

A photograph of the Utah State Capitol building, a grand neoclassical structure with a portico of tall columns. A Utah state flag flies on a tall pole in front of the building. The sky is blue with light clouds. A semi-transparent white banner is overlaid across the middle of the image, containing the text.

*Legislative Preview*  
Wasatch Front Regional Council  
*January 23, 2020*

# 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*

# 2020 Legislative Session

## 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 6<sup>th</sup> 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*

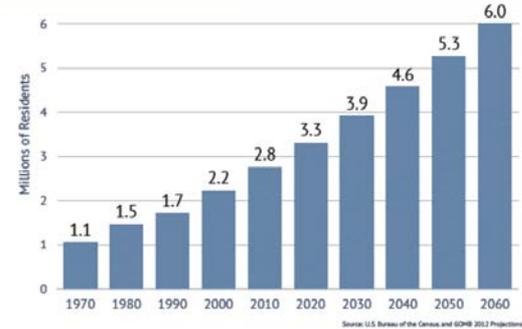
January 2020



# Purpose

- ❑ 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

Utah Population: 1970-2060



# 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

## Proposed Improvements

10-15 miles of added strategic double-tracking

8 additional passenger vehicles

Signal and grade crossing upgrades

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

## Phase 1 Benefits:

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

\*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

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

### Proposed Improvements

All platforms in the system would be modified/expanded to accommodate 5 cars

Purchase 25 used bi-level passenger cars

**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**

### **Proposed Improvements**

Warm Springs facility expansion

Mainline track relocated to west of the Warm Springs shop

**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

# Potential Improvements That Could Be Added To Any Phase

Proposed Improvement	Cost per Improvement
<b>Improved Track Switches</b>	<b>\$42,840,000</b>
Benefits	
+ Track switches allow speed on sections of track to increase from 45 mph to 60 mph	
+ Increased speed will improve reliability and potentially reduce travel time	
<b>Ogden Small Maintenance Facility</b>	<b>\$18,564,000</b>
Benefits	
+ Allows trains to be stored and simple maintenance to be performed in Ogden	
+ Allows trains to be stored at night closer to where they start in the morning and end at	
+ Provides additional storage tracks	
<b>Provo Small Maintenance Facility</b>	<b>\$18,564,000</b>
Benefits	
+ Allows trains to be stored and simple maintenance to be performed in Provo	
+ Allows trains to be stored at night closer to where they start in the morning and end at	
+ Provides additional storage tracks	
<b>Station Parking Structure for Each Key Park and Ride</b>	<b>\$71,400,000</b>
Benefits	
+ Expands capacity for park and rides that are or will be at capacity	
+ Could include some Transit Oriented Development opportunities if sufficient parking capacity provided	

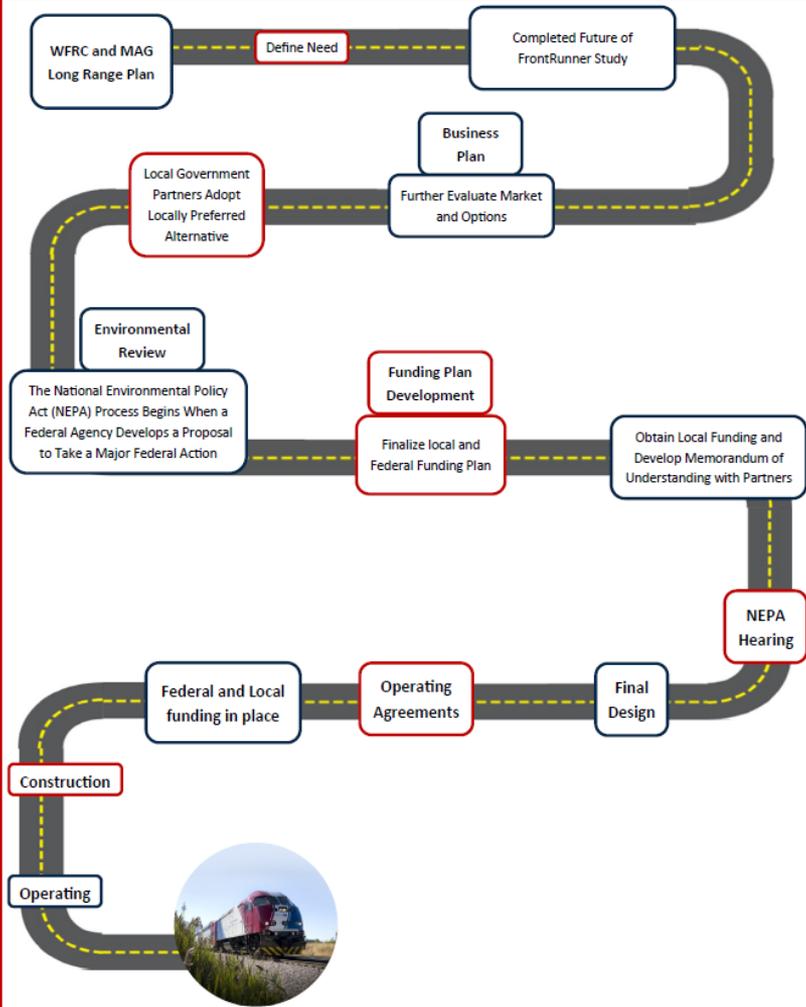
# Proposed Investment Strategy 2020-2030

## 15 Minute Peak Service and System Improvements in All Counties

Phase	Estimated Cost with Phase 1B	Estimated Cost without Phase 1B
1	Two 15 Minute Peak Limited-Stop Express Trains from Ogden to Salt Lake City	
<b>Phase 1 Subtotal</b>	<b>\$206,909,364</b>	
1B	Expand Capacity of Each Train Set and All Station Platforms to Five Cars	
<b>Phase 1B Subtotal</b>	<b>\$78,540,000</b>	<b>\$0</b>
2	Two 15 Minute Peak Express Trains from Provo to Salt Lake City	
<b>Phase 2 Subtotal</b>	<b>\$116,104,254</b>	
3	Warm Springs Facility Expansion and Relocation Mainline Track to the West Side of the Facility	
<b>Phase 3 Subtotal</b>	<b>\$40,661,408</b>	
<b>Total Estimated Cost</b>	<b>\$442,215,025</b>	<b>\$363,675,025</b>

\*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

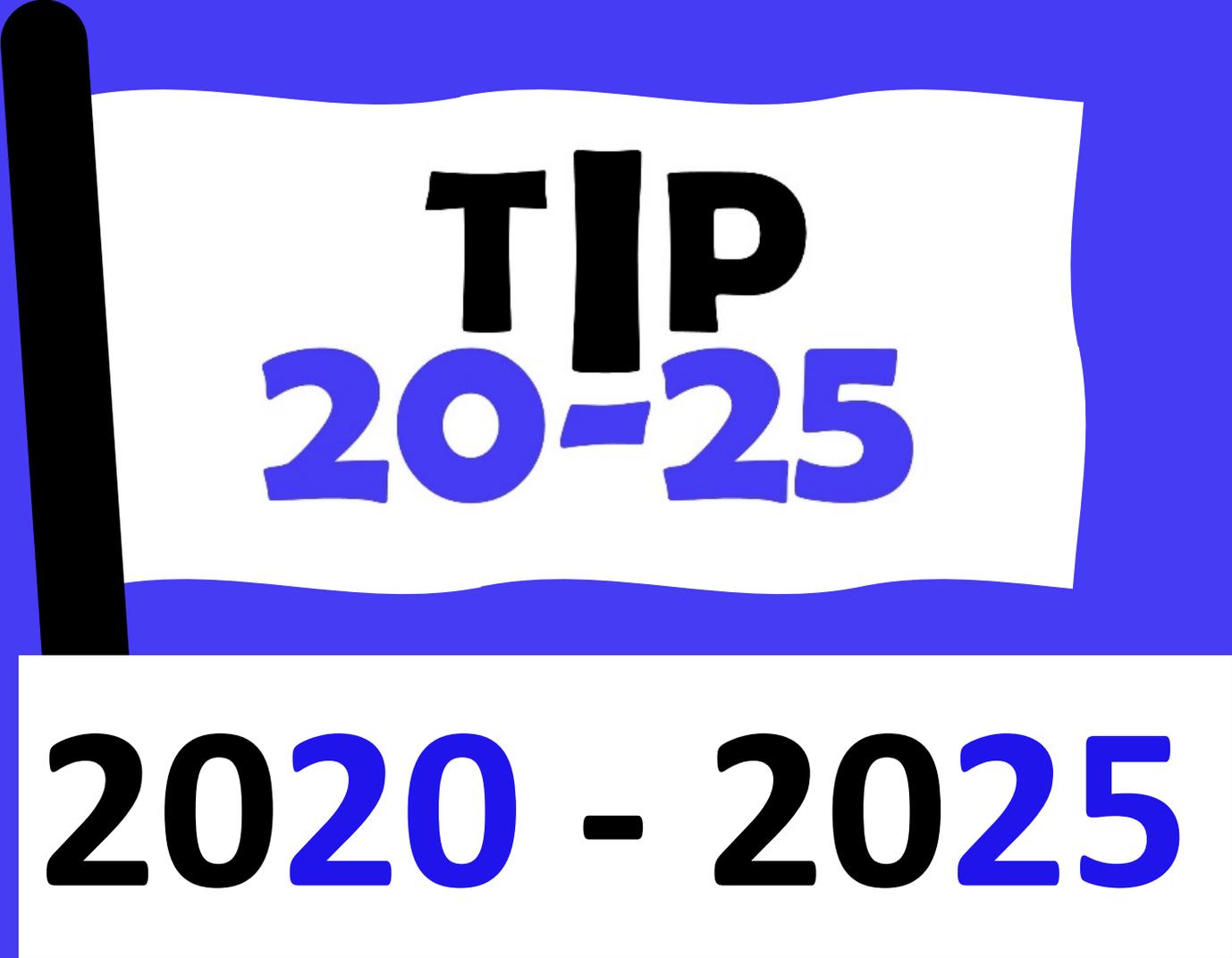


# FrontRunner Strategic Business Plan (4 Components)

- ❑ 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



# **T**ransportation **I**mprovement **P**rogram



**TIP**  
**20-25**

**2020 - 2025**

# TIP 20-25

## 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



# TIP 20-25

## 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



# TIP 20-25

## 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



**TIP**  
**20-25**

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

##### Salt Lake \ West Valley

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	I-15	15669	I-15 NB; Bangerter Hwy to I-215	Widening to include a new general purpose lane and a collector-distributor system between 9000 So & I-215 <b>Removing ATMS Fiber Backbone</b>	ST_TIF (Transportation Investment Funds)	\$162,800,000	\$165,000,000	<b>Transfer Funds &amp; Reduce Scope</b>	<b>\$2,200,000</b>	2020
Salt Lake	UDOT	I-15	12587	I-15; SB 12300 South to SR-201	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. <b>Additional Improvements include the new ATMS Fiber Backbone location and New Striping for the entire project</b>	ST_ATMS_AM (ATMS Asset Mangement (Life Cycle Replacement))	\$184,609,000	\$309,000			2020
						ST_Bridge (State Construction - Bridge Program)		\$10,800,000			
						ST_INS-RECOV (Funds Recovered for Damage Repair)		\$300,000			
						ST_T&S (State Traffic and Safety Funds)		\$300,000			
						ST_TIF (Transportation Investment Funds)	\$169,200,000		<b>Additional Funding</b>	<b>\$3,700,000</b>	

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

##### Ogden/ Layton

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Davis	Clearfield & Syracuse	500 West	14843	500 West; 2000 South to Antelope Drive (1700 South or SR-108)	New Construction, 3-lane facility with signal on SR-108 and Curb, Gutter and Sidewalk	STP_URB__O/L (Surface Transportation Program - Urban Area Ogden/ Layton - (WFRC))	\$6,766,000	\$4,679,427	<b>New Funding</b>	<b>\$1,000,000</b>	2022

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.

**TIP**  
**20-25**

# 5b - 2020-2025 TIP Board Modification (BM3)

Regional Council Meeting  
January 23, 2020



# 2020-2025 Transportation Improvement Program (TIP) (Amendment Three)

## Board Modification

### Funding Transfer & Scope Change

#### Ogden / Layton Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year	
Davis	UDOT	West Davis Highway	11268	West Davis Highway near Bluff Road	New Construction	ST_TIF (Transportation Investment Fund)	\$798,408,269	\$799,325,000	<i>Transfer Funds &amp; Reduce Scope</i>	<b>\$916,731</b>	2020	
Davis	Syracuse	Bluff Road	14043	Bluff Road; 550 West (on Gentile) to 1000 West	Reconstruction with minor widening including: improvements to Drainage, Curb, Gutter and Sidewalk - Scope increased to the realignment and construction of the existing trail	Local_Govt (Local Government Funds)	\$5,083,618	\$495,000				2020
						L_Betterment (Local Government - Betterment CO-OP)		\$443,312				
						STP_URB_O/L (Surface Transportation Program - Urban Area Ogden/ Layton (WFRC))		\$3,228,575				
						ST_TIF (Transportation Investment Fund)		\$0				

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	<i>Transfer Funds &amp; Reduce Scope</i>	<b>\$1,046,723</b>	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	<i>Additional Funding</i>	<b>\$1,046,723</b>	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. 10

# Davis – Bluff Road; 550 West (on Gentile) to 1000 West Reconstruct with minor widening – Realignment & Construction of Existing Trail

**Funding Transfer &  
Scope Change;**

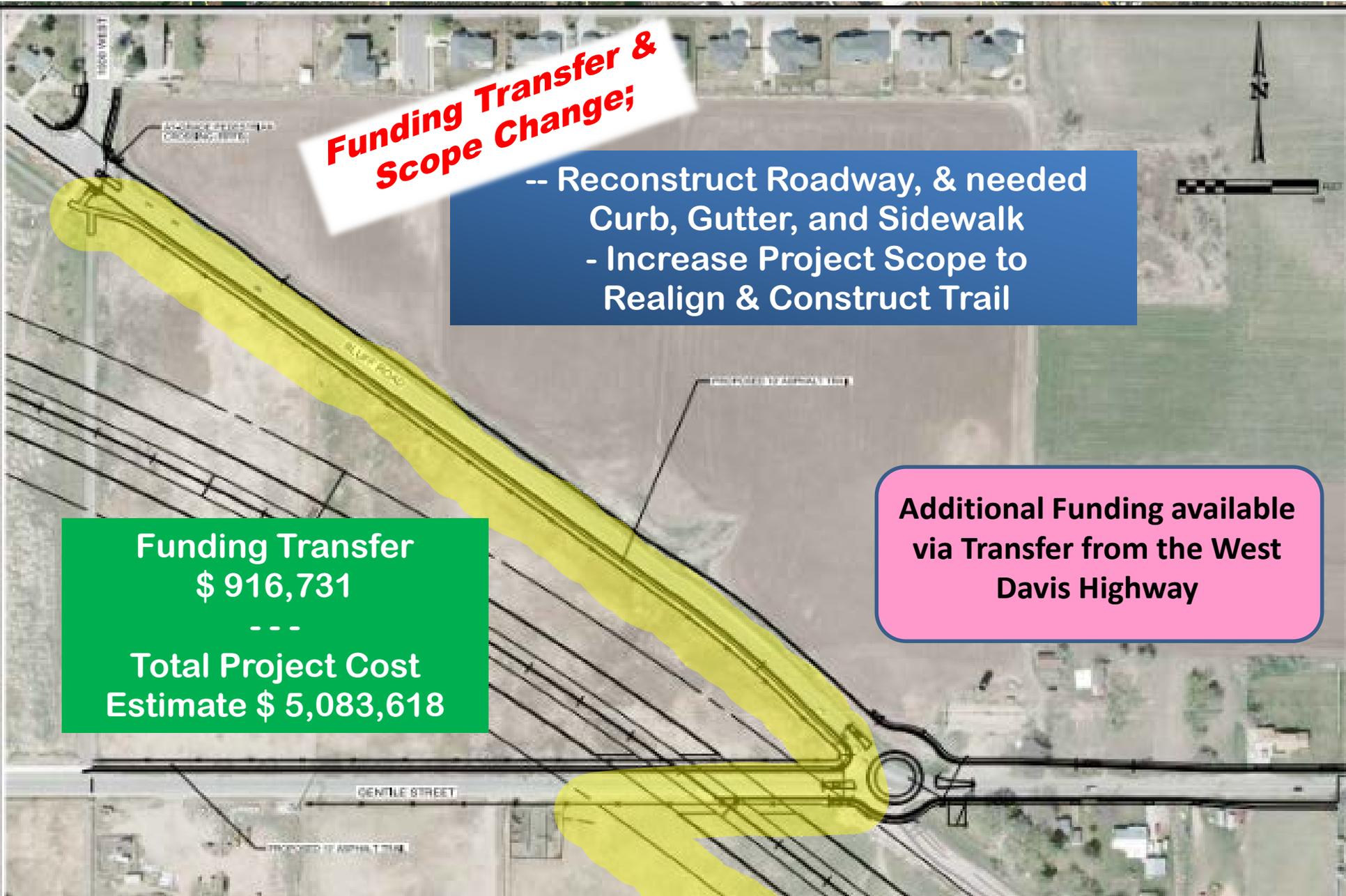
-- Reconstruct Roadway, & needed  
Curb, Gutter, and Sidewalk  
- Increase Project Scope to  
Realign & Construct Trail

Funding Transfer  
\$ 916,731

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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

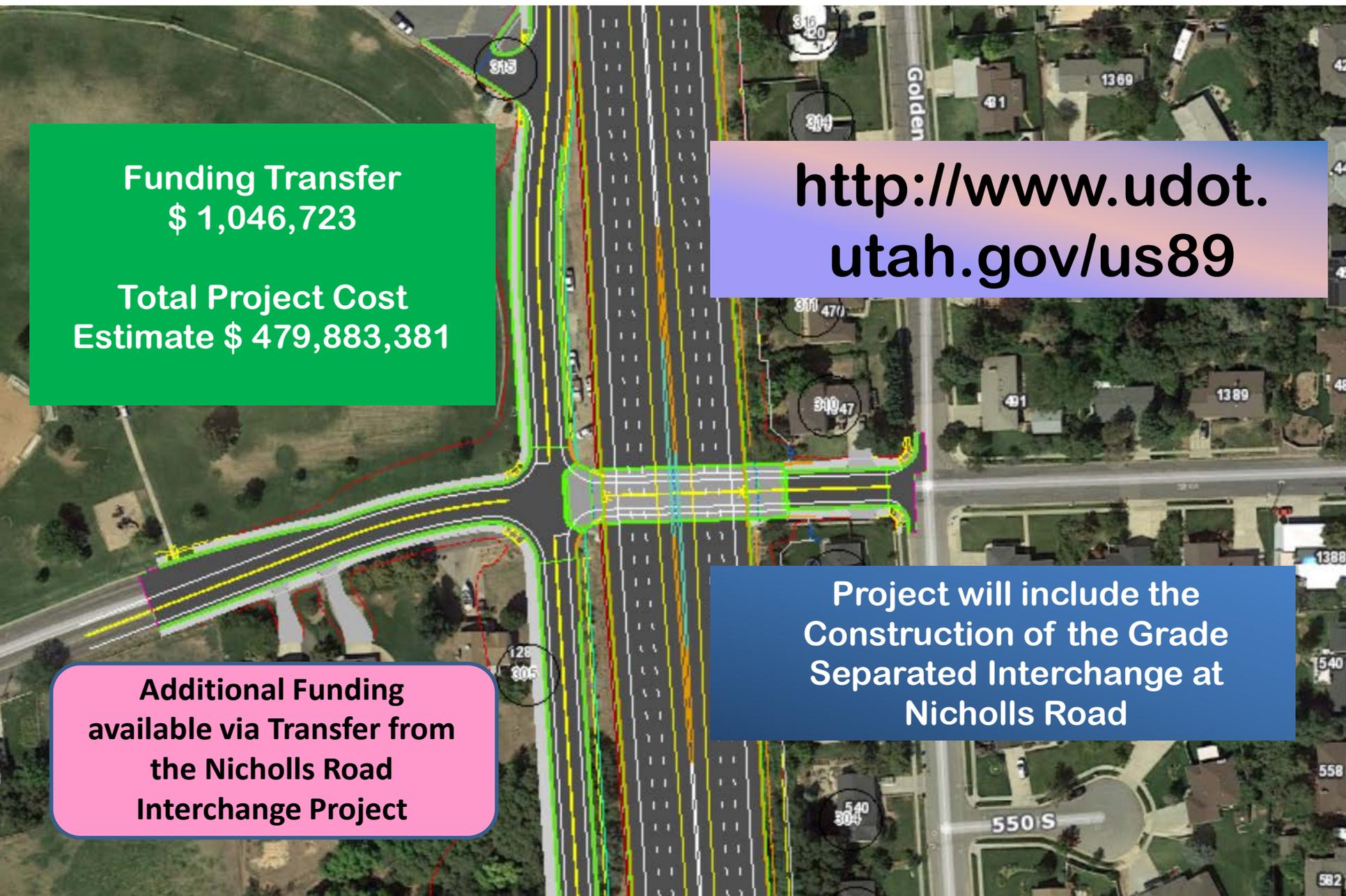
Funding Transfer  
\$ 1,046,723

Total Project Cost  
Estimate \$ 479,883,381

Additional Funding  
available via Transfer from  
the Nicholls Road  
Interchange Project

[http://www.udot.  
utah.gov/us89](http://www.udot.utah.gov/us89)

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



## 2020-2025 Transportation Improvement Program (TIP) (Amendment Three)

### Board Modification

#### New Project

##### Salt Lake/ West Valley Urbanized Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	Salt Lake County	2550 South	17015	2550 South from 5600 West to 8000 West	New Construction	ST_TIF (Transportation Investment Fund)	\$4,000,000	\$2,500,000	<i>New Funding</i>	<b>\$1,500,000</b>	2022

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

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	I-80	16443	I-80; Westbound Auxiliary Lane; SR-201 to SR-36 Project	Highway Safety Improvement - Construct an Auxiliary Lane on I-80 from SR-201 to SR-36	CMAQ_WFRC (Congestion Mitigation/ Air Quality - (WFRC))	\$5,600,000	\$500,000	<i>Combine with Project</i>	<b>Same Funding</b>	2022
						HSIP (Highway Safety Improvement Program)		\$2,100,000			
						NHPP_IM (National Highway Performance Program - Interstate Maintenance)		\$200,000	<i>New Funding</i>	<b>\$2,800,000</b>	

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-foot 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

Additional Funding available  
from remaining Legislative  
Allocation - SB 234

**Additional  
Funding**

-- New Construction  
including Curb, Gutter, and  
Sidewalk

Additional Funding  
\$ 1,500,000

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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**

**Additional  
Funding**

- 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

#### Salt Lake/ West Valley Urbanized Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	SR-154	12566	Four Interchanges on Bangerter Highway "Bangerter Four Interchanges"	Replacing 4 existing intersections (5400 South, 7000 South, 9000 South, and 11400 South) with new (Freeway type) Grade Separated Interchanges	L_Betterment (Local Government - Betterment)	\$221,978,292	\$2,793,286	<i>Combine with Project</i>		2020
						Other (Other Misc funding)		\$369,217			
						ST_TIF (Transportation Investment Fund)		\$213,315,788	<i>New Funding</i>	<b>\$5,500,000</b>	

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.

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

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.

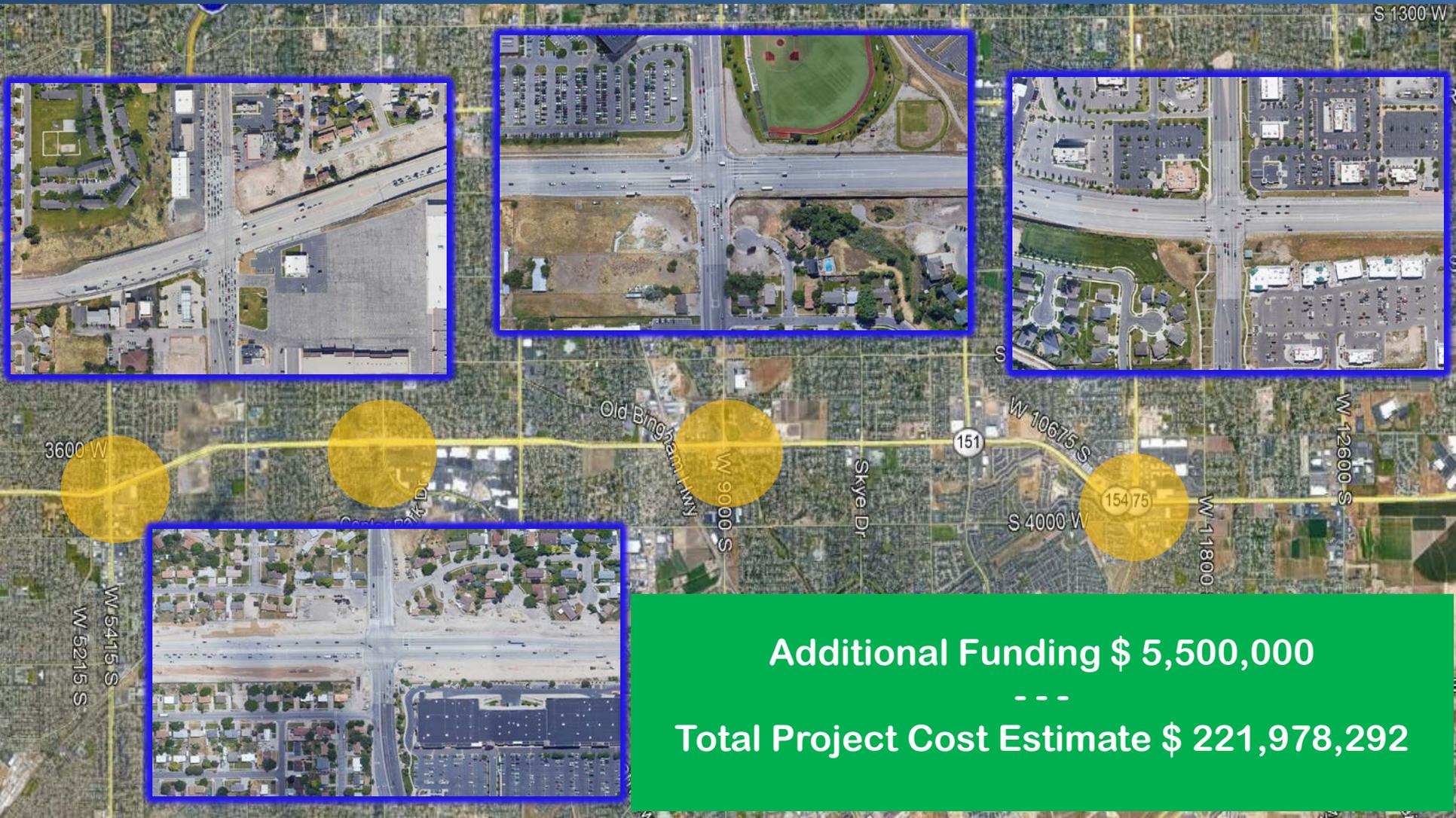
Additionally, South Jordan and Riverton (with financial support from Salt Lake County) have requested the interchanges at 10400 S and 12600 S be constructed as near the existing ground level as possible to avoid being a visible obstruction through their communities. UDOT has a new initiative to work 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

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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**



## 2020-2025 Transportation Improvement Program (TIP) (Amendment Three)

### Board Modification

#### Additional Funding

#### Salt Lake/ West Valley Urbanized Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	West Jordan	1300 West	14039	1300 West; 6600 South to 9400 South	Widen to include; Center Turn-lane, Right Turn-lanes, Curb, Gutter, Sidewalk, and Bike Lanes	Local_Govt (Local Government Funds)	\$15,550,896	\$851,443	<i>New Funding</i>	\$3,115,200	2020
						STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake \ West Valley)		\$11,584,253			

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).

Salt Lake	UDOT	SR-209	13578	9000 South; State Street to 700 E	Widen with an additional lane in each direction	L_Betterment (Local Government - Betterment)	\$14,244,613	\$60,100	<i>Combine with Project</i>		2020
						STP_FLEX_ST (Surface Transportation Program - Flexible (Any Area) Statewide)		\$13,165,000			
						ST_ATMS_AM (ATMS Asset Management - Life Cycle Replace)		\$250,000			
						ST_PVMT (State Construction - Pavement Preservation)		\$19,513			
						R2_TSP (Region 2 - Transportation Solutions Program)			<i>New Funding</i>	\$750,000	

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.

#### Ogden/ Layton Urbanized Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Davis	UDOT	SR-67	11268	West Davis Highway Project	New Construction	ST_TIF (Transportation Investment Fund)	\$788,908,269	\$798,408,269	<i>Transfer Funds &amp; Reduce Scope</i>	\$9,500,000	2020
		US-89	13821	US-89; Farmington to I-84 Project	Reconstruct and Widen to a Grade Separated Highway Facility	ST_TIF (Transportation Investment Fund)	\$489,383,381	\$479,883,381	<i>New Funding</i>	\$9,500,000	

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

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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**

Looking West

Looking East

# 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  
[https://westdavis.  
udot.utah.gov/](https://westdavis.udot.utah.gov/)



[http://www.udot.  
utah.gov/us89](http://www.udot.utah.gov/us89)

YouTube Open and Public Meetings Act Video

<https://youtu.be/Pr966j67tq4>