

2017-2022 TIP Board Modification

Trans Com
August 18, 2016

Ben Wuthrich
Wasatch Front Regional Council

2016-2021 Transportation Improvement Program (TIP) (Amendment Nine)

Board Modification

Change in Project Scope

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	Woods Cross	1500 South	14042	1500 South Phase 3; 1350 West to 1100 West	Reconstruction with minor widening including; improvements to Drainage, Curb, Gutter and Sidewalk	STP_URB_SL Surface Transportation Program - Urban Area Ogden\ Layton (WFRC)	\$3,003,400	\$2,753,641	<i>Extend Project Scope</i>	Same	2017

This project will widen 1500 South between 1100 W. and 1350 W., add shoulders, and reconstruct the existing asphalt street section. This project includes safety improvements by improving access conditions, center turn-lanes at major intersections for improved mobility, and improving ped/bike safety at railroad crossings. This Board Modification will extend project limits to facilitate the street transitions and drainage. It will also connect sidewalk to the subdivision on the north for pedestrian access, as well as include the railroad crossing in the project limits. No additional funding is being requested for the scope change.

New Project

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	5300 South	14962	5300 South and Commerce Drive Intersection	Signal Upgrade and Intersection Improvements	HSIP (Highway Safety Improvement Program)	\$600,000	\$0	<i>New Funding</i>	\$600,000	2016

To reduce weaving and congestion, this project proposes to take advantage of existing roadway width to provide an additional westbound through lane that feeds the left turn lane to the southbound I-15 on ramp. The engineering estimate is \$600K. These funds are available in the Highway Safety Improvement Program (HSIP)

1500 South; 1350 West to 1100 West Reconstruct with Minor Widening



Project Scope Change	Estimate Cost	\$ 3,003,400
	Programmed Amount	\$ 2,753,641
	Year	16 - '18

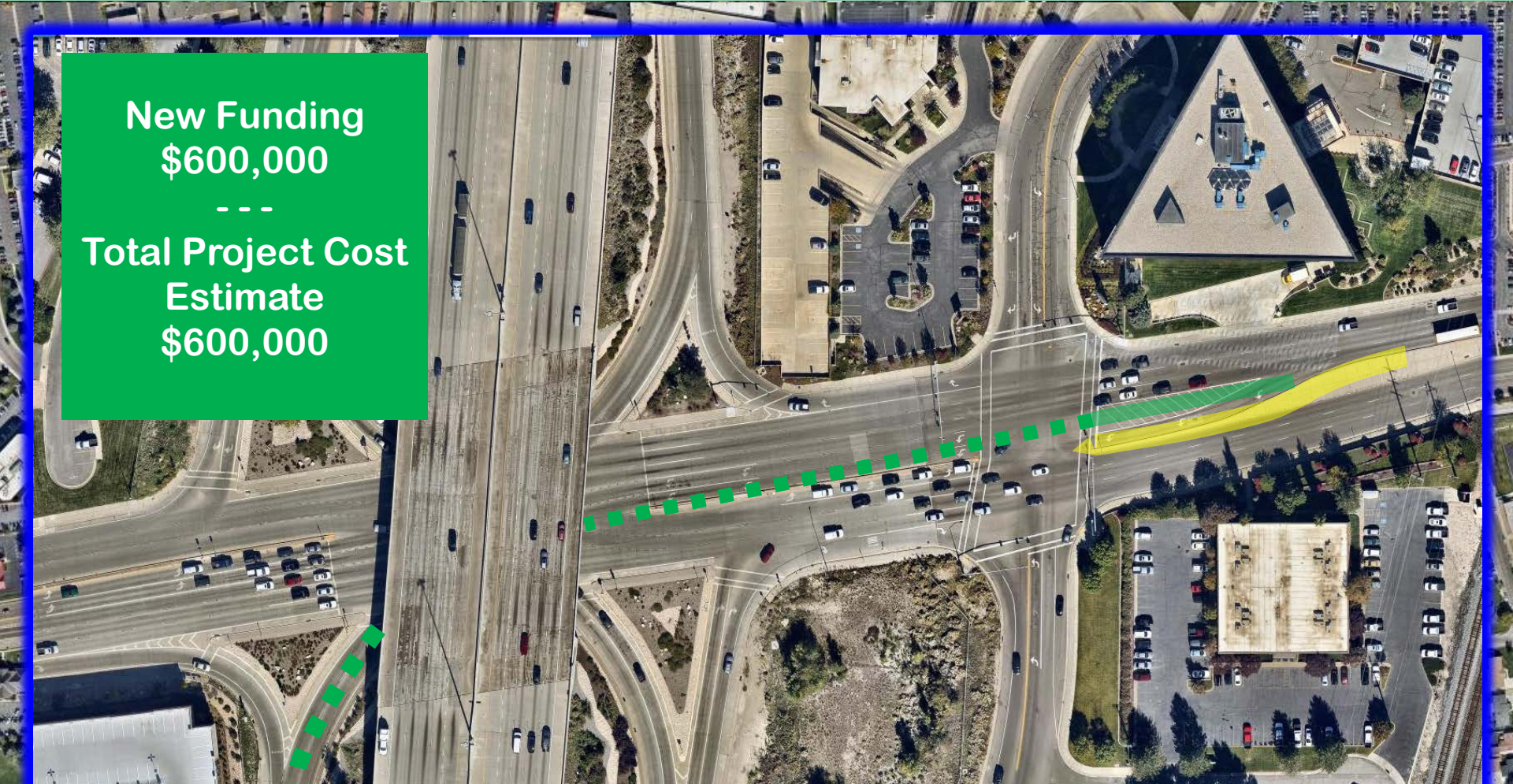
Salt Lake County – 5300 South & Commerce Drive

Signal Upgrade and Intersection Improvements

New Funding
\$600,000

Total Project Cost
Estimate
\$600,000

Project will provide an additional westbound through lane that feeds the left turn lane to SB I-15 ramps



2016-2021 Transportation Improvement Program (TIP) (Amendment Nine)

Board Modification

New Projects (FY 2017 Recreational Trails Program)

The federal Recreational Trails Program (RTP) was authorized by Congress as part of the Intermodal Surface Transportation Efficiency Act of 1991. This program has been continued through the current FAST Act Transportation authorization. • These projects are selected and administered through the Utah State Parks and Recreation Division. • Funds may be used to provide and maintain trails for motorized and nonmotorized recreational uses, including trailside and trailhead facilities, and also provisions to facilitate access for people with disabilities. • For the 2017 Program, Utah has 40 Projects totaling \$1,490,393 in Federal Aid Funds (8 projects totaling \$202,766 in the WFRC Area.)

WFRC Area				
Sponsor	Project Location	Concept/ Type of Improvement	Funding Amount	Total Project Value
Non-Motorized				
Salt Lake County Parks & Recreation	Jordan River Equestrian Trail	Jordan River Equestrian Trail - Jordan Narrows Trailhead to the Utah County Line (\$47,000 RTP requested, non-motorized): The purpose of this project is to properly locate a five foot wide, wood chipped equestrian trail from Jordan Narrows Trailhead to the Utah/Salt Lake County Line.	\$30,000	\$94,755
Salt Lake County Parks & Recreation	Utah & Salt Lake Canal Trail - 5784 West to 6608 West	Utah & Salt Lake Canal Trail - 5784 West to 6608 West (\$100,000 RTP requested, non-motorized): Consists of developing a 10-foot wide asphalt paved pedestrian/bicycle path along and within the Utah and Salt Lake Canal right-of-way.	\$50,000	\$525,748
Mountain Trails Foundation	Park City, Utah area and Statewide Various locations	Mini Excavator Purchase (\$15,000 RTP requested, non-motorized): Purchase of machinery which will be used to build and maintain approximately 150 miles of existing and future non-motorized trails in the Park City, Utah area. May also be used to assist other local nonprofit/government entities in the building and maintenance of non-motorized trails	\$15,000	\$30,000

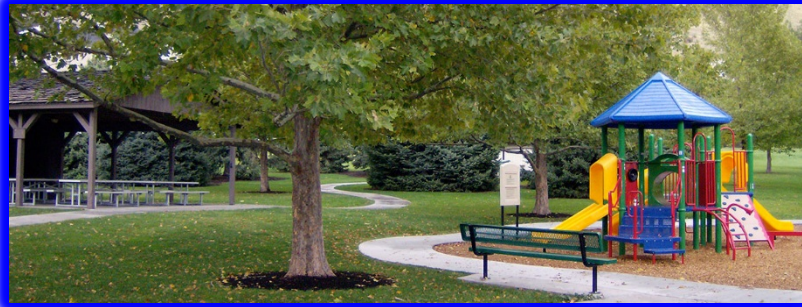
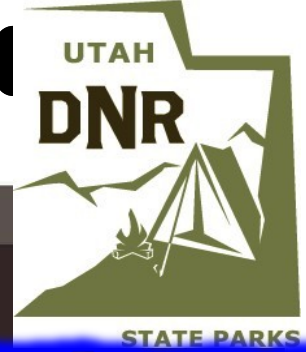
2016-2021 Transportation Improvement Program (TIP) (Amendment Nine)

Board Modification

New Projects (FY 2017 Recreational Trails Program) - *Continued*

WFRC Area				
Sponsor	Project Location	Concept/ Type of Improvement	Funding Amount	Total Project Value
Motorized				
Utah Division of Parks & Recreation	Throughout the State of Utah	Snowmobile Trail Grooming and Maintenance (\$165,000 RTP requested, motorized): To provide maintenance on the 18 snow grooming complexes, trailheads and trail signing, replacement or repair of trail blazes, markers and cairns, the clearing of obstructions, throughout the State of Utah. Repairs, maintenance, and replacement of snow grooming equipment.	\$31,383	\$64,083
Utah Division of Parks & Recreation	Throughout the State of Utah	Snowcat Purchase (\$87,500 RTP requested, motorized): To provide grooming and maintenance on the 18 snow grooming complexes through out the state of Utah. Repairs, maintenance, and replacement of snow grooming equipment.	\$15,000	\$58,252
Statewide	Throughout the State of Utah	OHV Program Info Brochures; This project covers the costs of developing and printing updated off-highway vehicle (OHV) brochure.	\$31,383	\$64,083
UWCNF	Uinta-Wasatch-Cache National Forests	UWCNF-Maintenance of OHV/ Single-Track Routes (\$76,000 RTP requested, motorized): This application is for the entire Uinta-Wasatch-Cache National Forest. It is for the general maintenance of priority motorized trails across the forest including OHV and single-track routes.	\$15,000	\$58,252
Utah Division of Parks & Recreation	Throughout the State of Utah	Utah Trail Host / OHV Volunteer Specialist (\$30,000 RTP requested, motorized): The Utah Division of Parks and Recreation is seeking grant funds to provide additional support of a volunteer coordinator, or "Trail Host Coordinator" to work with agencies, local governments, counties and groups to increase the amount of Trail Host sponsored projects, monitoring efforts and education/outreach opportunites that occur on public lands statewide.	\$15,000	\$58,252

Recreational Trans Program



RESOURCES

SEARCH



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Recreational Trails Program (RTP)



- Administered by Utah State Parks
- Motorized and non-motorized
- May be combined use
- Revenue from federal motor fuel tax;
- apportioned to each state
- Utah annually receives about \$1.5 M





The Transportation Improvement Program

TIP





Transportation

Improvement Program

is . . .

- **Six Year Program of Highway & Transit**
 - **Four Years Funded - Two Years Concept**
- **In the Urban Areas**
 - **Salt Lake/ West Valley - Ogden/ Layton**
- **Funded by**
 - **Federal, State, & Local Programs**

For All Cities Counties, UDOT & UTA



Transportation

Improvement Program will . . .

- **Implement the Long Range Plans**
 - **Highway/ Transit Projects for the Region**
- **Help Meet the Short Range Needs**
 - **Of the Wasatch Front Area**
- **Provide for the Maintenance**
 - **Of the Existing Transportation System**



Transportation Improvement Program Contains

- **Lists of Projects**
- **Including;**
 - **New Construction**
 - **Rehab & Maintenance**
 - **Safety/ ITS**
 - **Transit, O & M**
 - **Pedestrian & Bike**



Projects in the TIP:

- Represent \$ Millions
- Thousands of Jobs
- Economic Growth & Development
- Mobility/ Access
- Preservation of Life
- And Promote the Quality of Life



Federal Law

Requires:

- **Financially Constrained**
- **Conform To Air Quality**
- **Reviewed By the Public**
- **Approved by Regional Council**

• 2016 •

January

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November

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December

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25	26	27	28	29	30	31

Process for New Projects & The Draft TIP





FUNDING PROGRAMS

FISCAL YEAR 2017



WASATCH FRONT REGIONAL COUNCIL

WFRC Funding Programs

- Economic Development District
- Community Development Block Grant Program
- Transportation & Land Use Connection Program
- Surface Transportation Program
- Congestion Mitigation Air Quality
- Transportation Alternatives Program

Wasatch Front EDD: Who We Are



Mission

Support economic development plans, promote long-term economic competitiveness, and attract federal monies in order to implement local plans.

Objective

Undertake a regional approach to economic development with support of our member counties including Davis, Morgan, Salt Lake, Tooele, and Weber.



WASATCH FRONT ECONOMIC DEVELOPMENT DISTRICT



WASATCH FRONT ECONOMIC DEVELOPMENT DISTRICT

REGIONAL GOALS

GOAL 1

ATTRACT BUSINESSES
THAT OFFER
HIGHER WAGES



GOAL 2

RETAIN AND
EXPAND EXISTING
UTAH BUSINESSES



GOAL 3

BUILD ON AND
IMPROVE THE
REGION'S GROWTH
CENTERS



GOAL 4

ENCOURAGE
ENTREPRENEURSHIP
AND INNOVATION



GOAL 5

INCREASE
ECONOMIC
DEVELOPMENT
CAPACITY



GOAL 6

MAINTAIN AND
IMPROVE OUR HIGH
QUALITY OF LIFE



What We Do

Creation of the CEDS

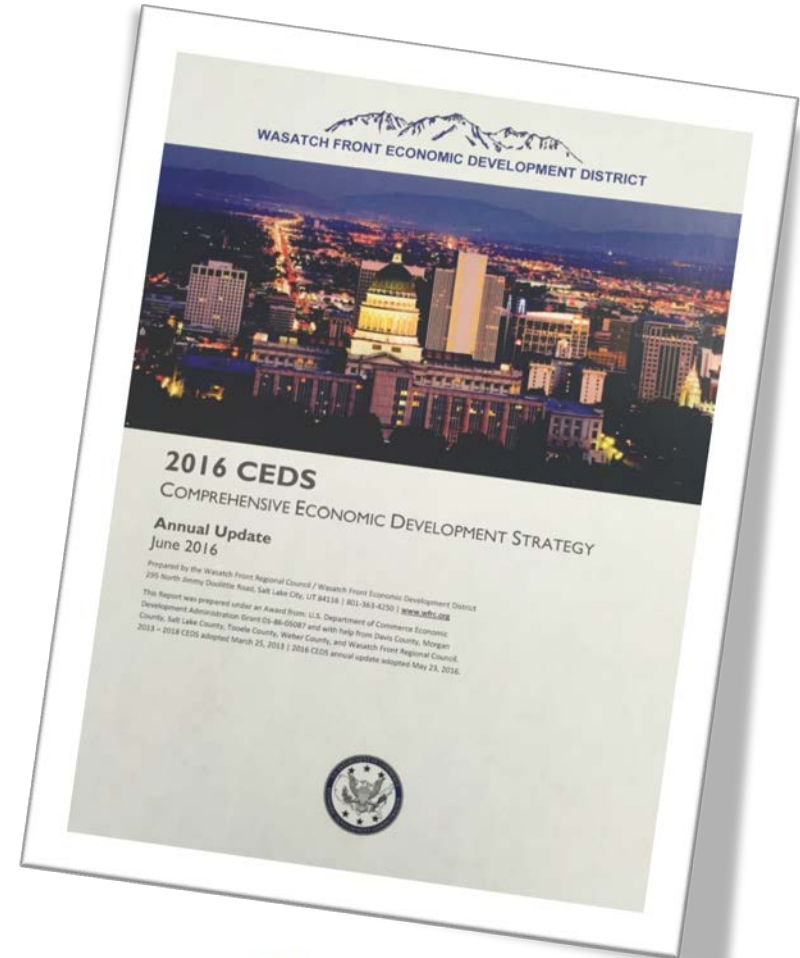
A longer term, comprehensive and coordinated strategy for economic development

Economic Analysis

Create strategies for the integration of economic development, transportation, and land use

Local and Regional Projects

Support the implementation of local and regional projects seeking funds from the U.S. Economic Development Administration



Activities & Successes

INTEGRATION EFFORTS RELATED TO ECONOMIC DEVELOPMENT

THREE KEY STRATEGIES

The Wasatch Front Regional Council integrates economic development with transportation and land use using the following strategies.



Coordinate transportation investments with economic cluster locational and service needs.

Addressing locational and service needs ensures that Utah's clusters grow and remain healthy over the longer term.

PROGRESS

- Measure growth of clusters relative to transportation investments
- Measure travel time of goods delivered to clusters
- Measure workforce access to clusters

COLLABORATIVE ACTIONS

- Create a coordinated regional cluster priority map
- Align WFRC programs with cluster needs



Coordinate transportation investments to improve access to opportunity.

Improving access to jobs and services helps individuals be more self-sufficient and facilitates upward economic mobility. Metropolitan areas that promote upward mobility achieve higher economic performance.

Identified 3 key strategies for integrating economic development in to long range plans and programs such as the RTP, TIP, TLC, CDBG , etc.

PROJECT SUPPORT

MAPPING UTAH'S ENTREPRENEURSHIP ECOSYSTEM

Personal Experience Companies Founded Investment Mentorship Inspiration Ecosystem

What companies have you founded?

Please list all the for-profit companies in Utah that you have founded or co-founded, even if they are no longer active or you are no longer involved.

Company name

Co-founder's name (if applicable)

Company's web site

Year founded Select year

Quatere Foundry / Endeavor Insight –ecosystem network mapping for entrepreneurs

Community Development Block Grant



Homeownership Assistance



Community Development



Public Services

COMMUNITY DEVELOPMENT

Eligible Projects for Low to Moderate Income Populations

- Public Service Activities
- Public Service Vehicles
- Removal of Slum and Blight
- ADA Accessibility Improvements
- Property Acquisition for Housing
- Property Acquisition for Public Purposes
- Construction or Reconstruction of
 - Water and Sewer Lines
 - Streets
 - Curb, Gutter, Sidewalks

CDBG Program Eligibility & Activities

CITYWIDE LMI PROJECT



**Washington
Terrace City
\$97,023**

Fire Fighter Equipment

TARGETED LMI PROJECT



**Tooele County
\$386,349**

**Construction of a Children's
Justice Center**

SITE SPECIFIC LMI PROJECT



**Huntsville Town
\$250,000**

**Upgrades to culinary
water lines**

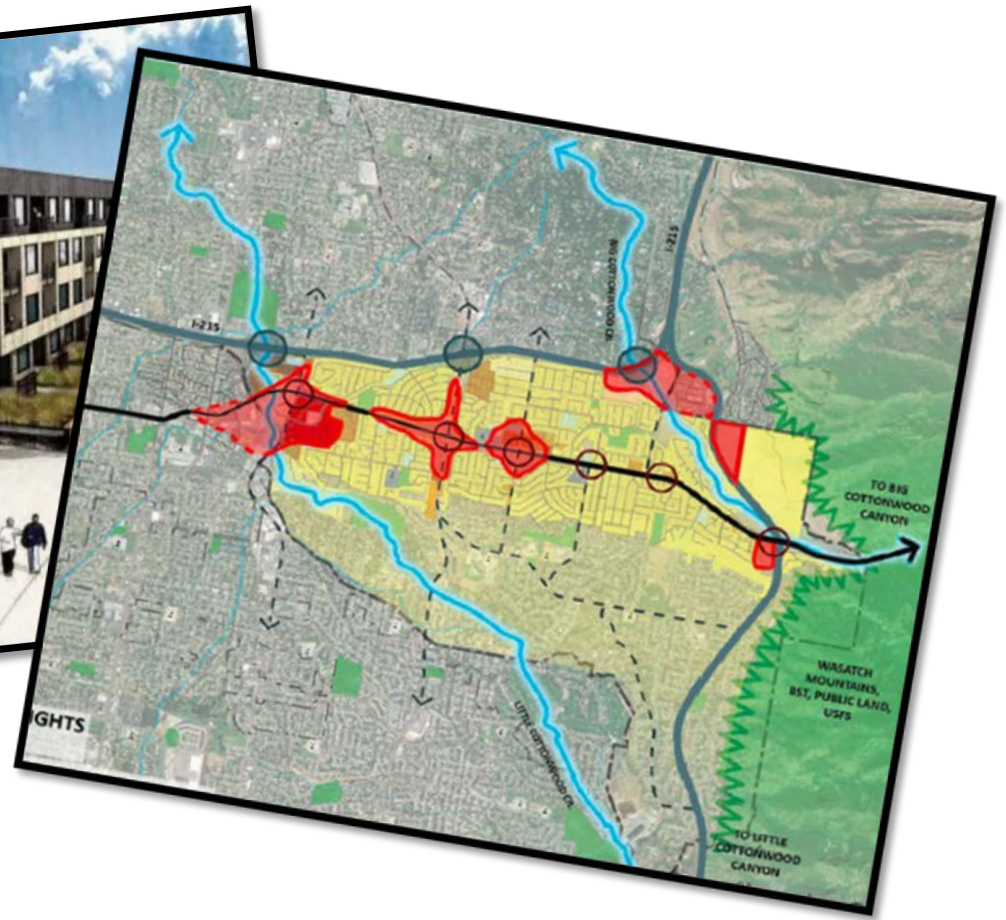


TRANSPORTATION AND LAND USE CONNECTION



Millcreek Town Center Plan

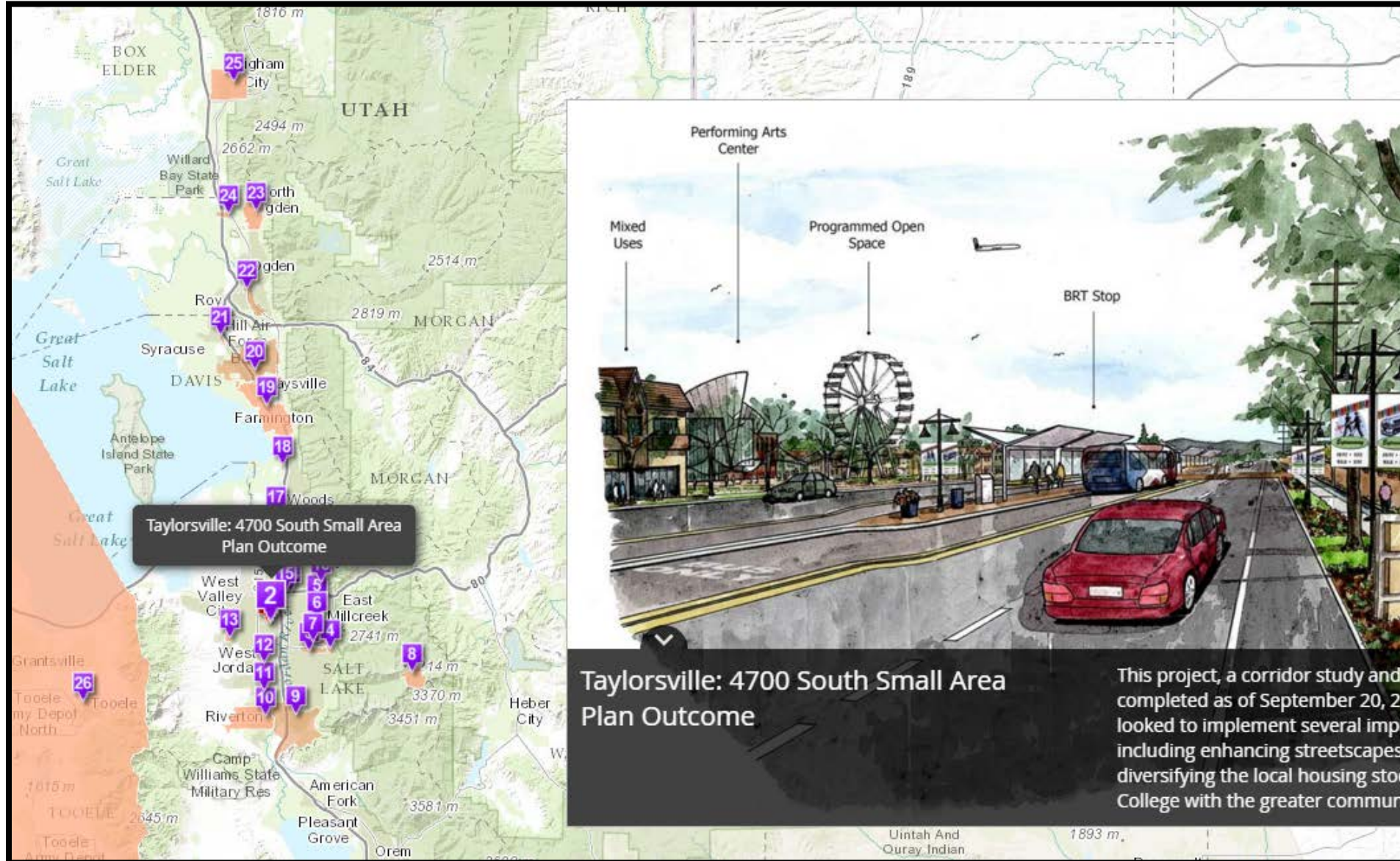
Program Objectives



Eligible Project Types

- Transportation Corridors/Blvd Plan
- Ordinance work/Form Based Codes
- Market Study and Financial analysis
- Transportation Master Plans
- First Last Mile Implementation
- Station Area Planning
- Complete Streets Policies
- Active Transportation Plans
- Small Area Plans
- Develop local “Visions” or Plans
- Wasatch Choice 2050 toolbox training





Bountiful City/ Davis County – South Davis Bus Rapid Transit Corridor Planning and Form Based Code

- Integrate the future BRT with the land use

TLC Resources: \$65,000

Local Match: \$15,000





**SURFACE TRANSPORTATION
PROGRAM (STP)**



**CONGESTION MITIGATION/
AIR QUALITY (CMAQ)**



**TRANSPORTATION
ALTERNATIVES PROGRAM (TAP)**

FEDERAL FUNDING PROGRAMS



SURFACE TRANSPORTATION PROGRAM (STP)

Eligible STP Project Types

- Street widening or new construction
- Improve or reconstruct existing streets
- Bridge replacement
- Projects that reduce traffic demand
- Intersection improvements





5600 West – 6200 South to 7000 South
Reconstruct & Widen





CONGESTION MITIGATION/ AIR QUALITY (CMAQ)

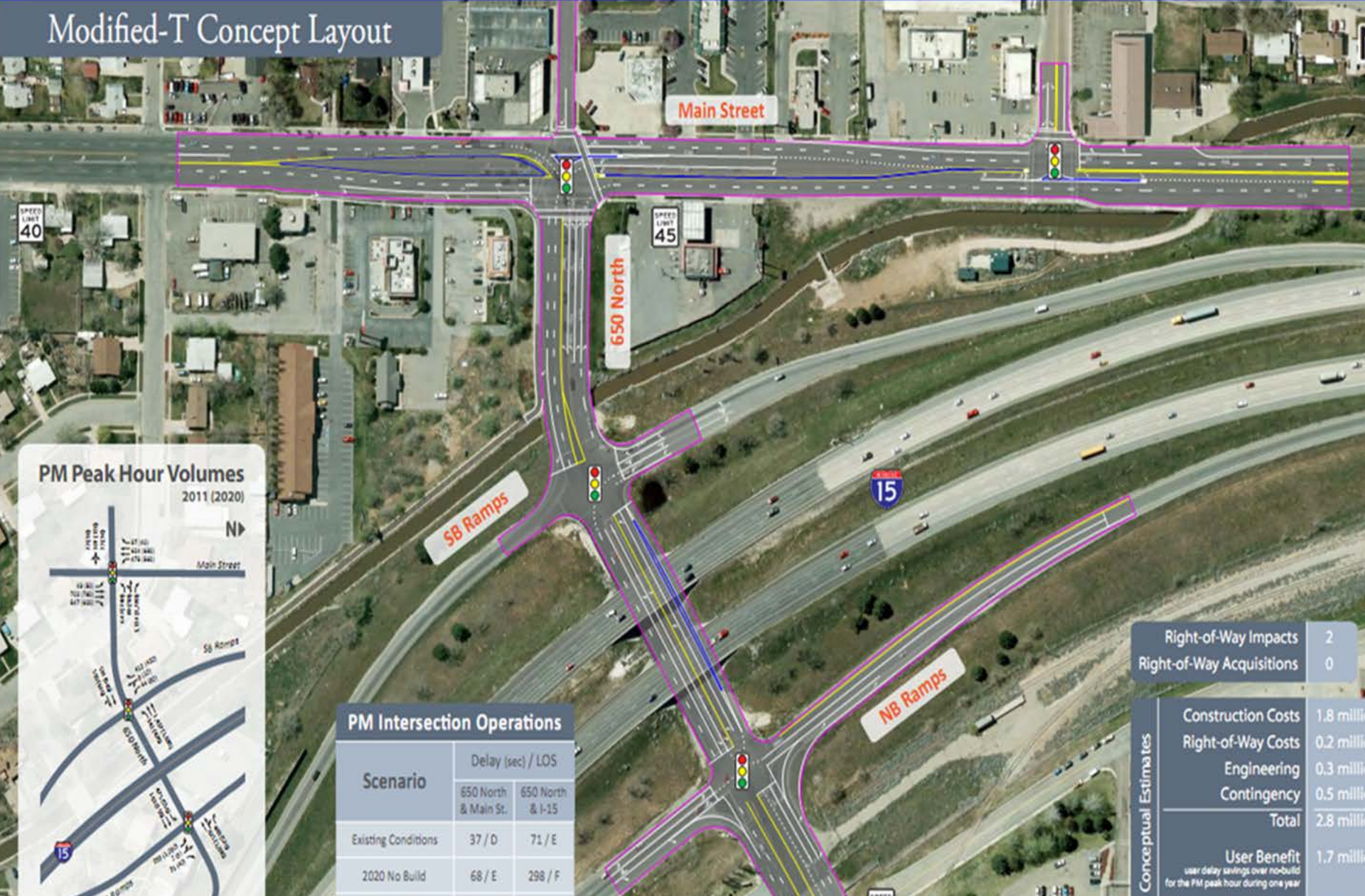
Eligible CMAQ Project Types

- Projects that improve Air Quality
- Construct or purchase public transportation facilities and equipment
- Commuter bicycle & pedestrian facilities
- Intelligent Transportation Systems (ITS)
- Projects that reduce traffic demand
- Intersection improvements



Commuter Bicycle and Pedestrian Facilities Intelligent Transportation Systems (ITS) Intersection Improvements

Modified-T Concept Layout



PM Peak Hour Volumes 2011 (2020)



PM Intersection Operations

Scenario	Delay (sec) / LOS	
	650 North & Main St.	650 North & I-15
Existing Conditions	37 / D	71 / E
2020 No Build	68 / E	298 / F

Conceptual Estimates	
Right-of-Way Impacts	2
Right-of-Way Acquisitions	0
Construction Costs	1.8 million
Right-of-Way Costs	0.2 million
Engineering	0.3 million
Contingency	0.5 million
Total	2.8 million
User Benefit user delay savings over no-build for the PM peak hour during one year	1.7 million



TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

Eligible TAP Project Types

- Construction, planning, and design
- Pedestrian, bicyclists, & other non-motorized forms of transportation
- Improvements could include:
 - Sidewalks
 - Bicycle infrastructure
 - Traffic calming techniques
 - Lighting and safety-related infrastructure for non-drivers
- Safe Routes to School projects

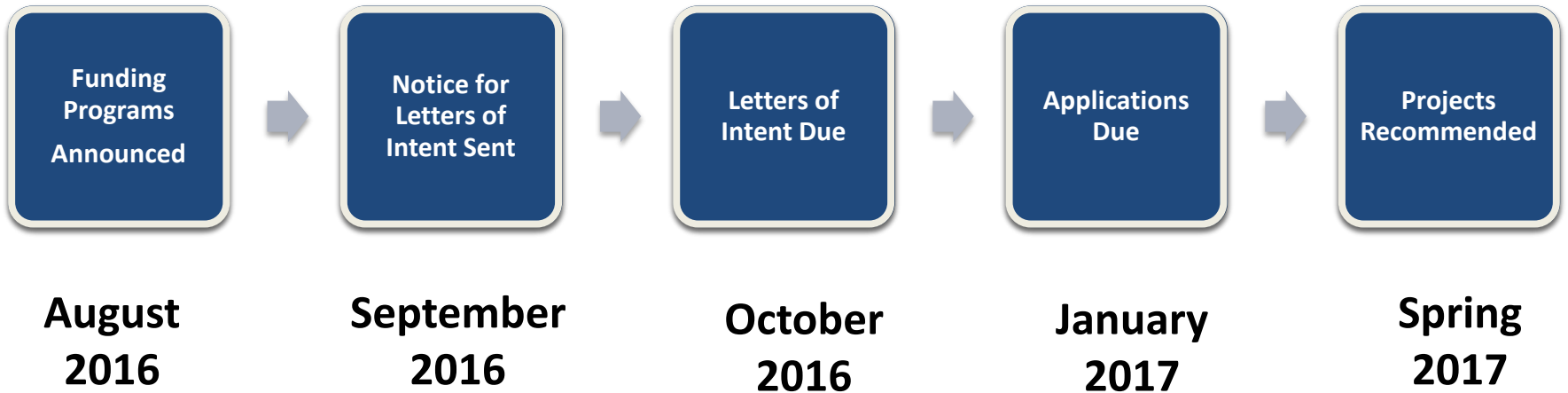


D&RGW Rail/ Trail Hinckley Bridge to 12th Street



WFRC Funding Program Deadlines

We're Here



WFRC

Congestion Management Report

August 2016
by
Kip Billings

Performance Measures

- **Highway**

- Daily VMT
- VMT/Capita
- VMT Arterials & Freeways

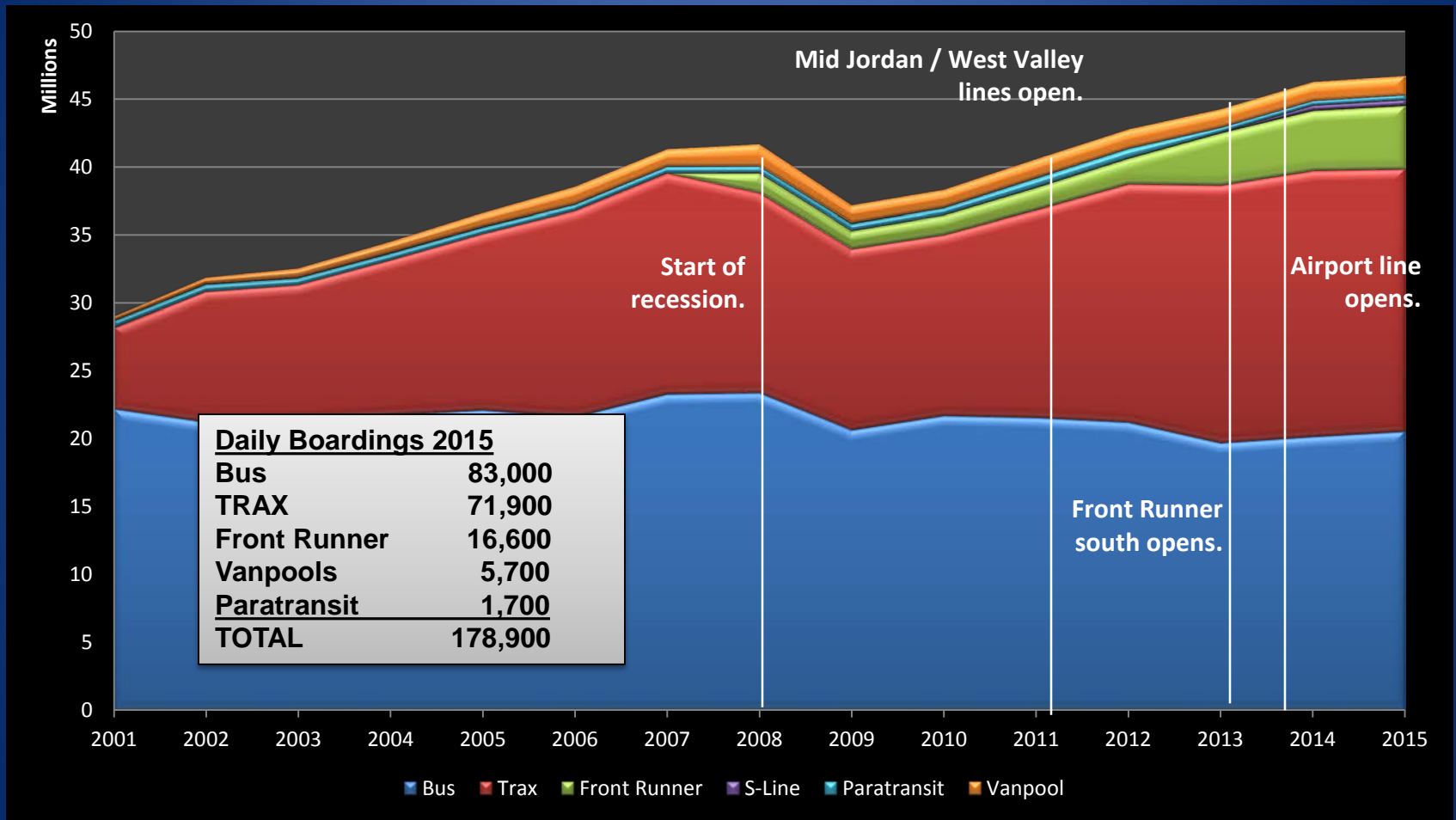
- **Transit**

- Annual & Daily Boardings by Mode
- Annual Boardings/Capita
- Hourly Boardings by Mode

TRANSIT PERFORMANCE

UTA System Annual Boardings 2001-2015

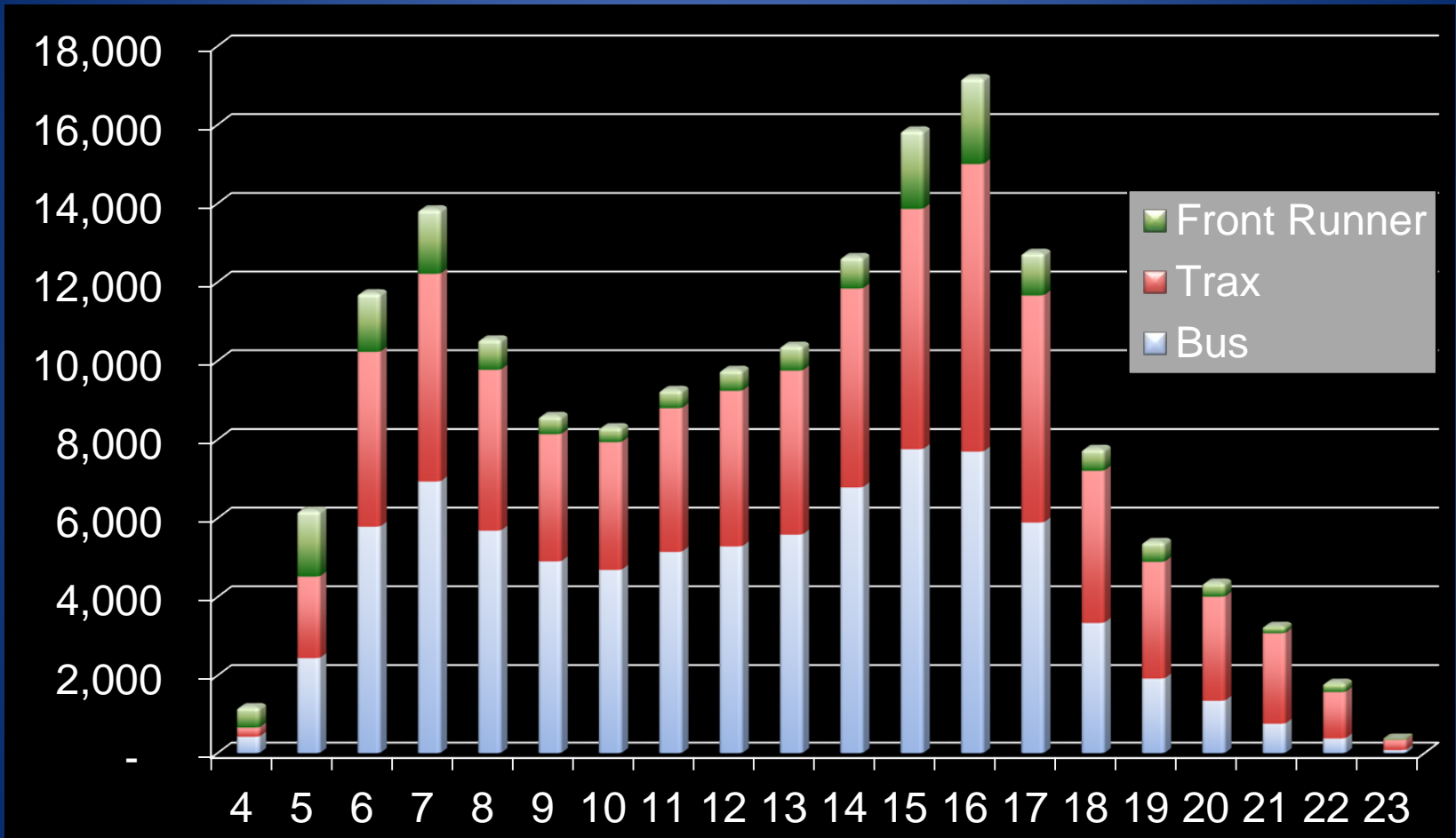
UTA Trend Statistics, CAFR 2015



Source: UTA 2015 CAFR, UTA historical data, UTA 2015 weekday boarding data.

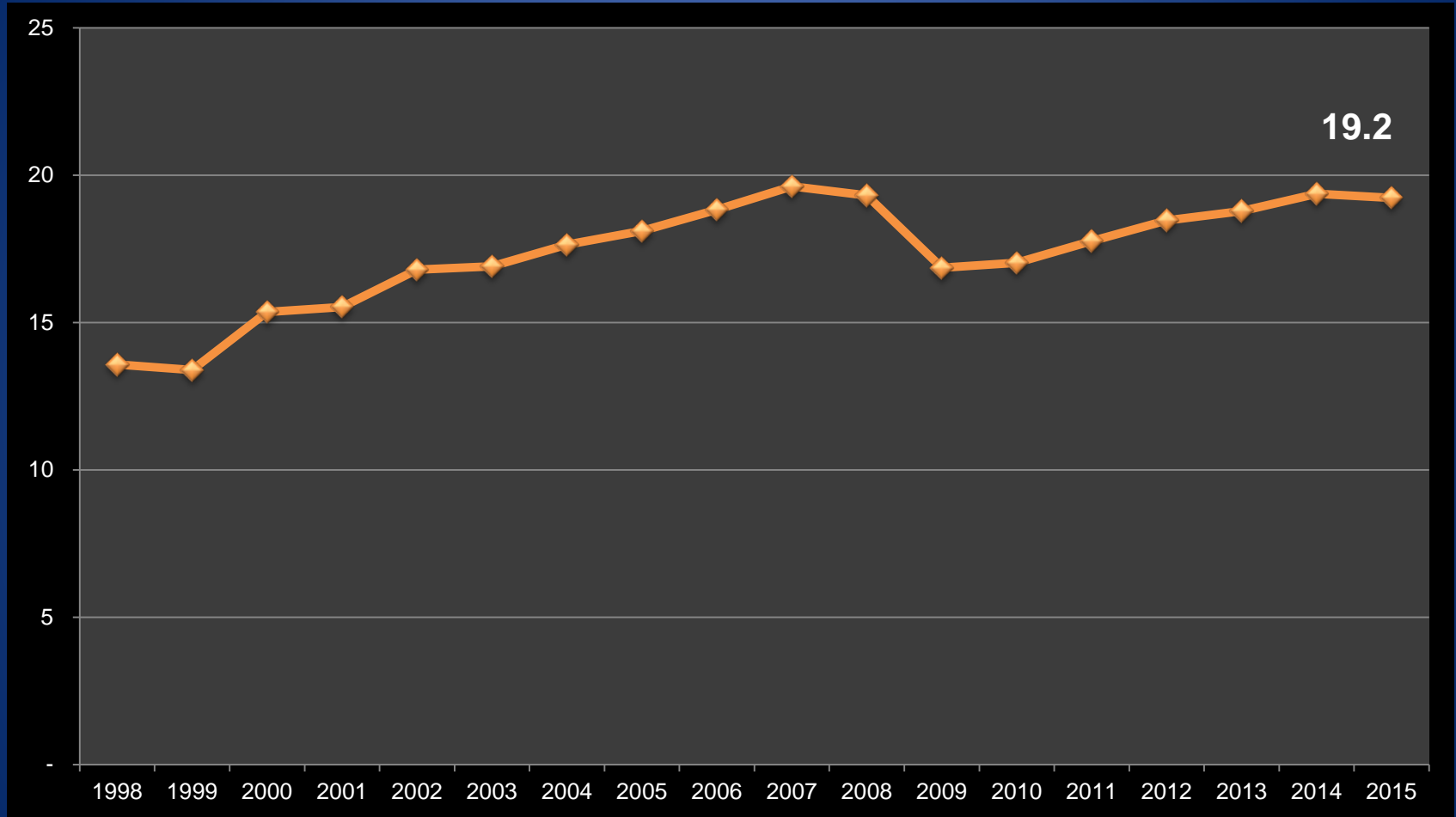


Total Transit Boardings by Hour - 2015



Annual Transit Boardings per Capita

Box Elder – Weber – Davis – Salt Lake – Tooele - Utah

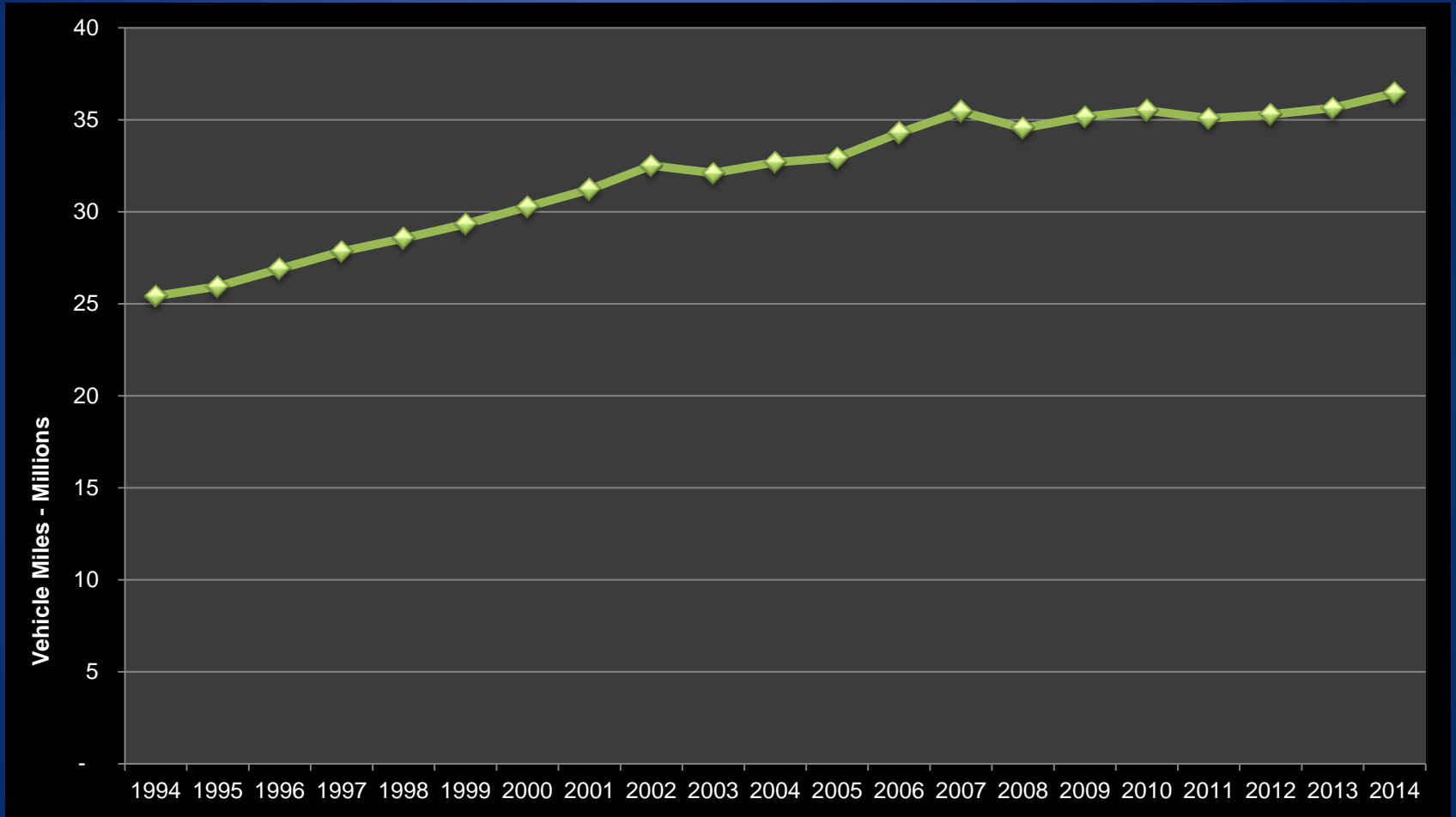


Source: UTA 2015 CAFR, UTA historical data, U.S. Census Bureau population by county.

HIGHWAY PERFORMANCE

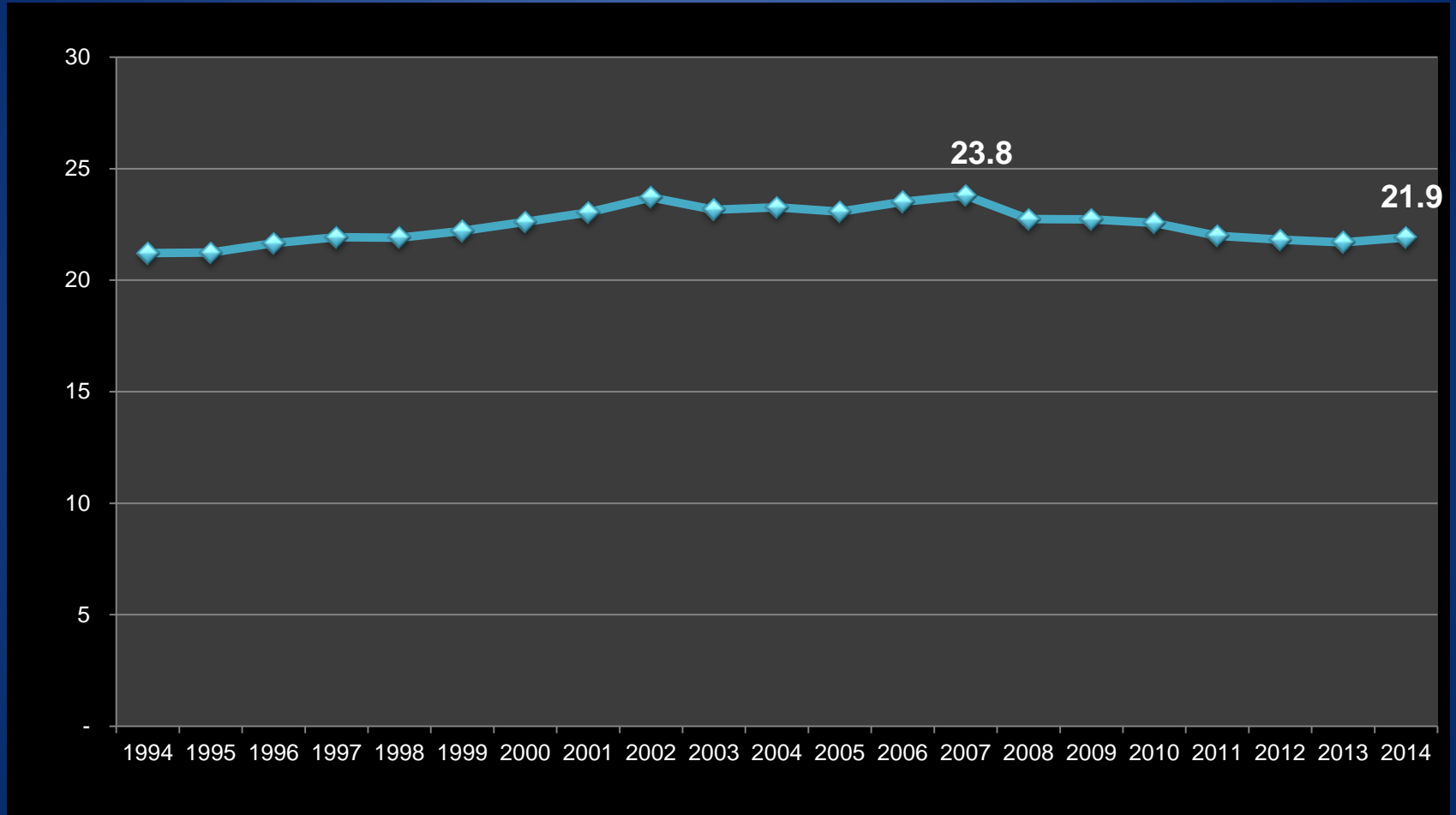
Vehicle Miles Traveled

Weber, Davis, and Salt Lake Counties



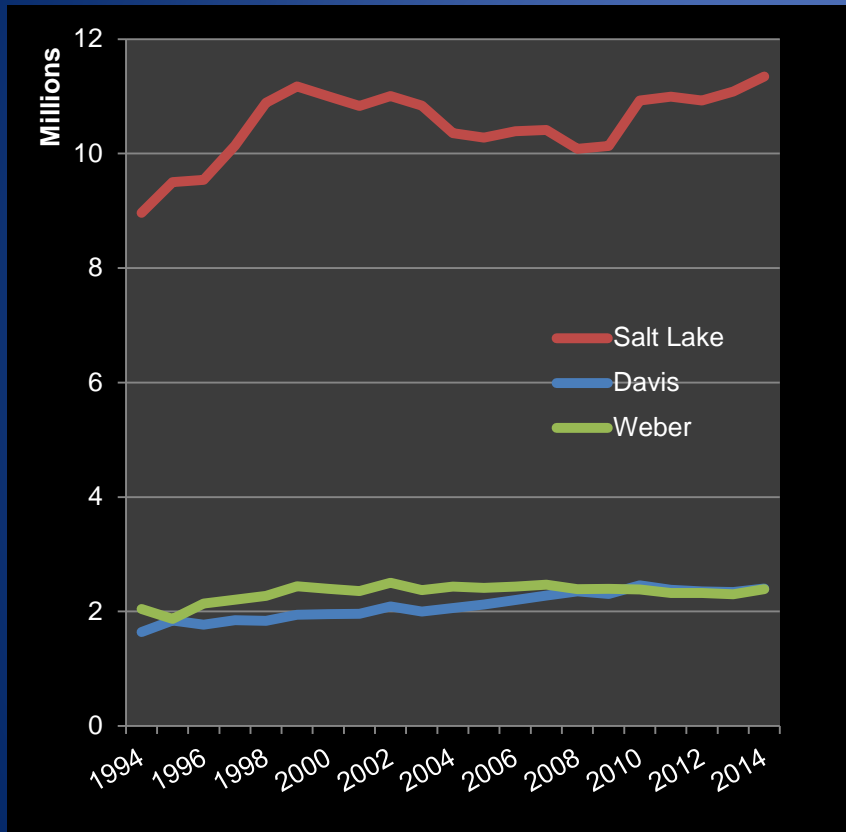
VMT/Capita

Weber, Davis, and Salt Lake Counties

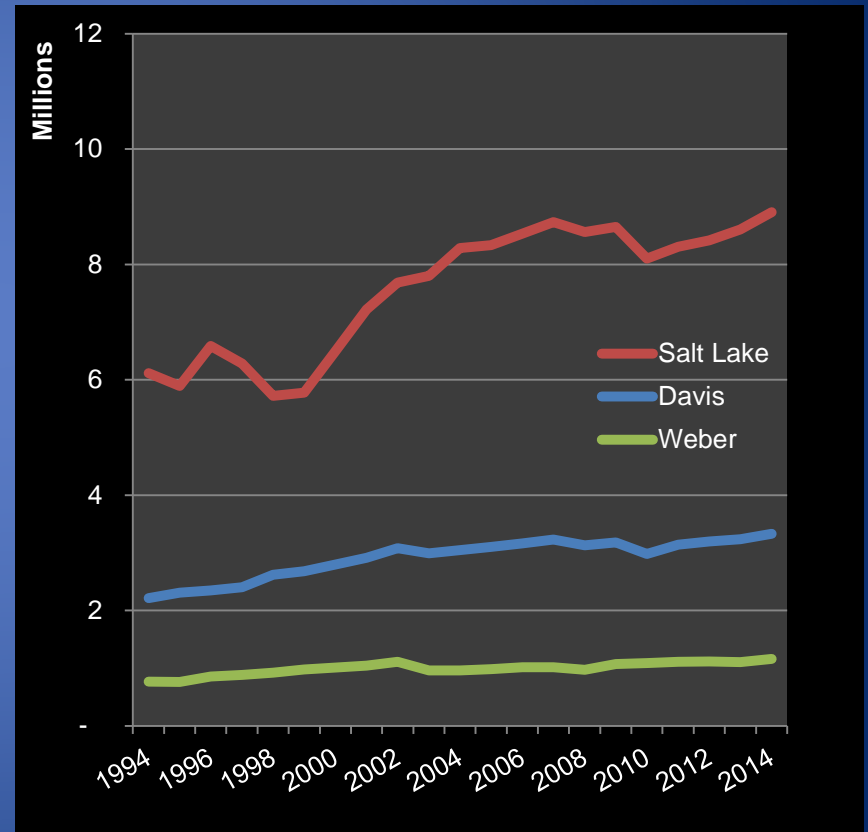


VMT by County 1994-2014

Arterials



Freeways



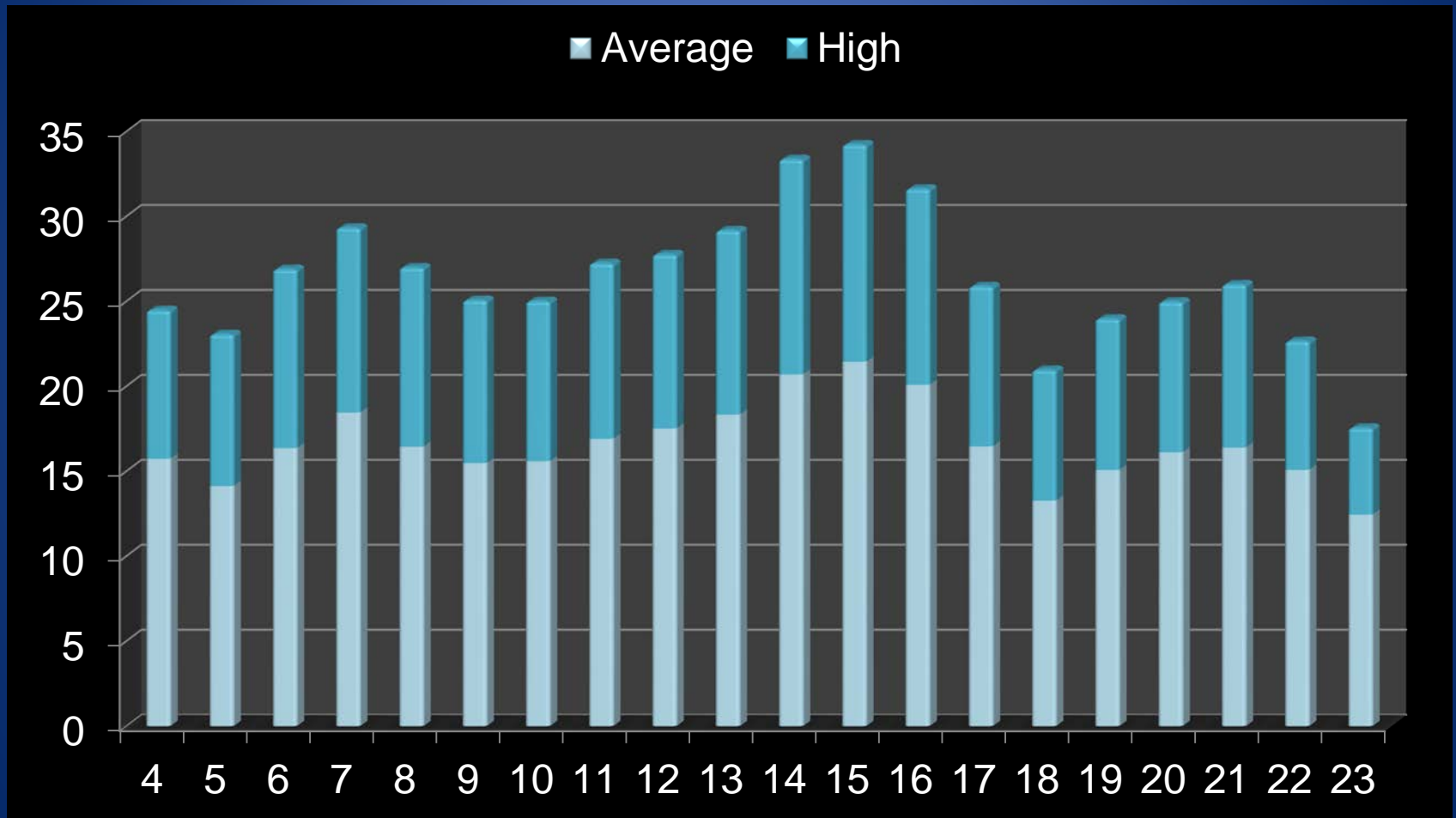
Kip Billings

kip@wfrc.org

801.363.4250

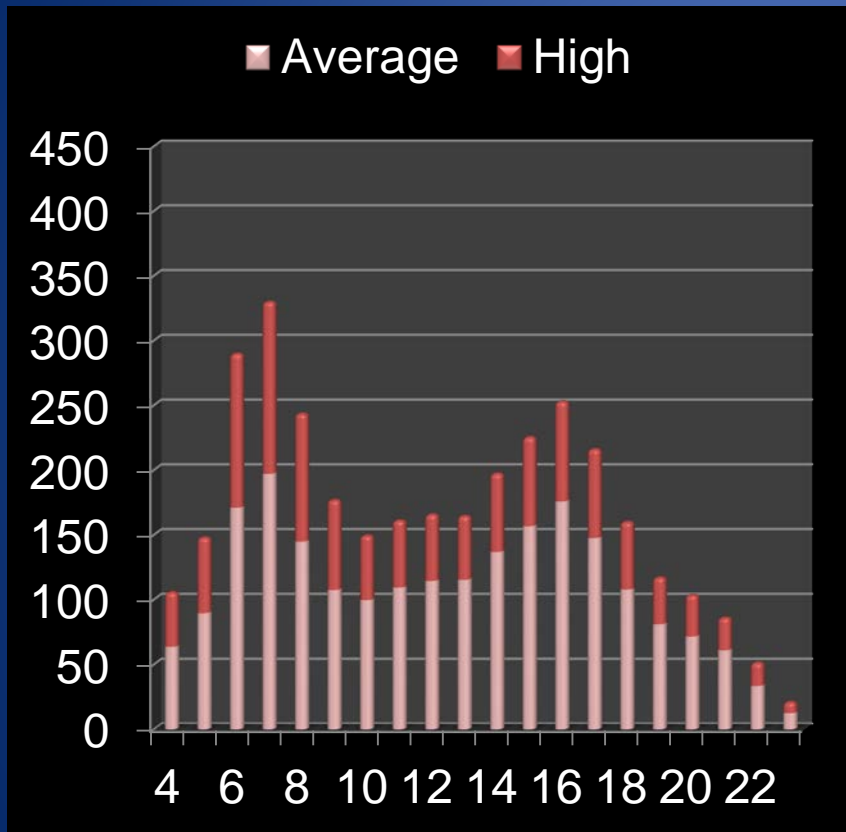
QUESTIONS?

Bus Loads by Hour - 2015

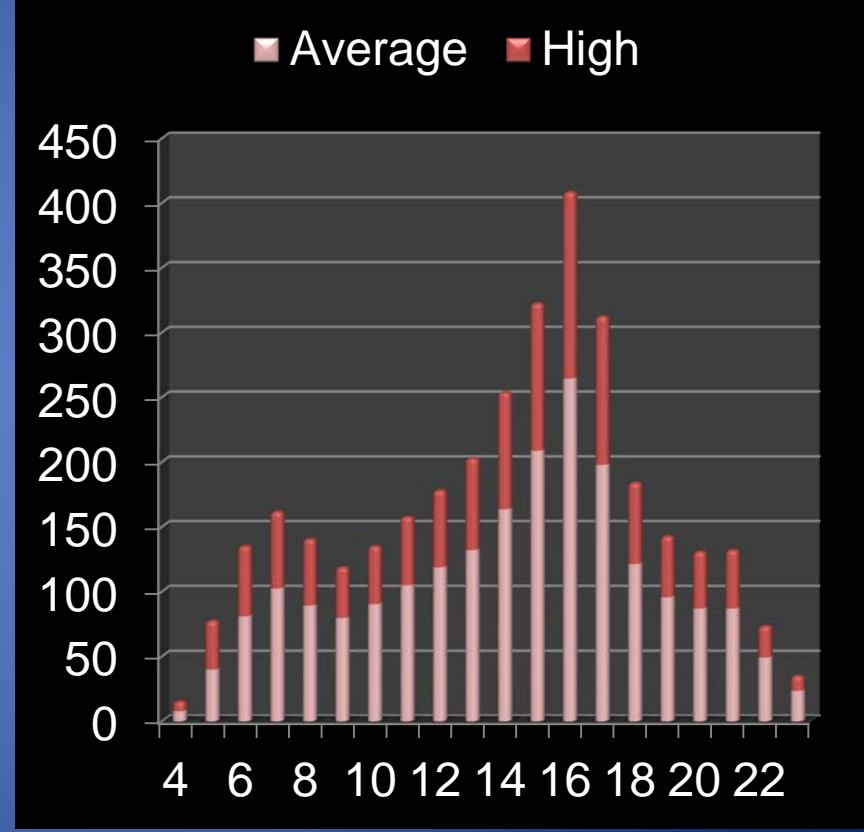


Trax Loads/Train by Hour - 2015

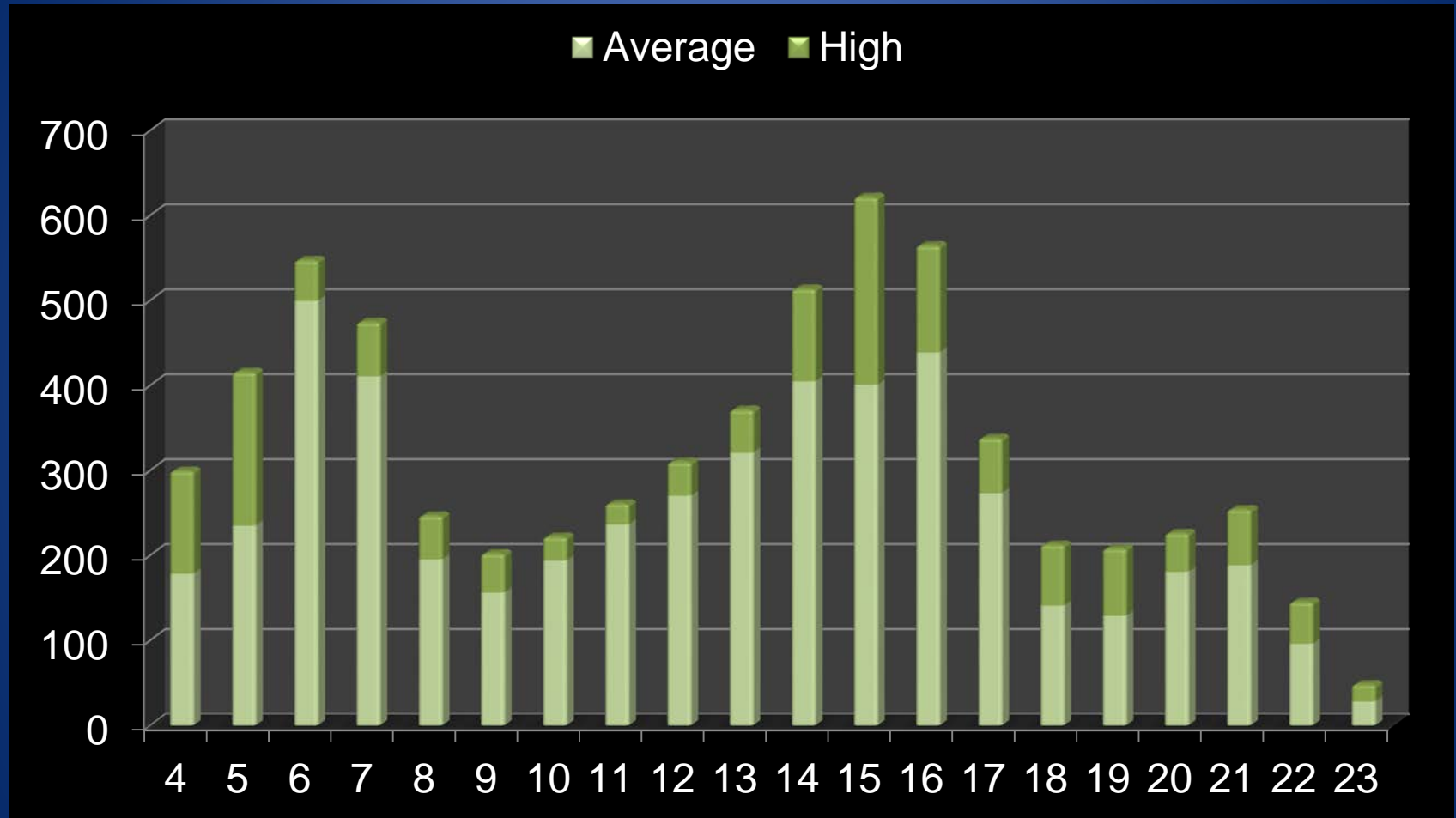
Inbound



Outbound



Front Runner Loads/Train by Hour - 2015



Providing Value to Our Communities

Freeways are our **highest value road Assets** and therefore should be managed at all times to provide the **highest level of performance** to motorists.

A congested Freeway is not a productive Freeway



What we knew



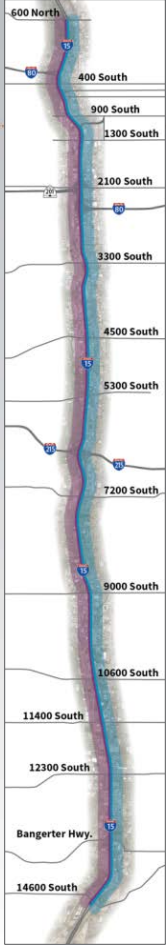
Unmanaged: freeways perform at their **worst** when they are needed the most



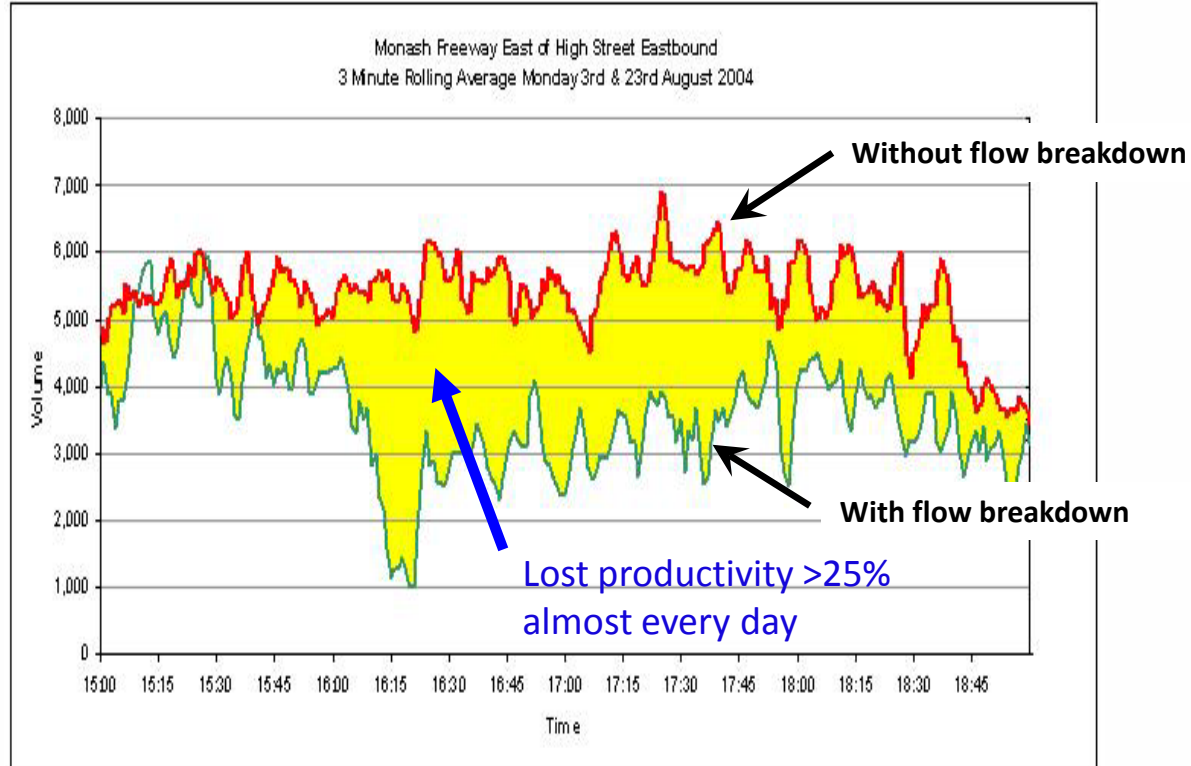
What we believed



Managed: freeways can perform at their **best** when they are needed the most



Lost Productivity

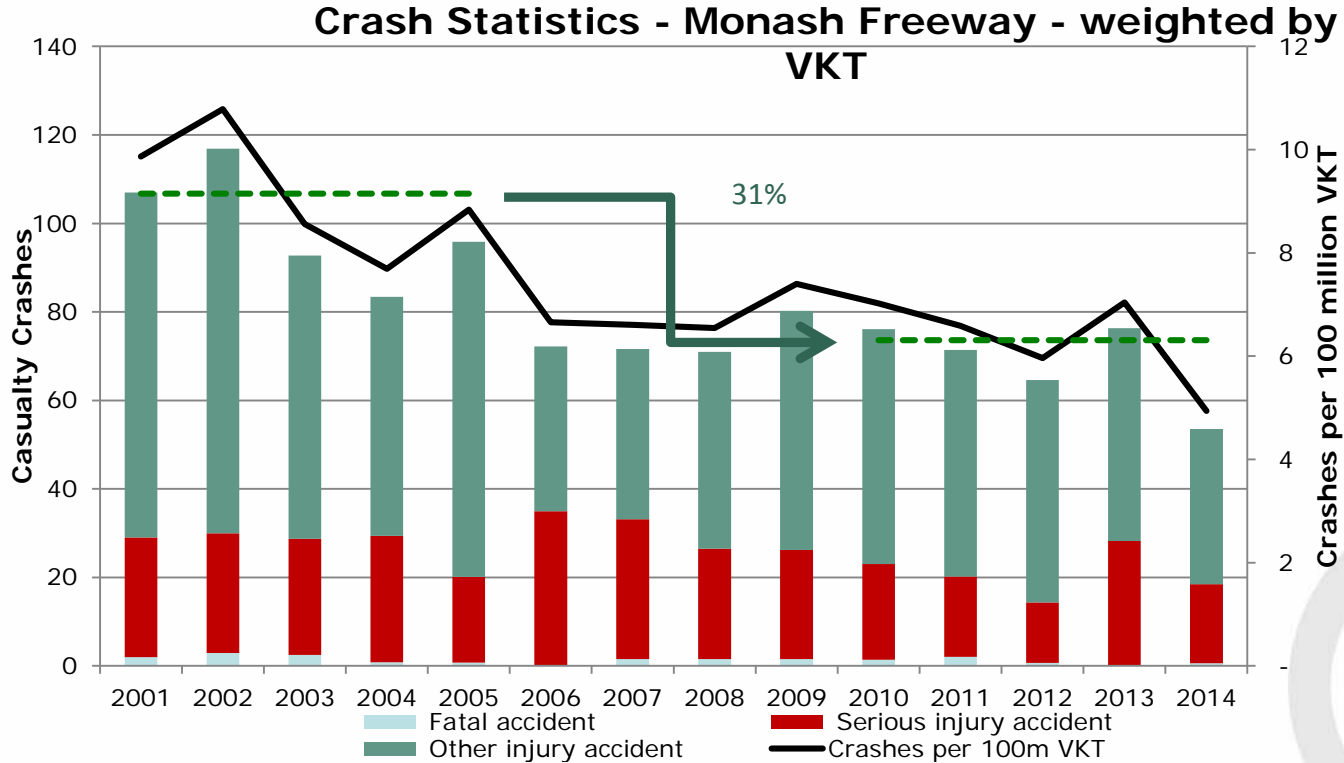


Source: VicRoads

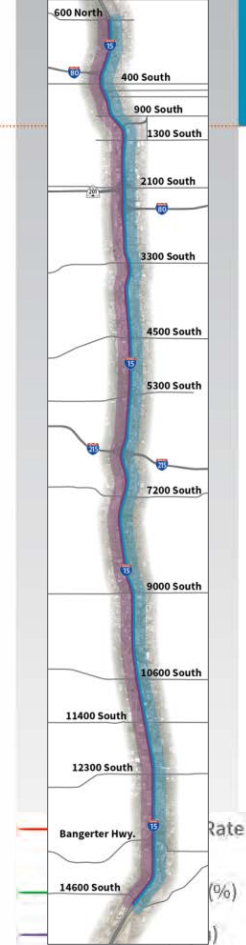
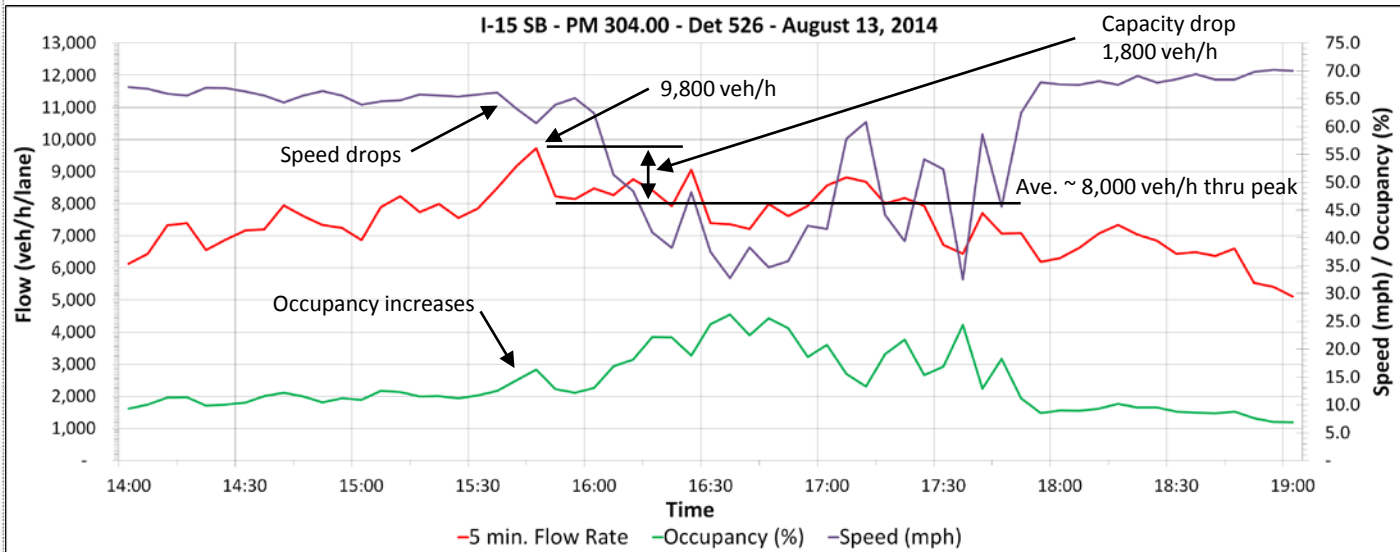
I-15 MANAGED MOTORWAYS STUDY // PROJECT NO. S-R299(199) // PIN NO. 13271 // AUGUST 2015



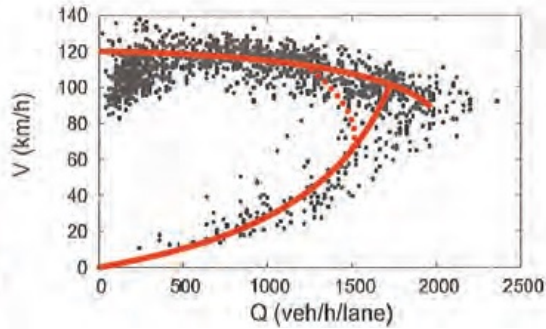
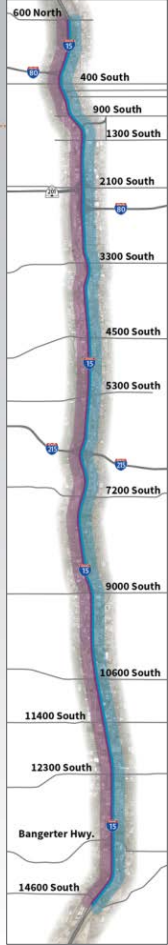
Monash Freeway - Safety



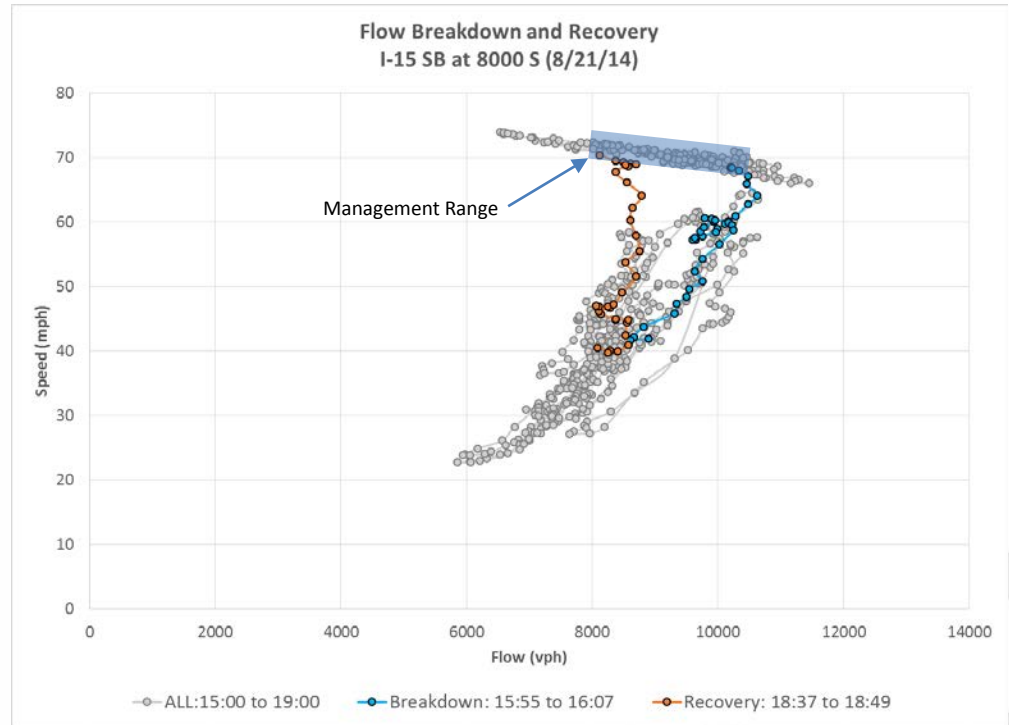
I-15 Performance: Speeds (1 hr Average)



I-15 Performance: Volume/Speed Curve



Traffic Flow Dynamics
Source: Treiber, Martin & Kesting



I-15 SB (2014, 20 sec intervals)
Source: Grant Farnsworth, UDOT PeMS data

Conclusion

Our highest value road assets can provide:

- Peak period throughput improved up to 15-20%
- shorter travel times - delays reduced by up to 50%
- Improved **travel reliability** (travel certainty), consistently good, not consistently bad
- Increased **safety** - reduce crashes by 30%
- Improved fairness of access – **equity**

<https://www.youtube.com/watch?v=8G7ViTTuwno>

