1.0 | Project Summary Information

1.1 Project Name (35 letters max) Historic Southern Rail Trail - Phase III

1.2 Limits (descriptions should be identifiable. i.e: intersections, place names, landmarks, 35 characters max) End of exiting trail near Cableas to SL County line

1.3 Project Description (summary of project) Construct a new 10’ multi-use, non-motorized, paved trail to connect the existing 10’ Historic Southern Rail Trail - Phase I to Draper’s Point of the Mountain Trail along the Murdock Canal right-of-way and the UTA rail right-of-way at the Salt Lake/Utah County line.

1.4 Sponsor (jurisdiction, agency name) Utah County/Lehi City

1.5 Contact Information
   Project Manager Richard J. Nielsen
   Office Phone 801-851-8601
   Cell Phone 801-404-7010
   Fax 801-851-8613
   Email richardjnl.ucpw@utah.gov

1.6 Cost Estimate
   Total Project Cost $950,000
   MPO Federal Funds Request (include 6.77% local match) $950,000
   Non-MPO Funds Available to Project Click here to enter text.
   PE Cost $125,000
   ROW Cost $80,000
   Construction $745,000

1.7 Regional Significance
   Is project in MPO transportation plan? Yes
   Is project on Utah State Functional Class Map? No not a highway project

1.8 Air Quality Benefit (summarize CM/AQ Report, NA for non-CM/AQ eligible projects)
   This is a non-motorized trail that will provide connectivity for Utah County residents into Salt Lake County

Mountainland AOG | 22 February 2012
2.0 | Project Scope

Enter NA for answers to questions not applicable to your project.

2.1 Describe purpose and need of project.
There currently exists a gap in the trail systems of Utah County and Salt Lake County between the Historic Southern Rail Trail at Cabelas and Draper’s Point of the Mountian Trail at the Geneva Rock plant. Cyclists continue to use the narrow frontage road along the east side of I-15 in spite of considerable heavy truck traffic. This trail will provide a safe alternative for cyclists and pedestrians to travel between Lehi and Draper.

2.2 Project length in miles.
2.13

2.3 Type of facility.
Multi-use, paved trail

2.4 Width of facility.
10 feet

2.5 Facility surface type.
Asphalt

2.6 Expected use of facility or program.
Non-motorized use

2.7 What services are provided in the operating of this project?
Access to adjoining trail systems

2.8 Describe any equipment to be purchased (buses, ITS, etc.).
n/a

2.9 Describe how project is consistent with local plans.
This project matches the Lehi and Draper trails plans

2.10 Describe how project is consistent with MPO transportation plan.
This project is shown on the MPO Bicycle & Pedestrian Projects Plan

2.11 Describe how project is consistent with Utah County ITS plan.
n/a

2.12 If phased or segmented, describe how the phase has logical termini and what will future phases consist of.
This is the third phase of the Historic Southern Rail Trail and will connect the two trails.

2.13 Is project being coordinated with or constructed with a larger project?
No

2.14 Describe how project will alleviate congestion on this or other facilities.
This project will provide a much needed alternative for non motorized traffic around the point of the mountain. It will reduce the bicycle and vehicular traffic conflicts

2.15 Describe any traffic improvements. (i.e lanes, signal coordination, ITS, turn lanes, etc.)
n/a

2.16 Describe any safety improvements for vehicular and pedestrian traffic. (i.e. raised median, channelization of turn movements, barriers, parkway strips, etc.)
This project provides a separate route for pedestrian traffic

2.17 How are complete streets addressed with this project? (plan for pedestrians, bikes, transit, trails, ITS) Project provides additional mode choice for all residents, even those without drivers licenses

2.18 Describe traffic control changes at intersections. (include info to warrant changes)
Pedestrian crossing at access road to Flight Park

2.19 What right-of-way is already secured?
The majority of this trail will follow the Provo Reservoir Canal corridor. This corridor has been previously licensed by Utah County with Provo River Water Users Association for the use of a non-motorized trail.

2.20 What additional right-of-way is needed?
Additional right-of-way will need to be acquired from two private land owners and UTA.

2.21 Describe utility work to be performed and indicate who will do the work.
n/a

2.22 What type of environmental work will most likely be needed?
Categorical Exclusion

2.23 Facility Design

<table>
<thead>
<tr>
<th>Current Conditions</th>
<th>Design Year Click here to enter</th>
<th>Design Year w/o Improvements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Daily Traffic</td>
<td>Enter Text</td>
<td>Enter Text</td>
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</tbody>
</table>
3.0 | Project Ranking

The following categories will be used by MPO staff to score each project. The points associated with each category show what total points MPO staff can give. MPO staff’s recommendations will be made available to the MPO TAC Committee for their use in making final project selection recommendations. MPO staff ranking is a tool to aid the MPO TAC Committee in their final selection. The committee is not required to pick projects solely on MPO staff ranks.

3.1 Congestion Relief (25 Points)

Explain if the project...

a) Provides an alternate transportation facility that corrects an identified congested problem?
Yes, reduces conflicts between bicycle/pedestrian traffic and heavy truck traffic on frontage road

b) Reduces congestion by reducing the number of vehicles.
Yes, by providing viable mode choices

c) Reduces the need for additional highway lanes for peak hour capacity.
n/a

d) Increases the efficiency of transportation system through traffic management measures.
Increases safety

e) Adds turning movements to relieve a congested intersection.
n/a

3.2 Mode Choice (25 points)
Explain if the project...

a) Benefits multiple transportation systems (transit and highway, pedestrian and transit). This project will connect to trails that provide access to transit and neighborhood trails.

b) Promotes alternative transportation solution to SOV use. By providing connection to transit, this project provides a viable alternative to single occupancy vehicle use.

c) Creates or improves linkages between transportation modes. This project and the connecting trails provide connections to the FrontRunner station at Thanksgiving Point and the Trax station at Pioneer Road in Draper.

d) Reduces physical, psychological, or economic barriers to carpool, bike, walk, or transit use. This project provides a safe route for those who want to bike to work or connect with transit.

e) Provides incentives to carpool, bike, walk, or transit use. This project provides a safe route for those who want to bike to work or connect with transit.

3.3 Environmental Quality (15 points)
Explain if the project...

a) Provides cost effective emission reductions (amount of reduction justifies cost). Because this project provides an alternative mode of travel, it can reduce the number of vehicle trips.

b) Helps efforts to attain and maintain national air quality standards. By providing a way for people to bike to work, this project can help maintain air quality

c) Minimizes environmental impacts or reduces existing impacts (e.g. air/water/noise pollution). This project will have very minimal environmental impacts

d) Enhances the natural, cultural, or historic environment. This project will provide a valuable recreation amenity to the citizens of Utah County

e) Mitigates invasive impacts to existing neighborhoods/commercial areas (minimal relocations). Because this project follows the existing canal corridor, there are no relocations required. The trail will also connect with existing neighborhood trails to provide connection to other parts of the community
3.4 Safety (20 points)

Explain if the project...

a) Corrects/improves a verified or potential safety or accident problem.
The existing use of the east frontage road at the point of the mountain by both cyclists and
large truck traffic has proved in the past to be fatal. This project improves safety by providing
a separate route for non-motorized traffic and reducing the conflict between uses.

b) Improves information/communications for traffic operations and emergency
responders.
n/a

c) Reduces severity of crashes.
n/a

d) Enhances safe movement of pedestrian, bicycle traffic.
This project provides a safe alternative for the pedestrian and bicycle traffic around the point
of the mountain.

e) Provides an intermodal safety improvement (e.g. separation of vehicles-trains,
vehicles-pedestrian).
The existing use of the east frontage road at the point of the mountain by both cyclists and
large truck traffic has proved in the past to be fatal. This project improves safety by providing
a separate route for non-motorized traffic and reducing the conflict between uses.

3.5 Other Considerations (15 points)

Explain if the project...

a) Effectively distributes funding throughout the MPO area.
This project is the northern end of the MPO Area and provides a benefit to several
communities including Draper, Lehi, and Utah County

b) Phases project in a manner that the MPO can use limited funds efficiently.
This is the third phase of this trail project and provides an important link with other trails

c) Cost effectiveness is appropriate for the amount of improvement made.
This trail project utilizes right-of-way that was secured for a previous trail project

d) Benefits transportation users from adjacent municipalities.
This project will provide a trail link for the communities of Lehi, Highland, American Fork,
Saratoga Springs with Draper and Bluffdale in Salt Lake County

e) Is supported by elected officials.
This project has the support of the Mayor of Lehi and the Utah County Commission and is on
the adopttec Regional Transportation Plan
4.0 | Air Quality Report

All projects that are eligible for CM/AQ funds must complete this report.

4.1 Eligibility

CM/AQ funds can only be used for projects and programs that a direct benefit to air quality can be demonstrated. Highway expansion, such as new single occupancy vehicle lanes, is not eligible. Turn lanes at congested intersections, transit programs, pedestrian and trail projects, signal modernization, ITS, and IM programs are typical eligible CM/AQ projects.

4.2 CM/AQ Program

The purpose of the CM/AQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) in Ozone (O₃), Carbon monoxide (CO), Particulate Matter - 10 microns (PM₁₀), and PM₂·₅ non-attainment and maintenance areas. The city of Provo is a maintenance area for CO and Utah County is a non-attainment area for PM₁₀ and PM₂·₅.

4.3 Completing this Report

All projects eligible for CM/AQ funds must complete this report. Completing this report can be quite technical, Susan Hardy, Air Quality Coordinator at Mountainland, can help with filling out this report. Contact her at 801/229-3842 or shardy@mountainland.org

4.4 Quantitative Analyses

A quantitative assessment of how a proposed project or program is expected to reduce emissions is important to assist in selecting the most effective use of this fund. List below all travel benefits directly related to this project. Air quality benefit calculations must utilize Mobile 6. The air quality analysis should include assessing emission reductions of transit, traffic flow improvements, ITS projects and programs, ridesharing, bicycle and pedestrian improvements. Complete at least one of the sections below. If quantitative analyses cannot be done, do a qualitative assessment in 4.3.

a) Vehicle Miles Traveled

Number of Vehicle Miles Traveled reduced (VMT): Click here to enter text.
Average distance of trips reduced: Click here to enter text.
Emission reduction per average weekday: Click here to enter text.

b) Idling Time

Average idling time per vehicle reduced: Click here to enter text.
Number of vehicles with reduced idling time: Click here to enter text.
Emission reduction per average weekday: Click here to enter text.

C) Vehicle Speed

Average change in vehicle speed (speed before and after): Click here to enter text.
Number of vehicles affected: Click here to enter text.
Emission reduction per average workday: Click here to enter text.
4.5 Qualitative Assessment

Although a quantitative analyses of air quality impacts is required whenever possible, some improvements may not lend themselves to rigorous quantitative analysis, because of the projects characteristics or because practical experience is lacking to adequately analyze the project. In these cases, a qualitative assessment based on a reason and logical examination of how the project or program will decrease emissions and contribute to attainment or maintenance of a NAAQS is appropriate.

The air quality benefit for this project would be NOX=0.639 Kg/Day and CO=16.18 Kg/Day
5.0 | Project Cost Estimate

To develop a project cost estimate, please supply a detailed cost breakdown of your unit costs, inflation, equipment, right-of-way, contingency, etc. To do so, use the Concept Costs Estimate Excel form provided by UDOT. Non-construction projects such as equipment purchases, operations, administration programs, studies, etc. can use other methods to show their estimated costs. All sheets or methods used should be submitted as part of the Supplemental Information accompanying the Concept Report.

5.1 Cost Summary
Summarize the information from the Costs Estimate Excel form or other method. Enter NA for items that do not apply to the project.

a) Preliminary Engineering $50,000
b) Environmental Work $22,000
c) Construction $781,000
d) UDOT Review (project cost <$500k = $5k, >500K = $10k) $10,000
e) Construction Engineering $50,000
f) Subtotal $913,000
g) Inflated Cost Factor (inflated to year of construction) $37,000
h) Total Cost $950,000
i) Non-MPO Funds Available to Project n/a
j) MPO Federal Funds Request (includes 6.77% local match) $950,000

6.0 | Supplemental Information

Please submit any supporting documentation including maps, diagrams, charts, cost estimates, etc. that will allow MPO staff and the MPO Technical Advisory Committee to make an informed decision regarding the proposed project. Keep Supplemental Information submittals to 8 pages total.

6.1 Concept Report Submittal to Mountainland
In order to facilitate the distribution of the Concept Reports and any supplemental information, all Concept Reports shall be combined with any supplemental information and saved in PDF format as one document. Please note that this might create a large data file that might be too large to emailed. Plan accordingly to deliver your report in electronic format (CD, DVD, Flash Drive) to Mountainland by the required due date.

6.2 Contacts, Questions
For help with the Concept Report or questions, please contact:

Shawn Eliot, AICP
586 East 800 North, Orem, UT 84097
p.801/229-3841  f.801/229-3801
email saliot@mountainland.org