\$ 2,400,000	A pedestrian overpass bridge is proposed to span the width of the Union Pacific/FrontRunner railway corridor and touch down immediately next to the FrontRunner Station with direct access to their services. Its location is within UTA's 1st Mile, Last Mile strategy to improve access and ridership to transit stations.	1	* Active transportation * Improved Front Runner Access	20.00	7.05	205.48	3.23	3.93
\$ 500,000	2	O_CMAQ_6	Weber	Ogden	Ogden City Corporation	Bicycle	Ogden City Bike Share Expansion	CBD Area (Various)	CBD Area (Various)	5	\$ 760,400	\$ 708,921	\$ 51,479	A bikeshare program is an alternate mode of transportation designed for urban centers. It is a way of linking already in place infrastructure and transit systems together. The program can be used by residents or visitors to the City. This program is a way to improve air quality, and the overall health of its users.	2	* Active transportation	10.00	1.42	41.30	0.78	3.74
\$ 1,265,131	3	O_CMAQ_5	Davis	West Point	West Point City	Intersection	4500 W/300 N Round-About	300 N	300 N	0.25	\$ 1,357,000	\$ 1,265,131	\$ 91,869	Construct a round-about at the intersection of SR-110 (4500 W) and SR-107 (300 N) to mitigate significant congestion at this awkwardly offset intersection. This will also improve safety for pedestrians, especially school children.	1	* Improved safety * Reduced delay	20.00	16.71	0.00	0.55	2.98
	4	O_CMAQ_1	Davis	Clinton	Clinton City	Intersection	1500 West Right Turn Lanes	1750 North	1800 North	0.05	\$ 859,100	\$ 800,939	\$ 58,161	This project will add a right turn lane on the south leg of the 1500 West & 1800 North intersection. The right turn lane will begin at 1750 North. The project will connect on to Clinton's 1500 West STP application. The existing pavement for the entire width of the roadway will be reconstructed.	2	* Improved safety * Reduced delay	20.00	0.92	0.00	0.03	0.26
	5	O_CMAQ_8	Weber	Placeholder City: North Ogden plus	Utah Transit Authority	Other	UTA On Demand Expansion - 3 yr Operating Subsidy	Various cities	Various cities	25	\$ 7,500,000	\$ 6,992,250	\$ 507,750	This request is for three years of operating costs to implement an on demand solution in one location in the Salt Lake county area. UTA On Demand service could include microtransit, a Transportation Network Company (TNC) partnership (i.e. Lyft/Uber), or another alterative mode that meets customer needs.	2	* First/last mile transit access for low density areas	3.00	11.64	339.61	0.48	0.14
Recommended Funding Total		\$ 3,765,131			Available Funding	\$ 3,713,160	Requested Federal Funding	\$ 13,367,241			Total Project Estimated Cost				\$ 16,476,500						

Projects Submitted for Consideration for the 2023-2028 Congestion Mitigation/ Air Quality (CMAQ) Program

\$ #,###		Recommended Funding Amount						Recommended Project Information						Other Project Benefits	Project Life	Reduced Daily VHT	Reduced Daily VMT	Reduced Daily Emissions (kg)	Benefit/Cost: (kg/\$1,000)		
Recommended Funding	ROW	Unique Proj ID	County	City	Agency	Project Type	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds							Project Description -	Sponsor's Priority
Salt Lake \ West Valley Urbanized Area																					
\$ 924,189	1	S_CMAQ_7	Salt Lake	Salt Lake City	Salt Lake City Transportation Division	CMAQ	East Downtown 200 South Mobility Hub	300 East	400 East	0.25	\$ 6,030,800	\$ 3,944,375	\$ 286,425	This project designs and constructs an east downtown mobility hub for bus rapid transit and core routes that serve Frontrunner, the Salt Lake valley, and University of Utah. The aim is to provide operator / end of line facilities, electric bus charging, and passenger amenities at a key transfer point in Downtown Salt Lake.	2	* Consolidate and simplify transit intermodal operation	20.00	80.09	4092.47	13.20	48.38
2	2	S_CMAQ_11	Salt Lake	Sandy/Draper	Sandy and Draper Cities	CMAQ	11400 S 700 E EB/WB Dual Lefts	Oak Brush Dr (605 E)	785 East	0.25	\$ 2,806,900	\$ 2,614,449	\$ 192,451	This intersection is currently operating at LOS E with eastbound queues reaching 1,000 feet, resulting in unstable operations and delay. Warranted by funded year 2028, the intersection will be widened to accommodate dual eastbound and westbound left turns, approximately doubling the existing storage capacities.	1	* Improved safety * Reduced delay	20.00	221.92	0.00	7.34	19.10
\$ 1,362,370	3	S_CMAQ_12	Salt Lake	West Jordan	City of West Jordan	CMAQ	7800 S. & 6400 W. Roundabout	0	0	0.125	\$ 1,461,300	\$ 1,362,370	\$ 98,930	This intersection is intended to be a roundabout at final buildout, when the remaining surrounding area has been developed. It currently operates as stop controlled, but will need to be converted in the near future to accommodate the future developments with minimal delay.	5	* Improved safety * Reduced delay	20.00	102.12	0.00	3.38	16.88
\$ 1,296,317	4	S_CMAQ_5	Salt Lake	Riverton	Riverton City	CMAQ	Phase I Welby Jacob Canal Ped/ Bike Trail	12600 S	13400 S	1.02	\$ 1,390,450	\$ 1,296,317	\$ 94,133	The purpose of this project is to construct an active transportation/pedestrian/bicycle trail along the Welby Jacob Canal from 12600 S to 13400 S which will be incorporated into the safe walking routes for Mountain Ridge High School and South Hills Middle School. (See TAP application for more details)	1	* Safe Routes to school * Active transportation	10.00	3.38	98.63	1.78	4.68
\$ 444,444	5	S_CMAQ_6	Salt Lake	Salt Lake City	Salt Lake City Corporation	CMAQ	Salt Lake City Bike Share (GREENbike) Expansion	Salt Lake City	Salt Lake City	6	\$ 643,570	\$ 600,000	\$ 43,570	The project increases the concentration of bike share stations west of Interstate 15 and expands a robust bike share system that links commuters to regional transit and local destinations. GREENbike, the bike share agency serving Salt Lake City, reduces nearly 741,000 pounds of CO2 emissions into the airshed annually.	4	* Active transportation	10.00	1.70	49.68	0.37	2.12
6	6	S_CMAQ_1	Salt Lake	Herriman City	Herriman City	CMAQ	Porter Rockwell Park and Ride	Porter Rockwell Blvd	Rockwell Park Dr.	0.1	\$ 4,227,300	\$ 3,941,112	\$ 286,188	From the city's traffic and transportation standpoint, this project will help alleviate the continued growth and vehicular load on the Herriman City and surrounding roadway network. This will also serve to nominally reduce emissions equal to the anticipated participants of this improvements. The project is broken into two parts, the access road (60 ft ROW), and the parking lot (Park and Ride), which consists of approximately 60 parking spaces.	1	* Reduce congestion	20.00	23.48	821.92	1.12	1.94
7	7	S_CMAQ_10	Salt Lake	Salt Lake, West Valley, West Jordan, and Kearns	Utah Transit Authority	CMAQ	Westside Express	5600 W. Old Bingham Highway Station	Salt Lake Central Intermodal Hub	29	\$ 9,653,545	\$ 9,000,000	\$ 653,545	To assist with 3 years of operating costs which could all be programed now or divided between 3 cycles if needed. UTA has a good portion of the operating funds needed in it's 5-year operating budget. This will cover the remaining funds, which will help finalize long-term ongoing costs in UTA's regular operating budget.	2	* Expand transit options	3.00	294.88	#####	28.06	0.42

Projects Submitted for Consideration for the 2023-2028 Congestion Mitigation/ Air Quality (CMAQ) Program

Recommended Funding	ROW	Unique Proj ID	Recommended Funding Amount				Recommended Project Information							Other Project Benefits	Project Life	Reduced Daily VHT	Reduced Daily VMT	Reduced Daily Emissions (kg)	Benefit/Cost: (kg/\$1,000)		
			County	City	Agency	Project Type	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds							Project Description -	Sponsor's Priority
8	8	S_CMAQ_9	Salt Lake	Salt Lake, West Valley, West Jordan, and Kearns	Utah Transit Authority	CMAQ	Westside Express	5600 W. Old Bingham Highway Station	Salt Lake Central Intermodal Hub	29	\$ 43,490,000	\$ 5,000,000	\$ 363,081	Provide a one-seat transit ride for residents along 5600 West to Salt Lake City International Airport, downtown Salt Lake City, and other regional job centers. Westside Express service will include queue-jumps, shoulder operation, and other tools to improve the travel time, reliability, and efficiency of the bus service.	1	* Expand transit options	20.00	107.23	5479.45	3.82	0.38
9	9	S_CMAQ_2	Salt Lake	Murray, West Valley, Taylorsville	Utah Transit Authority	CMAQ	Midvalley Connector - Bus Lanes	Murray, UT Murray Station	West Valley, UT Central Station	7	\$ 29,035,040	\$ 3,000,000	\$ 217,848	The Midvalley Connector is a bus rapid transit (BRT) route that will connect Murray Central Station, Salt Lake Community College's Redwood Road Campus, and West Valley Central Station. The 7-mile route will include 1.4 miles exclusive BRT lanes, an enhanced transit plaza at the SLCC Redwood Campus, and 15 new stations.	5	* Access to education	20.00	9.80	500.86	1.62	0.37
\$ 2,300,000	9	S_CMAQ_3	Salt Lake	Murray, West Valley, Taylorsville	Utah Transit Authority	CMAQ	Midvalley Connector - SLCC Hub	Redwood Road and Community Way	(SE Corner of SLCC Campus)	7	\$ 32,252,889	\$ 3,000,000	\$ 217,848	The Midvalley Connector is a BRT route that will connect Murray, Salt Lake Community College's Redwood Road Campus, and West Valley City. The project includes exclusive lanes, an enhanced transit plaza at SLCC, and 15 stations. A transit hub is needed to integrate the college with this BRT line and other local routes.	4	* Access to education * Improved transit operations all routes	20.00	9.80	500.86	1.62	0.37
12	11	S_CMAQ_4	Salt Lake	Placeholder City: Sandy/Cottonwood H.	Utah Transit Authority	CMAQ	UTA On Demand Expansion	Various cities	Various cities	25	\$ 6,466,144	\$ 6,030,000	\$ 507,750	This request is for three years of operating costs to implement an on demand solution in one location in the Salt Lake county area. UTA On Demand service could include microtransit, a Transportation Network Company (TNC) partnership (i.e. Lyft/Uber), or another alternative mode that meets customer needs.	6	* First/last mile transit access for low density areas	3.00	26.03	759.13	1.04	0.18
13	12	S_CMAQ_8	Salt Lake	Salt Lake City	Utah Transit Authority	CMAQ	Warm Springs Track Realignment	FrontRunner Sta 3465+00	FrontRunner Sta 3527+00	0.9	\$ 46,000,000	\$ 2,000,000	\$ 145,232	Relocation of existing double-track from the east side of UTA's Warm Springs maintenance facility to the west side. Improves operating speed from 30mph to 60mph or greater by straightening track curves. Increases yard storage capacity for fleet expansion and future conversion to more efficient rail vehicles.	3	* Improved transit reliability	20.00	5.35	244.18	0.79	0.12
Recommended Funding Total			\$ 6,327,377				Available Funding	\$ 6,194,435	Requested Federal Funding	\$ 41,788,623				Total Project Estimated Cost	\$ 183,457,938						

DATE: April 5, 2022
AGENDA ITEM: 4e
SUBJECT: **ACTION:** Recommendation to approve projects for Draft 2024 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 2024 are projected to be approximately \$2M in the Salt Lake/ West Valley area and about \$1.1M in the Ogden/ Layton Area. Given the mix of project cost overruns and project cost savings, programming efficiencies, and an increase of the federal funding allocations from the new transportation bill "Infrastructure Investment and Jobs Act" (IIJA), there is an estimated \$3,800,000 available to program in the Salt Lake/ West Valley area and the Ogden/ Layton Area is expected to have an estimated \$1,500,000 available to program.

In the fall of 2021, 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, and meeting on March 30th, WFRC staff in consultation with the Trans Com TACs developed a recommendation of projects to add to the 2024 TAP. The attached tables "Projects Submitted for Consideration for the Draft 2024 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 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 14, WFRC staff will present the TAP program funding recommendations.

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 Draft 2024 Transportation Alternatives Program."

CONTACT PERSON:

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

EXHIBITS:

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

Projects Submitted for Consideration for the 2024 Transportation Alternative 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																																			
Recommended Funding		Recommended Funding Amount								Recommended Project Information																																													
Row	Unique Proj ID	Region	County	City	Agency	Project Name	From Street	To Street	Project Improvement	Project Objective	Length	Description	Tot Cost	Fed Fund	Sponsor's Priority	Regional Priority	Fills Gap	Access within 1/2 mile	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 School	Number of Bike or Walk	Increase of Student Use	Provide Add Safety	Spon Match	Deg of Safe Need	Deg of Safe Due to Speed	Walk/ Bike Promo	Cost Per User	Cost per Mile	Safe Routes to School Total Score	Project Score							
Salt Lake \ West Valley Urbanized Area																																																							
\$ 1,000,000		1	S_TAP_16	2	Salt Lake	Salt Lake City	Utah Department of Transportation	SR-71; 2100 S to 1300 S Shared Use Path	2100 South	1300 South	Capital Improvement	On-road or Off-road Trail Facilities	1	This project will provide a shared use path between Parley's trail (approximately 2000 South) to Liberty Park along 700 East.	\$ 2,985,500	\$ 1,000,000	1	10	10	15	5	10	15	5	4	5	8	2	89																					89					
\$ 300,000		2	S_TAP_14	2	Salt Lake	West Valley City	West Valley City	Cross Towne Trail	2700 West	Bangerter Highway	Capital Improvement	On-road or Off-road Trail Facilities	1.25	This project closes a gap on the Cross Towne Trail between 2700 West and Bangerter Highway. Improvements will include addition of sidewalk where none exists, addition of a parallel bike lane in Parkway Blvd, requiring some roadway widening.	\$ 1,784,200	\$ 300,000	3	10	10	8	5	10	15	0	1	5	10	4	78																								78		
\$ 300,000		3	S_TAP_15	2	Salt Lake	White City Township	Salt Lake County	Onyx Lane Safe Sidewalk	Garnet Dr	Poppy Ln	Safe Routes to School	Safe Route To School	0.16	Construct curb, gutter and sidewalk on the North side of Onyx Lane from approximately Garnet Dr to Poppy Ln. This stretch of sidewalk will improve safety of students walking to and from school at Edgemont Elementary and the future Glacier Hills School as well as citizens in the area walking to Big Bear Park and the Sandy Canal Trail.	\$ 404,700	\$ 377,302	1																																		77				
\$ 300,000		4	S_TAP_8	2	Salt Lake	Salt Lake City	Salt Lake City Transportation Division	Foothill Drive Ped/Bike Safety Improvements Design	1300 East	Parley's Interchange	Project Design\ Plan \ Study	Infrastructure-related Projects	4.1	Foothill Drive (SR 186), a high-speed, high-volume state highway, edges the University of Utah/Research Park, Foothill Village Shopping Center, regional trails, and residential neighborhoods. This project will complete 40% design and cost estimates to improve pedestrian and bike crossings across Foothill Drive. This will include multiple, likely grade-separated, ped/bike crossings as well as enhancements to other at-grade crossings that already exist.	\$ 584,000	\$ 544,463	1																																			69			
\$ 155,694		5	S_TAP_12	2	Salt Lake	West Jordan	City of West Jordan	Utah Lake Distribution Canal Trail Southern Segment	JVTOD near Trax station	Near McKaylee Circle Culesac	Capital Improvement	On-road or Off-road Trail Facilities	1.2	This segment of trail connects the trax station in the Jordan Valley Transit Oriented District (JVTOD) with the Jordan Valley Medical Center (hospital), a community college, a high school, various residential communities, and recreational facilities.	\$ 167,000	\$ 155,694	6	5	10	15	5	8	1	0	0	5	10	4	63																							63			
		6	S_TAP_4	2	Salt Lake	Magna	Salt Lake County Parks and Recreation	Utah & Salt Lake Canal Trail Phase 5	3500 South	8000 West	Capital Improvement	On-road or Off-road Trail Facilities	1.25	Design & construct a 10-foot side asphalt paved ped/bicycle path within the Utah & Salt Lake Canal corridor right-of-way. Phase 5 is from 3500 S to 8000 W which will connect the trail up to 4130 W. This trail is on the WFRC 2019-2050 RTP as a Shared Use Path, Project ID A-S-35 and on the SL County Parks & Rec Master Plan.	\$ 1,436,100	\$ 1,338,876	4	15	10	12	0	8	1	0	4	5	6	1	62																										62

