WASATCH CHOICE 2050

Update

May 25, 2017
Wasatch Choice 2050 Process

**Explore**
- Establish Goals
- Develop Scenarios
- Evaluate Scenarios

**Choose**
- Draft & Evaluate Preferred Scenario
- Adopt Preferred Scenario

**Prioritize**
- Assess Financial Considerations
- Phase Projects
- Plan Impacts & Benefits

We Are Here

Stakeholder Input

WASATCH CHOICE 2050 & REGIONAL TRANSPORTATION PLAN 2019-2050
Getting to the Preferred Scenario

• **Scenario Workshops**

• **Additional stakeholders**

• **Online visualization tool:** [wasatchchoice.com/scenarios](wasatchchoice.com/scenarios)

• **Webinar**
10 Scenario Workshops
Feedback gathered

• Keypad polling on preferences
  – Active transportation networks
  – Driving patterns
  – Transit service

• Responses to 3 scenarios
  – Land use and centers
  – Transportation systems
Active Transportation: Regarding bicycle and pedestrian networks, where should the funding resources be spent?

1. **Multi-use paths or trails separated from traffic.**
2. On-street bicycle routes with greater separation from traffic.
3. On-street bicycle lanes adjacent to traffic.
4. Bicycle connections to transit stops and stations.
5. Wider, multi-use sidewalks.
6. Complete missing sidewalk connections.

<table>
<thead>
<tr>
<th>Salt Lake SE</th>
<th>Salt Lake NE</th>
<th>Salt Lake NW</th>
<th>Salt Lake SW</th>
<th>Davis South</th>
<th>Davis North</th>
<th>Davis/Weber</th>
<th>Weber East</th>
<th>Weber North</th>
<th>Box Elder</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 and 2</td>
<td>Last (tie)</td>
<td>1 and 2 (tie)</td>
<td>1 and 2</td>
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<td>2</td>
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<td>Last (tie)</td>
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<td>1 and 2</td>
<td>1 and 2</td>
<td>2 (tie)</td>
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</table>
# Roads: Regarding driving patterns, what approach do you favor?

- **1. Widen many roads**
  - Salt Lake SE: Last (tie)
  - Salt Lake NE: Last (tie)
  - Salt Lake NW: Last (tie)
  - Salt Lake SW: Last (tie)
  - Davis South: Last (tie)
  - Davis North: Last (tie)
  - Davis/Weber: Last (tie)
  - Weber East: Last (tie)
  - Weber North: Last (tie)
  - Box Elder: Last

- **2. Add lanes on the freeway**
  - Last (tie)

- **3. Widen a few roads**

- **4. Improve road network connectivity**
  - 2
  - 2
  - 2
  - 1 and 2
  - 2 (tie)
  - 1 (tie) and 2

- **5. Reduce necessary travel distances**
  - 1
  - 1
  - 1
  - 1 and 2
  - 1 (tie)
Transit Service: If transit service is improved in your part of the county, which of the following do you favor?

1. Additional bus routes

2. More frequent bus service on existing routes

3. Additional fixed-guideway transit service (TRAX, BRT)

4. More frequent service on existing fixed-guideways

5. Amenities like shelters, information kiosks
Which scenario do you prefer for new growth?

<table>
<thead>
<tr>
<th>Scenario 1</th>
<th>Salt Lake SE</th>
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<th>Salt Lake NW</th>
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<th>Davis South</th>
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<td>Scenario 2</td>
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</table>

**Land Use**

<table>
<thead>
<tr>
<th>General plans, extrapolated trends</th>
<th>Regional centers</th>
<th>Dispersed village/town centers</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>2</td>
<td>3</td>
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</table>
### Which scenario do you prefer overall?

<table>
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<tr>
<th>Salt Lake SE</th>
<th>Salt Lake NE</th>
<th>Salt Lake NW</th>
<th>Salt Lake SW</th>
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<th>Davis North</th>
<th>Davis/Weber</th>
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<td>Scenario 3</td>
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</table>
Next steps for getting to the Preferred Scenario

1. Review scenario workshop and stakeholder feedback
2. Technical evaluation
3. Incorporate relevant planning efforts
4. RGC and TAC review
5. Jan. and Feb. Draft Preferred Scenario Workshops
2017 Awards

May 25th, 2017 | Megan Townsend
PROGRAM GOALS

• Coordinate land use and regional transportation
• Support local governments
• Implement Wasatch Choice growth principles, e.g.
  • Reduce travel demand
  • Improve access to opportunity
2014-2016 SUMMARY

Total Investment

TOTAL $2.74M

2014 2015 2016

Small Area Plans 24
Form-Based Codes/Zoning 8
Active Transportation/Transportation Master Plans 4
Complete Streets Policies 4
Market Analyses 6
General Plan Updates 3

72% of communities across the region submitted applications
2017 AWARDS

• $938,000 TLC Funds
• $326,500 Local Match
• Nearly $1.3 Million Total Project Funding

• 16 projects
  • 4 projects implementing past TLC efforts
CITY WIDE PROJECTS

- Millcreek General Plan and Zoning Implementation
  - $95,000 budget

- South Salt Lake Strategic Mobility Plan
  - $120,000 budget

- Brigham City Land Use Code
  - $80,000

- Perry City General Plan
  - WFRC In-House Project, $5,000 Local Match
FORM-BASED CODES

• Clearfield City Downtown Form-Based Code
  • $70,000 Budget

• North Salt Lake Town Center Form-Based Code
  • WFRC In-House Project, $6,000 Local Match
STATION AREA PLANS

- Midvale City Station Area Plans
  - $75,000 Budget

- Murray Central Station Area Plan
  - $85,000 Budget

- Salt Lake City Central Station Area Plan
  - 150,000 Budget
SPECIFIC AREA PLANS

• Cottonwood Heights Wasatch Blvd. Master Plan
  • $95,000 Budget

• Riverton 12600 South Area Plan
  • $72,000 Budget

• Layton Envisioned
  • $97,500 Budget

• Syracuse Town Center Plan
  • $80,000 Budget

• West Haven 2100 South Master Plan
  • $30,000 Budget
ACTIVE TRANSPORTATION PLANS

• West Jordan New Bingham Highway Connector Study
  • $120,000 Budget

• Tooele County Active Transportation Plan
  • $35,000 Budget
TLC Program

Megan Townsend, Program Lead
mtownsend@wfrc.org
(801)363-4250 x. 1101
http://www.wfrc.org/tlc
2017-2022 TIP Board Modification

Report on
Trans Com Meeting
April 20, 2017
## 2017-2022 Transportation Improvement Program (TIP) (Amendment Six)

### Board Modification

#### Additional Funding

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
<th>PIN</th>
<th>Project Location</th>
<th>Concept/ Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
<th>Currently Funded Amount</th>
<th>Action</th>
<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weber</td>
<td>North Ogden</td>
<td>450/ 400 East</td>
<td>14842</td>
<td>450 East/ 400 East; 2600 North to Elberta Drive</td>
<td>Widen existing roadway from 3-lane to 5-lane including improvements to curb, gutter, and sidewalks</td>
<td>STP, URB, O/L (Surface Transportation Program (STP) - Ogden/ Layton Urban Area)</td>
<td>$10,320,000</td>
<td>$2,250,000</td>
<td>Additional Funding</td>
<td>$1,350,000</td>
<td>2019</td>
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<td>STP, FLX, ST (STP Flexible (Any Area) Statewide)</td>
<td>$10,320,000</td>
<td>$2,250,000</td>
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<td>Local Funds (Weber Area Council of Government (WACOG) Funds)</td>
<td>$2,000,000</td>
<td>$2,650,000</td>
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<td></td>
<td>Local Funds (North Ogden City Funds)</td>
<td>$2,070,000</td>
<td>$2,070,000</td>
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</table>

In addition to the widening and improvements to 450 E/ 400 East and the intersection at Elberta Drive, UDOT has a project to widen and improve the intersection at Washington Blvd (450 E/ 400 East ) and 2600 North, adding dual turn lanes and traffic flow improvements by widening and aligning all legs of the intersection with the adjacent City streets. In addition, North Ogden has a city project to widen and improve 2600 North east of the intersection adding an additional EB and WB lane to the City Hall and the Library. By adding the additional funding now, UDOT will advance construct all of the projects at the same time in 2019 to eliminate duplicate efforts, minimize impacts, and improve traffic management and safety for the surrounding area by constructing at one time rather than several different projects.

#### Salt Lake/ West Valley Urban Area

<table>
<thead>
<tr>
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<th>Funding Amount</th>
<th>Year</th>
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</thead>
<tbody>
<tr>
<td>Salt Lake</td>
<td>UDOT</td>
<td>Railroad Crossing</td>
<td>15276</td>
<td>3300 South, 7200 South, 8000 South &amp; Redwood Road at the Railroad Crossings</td>
<td>Provide Queue Cutters at the Railroad Crossings</td>
<td>R/H, HAZ, ELIM (Rail &amp; Highway - Crossings Hazard Elimination)</td>
<td>$1,122,000</td>
<td>$286,000</td>
<td>Additional Funding</td>
<td>$300,000</td>
<td>2017</td>
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<td></td>
<td>R/H, DEVICES90 (Rail &amp; Highway - Protective Devices)</td>
<td>$536,000</td>
<td>$536,000</td>
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</tbody>
</table>

The current scope of the 3300 S & 7200 S Queue Cutters Project is to provide queue cutters at rail crossings at 3300 South and 7200 South. The increased funding will allow for additional queue cutters at 8000 South and Redwood Road, in West Jordan.
<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
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<th>Project Location</th>
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<th>Project Estimated Cost</th>
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<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weber</td>
<td>Plain City</td>
<td>2200 North, Project 1</td>
<td>New</td>
<td>2200 North, 3600 West to 3673 West</td>
<td>Construct Section of Missing Sidewalk</td>
<td>UDOT R1 TAP (UDOT Region One Transportation Alternatives Program)</td>
<td>$25,000</td>
<td>$0</td>
<td>New Funding</td>
<td>$12,500</td>
<td>2017</td>
</tr>
<tr>
<td>Weber</td>
<td>Plain City</td>
<td>2200 North, Project 2</td>
<td>New</td>
<td>2200 North, 4100 West to 3915 West</td>
<td>Construct Section of Missing Sidewalk</td>
<td>UDOT R1 TAP (UDOT Region One Transportation Alternatives Program)</td>
<td>$70,000</td>
<td>$0</td>
<td>New Funding</td>
<td>$35,000</td>
<td>2017</td>
</tr>
<tr>
<td>Davis</td>
<td>Layton</td>
<td>Layton Oak Hills Drive Trail</td>
<td>New</td>
<td>Layton Oak Hills Drive Trail adjacent to Gentile Str (SR-109) from MP 1.519 to MP 2.26 (~3200 ft)</td>
<td>Construct Section of Missing Bike/ Pedestrian Facility</td>
<td>UDOT R1 TAP (UDOT Region One Transportation Alternatives Program)</td>
<td>$337,710</td>
<td>$0</td>
<td>New Funding</td>
<td>$168,855</td>
<td>2017</td>
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<tr>
<td>Davis</td>
<td>West Bountiful</td>
<td>Pages Lane Access</td>
<td>New</td>
<td>Pages Lane Access on 1600 North Street from 800 West to 1100 West</td>
<td>Construct Section of Missing Bike/ Pedestrian Facility</td>
<td>UDOT R1 TAP (UDOT Region One Transportation Alternatives Program)</td>
<td>$175,000</td>
<td>$0</td>
<td>New Funding</td>
<td>$135,000</td>
<td>2017</td>
</tr>
<tr>
<td>Weber</td>
<td>Ogden</td>
<td>Ogden Canyon</td>
<td>New</td>
<td>Ogden Canyon Shared Use Path (Phase I) from mouth of Canyon (SR-39) to the Ogden River</td>
<td>Extend Ogden's trail network negotiating the mouth of the Canyon with a safe bike/ ped separate facility</td>
<td>UDOT R1 TAP (UDOT Region One Transportation Alternatives Program)</td>
<td>$900,000</td>
<td>$0</td>
<td>New Funding</td>
<td>$250,000</td>
<td>2017</td>
</tr>
</tbody>
</table>

UDOT TAP Contribution $12,500, Local Contribution $12,500, Total Project Cost $25,000

UDOT TAP Contribution $35,000, Local Contribution $35,000, Total Project Cost $70,000

UDOT TAP Contribution $168,855, Local Contribution $168,855, Total Project Cost $337,710

UDOT TAP Contribution $135,000, Local Contribution $40,000, Total Project Cost $175,000

UDOT TAP Contribution $250,000, Local Contribution $400,000, Total Project Cost $650,000
### New Project

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
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</thead>
<tbody>
<tr>
<td>Salt Lake</td>
<td>UDOT</td>
<td>I-215</td>
<td>New</td>
<td>I-215, 4100 South to 4700 South Frontage Road Solution</td>
<td>Environmental Process</td>
<td>NHPP IM (National Highway Performance Program - Interstate Maintenance) Local Funds (Taylorsville City Funds)</td>
<td>$700,000</td>
<td>$0</td>
<td>New Project</td>
<td>$500,000</td>
<td>2017</td>
</tr>
</tbody>
</table>

Region 2 requests approval to use 2017 asset funds to add a new project to the FY 2017 STIP, to begin the environmental process on one of their priority transportation solutions projects for a frontage road along I-215 from 4100 South to 4700 South, southbound direction.

### Additional Scope and Funding

<table>
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<tr>
<th>County</th>
<th>Sponsor</th>
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<th>Project Estimated Cost</th>
<th>Currently Funded Amount</th>
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<th>Funding Amount</th>
<th>Year</th>
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<tbody>
<tr>
<td>Weber</td>
<td>UDOT</td>
<td>SR-204, SR-104, SR-79, SR-39</td>
<td>15491</td>
<td>Wall Ave (SR-204); 23rd Str to 33rd Str, 20th Str (SR-104); 1900 West to I-15, 30th Str (SR-79); Washington Blvd to Harrison Blvd, and 31st Street (SR-79); 30th Str to Washington Blvd</td>
<td>Pavement Rehabilitation Project (Purple Book Program)</td>
<td>STP_FLX_ST (STP Flexible (Any Area) Statewide)</td>
<td>$7,000,000</td>
<td>$2,500,000</td>
<td>Additional Funding</td>
<td>$4,500,000</td>
<td>2017</td>
</tr>
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</table>

This is an emergency pavement project need in the Ogden area. This winter the Region has experienced failure of some of the pavements due to the harsh winter conditions. This project will repair the failed pavement on these facilities by rotomilling the open graded surface course treatments and replacing them. The additional funding will increase the number of roadway segments, enable a deeper mill to capture the full depth of the failing pavements, and replace the pavements with a hot mix asphalt (HMA). The source of funding will come from unobligated amounts from previous pavement program years and advance $2 million from the 2018 pavement program.
2017-2022 TIP
Board Modification

Wasatch Front Regional Council
May 25, 2017

Ben Wuthrich
Wasatch Front Regional Council
## 2017-2022 Transportation Improvement Program (TIP) (Amendment Seven)

### New Programs and Projects

#### Statewide Programs

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<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
<th>PIN</th>
<th>Project Location</th>
<th>Concept/ Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
<th>Currently Funded Amount</th>
<th>Action</th>
<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Various</td>
<td>UDOT</td>
<td>Various</td>
<td>New</td>
<td>Various Statewide Programs</td>
<td>State Funded Programs</td>
<td>ST_GF (State General Fund)</td>
<td>$128,200,000</td>
<td>$0</td>
<td>New</td>
<td>$128,200,000</td>
<td>2018</td>
</tr>
</tbody>
</table>

The funding levels for the State Funded Programs are amended into the existing TIP each year in May prior to the State Fiscal Year which begins July 1. These programs include funding levels for; Operations & Safety Programs, System Preservation Programs, Region Contingency Funds, other programs, and Region Concept Development. (Please reference the attached table "Program Distribution of State Funds", for funding assignment and distribution.)

#### Statewide - Transportation Investment Fund (TIF) - Capacity Program Recommendations

<table>
<thead>
<tr>
<th>County</th>
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<th>Concept/ Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
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<th>Funding Amount</th>
<th>Year</th>
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<tbody>
<tr>
<td>Various</td>
<td>UDOT</td>
<td>Various</td>
<td>New</td>
<td>Various Statewide</td>
<td>Capacity Improvement Projects and Studies</td>
<td>ST_GF_TIF (State General Fund - Transportation Investment Fund)</td>
<td>$1,670,700,000</td>
<td>$0</td>
<td>New</td>
<td>$1,670,700,000</td>
<td>2018 - 2024</td>
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</tbody>
</table>

During the 2017 Legislative Session Senate Bill 277 was passed which authorizes $1 billion in bonds for highway projects prioritized by the Transportation Commission through the major capacity prioritization process, as well as for advancing projects already programmed through the STIP. This request is for approval to add the new Transportation Investment Fund Projects to the 2017-2022 STIP. (see attached table, "TIF Bond Funding Recommendations")

#### Statewide - Transportation Solutions Program

<table>
<thead>
<tr>
<th>County</th>
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<th>Project Location</th>
<th>Concept/ Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
<th>Currently Funded Amount</th>
<th>Action</th>
<th>Funding Amount</th>
<th>Year</th>
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</thead>
<tbody>
<tr>
<td>Various</td>
<td>UDOT</td>
<td>Various</td>
<td>New</td>
<td>Transportation Solutions Program</td>
<td>Choke Point projects, Asset Management projects, and Transportation Priority Needs</td>
<td>Various Funds</td>
<td>$185,765,842</td>
<td>$0</td>
<td>New</td>
<td>$185,765,842</td>
<td>2017 - 2022</td>
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</table>

During the March 2017 Transportation Commission Staff Update meeting the Transportation Solutions Program and associated projects were discussed. The new program incorporates it the Choke Point Program as well as the Asset Management projects. During April 2017, an unfunded needs list of Transportation Solutions Projects was presented to the Transportation Commission. Region Directors were to review the needs with their respective Transportation Commission member for their area, and bring back to the Transportation Commission a list of recommended projects to fund. Distribution of the funding throughout the State: Statewide $29,300,000, Region One - $ 33,600,000, Region Two - $ 50,430,000, Region Three - $ 34,350,000, Region Four - $ 38,085,842 (Refer to the Transportation Solutions Project Tables)
## TIF Bond Funding Recommendations (May 2017)

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<tr>
<th>Pin</th>
<th>Transportation Investment Fund Projects</th>
<th>Current Amount</th>
<th>Est FY18</th>
<th>Est FY19</th>
<th>Est FY20</th>
<th>Est FY21</th>
<th>Est FY22</th>
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### Accelerated Projects

* There are some projects currently in progress, not shown on this sheet, that are included in the total dollar values shown New Project Revisions (Construction Year)
Zero Fatalities
A Goal We Can All Live With

Everyone Buckle Up

ZeroFatalities.com
A UDOT & DPS Program
### Adjustments to Project Scope and Funding

<table>
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<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
<th>PIN</th>
<th>Project Location</th>
<th>Concept/ Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
<th>Currently Funded Amount</th>
<th>Action</th>
<th>Additional Funding</th>
<th>Funding Amount</th>
<th>Year</th>
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<td>UDOT</td>
<td>SR-167</td>
<td>14210</td>
<td>SR-167; I-84 to SR-39 (Trapper's Loop)</td>
<td>Major Rehabilitation Project</td>
<td>STP_FLEX (Surface Transporation Program - (Any Area) Statewide)</td>
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<td>$4,625,000</td>
<td>$0</td>
<td>$11,875,000</td>
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Currently this project is on the Pavement Rehabilitation (Purple Book) program approved for FY 2018. Recently, during the scoping phase of the project, pavement cores showed that there is pavement deterioration that exceeds 4 inches in depth and in many instances the full depth of the pavement (9 inches). This roadway segment was constructed in 1988 (29 years ago) and has only received minor rehabilitation and preservation treatments in that time. This proposed Commission action is to convert this project from the FY 2018 Pavement Rehabilitation Program (Purple Book) to a Major Rehabilitation Project (Blue Book). This will allow the removal of pavement in excess of 5 inches which goes beyond the depth allowed in the Purple Book Process. Along with this, all Blue Book process elements will be addressed with this project.

| Weber          | UDOT    | SR-204, SR-104, SR-79, SR-39 | 15491 | Wall Ave (SR-204); 23rd Str to 33rd Str, 20th Str (SR-104); 1900 West to I-15, 30th Str (SR-79); Washington Blvd to Harrison Blvd, and 31st Street (SR-79); 30th Str to Washington Blvd | Pavement Rehabilitation Project (Purple Book Program) | STP_FLX_ST (STP Flexible (Any Area) Statewide) | $2,500,000 | $7,000,000 | Funding Removed for SR-39 | $4,500,000 | 2017 |

In the last Trans Com meeting Region 1 requested approval to add $4.5 million of additional funding and scope of work due to an emergency pavement project need in the Ogden area on SR-39, into the SR-204, SR-104, SR-79 project. The Region has now determined that with the added scope and funding, they would not be able to get the project advertised soon enough and ensure the more critical areas are addressed promptly. They are requesting to remove the scope and funding included for the SR-39 portion of the project, and will perform that work under a separate contract.
Request for Additional Funding
$11,875,000

Total Project Cost Estimate
$16,500,000

The additional funding comes from the FY 2018 Pavement Program
Weber County – Emergency Pavement Projects on Wall Ave, 20th Street, 30th Street, & 31st Street

Request to remove the scope and funding ($4.5 M) included for the SR-39 portion of the project to perform under a separate contract

Leaving a Project Cost Estimate $2,500,000
Surface Transportation Program (STP)
Congestion Mitigation/ Air Quality (CMAQ)
Transportation Alternative Program (TAP)
Projects Recommended
for the
2018 - 2023 TIP
Regional Council
May 25, 2017
Process for New Projects & The Draft TIP

SEPT / OCT
Letters of Intent

NOV / DEC / JAN
Project Evaluation Concept Reports

FEB / MAR
Project Reviews and Evaluations

APR / MAY
Draft Projects/Draft Programs

JUNE
Draft TIP

JULY
Public Comment

AUG
Review and Approve TIP

SEPT
FHWA and FTA Review / Approve TIP

OCT
TIP / STIP Approved
### Salt Lake/ West Valley Urban Area

#### Funding Levels

- $100,000,000
- $90,000,000
- $80,000,000
- $70,000,000
- $60,000,000
- $50,000,000
- $40,000,000
- $30,000,000
- $20,000,000
- $10,000,000
- $\text{-}$

#### 50 Total Projects' Estimated Cost

- $183,784,182

#### Funding Breakdown

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<th>CMAQ</th>
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<td>$19,383,554</td>
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### Projects Submitted for FY 2019 Transportation Alternatives Program (TAP) Funds

Projects Recommended for Funding are Highlighted with a Dollar Value in the Far Left Column

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<th>Recommended Funding</th>
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<th>City</th>
<th>Agency</th>
<th>Project Area</th>
<th>From Street</th>
<th>To Street</th>
<th>Project Description</th>
<th>Proposed Improvement</th>
<th>Cost</th>
<th>Capital Share</th>
<th>Project Score</th>
<th>Project Priority</th>
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<td>Frontage Rd</td>
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<td>Frontage Road Bike Path Project</td>
<td>Center</td>
<td>Center</td>
<td>The project will install a new segment of bike path along the Frontage Road from Center to 200 S. This area is a main pedestrian route as it connects residential areas with schools, bus stops, community recreation areas, and Center Park.</td>
<td>Capital Improvement</td>
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<td>2</td>
<td>$0</td>
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<td>Layton City</td>
<td>Ogden City Rd Bridge Project</td>
<td>600</td>
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<td>The project will install a bridge to connect the Ogden City Park with the Ogden City Center. The bridge will provide a safe and direct connection between the two areas.</td>
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<td>Orchard Dr Bike Path Project</td>
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<td>The project will install a new segment of bike path along Orchard Dr from 800 S to 3000 S. This area is a main pedestrian route as it connects residential areas with schools, bus stops, and community recreation areas.</td>
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<td>4</td>
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<td>River Parkway Trail</td>
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<td>The project will install a new segment of bike path along the River Parkway Trail from 2000 S to 3500 S. This area is a main pedestrian route as it connects residential areas with schools, bus stops, and community recreation areas.</td>
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<td>$95,000</td>
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<td>The project will install a new segment of bike path along the Utah State University campus. This area is a main pedestrian route as it connects residential areas with schools, bus stops, and community recreation areas.</td>
<td>Capital Improvement</td>
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<td>$2,500</td>
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Resources for Project Selection

The Evaluation Process

• Distribution of Project Scores
• Field Review Comments
• **Provide the TAC’s resources to prioritize projects & make recommendations**
  • Equity of Funding
  • Sponsor’s Project History
• **Recommendations based on Data, Sound Engineering and Professional Considerations**
  • Project Synergy
  • Project Timing Efficiencies
  • Complete Systems
• Professional Considerations
• Project Costs
### Projects Submitted for FY 2022 Surface Transportation Program (STP) Funds

Projects Recommended for Funding are Highlighted with a Dollar Value in the Far Left Column

| Funding Recommended | State | City | Avenue | Project Name | From Street | To Street | Project Type | Peak | Other | Construction Est. | Design Est. | Total | STP 2018 | STP 2019 | STP 2020 | STP 2021 | STP 2022 | Total Budget |
|---------------------|-------|-----|--------|--------------|-------------|-----------|--------------|------|--------|-------------------|------------|-------|-----------|-----------|-----------|-----------|-----------|-----------|-------------|----------|
| Ogden/Layton Urban Area |      |     |        |              |             |           |              |      |        |                   |            |       |           |           |           |           |           |           |             |
| $1,058,800 | 800 North  | 2000 West | 2225 West |                 |             |           |              |      |        |                   |            |       |           |           |           |           |           |           |             |
| $0 | 420 S St. | 6th Street | Reconstructed |                 |             |           |              |      |        |                   |            |       |           |           |           |           |           |           |             |
| $2,321,323 | 1200 West | Widening Project | 4600 North | Madison/Stateville/Farr West Boundary Lane |             |           |              |      |        |                   |            |       |           |           |           |           |           |           |             |
| $0 | Sunset Drive | Old Mill Lane | Western Drive |                 |             |           |              |      |        |                   |            |       |           |           |           |           |           |           |             |
| $846,000 | 3500 South | 4600 West | 4700 West |                 |             |           |              |      |        |                   |            |       |           |           |           |           |           |           |             |
| $0 | 5150 S Ogden Parkway |                 |                 |                 |             |           |              |      |        |                   |            |       |           |           |           |           |           |           |             |
| $0 | 1-15 Layton Parkway to Hill Field Rd. |                 |                 |                 |             |           |              |      |        |                   |            |       |           |           |           |           |           |           |             |

Description:
- This project will widen 800 North between 2225 West and 2825 West, add exclusive lanes, and improve the roadway surface and sidewalks. This project will also include safety improvements by adding shoulders and improved pedestrian and cyclist facilities.
- 420 S St. is a regional north-south corridor. It is located near the intersection of 420 S and 2nd Street. This project will widen 420 S St. between 2nd Street and 6th Street. It will include the addition of a center turn lane at intersections.
- This project will widen 1200 West between 4600 N and 4700 W. It will include the addition of a center turn lane at intersections.
- Sunset Drive is a major access route for the Ogden Business District. It will be used as a secondary frontage road for I-4 and I-15. This project includes safety improvements and includes a traffic signal at the intersection of Sunset Drive and Old Mill Lane.
- 3500 South will be widened between 4600 S and 4700 W. This project includes safety improvements and includes a traffic signal at the intersection of 3500 South and Ogden Parkway.
- The purpose of this project is to improve congestion on I-15 Layton Parkway to Hill Field Road.

Total: $6,206,200
Surface Transportation Program (STP) Funds

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<tr>
<td>Programmed</td>
<td>$12,662,868</td>
<td>$24,992,278</td>
</tr>
</tbody>
</table>

- 6 Projects
- 11 Projects
## Projects Submitted for FY 2023 Congestion Mitigation/ Air Quality (CMAQ) Funds

Projects Recommended for Funding are Highlighted with a Dollar Value in the Far Left Column

<table>
<thead>
<tr>
<th>Recommended Funding</th>
<th>Project Number</th>
<th>City</th>
<th>Agency</th>
<th>Project Name</th>
<th>Short Description</th>
<th>Project Life</th>
<th>Annualized Emissions (kg/yr)</th>
<th>Reduced Daily VMT</th>
<th>Reduced Daily Emissions (kt)</th>
<th>Total Cost</th>
<th>Requested CMAQ $</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ogden/Layton Area</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>--------------</td>
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<td>------------------</td>
<td>-----------------------------</td>
<td>------------------</td>
<td>-----------------</td>
</tr>
<tr>
<td>$127,130</td>
<td>1</td>
<td>Davis &amp; Weber Counties</td>
<td>Utah Transit Authority</td>
<td>OL Vanpool Management</td>
<td>Oversee operation and coordination of 115 vanpools in the Ogden/Layton Urban Area.</td>
<td>1</td>
<td>227.22</td>
<td>1072.21</td>
<td>79.14</td>
<td>$136,362</td>
<td>$127,130</td>
</tr>
<tr>
<td>$0</td>
<td>2</td>
<td>Davis &amp; Weber Counties</td>
<td>Utah Transit Authority</td>
<td>UTA Locomotive Overhaul</td>
<td>Rebuild 2 Front Runner locomotive prime mover engines from Tier 1 to Tier 2+ emission standards.</td>
<td>10</td>
<td>47.05</td>
<td>0.00</td>
<td>15.12</td>
<td>$1,258,000</td>
<td>$1,172,833</td>
</tr>
<tr>
<td>$0</td>
<td>3</td>
<td>Brigham City</td>
<td>UDOT</td>
<td>Forest Street Park and Ride Lot</td>
<td>Park &amp; Ride lot.</td>
<td>20</td>
<td>39.24</td>
<td>74.52</td>
<td>4.03</td>
<td>$1,085,500</td>
<td>$750,000</td>
</tr>
<tr>
<td>$0</td>
<td>4</td>
<td>Davis &amp; Weber Counties</td>
<td>Utah Transit Authority</td>
<td>OL Rideshare Management</td>
<td>Provide individuals with carpool, vanpool, and other commuting matches. Educate communities and others concerning alternative transportation options and promote these options.</td>
<td>1</td>
<td>28.07</td>
<td>35.62</td>
<td>2.31</td>
<td>$32,178</td>
<td>$30,000</td>
</tr>
<tr>
<td>$0</td>
<td>5</td>
<td>Ogden</td>
<td>Ogden City Corporation</td>
<td>Ogden-WSU Bus Rapid Transit (CONSTRUCTION)</td>
<td>Construct BRT related amenities for the Ogden-WSU line including: signals, TSM, shelters, ped &amp; bike facilities, intersection widening, new WSU roadway.</td>
<td>10</td>
<td>9.46</td>
<td>24.84</td>
<td>8.66</td>
<td>$60,000,000</td>
<td>$3,339,685</td>
</tr>
<tr>
<td>$0</td>
<td>6</td>
<td>Ogden</td>
<td>Ogden Green Bike</td>
<td>Ogden Green Bike Expansion</td>
<td>Add 5 stations, 32 bikes to the Green Bike system in Ogden.</td>
<td>10</td>
<td>8.31</td>
<td>2.43</td>
<td>0.79</td>
<td>$401,500</td>
<td>$345,193</td>
</tr>
<tr>
<td>$0</td>
<td>7</td>
<td>Farmington</td>
<td>UDOT TDIC</td>
<td>I-15 NB VMS</td>
<td>VMS installation for NB I-15 in Farmington to provide real-time traveler information in this area, enabling travelers during incidents and inclement weather, route choices, particularly in advance of major interchanges.</td>
<td>10</td>
<td>7.57</td>
<td>67.13</td>
<td>1.36</td>
<td>$703,800</td>
<td>$656,153</td>
</tr>
<tr>
<td>$0</td>
<td>8</td>
<td>Layton, South Weber, Huntsville</td>
<td>Utah Transit Authority</td>
<td>Davis County Ski Route Buses</td>
<td>Purchase 2 buses for seasonal service for skiers from Layton to Snow Basin Resort.</td>
<td>12</td>
<td>2.67</td>
<td>2.01</td>
<td>0.58</td>
<td>$1,020,000</td>
<td>$950,946</td>
</tr>
</tbody>
</table>

4/12/2017
Congestion Mitigation/ Air Quality (CMAQ) Funds

Funding Levels

- Ogden/ Layton
  - Available: $3,000,000
  - Programmed: $3,000,000

- Salt Lake/ West Valley
  - Available: $5,300,000
  - Programmed: $5,315,929

5 Projects

7 Projects
## Projects Submitted for FY 2019 Transportation Alternatives Program (TAP) Funds

Projects Recommended for Funding are Highlighted with a Dollar Value in the Far Left Column

<table>
<thead>
<tr>
<th>Project Number</th>
<th>City</th>
<th>Project Name</th>
<th>Project Location</th>
<th>Length</th>
<th>Description</th>
<th>Cost</th>
<th>Percent Funded</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>Ogden/Layton Urban Area</td>
<td>Frontage Road Sidewalk Project</td>
<td>Greer Ave. to 300 N.</td>
<td>0.16 mi</td>
<td>The project will install segments of sidewalks along the Frontage Road from Greer Ave. to 300 N. This area is a high pedestrian route as it connects residential areas with schools, businesses, community recreation areas, and train stations.</td>
<td>$105,000</td>
<td>50%</td>
</tr>
<tr>
<td>0</td>
<td>Ogden/Layton Urban Area</td>
<td>Ogden City Bike Share Phase II</td>
<td>250 N. to 450 N.</td>
<td>0.3 mi</td>
<td>After investigating ULC’s “Greenlink” and completion of the Ogden Bicycle Master Plan, Ogden believes our City is ready for a bikeshare program. Ogden bikeshare would be an option to reduce the first mile/last mile distance and stimulate economic activity in the CBD area of the City. A bikeshare program will also promote physical activity as well as offering an emission transportation option to visitors and residents.</td>
<td>$175,000</td>
<td>85%</td>
</tr>
<tr>
<td>0</td>
<td>Ogden/Layton Urban Area</td>
<td>Orchard Drive Sidewalk Segment</td>
<td>51 South School Dr. to 530 South School Dr.</td>
<td>0.3 mi</td>
<td>This segment of Orchard Dr. does not have safe pedestrian/bike facilities. To the south, there is a mixed-use development with a future train station. To the north, there is an elementary school and a developing Town Center. This segment of sidewalk on Orchard Dr. is desperately needed to safely connect these areas.</td>
<td>$220,000</td>
<td>90%</td>
</tr>
<tr>
<td>0</td>
<td>Ogden/Layton Urban Area</td>
<td>River Parkways TRAIL</td>
<td>1000 S. to 2000 S.</td>
<td>0.1 mi</td>
<td>The proposed phase of the River Parkways will extend the existing trail system from 1300 S. to 2200 S. A piece of the River Parkways Trail system, funded by ULC, CdC and Water Coups, has been constructed from the River Grive, 1800 S. The proposed project, from 1800 S. to 2200 S., will connect the final phases of the trail to the existing Denver and Rio Grande Western Trail. The final phase will be funded by the ULC, CdC and TRB. The city requests $2.3M in funding and a total of $3.4M, including $1.1M from the state.</td>
<td>$168,000</td>
<td>50%</td>
</tr>
<tr>
<td>0</td>
<td>Ogden/Layton Urban Area</td>
<td>Update Bike Lanes on FrontRunner</td>
<td>900 W. (1200 W. project)</td>
<td>0.1 mi</td>
<td>This request is for new bike lanes on 900 W. for the FrontRunner bike path. The road is a bike path on 900 W. and the FrontRunner train. Current rules have capacity for 9 miles each while the new configuration has capacity for 39. The bike path is not a bike path, it is part of a larger center. If bike trails are not accommodated, they are concerned about the capacity, safety, and culture.</td>
<td>$105,000</td>
<td>50%</td>
</tr>
</tbody>
</table>

4/12/2017
## Transportation Alternatives Program (TAP) Funds

<table>
<thead>
<tr>
<th></th>
<th>Ogden/Layton</th>
<th>Salt Lake/West Valley</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Available</strong></td>
<td>$767,602</td>
<td>$1,048,911</td>
</tr>
<tr>
<td><strong>Programmed</strong></td>
<td>$766,672</td>
<td>$1,048,911</td>
</tr>
</tbody>
</table>

- **4 Projects**: Ogden/Layton
- **6 Projects**: Salt Lake/West Valley
20 - 30 %
This project will widen 3600 West between 2600 North and 1975 North, add shoulders, and reconstruct the existing asphalt street section. This project includes safety improvements by improving access conditions and adding a center turn-lane at intersections for improved mobility.

**Project Cost –** $3,111,400

**Funds Request –** $2,900,758

**Recommended Funding** $2,900,758
Create a safer environment for all users including the construction of curb, gutter, sidewalk, ADA ramps, a bicycle facility, lighting and the relocation of utility poles out of the asphalt, along 900 East from 3900 South to 4500 South. Reconstruction will be included if sufficient funds are allocated.

Project Cost – $4,358,700
Funds Request $4,063,616

Recommended Funding $3,783,866
Layton City, Davis County, Snow Basin, and UTA have established seasonal local bus service from Layton City to ski areas via Trappers Loop. This now uses older ski buses from the SLC area that have met the requirements for retirement. New buses are needed as this service continues.

**Project Cost** – $1,020,000

**Funds Request** – $950,946

**Recommended Funding** – $912,830
Ogden City – Ogden City Bike Share Phase II
Project Type – Capital Improvement
Various Areas throughout the Central Business District

Project Cost – $401,500
Funds Request – $345,193
Recommended Funding $150,000

After investigating SLC "Greenbike" and completion of the Ogden Bicycle Master Plan, Ogden believes our City is ready for a bikeshare program. Ogden bikeshare would be an option to resolve the "first/last mile" transit quandary while bolstering economic activity in the CBD area of the City. A bikeshare program will also promote physical activity all while offering a zero emission transportation option to visitors and residents.
Salt Lake City – Bike Share Program
Project Type – Bicycle

900 West to 1100 East – 600 North to 1100 South

Project Cost – $800,800
Funds Request – $746,586

The bike share program provides an option for commuters to link local destinations with regional transit via bicycle and reduce short car trips in the downtown area. GREENbike works to improve the community’s health and reduce carbon emissions and vehicle miles traveled by providing alternatives to automobile trips. This funding will provide 9 stations, 200+ docks, 10 kiosks, and other infrastructure necessary to maintain and grow a robust bike share system.

Recommended Funding $ 300,000
North Salt Lake – Orchard Drive Sidewalk – South Segment
Project Type – Capital Improvement

183 South (eastside) to 83 South (eastside)

Recommended Funding $271,672

Project Cost – $301,400
Funds Request – $271,672

This segment of Orchard Dr. does not have safe pedestrian/bike facilities. To the south, there is a mixed-use development with a future transit station. To the north, there is an elementary school and a developing Town Center. This segment of sidewalk is desperately needed to safely connect those areas.
Approximately 83% of bus stops in Salt Lake City are unimproved, making them challenging for people with disabilities to access and lacking a bench or shelter for all riders waiting for the bus. This project would include concrete pads, ADA accessibility, and amenities at the busiest and highest need stops. Ridership on 200 South saw an 18% increase in ridership after such improvements.

Salt Lake City – Transit Stop Improvements
Project Type – Capital Improvement
Transit Stops City Wide

Project Cost
$ 200,000
Funds Request
$ 186,000

Recommended Funding $ 186,000