



State of Utah

SPENCER J. COX
Governor

DEIDRE M. HENDERSON
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

LISA J. WILSON, P.E.
Deputy Director of Engineering and Operations

BENJAMIN G. HUOT, P.E.
Deputy Director of Planning and Investment

January 31, 2024

Administrator Michael S. Regan
U.S. Environmental Protection Agency
Office of Air and Radiation
1200 Pennsylvania Avenue, NW
Washington, DC 20460
Subject: Notice of Intent Letter Submitted for the Climate Pollution Reduction Grant

Opportunity Number EPA-R-OAR-CPRGI-23-07

Dear Administrator Regan:

This Notice of Intent Letter is for the 2024 Climate Pollution Reduction Grant (CPRG) Program (Opportunity Number EPA-R-OAR-CPRGI-23-07). The State of Utah submitted a notice of intent to participate in the planning program to the U.S. EPA on March 28, 2023, and the Utah Department of Transportation intends to apply for a competitive implementation grant by the April 1, 2024, deadline.

The two projects identified for this grant program are separated, paved, shared-use paths listed in the Beehive Emission Reduction Plan (the State's Priority Climate Action Plan) under Priority Measure #4: Mode-Shifting/Reducing Vehicle Miles Traveled:

- Kane County: 35.6 miles along State Route 9 (SR-9) and U.S. Highway 89 (US-89)
 - Approximate cost: \$36 million
- Washington County: 26.1 miles along State Route 7 (SR-7)
 - Approximate cost: \$26 million

Feasibility studies have been conducted for both projects. Constructing these separated, paved, shared-use paths would support a mode shift to nonmotorized modes of travel, which would reduce greenhouse gas emissions and vehicle miles traveled.



State of Utah

SPENCER J. COX
Governor

DEIDRE M. HENDERSON
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

LISA J. WILSON, P.E.
Deputy Director of Engineering and Operations

BENJAMIN G. HUOT, P.E.
Deputy Director of Planning and Investment

Both projects are located in census tracts that are identified by the U.S. Department of Transportation as Areas of Persistent Poverty and Historically Disadvantaged Communities. Constructing the paths would provide climate-resilient mobility for transportation-insecure communities, thereby reducing greenhouse gas emissions in the transportation sector and improving nonmotorized travel options. Additionally, the paths would provide economic benefits to an area in which tourism to National Parks is a key economic factor. These paths would provide significant benefits to communities that need them most.

Thank you for your time and consideration.

Sincerely,

Ivan Hartle
Utah Department of Transportation
Program Development
Director, Financial Programming