

Salt Lake County Regional Transportation Choice Fund (4th Quarter)

By the Numbers

\$40M Funding Amount Available

57 submitted applications

\$130,347,127 amount requested

\$90,347,127 amount requested over funding available

Details

\$10,000,000 highest request; there were two requests for this amount

\$50,000 lowest request

Break down by Category

\$23,446.876 Multi-Use Trails

\$106,900,251 All Other Projects

Project Types:

▪ New Street Construction	8
▪ Multi-use Path/Trail Design and Construction	18
▪ Street Reconstruction	3
▪ BRT	1
▪ Street Widening	6
▪ Transit Alternatives Analysis	1
▪ Canyons (Emigration, Rose, Yellow Fork, and Mt. Olympus) Improvement (trailheads, parking, restrooms, and canyon roadway improvements)	7
▪ Road Maintenance	1
▪ Study/Plan	5
▪ Sidewalk	1
▪ Safety Improvement (crosswalk)	1
▪ Street Redesign	2
▪ Intersection Improvements	2

Jurisdiction	Number of Project Applications
Alta	1
Bluffdale	1
Cottonwood Heights	2
Copperton Metro Township	0 (part of multi-jurisdictional proposal with Riverton City)
Draper	3
Emigration Metro Township	3 (via GSLMSD)
Herriman	3
Holladay	1
Kearns Metro Township	1 (via GSLMSD)
Magna Metro Township	2 (via GSLMSD)
Midvale	1
Millcreek	0 (part of multi-jurisdictional proposals submitted by Salt Lake City and Holladay)
Murray	3
Riverton	3
Salt Lake City	7
Salt Lake County	4
Salt Lake County Parks & Recreation	6
Sandy	2
South Jordan	3
South Salt Lake	0 (part of multi-jurisdictional proposals submitted by Salt Lake City)
Taylorsville	1
Unincorporated Salt Lake County	1 (via the GSLMSD)
West Jordan	4
West Valley City	3
White City Metro Township	2 (via GSLMSD)

Multi-Jurisdictional Projects –

Riverton City – Southwest Salt Lake County Visioning Project (Riverton, Herriman, Bluffdale, Copperton Metro Township, West Jordan)

Salt Lake City –

Greater Millcreek / Sugar House Circulation Plan (Holladay, Millcreek, Salt Lake City, South Salt Lake)

Life on State: Design and Catalytic Site Implementation (South Salt Lake and Salt Lake City)



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Salt Lake County

Planning & Transportation

Regional Transportation Choice Fund (4th Quarter)

11/16/2018 deadline

Sortable Table

Application ▾	Requested Amount	Project Description:	Funding Request Amount:
West Valley City Crosstowne Trail and Parkway Blvd Bike Lanes	USD\$ 437,000.00	The Crosstowne Trail is a bicycle and pedestrian corridor that begins at the Jordan River Trail, extends west across Redwood Road, adjacent to the Redwood Junction Light Rail station, then westward past Decker Lake, over I-215, connecting ultimately across Bangerter Highway, through the Lake Park Corporate Center, crossing and connecting to the Mountain View Corridor Shared Use Path, and running parallel to the Riter Canal to the western boundary of West Valley City, and then extends through to the western end of Magna. It is truly a Crosstowne Trail. This project proposes to improve access to the trail between 2700 West and Bangerter Highway. Improvements will include addition of sidewalk where none exists, addition of a parallel bike lane in Parkway Blvd, requiring some roadway widening.	\$437,000
West Valley City 3900 South Roadway Improvements	USD\$ 5,710,000.00	This proposed project improves the north side of 3900 South between Redwood Road and the Jordan River. Presently, pedestrians are required to use the roadway shoulder, adjacent to traffic lanes with a 45 mph speed limit. This project builds a sidewalk with a large parkstrip to provide for pedestrian separation from traffic, along with a pedestrian bridge over the Jordan river to connect to existing sidewalk and the Jordan River trail on the east side of the Jordan River. The pavement will also be widened to accommodate buffered bike lanes. The project estimate includes money to overlay both sides of the road, including the Taylorsville City side of the roadway. The project includes street lighting and landscaping. Traffic safety is improved with the addition of roadway medians.	\$5,710,000

Application ▾	Requested Amount	Project Description:	Funding Request Amount:
West Valley City 3650 South Reconstruction and Widening	USD\$ 3,660,000.00	This project proposes to reconstruct and widen 3650 South (Lancer Way) between 3200 West and 2700 West. 3650 South is the access road to the UTA West Valley Central Station Intermodal Hub (proposed terminus of the Midvalley BRT), which is adjacent to the WVC Central Light Rail Station. 3650 South is also home to the Granger Library, WV City Hall and is the southern boundary of the Fairbourne Station Urban Center. 3650 South Street consists of two travel lanes, and an inconsistent and unimproved shoulder. The project proposes to reconstruct and widen the road to accommodate one lane in each direction, a center turn lane with bike lanes on both sides of the road. Sidewalk will also be added to the south side of the road. The project will include street lights and street trees in the parkstrip. The project will fix a very tight curb radius on the southeast corner of 3200 W., a heavily traveled bus movement, and is frequently blocked by buses attempting to maneuver the tight curve.	\$3,660,000
West Jordan City New Bingham Hwy and Grizzly Way CycleTracks	USD\$ 2,700,000.00	The New Bingham Highway Connector Study was recently completed which connects Copper Hills High School, West Hills Middle School, Several Parks, the Barneys Wash Trail and the Regional Shopping Center at Jordan Landing. The study was sponsored by WFRC and West Jordan City and included extensive public involvement and interest from the High School. The streets included are 2.2 miles of New Bingham Highway that was recently traded to the City from UDOT and 2.8 miles of Grizzly Way a wide City street where high school students like to park. The project has not been designed but is conceptual but a cost estimate was prepared that includes a 2-way cycletrack on 0.66 miles of Grizzly Way, Protected Bike lanes on 2.15 miles of Grizzly Way, 2.15 miles of buffered bike lanes on New Bingham Hwy, 1.8 miles of shared use path on New Bingham Hwy, and a "Protected Intersection" at the intersection of New Bingham/Grizzly Way. A short section of Barneys Wash Trail to the tunnel is included.	2400000
West Jordan City 7800 South Jordan River Protected Bike lanes	USD\$ 900,000.00	This project will add protected bike lanes along a five-lane roadway that intersects the TRAX Red line and the Jordan River Parkway. Along the road are a soccer arena, locally owned shops and restaurants at Gardner Village, and several new residential neighborhoods. The project will also provide a trail connection between the current end of the Gardner Village trail on the north side of the street to 1300 West.	900000

Application ▾	Requested Amount	Project Description:	Funding Request Amount:
Trace Robinson Phase II Majestic Rise Blvd. (13200 S) Welby Canal to Old Liberty Way (4050 W)	USD\$ 1,750,000.00	The City of Riverton is requesting project funding to assist with the construction of Phase II of a two phase project for Majestic Rise Blvd (13200 S). 13200 S is a 3/4 mile, 4 lane major arterial that will connect Mountain View Corridor to Old Liberty Way (4050 W). Phase I of the project was completed in 2018. Phase II of the project consists of constructing approximately 1650ft of the arterial from the Welby Canal to 4050 W. This facility will provide connectivity with fully signalized intersections between Mountain View Corridor and 4050 W. The project provides accesses for Mountain View Village, (a major retail shopping center) and other planned office, retail, and education centers. (See Figure 1 & 2) The Project will extent the center running transit corridor from Mountain View to 4050 W. This is the preferred transit alternative for UTA for the S W quadrant of SLCo. The project is included in Phase I of the WFRC RTP and is designed to accommodate 2050 traffic flows.	he request for funding including Right of Way for Phase II Majestic Rise Blvd. (13200 S) is \$1,750,000.00.
Trace Robinson Old Liberty Way (4050 W) from Majestic Rise Parkway (13200 S) to 13400 S	USD\$ 1,650,000.00	The City of Riverton is requesting project funding to assist with the construction of Phase I of a two phase project for Old Liberty Way (4050 W). 4050 W is a one mile, 5 lane major arterial that will connect 12600 S to 13400 S. Phase I of the project consists of constructing approximately 1700 ft of the arterial from 13400 S to 13200 S. This facility will provide connectivity to Mountain View Corridor at a full signalized intersection as well as to Mountain View Village, (a major retail shopping center) and other planned office, retail, and education centers. (See Fig 1 & 2) The Project also provides a direct connection to 13200 S which is the preferred transit alternative for UTA for the S W quadrant of SL County. The project is included in Phase I of the WFRC RTP and is designed to accommodate the 2050 projected traffic flows. The road will be constructed of concrete and will include a 6 ft sidewalk, 5 ft parkstrip, 5 ft bike lanes, street lights, and storm drains. See Fig 3	The request for funding including Right of Way for Phase I of Old Liberty Way (4050 W) is \$1,650,000.00.
Town of Alta, Utah Alta Traffic Safety and Avalanche Control Notification Roadway Signage Upgrades	USD\$ 100,000.00	The project will include purchase and installation of a variety of signage along SR 210 in upper Little Cottonwood Canyon, roughly between mileposts 13 and 14.5. Two of the signs will be mobile, trailer mounted variable messaging signs. These will be deployed near the ski area parking lot entrances. One of the signs will be a permanent variable messaging sign that will be installed within a traffic calming island installed by UDOT along SR 210 near the Alta Town Center. This sign will be incorporated into a larger landscaping and design project facilitated by the development of the traffic calming island. We also intend to purchase ten "flip signs" similar to ski area terrain closure signs that we will locate throughout the Alta Commercial Core. These will bear current road status information during times when it is not appropriate to activate the VMS system, and we intend for it to build broader awareness of the need for canyon users to monitor road conditions.	100,000

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South Jordan City South Jordan Parkway West Extension Ph 1	USD\$ 4,275,000.00	Phase 1 entails construction of a 5 lane road from where South Jordan Parkway currently ends at Mountain View Corridor to approximately 6500 West. Phase 2 of this project includes extending the project from 6500 West to U111. Road improvements will include 5 travel lanes, bike lanes and sidewalks. The project will enhance the east west connection between U111 and Mountain View Corridor.	\$4,275,000
South Jordan City Grandville Avenue Extension(5600 West)	USD\$ 5,850,000.00	Grandville Avenue is located at 5600 West and straddles the UTA mid-jordan light rail with a lane in each direction. Currently Granville is complete from Daybreak Parkway to Lake Avenue and plans are in place by the developer (Daybreak) to extend the road north from Lake Avenue to South Jordan Parkway. The requested funding is to continue Grandville further north from South Jordan Parkway to Old Bingham Highway. The project will improve overall traffic circulation and enhance the access to the UTA trax stations at South Jordan Parkway and Old Bingham Highway.	5,850,000
South Jordan City 10400 S Bangerter Interchange	USD\$ 5,000,000.00	South Jordan City and UDOT have worked collaboratively for years to plan for Bangerter Highway to go under both 10400 S and 11400 S. Our partnership puts us in the final stage of completing the project at 11400 S. Until recently, we expected a 2021 start year for the 10400 interchange project. However, our partners at UDOT shared that the project now has a reprioritized start in 2019. This change creates an urgent need for SJC to identify funding for the betterment costs to depress Bangerter Hwy under 10400 S. The total betterment cost is up to \$10M. SJC is requesting \$5M and it will contribute an additional \$2.5M. Alternate funding sources will be sought for any remaining funding. Multiple stakeholders enthusiastically identified many community benefits from this project. Our partners expect noise and visual blight reduction; improved transportation and transit connectivity; more pedestrian safety; and continuity of visibility and access to local businesses and civic centers.	UDOT has informed the City that the betterment costs to depress Bangerter Highway may be up to \$10M. The City is requesting \$5M from the Transportation Choice Fund and will find alternate sources of funding for any remaining amount.

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Sandy City 9400 S 500 W Intersection Project	USD\$ 1,000,000.00	The 9400 S 500 W Intersection Project updates the existing intersection at this location by widening and improving the roadway, plus installing a traffic signal to manage traffic flow through the intersection. 500 W is the west-side frontage road to the I-15 corridor and connects to 9000 S on the north and passes through several major east-west streets to the south. The project area is part of an industrial zone full of businesses, where people use the street to access their places of business. Due to its proximity to the I-15/9000 S interchange, high volumes of vehicles pass through this intersection at all hours of the day. Also it is normal to see northbound commuter traffic backed from 9000 S to 9400 S in the afternoon hours, trying to access the interstate. Making the improvements on this project will improve the functionality of the intersection, help alleviate traffic congestion, and prepare for future developments.	\$1,000,000.00
Sandy City 10200 South Pedestrian Tunnel Project	USD\$ 1,765,000.00	The 10200 South Pedestrian Tunnel project connects the existing trail systems for Dimple Dell Park to the east, the Dry Creek Trail that connects to the Jordan River Pkwy to the west and the Porter Rockwell Trail that runs parallel to the Trax light rail line. In addition, the project connects Beetdigger Blvd to the 10000 S Trax Station and Green Leaf Town Village to the north, 10200 S and access to State Street and multiple shopping centers including the Shops at South Town to the west, and the Red Sage Development and 10600 S to the South. This project uncovers and makes use of the existing culvert installed below the Trax line by Sandy City in 2012 as part of the Draper Light Rail Extension. It is the last link to tie all the trail systems together and neighborhoods to the Trax station. As part of the environmental process earlier in this project, a public hearing was held to hear/receive comments from the public and how to implement their involvement.	Due to escalating costs, the need for additional funds has been necessary to complete the project. We are requesting \$1,765,000.00

Application ▾	Requested Amount	Project Description:	Funding Request Amount:
Salt Lake County Parks and Recreation White City Canal Trail	USD\$ 2,387,500.00	The White City Canal Trail Project consists of developing a 12-foot wide asphalt paved pedestrian/bicycle path and a 6-foot wide gravel soft pedestrian path along the Sandy Canal corridor. This phase or section of the trail lies within the White City Metro Township and begins at 9400 South and terminates at Carnation Dr. (approx. 10000 S). It also consists of constructing an approximately 350-foot long pedestrian bridge over Dimple Dell Canyon. This connection is unique and important in that it will provide a pedestrian connection between the two neighborhoods that are divided by Dimple Dell Regional Park. Currently the section between Big Bear Park and Carnation Dr. is designed and ready for bidding. The remaining section has yet to be designed. Sandy City and White City are currently working on a design to complete the section of trail that will begin at Carnation Drive and end at 10600 South, which will then connect to Sandy City's existing trail section at 10600 South.	2387500
Salt Lake County Parks and Recreation Mt. Olympus Trail Head	USD\$ 1,550,000.00	Project is located at 5425 S. Wasatch Blvd. in unincorporated Salt Lake County. The Mt. Olympus Trail Head project will remove the old asphalt parking lot and construct a new and larger parking lot closer to Wasatch Boulevard. The new trail head includes the following features: • 48 parking stalls with asphalt paving; two ADA Stalls. • A safer, one-way through parking lot that can be accessed from Wasatch Blvd. • Striping reconfiguration along Wasatch Boulevard to accommodate turn lanes into the parking lot, acceleration/deceleration lanes, and continuous bike lanes on both sides of Wasatch Boulevard. • Innovative storm drainage solution that results in a net zero difference in storm water runoff from the site. The western edge of the parking lot is designed to collect, detain, and percolate storm water runoff from the parking lot. • New vault toilet and monument signs. • Closer to Wasatch Boulevard to make it more visible to protect against car break-ins.	1550000

Application ▾	Requested Amount	Project Description:	Funding Request Amount:
Salt Lake County Parks & Recreation Yellow Fork Canyon - Trailhead Phase 2	USD\$ 385,000.00	Located near Herriman, the Rose and Yellow Fork Canyon recreation area has long been a destination for hikers, runners, mountain bikers, birders, and equestrian riders. The popularity of the equestrian trails puts high demand on existing parking. In 2014 a 24 stall equestrian and 12 stall vehicle parking lot was constructed. This parking lot is heavily used and is completely filled every weekend during the summer months, leaving multiple trucks and trailers lining the canyon's narrow roads. To increase safety and provide safe parking for equestrian and trial users, additional parking is needed. This project consists of constructing two additional trailhead parking areas, improving the access roads to each area, providing signage, and trail connections to existing trails.	385000
Salt Lake County Parks & Recreation Parley's Trail - 900 West to Jordan River Parkway Trail	USD\$ 4,810,789.00	Parley's Trail is an 8 mile multi-use bicycle and pedestrian trail linking the Bonneville Shoreline Trail on the east to the Jordan River Parkway to the west. The trail connects a variety of neighborhoods in Salt Lake City, Millcreek, South Salt Lake and West Valley City. The trail reconnects communities fragmented by intensely urban development, and provides a safe, alternative way to travel between schools, churches, business districts, public services, parks, and government centers. The trail also offers an abundance of historical, cultural, natural and scenic resources. This project consist of completing the final gap of the Parley's Trail from 900 West to the Jordan River Parkway Trail. The scope of work includes installing a half mile, 10-foot wide concrete paved pedestrian/bicycle trail, installation of a ramp and bridge over 900 West and a bridge over the Jordan River.	\$4,810,789
Salt Lake County Parks & Recreation Jordan River Parkway Trail - West Bank Trail Construction 3300 South to 3900 South	USD\$ 225,000.00	The proposal consists of developing a 10-foot wide asphalt paved pedestrian/bicycle path on the west bank of the Jordan River between 3300 S and 3900 S.	225000

Application ▾	Requested Amount	Project Description:	Funding Request Amount:
Salt Lake County Parks & Recreation Bonneville Shoreline Trail - Herriman City	USD\$ 75,000.00	The Bonneville Shoreline Trail (BST) is a regional trail located on the west slopes of the Wasatch Range and the east slopes of the Oquirrh Range, on or near the shoreline bench of ancient glacial Lake Bonneville in Cache, Box Elder, Weber, Davis, Salt Lake, and Utah Counties. When completed, Salt Lake County residents will be able to travel 56 miles of trail between the Davis County boundary and the Utah County line at Point of the Mountain in Draper. This project consists of constructing 4 miles of single track, primitive trail, completing a large gap in the BST located in Herriman City. This project also consists of trail signage.	75000
Salt Lake County Utah & Salt Lake Canal Trail, Phase 3	USD\$ 1,350,000.00	The proposal consists of developing a 10-foot wide asphalt paved pedestrian/bicycle path along and within the Utah and Salt Lake Canal corridor right-of-way. Phase II of the trail was completed in 2015 and stopped at 5600 West 4125 South. Phase 3 will continue the trail north westwardly approximately 4-miles, beginning at 5900 West, 3965 South (West Valley City) and extending to 8650 West, 3860 South in the Magna Metro Township. The gap between Phase 2 and 3, was completed with the recent development of the Mountain View Corridor and its trail system. Users of the trail will be able to access their neighborhoods, schools, parks, and local retail centers, and the Mountain View Corridor trail system. The trail is mainly a "Class I" bikeway, separated from traffic and roadways, except for various street crossings. As a result, it will function as a safe alternate transportation route for people in the immediate vicinity.	1,350,000
Salt Lake County Grit Mill and Climbing Master Plan Project	USD\$ 200,000.00	Construction of a parking lot/trailhead and restroom at the Grit Mill site and a realignment of SR210 (or State Road 210, Little Cottonwood Canyon Road) at 4893 East to improve safety issues including improving sight-distances in and out of the proposed parking lot/trailhead.	200,000
Salt Lake County Emigration Canyon Public Restrooms	USD\$ 50,000.00	There are approximately 30,000 bicycle trips up and down Emigration Canyon annually, according to the Tour of Utah and the STRAVA cycling app. It is one of the top ten most popular rides in the United States. At the same time, Emigration Creek has become degraded because of high e coli counts. While there are restroom facilities at the base of the Canyon at Rotary Glen and at the top at Little Mountain, there are no public facilities between them. Emigration Creek is impaired for e coli. The TMDL states reduction needs to occur from nonpoint sources. By providing vault toilets for recreationists, anthropogenic loading will be reduced and water quality conditions improved. Because the restrooms will be located at the "s" curve, there will be a positive impact on lower levels as well (see attached map).	\$50,000.

Application ▾	Requested Amount	Project Description:	Funding Request Amount:
Salt Lake County 2550 South between 5600 West and 80000 West	USD\$ 4,000,000.00	In 2018, the Utah State Legislature passed SB234, creating the Inland Port Authority. 11-58-207 states that "The Department of Transportation shall fund....the completion of 2550 South from 5600 West to 8000 West with matching funds from the County in which the road is located and (2) the county in which the proposed connection is located shall study a connection of 7200 West between SR 201 and 1-80. UDOT has already allocated \$4,000,000 to the project, with \$1,000,000 to the MSD and \$1,000,000 to West Valley City presently being transferred, and an additional \$2,000,000 that will be made available as the project progresses. The purpose of this grant request is to solicit \$4,000,000 which will be used as Salt Lake County's match as requested by the Utah State Legislature. It is anticipated that \$2,000,000 of these funds will be spent by Salt Lake County, and \$2,000,000 by West Valley City. A complete copy of SB 234 is attached.	\$4,000,000
Salt Lake City Corporation Salt Lake City Westside Multimodal Hub Study	USD\$ 300,000.00	The Salt Lake City Westside Multimodal Hub Study will identify a site best suited on or near North Temple Boulevard between Redwood Road and 400 West to host a new, multimodal hub facility that connects different modes of transit, including TRAX, bus, ride sharing services, bike share, scooters, etc. The project will work with nearby property owners, agencies, and stakeholders to consider locations; identify potential sites; assess connectivity to bus routes/TRAX stations; consider on-site design elements (passenger areas, auxiliary services, curb management, circulation / routing); develop preliminary facility design and cost estimates; and identify potential partnerships/funding sources. Possible outreach includes door-to-door engagement with business stakeholders, design charrettes, and other visioning exercises. Deliverables include summaries of public engagement, synopses of potential sites including pros/cons, acquisition costs, preliminary design, and construction estimates.	270000

Application ▾	Requested Amount	Project Description:	Funding Request Amount:
Salt Lake City Corporation Life on State: Design and Catalytic Site Implementation	USD\$ 4,800,000.00	This is a pilot project to test transportation improvement interventions on State Street between 600 S and Haven Avenue (approximately 2300 S) and extending from 200 E to 300 W. The improvements are recommended in the 2018 Life on State Street Implementation Plan, a transportation and land use plan that aims to make State Street a model for sustainable street design. To implement this plan, two key projects are proposed: 1) Design and construction of mobility and safety improvements for two catalytic sites on State Street. Site 1 in Salt Lake City from 600 S to 900 S includes wider sidewalks, improved transit stops, a slower speed design, parallel parking pockets, reduced driveways, street furniture, street trees, and a mid-block crossing(s). Site 2 in South Salt Lake from 2100 S to Haven Avenue includes wider sidewalks, bus pull-outs, and street trees. 2) Design of high-comfort bike routes on each side of State Street from 900 S to 3300 S with connections to State Street amenities.	4800000
Salt Lake City Corporation Greater Millcreek / Sugar House Circulation Plan (Holladay, Millcreek, Salt Lake City, South Salt Lake)	USD\$ 942,500.00	A circulation plan for the greater Millcreek/Sugar House area will address multimodal links to the new City of Millcreek, just south of the established burgeoning Sugar House Business District in Salt Lake City, while also examining key connections to neighboring Holladay and City of South Salt Lake. The plan will address all major street and trail connections, including 2100 S, Highland Dr, 1300 E, Richmond St, McClelland Trail, Parley's Trail/S-Line Corridor, 2700 S and sections of 3300 S and 3900 S. The project scope will include public and stakeholder engagement, inventory of existing land uses and plans, analysis of gaps and barriers, recommendations for alignments, modes, cross-sections, intersection concepts, and identification of potential funding sources. A formal Alternatives Analysis of transit/multi-modal options will be completed, particularly for the Millcreek-Sugar House connection, with an extension to Holladay (Cottonwood Mall/Holladay Crossroads) at a planning level.	942,500

Application ▾	Requested Amount	Project Description:	Funding Request Amount:
Salt Lake City Corporation 9 Line Center Section	USD\$ 5,338,218.00	As established in the 9-Line Trail Extension Study (2018) ("Study"), Salt Lake City's vision for a cohesive, comfortable, and family-friendly nine-mile urban trail (along or near 900 South, between the Surplus Canal and Emigration Canyon) seeks to connect east and west sides of Salt Lake City by linking neighborhoods, businesses, and parks; spurring development; and, improving mobility and safety. The project for funding is the 2.0-mile section along 900 South between 600 West and Lincoln Street (approx. 940 East), excluding 300 West to West Temple. This is also known as the "Center Section". Being able to improve infrastructure quality, elevate the streetscape for walking, bicycling, and transit, and streamline project delivery will ensure high-quality connectivity, high comfort facilities, and appropriate amenities while also limiting implementation time and impacts from construction.	Salt Lake City is requesting \$5,338,218 for the 9-Line Trail's Center Section.
Salt Lake City Corporation 200 South Transit Corridor / Downtown Hub Study	USD\$ 400,000.00	The 200 South Transit Corridor/Downtown Hub Study will propose a redesign of 200 South from 600 West to 900 East to function as a transit corridor and transit hub while also incorporating access for walking, bicycling, shared mobility, private automobiles, and freight. Located in the heart of downtown Salt Lake City and servicing Utah's largest job center, 200 South is a travel corridor of many uses and is the busiest transit corridor in Utah. Frequent bus service on multiple 15-minute routes, commuter/express bus stops, and one of the city's most used east-west commuter bike lanes have partially transformed 200 South's function as wide urban arterial. 200 South provides access to signature retail and cultural destinations, such as Capitol Theatre, City Creek and Gateway malls, Gallivan Plaza, Salt Palace Convention Center, and many local businesses; all contributing to considerable foot traffic, despite wide and inhospitable, pedestrian crossings with suburban-style traffic signals.	360000

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Salt Lake City Corporation Salt Lake City Folsom Trail Safety Improvements	USD\$ 1,991,450.00	The Folsom Trail is a new off-street, multi-use urban trail connecting the Jordan River Parkway Trail to Downtown. The City is requesting Transportation Choice funds for Phase II of the project to construct trail safety enhancements at select locations along its alignment, from 500 West & North Temple to the Fisher Mansion at 1206 West & 200 South. These include: improved street crossings, medians, trail lighting, and landscaping. The trail follows an abandoned freight rail corridor as a 12-foot wide, asphalt path with improved at-grade crossings of local and arterial streets, and several in-service railroad tracks. Phase I has been fully funded by a federal grant (TIGER) administered by UTA and includes construction design, construction of the asphalt trail, signage, striping, and minimal landscaping. A future Phase III will include updates to zoning, economic development, and building standards that ensure that the adjacent land uses also serve to activate the corridor.	\$1,991,450
Salt Lake City Corporation Salt Lake City "Zoo to U" Active Transportation Project	USD\$ 1,548,919.00	Project components include: 1. Create a formal trailhead for the Bonneville Shoreline Trail (BST), approx. 2700 E Sunnyside Ave and install traffic-calming islands, to improve trail-user and traffic safety where the BST crosses Emigration Canyon Road. Develop costs & plans for a future bike/pedestrian undercrossing. 2. Construct improvements to the several alignments of the BST that climb from Emigration Canyon Road up to the bench above This Is The Place Heritage Park, to reduce trail grades and trail difficulty, mitigate erosion damage, simplify the experience for trail users, and separate incompatible uses on semi-parallel trails. 3. Install drainage and surfacing improvements to the BST between Emigration Canyon and the U of U Hospital, and develop and install BST wayfinding and trail etiquette signage between Emigration Canyon Road and the University of Utah Hospital, to improve ease-of-travel and ease-of-navigation for commuters & recreational trail use	\$1,548,919

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Riverton City Southwest Salt Lake County Visioning Project	USD\$ 100,000.00	The primary goal of this project is to incorporate the land use plans of each municipality with the input of residents and stakeholders, to arrive at an overall visioning plan for the southwest part of SLCO. We want to ensure that transportation, transit and active transportation needs are accurately determined, and effectively interconnected, that will enhance the quality of life for the residents in our communities. As Mayors, we are concerned about the success of our cities and recognize the impact of good planning principles not just within our municipal borders, but in the region. We want to be aware of the current and prospective zoning and general plan designations and how that will impact the region. We want to engage the public and stakeholders to have a shared vision that reflects the impacts of current land use decisions and recommends networks that enhance the quality of life for our residents. A successful effort would include a strategy for local implementation.	100,000
Murray City Murray Vine Street; 900 East to Van Winkle	USD\$ 1,000,000.00	This project is a two phased reconstruction of Vine Street from 900 East to the Van Winkle Expressway. Phase 1 will be under construction in 2019 from 900 East to 1300 East. Phase 2 is anticipated to begin design in 2020. This corridor currently lacks continuous pedestrian sidewalks despite being adjacent to an elementary school. The City will also undertake improvements to the mid-block crossings on both phases of this project. This is also a major bike corridor through the city and lacks adequate road widths for bike lanes. This project will address both those issues to provide a safe corridor for cyclists and pedestrians as well as a center turn lane to address traffic flow and left turn accidents. With the widening of the roadway, there will be property acquisitions, utility relocations and storm drain upgrades. The old storm drain system is heavily reliant on irrigation systems and is undersized for the proposed surface area.	\$1,000,000.00
Murray City Murray 500 West/Murray Boulevard Bike Lanes	USD\$ 1,923,607.00	This project begins at 5400 South and Murray Boulevard and extends north to 4050 South and 500 West. It is the second and final phase of the bike lanes project from 6400 South to 4050 South on this west side corridor. The project will construct a new roadway surface complete with striping and signing in order to allow for vehicular lanes, transit, bike lanes, parking, and pedestrians. Sidewalk and curb repairs will also be included in this project to ensure adequate pedestrian access and drainage in the corridor.	\$1,923,607.00

Application ▾	Requested Amount	Project Description:	Funding Request Amount:
Murray City Hanauer Street	USD\$ 500,000.00	The project for this request is Phase 1 of the Cottonwood Street - 4500 South to Vine Street Project. The overall project consists of a one way couplet that utilizes Box Elder Street for southbound traffic and Hanauer Street for northbound traffic. Phase 1 of the project will construct Hanauer Street from 4800 South to Vine Street through the planned Murray City Center District (MCCD). In the short term, Hanauer Street will operate as a two-way street but will be converted to a one-way when the second phase has been completed. See the attached "Couplet Plans" attachment for the overall layout of the MCCD and all phases of this project. The overall vision of this project is create a new Murray City Center complete with mixed use residential, commercial and municipal facilities. This city center will be home to the new Murray City Hall and Murray City Fire Station Headquarters.	\$500,000.00
Municipal Services District U-111/Bacchus Highway Realignment	USD\$ 4,000,000.00	This project realigns the county road commonly known as U-111 or Bacchus Highway, from South Jordan Parkway/11000 South in South Jordan, UT to 13100 South in Herriman, UT. The roadway is on the RTP to be a 5-lane roadway serving the build-out projections of the area and connecting the western slope communities to SR-201 and I-80. The ultimate ROW this project is 120' and includes 4 travel lanes, one median, shoulders, park strips, sidewalk, and a recreational trail. This request is for Phase I of a multi-phase project that includes improving the entire length of U-111. Phase 1 will construct 4 lanes of roadway between 11800 South to about 1,200 feet south of Herriman Parkway/12600 South. The length of Phase 1 is 5,262 feet or 1 mile. Phases 2-4 are shown in the attached documents.	The request of \$4,000,000 is to construct Phase 1 of the project to a 4-lane roadway.
Municipal Services District Sandy Canal Trail - Carnation Drive to 10600 South	USD\$ 170,000.00	The Sandy Canal is no longer used for irrigation and is in the process of being converted into a trail system. The trail will eventually extend from Draper City to north of Sandy and provide access to Dimple Dell Regional Park. This project is in coordination with Sandy City to complete 2500 linear feet of multi-use trail improvements between Carnation Drive and 10600 South. This project will connect the section of trail on the south (10600 South) with the existing Sandy Canal Trail. The north section at Carnation Drive will connect with the SL County Parks and Rec trail project currently in design and planned for construction in 2019 including a bridge spanning Dimple Dell Park.	\$170,000

Application ▾	Requested Amount	Project Description:	Funding Request Amount:
Municipal Services District 4700 South Reconstruction and Widening	USD\$ 2,500,000.00	Kearns Metro Township in collaboration with West Valley City intends to make improvements to 4700 South from 4000 West to 5600 West to create a complete street to meet capacity needs for today and into the future as the west side of Salt Lake County continues to grow. The intent of this project is to provide improvements including railroad crossing, reconstructing and widening canal bridges and reconstruct existing pavement with its various deficiencies while minimizing impact to residents, businesses, traveling public, utilities etc.	The amount being requested from the choice fund is \$2,500,000
Midvale City Center Street Trax Station Crosswalk	USD\$ 375,000.00	This Project will provide a pedestrian activated crosswalk integrated with the UTA rail crossing on Center Street adjacent to the Midvale Center TRAX Station at approximately 95 W. Center Street. Center Street is a five-lane road with a posted speed limit of 35 mph and 18,000 ADT. The crosswalk is located in the middle of a Transit Oriented Development Zone which allows higher density residential and commercial uses in a pedestrian oriented environment. A pedestrian safety study for Center Street in 2017 recommended this crosswalk location; a location farther west was originally considered but raised safety concerns (Parametrix report attached, see pg 10). Crosswalk improvement plans have been completed through the Tiger First/Last Mile Program (plans attached). The Project has encountered a rail upgrade challenge. Upgrades to infrastructure and software at five signal railroad houses is required. There is a plan for these improvements. This Project is ready for construction.	\$375,000
Herriman City Rose Creek Trail	USD\$ 90,000.00	This project will connect two segments of non-motorized asphalt trail in the Rose Creek Drainage to complete a major portion of the Rose Creek Urban Trail System from Butterfield Park (6212 West 14200 South) to the Cove Park in Herriman (6979 W Rose Canyon Road). The trail connects with the Rosecrest Urban Trail System and ultimately Mountain View Corridor, providing access to several miles of paved trail.	90000
Herriman City Midas Creek Trail Connector	USD\$ 325,000.00	This project will add three trail connections which will complete a significant section of the Midas Creek trail system. The three trail connections for this project are identified as: Section 1: Trail expansion from the west edge of the Copper Creek Subdivision West under Mountain View Corridor to Main Street. Section 2: Trail expansion from Arches Park and the surrounding neighborhoods in the Anthem residential development on the north side of Midas Creek to the existing Midas Creek Trail on the south side of Midas Creek. Section 3: Trail continuation from currently installed trail at Anthem Park Boulevard to extend underneath the Anthem Park Boulevard bridge to 6000 West. The Midas Creek Section map is attached in the document tab.	325000

Application ▾	Requested Amount	Project Description:	Funding Request Amount:
Herriman City Main Street Connector Segment 2	USD\$ 3,000,000.00	Main Street Connector Segment 2 will provide an arterial roadway connection from Herriman Boulevard (12600 South) to Anthem Park Boulevard (11800 South). Herriman City constructed Main Street Connector Segment 1, approximately 1550 feet from Anthem Park Boulevard south to Midas Creek, in 2017. This project will complete the connection and provide access from existing residential areas, including the Herriman Towne Center, to the Anthem Commercial Neighborhood Center and other proposed commercial developments in the area. Main Street will be constructed as a 116 foot wide major arterial with 5 lanes. An additional 30 feet of right-of-way is being preserved with this project for a future transit corridor. Main Street runs parallel to and is located west of Mountain View Corridor. Main Street has existing and future residential development located on the west side of the roadway and planned commercial development between Main Street and Mountain View Corridor.	3000000
Greater Salt Lake Municipal Services District Sego Lily Drive Safety Improvements	USD\$ 1,500,000.00	Sego Lily Drive is a residential collector road that connects 700 East to 1300 East at about 10000 South, in White City Metro Township. The road is an 80' right of way with 55' of asphalt and striped for two travel lanes, a center two-way left turn lane, and parking on both sides. The land use along the road is single family residential with driveways backing onto the road and access to Eastmont Elementary directly from Sego Lily, though the school itself is set back behind residences. There is a 4' sidewalk with park strip on both sides of the road from about 1000 East to 1300 East. Pedestrians are forced to walk in the shoulder west of 1000 South. We are proposing to construct a 4' sidewalk with park strip on both sides between 700 East and 1000 East, to match the existing sidewalk, and to install street lights on both sides of the street.	1500000
Greater Salt Lake Metropolitan Service District Magna Bypass Study	USD\$ 150,000.00	This application is for a corridor study for a bypass road west of 8400 W in Magna. The road would likely connect on SR-111 around 4100 South, be located west of 9200 W, and connect to SR-201.	\$135,000

Application ▾	Requested Amount	Project Description:	Funding Request Amount:
Greater Salt Lake Metropolitan Service District Emigration Canyon Active Transportation Overlay	USD\$ 2,512,939.00	This application is to roadway resurface in Emigration Canyon for the popular recreational and training bicycle route. The MSD currently has the budget and ability to chip seal the canyon for maintenance purposes. However, the cycling community wants a mill and overlay. Emigration Canyon is one of the most used bicycle routes in the state as shown in the Strava database for both recreation and for races. We are requesting funding difference between the chip seal (which is required for maintenance) and the mill and overlay (which is required for the bicycle route). Emigration Canyon road is on the active transportation network on the 2040 Regional Transportation Plan.	2315677
Greater Salt Lake Metropolitan Service District Emigration Canyon Road Rockfall Mitigation - West	USD\$ 1,467,000.00	The project is on the north side Emigration Canyon Road between Skycrest Lane and Trout Lane, from about 4831 East to 4909 East. The project is a soil nail reinforced retaining wall approximately 260 feet long and 40' high. The project consists of soil nails placed up to 45' deep into the cliff face and a concrete facing applied. The project also addresses drainage at the top and bottom of the new retaining wall.	\$1,467,000
Greater Salt Lake Metropolitan Service District Emigration Canyon Road Rockfall Mitigation - East	USD\$ 1,486,800.00	The project is on the south side of Emigration Canyon Road from about 5623 East to 5698 East. The project is a soil nail reinforced retaining wall approximately 240 feet long and 60' high. The project consists of soil nails placed into the cliff face and a concrete facing applied. The project also addresses drainage at the top and bottom of the new retaining wall.	\$1,486,800
Greater Salt Lake Metropolitan Service District 2600 South Improvements	USD\$ 990,000.00	The project is on 2600 South Street from 9180 West to 8800 West. The project scope includes approximately 840 lineal feet of sidewalk, additional storm drain pipe with inlets, widening the road for approximately 280 lineal feet (from 8850 West to 8800 West).	\$990,000

Application ▾	Requested Amount	Project Description:	Funding Request Amount:
Draper City Point of the Mountain Transit Alternatives Analysis	USD\$ 400,000.00	The Point of the Mountain (POM) Vision, chartered by the State Legislature, shows alternatives to the transit system west of I-15. An alternative to the Blue Line TRAX expansion, is shown connecting the existing Blue Line from Sandy Civic Center TRAX Station, crossing west of I-15 through the South Jordan Frontrunner Stop, Draper Frontrunner Stop, to the Prison Site, and crossing back over I-15 to the future 14600 South TRAX Stop with the Blue Line eventually continuing into Utah County. The initial modeling of the alternative Blue Line TRAX expansion provides better ridership and catalyzed economic development opportunities in the POM area. Wasatch Front Regional Council has inserted a general alignment as "illustrative" in the upcoming Regional Transportation Plan until further analysis is completed. The next step is to perform a transit Alternatives Analysis of the POM area.	\$400,000
Draper City Lone Peak Pkwy Widening - South	USD\$ 2,650,000.00	Widen and realign Lone Peak Parkway from 126500 South to 12300 South to a 5-lane arterial cross section with curb and gutter, bike lanes, and sidewalks.	\$2,650,000
Draper City Lone Peak Pkwy Widening - North	USD\$ 2,800,000.00	Widen Lone Peak Parkway from 11400 South to 12200 South to a 5-lane arterial cross section with curb and gutter, bike lanes, and sidewalks	\$2,800,000
City of West Jordan Old Bingham Highway - Mountain View Corridor to U-111	USD\$ 10,000,000.00	This project is to widen Old Bingham Highway from the Mountain View Corridor (MVC) to U-111, providing enough width for 5 lanes (going from current 2 lanes only to 2 lanes each direction plus a center turn lane), curb and gutter, sidewalks and bike lanes for a complete street. In addition, two way left turns will be provided at the intersections of Propserity Way, Wireglasss Drive, and one other location yet to be determined, with a potential "high T" intersection at 7000 West. Some reasons to ask for this improvement now is development pressure, need to improve access to the Trans-Jordan Landfill, and roadway surface replacement which is due to take place soon by the City of West Jordan. This project is identified in the Wasatch Front Regional 2015 to 2040 plan as a Phase 3 project, and is part of the county-wide priority bike route system.	\$10,000,000 (\$5,000,000 to West Jordan and \$5,000,000 to South Jordan)

Application ▾	Requested Amount	Project Description:	Funding Request Amount:
City of West Jordan 1300 West – 9400 South to Winchester Street (6400 South)	USD\$ 6,000,000.00	This project is to widen 1300 West Street from 9400 South to 6600 South, providing enough width for bike lanes, curb and gutter, and sidewalks for a complete street. In addition, two way left turns will be provided at the intersections of 7000, 8600 and 9000 South, with a potential "high T" intersection at Winchester Street (6685 South). Maximum service life utility replacements are due to take place in advance of this project by the City of West Jordan and Dominion Energy as well. This project was identified in the UDOT I-15 north south corridor study in 2015, and submitted as a joint sponsorship project in 2016, with UDOT Region 2, West Jordan, and Murray City as the co-sponsors. The 1300 West project is a part of the 2040 Regional Transportation Plan, phase 3, and is part of the county-wide priority bike route system.	6000000
City of Taylorsville Midvalley Bus Rapid Transit & Trails Expansion	USD\$ 10,000,000.00	Fig 1. This 7-mile BRT route connects Murray Central TRAX and FrontRunner station to the West Valley City (WVC) Central TRAX station. Buses will begin at Murray Central, go west on Vine St. to Murray Blvd., traverse Taylorsville via Sunstone Rd., Atherton Dr., and 4700 So. to SLCC. Then it follows 4700 So. west to 2700 W. and north on 2700 W. to the WV Central station. The bus will be in mixed-flow lanes with normal traffic except for 1.4 miles on 4700 So. (Atherton Dr. to Redwood Rd.), where it is in transit-only center-running lanes. This section will be a complete street. The route will serve 14 stations, with an option to phase one more at the intersection of Vine St. & Commerce Dr. The SLCC hub will accommodate both existing bus routes on Redwood Rd. and 4700 So. and the added BRT buses. The new 1780 W. transit road will connect 4700 So. to Community Blvd. and SLCC to improve transit and reliability in the area and create an area for shops, restaurants, and affordable hous	\$10,000,000 (To be used for priority elements, including BRT stations, hub connections, trails, paths, bike routes, system connections, etc.)
City of Holladay 3900 South, 2300 East to Wasatch Blvd	USD\$ 4,700,000.00	The Cities of Holladay, Millcreek, and South Salt Lake have partnered together to improve 3900 South - the last continuous east-west transportation corridor in Salt Lake County. The first segment of this tri-city project is 3900 South from 2300 East to Wasatch Boulevard, the subject of this grant request. The scope of work includes the reconstruction of the roadway, fill-in of missing sidewalk, addition of bike lanes, enhancement of transit stops, and improved curb and gutter to manage storm water. Planning efforts between the tri-cities began in 2017. Professional engineering staff guidance coupled with past studies and asphalt evaluations support the recommended improvements. In addition, a recent pedestrian fatality and dangerous conditions have accelerated the need for the project to move forward as quickly as possible. The project has strong community and political support to foster an aggressive implementation schedule and nearly 46% of the total project funds are secured.	4,700,000

Application ▾	Requested Amount	Project Description:	Funding Request Amount:
City of Cottonwood Heights Bonneville Shoreline Trail Alignment & Design Plan and Implementation	USD\$ 1,500,000.00	This planning and implementation effort will formalize a specific BST alignment through Cottonwood Heights, including specific survey-grade trail location, grading and design plans; specified alignment plans between adjacent jurisdictions; identification and recommendations for challenging trail alignment areas; identification and preliminary design of trailheads and public access to the BST, as well as connection points to other local and regional recreational amenities (e.g. Ferguson Canyon, Deaf Smith Canyon, etc.). As a critically important addition to this detailed plan, Cottonwood Heights proposes to use a large portion of the funding for any necessary purchase of negotiated easements and/or private land and to begin site work for the construction of the Bonneville Shoreline Trail in targeted areas.	1500000
City of Cottonwood Heights Big Cottonwood Canyon / Prospector Drive Multipurpose Trail	USD\$ 1,500,000.00	The Big Cottonwood Canyon / Prospector Drive Multipurpose Trail project will see the construction of a grade-separated pedestrian crossing (overpass or underpass) from the existing Big Cottonwood Canyon park-and-ride lot to the south across Big Cottonwood Canyon Road. From there, Cottonwood Heights will construct a shared-use trail that will provide a pedestrian and active transportation connection south to Prospector Drive. This project will also contemplate future connections to the Canyon Centre project to the west (public parking and city park), to Ferguson Canyon to the east, and south to the planned pedestrian trail on Wasatch Boulevard by UDOT.	1500000
City of Bluffdale Porter Rockwell Boulevard	USD\$ 3,555,405.00	Porter Rockwell Boulevard (PRB), in Bluffdale, is a planned primary arterial currently in Phase 1 of the Regional Transportation Plan (RTP). PRB is a critical component for mobility in the southwest region of Salt Lake County providing an important link for northern Utah County traffic. The City has already completed three lanes of the three of the five segments that are part of the road. The last two segments to complete the road are currently under construction (segment 5) and design (segment 4). The City received State and Federal funding to complete segment 4 and 5. The Engineer's estimate for segment 4 is \$12,100,000, and the current Federal funding is \$6,000,000. Wasatch Front Regional Council Staff is recommending to add \$3,000,000 to the project, leaving the project still short of \$3,100,000 to fully fund the project and advertise it. In addition, the change orders on Porter Rockwell segment 5 are projected to be \$500,000 above the current available funds.	\$3,055,405 for segment 4 and \$500,000 for segment 5

Salt Lake County Transportation Choice Fund (4th Quarter) Project Prioritization Evaluation Criteria

Current as of October 22, 2018; contact Helen Peters at hpeters@slco.org or 385-468-4860 for latest version

Criteria Evaluation Categories:

	Points
✓ Project Background Local Government Commitment <i>Metric:</i> Amount of matching funds? <i>Metric:</i> Previous Planning Efforts	8
✓ Access to Opportunity Help to determine if individuals have access to jobs and educational opportunities close to their home. If planned access, then must be a part of an adopted plan. <i>Metric:</i> Using the <i>OnTheMap</i> tool, identify the estimated number of jobs available within ½ mile of the proposed project. <i>Metric:</i> Number of public or private job training and educational opportunities (vocational instruction / professional schools) within a ½ mile of the proposed project.	24
✓ Multi-jurisdictional Collaboration Encourage collaboration (across jurisdictions and/or with WFRC, UTA, UDOT or other key stakeholder(s)) to build an interconnected Salt Lake County and enhance the regional transportation network. <i>Metric:</i> Have you coordinated/collaborated with another jurisdiction(s), state agency, or organization or other key stakeholder on this proposed project? <i>Metric:</i> Does this proposed project help to build and preserve a regional network?	20
✓ Livability Ensure that individuals of all ages and abilities have access to essential community and human resources, transit, and alternative transportation. If planned access, then must be a part of an adopted plan.	18

Metric: Measure ½ mile around proposed project area to determine if access to alternative transportation / trails (and/or multi-use paths) / open (green) space / nature / parks / recreation / community assets and essential human services access exists.

Metric: Number of pedestrian / transit enhancements / amenities that are part of the proposed project design that allow individuals of all ages and abilities safe access.

✓ **Economic Innovation** 16

Assure project funds leverage other public funds as well as support Salt Lake County's strategies for global engagement in the Global Trade and Investment Plan.

Metric: Does the proposed project leverage other public funds (for example, grants, impact fees, advance right of way purchase and/or land dedication or other item with cash value) or is it within the boundaries of a Redevelopment Area / Community Redevelopment Area / Opportunity Zone / Transportation Reinvestment Zone?

Metric: Number of Global Trade and Investment Plan strategies supported? (pp 24-25 in the plan). <https://slco.org/uploadedFiles/depot/fRD/fEconDev/global-trade-investment-plan.pdf>

✓ **Wasatch Choice 2040 / 2050 (choose one)** 14

Wasatch Choice 2040

Assist Salt Lake County jurisdictions to meet regional quality growth goals and strategies.

Metric: Is proposed project part of an identified Wasatch 2040 Center?

Metric: Which Wasatch Choice 2040 Growth Principle(s) does the project meet?

Wasatch Choice 2050

Assist Salt Lake County jurisdictions to meet regional quality growth goals and strategies.

Metric: Is proposed project part of an identified Wasatch 2050 Center?

Metric: Which Wasatch Choice 2050 Strategy does the project meet?

Total Possible Points: 100

Proposed Project Background:

Note: *The Salt Lake County Transportation Choice Fund Working Group shall consider factors including, but not limited to, geographic diversity.*

Project Description:

Project Goal / Purpose:

Estimated Project Cost:

Funding Request Amount:

Proposed Matching Funds (cash, advanced right of way purchase or items/land with cash value):

Have Operating and Maintenance (O&M) funds been identified for the completed project?

Approximate Amount of O&M Funds Needed?

Source of O&M funds?

Metric: Amount of matching funds and/or value of advanced right of way purchase:

Weighting:

Measurement	Weight
10 % or more matching funds	6
8 to 10 %	4
5 %	2

Metric: Have any formal / organized planning effort(s) been completed related to the proposed project that have included public involvement? For example, Transportation and Land Use Connection (TLC) grant?

Weighting:

Measurement	Weight
Yes	2
No	0

Please provide map of project area with proposed project identified.

Evaluation Criteria Category: Access to Opportunity

Question: List the existing number of jobs within a ½ mile that are accessed annually by this proposed project. Data can be obtained by using the US Census Bureau OnTheMap at <https://onthemap.ces.census.gov/>. *If planned*, provide adopted Master Plan, Land Use Map, and/or Zoning Map.

Metric: Using the OnTheMap tool, identify the estimated number of jobs available within a ½ mile of the proposed project.

How does this criteria evaluation address congestion?: If local communities work towards improving the jobs-housing balance, then more residents would have a shorter commute time and may choose alternative ways to reach their place of employment rather than single occupant vehicles (SOV).

Weighting:

Measurement	Weight
5,000 or more jobs	12
2,500 – 4,999	8
1,000 – 2,499	6
250 – 999 jobs	4
Up to 249 jobs	2
No existing jobs	0

Question: List the public or private job training and educational opportunities (higher education / vocational instruction / professional schools) within a ½ mile of the proposed project.

Metric: Number of public or private job training and educational opportunities (higher education / vocational instruction / professional schools) within a ½ mile of the proposed project.

How does this criteria evaluation address congestion?: If local communities work towards improving access to educational opportunities and training, then more residents would have a shorter commute time and may choose alternative ways to commute rather than single occupant vehicles (SOV).

Weighting:

Measurement	Weight
3 or more job training or educational opportunities within ½ mile	12
2 within ½ mile	8
1 within ½ mile	6
0 within ½ mile	0

Evaluation Criteria Category: Multi-jurisdictional Stakeholder Collaboration (jurisdictions, state, and agencies (WFRC, UTA, UDOT and/or other key stakeholder(s))

Question: Does the proposed project cross multiple jurisdictions and/or collaborate with WFRC, UTA, and/or UDOT or other key stakeholders?

Metrics: Have you coordinated/collaborated with another jurisdiction(s) on this project?

How does this criteria evaluation address congestion?: Coordination and collaboration is key to building transportation infrastructure that provides multi-modal options and to increase the number of destinations accessed in a reasonable amount of time.

Weighting:

Do you have a letter of support describing the collaboration effort from the other jurisdiction(s), state, or agency or key stakeholder(s)?

Measurement	Weight
Yes	6
No	0

Other jurisdictions involved in proposed project:

Measurement	Weight
3 or more jurisdictions	8
2 or more	6
1 or more	4
None	0

Question: Does the proposed project connect to regional transportation systems or plans (Examples: Salt Lake County's Active Transportation Implementation Plan (ATIP), Wasatch Front Regional Council's Regional Transportation Plan (RTP))? Describe how it connects.

Metric: Does this proposed project help to build and preserve a regional network by connecting to other regional transportation systems/plans?

How does this criteria evaluation address congestion?: An integrated transportation system is an efficient use of infrastructure that can help individuals reach desired destinations in a reasonable amount of time.

Weighting:

Measurement	Weight
Proposed project connects and complements multiple plans	6
Some connection with other plans	4
Proposed project does not connect or complement other plans	0

Evaluation Criteria Category: Livability

Question: Does the proposed project provide access to alternative transportation and transit / trails (and/or multi use paths) / open (green) space / nature / parks / housing / community assets (senior centers, libraries, cultural centers, recreational centers, human and essential services, community-based services) within a ½ of a mile. *If planned*, provide adopted Master Plan, Land Use Map, and/or Zoning Map.

Metric: Measure ½ mile around project area to determine if access to alternative transportation / trails (and/or multi-use paths) / open (green) space / nature / parks / recreation / community assets exist.

How does this evaluation criteria address congestion?: By having access to various or multiple modes of travel to reach a desired destination, there is less incentive to drive to a destination in a single occupant vehicle (SOV).

Weighting:

Measurement	Weight
Access within ¼ mile or less	10
Access within ½ mile or less	6
No access within ½ mile	2

Question: Please list the pedestrian / transit enhancements / amenities that are part of the proposed project design that allow individuals of all ages and abilities safe access? (Examples: traffic calming features, sidewalks, bikeways, exclusive bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median island, accessible pedestrian signals, curb extensions, etc.)

Metric: Number of the pedestrian / transit enhancements / amenities that are part of the proposed project design that allow individuals of all ages and abilities safe access.

How does this evaluation criteria address congestion?: If pedestrian amenities are a value add and increase safety to the experience of walking to destinations, then individuals may opt to not travel to a destination in a single occupant vehicle (SOV) which reduces the number of cars using the roadway.

Weighting:

Measurement	Weight
4 or more amenities within ½ mile	8
3 amenities	6
2 amenities	4
1 amenity	2
No amenities	0

Evaluation Criteria Category: Economic Innovation

Question: Does this proposed project leverage other public funds (for example, grants) or is it within the boundaries of a Redevelopment Area / Community Redevelopment Area / Opportunity Zone / Transportation Reinvestment Zone? If so, provide the boundaries of the redevelopment area and the goal / purpose of the project area or the agreement securing other public funds.

Metric: Is the proposed project leveraging other public funds or is it within the boundaries of Redevelopment Area / Community Redevelopment Area / Opportunity Zone / Transportation Reinvestment Zone?

How does this criteria evaluation address congestion?: When building transportation infrastructure, a collaborative approach with other public investments is wise use of taxpayer funds that link economic development, land use, and transportation.

Weighting:

Measurement	Weight
Yes	8
No	0

Question: Does this proposed project support Salt Lake County's strategies for global engagement as outlined in the Salt Lake County Global Trade and Investment Plan?

Metric: Number of Global Trade and Investment Plan strategies supported? (pp 24-25 in the plan). <https://slco.org/uploadedFiles/depot/fRD/fEconDev/global-trade-investment-plan.pdf>

Strategies:

1. Develop a more diverse export portfolio that exhibits the region's current economic landscape and extant international connections.
2. Establish workforce development programs for high- and low-skill workers that strengthen Salt Lake County's talent pool.
3. Rebrand Salt Lake County as a globally fluent hub of culture and innovation.
4. Enhance and improve the region's transportation and freight infrastructure.

How does this criteria evaluation address congestion?: Engaging with the global marketplace provides necessary resources to local communities which is an important ingredient to providing a job-housing balance while expanding access to opportunities for all Salt Lake County residents.

Weighting:

Measurement	Weight
4 strategies	8
3 strategies	6
2 strategies	4
1 strategy	2
No strategies	0

Evaluation Criteria Category: Wasatch Choice 2040 or 2050 (choose one)

Wasatch Choice 2040

Question: Is this project part of an identified center (historical and/or emerging regional destination of economic activity)?

- ✓ **Metropolitan Center** – mixed land use with crossroads of regional roads as well as host to the region’s transit hub. Downtown Salt Lake City is the metropolitan center in our region.
- ✓ **Urban Center** – mixed land use with significant commerce/regional retail; intersection of major arterials/freeway interchanges served by high capacity transit
- ✓ **Town Center** – mixed land use including localized services such as grocery stores, restaurants, civic, and retail.
- ✓ **Station Community** – geographically small, high-intensity centers surrounding high capacity transit stations. Station Communities vary in their land use: some feature employments, others focus on housing, and many will include a variety of shops and services
- ✓ **Main Street Community** – a linear town center. Each has a traditional commercial identity but are on a community scale with a strong sense of the immediate neighborhoods. Main streets prioritize pedestrian-friendly features, but also benefit from good auto access and often transit
- ✓ **Boulevard Community** – a linear center coupled with a transit route. Unlike a Main Street, a Boulevard Community may not necessarily have a commercial identity, but may vary between housing, employment, and retail along any given stretch. Bicycling and walking are safe and comfortable
- ✓ **Special District** - regionally significant special purpose such as an airport or university; a variety of context sensitive roadway and transit needs

Metric: Is proposed project part of an identified Wasatch 2040 Center?

How does this criteria evaluation address congestion?: Wasatch 2040 links economic development with transportation and housing decisions. Synergy is created between these three key building blocks and enables shorter and less expensive travel and improves air quality by reducing auto emissions.

Weighting:

Measurement	Weight
Yes	6
No	0

Question: Which Wasatch Choice 2040 Growth Principles does the project meet?

- Provide Public Infrastructure that is Efficient and Adequately Maintained
- Provide Regional Mobility through a Variety of Interconnected Transportation Choices
- Integrate Local Land-Use with Regional Transportation Systems
- Provide Housing for People in all Life Stages and Incomes
- Ensure Public Health and Safety
- Enhance the Regional Economy
- Promote Regional Collaboration
- Strengthen Sense of Community
- Protect and Enhance the Environment

Metric: Which Wasatch Choice 2040 Growth Principle(s) does the project meet?

How does this criteria evaluation address congestion?: Wasatch 2040 links economic development with transportation and housing decisions. Synergy is created between these three key building blocks and enables shorter and less expensive travel and improves air quality by reducing auto emissions.

Weighting:

Measurement	Weight
4 strategies identified	8
2-3 strategies identified	6
0-1 strategies identified	4

Wasatch Choice 2050

Question: Is this project part of an identified center (historical and/or emerging regional destination of economic activity)?

- ✓ **Metropolitan Center** – mixed land use with crossroads of regional roads as well as host to the region’s transit hub
- ✓ **Urban Center** – mixed land use with significant commerce/regional retail; intersection of major arterials/freeway interchanges served by high capacity transit
- ✓ **Town Center** – mixed land use including grocery stores, restaurants, civic, and retail in a node area of 6-8 city blocks or a corridor of several blocks in length; frequent bus lines, high capacity transit
- ✓ **Neighborhood Center** – mixed land use including retail in a node area of approximately 1-4 city blocks or a corridor of a few blocks in length; frequent bus lines, high capacity transit

- ✓ **Employment** – office flex; arterial or higher roadway needs; high capacity transit
- ✓ **Industrial** – light and heavy industry, warehousing, incidental office, retail; freight-oriented roadway needs with bus services as optimal transit
- ✓ **Special District** - regionally significant special purpose such as an airport or university; a variety of context sensitive roadway and transit needs

Metric: Is proposed project part of an identified Wasatch 2050 Center?

How does this criteria evaluation address congestion?: Wasatch 2050 links economic development with transportation and housing decisions. Synergy is created between these three key building blocks that enables shorter and less expensive travel which improves air quality by reducing auto emissions.

Weighting:

Measurement	Weight
Yes	6
No	0

Question: Which Wasatch Choice 2050 Vision Key Strategies does the project meet?

- Provide transportation choices – Allows for more than one mode to reach a destination
- Support housing options
- Preserve open space
- Link development and transportation decisions – How does this proposed project link economic development, housing, and transportation?

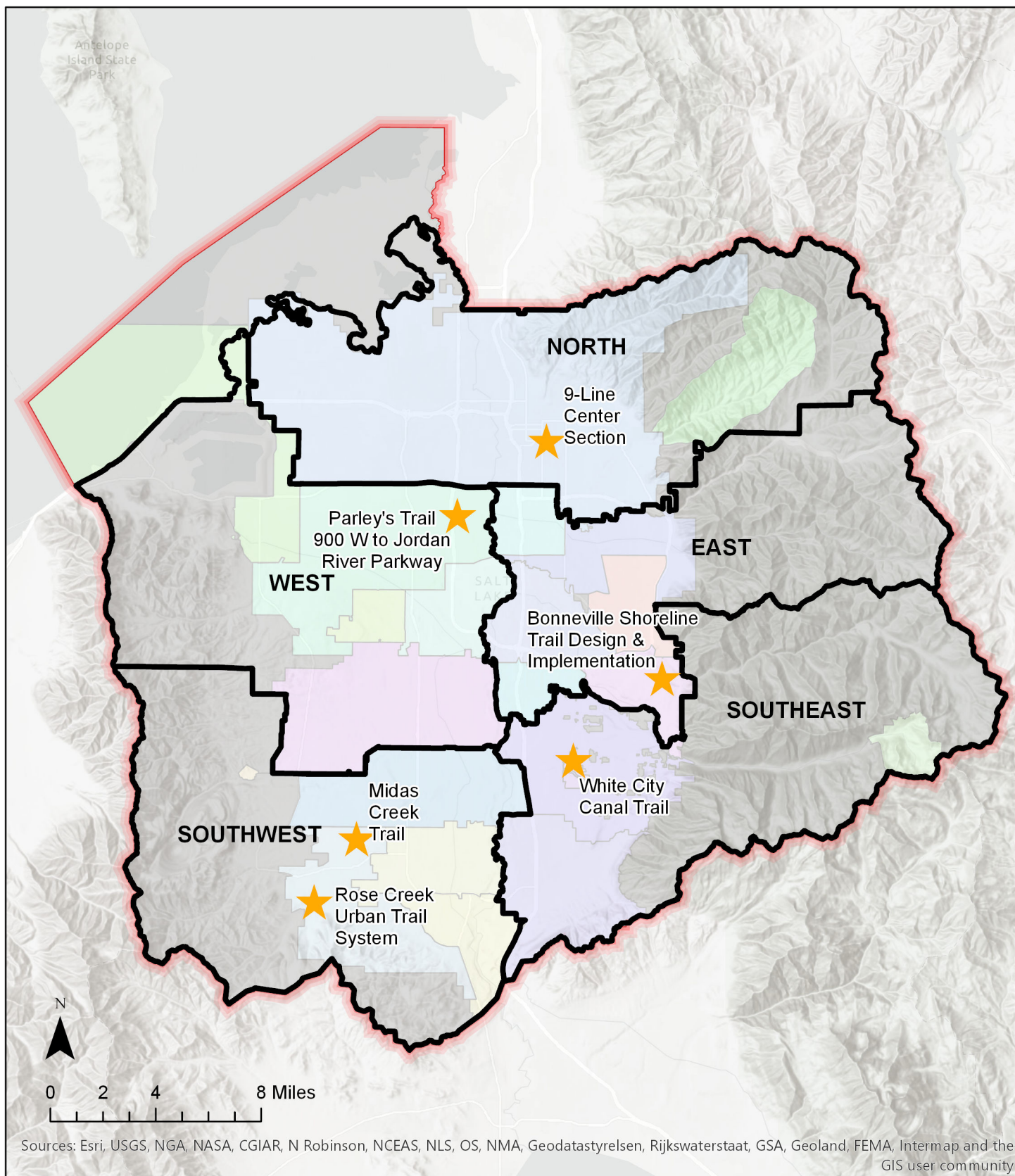
Metric: Which Wasatch Choice 2050 Strategy(ies) does the proposed project meet?

How does this criteria evaluation address congestion?: Wasatch 2050 links economic development with transportation and housing decisions. Synergy is created between these three key building blocks and enables shorter and less expensive travel that improves air quality by reducing auto emissions.

Weighting:

Measurement	Weight
4 strategies identified	8
2-3 strategies identified	6
0-1 strategies identified	4

Regional Transportation Choice Fund (4th Quarter) Project and Funding Recommendations						
MULTI-USE TRAILS BY SALT LAKE COUNTY PARKS & RECREATIONS PLANNING AREAS						
Jurisdiction	Project Type	Proposal Title	Recommended Funding	Location/Address	Project Limits (mileposts, intersection roadways, other geographic features)	Project Description
Salt Lake City	Multi-Use Trail	9 Line Center Section	\$ 4,338,218	9 Line (900 South)	600 West to Lincoln Street (approx. 940 East) excluding 300 West to West Temple	Construction of an urban multi-use trail.
Salt Lake County Parks & Rec	Multi-Use Trail	Priority 3 White City Canal Trail	\$ 2,387,500	9400 South	9400 South to Carnation Drive (approx. 10000 South)	Construction of 12' wide asphalt paved multi-use path and a 6' wide gravel soft pedestrian path along the Sandy Canal corridor. Construction includes a 350' long pedestrian bridge over Dimple Dell Canyon.
Cottonwood Heights	Multi-use Trail	Bonneville Shoreline Trail Alignment, Design, and Implementation	\$ 1,500,000	Bonneville Shoreline Trail Alignment to be determined	From north to south city limit	Survey to determine BST alignment, conceptual design, and construction including trailheads and a determine public access points and connectivity to regional amenities and adjoining jurisdictions. Focus of funding will be to purchase public easements and/or private land purchase in order to construct the BST.
Salt Lake County Parks & Rec	Multi-Use Trail	Priority 1 Parley's Trail	\$ 3,810,789	Parley's Trail	900 West to the Jordan River	Construction of a 10' foot wide concrete paved pedestrian/bicycle trail, installation of a ramp and bridge over 900 Wet and a bridge over the Jordan River.
Herriman	Multi-use Trail	Midas Creek Trail Connector	\$ 325,000	Midas Creek (approx. 12000 South 3300 West to 6000 West)	Section 1: Blasting Cap Circle west to Main Street (crossing MVC on an underpass) Section 2: Arches Park (5400 West) to existing Midas Creek Trail on south side of Midas Creek Section 3: Midas Creek Trail at Anthem Park Boulevard with under Anthem Park Blvd to 6000 West	Construction of 8' asphalt trail with adjacent 4' crushed asphalt suitable for equestrian use that will provide east/west connectivity between residential area east of Mountain View Corridor and 6000 West.
Herriman	Multi-use Trail	Rose Creek Urban Trail System	\$ 90,000	Rose Creek Drainage area	Butterfield Canyon (6212 West 14200 South) to Cove Park in Herriman (6979 W Rose Canyon Road)	Construction of an 8' asphalt trail with an adjacent 4' crushed asphalt trail suitable for equestrian use that provides connectivity through the Rosecrest residential development.
		Total	\$ 12,451,507			



Transportation Choice Fund (4th Quarter)



Trails



Planning Areas



SLCO Boundary

Data Source: 2015 Parks & Recreation Facilities Master Plan



Cartography by Jared Stewart

Regional Transportation Choice Fund (4th Quarter) Project and Funding Recommendations					
Non-Multi-Use Trail Projects					
Jurisdiction	Proposal Title	Recommend Amount	Location/Address	Project Limits (mileposts, intersection roadways, other geographic features)	Project Description
Taylorsville	Midvalley BRT Connector and Trails Expansion	\$ 3,000,000	Sunstone Road, Atherton Drive and 4700 South	Murray Central Station/SLCC Redwood Campus/West Valley Central Station	Funds would be used for priority elements, including BRT stations, hub connections, trails, paths, bike routes, system connections, etc.
Sandy City	10200 South Pedestrian Tunnel Project	\$ 1,000,000	10200 South	Blue Sandy TRAX line	Uncovering existing culvert and construct a pedestrian tunnel.
Salt Lake City	200 South	\$ 400,000	200 South	600 West to 900 East	Study to determine new design to have street function as a transit corridor and transit hub incorporating walking, bicycling, shared mobility, private automobiles, and freight.
Holladay	3900 South	\$ 4,700,000	3900 South	2300 East to Wasatch Blvd	Upgrade roadway, fill in missing sidewalk, bike lanes, enhancement of transit stops and improve curb and gutter to manage storm water
Salt Lake City	Life on State: Design and Catalytic Site Implementation - Note: If Life on State project does not move forward, Salt Lake County will work with Salt Lake City to redesignate funding to other Salt Lake City requested road and/or trail projects.	\$ 4,800,000	State Street (US 89)	600 South and Haven Avenue (2300 South) from 200 East to 300 West	Design and construction of mobility and safety improvements at two (2) locations on State Street (600 S to 900 S and 2100 S to Haven Avenue). Projects include wider sidewalks, improved transit stops, a slower speed design, parallel parking pockets, reduced driveways, street furniture, street trees, and mid-block crossings. Additionally, design of high-comfort bike routes on each side of State Street from 900 South to 3300 South with connections to State Street amenities.
West Jordan	1300 West	\$ 3,000,000	1300 West	6400 South (Winchester Street) to 9400 South	Widen to include bike lanes, curb and gutter, and sidewalks. Two way left turn lanes will be provided at the intersections of 7000, 8600, and 9000 South with a "High T" intersection at Winchester Street (6685 South).
Riverton	Southwest Salt Lake County Visioning Project	\$ 100,000	Riverton, Herriman, Bluffdale, Copperton Metro Township, West Jordan	Southwest cities in Salt Lake County	Vision plan for the southwest region of Salt Lake County.
Salt Lake City	Greater Millcreek / Sugar House Circulation Plan	\$ 942,500	Greater Millcreek / Sugar House	Holladay, Millcreek, Salt Lake City, South Salt Lake	Creation of circulation plan and the completion of an Transit Alternatives Analysis for the S-Line extension or other SH-Millcreek Transit.
Salt Lake City	Westside Multimodal Hub Study	\$ 300,000	North Temple corridor	400 West to Redwood Road	Identification of side for multimodal hub facility; develop preliminary facility design and cost estimates.
Draper	Point of the Mountain Transit Alternatives Analysis	\$ 400,000	Point of the Mountain (approx.	East/West of I-15 at the Point of the Mountain	Transit Alternatives Analysis in the Point of the Mountain area to determine a Local Preferred Alternative for extension of the TRAX Blue Line and connection to the former Utah State Prison redevelopment site.
Salt Lake County	2550 South	\$ 3,000,000	Magna / West Valley City	5600 West to 7200 West (West Valley City) 7200 West to 8000 West (Magna Metro Township)	New road construction (Inland Port SB 234)
Murray	Murray Vine Street	\$ 730,993	Vine Street	900 East to Van Winkle Expway	Right of way purchase, utility relocations, and strom drain upgrades as part of roadway reconstrution and widening to include centerturn lane, sidewalks, bike lanes.
GSLMSD/Unincorporated Salt Lake County	U-111/Bacchus Highway Realignment Phase 1	\$ 4,000,000	U-111/Bacchus Highway	South Jordan Parkway/11000 South to 13100 South	Realignment and construction of U-111/Bacchus Highway
GSLMSD/White City Metro Township	Sego Lily Drive Safety Improvements	\$ 500,000	Sego Lily Drive	700 East to 1300 East	Construction of 4' sidewalk with park strip on both sides of the roadway including the installation of street lights.

Non-Multi-Use Trail Projects

Midvale	Center Street TRAX Station Crosswalk	\$ 375,000	Center Street	Approximately 95 West	Construction of a pedestrian activated crosswalk integrated with the UTA rail crossing on Center Street adjacent to the Midvale Center TRAX Station. Note: This project was funded by TIGER, the \$375,000 is to cover the cost overrun resulting from cost overruns for upgrades to infrastructure and software at five (5) signal railroad houses).
Bluffdale	Porter Rockwell Boulevard Phase 4 and 5	\$ 2,000,000	Bluffdale	Segment 4 - East Jordan Canal to existing Porter Rockwell Road Segment 5 - Redwood Road (Camp Williams Road) to the Utah and Salt Lake Canal	Completion of Segments 4 and 5 of Porter Rockwell Boulevard; 5 lanes; 10 foot trail above curb (north west side); 6 foot side walk (south side only); bike lanes; curb gutter; park strip; storm water.
Murray	Phase I of the Cottonwood Street 4500 South to Vine Street Project	\$ 500,000	Hanauer Street	4800 South to Vine Street	Construction of a 2 lane roadway.
Draper	Lone Peak Parkway, Widening - North	\$ 1,700,000	Lone Peak Parkway (approx 125 West)	11400 South to 12200 South	Widen from 3 lanes to 5 lanes with curb/gutter/sidewalk, and bike lanes
Riverton	Phase I Old Liberty Way	\$ 1,000,000	Old Liberty Way (4050 West)	Majestic Rise Parkway (13200 South) to 13400 South	Construction of a 5 lane concrete roadway that includes a 6' sidewalk; 5' park strip; 5' bike lanes; street lights and storm drains.
GSLMSD Keans Metro Township	4700 South	\$ 1,000,000	4700 South	4000 West to 5600 West	Street reconstruction and widening to address capacity needs including reconstructing and widening roadway and canal bridges, improved safety crossing at railroad tracks, and complete street elements to be identified.
South Jordan	10400 S/11400 S Bangerter Interchange	\$ 4,000,000	10400 / 114000 South	Bangerter	Betterment as part of the Bangerter Hwy Interchange that constructs 10400 S and 11400 S as underpasses.
Alta	Variable Message and Flip Signage	\$ 100,000	Upper Little Cottonwood Canyon	Mile Posts 13 to 14.5	2 mobile trailer mounted variable message signs to be placed near ski area parking lot entrances; 1 permanent variable message sign installed on a traffic calming island to be installed by UDOT along SR-210 near the Alta Town Center. Ten flip signs to be installed throughout the Alta commercial core that will provide current road conditions.
	Total	\$ 37,548,493			