

NASATCH FRONT REGIONAL COUNCIL

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Bob Stevenson, Vice Chair Commissioner, Davis County

Dirk Burton Mayor, West Jordan

Robert Dandoy Mayor, Roy

Gage Froerer Commissioner, Weber County

Jim Harvey Commissioner, Weber County

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Aimee Winder Newton Councilmember, Salt Lake County

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Senator Wayne Harper Utah State Senate

Representative Ariel Defay Utah House of Representatives

Carlton Christensen Utah Transit Authority

Carlos Braceras 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 WFRC Executive Director

Transportation Coordinating Committee (Trans Com) AGENDA Thursday, April 24, 2025

The Transportation Coordinating Committee will meet on Thursday, April 24, 2025 at 1:30 pm at the WFRC offices 41 N Rio Grande Street, Salt Lake City, Utah, and via Zoom. Click here to join the webinar. Webinar ID: 892 5176 4078, One tap mobile: +12532050468, 89251764078#.

The agenda will be as follows:

1. Introductions and Consent Agenda

a. ACTION: Minutes of the Trans Com Meeting held February 20, 2025

- 2. Chair Report
- Public Comment 3.

Transportation Improvement Program (TIP) 4.

- Report on Board Modifications to the 2025-2030 TIP a.
- ACTION: Recommend 2026-2031 Congestion Mitigation/Air Quality (CMAQ) b. Program
- c. ACTION: Recommend 2027 Carbon Reduction Program (CRP)
- d. ACTION: Recommend 2027 Transportation Alternatives Program (TAP)
- e. ACTION: Recommend 2026-2031 Surface Transportation Program (STP)

5. Other Business and Adjournment

Next Meeting: Thursday, June 19, 2025

Upcoming Meetings and Events:

- UAC Building Utah/Legislative Management Conference, St George, UT April 29-May 2 •
 - WFRC Regional Growth Committee (RGC) meeting May 15, 9:15am
 - WFRC Council meeting May 22, 1:30pm

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.

Wasatch Front Regional Council es una organización de Oportunidad Igual. Se solicita la participación del público, sin importar la edád, el sexo, la discapacidad, la raza, colór o nacionalidad. Personas que requieren servicios de traducción deben contactar al Administrador de Título VI de WFRC por teléfono a 801-363-4250 (personas con discapacidad auditiva pueden llamar a Spanish Relay Utah - 1-888-346-3162) o por correo electrónico apearson@wfrc.org, por lo menos 72 horas antes de la reunión.

Wasatch Front Regional Council está teniendo las reuniones publicas en persona en la oficina, con la opcion de atender virtualmente. Personas interesadas en atender pueden visitar www.wfrc.org/committees para obtender mas informacion.



WASATCH FRONT REGIONAL COUNCIL

MINUTES WFRC || Transportation Coordinating Committee February 20, 2025

WFRC Transportation Coordinating Committee Meeting was held at WFRC Office, 41 N Rio Grande Street, Salt Lake City and via Zoom.

1. Welcome & Consent Agenda [00:00:05]

Commissioner Jim Harvey, Vice Chair, called the meeting to order at 1:34pm and excused Chair Mayor Mark Shepherd. After welcoming committee members and guests, introductions were made around the table for those attending in person, and the names of those attending online were read. New members to the committee were invited to briefly introduce themselves.

a. ACTION: Minutes of the Trans Com Meeting held November 21, 2024 [00:04:58]

A motion was made by Mayor Joe Smolka, seconded by Councilmember Dan Dugan, that the minutes of the meeting be approved as presented. The affirmative motion carried unanimously.

2. Chair Report [Delayed report while waiting for the presenter.] [01:27:55]

Commissioner Harvey introduced Miranda Jones Cox, WFRC, who briefed members on key issues being discussed in the 2025 General Legislative Session, including relevant transportation legislation and appropriations. The 45-day General Legislative Session began Tuesday, January 21st and runs through Friday, March 7th. Trans Com members can keep themselves apprised of notable relevant legislation by subscribing to WFRC's Government Affairs emails which are frequently distributed during the session. Members may also reference WFRC's bill tracker, and appropriations tracker found on WFRC's website, and attend weekly briefings.

3. Public Comment [00:05:58]

Commissioner Harvey opened the meeting for public comment. There were no comments.

4. Trans Com Roles, Responsibilities, and Schedule [00:06:08]

Commissioner Harvey turned the time over to Wayne Bennion, WFRC, who reminded members of the purpose of the Transportation Coordinating Committee (Trans Com) and referred to the current Memorandum of Agreement included in the meeting materials. Mr. Bennion also presented a schedule for Trans Com meetings in 2025. Members were encouraged to review the proposed schedule and provide suggestions about any other topics they would like to discuss.

5. <u>Transportation Improvement Program (TIP) [00:17:20]</u>

Commissioner Harvey stated that the group would now be reviewing the latest activity in the Transportation Improvement Program, led by Ben Wuthrich, WFRC.

a. Report: Board modifications to the 2025-2030 TIP

Ben Wuthrich, WFRC reported that since the last meeting of Trans Com, WFRC received requests to modify the current 2025-2030 Transportation Improvement Program (TIP). This modification was approved by the Regional Council at their January 23rd meeting and by the Utah Transportation Commission, but did not require a new air quality conformity analysis or a 30-day public comment period. Mr. Wuthrich referred Committee members to the meeting materials for information regarding these modifications.

b. ACTION: Board modifications to the 2025-2030 TIP [00:20:02]

Mr. Wuthrich reported that there were new requests to modify the 2025-2030 Transportation Improvement Program (TIP). This modification requires action from Trans Com and the State Transportation Commission but does not require a new air quality conformity analysis or a 30-day public comment period. Mr. Wuthrich briefly discussed each project, noting that one project on the list has been placed on hold at this time. **[00:39:24]** Commissioner Jim Harvey entertained a motion to approve the amendment, with the modifications as discussed. Mayor Joe Smolka made a motion to approve the resolution to modify the 2025-2030 TIP as requested, seconded by Councilmember Craig Smith. The affirmative vote was unanimous.

c. Review of the Fiscal 2024 obligation of the federal highway and transit funds [00:41:07]

Mr. Wuthrich reported that the Infrastructure Investment and Jobs Act (IIJA) requires all metropolitan planning organizations (MPOs), state transportation departments, and public transportation operators to cooperate in preparing a report of federal funds obligated during the immediately preceding year. The WFRC staff, with the help of UDOT and UTA, has prepared a report of obligated federal, and local and state match funding during federal fiscal year 2024 (October 1, 2023, through September 30, 2024). These federal funds currently represent about twenty percent of the total highway and transit expenditures in the State of Utah. Mr. Wuthrich reviewed the Statewide and WFRC Region federal FY 2024 federal funds obligation by project improvement type.

d. Adjustments to TIP Amendment Process [01:00:00]

Commissioner Harvey turned the time back to Wayne Bennion, WFRC, for this discussion. Mr. Bennion stated that, as required for all metropolitan planning organizations (MPO) across the country, WFRC annually prepares a self-certification describing how the regional transportation planning process complies with federal regulations. Every four years the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) conduct a more detailed review of each planning process and give the MPO both commendations regarding activities and recommendations for improvement. At the last quadrennial certification review for WFRC, one of the recommendations was to adjust the TIP amendment process to more specifically reflect procedural requirements of the air quality conformity regulations. WFRC has worked with FHWA, UDOT, and the other MPOs to develop two adjustments to the TIP amendment process:

- 1. A more formal (written) air quality conformity determination for projects requiring such. A conformity determination is a communication from FHWA / FTA concurring with the air quality conformity analysis prepared by the MPO. Conformity determinations are already being made, and this process adjustment reflects that these determinations will be made formally in writing.
- 2. Involvement of the Interagency Consultation Team (ICT) in evaluating the conformity level of each project. The ICT is comprised of staff from the MPOs, UDOT, UTA, the state Division of Air Quality (DAQ), FHWA, FTA, and the Environmental Protection Agency (EPA). This process adjustment will ensure that the ICT will be consulted in making the determination of the conformity levels.

The ICT has endorsed the adjustments to the process, and WFRC staff will implement the adjustments going forward.

6. Beehive Bikeways Update [01:09:30]

Commissioner Harvey introduced Hugh Van Wagenen, WFRC, who gave an overview and presentation of the Beehive Bikeways Initiative, a vision and implementation plan for a network of high-quality, in-town trails that connect Wasatch Choice Vision city and town centers. The Beehive Bikeways will enable more people to travel by bike for more reasons, more often, while also enabling people to walk and roll to their destination. This aligns with the Wasatch Choice Vision key strategy of providing transportation choices to the region. Beehive Bikeways is coordinated by WFRC with local governments, the Utah Department of Transportation (UDOT), the Mountainland Association of Governments (MAG), the Utah Transit Authority (UTA), and Bike Utah.

7. Video: Overview of the Utah Open and Public Meetings Act [01:40:30]

Commissioner Harvey explained that, as part of WFRC's compliance and annual training requirements, a video training on the Utah Public and Open Meetings Act was sent in the initial meeting email, and asked that everyone please watch it to fulfill WFRC's training requirements. He thanked those who have already completed the training and explained that the video will also be sent in the Trans Com follow-up email for those who have not yet completed it.

8. Other Business and Adjournment [01:40:58

Commissioner Harvey asked if there were any other business items to bring up. There were none. He then informed the group that the next meeting date will change and will be held on Thursday, April 24, 2025. The calendar invitation will be updated. Commissioner Harvey then asked for a motion to adjourn. Councilmember Dan Dugan made the motion and it was seconded by Mayor Lorin Palmer. The meeting adjourned at 3:16pm.

A recording of this meeting, as well as meeting packet materials, may be found on the WFRC website at <u>www.wfrc.org</u>.

	Transportation Co	ordinating Committee (Trar	is Com)
	2025 TRANS COM	MEMBERS	Present	Others in attendance
	BOX ELDER CO	UNTY		Paul Egbert, UDOT
Member -	Kevin Jeppsen, Mayor	Perry City	Yes	Kelly Lund, FHWA
Alternate -	Tyler Vincent, Commissioner	Box Elder County	No	Kate Becker, Morgan Co.
	DAVIS COUN	ΙΤΥ		Brigitte Mandel, FHWA
Member -	Mark Shepherd, Mayor (Chair)	Clearfield	Yes	Jamie Dansie, SL
Alternate -	Scott Wiggill, Mayor	Sunset	Yes	Trevor Hart, FHWA
Member -	Kendalyn Harris, Mayor	Bountiful	No	Jonathan Nichols, Parametrix
Alternate -	Brian Vincent, Mayor	West Point	No	Cori Klein, Parametrix
	MORGAN COL	JNTY		Chandler Beutler, UTA
Member-	Steve Gale, Mayor	Morgan City	Yes	
Alternate -	Raelene Blocker, Commissioner	Box Elder County	Yes	
	SALT LAKE COU	JNTY		
Member -	Dirk Burton, Mayor	West Jordan	Yes	
Alternate -	Lorin Palmer, Mayor	Herriman	Yes	
Member -	Natalie Hall, Mayor	Bluffdale	Yes	
Member -	Rob Dahle, Mayor	Holladay	Yes	
Member -	Joe Smolka, Mayor	Emigration Township	Yes	
Alternate -	Mike Weichers, Mayor	Cottonwood Heights	No	
Alternate -	Laurie Stringham, Councilmember	Salt Lake County Council	Yes	
Alternate -	Dan Dugan, Councilmember	Salt Lake City Council	Yes	WFRC Staff:
	TOOELE COU			Andrew Gruber
Member -	Jared Hamner, Councilmember	Tooele County	No	Ted Knowlton
Alternate -	Craig Smith, Councilmember	Erda City	Yes	Wayne Bennion
	WEBER COUL	NTY		Ben Wuthrich
Member -	Jim Harvey, Commissioner (Vice Chair)	Weber County	Yes	Hugh Van Wagenen
Alternate -	Ken Richey, Councilmember	Ogden City	Yes	Ellie Spencer
Member -	Sheri Bingham, Mayor	Hooper	Yes	Jory Johner
Alternate -	Braden Mitchell, Mayor	Riverdale	No	Johnnae Nardone
	OTHER APPOINT	MENTS		Tim Watkins
Member -	Kevin Van Tassell, Commissioner	Utah Transportation Commission	Yes	Sarah Lawless
Member -	Brad Dee, Commissioner	Utah Transportation Commission	Yes	Matt Ryan
Member -	Carlton Christensen, Trustee	UTA	Yes	Marcia White
Member -	Beth Holbrook, Trustee	UTA	Yes	Jordon Chandler
Member -	Jeff Silvestrini, Millcreek Mayor	Utah Air Quality Board	Yes	Rosie Hernandez
	NON-VOTING ME	EMBERS		Andrea Pearson
Member -	Ben Huot, Deputy Director	UDOT	Yes	
Alternate -	Tiffany Pocock, Program Development Dir.	UDOT	Yes	
Member -	Nichol Bourdeaux, Chief Plng & Engmt Ofc	UTA	Yes	
Alternate -	Russ Fox, Planning Director	UTA	Yes	
Member	Bryce Bird, Director	Department of Air Quality	No	
Member	Ivan Marrero	Federal Highway Association	Yes	
Member	Jim Miller, Saratoga Springs Mayor	Mountainland Association of Governments	No	

DATE: AGENDA ITEM:	April 17, 2025 4a
SUBJECT:	Report: Board Modifications to the 2025-2030 TIP
PREPARED BY:	Ben Wuthrich, Transportation Improvement Program Coordinator

BACKGROUND:

Since the last meeting of Trans Com, WFRC received requests to modify the current 2025-2030 Transportation Improvement Program (TIP). The modification required action from the Wasatch Front Regional Council at its March 27th meeting and the Transportation Commission but did not require a new air quality conformity analysis or a 30-day public comment period. The modification is attached to the approved resolution.

RECOMMENDATION:

This item is for information only

CONTACT PERSON:

Ben Wuthrich (801) 647-3228

EXHIBIT:

2025-2030 TIP Amendment Five Resolution

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL AMENDING THE 2025 - 2030 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 2025-2030 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 2025-2030 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 27, 2025, and all comments were carefully considered,

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

- (1) Approves Amendment Five to the 2025-2030 Transportation Improvement Program as attached,
- (2) Finds that the TIP conforms to and is consistent with the State Implementation Plan for Salt Lake, Davis, western Weber, and southern Box Elder Counties, and
- (3) Finds that the development of the Transportation Improvement Program is based on a currently certified transportation planning process.

Mayor Dawn Ramsey

Andrew S. Gruber Executive Director Wasatch Front Regional Council

Chair Vasatch Front Regional Council

Date: March 27, 2025

						2025-2	2030 Transportation Improvement	: Program (TIP) (Amendment	Five)							
							Board Modi	fication								
of Conformity Analysis	New	ew Project														
Confe alysis	Salt La															
Level of (An	County	Sponsor	Facility	FUNC	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year			
1	Salt Lake	UDOT Pioneer Trail Z Z Pioneer Trail along State Street from North Temple to 300 North New Bike/ Pedestrian Facility ST_TSP (Statewide - Transportation Solutions Program) \$800,000 \$0 Z Z S800,000 202														
Oi	iginal	N/A														
Pro		intersectio add landso	ns and the caping upgr	rem ades	oval s, wa	of the existing southbound yfinding signage upgrades,	enhance pedestrian safety along State Street fro right turn pocket, which will be combined into and public art throughout project limits. This ts. A Salt Lake City mobility study will be con	b a shared thru-right lane. Once complete project will also add space in the center	, these enhand of the recentl	cements will	provide	space for local	partners to			
	Lev	el of Confor	mity Analysi	s:		1 - Exer	npt from Conformity Determination, 2 - Funding Adjust	ments Only, 3 - Needs Letter From FHWA that	existing Conform	ity Determinat	ion is Still	Valid				

DATE:	April 17, 2025
AGENDA ITEM:	4b
SUBJECT:	ACTION: Recommend 2026-2031 Congestion Mitigation Air Quality
PREPARED BY:	Program (CMAQ) Ben Wuthrich, Transportation Improvement Program Coordinator

BACKGROUND:

The Wasatch Front Regional Council is responsible for programming federal Congestion Mitigation/ Air Quality Program (CMAQ) funds for the Salt Lake and the Ogden/ Layton Urbanized Areas. The annual apportionments for CMAQ funds are projected to be approximately \$6.1M through the year 2031 in the Salt Lake Urban Area with \$5.5M available to program in the year 2031, and about \$3.2M in annual apportionments anticipated in the Ogden/ Layton Area with \$4M available to program in the year 2031. The increased amount to program in the Ogden/ Layton Area 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 2024, 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 26th, 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 2026-2031 Congestion Mitigation/Air Quality (CMAQ) Program" show all the projects submitted. The highlighted projects indicate those recommended to be added to the Draft 2026-2031 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 24th, WFRC staff will present the CMAQ program funding recommendations.

CONTACT PERSON:

Ben Wuthrich (801) 647-3228, bwuthrich@wfrc.org Kip Billings (801) 309-9860, kip@wfrc.org

RECOMMENDATIONS:

The WFRC staff and the Trans Com Technical Advisory Committees recommend that Trans Com make a motion "to recommend that the Regional Council approve the projects discussed, reviewed, and recommended be added to the Draft 2026-2031 Congestion Mitigation/ Air Quality Program."

EXHIBITS:

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

\$#	,###	Recon	nmend	ed Funding Amoun	t		Reco	mmend	ed Proje	ect Info	rmation	J							
AQ Rank 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 -	Other Project Benefits	Project Life	Reduced Daily VHT	Reduced Daily VMT	Reduc ed Daily Emissions (kg)	Benefit/ Cost: (kg/ <u>§ 1.000)</u>
Og	den	/ Layte	on Ur	ban Area															
1	OL CMAQ 2	1 Davis	Utah Transit Authority	Vanpool Expansion Vans	Davis County	Weber County	0	\$ 450,000	\$ 419,535	\$ 30,465	ΝA	Transit	Purchase 10 new vans to increase the size of the vanpool fleet. For each additional van available, UTA is able to take an average of 8 SOV off the road and reduce SOV miles. UTA is applying for 10 vehicles in the Ogden/Layton UZA and 10 vehicles for the SL UZA, for a total of 20 vehicles.	- Access to opportunities - Reduce VMT - Reduce congestion	5.0	77.7	3496.3	4.5	18.2
7	OL_CMAQ_5	1 Weber	Farr West	2575 West Sidewalk and Bike Lane	3300 North	2975 North	0.521	\$ 1,593,300	\$ 1,443,480	\$ 149,820	Collector	Reconstruct	The project will widen the west side of the road to provide for a bike lane. It also consists of constructing a separated path on the east side of the roadway for pedestrian use. This project will connect to new sidewalk on the south end to 3300 North on the north end, providing a safer route for pedestrians.	- Improve Safety - Safe Routes to School (SRTS)	20.0	9.7	281.7	2.0	9.4
3 \$ 1.000,000	l	1 Weber	Unincorporated Weber County	West Weber Elementary - 900 South	4160 West	3600 West	0.7	\$ 1,497,000	\$ 1,297,000	\$ 200,000	Collector	Active Transportation	The purpose of this project is to construct a pathway along the north side of 900 South from West Weber Elementary School to 3600 West. There is a new subdivision on 3600 West that will increase the number of walking students along this corridor.	- Improve Safety - Safe Routes to School (SRTS)	20.0	3.6	104.2	1.4	7.0
4 \$ 3,000,000	- I	1 Weber	N CITY	2100 North Fruitland Drive Intersection Improvement	2100 North	Fruitland Drive	0	\$ 4,532,000	\$ 4,202,904	\$ 329,096	Collector	Operations	The 2100 North Fruitland Drive Intersection is an offset intersection which makes it dangerous and difficult for motorists and pedestrians to navigate. The current condition of the intersection does not allow for the require sight distance as recommended by AASHTO. This intersection sees at least 3-4 accidents per year. The reconstruction of this intersection will improve the sight distance and improve road drainage in this area. Improvement of the intersection will improve the walkability of Fruitland Drive and the ability for cyclists to ride the road.	- Traffic calming - Improve safety - Reduced delay	20.0	47.3	0.0	0.3	0.5
w	OL CMAQ 1	1 Davis	Utah Transit Authority	Operations Davis-Salt Lake Community Connector	Farmington Station	UofU Research Park via SLC Downtown	26	\$ 24,829,830	\$ 5,000,000	\$ 363,081	Principal Arterial	Transit	UTA's five-year service plan anticipates starting the Davis-Salt Lake Community Connector in 2028. This funding request is to help support part of the cost of operating the new route for three years. This helps reduce traffic and improve the region's air quality. It serves Davis County to Salt Lake City and U of U.	- Access to opportunities - Reduce VMT - Reduce congestion	3.0	40.1	2050.5	3.3	0.1
\$	4,0	00,000	Recon	mended Funding		\$	12,362,	919	Requ	lested Fe	deral Fu	nds	Federal Funds Available \$	4,000,000					

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\$	#,###	R	ecom	mende	ed Funding Amoun	t		Reco	mmend	ed Proje	ect Info			estion Mitigation/ Air Quality (CMAQ) Program"						
AQ Rank	Recommended Funding	Unique Proj ID I IDAT Porion	County 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 -	Other Project Benefits	Project Life	Reduced Daily VHT	Reduced Daily VMT	Reduc ed Daily Emissions (kg)	Benefit/ Cost: (kg/ <u>\$ 1,000)</u>
	Salt I	ake	e Urk	an A	rea															
1		S_CMAQ_19 2	2 Salt Lake	Utah Transit Authority	Vanpool Expansion Vans	Salt Lake County	Salt Lake County	0	\$ 450,000	\$ 419,535	\$ 30,465	NA	Transit	Purchase 10 new vans to increase the size of the vanpool fleet. For each additional van available, UTA is able to take an average of 8 SOV off the road and reduce SOV miles. UTA is applying for 10 vehicles in the Ogden/Layton UZA and 10 vehicles for the SL UZA, for a total of 20 vehicles.	 7 - Access to opportunities - Reduce VMT - Reduce congestion 	5.0	77.7	3,496.3	4.4	17.7
5		S_CMAQ_16	2 Salt Lake	South Salt Lake City	Downtown South Salt Lake Mobility Improvements - Central Pointe Station East	W Temple	Central Pointe Station	0.21	\$ 43,000	\$ 40,089	\$ 2,911	Local	Active Transportation	This project will construct a spur of Parley's trail that will reach the Central Pointe TRAX station from the East side.	 Promote active transportation Promote transit use Safety improvements 	20.0	0.3	8.6	0.0	5.4
e		S_CMAQ_15	2 Salt Lake	South Salt Lake City	Downtown South Salt Lake Mobility Improvements - Central I Pointe Place	State St	Main St	0.13	\$ 39,000	\$ 36,360	\$ 2,640	Collector	Active Transportation	This project will construct the improvement of Parley's trail between State St and Main St.	- Promote active transportation - Promote transit use - Safety improvements	20.0	0.3	7.8	0.0	5.4
4.2		S_CMAQ_18	2 Salt Lake	South Salt Lake City	Downtown South Salt Lake Mobility Improvements - Haven	W Temple	300W	0.17	\$ 476,000	\$ 443,775	\$ 32,225	Collector	Active Transportation	This project will construct the improvement of Parley's trail between W Temple and 300W.	 Promote active transportation Promote transit use Safety improvements 	20.0	3.3	94.9	0.4	5.4
4.3		S_CMAQ_17	2 Salt Lake	South Salt Lake City	Downtown South Salt Lake Mobility Improvements - Central Pointe Station West	300W	Central Pointe Station	0.17	\$ 46,000	\$ 42,886	\$ 3,114	Local	Active Transportation	This project will construct a spur of Parley's trail that will reach the Central Pointe TRAX station from the West side.	- Promote active transportation - Promote transit use - Safety improvements	20.0	0.3	9.2	0.0	5.4
9		S_CMAQ_14 2	2 Salt Lake	South Salt Lake City	Downtown South Salt Lake Mobility Improvements - 300W	300W & 1200S	State St & I80	0.2	\$ 1,277,000	\$ 1,190,547	\$ 86,453	Collector	Active Transportation	This project will construct a high comfort bicycle facility along 300W.	8 - Promote active transportation - Promote transit use - Safety improvements	20.0	8.7	254.6	0.9	5.4

	\$ #,##	# Re	com	mende	ed Funding Amoun	t		Reco	mmend	ed Proje	ect Info	rmation	Ū	estion wiltigation/ Air Quality (CWAQ) Program						
AQ Rank	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 -	Other Project Benefits	Project Life	Reduced Daily VHT	Reduced Daily VMT	Reduc ed Daily Emissions (kg)	Benefit/ Cost: (kg/ <u>\$ 1,000)</u>
7		S_CMAQ_8 2	Salt Lake	UDOT	I-215 & 700 N Ramp Meter	I-215 MP 23.2	I-215 MP 24.2	1	\$ 3,320,000	\$ 1,000,000	\$ 2,320,000	Highway/Freeway	Operations	This project will add ramp meters to the 700 N Ramps on I-215 West. UDOT has funded a project on I-15 that is anticipated to increase traffic on I-215. Ramp meters on I-215 at 700 North will create better mobility for the I-215/Legacy corridor that parallels I-15 before, during and after the reconstruction of I-15.	- Reduce congestion - Safety improvement - High local match	20.0	262.8	-	1.8	4.0
×	\$ 1,000,000	S_CMAQ_10 2	Salt Lake	Utah Transit Authrority	Operations-5600 W Bus Route	5600 W. Old Bingham Highway Station	SLC Airport	0	\$ 31,295,250	\$ 5,000,000	\$ 363,081	Principal Arterial	Transit	The 5600 W Bus Route is the transit component for the Mountain View Corridor. The 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.	- Access to opportunities - Reduce VMT - Reduce congestion	3.0	294.9	15,068	15.2	3.3
9		S_CMAQ_12 2	Salt Lake	Sandy City	700 East Cy's Road(8800 S. Improvements and Signal	Cy ¹ s Road(8800 S.)	700 East	Ð	\$3,732,000	\$3,142,536	\$ 589,464	Collector	Capacity	This project finishes the east leg of the intersection and installs a traffic signal. The Meadow's at Cy's Rd 34-home and commercial lot development located northeast of the intersection is donating the needed right-of-way as Sandy has agreed to install improvements from 700 E to Green Way. Installation of the traffic signal will significantly reduce intersection delay. Cy's Rd is classified as a collector currently dead-ending at Harvard Park Dr (~1000 E) and is master planned to connect through Pebble Brook Golf Course to 1300 E at redevelopment.	Not Eligible for CMAQ Funds	20.0	175.1	-	1.2	2.4
10		S_CMAQ_4 2	Salt Lake	Herriman City	Porter Rockwell Park and Ride	Porter Rockwell Blvd	Rockwell Park Dr	0	\$ 3,056,200	\$ 2,756,200	\$ 300,000	NA	Transit	This project will construct a Park and Ride facilities of approximately 60 parking spaces. This will be used by residents and commuters to coordinate trips. It is anticipated that the demand will be larger than this parking lot and this is an important first step is serving this underserved demographic.	2 - Reduce VMT	20.0	-	821.9	1.0	2.4
11	\$ 1,240,000	S_CMAQ_13 2	Salt Lake	South Jordan	Shields Lane Multi- Use Path (Phase 1)	Bangerter	3200 W	0.5	\$ 4,566,400	\$ 3,996,400	\$ 570,000	Minor Arterial	Active Transportation	Reconfigure the cross-section of Shields Lane to include a 12-14 ft multi-use path on the south side of the road and enhance pedestrian crossings along the corridor to improve safety and comfort. This project was identified as the preferred solution in the 2023 Shields Lane Solutions Development Study and is highlighted in the City's General Plan and Active Transportation Plan. Extensive public engagement has been conducted, and the trail has garnered strong support from both the public and the City Council.	- Traffic calming - Safety improvement - Larger local match	20.0	29.7	867.6	4.3	1.1
12	\$ 2,280,000	S_CMAQ_11 2	Salt Lake	Sandy City	11400 S 1300 E Intersection Improvements	11390 S	11410 S	0.08	\$ 5,373,000	\$ 5,009,248	\$ 363,752	Minor Arterial	Operations	This project was identified as a safety hotspot in Sandy's 2020 TMP. The 2021 Safety Evaluation recommended clearing the sight triangles, installing a SBR turn lane, advanced detection, signal timing adjustments, upgrading signal infrastructure, restriping, and increasing the left turn queue storage capacity.	 Improve traffic detection Reduce congestion Safety improvements 	20.0	111.1	-	0.8	1.1

\$	#,##	# F	Recom	mende	ed Funding Amoun	t		Reco	mmend	ed Proje	ect Info		-	estion Wiltigation/ Air Quality (CWAQ) Program						
AQ Rank	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 -	Other Project Benefits	Project Life	Reduced Daily VHT	Reduced Daily VMT	Reduc ed Daily Emissions (kg)	Benefit/ Cost: (kg/ <u>\$ 1,000)</u>
13		S_CMAQ_1	2 Salt Lake	Cottonwood Heights	2300 E Sidewalk Connection	Fort Union Blvd	I-215 (approximately 6400 S)	0.7	\$ 1,909,000	\$ 1,779,761	\$ 129,239	Collector	Active Transportation	This project is located on 2300 E between Fort Union Blvd and the City's northern extents at I-215. The project will reconstruct the west side of 2300 E to include rebuilding and building a new 6' sidewalk bridging gaps in sidewalk, curb, and gutter of approximately 2,000 feet on 2300 E.	- Promote active transportation - Safety improvement	20.0	1.7	50.0	0.2	0.9
14	\$ 972,442	S_CMAQ_7	2 Salt Lake	Salt Lake City	Highland High Roundabout	2100 South 1700 East	•	0	\$ 1,118,800	\$ 1,043,057	\$ 75,743	Minor Arterial	Reconstruct	Salt Lake City will convert a traffic signal at 1700 East and 2100 South to a roundabout to reduce speeds, delays, emissions, air pollution, and to provide a better connection to a future shared use path on the southwest corner. University of Utah students designed this roundabout concept as a capstone project in 2023.	- Reduce congestion - Traffic calming - Safety improvement	20.0	7.2	-	0.1	0.4
15		S_CMAQ_9	2 Salt Lake	Utah Tranis Authority	SL Central Transit Improvements (and Parking Garage)	200 South and 600 West	400 South and UPRR Tracks/700 West	0	\$ 55,000,000	\$ 10,000,000	\$ 726,162	Collector	Active Transportation	SL Central needs a park and ride structure and transit improvements surrounding planned new mixed-use buildings. UTA is requesting funds to support the transit improvements serving all individuals who ride transit and board or alight at the hub. These improvements are for bus boarding and for plaza/waiting space for rail.	- Promote transit use - Reduce VMT	40.0	-	192.0	0.2	0.3
16		S_CMAQ_6	2 Salt Lake	UDOT Region 2	I-15 NB On Ramp Widening at 7200 S.	Entrance Ramp NB MP 0.0	Entrance Ramp NB MP 0.03	0.03	\$ 7,062,000	\$ 3,500,000	\$ 3,562,000	Highway/Freeway	Reconstruct	Project will construct and additional lane on the ramp of I-15 NB at 7200 S. The lane is for the westbound vehicles to no longer have a yield condition onto the ramp. Installation of this lane will reduce the time that vehicle have to wait to merge on the ramp, rediuce congestoin in the area, and imporve teh safety of the conflict point.	- Reduce congestion - Safety improvement - High local match	20.0	20.5	-	0.1	0.1
17		S_CMAQ_3	2 Salt Lake	Utah Transit Authority	Operations Davis-Salt Lake Community Connector	Farmington Station	UofU Research Park via SLC Downtown	26	\$ 24,829,830	\$ 5,000,000	\$ 363,081	Principal Arterial	Transit	UTA's five-year service plan anticipates starting the Davis-Salt Lake Community Connector in 2028. This funding request is to help support part of the cost of operating the new route for three years. This helps reduce traffic and improve the region's air quality. It serves Davis County to Salt Lake City and U of U.	- Access to opportunities - Reduce VMT - Reduce congestion	3.0	40.1	2,050.5	3.3	0.1
18		S_CMAQ_2	2 Salt Lake	Cottonwood Heights	Bengal Boulevard Pedestrian Trail	2600 E	Pamela drive	0.33	\$ 4,813,000	\$ 4,487,160	\$ 325,840	Minor Arterial	Active Transportation	This project facilitates active transportation on the north side of Bengal Blvd by replacing a deep gutter system with a new storm drain pipe, inlets, and curb and gutter, installing a 5' pedestrian trail and 5' park strip to allow a safe walking path along a blind corner and removing a hazard to bicyclists.	- Promote active transportation - Safety improvement	20.0	0.6	16.7	0.1	0.1

	\$ #,##	# Re	comi	nende	d Funding Amoun	t		Reco	mmend	ed Proje	ect Info	rmation								
AQ Rank	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 -	Other Project Benefits	Project Life	Reduced Daily VHT	Reduced Daily VMT	Reduc ed Daily Emissions (kg)	Benefit/ Cost: (kg/ <u>\$ 1,000)</u>
19		S_CMAQ_5 2	Salt Lake	City of Holladay	l-215 Shared-Use AT Path	2000 East	2300 East	0.5	\$ 3,367,000	\$ 3,139,054	\$ 227,946	Highway/Freeway	Active Transportation	Supported by a TLC-funded study, this project will include the design, engineering, and construction for a portion of a new active transportation path along I-215 from 2000 E to 2300 E. The project will reduce emissions, provide AT commuting options, and link neighboring communities and regional routes for cyclists and pedestrians. Agreement with UDOT required for use of ROW.	- Promote active transportation - Safety improvement	20.0	-	2.3	0.0	0.1
20		S_CRP_20 2	Salt Lake	West Valley City	4800 West Bike Lanes	3500 South	3100 South	0.5	\$ 6,010,000	\$ 3,806,528	\$ 276,415	Minor Arterial	Active Transportation	This project improves 4800 W between 3500 S and 3100 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.	- Promote active transportation - Safety improvement	20.0	-	3.0	0.1	0.1
21		S_CRP_19 2	Salt Lake	West Valley City	2200 West Bike Lanes	4100 South	3800 South	5.0	\$ 4,365,000	\$ 2,974,163	\$ 215,972	Major Collector	Active T	This project improves 2200 W between 4100 S and 3800 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.	- Promote active transportation - Safety improvement	20.0	-	1.5	0.0	0.0
	\$	5,492,4	42	Recom	mended Funding			\$	58,807,	,298	Requ	ested Fea Funds	leral	Federal Funds Available \$	5,500,000					

DATE:	April 17, 2025
AGENDA ITEM:	4c
SUBJECT:	ACTION: Recommend 2027 Carbon Reduction Program (CRP)
PREPARED BY:	Ben Wuthrich, Transportation Improvement Program Coordinator

BACKGROUND:

The Wasatch Front Regional Council is responsible for programming federal Carbon Reduction Program (CRP) funds for the Salt Lake and the Ogden/ Layton Urbanized Areas. The annual apportionments for CRP funds are projected to be approximately \$2.7M through the year 2027 in the Salt Lake Urban Area with \$2.4M available to program in the year 2027, and about \$1.4M in annual apportionments anticipated in the Ogden/ Layton Area with \$1.5M available to program in the year 2027. The amounts available to program this year are due to the programmed CRP projects moving through the implementation process.

In the fall of 2024, 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 26th, 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 2027 Carbon Reduction (CRP) Program" show all the projects submitted. The highlighted projects indicate those recommended to be added to the Draft 2027 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. Communities in Morgan and Tooele Counties, which are non-urbanized areas, apply for CRP funding through UDOT.

At the Trans Com meeting on Thursday, April 24th, WFRC staff will present the CRP program funding recommendations.

CONTACT PERSON:

Ben Wuthrich (801) 647-3228, bwuthrich@wfrc.org Kip Billings (801) 309-9860, kip@wfrc.org

RECOMMENDATIONS:

The WFRC staff and the Trans Com Technical Advisory Committees recommend that Trans Com make a motion "to recommend that the Regional Council approve the projects discussed, reviewed, and recommended be added to the Draft 2027 Carbon Reduction Program."

EXHIBITS:

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

\$	#,###	Re	com	mende	ed Funding Amount			Recor	nmend	ed Proj	ect Info	rmation								
AQ Rank Docommondod	Funding	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 -	Other Project Benefits	Project Life	Reduced Daily VHT	Reduced Daily VMT	Reduced Daily Emissions (kg)	Benefit/ Cost: (kg/ <u>\$ 1,000)</u>
C	gde	n/ La	ayto	n Ur	ban Area															
1		9_UNF_2	Davis	Utah Transit Authority	Vanpool Expansion Vans	Davis County	Weber County	0	\$ 450,000	\$ 419,535	\$ 30,465	NA	Transit	Purchase 10 new vans to increase the size of the vanpool fleet. For each additional van available, UTA is able to take an average of 8 SOV off the road and reduce SOV miles. UTA is applying for 10 vehicles in the Ogden/Layton UZA and 10 vehicles for the SL UZA, for a total of 20 vehicles.	 Access to opportunities Reduce VMT Reduce congestion 	5.0	77.7	3496.3	717.0	2910.4
7	6 any 5	2_CM_2	Weber	NORTH OGDEN CITY	2100 North Fruitland Drive Intersection Improvement	2100 North	Fruitland Drive	0	\$ 4,532,000	\$ 4,202,904	\$ 329,096	Collector	Operations	The 2100 North Fruitland Drive Intersection is an offset intersection which makes it dangerous and difficult for motorists and pedestrians to navigate. The current condition of the intersection does not allow for the require sight distance as recommended by AASHTO. This intersection sees at least 3-4 accidents per year. The reconstruction of this intersection will improve the sight distance and improve road drainage in this area. Improvement of the intersection will improve the walkability of Fruitland Drive and the ability for cyclists to ride the road.	2 - Traffic calming - Improve safety - Reduced delay	20.0	47.3	0.0	0.3	200.9
	\$ 395,653 6 cm 4	3_CMF_+	Weber	Unincorporated Weber County	West Weber Elementary - 900 South	4160 West	3600 West	0.7	\$ 1,497,000	\$ 1,395,653	\$ 200,000	Collector	Active Transportation	The purpose of this project is to construct a pathway along the north side of 900 South from West Weber Elementary School to 3600 West. There is a new subdivision on 3600 West that will increase the number of walking students along this corridor.	1 - Improve Safety - Safe Routes to School (SRTS)	20.0	3.6	104.2	1.4	190.2
4	\$ 1,100,000	a_UNF_3	Weber	Farr West	2575 West Sidewalk and Bike Lane	3300 North	2975 North	0.521	\$ 1,593,300	\$ 1,443,480	\$ 149,820	Collector	Reconstruct	The project will widen the west side of the road to provide for a bike lane. It also consists of constructing a separated path on the east side of the roadway for pedestrian use. This project will connect to new sidewalk on the south end to 3300 North on the north end, providing a safer route for pedestrians.	1 - Improve Safety - Safe Routes to School (SRTS)	20.0	9.7	281.7	2.0	186.6
w		5_CMF_I	Davis	Utah Transit Authority	Operations Davis-Salt Lake Community Connector	Farmington Station	UofU Research Park via SLC Downtown	26	\$ 24,829,830	\$ 5,000,000	\$ 363,081	Principal Arterial	Transit	UTA's five-year service plan anticipates starting the Davis-Salt Lake Community Connector in 2028. This funding request is to help support part of the cost of operating the new route for three years. This helps reduce traffic and improve the region's air quality. It serves Davis County to Salt Lake City and U of U.	 Access to opportunities Reduce VMT Reduce congestion 	3.0	40.1	2050.5	3.3	15.5
	\$ 1,	495,65	53	Recom	mended Funding		\$	12,461,5	572	Req	uested Fe	deral Fu	nds	Federal Funds Available	\$ 1,500,000					

\$#	,###	Red	comn	nende	ed Funding Amoun	t		Reco	mmend	ed Proje	ect Info	rmation									
Re	Funding Unique Proj ID			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/ <u>§ 1,000)</u>
Sa	lt La	ke	Urba	an A	rea										_						
1 \$ 419.535		7	Salt Lake	Utah Transit Authority	Vanpool Expansion Vans	Salt Lake County	Salt Lake County	0	\$ 450,000	\$ 419,535	\$ 30,465	NA	Transit	Purchase 10 new vans to increase the size of the vanpool fleet. For each additional van available, UTA is able to take an average of 8 SOV off the road and reduce SOV miles. UTA is applying for 10 vehicles in the Ogden/Layton UZA and 10 vehicles for the SL UZA, for a total of 20 vehicles.		- Access to opportunities - Reduce VMT - Reduce congestion	5.0	77.7	3,496.3	732.0	2,968.8
7	S_CRP_6	5	Salt Lake	UDOT	I-215 & 700 N Ramp Meter	I-215 MP 23.2	I-215 MP 24.2	1	\$ 3,320,000	\$ 1,000,000	\$ 2,320,000	Highway/Freeway	Operations	This project will add ramp meters to the 700 N Ramps on I-215 West. UDOT has funded a project on I-15 that is anticipated to increase traffic on I-215. Ramp meters on I-215 at 700 North will create better mobility for the I- 215/Legacy corridor that parallels I-15 before, during and after the reconstruction of I-15.	Г 2	- Reduce congestion - Safety improvement - High local match	20.0	262.8	-	693.6	1,525.0
m	S-CRP 10	cit	Salt Lake	Sandy City	700 East Cy's Road(8800 - S- Improvements and Signal	Cy's Road(8800 S.)	700 East	θ	\$3,732,000	\$3,142,536	\$ 589,464	Collector	Capacity	This project finishes the east leg of the intersection and installs a traffic signal The Meadow's at Cy's Rd 34-home and commercial lot development located northeast of the intersection is donating the needed right-of-way as Sandy has agreed to install improvements from 700 E to Green Way. Installation of the traffic signal will significantly reduce intersection delay. Cy's Rd is classified as a collector currently dead-ending at Harvard Park Dr (~1000 E) and is master planned to connect through Pebble Brook Golf Course to 1300 E at redevelopment.	s e 1	Not Eligible for CRP Funds	20.0	175.1	-	461.9	903.6
4	S_CRP_8	7	Salt Lake	Utah Transit Authrority	Operations-5600 W Bus Route	5600 W. Old Bingham Highway Station	SLC Airport	0	\$ 31,295,250	\$ 5,000,000	\$ 363,081	Principal Arterial	Transit	The 5600 W Bus Route is the transit component for the Mountain View Corridor. The 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.		- Access to opportunities - Reduce VMT - Reduce congestion	3.0	294.9	15,068.0	1,945.4	426.0
w	S_CRP_4	7	Salt Lake	Riverton	Construct Electric Vehicle Charging Stations next to Riverton City Public Works	N/A	N/A	N/A	\$ 496,000	\$ 450,000	\$ 46,000	NA	Operations	Riverton City is preparing to start converting part of their fleet to electric trucks and other vehicles. Before the electric vehicles are purchased, charging stations need to be constructed at the Public Works facilities and/or at the Water Department facility (Water Department is part of Public Works).	g 3	- Promote alternative fuels - Facilitate city EV fleet transition	10.0	9.4	274.0	57.2	421.1
6 \$ 1.000.000	S	2	Salt Lake	Sandy City	11400 S 1300 E Intersection Improvements	11390 S	11410 S	0.08	\$ 5,373,000	\$ 5,009,248	\$ 363,752	Minor Arterial	Operations	This project was identified as a safety hotspot in Sandy's 2020 TMP. The 2021 Safety Evaluation recommended clearing the sight triangles, installing a SBR turn lane, advanced detection, signal timing adjustments, upgrading signal infrastructure, restriping, and increasing the left turn queue storage capacity.	2	- Improve traffic detection - Reduce congestion - Safety improvements	20.0	111.1	-	293.1	398.3

\$ #,	###	Red	comr	nende	d Funding Amoun	t		Reco	mmend	ed Proje	ect Info	rmation									
AQ Rank 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/ <u>\$ 1,000)</u>
٢	S_CRP_15	7	Salt Lake	South Salt Lake City	Downtown South Salt Lake Mobility Improvements - Central Pointe Station East	W Temple	Central Pointe Station	0.21	\$ 43,000	\$ 40,089	\$ 2,911	Local	Active Transportation	This project will construct a spur of Parley's trail that will reach the Central Pointe TRAX station from the East side.	15	- Promote active transportation - Promote transit use - Safety improvements	20.0	-	8.6	2.1	352.8
œ	S_CRP_16	5	Salt Lake	South Salt Lake City	Downtown South Salt Lake Mobility Improvements - Central Pointe Station West	300W	Central Pointe Station	0.17	\$ 46,000	\$ 42,886	\$ 3,114	Local	Active Transportation	This project will construct a spur of Parley's trail that will reach the Central Pointe TRAX station from the West side.	14	 Promote active transportation Promote transit use Safety improvements 	20.0	-	9.2	2.2	352.8
6	S_CRP_17	7	Salt Lake	South Salt Lake City	Downtown South Salt Lake Mobility Improvements - Haven	W Temple	300W	0.17	\$ 476,000	\$ 443,775	\$ 32,225	Collector	Active Transportation	This project will construct the improvement of Parley's trail between W Temple and 300W.	7	- Promote active transportation - Promote transit use - Safety improvements	20.0	-	94.9	23.0	352.8
10	S_CRP_14		Salt Lake	South Salt Lake City	Downtown South Salt Lake Mobility Improvements - Central Pointe Place	State St	Main St	0.13	\$ 39,000	\$ 36,360	\$ 2,640	Collector	Active Transportation	This project will construct the improvement of Parley's trail between State St and Main St.	16	- Promote active transportation - Promote transit use - Safety improvements	20.0	-	7.8	1.9	352.8
11	S_CRP_13	2	Salt Lake	South Salt Lake City	Downtown South Salt Lake Mobility Improvements - 300W	300W & 1200S	State St & 180	0.2	\$ 1,277,000	\$ 1,190,547	\$ 86,453	Collector	Active Transportation	This project will construct a high comfort bicycle facility along 300W.	8	- Promote active transportation - Promote transit use - Safety improvements	20.0	-	254.6	61.7	352.8
12	S_CRP_11	2	Salt Lake	South Jordan	Shields Lane Multi-Use Path (Phase 1)	Bangerter	3200 W	0.5	\$ 4,566,400	\$ 3,996,400	\$ 570,000	Minor Arterial	Active Transportation	Reconfigure the cross-section of Shields Lane to include a 12-14 ft multi-use path on the south side of the road and enhance pedestrian crossings along the corridor to improve safety and comfort. This project was identified as the preferred solution in the 2023 Shields Lane Solutions Development Study and is highlighted in the City's General Plan and Active Transportation Plan. Extensive public engagement has been conducted, and the trail has garnered strong support from both the public and the City Council.	1	- Traffic calming - Safety improvement	20.0	29.7	867.6	224.8	59.8

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AQ Rank	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 -	Other Project Benefits	Project Life	Reduced Daily VHT	Reduced Daily VMT	Reduced Daily Emissions (kg)	Benefit/ Cost: (kg/ <u>\$ 1,000)</u>
13		S_CRP_3	2	Salt Lake UDOT Region 2		Entrance Ramp NB MP 0.0	Entrance Ramp NB MP 0.03	0.03	\$ 7,062,000	\$ 3,500,000	\$ 3,562,000	Highway/Freeway	Reconstruct	Project will construct and additional lane on the ramp of I-15 NB at 7200 S. The lane is for the westbound vehicles to no longer have a yield condition onto the ramp. Installation of this lane will reduce the time that vehicle have to wait to merge on the ramp, rediuce congestoin in the area, and imporve teh safety of the conflict point.	- Reduce congestion - Safety improvement - High local match	20.0	20.5	-	54.2	56.0
14		S_CRP_7	0	Salt Lake Utah Tranis Authority	SL Central Transit Improvements (and Parking Garage)	200 South and 600 West	400 South and UPRR Tracks/700 West	0	\$ 55,000,000	\$ 10,000,000	\$ 726,162	Collector	Active Transportation	SL Central needs a park and ride structure and transit improvements surrounding planned new mixed-use buildings. UTA is requesting funds to support the transit improvements serving all individuals who ride transit and board or alight at the hub. These improvements are for bus boarding and for plaza/waiting space for rail.	- Promote transit use - Reduce VMT	40.0	-	192.0	40.1	54.6
15	\$ 1,000,000	S_CRP_1	2	Salt Lake Utah Transit Authority	Connector	t Farmington Station	UofU Research Park via SLC Downtown	26	\$ 24,829,830	\$ 5,000,000	\$ 363,081	Principal Arterial	Transit	UTA's five-year service plan anticipates starting the Davis-Salt Lake Community Connector in 2028. This funding request is to help support part of the cost of operating the new route for three years. This helps reduce traffic and improve the region's air quality. It serves Davis County to Salt Lake City and U of U.	- Access to opportunities - Reduce VMT - Reduce congestion	3.0	40.1	2,050.5	351.0	15.5
16		S_CRP_5	2	Salt Lake Bicycle	Carbon Reduction along SLC's 9-Line Trail	600 West	500 East	1.64	\$ 636,000	\$ 592,000	\$ 43,000	Collector	Active Transportation	This project will sequester carbon by adding waterwise street trees and plants along the hottest blocks of Salt Lake City's 9-Line Trail. The 9-Line is underused in the hot summer months due to scorching heat and unshaded bus stops acting like solar ovens. More trees will encourage trail and transit use, reducing emissions.	- Promote active transportation	20.0	6.1	178.8	2.9	3.8
17		S_CRP_2	10	Salt Lake City of Holladay	1-215 Shared-Use AT Path	2000 East	2300 East	0.5	\$ 3,367,000	\$ 3,139,054	\$ 227,946	Highway/Freeway	Active Transportation	Supported by a TLC-funded study, this project will include the design, engineering, and construction for a portion of a new active transportation path along I-215 from 2000 E to 2300 E. The project will reduce emissions, provide AT commuting options, and link neighboring communities and regional routes for cyclists and pedestrians. Agreement with UDOT required for use of ROW.	- Promote active transportation - Safety improvement	20.0	-	2.3	1.0	2.3
18		S_CRP_20	2	Salt Lake West Vallev City	st Bike	3500 South	3100 South	0.5	\$ 6,010,000	\$ 3,806,528	\$ 276,415	Minor Arterial	Active Transportation	This project improves 4800 W between 3500 S and 3100 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.	- Promote active transportation - Safety improvement	20.0	-	3.0	0.1	0.1

\$	#,##	# R	ecom	mende	d Funding Amoun	t		Reco	mmend	ed Proje	ect Info	rmation									
AQ Rank	nmend nding	Unique Proj ID	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/ <u>\$ 1,000)</u>
19		S_CRP_19	2 Salt Lake	West Valley City	2200 West Bike Lanes	4100 South	3800 South	0.5	\$ 4,365,000	\$ 2,974,163	\$ 215,972	Major Collector	Active Transportation	This project improves 2200 W between 4100 S and 3800 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.	5	- Promote active transportation - Safety improvement	20.0	-	1.5	0.01	0.0
	\$	2,419,	535	Reco	ommended Funding		•	\$	49,783,	120	Requ	ested Fed Funds	leral	Federal Funds Availabl	le\$	2,400,000					

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DATE:	April 17, 2025
AGENDA ITEM:	4d
SUBJECT:	ACTION: Recommend 2027 Transportation Alternatives Program (TAP)
PREPARED BY:	Ben Wuthrich, Transportation Improvement Program Coordinator

BACKGROUND:

The Wasatch Front Regional Council is responsible for programming the federal Transportation Alternatives Program (TAP) funds for the Salt Lake and the Ogden/ Layton Urbanized Areas. The annual apportionments for TAP funds for the year 2027 are projected to be approximately \$2.1M in the Salt Lake Area and about \$1.2M in the Ogden/ Layton Area. Given the mix of project cost overruns, project cost savings, and programming efficiencies, there is an estimated \$2.1M available to program in the Salt Lake Area and the Ogden/ Layton Area is expected to have an estimated \$1.2M available to program.

In the fall of 2024, 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 26th, WFRC staff in consultation with the Trans Com TACs developed a recommendation of projects to add to the 2027 TAP. The attached tables "Projects Submitted for Consideration for the Draft 2027 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 24th, WFRC staff will present the TAP program funding recommendations.

CONTACT PERSON:

Ben Wuthrich (801) 647-3228, bwuthrich@wfrc.org Hugh Van Wagenen (385) 424-5186, hugh@wfrc.org

RECOMMENDATIONS:

The WFRC staff and the Trans Com Technical Advisory Committees recommend that Trans Com make a motion "to recommend that the Regional Council approve the projects discussed, reviewed, and recommended be added to the Draft 2027 Transportation Alternatives Program."

EXHIBITS:

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

	Cells	Highl	lighted	in this	<u>Color</u> pertain Projects	to Studi	es/ Plan	ning Ty	pe	Cells Highlighted in this Cold	or pertai	n to Sa	ife Rou	ites to S	chool [Гуре І	Projec	cts					Cells H	ighligh	ted in	this Co	lor per	rtain to	o Capit	al Imp	oroven	nent/ C	Constru	uction	Type Pr	ojects			
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Row #	Fundinng	Unique Proj ID County	City	Agency	Project Name	From Street	To Street	Project Improvement	Length	Description	Tot Cost Fed Fund	Fur	sponsor Priorit Regional Priorit	Ű	Provides Access wit mile	Wasatch Choices	Add Safety	Sponsors Match Innovative	Com Support	Diverse Users	Cost Per User	Cost per Mile Capital Score	Regional Goal	Financial Feasibility	Safety/ Connections	Com w/ Public	Plan Guide	Sponsors Match Plan Total Score	Drov to Schoo	Fills Gan	Provides Access C	Num of Stud that Bike or Walk	Anticipated Increa Student Use	Provide Add Saf	Sponsor Matc		Cost per Mile	SR2S Score	Project Score
	gder	_	-	Irbaniz	ed Area - Tra	ansporta	ation A		ives	s Program (TAP)																Ì													
1	θ	OL_TAP_7 Weber	Uintah area of Unincorporated Weber	Weber County	Combe Road Pathway	Harrison Boulevard	Skyline Drive	Project Design\ Plan \ Study	0.7	The project would continue efforts to create a non-vehicular connection to the businesses along Harrison Boulevard.	\$ 500,000 \$ 450,000		3										5	8	25	20 1	10 :	1 69	9										69
2	φ	OL_TAP_1 Davis	Kaysville	Kaysville City	Angel Street safe route sidewalk project	200 N	Sherri Ln	Project Design\ Plan \ Study	0.28	Kaysville City is seeking funds to coordinate with property owners and finalize a design to ultimately install nearly 1,500 LF of missing sidewalk on the east side of Angel St at 200 N to improve pedestrian access to Kays Creek Elementary and Shoreline Jr High.	\$ 102,855 \$ 95,892	\$ 6,963	L										10	8	25	20	0	1 64	1										64
8	\$ 400,000	OL_TAP_6 Weber	Roy	Roy City	3100 West Sidewalk	4800 South	6000 South	Safe Routes to School	2.1	Wasatch Front Regional Council (WFRC) has allocated \$301,700 to support this project. The environmental study for the project is completed. The City is currently purchasing the required right-of-way and anticipates that the right-of-way acquisition will be completed by the end of 2025. Additionally, the design for the project is underway and is expected to be completed by the end of 2025.	697,200 301,025	\$ 94,4	L																1) 5	0	10	10	4	5 1	0 1	2	60	60
5	\$ 300,000	OL_TAP_4 Weber	North Ogden City	North Ogden City	North Ogden HAWK Beacons 1900 N and 2650 N	Washington & 1900 North	Washington & 2650 North	Capital Improvement	0.1	pedestrian crossings at 1900 N. Washington Blvd and 2650 N. Washington Blvd. The addition of the HAWK beacons will complement the newly completed Active Transportation and Wayfinding Plan. Improving the safety of the crossings will contribute to the safe route to school priority because of the proximity to two elementary schools. HAWK beacons at both locations will also improve pedestrian access to our Downtown and South Town commercial	\$ 400,00 \$ 360,00	\$ 40,000	2 5	5	15	5	8	3 0	2	5 2	10 2	1 59																	59
1	0 \$	OL_TAP_2 Davis	North Salt Lake	City of North Salt Lake	Cutler Drive Sidewalk	Center Street	480 North	Capital Improvement	0.58	Cutler Drive currently has sidewalk in very limited areas, but there is a need to complete more sidewalk sections along the street in order to provide access to a UTA bus route that will be operational within the next year or two.	\$ 1,182,100 \$ 1,102,072	\$ 80,028	1 3	5	15	5	8	1 0	4	5	6	1 53																	53
4	0 \$	OL_TAP_8 Weber	Unincorporated Weber County	Weber County	West Weber Elementary - 900 South	4160 West	3600 West	Safe Routes to School	0.7	The purpose of this project is to construct a pathway along the north side of 900 South from West Weber Elementary School to 3600 West. There is a new subdivision on 3600 West that will increase the number of walking students along this corridor.	97	4																	1	0 0	0	10	10	7	3 1	0 1	1	52	52

	Cells]	Highl	lighted	l in thi		pertain ojects	to Studi	es/ Plan	ning [Туре	Cells Highlighted in this Colo	r per	tain to S	afe Ro	utes	to Scho	ol Typ	e Proj	ects						Cell	s Higł	nlighte	d in tl	his Co	lor pert	ain to (Capital	Impr	ovem	ent/ C	onstru	action '	Туре	Proje	ets			
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Row #	Fundinng	Unique Proj IJ County	City	Agency	Projec	: Name	From Street	To Street	Project	Improvement Length	Description	Tot Cost	Fed Fund Local Funds	Sponsor Priority Regional Priority	5	Fills Gap Provides Access wi mile	Wasatch Choices	Add Safety	Sponsors Match	Innovative	Com Support	Diverse Users	Cost nor Milo		Capital Score	Regional Goals	Financial Feasibility	Safety/ Connections	Com w/ Public	Plan Guide Sponsors Match	Plan Total Score	Prox to Schoo	Fills Gap	Provides Access (than School	Num of Stud that C Bike or Walk	Anticipated Incre Student Use	Provide Add Safety	Sponsor Matcl	Deg of Safe Due to	Cost Per User	Cost per Mile	SR2S Score	Project Scor
7	\$ 500,000	Weber	Ogden	Ogden City Corporation	SR-39 Use	Shared Path	Harrison Boulevard	E/o Valley Drive	Capital Improvement	0.9	A majority of the roadways between Harrison Boulevard and Ogden Canyon are t- intersections; the infrastructure for pedestrians is non existent. Infill and higher density development along the north side of SR-39 has increased the need for improvements. Fronting a roadway with 11,000 vehicles each day at 45+ mph speeds is sure to discourage any active transportation, especially children.	\$ 3,188,800	\$ 601,456 \$ 43,675	3 1()			10	1	0	0	5 8	2	2 5	51																		51
6	0 C C	Weber	West Haven City	West Haven		South Ik/Path	2050 West	2400 West	Safe Routes to School	0.75	This project is needed to provide a safe path for students and pedestrians to walk along 1800 South. Currently there are gaps in the sidewalk and there is virtually no paved shoulder to provide a safe path. This project would add a 10-foot asphalt path for bicyclists and pedestrians. It would give a safe path to access the existing trail and provide a safe route to the new Junior High School.	1,173,000	78	2																		10	0	0	10	10	3	1	15	1	1 !	51	51
2			West Haven	West Haven	2700 Sidewa	West Ik/Path	2550 South	3300 South	Safe Routes to School	0.994	Install a 10 foot asphalt path along the west side of 2700 West from 3300 South to 2550 South. Currently there is no safe path for perdestrians to walk along this roadway. With the installation of the new Junior high at 2050 south there is a need to provide a safer route for kids to travel to and from school.	1,643,00	_	1																		5	2	0	10	10	3	1	10	1	1 4	43	43
8	0 4	Veber Weber	Farr West City	Farr West City	Sidew	West alk and Lane	3300 North	2975 North	Capital Improvement		The project will widen the west side of the road to provide for a bike lane. It also consists of constructing a separated path on the east side of the roadway for pedestrian use. This project will connect to new sidewalk on the south end to 3300 North on the north end, providing a safer route for pedestrians.	1,593,300	\$ 1,443,480 \$ 149,820	1 5		5 0	0	10	1	5	1	5 2	. 1	LS	35																		35
5	0 4 \$	Weber	West Haven	West Haven	2200 Sidewa	South Ik/Path	1900 West	2700 West	Safe Routes to School	-	Provide a safe walking path for Junior High students and other pedestrians. There is a development going in that will include sidewalk and the city wants to connect the existing sidewalks and install a 10 foot asphalt path for safe travel.	\$ 681,000	\$ 634,896 \$ 46,104	3																		5	0	0	5	5	3	1	10	1	2 3	32	32
	\$ 1	,200,0	000	Re	comme Fundin			\$ 1	1,200,0	000	Available	\$	9,911,17	8	Requ	lested		-									Esti	mated	d Total	Project C	ost				\$	13,658,	,255						

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	Funding		City	Ag	Project Name	From Street	To Street	Project Improvement		Description natives Program (TAP)	Tot Cost Fed Fund	Local Funds Sponsor Priority	Regional Priori	ü	Provides Access with mile	Wasatch Choices	Add Safety	Sponsors Match Innovative	Com Support	Diverse Users	Cost Per User	Cost per Mile	Capital Score	Regional Goals	Financial Feasibility	Safety/ Connections	Com w/ Publi	Plan Guide	Sponsors Match Dlan Total Score		Prox to Schoo	Fills Gap Provides Arress O	than School Num of Stud that	Bike or Walk Anticipated Increa	Student Use	Provide Add Sat Snonsor Mate	Deg of Safe Due to		Cost per Mile	SR2S Score	Project Score
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1	\$ 0 SL TAP 11	 Salt Lake	South Salt Lake	South Salt Lake City	Downtown South Salt Lake Mobility Improvements Central Pointe Station East	300W & 2100S	State St & I-80	Capital Improveme	0.2	This project will construct a spur of Parley's trai that will reach the Central Pointe TRAX station from the East.	\$ 37,000 \$ 34,495		1 15	10	15	5	10	1 0	5	5	10	4	80																		80
2	\$ 0 SL TAP 14	- N	Salt Lake	Taylorsville City	3900 South Shared Use Path	Redwood Rd	Jordan River	Capital Improvement	1	This proposed project improves 3900 South between Redwood Road and the Jordan River by improving the pavement section, adding a 12 Shared Use Path, street lighting and connecting sidewalk. Presently, pedestrians are required to use the roadway shoulder, adjacent to traffic lanes with a 40 mph speed limit.	\$ 11,869,000 \$ 5,739,183		15	10	12	5	10	15 0	3	5	2	1	78																		78
3	\$ 0 SL TAP 13	- N	Salt Lake	South Salt Lake City	Downtown South Salt Lake Mobility Improvements 300W	2100S	Andy Ave	Capital Improvement	0.2	This project will construct a high comfort bicycle facility along 300 W.	\$ 1,114,000 \$ 1,038,582	\$ 75,418 C	15	10	15	5	10	1 0	5	5	8	1	75																		75
4	\$ 200,000 SL TAP 6	2	Salt Lake	Murray/ UDOT Region 2	5400 S Sidewalk	Canal Street	Walden Glen Drive	Capital Improvement	0.2	This project aims to construct a sidewalk and Curb & Gutter along 5400 S on the south side between Canal Street and Walden Glen Drive. This project will serve as a connection piece for the pedestrian sidewalk.			15	5	12	0	10	15 0	1	5	10	1	74																		74
5	\$ 0 SL TAP 9	- -	Salt Lake	South Salt Lake City	Downtown South Salt Lake Mobility Improvements Haven	300W	W Temple	Capital Improvement	0.32	This project will construct the improvement of Parley's trail between W Temple and 300 W.	\$ 415,000 \$ 386,905		5	10	15	5	10	1 5	5	5	10	1	72																		72
6	\$ 1,500,000 SL TAP 8	2	Salt Lake	South Jordan	Shields Lane Multi-Use Path (Phase 1)	Bangerter	3200 W	Capital Improvement	0.5	Reconfigure the cross-section of Shields Lane to include a 12-14 ft multi-use path on the south side of the road and enhance pedestrian crossings along the corridor to improve safety and comfort. This project was identified as the preferred solution in the 2023 Shields Lane Solutions Development Study and is highlighted in the City's General Plan and Active Transportation Plan. Extensive public engagement has been conducted, and the trail has garnered strong support from both the public and the City Council.	\$ 3,310,400 \$ 2,740,400	000 ⁰ 22	10	10	15	5	10	3 5	2	5	4	1	70																		70

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7	0	SL_TAP_10 2	Salt Lake	South Salt Lake City	Downtown South Salt Lake Mobility Improvements - Central Pointe Station West	300W & 2100S	State St & I-80	Capital Improvement	0.1	This project will construct a spur of Parley's trail that will reach the Central Pointe TRAX station from the West.	40, 37,	1 5,708	0 5	10	15	5	10	1	0	5	5	10	3 69																			69
8	0	SL_TAP_12 2	Salt Lake	South Salt Lake City	Downtown South Salt Lake Mobility Improvements - Central Pointe Place	Main St	State St	Capital Improvement	0.1	This project will construct the improvement of Parley's trail between State Street and Main St.	\$ 34,000 \$ 31,698	\$ 2,302	3	10	15	5	10	1	0	5	5	10	3 67																			67
9	0	SL_TAP_15 2	Salt Lake	West Valley City	1300 West Bike Lanes	4000 South	3300 South	Capital Improvement	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.	\$ 9,068,000 \$ 4,962,633	\$ 360,367 E	10	10	15	0	10	10	0	1	5	2	1 64																			64
10	0	SL_TAP_16 2	Salt Lake	The Greater Salt Lake Municipal Services District	Emerald Drive Sidewalk	Garnet Drive	Poppy Lane	Capital Improvement	0.12	The purpose of this project is to ensure the safety, accessibility, and convenience of students who walk or bike to and from school. Currently, students living in White City are forced to walk on the roadway due to the lack of sidewalks available there. This project will place sidewalk on both sides of Emerald Drive from Garnet Drive to Poppy Lane.		\$ 41,676	5	5	12	5	8	1	0	4	5	8	1 54																			54
6	0	SL_TAP_4 2	Salt Lake	Salt Lake County	Kearns Powerline Corridor (Approx 5670 W)	5400 S	6200 S	Capital Improvement		To provide a safe alternative for cyclists and pedestrians in an open corridor (power line corridor) through an open space bisecting two neighborhoods. This will improve mobility and safety for students for nearby schools, and othe users for leisure and transit.	\$ 5,6 \$ 2,8	\$			14	0	10	1	0	3	5	4	1 53																			53
7	0	SL_TAP_1 2	Salt Lake	Cottonwood Heights	2300 E Sidewalk Connection	Fort Union Blvd	I-215 (approximately 6400 S)	Capital Improvement	0.7	This project is located on 2300 E between Fort Union Blvd and the City's northern extents at I- 215. The project will reconstruct the west side o 2300 E to include rebuilding and building a new 6' sidewalk bridging gaps in sidewalk, curb, and gutter of approximately 2,000 feet on 2300 E.	\$ 1,667,000 \$ 1,554,144	\$ 112,856	3	5	6	5	8	1	0	2	5	6	1 42																			42
8	9 9	SL_TAP_5 2	Salt Lake	GSLMSD - Magna City	3100 S Sidewalk	7200 West	7270 West	Capital Improvement	0.08	The installation of curb, gutter and sidewalk on the north side of 3100 South from 7200 West to 7270 West. This section of 3100 South is designated as a safe route to the nearby Lake Ridge Elementary school and the installation of these improvements would increase the pedestrian safety along this route.	20,300		5	5	6	0	6	1	0	4	5	8	1 41																			41

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	\$ #,###	Re	ecom	mended Fur Amounts	nding			F	Recommended Project Information			ty	ty	ıp within 1/2		es		£						s	llity	ons	U		£	re	<u>s</u>		ther	Could	ise of	ety	ء	Speed			
Row #	Suggested Fundinng Unique Proj ID County	City	Agency	Project Name	From Street	To Street	Project Improvement	Length	Description	Tot Cost	Fea Funa Local Funds	Sponsor Priority	Regional Priori	Fills Gap Provides Access wit	ile	Wasatch Choice	Add Safety	Sponsors Match	Innovative	Diverse Hsers	Cost Per User	Cost per Mile	Capital Score	Regional Goals	Financial Feasibility	Safety/ Connections	Com w/ Public	Plan Guide	Sponsors Match	Plan Total Sco	Prox to Schoo	Fills Gap	Provides Access C than School	Num of Stud that Bike or Walk	Anticipated Increa Student Use	Provide Add Saf	Sponsor Matc	Deg of Safe Due to	Cost Per User Cost ner Mile	SR2S Score	Project Score
9	\$ 400,000 SL_TAP_7 >	ء Salt Lake	Salt Lake City Cornoration	GREENbike Capital Care: Stations and e bikes	Salt Lake City	Salt Lake City	Capital Improvement	0.5 Ci	GREENbike was launched in Salt Lake City in 2013. Of 50 stations in the Salt Lake area, 23 are at the end of their lifespan; parts are no longer available for repairs. This project is a apital replacement of 5 stations and 58 eBikes. With this funding, GREENbike will continue to serve the public with sustainable travel.	\$ 850,000 \$ 702.455		3	3	0 1	12	5	6	1	0	2 3	8	1	41																		41
10	\$ 0 SL_TAP_3	salt Lake	Cottonwood Heights	HAWK Signal on Fort Union Blvd - 1600 East	West Side of Mountview Park Entrance	Approx. 1600 East	Capital Improvement	0.05	nstall a HAWK Pedestrian Crossing System on Fort Union Boulevard, west of the Mountview Park entrance (approx. 1600 East). Current crosswalk posses significant safety risks due to high vehicle speeds and the consitent failure of automobiles to stop for pedestrains.	520,00	36,(2	3	0	4	5	10	1	0	2 5	8	1	39																		39
10	\$ 0 SL_TAP_2 2	Salt Lake	Cottonwood Heights	Bengal Boulevard Pedestrian Trail	2600 E	Pamela Drive	Capital Improvement	b 0.33	This project facilitates active transportation on the north side of Bengal Blvd by replacing a eep gutter system with a new storm drain pipe, inlets, and curb and gutter, installing a 5' bedestrian trail and 5' park strip to allow a safe valking path along a blind corner and removing a hazard to bicyclists.	\$ 4,200,000		4	3	5 1	LO	0	8	1	0	2 5	2	1	37																		37
	\$ 2,100	,000	Re	commended Funding		\$ 2	,100,000	A	vailable	\$ 25	5,618,1	.19	Rec	quested											Es	timate	d Tota	l Proje	ct Cost			•		\$3	57,681,8	800					

DATE:	April 17, 2025
AGENDA ITEM:	4e
SUBJECT:	ACTION: Recommend 2026-2031 Surface Transportation Program (STP)
PREPARED BY:	Ben Wuthrich

BACKGROUND:

The Wasatch Front Regional Council is responsible for programming the federal Surface Transportation Program (STP) funds for the Salt Lake and the Ogden/ Layton Urbanized Areas. The annual apportionments for STP funds are projected to be approximately \$22.6M through the year 2031 in the Salt Lake Area and \$11.7M in the Ogden/ Layton Area. Given the mix of project cost overruns, project cost savings, and programming efficiencies, there is an estimated \$21,500,000 available to program for the year 2031 in the Salt Lake Area, and \$9,300,000 available in the Ogden/ Layton Area.

In the fall of 2024, 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 26th, 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 2026-2031 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 2026-2031 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 24th, WFRC staff will present the STP 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 discussed, reviewed, and recommended be added to the Draft 2026-2031 Surface Transportation Program."

EXHIBITS:

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

	\$ #,#	##	Rec	omn	nended	Funding Amount			Reco	mmende	ed Proje	ect Info	rmation													
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, ISM/ TDM, & ITS Improvements	Delay Reduction	Growth Principles/ Economic Imnrovements	Traffic Values	Safety	Volume to Capacity	Weighted Total
0	gder	n/ La	ayto	on L	Jrban	Area							_													
1	\$ 1,500,000	OL_STP_5	1	Davis	Clinton City	2300 North Roadway: Cranefield to 4500 W, Phase 1	Cranefield Rd	4500 West	0.89	\$ 5,000,000	\$ 2,500,000	\$ 2,500,000	Collector	Reconstruct	The purpose of the 2300 North roadway project phase 1 is to widen the roadway from Cranefield Road to 4100 West. The project includes the installation of a ne pavement section, sidewalks, curb/gutter, and curb ramps. The failing asphalt pavement in the Cranefield roundabout will be replaced with concrete pavement	2W 1	1.33	22.50	16.00	0.67	0.00	4.76	2.00	8.50	0.00	55.76
2	\$ 1,000,000	OL_STP_4	1	Davis	Centerville City	1250 West Street Reconstruction	200 North	100 South	0.2	\$ 1,500,000	\$ 1,000,000	\$ 500,000	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 projec 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.	2t 1	7.33	17.50	16.00	1.33	0.00	4.76	1.00	7.50	0.00	55.43
3	\$ 2,000,000	0L_STP_11	1	Weber	Hooper City Corporation	5500 West Road Improvement	5500 South	5100 South	0.53	\$ 4,200,000	\$ 2,100,000	\$ 152,494	Collector	Reconstruct	The purpose of this project is to fund another phase in continuation of Hooper City's efforts to improve a key collector road which provides critical north-south access through the city. This route will provide the closest access available from the north to the future West Davis Highway off-ramp at 1800 North (SR-37).	h ,	2.00	17.50	12.00	2.67	0.00	5.24	3.00	7.50	0.00	49.90
4	\$ 1,500,000	0L_STP_8	1	Davis	West Point City	300 North Widening	4000 West	4500 West	0.5	\$ 4,426,100	\$ 2,914,463	\$ 1,511,637	Collector	Reconstruct	This road is currently a state highway, but will soon be turned over to the City. 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	3.33	12.50	16.00	0.00	0.00	4.29	1.00	7.00	1.00	45.12
s.	0\$	OL_STP_15	-	Weber	Ogden City Corporation	2nd Street Reconstruction Phase 2	Wall Avenue	Washington Boulevard	0.426	\$ 7,367,700	\$ 6,868,907	\$ 498,793	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.	-	4.67	12.50	8.00	4.00	0.00	4.76	1.00	00.6	0.00	43.93
9	0	0T_STP_6	1	Davis	Layton City	Layton Parkway Signalization Project	1700 West	2200 West	0.5	\$ 1,220,000	\$ 976,000	\$ 244,000	Minor Arterial	Operations	Layton is proposing the construction of two traffic signals along Layton Parkwa at 1700 West and 2200 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. These signals are part of Layton City's Transportation Master Plan.		3.33	3.00	12.00	10.67	0.00	2.86	2.00	7.00	0.00	40.86

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7	0 \$	OL_STP_18	1 Weber	Utah Transit Authority	UTA New Radio System	•	e	•	\$ 24,000,000	\$ 2,000,000	\$ 145,233	NA	Transit	This installs over 3,600 units in UTA vehicles and facilities to fully replace our obsolete iDEN system with a modern radio over IP system. The new system has 80% fewer equipment sites. It provides cloud-based dispatch solutions feeding 16 train and bus dispatch consoles. Remaining sites give redundancy and disaster prep.	3	10.00	1.00	20.00	0:00	0.00	3.00	0.00	2.25	1.00	37.25
×	0 \$	OL_STP_17	1 Weber	Weber County	Widen 2550 South Phase 2	4700 West	4300 West	0.5	\$ 8,748,000	\$ 3,675,000	\$ 5,073,000	Collector	Reconstruct	Currently there is no continuous turning lane or shoulder along 2550 South. With the recent growth in residential development, newly completed high school nearby and the planned reconfiguration of 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.		1.33	15.00	12.00	0.00	0.00	2.38	0.00	5.50	0.00	36.21
6	\$ 2,000,000	OL_STP_12	1 Weber	Marriott-Slaterville City	1200 West Widening	400 North	700 South	1.07	\$ 6,580,463	\$ 3,750,000	\$ 477,848	Minor Arterial	Reconstruct	The proposed ROW width along 1200 West is 80'. This will allow for a travel lane in each direction, a center turn lane, curb/gutter, and sidewalk on both sides, which on one side the sidewalk will be a 8' wide meandering sidewalk. The City and Ogden City have met multipe times to discuss and coordinate the desire for the sidewalk and landscape on the east side of 1200 W. This trail/sidewalk will include trail lights. Secondary water and storm drain improvements will be included as part of the overall project.		0.67	10.00	12.00	0:00	0.00	5.24	2.00	5.50	0.00	35.40
10	0 \$	OL_STP_10	1 Weber	Harrisville City Corporation	750 West Widening Phase 2	1750 North	US-89	0.401	\$ 3,214,000	\$ 2,996,400	\$ 217,600	Collector	Reconstruct	The project will improve 750 West from 1750 North to Hwy 89 from a narrow 2 lane road to a full city standard collector road. This is the second phase to widen 750 West from West Harrisville Rd. to Highway 89 and then to 2550 North. The phase will continue the wideing completed in Phase 1.	1	1.33	17.50	4.00	0.67	0.00	4.29	0.00	6.00	0.00	33.79
11	\$ 2,000,000	OL_STP_1	1 Box Elder	Brigham City Corporation	1200 West Roadway Widening (Forest Street to Industrial Way)	Forest Street	Industrial Way	0.335	\$ 2,876,000	\$ 2,681,200	\$ 194,800	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.	1	1.00	2.00	00.6	1.00	0.00	11.00	2.00	5.50	0.00	31.50
12	0 \$	OL_STP_7	1 Davis	Layton City	Layton Parkway Extension	3200 West	3700 West	0.5	\$ 4,400,000	\$ 3,520,000	\$ 880,000	Minor Arterial	Capacity	Layton City is proposing to extend Layton Parkway from 3200 West to 3700 West. This extension will accommodate population growth on the city's west side and serve as a frontage road along UDOT's West Davis Corridor. The project scope includes new roadway with 60-foot pavement width, curb and gutter installation, sidewalks, utility infrastructure and associated improvements.	1	4.00	1.00	6.00	0.00	0.00	11.00	3.00	5.00	1.00	31.00
13	0	6_GTP_9	1 Weber	Farr West City Corporation	3300 North Widening Phase 2	2000 West (SR-126)	2575 West	0.625	\$ 8,449,000	\$ 4,224,500	\$ 4,224,500	Collector	Reconstruct	The project will improve the 3300 North corridor from 2000 West (SR-126) to 2575 West. The existing road has inconsistent widths, and the widening will widen the roadway to the standard width of a collector road in the City. The project includes a bridge widening over the Willard Canal.	2	2.00	12.50	4.00	0.67	0.00	3.33	1.00	6.50	0.00	30.00

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-	0 \$	OL_STP_13	1 Weber	North Ogden City	1700 North Reconstruction Project	Fruitland Drive	787 East 1700 North	0.357	\$ 7,108,000	\$ 6,397,200	\$ 710,800	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 occured 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.	1 3 1	0.67	15.00	4.00	0:00	0.00	1.43	1.00	7.50	0.00	29.60
1	0 \$	OL_STP_3	1 Box Elder	Brigham City Corporation	1200 West Roadway Widening (SR-13 to 600 North)	SR-13	600 North	0.792	\$ 4,437,000	\$ 4,136,600	\$ 300,400	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.	3	1.00	1.00	6.00	1.00	0.00	11.00	1.00	5.00	0.00	26.00
۲.	0 \$	OL_STP_2	1 Box Elder	Brigham City Corporation	1200 West Roadway Widening (Forest to 400 South)	Forest Street	400 South	0.549	\$ 4,723,000	\$ 4,403,200	\$ 319,800	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.	2	1.00	1.50	6.00	1.00	0.00	00.6	1.00	5.00	0.00	24.50
Ľ	0 \$	OL_STP_14	1 Weher	NORTH OGDEN CITY	2100 North Fruitland Drive Intersection Improvement	2100 North	Fruitland Drive	0	\$ 4,532,000	\$ 4,202,904	\$ 329,096	Collector	Operations	The 2100 North Fruitland Drive Intersection is an offset intersection which make it dangerous and difficult for motorists and pedestrians to navigate. The current condition of the intersection does not allow for the require sight distance as recommended by AASHTO. This intersection sees at least 3-4 accidents per year. The reconstruction of this intersection will improve the sight distance and improve road drainage in this area. Improvement of the intersection will improve the walkability of Fruitland Drive and the ability for cyclists to ride the road.	t . 2	2.67	4.00	0.00	4.00	0.00	2.86	0.00	8.50	0.00	22.02
ă	0 \$	OL_STP_16	1 Weher	Utah Transit Authority	Mt. Ogden Administration and Operations Facility	135 West 17th Street	0	0	\$ 26,000,000	\$ 5,000,000	\$ 363,081	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.	s	4.00	1.00	0.00	4.00	0.00	9.00	0.00	2.25	0.00	20.25
	\$	10,00	0,000	Recom	nended Funding		\$	63,346,	374	Requ	uested F	ederal Fu	nds	Federal Funds Available	e \$ 9	,500,00	0								

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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/	Benefit Cost	Uperation, ISM/ TDM, & ITS Improvements	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Values	Safety	Volume to Capacity	Weighted Total
Sal	Lak	ke l	Urban	Area											-									
		S_STP_21	2 Salt Lake	Salt Lake City Corporation	Wakara Way Reconstruction	Foothill Drive	Arapeen Drive	0.26	\$ 5,042,000	\$ 4,700,657	\$ 341,343	Collector	Reconstruct	Wakara Way, a primary vehicular access to the University of Utah Research Park, will soon become a first-last mile connection for the future TechLink TRAX line. The reconstruction will address poor pavement and street flooding, while adding safer bikeways and more direct / continuous sidewalks per the SLC Street Typologies.	4	8.67	16.00	6.00	0.00	5.24	1.00	8.00	1.00	68.40
	000,000,2 &	8_STP_9	2 Salt Lake	City of Holladay	Highland Drive Reconstruction and Complete Street	Arbor Lane	Van Winkle Expressway	1.4	\$ 15,109,000	\$ 5,000,000	\$ 365,000	Minor Arterial	Reconstruct	Highland Drive requires a complete reconstruction to address deteriorating pavement, safety concerns, drainage, and utility conflicts and to meet the City's multimodal transportation goals. The project scope is informed from the Highland Drive Master Plan, Highland Drive Corridor Study, and a 2023 Traffic Analysis.	1	5.33	16.00	4.00	0.00	3.33	2.00	8.50	1.00	62.67
	2,000,000	S_STP_3	2 Salt Lake	Cottonwood Heights	Highland Drive Widening Project	7101 South Highland Drive	6990 South Highland Drive	0.2	\$ 3,825,000	\$ 3,566,000	\$ 259,000	Principal Arterial	Operations	NB Highland Dr bottlenecks into two lanes at Fort Union Blvd, causing significant delays (74.7 sec/vehicle). The project will widen Highland Dr on the east side between 6990 - 7101 South, adding a third northbound thru lane to enhance capacity and traffic flow.	1	5.33	15.00	12.00	0.00	10.48	2.00	9.50	3.00	61.81
4		S_STP_13	2 Salt Lake	Millcreek	1300 East: 3300 South to E Lorraine Dr.	3300 South	E Lorraine Dr	0.4	\$ 8,444,000	\$ 4,236,371	\$ 307,629	Minor Arterial	Reconstruct	This project aims to enhance safety and accessibility along the vital north-south corridor on the east side of Salt Lake Valley. Key improvements will include the reconstruction of outdated curbs and gutters, sidewalks, ADA-compliant ramps, and existing bus stops. A new storm drain system will also be installed to improve drainage and reduce flooding, focusing on creating a more user-friendly environment for all users.	2	7.33	16.00	0.00	0.00	4.29	1.00	6.00	3.00	60.12
	2,000,000	S_STP_14	2 Salt Lake	Millcreek	Highland Drive: Boundary to 3300 South	Boundary	3300 S	0.5	\$ 7,256,300	\$ 6,765,048	\$ 491,252	Minor Arterial	Reconstruct	This project involves a complete reconstruction of Highland Drive, prioritizing the corridor for all users. The north-south roadway was part of the Local Link study affecting Salt Lake, Millcreek, and Holladay. The impetus for these improvements—including sidewalks, bike lanes, and curb ramps—arises from ongoing redevelopment projects adjacent to the roadway.	2	7.33	12.00	6.67	0.00	4.29	1.00	6.00	2.00	59.29
	000,000,2 &	S_STP_27	2 Salt Lake	Taylorsville City	3900 South Rehabilitation	Redwood Road	Jordan River Bridge	1	\$ 13,612,000	\$ 7,482,183	\$ 3,000,000	Minor Arterial	Reconstruct	This proposed project improves 3900 South between Redwood Road and the Jordan River by improving the pavement section, adding a 12' 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	8.00	16.00	1.33	0.00	4.76	3.00	8.00	1.00	57.10

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7	\$ 2,000,000	S_STP_16	2	Salt Lake	Riverton City	1300 West Complete Street	13100 South	13700 South	0.77	\$ 9,760,000	\$ 7,160,000	\$ 1,200,000	Collector	Reconstruct	1300 West was constructed 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 about 13700 South. The design will include adding bike lanes, park strips, sidewalks, curb and gutters, consistent travel lane and a middle turning lane.	1	2.00	25.00	12.00	0.67	0.00	4.29	4.00	7.50	1.00	56.45
×	0	S_STP_22	2	Salt Lake	Sandy City	11400 S 1300 E Intersection Improvements	11390 S	11410 S	0.08	\$ 5,373,000	\$ 5,009,248	\$ 363,752	Minor Arterial	Operations	This project was identified as a safety hotspot in Sandy's 2020 TMP. The 2021 Safety Evaluation recommended clearing the sight triangles, installing a SBR turn lane, advanced detection, signal timing adjustments, upgrading signal infrastructure, restriping, and increasing the left turn queue storage capacity.	2	1.33	3.00	12.00	16.00	2.00	10.48	2.00	7.50	1.00	55.31
6	0	S_STP_7	2	Salt Lake	Herriman City	12600 S & Herriman Main St Intersection Improvements	4972 W	5010 W	0.1	\$ 4,168,400	\$ 3,268,400	\$ 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	0	4.00	4.00	15.00	8.00	0.00	9.52	4.00	00.6	1.00	54.52
10	\$ 2,500,000	S_STP_31	2	Salt Lake	West Valley City	7200 West Widening and Reconstruction	4100 South	3900 South	0.33	\$ 6,539,000	\$ 4,236,249	\$ 302,751	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.	1	3.33	17.50	16.00	0.67	0.00	4.29	2.00	0.00	1.00	53.79
11	\$ 0	S_STP_35	2	Salt Lake	Sandy City	700 East Cy's Road(8800 S. Improvements and Signal	Cy's Road(8800 S.)	700 East	0	\$ 3,732,000	\$ 3,142,536	\$ 589,464	Local	Operations	This project finishes the east leg of the intersection and installs a traffic signal. The Meadow's at Cy's Rd 34-home and commercial lot development located northeast of the intersection is donating the needed right-of-way as Sandy has agreed to install improvements from 700 E to Green Way. Installation of the traffic signal will significantly reduce intersection delay. Cy's Rd is classified as collector currently dead-ending at Harvard Park Dr (~1000 E) and is master planned to connect through Pebble Brook Golf Course to 1300 E at redevelopment.	a 1	6.67	3.50	6.00	16.00	0.00	10.48	1.00	6.50	2.00	52.14
12	0	S_STP_11	2	Salt Lake	Utah Transit Authority	Implementation and Phasing of TRAX Modernization Program	UTA TRAX System	Modernization and Expansion	•	\$ 11,000,000	\$ 4,000,000	\$ 290,465	0	Transit	This funding request is to develop the implementation and phasing of the UTA TRAX Modernization program to improve passenger accessibility, customer experience, ridership demands, and provide reliability and safety enhancements throughout the TRAX system. Activities include planning, environmental, programming, design, etc.		17.00	1.00	20.00	4.00	0.00	3.00	0.00	2.25	0.00	47.25

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13	•	S_STP_33	2 Salt Lake	West Valley City	2200 West Bike Lanes	4100 South	3800 South	0.5	\$ 4,365,000	\$ 2,974,163	\$ 215,972	Major Collector	Active Transportation	This project improves 2200 W between 4100 S and 3800 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.	5	7.00	4.00	12.00	2.00	0.00	10.00	2.00	00.6	0.00	46.00
14	0 \$	S_STP_4	2 Salt Lake	Draper City	Fort Street	13200 South	13800 South	0.83	\$ 9,513,300	\$ 8,771,358	\$ 636,942	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.	e 1	4.00	25.00	4.00	0.00	0.00	4.29	2.00	6.50	0.00	45.79
15	0	S_STP_23	2 Salt Lake	Sandy City	Monroe Phase III	Mall Ring Rd	10600 South	0.038	\$ 29,265,000	\$ 4,000,000	\$ 25,265,000	Collector	Capacity	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 importantance. Phase III will build and realign Monroe NE of it's current location.		00.6	1.00	9.00	10.00	0.00	4.00	4.00	7.50	1.00	45.50
16	0 \$	S_STP_34	2 Salt Lake	West Valley City	4800 West Bike Lanes	3500 South	3100 South	0.5	\$ 6,010,000	\$ 3,806,528	\$ 276,415	Minor Arterial	Active Transportation	This project improves 4800 W between 3500 S and 3100 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.	4	8.00	4.00	12.00	2.00	0.00	10.00	1.00	7.50	1.00	45.50
17	0	S_STP_18	2 Salt Lake	UDOT	I-215 & 700 N Ramp Meter	I-215 MP 23.2	I-215 MP 24.2	1	\$ 3,320,000	\$ 1,000,000	\$ 2,320,000	Highway/Freeway	Operations	This project will add ramp meters to the 700 N Ramps on I-215 West. UDOT has funded a project on I-15 that is anticipated to increase traffic on I-215. Ramp meters on I-215 at 700 North will create better mobility for the I-215/Legacy corridor that parallels I-15 before, during and after the reconstruction of I-15.	2	6.00	2.00	15.00	6.67	0.00	3.81	5.00	4.50	1.00	43.98
18	0	S_STP_1	2 Salt Lake	Cottonwood Heights	2300 E Sidewalk Connection	Fort Union Blvd	I-215 (approximately 6400 S)	0.7	\$ 1,909,000	\$ 1,779,761	\$ 129,239	Collector	Active Transportation	This project is located on 2300 E between Fort Union Blvd and the City's northern extents at I-215. The project will reconstruct the west side of 2300 E to include rebuilding and building a new 6' sidewalk bridging gaps in sidewalk, curb, and gutter of approximately 2,000 feet on 2300 E.	3	7.00	4.00	12.00	0.00	0.00	00.6	1.00	8.00	2.00	43.00

	\$ #,#	S_STP_5 Unique Proj ID S_STP_5 Unique Proj ID 2 UDOT Region 2 UDOT Region 2 UDOT Region 2 UDOT Region 2 Draper City Agency Agency Lone Peak Parkway Agency					Reco	mmende	ed Proje	ect Info	rmation														
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	Uperation, ISM/ TDM, & ITS Improvements	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Values	Safety	Volume to Capacity	Weighted Total
19	\$ 2,500,000	S_STP_5	2 Salt Lake	Draper City	Lone Peak Parkway	12300 South	12650 South	0.4	\$ 13,155,000	\$ 4,314,591	\$ 535,514	Minor Arterial	Capacity	Lone Peak Parkway is a north/south minor arterial just west of I-15. The existing 0.4 mile segment of Lone Peak Parkway from 12650 South to 12300 South has a problematic alignment and is too narrow to accommodate the planned 5-lane section. With recent development in the area, and connection of Lone Peak Pkwy all the way to Bangerter Hwy, widening is more urgently needed. Draper City previously was awarded funding for this project programed for 2025. Lone Peak Parkway is identified as a Phase 1 project in the RTP from Bangerter Hwy to 11400 South.	1	9.00	3.50	9.00	1.00	0.00	10.00	3.00	7.50	0.00	43.00
20	\$ 2,000,000	S_STP_29	2 Salt Lake	of	1300 West; 6600 South to 7800 South (Phase 3)	6600 South	7800 South	1.43	\$ 20,665,000	\$ 3,000,000	\$ 1,400,000	Collector	Active Transportation	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, and better access for all users.		11.00	3.50	12.00	2.00	0.00	5.00	0.00	7.00	1.00	41.50
21	0 \$	S_STP_15	2 Salt Lake	Murray City Engineering	6400 South; 1300 East to Highland Drive	1300 East	Highland Drive	1.06	\$ 9,875,000	\$ 9,175,000	\$ 700,000	Collector	Reconstruct	This project will provide sidewalk and buffered bike lanes on both sides of 6400 South. A new storm drain trunkline will be installed, which will separate storm drain water from ditch irrigation water. The deteriorating roadway will be rebuilt, and spot replacement of concrete will be performed.		6.00	17.50	4.00	0.00	0.00	4.76	0.00	7.50	1.00	40.76
22	\$ 2,500,000	S_STP_12	2 Salt Lake	UDOT Region 2	L-15 NB On Ramp Widening at 7200 S.	Entrance Ramp NB MP 0.0	Entrance Ramp NB MP 0.03	0.03	\$ 7,062,000	\$ 3,500,000	\$ 3,562,000	Highway/Freeway	Operations	Project will construct and additional lane on the ramp of I-15 NB at 7200 S. The lane is for the westbound vehicles to no longer have a yield condition onto the ramp. Installation of this lane will reduce the time that vehicle have to wait to merge on the ramp, rediuce congestoin in the area, and imporve teh safety of the conflict point.	1	3.33	3.00	12.00	1.33	0.00	8.57	3.00	5.00	3.00	39.24
23	0 \$	S_STP_26	2 Salt Lake	South Salt Lake City	300 W Road Reconstruction	300 W 3300 S	300 W 3900S	1	\$ 17,473,200	\$ 16,290,264	\$ 1,182,936	Minor Arterial	Reconstruct	Reconstructing and widening 300 West, the project will have existing utility be replaced with new utility. Adding roadway, drive-approach, sidewalk, installing bike faculty and crossing in the reconstruction of the road.		4.00	20.00	0.00	3.33	0.00	2.38	1.00	7.00	1.00	38.71
24	\$ 2,000,000	S_STP_20	2 Salt Lake	Utah Transit Authority	UTA Light Rail Vehicle (LRV) Replacement Project	Salt Lake City	Draper	0	\$ 146,000,000	\$ 10,000,000	\$ 726,161	NA	Transit	The requested funds will support UTA's effort to replace 20 high floor light rail vehicles with level-boarding models to complete UTA's transition to a fully accessible fleet. This project enhances mobility for riders with disabilities, promotes equity, and accelerates UTA's state of good repair efforts for reliability.	1	17.00	1.00	8.00	00.0	0.00	00.6	0.00	2.25	0.00	37.25

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25	\$ 0	S_STP_28	2	Salt Lake	Utah Transit Authority	UTA New Radio System	0	0	0	\$ 24,000,000	\$ 2,000,000	\$ 145,233	P.N.	Transit	This installs over 3,600 units in UTA vehicles and facilities to fully replace our obsolete iDEN system with a modern radio over IP system. The new system has 80% fewer equipment sites. It provides cloud-based dispatch solutions feeding 16 train and bus dispatch consoles. Remaining sites give redundancy and disaster prep.	i 3	10.00	1.00	20.00	0.00	0.00	3.00	0.00	2.25	1.00	37.25
26	\$ 0	S_STP_2	2	Salt Lake	Cottonwood Heights	Bengal Boulevard Pedestrian Trail	2600 E	Pamela drive	0.33	\$ 4,813,000	\$ 4,487,160	\$ 325,840	Minor Arterial	Active Transportation	This project facilitates active transportation on the north side of Bengal Blvd by replacing a deep gutter system with a new storm drain pipe, inlets, and curb and gutter, installing a 5' pedestrian trail and 5' park strip to allow a safe walking path along a blind corner and removing a hazard to bicyclists.		5.00	3.00	00.6	0.00	0.00	00.6	1.00	8.50	1.00	36.50
27	0 \$	S_STP_30	2	Salt Lake	West Valley City	1300 West Widening and Bike Lanes	4000 South	3300 South	1.0655	\$ 11,254,000	\$ 7,000,641	\$ 508,359	Collector	Active Transportation	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.	2	7.00	3.50	0.00	2.00	0.00	10.00	1.00	8.00	1.00	32.50
28	\$ 0	S_STP_19	2	Salt Lake	Utah Tranis Authority	SL Central Transit Improvements (and Parking Garage)	200 South and 600 West	400 South and UPRR Tracks/700 West	•	\$ 55,000,000	\$ 10,000,000	\$ 726,162	Collector	Transit	SL Central needs a park and ride structure and transit improvements surrounding planned new mixed-use buildings. UTA is requesting funds to support the transit improvements serving all individuals who ride transit and board or alight at the hub. These improvements are for bus boarding and for plaza/waiting space for rail.	6	13.00	1.50	0.00	4.00	0.00	10.00	0.00	3.25	0.00	31.75
29	\$ 0	S_STP_24	2	Salt Lake	South Jordan	Shields Lane Multi- Use Path (Phase 1)	Bangerter	3200 W	0.5	\$ 4,566,400	\$ 3,996,400	\$ 570,000	Minor Arterial	Active Transportation	Reconfigure the cross-section of Shields Lane to include a 12-14 ft multi-use path on the south side of the road and enhance pedestrian crossings along the corridor to improve safety and comfort. This project was identified as the preferred solution in the 2023 Shields Lane Solutions Development Study and is highlighted in the City's General Plan and Active Transportation Plan. Extensive public engagement has been conducted, and the trail has garnered strong support from both the public and the City Council.	r 1 1	3.00	4.00	6.00	1.00	0.00	00.6	2.00	6.50	0.00	31.50
30	0 \$	S_STP_10	2	Salt Lake	Salt Lake County	4270 W/Misty Way Safety Improvements	5400 S	Home Run Drive (approx 5800 S)	0.47	\$ 4,060,200	\$ 3,743,371	\$ 271,829	Collector	Active Transportation	This project would replace the existing rollover gutter and deteriorating sidewalk with 6" tall curb and gutter, new sidewalk, and ADA compliant sidewalk ramps on the East and West sides of 4270 W from 5400 S to Home Run Drive (approx. 5800 S).	-	7.00	2.50	3.00	0.00	0.00	00.6	1.00	7.50	0.00	30.00
	0 \$	S_STP_17	2	Salt Lake	Riverton City	13800 South Complete Street Improvements	3600 West	4000 West	0.625	\$ 4,992,000	\$ 4,654,042	\$ 337,958	Collector	Active Transportation	13800 South was recently extended from the Welby Jacob canal westward. With this new road section, the existing road section between 3600 West and 400 West has an extensively wide asphalt section. This project accomplishes two goals, first by narrowing the travel lanes to help control speeds and, second, to provide protected bike lanes in both directions, which attains the goals of the proposed Beehive Bikeway Plan for this road section.	t t ₃	4.00	4.00	3.00	2.00	0.00	8.00	0.00	7.50	0.00	28.50

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26	0	S_STP_32	2	Salt Lake	The Greater Salt Lake Municipal Services District	Poppy Lane Sidewalk	Emerald Drive	Galena Drive	0.33	\$ 1,376,900	\$ 1,283,684	\$ 93,216	Local	Active Transportation	This project will install curb, gutter, sidewalk, and pedestrian ramps on the west side of Poppy Lane from Emerald Drive to Onyx Lane and both sides of Poppy Lane from Onyx Lane to Galena Drive; which is on the Glacier Hill Elementary's Safe Route to School.	1	6.00	3.00	3.00	0.00	0.00	00.6	0.00	7.00	0.00	28.00
27	0	S_STP_6	2	Salt Lake	GSLMSD-Emigration Canyon Metro Township	Emigration Canyon Slope Mitigation - 4909 E	4858 E Emigration Canyon Road	4909 E Emigration Canyon Rd	0.06	\$ 4,048,700	\$ 3,774,603	\$ 274,097	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	3.00	0.00	6.50	0.00	24.50
28	0 \$	8_ATP_8	2	Salt Lake	Herriman City	6600 West Bridge Over Rose Creek	13950 South	14000 South	1.0	\$ 5,602,900	\$ 5,052,900	\$ 550,000	Collector	Capacity	This project constructs a bridge over Rose Creek providing a new connection for a new section of Herriman City. This project aims to provide a planned connection for a residential area, potential walking routes for the elementary school, bike routes, and provides an alternative route in case of wild fire or road closure for the area.	3	2.00	1.00	00.0	0.00	0.00	10.00	0.00	6.00	0.00	19.00
29	0 \$	S_STP_25	2	Salt Lake	South Jordan City	Prosperity Road (Phase 1)	Crimson View Drive	Bingham Rim Road	0.56	\$ 11,600,500	\$ 10,815,146	\$ 785,354	Collector	Capacity	The project will connect Prosperity Road from Crimson View Drive to the future Bingham Rim Rd. The Project will provide connectivity between the Daybreak Residential area and a commercial and industrial area along Old Bingham Highway. The road will also allow for travel north and south to Old Bingham Highway without needing to travel east to Mountain View Corridor.	2	1.00	1.00	0.00	0.00	0.00	7.00	1.00	7.50	1.00	18.50
	\$ 2	22,50	0,000	0	Recomm	ended Funding			\$	183,986	,302	Requ	ested Fea Funds	leral	Federal Funds Available	e \$ _:	21,500,0	00								