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Utah League of Cities & Towns

Louenda Downs  
Utah Association of Counties

Robert Grow  
Envision Utah

Alan Matheson  
State Planning Director

Andrew Gruber  
Executive Director



April 17, 2014

To Members of Trans Com and Other Interested Persons:

A meeting of Trans Com will be held on **Thursday, April 24, 2014 at 2:00 p.m. at the Wasatch Front Regional Council offices** located at 295 North Jimmy Doolittle Road in Salt Lake City. The agenda will be as follows:

1. ACTION on minutes of February 20, 2014 meeting
2. Opportunity for public comment
3. Transportation Improvement Program
  - a. Report on Board Modifications to the 2014-2019 TIP
  - b. ACTION on Board Modifications to the 2014-2019 TIP
  - c. ACTION on New Projects for Draft 2015-2020 Surface Transportation Program
  - d. ACTION on New Projects for Draft 2015-2020 Congestion Mitigation Air Quality Program
  - e. ACTION on New Projects for Draft 2015 Transportation Alternatives Program
4. Other business
5. Next Meeting Date: June 19, 2014

Sincerely,

Mayor Bill Applegarth  
Chairman



**WASATCH FRONT REGIONAL COUNCIL**

**TRANSPORTATION COORDINATING COMMITTEE (Trans Com)  
Minutes of Meeting held  
February 20, 2014**

Chairman Darrell Smith called Trans Com to order at 2:00 p.m. at the Wasatch Front Regional Council offices located at 295 North Jimmy Doolittle Road, Salt Lake City, Utah. Mayor Applegarth welcomed new committee members Mayor Toby Mileski, Trustee Justin Allen, and Mayor Carmen Freeman.

**ATTENDANCE**

**Members:**

Bill Applegarth, Chair	Mayor, Riverton City
Mitch Adams, Vice Chair	Mayor, Clinton City
Justin Allen	Utah Transit Authority Board of Trustees
Kelvyn Cullimore	Mayor, Cottonwood Heights City
Carmen Freeman	Mayor, Herriman City
Tina Kelley	Councilmember, Morgan County
Brent Marshall	Mayor, Grantsville City
Shane Marshall	Utah Department of Transportation
Dan McConkie	Commissioner, Utah Transportation Commission
Toby Mileski	Mayor, Pleasant View City

**Others:**

Steve Call	Federal Highway Administration - Utah Division
Linda Johnson	Breathe/League of Women Voters of Salt Lake
Alma Haskell	Utah Transportation Authority
G. J. LaBonty	Utah Transportation Authority
Chad Boshell	Farmington City
Jeff Harris	Utah Department of Transportation
Nathan Lee	Utah Department of Transportation – Region 2
Cory Pope	Utah Department of Transportation
Wayne Bennion	Wasatch Front Regional Council
Kip Billings	Wasatch Front Regional Council
Renaë Bodily	Wasatch Front Regional Council
Andrew Gruber	Wasatch Front Regional Council
Ned Hacker	Wasatch Front Regional Council
Tracy Jackson	Wasatch Front Regional Council
Sam Klemm	Wasatch Front Regional Council
Ted Knowlton	Wasatch Front Regional Council
Suzie Swim	Wasatch Front Regional Council
Ben Wuthrich	Wasatch Front Regional Council

## 1. MINUTES

**ACTION:** Mayor Marshall moved that the minutes of the November 21, 2013 Trans Com meeting be approved as written. Commissioner McConkie seconded the motion, and the voting was unanimous.

## 2. OPPORTUNITY FOR PUBLIC COMMENT

There were no comments.

## 3. TRANS COM ROLES AND RESPONSIBILITIES AND SCHEDULE FOR 2014

Wayne Bennion discussed the roles and responsibilities of Trans Com. The Regional Council is responsible for conducting the regional transportation planning process and two of its primary products are the Regional Transportation Program (RTP) and the Transportation Improvement Program (TIP). The Regional Growth Committee (RGC) is the policy advisory committee for long range planning and Trans Com is the policy advisory committee for short range planning.

Mr. Bennion briefly reviewed the Regional Transportation Planning Memorandum of Agreement (MOA). This MOA among WFRC, UTA, and UDOT, establishes the membership for Trans Com.

Referring to the 2014 schedule for Trans Com, Mr. Bennion discussed how Trans Com has been delegated the responsibility to amend the TIP in months when the Regional Council does not meet. He asked if there were questions on the schedule for the rest of the year and stated that if there are any topics the committee would like to see discussed within this group, please contact the Chair, Mayor Applegarth, Andrew Gruber or himself.

Andrew Gruber provided further details on the collaboration among the staff of WFRC, UDOT, UTA, and the staff of the local cities and counties. There are Trans Com Technical Advisory Committees, one for each urbanized area, made up of primarily city engineers and public works directors that come together so that when an item is brought to Trans Com, it has gone through a detailed review and discussion among multiple parties.

## 4. TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

### a. ACTION on Board Modifications to the 2014-2019 TIP

Ben Wuthrich, WFRC, reviewed several requests the Wasatch Front Regional Council had received to modify the 2014-2019 Transportation Improvement Program (TIP).

The five projects below involve funding and timing of the project and scope adjustments in the Ogden-Layton Urban area:

- **SR-203 (Harrison Blvd).** The request is to change the limits of the Harrison Blvd; 4400 South to SR-79 (3000 South) project to 4600 South to SR-79 (3000 South). The cost of the project would decrease from \$4.55 M to \$3.5 M, and instead of 2015 funds being used, the project would use un-programmed balances from the 2013 Pavement Rehabilitation Program. This project will mill 3 inches of Hot Mix Asphalt (HMA) and replace with HMA and a Bonded Wearing Course on top. **Reduce Funds & Change Limits: - \$1,050,000 in FY2014.**
- **SR-203 (Harrison Blvd).** This new project request is to use \$4.55 M in the 2015 Pavement Rehabilitation funding that was originally programmed for the pavement rehabilitation project on the Harrison Blvd; 4400 South to SR-79 (3000 South) project on the section of Harrison Blvd from 3000 South to 12<sup>th</sup> Street instead. This project will mill 3 inches of HMA and replace with HMA and a Bonded Wearing Course on top. **New Project Funding: \$4,550,000 in FY 2015.**
- **SR-273 (Main Street) US-89 – 200<sup>th</sup> South, Kaysville.** This new project request is for \$2 M. The recommended funding would come from un-programmed STP funds in the Pavement Rehabilitation Programs of 2012, 2013, and 2014. This project would mill 3 inches of HMA and replace with HMA and a Bonded Wearing Course on top. **New Project Funding: \$2,000,000 for FY2015.**
- **US-89 at Antelope Drive.** This project will extend Antelope Drive to US-89 and provide a frontage road from Hobbs Creek Dr. on the north to Country Oaks Dr. on the south, which will consolidate numerous accesses to US-89. The project will include bike lanes and sidewalks. The additional funding will construct a new Park N Ride Lot which will allow for the elimination of at least three bus stops along US-89 and also encourage carpooling. The additional funds will come from un-programmed TIF funds. **Current Project Budget: 14,750,000. Additional Funding: \$1,000,000 FY2014 & 2015.**
- **SR-109 (300 North).** This project is necessary to prepare 300 North for jurisdictional transfer to Clearfield City. The funds will come from a mix of Jurisdictional Transfer Funds and from the un-programmed balance of the 2014 Pavement Rehabilitation Program. The scope of this project includes deck pothole repair, water proofing membrane with asphalt overlay, column and bent cap repair. **Jurisdictional Transfer: \$500,000. New Project Funds: \$800,000.**

**ACTION: Mayor Cullimore moved that Trans Com approve the resolution to modify the 2014-2019 TIP as presented. Mayor Marshall seconded the motion and the voting was unanimous.**

**b. Review of Concept Report Applications received for 2015-2020 Urban STP and CMAQ Programs, and 2015 TAP Program**

Mr. Wuthrich then reviewed the list of concept reports submitted and discussed the evaluation process.

**c. Review of Fiscal Year 2013 obligation of federal highway and transit funds**

MAP-21 (Moving Ahead for Progress in the 21<sup>st</sup> Century), the federal transportation bill approved in 2012, requires all MPOs, state transportation departments, and public transportation operators to cooperate in preparing a report of federal funds obligated during

the immediately preceding year. WFRC staff, with the help of UDOT and UTA, has prepared a report of obligated federal, and local match funding during the fiscal year 2013. Ben Wuthrich reviewed the report. The information will also be on the WFRC web site.

Mr. Wuthrich explained that obligation does not mean spent dollars, necessarily. The Federal Highway Administration defines obligation as, "The federal governments' legal commitment to reimburse the state, or other entities, for the federal share of a project's eligible cost." The obligated funds are not necessarily all of the total cost for that project, nor are they always obligated within a single year.

Mr. Wuthrich reviewed several aspects of the project development process and then identified a few projects where funds were obligated:

- Bus Rapid Transit – 3500 South, West Valley
- Cross Town Trail, West Valley
- TravelWise Program
- Various Intelligent Transportation System Projects
- 1500 S & Redwood Rd. intersection - Woods Cross
- Adams Ave; 5600 S to US-89 - Washington Terrace
- D&RGW Rail/Trail - Farmington & Centerville
- 2300 E; I-80 to 3900 S - Salt Lake County
- 9000 S & 700 West intersection - Sandy City
- 7800 S & Airport Road intersection - West Jordan

Andrew Gruber reported that the Federal Highway Trust Fund is projected to run out of money by late summer. The Federal transportation legislation, MAP-21, also expires at end of October. Depending on the action Congress takes, there is a potential that obligation of funds for future projects will be delayed.

There was a request that this issue be brought back to the committee.

## **5. LOCAL PLANNING RESOURCE PROGRAM UPDATE**

The Local Planning Resource Program was recently amended as a pilot program. Trans Com and the Trans Com TACs recommended this program as part of the TIP to the Regional Council. Because it is a pilot program, WFRC staff is providing periodic updates.

Ted Knowlton explained the aims of the Local Planning Resource Program as well as recent activity. To date, WFRC has received 50 letters of intent from 34 municipalities or townships, representing requests for approximately 1.5 million dollars in assistance. Project ideas range from general plan update and zoning support to transit oriented development and town center specific area planning support.

## **6. STATE LEGISLATIVE UPDATE**

Mayor Applegarth encouraged committee members to remember that they can make a difference by dialogue with their respective legislators.

Andrew Gruber provided an update on the current legislation session. There was a handout passed around that the WFRC uses to track legislation that is relevant To the work of the Regional Council. Mr. Gruber reminded Trans Com that the focus on transportation funding issues at the legislature this session in large part due to the efforts that local governments have made over the course of the last year to identify the challenges they are facing to meet transportation needs.

## **7. CONGESTION MANAGEMENT REPORT**

The Congestion Management Report addresses measures that have been selected to describe the trends in congestion and identify locations of congestion concern. The measures have been selected in consultation with UDOT and UTA officials based on brevity, the availability of the data, and the intuitive nature of the measure. Kip Billings presented this report, which is available on the WFRC website.

## **8. OTHER BUSINESS**

No further business.

The meeting ended at 3:50 p.m.

Next meeting date: April 24, 2014

**DATE:** April 17, 2014

**AGENDA ITEM:** 3a

**SUBJECT:** Report on Board Modifications to the 2014-2019 TIP

**PREPARED BY:** Ben Wuthrich

**BACKGROUND:**

Since the last meeting of Trans Com, WFRC received requests to modify the current 2014-2019 Transportation Improvement Program (TIP). The modification required action from Wasatch Front Regional Council and the Transportation Commission, but did not require a new conformity analysis or a 30-day public comment period. The modification is attached to the approved resolution.

**RECOMMENDATION:**

This item is for information only

**CONTACT PERSON:**

Ben Wuthrich (801) 363-4230 ext 1121 or (801) 773-5559 (Ogden) ext 1121

**EXHIBIT:**

2014-2019 TIP Amendment Four Resolution

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL  
AMENDING THE 2014 - 2019  
TRANSPORTATION IMPROVEMENT PROGRAM

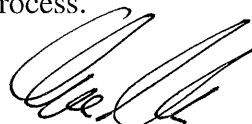
- WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas and, as such, has the responsibility for developing a Transportation Improvement Program, and
- WHEREAS, a Transportation Improvement Program is to include all federally funded highway and transit projects scheduled for the next six years, and
- WHEREAS, the Utah Department of Transportation, the State Transportation Commission, the Utah Transit Authority, and the Wasatch Front Regional Council and its local jurisdictions desire to amend the 2014-2019 Transportation Improvement Program (TIP) to include the projects on the attached project description list, and
- WHEREAS, the U.S. Department of Transportation Metropolitan Planning Regulations Paragraph 450.324(a) requires that "the TIP . . . be updated at least every four years, and be approved by the MPO and the Governor," and
- WHEREAS, the Statewide Air Quality Implementation Plan includes traffic control measures for reducing air pollutant emissions for the Salt Lake/ West Valley and the Ogden/ Layton 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 not regionally significant, or are included in the 2014-2019 TIP or are exempt projects that do not need to be reviewed for conformity and consistency with the State Implementation Plan according to 40 CFR Part 93.126 Table 2 Exempt Projects, and
- WHEREAS, the proposed Transportation Improvement Program amendment had a public review and comment opportunity at the Regional Council meeting on March 27, 2014, and all comments were carefully considered,

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

- (1) Approves Amendment Four to the 2014-2019 Transportation Improvement Program as attached,
- (2) Finds that the TIP conforms to and is consistent with the State Implementation Plan for Salt Lake, Davis, and Weber Counties, and
- (3) Finds that the development of the Transportation Improvement Program is based on a currently certified transportation planning process.



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Commissioner P. Bret Millburn, Chairman  
Wasatch Front Regional Council



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Andrew S. Gruber  
Executive Director  
Wasatch Front Regional Council

Date: March 27, 2014



## 2014-2019 Transportation Improvement Program (TIP) (Amendment Four)

### Board Modification

#### Funding Adjustment

#### Ogden/ Layton Area

County	Sponsor	Roadway	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Weber	West Haven	Trail	12166	West Haven D&RGW Rail Trail from Hinckley Drive to Ogden River Trail	Construct Final Segment of the D&RGW Rail Trail	UDOT R1 TAP (UDOT Region One Transportation Alternatives Program)	\$1,100,000	\$200,000	<i>Additional Funding</i>	\$100,000	2014
						CMAQ (CMAQ - Congestion Mitigation/ Air Quality (WFRC))		\$136,009			

Currently the D&RGW Rail Trail ends at the bridge under the New Hinckley Drive Bridge. The objective is to extend along the D&RGW Rail/ Trail northward, near the limit of UTA's jurisdiction, then turn west and connect to Midland Drive with a pedestrian crossing, then proceed north to the Ogden River Trail near 12th Street. Additional funding comes as a result of a TAP project that elected not to use federal funding.

UDOT TAP Contribution \$300,000, Local Contribution \$663,991, Ogden/ Layton Area CMAQ \$136,009, Total Project Cost \$1,100,000

**DATE:** April 17, 2014

**AGENDA ITEM:** 3b

**SUBJECT:** ACTION on Board Modifications to the 2014-2019 TIP

**PREPARED BY:** Ben Wuthrich

**BACKGROUND:**

The Wasatch Front Regional Council (WFRC) has received requests to modify the current 2014-2019 TIP. These modifications require action from the Regional Council or Trans Com (Council delegation) and the Transportation Commission but do not require a new air quality conformity analysis or a 30-day public comment period. The requested modifications are listed with the attached resolution.

**RECOMMENDATIONS:**

WFRC staff recommends that Trans Com make a motion “to approve the resolution to modify the 2014-2019 TIP as requested.”

**CONTACT PERSON:**

Ben Wuthrich (801) 363-4230 ext 1121 or (801) 773-5559 (Ogden) ext 1121

**EXHIBITS:**

Resolution to amend the 2014-2019 TIP

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL  
AMENDING THE 2014 - 2019  
TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake / West Valley and the Ogden/ Layton Urbanized Areas and, as such, has the responsibility for developing a Transportation Improvement Program, and

WHEREAS, a Transportation Improvement Program is to include all federally funded highway and transit projects scheduled for the next six years, and

WHEREAS, the Utah Department of Transportation, the State Transportation Commission, the Utah Transit Authority, and the Wasatch Front Regional Council and its local jurisdictions desire to amend the 2014-2019 Transportation Improvement Program (TIP) to include the projects on the attached project description list, and

WHEREAS, the U.S. Department of Transportation Metropolitan Planning Regulations Paragraph 450.324(a) requires that “the TIP . . . be updated at least every four years, and be approved by the MPO and the Governor,” and

WHEREAS, the Statewide Air Quality Implementation Plan includes traffic control measures for reducing air pollutant emissions for the Salt Lake/ West Valley and the Ogden/ Layton Areas and budgets for mobile source emissions, and

WHEREAS, the projects included in the proposed Transportation Improvement Program amendment are either included in Phase 1 of the Regional Transportation Plan or not regionally significant, or are included in the 2014-2019 TIP or are exempt projects that do not need to be reviewed for conformity and consistency with the State Implementation Plan according to 40 CFR Part 93.126 Table 2 Exempt Projects, and

WHEREAS, the proposed Transportation Improvement Program amendment had a public review and comment opportunity at the Trans Com meeting on April 24, 2014, and all comments were carefully considered,

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

- (1) Approves Amendment Five to the 2014-2019 Transportation Improvement Program as attached,
- (2) Finds that the TIP conforms to and is consistent with the State Implementation Plan for Salt Lake, Davis, and Weber Counties, and
- (3) Finds that the development of the Transportation Improvement Program is based on a currently certified transportation planning process.

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Mayor William R. Applegarth  
Chairman  
Trans Com

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Andrew S. Gruber  
Executive Director  
Wasatch Front Regional Council

Date: April 24, 2014

## 2014-2019 Transportation Improvement Program (TIP) (Amendment Five)

### Board Modification

#### Scope & Funding Adjustment

##### Salt Lake Urbanized Area

County	Sponsor	Roadway	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	South Jordan	4800 West	10005	4800 West; Skye Drive (9800 South) to 10200 South	Construction of New Roadway, Curb & Gutter, Sidewalk, Park Strip, and Roadway Improvements	STP_URB_SL (STP - Urban Area Salt Lake (WFRC))	\$6,568,000	\$6,058,000	<i>Move Funding to Current Year</i>	<b>\$6,058,000</b>	2014

This request is to move all the project funding (currently distributed over several years) into the current year 2014 so that the project can advertise and be constructed this year. This will not negatively impact any project currently on the program.

Salt Lake	Riverton	13400 South	8104	13400 South 4000 West to Mountain View Corridor (MVC)	Reconstruct and Widen Roadway/ Intersection Relocation & Signal Improvements	STP_URB_SL (STP - Urban Area Salt Lake (WFRC))	\$8,511,955	\$7,329,000	<i>Additional Funding</i>	<b>\$300,000</b>	2014
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The request for more funding comes as a result of the additional construction that was necessary to tie the project into the Continuous Flow Intersection (CFI) improvements at 13400 South and Bangerter Highway and into the newly constructed Mountain View Corridor. The requested funds are made available due to project cost savings and good project management from other projects and will not take away from any project on the program.

Salt Lake	West Jordan	7000 South	10012	7000 South; Bangerter Hwy (SR-154) to Redwood Road (SR-68)	Feasibility Study	STP_URB_SL (STP - Urban Area Salt Lake (WFRC))	\$199,000	\$183,000	<i>Extend Project Limits</i>	<b>Same</b>	2014
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This request is to extend the eastern limits of the study to 1300 West. The new project limit will facilitate a more complete evaluation of the corridor.

## 2014-2019 Transportation Improvement Program (TIP) (Amendment Five)

### Board Modification

#### Scope & Funding Adjustment

##### Salt Lake Urbanized Area

County	Sponsor	Roadway	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	Magna	Main Street	11055	Magna Main Street	Pedestrian/ Bicycle Safety on Various Facilities	EM_2012_TCSP (Earmark - Transportation, Community, and System Preservation Program (TCSP) (2012))	\$2,009,761	\$989,761			2014
						Salt Lake County Funds			<b>Additional Funding</b>	<b>\$1,020,000</b>	

This project will improve the east side of Main Street to look more like the already improved west side. The scope includes putting in more sidewalks, more lighting and other improvements, making it safer for pedestrians and bicyclists, and creating more of a 'Main Street' feel for Magna Main Street. In January of 2012, Salt Lake County Economic Development applied for Transportation, Community, and System Preservation (TCSP) funds to build the "Magna Livable Streets" project. At that time the estimate for the project was \$1.3 million. During the design phase of the project it has been determined that the improvements will cost approximately \$2.3 million. Hence the need for **additional funding**.

Salt Lake	UDOT	I-15	10935	I-15; Lehi Main Street (SR-73) to 12300 South	Widening Project	ST_GF . . . (State Construction - General Funds (Various))	\$252,076,000	\$252,076,000	<b>Project Scope Increase</b>	<b>Same</b>	2014
				<i>to include;</i> I-15 SB at Bangerter Highway (PIN 9442)	Construct a New Lane Under Bangerter Highway Overpass	ST_CHF_TIF (State Construction - Centennial Highway Fund)					
				<i>to include;</i> I-15 SB Ramp to Bangerter Highway (PIN 10876)	Construct an additional off-ramp lane from I-15 to Bangerter Hwy	ST_TIF_SB229 (State Construction - Transportation Investment Fund - SB229 (2012))					

The scope and funding for two I-15 Southbound Projects on or around Bangerter Highway are proposed to be combined and incorporated into the I-15; Lehi Main Street (SR-73) to 12300 South Widening Project. Both projects were originally approved as 2015 Chokepoint projects and funded with Federal dollars. The federal funds on the Choke Point projects would be swapped out to be reprogrammed with State funds from project cost savings. The overall funding and scope remain the same.

## 2014-2019 Transportation Improvement Program (TIP) (Amendment Five)

### Board Modification

#### Additional Funding

#### Ogden/ Layton Urbanized Area

County	Sponsor	Roadway	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Davis	UDOT	SR-273	12594	Kaysville Main Street (SR-273); US-89 to 200 South	Pavement Rehabilitation Project	NHPP_NHS (National Highway Performance Program - National Highway System)	\$2,775,000	\$2,000,000	<i>Additional Funding</i>	<b>\$775,000</b>	2014

This project will extend the life of the pavement by applying cost effective treatments before major rehabilitation is required. The additional funds are needed to cover the cost for unforeseen pavement and signage conditions, as well as required pedestrian ramp accesses. The additional funding will come from cost savings on other projects.

Weber	UDOT	SR-203	12292	Harrison Blvd (SR-203); US-89 to 4600 South	Pavement Rehabilitation Project	NHPP_NHS (National Highway Performance Program - National Highway System)	\$3,000,000	\$2,000,000	<i>Additional Funding</i>	<b>\$1,000,000</b>	2014
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This request will extend the life of the pavement by applying cost effective treatments before major rehabilitation is required. The additional funding will come from unprogrammed balances in the Region One Pavement Rehabilitation Program and from project cost savings.

**DATE:** April 17, 2014

**AGENDA ITEM:** 3c

**SUBJECT:** ACTION on New Projects for Draft 2015-2020 Surface Transportation Program

**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 City-West Valley City and the Ogden- Layton Urbanized Areas. The annual apportionments for STP funds are projected to be approximately \$15,730,000 through the year 2020 in the Salt Lake City-West Valley City and \$8,470,000 in the Ogden-Layton Area. Due to the adjustments brought about with programming last year and project expenditures, there is an estimated \$20,650,000 available for the year 2020 in the Salt Lake City-West Valley City Area to program, and \$8,265,000 available in the Ogden-Layton Area.

In the fall of 2013, WFRC staff requested that potential project sponsors submit letters of intent to apply for the available STP funds. 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) used these reports, a field review of all projects in March, technical criteria, geographic equity, and other considerations to evaluate each of the projects submitted.

Based on this evaluation, at their meetings on March 26, the Trans Com TACs (composed of the region's municipal engineers and other professionals representing their respective area and each municipality) developed a recommendation of projects to add to the 2015-2020 STP program. The attached tables "TAC Recommendation STP FY2020" show the projects submitted for consideration. The highlighted projects with a recommended funding amount in the left hand column indicate those recommended by the TACs to be added to the 2015-2020 STP program.

The WFRC staff is also sharing these recommendations with the Salt Lake County, Davis County, and Weber Area Council of Governments for their review and comment. The staff will report on any comments received at Trans Com's April 24 meeting.

**CONTACT PERSON:**

Ben Wuthrich (801) 363-4230 ext 1121 or (801) 773-5559 (Ogden) ext 1121

**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 attached highlighted projects with recommended funds shown be added to the 2015-2020 STP Program."

**EXHIBITS:**

Spreadsheets showing recommended STP Projects for the Salt Lake City-West Valley City and the Ogden-Layton Areas

**TAC Recommendation  
of New Projects for the Surface Transportation Program (STP) FY2020**

Recommended Funding	Project Number	City	Agency	Project Name	From Street	To Street	Type of Project	Length	Description	Estimated Total Cost	Requested Federal Funds	Safety	Pavement Management	Cost Benefit	Delay Reduction	Growth Principles	Existing Average Daily Traffic	Operations - TSM/ TDM	Traffic	Existing Volume/ Capacity	Total	Weighted Total
<b>Ogden/ Layton Urbanized Area</b>																						
\$3,050,392	OG 1	Kaysville	Kaysville City	200 North and Angel Street Intersection	Angel Street	200 North	Operations	0.2	200 North is a critical east-west regional arterial in Kaysville City. This project included a signalized intersection and roadway improvements at the intersection of 200 North and Angel Street. This will improve the safety and mobility at the intersection.	\$3,271,900	\$3,050,392	7.00	4.25	12.00	0.00	12.80	0.00	13.33	10.00	0.00	59.25	59.38
\$1,778,176	OG 2	North Salt Lake City	North Salt Lake City	Center Street Widening	Redwood Road	Legacy Parkway	Reconstruct	0.4	Center street enhancements are proposed to accommodate projected growth between Redwood Road and Legacy Parkway. Center Street is the only east-west arterial that serves this region of the city.	\$1,938,300	\$1,778,176	7.00	18.75	16.00	0.00	6.80	0.00	2.67	8.00	0.00	51.75	59.22
	OG 3	Syracuse	Syracuse City	Bluff Road (Phase One)	550 West on Gentile	1000 West	Reconstruct	0.5	This project will widen Bluff Road from 550 West on Gentile St. to 1000 West, add shoulders, and reconstruct the existing street section. This project includes safety improvements by improving access conditions and intersections for improved mobility. Sidewalks along the project will be installed for pedestrian safety.	\$3,816,000	\$3,558,000	2.00	23.00	16.00	0.00	4.80	0.00	4.67	4.00	0.00	41.6	54.47
\$1,007,910	OG 4	Fruit Heights City	City of Fruit Heights	Nicholls Road/US-89 Grade Separation	Approx. 1350 East	Approx. Nicholls Park	Operations	0.1	This project includes the construction of a grade separation of Nicholls Road at US-89 with US-89 going over the top of Nicholls Road. The request is for funds for right-of-way acquisition, preliminary engineering, and public information services.	\$1,081,100	\$1,007,910	4.00	1.25	15.00	4.00	8.80	3.00	8.00	10.00	0.00	54.25	54.05
	OG 5	Woods Cross	Woods Cross City	1500 South Phase III	1350 West	1100 West	Reconstruct	0.6	This project will widen 1500 South between 1100 West and 1350 West, add shoulders, and reconstruct the existing asphalt street section. This project includes safety improvements by improving access conditions, and adding a center turn-lane at intersections for improved mobility.	\$2,953,600	\$2,753,641	3.00	25.00	12.00	0.00	4.80	0.00	4.67	4.00	0.00	40	53.47
\$3,200,000	OG 6	Roy & West Haven	UDOT	SR-108	4800 South	4275 South	Capacity	0.9	The purpose of this project is to reduce roadway congestion, improve safety, and enhance transit, pedestrian, and bicycle facilities.	\$20,588,000	\$2,000,000	0.00	4.20	15.00	2.00	8.00	1.00	11.00	10.00	0.00	51.2	51.20
	OG 7	Clinton	Clinton City	800 North	2000 West	2300 West	Reconstruct	0.4	This project will widen 800 North between 2000 West and 2300 West, add shoulders, and reconstruct the existing asphalt street section. This project includes safety improvements by improving access conditions, and adding a center turn-lane at intersections for improved mobility.	\$3,567,200	\$3,166,370	7.00	19.25	12.00	0.00	3.60	0.00	2.00	4.00	0.00	35.85	47.85
	OG 8	West Point	West Point City	300 North Widening	2000 West	3000 West	Reconstruct	1	Widen to a three lane section and install curb, gutter and sidewalk. Provide turn lanes at all intersections.	\$4,975,700	\$4,588,501	0.00	20.50	12.00	0.00	6.40	0.00	2.00	6.00	0.00	38.1	46.90
	OG 9	Layton	Layton City	Layton City East\West Connection over I-15	West of SR-126 on 1200 West	East of I-15 on 1425 North	Capacity	0.5	The purpose of the project is to improve east west mobility and economic development in Layton's commercial area. The need is for an additional east west connection over I-15 between Antelope Drive and Hill Field Road Interchanges This Project will relieve some congestion and improve access to businesses in the area.	\$20,000,000	\$16,000,000	9.00	1.00	6.00	4.00	13.00	1.00	10.00	0.00	2.00	46	46.00
	OG 10	Ogden	Ogden City Corporation	North Street (West) Widening	Wall Avenue	Harrisville Road	Reconstruct	0.2	Propose to widen roadway from 22 feet w/unimproved shoulders to 40' of pavement, c&g, sidewalk and utility work. An open secondary/storm drainage ditch runs along the north shoulder for half the roadway length before being piped.	\$1,154,000	\$1,075,874	5.00	21.25	16.00	0.00	2.40	0.00	0.00	0.00	0.00	27.25	44.65
	OG 11	Brigham City	Brigham City Corporation	1200 West Box Elder Creek Bridge Widening Project	550 North	650 North	Capacity	0.2	To widen an existing bridge on 1200 West over Box Elder Creek that will accommodate increasing traffic volumes from growing industrial and commercial uses. The project is part of planned improvements for 1200 West which will provide a north/south corridor between SR-13 in Brigham City and SR-315 in Willard.	\$1,338,600	\$1,198,565	0.00	3.35	15.00	0.00	10.00	0.00	2.00	10.00	0.00	40.35	40.35



**TAC Recommendation  
of New Projects for the Surface Transportation Program (STP) FY2020**

Recommended Funding	Project Number	City	Agency	Project Name	From Street	To Street	Type of Project	Length	Description	Estimated Total Cost	Requested Federal Funds	Safety	Pavement Management	Cost Benefit	Delay Reduction	Growth Principles	Existing Average Daily Traffic	Operations - TSM/ TDM	Traffic	Existing Volume/ Capacity	Total	Weighted Total	
	OG 12	Ogden	Ogden City Corporation	North Street (East) Widening	Washington Blvd	Monroe Blvd	Reconstruct	0.5	Propose to widen roadway from 29 feet (average width) to min 46 feet of pavement. Improvements would fill in missing areas of sidewalk and c&g. The project would correctly align the intersection of North St/Washington and install a traffic signal at the intersection of North St/Monroe.	\$2,483,200	\$2,315,087	7.00	11.75	12.00	0.00	2.40	0.00	4.00	0.00	0.00	30.35	37.15	
	OG 13	Farmington	Farmington City	SR-106 (Main Street)	Park Lane	Shepard Lane	Reconstruct	0.8	The proposed project is intended to improve drainage and add pedestrian facilities to the section of SR-106 (Farmington Main Street) between Park Lane and Shepard Lane on the west side of the road. The project will include storm drain, curb and gutter, sidewalk and pavement widening to allow for standard shoulder width.	\$2,742,900	\$2,477,960	4.00	3.00	16.00	0.00	5.60	0.00	1.33	4.00	0.00	36.6	33.93	
	OG 14	WEST HAVEN	WEST HAVEN CITY	2550 SOUTH	2300 WEST	WEST HAVEN CITY BOUNDARY	Reconstruct	1.1	THE PROJECT INCLUDES OVERLAYING AND WIDENING. 2550 SOUTH IS A COLLECTOR ROAD FOR WEST HAVEN CITY THAT CONTINUES TO SEE INCREASED USE. THE IMPROVEMENTS PROPOSED WILL INCREASE DRIVER AND PEDESTRIAN SAFETY.	\$7,327,200	\$6,791,013	0.00	13.00	8.00	0.00	4.00	0.00	0.00	8.00	0.00	26.6	33.00	
	OG 15	Ogden	Ogden City Corporation	7th Street	Liberty Avenue	Monroe Blvd	Reconstruct	0.3	This project will improve the last remaining unimproved/deteriorated segment of 7th Street between Harrison to Washington Blvd. 2011 saw the unimproved length of 7th St west of this project fully improved.	\$1,647,000	\$1,535,498	1.00	10.00	12.00	0.00	4.80	0.00	0.00	2.00	0.00	26	29.80	
	OG 16	Pleasant View City	Pleasant View City Corporation	2550 North Reconstruction	1000 West	2550 North	Reconstruct	1.4	1) Reconfigure the intersection where 2550 North and 1000 West meet at US-89 in order to allow two-way traffic on both streets and increase access for commercial development. 2) 2550 North is deteriorated and is in need of pavement replacement in order to continue to manage existing and future traffic.	\$4,995,900	\$4,449,775	2.00	16.25	4.00	0.00	4.80	0.00	2.67	0.00	0.00	24.25	29.72	
	OG 17	Perry City	Perry City Corporation	1200 West Roadway Extension Project	3600 South	City Boundary on the South	Capacity	0.4	To extend and improve 1200 West from 3600 South to the southern corporate boundary	\$1,812,200	\$1,630,779	0.00	5.00	9.00	0.00	12.00	0.00	0.00	2.00	0.00	28	28.00	
\$2,500,000	OG 18	West Haven	WEST HAVEN CITY	4700 West	4200 South	4800 South	Capacity	0.7	The project includes overlaying and widening. 4700 West is a needed collector street for the city that currently does not go through and needs to be connected to 4800 South.	\$3,870,700	\$3,568,518	0.00	3.00	9.00	0.00	10.00	0.00	0.00	2.00	0.00	24	24.00	
	OG 19	WEST HAVEN	WEST HAVEN CITY	3600 SOUTH	3500 WEST	MIDLAND DRIVE	Reconstruct	1.2	THE PROJECT INCLUDES OVERLAYING AND WIDENING. 3600 SOUTH IS A COLLECTOR ROAD FOR WEST HAVEN CITY THAT CONTINUES TO SEE INCREASED USE. THE IMPROVEMENTS PROPOSED WILL INCREASE DRIVER AND PEDESTRIAN SAFETY. THIS PROJECT WILL CONNECT TO THE RECENTLY COMPLETED IMPROVEMENTS ON BOTH THE EAST AND WEST ENDS.	\$6,634,200	\$6,102,976	0.00	13.00	4.00	0.00	4.00	0.00	0.00	2.00	0.00	17.6	23.00	
	OG 20	Ogden	Ogden City Corporation	Skyline Drive (North)	Country Hills Drive	4600 South	Capacity	0.6	Propose to install missing length of Skyline Drive and realign the intersection of Skyline Drive & Country Hills Drive. This route will serve as a south east (bench) collector roadway.	\$2,968,900	\$2,767,905	0.00	2.35	6.00	0.00	12.00	0.00	0.00	2.00	0.00	22.35	22.35	
	OG 21	Farmington	Farmington City	I-15 Overpass	West side of I-15	East Side of I-15	Other	0.2	This pedestrian bridge is needed to provide a dedicated safe pedestrian and bicycle access to the growing area and commuter facilities. It promotes alternate modes of transportation and is needed to connect commercial, residential, and recreation areas to each other and the Farmington Front Runner Station.	\$8,648,700	\$7,983,938	0.00	0.00	0.00	0.00	15.00	0.00	0.00	0.00	0.00	15	15.00	
\$8,336,478	Available Amount to Program for FY2020 \$ 8,265,000									\$107,815,300	\$79,800,878												

**TAC Recommendation**  
*of New Projects for the Surface Transportation Program (STP) FY2020*

Recommended Funding	Project Number	City	Agency	Project Name	From Street	To Street	Type of Project	Length	Description	Estimated Total Cost	Requested Federal Funds	Safety	Pavement Management	Cost Benefit	Delay Reduction	Growth Principles	Existing Average Daily Traffic	Operations - TSM/ TDM	Traffic	Existing Volume/ Capacity	Total	Weighted Total
<b>Salt Lake/ West Valley Urbanized Area</b>																						
\$3,994,346	SL 1	West Valley City	West Valley City	4100 South Reconstruction	Bangerter Highway	4400 West	Reconstruct	0.8	4100 South is an arterial corridor that extends the entire length of the city and is an essential transportation facility for West Valley City. This project would reconstruct the pavement, and allow the road to continue to serve as a critical transportation asset for the west side of the Salt Lake Valley.	\$4,346,900	\$3,994,346	9.00	25.00	20.00	0.00	4.80	3.00	2.00	6.00	1.00	54	70.80
	SL 2	Salt Lake City	Salt Lake City Corporation	1300 East / Richmond Street Rehabilitation	I-80	3300 South	Reconstruct	1.4	Rehabilitate a deteriorated street: replace isolated sections of curb and gutter, drive approaches, ADA pedestrian ramps, mill existing asphalt surface, stabilize base and install new asphalt surfacing, add bike lines, improve drainage, reconstruct concrete median islands, and install midblock Hawk pedestrian signals.	\$4,717,400	\$4,398,032	6.00	21.25	20.00	0.00	6.40	2.00	2.67	10.00	2.00	59.25	70.32
\$4,427,493	SL 3	Taylorsville	Taylorsville City	Redwood Road Mobility and Beautification Enhancement - Phase 3b	4100 South	Bruin Blvd. (4445 South)	Operations	0.6	This project will improve access management and traffic flow along Redwood Road from 4100 South to Bruin Blvd by limiting conflict points and increasing safety for motorists and pedestrians.	\$4,837,000	\$4,427,493	10.00	4.60	15.00	0.00	12.80	4.00	9.33	10.00	0.00	66.6	65.73
	SL 4	Taylorsville	Taylorsville City	Redwood Road Mobility and Beautification Enhancement - Phase 4	4700 South	5000 South	Operations	0.5	This project will improve access management and traffic flow along Redwood Road from 4700 South to 5000 South by limiting conflict points and increasing safety for motorists and pedestrians.	\$4,651,300	\$4,254,365	9.00	4.60	15.00	0.00	12.80	5.00	8.00	10.00	1.00	66.6	65.40
	SL 5	West Jordan	City of West Jordan	7800 South	4800 West	5490 West	Reconstruct	0.8	The project will widen 7800 South from an existing two lane roadway to a full 5 lanes with shoulders from 4800 West to 5490 West. Water utilities will be placed at City cost. Street lighting will be funded separately. Sidewalks, landscaping, curb and gutter, stiping and signage are included.	\$6,521,800	\$6,080,274	3.00	23.00	16.00	0.00	6.00	1.00	4.67	10.00	0.00	52.6	63.67
\$3,203,756	SL 6	Sandy City	Sandy City	9270 S State Realignment	150 East	State Street	Operations	0.2	The intersection of 9270 South at State Street is offset from the intersection of the ReAL Stadium collector street at 9250 South State Street. Sandy City wants to realign 9270 South between State Street and 150 East so it aligns with the ReAL Stadium collector at 9250 South, construct a new signal, and reclassify the new roadway to a minor collector.	\$3,453,000	\$3,203,756	9.00	3.45	15.00	0.00	12.80	2.00	10.67	10.00	0.00	63.45	62.92
	SL 7	West Jordan	City of West Jordan	7800 South	6200 West	6700 West	Reconstruct	0.5	The project will widen 7800 South from an existing two lane roadway to a full 5 lanes with shoulders from 6200 West to MVC and from MVC to 6700 West. Water utilities will be placed at City cost. Street lighting will be funded separately. Sidewalks, landscaping, curb and gutter, stiping and signage are included.	\$5,605,900	\$5,226,381	3.00	23.00	16.00	0.00	5.20	1.00	4.67	10.00	0.00	50.6	62.87
	SL 8	Draper	Draper City	1300 East, 13200 South to Highland Drive	13200 South	Highland Drive	Reconstruct	0.5	Reconstruct and widen 1300 East to provide a consistent three lane corridor with shoulders/bike lanes, curb, gutter and sidewalks and improve the function of the intesections of 1300 East at Waynes World Drive (13800 South) and 1300 East at Highland Drive.	\$4,807,500	\$4,482,032	9.00	21.25	16.00	2.00	4.80	1.00	4.00	2.00	0.00	50.25	60.05
	SL 9	West Valley City	West Valley City	3030 West 3500 South Signal Project	3030 West	3500 South	Operations	0.1	This project will include the construction of a new High-T traffic signal at 3030 West 3500 South. This new signal will serve as the primary entrance to the Fairbourne Station development, and will allow for a time-saving re-route of the 3500 South MAX BRT Line.	\$1,658,800	\$1,546,499	2.00	3.70	15.00	0.00	8.00	3.00	17.33	10.00	1.00	57.7	60.03
	SL 10	West Valley City	West Valley City	4000 West Reconstruction Project	4100 South	4400 South	Reconstruct	0.5	4000 West functions as a collector, connecting the communities of West Valley City, Taylorsville City, West Jordan City, and Kearns Township. The condition of this roadway has deteriorated significantly over time, and is in need of a complete reconstruction, together with safety improvements.	\$3,460,400	\$3,226,131	9.00	25.00	16.00	0.00	4.80	1.00	4.00	0.00	0.00	45	59.80

**TAC Recommendation**  
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	SL 11	Cottonwood Heights	Cottonwood Heights	Creek Road & Highland Drive Intersection	8072 South	8340 South	Operations	0.2	Add a second Left Turn pocket (12-ft wide x 144 LF each) and a second receiving lane for NB & SB Highland Drive traffic turning onto WB & EB on Creek Road. Add a raised concrete median (180 LF each) at inside lane of LT pockets. Widen west side of Highland Drive roadway, reconstruct sidewalk and concrete curb & gutter to accommodate new lane.	\$1,886,800	\$1,759,064	5.00	4.60	15.00	0.00	12.00	4.00	5.33	10.00	1.00	58.6	56.93
	SL 12	Salt Lake City	Salt Lake City Corporation	1300 East Reconstruction	South Temple	400 South	Reconstruct	0.6	Reconstruct a deteriorated arterial street to include removal and replacement of street pavement, curb and gutter and defective sidewalk, and upgrade of streetscape facilities including traffic signals, utilities, public way landscaping, and improve intersection lighting.	\$10,845,700	\$10,111,446	9.00	17.50	12.00	0.00	6.40	1.00	4.67	6.00	0.00	51.5	56.57
	SL 13	West Valley City	UDOT Region 2	Redwood Road & 2320 South	Big Oak Drive	SR-201 Ramps	Operations	0.3	The intersection is heavily congested during peak periods. The heavy volume of lefts turns, often blocks thru traffic. The purpose of the project is to improve the operation of the intersection by adding duel left turn lanes and a right turn lane.	\$9,178,200	\$8,486,913	10.00	1.10	12.00	6.00	8.00	2.00	5.33	10.00	2.00	57.1	56.43
\$6,036,363	SL 14	Bluffdale	City of Bluffdale	Porter Rockwell Boulevard Fourth Segment	Approximately East Jordan Canal and 15800 South	0.5 miles north-east	Capacity	0.5	Porter Rockwell Boulevard (PRB) will connect I-15 to Mountain View Corridor (MVC), to major freeways. MVC ends at PRB. The fourth segment is the last segment without the bridge. Once the bridge across the Jordan River is built, PRB will connect communities on the west side of south Salt Lake County and north Utah County to I-15 and the east side, easing the commute and relieving congestion on Bangert HWY and I-15. PRB will also have pedestrian trails, bike and transit facilities for a multimodal transportation.	\$6,474,700	\$6,036,363	9.00	4.20	12.00	0.00	16.00	1.00	3.00	10.00	1.00	56.2	56.20
\$2,000,000	SL 15	Herriman	Herriman City	11800 S	Mountain View Corridor	5600 W	Capacity	0.4	The 11800 S intersection with the MVC is a couplet which is not completed until this section of road is constructed. This road section reconnects the West (Herriman) side of 11800 S with the East (South Jordan, Riverton) side of 11800 S through the newly constructed intersection on the MVC.	\$3,051,200	\$2,844,634	0.00	5.00	15.00	4.00	17.00	1.00	4.00	10.00	0.00	56	56.00
	SL 16	Cottonwood Heights	Cottonwood Heights & Sandy City	Little Cottonwood Canyon Rd and Wasatch Blvd Int.	8600 South	9000 South	Operations	0.5	The Little Cottonwood Canyon (LCC) Road & Wasatch Blvd intersection project consists of improving traffic patterns by re-striping, adding traffic signals, and adding raised concrete medians to divide traffic. Wasatch Blvd NB lanes will be split for LT onto NB LCC Road and RT onto SB LCC Road approximately 50-ft south of the intersection by a raised concrete median. Traffic on SB LCC Road will be able to turn right onto SB Wasatch Blvd or continue on SB LCC road. Construction of an additional raised concrete median will not allow traffic on NB LCC Road to turn left onto SB Wasatch Blvd. Accel/decel & turn lanes will be constructed to accommodate these	\$826,300	\$770,359	4.00	4.60	15.00	0.00	12.00	3.00	5.33	10.00	0.00	55.6	53.93
	SL 17	Millcreek Township	UDOT Reg 2	I-215 East at 3300 South - Add lane Southbound	MP 1.67	MP 2.00	Operations	0.3	The purpose of this project is to reduce merging conflicts and congestion. The southbound exit only lane will be converted to a through lane with a lane drop before the 3300 South on ramp.	\$4,522,600	\$4,216,420	5.00	3.70	15.00	0.00	9.60	5.00	2.67	10.00	0.00	52.7	50.97
	SL 18	South Jordan City	South Jordan City	2200 West	9400 South	11400 South	Reconstruct	1.4	2200 West is a minor collector road that stretches from West Jordan on the north and 11400 South on the south. Several areas on 2200 West are unimproved with only a single travel lane of pavement in each direction existing. This funding request is to improve but not limited to the roadway with curb and gutter, sidewalk, park strip, shoulder pavement, and center turn lane, irrigation and utility relocation, traffic safety measures, bike lanes, conduits, and traffic signal upgrade.	\$4,160,800	\$3,866,062	9.00	20.50	12.00	0.00	6.00	0.00	1.33	2.00	0.00	41.1	50.83
	SL 19	Murray City	Murray City	Vine Street	1300 East	Van Winkle Expressway	Reconstruct	1	Reconstruct and widens a portion of Vine Street from a 2 lane to a 3 lane collector. The project includes new curb and gutter, sidewalk and ADA improvements, drainage improvements, new pavement and bike lanes.	\$6,516,700	\$5,840,114	5.00	21.25	12.00	0.00	4.80	0.00	1.33	6.00	0.00	38.25	50.38

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	SL 20	South Jordan City	South Jordan City	3200 West	10000 South	10400 South	Reconstruct	0.5	Several areas on 3200 West are unimproved with only a single travel lane of pavement in each direction existing. This funding request is to improve but not limited to the roadway with curb and gutter, sidewalk, park strip, shoulder pavement, and center turn lane, irrigation and utility relocation, traffic safety measures, bike lanes, and conduits.	\$2,039,600	\$1,888,467	7.00	15.00	16.00	0.00	6.80	0.00	1.33	4.00	0.00	45	50.13	
\$1,000,000	SL 21	South Jordan City	South Jordan City	3200 West	10431 South	10600 South	Reconstruct	0.2	Several areas on 3200 West are unimproved with only a single travel lane of pavement in each direction existing. This funding request is to improve but not limited to the roadway with curb and gutter, sidewalk, park strip, shoulder pavement, and center turn lane, irrigation and utility relocation, traffic safety measures, bike lanes, and conduits.	\$1,396,200	\$1,288,625	7.00	15.00	16.00	0.00	6.00	0.00	1.33	4.00	0.00	43	49.33	
	SL 22	Sandy City/Draper City	Sandy City/Draper City	Highland Drive EIS	9400 South	I-15	Other	8.8	Funding for an EIS for the Highland Drive Corridor; 9400 South to I-15. Highland Drive is a proposed Major Arterial through the southeast valley. This facility is part of the WFRC's Long Range Transportation Plan.	\$4,600,000	\$4,278,000	0.00	3.50	12.00	0.00	13.00	0.00	7.00	10.00	0.00	45.5	45.50	
	SL 23	Salt Lake County	Salt Lake County	900 East Safety & Reconstruction	3300 South	4500 South	Reconstruct	1.8	Create a safer environment for all users including the construction of curb, gutter, sidewalk, ADA ramps, a bicycle facility, and the relocation of utility poles out of the asphalt, along 900 East from 3300 South to 4500 South. Reconstruction will be included if sufficient funds are allocated.	\$11,330,000	\$10,447,000	9.00	8.00	12.00	0.00	4.80	1.00	4.67	6.00	0.00	45.6	45.47	
	SL 24	Draper	Draper City	300 East	Pioneer Road (12400 South)	Carlquist Drive (13145 South)	Reconstruct	0.8	Reconstruct and widen 300 East to provide a consistent three lane corridor with shoulders/bike lanes, curb, gutter and sidewalk.	\$5,379,000	\$5,014,842	5.00	13.00	12.00	0.00	4.80	1.00	2.00	0.00	0.00	32.6	37.80	
	SL 25	Murray City	Murray City	Cottonwood Street Phase 1	Vine Street	4800 South	Capacity	0.4	The purpose of the project is to complete "Phase 1" construction on the proposed one-way couplet to improve connectivity and reduce pedestrian and auto travel distances between the planned Murray City Center District (MCCD), transit stations, neighborhoods and nearby arterials.	\$13,226,600	\$11,466,451	7.00	1.60	3.00	0.00	11.00	0.00	9.00	6.00	0.00	37.6	37.60	
	SL 26	Draper	Draper City	Lone Peak Parkway	12650 South	Golden Harvest Road (12950 South)	Capacity	0.4	Lone Peak Parkway is a minor arterial located west of I-15 from 11400 S to 12300 S. The area south of 12300 S continues to develop but is serviced by indirect two-lane local roads to Bangert Highway. Extending the parkway will increase safety, efficiency, and accessibility and provide an alternate route to I-15.	\$6,494,300	\$6,054,636	9.00	0.00	9.00	0.00	11.00	1.00	2.00	0.00	0.00	32	32.00	
	SL 27	Salt Lake City	Utah Transit Authority	Depot District Service Center (DDSC)	669 West	200 South	Transit	0	The new DDSC is a 150 bus operations and maintenance facility to replace the Central garage which is over capacity, past its useful life, and does not allow for expansion or efficient provision of service.	\$30,000,000	\$12,000,000	0.00	2.75	0.00	0.00	16.00	0.00	4.00	0.00	0.00	21.75	22.75	
Available Amount to Program for FY2020 \$ 20,650,000										\$165,988,700	\$137,208,705												
<b>\$20,661,958</b>																							

**DATE:** April 17, 2014

**AGENDA ITEM:** 3d

**SUBJECT:** ACTION on New Projects for Draft 2015-2020 Congestion Mitigation Air Quality Program

**PREPARED BY:** Ben Wuthrich

**BACKGROUND:**

The Wasatch Front Regional Council is responsible for programming federal Congestion Mitigation/ Air Quality Program (CMAQ) funds for the Salt Lake City-West Valley City and the Ogden- Layton Urbanized Areas. The annual apportionments for CMAQ funds are projected to be approximately \$5,263,000 through the year 2020 with \$7,000,000 available to program in the Salt Lake/ West Valley Area for 2020. About \$2,851,000 in annual apportionments are anticipated in the Ogden/ Layton Area with \$3,300,000 available to program for 2020.

In the fall of 2013, WFRC staff requested that potential project sponsors submit letters of intent to apply for the available CMAQ funds. 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) used these reports, a field review of all projects in March, technical criteria, geographic equity, and other considerations to evaluate each of the projects submitted.

Based on this evaluation, at their meetings on March 26<sup>th</sup>, the Trans Com TACs (composed of the region's municipal engineers and other professionals representing their respective area and each municipality) developed a recommendation of projects to add to the 2015-2020 CMAQ program. The attached tables "TAC Recommendation CMAQ 2020" show the projects submitted for consideration. The highlighted projects indicate those recommended by the TAC to be added to the 2015-2020 CMAQ program with the recommended funding amount listed in the right hand column.

The WFRC staff is also sharing these recommendations with the Salt Lake County, Davis County, and Weber Area Council of Governments for their review and comment. The staff will report on any comments received at Trans Com's April 24 meeting.

**CONTACT PERSON:**

Ben Wuthrich (801) 363-4230 ext 1121 or (801) 773-5559 (Ogden) ext 1121

**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 attached highlighted projects with recommended funds shown be added to the 2015-2020 STP Program."

**EXHIBITS:**

Spreadsheets showing recommended CMAQ Projects for the Salt Lake City-West Valley City and the Ogden- Layton Areas

**TAC Recommendation of Projects for CMAQ Funding - 2020**

AQ Rank	Name of Project	City	Description	Sponsor	Project Type	Project Life	Annualized Emissions: (kg)/\$1,000	Reduced Daily VHT	Reduced Daily Emissions (kg)	CMAQ	Recommended Funds
<b>Salt Lake Area</b>											
1	UTA - Vanpool Management-SL	Salt Lake County	Manage the daily logistics and expenses of a 420+ vanpool program which reduces single occupany vehicle usage. Oversight of the program includes managing each group's roster, payments, maintenance, and reporting riders and miles traveled to meet federal guidelines.	UTA	Vanpool Management	1	349.2	1736.6	252.3	\$263,733	\$0
2	UTA - Vanpool Management-SL	Salt Lake County	Manage the daily logistics and expenses of a 420+ vanpool program which reduces single occupany vehicle usage. Oversight of the program includes managing each group's roster, payments, maintenance, and reporting riders and miles traveled to meet federal guidelines. NOTE that this is a three year request.	UTA	Vanpool Management	3	349.2	1736.6	252.3	\$791,199	\$263,733
3	UTA - Carpool Management-SL	Salt Lake County	Provide individuals with carpool, vanpool, and other commuting matches. Provides non-commute matches for special event trips. Educate communities and others concerning alternative transportation options and promote those options that reduce single occupancy vehicle usage, improve mobility, enhance air quality, and conserve energy.	UTA	Carpool Management	1	84.5	76.7	12.7	\$55,000	\$0
4	UTA - Carpool Management-SL	Salt Lake County	Provide individuals with carpool, vanpool, and other commuting matches. Provides non-commute matches for special event trips. Educate communities and others concerning alternative transportation options and promote those options that reduce single occupancy vehicle usage, improve mobility, enhance air quality, and conserve energy. NOTE that this is a three year request.	UTA	Carpool Management	3	84.5	76.7	12.7	\$165,000	\$55,000
5	SLC - Bicycle	Salt Lake City	Bike Share programs provide high-quality bicycles for commuters to link local destinations with regional transit by using a fast, flexible, and affordable option. Bikes docked at stations are available for other members, instead of being chained away, while the bicycles accommodate people of all abilities. With 10 stations, Salt Lake City's Bike Share program accommodated over 26,000 trips and 6,000 individual users in 2013; by 2020, Bike Share aims to expand to over 120 stations.	SLC	Bicycle	10	59.4	17.4	12.2	\$750,000	\$574,000
6	Sugarhouse Trolley	Salt Lake City	The Sugar House Streetcar currently operates on a single trackway that limits train frequency to 20-minute service. This project adds a second trackway, which will support 15-minute headways, mobility and transportation choices in one of Salt Lake City's fastest growing neighborhoods and where road capacity cannot be added.	Salt Lake City	Transit Capital	10	26.2	199	6.47	\$900,000	\$900,000
7	SL County - Park & Ride	Cottonwood Heights	Improve parking capacity at the mouth of the canyons and reduce the number of trips up the canyons by providing enhanced transit and by either expanding or replacing the existing Hillsborough Pond lot with a new Park and Ride Lot. Funding would include investigation to expand the existing lot by burying the existing storm drainage facilities. Funding would also investigate relocating the lot across the street. Both options will be analyzed and evaluated for safety and transit access as well as feasibility and costs. Costs include the feasibility analysis and design and construction for either the new lot or the expanded lot.	SL County	Park & Ride	20	19.7	0.0	4.5	\$1,663,876	\$1,663,876
8	UTA - Transit Capital-SL	Salt Lake City	This is for construction of the Depot District Service Center, a new bus O & M facility to replace the inadequate and outdated Central Garage in SLC. See CMAQ/STP concept reports. This facility will allow more service, which will increase ridership. The emissions reduction factors entered below estimate an analysis done in UTA's preparation for a TIGER grant submittal in June, 2013. Please see the attached memo, and the 'ridership' and 'environmental sustainability' tabs of the BCA excel file.	UTA	Transit Capital	10	5.5	40.4	12.1	\$8,000,000	\$950,000
9	Smart Boards - Park & Ride Lots	Salt Lake County	"Smart Boards" will be constructed at (2) existing park and ride lots, two (2) proposed park and ride lots, and one (1) east of the I-215 interchange along EB 6200 South at a location to be determined. Each of the park and ride lots will be equipped with radar to monitor vehicles that enter and leave the lot. Parking space availability data will be displayed on each of the Smart Boards installed and interconnected with the UDOT system. Based on engineering analysis, there will be 10% greater efficiency in travel reduction up the canyons duiring the resort season. Travel time up canyon is assumed to be a 40 minute round trip.	Cottonwood Heights	ATMS	5	4.4	51.4	1.6	\$659,043	\$659,043

**TAC Recommendation of Projects for CMAQ Funding - 2020**

<b>AQ Rank</b>	<b>Name of Project</b>	<b>City</b>	<b>Description</b>	<b>Sponsor</b>	<b>Project Type</b>	<b>Project Life</b>	<b>Annualized Emissions: (kg)/\$1,000</b>	<b>Reduced Daily VHT</b>	<b>Reduced Daily Emissions (kg)</b>	<b>CMAQ</b>	<b>Recommended Funds</b>	
10	UDOT TOC - ATMS - Bangerter	Salt Lake City	Design, Install and Integrate two Variable Message Sign - one northbound and one southbound. The VMS will provide traveler information (travel times, incident information, travelwise messages and special event information). The more information UDOT provides the traveling public, the better able they are to make better traveling decisions which results in a reduction of VHT.	UDOT TOC	ATMS	5	3.6	55.5	1.7	\$863,124	\$863,124	
11	City of Bluffdale - Bicycle	Bluffdale	To build bicycle/shoulder lanes on SR-140. SR-140 is an official cycling route and the only true east-west cycling connection, which also links north-south cycling traffic between Utah and Salt Lake Counties. The existing condition of this road are hazardous to pedestrians and bikers. Increasing traffic, deteriorating road contribute to the hazard. Attention for this transportation mode is needed to improve safety and air quality in Salt Lake County. (In a phone call w/ Mike he said he would take some counts of actual bike activity in this area. He estimated that 80% of the bike users are recreational bikers connecting to the Jordan River trail).	City of Bluffdale	Bicycle	10	2.8	1.3	0.5	\$624,361	\$624,361	
12	UDOT R2 - Int. @ 9000 S & Sandy Pkwy/I-15/Monroe	Sandy	The 9000 S corridor is a major east-west thoroughfare that is congested during peak periods. The purpose of the project is to improve traffic operations. The project includes new EB/WB geometry, triple EB left turn and dual WB right turn lanes to NB on ramp, and WB aux lane through Monroe St that traps into the NB on ramp.	UDOT R2	Intersection	5	1.7	137.0	4.2	\$4,639,404	\$0	
13	UDOT R2 - Int. @ Redwood Road (SR-68) & 2320 South	West Valley City	The intersection is heavily congested during peak periods. The heavy volume of lefts turns, often blocks thru traffic. The purpose of the project is to improve the operation of the intersection by adding dual left turn lanes and a right turn lane.	UDOT R2	Intersection	5	1.4	206.2	6.4	\$8,486,913	\$0	
14	UDOT TOC - ATMS - I-80	Salt Lake City	Install fiber and ATMS devices along I-80 which will connect to our UDOT wide ATMS system, allowing UDOT to provide better traveler information to the public.	UDOT TOC	ATMS	5	0.9	20.3	0.6	\$1,217,600	\$0	
15	UDOT TOC - ATMS - Foothill	Salt Lake City	Design, Install and Integrate a Variable Message Sign to provide traveler information (travel times, incident information, travelwise messages and special event information). The more information UDOT provides the traveling public, the better able they are to make better traveling decisions which results in a reduction of VHT.	UDOT TOC	ATMS	5	1.0	7.4	0.2	\$431,562	\$431,562	
16	UDOT Region Two - Bicycle	Salt Lake City	This project will add a 7' bikelane in the downhill direction between Beck Street and 500 North and widen the existing uphill bike lane to 7'. Major items of work include earthwork, HMA, and barrier.	UDOT Region Two	Bicycle	10	0.8	2.0	0.5	\$2,086,114	\$0	
<b>Subtotal</b>										<b>Available Amount to Program for FY2020 \$ 7,000,000</b>	<b>\$31,596,930</b>	<b>\$6,984,699</b>

**TAC Recommendation of Projects for CMAQ Funding - 2020**

AQ Rank	Name of Project	City	Description	Sponsor	Project Type	Project Life	Annualized Emissions: (kg)/\$1,000	Reduced Daily VHT	Reduced Daily Emissions (kg)	CMAQ	Recommended Funds	
<b>Ogden-Layton Area</b>												
1	UTA - Vanpool Management-WE	Weber/Davis	Manage the daily logistics and expenses of a 420+ vanpool program which reduces single occupancy vehicle usage. Oversight of the program includes managing each group's roster, payments, maintenance, and reporting riders and miles traveled to meet federal guidelines.	UTA	Vanpool Management	1	727.8	1363.8	253.5	\$127,130	\$127,130	
2	UTA - Vanpool Management-WE	Weber/Davis	Manage the daily logistics and expenses of a 420+ vanpool program which reduces single occupancy vehicle usage. Oversight of the program includes managing each group's roster, payments, maintenance, and reporting riders and miles traveled to meet federal guidelines. NOTE that this is a three year request.	UTA	Vanpool Management	3	727.8	1363.8	253.5	\$381,390	\$0	
3	UTA - Carpool Management-WE	Weber/Davis	Provide individuals with carpool, vanpool, and other commuting matches. Educate communities and others concerning alternative transportation options and promote those options that reduce single occupancy vehicle usage, improve mobility, enhance air quality, and conserve energy.	UTA	Carpool Management	1	70.7	27.7	5.8	\$30,000	\$30,000	
4	UTA - Carpool Management-WE	Weber/Davis	Provide individuals with carpool, vanpool, and other commuting matches. Educate communities and others concerning alternative transportation options and promote those options that reduce single occupancy vehicle usage, improve mobility, enhance air quality, and conserve energy. NOTE that this is a three year request.	UTA	Carpool Management	3	70.7	27.7	5.8	\$90,000	\$0	
6	UTA - Transit ITS-WE	Ogden	See concept report and budget for scope. Figures used below are from an analysis done by Mick Crandall in 2013 (see memo). In original applications, UTA entered 10 years for the project life, because that was the duration of the ITS implementation plan that had been submitted to WFRC. A two year duration for each year of funding is more accurate, and is reflected in this submittal. National research on ITS affects on ridership has been done, and will be passed on to WFRC as UTA complies it.	UTA	Transit ITS	2	42.1	61.6	29.4	\$509,782	\$0	
5	UDOT R1 - Int. @ SR-103 (650 N) & SR-126 /I-15	Clearfield	Improvements at 650 North & I-15 include: new signal controllers to optimize the I-15 offramp, additional turn lanes to serve high volume turn movements, modifying 650 North & Main Street to a High-T, and adding a westbound lane under I-15.	UDOT R1	Intersection	5	46.3	820.6	25.4	\$1,000,000	\$1,000,000	
7	UDOT R1 - Int. @ SR-97 (5600 S) & SR-126 (1900 W)	Roy	Place a new signal at 2050 W and SR-97. Modify the existing land configurations and signals at SR-97 & SR-126 as well as at SR-126 & 5700 S. Reconstruct the pavement on 5700 S and 2050 W to accommodate the new traffic loading.	UDOT R1	Intersection	5	9.1	438.4	13.5	\$2,729,495	\$750,000	
8	UTA - Transit Capital-WE	Ogden	These funds are to purchase two canyon service buses, which have a 12 years useful life. From 12/15/2012 to 04/16/13, UTA buses transported 23,485 passengers between the Ogden area and Powder Mountain and Snowbasin resorts. That is an average of 192 daily riders over the 122 day period. (Documentation available upon request.) Grown at a conservative annual increase of 3%, this becomes 236 daily riders by 2020. The figures below represent two of the eight buses share of these riders.	UTA	Transit Capital	12	4.9	2.1	1.1	\$958,000	\$958,000	
9	UDOT TOC - ATMS - US-89	Farmington	Design, Install and Integrate a Variable Message Sign for southbound traffic on US-89. Use of a VMS with proper messaging has been shown to result in a vehicle delay reduction of 20%. Just north of Shepard Lane near MP 397.	UDOT TOC	ATMS	5	1.3	9.6	0.3	\$431,562	\$431,562	
10	UDOT TOC - ATMS - I-15	Brigham City	Design, Install and Integrate a Variable Message Sign for southbound traffic just north of 1100 South on I-15 in the Brigham City area. Use of a VMS with proper messaging has been shown to result in a vehicle delay reduction of 20%.	UDOT TOC	ATMS	5	0.5	4.0	0.1	\$431,562	\$0	
11	UDOT TOC - ATMS - I-84	Ogden	Design, Install and Integrate a Variable Message Sign Westbound I-84. Use of a VMS with proper messaging has been shown to result in a vehicle delay reduction of 20%.	UDOT TOC	ATMS	5	0.2	1.7	0.1	\$431,562	\$0	
<b>Subtotal</b>										<b>Available Amount to Program for FY2020 \$ 3,300,000</b>	<b>\$7,120,484</b>	<b>\$3,296,692</b>



**DATE:** April 17, 2014

**AGENDA ITEM:** 3e

**SUBJECT:** ACTION on New Projects for Draft 2015 Transportation Alternatives Program (TAP)

**PREPARED BY:** Ben Wuthrich

**BACKGROUND:**

The Wasatch Front Regional Council is responsible for programming the urbanized portion of the Transportation Alternatives Program (TAP) funds for the Salt Lake City-West Valley City and the Ogden-Layton Urbanized Areas. The annual apportionments for TAP funds for FY2015 are projected to be approximately \$700,000 with \$728,000 available to program in the Salt Lake City-West Valley City area and about \$350,000 in an annual apportionment for the Ogden-Layton Area with \$398,000 available to program for 2015.

In the fall of 2013, WFRC staff requested that potential project sponsors submit letters of intent to apply for the available TAP funds. Sponsors were then asked to prepare a project concept report form, providing further detail on their projects. The WFRC staff and the Technical Advisory Committees (TACs) used these reports, a field review of all projects in March, technical criteria, geographic equity, and other considerations to evaluate each of the projects submitted.

Based on this evaluation, at their meetings on March 26<sup>th</sup>, the Trans Com TACs (composed of the region's municipal engineers and other professionals representing their respective area and each municipality) developed a recommendation of projects to add to the 2015 TAP program. The attached tables "TAC Recommendation TAP 2015" show the projects submitted for consideration. The highlighted projects indicate those recommended by the TAC to be added to the 2015 TAP program with the recommended funding amount listed in the left hand column.

The WFRC staff is also sharing these recommendations with the Salt Lake County, Davis County, and Weber Area Council of Governments and the Active Transportation Committee (ATC) for their review and comment. The staff will report on any comments received at Trans Com's April 24 meeting.

**CONTACT PERSON:**

Ben Wuthrich (801) 363-4230 ext 1121 or (801) 773-5559 (Ogden) ext 1121

**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 attached highlighted projects with recommended funds shown be added to the 2015-2020 STP Program."

**EXHIBITS:**

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

TAC Recommendations for 2015 TAP Projects

Amount Recommended	Proj Num	Region	County	City	Agency	Project Name	From Street	To Street	Project Improvement	Project Objective	Length	Description	Tot Cost	Fed Fund	Sponsor Priority	Regional Priority	Fills Gap	Provides Access	Wasatch 2040	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/ Public	Plan Guide	Sponsors Match	Plan Total Score	Project Score					
\$150,000	1	1	Weber	WEST HAVEN	WEST HAVEN CITY	RIVER PARKWAY TRAIL	1800 SOUTH	CITY CEMETERY	Capital Improvement	On-road or Off-road Trail Facilities	0.54	The proposed phase of the River Parkway will extend the existing trails system from the West Haven City Cemetery and future Weber River Park to 1800 South. A phase of the River Parkway Trail System, partially funded by West Haven City and the State Parks and Recreation, has recently been completed. The city requests \$150,461 in funding and plans to meet approx. 40% of the project cost (\$308,539).	\$ 459,000	\$ 150,461	1	5	10	10	0	8	15	0	5	5	8	3											69			
	2	1	Davis	Farmington	Farmington City	200 West and State Street	400 South on 200 West	State Street then East to Main Street	Capital Improvement	On-road or Off-road Trail Facilities	0.71	This project will install bike lanes on 200 W. and State Street in Farmington from 400 S. to Main Street. This area is a main bicycle route as it connects to an existing shared use path and to a planned bike lane route and an existing bike lane route that provides access to the Farmington Station Front Runner Station.	\$ 225,200	\$ 209,954	2	15	5	15	5	10	1	0	5	3	6	3													68	
\$250,000	3	1	Davis	West Point	West Point City	Emigrant Trail	1300 North	2425 North	Capital Improvement	On-road or Off-road Trail Facilities	1.2	This project will complete a gap in the Emigrant trail between West Point and Hooper. It will also connect to Clinton's trail running east/west to the D&RG rail trail. This interconnectivity of the trails will provide users with many more options and make bike commuting a reality.	\$ 347,800	\$ 291,577	2	15	10	5	0	10	3	0	5	5	6	4													63	
	4	1	Davis	North Salt Lake City	North Salt Lake City	Orchard Drive Sidewalk	Eagleridge Drive	Center Street	Capital Improvement	Infrastructure-related Projects	0.31	The purpose of this project is to provide improved mobility and transportation choices for pedestrians and cyclists in the vicinity of Orchard Drive. Orchard Elementary School students will also benefit by having sidewalk and bicycle access directly to the school.	\$ 333,200	\$ 297,124	0	5	10	15	0	10	3	0	5	5	6	2														61
	5	1	Weber	Ogden	Ogden City Corporation	Ogden Canyon Shared Use Path	Ogden Canyon Trailhead	2000' E/o Ogden Canyon Trailhead	Capital Improvement	On-road or Off-road Trail Facilities	0.39	The demand for a pedestrian/cycling corridor exists within Ogden Canyon. This project will focus solely on negotiating the mouth of the Canyon/SR-39 up to the Ogden River. SR-39 at this location is not designed to accommodate recreational use; with a narrow winding roadway and few pullouts or parking.	\$ 1,305,000	\$ 700,000	1	15	0	5	0	10	10	0	2	5	4	1														52
	6	1	Weber	Pleasant View City	Pleasant View City Corporation	Pleasant View Drive Walking Path	1325 West	US-89	Capital Improvement	On-road or Off-road Trail Facilities	1.01	The purpose/need for the project is to continue the existing walking path on Pleasant View Drive, in order to complete its construction.	\$ 404,200	\$ 374,039	2	15	0	0	0	8	1	0	5	5	6	3												43		
<b>\$ 400,000</b>												<b>Available Amount to Program for FY2015 \$ 398,000</b>		<b>\$ 3,074,400</b>	<b>\$ 2,023,155</b>																									

TAC Recommendations for 2015 TAP Projects

Amount Recommended	Proj Num	Region	County	City	Agency	Project Name	From Street	To Street	Project Improvement	Project Objective	Length	Description	Tot Cost	Fed Fund	Sponsor Priority	Regional Priority	Fills Gap	Provides Access	Wasatch 2040	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/ Public	Plan Guide	Sponsors Match	Plan Total Score	Project Score						
	1	2	Salt Lake	South Jordan City	South Jordan City	Welby Jacob Canal Trail	10400 South	10200 South	Capital Improvement	On-road or Off-road Trail Facilities	0.3	The purpose and need of the trail is to connect to two street terminus on 10200 South and 10400 South. It is anticipated that the trail will accommodate all types of uses such as jogging, running, walking, and biking. The trail improvements include but not limited to asphalt pavement, untreated base course, grading, and signs.	\$ 89,200	\$ 81,297	4	15	10	15	0	8	1	0	5	5	10	3												72			
	2	2	Salt Lake	West Valley City	West Valley City	Cross Towne Trail Extension	2700 West	3200 West	Capital Improvement	On-road or Off-road Trail Facilities	1	The Cross Towne Trail is an important transportation alternative in the central part of the Salt Lake Valley. The trail ultimately will run from the east boundary of the city to the west boundary. The facility provides critical connections to existing trails and transportation centers.	\$ 450,700	\$ 402,474	4	15	5	15	0	6	3	0	5	5	6	3													63		
\$72,067	3	2	Salt Lake	Sandy	Sandy	Dry Creek Trail	0	0	Capital Improvement	Infrastructure-related Projects	0.1	Install 544 feet of trail to complete the trail between 10200 South to 10000 South	\$ 77,300	\$ 72,067	4	15	10	0	5	8	1	0	5	5	10	2											61				
	4	2	Salt Lake	South Salt Lake	South Salt Lake City	Parley's Trail Crossing - Haven Avenue @ 300 West	300 West	300 West	Capital Improvement	On-road or Off-road Trail Facilities	0.24	This project will allow trail users to safely cross 300 West as part of the Parley's Trail regional trail system by installing pedestrian activated beacons on 300 West at Haven Ave., bike lanes from east of the existing TRAX crossing at Haven Ave. to 300 West, and installing a 10 foot wide trail along the west side of 300 West from Haven Ave. to Andy Avenue.	\$ 160,100	\$ 239,135	1	15	0	15	5	8	1	0	5	5	6	1														61	
\$176,111	5	2	Salt Lake	Salt Lake City	Salt Lake City Transportation Division	Bike Share	600 West to 700 East	North Temple to 400 South	Capital Improvement	On-road or Off-road Trail Facilities	38	The Bike share program provides high-quality bicycles for commuters to link local destinations with regional transit. A network of bike share stations within a dense urban area provides a fast, flexible, and affordable transit option for the last mile of regional transit trips.	\$ 2,001,200	\$ 248,178	0	0	0	15	5	6	15	0	5	3	6	5													60		
\$250,000	6	2	Salt Lake	Salt Lake City	Salt Lake County Parks and Recreation	Parley's Trail - 2300 East Tunnel Crossing	2300 East Off-ramp from Interstate 80	2300 East Off-ramp from Interstate 80	Capital Improvement	On-road or Off-road Trail Facilities	0.08	Provide a grade separated crossing to prevent conflicts between high speed freeway off ramp and slower pedestrian and cycling traffic.	\$ 1,224,600	\$ 250,000	1	10	5	5	0	6	15	0	5	5	6	1											58				
	7	2	Salt Lake	Draper	Draper City	Vista Station Trails	Jordan River Parkway Trail	Draper UTA FrontRunner Station	Capital Improvement	On-road or Off-road Trail Facilities	1	The project will consist of two 1/2 mile multi-use trails which will provide a critical access loop from the Jordan River Parkway Trail to the new Frontrunner station, the recently completed eBay campus, Galena Hills Park, and the future high density development planned in the area.	\$ 504,900	\$ 470,718	3	10	0	10	5	10	1	0	5	5	6	3													55		
	8	2	Salt Lake	Sandy	Sandy	Sandy Canal Trail	11400 South 880 East	0	Capital Improvement	Infrastructure-related Projects	0.1	Install HAWK signal for crossing major arterial (11400 S)	\$ 199,800	\$ 186,274	3	10	0	15	0	8	1	0	5	5	8	1											53				
\$192,800	9	2	Salt Lake	Cottonwood Heights	Cottonwood Heights	HAWK Pedestrian Crossing on Fort Union Blvd	At West Side of Mountview Park Entrance	Approx. 1600 East	Capital Improvement	Infrastructure-related Projects	0.1	Install a HAWK Pedestrian Crossing System on Fort Union Boulevard, west of the Mountview Park entrance (approx. 1600 East); including ADA accessible ramps on each side of street, traffic signs, and painted crosswalk.	\$ 206,800	\$ 192,800	2	5	0	15	0	10	1	0	5	5	8	1												50			
	10	2	Salt Lake	West Jordan	City of West Jordan	7800 South - Gardner Village Bridge	North side of 7800 South - East bank Jordan River	North side of 7800 South - West bank Jordan River	Capital Improvement	Infrastructure-related Projects	0.1	The current Jordan River Bridge at 7800 South does not accommodate pedestrian or bicycle traffic, and the need for this link to the TRAX station and Gardner Village, a regular tourist attraction in the Salt Lake Valley, is needed. Recent development has surrounded the area, and continues to increase. Also, at some point in the future, the vehicle bridge will need replacement, and having this alternative in place will help the public during the reconstruction of that facility.	\$ 668,200	\$ 622,963	3	15	0	0	5	10	1	0	5	5	4	1															46
	11	2	Salt Lake	Salt Lake City	Utah Transit Authority	Salt Lake Central Station Area Bike/Ped Improvements	various	0	Capital Improvement	Infrastructure-related Projects	0.25	The SL Central Station is a major transit hub connecting riders to TRAX, FrontRunner, Amtrak, and local & intercity bus service. Bike & pedestrian activity is concentrated in this area, as riders access the station from areas near downtown. Improvements could be made to enhance walkability and bikeability at this location.	\$ 278,800	\$ 259,925	5	0	0	15	5	8	1	0	0	5	6	1													41		
\$37,500	12	2	Salt Lake	Salt Lake City	Salt Lake City Transportation Division	North Temple Complete Street & Bike Connection - Plan/Study	North Temple at 400 West	3rd Avenue at Canyon Rd.	Planning/ Study	Bike/ Ped - Plan/ Study	0.9	Develop a corridor plan for a complete street and separated family-friendly bikeway on North Temple through the heart of downtown Salt Lake - connecting west to the Grand Boulevard and east to Memory Grove/Avenues. The plan will also improve pedestrian crossings, bus stops, & bus shelters and consider a separate bus lane.	\$ 50,000	\$ 37,500	0												15	15	25	20	10	5					90				
\$ 728,478													Available Amount to Program for FY2015 \$ 728,000		\$ 5,911,600	\$ 3,063,331																			0						