NEW GRANT APPLICATIONS
February 4, 2025 PUBLIC HEARING

	City Match Required?	Number of FTEs Requested	Grant Title	Grant Purpose	Status	Annual Grant	Total Grant and FTE Amount	Funding Agency	Requested By
1.	No.	3 New FTE's	**Leading the Way: Developing Low-Carbon Transportation Materials for Salt Lake City**	Fund efforts to mainstream the use of low-carbon transportation materials in Utah.	Needs Public Hearing	No.	$19,119,105	Federal Highway Administration	Engineering
2.	Yes. $341,343 Source: Most likely from Complete Street Reconstruc-tion	None.	**Wakara Way – #1 WFRC Surface Transportation Program**	Fund replacement of deteriorated roadway, address rainwater flooding, create safer pathways for pedestrians and bicyclists, and prepare for TRAX Orange line opening in next ten years	Needs Public Hearing	No	$4,700,657	Wasatch Front Regional Council	Public Services
3.	Yes. $75,743 Source: most likely from part of a Traffic Signal Replacement as this would replace a traffic signal	None.	**Highland Roundabout #3 WFRC Congestion Mitigation/Air Quality Program**	Fund the conversion of a traffic signal at 1700 East and 2100 South to a roundabout to reduce speeds, delays, emissions and increase pedestrian safety.	Needs Public Hearing.	No	$1,043,057	Wasatch Front Regional Council	Transportation

	with a roundabout.								
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4.	Yes. $57,545 Source: Transporta-tion made a request in FY26 CIP for match. The Admin. plans to ask again next year.	None.	**GREENBike Capital Care - #2 WFRC Transportation Alternatives Program**	Of 50 bikeshare stations in SLC, 23 are at the end of their lifespan; parts are no longer available for repairs. Grant funds would replace 5 bikeshare stations and 58 e-bikes.	Needs Public Hearing.	No	$792,455	Wasatch Front Regional Council	Transportation
5.	Yes. $43,000 Source: if awarded, Admin. anticipates requesting match in the FY27 CIP round using General Funds or Park Impact Fees.	None.	**Carbon Reduction Program on 9-Line Trail**	Fund purchase of waterwise street trees & plants along hottest blocks of SLC's 9-Line Trail to reduce emissions.	Needs Public Hearing.	No	$592,000	Wasatch Front Regional Council	Transportation

6.	Yes. $20,000 Source: (FY26) Planning and Design for Future CIP applications	None.	**Beehive Bikeways Transportation Land Use Connection Program**	Fund comprehensive way-finding approach to ensure bicyclists know how to get where they want to go.	Needs Public Hearing	No	$180,000	Wasatch Front Regional Council	Transportation
7.	Yes. $12,500 Source: FY26 Planning and Design for Future CIP Applications	None.	**South Temple: Better Connections for a Great Street - #4 Transportation Land Use Connection Program**	Fund improvements to crossings and clearer rights-of-way at intersections between the Avenues & areas to the south. South Temple's role in the green loop will also be evaluated.	Needs Public Hearing	No.	$162,500	Wasatch Front Regional Council	Transportation
8.	Yes. $12,239 Source: Existing Fire Department budget	None.	**Assistance to Fire-fighters Program**	5 AED and 7 CPR devices will be replaced to comply with Nat'l Fire Protection Assoc. standards	Needs Public Hearing	Yes.	$122,394	FEMA/Dept of Home-land Security	Fire Dept.
9.	Yes. $50,000 using existing staff hours	None.	**Restoration of Wetlands: Increasing floral resources for Monarch butterflies and bees.**	Fund identification of native plants attractive to pollinators, and seedling production. The City is a subrecipient.	Public Hearing	No.	$85,356	National Fish & Wildlife Foundation	Public Lands
10.	Yes. $64,000 using Public Lands staff labor for planting & producing additional plants.	None.	**Utah Dept. of Natural Resources/Forestry Fire & State Lands**	Fund vegetation improvement, species control & restoration projects.	Public Hearing	No.	$63,255	Utah Dept. of Natural Resources/ Forestry Fire & State Lands	Public Lands

The Administration has provided the information below in response to Council staff's questions.

1. **Leading the Way: Low Carbon Transportation Materials Grant Program**

a.Which departments / divisions are involved with the low carbon transportation materials grant program? The request is listed as from Public Lands but the use of the grant funds is for street reconstruction projects which would be the Engineering Division.
Sustainability Department, Energy & Environment Division and Public Services, Engineering Division.
b.Would the new FTE Sustainability Program Manager be housed in the Sustainability Department? Yes.
c. Would the new FTE Engineering Project Manager be housed in the Engineering Division? Yes.
d. Please define the word *region* in the following statement from the grant (page 2): "*SLC will build a team of internal and external people. Internal staff includes an LCTM program manager, contract admin, sustainability engineer, procurement, region and other staff. External includes consultants and universities. The team will be most involved in the first years of the program and level off somewhat over time, especially when it comes to development of procedure and IT-support. A summary of SLC's ambition is presented here based on the sum of hrs by task.*"
This program would serve Salt Lake City proper, but we would lend our newfound LCTM expertise to projects in the wider region, defined as Salt Lake County and adjacent municipalities. The extent of the regional partnership would be any stakeholders in our wider region who are involved or otherwise support local construction of transportation projects. We also expect the pilot program to result in specifications for transportation materials that could be adopted and used widely in construction throughout Utah, and perhaps adopted in states with similar climates. The grant-funded staff would participate and may facilitate learning sessions for a wider stakeholder audience to share results. The grant-funded staff would also work closely with concrete suppliers and local batch plants to identify efficiencies in streamlining LCTM production and establishing cost-effective and competitive pricing compared to existing concrete mixes for what is anticipated to be an ever-increasing demand for projects utilizing LCTM.

2. #1WFRC STP Wakara Way Grant – Surface Transportation

a. What is the source of the City's match?
STP funds are programmed out 7 years (2031), so we anticipate providing match from a future CIP budget allocation using Class C, 4th Quarter, or General Funds. The most likely source would be Complete Street Reconstruction.
b. Are there any other city construction projects or improvements planned for the same area that might create efficiencies if completed during the same timeframe?
TechLink changes to the Wakara/Arapeen intersection are likely to overlap with this area. Depending on funding sources and partnerships, there is a possibility that these two projects may end up being combined. This is likely to be determined in the next 3-5 years. One or two years prior to beginning design, we will do a "concept report" which will include an analysis of all potential overlapping projects, and determination of how the projects can be designed / constructed to be complementary and possibly combined.
c. Could you please elaborate how this project will support the TRAX expansion through Research Park as part of a new orange line (widening / setting aside space for a new station and terminus, placing infrastructure / utilities, potentially combine the street reconstruction with constructing the new TRAX route, etc.)? Is there a risk that the TRAX expansion after reconstructing the street could require tearing up relatively new pavement?
This project will provide enhanced walk and bike infrastructure, improving connections to the planned TRAX station. The TRAX line is planned

to run along Arapeen Drive, so it will intersect Wakara Way, and have minimal impact to Wakara itself. It is anticipated that the two projects may happen about the same time.

d.If this grant is awarded, then would the project be fully funded?
The local match will likely be requested in FY29 for 2031 construction.

3. #3 WFRC CMAQ Highland Roundabout Grant

a. What is the source of the City's match?
STP funds are programmed out 7 years (2031), so we anticipate requesting match from a future CIP budget allocation using Class C, 4th Quarter, or General Funds. The most likely source would be part of a Traffic Signal Replacement ask, as this location would replace a traffic signal with a roundabout.

b. Are there any other city construction projects or improvements planned for the same area that might create efficiencies if completed during the same timeframe?
There is the potential that this could be combined with 1700 East reconstruction, following on the rebuilding of Highland High School.

C. In Budget Amendment #5 of FY2024, the Council requested the Administration recommend guidance to create a policy for where roundabouts should be placed taking into consideration air quality and areas with greater pedestrian traffic. Is there a status update that could be shared on efforts to draft the policy? What criteria were considered to conclude that a roundabout is the best option for this intersection?
We have a rough draft for the roundabout policy and would be happy to provide a briefing if that is desired. For this location, we think a roundabout would be a good fit for a few reasons:

- Roundabouts have a better safety track record than signalized intersections, and this is particularly important given the proximity to the high school and the park,
- Roundabouts are helpful when the legs of an intersection don't line up very well, as is the case here, and
- There is already adequate right of way, given the large footprint that this intersection already occupies.

4. #2 WFRC TAP GREENbike Capital Care Grant

a. What is the source of the City's match?
Transportation made a request in the FY26 CIP for match, and we plan to make an ask again next year.
b. The description indicates 5 bikeshare stations will be replaced. Is the City also asking for five additional stations, depending on available funding? If so, what are the proposed locations?
This ask is just for replacement.
C. Are the 58 e-bikes replacing manual (non-electric) bikes? Or expanding the total number of bikes in the fleet?
GREENbike has said that they are planning to transition to an all-electric fleet, and will be phasing out the manual bikes as they wear out.

5. Carbon Reduction Program Grant (Waterwise Trees on 9-Line)

a. What is the source of the City's match?
Carbon Reduction Program (CRP) funds are programmed out 2 years (2027). If this grant is successful, we anticipate a request for match in the FY27 CIP round using General Funds or Park Impact Fees.

b. Could you please elaborate on what segments of the 9-Line Trail will receive the new trees? The description mentions the section of the trail that aligns with the Green Loop (approximately between 500 West and 200 East). Some prior analysis identified sections of the trail on the Westside as having low levels of trees and shade. In addition, sections of the 9-Line on the Westside have lost trees that died in recent years and have not been replaced.
This grant would add greening to selected tree-less sections of the 9-Line along the 900 South reconstruction project (600 West to 500 East). This area has been selected in part due to its likelihood of scoring better for this funding source. The funding level available through this program is insufficient to address more than a couple blocks. The 9-Line corridor could use several million dollars for street greening. The administration will continue to seek opportunities to add greening to all sections of the 9-Line.

6. #6 WFRC TLC Beehive Bikeways Grant

a. What is the source of the City's match?
The match is likely to come from the Fiscal Year 2026 (FY26) Planning and Design for Future Capital Improvement Program (CIP) applications, an annual CIP-adjacent program that is part of the FY26 budget requests.

b. Could you please elaborate how this is different than what the Pedestrian & Bicycle Master Plan recommends and existing wayfinding signs in the City's urban trail network such as the Jordan River, 9-Line, and McClelland (standardizing wayfinding signs, replacing existing, adding new, etc.)?
While Salt Lake City anticipates keeping the branding for the individual routes, this will layer on a comprehensive, destination-based, wayfinding approach that unifies the various facility types. Consequently, bicyclists traveling on a particular route can be more fully aware of the interconnected bike lanes, trails, and neighborhood byways. For example, the destination-based element could help someone traveling along the Jordan River Parkway who may not be aware of nearby amenities, including food or services. Additionally, this effort will identify system gaps that require connection through either quick-build designs or permanent facilities, thereby leading to a more cohesive bicycling network.

7. #5 WFRC TLC South Temple – Better Connections for a Great Street Grant

a. What is the source of the City's match?
Match is likely to come from the FY26 Planning and Design for Future CIP Applications, an annual CIP-adjacent program that is part of the FY26 budget requests.

(Council staff had no questions for grants 8-10.)