



# **The Transportation Improvement Program**

**TIP**  
**21-26**

# TIP 21-26

## 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 12, 2020
- 2 - Approve a New Board Modification
  - To the 2021-2026 TIP





# 5a - Report on 2021-2026 TIP Board Modification #1

Trans Com Meeting  
November 12, 2020





<div> <div>2021-2026 Transportation Improvement Program (TIP) (Amendment One)</div> <div>Board Modification</div> </div>									
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Board Modification									
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Funding and Scope Adjustments																																																			
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County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Weber	UDOT	SR-53	14263	SR-53; 24th Street Viaduct (A Ave to Lincoln Avenue), Ogden	Viaduct Rehabilitation	STP_FLX_ST (Surface Transportation Program-Flexible (Any Area) Statewide)	\$9,550,000	\$1,550,000	<b>Funding Reduction</b>	\$1,550,000	2021
						STP_Bridge (Surface Transportation Program_Bridge Funds)		\$102,000			
						NHPP_BR (National Highway Performance Program - Bridge)		\$6,898,000	<b>Funding Reduction</b>	\$850,000	
						ST_Bridge (State Bridge Funds)		\$1,000,000	<b>Funding Reduction</b>	\$950,000	

During design it was determined that the amount of rehabilitation needed on the 24th Street Viaduct Structure was less than initially programmed. The design was also able to find a more efficient solution to the pedestrian access to the structure as well as receiving a very competitive bid on this project. Region One is asking to reduce the overall project budget by \$3,350,000 and reprogram some of the funds, \$850,000 in NHPP\_BR to the I-84; SR-66 to Summit Co. (Pin 15486) and return the remaining funds back to the Bridge Preservation and the State STP Flex program to be re-programmed at a later date.

Morgan	UDOT	I-84	15486	I-84; SR-66 to Summit County Line	Pavement Rehabilitation including Bridge Surface Repair and Centerline Concrete Barrier Replacement	Region One Transportation Solutions Program	\$13,715,000	\$0	<b>Additional Funding</b>	<b>\$3,550,000</b>	2021
						HSIP (Highway Safety Improvement Program)			<b>Additional Funding</b>	<b>\$1,100,000</b>	
						NHPP_IM (National Highway Performance Program - Interstate Maintenance)		\$8,125,000			
						STP_Bridge (Surface Transportation Program_Bridge Funds)		\$90,000			
						NHPP_BR (National Highway Performance Program - Bridge)		\$0	<b>Additional Funding</b>	<b>\$850,000</b>	

Region One is requesting to add funds and scope to the I-84; SR-66 to Summit County line pavement rehabilitation project that is currently programmed and scheduled to advertise this year. The additional scope will address potholing and riding surfaces of the 17 bridges that are within the limits of the pavement project. These proposed repairs will improve the ride and preserve the life of the bridge decks. Additionally, the increased funding will be used to replace the existing centerline concrete barrier which is past its service life. The barrier's connections are showing signs of corrosion. The proposed barrier will be taller in locations due to the large volumes of trucks that travel through this narrow curvy section of canyon. Additional funding is available from cost savings of other projects.

<p align="center"><b>2021-2026 Transportation Improvement Program (TIP) (Amendment One)</b></p> <p align="center"><b>Board Modification</b></p>									
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<b>New Transit Project</b>									
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Commuter Rail Corridor	
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County	Sponsor	Facility	PIN	Project Description / Discretionary Grant	Funding Source	Project Estimated Cost	Local Share of Project	Action	Funding Amount	Year
Various	UTA	Public Transit		FY 2018 Safety Research and Demonstration Program - Suicide Prevention	FTA 5312	\$280,000	\$56,000	<i>New Funding</i>	<b>\$224,000</b>	2021

In February 2020, the Federal Transit Administration (FTA) announced the availability of funding for projects that could demonstrate and evaluate innovative technologies, safer designs and/or practices to improve rail transit safety. UTA submitted proposals to improve the safety across the public transit system. In October 2020, it was announced that UTA would receive \$224,000 to identify strategies to prevent and mitigate suicides along UTA's FrontRunner commuter rail system & TRAX light rail corridors.

## Updated Transit Tables

[illegible]

<p>The following tables represent the transit projects that were presented to Trans Com and reviewed by the public during the Public Review and Comment Period this past summer. The previously reviewed and approved tables were on the 2025 TIP Table format. The purpose of bringing these tables to you today is that they have been updated to a 2026 Table format with minor adjustments consistent with the accounting updates.</p>
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# 5b - 2021-2026 TIP Board Modification

Regional Council Meeting

January 28, 2021



# 2021-2026 Transportation Improvement Program (TIP) (Amendment Two)

## Board Modification

### Additional Funding

#### Salt Lake/ West Valley Urban 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-210	16092	Little Cottonwood Canyon EIS	To identify long term solutions to improve the safety, reliability, and mobility of SR-210	ST_TIF (Transportation Investment Funds)	\$12,780,884	\$10,980,884	<b>Additional Funding</b>	<b>\$1,800,000</b>	2021
Salt Lake	UDOT	Cottonwood Canyons	17374	Cottonwood Canyons Recreational Hot Spot	Project construction to improve safety, reliability, and mobility throughout the Canyons	ST_TIF (Transportation Investment Funds)	\$43,940,000	\$45,740,000	<b>Funding Reduction</b>	<b>\$1,800,000</b>	2021

The Little Cottonwood Canyon Environmental Impact Study (EIS) project was funded from the Recreational Hot Spots program to identify long term solutions to improve the safety, reliability, and mobility of SR-210. The EIS began in 2018 to develop alternatives to meet these goals. However, meeting these goals, while meeting the needs of local stakeholders, proved to be very complex. In 2020 additional alternatives were added to ensure stakeholder concerns were heard and addressed while seeking the most viable solutions. The work for these additional alternatives includes: - Development, design, and screening of additional alternatives. - Additional public outreach such as council meetings, open houses, stakeholder meetings, etc. - Travel demand modeling for the screening of additional alternatives. - Developing the draft and final EIS including the Record of Decision. - Funding for in-house engineering and legal counsel. - Funding for the design of the High-T intersections and Aux-lane projects and the Cottonwood Communications program that were previously completed. To complete these activities, the EIS will need additional funds from the Little Cottonwood Canyon Recreational Hot Spot project.

### New Transit Project

#### Commuter Rail Corridor

County	Sponsor	Facility	PIN	Project Description	Funding Source	Project Estimated Cost	Local Share of Project	Action	Funding Amount	Year
Various	UTA	Public Transit		FY 2016 Public Transportation Innovation Program - Polarized Infrared and Optical Imaging System for Transit Infrastructure Condition Assessment	FTA 5312	\$422,694	\$84,539	<b>New Funding</b>	<b>\$338,155</b>	2021

On November 30, 2020, the Federal Transit Administration (FTA) announced competitive grant funds to six projects in six states for the Real-Time Infrastructure and Rolling Stock Condition Assessment Demonstration Program to support infrastructure innovation and safety in the transit industry. The Utah Transit Authority (UTA) will receive funding to develop an optical imaging system to monitor the conditions of the regional commuter rail system. A fully developed program will help UTA maintain a state-of-good repair and provide long-term monitoring of track and rail-tie conditions.

# Salt Lake – Little Cottonwood Canyon (EIS)

## Identify Long Term Solutions to Improve the Safety, Reliability, and Mobility

### STUDY PROCESS AND TIMELINE

Additional Funding  
\$ 1,800,000

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Total Project Cost  
Estimate \$ 12,780,884

Additional funding to  
come from the  
Cottonwood Canyons  
Recreational Hot Spot  
Project

**Additional  
Alternatives  
include . . .**

- Development, Design, and Screen Additional Alternatives
- Additional Public Outreach such as Council Meetings, Open Houses, Stakeholder Meetings, etc.
  - Travel Demand Modeling for the Screening of Additional Alternatives
- Develop the Draft and Final EIS including the Record of Decision
- Funding for in-house engineering and legal counsel
- Funding for the design of the High-T intersections and Aux-lane projects and the Cottonwood

DRAFT PURPOSE AND NEED AND ALTERNATIVE SCREENING CRITERIA



Spring 2018



REVISED PUBLIC SCOPING



Fall 2019

DRAFT PURPOSE AND NEED AND ALTERNATIVE SCREENING CRITERIA



Fall 2019



ALTERNATIVES DEVELOPMENT AND REFINEMENT



Spring 2021

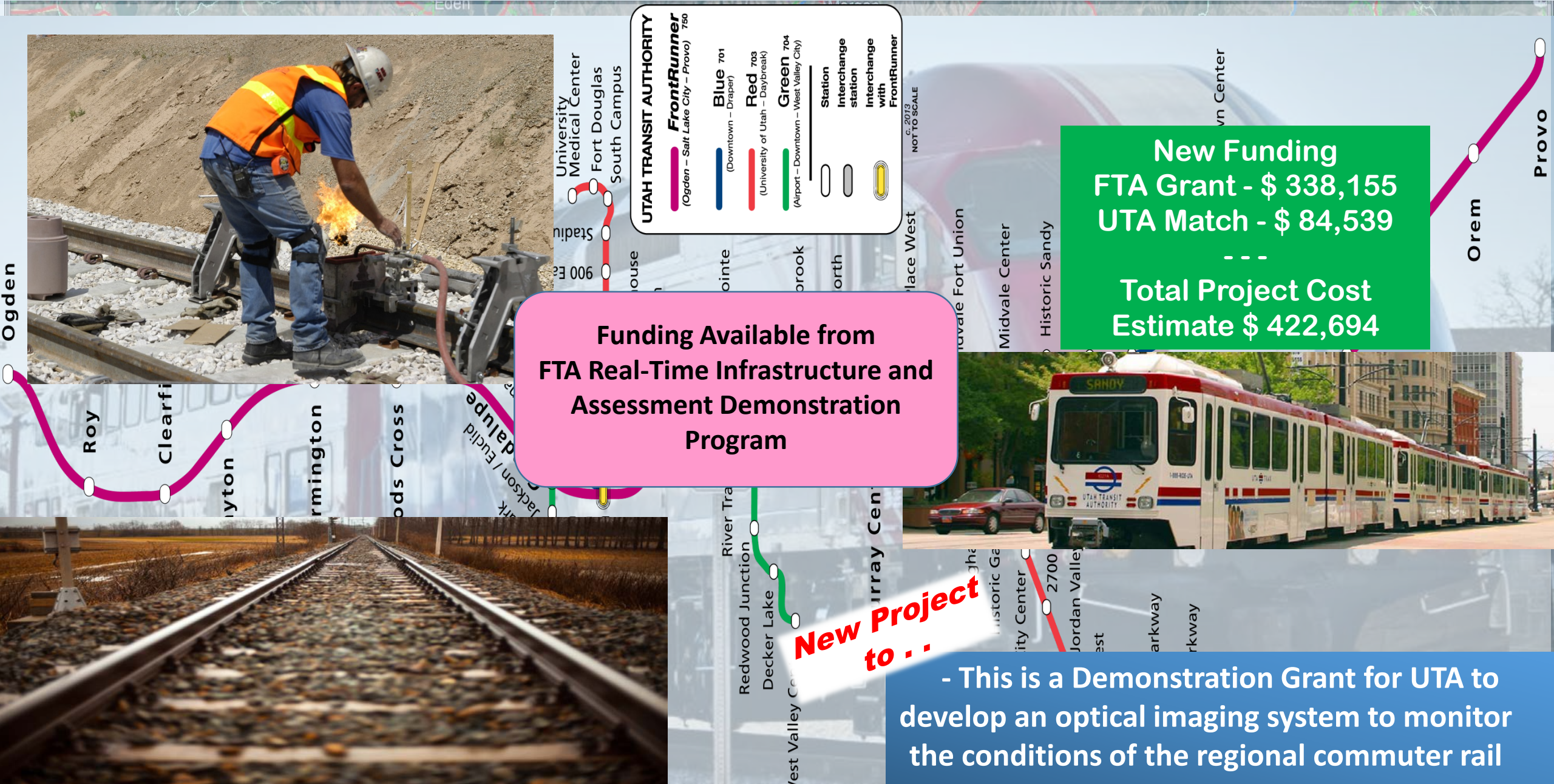


FINAL EIS



# UTA – Public Transit – Real-Time Public Transportation Innovation Program

## Demonstration Project for Transit Infrastructure Condition Assessment



[Open and Public Meetings Act](#)