WASATCH FRONT REGIONAL COUNCI

# The Transportation mprovement Program





Transportation Improvement Program - <u>To Day . . .</u>

4a - Report on an Approved Board Modification

• Regional Council – March 23, 2023

# 4b - Approve a New Board Modification

- To the 2023-2028 TIP
- 4cdef Review New Projects
  - To Be Included in the Draft Programs
  - STP, CMAQ, TAP, and CRP
  - <u>for the</u> Draft 2024-2029 TIP



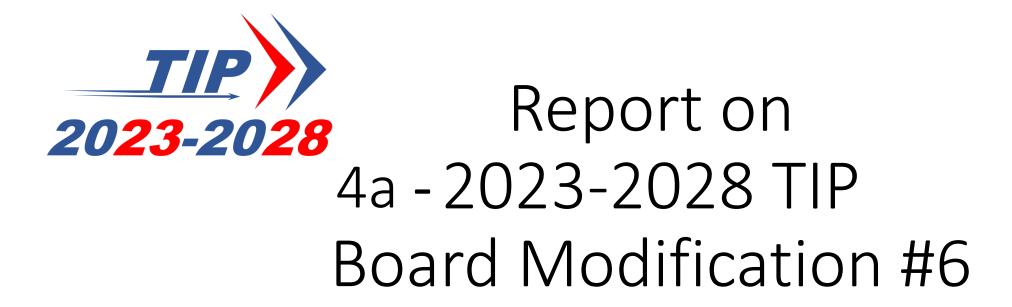
Transportation Improvement Program ...

1. Six Year Program of Highway, Transit and Active Transportation Projects

2. Implements the Long Range Plans and Meets The Short Range Needs of the Wasatch Front

3. Periodic Modifications Due to the Dynamic Nature of Project Timing & Funding





Regional Council Meeting March 23, 2023

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

**Board Modification** 

#### Additional Funding

Ogden/ L	Layton Urba	an Area									
County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
						ST_TIF_ACT State Transportation Investment Funds for Active Transportation		\$3,600,000			
Davis	Layton City	Kay's Creek Ped Overpass		Kay's Creek Trail Ped Overpass @ Layton FrontRunner	Project will Construct a New Pedestrian Overpass at the Layton FrontRunner Station	CMAQ_WFRC Congestion Mitigation/ Air Quality Funds - WFRC Area	\$8,250,232	\$2,145,232	Combine Funding	\$8,250,232	2023-2024
						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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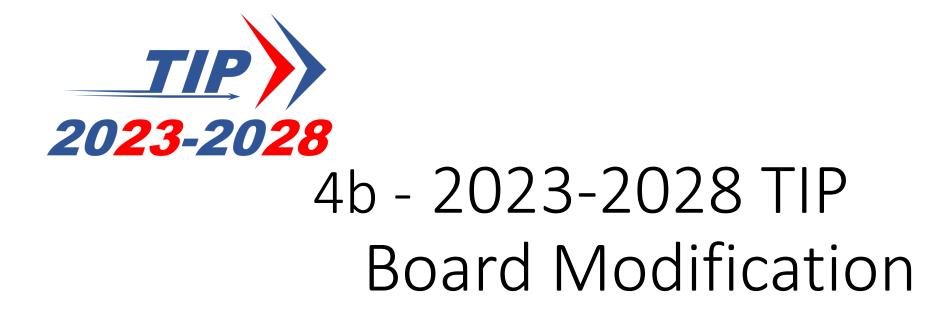
The request for additional funds for the West Davis Highway project is the result of market driven cost increases in right of way, and material price increases in fuel, asphalt, and other materials due to supply chain interruptions and utility delays. These increases have exceeded the current contingency. As the project is still under construction, the cost is estimated based on current information.

Additi	Additional Funding											
Salt Lake	e / West Val	ley Urban A	rea									
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 P	New Project												
Ogden/ I	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		
recreatio	onal trails,	safe routes	to scho			pass a variety of smaller-scale tran rocess to determine eligible projec		0	-	•	-		
Davis	Layton	Gentile Street	20173	10' Shared paved trail along Gentile Street	Sontruct facility for pedestrians and bicyclists	UDOT R1 TAP (UDOT Region One Transportation Alternatives Program)	\$300,000	\$0	New Funding	\$150,000	2023		
				UDOT TAP (	Contribution \$150,000, Local (	Contribution \$150,000, Total Proj	ject 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	New Funding	\$52,500	2023		
				UDOT TAI	P Contribution \$52,500, Local	Contribution \$17,500, Total Proje	ect Cost \$70,(	)00					
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	New Funding	\$150,000	2023		
				UDOT TAP	Contribution \$150,000, Local	Contribution \$50,000, Total Proje	ect Cost \$200	,000					



**Trans Com Meeting** 

April 27, 2023

TIR

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

**Board Modification** 

Scope	Change
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Salt Lake	alt 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	NHPP_BR (National Highway Performance Program- Bridge On)	\$9,500,000	\$1,350,000	Scope	\$9,500,000	2023	

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	I-15 SB Overhead Sign Replacement - Scope Change Includes; - Reduce redundancy on I-15 with I-15 Reconstruction; Farmington to Salt Lake City Project	STP_URB_SL_U (UDOT's Urban STP Funds from WFRC Exchange)	\$3,000,000	\$1,500,000	Scope	\$3,000,000	2023 - 2024
				Replacement	<ul> <li>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</li> </ul>	ST_TRANS_SOL (State Transportation Solution Funds)	***	\$1,500,000	Change		

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.

alt Lake	/ West Val	ley Urban A	rea								
County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
	UDOT	300 East	20812	300 East Bridge over Mill Creek,	Full Bridge Replacement	BFP_BR_MAIN (Bridge Formula Program - Main)	\$2,681,540	\$0	New Project	\$2,500,000	2023
alt Lake				in South Salt Lake	r un Bruge Replacement		\$2,001,540	30	New Frojeci		2025
alt Lake	UDOT	Bridge		in South Salt Lake		LOCAL_GOVT Local Government Funds (Matching Funds)				\$181,540	
ructure	posed proj	ect (PIN 20 the Federa	ıl Aid H	ould perform a full brid	lge replacement of structure 03512 ore, this project will require a local	Local Government Funds (Matching Funds) 6F. The existing structure is curre	• •		-	ted for 19 tons	

Salt Lake – 5600 West (SR-172) Over I-80 Bridge Concept/ Bridge Design & Configuration – Scope Change

No Change to the Project Funding Estimated Project Cost \$9,500,000 SR-201 Bridge Work will be Completed with this project

- 5600 West Project Funding will be Programmed at a Later time.

Scope Changes Includes; - 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

5600 West over I-80 (0C 669)

Salt Lake – I-15 Southbound Overhead Sign Replacement Sign Replacement – Scope Change

MILE

WEST

SOUTH

Sign Replacement was to replace signs that are faded, peeling, and beyond their service life

> **Change of Scope** - Reduce redundancy on I-15 with I-15 Reconstruction; Farmington to Salt Lake City Project

NORTH

 Replace Signs on parts of SR-201
 one on eastbound SR-171 leading to the I-215 Interchange
 one on Bangerter Hwy approaching the Salt Lake International Airport

Project Funding \$ 3,000,000

Total Project Cost Estimate \$ 3,000,000 Salt Lake – 300 East Bridge Over Mill Creek Bridge Replacement – New Project

> The Infrastructure Investment & Jobs Act Bridge Formula Program (BFP) provides an opportunity for funding the rehabilitation and replacement of existing bridges to address deficiencies due to aging and deterioration.

New Project Funding \$ 2,500,000 (BFP) \$ 181,540 (Local)

Total Project Cost Estimate \$ 2,681,540

New

Project will replace the existing bridge structure with a new box culvert structure Salt Lake – 200 East Bridge Over Mill Creek Bridge Replacement – New Project

New Project Funding \$ 1,800,000 (BFP)

Total Project Cost Estimate \$ 1,800,000

New

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The Infrastructure Investment & Jobs Act Bridge Formula Program (BFP) provides an opportunity for funding the rehabilitation and replacement of existing bridges to address deficiencies due to aging and deterioration.

Project will replace the existing bridge structure with a new box culvert structure

	2023-2028 Transportation Improvement Program (TIP) (Amendment Seven) Board Modification											
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Additi	ional Fu	nding		·		1	7	·	7	,		
Ogden/ I	ayton Urba	an Area										
County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year	
			20020	SR-39; Ogden Canyon Barrier		STP_FLEX_ST (Surface Transportation Program - Flexible (Any Area) - Statewide )	£2.050.000	\$750,000				
Weber	UDOT	SR-39	20020	Upgrade	Replace Existing Barrier	R1_TRANS_SOL (UDOT Region 1 - Transportation Solution Funds)	\$3,850,000	\$0	Additional Funding	\$3,150,000	2023	
rock wal	ll holding u mmendatio	up the barri	er had 1ld like	voids. The project team to move forward with	place the existing barrier in strategi had the consultant back up and ev a project that will address part of th to replace more of the old barrier.	aluate the entire wall and barrier	and make rec	ommendatio	ns as to a fix.	Region One ha	as evaluated	
Salt Lake	e/ West Val	ley Urban A	rea									
						HSIP (Highway Safety Improvement Program )		\$233,075				
	South Salt			500 West; 3300 South to 3900	Reconstruct and widen to a uniform 3-lane	Local_Govt (Local Government Funds )		\$2,980,005	Additional Funding	\$200,000		
Salt Lake	Lake	500 West	14034	South	facility, improvements to Drainage, Curb, Gutter and Sidewalk	STP_COVID_SL (Surface Transportation Program - CRRSAA Bill - 2021 Salt Lake )	\$10,413,080	\$2,500,000			2023	
						STP_URB_SL (Surface Transportation Program - Urban Area - WFRC - Salt Lake)		\$2,500,000	Additional Funding	\$2,000,000		
the proje addition	ect bids we al inflated	re opened, costs. Sinc	the lov	v bid came in over the I time the project cost ex-	struct 500 West from 3300 South t Engineer's Estimate so the City com ceeded the City funds and resource ded Mobilization, Traffic Control,	umitted to adding the entire shortf s and South Salt Lake is requestin	all so that the g the remaining	project cou ng amount s	ld begin cons	truction to min	imize	
New P	roject						1					
		lley Urban A	Area									
County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year	
	-		-		ojects such as pedestrian and bicycl e TAP funding for 2023 and reques				-	acted an applic	ation	
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 15	
				UDOT TA	P Contribution \$50,000, Local Co	ntribution \$600,000, Total Proiec	t Cost \$650.0	000				

#### Weber – Ogden Canyon Barrier Upgrade Replace Existing Barrier



Total Project Cost Estimate \$ 3,850,000



The Additional Funding comes from the Region One Transportation Solutions Program R1-TSP







### Salt Lake – South Salt Lake – 500 West – Reconstruct with Minor Widening 3300 South to 3900 South

Additional Funding \$ 2,000,000 (STP) \$200,000 (Local)

FIF

Total Project Cost Estimate \$10,413,080



Project Cost Increase is a result of these main items; Mobilization, Traffic Control, Roadway Excavation, Granular Borrow, and Hot Mix Asphalt

Adding Funding Project will Reconstruct the Existing Roadway including;

- Drainage System
- Install Curb, Gutter, & Sidewalk
  - Install Bike Lanes
  - Rebuild Signal at 3300 South
- Improve Intersection Geometry

## Transportation Alternative Program (TAP)

154

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# **Region 2 – TAP Program**

2700 West at 6570 South Construct Missing Sidewalk

2026 Coord

# Taylorsville

	Estimated Cost	\$ 650,000
Program Year 2023	TAP Funding	\$ 50,000
2025	Local Funding	\$ 600,000

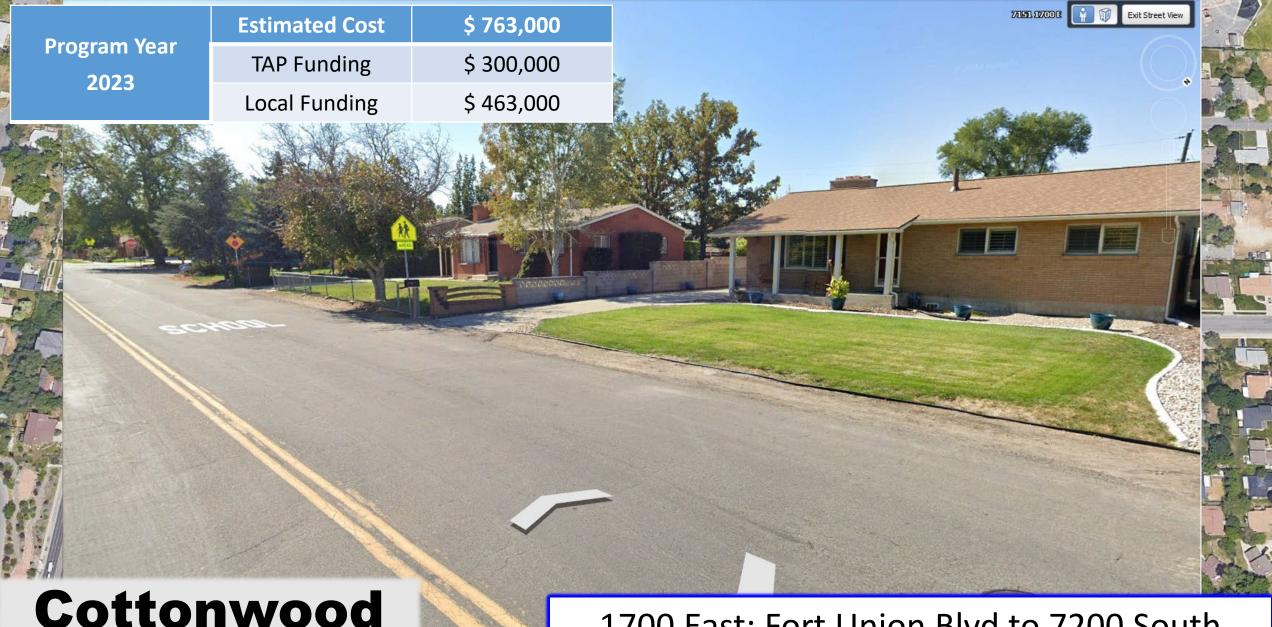
2681 Longmeadow Dr

Exit Street Vie

2023-2028 Transportation Improvement Program (TIP) (Amendment Seven) Board Modification											
New Pi	roject		<u>.</u>						;		
	;	lley Urban A	Area								
County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	Holladay	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	New Funding	\$300,000	2023
				UDOT TAI	Contribution \$300,000, Local Co	ontribution \$200,000, Total Project	et Cost \$500,0	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	New Funding	\$300,000	2023
				UDOT TAI	Contribution \$300,000, Local Co	ontribution \$463,000, Total Project	et Cost \$763,0	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	New Funding	\$36,000	2023
				UDOT TA	AP Contribution \$36,000, Local C	ontribution \$24,000, Total Projec	t Cost \$60,00	0			
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	New Funding	\$123,000	2023
	-			UDOT TA	P Contribution \$123,000, Local C	ontribution \$82,000, Total Projec	t Cost \$205,0	00	-		
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	New Funding	\$76,000	2023
				UDOT TA	P Contribution \$76,000, Local Co	ontribution \$50,500, Total Project	Cost \$126,50	00	_	·	
Project	t Timin	g Adjus	tmen	ts					,		
)gden / La	ayton Urb	an Area		·		*			;	<u>,                                    </u>	
County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Weber	UTA	Frontrunner Corridor Preservation	20812	Frontrunner 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	Rescheduled Funds	\$1,500,000	2023



Construct Missing Sidewalk



# Cottonwood Heights

111 III E2

## 1700 East; Fort Union Blvd to 7200 South Construct Missing Sidewalk



# Bluffdale

And the second second

	Estimated Cost	\$ 60,000
rogram Year	TAP Funding	\$ 36,000
2023	Local Funding	\$ 24,000

## Columbia Avenue; 40 East to State Street Construct Missing Sidewalk

\$ 205,000

\$ 123,000

\$ 82,000

5 V	Estimated Cost	
Program Year 2023	TAP Funding	
2025	Local Funding	

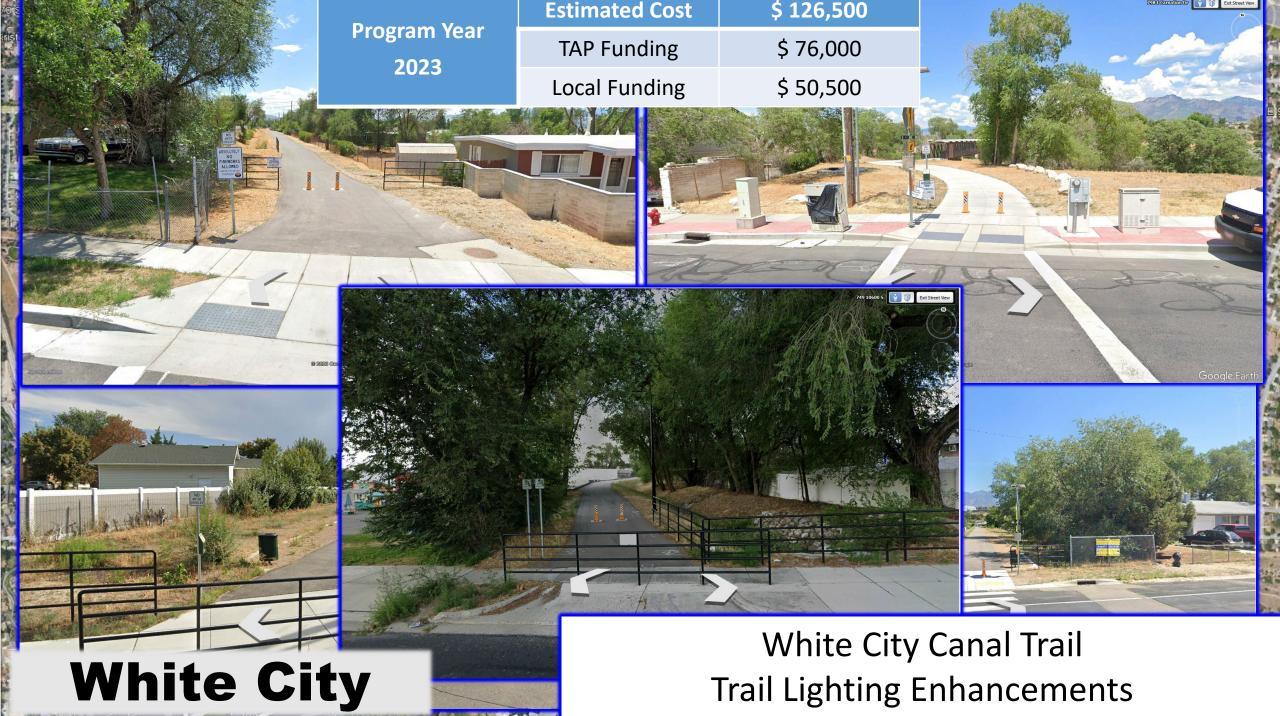
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# Millcreek

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Exit Street Viev



#### Wasatc

Vision

#### Weber – UTA – Frontrunner Right of Way; 12th Street to the Weber County Border Corridor Preservation

A key strategy of the Wasatch Choice Vision is to provide transportation choices.

Transportation

Land Use

Major transportation projects, like freeways, rail & bus transit, interchange upgrades, widenings, and even regional trails or bikeways get their start through inclusion in the **Regional Transportation Plan** (RTP). RTPs are updated every four years and look typically plan 25 or more years into the future.

the Funding the Funding the Funding the Funding Council (WFRC) Association of Governments (

Prior to adoptio prioritized after analysis of impa extensive stakel

Click on any pro detailed informa costs and phasing.

More detailed RTP information:

Advance the Programmed Funds \$1,500,000

Recreation +

Economic Development

+

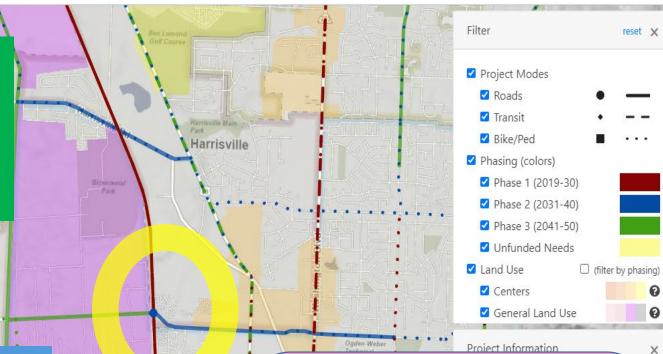
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To the Current Federal Fiscal Year (FFY 2023)

Project will purchase Right of Way (ROW) along the FrontRunner Corridor for future station/ maintenance facility along with provide Corridor for the future development/ construction of the 400 North Bridge to Wall Avenue.



Advancing the Funding for the Proposed Corridor Preservation will <u>Not</u> Negatively affect any other programmed project.

4c - Surface Transportation Program (STP) 4d - Congestion Mitigation/ Air Quality (CMAQ) 4e - Transportation Alternative Program (TAP) 4f – Carbon Reduction Program (CRP)

> Project Recommendations <u>for the</u> 2024 - 2029 TIP

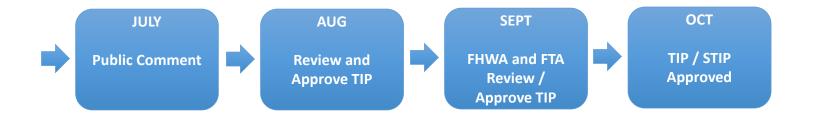
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April 27, 2023



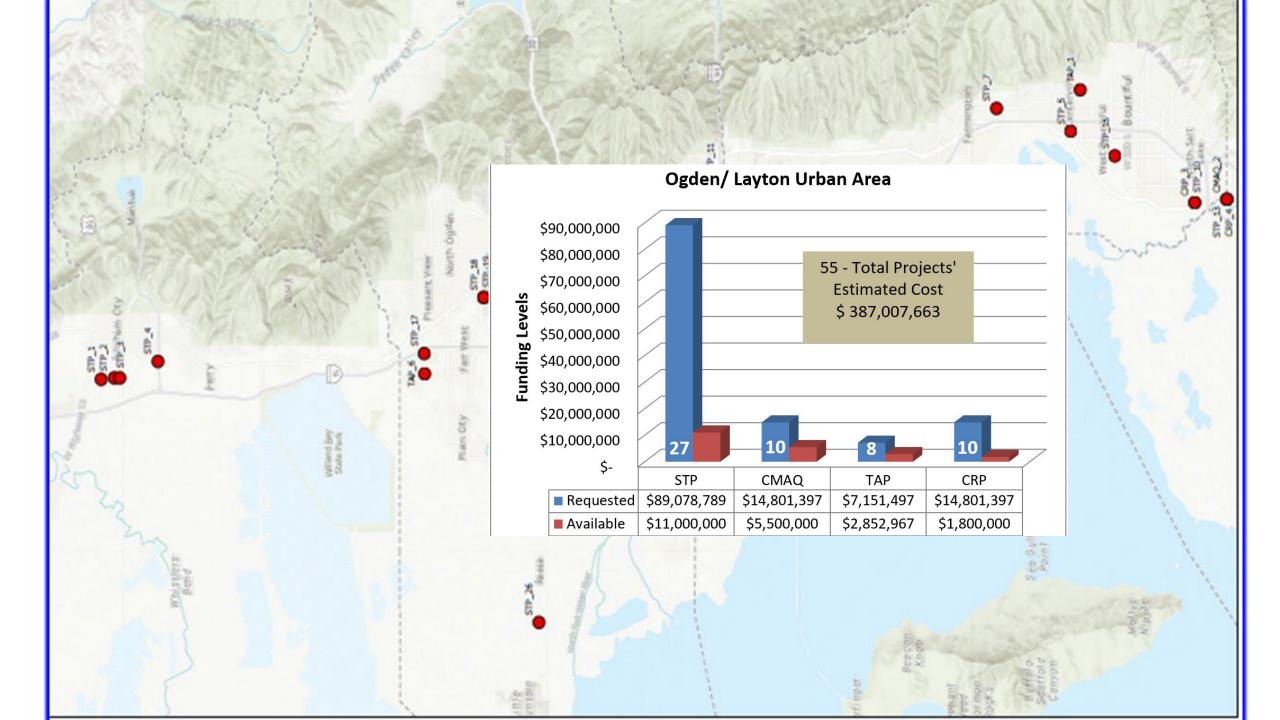
## Process for New Projects & The Draft TIP

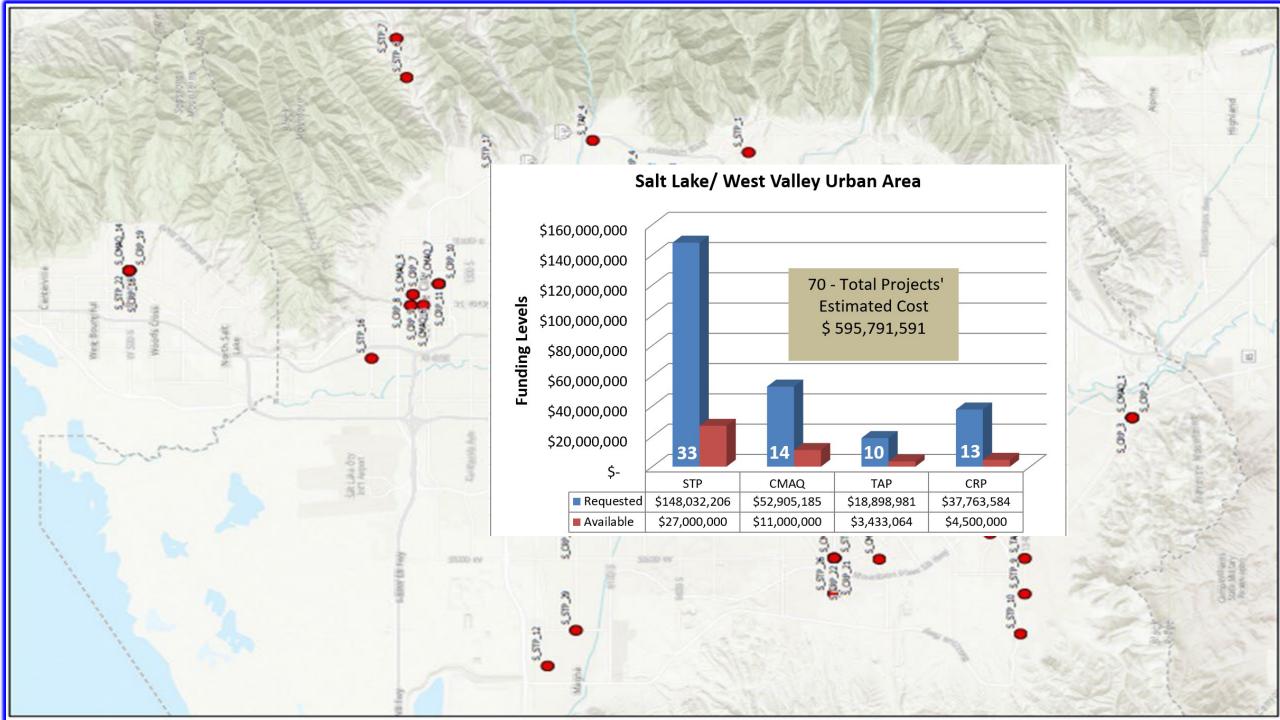




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WASATCH FRONT REGIONAL COUNCIL





	Project ID	UDOT Region County	ary	Project Improvement	Funding Type	Agency	Name of Project	Fram	To	Project Length	Project Dercription –	Type of Project	Functional Classification Regional	Transportation Plan	Federal Funds Recreated	Local Funds	Project Priority	Improve Mobility	Promote Active	Improves Air Quality	Project Needed	YProject Priority	Score	Migh	nou	Average	Total	Project Need	Field Project Priority	Number of Reviewers	Percent of Total	
		D	ay 1	L - A	rrive	e at	UDOT Regio	on 2 by 8	- MA 00:	We	Inesday, March 8, 2023																					orm (2024-2029 TIP)
TAP Project C	8_STP_7	2 Salt Lake	Emigration Metro Township	Widening	8TP	GSLMSD-Emigration Carryon Metro Township	Emigration Canyon Road Safaty Improvements	5655 Emiqration Canyon Road	9698 Emiqration Canyon Road	1.8	This project will address a number of safety concerns that have been identified in the Emigration Convon Corridor Study by uidening selected sections of Emigration Convon Road that are currently suffering from geometric deficiencies and traffic issues that affect both vehicals and bicyclists.	Active Transportation	Collector	765		\$ 441,330	2	260	380	1.60	3.00	2.80	150.00	5.00	000	2.93	z	e	8	5	9489	Observed travel speed
Long all and the second	S_CMAQ_7	Salt Lake	Salt Lake City	Intersections & Signals	CMAG	Salt Lake City Corporation	Salt Lako City Intersections to Roundabouts Pilot Program	500 Eart 700 South	NA	NA	Salt Lake City proposer this project as a pilot program to convert older existing trafficsignals and 4-uay stop intersections to roundabouts to reduce traffic delay, reduce mobile source emissions, increase fuel officiency, and reduce air pollution. The proposed location will be converted from a conventional trafficsignal to a roundabout.	Reconstruct	Collector	705 6 040 000	118	\$ 66.031	5	267	233	300	267	2.67	180.00	000	100	2.72	z	ę	°,	6	64%	The set of
	8_CRP_8	2 Salt Lake	Salt Lake City	Intersections & Signals	CRP	Salt Lake City Corporation	Salt Lako City Interrections to Roundabouts Pilot Program	500 Eart 700 South	NA	NA	Salt Lake City proporer thir project or a pilot program to convert older existing trafficzionals and 4-uay stop intersections to roundabouts to reduce traffic delay, reduce mobile source omizrions, increare fuel officiency, and reduce air pollution. The propored location will be converted from a conventional trafficzional to a roundabout.	Reconstruct	Collector	Y 05	16	\$ 66.031	5	267	233	2.83	267	267	180.00	4.00	1.00	2.69	28		8	6	64%	
The second	S_CMAQ_6	2 Salt Lake	Salt Lake City	Other CMAQ	CIMAG	Salt Lake City Corporation	Salt Lako City Biko Sharo (GREENbiko) Expanrion	Salt Lako City	Salt Lako City	6 84	The project increaser the concentration of bike sharestations wert of Interstate 15 and expands a roburt bikesharesystem that links commuters to eginal transit and local destinations. GREENbike, the bikeshare agencysteming Satt Lake City, reduces nearly 741,000 pounds of CO2 emissions into the airshed annually.	Active Transportation	NA NA	NA economic	1	\$ 48,300	4	3.60	4.67	3.83	3.67	350	180.00	5.00	100	3.56	128	•	+	6	\$12	
The second	8_CRP_6	2 Salt Lake	Salt Lake City	Other CMAQ	CRP	Salt Lake City Corporation	SaltLako City Biko Sharo (GREENbiko) Expansion	Salt Lake City	Salt Lako City	6 sq.	The project increaser the concentration of bike share stations user of Interstate 15 and expands a roburt bikes hare system that links commuters to egional transit and local destinations. GREENbike, the bikes hare agency serving Salt Lake City, reduces nearly 741,000 pounds of CO2 emissions into the airshed annually.	Active Transportation	NA	NA e econom	s 641,700	\$ 48,300	4	3.50	4.67	3.83	3.67	3.50	180.00	5.00	1.00	3.56	128	4	4	6	71%	
Įr.	8_CRP_7	2 Salt Lake	Salt Lake City	Other CRP	CRP	Salt Lake City Corporation	Salt Lako City Eloctric Vohiclo Car Sharing Pilot Program	Salt Lake City	Salt Lako City	-	Salt Lako City and Hawing Authority of Salt Lako City are partnoring to roduce on read CO2 omizsions by providing low-income residents of an affordable hawing property access to electric vehicles for short-term rental for errands, appointments, and other trips difficult to complete wing transit, biking, walking.	Study	NA C	0 e 000 000	8	\$ 19.066	2	3.17	1.17	3.33	3.00	283	180.00	5.00	000	2.61	z	ę	1	6	62%	Conception Extrans
	S_CMAQ_5	2 Salt Lake	Salt Lake City	Transit Capital	3TP	Salt Lake City Transportation Division	Eart Dountoun Mobility Hub uith Eløctric Bur Charging	200 South at 300 Eart	0		Thir project deright and constructs a mobility hub for bur rapid transit and constructs a mobility hub frontrunner, University of Utah, and Salt Lake and Davis counties. The aim is to provide operator f end of line facilities, electric bur charging, and passenger amenities at lexy transfer point in Downtown Salt Lake.	Transit	Minor Arterial	705 e e eno coo	4,000,0	\$ 300,000	3	NO/VIC#	#DIVIO	NO/VIC#	NO/VIC#	#01/10	000	000	000	NO/VIC#	۰	10//JC#	io//uc	0	10/ AUG	7
	3_CRP_5	2 Salt Lake	Salt Lake City	Transit Capital	CRP	Salt Lake City ransportation Division	Eart Downtown Mobility Hubwith Eloctric Bwr Charqing	200 South at 300 Eart	0	NA	This project designs and constructs a mobility hub for bur rapid transit and constructs a mobility hub Frontrunner, University of Utah, and Salt Lake and Davis counties. The aim is to provide operator f end of line facilities, electric bur charging, and passenger amenities at a key transfer point Downtown Salt Lake.	Transit	Mirror Arterial	705	s 4,000,000	\$ 300,000	3	IOV/NO#	IO/VIC#	IO//NO#	IOV/NO#	IOVNIC#	800	000	000	IO/VIC#	0	HDIV VOI	MIDIN /01	o	10/140#	

# **Resources for Project Selection**

- Distribution of Project
  - Scores, such as:
  - Congestion
  - Access
  - Pavement condition
  - Safety
  - Emissions / Air quality
  - Project Costs

• Other relevant professional

considerations, such as:

- Field Review Comments
- Equity of Funding
- Sponsor's Project History
- Project Synergy
- Project Timing Efficiencies
- Complete Systems
- Matching Funds



WASATCH FRONT REGIONAL COUNCIL

# **Resources for Project Selection**

• Distribution of Project

Scores, such as:

- Congestion
- Access
- Pavement condition
- Safety
- Emissions / Air quality
- Project Cost

• Other relevant professional

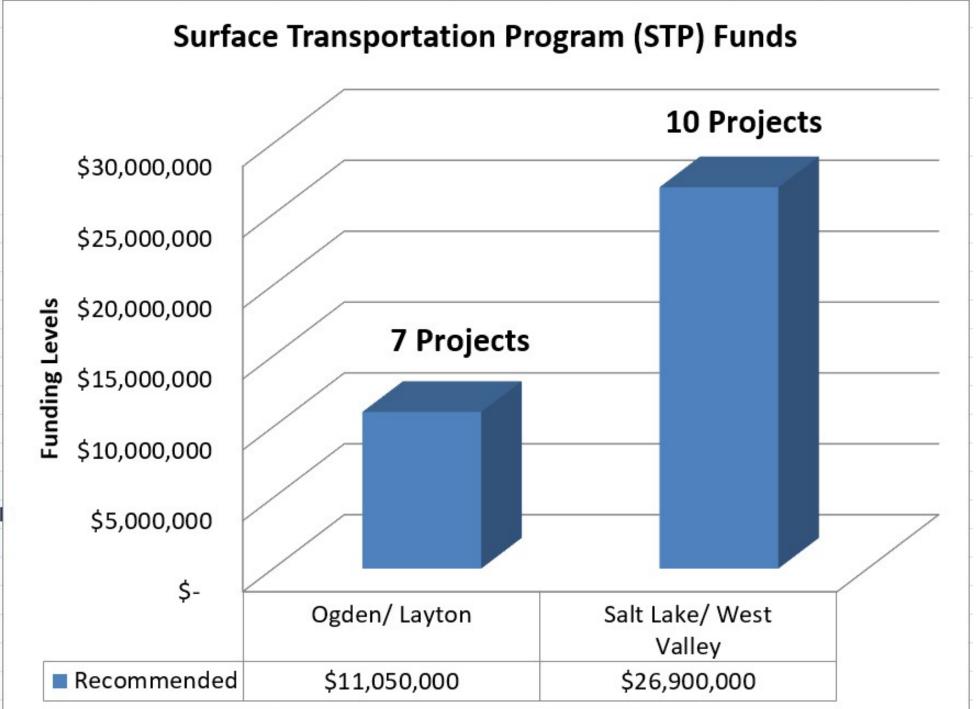
considerations, such as:

- Field Review Comments
- Equity of Funding
- Sponsor's Project History
- Project Synergy
- Project Timing Efficiencies
- Complete Systems
- Matching Funds

WASATCH FRONT REGIONAL COUNCIL

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

\$ 1	e,000	Reco	mmend	led Fun	ding An	nount				Recor	nmend	ed Pro	ject Infi	ormation		z		ИНТ	MT	a C	C02	ype Projes
Recommended Funding	ROW	Unique Proj ID	Camp	Clty	Improve men to	Project Type	Name of Project	From	То	Project Length	2028 Estimated Project Cost	Rederal Funds Requested	Local Punck	Project Description -	Sponsor's Priority	Other Projec Benefits	Project Life	Reduced Daily 1	Reduced Duly V	Reduced Dully Emissions (k	Benefit/Cost: ( kg\$1,000)	OK Per Mile SR25 Score Opt 1
	Ogd	en \ L	ayton	Urbar	ized A	rea - C	Carbon Reduction	Program (CRP)														
\$ 93,696	1	0_02*0	Weber	Ray City	Other CRP	Other	Rey Municipal Building Electric Vehicle Charging Stations	5051 South 1960 West	5051 South 1900 West	NA	\$ 100,500	\$ 93,696	\$ 6,904	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	
000000	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).	100	-Ebus infrastucture -Reduced maintenance costs	10.0	0.0	0.0	922.9	2245.7	
6 1011 \$	3	0_CRP_6	Darks	We st Point	In tersections & Signals	Operations	1800 N/4500 W Round- About	1300 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	0_CRP_3	Davis	North Sult Lake	Pedistrian	Athe Transportation	Center Street Shared Use Trail	Faxbors Drive	Jordan River Trail	0.9)	\$ 593,400	\$ 504,390	010'68 \$	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.	-	-Promote active transportation -Physical separation of modes improves safety	20.0	0.0	114.0	30.5	375.1	
\$ 349,906	5	0_0825	Davis	Syracus	Peckstrian	Active Transportation	Antelope Drive Shared Use Trail, Phase 1	Causeway galehouse	Docal Drive	1.25	\$ 2,246700	9 350,000	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	1 66
	6	0_CRP_1	Davis	Cinton	Interse ctions & Signals	Operations	1300 North 1500 West Roundabout	1300 North 1500 West Interaction	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.	-	-Improved safety -Traffic calming	20.0	6.4	0.0	47.3	124.1	



#### West Bountiful – 1100 West – Roadway Improvements w/ Minor Widening Project Type – Reconstruction

200 North to 400 North - (0.15 miles)



**Recommended Funding \$ 150,000** 



Project Cost – \$ 1,225,000 Funds Request –

\$753,224

Roadway improvement include widening 1100 West to a uniform cross section with sidewalk, curb, gutter and bike lanes, eliminating the gap between West Bountiful and the Woods Cross FrontRunner Station and Striping 1100 West to 500 South for Bike Lanes providing safety to bicyclist, pedestrians, an vehicles.

## Centerville City – 1250 West – Reconstruct Project Type – Reconstruction

Parrish Lane (SR-105) to 200 North – (0.18 miles)



## **Recommended Funding \$ 500,000**



Project Cost – \$ 752,100 Funds Request – \$ 503,907

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.

## Ogden City – 2nd Street – Reconstruction w/ Minor Widening Project Type - Reconstruction

Washington Blvd to Monroe Blvd – (0.748 miles)



## Recommended Funding \$ 3,000,000



Project Cost – \$ 7,549,500

Funds Request – a \$ 7,038,399

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.

#### Farmington City – SR-106 (200 East) – Reconstruct & Minor Widening Project Type – Reconstruction



MAJOR COLLECTOR

Glovers Lane to Lund Lane – (0.88 miles)



## Recommended Funding \$ 2,000,000



# Project Cost – \$ 3,916,100 Funds Request – \$ 3,650,980



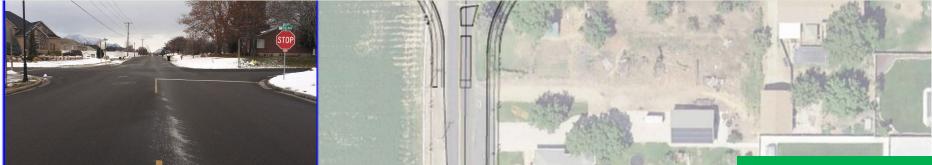
The proposed project is intended to improve drainage and add pedestrian facilities to the section of SR-106 (200 East Street) between Glovers Lane and Lund Lane on the east side of the road. The project includes acquiring right of way, storm drain, curb and gutter, sidewalk, retaining walls, and pavement widening.

## Clinton – 1300 North/ 1500 West – Round-about Project Type – Operations

#### 1300 North & 1500 West



## Recommended Funding \$ 1,000,000



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.

Project Cost – \$ 2,780,800

Funds Request – \$ 1,800,000

#### Farr West City – 3300 North – Round-about/ Road Widening – Phase I Project Type - Reconstruction



3300 North between 2700 West and 2575 West – (0.231 miles)

## Recommended Funding \$ 2,400,000



Funds Request – \$ 2,403,842 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.

#### Brigham City – 1200 West Roadway – Widening Project Type – Capacity

600 North to Industrial Way – (0.68 miles)



## Recommended Funding \$ 2,000,000



Funds Request – \$ 6,547,911 Project will widen 1200 West from 2-lanes to a 5-lane facility between 600 North and Industrial Way. The purpose of the project is to further the corridor between the SR-13 and Forest Street and provide an alternative north/south transportation facility. The city has secured the necessary right-of-way.

## South Jordan – 4000 West\ So Jordan Parkway – Intersection Improvements Project Type - Operations

4000 West & South Jordan Parkway – (0.25 miles)



**Recommended Funding \$ 1,500,000** 



Project Cost – \$ 5,152,400

Funds Request – \$ 1,575,584 This project increases the capacity of the intersection at 4000 W & South Jordan Parkway 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



## Recommended Funding \$ 3,000,000



Project Cost – \$ 8,838,300

Funds Request – \$ 3,236,144 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.

## Cottonwood Heights – Fort Union Blvd – Reconstruct w/ Minor Widen Project Type – Reconstruction

Pippen Drive to 3160 East- (0.8 miles)



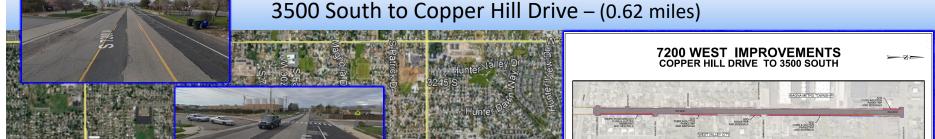
**Recommended Funding \$ 2,500,000** 



Project Cost – \$ 5,692,100 Funds Request – \$ 5,306,745

This project will reconstruct Fort Union Blvd from 3160 East to Pippen Drive (3570 East), accommodating bike lanes on both sides of the road, as well as new curb & gutter, sidewalk, ADA facilities, asphalt pavement, and a new 10-ft multi-use trail along the north-east side of Fort Union.

# West Valley – 7200 West – Reconstruct w/ Minor Widening Project Type – Reconstruct



## Recommended Funding \$ 2,400,000



Project Cost – \$ 7,670,900

Funds Request – \$ 2,435,764 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.

#### Draper – Pioneer Road – Reconstruction & Minor Widening Project Type - Reconstruction

1300 East to 1650 East – (0.42 miles)

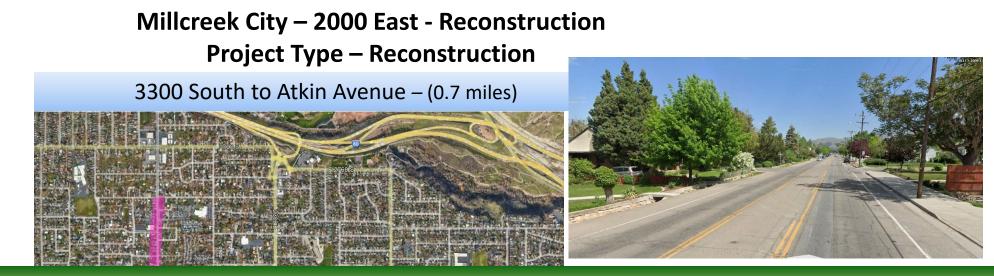


## **Recommended Funding \$ 3,000,000**



Project Cost – \$ 4,594,300

Funds Request – \$ 4,192,367 Pioneer Road is an East-West collector road that has two lanes and lacks continuous curb and gutter. Consequently, there are frequent flooding issues. It is also designated as a safe walking route to nearby schools but does not have continuous sidewalks. The proposed project would reconstruct and widen this section of road to include two travel lanes, paved shoulders, curb and gutter, park strips, and sidewalks.



## **Recommended Funding \$ 3,000,000**



Project Cost – \$ 8,347,800

Funds Request – \$ 7,316,504 2000 E connects central Millcreek with the 3300 S SR #171 major arterial to Salt Lake City via an existing underpass at Interstate #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 SR #171 to Atkin Ave. This is Phase II to the project, Phase I connects 3300 S to Siggard Dr.



## **Recommended Funding \$ 2,500,000**



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 Coppertone. New alignment will continue the grid pattern to SR-111. A new intersection at 9000 South and Duck Ridge will be created.

## Herriman City – 13400 South Widening Project Type – Capacity



## Recommended Funding \$ 3,000,000

Project Cost – \$ 8,910,700

Funds Request – \$ 7,039,518 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 add travel lanes, curb, bike & pedestrian facilities.



## Recommended Funding \$ 3,000,000



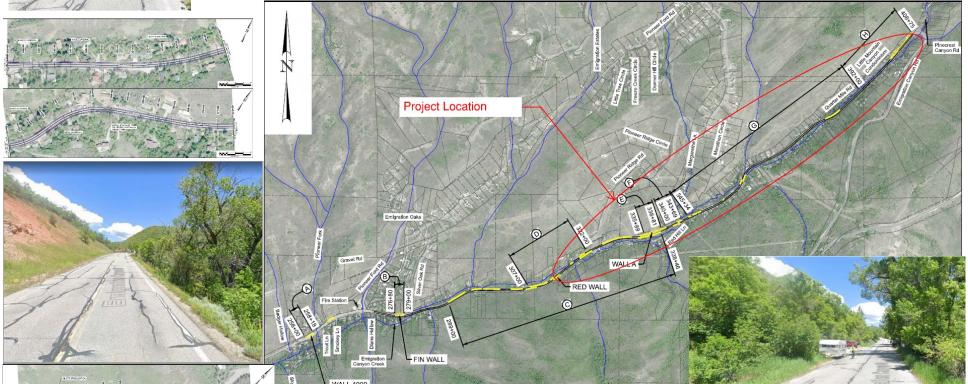
Project Cost – \$ 3,521,100

Funds Request – \$ 3,282,722 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.



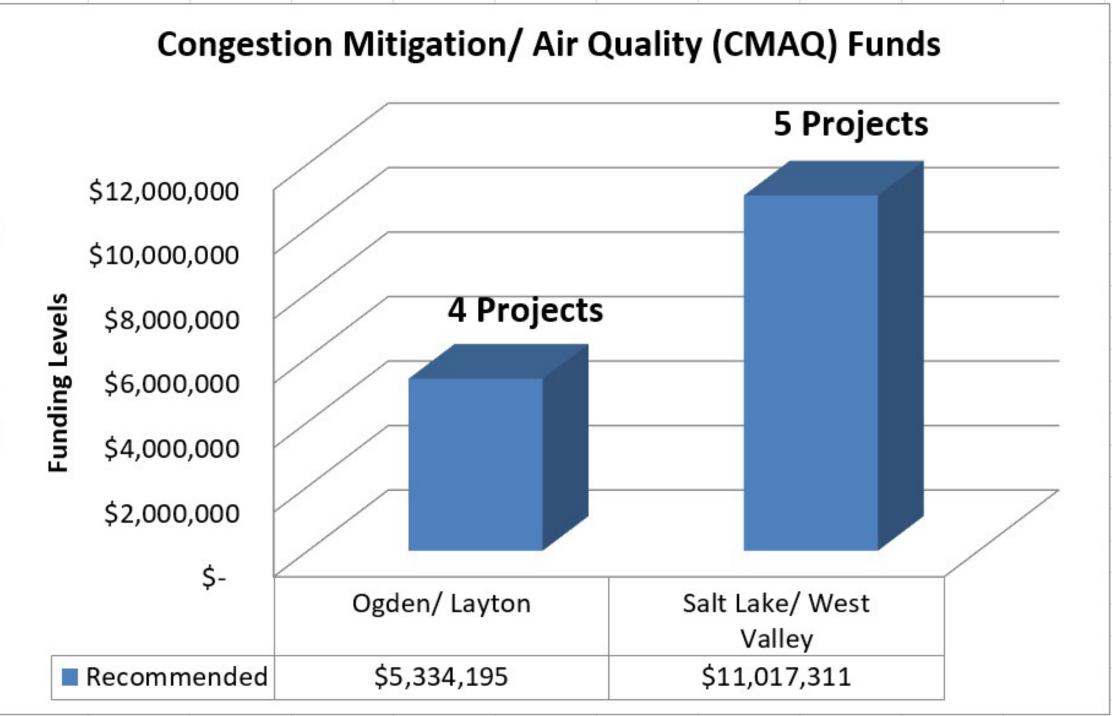
#### Emigration Metro – Emigration Canyon Road - Safety Improvements Project Type – Other

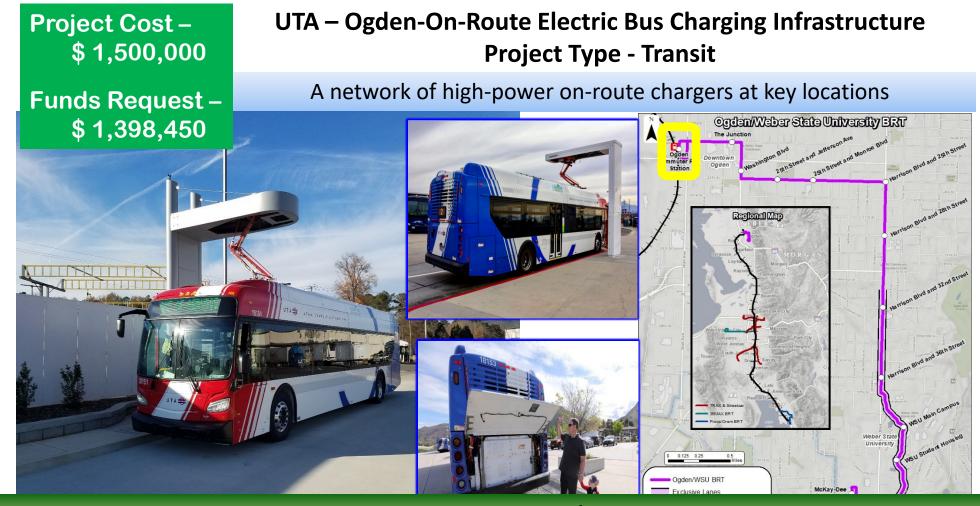
5655 Emigration Canyon to 9698 Emigration Canyon – (1.8 miles)



# **Recommended Funding \$ 3,000,000**

Project Cost – \$ 6,518,900 Funds Request – \$ 6,077,570 This project will address several safety concerns that have been identified in the Emigration Canyon Corridor Study by widening selected sections of Emigration Canyon Road that are currently suffering from geometric deficiencies and traffic issues that affect both vehicular and bicyclists.





## **Recommended Funding \$ 1,398,450**

UTA is working to acquire more all-electric buses. It is anticipated that there will be a fleet of electric buses for the future Ogden/WSU BRT. To support the all-day operation of the vehicles, on-route charging is needed to extend range. 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.

#### Ogden City – Bike Share Program Project Type - Transit

Various Areas in the Ogden Central Business District (CBD) plus 5 miles



**Recommended Funding \$ 632,518** 



Project Cost – \$ 678,500 Funds Request – \$ 632,566 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.

#### North Salt Lake – Center Street Widening & AT Facilities



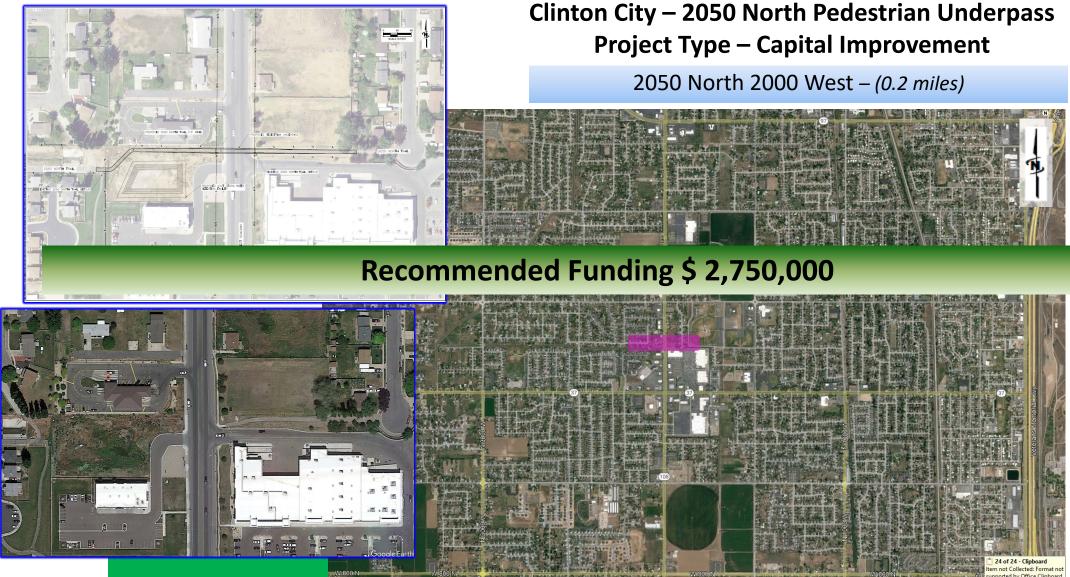
## **Recommended Funding \$ 553,227**



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.

Project Cost – \$ 593,400

Funds Request – \$ 553,227



Project Cost – \$ 5,500,000 Funds Request – \$ 2,750,000

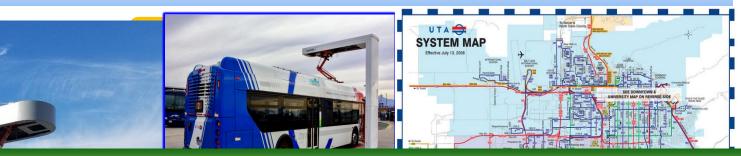
The purpose of the 2050 North pedestrian underpass project is to construct an underground pedestrian trail that crosses the 2000 West roadway. The underpass would complete the city-wide 2050 North trail that currently has a gap at 2000 West.

#### Project Cost – \$ 3,000,000

Funds Request – \$ 2,796,900

#### UTA – Salt Lake-On-Route Electric Bus Charging Infrastructure Project Type - Transit

A network of high-power on-route chargers at key locations



## **Recommended Funding \$ 1,296,900**



UTA is working to acquire more all-electric buses. It is anticipated that there will be a fleet of electric buses for the future . 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.

## Sandy/ Draper – 11400 South/ 700 East – EB/WB Dual Lefts Project Type – Operations

11400 South & (Oak Brush Dr (605 E) -785 East) – (0.25 miles)



## Recommended Funding \$ 3,357,119



Project Cost – \$ 3,603,500

Funds Request – \$ 3,357,119 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.



## UTA – Midvalley Connector – Electric Buses Project Type – Transit

Murray, Ut Murray Station to West Valley, Ut Central Station – (7 miles)



## Recommended Funding \$ 2,000,000





Project Cost – \$ 10,500,000 Funds Request – \$ 6,000,000 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.

## Sandy – SR-209 (9000 South) Quarry Bend – Pedestrian Bridge Project Type – Ped & Bike

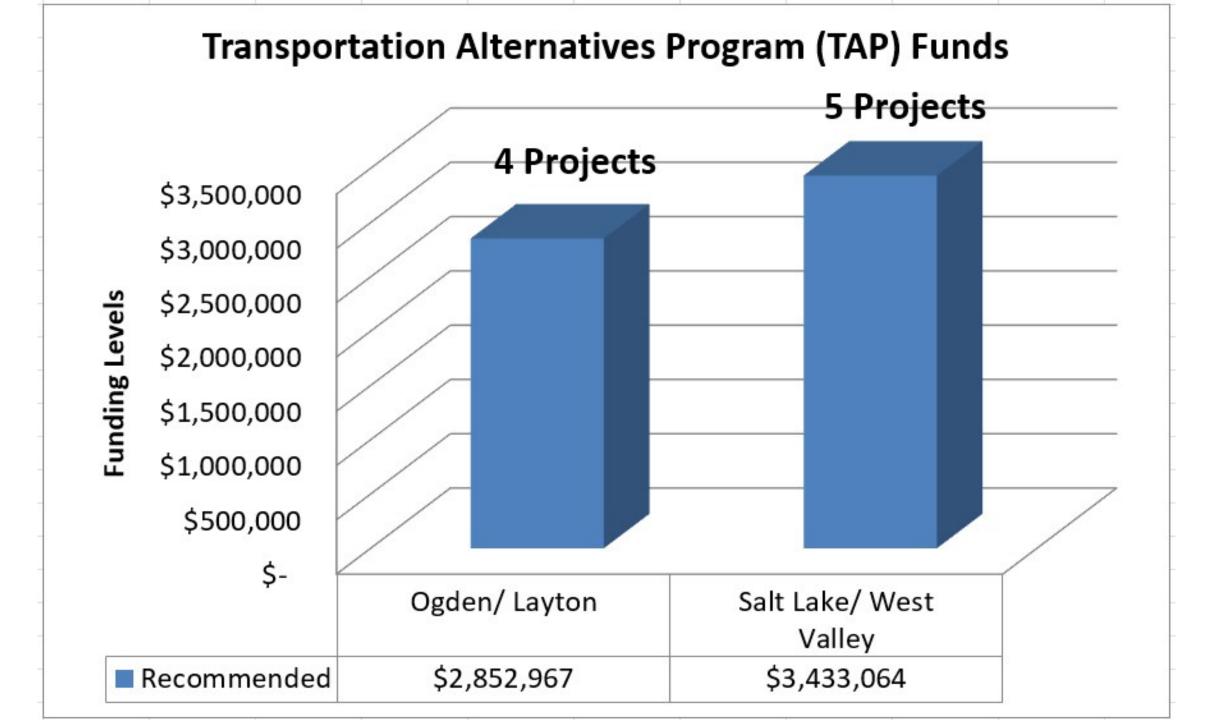


## Recommended Funding \$ 3,721,592



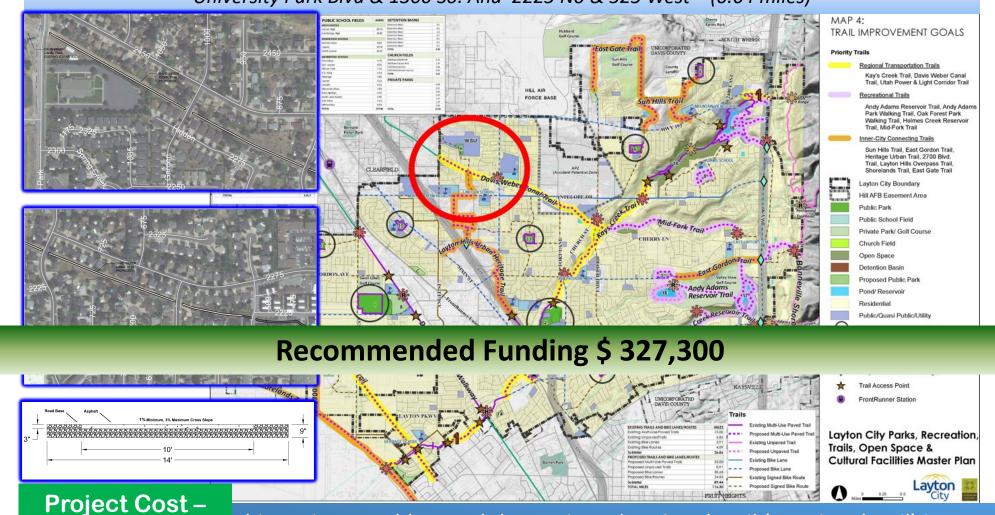
Project Cost – \$ 9,982,667

Funds Request – \$ 3,721,592 SR-209 is a connectivity barrier to Sandy Canal Trail. Trail users must go approximately one mile out of their way to cross. The proposed pedestrian bridge will eliminate this detour without having to introduce a new stop for southbound vehicles.



## Layton City – Davis Weber Canal Trail – Phase I – Bike/ Ped Facility **Project Type – Capital Improvement**

University Park Blvd & 1300 So. And 2225 No & 525 West – (0.64 miles)



\$654,600

\$ 327,300

This project would extend the Davis Weber Canal Trail (a regional trail) into Layton City. The trail would provide alternative transportation connections to Weber State University Davis Campus, Northridge High School and Funds Request – Layton's Midtown Mixed Use Urban District.

## Centerville City – Porter Lane (400 So) Multi-Use Trail – Phase I – New Trail Project Type – Capital Improvement

400 West to South Frontage Road – (0.26 miles)



**Recommended Funding \$ 151,250** 



Project Cost – \$ 302,500 Funds Request –

\$151,250

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.

#### South Ogden City – Adams Avenue Sidewalk – Safe Routes to School Project Type – Capital Improvement

40<sup>th</sup> Street to 42<sup>nd</sup> Street – (0.31 miles)



Recommended Funding \$ 1,691,600



Project Cost – \$ 2,063,000 Funds Request – \$ 1,881,381

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.

## South Weber City – Weber River Parkway – Trailhead Connection – Phase V Project Type – Capital Improvement

End of Phase 3 to End of Phase 4 – (1.193 miles)



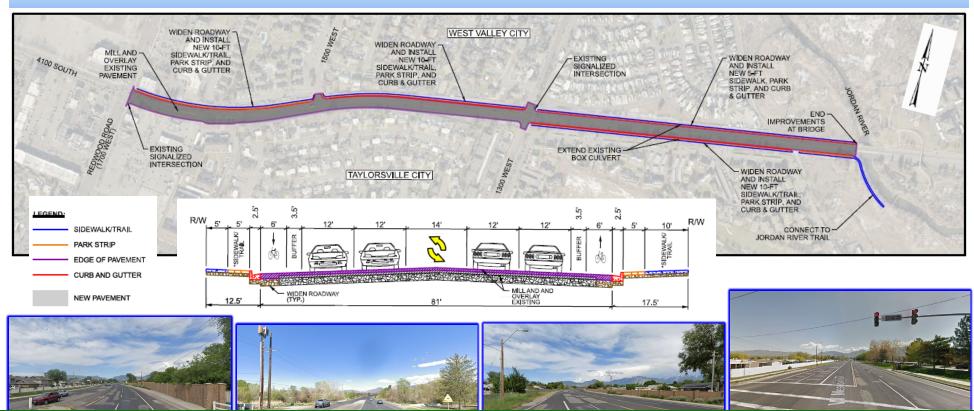
## **Recommended Funding \$ 682,817**

Project Cost – \$ 732,400 Funds Request – \$ 682,817

The project will improve the surface and alignment of the trail for a more safe path. One of the hurdles with completing this section of trail has been a US-89 crossing. This is now being completed with the current U.S. 89; Farmington to I-84 project.

## West Valley City – 3900 South Bike Lanes – Bike \Pedestrian Improvements Project Type – Capital Improvement

Redwood Road to Jordan River – (1 mile)

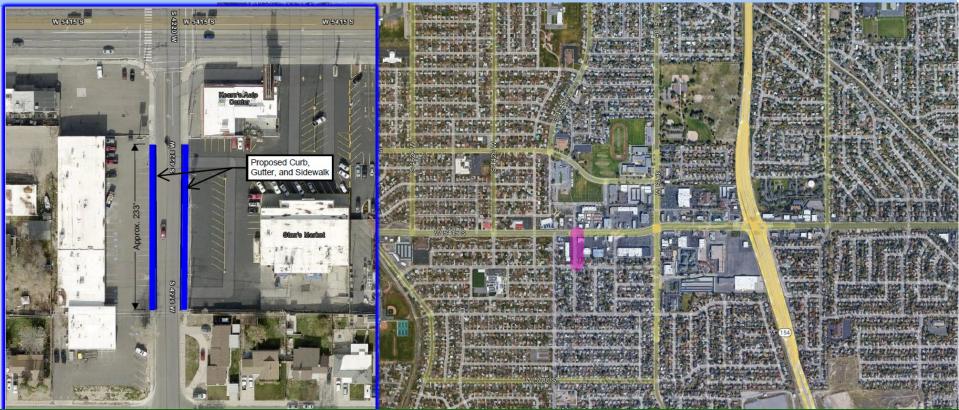


## Recommended Funding \$ 1,129,817

Project Cost – \$ 9,913,000 Funds Request – \$ 9,241,890 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.

#### Kearns Metro Township – 4220 West Sidewalk – Construct Missing Sidewalk Project Type – Safe Routes to School

Approximately 5415 South to 5500 South – (0.1 miles)



## **Recommended Funding \$ 122,131**

Project Cost – \$ 131,000 Funds Request – \$ 122,131

Construct curb, gutter, and sidewalk on both sides of 4220 West from approximately 5415 South to 5500 South. Sidewalk will improve safe walking area for students going to and from Kearns Jr High School.

## White City Metro Township – Sego Lily Crossing at 1300 East Project Type – Capital Improvement

NW Corner of Intersection to Midpoint of Sego Lily Drive – (0.0142 miles)



## Recommended Funding \$ 1,033,175

Project Cost – \$ 1,108,200 Funds Request – \$ 1,033,175 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.

## Herriman City – Rosecrest Bike Lane Installation – Bike Ved Facility Project Type – Capital Improvement

13400 South to Mountain View Corridor – (2.5 miles)



## **Recommended Funding \$ 389,608**



Funds Request – \$ 389,608 Install Buffered Bike Lanes on Rosecrest Road from 13400 South to Mountain View Corridor.

## Millcreek – S. Birch Drive Sidewalk – Ped & Bike Project Type – Other

E Upland Drive to 3900 South – (0.16 miles)



**Recommended Funding \$ 758,333** 



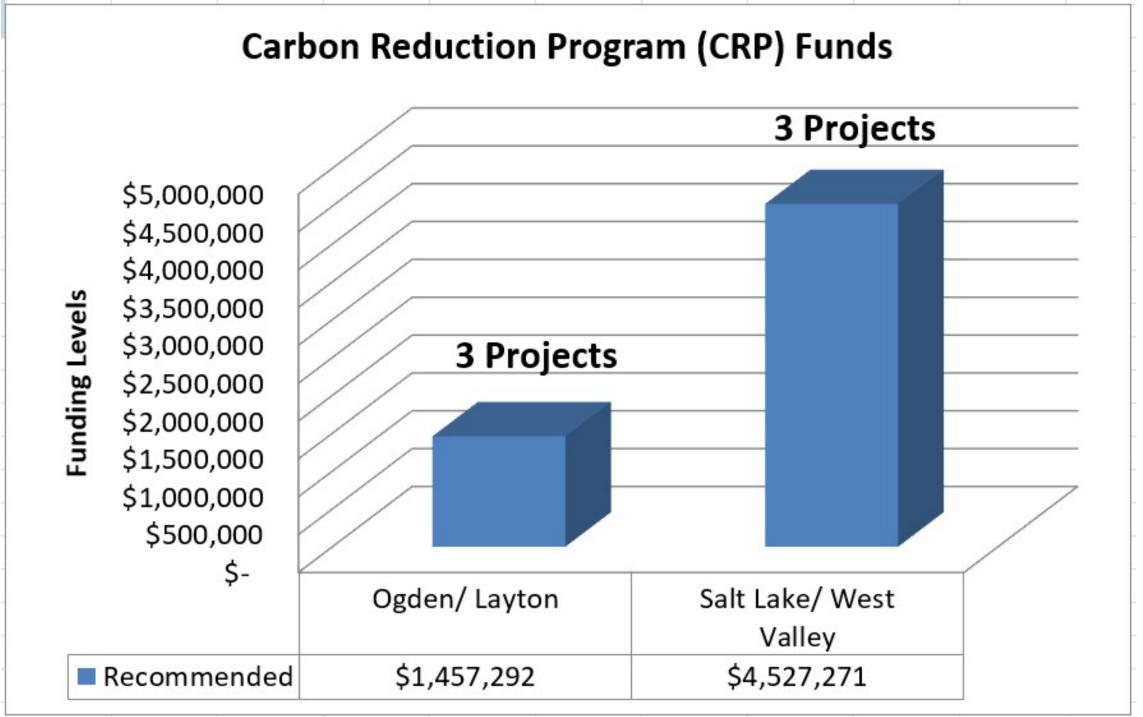
Project Cost – \$ 913,400

Funds Request – \$ 758,333





S Birch Dr is a heavily trafficked minor residential street providing access from Skyline High School to 3900 S a minor North/South arterial East through the East side of the Salt Lake Valley. This project will create a safer environment for all users including the demolition of inadequate water ways on the west side of the corridor with curb and gutter, construction of sidewalk, and ADA ramps.



## **Roy – Municipal Building Electric Vehicle Charging Stations Project Type – Other**



#### **Recommended Funding \$ 93,696**



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.

Project Cost – \$ 100,500

Funds Request – \$ 93,696

## West Point – 1800 North/ 4500 West – Round-about Project Type – Operations



# **Recommended Funding \$ 1,013,690**

Project Cost – \$ 2,087,300

Funds Request – \$ 1,013,690

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.

## Syracuse City – Antelope Trail Phase I – Trail Facility Project Type – Capital Improvement

Causeway Gatehouse to Doral Drive – (1.25 miles)

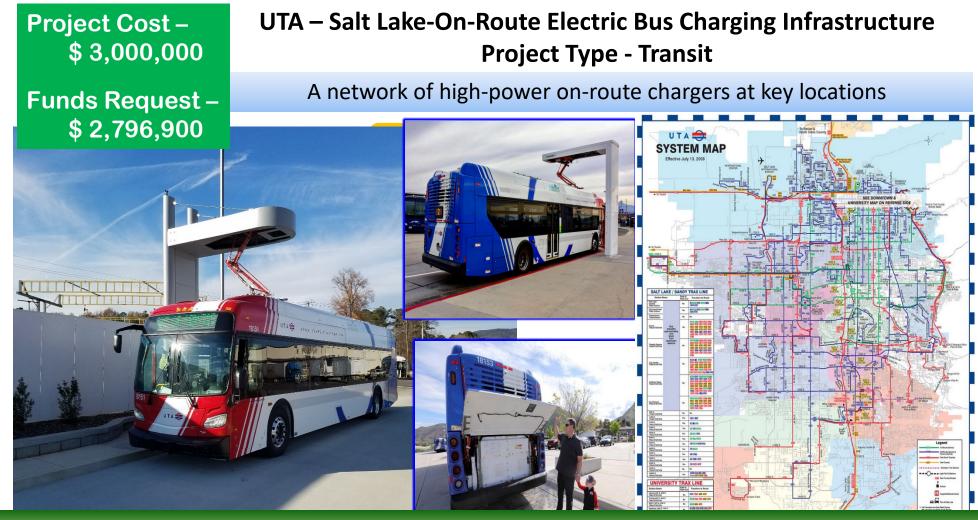


## **Recommended Funding \$ 349,906**



Project Cost – \$ 2,246,700

Funds Request – \$ 350,000 Antelope Island experiences over a million visitors annually. The narrow Antelope Drive restricts the option of safe non-motorized access to the island for events, recreation, fitness, or leisure use. Trail connection along Antelope (WDC to Causeway) provides an alternative to users who drive to the island and cycle. This 2 mile stretch Along Antelope Drive between West Davis Corridor (WDC) and the causeway can be phased in 2 or more sections for affordability.



## **Recommended Funding \$ 1,500,000**

UTA is working to acquire more all-electric buses. It is anticipated that there will be a fleet of electric buses for the future . 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.

#### Holladay – Signal Optimization Enhancements Project Type – Operations

#### Multiple Intersections



## **Recommended Funding \$ 1,074,755**

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Install 11' pedestrian nead assembles Install 11' pedestrian pole Replace pedestrian LED modules New Power Service, RMP

- Replace SO cord cable (signal heads) Replace pedestrian LEDs Add pedestrian striping Replace pedestrian button assemblies Replace pedestrian chirps with Audible Buttons Replace pedestrian pole with Streetlight & Lighting New power service, RMP (Rocky Mountain Power) pedestal New T3 cabinet junction box Add 2° reflective backplate tape
- AM 60s, MD 54s, PM 60s
   AM 80s, MD 80s, PM 120s
   AM 80s, MD 75s, PM 80s
   AM Free, MD Free, PM 120s
   Running Free



Project Cost – \$ 1,152,800 Funds Request – \$ 1,074,755

As recommended in recent study completed by Holladay, signal equipment at #19 targeted intersections require replacement to support signal optimization, thus reducing carbon emissions, improving travel time and updating signal timing standards.

## Cottonwood Heights – Highland Drive – Protected Trail – Bike\ Ped Facility Project Type – Capital Improvement



## **Recommended Funding \$ 1,952,516**

Project Cost – \$ 2,094,300 Funds Request – \$ 1,952,516

This project will construct an 8-ft asphalt trail on the east side of Highland Drive from Fort Union Blvd to Villaire Ave. This project will connect to the trail being constructed as part of the Highland Drive/Bengal Blvd Project