



WASATCH FRONT REGIONAL COUNCIL

Transportation Coordinating Committee (Trans Com) Agenda

A meeting of Trans Com will be held on **Thursday, April 25, 2024 at 1:30pm** at WFRC, 41 N Rio Grande Street, Salt Lake City, UT, and via Zoom. To join the meeting via Zoom [CLICK HERE](#); **Webinar ID:** 837 7270 7703; For mobile connectivity: +16694449171,,83772707703# US

The agenda will be as follows:

1. **ACTION:** Approval of Minutes for February 15, 2024
2. **Chair's Report**
3. **Public Comment**
4. **Transportation Improvement Program (TIP)**
 - a. [Report on Board Modifications to the 2024-2029 TIP](#)
 - b. **ACTION:** Board Modifications to the 2024-2029 TIP
 - c. **ACTION:** Recommend 2025-2030 Surface Transportation Program (STP)
 - d. **ACTION:** Recommend 2025-2030 Congestion Mitigation/Air Quality (CMAQ) Program
 - e. **ACTION:** Recommend 2026 Transportation Alternatives Program (TAP)
 - f. **ACTION:** Recommend 2026 Carbon Reduction Program (CRP)
5. **ACTION:** Comprehensive Safety Action Plan
6. **Other Business & Adjournment**
Next Meeting: June 20, 2024

Upcoming Events:

- Climate & Health Symposium, Tuesday, April 30, 2024
- WFRC Regional Growth Committee, Thursday, May 16, 2024
- WFRC Council Meeting, Thursday, May 23, 2024
- WFRC Trans Com TAC Meetings, Wednesday, May 29, 2024
- Joint Policy Advisory Committee (JPAC), Thursday, June 6, 2024 (Hosted by UDOT)
- WFRC Active Transportation Committee (ATC) Meeting, Tuesday, June 11, 2024
- WFRC Wasatch Front Economic Development District, Thursday, June 13, 2024

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

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Wasatch Front Regional Council is holding public meetings in-person in its office, with a virtual option. Interested attendees are encouraged to visit www.wfrc.org/committees for more information.

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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.

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Utah Department of Transportation

Troy Walker
Utah League of Cities and Towns

Lorene Kamalu
Utah Association of Counties

Ari Bruening
Envision Utah

Laura Hanson
State Planning Coordinator

Andrew Gruber
Executive Director

DATE: April 18, 2024
AGENDA ITEM: 4a
SUBJECT: Report on Board Modifications to the 2024-2029 TIP
PREPARED BY: Ben Wuthrich, Transportation Improvement Program Coordinator

BACKGROUND:

Since the last meeting of Trans Com, WFRC received requests to modify the current 2024-2029 Transportation Improvement Program (TIP). The modification required action from the Wasatch Front Regional Council at its March 28th 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, WFRC | 801-647-3228 | bwuthrich@wfr.org

EXHIBIT:

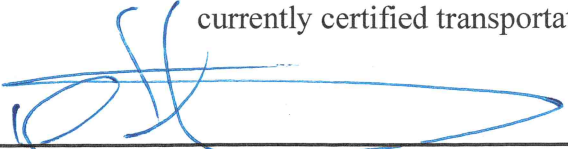
2024-2029 TIP Amendment Five Resolution

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
AMENDING THE 2024 - 2029
TRANSPORTATION IMPROVEMENT PROGRAM

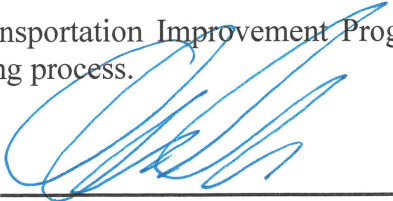
- WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake and the Ogden/ Layton Urbanized Areas and, as such, has the responsibility for developing a Transportation Improvement Program, and
- WHEREAS, a Transportation Improvement Program 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 2024-2029 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 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 2024-2029 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 28, 2024, and all comments were carefully considered,

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

- (1) Approves Amendment Five to the 2024-2029 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.



Commissioner Bob Stevenson
Vice Chairman
Wasatch Front Regional Council



Andrew S. Gruber
Executive Director
Wasatch Front Regional Council

Date: March 28, 2024

2024-2029 Transportation Improvement Program (TIP) (Amendment Five)

Board Modification

New Project

Salt Lake 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	Big Cottonwood Canyon	21798	Big Cottonwood Canyon; SR-190 at Ft Union	Intersection Modification Including Merge Lane and Dual Left Turns and Bike Lanes	ST_TIF State Transportation Investment Funds - Recreation Hot Spot	\$15,000,000	\$0	<i>New Project</i>	\$15,000,000	2024
Salt Lake	UDOT	Big Cottonwood Canyon	21207	Big and Little Cottonwood Canyons Program	Enhanced Bus, Tolling, Mobility Hub and Bus Stops	ST_TIF State Transportation Investment Funds - Recreation Hot Spot	\$176,800,000	\$191,800,000	<i>Funding Transfer</i>	\$15,000,000	2024

The intersection of SR-190 and Fort Union Boulevard is at the mouth of Big Cottonwood Canyon (BCC). This intersection sees significant traffic congestion and queuing from traffic heading southbound to go eastbound up Big Cottonwood Canyon. This project will widen SR-190 to two lanes eastbound for 1/2 mile up BCC, and will construct intersection modifications which include dual SB left turns and bike lane improvements. The SB left turn movement is the major source of congestion at the mouth of the canyon, and adding another turn lane will improve safety and reliability while reducing congestion. In addition, the bridge structure on the north leg of the intersection will be widened to accommodate the additional turn lane and a northbound bike lane. The canyon improvement funding will come from the Big and Little Cottonwood Canyons program to reduce congestion.

Salt Lake	UDOT	SR-210	21731	SR-210 Barrier Replacement (Little Cottonwood Canyon Road)	Install Concrete Barrier to Replace Missing Guardrail at mile post 8.2 - 8.4	ST_TRANS_SOL (State Transportation Solutions Program)	\$2,000,000	\$0	<i>New Project</i>	\$2,000,000	2024
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The scope of this project is to install a concrete barrier on Little Cottonwood Canyon Road, at milepost 8.2 to milepost 8.4. The existing section of guardrail was taken out during the 2022/2023 winter by an avalanche that crossed the road. The project will install concrete barrier instead of replacing the original guardrail. This will add resiliency to the barrier and extend the useful life.

Additional Funding

Salt Lake 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	Holladay City Bridge	17440	Holladay City Bridge over the Jordan and Salt Lake Canal	Replace the Bridge	BFP - (Bridge Formula Program)	\$1,800,000	\$997,000	<i>Additional Funding</i>	\$748,000	2024
						LOCAL_GOVT Local Government Funds				\$55,000	

The scope of this project is to replace the bridge carrying 5600 South over the Jordan and Salt Lake Canal in Holladay City (035131D). During design it was determined that there would be impacts to several utilities in the vicinity of the bridge, increasing the overall replacement cost. In addition, coordination with the canal owner and requirements for the canal approval increased the cost of the project. The preliminary assumption was to use a cast in place culvert. In order to accommodate maintenance of traffic and limit the impacts to the traveling public, it was decided to change to a precast box culvert. This project requires an additional local match of \$55,000. Holladay City is in support of increasing the project value and will provide the additional match funding.

2024-2029 Transportation Improvement Program (TIP) (Amendment Five)

Board Modification

Additional Funding

Salt Lake 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	18254	I-15 Bridge Deck Preservation	Repair bridge decks and approach slabs along I-15 from 11400 South to 300 North	ST_BRIDGE (State Construction - Bridge Program)	\$3,750,000	\$2,000,000			2024
						ST_TRANS_SOL (State Transportation Solutions Program)		\$1,000,000	Additional Funding	\$750,000	

The scope of this project is to repair bridge decks and approach slabs along I-15 from 11400 South to 300 North in Salt Lake County. The bid was opened on February 1st and with the current project funding, the Department is not able to award the project. The increased costs are due to higher traffic control and mobilization costs than originally estimated. This additional funding will cover the higher bid prices and allow the Department to award the project.

Various	UDOT	I-15	16363	Express Lane Technology Enhancements	Test and Implement an Innovative Tolling Method known as "Tolling As a Service"	ST_TRANS_SOL (State Transportation Solutions Program)	\$6,018,212	\$1,718,212	Additional Funding	\$3,500,000	2024-2029
						Restricted Tollway Fund				\$800,000	

The contracts managing the Express Lanes will end in 2027. Procuring, testing and accepting new systems takes several years to perform. UDOT needs to prepare procurement contracts now so that the new contracts and systems will seamlessly transition in 2027. These funds provide the opportunity to test and implement an innovative tolling method known as "tolling as a service" while preserving the timeline for potential deployment of more traditional tolling. The contract and systems would be set up to account for a multi-tenant system.

Salt Lake	West Valley & Kearns Metro	4700 South	21130	4700 South; 5400 West to 5600 West	Reconstruct the Existing Pavement, Improve Railroad Crossing, and Improve Intersection	HIP_Community (Federal Community Impact Funds)	\$4,285,232	\$2,145,232			2024-2029
						LOCAL_GOVT Local Government Funds		\$0	Additional Funding	\$2,140,000	

This a Local Government project with Kearns Metro, via the Greater Salt Lake Municipal Service District and West Valley City. This will be the final segment of roadway reconstruction and widening between 5400 West and 5600 West. The scope of the project is to reconstruct the existing pavement, railroad crossing, and intersection widening. This project will also align east-west traffic movements across the intersection, to accommodate the additional turning lanes that are providing turning storage off of the RR crossing. The project was initially funded with federal community impact funds only, knowing that additional local funds needed to be added to complete the scope of this segment of the project.

DATE: April 18, 2024
AGENDA ITEM: 4b
SUBJECT: **ACTION:** Board Modifications to the 2024-2029 TIP
PREPARED BY: Ben Wuthrich, Transportation Improvement Program Coordinator

BACKGROUND:

The Wasatch Front Regional Council (WFRC) has received requests to modify the current 2024-2029 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 2024-2029 TIP as requested.”

CONTACT PERSON:

Ben Wuthrich, WFRC | 801-647-3228 | bwuthrich@wfr.org

EXHIBITS:

2024-2029 TIP Amendment Six Resolution

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
AMENDING THE 2024 - 2029
TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake 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 2024-2029 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 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 2024-2029 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 25, 2024, and all comments were carefully considered,

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

- (1) Approves Amendment Six to the 2024-2029 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 25, 2024

2024-2029 Transportation Improvement Program (TIP) (Amendment Six)

Board Modification

Additional Funding

Salt Lake Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	Riverton	13400 South	14940	13400 South Bike Lanes - 2700 West to 3200 West	Construction of Bike Lanes on 13400 South	CMAQ_WFRC (Congestion Mitigation/ Air Quality - WFRC Area)	\$1,530,000	\$280,000			2024
						STP_URB_SL Surface Transportation Program - Urban Area - Salt Lake		\$0	Additional Funding	\$600,000	
						LOCAL_GOVT Local Government Funds		\$210,900	Additional Funding	\$439,100	

Riverton City is in the process of completing their Active Transportation Plan. This includes the construction of Bike Lanes on 13400 South. With this project Riverton will widen the roadway into the existing park strips to create bike lanes between 2700 West to 3200 West. During the project design it was determined that due to increases in materials, labor, and construction cost the project was significantly underfunded and would require more than twice the funds to complete the project. Riverton has committed to a total amount of matching funds to cover 42% of the project cost while the federal funds would cover the remaining 58% of total project cost.

DATE: April 18, 2024
AGENDA ITEM: 4c
SUBJECT: **ACTION:** Recommendation to approve projects for Draft 2025-2030 Surface Transportation Program (STP)
PREPARED BY: Ben Wuthrich, Transportation Improvement Program Coordinator

BACKGROUND:

The Wasatch Front Regional Council (WFRC) is responsible for programming the federal Surface Transportation Program (STP) funds for the Salt Lake and the Ogden/ Layton Urbanized Areas. The annual apportionments for STP funds are projected to be approximately \$22.6M through the year 2030 in the Salt Lake Area, and \$11.7M in the Ogden/ Layton Area. Given the combination of project cost overruns, project cost savings, and programming efficiencies, there is an estimated \$24,400,000 available to program for the year 2030 in the Salt Lake Area, and \$8,500,000 available in the Ogden/ Layton Area.

In the fall of 2023, 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 27th, 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 2025-2030 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 2025-2030 STP. The tables are divided into the two urbanized areas: first, the Ogden / Layton Urbanized Area, encompassing Davis, Weber, and southern Box Elder Counties; and then the Salt Lake 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 25th, WFRC staff will present the STP program funding recommendations.

CONTACT PERSON:

Ben Wuthrich, WFRC | 801-647-3228 | bwuthrich@wfr.org

RECOMMENDATIONS:

The WFRC staff and the Trans Com Technical Advisory Committees recommend that Trans Com make a motion "to recommend that the Regional Council approve the projects recommended to be added to the Draft 2025-2030 Surface Transportation Program."

EXHIBITS:

Spreadsheets with recommended STP Projects for the Ogden/Layton and the Salt Lake Urbanized Areas

“Projects Submitted for Consideration for the 2025-2030 Surface Transportation Program (STP)”

\$ #,###		Recommended Funding Amount			Recommended Project Information																					
Ogden/ Layton Urban Area																										
Row ID	Recommended Funding	Unique Proj ID	UDOT Region	County	Agency	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Sponsor Priority	Access to Opportunities (ATO)	Facility Condition/ Management Practices	Benefit Cost	Operation, TSM/ TDM, & ITS Improvements	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Values	Safety	Volume to Capacity	Weighted Total
1	\$ 2,000,000	O_STP_29	1	Weber	South Ogden City	40th St. and Chimes View Dr Reconstruction Project	Riverdale Road	Washington Blvd	0.6	\$ 5,483,000	\$ 5,111,801	\$ 371,199	Minor Arterial	Reconstruct	South Ogden is in the design phase for a two-phase project on 40th Street and Chimes View Drive. Phase 1, funded for 2024, spans Riverdale Road to Country Club Drive. We are requesting additional funding for Phase 2 between Riverdale Road and Washington Blvd. The project includes sidewalks, curb/gutter, driveway approaches and modifications to business accesses for improved safety.	1	6.67	20.00	16.00	1.33	0.00	4.76	2.00	9.00	3.00	62.76
2	\$ 2,000,000	O_STP_16	1	Davis	Bountiful City	Parkin Ovepass Replacement	70.7	70.9	0.2	\$ 8,081,000	\$ 3,581,000	\$ 4,500,000	Principal Arterial	Reconstruct	This project will replace UDOT's 1930's vintage railway structure which was converted to accommodate vehicle use. The existing structure has reached the end of its service life. A new at-grade, signalized intersection is proposed which could provide additional access to Woods Cross High School while maintaining a critical link to access I-15 and the commercial centers in Bountiful, Woods Cross and North Salt Lake. This project is supported by Bountiful, Woods Cross and North Salt Lake Cities.	1	7.33	22.50	16.00	0.00	0.00	4.76	4.00	5.00	1.00	60.60
3		O_STP_5	1	Davis	Centerville City	1250 West Street Reconstruction	200 North	100 South	0.2	\$ 1,286,900	\$ 862,223	\$ 424,677	Collector	Reconstruct	1250 West street is a inter-regional connection from West Bountiful through Centerville to I-15, Legacy Parkway as well as to Farmington City. 1250 West street acts as a west frontage road through the City. The purpose of this project is to reconstruct the road and to include bike lanes on each side of the road. There are currently bike lanes on this stretch of road through West Bountiful. 1250 West is a also a direct connection for pedestrians and cyclist to the Legacy Trail system.	1	8.00	17.50	16.00	1.33	0.00	4.76	2.00	7.00	1.00	57.60
4	\$ 1,000,000	O_STP_6	1	Davis	Clinton City	1300 North and 1500 West Improvements	1285 West	1750 North	0.66	\$ 4,500,000	\$ 1,000,000	\$ 1,500,000	Collector	Reconstruct	This project will widen 1300 North from 1285 W to 1500 W, and 1500 West from 1230 N to 1750 N, connecting to a CMAQ funded roundabout. The project will add pavement, curb and gutter, and sidewalk along various sections of the corridor. The existing pavement will also be reconstructed. It was partially funded by the STP.	1	2.67	22.50	16.00	3.33	0.00	4.76	1.00	6.00	0.00	56.26
5	\$ 1,500,000	O_STP_10	1	Davis	Farmington City	SR - 106 (Main Street) - West Side Improvements	Park Lane	Shepard lane	0.61	\$ 1,900,000	\$ 1,550,000	\$ 350,000	Principal Arterial	Reconstruct	The proposed project is intended to improve drainage and add pedestrian facilities to the section of SR-106 (Farmington Main Street) between Park Lane and Shepard Lane on the west side of the road. The project will include storm drain, curb and gutter, sidewalk and pavement widening to allow for standard shoulder width.	1	5.33	15.00	16.00	4.67	0.00	5.24	1.00	3.00	1.00	51.24
6	\$ 1,500,000	O_STP_15	1	Davis	West Point City	700 South Widening	4000 West	4500 West	0.5	\$ 4,296,100	\$ 3,072,954	\$ 223,146	Collector	Reconstruct	It is a narrow two lane section and needs to be increased to a 3 land section to handle the existing and future traffic. We also plan to complete the curb, gutter, and sidewalk on both sides.	1	2.67	15.00	16.00	0.00	0.00	4.29	3.00	7.00	1.00	48.95

“Projects Submitted for Consideration for the 2025-2030 Surface Transportation Program (STP)”

Row ID	Recommended Funding	Unique Proj ID	UDOT Region	County	Agency	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Sponsor Priority	Access to Opportunities (ATO)	Facility Condition/ Management Practices	Benefit Cost	Operation, TSM/ TDM, & ITS Improvements	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Values	Safety	Volume to Capacity	Weighted Total
7		O_STP_7	1	Davis	Clinton City	2300 North Roadway: Cranefield to 4500 W, Phase 1	Cranefield Rd	4500 West	0.89	\$ 4,300,000	\$ 3,000,000	\$ 1,300,000	Collector	Reconstruct	The purpose of the 2300 North roadway project phase 1 is to widen the roadway from Cranefield Road to 4500 West. The project includes the installation of a new pavement section, sidewalks, curb/gutter, and curb ramps. The failing asphalt pavement in the Cranefield roundabout will be replaced with concrete pavement.	3	0.00	20.00	16.00	0.67	0.00	4.76	2.00	5.00	0.00	48.43
8	\$ 1,000,000	O_STP_13	1	Davis	North Salt Lake	Main Street Reconstruction	350 North	Pacific Avenue	0.45	\$ 1,666,000	\$ 1,332,800	\$ 333,200	Collector	Reconstruct	The City has reconstructed the sections of Main Street at each end of the project. This project will complete the reconstruction of the entire length of Main Street that is in need of repair due to its high use, being an essential route for emergency response and in the event of closures at 1100 N or Center St.	1	4.00	20.00	16.00	0.00	0.00	4.29	1.00	3.00	0.00	48.29
9		O_STP_25	1	Weber	Ogden City	2nd Street Reconstruction Phase 2	Wall Avenue	Washington Boulevard	0.426	\$ 6,552,000	\$ 6,107,925	\$ 444,075	Collector	Reconstruct	Average Daily Traffic (ADT) has increased on 2nd Street since the intersection of 2nd Street/Harrison Blvd in 2017. Intersection lane lengths and spacing are substandard; there is insufficient space for bike lanes, clear zone is problematic and the project proposes a number of other roadway safety elements.	1	6.00	12.50	8.00	4.00	0.00	4.76	1.00	10.00	1.00	47.26
10		O_STP_14	1	Davis	West Point City	300 North Widening	4000 West	4500 West	0.5	\$ 4,296,100	\$ 3,072,954	\$ 223,146	Collector	Reconstruct	This road is currently a state highway, but will soon be turned over to the City. It is a narrow two lane section and needs to be increased to a 3 land section to handle the existing and future traffic. We also plan to complete the curb, gutter, and sidewalk on both sides.	2	2.67	12.50	16.00	0.00	0.00	4.29	3.00	7.00	1.00	46.45
11		O_STP_12	1	Davis	Layton City	West Hill Field Road Widening	2700 West	3200 West	1	\$ 5,020,000	\$ 1,770,000	\$ 3,250,000	Minor Arterial	Capacity	This project will widen the existing narrow two-lane facility on West Hill Field Road to a uniform 5-lane facility between 2400 West and 3400 West. It will increase the capacity of this corridor and enable Layton City to expand its transportation services to West Layton and support the economic development in this area.	3	0.00	3.50	15.00	9.00	0.00	6.00	4.00	8.00	0.00	45.50
12		O_STP_8	1	Davis	Utah Transit Authority (UTA)	Davis-SLC Community Connector - O/L	Southern Davis County, including Farmington Connecting to the northern portion of Salt Lake City		26	\$ 75,000,000	\$ 5,000,000	\$ 363,081	NA	Transit	The Davis-Salt Lake City Community Connector is a proposed corridor-based bus rapid transit (BRT) system between Farmington City and SLC, Utah. The alignment extends from the FrontRunner Farmington station at the northern terminus, south to downtown SLC, and eastward into the University of Utah and Research Park.	3	13.00	1.00	8.00	10.67	0.00	5.00	3.00	3.00	1.00	44.67
13		O_STP_11	1	Davis	Layton City	Layton Parkway Signal Project	1700 West	2700 West	1	\$ 1,600,000	\$ 1,430,000	\$ 170,000	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	3.33	3.00	12.00	14.67	0.00	2.86	2.00	6.00	0.00	43.86

“Projects Submitted for Consideration for the 2025-2030 Surface Transportation Program (STP)”

Row ID	Recommended Funding	Unique Proj ID	UDOT Region	County	Agency	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Sponsor Priority	Access to Opportunities (ATO)	Facility Condition/ Management Practices	Benefit Cost	Operation, TSM/ TDM, & ITS Improvements	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Values	Safety	Volume to Capacity	Weighted Total
14		O_STP_9	1	Davis	Farmington City	SR - 106 (200 East) Improvements	Glovers Lane	Lund Lane	0.88	\$ 3,994,000	\$ 3,714,000	\$ 280,000	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.	2	1.33	17.50	12.00	1.33	0.00	5.24	1.00	4.00	1.00	43.40
15		O_STP_31	1	Weber	Utah Transit Authority (UTA)	UTA New Radio System	0	0	0	\$ 29,928,457	\$ 4,000,000	\$ 290,464	NA	Transit	UTA's radio system is obsolete. We have enough spare equipment to keep it running for up to 3 years, so it is time to work towards a modern update. This project will fully replace the obsolete iDEN radio system with a modern P25 system that will have cross platform interoperability to Utah Communications Authority (UCA).	2	10.00	1.00	20.00	2.67	0.00	3.00	0.00	1.50	0.00	38.17
16		O_STP_21	1	Weber	Hooper City	5500 West Road Improvement	4200 South	5500 South	1.5	\$ 9,712,700	\$ 4,712,700	\$ 5,000,000	Collector	Reconstruct	5500 West is a fairly busy collector road in Hooper. The City is in the improving the north section of 5500 West starting at 4200 South. Between 4200 South and 5500 South needs improvement.	2	2.67	10.00	8.00	2.00	0.00	4.76	3.00	5.00	0.00	35.43
17		O_STP_27	1	Weber	Roy	6000 South Roundabout	6000 South	3100 West	0.1	\$ 1,715,000	\$ 901,254	\$ 65,446	Collector	Operations	The project consists of constructing a roundabout at the intersection of 6000 South and 3100 West. The intersection at 6000 South and 3100 West is a dangerous intersection that will be greatly improved with the construction of a roundabout that will effectively control traffic movements.	1	2.67	2.50	12.00	1.33	0.00	9.52	0.00	6.00	1.00	35.02
18	\$ 1,500,000	O_STP_19	1	Weber	Harrisville City Corporation	750 West Widening Phase 1	West Harrisville Road	US-89	0.402	\$ 3,895,000	\$ 3,145,000	\$ 750,000	Collector	Reconstruct	The project will improve 750 West from West Harrisville Rd. to 1750 North from a narrow 2 lane road to a full city standard collector road. This is the first phase to widen 750 West from West Harrisville Rd. to Highway 89 and then to 2550 North. The phase will extend to 1750 North which will connect 750 West to Hwy 89.	1	0.67	17.50	4.00	2.00	0.00	4.29	1.00	5.00	0.00	34.45
19		O_STP_17	1	Weber	Farr West City	1200 West Harrisville Road Roundabout	0	0	0.1	\$ 1,698,000	\$ 1,583,000	\$ 115,000	Collector	Operations	The proposed project would construct a roundabout to replace the 4-way stop at this location and would include any required utility relocations, property acquisition, and driveway access connections.	1	0.67	0.50	12.00	1.33	0.00	9.52	1.00	8.00	1.00	34.02
20		O_STP_30	1	Weber	Weber County	Widen 2550 South Phase 2	4700 West	4300 West	0	\$ 8,492,000	\$ 6,092,000	\$ 2,400,000	Collector	Reconstruct	Currently there is no continuous turning lane or shoulder. With the recent growth in residential development and planned reconfiguration of the 25th Street interchange, this corridor will become a main west to east collector of Western Weber County. By improving the shoulder and drainage, pedestrian use will be safer.	1	3.33	15.00	8.00	0.00	0.00	2.38	0.00	5.00	0.00	33.71

“Projects Submitted for Consideration for the 2025-2030 Surface Transportation Program (STP)”

Row ID	Recommended Funding	Unique Proj ID	UDOT Region	County	Agency	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Sponsor Priority	Access to Opportunities (ATO)	Facility Condition/ Management Practices	Benefit Cost	Operation, TSM/ TDM, & ITS Improvements	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Values	Safety	Volume to Capacity	Weighted Total
21		O_STP_20	1	Weber	Harrisville City Corporation	750 West Widening Phase 2	2550 North	US-89	0.521	\$ 3,016,000	\$ 2,811,800	\$ 204,200	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	0.00	17.50	4.00	0.67	0.00	4.29	0.00	5.00	0.00	31.45
22		O_STP_23	1	Weber	North Ogden City	1700 North - Drainage & Reconstruction Project	Fruitland Drive	Washington Blvd	1.071	\$ 11,186,200	\$ 10,428,894	\$ 757,306	Collector	Reconstruct	1700 North is a minor collector according to the UDOT Functional Class Map. This road is the main thoroughfare to many homes along the southern edge of North Ogden City. It connects the south east side of North Ogden to Washington Blvd. It also is a major drainage path from the mountains to the east. In the spring of 2023, major flooding occurred along the south side of 1700 North which threatened many homes due to the lack of curb and gutter, sidewalk, and an open ditch which runs along the south side of 1700 North. Many homes only access is across this ditch.	3	3.33	10.00	4.00	0.67	0.00	1.90	3.00	7.00	0.00	29.90
23		O_STP_2	1	Box Elder	Brigham City	1200 West Roadway Widening (Forest to Industrial Way)	Forest Street	Industrial Way	0.335	\$ 3,042,000	\$ 2,836,000	\$ 206,000	Collector	Capacity	The project proposes to widen the road from a two lane 32' asphalt road to a full roadway with curb and gutter. This corridor is a critical connective element of the regional plan for an improving north/south movement that can alleviate congestion on US-89 and connects SR-315 in Willard to SR-13 in Brigham City.	2	0.00	1.50	9.00	1.00	0.00	11.00	2.00	5.00	0.00	29.50
24		O_STP_22	1	Weber	UDOT/Marriott-Slaterville	SR-126; Left Turn Lanes at 250 N in Marriott Slaterville	15.6	15.9	0.3	\$ 4,000,000	\$ 3,500,000	\$ 500,000	Principal Arterial	Operations	This project will add left turn lanes on SR-126 at 250 North. Currently this intersection does not have left turn lanes requiring car to stop in traffic to wait for a gap before being able to make their turn. This project will get the left turn vehicles out of traffic increasing safety and flow at this location.	1	3.33	3.50	9.00	0.00	0.00	7.62	1.00	3.00	0.00	27.45
25		O_STP_3	1	Box Elder	Brigham City	1200 West Roadway Widening (SR-13 to 600 North)	SR-13	600 North	0.792	\$ 4,319,000	\$ 4,026,600	\$ 292,400	Collector	Capacity	The project proposes to widen the road from a two lane road with occasional turn lanes, to a full roadway with curb and gutter. This corridor is a critical connective element of the regional plan for an improving north/south movement that can alleviate congestion on US-89 and connects SR-315 in Willard to SR-13 in Brigham City.	1	0.00	1.50	6.00	1.00	0.00	11.00	1.00	5.00	0.00	25.50
26		O_STP_28	1	Weber	Roy City	4300 West 6000 South Roundabout	4300 West	6000 South	0.1	\$ 1,953,000	\$ 1,820,781	\$ 132,219	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.	3	0.67	1.50	9.00	0.00	0.00	5.71	1.00	7.00	0.00	24.88

“Projects Submitted for Consideration for the 2025-2030 Surface Transportation Program (STP)”

Row ID	Recommended Funding	Unique Proj ID	UDOT Region	County	Agency	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Sponsor Priority	Access to Opportunities (ATO)	Facility Condition/ Management Practices	Benefit Cost	Operation, TSM/ TDM, & ITS Improvements	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Values	Safety	Volume to Capacity	Weighted Total	
27		O_STP_18	1	Weber	Farr West City Corporation	3300 North Widening Phase 2	2000 West (SR-126)	2575 West	0.625	\$ 8,520,000	\$ 3,940,443	\$ 4,579,557	Collector	Reconstruct	The project will improve the 3300 North corridor from 2000 West (SR-126) to the 2575 West. The project include a bridge widening over the Willard Canal.	3	0.67	10.00	4.00	0.67	0.00	3.33	1.00	5.00	0.00	24.67	
28		O_STP_26	1	Weber	Utah Transit Authority (UTA)	New Mt. Ogden Ops and Admin Facility	135 West 17th Street	0	0	\$ 30,242,300	\$ 4,230,125	\$ 307,175	NA	Transit	This project replaces the 35 + yr. old Mt. Ogden Ops/Admin building, laying the foundation for future service expansion in Box Elder, Weber, and Davis Counties. A recent study shows the existing building to be outdated, undersized, and that it is not feasible to expand it due to lack of nearby parking and ground space.	1	4.00	1.00	4.00	0.00	9.00	0.00	1.50	0.00	0.00	23.50	
29		O_STP_1	1	Box Elder	Brigham City	1200 West Roadway Widening (Forest to 535 South)	Forest Street	535 South	0.729	\$ 6,293,000	\$ 5,866,900	\$ 426,100	Collector	Capacity	The project proposes to widen the road from a two lane 24' asphalt road to a full roadway with curb and gutter. This corridor is a critical connective element of the regional plan for an improving north/south movement that can alleviate congestion on US-89 and connects SR-315 in Willard to SR-13 in Brigham City.	3	0.00	1.50	3.00	1.00	0.00	9.00	2.00	6.00	0.00	22.50	
30		O_STP_4	1	Box Elder	Perry City	1200 West Widening Phase 1	Approx. 1650 South	2250 South	0.521	\$ 4,061,000	\$ 3,786,000	\$ 275,000	Collector	Capacity	The project proposes to widen the road from a narrow two lane 22' asphalt road to a full roadway with center lane, curb, sidewalk, and trail. This corridor is a critical connective element, improving north/south movement that can alleviate congestion on US-89 and connects SR-315 in Willard to SR-13 in north Brigham City.	1	1.00	1.50	3.00	1.00	0.00	7.00	2.00	5.00	0.00	20.50	
31		O_STP_24	1	Weber	North Ogden City	2100 North Intersection Improvements	Fruitland Drive	2100 North	0.114	\$ 3,810,200	\$ 3,552,249	\$ 257,951	Collector	Operations	The intersection of 2100 North and Fruitland Drive is an offset intersection in 2 of the 4 directions. 2100 North is a minor collector which connects the east side of North Ogden City to Washington Blvd. This intersection has been a dangerous intersection due to the chicane that exists on Fruitland Drive at this intersection and is dangerous in inclement weather.	2	3.33	2.00	0.00	1.33	0.00	3.81	0.00	7.00	0.00	0.00	17.48
\$ 10,500,000						Suggested Program		\$ 107,839,403		Requested Federal Funds					Federal Funds Available				\$ 8,500,000								

“Projects Submitted for Consideration for the 2025-2030 Surface Transportation Program (STP)”

\$ #,###		Recommended Funding Amount				Recommended Project Information																				
Salt Lake Urban Area																										
Row ID	TAC Recommended Amount	Unique Proj ID	UDOT Region	County	Agency	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Sponsor Priority	Access to Opportunities (ATO)	Facility Condition/Management Practices	Benefit Cost	Operation, TSMU/TDM, & ITS Improvements	Delay Reduction	Growth Principles/Economic Improvements	Traffic Values	Safety	Volume to Capacity	Weighted Score
1	\$ 3,500,000	S_STP_18	2	Salt Lake	Salt Lake City	1300 East Street Reconstruction	2100 South	Southern City Boundary	1.387	\$ 16,800,000	\$ 5,000,000	\$ 3,800,000	Principal Arterial	Reconstruct	This project encompasses pavement improvements for this deteriorated street, including removal and replacement of the pavement, curb and gutter, and pedestrian improvements. This project will evaluate incorporation of Complete Streets concepts and pedestrian safety improvements.	1	9.33	27.50	20.00	4.00	0.00	5.24	1.00	8.00	2.00	77.07
2	\$ 1,500,000	S_STP_14	2	Salt Lake	Millcreek	2000 E: 3300 S to E Atkin Ave	3300 S SR #171	E Atkin Ave	0.7	\$ 2,878,000	\$ 2,683,159	\$ 194,841	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 #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.	1	7.33	27.50	16.00	0.00	0.00	4.29	1.00	7.00	1.00	64.12
3	\$ 2,500,000	S_STP_15	2	Salt Lake	Murray City	5600 South Reconstruction	900 East	1300 East	0.58	\$ 9,880,100	\$ 3,812,606	\$ 296,961	Minor Arterial	Reconstruct	This roadway from 900 E to 1300 E lacks continuous sidewalks and had an open ditch. The project will create a uniform corridor with new pavement, curb and gutter, bike lanes, sidewalk, and storm drain.	1	4.67	22.50	16.00	0.00	0.00	4.29	2.00	10.00	1.00	60.45
4		S_STP_13	2	Salt Lake	Millcreek	1300 East: 3300 South to E Lorraine Dr.	3300 South	E Loorraine Dr.	0.4	\$ 6,160,000	\$ 5,742,968	\$ 417,032	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	6.67	22.50	16.00	0.00	0.00	4.29	1.00	7.00	2.00	59.45
5		S_STP_5	2	Salt Lake	UDOT/Draper	12300 S at Lone Peak Parkway	SB I-15 Off Ramp	265 W	0.4	\$ 6,379,200	\$ 4,161,041	\$ 302,159	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	10.00	3.00	15.00	6.67	0.00	10.48	3.00	8.00	2.00	58.14
6		S_STP_23	2	Salt Lake	Sandy City	Monroe Phase III	Mall Ring Rd	10600 South	0.037878788	\$ 26,829,367	\$ 3,999,847	\$ 22,829,520	Collector	Reconstruct	Monroe Ph III represents the southernmost section of the broader Monroe Street project, which consists of seven phases in total. Five phases are completed and another is currently under design. Phase III, the remaining phase, bridges the gap between 10600 South and the I-15 NB exit ramp to Monroe. Due to development pressures in the vicinity, this phase has gained importance. Phase III will build and realign Monroe NE of it's current location.	3	6.00	15.00	12.00	6.00	0.00	1.90	3.00	10.00	1.00	54.90

“Projects Submitted for Consideration for the 2025-2030 Surface Transportation Program (STP)”

Row ID	TAC Recommended Amount	Unique Proj ID	UDOT Region	County	Agency	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Sponsor Priority	Access to Opportunities (ATO)	Facility Construction Management Practices	Benefit Cost	Operation, TSM/ TDM, & ITS Improvements	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Values	Safety	Volume to Capacity	Weighted Score
12	\$ 2,000,000	S_STP_29	2	Salt Lake	West Valley City/ Magna	7200 West Widening and Reconstruction	4100 South	3900 South	0.33	\$ 5,981,000	\$ 5,582,067	\$ 398,933	Minor Arterial	Reconstruct	This project is necessary to meet current needs and to accommodate future growth in the southwest portion of West Valley City and Magna. This project will improve safety, add bike lanes, and will complete curb, gutter and sidewalk through this corridor. The user experience will be enhanced through pavement improvements.	2	3.33	17.50	12.00	0.67	0.00	4.29	2.00	7.00	1.00	47.79
11	\$ 2,216,194	S_STP_22	2	Salt Lake	Sandy City	11400 S 1300 E Intersection Improvements	11390 S	11410 S	0.08	\$ 4,903,367	\$ 4,562,024	\$ 341,343	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, re-striping, and increasing the left turn queue storage capacity.	2	0.67	3.00	12.00	16.00	0.00	10.48	1.00	7.00	1.00	51.14
10	\$ 2,216,194	S_STP_12	2	Salt Lake	Magna	2700 S & 8000 W Intersection Realignment	8000 W	8058 W	0.1	\$ 6,044,400	\$ 2,216,194	\$ 3,828,206	Collector	Reconstruct	This project will realign an offset intersection to improve safety, function and connectivity at this location (2700 S / 2820 S & 8000 W). This project has received funding for construction and is listed on the Capital Facilities Plan in the Magna Master Transportation Plan. This request is intended to supplement the previously awarded 2700 S & 8000 W Intersection Realignment project.	2	3.33	20.00	12.00	2.67	0.00	4.29	1.00	8.00	0.00	51.29
9		S_STP_9	2	Salt Lake	Herriman City	12600 S & Herriman Main St Intersection Improvements	4972 W	5010 W	0.1	\$ 4,181,000	\$ 3,281,000	\$ 900,000	Principal Arterial	Operations	This project constructs a free right/acceleration lane from Herriman Main St to 12600 S and an additional left turn 12600 to Main.	2	4.00	4.00	15.00	6.67	0.00	9.52	4.00	8.00	1.00	52.19
8	\$ 1,400,000	S_STP_16	2	Salt Lake	Riverton City	1300 West Complete Street	13100 South	13700 South	0.77	\$ 9,493,000	\$ 8,293,000	\$ 1,200,000	Collector	Reconstruct	1300 West was reconstructed north of this segment a few years ago. The reconstruction of this segment completes the reconstruction of this important old town collector street south of 12600 South. This reconstructed segment extends from approximately 13100 South to approximately 13700 South. The design will include adding bike lanes, park strip, sidewalks, curb and gutters, consistent travel lanes and a middle turning lane. A storm drain system will be added to address localized flooding. The existing canal turnout will be piped and the overhead power lines may be moved to allow full utilization of the Right-of-Way.	1	2.00	22.50	12.00	0.67	0.00	4.29	4.00	7.00	0.00	52.45
7	\$ 2,000,000	S_STP_30	2	Salt Lake	West Valley City	3900 South Widening and Reconstruction	Redwood Road	Jordan River Bridge	1	\$ 10,887,000	\$ 6,833,672	\$ 3,000,000	Minor Arterial	Other	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.	1	13.00	3.00	12.00	2.00	0.00	11.00	2.00	9.00	1.00	53.00

“Projects Submitted for Consideration for the 2025-2030 Surface Transportation Program (STP)”

Row ID	13	14	15	16	17	18
TAC Recommended Amount	\$ 2,700,000	\$ 1,500,000	\$ 3,000,000	\$ 2,000,000		
Unique Proj ID	S_STP_10	S_STP_11	S_STP_7	S_STP_19	S_STP_24	S_STP_4
UDOT Region	2	2	2	2	2	2
County	Salt Lake	Salt Lake	Salt Lake	Salt Lake	Salt Lake	Salt Lake
Agency	Herriman City	Magna	Draper City	Utah Transit Authority (UTA)	South Jordan City	Utah Transit Authority (UTA)
Name of Project	6400 West Extension	8000 West Widening	Pioneer Road	TechLink TRAX Environmental & Concept Design	4000 W Capacity Improvement	Davis-SLC Community Connector - SL/WVC
From	Herriman Blvd. (12600 S)	2502 South	1650 East	Salt Lake City International Airport	Daybreak Parkway	Southern Davis County, including Farmington Centerville, Woods
To	Midas Creek (Approx. 12100 S)	3100 South	Highland Drive	UofU Research Park	9400 S	Connecting to the northern portion of Salt Lake City
Project Length	0.5	0.83	0.6	7.75	2.5	26
2028 Estimated Project Cost	\$ 9,220,000	\$ 8,055,800	\$ 4,605,100	\$ 3,800,000	\$ 3,525,000	\$ 75,000,000
Federal Funds Requested	\$ 6,520,000	\$ 3,757,262	\$ 4,293,335	\$ 2,000,000	\$ 3,278,250	\$ 5,000,000
Local Funds	\$ 2,700,000	\$ 4,298,538	\$ 311,765	\$ 145,233	\$ 246,750	\$ 363,081
Functional Classification	Collector	Collector	Collector	NA	Collector	NA
Type of Project	Capacity	Reconstruct	Reconstruct	Transit	Capacity	Transit
Project Description -	This project will construct the final 0.5 miles of 6400 West and close the last remaining gap between Herriman and South Jordan along 6400 west, and will be a critical collector for the Olympia Hills Development. It will also provide an additional crossing of Midas Creek. ROW has been acquired for this project by the city.	This widening project is needed to meet anticipated capacity requirements, future transportation projects and several large developments in the area. This project is also needed to complete the curb, gutter, and sidewalk through this corridor and is listed on the Capital Facilities Plan in the Magna Master Transportation Plan. This request is intended to supplement the previously awarded 8000 West Sidewalk Project.	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.	Improve TRAX operations & capacity, enhance access & mobility, increase opportunities for disadvantage populations, supports the long range transportation growth demand, and provide sustainable transportation options that minimize impacts to environment.	4000 W is a north/south collector street and is currently operating at a level of service D (>12,000 ADT). The purpose of the project is to widen (mostly re-stripe) 4000 W from 3 lanes to 5 lanes. This project is included in the RTP as a phase 1 project and is included in the City's Transportation Master Plan.	The Davis-Salt Lake City Community Connector is a proposed corridor-based bus rapid transit (BRT) system between Farmington City and SLC, Utah. The alignment extends from the FrontRunner Farmington station at the northern terminus, south to downtown SLC, and eastward into the University of Utah and Research Park.
Sponsor Priority	1	1	2	3	2	4
Access to Opportunities (ATO)	8.00	2.67	4.67	17.00	4.00	13.00
Facility Condition/ Management Practices	2.50	20.00	15.00	1.00	2.50	1.00
Benefit Cost	6.00	8.00	12.00	8.00	12.00	8.00
Operation, TSM/ TDM, & ITS Improvements	5.00	0.00	0.67	12.00	4.00	9.33
Delay Reduction	0.00	0.00	0.00	0.00	0.00	0.00
Growth Principles/ Economic Improvements	14.00	4.76	4.29	3.00	11.00	5.00
Traffic Values	3.00	2.00	0.00	0.00	3.00	3.00
Safety	8.00	8.00	7.00	3.00	6.00	3.00
Volume to Capacity	0.00	0.00	1.00	0.00	1.00	1.00
Weighted Score	46.50	45.43	44.62	44.00	43.50	43.33

“Projects Submitted for Consideration for the 2025-2030 Surface Transportation Program (STP)”

Row ID	19	20	21	22	23	24	TAC Recommended Amount	Unique Proj ID	UDOT Region	County	Agency	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Sponsor Priority	Access to Opportunities (ATO)	Facility Construction/ Management Practices	Benefit Cost	Operation, TSM/ TDM, & ITS Improvements	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Values	Safety	Volume to Capacity	Weighted Score
S_STP_2	S_STP_3	S_STP_6	S_STP_21	S_STP_26	S_STP_1	Redwood Road at 14600 S						Fort Union Roadway and Cycle Track Project	Union Park Ave	1300 East	0.2841	\$ 3,984,200	\$ 3,714,470	\$ 269,730	Minor Arterial	Other	This project will construct dedicated, grade separated 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 Transportation 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 accommodations, and increase safety for all users of the roadway.	1	13.00	4.00	15.00	0.00	0.00	4.00	1.00	5.00	1.00	43.00
2	2	2	2	2	2	39.84						Fort Street	13200 South	13800 South	0.83	\$ 8,061,500	\$ 7,417,845	\$ 538,655	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.	1	4.00	20.00	4.00	0.00	0.00	4.29	2.00	6.00	0.00	40.29
Salt Lake	Salt Lake	Salt Lake	Salt Lake	Salt Lake	Salt Lake	39.85						11000 South 1000 East Roundabout	11000 South	11000 South	0.05	\$ 3,456,167	\$ 3,219,325	\$ 233,775	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.	1	3.33	3.00	12.00	0.00	0.00	9.52	2.00	7.00	1.00	39.19
UDOT/ Bluffdale						0					Utah Transit Authority (UTA)	UTA New Radio System	0	0	0	\$ 29,928,457	\$ 4,000,000	\$ 290,464	NA	Transit	UTA's radio system is obsolete. We have enough spare equipment to keep it running for up to 3 years, so it is time to work towards a modern update. This project will fully replace the obsolete iDEN radio system with a modern P25 system that will have cross platform interoperability to Utah Communications Authority (UCA).	2	10.00	1.00	20.00	2.67	0.00	3.00	0.00	1.50	0.00	38.17
Principal Arterial						0					Utah Transit Authority (UTA)	UTA New Radio System	0	0	0	\$ 29,928,457	\$ 4,000,000	\$ 290,464	NA	Transit	UTA's radio system is obsolete. We have enough spare equipment to keep it running for up to 3 years, so it is time to work towards a modern update. This project will fully replace the obsolete iDEN radio system with a modern P25 system that will have cross platform interoperability to Utah Communications Authority (UCA).	2	10.00	1.00	20.00	2.67	0.00	3.00	0.00	1.50	0.00	38.17
Operations						0.01																3	0.00	2.50	15.00	2.67	0.00	10.48	3.00	3.00	1.00	37.64

“Projects Submitted for Consideration for the 2025-2030 Surface Transportation Program (STP)”

Row ID	TAC Recommended Amount	Unique Proj ID	UDOT Region	County	Agency	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Sponsor Priority	Access to Opportunities (ATO)	Facility Condition/ Management Practices	Benefit Cost	Operation, TSW/ TDM, & ITS Improvements	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Values	Safety	Volume to Capacity	Weighted Score	
25		S_STP_20	2	Salt Lake	Utah Transit Authority (UTA)	UTA Light Rail Vehicle (LRV) Replacement Project	Salt Lake City	Draper	0	\$ 120,000,000	\$ 8,000,000	\$ 580,929	NA	Transit	Replaces 20 remaining high-floor LRVs with new low-floor models. Has mobility benefits for disabled riders and accelerates UTA's state of good repair.	1	17.00	1.00	8.00	0.00	0.00	9.00	0.00	1.50	0.00	36.50	
26		S_STP_28	2	Salt Lake	West Valley City	1300 West Widening and Bike Lanes	4000 South	3300 South	1.065530303	\$ 10,998,000	\$ 7,998,000	\$ 3,000,000	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	4.67	17.50	0.00	1.33	0.00	4.76	1.00	7.00	0.00	36.26	
27		S_STP_27	2	Salt Lake	West Jordan	1300 West; 6600 South to 7800 South (Phase 3)	6600 South	7800 South	1.43	\$ 20,174,000	\$ 15,130,500	\$ 1,365,780	Collector	Other	Widening improvements to allow a two way left turn lane, bike lanes, and sidewalk. This is Ph 3 and completes the Corridor through our city. The 1300 West corridor is the preferred north/south bike corridor west of I-15 through Salt Lake County. Enhance bicycle travel, pedestrian safety, better access for all users.	1	10.00	3.50	3.00	2.00	0.00	5.00	0.00	9.00	1.00	33.50	
28	\$ 80,800	S_STP_25	2	Salt Lake	SL County/Sandy Area	1300 E Galaxie Drive Improvements	Intersection of 1300 East	Galaxie Drive (8800 South)	0.02	\$ 86,600	\$ 80,800	\$ 5,800	Minor Arterial	Operations	Extending the median in 1300 East further north to effectively restrict the westbound left turn maneuver while continuing to accommodate the southbound left turn.	1	2.67	2.50	15.00	4.00	0.00	1.90	3.00	3.00	1.00	33.07	
29		S_STP_8	2	Salt Lake	Emigration Canyon Township	Emigration Canyon Slope Mitigation - 4909 E	4858 E Emigration Canyon Road	4909 E Emigration Canyon Rd	0.06	\$ 3,516,600	\$ 3,278,526	\$ 238,074	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	6.00	0.00	0.00	9.00	0.00	3.00	0.00	27.00	
30		S_STP_17	2	Salt Lake	Riverton City	Replacement of up to 40 ADA Ramps	N/A	N/A	N/A	\$ 715,000	\$ 655,000	\$ 60,000	Collector	Other	Riverton City has recently completed an inventory of our deficient ADA ramp assemblies within the City boundaries. This project will remove and replace up to 40 deficient ADA ramp assemblies. The attached mapping shows the locations of all the deficient ADA ramp assemblies. The ADA ramp assemblies chosen to be part of this project will only be those located on minor collector or higher classified roads within Riverton City.	2	1.00	0.50	0.00	3.00	0.00	9.00	0.00	6.00	0.00	0.00	19.50
\$ 24,396,994		Suggested Program								\$ 139,033,633	Requested Federal Funds			Federal Funds Available				\$ 24,400,000									

DATE: April 18, 2024
AGENDA ITEM: 4d
SUBJECT: **ACTION:** Recommendation to approve projects for Draft 2025-2030
Congestion Mitigation Air Quality Program (CMAQ)
PREPARED BY: Ben Wuthrich, Transportation Improvement Program Coordinator

BACKGROUND:

The Wasatch Front Regional Council (WFRC) is responsible for programming federal Congestion Mitigation/ Air Quality Program (CMAQ) funds for the Salt Lake and the Ogden/ Layton Urbanized Areas. The annual apportionments for CMAQ funds are projected to be approximately \$6.1M through the year 2030 in the Salt Lake Urban Area with \$7M available to program in the year 2030, and about \$3.2M in annual apportionments anticipated in the Ogden/ Layton Area with \$4.3M available to program in the year 2030. The increased amount to program this year is largely due to the project cost savings and programming efficiencies of previously programmed projects constructing and closing out ahead of schedule.

In the fall of 2023, 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 27th, 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 2025-2030 Congestion Mitigation/ Air Quality (CMAQ) Program" show all the projects submitted. The highlighted projects indicate those recommended to be added to the Draft 2025-2030 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 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 25th, WFRC staff will present the CMAQ program funding recommendations.

CONTACT PERSON:

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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 recommended to be added to the Draft 2025-2030 Congestion Mitigation/ Air Quality Program."

EXHIBITS:

Spreadsheets with recommended CMAQ Projects for the Ogden/Layton and the Salt Lake Urbanized Areas

“Projects Submitted for Consideration for the 2025-2030 Congestion Mitigation/ Air Quality (CMAQ) Program”

\$ #,###		Recommended Funding Amount		Recommended Project Information																		
Ogden/ Layton Urban Area														Sponsor Priority	Other Project Benefits	Project Life	Reduced Daily VHT	Reduced Daily VMT	Reduced Daily Emissions (kg)	Benefit/ Cost: (kg/ \$ 1,000)		
Row ID	Recommended Funding	Unique Proj ID	UDOT Region	County	Agency	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification								Type of Project	Project Description -
1		O_CMAQ_3	1	Weber	Farr West City	1200 West Harrisville Road Roundabout	0	0	0.1	\$ 1,698,000	\$ 1,583,000	\$ 115,000	Collector	Operations	The proposed project would construct a roundabout to replace the 4-way stop at this location and would include any required utility relocations, property acquisition, and driveway access connections.	1	- Traffic Calming - Safety Improvement	20.0	368.9	0.0	3.1	13.3
2	\$ 400,000	O_CMAQ_4	1	Weber	Ogden City Corporation	Ogden City Greenbike Share Expansion	CBD Area (Various)	CBD Area (Various)	n/a	\$ 632,000	\$ 589,214	\$ 42,786	NA	Other	The existing Greenbike bike share program is an alternate mode of transportation designed for urban centers as a way of linking existing infrastructure and transit systems together. Increasing the amount of e-bikes and adding more stations near popular destinations and high density residency expands the reach, influence, and opportunity for the public or visitors to utilize this alternate mode of transportation.	2	- Promote Active Transportation - First/ Last Mile	10.0	0.0	41.0	0.8	4.4
3	\$ 2,000,000	O_CMAQ_1	1	Davis	Clinton City	2050 North Pedestrian Underpass	2050 North West	0	0.2	\$ 5,750,000	\$ 2,000,000	\$ 1,000,000	Principal Arterial	Other	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 network. The project has been partially funded by the WFRC CMAQ program.	2	- Promote Active Transportation - Safety	20.0	6.5	190.0	1.6	2.1
4	\$ 2,000,000	O_CMAQ_2	1	Davis	Utah Transit Authority (UTA)	Davis-SLC Community Connector - O/L	Southern Davis County, including Farmington Centerville, Woods	Connecting to the northern portion of Salt Lake City	26	\$ 75,000,000	\$ 5,000,000	\$ 363,081	NA	Transit	The Davis-Salt Lake City Community Connector is a proposed corridor-based bus rapid transit (BRT) system between Farmington City and SLC, Utah. The alignment extends from the FrontRunner Farmington station at the northern terminus, south to downtown SLC, and eastward into the University of Utah and Research Park.	3	- Transportataion Alternatives - Transit Network	20.0	54.7	2395.0	7.1	0.7
\$ 4,400,000		Suggested Program						\$ 9,172,214	Requested Federal Funds		Federal Funds Available		\$ 4,400,000									

“Projects Submitted for Consideration for the 2025-2030 Congestion Mitigation/ Air Quality (CMAQ) Program”

\$ #,###		Recommended Funding Amount			Recommended Project Information																	
Salt Lake Urban Area																						
Row ID	Recommended Funding	Unique Proj ID	UDOT Region	County	Agency	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Sponsor Priority	Other Project Benefits	Project Life	Reduced Daily VHT	Reduced Daily VMT	Reduced Daily Emissions (kg)	Benefit/ Cost: (kg/ \$ 1,000)
1		S_CMAQ_8	2	Salt Lake	Utah Transit Authority	5600 West Core Route Operations	5600 W. Old Bingham Highway Station	Salt Lake Central Intermodal Hub	29	\$ 9,653,545	\$ 9,000,000	\$ 653,545	Principal Arterial	Transit	The Westside Express is the transit component for the Mountain View Corridor. The core route provides new north/south transit service, helping to reduce traffic and improve the region’s air quality. It serves low-income and minority neighborhoods in western Salt Lake County and provides improved access to jobs.	5	- Expand Transit Network	3.0	294.9	15,068	29.4	3.3
2		S_CMAQ_5	2	Salt Lake	UDOT	SR-171 Sidewalk (3500 South)	7495	7933	0.33	\$ 5,465,800	\$ 5,024,911	\$ 364,889	Principal Arterial	Other	Construct 2 segments of sidewalk 1) 1,000 Feet of missing sidewalk on 3500 S between 7933 W to 7790 W and (2) 750 feet between Wingpoint and 7495 W in Magna. Pipe an irrigation ditch with relocated utilities in the 1st segment and ROW acquisition for the 2nd segment. Many pedestrians, including high school students, walk through this area frequently. Pedestrians often walk into the travel lanes.	2	- Safety - Promote Active Transportation - First/ Last Mile	20.0	2.9	85.0	1.9	2.5
3		S_CMAQ_4	2	Salt Lake	Herriman City	Porter Rockwell Park and Ride	Porter Rockwell Blvd	Rockwell Park Dr.	0.1	\$ 3,714,000	\$ 2,814,000	\$ 900,000	NA	Transit	From the city's traffic and transportation standpoint, this project will help alleviate the continued growth and vehicular load on the Herriman City and surrounding roadway network. This will also serve to nominally reduce emissions equal to the anticipated participants of this improvements. The scope of the project will include the parking lot (Park and Ride), which consists of approximately 60 parking spaces.	3	- Future Transit Service	20.0	-	822.0	1.2	2.3
4	\$ 1,450,000	S_CMAQ_11	2	Salt Lake	South Jordan City	Jordan River Trail Connector to Frontrunner Station	10200 S Jordan River Trail	500 W Ultradent Dr	0.2	\$ 1,585,000	\$ 1,450,000	\$ 135,000	NA	Active Transportation	The new trail and bridge will allow pedestrians to access the South Jordan FrontRunner Station using the Jordan River Trail. This new trail connection will separate the pedestrians from the existing highways and provide a safer route for them to access the FrontRunner Station. This project is shown on the 2023 RTP (ID: A-S-248) and the City's Active Transportation Plan.	1	- Safety - Promote Active Transportation - First/ Last Mile	20.0	0.9	25.0	0.4	1.8
5		S_CMAQ_10	2	Salt Lake	Sandy City	11400 S 1300 E Intersection Improvements	11390 S	11410 S	0.08	\$ 4,903,367	\$ 4,562,024	\$ 341,343	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, re-striping, and increasing the left turn queue storage capacity.	2	Alleviate Congestion	20.0	111.1	-	0.9	1.4
6	\$ 1,500,000	S_CMAQ_3	2	Salt Lake	UDOT	12300 S at Lone Peak Parkway	SB I-15 Off Ramp	265 W	0.4	\$ 6,379,200	\$ 4,161,041	\$ 302,159	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	Alleviate Congestion - Improve Safety - Add Trail Connection	20.0	99.0	-	0.8	1.0
7	\$ 1,000,000	S_CMAQ_2	2	Salt Lake	Utah Transit Authority	Davis-SLC Community Connector - SL/WVC	Southern Davis County, including Farmington Centerville, Woods Connecting to the northern portion of Salt Lake City		26	\$ 75,000,000	\$ 5,000,000	\$ 363,081	NA	Transit	The Davis-Salt Lake City Community Connector is a proposed corridor-based bus rapid transit (BRT) system between Farmington City and SLC, Utah. The alignment extends from the FrontRunner Farmington station at the northern terminus, south to downtown SLC, and eastward into the University of Utah and Research Park.	4	- Transportation Alternatives - Transit Network	20.0	54.7	2,395.0	7.1	0.7

“Projects Submitted for Consideration for the 2025-2030 Congestion Mitigation/ Air Quality (CMAQ) Program”

Row ID	Recommended Funding	Unique Proj ID	UDOT Region	County	Agency	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Sponsor Priority	Other Project Benefits	Project Life	Reduced Daily VHT	Reduced Daily VMT	Reduced Daily Emissions (kg)	Benefit/ Cost: (kg/ \$1,000)
8	\$ 762,000	S_CMAQ_7	2	Salt Lake	Salt Lake City	Sunnyside Ave at Crestview Drive Roundabout	0	0	0	\$ 820,000	\$ 762,000	\$ 58,000	Minor Arterial	Operations	Salt Lake City will convert an existing 2-way stop to a roundabout to calm traffic and reduce traffic delays, mobile source emissions, and air pollution. The location is at the base of Emigration Canyon next to Hogle Zoo, “This Is the Place” State Park, and a trailhead for the 9-Line and Bonneville Shoreline Trails.	0	- Traffic Calming - Safety Improvement	20.0	6.0	-	0.1	0.4
9		S_CMAQ_1	2	Salt Lake	UDOT	Redwood Road at 14600 S	39.84	39.85	0.01	\$ 573,700	\$ 522,741	\$ 37,959	Principal Arterial	Operations	There is a waterway on the East leg of the intersection which impacts the flow of traffic leaving the area. The scope would be to improve traffic flow by removing the waterway and connecting the drainage system via pipes and inlets across the intersection leg.	3	- Safety - Promote Active Transportation - First/ Last Mile	20.0	0.7	-	-	0.1
10	\$ 2,100,000	S_CMAQ_9	2	Salt Lake	Sandy City Public Works	11000 South 1000 East Roundabout	11000 South	11000 South	0.05	\$ 3,456,167	\$ 3,219,325	\$ 233,775	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.	1	- Traffic Calming - Safety Improvement - Alleviate Congestion	20.0	4.6	-	-	0.1
\$ 6,812,000		Suggested Program								\$ 36,516,042	Requested Federal Funds				Federal Funds Available	\$ 7,000,000						

DATE: April 18, 2024
AGENDA ITEM: 4e
SUBJECT: **ACTION:** Recommendation to approve projects for Draft 2026 Transportation Alternatives Program (TAP)
PREPARED BY: Ben Wuthrich, Transportation Improvement Program Coordinator

BACKGROUND:

The Wasatch Front Regional Council (WFRC) is responsible for programming the federal Transportation Alternatives Program (TAP) funds for the Salt Lake and the Ogden/ Layton Urbanized Areas. The annual apportionments for TAP funds for the year 2026 are projected to be approximately \$2.1M in the Salt Lake Area and about \$1.1M in the Ogden/ Layton Area. Given the combination of project cost overruns, project cost savings, and programming efficiencies, there is an estimated \$2.6M available to program in the Salt Lake Area and the Ogden/ Layton Area is expected to have an estimated \$1.6M available to program.

In the fall of 2023, 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 27th, WFRC staff in consultation with the Trans Com TACs developed a recommendation of projects to add to the 2026 TAP. The attached tables "Projects Submitted for Consideration for the Draft 2026 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 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 25th, WFRC staff will present the TAP program funding recommendations.

CONTACT PERSON:

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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 recommended be added to the Draft 2026 Transportation Alternatives Program."

EXHIBITS:

Spreadsheets with recommended TAP Projects for the Ogden/ Layton and the Salt Lake Urbanized Areas

“Projects Submitted for Consideration for the Draft 2026 Transportation Alternatives Program (TAP) Funds”

Cells Highlighted in this Color pertain to Studies/ Planning Type Projects										Cells Highlighted in this Color pertain to Safe Routes to School Type Projects										Cells Highlighted in this Color pertain to Capital Improvement/ Construction Type Projects																											
Suggested Funding	#,###	Recommended Funding Amounts					Recommended Project Information										Tot Cost	Fed Fund	Local Funds	Sponsor Priority	Regional Priority	Fills Gap	Provides Access within 1/2 mile	Wasatch Choices	Add Safety	Sponsors Match	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	SR25 Score	Opt 1	Project Score		
Row #	Unique Proj ID	County	City	Agency	Funding Type	Project Name	From Street	To Street	Project Improvement	Project Objective	Length	Description																																			
Salt Lake\ West Valley Urbanized Area - Transportation Alternatives Program (TAP)																																															
1	S_TAP_8	Salt Lake	West Valley City and Taylorsville	West Valley City	TAP	3900 South Bike Lanes	Redwood Road	Jordan River	Capital Improvement	On-road or Off-road Trail Facilities	1	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.	\$ 9,498,000	\$ 5,444,672	\$ 3,000,000	3	15	10	12	5	10	10	3	5	4	1	75																	75			
2	S_TAP_7	Salt Lake	West Valley City	West Valley City	TAP	1300 West Bike Lanes	4000 South	3300 South	Capital Improvement	On-road or Off-road Trail Facilities	1	This proposed project improves 1300 West between 4000 South and 3300 South by improving the pavement section, adding buffered bike lanes, street lighting and connecting sidewalk. Presently, pedestrians are required to use the roadway shoulder, adjacent to traffic lanes with a 35 mph speed limit.	\$ 9,585,000	\$ 6,585,000	\$ 3,000,000	5	15	10	15	5	10	5	1	5	4	1	71																				71
3	S_TAP_9	Salt Lake	White City	GSLMSD-White City Metro Township	TAP	Larkspur Drive Safety Improvement	700 East	Carnation Drive	Safe Routes to School	Safe Route To School	1	Improving pedestrian safety including two raised crossing with bulb outs, driver feedback signs, storm drains, and pedestrian ramps along Larkspur Drive.	\$ 299,000	\$ 277,288	\$ 21,712	1												5	5	3	10	10	8	1	15	10	1	3	71				71				
4	S_TAP_4	Salt Lake	Millcreek	Millcreek Public Works	TAP	3776 S 2700 E Crosswalk Enhancement Project	3776 S	3776 S	Safe Routes to School	Safe Route To School	0.03	This project will create a safer environment for all users including the reconstruction of disfunctioning curb & gutter, sidewalk, crosswalk, rehabilitation of a neighborhood trail into an ADA accessible route leading to a local elementary school, and ADA ramps.	\$ 403,600	\$ 376,276	\$ 27,324	2												10	5	3	10	10	8	1	15	3	1	1	67				67				
5	S_TAP_6	Salt Lake	South Jordan	South Jordan City	TAP	Jordan River Trail Connector to Frontrunner Station	10200 S Jordan River Trail	500 W Ultradent Dr	Capital Improvement	On-road or Off-road Trail Facilities	0.2	The new trail and bridge will allow pedestrians to access the South Jordan FrontRunner Station using the Jordan River Trail. This new trail connection will separate the pedestrians from the existing highways and provide a safer route for them to access the FrontRunner Station. This project is shown on the 2023 RTP (ID: A-S-248) and the City's Active Transportation Plan.	\$ 805,000	\$ 670,000	\$ 135,000	1	10	10	10	5	8	3	4	5	10	1	66																			66	
6	S_TAP_10	Salt Lake	White City Metro Township	GSLMSD-White City Metro Township	TAP	Galena Drive Safety Improvements	Sunflower Lane	Antimony Lane	Safe Routes to School	Safe Route To School	0.29	Improve student and pedestrian safety by adding sidewalk to the South side of Galena Drive. This new sidewalk will provide safe pedestrian passage for those residents and students to safely walk to Glacier Hills Elementary. The sidewalk also provides a point of connection with the White City Trail.	\$ 1,428,400	\$ 1,331,697	\$ 96,703	2												10	5	3	3	10	3	1	15	10	1	1	62				62				
7	S_TAP_3	Salt Lake	Holladay	City of Holladay	TAP	2700 East Pedestrian Improvements, Ph 2	Morningside Drive	Melony Drive	Capital Improvement	Infrastructure-related Projects	0.3	No continuous sidewalk exists on 2700 E, which is an important collector used to access schools, transit, and recreation. This project is Phase 2 of a 3-phase 2700 E project to fill-in sidewalk on the east and west sides plus enhance safe crossings. Holladay was awarded UDOT-TAP funds for Phase 1, which is underway.	\$ 971,000	\$ 905,263	\$ 65,737	1	10	5	8	5	10	1	3	5	8	1	56																			56	

“Projects Submitted for Consideration for the Draft 2026 Transportation Alternatives Program (TAP) Funds”

Cells Highlighted in this Color pertain to Studies/ Planning Type Projects										Cells Highlighted in this Color pertain to Safe Routes to School Type Projects										Cells Highlighted in this Color pertain to Capital Improvement/ Construction Type Projects																										
Suggested Funding	#,###	Recommended Funding Amounts								Recommended Project Information										Project Score																										
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	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	SR25 Score	Opt 1	Project Score					
8	S_TAP_2	Salt Lake	Bluffdale	City of Bluffdale	TAP	Trail Connection of Pedestrian Bridge over the Union Pacific and UTA Railroad Lines to the Jordan River Parkway	Pedestrian bridge on the west side of the Union Pacific and UTA railline tracks (near Cinch Way on the other side)	Jordan River Parkway Trail near 1300 West and Salt Lake and Jordan canal crossing (15000 South)	Capital Improvement	On-road or Off-road Trail Facilities	0.43	The City this year received notice of being approved for a grant to build a pedestrian bridge over the Union Pacific and UTA railroad lines (Federal Railroad Administration – At Grade Railroad Crossing Elimination Program). The grant is strictly for the cost of building the bridge and requires a twenty percent local participation match, without providing any funding for connecting the bridge to the regional trail system. The City would like to connect the bridge to the two major trails, the Bonneville Shoreline Trail on Porter Rockwell to the Jordan River Parkway Trail.	\$ 450,000	\$ 417,323	\$ 32,677	1	5	0	15	5	6	1	2	5	10	2	51																		51	
9	S_TAP_5	Salt Lake	Salt Lake City	Salt Lake City Corporation	TAP	Bike Share (GREENbike) Capital Care Improvements	Salt Lake City	Salt Lake City	Capital Improvement	Infrastructure-related Projects	22	GREENbike, launched in 2013, has 23 stations in Salt Lake City at the end of their lifespan; parts are no longer available for repairs. This project is a capital replacement of three stations, each with 12 docks, and a total of 36 eBikes. GREENbike will continue to serve the public with sustainable travel.	\$ 493,200	\$ 459,810	\$ 33,390	2	5	0	15	0	0	1	4	3	10	5	43																			43
10	S_TAP_1	Salt Lake	Cottonwood Heights	Cottonwood Heights	TAP	Danish Road Sidewalk Project	Monte Luca Way (8335 South), 8560 South	8400 South, English Way (8625 South)	Capital Improvement	Infrastructure-related Projects	0.19	Major sidewalk gap exists on west side of Danish Rd. between 8335 S. and 8400 S. and between 8560 S. and English Way. The existing roadway has no sidewalk between 8335 South and 8430 S. and the narrow travel lanes make pedestrian travel dangerous.	\$ 982,200	\$ 915,705	\$ 66,495	2	5	5	4	0	8	1	2	5	6	1	37																			37
\$ 2,598,365		Recommended					Available		\$ 2,600,000			\$ 17,383,034			Requested			Estimated Total Project Cost					\$ 24,915,400																							

DATE: April 18, 2024
AGENDA ITEM: 4f
SUBJECT: **ACTION:** Recommendation to approve projects for 2026 Carbon Reduction Program (CRP)
PREPARED BY: Ben Wuthrich, Transportation Improvement Program Coordinator

BACKGROUND:

The Wasatch Front Regional Council (WFRC) is responsible for programming federal Carbon Reduction Program (CRP) funds for the Salt Lake and the Ogden/ Layton Urbanized Areas. The annual apportionments for CRP funds are projected to be approximately \$2.7M through the year 2026 in the Salt Lake Urban Area with \$2.5M available to program in the year 2026, and about \$1.4M in annual apportionments anticipated in the Ogden/ Layton Area with \$1.8M available to program in the year 2026. The amount of funds available to the program this year include adjustments to the funding for projects currently on the program.

In the fall of 2023, 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 27th, 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 2026 Carbon Reduction (CRP) Program" show all the projects submitted. The highlighted projects indicate those recommended to be added to the Draft 2026 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 Urbanized Area, encompassing Salt Lake County.

At the Trans Com meeting on Thursday, April 25th, WFRC staff will present the CRP program funding recommendations.

CONTACT PERSON:

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Kip Billings, WFRC | 801-309-9860 | kip@wfr.org

RECOMMENDATIONS:

The WFRC staff and the Trans Com Technical Advisory Committees recommend that Trans Com make a motion "to recommend that the Regional Council approve the projects recommended to be added to the Draft 2026 Carbon Reduction Program."

EXHIBITS:

Spreadsheets with recommended CRP Projects for the Ogden/Layton and the Salt Lake Urbanized Areas

"Projects Submitted for Consideration for the 2025-2030 Carbon Reduction Program (CRP)"

\$ #,###		Recommended Funding Amount		Recommended Project Information																		
Ogden/ Layton Urban Area																						
Row ID	Recommended Funding	Unique Proj ID	UDOT Region	County	Agency	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Sponsor Priority	Other Project Benefits	Project Life	Reduced Daily VHT	Reduced Daily VMT	Reduced Daily Emissions (kg)	Benefit/ Cost: (kg/ \$ 1,000)
1	\$ 900,000	O_CRP_3	1	Weber	Farr West City	1200 West Harrisville Road Roundabout	0	0	0.1	\$ 1,698,000	\$ 1,583,000	\$ 115,000	Collector	Operations	The proposed project would construct a roundabout to replace the 4-way stop at this location and would include any required utility relocations, property acquisition, and driveway access connections.	1	-Traffic Calming - Safety Improvement	20.0	368.9	0.0	1082.3	4652.9
2		O_CRP_4	1	Weber	Ogden City Corporation	Ogden City Greenbike Share Expansion	CBD Area (Various)	CBD Area (Various)	n/a	\$ 632,000	\$ 589,214	\$ 42,786	NA	Other	The existing Greenbike bike share program is an alternate mode of transportation designed for urban centers as a way of linking existing infrastructure and transit systems together. Increasing the amount of e-bikes and adding more stations near popular destinations and high density residency expands the reach, influence, and opportunity for the public or visitors to utilize this alternate mode of transportation.	3	- Promote Active Transportation - First/ Last Mile	10.0	-	41	19.9	115.2
3		O_CRP_1	1	Davis	Utah Transit Authority (UTA)	Davis-SLC Community Connector - O/L	Southern Davis County, including Farmington Centerville, Woods	Connecting to the northern portion of Salt Lake City	26	\$ 75,000,000	\$ 5,000,000	\$ 363,081	NA	Transit	The Davis-Salt Lake City Community Connector is a proposed corridor-based bus rapid transit (BRT) system between Farmington City and SLC, Utah. The alignment extends from the FrontRunner Farmington station at the northern terminus, south to downtown SLC, and eastward into the University of Utah and Research Park.	3	- Transportation Alternatives - Transit Network	20.0	54.7	2,395	531.9	51.8
4		O_CRP_2	1	Davis	Layton City	West Hill Field Road Widening	2700 West	3200 West	1	\$ 4,350,000	\$ 1,150,000	\$ 3,200,000	Minor Arterial	Capacity	This project will widen the existing narrow two-lane facility on West Hill Field Road to a uniform 5-lane facility between 2400 West and 3400 West. It will increase the capacity of this corridor and enable Layton City to expand its transportation services to West Layton and support the economic development in this area.	3	- Complete the Network - Safety - Active Transportation	20.0	1.4	42	18.5	31.0
5	\$ 900,000	O_CRP_6	1	Weber	Roy City Corporation	4300 West 6000 South Roundabout	4300 West	6000 South	0.1	\$ 1,953,000	\$ 1,820,781	\$ 132,219	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.	3	- Traffic Calming - Safety Improvement	20.0	0.8	0.0	2.5	10.4
\$ 1,800,000		Suggested Program				\$ 10,142,995		Requested Federal Funds		Federal Funds Available		\$ 1,800,000										

"Projects Submitted for Consideration for the 2025-2030 Carbon Reduction Program (CRP)"

\$ #,###		Recommended Funding Amount		Recommended Project Information																		
Salt Lake Urban Area														Sponsor Priority	Other Project Benefits	Project Life	Reduced Daily VHT	Reduced Daily VMT	Reduced Daily Emissions (kg)	Benefit/ Cost: (kg/ \$1,000)		
Row ID	Recommended Funding	Unique Proj ID	UDOT Region	County	Agency	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification								Type of Project	Project Description -
1		S_CRP_6	2	Salt Lake	Sandy City	11400 S 1300 E Intersection Improvements	11390 S	11410 S	0.08	\$ 4,903,367	\$ 4,562,024	\$ 341,343	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, re-striping, and increasing the left turn queue storage capacity.	2	- Alleviate Congestion	20.0	111.1	-	325.9	485.2
2	\$ 1,000,000	S_CMAQ_3	2	Salt Lake	UDOT	12300 S at Lone Peak Parkway	SB I-15 Off Ramp	265 W	0.4	\$ 6,379,200	\$ 4,161,041	\$ 302,159	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	Alleviate Congestion - Improve Safety - Add Trail Connection	20.0	99.0	-	290.4	343.0
3	\$ 385,000	S_CRP_2	2	Salt Lake	Riverton City	Construction of Electric Vehicle Charging Stations next to Riverton City Hall	N/A	N/A	N/A	\$ 425,000	\$ 385,000	\$ 40,000	NA	Other	This project will construct up to four electric car charging stations in the parking area adjacent to Riverton City Hall. This parking area is shared with the Riverton Library, Riverton Senior Center, Riverton Community Center, a newly constructed amphitheater and a park. All these facility users will have access to the charging stations.	3	- Expand Public Charging Network	10.0	2.9	86.0	20.8	178.3
4		S_CRP_4	2	Salt Lake	Salt Lake City	Sunnyside Ave at Crestview Drive Roundabout	0	0	0	\$ 820,000	\$ 762,000	\$ 58,000	Minor Arterial	Operations	Salt Lake City will convert an existing 2-way stop to a roundabout to calm traffic and reduce traffic delays, mobile source emissions, and air pollution. The location is at the base of Emigration Canyon next to Hogle Zoo, "This Is the Place" State Park, and a trailhead for the 9-Line and Bonneville Shoreline Trails.	0	- Traffic Calming - Safety Improvement	20.0	6.0	-	17.5	156.2
5		S_CRP_3	2	Salt Lake	Salt Lake City Corporation	Bike Share (GREENbike) Expansion	Salt Lake City	Salt Lake City	N/A	\$ 473,000	\$ 440,978	\$ 32,022	NA	Other	The project adds two bike share stations west of I-15, expands its system with 24 eBikes, and links commuters to regional transit and local destinations. GREENbike bike share has reduced the release of CO2 emissions into the Salt Lake valley airshed by 5.8 million pounds since its inception in 2013.	4	- Promote Active Transportation - First/ Last Mile	10.0	-	50	16.5	127.6
6		S_CRP_1	2	Salt Lake	Utah Transit Authority	Davis-SLC Community Connector - SL/WVC	Southern Davis County, including Farmington Centerville, Woods Connecting to the northern portion of Salt Lake City		26	\$ 75,000,000	\$ 5,000,000	\$ 363,081	NA	Transit	The Davis-Salt Lake City Community Connector is a proposed corridor-based bus rapid transit (BRT) system between Farmington City and SLC, Utah. The alignment extends from the FrontRunner Farmington station at the northern terminus, south to downtown SLC, and eastward into the University of Utah and Research Park.	4	- Transportation Alternatives - Transit Network	20.0	54.7	2,395	531.9	51.8
7		S_CRP_7	2	Salt Lake	South Jordan City	Jordan River Trail Connector to Frontrunner Station	10200 S Jordan River Trail	500 W Ultratrad Dr	0.2	\$ 1,585,000	\$ 1,450,000	\$ 135,000	NA	Active Transportation	The new trail and bridge will allow pedestrians to access the South Jordan FrontRunner Station using the Jordan River Trail. This new trail connection will separate the pedestrians from the existing highways and provide a safer route for them to access the FrontRunner Station. This project is shown on the 2023 RTP (ID: A-S-248) and the City's Active Transportation Plan.	1	- Safety - Promote Active Transportation - First/ Last Mile	20.0	0.9	25	11.2	51.4
8	\$ 1,100,000	S_CRP_5	2	Salt Lake	Sandy City Public Works	11000 South 1000 East Roundabout	11000 South	11000 South	0.05	\$ 3,456,167	\$ 3,219,325	\$ 233,775	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.	1	- Alleviate Congestion - Traffic Calming - Safety	20.0	4.6	-	13.5	28.4
\$ 2,485,000		Suggested Program								\$ 19,980,368	Requested Federal Funds		Federal Funds Available		\$ 2,485,000							

DATE: April 18, 2024
AGENDA ITEM: 5
SUBJECT: **ACTION:** Comprehensive Safety Action Plan
PREPARED BY: Wayne Bennion, Director of Short Range Planning

BACKGROUND:

As you're aware, over the past several months WFRC staff and a consultant team led a collaborative effort to develop a [Comprehensive Safety Action Plan](#) (CSAP) for the WFRC region. An analysis of safety needs was completed last fall, which included crash history, roadway risk factors, and input from communities throughout Weber, Davis, Salt Lake, Tooele, Morgan, and southern Box Elder counties. A second round of geographic focus area meetings involving community representatives were held in February and March to present and discuss strategies and project types to address the safety needs identified last fall. The needs analysis and recommended strategies, along with other elements of this planning effort have been documented in the CSAP.

The CSAP provides several tools for communities to use in improving safety. In addition, the CSAP makes communities in the WFRC region eligible to apply for the federal Safe Streets and Roads for All (SS4A) discretionary grant program. It will be up to each local government to decide whether to apply for funding through SS4A to implement safety strategies and project types referenced in the CSAP. In order to complete the fiscal year 2024 eligibility requirements for the SS4A program, the CSAP needs to be adopted by April 30, 2024. The Regional Council has delegated the authority to Trans Com to adopt the Comprehensive Safety Action Plan.

Staff will briefly review the elements of the CSAP with Trans Com at their April 25 meeting.

RECOMMENDATION:

WFRC staff recommends that as delegated by the WFRC Council, Trans Com make a motion "to adopt the Wasatch Front Regional Council Comprehensive Safety Action Plan in substantially the form presented."

CONTACT PERSON:

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