The WC2030 Vision sets ten goals directly tied to and impact economic development opportunities across the region through the four key strategies within the 2016-2023 CEDS:

1. **Link Development with Transportation and Other Infrastructure** - Coordinated transportation, infrastructure, and land-use decisions to enhance household’s access to jobs and educational opportunities and employer’s access to workforce and customers.

2. **Create Fiscally Sustainable Places** - Revenues and expenses are balanced and sustainable for households, communities, and the region.

3. **Provide Amenities** - Maintain quality of life elements that attract skilled labor by encouraging more walkable cities, open space preservation, and improved air and water quality.

4. **Attract and Retain Businesses, and Encourage Innovation** - Support and encourage business retention, job creation, workforce development, and innovation by partnering and information sharing.
Wasatch Choice Vision
2019-2050 Regional Transportation Plan
Local Plans and Ordinances

Economic Development
  Comprehensive Economic Development Strategy

Land Use
  Transportation and Land Use Connection

Transportation
  Regional Transportation Plan
Wasatch Choice Key Strategies

1. Provide Transportation Choices
2. Support Housing Options
3. Preserve Open Space
4. Link Economic Development with Transportation and Housing Decisions
Regional Transportation Plan Requirements

• Comprehensive, multimodal
• Updated every four years
• Planning horizon 20+ years
• Based on Wasatch Choice Vision
• Financially constrained
• Developed with partners
• Air quality conformity
• Amendment process
Wasatch Choice and RTP Process

**Explore 2015-2017**
- Establish Goals
- Develop Scenarios
- Evaluate Scenarios

**Choose 2017-2018**
- Draft & Evaluate Preferred Scenario
- Endorse Vision

**Prioritize 2018-2019**
- Assess Financial Considerations
- Phase Projects
- Present Impacts & Benefits

REGIONAL TRANSPORTATION PLAN
2019 - 2050

Stakeholder Input
RTP Enhancements

• Engagement efforts
• Coordinated with land use and transportation
• Identified new centers and timing
• Real Estate Market Model (REMM)
• Interactive GIS maps
• Performance measures
• Phased bike projects
Phasing: Needs and Financial Constraint

Needs
• Coordinated with land use
• Prioritized using the Wasatch Choice 2050 goals
• Collaboration with partners and local communities

Revenues and Costs
• Existing revenue sources
• Additional revenue sources
• Growth rates
• Estimated project costs

Available Funding

Phase 1
2019-2030

Phase 2
2031-2040

Phase 3
2041-2050

Needed Unfunded Projects
Project Highlights

Roadway
• Needed: 396 projects, 955 miles, $18.4 B
• Constrained: 384 projects, 880 miles, $15.7 B

Transit
• Needed: 111 projects, 838 miles, $12.1 B
• Constrained: 82 projects, 595 miles, $5.3 B

Active Transportation
• 633 projects, 1002 miles, $461 M

Regional Centers and Job Areas
• 275
## Benefits of the RTP

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>2015</th>
<th>No Action to 2050</th>
<th>Wasatch Choice Path to 2050</th>
</tr>
</thead>
<tbody>
<tr>
<td>Destination Access</td>
<td>Today</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**The number of jobs accessible to the average Wasatch Front household.** Better access means a bigger labor pool for businesses and opportunities for employment and interaction with friends and family for residents. Access can be increased through transportation improvements, locating development near high-speed transportation, and locating homes near jobs (and vice versa).
I move that the Wasatch Front Regional Council adopt the final phased and financially constrained 2019-2050 Regional Transportation Plan and approve the Air Quality Conformity Memorandum Number 39 determination.

FHWA/FTA Approval – June 2019
Wasatch Choice 2050 Vision

- WFRC Endorsed Wasatch Choice 2050 Vision - May 2018

- Vision map, website update, tools, resources, progress measures, community outreach – Beginning in August 2019
2019-2050 Utah’s Unified Transportation Plan

- Unified effort by UDOT, UTA, and MPOs – Coordinating all RTPs
- Past efforts in 2007, 2011, and 2015
- Collaborative
  - Timing
  - Financial assumptions
  - Performance measures
  - Safety
  - Active Transportation
- New Unified Plan – October 2019
Wasatch Choice Vision
2019-2050 Regional Transportation Plan
Transportation Improvement Program - Today . . .

5a. Report on Approved Board Modification
   • Trans Com – April 17, 2019

5b. Approve New Board Modification
   • To the 2019-2024 TIP

5c. Approve New Projects
   • To Be Included in the Draft Programs
   • STP, CMAQ, and TAP
   • for the Draft 2020-2025 TIP
5a - Report on 2019-2024 TIP Board Modification #6

Trans Com Meeting
April 17, 2019
### 2019-2024 Transportation Improvement Program (TIP) (Amendment Six)

#### Board Modification

### Additional Funding\ Change in Scope

#### Ogden/ Layton Urban Area

<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>West Haven</td>
<td>River Parkway Trail</td>
<td>12366</td>
<td>River Parkway Trail; D&amp;RGW Rail to 1800 South</td>
<td>New Construction of Bike/ Ped Trail</td>
<td>CMAQ_WFRC (Congestion Mitigation: Air Quality - WFRC)</td>
<td>$136,009</td>
<td>$389,000</td>
<td><strong>Additional Funding</strong></td>
<td>$28,248</td>
<td>2019</td>
</tr>
</tbody>
</table>

This project will complete the section of trail that will connect D&amp;RGW Trail to the Ogden/ Weber River Parkway Trail System. The northern half of the trail has been completed and it is anticipated that this, the southern portion of the trail, will begin construction this summer. Reasons for the additional funding include project design & development, inflation in property values increasing the right of way costs, increase to labor and material cost, challenges in finalizing alignment, and installation of a pedestrian signalized crossing. The additional funds for this request are available from the unprogrammed balance in the CMAQ program.

#### Salt Lake/ West Valley Urban Area

<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>Salt Lake</td>
<td>West Valley City</td>
<td>4100 South</td>
<td>14031</td>
<td>4100 South; Bangtail Highway to 5400 West</td>
<td>Roadway Reconstruction including curb, gutter, sidewalk, storm drain system, water lines, and signals</td>
<td>Local_Govt (Local Government Funds)</td>
<td>$4,230,000</td>
<td>$5,400,000</td>
<td><strong>Additional Funding</strong></td>
<td>2019</td>
<td></td>
</tr>
</tbody>
</table>

This project will fully reconstruct the roadway, the storm drain system, water lines, and signals. Bids were opened on March 19, 2019 and the bid exceeded the estimate by 29%. Additional funds are required due to escalation in construction costs and cost increases on items associated with working in an urban corridor. West Valley City will provide the additional funding.

| Salt Lake | UTA | U of U | 16932 | University of Utah Hospital Stop Expansion Project | Change of Project Scope - Prior - Expand the Bus Parking for End of Line at the Hospital | Proposed - Construct End of Line Bus Parking at Student Union Building | STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake - WFRC) | $309,400 | **Change in Scope** | $372,561 | 2019 |

This project was originally programmed to expand the bus parking facilities at the University of Utah Medical Center for the end of line bus layovers. However, the Medical Center is proposing to cease bus layovers and reduce parking at the Hospital Loop location. This proposed project scope change will not change funding amounts but will now construct the improvements near the Student Union Building on the U of U campus. The improvements will provide the following: space for 7 buses to layover at one time, - twenty-four hour restroom access for the bus operators - seven days a week, - space for UTA standard hub signage and amenities such as shelters and benches, - ADA accessible sidewalks and bus stop drop-off/ pick-up areas, etc.

The University is supporting the project with matching funds.
5b - 2019-2024 TIP
Board Modification

Regional Council Meeting
May 23, 2019
# 2019-2024 Transportation Improvement Program (TIP) (Amendment Seven)

## Board Modification

### Salt Lake/ West Valley Urban Area

<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>Salt Lake</td>
<td>UDOT</td>
<td>I-80</td>
<td>14344</td>
<td>I-80, State Street to 1300 East</td>
<td>Remove and Replace Transition Joints at Several Structures</td>
<td>STP_FLEX_ST (Surface Transportation Program - Flexible (Any Area) Statewide)</td>
<td>$1,649,000</td>
<td>$1,649,000</td>
<td></td>
<td></td>
<td>2019</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>NHPP_BR (National Highway Performance Program - Bridge Only)</td>
<td>$878,112</td>
<td>$878,112</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>STP_BRIDGE (Surface Transportation Program - Bridge Funds for State Projects)</td>
<td>$0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>ST_BRIDGE (State Construction - Bridge Program)</td>
<td>Additional Funding $650,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The project scope is to remove and replace transition joints at several structures along the I-80 corridor between State Street and 1300 East. This section of I-80 has high volumes of traffic with limited options for traffic control. To limit the impacts to the traveling public rapid set concrete along with hydro demolition of the bridge approach slabs was allowed. Bids for these two items along with traffic control and maintenance of traffic have come in much higher than anticipated. This is the second time advertising this project with both bids coming in over 110% of the Engineer’s Estimate. In order to award the project we request an additional $650,000 be added. The additional funds for this request are available from the unprogrammed balance of Region Two’s Transportation Solutions Program.

### Ogden/ Layton Urban Area

<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>Box Elder</td>
<td>UDOT</td>
<td>I-15</td>
<td>16663</td>
<td>I-15; I-15/ SR-13 Interchange SB On-Ramp Widening</td>
<td>Widen the Southbound On-Ramps</td>
<td>STP_FLEX_ST (Surface Transportation Program - Flexible (Any Area) Statewide)</td>
<td>$6,600,000</td>
<td>$5,000,000</td>
<td>Additional Funding $1,250,000</td>
<td></td>
<td>2019</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>HSIP (Highway Safety Improvement Program)</td>
<td>$350,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The southbound on-ramp at the Corinne Interchange has a very short acceleration and merge distance. The project scope is to widen the bridge over SR-13 to the west and lengthen the acceleration ramp down the grade to allow vehicles (especially large trucks) sufficient width and length to accelerate before merging into the travel lane on I-15. This area currently has a high percentage of trucks and the growth is projected to continue as industry develops in this area. The cost to widen the I-15 structure to provide the standard acceleration width and lane was higher than previously scoped in the concept phase. The additional funds for this request are available from the unprogrammed balance of Region One’s Transportation Solutions Program.

### Weber

<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>UDOT</td>
<td>SR-97</td>
<td>16668</td>
<td>5500 South (SR-97); Intersection Improvements at 5100 West</td>
<td>Widening and Intersection Improvements</td>
<td>ST_TRANS_SOL (State Transportation Solutions)</td>
<td>$2,500,000</td>
<td>$1,000,000</td>
<td>Additional Funding $1,500,000</td>
<td></td>
<td>2019</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>ST_PVMT (State Construction - Pavement Preservation)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The initial intersection improvement was originally scoped to only replace the canal structure, providing adequate roadway clearance and width. During the later planning phase the traffic numbers supported a warrant for left and right hand turn pockets at the intersection. This request is to widen 5500 South (SR-97) to include the construction of turn pockets at this intersection. The additional funds for this request are available from the unprogrammed balance of Region One’s Transportation Solutions Program.
Salt Lake – I-80; State Street to 1300 East,
Repair Bridge Joints

**Project will repair bridge joints along a heavily traveled commuter section of I-80**

**Additional Funding from Un-programmed Transportation Solutions Program (TSP Funds)**

**Additional Funding**

$650,000

**Total Project Cost Estimate** $3,449,112
Box Elder – I-15 / SR-13 Interchange
Widen Southbound On-ramps

Additional Funding from Un-programmed Transportation Solutions Program (TSP Funds)

Project will widen the bridge over SR-13 and lengthen and widen the ramp to provide acceleration and additional room for merging

Additional Funding $1,250,000
Total Project Cost Estimate $6,600,000
Weber – 5500 South (SR-97) & 5100 West Widening and Intersection Improvements

Additional Funding from Un-programmed Transportation Solutions Program (TSP Funds)

Additional Funding $1,500,000
Total Project Cost Estimate $2,500,000

Project will widen the intersection to provide adequate room for left & right turn lanes and replace canal structure
## Funding Adjustment

### 2019-2024 Transportation Improvement Program (TIP) (Amendment Seven)

### Board Modification

#### Salt Lake/ West Valley Urban Area

<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>Salt Lake</td>
<td>Millcreek</td>
<td>3900 South</td>
<td>16930</td>
<td>3900 South; 2300 East to Wasatch Blvd</td>
<td>Reconstruct and widen to include center turn lane, curb, gutter, sidewalk, and shoulders</td>
<td>STP, URB SL, (Surface Transportation Program - Urban Area Salt Lake (WFRC))</td>
<td>$8,652,500</td>
<td>$4,000,000</td>
<td>Advance Funding from Concept Development to Federal Fiscal Year 2020</td>
<td>2020</td>
<td></td>
</tr>
</tbody>
</table>

This project will create a safer environment for all users including the construction of curb, gutter, sidewalk, ADA ramps, enhanced bus stops, eliminate open ditch and pipe irrigation, improve storm drainage, a bicycle facility, lighting; and relocate utility poles out of asphalt, along 3900 South from 2300 East to Wasatch Blvd. The request to advance the Urban STP funds will enable this project to advertise this winter.

#### New Programs and Program Reset

##### Statewide Programs

<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>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>$144,800,000</td>
<td>$0</td>
<td>New Funding</td>
<td>$144,800,000</td>
<td>2020</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 new 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 Funds - (TIF) - Reset

<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>Various</td>
<td>UDOT</td>
<td>Various</td>
<td>Various</td>
<td>Various Locations</td>
<td>New Construction/ Capacity Improvements</td>
<td>Transportation Investment Program</td>
<td>$1,493,814,935</td>
<td>$1,044,564,935</td>
<td>Fund Reset Amount</td>
<td>$451,250,000</td>
<td>2019-2024</td>
</tr>
</tbody>
</table>

During the March 2019 Transportation Commission Staff Update meeting, the Transportation Investment Funds Program and associated projects were discussed. Due to the size and types of projects in this program, often times there are project savings as well as increased project costs. The discussion presented several millions in project cost savings and several projects in need of additional funds. The intent is to reset the TIF program, moving the cost savings to those projects and to program the remaining FY2024 unprogrammed funds onto the projects that are in need of additional funds and to program two new studies for future priority projects. During April 2019, the list of TIF Projects was approved by the Transportation Commission to include in the 2019-2024 Statewide Transportation Improvement Program (STIP). (For specific project please refer to the TIF-Reset Table)
Salt Lake – 3900 South; 2300 East to Wasatch Blvd
Reconstruct with Minor Widening

The ability to advance the project funding is due to available funds from project cost savings in the SL / WV Urban Area STP program

Project will reconstruct and widen facility to include center turn lane, curb, gutter, sidewalk, and shoulders for bikes, etc.

No additional funding
STP - $4,000,000
SL Co - $4,409,536

Total Project Cost
Estimate $ 8,652,500
**Program Distribution of State Funds**

(as of April 18, 2019)

<table>
<thead>
<tr>
<th>Line Plan Fund (ePM)</th>
<th>Fiscal Year 2020</th>
<th>$Millions</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Transportation Solutions</td>
<td>ST_TRANS_SOL 20.85</td>
<td></td>
</tr>
<tr>
<td>2 Operations &amp; Safety Programs</td>
<td>ST_SIGNALS_M&amp;O 109.48</td>
<td>5.60</td>
</tr>
<tr>
<td>3</td>
<td>ST_ATMS 5954</td>
<td>3.00</td>
</tr>
<tr>
<td>4</td>
<td>ST_ATMS_AM 15046 ATMS Asset Management (Life Cycle Replacement &amp; Maint.)</td>
<td>4.70</td>
</tr>
<tr>
<td>5</td>
<td>17583 Connected Autonomous Vehicle Ops</td>
<td>1.00</td>
</tr>
<tr>
<td>6</td>
<td>ST_T&amp;S 14862</td>
<td>4.05</td>
</tr>
<tr>
<td>7</td>
<td>ST_SIGNALS 5952</td>
<td>9.00</td>
</tr>
<tr>
<td>Subtotals</td>
<td></td>
<td><strong>27.35</strong></td>
</tr>
<tr>
<td>8 System Preservation Programs</td>
<td>ST_PVMT Low Volume Roads - (Preservation, Rehabilitation &amp; Support)</td>
<td><strong>42.00</strong></td>
</tr>
<tr>
<td>9</td>
<td>ST_BRIDGE</td>
<td><strong>15.00</strong></td>
</tr>
<tr>
<td>Subtotals</td>
<td></td>
<td><strong>57.00</strong></td>
</tr>
<tr>
<td>10 Region Contingency</td>
<td>ST_CONT_R1 5599</td>
<td><strong>1.50</strong></td>
</tr>
<tr>
<td>11</td>
<td>ST_CONT_R2 5589</td>
<td><strong>1.50</strong></td>
</tr>
<tr>
<td>12</td>
<td>ST_CONT_R3 5597</td>
<td><strong>1.50</strong></td>
</tr>
<tr>
<td>13</td>
<td>ST_CONT_R4 5591</td>
<td><strong>1.50</strong></td>
</tr>
<tr>
<td>Subtotals</td>
<td></td>
<td><strong>6.00</strong></td>
</tr>
<tr>
<td>14 Other Programs</td>
<td>ST_CONT_PG 6062</td>
<td><strong>0.50</strong></td>
</tr>
<tr>
<td>15</td>
<td>ST_HWY_TRNSF 6672</td>
<td><strong>0.30</strong></td>
</tr>
<tr>
<td>16</td>
<td>ST_PR 8922</td>
<td><strong>0.80</strong></td>
</tr>
<tr>
<td>17</td>
<td>ST_PK_ACCESS</td>
<td><strong>0.50</strong></td>
</tr>
<tr>
<td>Subtotals</td>
<td></td>
<td><strong>2.10</strong></td>
</tr>
<tr>
<td>18 Region Concept Devel. &amp; OSR</td>
<td>ST_CONCPT_D1 8752</td>
<td><strong>0.15</strong></td>
</tr>
<tr>
<td>19</td>
<td>ST_CONCPT_D2 8754</td>
<td><strong>0.15</strong></td>
</tr>
<tr>
<td>20</td>
<td>ST_CONCPT_D3 8756</td>
<td><strong>0.15</strong></td>
</tr>
<tr>
<td>21</td>
<td>ST_CONCPT_D4 8758</td>
<td><strong>0.15</strong></td>
</tr>
<tr>
<td>Subtotals</td>
<td></td>
<td><strong>0.60</strong></td>
</tr>
<tr>
<td>22 State Match, Comptroller Reserve &amp; Other</td>
<td>State Match for the Federal Program</td>
<td><strong>25.00</strong></td>
</tr>
<tr>
<td>23</td>
<td>Comptroller's Reserve</td>
<td><strong>0.00</strong></td>
</tr>
<tr>
<td>24 Estimated State Transportation Funds (Net of Apportionment)</td>
<td></td>
<td><strong>144.80</strong></td>
</tr>
</tbody>
</table>

*State funds available July 1, 2019*

**State Funded Programs for 2020**

$144,800,000

Program includes funding levels for Operation & Safety, System Preservation, Region Contingency, and Other Programs.

Funding levels for the State Funded Programs – Amended into existing TIP each year in May prior to the new State Fiscal Year – Begins July 1
This statewide study will review existing plans and future needs for I-15 from border to border.

- Capacity,
- Operations and Maintenance needs
- Create an implementation plan,
- Including projected costs and timeframes.

Project to widen the existing 5600 West corridor (SR-201 to I-80) from two to five lanes,
• improve intersections,
• build a new bridge over the Union Pacific Railroad (UPRR) tracks and
• convert the I-80 interchange to a diverging diamond interchange (DDI).

The additional funding request for this project is needed to meet current cost estimates.

Project will construct a 500 foot bridge over the Jordan River that will span the UPRR and UTArail lines.
• The bridge will be built wide enough for a 7-lane configuration and striped to meet the current 5 lane layout of Porter Rockwell.

Project increase is due to updated estimates from the original concept estimate and address funding shortfalls on roadway segments 4 & 5.

These additional funds are -
• to meet the needs outlined in the 2040 environmental document and
• to respond to feedback received from the communities, that were not included in the original cost estimate.

These changes items include:
• 6 lanes with shifts at intersections
• 85% new drainage system
• Add 5 miles of noise walls
• Provide a frontage road along the entire route
• Construct a new bridge at Nicholls Road
• Construct a trail crossing and extension in South Weber
Agenda Item – 5c

Surface Transportation Program (STP)
Congestion Mitigation/ Air Quality (CMAQ)
Transportation Alternative Program (TAP)
Projects Recommended

for the
2020 - 2025 TIP

Regional Council

May 23, 2019
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

46 - Total Projects' Estimated Cost $ 308,656,703

<table>
<thead>
<tr>
<th></th>
<th>STP</th>
<th>CMAQ</th>
<th>TAP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Req</td>
<td>$131,105,187</td>
<td>$20,371,768</td>
<td>$4,470,209</td>
</tr>
<tr>
<td>Avl</td>
<td>$24,600,000</td>
<td>$4,241,976</td>
<td>$1,260,376</td>
</tr>
</tbody>
</table>
The Evaluation Process

- Letters of intent, concept reports, field reviews:
  All provide data for project evaluation and scoring
- Other relevant professional considerations...
- Provide information and recommendations to the Technical Advisory Committees (TACs) to prioritize projects
- TACs recommend projects to Trans Com
- Trans Com review & recommend projects to WFRC
Resources for Project Selection

• Distribution of Project Scores, such as:
  – Congestion
  – Access
  – Pavement condition
  – Safety
  – Emissions / Air quality

• Other relevant professional considerations, such as:
  – Field Review Comments
  – Equity of Funding
  – Sponsor’s Project History
  – Project Synergy
  – Project Timing Efficiencies
  – Complete Systems
  – Project Costs
<table>
<thead>
<tr>
<th>Recommended Total</th>
<th>Cost</th>
<th>Region</th>
<th>County</th>
<th>City</th>
<th>Agency</th>
<th>Project Name</th>
<th>From Street</th>
<th>To Street</th>
<th>Project Improvement</th>
<th>Project Objective</th>
<th>Length</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>$ 3,000,000</td>
<td>3,000,000</td>
<td>King</td>
<td>King Co.</td>
<td>City of Seattle</td>
<td>King County Parks &amp; Recreation</td>
<td>First Creek Trail and hike-bike trail</td>
<td>100th Ave NE to NE 165th St</td>
<td>NE 165th St to 124th Ave NE</td>
<td>Painted bike lane</td>
<td>Increase capacity and safety for cyclists</td>
<td>3 mi</td>
<td>There is no continuous pedestrian/bicycle route on Southeast 10th Street, and the existing traffic signal is located on the south side of the road. This signal prevents safe crossing across Southeast 10th Street.</td>
</tr>
<tr>
<td>$ 2,000,000</td>
<td>2,000,000</td>
<td>King</td>
<td>King Co.</td>
<td>City of Seattle</td>
<td>King County Parks &amp; Recreation</td>
<td>30th Ave NE Sidewalk</td>
<td>NE 165th St to NE 160th St</td>
<td>NE 165th St to NE 160th St</td>
<td>Sidewalk extension</td>
<td>Improve safety for pedestrians</td>
<td>0.5 mi</td>
<td>There is a dangerous section of sidewalk that was constructed on a steep embankment. The sidewalk will be cut back and a retaining wall will be installed.</td>
</tr>
<tr>
<td>$ 2,000,000</td>
<td>2,000,000</td>
<td>King</td>
<td>King Co.</td>
<td>City of Seattle</td>
<td>King County Parks &amp; Recreation</td>
<td>30th Ave NE Sidewalk</td>
<td>NE 165th St to NE 160th St</td>
<td>NE 165th St to NE 160th St</td>
<td>Sidewalk extension</td>
<td>Improve safety for pedestrians</td>
<td>0.5 mi</td>
<td>During the KACDO 30th Street Trail to Washington Improvement Project, this intersection was removed to the tented signal corridor. The widening of the sidewalk, improved pedestrian access, and realignment of the intersection could be developed. Current analysis of the intersection shows it passing norms for safety and construction, costs it is necessary to pass the 4-hour wait time.</td>
</tr>
<tr>
<td>$ 2,000,000</td>
<td>2,000,000</td>
<td>King</td>
<td>King Co.</td>
<td>City of Seattle</td>
<td>King County Parks &amp; Recreation</td>
<td>East Park Lane Road &amp; Completion R202 Expansion</td>
<td>NE 165th St to NE 160th St</td>
<td>NE 165th St to NE 160th St</td>
<td>Sidewalk extension</td>
<td>Improve safety for pedestrians</td>
<td>0.5 mi</td>
<td>The north side of SR 105 is fully improved from Mano Dr to Logan Dr except for a 300-yard segment which requires a portion of sidewalk and street improvements, and additional R202 at 303 East Park Lane. The project will purchase R202 on the north side to make the improvements with already approved funds.</td>
</tr>
<tr>
<td>$ 2,000,000</td>
<td>2,000,000</td>
<td>King</td>
<td>King Co.</td>
<td>City of Seattle</td>
<td>King County Parks &amp; Recreation</td>
<td>Northeast Park &amp; Recreation</td>
<td>NE 165th St to NE 160th St</td>
<td>NE 165th St to NE 160th St</td>
<td>Sidewalk extension</td>
<td>Improve safety for pedestrians</td>
<td>0.5 mi</td>
<td>The project consists of constructing sidewalk along the east side of 30th Street between 120th and 124th Avenue NE. This portion of the city is consistent with the Complete Streets Plan and the Washington Improvement Project. The capital improvement plan provides the funding for the project.</td>
</tr>
</tbody>
</table>
Surface Transportation Program (STP) Funds

- Ogden/Layton: $14,071,506
- Salt Lake/West Valley: $24,528,238

- 6 Projects
- 10 Projects
<table>
<thead>
<tr>
<th>Agency</th>
<th>Name of Project</th>
<th>Project Improvement</th>
<th>Funding Amount Recommended</th>
</tr>
</thead>
<tbody>
<tr>
<td>Farmington City</td>
<td>SR - 106 (Main Street) - West Side Improvements</td>
<td>Roadway &amp; Pedestrian Improvements</td>
<td>$ 2,053,670</td>
</tr>
<tr>
<td>Utah Transit Authority</td>
<td>Ogden - WSU BRT Construction</td>
<td>New Construction</td>
<td>$ 1,500,000</td>
</tr>
<tr>
<td>Syracuse City</td>
<td>500 West Street Phase 2</td>
<td>Roadway &amp; Pedestrian Improvements</td>
<td>$ 3,720,623</td>
</tr>
<tr>
<td>Washington Terrace City</td>
<td>300 West Reconstruction</td>
<td>Reconstruction</td>
<td>$ 2,702,831</td>
</tr>
<tr>
<td>Woods Cross City</td>
<td>800 West 1500 South Signal Project</td>
<td>Intersection Improvements &amp; Signal Installation</td>
<td>$ 984,975</td>
</tr>
<tr>
<td>Harrisville City</td>
<td>West Harrisville Road Widening Project</td>
<td>Roadway &amp; Pedestrian Improvements</td>
<td>$ 3,109,407</td>
</tr>
<tr>
<td>Agency</td>
<td>Name of Project</td>
<td>Project Improvement</td>
<td>Funding Amount Recommended</td>
</tr>
<tr>
<td>------------------------------</td>
<td>------------------------------------------------</td>
<td>--------------------------------------------</td>
<td>-----------------------------</td>
</tr>
<tr>
<td>Kearns Metro/West Valley City</td>
<td>4700 South Reconstruction and Widening</td>
<td>Roadway &amp; Pedestrian Improvements</td>
<td>$2,300,000</td>
</tr>
<tr>
<td>West Jordan</td>
<td>1300 West: 6600 South - 9400 South</td>
<td>Roadway &amp; Pedestrian Improvements</td>
<td>$4,800,000</td>
</tr>
<tr>
<td>West Valley City</td>
<td>Parkway Blvd (2700 S) Widening</td>
<td>Roadway &amp; Pedestrian Improvements</td>
<td>$5,300,000</td>
</tr>
<tr>
<td>Draper City</td>
<td>Lone Peak Parkway Widening &amp; Realignment</td>
<td>Roadway &amp; Pedestrian Improvements</td>
<td>$3,980,000</td>
</tr>
<tr>
<td>City of South Jordan</td>
<td>Bacchus Highway</td>
<td>Roadway Capacity and Safety Improvements</td>
<td>$2,145,502</td>
</tr>
<tr>
<td>South Salt Lake/UDOT Region 2</td>
<td>3300 South and 900 West</td>
<td>Pedestrian and Signal Improvement</td>
<td>$783,132</td>
</tr>
<tr>
<td>Murray City</td>
<td>Winchester and 700 West</td>
<td>Intersection and Pedestrian Improvements</td>
<td>$2,567,461</td>
</tr>
<tr>
<td>Taylorsville/UDOT Region 2</td>
<td>5400 South and 1900 West Intersection</td>
<td>Intersections &amp; Signals</td>
<td>$364,995</td>
</tr>
<tr>
<td>Midvale/UDOT Region 2</td>
<td>7200 South and 300 West Intersection</td>
<td>Intersections &amp; Signals</td>
<td>$287,148</td>
</tr>
<tr>
<td>Taylorsville</td>
<td>Midvalley Connector BRT</td>
<td>New Construction</td>
<td>$2,000,000</td>
</tr>
</tbody>
</table>
The purpose of this project is to build additional capacity to meet current and future traffic demand on Parkway Blvd.
UTA – Ogden-WSU Bus Rapid Transit (Construction)  
Project Type - Transit  
Ogden Intermodal Hub (23rd/Wall) to Mckay Dee Hospital (48th/Harrison) – (5.3 miles)

This request is for the construction of the Ogden/WSU Bus Rapid Transit Project. UTA is seeking an FTA Small Starts grant to fund just over 60% of the total project cost of $79 Million, with the remainder of the costs coming from this request along with programmed local and state funding.

**Project Cost – $ 79,000,000**  
**Funds Request – $ 1,500,000**  

Recommended Funding $ 1,500,000
<table>
<thead>
<tr>
<th>Agency</th>
<th>Name of Project</th>
<th>Short Description</th>
<th>Funding Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Ogden\ Layton Urban Area</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Centerville City</td>
<td>Marketplace Dr. &amp; Parrish Lane</td>
<td>Intersection &amp; Pedestrian Improvements</td>
<td>$1,400,000</td>
</tr>
<tr>
<td>Roy City</td>
<td>6000 South &amp; 3100 West</td>
<td>Intersection &amp; Pedestrian Improvements</td>
<td>$673,470</td>
</tr>
<tr>
<td>Clinton City</td>
<td>1500 West &amp; 1300 North</td>
<td>Intersection &amp; Pedestrian Improvements</td>
<td>$850,000</td>
</tr>
<tr>
<td><strong>Salt Lake\ West Valley Urban Area</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Salt Lake City</td>
<td>GreenBike</td>
<td>Green Bike Expansion</td>
<td>$200,000</td>
</tr>
<tr>
<td>Utah Transit Authority (UTA)</td>
<td>Salt Lake City - West Intermodal</td>
<td>Construct intermodal hub near Redwood / North Temple.</td>
<td>$1,400,000</td>
</tr>
<tr>
<td>Sandy City</td>
<td>9400 South &amp; 700 East</td>
<td>Intersection &amp; Pedestrian Improvements</td>
<td>$2,600,000</td>
</tr>
</tbody>
</table>
The Parrish Lane - Market Place Intersection is extremely congested. This project is an essential project for Centerville City and UDOT Region 1 in order to reduce congestion along Parrish Lane. This project will be built to the 2040 traffic model prepared by UDOT Region 1 traffic engineers and is in coordination with the UDOT Region 1 plans to improve the Parrish Lane - I-15 Interchange.

**Project Cost** – $1,757,800

**Funds Request** – $1,638,797

**Recommended Funding** – $1,400,000
Salt Lake City – Bike Share Program  
Project Type – Bicycle

Salt Lake City Proper – (6 sq miles)

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, and is the most successful small (less than 50 stations) bike share program in the country. In 2016, GREENbike users removed nearly 741,000 lbs of CO2 by biking instead of driving.

Project Cost – $643,570
Funds Request – $600,000

Recommended Funding $200,000
<table>
<thead>
<tr>
<th>Agency</th>
<th>Project Name</th>
<th>Project Improvement</th>
<th>Funding Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of North Salt Lake</td>
<td>Redwood Road west side path connections</td>
<td>Construct Missing Sidewalk</td>
<td>$ 182,600</td>
</tr>
<tr>
<td>Ogden City</td>
<td>20th @ Lincoln Traffic Signal</td>
<td>Intersection, Bike &amp; Ped Improvements</td>
<td>$ 239,000</td>
</tr>
<tr>
<td>Roy City</td>
<td>3100 West Sidewalk</td>
<td>Safe Routes to School - Construct Missing Sidewalk</td>
<td>$ 271,530</td>
</tr>
<tr>
<td>Magna Metro Township</td>
<td>2820 South Sidewalk</td>
<td>Safe Routes to School - Construct Missing Sidewalk</td>
<td>$ 185,528</td>
</tr>
<tr>
<td>Magna Metro Township</td>
<td>Utah &amp; Salt Lake Canal Trail, Phase 5</td>
<td>New Trail Construction</td>
<td>$ 90,000</td>
</tr>
<tr>
<td>West Valley City</td>
<td>Cross Towne Trail</td>
<td>New Trail Construction</td>
<td>$ 451,458</td>
</tr>
<tr>
<td>Millcreek</td>
<td>4500 South (SR-266): 1500 East to 1630 East</td>
<td>Construct Missing Sidewalk</td>
<td>$ 333,390</td>
</tr>
<tr>
<td>Salt Lake City</td>
<td>SLC Bike Share (GREENbike) Expansion</td>
<td>Green Bike Expansion</td>
<td>$ 200,000</td>
</tr>
</tbody>
</table>
Millcreek – 4500 South (SR-266) – Construct Sidewalk

Project Type – Capital Improvement

Construct sidewalk, curb and gutter on the south side of 4500 South between 1500 East and 1630 East. There is little to no shoulder and pedestrians are often seen close to the travel lane.

Project Cost – $357,600
Funds Request – $333,390

Recommended Funding $333,390
This project will develop a 10-foot wide asphalt paved pedestrian/bicycle path along and within the Utah and Salt Lake Canal corridor right-of-way. The project is intended to extend the trail northwest to the Elk Run Subdivision in the Magna Metro Township. Users of the trail will be able to access their neighborhoods, schools, parks, and local retail centers, as well as the recently completed Mountain View Corridor trail system.
26
18-21%
$8.5M - $9.9M
Fiscal Year 2020 Goals

1. Collaboratively advance the Wasatch Choice 2050 Vision as a regional framework for integrating transportation, land use, and economic development, to best address growth-related opportunities and challenges
   a. Engage, inform and facilitate collaboration among local governments, transportation agencies, and other public and private sector stakeholders.
   b. Support community-level planning with technical and financial resources, utilizing the Transportation and Land Use Connection Program (TLC) and other resources.
   c. Communicate the needs and benefits of investment in Utah’s multi-modal transportation system.
   d. Support the housing affordability work of local communities with high-quality data and analysis as they align their general plans with regional/statewide transportation plans and population/employment projections, per SB34 (passed 2019).
   e. Work with UDOT, UTA and other stakeholders to update transportation policies and project prioritization processes, per SB136 (passed 2018).

2. Develop and implement plans and programs
   a. Finalize the 2019-2050 Utah’s Unified Transportation Plan, in collaboration with transportation partners (adopt fall 2019).
   b. Initiate development of the 2023-2050 Regional Transportation Plan (RTP), including enhanced consideration of planning/environmental linkages, multi-modal project prioritization, technological innovations (e.g. connected, autonomous, shared and electric mobility options), and use of “access to opportunities” as a measure for planning and programming.
   c. Develop the 2021-2026 Transportation Improvement Program (TIP), compiling prioritized road, transit, and active transportation projects (adopt summer 2020).
   d. Provide funding and technical support to communities through programs including: Surface Transportation Program (STP), Congestion Mitigation and Air Quality Program (CMAQ), and Transportation Alternatives Program (TAP) (approve awards spring/summer 2020).
   e. Implement the regional 2018-2023 Comprehensive Economic Development Strategy (CEDS), linking economic development with transportation and land use planning, working through the Wasatch Front Economic Development District (WFEDD).
   f. Refine the performance-based approach for WFRC plans and programs, with a focus on finalizing a system to monitor and share progress towards the adopted Wasatch Choice 2050 goals.
   g. Develop the 2020-2025 Community Development Block Grant (CDBG) Consolidated Plan for the small cities CDBG program, identifying local community housing and community development needs tied to local and regional goals and objectives.
3. Provide subject-matter expertise to federal, state, and local officials and policymakers
   a. Work with national associations and Utah partners to advance reauthorization of federal transportation funding and policies, focusing on funding stability with continued strong local and regional voice.
   b. Evaluate transportation funding and financing strategies at the state and local level, including local option transportation sales tax implementation, value capture, and tax reform.
   c. Enhance forecasting and modeling of travel behavior and land use markets, including improvements to forecasting bicycling use.
   d. Participate in transportation and growth-related projects and activities including but not limited to Point of the Mountain, Southwest Salt Lake County Vision, Central Wasatch Commission, Box Elder/Cache/Weber Transit Analysis, Ogden BRT/TOD, Davis-SL Connector BRT/TOD, Northwest Quadrant/Inland Port, Mid-Valley Active Transportation Plan, Commission on Housing Affordability, Housing Gap Coalition, UVision, I-15 statewide analysis, Census 2020, regional parking analysis, and other regional and local efforts.
   e. Improve air quality by assisting communities and partners in their efforts to reduce mobile source emissions through technological changes, transportation choices, and development patterns.

4. Strive for organizational excellence
   a. Ensure accountability and transparency to WFRC members in policy making and prudent, efficient use of resources. Maintain budget stability.
   b. Create a work environment that maximizes the health, happiness, and productivity of an excellent staff. Provide meaningful, constructive feedback to employees through performance evaluations. Encourage priority professional development opportunities.
   c. Ensure compliance with applicable laws, regulations, and best practices.
May is Bike Month

Bike Month Bingo

- Looped my ride in the National Bike Challenge
- Biked in the rain
- Biked somewhere I’d never ridden before
- Added some air to my tires

- Biked at least 10 miles in one day
- Encouraged a friend to start riding
- Rode to school or work
- Rode to the grocery store

- Joined a group ride
- Participated in a special Bike Month event!
- Rode to a date
- Rode with kids

- Rode on a rail-trail
- Rode on a velodrome
- Rode farther than I ever have before
- Changed a bike tire

- Visited bikem墩.org
- Tweeted about biking
- Labeled my chain
- Visited my local bike shop

- I’m a member of the League