



Transportation Improvement Program - <u>Today . . .</u>

4a. Action on the Board Modification

To the 2022-2027 TIP

4b. Action to Recommend the Approval of the 2023-2028 Transportation Improvement Program (TIP) & Corresponding Air Quality Conformity Finding

4a - 2022-2027 TIP Board Modification

Trans Com August 18, 2022

Ben Wuthrich Wasatch Front Regional Council



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

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	alt Lake Magna 2820 South 17867	17867	2820 South; 7736 West to 7440 West	Safe Routes to School -	TAP_URB_WFRC (Transportation Alternatives Program - WFRC)	\$2,054,624	\$686,725	Additional Funding	\$815,824	2022	
Sun Lune	Magna	2020 South	17007	2020 Bount, 7750 West to 7110 West	Construct Missing Sidewalk	LOCAL_GOVT Local Government Funds	φ2,03 1,02 1	\$252,075	Additional Funding	\$300,000	2022

This project will construct missing sidewalk, curb, and gutter on the North side of 2820 South Street. The sidewalk will improve safety for students walking to and from Lake Ridge Elementary, Entheos Academy charter school, and the proposed Riter Canal Trail.

2820 South is also a route on the Magna Bicycle Route Signing and Wayfinding master plan and is connected to Parkway Boulevard, which will be widened as part of the Mountain View Corridor improvements and connected to the pedestrian facilities along the MVC. During the project design it was determined that additional funding would be necessary as a result of the current cost of labor and materials. The additional project funding will come from project cost savings and unprogrammed Transportation Alternatives Program (TAP) funds. No current project will be negatively impacted by this modification.

Ogden/ Layton Urban Area

Additional Funding

Morgan	UDOT	Bridge	12624	Devil's Slide Bridge (5800 East over the	Structure Replacement and	NHPP_BR National Highway Performance Program	\$7,739,000	\$150,000	\$6,639,000		2022
Worgan	CDOT	Brage	12024	Weber River)	Rehabilitation	STP_BRIDGE STP - Bridge Funds for State Projects	\$1,132,000	\$6,489,000	Additional Funding	\$1,100,000	2022

This structure carries 5800 East over the Weber River, near Croydon, at Devil's Slide. The structure is 80 years old and in poor condition and frequently the water surface elevation is above the bridge deck elevation (overtopped). Also, the bridge structure, curbs and parapets have extensive deterioration. This project was recently bid out for the second time with the low bid coming in \$1.1 million higher than the engineer's estimate. This bridge is an off system structure maintained by Morgan County, but is a critical bridge servicing the community of Croydon and the Holcim cement plant. The tight work constraints, winter work window, inflation, and remote location caused the bids to be higher than anticipated. The project team has reviewed the bids and is making the recommendation to add the needed funds in order to award this project.

Salt Lake – Kearns and West Valley City – 4700 South; 4000 West to 5600 West – Reconstruct w/ Minor Widening Reconstruct and Widen Existing Roadway Including Bike Lanes and Sidewalk



Morgan – UDOT – Devil's Slide Bridge – Structure Replacement and Rehabilitation 5800 East over the Weber River near Croydon



2022-2027 Transportation Improvement Program (TIP) (Amendment Nine) Board Modification

New Projects (FFY 2022 Recreational Trails Program)

The federal Recreational Trails Program was authorized by Congress as part of the Intermodal Surface Transportation Efficiency Act of 1991. This program has been continued through the current FAST Act transportation authorization. • These projects are selected and administered through the Utah State Parks and Recreation Division. • Funds may be used to provide and maintain trails for motorized and nonmotorized recreational uses, including trailside and trailhead facilities, and also to facilitate access for people with disabilities. • For the 2023 Program, Utah has 17 projects totaling \$1,464,298 in Federal Aid Funds and \$3,987,129, of Sponsor Matching Funds for a total of \$6,915,726 in New Project Value (5 projects totaling \$1,078,596 in the WFRC Area.)

WFRC Area			
Sponsor	Concept/ Type of Improvement/ Location	Funding Amount	Total Project Value
Non-Motorized			
Uinta-Wasatch- Cache National Forest	2023 Uinta-Wasatch-Cache Non-Motorized Trail Restoration Project: The 2023 UWC Non-Motorized Trail Restoration project will complete heavy maintenance to restore high priority trails located on the Uinta-Wasatch-Cache National Forest. These trails are some of the most highly visited in the Forest and provide recreation opportunities for hikers, mountain bikers, and equestrian users. A combination of UCC crews, UCC staff, Forest Service Youth Conservation Crew (YCC) members, seasonal employees, permanent employees, and volunteers will be utilized to complete the work associated with this project.	\$145,000	\$490,380
Salt Lake Climbers Alliance	Fixed Anchor Maintenance: Wasatch Rock Climbing Routes: The Wasatch has world-class rock climbing; the future of which depends on the maintenance of the vertical infrastructure necessary for ascent and descent of climbing routes, i.e. "vertical trails". There are thousands of climbing routes in and around the Wasatch in need of fixed anchor maintenance. The Salt Lake Climbers Alliance's goal is to replace and maintain antiquated fixed anchors with stainless steel hardware on highly trafficked climbing routes with professional work as height climbing technicians. This effort will ensure that the public will have access to high-quality and safe climbing areas for the next 50+ years. If these anchors are not maintained, they will eventually fully corrode and fail under the human weight as many are upwards of 50 years old across the Wasatch.	\$45,000	\$111,900
Trails Foundation of Northern Utah	Weber County Trail Construction, Restoration, Maintenance, and Education (\$181,410 requested originally): Trails Foundation of Northern Utah's project collaborates with other County organizations to implement Weber County's Cooperative Pathways Master Plan by identifying which trails need repair and renovation; developing a work plan to reconstruct our current Weber County trails and construct new trails. Volunteers will assist with trimming back brush, repairing bridges, and completing much-needed path maintenance. TFNU's team will repair damaged trail surfaces, water drainage, and erosion issues, and construct new trails. TFNU will oversee volunteer and paid crews will and participate in training led by industry experts while continuing to work with community partners, including the Trails Alliance, to educate trail users on appropriate trail manners and trail etiquette through education campaigns, events, and publications. Funding for this project was reduced because the requested RTPhad ineligible funding requests.	\$150,000	\$367,280
Utah Avalanche Center	Trailhead Avalanche Conditions Reporting Project: Through the Trailhead Avalanche Conditions Reporting Project (Project), the Utah Avalanche Center (UAC) offers free avalanche, and trail conditions reports to motorized and non-motorized backcountry users at trailheads in Utah's Uinta-Wasatch-Cache and Manti-La Sal National Forests. The non-motorized portion of the Project helps non-motorized backcountry users stay safe on the trails they are accessing from these trailheads by providing up-to-date conditions reports about current avalanche danger and additional safety resources. Completing this Project helps the UAC achieve our mission to save lives and help keep people on top of The Greatest Snow on Earth® by providing avalanche forecasting, awareness, and education throughout the state of Utah.	\$27,447	\$55,135
Motorized			
Utah Avalanche Center	Trailhead Avalanche Conditions Reporting Project: Through the Trailhead Avalanche Conditions Reporting Project ("Project"), the Utah Avalanche Center (UAC) offers free avalanche and trail conditions reports to motorized and non-motorized backcountry users at trailheads in Utah's Uinta-Wasatch-Cache and Manti-La Sal National Forests. The motorized portion of the Project helps motorized backcountry users stay safe on the trails they are accessing from these trailheads by providing up-to-date conditions reports about current avalanche danger and additional safety resources. Completing this Project helps the UAC achieve our mission to save lives and help keep people on top of The Greatest Snow on Earth® by providing avalanche forecasting, awareness, and education throughout the state of Utah.	\$26,651	\$53,901

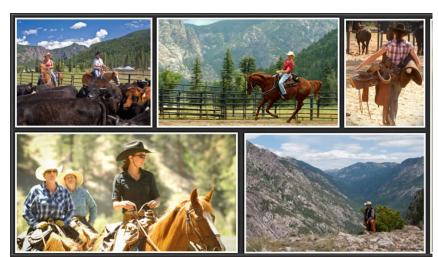


Recreational Trails Program (RTP)

DNR

- Administered by Utah State Parks
- Motorized and non-motorized
- Revenue from federal motor fuel tax;
- apportioned to each state
 Utah annually receives about \$1.6 M
- May be combined use













2023-2028



Transportation Improvement Program is . . .

- 1. Six Year Program of Highway, Transit and Active Transportation Projects
 - Four Years Funded Two Years Concept
- 2. In the Urban Areas
 - Salt Lake/ West Valley Ogden/ Layton
- 3. Funded by
 - Federal, State, & Local Programs
- 4. For All Cities, Counties, UDOT & UTA



Transportation Improvement Program will . . .

- 1. Implement the Long Range Plans
 - Highway/ Transit & Active Transportation
 Projects for the Region
- 2. Help Meet the Short Range Needs
 - Of the Wasatch Front Area
- 3. Provide for the Maintenance
 - Of the Existing Transportation System

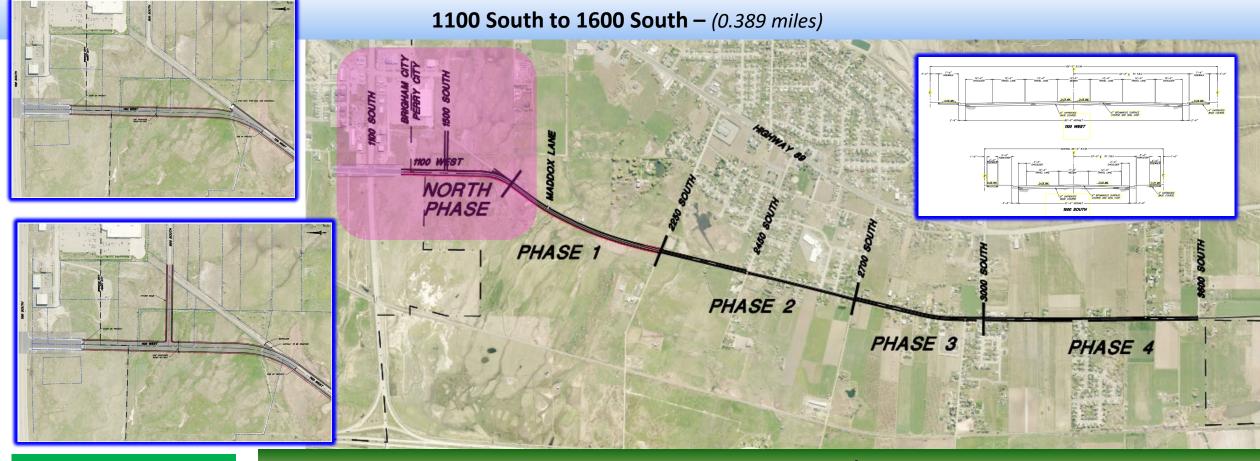


Transportation Improvement Program Contains

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

	Summary of the Recommended Proj	ects for the Surface Transportion Program (STP)	
	1	Project Information	Funding Amount
Sponsor	Location/ Limits	Concept/ Type of Improvements	Recommended
Salt Lake \ West \	Valley Urbanized Area		
Salt Lake City Corporation	900 West; North Temple to 600 North	Roadway Reconstruction including improvements to enhance transit, pedestrian, bicycle, and access to opportunities for residents	\$ 3,215,816
Millcreek	1300 East: 3300 South to 3600 South	Roadway Reconstruction including curb & gutter, sidewalk, ADA ramps, enhanced bus stops, and installation of new storm drain	\$ 3,715,816
South Jordan City	4000 W / South Jordan Parkway Intersection Improvements	Project to Improve Intersection Mobility by; - 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	\$ 3,215,816
West Valley City	7200 West; 3500 South to Copper Hill Drive	Roadway Reconstruction w/ Minor Widening including curb & gutter, sidewalk, ADA ramps, enhanced bus stops, and installation of new storm drain	\$ 4,715,816
Murray City	5600 South; 900 East to 1300 East	Roadway Reconstruction w/ Minor Widening including curb & gutter, sidewalk, ADA ramps, and installation of new storm drain	\$ 5,065,816
Midvale City	Tuscany View Road Extension;800 West to Holden Street	New Roadway Construction	\$ 3,565,816
Utah Transit Authority	Midvalley Connector; Murray Station to West Valley Central Station - Bus Lanes	The 7-mile route will include 1.4 miles exclusive BRT lanes (New Construction).	\$ 2,215,816
City of West Jordan	1300 West: 6600 South to 9400 South	Project will Add Turn Lanes and Bike Lanes and Preserve Right of Way through the Corridor	\$ 2,000,000
Utah Department of Transportation	700 East (SR-71); 2100 South to 1300 South	Construct a shared use path between Parley's trail (approximately 2000 South) to Liberty Park.	\$ 1,500,000
Magna Metro Township	2700 South & 8000 West Intersection	Project will Realign an Offset Intersection and Improve Facilities for Bike and Ped	\$ 2,215,816
			\$ 31,426,528

Perry City – 1100 West Roadway Connection to 1200 West – New Construction Project Type – New Construction

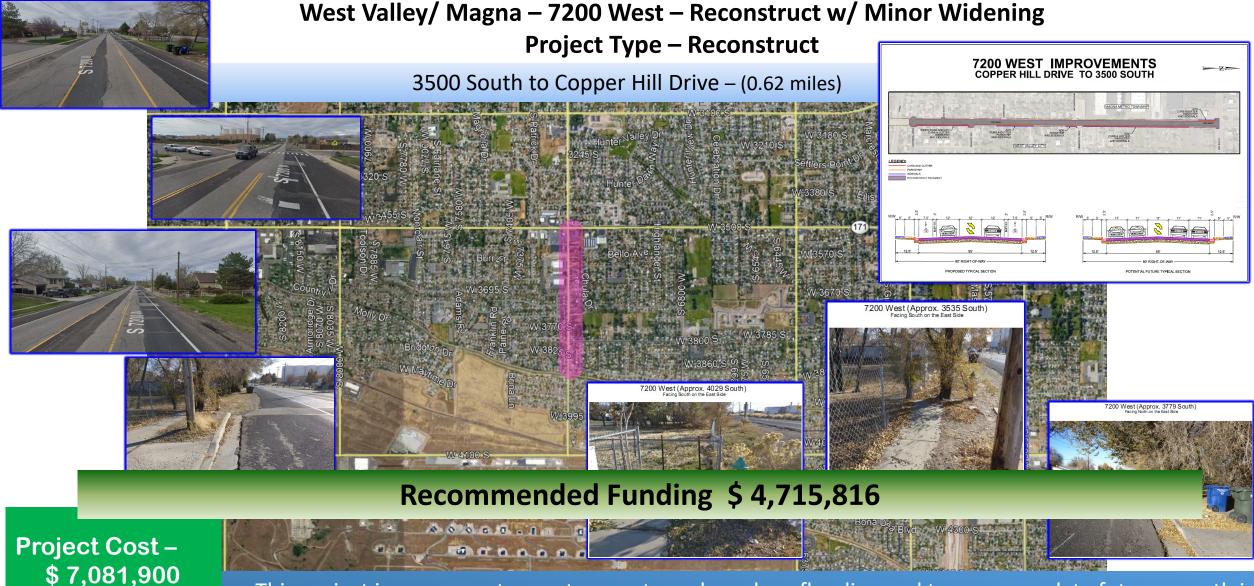


Project Cost – \$ 5,002,100

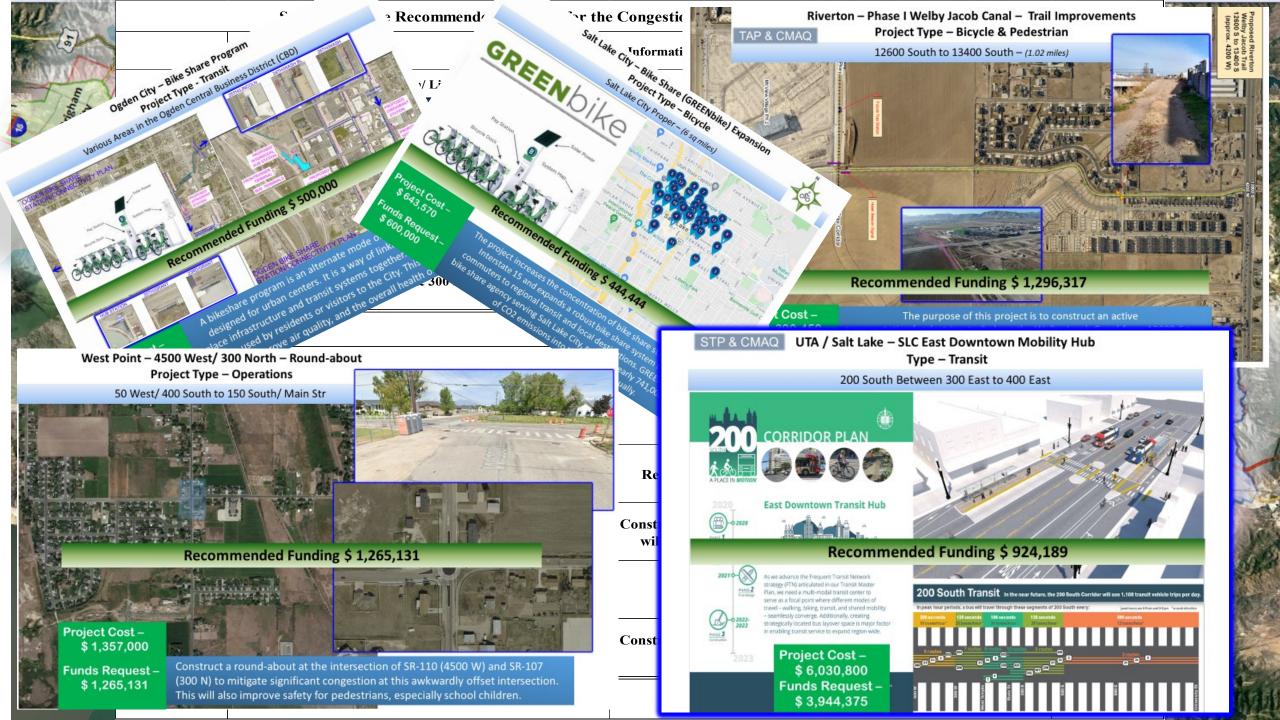
Funds Request – \$ 4,546,920

Recommended Funding \$ 2,763,803

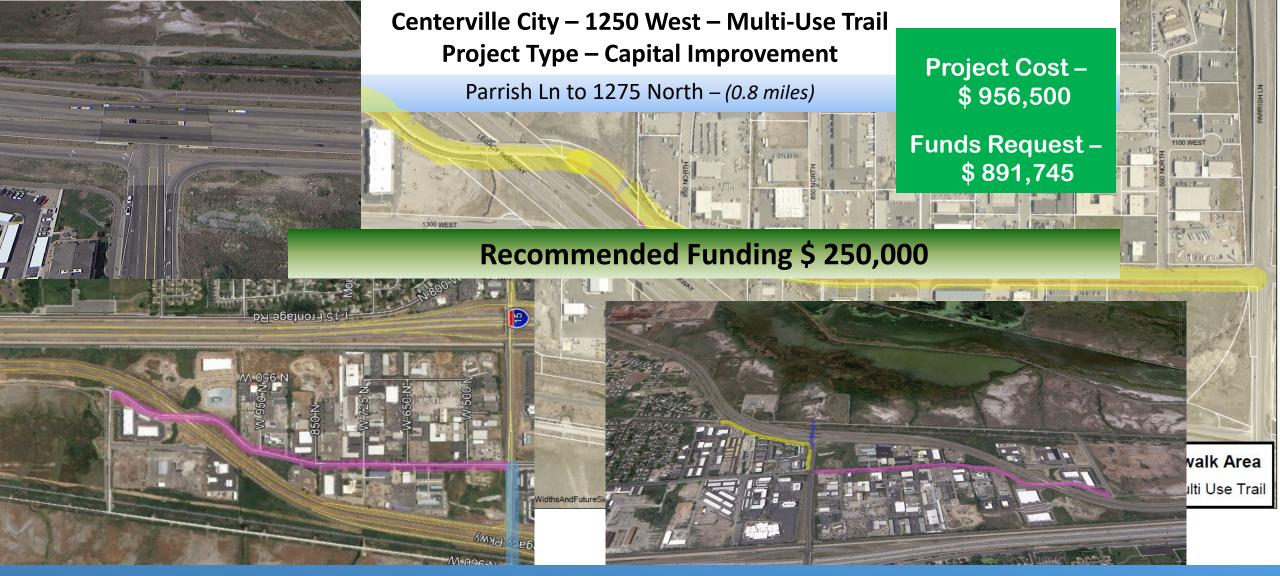
This project proposes to extend 1100 West from 1100 South intersection to Perry's 1200 West Corridor. This corridor is a critical connective element, will improve north/south movement, help alleviate congestion on US-89, connects SR-315 in Willard to SR-13 in north Brigham City, and joins Wasatch Front's trail systems.



Funds Request – \$ 6,602,455 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.



		Summary of the Recommended Projects for the	e Transportation Alternatives Program (TAP)	
		Project In	nform ation	Funding Amount
M	Sponsor	Location/ Limits	Concept/ Type of Improvements	Funding Amount Recommended
City	Salt Lake\ Wes	t Valley Urbanized Area		
91	Utah Department of Transportation	700 East (SR-71); 2100 South to 1300 South Shared Use Path	Construct Shared Use Path along Westside of 700 East	\$ 1,000,000
The state of the s	West Valley City	Cross Towne Trail; 2700 West to Bangerter Highway	Construction will include addition of sidewalk where none exists, addition of a parallel bike lane in Parkway Blvd, requiring some roadway widening	\$ 300,000
	Salt Lake City Transportation Division	Foothill Drive; 1300 East to Parley's Interchange	Ped/Bike Safety Improvements Design	\$ 300,000
	City of West Jordan	Utah Lake Distribution Canal Trail Southern Segment	Construct Missing Trail Connection to 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	\$ 155,694
5	Taylorsville city	5400 South;1300 West to Millrace Park	Construct Missing Sidewalk on Northside of 5400 South	\$ 559,380
	Herriman City	Anthem Park Blvd - Bike Lanes; 11800 South to 13400 South	Construct Bike Lanes	\$ 97,892
1	Cotton wood Heights	Fort Union Blvd Pedestrian Hybrid Beacon	Install a HAWK Pedestrian Crossing System including ADA accessible ramps on each side of the street, traffic signs, and painted crosswalk.	\$ 454,030
	Murray City	I-15 and 4800 South Bike Lanes; Galleria Drive to 325 West	Widen 4800 South under the I-15 overpass to accommodate bike lanes	\$ 600,000
	Utah Transit Authority	First Mile/Last Mile Active Transportation Study/Design Point of the Mountain Transit	Planning study to identify and evaluate the best locations and alignments for pedestrian and bicycle trails	\$ 300,000
				\$ 3,766,996



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.

STP & TAP

UDOT - SR-71 Shared Use Path - Ped & Bike

Project Type – Other

2100 South to 1300 South – (1 mile)













Recommended Funding \$ 1,000,000

Also - Recommended \$ 1,500,000 of STP Funding

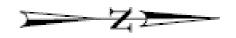
Project Cost – \$ 2,985,500 **Funds Request –** \$ 2,783,382

CONCRETE DRIVEWAY, FLARED 6 INCH - RESIDENTIAL CONCRETE DRIVEWAY, FLARED 7 INCH - COMMERCIA EXISTING LIGHT POLE (PROTECT IN PLACE UNLESS OTHERWISE NOTED)

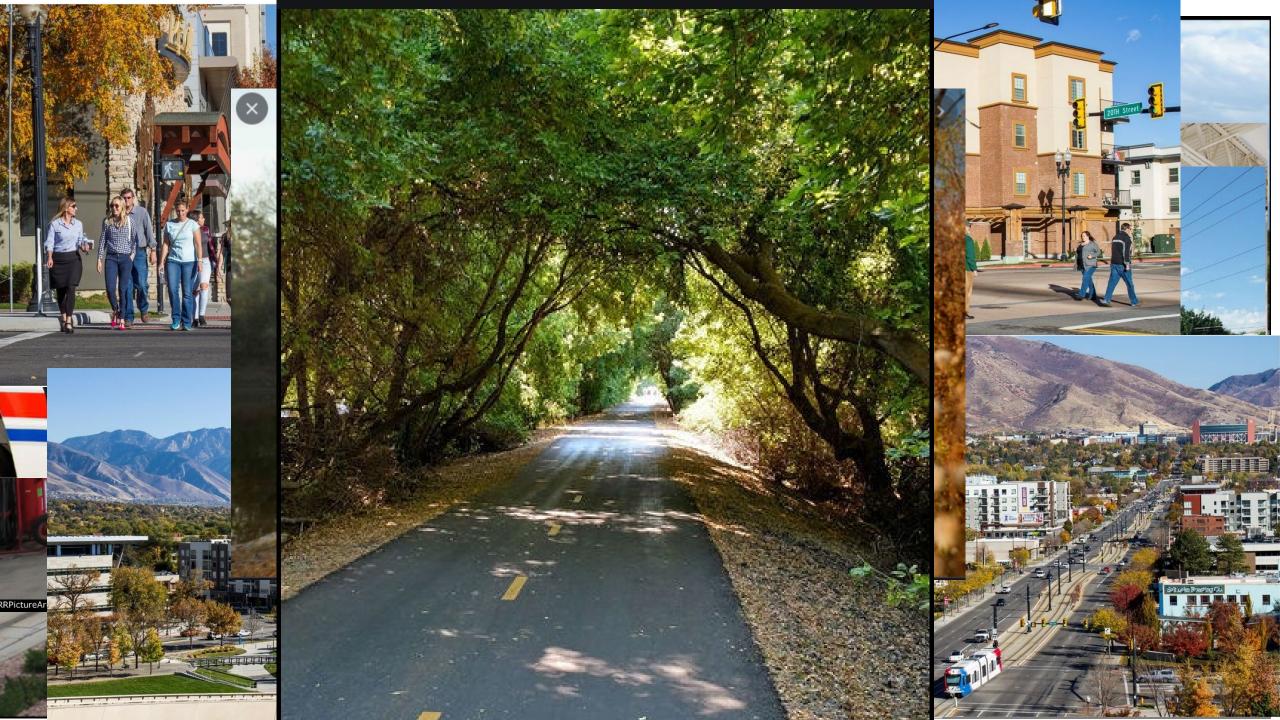
N-PERIOD HISTORICAL PROPERTY FUTHER ANALYSIS NEEDED TO DETERMINE ELIGIBILITY



This project will provide a shared use path between Parley's trail (approximately 2000 South) to Liberty Park along 700 East.









Projects in the TIP:

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



Federal Law Requires:

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

Air Quality Memorandum - draft

REPORT NO. 40b

DATE August 25, 2022

SUBJECT CONFORMITY ANALYSIS FOR THE WFRC 2023-2028 TRANSPORTATION

IMPROVEMENT PROGRAM.

ABSTRACT

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

Section 93.122(g)(1) of the Transportation Conformity Rule (40 CFR part 93) states that a new TIP may be demonstrated to conform "... without new regional emissions analysis if the previous regional emissions analysis also applies to the ... TIP." Section 93.122 includes the following four conditions. First, the TIP must include all projects that must be started within the TIP time frame in order to achieve the transportation network envisioned in the plan. Second, all regionally significant projects in the TIP must be included in the regional emissions analysis. Third, the design concept and scope for TIP projects must not have changed significantly from the plan. And fourth, the previous regional emissions analysis is consistent with all conformity requirements. As discussed below, the WFRC 2023-2028 TIP meets the conditions of CFR 93.122(g)(1) and therefore conforms to the State Implementation Plan and the EPA guidelines for interim conformity for all applicable non-attainment and maintenance areas and pollutants. Therefore, all the transportation projects in southern Box Elder, western Weber, Davis, and Salt Lake Counties included in the 2023-2028 TIP are found to conform.

Wasatch Front Regional Council

41 North Rio Grande Street, Suite 103 Salt Lake City, Utah 84101



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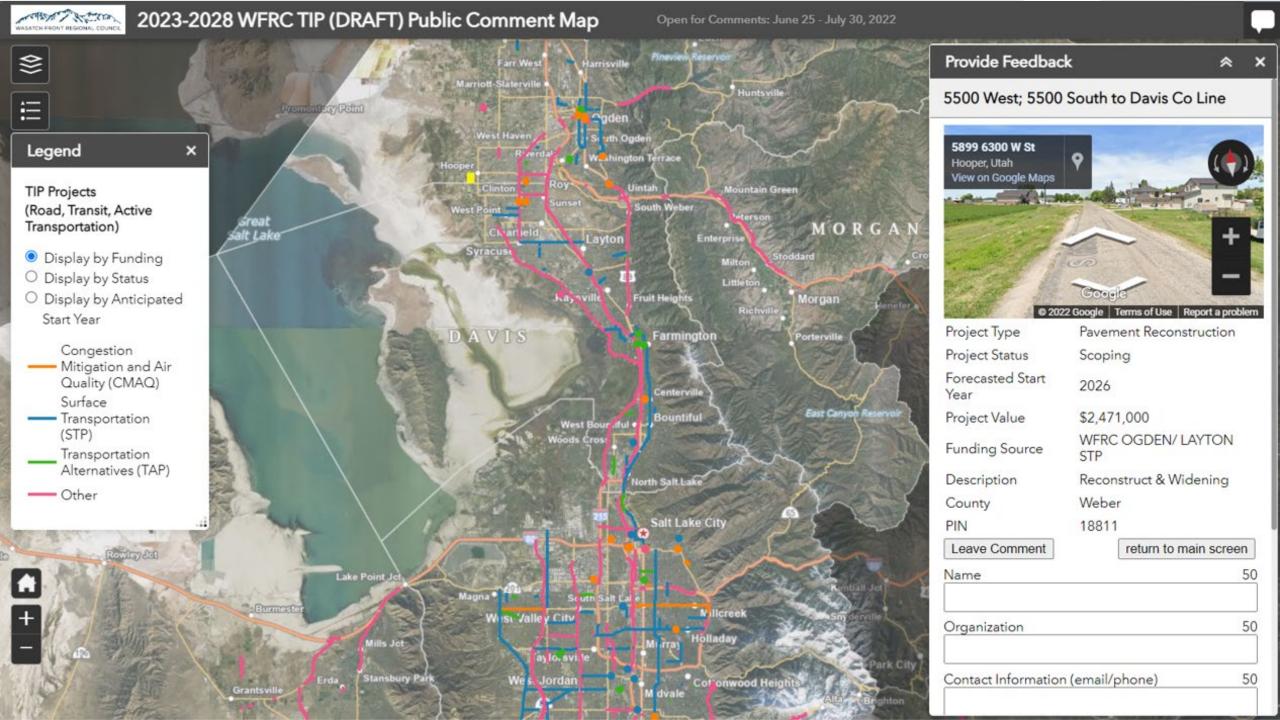
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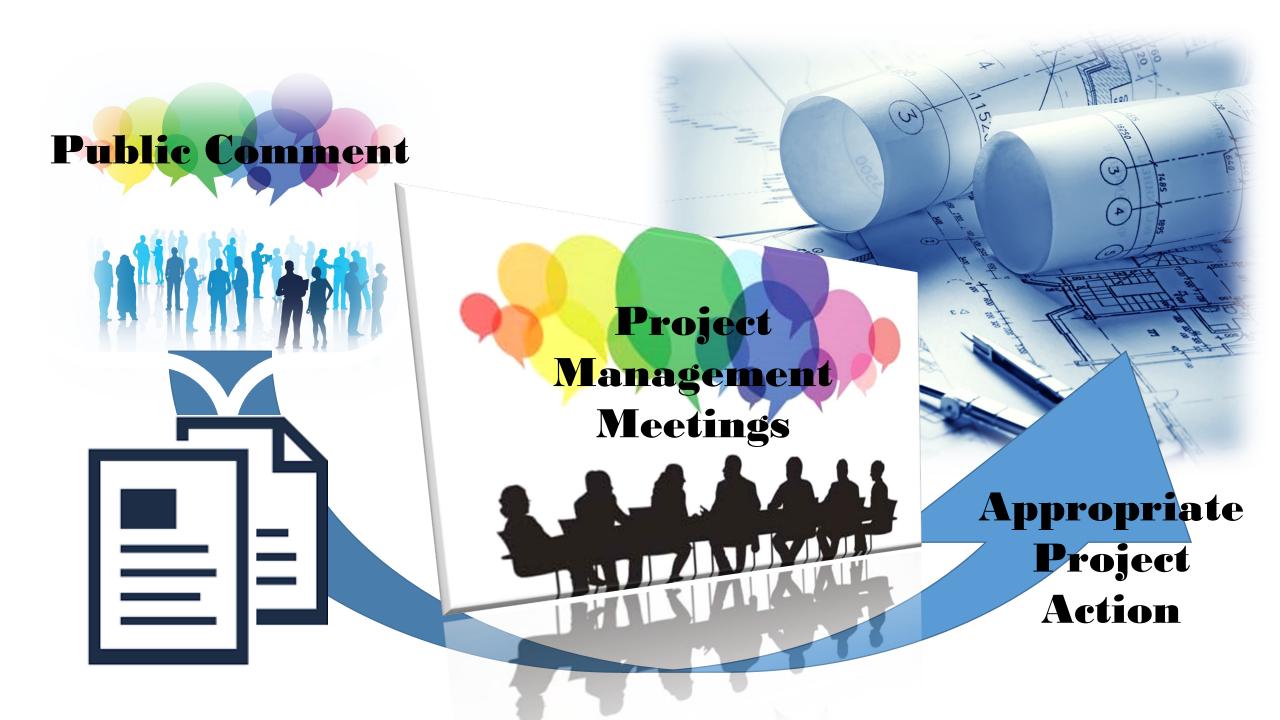
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Projects for the 2024 – 2029 TIP Process



TIP 2023-2028 Public Comment List

	Interactive Map Comments - Project Specific								
ID	Comment	Project Description	County Name	Project Status	Project Cost (\$)	Forecast Start Year			
1	This neighborhood has been under construction for the past 15 months and this area is not passable. It would be nice to do everything at once and not ruin our neighborhood for another year in the near future. Any type of coordination would be greatly appreciated. If the money is already anticipated, finish the entire project now. Thanks	Polk Avenue; 36th Street to Franklin	Weber	Scoping	\$1,039,000	2024			
2	Is this project truly necessary? The three-lane section can already handle a relatively high amount of capacity and according to a 2021 SJC traffic count, it only carries about 6,100 trips per day. Each project has an opportunity cost and the more negatively impactful road widening we do means the less development of other beneficial travel modes. Outside of Daybreak and the Jordan River Parkway, South Jordan (and surrounding communities for that matter) is generally a terrible place to get around without a car. These roadway projects force people to drive and create a spiraling need for the most expensive and inherently dangerous mode of travel. Please plan and fund more trails and comfortable/safe protected bike lanes! Quit with the on-street bike lanes, which in my opinion are a joke and don't really convince most people to want to use them. Rebuilding or building new roads with a narrower section and protected bike lanes can be cheaper, safer, and supports true choice in mobility. This is a follow-up to my previous comment because I realized Riverfront Parkway in this location a two lanes with shoulders. I stand behind the comment and urge us to think about things in a better way!	Riverfront Parkway; 11050 S to 11400 S, Widen	Salt Lake	Scoping	\$1,841,000	2024			
3	This project should be a priority to help provide more meaningful mobility options. I would caution that the design of the project should prioritize the five design principles of the Crow manual that include Cohesion, Directness, Safety, Comfort, and Attractiveness. With this being an isolated segment, connections from here to the regional network should be prioritized. In my opinion, on-street bike lanes do not count	Phase I Welby Jacob Canal_Ped/ Bike Trail	Salt Lake	Scoping	\$1,390,000	2028			





FUNDING & TECHNICAL ASSISTANCE PROGRAMS

FISCAL YEAR 2023

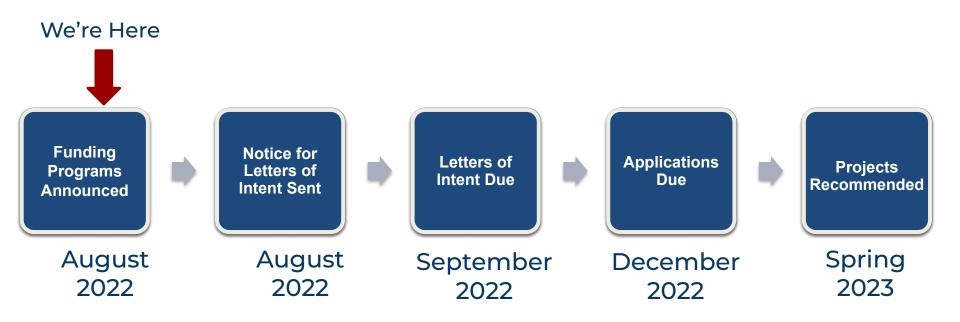


WFRC Funding & Technical Assistance Programs

- Surface Transportation Program (STP)
- Congestion Mitigation Air Quality (CMAQ)
- Carbon Reduction Program (CRP) new
- Transportation Alternatives Program (TAP)
- Transportation & Land Use Connection Program (TLC)
- Station Area Plan Technical Assistance (SAP) new
- Community Development Block Grant Program (CDBG)
- Community Impact Board (CIB)
- Wasatch Front Economic Development District (WFEDD)

* These five programs are on the same annual application cycle.

WFRC Funding Program Deadlines



For more information...

https://wfrc.org/Programs/WFRCFundingProgramsPacket2022.pdf



WFRC Funding Programs

The Wasatch Front Regional Council is responsible for administering and assisting with nine programs that provide funding and resources for local governments. These are briefly described below, with additional detail on timelines, eligibility, etc. shown on the following pages.

The <u>Surface Transportation Program (STP)</u> provides funding that may be used for projects on Federal-aid eligible highways, transit capital improvements, and active transportation projects.

The Congestion Mitigation Air Quality (CMAQ) provides funding for transportation projects that improve air quality.

The Transportation Alternatives Program (TAP) funds construction and planning of bicycle and pedestrian facilities.

The <u>Carbon Reduction Program (CRP)</u> provides funding for transportation projects that reduce on-road carbon dioxide emissions.

The <u>Transportation and Land Use Connection (TLC)</u> supports local governments with technical assistance to integrate land use planning and regional transportation, implementing the Wasatch Choice Vision. The TLC program is made available through a partnership with Salt Lake County, the Utah Transit Authority, and the Utah Department of Transportation.

Station_Area_Plan_Technical_Assistance_(SAP) is available through WFRC on a rolling basis from July 2022 to July 2024, in partnership with the Governor's Office of Economic Opportunity, the Utah Transit Authority, and the Mountainland Association of Governments. As of 2022 cities with a fixed-guideway public transit station (rail or BRT) must develop a Station Area Plan for that station and update their general plan and zoning to implement the Station Area Plan.

The <u>Community Development Block Grant (CDBG)</u> Small Cities Program provides funding to local governments and public service providers for a variety of housing, infrastructure, public service, and community development projects that principally benefit low to moderate-income persons in Morgan, Tooele, and Weber Counties, excluding the entitlement city of Ogden.

The <u>Community Impact Board</u> Program provides grants and low interest loans to communities that have federally leased land used for mineral extraction to help make up for a loss of tax revenue that cannot be collected on that leased land.

The <u>Wasatch Front Economic Development District (WFEDD)</u> is a federally recognized Economic Development District created to foster regional economic developments and assist eligible entities in developing competitive grant applications from the U.S. Department of Commerce Economic Development Administration.

General application milestones for the first five programs are:

Letter of Intent due September 29, 2022

Application due December 8, 2022

Ben Wuthrich STP, CMAQ, TAP, CRP (801) 647-3228 bwuthrich@wfrc.org

> Megan Townsend TLC, SAP (801) 404-8925 mtownsend@wfrc.org

Christy Dahlberg CDBG, CIB (801) 363-4250 x5005 christy@wfrc.org

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