New Elected Officials

Congratulations! Welcome (and welcome back) to Mayors and City Council Members

Mayor S. Neal Berube, North Ogden City
Mayor Dirk Burton, West Jordan City
Mayor Kelly Bush, Kearns Township
Mayor Mike Caldwell, Ogden City
Mayor Gordon Cutler, Uintah City
Mayor Dale Fowers, Hooper City
Mayor Thomas Karjola, Stockton Town
Mayor Dan Knopp, Brighton Town
Mayor Erin Mendenhall, Salt Lake City
Mayor Dan Peay, Magna Township
Mayor Joy Petro, Layton City
Mayor Jeff Silvestrini, Millcreek City
2020 Legislative Session

Key Legislative Items

1. Eliminate UTA Transit Oriented Development (TOD) cap
2. Enhanced land use and housing coordination by UTA at new TOD sites
3. Funding for transit expansion
4. Potential bond bill for road and transit projects
5. Potential enhancements to Transportation Reinvestment Zones (TRZ)
6. Ongoing funding for Technical Planning Assistance
7. Promote affordable housing at TOD sites (SB39)
2020 Legislative Session

Key Legislative Items are Consistent with ...

- Governor Herbert’s Budget Recommendation
  - transportation and land use planning
  - Utah’s Unified Transportation Plan
  - $34M in ongoing funding for transit

- Salt Lake Chamber’s Transportation Legislative Priorities
  - multi-modal transportation network
  - technical assistance to local governments for growth planning

- Kem C. Gardner Policy Institute’s The Utah Roadmap - Positive Solutions on Climate and Air Quality
  - accelerate quality growth objectives like those found in Wasatch Choice 2050
What to Expect from WFRC During the Session

1. Weekly emails on transportation and/or related legislation and other governmental affairs updates

2. Weekly meetings with our members and key partners to discuss and prioritize relevant legislation
   - First meeting will be February 6th at 8:00 am and continue every Thursday at 8am at Utah State Capitol, Senate Building, Aspen Room

3. A Bill Tracker with relevant information for transportation, economic development, air quality, and land use related bills
2020 Legislative Session

Key Legislative Items – Representative Mike Schultz

1. Tax Reform
2. Transit Funding
FrontRunner Development Strategy

Building On the Assets We Have

January 2020
FrontRunner has become a vital part of the Wasatch Front’s transportation system.

As the region continues to grow FrontRunner will become increasingly important to meet the travel demand in the I-15 corridor.

Improvements are needed to the system to support this growth.
FrontRunner Boardings

- More than 31 million riders transported
- Over 10 million total miles traveled
- Special events (athletic events, LDS conference, FanX, airshow, concerts, festivals)
FrontRunner Investment Strategy
2020-2030
Incremental Approach to Improving Travel Along the Corridor

- The Future of FrontRunner 2020-2030 provides an overall vision and direction for the commuter rail corridor.

- Smaller incremental improvements could have big benefits that can support the development of the larger vision for the corridor.

- Proposed improvement include: Added strategic double-tracking, additional railcars (new & used), and station improvements.
Goals for Phased Improvements

Faster more frequent train service

- Reducing congestion in the I-15 corridor
- Improving air quality
- Providing additional options to connect jobs and employees
- Reducing travel time
- Enhanced safety at grade crossings
- Increasing train reliability

- Supporting real estate and economic development consistent with local government plans required by SB 34 (2019 GS)
- Increasing usage of FrontRunner and the overall transit system
**Phase 1 - Two 15 Minute Peak Limited-Stop Express Trains from Ogden to Salt Lake City**

<table>
<thead>
<tr>
<th>Proposed Improvements</th>
</tr>
</thead>
<tbody>
<tr>
<td>10-15 miles of added strategic double-tracking</td>
</tr>
<tr>
<td>8 additional passenger vehicles</td>
</tr>
<tr>
<td>Signal and grade crossing upgrades</td>
</tr>
</tbody>
</table>

**Estimated Phase Cost:** $206,910,000

<table>
<thead>
<tr>
<th>Phase 1 Benefits:</th>
</tr>
</thead>
<tbody>
<tr>
<td>+ Peak hour frequency is 15 minutes between Ogden and SLC</td>
</tr>
<tr>
<td>+ Reduced travel time on express trains (Limited stops at key stations)</td>
</tr>
<tr>
<td>+ Peak hour seating capacity grows from 8 cars to 14 cars</td>
</tr>
<tr>
<td>+ Better reliability with added strategic double-tracking</td>
</tr>
<tr>
<td>+ Smart Grade Crossing upgrades will reduce delays/travel time for motorists and trains</td>
</tr>
<tr>
<td>+ Increased length of double track on system which benefits all future expansion scenarios</td>
</tr>
</tbody>
</table>

*Positive train control (PTC) system in the north allows for more operating flexibility. PTC is a train to train signal system that controls the speed and operation of the train for enhanced safety*
Comet Car is the nickname for the single level cars currently used on the system, they were built in 1971 and purchased used from New Jersey.

Phase 1B may not be necessary, depending on ridership levels and frequency of service.

### Phase 1B - Expand Capacity of Each Train Set and All Station Platforms to Five Cars

<table>
<thead>
<tr>
<th>Proposed Improvements</th>
</tr>
</thead>
<tbody>
<tr>
<td>All platforms in the system would be modified/expanded to accommodate 5 cars</td>
</tr>
<tr>
<td>Purchase 25 used bi-level passenger cars</td>
</tr>
</tbody>
</table>

**Estimated Phase Cost:** $78,540,000

**Phase 1B Benefits:**

+ Platforms will allow level boarding for 5 cars
+ Capacity increased on all trains
+ Comet cars are phased out

*Comet Car is the nickname for the single level cars currently used on the system, they were built in 1971 and purchased used from New Jersey.** Phase 1B may not be necessary, depending on ridership levels and frequency of service.*
## Phase 2 - Two 15 Minute Peak Express Trains from Provo to Salt Lake City

### Proposed Improvements
- 2+ miles of double tracking
- 8 additional passenger vehicles
- 2 additional locomotives

### Estimated Phase Cost: $116,104,254

### Phase 2 Benefits:
- Peak hour frequency is 15 minutes in all counties
- Peak hour seating capacity grows from 8 cars to 14 cars
- Increased length of double track on system which benefits all future expansion scenarios
Phase 3 - Warm Springs Facility Expansion and Relocation
Mainline Track to the West Side of the Facility

<table>
<thead>
<tr>
<th>Proposed Improvements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Warm Springs facility expansion</td>
</tr>
<tr>
<td>Mainline track relocated to west of the Warm Springs shop</td>
</tr>
</tbody>
</table>

**Estimated Phase Cost:** $40,661,408

**Phase 3 Benefits:**

- Improves maintenance procedures and logistics of the shop and yard
- Increases speed of mainline around the shop to 60 mph rather than the 30 mph now
- Increases capacity of Warm Springs facility to maintain/store additional train sets
- Allows for needed expansion of the maintenance facility
<table>
<thead>
<tr>
<th>Proposed Improvement</th>
<th>Cost per Improvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improved Track Switches</td>
<td>$42,840,000</td>
</tr>
<tr>
<td>Benefits</td>
<td></td>
</tr>
<tr>
<td>+ Track switches allow speed on sections of track to increase from 45 mph to 60 mph</td>
<td></td>
</tr>
<tr>
<td>+ Increased speed will improve reliability and potentially reduce travel time</td>
<td></td>
</tr>
<tr>
<td>Ogden Small Maintenance Facility</td>
<td>$18,564,000</td>
</tr>
<tr>
<td>Benefits</td>
<td></td>
</tr>
<tr>
<td>+ Allows trains to be stored and simple maintenance to be performed in Ogden</td>
<td></td>
</tr>
<tr>
<td>+ Allows trains to be stored at night closer to where they start in the morning and end at</td>
<td></td>
</tr>
<tr>
<td>+ Provides additional storage tracks</td>
<td></td>
</tr>
<tr>
<td>Provo Small Maintenance Facility</td>
<td>$18,564,000</td>
</tr>
<tr>
<td>Benefits</td>
<td></td>
</tr>
<tr>
<td>+ Allows trains to be stored and simple maintenance to be performed in Provo</td>
<td></td>
</tr>
<tr>
<td>+ Allows trains to be stored at night closer to where they start in the morning and end at</td>
<td></td>
</tr>
<tr>
<td>+ Provides additional storage tracks</td>
<td></td>
</tr>
<tr>
<td>Station Parking Structure for Each Key Park and Ride</td>
<td>$71,400,000</td>
</tr>
<tr>
<td>Benefits</td>
<td></td>
</tr>
<tr>
<td>+ Expands capacity for park and rides that are or will be at capacity</td>
<td></td>
</tr>
<tr>
<td>+ Could include some Transit Oriented Development opportunities if sufficient parking capacity provided</td>
<td></td>
</tr>
</tbody>
</table>
Potential improvements, noted in the previous slide, are not included in this estimate. The total cost of the additional options is $151,368,000.
FrontRunner Improvements—Project Development Road Map

1. WRRC and MAG Long Range Plan

2. Define Need

3. Business Plan

4. Further Evaluate Market and Options

5. Local Government Partners Adopt Locally Preferred Alternative

6. Environmental Review

7. The National Environmental Policy Act (NEPA) Process Begins When a Federal Agency Develops a Proposal to Take a Major Federal Action

8. Funding Plan Development

9. Finalize Local and Federal Funding Plan

10. Obtain Local Funding and Develop Memorandum of Understanding with Partners

11. NEPA Hearing

12. Federal and Local funding in place

13. Operating Agreements

14. Final Design

15. Construction

16. Operating
FrontRunner Strategic Business Plan (4 Components)

- Train service options development (Advanced simulation tools and ridership modeling)
- The business case for investment (Economic modeling)
- Framework for Community Interface (Working with local government partners)
- Technical analysis (Double track evaluation, vehicle replacement plan, federal funding evaluation)

Total projected cost: $1.6M
Transportation Improvement Program
Transportation Improvement Program is . . .

1. Six Year Program of Highway & Transit
   • Four Years Funded - Two Years Concept

2. In the Urban Areas
   • Salt Lake/ West Valley - Ogden/ Layton

3. Funded by
   • Federal, State, & Local Programs

4. For All Cities, Counties, UDOT & UTA
Transportation Improvement Program will . . .

1. Implement the Long Range Plans
   • Highway, Transit, and Active Transportation Projects for the Region

2. Help Meet the Short Range Needs
   • Of the Wasatch Front Area

3. Provide for the Maintenance
   • Of the Existing Transportation System
Transportation Improvement Program’s Dynamics . . .

1. Periodic Modifications due to
   • Project Timing & Funding Amounts

2. Modifications Require Board Action
   • WFRC or Trans Com as Delegated

3. Updated Annually with
   • New Projects/ Funding Strategies
Transportation Improvement Program - To Day . . .

1 - Report on an Approved Board Modification
   • Trans Com – November 21, 2019

2 - Approve a New Board Modification (BM3)
   • To the 2020-2025 TIP
5a - Report on 2020-2025 TIP Board Modification #2

Trans Com Meeting

November 21, 2019
## 2020-2025 Transportation Improvement Program (TIP) (Amendment Two)

### Board Modification

#### Funding Transfer & Scope Change

<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-15</td>
<td>15669</td>
<td>1-15 NB; Bangerter Hwy to I-215</td>
<td>Widening to include a new general purpose lane and a collector-distributor system between 9000 So &amp; I-215 Removing ATMS Fiber Backbone</td>
<td>ST_TIF (Transportation Investment Funds)</td>
<td>$162,800,000</td>
<td>$165,000,000</td>
<td>Transfer Funds &amp; Reduce Scope</td>
<td>$2,200,000</td>
<td>2020</td>
</tr>
<tr>
<td>Salt Lake</td>
<td>UDOT</td>
<td>I-15</td>
<td>12587</td>
<td>1-15; SB 12300 South to SR-201</td>
<td>Widening to include an additional southbound lane, also widening 7200 So from I-15 to Bingham Junction and improve the I-15 interchange at I-215. Additional Improvements include the new ATMS Fiber Backbone location and New Striping for the entire project</td>
<td>ST_ATMS_AM (ATMS Asset Management (Life Cycle Replacement))</td>
<td>$309,000</td>
<td></td>
<td>ST_Bridge (State Construction - Bridge Program)</td>
<td>$10,800,000</td>
<td>ST_INS-RECOV (Funds Recovered for Damage Repair)</td>
</tr>
</tbody>
</table>

The I-15 NB; Bangerter Hwy to I-215 project includes a scope of work to relocate the advanced traffic management system (ATMS) fiber backbone. To eliminate disruption in the service of this system it was determined that the most viable location for this backbone would be on the southbound side of I-15 instead of northbound. Region Two proposes removing this scope of work from the I-15 NB; Bangerter Hwy to I-215 project and placing this work in the I-15; SB 12300 South to SR-201 project. Along with the scope transfer, Region Two requests that $2,200,000 (TIF Funds) be removed from the northbound project to pay for this scope change to the southbound project. Additionally, Region Two would like to upgrade the striping on the southbound project for the entire project limits (I-15; SB 12300 South to SR-201). The cost of this change order is estimated at $1,500,000, which will be funded with unprogrammed TIF funds.

#### Additional Funding

<table>
<thead>
<tr>
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<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Davis</td>
<td>Clearfield &amp; Syracuse</td>
<td>500 West</td>
<td>14843</td>
<td>500 West; 2000 South to Antelope Drive (1700 South or SR-108)</td>
<td>New Construction, 3-lane facility with signal on SR 108 and Curb, Gutter and Sidewalk</td>
<td>STP_URB_O/L (Surface Transportation Program - Urban Area Ogden/ Layton - (WFRC))</td>
<td>$6,766,000</td>
<td>$4,679,427</td>
<td>New Funding</td>
<td>$1,000,000</td>
<td>2022</td>
</tr>
</tbody>
</table>

During the engineering design phase of the project, it was determined that due to increased construction cost and right of way cost the project would require an additional $2,068,573. The project sponsors, Clearfield and Syracuse, have requested an additional $1,000,000 in Ogden/ Layton Urban Surface Transportation Program (STP) funds and will identify the additional needed funds from City and County resources. The additional STP funds are available from other project cost savings. This request will not negatively impact any other project currently on the program.
5b - 2020-2025 TIP Board Modification (BM3)

Regional Council Meeting
January 23, 2020
### Funding Transfer & Scope Change

#### Ogden / Layton Urban Area

<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>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>Davis</td>
<td>UDOT</td>
<td>West Davis Highway</td>
<td>11268</td>
<td>West Davis Highway near Bluff Road</td>
<td>New Construction</td>
<td>ST_TIF (Transportation Investment Fund)</td>
<td>$798,408,269</td>
<td>$799,325,000</td>
<td>Transfer Funds &amp; Reduce Scope</td>
<td>$916,731</td>
<td>2020</td>
</tr>
<tr>
<td>Davis</td>
<td>Syracuse</td>
<td>Bluff Road</td>
<td>14043</td>
<td>Bluff Road; 550 West (on Gentile) to 1000 West</td>
<td>Reconstruction with minor widening including: improvements to Drainage, Curb, Gutter and Sidewalk - Scope increased to the realignment and construction of the existing trail</td>
<td>Local Govt (Local Government Funds)</td>
<td>$495,000</td>
<td>$443,312</td>
<td>ST_TIF (Transportation Investment Fund)</td>
<td>$5,083,618</td>
<td>2020</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$3,228,575</td>
<td></td>
<td>STP_URB_O/L (Surface Transportation Program - Urban Area Ogden/ Layton (WFRC))</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$0</td>
<td>Additional Funding</td>
<td>$916,731</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The new West Davis Highway project impacts a portion of the existing trail system maintained by Syracuse City, adjacent to Bluff Road. The final Environmental Impact Statement (EIS) proposed a trail structure crossing the future highway. Syracuse City desired an alternative to the EIS-proposed structure to re-route the existing trail in order to cross the future highway at a grade separated intersection. This will deliver the same level of operation for both the trail and roadway system as the EIS proposal. Their alternative will save the Department from having to construct and maintain a stand alone pedestrian structure. The City, WFRC and UDOT are in agreement that this is a better solution for the trail. Per an agreement with Syracuse City, Region One proposes adding the scope to re-route the trail and transfer the $916,731.38 needed to construct the trail.

| Davis  | UDOT   | US-89 | 13480 | US-89; Nicholls Rd Grade Separation, Frontage Rds Project | New Construction | ST_TIF (Transportation Investment Fund) | $1,005,405 | $2,052,128 | Transfer Funds & Reduce Scope | $1,046,723 | 2020 |
| Davis  | UDOT   | US-89 | 13821 | US-89; Farmington to I-84 Project | Reconstruct and Widen to a Grade Separated Highway Facility | ST_TIF (Transportation Investment Fund) | $479,883,381 | $478,836,658 | Additional Funding | $1,046,723 | 2020 |

Initially $15 million was programmed on PIN 13480 (US-89; Nicholls Rd Grade Separation, Frontage Rds). During the environmental study funded by the US-89; Nicholls Rd Grade Separation, Frontage Rds project, the decision was made to combine the construction of the Nicholls project with the larger US-89 project. $13 million was transferred, leaving $2 million to cover the funds already expended during the environmental phase and the right of way work that had begun. The US-89; Nicholls Rd Grade Separation, Frontage Rds project scope is nearing completion and the project has $1,046,723 in available funding that can be transferred to the US-89; Farmington to I-84 project, to be used for project construction.
Davis – Bluff Road; 550 West (on Gentile) to 1000 West
Reconstruct with minor widening – Realignment & Construction of Existing Trail

-- Reconstruct Roadway, & needed Curb, Gutter, and Sidewalk
- Increase Project Scope to Realign & Construct Trail

Funding Transfer & Scope Change;

Funding Transfer $ 916,731
- - -
Total Project Cost Estimate $ 5,083,618

Additional Funding available via Transfer from the West Davis Highway
Davis – US-89; Farmington to I-84
Reconstruct and Widen – Including Grade Separated Structure at Nicholls

Project will include the Construction of the Grade Separated Interchange at Nicholls Road

Funding Transfer
$ 1,046,723

Total Project Cost Estimate $ 479,883,381

Additional Funding available via Transfer from the Nicholls Road Interchange Project

http://www.udot.utah.gov/us89
### New Project

#### Salt Lake/ West Valley Urbanized Area

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
<th>PIN</th>
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<th>Currently Funded Amount</th>
<th>Action</th>
<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salt Lake</td>
<td>Salt Lake County</td>
<td>2550 South</td>
<td>17015</td>
<td>2550 South from 5600 West to 8000 West</td>
<td>New Construction</td>
<td>ST_TIF (Transportation Investment Fund)</td>
<td>$4,000,000</td>
<td>$2,500,000</td>
<td>New Funding</td>
<td>$1,500,000</td>
<td>2022</td>
</tr>
</tbody>
</table>

During the 2018 legislative session, Senate Bill 234 designated $4,000,000 of ST_TIF funds be programmed to this project on 2550 South from 5600 West to 8000 West, with matching funds from Salt Lake County, for the Local Entities to deliver their project. This roadway spans two jurisdictions, West Valley City and Magna Township. Initially, each entity was allocated $1,000,000 to begin the design process. West Valley City was given an additional $500,000 to advertise a section of their roadway, which is currently under construction. Magna is preparing to advertise a portion of their roadway in January. This modification will allocate the remaining $500,000 to West Valley City and the remaining $1,000,000 to Magna, per the 2018 Senate Bill 234 directive.

### Additional Funding & Scope Change

#### Salt Lake/ West Valley Urbanized Area

<table>
<thead>
<tr>
<th>County</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Salt Lake</td>
<td>UDOT</td>
<td>I-80</td>
<td>16443</td>
<td>I-80; Westbound Auxiliary Lane; SR-201 to SR-36 Project</td>
<td>Highway Safety Improvement - Construct an Auxiliary Lane on I-80 from SR-201 to SR-36</td>
<td>CMAQ_WFRC (Congestion Mitigation/ Air Quality - (WFRC))</td>
<td>$500,000</td>
<td>Same Funding</td>
<td>$2,100,000</td>
<td>$2,800,000</td>
<td>2022</td>
</tr>
</tbody>
</table>

During the design phase of this project, shoulder width standards for auxiliary lanes were increased to match the widths for general purpose lanes. To meet the new standard the shoulder would be increased from 8 feet to a full 12-feet wide. This increased width will not only meet current design standards, but will also provide an area for disabled and emergency response vehicles to be out of traffic. This will increase safety and keep traffic moving in an area that is very volatile during peak periods. Additionally, it was decided in areas where existing rumble strips are located they should not be filled or ground down as originally planned. These sections of pavement will need to be removed and replaced to provide a smoother and more durable pavement. The cost difference of all the shoulder work is approximately $2,800,000. These additional funds would come from the Region’s Transportation Solutions Program. Also, the Traffic Management Division has been allocated $500,000 from WFRC CMAQ funds to install an overhead variable message board on I-80 in the westbound direction just prior to the SR-202 interchange. To obtain construction efficiencies Region 2 recommends adding this scope to the auxiliary lane project.
Salt Lake – 2550 South from 5600 West to 8000 West
New Construction

-- New Construction
including Curb, Gutter, and Sidewalk

Additional Funding available from remaining Legislative Allocation - SB 234

Additional Funding
$ 1,500,000
---
Total Project Cost Estimate $ 4,000,000
Salt Lake – I-80; Westbound Auxiliary Lane; SR-201 to SR-36 Project
Highway Safety Improvement – Auxiliary Lane Construction

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

Additional Funding $2,800,000
Total Project Cost Estimate $5,600,000

-- Project will construct an Auxiliary Lane and incorporate wider shoulders
- Replace Pavement Sections
- Install Overhead Variable Message Board on Westbound I-80
### 2020-2025 Transportation Improvement Program (TIP) (Amendment Three)

**Board Modification**

### Additional Funding

<table>
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<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salt Lake</td>
<td>UDOT</td>
<td>SR-154</td>
<td>12566</td>
<td>Four Interchanges on Bangerter Highway &quot;Bangerter Four Interchanges&quot;</td>
<td>Replacing 4 existing intersections (5400 South, 7000 South, 9000 South, and 11400 South) with new (Freeway type) Grade Separated Interchanges</td>
<td>ST_TIF (Transportation Investment Fund)</td>
<td>$2,793,286</td>
<td>$2,793,286</td>
<td>Combine with Project</td>
<td>$5,500,000</td>
<td>2020</td>
</tr>
<tr>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>L_Betterment (Local Government - Betterment)</td>
<td>$369,217</td>
<td>$369,217</td>
<td>New Funding</td>
<td>$8,000,000</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Other (Other Misc funding)</td>
<td>$213,315,788</td>
<td>$213,315,788</td>
<td>New Funding</td>
<td>$5,500,000</td>
<td></td>
</tr>
</tbody>
</table>

Region Two is requesting to add $5,500,000 of TIF funds to the 4 Interchanges on Bangerter Highway project. The scope of the project was to construct new grade-separated interchanges on Bangerter Highway at 5400 S, 7000 S, 9000 S, and 11400 S. Through the course of the project, $1.3 million of additional funding was needed to cover the right-of-way costs, due to the escalating real estate market. Additionally, delays in the right-of-way acquisition process caused project construction delays, re-phasing of work, and cold weather pavement costs creating a need for another $4.2 million. Additional funding is available from other project cost savings.

<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>
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</thead>
<tbody>
<tr>
<td>Salt Lake</td>
<td>UDOT</td>
<td>SR-154</td>
<td>14415</td>
<td>Three Interchanges on Bangerter Highway &quot;Bangerter Three Interchanges&quot;</td>
<td>Replacing 3 existing intersections (6200 South, 10400 South, and 12600 South) with New (Freeway type) Grade Separated Interchanges</td>
<td>ST_TIF (Transportation Investment Fund)</td>
<td>$196,400,000</td>
<td>$196,400,000</td>
<td>New Funding</td>
<td>$8,000,000</td>
<td>2020</td>
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<td>L_Betterment (Local Government - Betterment)</td>
<td>$6,000,000</td>
<td>$6,000,000</td>
<td>New Funding</td>
<td>$8,000,000</td>
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<td>Local Government (Local Government Funding)</td>
<td>$0</td>
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<td>Transfer Funds</td>
<td>$3,000,000</td>
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<td>Transfer &quot;Back&quot; Funds</td>
<td>$0</td>
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<td>ST_TIF (Transportation Investment Fund)</td>
<td>$171,400,000</td>
<td>$171,400,000</td>
<td>New Funding</td>
<td>$8,000,000</td>
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</table>

As an early action project (PIN 17153) $10,000,000 was pulled out of the Bangerter Three Interchanges project to relocate the Jordan Valley Aqueduct near 6200 South. Construction on the aqueduct project is wrapping up with $3,000,000 remaining. Region Two requests transferring these funds back into the Bangerter Three Interchanges project.

Additionally, South Jordan and Riverton (with financial support from Salt Lake County) have requested the interchanges at 10400 S and 12600 S be constructed as near the existing ground level as possible to avoid being a visible obstruction through their communities. UDOT has a new initiative to work closely with local governments to provide a “Community of our Dreams” where feasible. As part of that initiative Region Two has been able to progress the designs of both interchanges to meet this request. The proposal for the additional costs for this request would be split by all parties as follows; 10400 South: Total additional cost = $10,000,000, where South Jordan contributes $2,000,000, Salt Lake County contributes $4,000,000, and UDOT contributes $4,000,000. 12600 South: Total additional cost = $6,000,000, where Riverton City contributes $1,000,000, Salt Lake County contributes $1,000,000, and UDOT contributes $4,000,000.

Region Two is requesting to add $8,000,000 of additional TIF funds and $8,000,000 of Local Government funds to the Bangerter Three Interchanges project. The additional funding will come from other TIF-funded project cost savings and Local Governments.
Salt Lake County – Bangerter Highway Interchanges

Located at 5400 South, 7000 South, 9000 South, 11400 South

Cost Increase due to ROW, Construction Delays, Re-phasing of work, & Cold Weather Pavement

Additional Funding $5,500,000

Total Project Cost Estimate $221,978,292
Salt Lake – Bangerter Highway Intersections to Interchanges
6200 South, 10400 South, and 12600 South

$ 10,000,000 – Pulled for the Relocation of the Jordan Valley Aqueduct

Aquifer Relocation Wrapping Up – Cost Savings of $ 3,000,000
<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility PIN</th>
<th>Project Location</th>
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</thead>
<tbody>
<tr>
<td>Salt Lake</td>
<td>West Jordan</td>
<td>14039</td>
<td>1300 West; 6600 South to 9400 South</td>
<td>Widen to include; Center Turn-lane, Right Turn-lanes, Curb, Gutter, Sidewalk, and Bike Lanes</td>
<td>Local_Govt (Local Government Funds)</td>
<td>$15,550,896</td>
<td>$851,443</td>
<td>New Funding</td>
<td>$3,115,200</td>
<td>2020</td>
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<td>STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake \ West Valley)</td>
<td>$11,584,253</td>
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<td></td>
<td></td>
<td>1300 West</td>
<td>1300 West; 6600 South to 9400 South</td>
<td>Widen to include; Center Turn-lane, Right Turn-lanes, Curb, Gutter, Sidewalk, and Bike Lanes</td>
<td>STP_FLEX_ST (Surface Transportation Program - Flexible (Any Area) Statewide)</td>
<td>$13,165,000</td>
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<td></td>
<td></td>
<td>1300 West</td>
<td>1300 West; 6600 South to 9400 South</td>
<td>Widen with an additional lane in each direction</td>
<td>ST_ATMS_AM (ATMS Asset Management - Life Cycle Replace)</td>
<td>$250,000</td>
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<td>1300 West</td>
<td>1300 West; 6600 South to 9400 South</td>
<td>Widen with an additional lane in each direction</td>
<td>ST_PVMT (State Construction - Pavement Preservation)</td>
<td>$19,513</td>
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<td></td>
<td>R2_TSP (Region 2 - Transportation Solutions Program)</td>
<td>$750,000</td>
<td></td>
<td>New Funding</td>
<td>$750,000</td>
<td>2020</td>
</tr>
</tbody>
</table>

Since 1300 West has been identified as a priority north-south bike/ped route in the Salt Lake Valley, several agencies have been working to improve 1300 West across the valley. This project will construct a two-way left turn lane and right turn lanes at several intersections including additional operational improvements. The project will include safe and adequate capacity for bicycles and pedestrians, as well as curb, gutter, and sidewalks. The additional funding comes from Salt Lake County's Regional Transportation Choice Fund (4th Quarter).

Region Two is requesting to add $750,000 of Transportation Solutions Program funds to the project on 9000 South. The scope of this project is to widen and add an additional lane of travel for each direction of 9000 South between State Street and 700 East. During the construction phase of this project, several unanticipated issues impacted the project. These impacts included: Weather delays caused by the wet spring, a discovery of an unknown water line which needed to be lowered to meet Sandy City depth requirements and to stay out of the pavement section, and the escalating real estate market caused right-of-way acquisition costs to increase. These additional funds will come from the Region's Transportation Solutions Program.

<table>
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<tr>
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<tbody>
<tr>
<td>Davis</td>
<td>SR-67</td>
<td>11268</td>
<td>West Davis Highway Project</td>
<td>New Construction</td>
<td>ST_TIF (Transportation Investment Fund)</td>
<td>$788,908,269</td>
<td>$798,408,269</td>
<td>Transfer Funds &amp; Reduce Scope</td>
<td>$9,500,000</td>
<td>2020</td>
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<td>US-89</td>
<td>13821</td>
<td>US-89; Farmington to I-84 Project</td>
<td>Reconstruct and Widen to a Grade Separated Highway Facility</td>
<td>ST_TIF (Transportation Investment Fund)</td>
<td>$489,383,381</td>
<td>$479,883,381</td>
<td>New Funding</td>
<td>$9,500,000</td>
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</tr>
</tbody>
</table>

It is estimated that the West Davis Highway will require approximately 4 million yards of material to be imported to the project site. The current US-89 design will require that 785,000 yards of surplus material be hauled and disposed of by its contractor. It is proposed to have this surplus material delivered to the West Davis Highway project site. It will potentially save the West Davis project from buying this material at a higher rate. It will also level the bidding field for the West Davis proposers by not giving one team(s) an unfair bidding advantage by owning this large surplus of material. These Changes would necessitate a transfer of $9,500,000 from the West Davis Highway project to the US-89; Farmington to I-84 project.
Salt Lake – 1300 West; 6600 South to 9400 South
Widen to include; Center Turn-lane, Right Turn-lanes, Curb, Gutter, Sidewalk, and Bike Lanes

Additional funding comes from Salt Lake County's Regional Transportation Choice Fund (4th Quarter)

Additional Funding
$ 3,115,200

Total Project Cost Estimate $ 15,550,896

Additional Funding will:
- Make-up the Project Shortfall
- Construct a Uniform Cross Section to address, Vehicle, Pedestrian, and Bicycle Mobility and Safety
Salt Lake – 9000 South (SR-209) from State Street to 700 East
Widen with an additional lane in each direction

Additional Funding
$ 750,000

Total Project Cost
Estimate $ 14,244,613

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

Project will Widen 9000 South and add an Additional Lane in each direction
Davis – US-89; Farmington to I-84 and the West Davis Highway
Reconstruct and Widen w/ Grade Separated Interchanges – New Construction

It is proposed to have this surplus material delivered to the West Davis Highway project site.

The Transfer of Material will benefit both Projects with material cost and Maintain a level bidding field for the West Davis Highway

Funding Transfer $ 9,500,000
From West Davis Highway to the US-89 Project

Estimated that the West Davis Highway will require approximately 4 million yards of material to be imported to the project site.

The current US-89 design will require 785,000 yards of surplus material to be hauled and disposed of.

It is proposed to have this surplus material delivered to the West Davis Highway project site.

http://www.udot.utah.gov/us89

https://westdavis.udot.utah.gov/
YouTube Open and Public Meetings Act Video

https://youtu.be/Pr966j67tq4