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Utah Association of Counties

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Envision Utah

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State Planning Coordinator

Andrew Gruber
Executive Director



Transportation Coordinating Committee (Trans Com) Agenda

A meeting of Trans Com will be held on **Thursday, April 27, 2023 at 2:00pm** at WFRC, 41 N Rio Grande Street, Salt Lake City, UT, and via Zoom. To join the meeting via Zoom [CLICK HERE](#). Meeting ID: 832 2707 6018; Passcode 810553. For mobile connectivity dial: 1-669-900-9128.

The agenda will be as follows:

1. **ACTION:** Approval of [Minutes](#) for February 16, 2023
2. **Chair's Report**
3. **Public Comment**
4. **Transportation Improvement Program (TIP)**
 - a. [Report](#) on Board Modifications to the 2023-2028 TIP
 - b. [ACTION:](#) Board Modifications to the 2023-2028 TIP
 - c. [ACTION:](#) Recommend 2024-2029 Surface Transportation Program (STP)
 - d. [ACTION:](#) Recommend 2024-2029 Congestion Mitigation/Air Quality (CMAQ) Program
 - e. [ACTION:](#) Recommend 2025 Transportation Alternatives Program (TAP)
 - f. [ACTION:](#) Recommend 2025 Carbon Reduction Program (CRP)
5. **Other Business**
Next Meeting: June 15, 2023
6. **Adjournment**

Upcoming Events:

- *WFRC Regional Growth Committee (RGC), Thursday, May 18, 2023*
- *WFRC Council Meeting, Thursday, May 25, 2023*
- *Joint Policy Advisory Committee (JPAC), Thursday, June 1, 11:30am (Hosted by UTA)*
- *Active Transportation Committee (ATC) Meeting, Wednesday, June 14, 9:45am*
- *Next Transportation Coordinating (Trans Com) Meeting, Thursday, June 15, 2:00pm*

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

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Wasatch Front Regional Council está teniendo las reuniones públicas en persona en la oficina, con la opción de atender virtualmente. Personas interesadas en atender, pueden visitar www.wfrc.org/committees para obtener más información.

DATE: April 13, 2023
AGENDA ITEM: 4a
SUBJECT: Report on Board Modifications to the 2023-2028 TIP
PREPARED BY: Ben Wuthrich, Transportation Improvement Program Coordinator

BACKGROUND:

Since the last meeting of Trans Com, WFRC received requests to modify the current 2023-2028 Transportation Improvement Program (TIP). The modification required action from the Wasatch Front Regional Council at its March 23rd meeting and the Transportation Commission but did not require a new air quality conformity analysis or a 30-day public comment period. The modification is attached to the approved resolution.

RECOMMENDATION:

This item is for information only

CONTACT PERSON:

Ben Wuthrich (801) 363-4250 ext 1121

EXHIBIT:

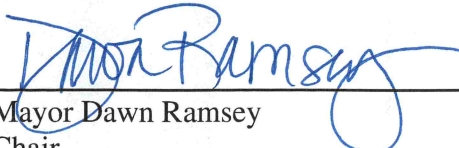
2023-2028 TIP Amendment Six Resolution

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
AMENDING THE 2023 - 2028
TRANSPORTATION IMPROVEMENT PROGRAM

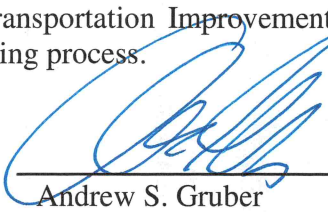
- WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas and, as such, has the responsibility for developing a Transportation Improvement Program, and
- WHEREAS, a Transportation Improvement Program is to include all federally funded highway and transit projects scheduled for the next six years, and
- WHEREAS, the Utah Department of Transportation, the State Transportation Commission, the Utah Transit Authority, and the Wasatch Front Regional Council and its local jurisdictions desire to amend the 2023-2028 Transportation Improvement Program (TIP) to include and / or modify the projects on the attached project description list, and
- WHEREAS, the U.S. Department of Transportation Metropolitan Planning Regulations Paragraph 450.326(a) requires that "the TIP . . . be updated at least every four years, and be approved by the MPO and the Governor," and
- WHEREAS, the Statewide Air Quality Implementation Plan includes traffic control measures for reducing air pollutant emissions for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas and budgets for mobile source emissions, and
- WHEREAS, the projects included in the proposed Transportation Improvement Program amendment are either included in Phase 1 of the Regional Transportation Plan or are not regionally significant, or are included in the 2023-2028 TIP or are exempt projects that do not need to be reviewed for air quality conformity and consistency with the State Implementation Plan according to 40 CFR Part 93.126 Table 2 Exempt Projects, and
- WHEREAS, the proposed Transportation Improvement Program amendment had a public review and comment opportunity at the Regional Council meeting on March 23, 2023, and all comments were carefully considered,

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

- (1) Approves Amendment Six to the 2023-2028 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 Dawn Ramsey
Chair
Wasatch Front Regional Council



Andrew S. Gruber
Executive Director
Wasatch Front Regional Council

Date: March 23, 2023

2023-2028 Transportation Improvement Program (TIP) (Amendment Six)

Board Modification

Additional Funding

Ogden/ Layton Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Davis	Layton City	Kay's Creek Ped Overpass	20545/ 20317	Kay's Creek Trail Ped Overpass @ Layton FrontRunner	Project will Construct a New Pedestrian Overpass at the Layton FrontRunner Station	ST_TIF_ACT State Transportation Investment Funds for Active Transportation	\$8,250,232	\$3,600,000	Combine Funding	\$8,250,232	2023-2024
						CMAQ_WFRC Congestion Mitigation/ Air Quality Funds - WFRC Area		\$2,145,232			
						LOCAL_GOVT Local Government Funds (Davis County Funds)		\$2,505,000			

The Kay's Creek Trail Ped Overpass project will construct a pedestrian overpass bridge 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. Layton City applied to the Active Transportation Investment Fund program, Davis County Programs, and to the WFRC CMAQ program and were successful with partial funding from all three resources. In each program, the funding received from one can be used to satisfy the local match requirements of the other. This request is to acknowledge the multiple funding sources and combine the funding into one project identification number for construction.

Davis	UDOT	(SR-177) West Davis Hwy	11268	West Davis Hwy (SR-177); I-15 & Legacy Hwy (SR-67) to SR-193	New Construction of the West Davis Highway	ST_TIF (State - Transportation Investment Funds)	\$781,193,663	\$731,193,663	Additional Funding	\$50,000,000	2023
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The request for additional funds for the West Davis Highway project is the result of market driven cost increases in right of way, and material price increases in fuel, asphalt, and other materials due to supply chain interruptions and utility delays. These increases have exceeded the current contingency. As the project is still under construction, the cost is estimated based on current information.

Additional Funding

Salt Lake / West Valley Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	I-15	19447	I-15 at 900 South Right of Way	Identify Right-of-Way issues from the original construction of I-15	ST_TRANS_SOL (State Transportation Solutions Funds)	\$775,000	\$75,000	Additional Funding	\$700,000	2023

The current scope of the I-15 at 900 South Right of Way project is to identify right of way issues from the original construction of I-15 in the 1960s. Region contingency funds were allocated to facilitate title research, design, and appraisal services. Additional funds are needed to complete the acquisition based on appraisals and negotiations between the landowner and the Department.

Background: During the original construction of I-15, a gap in the right of way was never acquired by the Department. This was discovered in 2021 when the neighboring owner acquired adjoining land from Union Pacific Railroad and installed a fence under the bridge structure that spans 900 South in Salt Lake City, blocking UDOT's ability to conduct inspections and maintenance.

2023-2028 Transportation Improvement Program (TIP) (Amendment Six)
Board Modification

New Project

Ogden/ Layton Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
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The Transportation Alternatives Program (TAP) includes projects and activities that encompass a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, etc. Region 1 conducted an application process to determine eligible projects in the area utilizing the TAP funding for 2023 and requests approval to add four TAP projects to the current TIP/ STIP.

Davis	Layton	Gentile Street	20173	10' Shared paved trail along Gentile Street	Construct facility for pedestrians and bicyclists	UDOT R1 TAP (UDOT Region One Transportation Alternatives Program)	\$300,000	\$0	<i>New Funding</i>	\$150,000	2023
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UDOT TAP Contribution \$150,000, Local Contribution \$150,000, Total Project Cost \$300,000

Davis	Farmington	500 South	20175	New Sidewalk along 500 South	Construct Missing Sidewalk	UDOT R1 TAP (UDOT Region One Transportation Alternatives Program)	\$70,000	\$0	<i>New Funding</i>	\$52,500	2023
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UDOT TAP Contribution \$52,500, Local Contribution \$17,500, Total Project Cost \$70,000

Davis	Fruit Heights	Country Lane	20176	New Sidewalk along Country Lane	Construct Missing Sidewalk	UDOT R1 TAP (UDOT Region One Transportation Alternatives Program)	\$200,000	\$0	<i>New Funding</i>	\$150,000	2023
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UDOT TAP Contribution \$150,000, Local Contribution \$50,000, Total Project Cost \$200,000

DATE: April 13, 2023
AGENDA ITEM: 4b
SUBJECT: **ACTION:** Board Modifications to the 2023-2028 TIP
PREPARED BY: Ben Wuthrich, Transportation Improvement Program Coordinator

BACKGROUND:

The Wasatch Front Regional Council (WFRC) has received requests to modify the current 2023-2028 Transportation Improvement Program (TIP). This modification requires action from Trans Com (as delegated by the Regional Council) and the Transportation Commission but does not require a new air quality conformity analysis or a 30-day public comment period. The requested modification is listed with the attached resolution.

RECOMMENDATION:

WFRC staff recommends that Trans Com make a motion “to approve the resolution to modify the 2023-2028 TIP as requested.”

CONTACT PERSON:

Ben Wuthrich (801) 363-4250 ext 1121

EXHIBITS:

2023-2028 TIP Amendment Seven Resolution

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
AMENDING THE 2023 - 2028
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 2023-2028 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 2023-2028 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 27, 2023, 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 Seven to the 2023-2028 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 27, 2023

2023-2028 Transportation Improvement Program (TIP) (Amendment Seven)

Board Modification

Scope 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	UDOT	SR-201	19504	SR-201 over 3200 West Bridge Deck	Bridge Deck Replacement (0C 709) - Scope Changes Include; - the amount and type of rehabilitation on the SR-201 Bridge over 3200 West - Add the concept & design improvements of the 5600 West (SR-172) bridge over I-80	NHPP_BR (National Highway Performance Program- Bridge On)	\$9,500,000	\$1,350,000	<i>Scope Change</i>	\$9,500,000	2023
						STP_Bridges (Surface Transportation Program - Bridge Funds for State Projects)		\$8,150,000			

The original project, SR-201 Bridge over 3200 West, consisted of a bridge deck replacement. However, in a recent routine bridge inspection, additional structural fatigue was identified resulting in a more holistic bridge rehabilitation being needed in order to maintain the bridge overall structural integrity.

In addition to the original scope change to the SR-201 Bridge, the 5600 West Bridge over I-80 is proposed to be included in the project to take advantage of potential design and construction efficiencies. The 5600 West Bridge has significant deterioration of the bridge deck and preliminary recommendations include a deck replacement but Region 2 expressed an interest in widening the bridge to either bring the existing DDI (Diverging Diamond Interchange) geometry up to standard or return the interchange to its original configuration.

Salt Lake	UDOT	I-15	19178	I-15 SB Overhead Sign Replacement	I-15 SB Overhead Sign Replacement - Scope Change Includes; - Reduce redundancy on I-15 with I-15 Reconstruction; Farmington to Salt Lake City Project - Replace Signs on parts of SR-201 and one on eastbound SR-171 leading to the I-215 Interchange and one on Bangerter Hwy approaching the Salt Lake International Airport	STP_URB_SL_U (UDOT's Urban STP Funds from WFRC Exchange)	\$3,000,000	\$1,500,000	<i>Scope Change</i>	\$3,000,000	2023 - 2024
						ST_TRANS_SOL (State Transportation Solution Funds)		\$1,500,000			

The original scope of the I-15 SB Overhead Sign Replacement was to replace signs that are faded, peeling, and beyond their service life along southbound I-15 in Salt Lake County. After coordination with the I-15 Reconstruction; Farmington to Salt Lake City project (PIN 19854) it was determined that several signs will be replaced as part of that project. This freed up approximately \$500,000 in this project (PIN 19178). Region Two would like to utilize this extra \$500,000 to replace overhead signs along the SR-201 corridor from milepost 13.2 to 16.3, one sign on eastbound SR-171 (3300 South) leading up to the I-215 interchange, and one sign on northbound Bangerter Hwy approaching the Salt Lake International Airport.

New Projects

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	300 East Bridge	20812	300 East Bridge over Mill Creek, in South Salt Lake	Full Bridge Replacement	BFP_BR_MAIN (Bridge Formula Program - Main)	\$2,681,540	\$0	<i>New Project</i>	\$2,500,000	2023
						LOCAL_GOV'T Local Government Funds (Matching Funds)				\$181,540	

This proposed project (PIN 20812) would perform a full bridge replacement of structure 035126F. The existing structure is currently in poor condition, and is load posted for 19 tons. This structure is also on the Federal Aid Highway System. Therefore, this project will require a local agency match under the Bridge Formula Program (BFP). South Salt Lake City is in support of the project and is able to provide the necessary match.

Salt Lake	UDOT	200 East Bridge	20812	200 East Bridge over Mill Creek, in South Salt Lake	Full Bridge Replacement	BFP_BR_MAIN (Bridge Formula Program - Main)	\$1,800,000	\$0	<i>New Project</i>	\$1,800,000	2023
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This proposed project (PIN 21005) would perform a full bridge replacement of structure 035123F. The existing structure is currently in a low-fair condition. This structure is not on the Federal Aid Highway System. Therefore, no local agency match is required under the Bridge Formula Program (BFP). South Salt Lake City has been contacted and is in support of the project. As these two bridges are located in such close proximity to each other, these proposed projects will be advertised together allowing for added cost savings during construction.

2023-2028 Transportation Improvement Program (TIP) (Amendment Seven)

Board Modification

Additional Funding

Ogden/ Layton Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Weber	UDOT	SR-39	20020	SR-39; Ogden Canyon Barrier Upgrade	Replace Existing Barrier	STP_FLEX_ST (Surface Transportation Program - Flexible (Any Area) - Statewide)	\$3,850,000	\$750,000			2023
						RI_TRANS_SOL (UDOT Region 1 - Transportation Solution Funds)		\$0	Additional Funding	\$3,150,000	

The Ogden Canyon Barrier Upgrade project was set up to replace the existing barrier in strategic locations in Ogden Canyon. In the design phase of this project, it was identified that part of the rock wall holding up the barrier had voids. The project team had the consultant back up and evaluate the entire wall and barrier and make recommendations as to a fix. Region One has evaluated the recommendations and would like to move forward with a project that will address part of the existing rock wall and replace the existing barrier. The Region is also recommending increasing the length of this barrier upgrade project in order to be able to replace more of the old barrier.

Salt Lake/ West Valley Urban Area

Salt Lake	South Salt Lake	500 West	14034	500 West; 3300 South to 3900 South	Reconstruct and widen to a uniform 3-lane facility, improvements to Drainage, Curb, Gutter and Sidewalk	HSIP (Highway Safety Improvement Program)	\$10,413,080	\$233,075			2023
						Local Govt (Local Government Funds)		\$2,980,005	Additional Funding	\$200,000	
						STP_COVID_SL (Surface Transportation Program - CRRSAA Bill - 2021 Salt Lake)		\$2,500,000			
						STP_URB_SL (Surface Transportation Program - Urban Area - WFRC - Salt Lake)		\$2,500,000	Additional Funding	\$2,000,000	

The project will rebuild the signal at 3300 South and reconstruct 500 West from 3300 South to 3900 South, including the installation of curb, gutter, sidewalk, and a consistent bike lane. When the project bids were opened, the low bid came in over the Engineer's Estimate so the City committed to adding the entire shortfall so that the project could begin construction to minimize additional inflated costs. Since that time the project cost exceeded the City funds and resources and South Salt Lake is requesting the remaining amount so that the project can finish up this construction season. The main items that came in high included Mobilization, Traffic Control, Roadway Excavation, and Untreated Base Course.

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	Taylorsville	2700 West	21034	2700 West at 6570 South	Construct Missing Sidewalk	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	\$650,000	\$0	New Funding	\$50,000	2023

UDOT TAP Contribution \$50,000, Local Contribution \$600,000, Total Project Cost \$650,000

2023-2028 Transportation Improvement Program (TIP) (Amendment Seven)

Board Modification

New Project

Salt Lake / West Valley Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
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The Transportation Alternatives Program (TAP) includes projects such as pedestrian and bicycle facilities, recreational trails, and safe routes to school. Region 2 conducted an application process to determine eligible projects in the area utilizing the TAP funding for 2023 and requests approval to add these TAP projects to the current TIP/ STIP.

Salt Lake	Holladay	2700 East	21035	2700 East; 3900 South to Morningside Drive	Construct Missing Sidewalk	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	\$500,000	\$0	<i>New Funding</i>	\$300,000	2023
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UDOT TAP Contribution \$300,000, Local Contribution \$200,000, Total Project Cost \$500,000

Salt Lake	Cottonwood Heights	1700 East	21036	1700 East; Fort Union Blvd to 7200 South	Construct Missing Sidewalk	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	\$763,000	\$0	<i>New Funding</i>	\$300,000	2023
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UDOT TAP Contribution \$300,000, Local Contribution \$463,000, Total Project Cost \$763,000

Salt Lake	Bluffdale	14000 South	21037	14000 South; 1741 West to 1849 West	Construct Missing Sidewalk	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	\$60,000	\$0	<i>New Funding</i>	\$36,000	2023
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UDOT TAP Contribution \$36,000, Local Contribution \$24,000, Total Project Cost \$60,000

Salt Lake	Millcreek	Columbia Ave	21041	Columbia Ave; 40 East to State Street	Construct Missing Sidewalk	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	\$205,000	\$0	<i>New Funding</i>	\$123,000	2023
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UDOT TAP Contribution \$123,000, Local Contribution \$82,000, Total Project Cost \$205,000

Salt Lake	White City	Canal Trail	21042	White City Canal Trail	Trail Lighting Enhancements	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	\$126,500	\$0	<i>New Funding</i>	\$76,000	2023
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UDOT TAP Contribution \$76,000, Local Contribution \$50,500, Total Project Cost \$126,500

Project Timing Adjustments

Ogden / Layton Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
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Weber	UTA	Fronrunner Corridor Preservation	20812	Fronrunner Right of Way; 12th Street to the Weber County Border	Preserve the corridor between Ogden and Brigham City for future transit service	STP_URB_SL (Surface Transportation Program - Urban Area - WFRC - Salt Lake)	\$1,608,924	\$0	<i>Rescheduled Funds</i>	\$1,500,000	2023
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UTA has been working on corridor preservation efforts in Box Elder and Weber County and for some time has been working to purchase a potential station site at Second Street in Ogden. Last year UTA reevaluated alternative locations for a station and found a property at approximately 400 North in Harrisville which would serve the Business Depot Ogden (BDO) as well as provide a location for the bridge connection between 400 North and Wall Avenue. The bridge connection has been identified in the Regional Transportation Plan (RTP). The land owner is willing to sell the property at the appraised value so UTA is requesting that the approved, programmed funding be advanced from 2028 (a Concept Development year) to the current funded year. The advancement of these funds will not negatively affect any other programmed project.

DATE: April 13, 2023
AGENDA ITEM: 4c
SUBJECT: **ACTION:** Recommend 2024-2029 Surface Transportation Program (STP)
PREPARED BY: Ben Wuthrich, Transportation Improvement Program Coordinator

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 \$22.8M through the year 2029 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 and programming efficiencies, there is an estimated \$27,000,000 available to program for the year 2029 in the Salt Lake/ West Valley Area, and \$11,000,000 available in the Ogden/ Layton Area.

In the fall of 2022, 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 29th, 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 2024-2029 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 2024-2029 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 27th, WFRC staff will present the STP program funding recommendations.

CONTACT PERSON:

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

RECOMMENDATIONS:

The WFRC staff and the Trans Com Technical Advisory Committees recommend that Trans Com make a motion "to recommend that the Regional Council approve the projects discussed, reviewed, and recommended be added to the Draft 2024-2029 Surface Transportation Program."

EXHIBITS:

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

Projects Submitted for Consideration for the 2024-2029 Surface Transportation Program (STP)

\$ #,###			Recommended Funding Amount						Recommended Project Information										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	Weighted Total			
Suggested Funding	ROW	Unique Proj ID	County	City	Agency	Funding	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Project Priority														
Ogden\ Layton Urbanized Area - Surface Transportation Program (STP)																															
\$ 150,000	1	O_STP_15	Davis	West Bountiful	Reconstruction	STP	1100 West street Widening and Curb/Gutter	200 N / 1100 W	400 N / 1100 W	0.15	\$ 1,225,000	\$ 753,224	\$ 439,519	Collector	Reconstruct	Improves surface drainage with curb/gutter, inlets and piping. Improves pedestrian and vehicle safety with asphalt widening. Completes alt. transportation route to the Woods Cross Frontrunner Station. This project completes the final 0.15 miles of infrastructure on the east side of 1100 west from 500 South to 400 North.	1	4.67	17.50	20.00	2.00	0.00	4.76	2.00	7.00	0.00	57.93				
	2	O_STP_23	Weber	Ogden	Reconstruction	STP	2nd Street Reconstruction Phase 2	Wall Avenue	Washington Boulevard	0.426	\$ 5,101,800	\$ 4,756,408	\$ 345,392	Collector	Reconstruct	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. Intersection lane lengths and spacing are substandard; there is insufficient space for bike lanes and clear zone is also problematic.	3	5.33	15.00	12.00	4.00	0.00	4.76	1.00	10.00	1.00	53.10				
\$ 500,000	3	O_STP_5	Davis	Centerville	Reconstruction	STP	1250 W Project	Highway 105 (Parrish Ln)	200 North	0.18	\$ 752,100	\$ 503,907	\$ 248,193	Collector	Reconstruct	This stretch of road deteriorates quickly, this project will address the deficiencies and rebuild the road. We are anticipating higher truck traffic in this area in the near future with new development planned just to the south of this project.	1	4.00	17.50	20.00	1.33	0.00	5.24	2.00	3.00	0.00	53.07				
\$ 3,000,000	4	O_STP_22	Weber	Ogden	Reconstruction	STP	2nd Street Reconstruction Phase 1	E/o Washington Boulevard	E/o Monroe Boulevard	0.748	\$ 7,549,500	\$ 7,038,399	\$ 511,101	Collector	Reconstruct	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.	1	6.67	20.00	8.00	5.33	0.00	4.76	1.00	7.00	0.00	52.76				
	5	O_STP_16	Davis	West Point	Reconstruction	STP	700 South Widening	3500 West	4000 West	0.5	\$ 4,170,600	\$ 2,955,950	\$ 1,214,650	Collector	Reconstruct	This road is adjacent to the new off ramp of the West Davis Highway near SR193. It is currently a very narrow two land section with high traffic volumes. With the West Davis Highway soon to be completed the traffic volumes will increase significantly. This road needs to be widened to a three lane section.	1	2.00	20.00	16.00	0.00	0.00	4.29	3.00	7.00	0.00	52.29				
\$ 2,000,000	6	O_STP_7	Davis	Farmington	Reconstruction	STP	SR - 106 (200 East) Improvements	Glovers Lane	Lund Lane	0.88	\$ 3,916,100	\$ 3,650,980	\$ 265,120	Minor Arterial	Reconstruct	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	3.33	22.50	12.00	1.33	0.00	5.24	1.00	4.00	1.00	50.40				
	7	O_STP_8	Davis	Layton	Intersections & Signals	STP	Layton Parkway Signal Project	1700 West	2700 West	1	\$ 825,000	\$ 725,000	\$ 100,000	Minor Arterial	Operations	Layton is proposing the construction of three traffic signals along Layton Parkway at the following intersections: 1700 West, 2200 West and 2700 West. This project would support the City's population growth and UDOT's West Davis Corridor. The signalized intersections would reduce delay and improve the operational capacity.	1	4.00	3.00	15.00	14.67	0.00	2.86	2.00	6.00	0.00	47.52				
8	O_STP_13	Davis	South Davis County to SLC	Transit Capital	STP		Davis Salt Lake Connector Construction - OL UZA	Davis County	Salt Lake City	12.4	\$ 75,597,183	\$ 5,000,000	\$ 726,162	NA	Transit	The Davis-SLC Community Connector has been identified as a phase 1 project in the regional transportation plan. It will provide an essential transit connection between Davis and Salt Lake County, improving upon existing service. Environmental work is currently underway. The requested funds will be used for construction.	2	13.00	1.00	8.00	10.67	0.00	6.00	3.00	3.00	1.00	45.67				

Projects Submitted for Consideration for the 2024-2029 Surface Transportation Program (STP)

\$ #,###			Recommended Funding Amount						Recommended Project Information											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	Weighted Total
Suggested Funding	ROW	Unique Proj ID	County	City	Agency	Funding	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Project Priority												
\$ 1,000,000	9	O_STP_6	Davis	Clinton	Intersections & Signals	STP	1300 North 1500 West Roundabout	1300 North 1500 West Intersection	0	0.3	\$ 2,780,800	\$ 1,800,000	\$ 130,800	Collector	Operations	The 1300 N 1500 W intersection is a four-way stop controlled intersection. The intersection sight distances are inadequate and shoulders are undeveloped. The project would remove the obstructions and construct a roundabout at the intersection to improve traffic flow and enhance pedestrian safety and mobility.	1	3.33	4.50	12.00	5.33	0.00	9.52	1.00	8.00	0.00	43.69		
\$ 2,400,000	10	O_STP_17	Weber	Farr West City	Widening	STP	3300 North Widening and Roundabout Ph. 1	2700 West (City Limit)	2575 West	0.231	\$ 3,453,400	\$ 2,403,842	\$ 1,049,558	Collector	Reconstruct	Phase 1 of this project will improve the 3300 North corridor from the western city limit at 2700 West to 2575 West and will improve the 2575 West 3300 North intersection with a new roundabout.	1	2.67	20.00	8.00	0.00	0.00	4.29	1.00	5.00	0.00	40.95		
	11	O_STP_12	Davis	Ogden/Layton Metro Area	Operations	STP	Surface Street Variable Message Signs	On SR193 WB East of I 15 near MP 4.65	near MP 4.2 EB West of I 15	0.45	\$ 650,000	\$ 605,995	\$ 44,005	Principal Arterial	Operations	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.	0	8.00	0.00	15.00	2.67	0.00	2.86	4.00	6.00	1.00	39.52		
	12	O_STP_28	Weber	Weber County	Other STP	STP	Widen 12th Street	10000 West	7100 West	2	\$ 10,396,714	\$ 9,641,745	\$ 754,969	Collector	Reconstruct	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.	1	1.33	17.50	8.00	0.00	0.00	4.29	2.00	5.00	0.00	38.12		
	13	O_STP_2	Box Elder	Brigham City	Widening	STP	1200 West Roadway Widening (Forest Street to Industrial Way)	Forest Street	Indusriial Way	0.335	\$ 2,495,000	\$ 579,264	\$ 42,064	Collector	Capacity	Widening of about a section of 1200 West between Forest Street and Industrial Way.	3	1.00	2.50	15.00	1.00	0.00	11.00	2.00	5.00	0.00	37.50		
	14	O_STP_4	Box Elder	Perry City	Widening	STP	1200 West Roadway Widening Phase 1	1600 South	2250 South	0.521	\$ 5,564,500	\$ 3,459,660	\$ 251,227	Collector	Reconstruct	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.	1	1.33	12.50	8.00	0.67	0.00	3.33	2.00	5.00	0.00	32.83		
	15	O_STP_18	Weber	Farr West City	Widening	STP	3300 North Widening Phase 2	2575 West	2000 West (S.R. 126)	0.581	\$ 8,302,500	\$ 3,894,683	\$ 4,407,817	Collector	Reconstruct	The project will improve and widen the 3300 North corridor from 2575 West to 2000 West (S.R. 126). This includes a replacing a bridge structure across the Willard Canal.	3	3.33	15.00	4.00	0.00	0.00	4.29	1.00	5.00	0.00	32.62		
	16	O_STP_26	Weber	Ogden/Layton Metro Area	Other STP	STP	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	\$ 650,000	\$ 605,995	\$ 44,005	Principal Arterial	Operations	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.	0	2.00	0.00	15.00	2.67	0.00	2.86	3.00	6.00	1.00	32.52		
	17	O_STP_10	Davis	North Salt Lake	Pedestrian	STP	Center Street Widening & AT Facilities	Foxboro Drive	Jordan River Trail	0.59	\$ 593,400	\$ 504,390	\$ 89,010	Collector	Active Transportation	The Jordan River Trail has been extended to Center Street, and there is a need to create active transportation connections from that trail to other trail systems and bike lanes. This project will make those connections in addition to widening the road in anticipation of future development on the west side of the river.	1	4.00	2.50	15.00	0.00	0.00	3.00	3.00	5.00	0.00	32.50		

Projects Submitted for Consideration for the 2024-2029 Surface Transportation Program (STP)

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Suggested Funding	ROW	Unique Proj ID	County	City	Agency	Funding	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Project Priority											
	18	O_STP_27	Weber	Roy City	Reconstruction	STP	4300 West 6000 South Roundabout	4300 West	6000 South	0.1	\$ 1,350,000	\$ 1,258,605	\$ 91,395	Collector	Operations	The proposed project includes the construction of a roundabout at the intersection of 6000 South and 4300 West. This busy intersection connects multiple cities in Weber and Davis Counties. The project will include property acquisition, roadway improvements, sidewalk, bicycle facilities, drainage, and lighting improvements.	1	2.00	4.00	12.00	0.00	0.00	5.71	1.00	7.00	0.00	31.71	
	19	O_STP_19	Weber	Farr West City	Widening	STP	3300 North Widening and Roundabout	2000 West (SR-126)	West end of city limits (approx. 2700 W)	0.817	\$ 10,215,300	\$ 9,407,187	\$ 6,823,113	Collector	Reconstruct	The project will improve the 3300 North corridor from 2000 West (SR-126) to the west end of city limits. The project include a bridge widening over the canal and a roundabout at the intersection of 3300 North and 2575 West.	1	4.00	15.00	0.00	0.00	0.00	4.29	1.00	5.00	0.00	29.29	
	20	O_STP_11	Davis	Ogden/Layton Metro Area	Operations	STP	Fwy Variable Message Sign w/ CCTV Camera	I 84 EB West of US 89 (vicinity of MP 87)	0	0.1	\$ 800,000	\$ 745,840	\$ 54,160	Highway/Freeway	Operations	Install a new Variable Message Sign and CCTV camera on I84 EB to warn travelers of traffic incidents ahead and off load at the US 89 interchange if needed.	0	0.00	0.00	15.00	1.33	0.00	2.86	3.00	6.00	1.00	29.19	
	21	O_STP_21	Weber	Harrisville City	Widening	STP	750 West Widening Phase 2	West Harrisville Road	US-89	0.485	\$ 2,461,100	\$ 2,215,238	\$ 160,862	Local	Reconstruct	The project will improve the 750 West corridor from West Harrisville Road to US-89 from the narrow 2 lane road to the full city standard collector road.	2	0.67	15.00	4.00	0.00	0.00	4.29	0.00	5.00	0.00	28.95	
\$ 2,000,000	22	O_STP_1	Box Elder	Brigham City	Widening	STP	1200 West Roadway Widening (600 North to Industrial Way)	600 North	Indusrial Way	0.68	\$ 8,895,400	\$ 6,547,911	\$ 475,484	Collector	Capacity	Widening of about a section of 1200 West between 600 North and Industrial Way.	1	1.00	2.50	3.00	1.00	0.00	11.00	2.00	5.00	0.00	25.50	
	23	O_STP_20	Weber	Harrisville City	Widening	STP	750 West Widening Phase 1	West Harrisville Road	US-89	0.804	\$ 6,784,300	\$ 6,245,757	\$ 453,543	Local	Reconstruct	The project will improve the 750 West cooridore from West Harrisville Road to US-89 from the narrow 2 lane road to the full city standard collector road.	0	1.33	15.00	0.00	0.00	0.00	4.29	0.00	5.00	0.00	25.62	
	24	O_STP_3	Box Elder	Brigham City	Widening	STP	1200 West Roadway Widening (Forest to 400 South)	Forest Street	400 South	0.729	\$ 5,944,300	\$ 5,158,035	\$ 374,556	Collector	Capacity	Construction of about a one mile section of 1200 West between Forest Street and SR-91. The purpose of the projet is to further the corridor between the 1100 West / SR-91 intersection and Forest Street.	1	1.00	2.50	3.00	1.00	0.00	9.00	2.00	5.00	0.00	23.50	
	25	O_STP_25	Weber	Ogden	Transit Capital	STP	On-Route Charging Infrastructure Round 2	0	0	0	\$ 1,500,000	\$ 1,398,450	\$ 101,550	NA	Transit	Electric bus procurements are arriving, and future orders will be coming. A network of high-power on-route chargers at key locations enables these buses to be deployed in more locations without concerns about a bus being limited by charge range. This request will pay for two more of those locations.	3	6.00	1.00	4.00	0.00	0.00	10.00	0.00	1.50	1.00	23.50	

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Suggested Funding	ROW	Unique Proj ID	County	City	Agency	Funding	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Project Priority										
	26	O_STP_14	Davis	South Weber	Reconstruction	STP	Cottonwood Drive Roadway Widening	I-84	Weber River Bridge Crossing	0.53	\$ 2,508,700	\$ 2,222,324	\$ 161,376	Local	Reconstruct	Widening of the existing asphalt roadway and install curb, gutter, and sidewalk. (trail) The new trail will connect the existing Weber River Parkway Trail system to the south and trail systems south to I-84 and the US-89 junction existing trailheads.	2	0.00	15.00	0.00	0.67	0.00	4.29	0.00	3.00	0.00	22.95
	27	O_STP_24	Weber	Ogden	Transit Capital	STP	Mt. Ogden Facility Expansion	135 West 17th Street	0	0	\$ 15,000,000	\$ 5,000,000	\$ 363,081	NA	Transit	This project expands the 35+ yr old Mt. Ogden admin bldg. Expansion is needed for current service and future increases in Box Elder, Weber, and Davis Counties. This expands the admin building to 25,000 - 30,000 sf and makes site improvements. The project is larger than last year so other service modes can be accommodated.	1	7.00	1.00	0.00	4.00	0.00	8.00	0.00	1.50	0.00	21.50
\$ 11,050,000			Programmed				\$11,000,000	Available		Requested		\$89,078,789						Estimated Total Project Costs			\$189,482,697						

Projects Submitted for Consideration for the 2024-2029 Surface Transportation Program (STP)

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Suggested Funding	ROW	Unique Proj ID	County	City	Agency	Funding	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Project Priority											
Salt Lake\ West Valley Urbanized Area - Surface Transportation Program (STP)																												
\$ 1,500,000	1	S_STP_23	Salt Lake	South Jordan	Intersections & Signals	STP	4000 W / South Jordan Parkway Intersection Improvements	500ft each direction of intersection	0	0.37	\$ 5,152,400	\$ 1,575,584	\$ 361,000	Principal Arterial	Operations	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	6.00	1.50	15.00	13.33	8.00	11.43	4.00	8.00	1.00	68.26	
	2	S_STP_8	Salt Lake	Herriman	Intersections & Signals	STP	12600 S & Herriman Main St Intersection Improvements	12600 S	12600 S	0.1	\$ 3,868,600	\$ 2,665,073	\$ 950,000	Minor Arterial	Reconstruct	This project is to construct a free right/acceleration lane from Herriman Main Street to 12600 S. It will also include adding dual lefts to the intersection.	2	4.67	20.00	20.00	3.33	0.00	4.76	4.00	8.00	1.00	65.76	
\$ 3,000,000	3	S_STP_16	Salt Lake	Salt Lake City	Reconstruction	STP	900 West Reconstruction	North Temple	600 North	0.75	\$ 8,838,300	\$ 3,236,144	\$ 2,386,340	Collector	Reconstruct	Reconstruction of the 900 West collector will improve deteriorated pavement condition in this lower-income area; vehicle mobility to Interstate-15; pedestrian and bicycle safety; connection to TRAX and frequent bus; and access to jobs / education in the North Temple Urban Center, Downtown, Airport, and University of Utah.	1	7.33	25.00	12.00	6.67	0.00	2.38	2.00	7.00	1.00	63.38	
	4	S_STP_21	Salt Lake	Sandy/Draper	Intersections & Signals	STP	11400 S 700 E EB/WB Dual Lefts	Oak Brush Dr (605 E)	785 East	0.25	\$ 3,603,500	\$ 3,357,119	\$ 246,381	Principal Arterial	Operations	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 2029, the intersection will be widened to accommodate dual eastbound and westbound left turns, approximately doubling the existing storage capacities.	1	3.33	3.00	15.00	12.00	6.00	11.43	1.00	9.00	2.00	62.76	
\$ 2,500,000	5	S_STP_1	Salt Lake	Cottonwood Heights	Reconstruction	STP	Fort Union Blvd Roadway Project	Pippen Drive	3160 East	0.8	\$ 5,692,100	\$ 3,306,745	\$ 385,355	Minor Arterial	Reconstruct	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 intersection and ADA facilities, asphalt pavement, and a new 10-ft multi-use trail along the north-east side of Fort Union. The SD Improvements with curb & gutter will be constructed as a seperate city project in 2023-2024	1	4.67	22.50	16.00	4.00	0.00	5.24	2.00	7.00	1.00	62.40	
	6	S_STP_3	Salt Lake	Draper	Widening	STP	12300 S at Lone Peak Pkwy	SB I-15 Off Ramp	265 W	0.4	\$ 4,893,600	\$ 4,562,303	\$ 331,297	Principal Arterial	Operations	This project will widen 12300 S to allow for an additional left turn lane to southbound Lone Peak Parkway. This project will also widen the north side of SR-71 to extend the free-right acceptance lane from the I-15 SB off-ramp to Lone Peak Parkway.	1	9.33	3.00	15.00	6.67	0.00	10.48	3.00	10.00	2.00	59.48	
	7	S_STP_31	Salt Lake	West Valley City and Taylorsville	Other STP	STP	3900 South Widening and Reconstruction	Redwood Road	Jordan River Bridge	1	\$ 9,913,000	\$ 6,241,890	\$ 671,110	Minor Arterial	Reconstruct	This proposed project improves 3900 South between Redwood Road and the Jordan River by improving the pavement section, adding buffered bike lanes, a 10' trail, 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	8.67	15.00	16.00	1.33	0.00	5.24	2.00	9.00	1.00	58.24	

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	8	S_STP_13	Salt Lake	Millcreek	Other STP	STP	1300 East: 3300 South to E Lorraine Dr.	3300 South	E Lorraine Dr.	0.4	\$ 7,146,000	\$ 6,662,216	\$ 483,784	Minor Arterial	Reconstruct	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 E Lorraine Dr.	3	7.33	22.50	12.00	0.00	0.00	4.76	1.00	7.00	3.00	57.60		
	9	S_STP_28	Salt Lake	West Jordan	Intersections & Signals	STP	Redwood Rd & 6720 S Intersection Improvements	0	0	0	\$ 1,030,000	\$ 960,269	\$ 69,731	Principal Arterial	Operations	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.	2	6.00	2.50	15.00	10.67	0.00	10.48	0.00	10.00	2.00	56.64		
	10	S_STP_2	Salt Lake	Cottonwood Heights	Reconstruction	STP	Fort Union Roadway and Cycle Track Project	Union Park Ave	1300 East	0.284090909	\$ 3,883,800	\$ 3,620,867	\$ 262,933	Minor Arterial	Active Transportation	This project will construct dedicated, grade seperated bicycle lanes on the north and south side of Fort Union Boulevard from Union Park Ave to 1300 East. This project is part of the Mid-Valley Active Transporation Plan and will provide the start of a backbone bike network on Fort Union Blvd, connecting Salt Lake County, Midvale City and Cottonwood Heights. The project will maintain all through and turn lanes, provide ADA accomodations, and increase safety for all users of the roadway.	2	15.00	4.00	15.00	0.00	0.00	11.00	1.00	8.00	1.00	55.00		
\$ 2,400,000	11	S_STP_30	Salt Lake	West Valley City and Magna	Other STP	STP	7200 West Widening and Reconstruction	3500 South	Copper Hill Drive	0.62	\$ 7,670,900	\$ 2,435,764	\$ 176,876	Minor Arterial	Reconstruct	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	4.67	17.50	16.00	0.67	0.00	4.29	2.00	7.00	1.00	53.12		
\$ 3,000,000	12	S_STP_5	Salt Lake	Draper	Reconstruction	STP	Pioneer Road	1300 East	1650 East	0.42	\$ 4,594,300	\$ 4,192,367	\$ 401,933	Collector	Reconstruct	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	25.00	12.00	0.00	0.00	4.76	0.00	5.00	1.00	52.43		
	13	S_STP_20	Salt Lake	Sandy	Other STP	STP	11400 S 1300 E Intersection Improvements	1280 E	1350 E	0.13	\$ 4,276,867	\$ 3,977,938	\$ 298,929	Minor Arterial	Operations	This Project was identified as a safety hotspot in Sandy's 2020 TMP. The 2021 Safety Evaluation recommended clearing the sight triangles, installing a SBR turn lane, advanced detection, signal timing adjustments, upgrading signal infrastructure, restriping, and increasing the left turn queue storage capacity.	2	1.33	3.00	12.00	16.00	2.00	10.48	1.00	5.00	1.00	51.81		
	14	S_STP_16a	Salt Lake	Salt Lake City	Transit Capital	STP	East Downtown Mobility Hub with Electric Bus Charging	200 South at 300 East	0	NA	\$ 6,500,000	\$ 4,000,000	\$ 300,000	Minor Arterial	Transit	This project designs and constructs a mobility hub for bus rapid transit and core routes serving Frontrunner, University of Utah, and Salt Lake and Davis counties. 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.	3	17.00	1.00	12.00	12.00	0.00	4.00	1.00	3.50	1.00	51.50		

Projects Submitted for Consideration for the 2024-2029 Surface Transportation Program (STP)

\$ #,###			Recommended Funding Amount						Recommended Project Information										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	Weighted Total
Suggested Funding	ROW	Unique Proj ID	County	City	Agency	Funding	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Project Priority											
	15	S_STP_32	Salt Lake	Salt Lake City	Transit Capital	STP	East Downtown Mobility Hub with Electric Bus Charging	200 South at 300 East	0	NA	\$ 6,500,000	\$ 4,000,000	\$ 300,000	Minor Arterial	Transit	This project designs and constructs a mobility hub for bus rapid transit and core routes serving Frontrunner, University of Utah, and Salt Lake and Davis counties. 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.	3	17.00	1.00	12.00	12.00	0.00	4.00	1.00	3.50	1.00	51.50	
\$ 3,000,000	16	S_STP_14	Salt Lake	Millcreek	Other STP	STP	2000 E: 3300 S to E Atkin Ave	3300 S SR #171	E Atkin Ave	0.7	\$ 8,347,800	\$ 7,316,504	\$ 1,031,296	Collector	Reconstruct	2000 E connects central Millcreek with the 3300 S (SR-171) major arterial to Salt Lake City via an existing underpass at Interstate I-80. This project will create a safer environment for all users including the reconstruction of disfunctioning curb & gutter, sidewalk, ADA ramps, enhanced bus stops, storm drain, and piping an existing irrigation ditch below grade from 3300 S to Atkin Ave.	1	7.33	17.50	12.00	0.00	0.00	4.76	1.00	7.00	1.00	50.60	
\$ 2,500,000	17	S_STP_26	Salt Lake	West Jordan	Widening	STP	9000 South	6400 West	New Bingham Highway (NBH)	0.53	\$ 10,355,800	\$ 4,993,212	\$ 362,588	Principal Arterial	Operations	The project will connect 9000 South from 6400 West to its proposed connection at 6200 West (NBH). 9000 South current alignment proceeds west from MVC curving southward towards Copperton. New alignment will continue the grid pattern to SR-111. A new intesection at 9000 South and Duck Ridge will be created.	1	4.67	1.50	12.00	2.67	0.00	12.38	5.00	10.00	0.00	48.21	
	18	S_STP_24	Salt Lake	South Jordan	Widening	STP	Thru-U Turn Intersection at 4000 W & Daybreak Parkway	4000 W Daybreak Parkway	4000 W Daybreak Parkway	0.35	\$ 5,224,000	\$ 4,870,335	\$ 353,665	Minor Arterial	Operations	Project includes modifying the intersection of 4000 W & Daybreak Parkway with a thru-U turn for the westbound left turn movement. Over the past 18 months UDOT and South Jordan City have studied solutions for 11400 S to try and avoid or minimize a future widening. A number of alternatives have been analyzed and the Thru-U at 4000 W was identified as a change that improves travel time at a relatively low cost.	1	5.33	3.00	12.00	5.33	0.00	9.52	4.00	8.00	1.00	48.19	
\$ 3,000,000	19	S_STP_9	Salt Lake	Herriman	Other STP	STP	13400 S Roadway Widening	6000 W	6400 W	0.5	\$ 8,910,700	\$ 7,039,518	\$ 1,300,000	Minor Arterial	Capacity	13400 S is a Major Arterial that connects through the center of Herriman and Riverton. It is currently the most traveled road in Herriman. It makes key connections at 6400 W, 6000 W, 5600 W, Mtn View Corridor, Bangerter Highway. This project will elevate add travel lanes, add curb, bike & pedestrian facilities.	1	7.00	3.50	12.00	6.00	0.00	10.00	0.00	7.00	2.00	47.50	
	20	S_STP_10	Salt Lake	Herriman	Other STP	STP	7300 West Roadway Extension	13000 South	13300 South	0.36	\$ 13,853,100	\$ 11,647,317	\$ 1,300,000	Minor Arterial	Capacity	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	7.00	2.50	6.00	6.00	0.00	14.00	4.00	7.00	0.00	46.50	
	21	S_STP_22	Salt Lake	South Davis County to SLC	Transit Capital	STP	Davis Salt Lake Connector Construction - SL/WV UZA	Davis County	Salt Lake City	12.4	\$ 75,597,183	\$ 5,000,000	\$ 363,081	NA	Transit	The Davis-SLC Community Connector has been identified as a phase 1 project in the regional transportation plan. It will provide an essential transit connection between Davis and Salt Lake County, improving upon existing service. Environmental work is currently underway. The requested funds will be used for construction.	5	13.00	1.00	8.00	10.67	0.00	6.00	3.00	3.00	1.00	45.67	

Projects Submitted for Consideration for the 2024-2029 Surface Transportation Program (STP)

\$ #,###			Recommended Funding Amount						Recommended Project Information										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	Weighted Total
Suggested Funding	ROW	Unique Proj ID	County	City	Agency	Funding	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Project Priority											
	22	S_STP_4	Salt Lake	Draper	Reconstruction	STP	Fort Street	13200 South	13400 South	0.3	\$ 5,917,300	\$ 5,425,800	\$ 491,500	Collector	Reconstruct	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	44.76	
	23	S_STP_11	Salt Lake	Holladay	Reconstruction	STP	Highland Dr Reconstruction and Complete Street	Arbor Lane	Van Winkles Expressway	1.37	\$ 23,890,800	\$ 5,000,000	\$ 18,890,800	Minor Arterial	Active Transportation	A reconstruction to address drainage, utilities, and better meet the City’s multimodal goals. The RTP indicates Highland Dr will be reconstructed in Phase 2; this application requests funds for that effort and to use the opportunity to design a corridor that is responsive to the vision for our community.	1	5.00	4.50	12.00	0.00	0.00	10.00	1.00	8.00	1.00	41.50	
	24	S_STP_17	Salt Lake	Salt Lake City	Pedestrian	STP	SR-186 Pedestrian and Lanscape Improvements	1700 S	Laurelhurst Dr	0.3	\$ 81,416	\$ 1,121,184	\$ 0	Principal Arterial	Active Transportation	This project will construct bulb outs on the city cross streets to minimize pedestrian crossing distances, reconstruct sidewalk and driveways to better accommodate pedestrians and install landscape features.	2	5.00	3.50	15.00	0.00	0.00	6.00	2.00	6.00	4.00	41.50	
\$ 3,000,000	25	S_STP_12	Salt Lake	Magna Metro Township	New Construction	STP	2700 S Sidewalk	8054 2700 South	8000 West	0.4	\$ 3,521,100	\$ 3,282,722	\$ 238,378	Collector	Reconstruct	The installation of curb, gutter and sidewalk on the north side of 2700 S from 8058 2700 South 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.	1	4.00	17.50	8.00	0.00	0.00	4.29	1.00	5.00	0.00	39.79	
	26	S_STP_15	Salt Lake	Murray, West Valley, Taylorsville	Transit Capital	STP	Midvalley Connector Electric Buses	Murray, UT Murray Station	West Valley, UT Central Station	7	\$ 10,500,000	\$ 6,000,000	\$ 3,500,000	NA	Transit	Midvalley Connector project in the FTA Small Starts process plans that funding for the electric buses would come from another federal source. UTA was not selected to receive funding under the most recent LoNo grants. Getting part of the funding from CMAQ or STBG would strengthen UTA’s chances in future LoNo applications.	1	13.00	2.50	0.00	10.67	0.00	6.00	2.00	4.50	1.00	39.67	
	27	S_STP_19	Salt Lake	Sandy	Intersections & Signals	STP	11000 South 1000 East Roundabout	11000 South	11000 South	0.1	\$ 2,743,067	\$ 2,554,502	\$ 188,565	Collector	Operations	This pedestrian heavy intersection is adjacent to Alta High School, operating as a busy 8,500 ADT 4-way stop. While a traffic signal is not warranted, this is a prime location for a roundabout to reduce delay, emissions, and conflict points.	4	2.00	3.00	12.00	1.33	0.00	9.52	2.00	7.00	1.00	37.86	
	28	S_STP_29	Salt Lake	West Valley City	Other STP	STP	1300 West Widening and Bike Lanes	4000 South	3300 South	1.065530303	\$ 10,502,800	\$ 6,994,860	\$ 507,940	Collector	Reconstruct	This project improves 1300 W between 4000 S and 3300 S by improving the pavement section, adding buffered bike lanes, street lights and connecting sidewalk. Presently, pedestrians must use the roadway shoulder, adjacent to traffic lanes. This corridor has been identified as a bike connection between Utah and Davis Counties.	4	5.33	17.50	0.00	1.33	0.00	4.76	1.00	7.00	0.00	36.93	
	29	S_STP_27	Salt Lake	West Jorden to SLC	Transit Capital	STP	Westside Express (5600 W) Capital	West Jordan	Salt Lake City via the airport	29	\$ 76,040,000	\$ 5,000,000	\$ 363,081	NA	Transit	The Westside express will provide a one-seat transit ride for residents living along 5600 West from 9400 S. to SLC International Airport, Downtown SLC, and other regional job centers. The service will include tools to improve travel time and reliability and enhanced passenger amenities.	2	8.00	1.00	4.00	8.00	0.00	8.00	0.00	4.00	3.00	36.00	

Projects Submitted for Consideration for the 2024-2029 Surface Transportation Program (STP)

\$ #,###			Recommended Funding Amount						Recommended Project Information										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	Weighted Total
Suggested Funding	ROW	Unique Proj ID	County	City	Agency	Funding	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Project Priority											
\$ 3,000,000	30	S_STP_7	Salt Lake	Emigration Metro Township	Widening	STP	Emigration Canyon Road Safety Improvements	5655 Emigration Canyon Road	9698 Emigration Canyon Road	1.8	\$ 6,518,900	\$ 6,077,570	\$ 441,330	Collector	Active Transportation	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.	2	6.00	3.50	3.00	0.00	0.00	9.00	0.00	3.00	0.00	24.50	
	31	S_STP_6	Salt Lake	Emigration Canyon Metro Township	Widening	STP	Emigration Canyon Slope Mitigation - 4909 E	4858 E Emigration Canyon Road	4909 E Emigration Canyon Road	0.06	\$ 4,416,500	\$ 4,117,503	\$ 298,997	Collector	other	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.	1	6.00	3.00	3.00	0.00	0.00	9.00	0.00	3.00	0.00	24.00	
	32	S_STP_18	Salt Lake	Salt Lake City or West Valley	Transit Capital	STP	On-Route Charging Infrastructure Round 2	0	0	0	\$ 3,000,000	\$ 2,796,900	\$ 203,100	NA	Transit	Electric bus procurements are arriving, and future orders will be coming. A network of high-power on-route chargers at key locations enables these buses to be deployed in more locations without concerns about a bus being limited by charge range. This request will pay for two more of those locations (see them listed below).	6	6.00	1.00	4.00	0.00	0.00	10.00	0.00	1.50	1.00	23.50	
	33	S_STP_25	Salt Lake	South Salt Lake	Transit Capital	STP	Transit Technical Education Center (TTEC)	2320 South 800 West	South Salt Lake	N/A	\$ 7,259,774	\$ 4,000,000	\$ 3,259,774	NA	Transit	This project constructs a maint. training facility. The 2 major objectives: support UTA's fleet maintenance and foster development of Utah's workforce. The transit system benefits our region's air quality and provides access to essential jobs. UTA's training programs provide hands-on education and allows for career growth.	4	3.00	2.50	0.00	0.00	0.00	9.00	0.00	1.50	1.00	17.00	
\$ 26,900,000			Programmed				\$27,000,000	Available		Requested		\$148,032,206						Estimated Total Project Costs			\$360,243,607							

DATE: April 13, 2023
AGENDA ITEM: 4d
SUBJECT: **ACTION:** Recommend 2024-2029 Congestion Mitigation
Air Quality Program (CMAQ)
PREPARED BY: Ben Wuthrich, Transportation Improvement Program Coordinator

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 2029 in the Salt Lake/ West Valley Urban Area with \$11M available to program in the year 2029, and about \$3M in annual apportionments anticipated in the Ogden/ Layton Area with \$6.4M available to program in the year 2029. The increased amounts to program this year are largely due to the moving of CMAQ projects that were eligible for the CRP program into the first two years of CRP program funding. As discussed at the February Trans Com meeting, this prevents those CRP funds from lapsing and freed up CMAQ funds to include in this year's TIP cycle for new project programming.

In the fall of 2022, 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 29th, 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 2024-2029 Congestion Mitigation/ Air Quality (CMAQ) Program" show all the projects submitted. The highlighted projects indicate those recommended to be added to the Draft 2024-2029 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 27th, WFRC staff will present the CMAQ program funding recommendations.

CONTACT PERSON:

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

RECOMMENDATIONS:

The WFRC staff and the Trans Com Technical Advisory Committees recommend that Trans Com make a motion "to recommend that the Regional Council approve the projects discussed, reviewed, and recommended to be added to the Draft 2024-2029 Congestion Mitigation/ Air Quality Program."

EXHIBITS:

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

Projects Submitted for Consideration for the 2024-2029 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	Improvements	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 - Congestion Mitigation/ Air Quality Program (CMAQ)																				
\$ 1,398,450	1	O_CMAQ_5	Weber	Ogden	Transit Capital	Transit	On-Route Charging Infrastructure Round 2	0	0	0	\$ 1,500,000	\$ 1,398,450	\$ 101,550	Electric bus procurements are arriving, and future orders will be coming. A network of high-power on-route chargers at key locations enables these buses to be deployed in more locations without concerns about a bus being limited by charge range. This request will pay for two more of those locations.	3	-Ebus infrastucture -Reduced maintenance costs	10.00	0.00	0.00	7.20	17.41
	2	O_CMAQ_7	Weber	Roy City	Other CMAQ	Other	Roy Municipal Building Electric Vehicle Charging Stations	5051 South 1900 West	5051 South 1900 West	N/A	\$ 100,500	\$ 93,696	\$ 6,804	This project will include the installation of four (4) electric vehicle charging stations at the Roy City Municipal Building. The charging stations will be metered and are intended to be used by Roy City Employees and residents visiting the Municipal Building. The installation of charging stations will encourage the use of electric vehicles and reduce carbon emissions associated with traditional gas vehicles.	2	-EV infrastructure	10.00	10.00	292.00	0.40	14.13
	3	O_CMAQ_8	Davis	Syracuse	Pedestrian	Active Transportation	Antelope Drive Shared Use Trail, Phase 1	Causeway gatehouse	Doral Drive	1.25	\$ 2,246,700	\$ 350,000	Remaining	West Antelope Drive is a busy roadway (Antelope Island experiences over a million visitors annually) that is not safe for people biking and walking due to its narrow cross section. A shared use trail on Antelope Drive between West Davis Corridor and the Causeway will allow people to bike from existing neighborhoods to the Island, rather than drive to the existing park and ride near the booth. Additionally, this phase of trail will provide access between existing and future neighborhoods along Antelope, and provide a safe route for students biking and walking to Buffalo Point Elementary School.	1	-Promote active transportation -Transportation options	20.00	0.00	111.00	1.60	5.19
\$ 632,518	4	O_CMAQ_4	Weber	Ogden	Bicycle	Active Transportation	Ogden City Bike Share	CBD Area +0.5 Miles	CBD Area +0.5 Miles	6	\$ 678,500	\$ 632,566	\$ 45,934	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	-Promote active transportation -First/last mile options	10.00	0.00	46.00	0.80	4.52
\$ 553,227	5	O_CMAQ_9	Davis	North Salt Lake	Pedestrian	Active Transportation	Center Street Shared Use Trail	Foxboro Drive	Jordan River Trail	0.59	\$ 593,400	\$ 504,390	\$ 89,010	The Jordan River Trail has been extended to Center Street, and there is a need to create active transportation connections from that trail to other trail systems and bike lanes. This project will make those connections in addition to widening the road in anticipation of future development on the west side of the river.	1	-Promote active transportation -Physical separation of modes improves safety	20.00	0.00	114.00	0.30	4.20
	6	O_CMAQ_3	Davis	West Point	Intersections & Signals	Operations	1800 N/4500 W Round-About	1800 N	4500 W	0.025	\$ 2,087,300	\$ 1,013,690	\$ 1,073,610	This is a busy intersection of two state highways. Currently the north and sound legs of the intersection are offset by about 100 ft. This project is needed to align the intersection and create a more efficient intersection to eliminate delays.	2	-Improved safety -Improved operations and efficiency	20.00	39.70	0.00	0.80	2.92
\$ 2,750,000	7	O_CMAQ_10	Davis	Clinton	Pedestrian	Active Transportation	2050 North Pedestrian Underpass	2050 North 2000 West	0	0.2	\$ 5,500,000	\$ 2,750,000	\$ 2,750,000	The purpose of the 2050 North pedestrian underpass is to construct underground pedestrian infrastructure to facilitate active transportation crossings of the 2000 West roadway. The underpass would complete the city-wide 2050 North trail that currently has a gap at 2000 West.	2	-Improved safety -Promote active transportation -Traffic calming	20.00	6.50	190.00	1.60	2.07

Projects Submitted for Consideration for the 2024-2029 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	Improvements	Project Type	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Project Description -						
	8	O_CMAQ_2	Davis	South Davis County to SLC	Transit Capital	Transit	Davis Salt Lake Connector Construction - OL UZA	Davis County	Salt Lake City	12.4	\$ 75,597,183	\$ 5,000,000	\$ 726,162	The Davis-SLC Community Connector has been identified as a phase 1 project in the regional transportation plan. It will provide an essential transit connection between Davis and Salt Lake County, improving upon existing service. Environmental work is currently underway. The requested funds will be used for construction.	2	- I-15 alternative. -Transportation options	20.00	54.70	2.40	6.60	0.64
	9	O_CMAQ_1	Davis	Clinton	Intersections & Signals	Operations	1300 North 1500 West Roundabout	1300 North 1500 West Intersection	0	0.3	\$ 2,780,800	\$ 1,800,000	\$ 130,800	The 1300 N 1500 W intersection is a four-way stop controlled intersection. The intersection sight distances are inadequate and shoulders are undeveloped. The project would remove the obstructions and construct a roundabout at the intersection to improve traffic flow and enhance pedestrian safety and mobility.	1	-Improved safety -Traffic calming	20.00	6.40	0.00	0.10	0.35
	10	O_CMAQ_6	Weber	Roy City	Intersections & Signals	Reconstruct	4300 West 6000 South Roundabout	4300 West	6000 South	0.1	\$ 1,350,000	\$ 1,258,605	\$ 91,395	The proposed project includes the construction of a roundabout at the intersection of 6000 South and 4300 West. This busy intersection connects multiple cities in Weber and Davis Counties. The project will include property acquisition, roadway improvements, sidewalk, bicycle facilities, drainage, and lighting improvements.	1	-Improved safety -Traffic calming	20.00	0.40	0.00	0.01	0.04
	Recommended Funding Total			\$ 5,334,195			Available Funding	\$ 5,500,000	Requested Federal Funding	\$ 14,801,397			Total Project Estimated Cost			\$ 92,434,383					

Projects Submitted for Consideration for the 2024-2029 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	Improvements	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 - Congestion Mitigation/ Air Quality Program (CMAQ)																				
\$ 1,296,900	1	S_CMAQ_8	Salt Lake	Salt Lake City or West Valley	Transit Capital	Transit	On-Route Charging Infrastructure Round 2	0	0	0	\$ 3,000,000	\$ 2,796,900	\$ 203,100	Electric bus procurements are arriving, and future orders will be coming. A network of high-power on-route chargers at key locations enables these buses to be deployed in more locations without concerns about a bus being limited by charge range. This request will pay for two more of those locations.	6	-Ebus infrastucture -Reduced maintenance costs	10.00	0.00	0.00	13.40	16.30
\$ 3,357,119	2	S_CMAQ_13	Salt Lake	Sandy/Draper	Intersections & Signals	Capacity	11400 S 700 E EB/WB Dual Lefts	Oak Brush Dr (605 E)	785 East	0.25	\$ 3,603,500	\$ 3,357,119	\$ 246,381	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 2029, the intersection will be widened to accommodate dual eastbound and westbound left turns, approximately doubling the existing storage capacities.	1	-Reduce congestion -Improved operations & efficiency	20.00	221.90	0.00	4.70	9.40
	3	S_CMAQ_11	Salt Lake	Sandy	Other CMAQ	Operations	11400 S 1300 E Intersection Improvements	1280 E	1350 E	0.13	\$ 4,276,867	\$ 3,977,938	\$ 298,929	This Project was identified as a safety hotspot in Sandy's 2020 TMP. The 2021 Safety Evaluation recommended clearing the sight triangles, installing a SBR turn lane, advanced detection, signal timing adjustments, upgrading signal infrastructure, restriping, and increasing the left turn queue storage capacity.	2	-Reduce congestion -Improved operations & efficiency	20.00	111.10	0.00	2.30	4.00
	4	S_CMAQ_3	Salt Lake	Holladay	ATMS or ITS	Operations	Signal Optimization Enhancements	Multiple Intersections	Multiple Intersections	NA	\$ 1,152,800	\$ 1,074,755	\$ 78,045	As recommended in a recent study completed by Holladay, signal equipment at 19 targeted intersections requires replacement to support signal optimization, thus reducing carbon emissions, improving travel time and updating signal timing standards.	4	-Reduce congestion -Improved operations & efficiency	10.00	139.60	0.00	1.20	3.70
	5	S_CMAQ_9	Salt Lake	Salt Lake, West Valley, West Jordan, and Kearns	Bus Service	Transit	Westside Express Operations	5600 W. Old Bingham Highway Station	Salt Lake Central Intermodal Hub	29	\$ 9,653,545	\$ 9,000,000	\$ 653,545	Operational support for 3 years (\$3,000,000/ year).The Westside Express will provide a one-seat transit ride for residents that live 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. In addition to travel time and reliability benefits, passengers will also benefit from enhanced stops with shelters, benches, lighting, and real-time bus arrival displays. Six stations will include park and ride lots.	3	-Transportation options	3.00	294.90	15.07	26.60	3.00
	6	S_CMAQ_1	Salt Lake	Herriman City	Transit Capital	Transit	Porter Rockwell Park and Ride	Porter Rockwell Blvd	Rockwell Park Dr.	0.1	\$ 4,209,055	\$ 3,903,410	\$ 305,645	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 improvement. 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.	4	-Trailhead location	20.00	0.00	822.00	1.10	1.80
\$ 641,700	7	S_CMAQ_6	Salt Lake	Salt Lake City	Other CMAQ	Active Transportation	Salt Lake City Bike Share (GREENbike) Expansion	Salt Lake City	Salt Lake City	6 sq.	\$ 690,000	\$ 641,700	\$ 48,300	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	-Promote active transportation -First/last mile options	10.00	0.00	45.00	0.30	1.70

Projects Submitted for Consideration for the 2024-2029 Congestion Mitigation/ Air Quality (CMAQ) Program

\$ #,###		Recommended Funding Amount							Recommended Project Information						Sponsor's Priority		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	Improvements	Project Type	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Project Description -								
	8	S_CMAQ_2	Salt Lake	Holladay	Other CMAQ	Active Transportation	Highland Dr Reconstruction and Complete Street: Bike-Ped Facilities	Arbor Lane	Van Winkles Expressway	1.37	\$ 6,566,800	\$ 5,000,000	\$ 1,566,800	Highland Drive requires a full reconstruction with an upgraded complete street design to meet the City's multimodal transportation goals, including the addition of enhanced bicycle/pedestrian facilities - 8' buffered bike lane and 7.5' sidewalk on the east and west sides of the road.	2		-Promote active transportation -Physical separation of modes improves safety	20.00	3.90	113.00	1.30	1.40
\$ 2,000,000	9	S_CMAQ_4	Salt Lake	Murray, West Valley, Taylorsville	Transit Capital	Transit	Midvalley Connector Electric Buses	Murray, UT Murray Station	West Valley, UT Central Station	7	\$ 10,500,000	\$ 6,000,000	\$ 3,500,000	The Midvalley Connector project in the FTA Small Starts process plans that funding for the electric buses would come from another federal source. UTA was not selected to receive funding under the most recent LoNo grants. Receiving part of the funding from CMAQ or STBG would strengthen UTA's chances in future LoNo applications.	1		-Ebus infrastructure -Reduced maintenance costs -Reduce congestion -Transportation options	12.00	21.70	950.00	3.00	1.20
\$ 3,721,592	10	S_CMAQ_12	Salt Lake	Sandy	Other CMAQ	Active Transportation	SR-209 Quarry Bend Pedestrian Bridge	9050 S	900 E	0	\$ 9,982,667	\$ 3,721,592	\$ 270,248	SR-209 is a connectivity barrier to Sandy Canal Trail. Trail users must go approximately one mile out of their way to cross SR-209 (90000 South curve). The proposed pedestrian bridge will eliminate this detour without having to introduce a new stop for southbound vehicles.	3		-Promote active transportation -Physical separation of modes improves safety - Access to schools	20.00	0.70	21.00	1.20	0.80
	11	S_CMAQ_14	Salt Lake	South Davis County to SLC	Transit Capital	Transit	Davis Salt Lake Connector Construction - SL/WV UZA	Davis County	Salt Lake City	12.4	\$ 75,597,183	\$ 5,000,000	\$ 363,081	The Davis-SLC Community Connector has been identified as a phase 1 project in the regional transportation plan. It will provide an essential transit connection between Davis and Salt Lake County, improving upon existing service. Environmental work is currently underway. The requested funds will be used for construction.	5		-Transportation options	20.00	54.70	2.40	6.60	0.60
	12	S_CMAQ_10	Salt Lake	Sandy	Intersections & Signals	Reconstruct	11000 South 1000 East Roundabout	11000 South	1000 East	0.05	\$ 2,743,067	\$ 2,554,502	\$ 188,565	This pedestrian heavy intersection is adjacent to Alta High School, operating as a busy 8,500 ADT 4-way stop. While a traffic signal is not warranted, this is a prime location for a roundabout to reduce delay, emissions, and conflict points.	4		-Improved safety -Traffic calming	20.00	4.60	0.00	0.10	0.30
	13	S_CMAQ_16	Salt Lake	West Jorden to SLC	Transit Capital	Transit	Westside Express (5600 W) Capital	West Jordan	Salt Lake City via the airport	29	\$ 76,040,000	\$ 5,000,000	\$ 363,081	The Westside express will provide a one-seat transit ride for residents living along 5600 West from 9400 S. to SLC International Airport, Downtown SLC, and other regional job centers. The service will include tools to improve travel time and reliability and enhanced passenger amenities.	2		-Transportation options	20.00	107.20	5.48	3.30	0.30
	14	S_CMAQ_7	Salt Lake	Salt Lake City	Intersections & Signals	Reconstruct	Salt Lake City Intersections to Roundabouts Pilot Program	500 East 700 South	NA	NA	\$ 943,300	\$ 877,269	\$ 66,031	Salt Lake City proposes this project as a pilot program to convert older existing traffic signals and 4-way stop intersections to roundabouts to reduce traffic delay, reduce mobile source emissions, increase fuel efficiency, and reduce air pollution. The proposed location will be converted from a conventional traffic signal to a roundabout. The City has already converted an All-way Stop location at 1100 East/900 South to a roundabout with great success (in 2019).	5		-Improved safety -Traffic calming	20.00	1.20	0.00	0.03	0.20
	Recommended Funding Total		\$ 11,017,311		Available Funding		\$ 11,000,000	Requested Federal Funding		\$ 52,905,185		Total Project Estimated Cost				\$ 208,958,784						

DATE: April 13, 2023
AGENDA ITEM: 4e
SUBJECT: **ACTION:** Recommend 2025 Transportation Alternatives Program (TAP)
PREPARED BY: Ben Wuthrich, Transportation Improvement Program Coordinator

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 2025 are projected to be approximately \$2.1M 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 and programming efficiencies, there is an estimated \$3,400,000 available to program in the Salt Lake/ West Valley area and the Ogden/ Layton Area is expected to have an estimated \$2,800,000 available to program.

In the fall of 2022, 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 29th, WFRC staff in consultation with the Trans Com TACs developed a recommendation of projects to add to the 2025 TAP. The attached tables "Projects Submitted for Consideration for the Draft 2025 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 27th, WFRC staff will present the TAP program funding recommendations.

CONTACT PERSON:

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

RECOMMENDATIONS:

The WFRC staff and the Trans Com Technical Advisory Committees recommend that Trans Com make a motion "to recommend that the Regional Council approve the projects discussed, reviewed, and recommended be added to the Draft 2025 Transportation Alternatives Program."

EXHIBITS:

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

Transportation Alternatives Program (TAP) Project Evaluation for the Draft 2024-2029 Transportation Improvement Program (TIP)																																																			
Cells Highlighted in this <u>Color</u> 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 Amounts										Recommended Project Information																																							
Suggested Funding	Row #	Unique Proj ID	County	City	Agency	Funding Type	Project Name	From Street	To Street	Project Improvement	Project Objective	Length	Description	Tot Cost	Fed Fund	Local Funds	Sponsor Priority	Regional Priority	Fills Gap	Provides Access within 1/2 mile	Wasatch Choices	Add Safety	Sponsors Match	Innovative	Com Support	Diverse Users	Cost Per User	Cost per Mile	Capital Score	Prox to Schools	Fills Gap	Provides Access Other than School	Num of Stud that Could Bike or Walk	Anticipated Increase of Student Use	Provide Add Safety	Spon Match	Deg of Safe Need	Walk/ Bike Promo	Cost Per User	Cost per Mile	SR2S Score Opt 1	Project Score									
Ogden\ Layton Urbanized Area - Transportation Alternatives Program (TAP)																																																			
\$ 327,300	1	O_TAP_3	Davis	Layton	Layton City	TAP	Davis Weber Canal Trail PH I	Near the intersection of Univeristy Park Blvd & 1300 S.	Near the intersection of 2225 N. & 525 W.	Capital Improvement	Other TAP Project	0.64	The purpose of this project is to extend the Davis Weber Canal Trail (a regional trail) into Layton City. Connections to Weber State University Davis Campus, Northridge High School and Layton's Midtown Mixed Use Urban District would provide more choices for active transportation and less dependence on automobiles.	\$ 654,600	\$ 327,300	\$ 327,300	2	10	10	12	5	10	10	5	5	5	10	2	84																	84					
	2	O_TAP_5	Davis	Syracuse	Syracuse City	TAP	Antelope Trail, Phase 1	Causeway gatehouse	Doral Drive	Capital Improvement	On-road or Off-road Trail Facilities	1.25	West Antelope Drive is a busy roadway (Antelope Island experiences over a million visitors annually) that is not safe for people biking and walking due to its narrow cross section. A shared use trail on Antelope Drive between West Davis Corridor and the Causeway will allow people to bike from existing neighborhoods to the Island, rather than drive to the existing park and ride near the booth. Additionally, this phase of trail will provide access between existing and future neighborhoods along Antelope, and provide a safe route for students biking and walking to Buffalo Point Elementary School.	\$ 2,246,700	\$ 350,000	Remaining	1	5	10	15	5	8	15	5	2	5	8	3	81																			81			
\$ 151,250	3	O_TAP_1	Davis	Centerville	Centerville City	TAP	Porter Lane Multi-Use Trail (1 of 2)	400 West	S Frontage Rd	Capital Improvement	On-road or Off-road Trail	0.26	Davis County will be enclosing a channel in the next year or two on the south side of the road. We would like to put in a multi-use trail to connect 400 West to the Frontage Road on top of the enclosed channel. This will be part 1 of 2. We intend to extend the trail east to Main Street soon after.	\$ 302,500	\$ 151,250	\$ 151,250	2	15	5	15	5	6	10	5	2	5	10	2	80																		80				
	4	O_TAP_2	Davis	Clinton	Clinton City	TAP	2050 North Pedestrian Underpass	2050 North 2000 West		Capital Improvement	Infrastructure-related Projects	0.2	The purpose of the 2050 North pedestrian underpass project is to construct an underground pedestrian trail that crosses the 2000 West roadway. The underpass would complete the city-wide 2050 North trail that currently has a gap at 2000 West.	\$ 5,500,000	\$ 2,750,000	\$ 2,750,000	2	10	10	10	5	8	10	5	2	5	4	1	70																		70				
\$ 1,691,600	5	O_TAP_7	weber	South Ogden	South Ogden City	TAP	Adams Avenue Sidewalk	40th Street	42nd Street	Safe Routes to School	Safe Route To School	0.31	This project will add 1,300 lineal feet of new sidewalk and curb and gutter, which will fill a gap in the existing sidewalk. This will create a safe place for students, pedestrians and bicyclists to travel while using this route. This project is consistent with the RTP Pedestrian/Bike Route.	\$ 2,063,000	\$ 1,881,381	\$ 181,619	1													10	5	3	10	10	5	1	10	10	1	1	66		66								
	6	O_TAP_8	Weber	South Ogden	South Ogden City	TAP	850 East Sidewalk Connection	US Highway 89	Chambers Street	Capital Improvement	Bike/ Ped - Plan/ Study	0.03	This project will bridge a gap between existing sidewalk along Glasmann Way between US Highway 89 and Chambers Street. This project is part of the bike and pedestrian route in phase 2 of the Regional Transportation Plan.	\$ 143,700	\$ 115,326	\$ 8,374	2	3	0	15	5	10	3	5	1	0	10	1	53																	53					
\$ 682,817	7	O_TAP_4	Davis	South Weber	South Weber City Corporation	TAP	Weber River Parkway Trailhead Connection Phase 5	End of phase 3	End of phase 4	Capital Improvement	On-road or Off-road Trail Facilities	1.193	This phase of the Weber River Parkway will continue to bridge the gap between two major trail systems, the existing Weber River Parkway to the west, which ties into the Golden Spoke network of trails along the Wasatch Front, and the Bonneville Shoreline Trail to the east. This trail will further the connection between the communities of Ogden, Riverdale, Washington Terrace, South Weber, and Layton, with future opportunities for Uintah and South Ogden to connect.	\$ 732,400	\$ 682,817	\$ 49,583	2	0	5	6	5	10	1	5	2	5	8	2	49																			49			
	8	O_TAP_6	Weber	Farr West City	Farr West City	TAP	2575 West Sidewalk and Bike Lane	3300 North	2975 North	Capital Improvement	Infrastructure-related Projects	0.513	The project will widen one side of the roadway to place a 6' wide bake lane. It also consists of constructing an asphalt path on the other side of the roadway for pedestrian use.	\$ 1,013,300	\$ 893,423	\$ 64,877	2	3	5	0	0	8	3	5	1	5	4	1	35																	35					
\$ 2,852,967				Recommended						Available	\$ 2,852,967													\$ 7,151,497			Requested											Estimated Total Project Cost				\$ 12,656,200									

Transportation Alternatives Program (TAP) Project Evaluation for the
Draft 2024-2029 Transportation Improvement Program (TIP)

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Transportation Alternatives Program (TAP) Project Evaluation for the
Draft 2024-2029 Transportation Improvement Program (TIP)

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Suggested Funding	Row #	Unique Proj ID	County	City	Agency	Funding Type	Project Name	From Street	To Street	Project Improvement	Project Objective	Length	Description	Tot Cost	Fed Fund	Local Funds	Sponsor Priority	Regional Priority	Fills Gap	Provides Access within 1/2 mile	Wasatch Choices	Add Safety	Sponsors Match	Innovative	Com Support	Diverse Users	Cost Per User	Cost per Mile	Capital Score	Prox to Schools	Fills Gap	Provides Access Other than School	Num of Stud that Could Bike or Walk	Anticipated Increase of Student Use	Provide Add Safety	Spon Match	Deg of Safe Need	Walk/ Bike Promo	Cost Per User	Cost per Mile	SR2S Score Opt 1	Project Score						
\$ 1,033,175	7	S_TAP_10	Salt Lake	White City Metro Township	GSLMSD-White City Metro Township	TAP	Sego Lily Crossing at 1300 East	NW corner of intersection	midpoint of Sego Lily Drive	Capital Improvement	Infrastructure-related Projects	0.014	The grades at the NW corner of Sego Lily/1300 E do not currently allow for an ADA ped ramp. A less safe but ADA compliant ped crossing about 200' west of the intersection is used instead. The project will reconstruct the NW corner of the intersection to allow an ADA compliant ped ramp and move the school crossing there.	\$ 1,108,200	\$ 1,033,175	\$ 75,025	1	10	5	15	5	6	1	5	4	5	6	1	63																	63		
	8	S_TAP_1	Salt Lake	Cottonwood Heights	Cottonwood Heights	TAP	Highland Drive Protected Trail Project	Fort Union Blvd	Villaire Ave	Capital Improvement	Infrastructure-related Projects	0.53	This project will construct an 8-ft asphalt trail on the east side of Highland Drive from Fort Union Blvd to Villare Ave. This project will connect to the trail being consturcted as part of the Highland Drive/Bengal Blvd Project (Pin#18816).	\$ 2,094,300	\$ 1,952,516	\$ 141,784	3	15	10	8	5	8	1	5	0	0	6	1	59																			59
\$ 389,608	9	S_TAP_2	Salt Lake	Herriman	Herriman	TAP	Rosecrest Bike Lane Installation	13400 South	Mtn View Corridor	Capital Improvement	Infrastructure-related Projects	2.5	Install Buffered Bike Lanes on Rosecrest Rd from 13400 S to Mtn View Corridor.	\$ 417,900	\$ 389,608	\$ 28,292	5	10	5	15	5	6	1	5	0	0	8	4	59																	59		
\$ 758,333	10	S_TAP_4	Salt Lake	Millcreek	Millcreek	TAP	S Birch Dr: Upland Dr to 3900 S	Upland Dr.	3900 S	Capital Improvement	Other TAP Project	0.16	S Birch Dr. is heavily trafficked residential street providing access from various high priority facilities to 3900 S which is the main North-South arterial from the east to west side of the Salt Lake Valley in. This project will create a safer environment for all users with the construction of curb and gutter, sidewalk, and ADA ramps.	\$ 913,400	\$ 758,333	\$ 155,067	2	10	0	8	5	4	3	5	3	5	8	1	52																		52	
\$ 3,433,064				Recommended					Available	\$ 3,433,064								\$ 18,898,981				Requested												Estimated Total Project Cost				\$ 26,589,200										

DATE: April 13, 2023
AGENDA ITEM: 4f
SUBJECT: **ACTION:** Recommend 2025 Carbon Reduction Program (CRP)
PREPARED BY: Ben Wuthrich, Transportation Improvement Program Coordinator

BACKGROUND:

The Wasatch Front Regional Council is responsible for programming federal Carbon Reduction Program (CRP) funds for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas. The annual apportionments for CRP funds are projected to be approximately \$2.7M through the year 2025 in the Salt Lake/ West Valley Urban Area with \$4.5M available to program in the year 2025, and about \$1.4M in annual apportionments anticipated in the Ogden/ Layton Area with \$2M available to program in the year 2025. The amounts available to program this year are largely due to the moving of CMAQ projects that were eligible for the CRP program into the first two years of CRP program funding. As discussed at the February Trans Com meeting, this prevents those CRP funds from lapsing and the remaining funds in federal fiscal years 2024 and 2025 are available for programming this TIP cycle.

In the fall of 2022, WFRC staff requested that potential project sponsors submit letters of intent to apply for the available CRP funds. Potential sponsors were then asked to prepare a project concept report and an 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 29th, the WFRC staff in consultation with the Trans Com TACs developed a recommendation of projects to add to the CRP program. The attached tables "Projects Submitted for Consideration for the 2024-2029 Carbon Reduction (CRP) Program" show all the projects submitted. The highlighted projects indicate those recommended to be added to the Draft 2025 CRP 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. Communities in Morgan and Tooele Counties, which are non-urbanized areas, apply for CRP funding through UDOT.

At the Trans Com meeting on Thursday, April 27th, WFRC staff will present the CRP program funding recommendations.

CONTACT PERSON:

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

RECOMMENDATIONS:

The WFRC staff and the Trans Com Technical Advisory Committees recommend that Trans Com make a motion "to recommend that the Regional Council approve the projects discussed, reviewed, and recommended be added to the Draft 2025 Carbon Reduction Program."

EXHIBITS:

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

Projects Submitted for Consideration for the 2024-2029 Carbon Reduction Program (CRP)

\$ #,###		Recommended Funding Amount									Recommended Project Information							Other Project Benefits	Project Life	Reduced Daily VHT	Reduced Daily VMT	Reduced Daily CO2 Emissions (kg)	Benefit/Cost: (CO2 kg/\$1,000)
Recommended Funding	ROW	Unique Proj ID	County	City	Improvements	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 - Carbon Reduction Program (CRP)																							
\$ 93,696	1	O_CRP_10	Weber	Roy City	Other CRP	Other	Roy Municipal Building Electric Vehicle Charging Stations	5051 South 1900 West	5051 South 1900 West	N/A	\$ 100,500	\$ 93,696	\$ 6,804	This project will include the installation of four (4) electric vehicle charging stations at the Roy City Municipal Building. The charging stations will be metered and are intended to be used by Roy City Employees and residents visiting the Municipal Building. The installation of charging stations will encourage the use of electric vehicles and reduce carbon emissions associated with traditional gas vehicles.		2	-EV infrastructure	10.0	10.0	292.0	72.5	2632.2	
	2	O_CRP_8	Weber	Ogden	Transit Capital	Transit	On-Route Charging Infrastructure Round 2	0	0	0	\$ 1,500,000	\$ 1,398,450	\$ 101,550	Electric bus procurements are arriving, and future orders will be coming. A network of high-power on-route chargers at key locations enables these buses to be deployed in more locations without concerns about a bus being limited by charge range. This request will pay for two more of those locations (see them listed below).		3	-Ebus infrastucture -Reduced maintenance costs	10.0	0.0	0.0	922.9	2245.7	
\$ 1,013,690	3	O_CRP_6	Davis	West Point	Intersections & Signals	Operations	1800 N/4500 W Round-About	1800 N	4500 W	0	\$ 2,087,300	\$ 1,013,690	\$ 1,073,610	This is a busy intersection of two state highways. Currently the north and sound legs of the intersection are offset by abou 100 ft. This project is needed to align the intersection and create a more efficient intersection to eliminate delays.		2	-Improved safety -Improved operations and efficiency	20.0	39.7	0.0	291.6	1019.9	
	4	O_CRP_3	Davis	North Salt Lake	Pedestrian	Active Transportation	Center Street Shared Use Trail	Foxboro Drive	Jordan River Trail	0.59	\$ 593,400	\$ 504,390	\$ 89,010	The Jordan River Trail has been extended to Center Street, and there is a need to create active transportation connections from that trail to other trail systems and bike lanes. This project will make those connections in addition to widening the road in anticipation of future development on the west side of the river.		1	-Promote active transportation -Physical separation of modes improves safety	20.0	0.0	114.0	30.5	375.1	
\$ 349,906	5	O_CRP_5	Davis	Syracuse	Pedestrian	Active Transportation	Antelope Drive Shared Use Trail, Phase 1	Causeway gatehouse	Doral Drive	1.25	\$ 2,246,700	\$ 350,000	Remaining	West Antelope Drive is a busy roadway (Antelope Island experiences over a million visitors annually) that is not safe for people biking and walking due to its narrow cross section. A shared use trail on Antelope Drive between West Davis Corridor and the Causeway will allow people to bike from existing neighborhoods to the Island, rather than drive to the existing park and ride near the booth. Additionally, this phase of trail will provide access between existing and future neighborhoods along Antelope, and provide a safe route for students biking and walking to Buffalo Point Elementary School.		1	-Promote active transportation - Access to school	20.0	0.0	111.0	48.1	159.5	
	6	O_CRP_1	Davis	Clinton	Intersections & Signals	Operations	1300 North 1500 West Roundabout	1300 North 1500 West Intersection	0	0.3	\$ 2,780,800	\$ 1,800,000	\$ 130,800	The 1300 N 1500 W intersection is a four-way stop controlled intersection. The intersection sight distances are inadequate and shoulders are undeveloped. The project would remove the obstructions and construct a roundabout at the intersection to improve traffic flow and enhance pedestrian safety and mobility.		1	-Improved safety -Traffic calming	20.0	6.4	0.0	47.3	124.1	

Projects Submitted for Consideration for the 2024-2029 Carbon Reduction Program (CRP)

\$ #,###		Recommended Funding Amount								Recommended Project Information						Other Project Benefits	Project Life	Reduced Daily VHT	Reduced Daily VMT	Reduced Daily CO2 Emissions (kg)	Benefit/Cost: (CO2 kg/\$1,000)
Recommended Funding	ROW	Unique Proj ID	County	City	Improvements	Project Type	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Project Description -	Sponsor's Priority						
	7	O_CRP_2	Davis	Clinton	Pedestrian	Active Transportation	2050 North Pedestrian Underpass	2050 North 2000 West	0	0.2	\$ 5,500,000	\$ 2,750,000	\$ 2,750,000	The purpose of the 2050 North pedestrian underpass is to construct underground pedestrian infrastructure to facilitate active transportation crossings of the 2000 West roadway. The underpass would complete the city-wide 2050 North trail that currently has a gap at 2000 West.	2	-Promote active transportation -Physical separation of modes improves safety	20.0	6.5	190.0	65.5	121.7
	8	O_CRP_7	Weber	Ogden	Bicycle	Active Transportation	Ogden City Bike Share	CBD Area +0.5 Miles	CBD Area +0.5 Miles	N/A	\$ 678,500	\$ 632,566	\$ 45,934	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	-Promote active transportation -First/last mile options	10.0	0.0	46.0	22.6	121.7
	9	O_CRP_4	Davis	South Davis County to SLC	Transit Capital	Transit	Davis Salt Lake Connector Construction - OL UZA	Davis County	Salt Lake City	12.4	\$ 75,597,183	\$ 5,000,000	\$ 726,162	The Davis-SLC Community Connector has been identified as a phase 1 project in the regional transportation plan. It will provide an essential transit connection between Davis and Salt Lake County, improving upon existing service. Environmental work is currently underway. The requested funds will be used for construction.	2	- I-15 alternative. -Transportation options	20.0	54.7	2.4	531.9	51.4
	10	O_CRP_9	Weber	Roy City	Intersections & Signals	Reconstruct	4300 West 6000 South Roundabout	4300 West	6000 South	0.1	\$ 1,350,000	\$ 1,258,605	\$ 91,395	The proposed project includes the construction of a roundabout at the intersection of 6000 South and 4300 West. This busy intersection connects multiple cities in Weber and Davis Counties. The project will include property acquisition, roadway improvements, sidewalk, bicycle facilities, drainage, and lighting improvements.	1	-Improved safety -Traffic calming	20.0	0.4	0.0	2.8	15.2
	Recommended Funding Total		\$ 1,457,292				Available Funding	\$ 1,800,000	Requested Federal Funding	\$ 14,801,397				Total Project Estimated Cost		\$ 92,434,383					

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\$ #,###	Recommended Funding Amount									Recommended Project Information							Other Project Benefits	Project Life	Reduced Daily VHT	Reduced Daily VMT	Reduced Daily CO2 Emissions (kg)	Benefit/Cost: (CO2 kg/\$1,000)
Recommended Funding	ROW	Unique Proj ID	County	City	Improvements	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 - Carbon Reduction Program (CRP)																					
\$ 1,500,000	1	S_CRP_9	Salt Lake	Salt Lake City or West Valley	Transit Capital	Transit	On-Route Charging Infrastructure Round 2	0	0	0	\$ 3,000,000	\$ 2,796,900	\$ 203,100	Electric bus procurements are arriving, and future orders will be coming. A network of high-power on-route chargers at key locations enables these buses to be deployed in more locations without concerns about a bus being limited by charge range. This request will pay for two more of those locations.	6	-Ebus infrastucture -Reduced maintenance costs	10.0	0.0	0.0	1856.5	2258.8	
	2	S_CRP_11	Salt Lake	Sandy	Other CMAQ	Operations	11400 S 1300 E Intersection Improvements	1280 E	1350 E	0.13	\$ 4,276,867	\$ 3,977,938	\$ 298,929	This Project was identified as a safety hotspot in Sandy's 2020 TMP. The 2021 Safety Evaluation recommended clearing the sight triangles, installing a SBR turn lane, advanced detection, signal timing adjustments, upgrading signal infrastructure, restriping, and increasing the left turn queue storage capacity.	2	-Reduce congestion -Improved operations & efficiency	20.0	111.1	0.0	815.5	1392.0	
\$ 1,074,755	3	S_CRP_3	Salt Lake	Holladay	ATMS or ITS	Operations	Signal Optimization Enhancements	Multiple Intersections	Multiple Intersections	NA	\$ 1,152,800	\$ 1,074,755	\$ 78,045	As recommended in a recent study completed by Holladay, signal equipment at 19 targeted intersections requires replacement to support signal optimization, thus reducing carbon emissions, improving travel time and updating signal timing standards.	4	-Reduce congestion -Improved operations & efficiency	10.0	139.6	0.0	410.0	1298.0	
\$ 1,952,516	4	S_CRP_1	Salt Lake	Cottonwood Heights	Pedestrian	Active Transportation	Highland Drive - Protected Trail Project	Fort Union Blvd	Villaire Ave	0.53	\$ 2,094,300	\$ 1,952,516	\$ 141,784	This project will construct an 8-ft asphalt trail on the east side of Highland Drive from Fort Union Blvd to Villare Ave. This project will connect to the trail being consturcted as part of the Highland Drive/Bengal Blvd Project (Pin#18816).	3	-Promote active transportation -Physical separation of modes improves safety	20.0	12.7	370.0	129.1	450.1	
	5	S_CRP_2	Salt Lake	Herriman City	Transit Capital	Transit	Porter Rockwell Park and Ride	Porter Rockwell Blvd	Rockwell Park Dr.	0.1	\$ 4,209,055	\$ 3,903,410	\$ 305,645	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 improvement. 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.	4	-Trailhead location	20.0	0.0	822.0	202.8	351.7	
	6	S_CRP_7	Salt Lake	Salt Lake City	Other CRP	Study	Salt Lake City Electric Vehicle Car Sharing Pilot Program	Salt Lake City	Salt Lake City	6 sq	\$ 282,100	\$ 263,002	\$ 19,098	Salt Lake City and Housing Authority of Salt Lake City are partnering to reduce on-road CO2 emissions by providing low-income residents of an affordable housing property access to electric vehicles for short-term rental for errands, appointments, and other trips difficult to complete using transit, biking, walking.	2	-EV infrastructure	3.0	5.1	180.0	44.4	172.4	
	7	S_CRP_4	Salt Lake	Murray, West Valley, Taylorsville	Transit Capital	Transit	Midvalley Connector Electric Buses	Murray, UT Murray Station	West Valley, UT Central Station	7	\$ 10,500,000	\$ 6,000,000	\$ 3,500,000	The Midvalley Connector project in the FTA Small Starts process plans that funding for the electric buses would come from another federal source. UTA was not selected to receive funding under the most recent LoNo grants. Receiving part of the funding from CMAQ or STBG would strengthen UTA's chances in future LoNo applications.	1	-Ebus infrastucture -Reduced maintenance costs	12.0	21.7	950.0	260.3	108.6	

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Recommended Funding	ROW	Unique Proj ID	County	City	Improvements	Project Type	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Project Description -	Sponsor's Priority						
	8	S_CRP_10	Salt Lake	Sandy	Intersections & Signals	Reconstruct	11000 South 1000 East Roundabout	11000 South	11000 South	0.05	\$ 2,743,067	\$ 2,554,502	\$ 188,565	This pedestrian heavy intersection is adjacent to Alta High School, operating as a busy 8,500 ADT 4-way stop. While a traffic signal is not warranted, this is a prime location for a roundabout to reduce delay, emissions, and conflict points.	4	-Improved safety -Traffic calming	20.0	4.6	0.0	33.7	89.8
	9	S_CRP_6	Salt Lake	Salt Lake City	Other CMAQ	Active Transportation	Salt Lake City Bike Share (GREENbike) Expansion	Salt Lake City	Salt Lake City	6 sq.	\$ 690,000	\$ 641,700	\$ 48,300	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	-Promote active transportation -First/last mile options	10.0	0.0	45.0	15.1	79.7
	10	S_CRP_8	Salt Lake	Salt Lake City	Intersections & Signals	Reconstruct	Salt Lake City Intersections to Roundabouts Pilot Program	500 East 700 South	NA	NA	\$ 943,300	\$ 877,269	\$ 66,031	Salt Lake City proposes this project as a pilot program to convert older existing traffic signals and 4-way stop intersections to roundabouts to reduce traffic delay, reduce mobile source emissions, increase fuel efficiency, and reduce air pollution. The proposed location will be converted from a conventional traffic signal to a roundabout. The City has already converted an All-way Stop location at 1100 East/900 South to a roundabout with great success (in 2019).	5	-Improved safety -Traffic calming	20.0	1.2	0.0	9.1	70.0
	11	S_CRP_13	Salt Lake	South Davis County to SLC	Transit Capital	Transit	Davis Salt Lake Connector Construction - SL/WV UZA	Davis County	Salt Lake City	12.4	\$ 75,597,183	\$ 5,000,000	\$ 363,081	The Davis-SLC Community Connector has been identified as a phase 1 project in the regional transportation plan. It will provide an essential transit connection between Davis and Salt Lake County, improving upon existing service. Environmental work is currently underway. The requested funds will be used for construction.	5	-Transportation options	20.0	54.7	2395.0	541.2	52.3
	12	S_CRP_12	Salt Lake	Sandy	Other CMAQ	Active Transportation	SR-209 Quarry Bend Pedestrian Bridge	9050 S	900 E	0	\$ 9,982,667	\$ 3,721,592	\$ 270,248	SR-209 is a connectivity barrier to Sandy Canal Trail. Trail users must go approximately one mile out of their way to cross SR-209 (90000 South curve). The proposed pedestrian bridge will eliminate this detour without having to introduce a new stop for southbound vehicles.	3	-Promote active transportation -Physical separation of modes improves safety	20.0	0.7	21.0	21.9	16.0
	13	S_CRP_15	Salt Lake	West Jordan to SLC	Transit Capital	Transit	Westside Express (5600 W) Capital	West Jordan	Salt Lake City via the airport	29	\$ 76,040,000	\$ 5,000,000	\$ 363,081	The Westside express will provide a one-seat transit ride for residents living along 5600 West from 9400 S. to SLC International Airport, Downtown SLC, and other regional job centers. The service will include tools to improve travel time and reliability and enhanced passenger amenities.	2	-Transportation options	20.0	107.2	5479.5	67.9	6.5
	Recommended Funding Total			\$ 4,527,271			Available Funding	\$ 4,500,000	Requested Federal Funding	\$ 37,763,584			Total Project Estimated Cost			\$ 191,511,339					