The TIP
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 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 Approved Board Modification
   • WFRC – March 23, 2017

2. Approve New Board Modification
   • To the 2017-2022 TIP

3. Review New Projects
   • To Be Included in the Draft Programs
     • STP, CMAQ, and TAP
     • for the Draft 2018-2023 TIP
Report on
2017-2022 TIP
Board Modification #5

Regional Council Meeting
March 23, 2017
### 2017-2022 Transportation Improvement Program (TIP) (Amendment Five)

### Board Modification

#### Additional Funding

<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 Description</th>
<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salt Lake</td>
<td>UDOT</td>
<td>I-15</td>
<td>11827</td>
<td>I-15 Northbound &amp; 10600 South Interchange</td>
<td>Interchange Improvements</td>
<td>NHPP JM (National Highway Performance Program Interstate Maintenance)</td>
<td>$23,879,030</td>
<td>$3,500,000</td>
<td>Additional Funding</td>
<td>$3,000,000</td>
<td>2017</td>
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<td>ST_Bridge (State Construction - Bridge Program)</td>
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<td></td>
<td>ST_HB377/TF (Transportation Funding from HB377)</td>
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<td></td>
<td></td>
<td></td>
<td>ST_TIF (State Transportation Investment Fund)</td>
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<td></td>
<td></td>
<td>$4,100,000</td>
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</tr>
</tbody>
</table>

The request for the additional funding comes as a result of increases in ROW, costs associated with groundwater, pump tests during design, dewatering during construction, modified drains and stabilization, rehabilitation of the existing structure and ramps, new overhead signs along I-15, and additional public involvement for full closure of 10600 South. The additional funding comes from unprogrammed asset program funds, statewide bridge program and available funds in the TIF program.

#### Ogden/ Layton Urban Area

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
<th>PIN</th>
<th>Project Location</th>
<th>Concept/ Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
<th>Currently Funded Amount</th>
<th>Action Description</th>
<th>Funding Amount</th>
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<tr>
<td>Davis</td>
<td>UDOT</td>
<td>I-15</td>
<td>13823</td>
<td>Layton I-15 Crossing Project</td>
<td>Construct an overpass over I-15</td>
<td>ST_TIF (State Transportation Investment Fund)</td>
<td>$22,000,000</td>
<td>$20,000,000</td>
<td>Additional Funding</td>
<td>$2,000,000</td>
<td>2017</td>
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</table>

UDOT and Layton City have conducted an environmental study for a new east-west connection across I-15 between SR-126 (Main Street) and Hill Field Road. Construction of this project will improve east-west mobility in Layton, relieve traffic congestion at Antelope Drive and the Hill Field Road interchanges, and support economic development in Layton's commercial area. This request is needed due to an underestimate in the right of way costs for this project. The additional funding will allow the project to advertise as scheduled.

#### New Project

<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 Description</th>
<th>Funding Amount</th>
<th>Year</th>
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</thead>
<tbody>
<tr>
<td>Box Elder</td>
<td>Brigham City</td>
<td>500 West</td>
<td>New</td>
<td>Intersections at 500 West and Forest Street and 500 West and 700 South</td>
<td>Corridor Signalization and Signal Synchronization</td>
<td>CMAQ_BOX_ELD (Congestion Mitigation/ Air Quality (Box Elder))</td>
<td>$653,585</td>
<td>$0</td>
<td>New Project</td>
<td>$653,585</td>
<td>2017</td>
</tr>
</tbody>
</table>

Region 1 and the Bear River Association of Governments (BRAG) request approval to add a new CMAQ project to the 2017-2022 STIP to improve traffic flow, safety, and wait/idle times for motorists and pedestrians. The proposed project is to enhance traffic flow with corridor signalization and synchronization. This will fund the replacement of two existing 4-way stops with four-way signalization, as well as synchronization with the corresponding intersections along this corridor.
2017-2022 TIP
Board Modification

Trans Com Meeting
April 20, 2017
## Additional Funding

### Ogden/ Layton Urban Area

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
<th>PIN</th>
<th>Project Location</th>
<th>Concept/ Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
<th>Currently Funded Amount</th>
<th>Action</th>
<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weber</td>
<td>North Ogden</td>
<td>450/ 400 East</td>
<td>14842</td>
<td>450 East/ 400 East; 2600 North to Elberta Drive</td>
<td>Widen existing roadway from 3-lane to 5-lane including improvements to curb, gutter, and sidewalks</td>
<td>STP, URB, O/L (Surface Transportation Program (STP) - Ogden/ Layton Urban Area)</td>
<td>$10,320,000</td>
<td>$2,250,000</td>
<td><strong>Additional Funding</strong></td>
<td>$1,350,000</td>
<td>2019</td>
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<td></td>
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<td></td>
<td></td>
<td>STP_FLX_ST (STP Flexible (Any Area) Statewide)</td>
<td>$2,000,000</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>Local Funds (Weber Area Council of Government (WACOG) Funds)</td>
<td>$2,650,000</td>
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<td></td>
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<td></td>
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<td>Local Funds (North Ogden City Funds)</td>
<td>$2,070,000</td>
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</table>

In addition to the widening and improvements to 450 E/ 400 East and the intersection at Elberta Drive, UDOT has a project to widen and improve the intersection at Washington Blvd (450 E/ 400 East ) and 2600 North, adding dual turn lanes and traffic flow improvements by widening and aligning all legs of the intersection with the adjacent City streets. In addition, North Ogden has a city project to widen and improve 2600 North east of the intersection adding an additional EB and WB lane to the City Hall and the Library. By adding the additional funding now, UDOT will advance construct all of the projects at the same time in 2019 to eliminate duplicate efforts, minimize impacts, and improve traffic management and safety for the surrounding area by constructing at one time rather than several different projects.

### Salt Lake/ West Valley Urban Area

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
<th>PIN</th>
<th>Project Location</th>
<th>Concept/ Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
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<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>Railroad Crossing</td>
<td>15276</td>
<td>3300 South, 7200 South, 8000 South &amp; Redwood Road at the Railroad Crossings</td>
<td>Provide Queue Cutters at the Railroad Crossings</td>
<td>R/H HAZ ELIM (Rail &amp; Highway - Crossings Hazard Elimination)</td>
<td>$1,122,000</td>
<td>$286,000</td>
<td><strong>Additional Funding</strong></td>
<td>$300,000</td>
<td>2017</td>
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<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>R/H DEVC90 (Rail &amp; Highway - Protective Devices)</td>
<td>$536,000</td>
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</table>

The current scope of the 3300 S & 7200 S Queue Cutters Project is to provide queue cutters at rail crossings at 3300 South and 7200 South. The increased funding will allow for additional queue cutters at 8000 South and Redwood Road, in West Jordan.
North Ogden – 450 East/ 400 East; 2600 North to Elberta Drive
Widen Existing Roadway from 3 to 5-Lane - Including Curb, Gutter and Sidewalk

Additional Funding
$ 1,350,000
- - - -
Total STP Funds
$ 3,600,000
- - - -
Total Project Cost
Estimate $ 10,320,000

Funding will enable project to construct with Phase I & II
Salt Lake County – 3300 South, 7200 South, and 8000 South
Queue Cutters at the Railroad Crossings

Funding will enable project to include additional Railroad Crossings

Additional Funding
$ 300,000

Total Project Cost
Estimate $ 1,122,000
## New Projects

### Ogden/ Layton Urban Area

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
<th>PIN</th>
<th>Project Location</th>
<th>Concept/ Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
<th>Currently Funded Amount</th>
<th>Action</th>
<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weber</td>
<td>Plain City</td>
<td>2200 North, Project 1</td>
<td>New</td>
<td>2200 North, 3600 West to 3673 West</td>
<td>Construct Section of Missing Sidewalk</td>
<td>UDOT R1 TAP (UDOT Region One Transportation Alternatives Program)</td>
<td>$25,000</td>
<td>$0</td>
<td>New Funding</td>
<td>$12,500</td>
<td>2017</td>
</tr>
</tbody>
</table>

UDOT TAP Contribution $12,500, Local Contribution $12,500, Total Project Cost $25,000

| Weber  | Plain City | 2200 North, Project 2 | New | 2200 North, 4100 West to 3915 West | Construct Section of Missing Sidewalk | UDOT R1 TAP (UDOT Region One Transportation Alternatives Program) | $70,000 | $0 | New Funding | $35,000 | 2017 |

UDOT TAP Contribution $35,000, Local Contribution $35,000, Total Project Cost $70,000

| Davis  | Layton | Layton Oak Hills Drive Trail | New | Layton Oak Hills Drive Trail adjacent to Gentile Str (SR-109) from MP1.519 to MP 2.26 (~3200 ft) | Construct Section of Missing Bike/ Pedestrian Facility | UDOT R1 TAP (UDOT Region One Transportation Alternatives Program) | $337,710 | $0 | New Funding | $168,855 | 2017 |

UDOT TAP Contribution $168,855, Local Contribution $168,855, Total Project Cost $337,710

| Davis  | West Bountiful | Pages Lane Access | New | Pages Lane Access on 1600 North Street from 800 West to 1100 West | Construct Section of Missing Bike/ Pedestrian Facility | UDOT R1 TAP (UDOT Region One Transportation Alternatives Program) | $175,000 | $0 | New Funding | $135,000 | 2017 |

UDOT TAP Contribution $135,000, Local Contribution $40,000, Total Project Cost $175,000

| Weber  | Ogden | Ogden Canyon | New | Ogden Canyon Shared Use Path (Phase I) from mouth of Canyon (SR-39) to the Ogden River | Extend Ogden's trail network negotiating the mouth of the Canyon with a safe bike/ ped separate facility | UDOT R1 TAP (UDOT Region One Transportation Alternatives Program) | $900,000 | $0 | New Funding | $250,000 | 2017 |

UDOT TAP Contribution $250,000, Local Contribution $400,000, Total Project Cost $650,000
Plain City - 2200 North 3600 West to 3673 West
Construct Section of Missing Sidewalk

<table>
<thead>
<tr>
<th>Program Year</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>$ 25,000</td>
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<table>
<thead>
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<th>Funding Type</th>
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</thead>
<tbody>
<tr>
<td>TAP Funding</td>
<td>$ 12,500</td>
</tr>
<tr>
<td>Local Funding</td>
<td>$ 12,500</td>
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</table>
Plain City - 2200 North 4100 West to 3915 West
Construct Section of Missing Sidewalk

<table>
<thead>
<tr>
<th>Program Year</th>
<th>Estimated Cost</th>
<th>TAP Funding</th>
<th>Local Funding</th>
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<tbody>
<tr>
<td>2017</td>
<td>$ 70,000</td>
<td>$ 35,000</td>
<td>$ 35,000</td>
</tr>
</tbody>
</table>
Layton City – Oak Hills Drive Trail
Adjacent to Gentile Street (~ 3200 feet)
Construct Section of Missing Bike/ Pedestrian Facility

<table>
<thead>
<tr>
<th>Program Year</th>
<th>Estimated Cost</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>$ 337,710</td>
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<tr>
<td></td>
<td>TAP Funding</td>
<td>$ 168,855</td>
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<tr>
<td></td>
<td>Local Funding</td>
<td>$ 168,855</td>
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**West Bountiful – Pages Lane Access**

1600 North from 800 West to 1100 West

Construct Section of Missing Bike/ Pedestrian Facility

<table>
<thead>
<tr>
<th>Program Year</th>
<th>Estimated Cost</th>
<th>TAP Funding</th>
<th>Local Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>$175,000</td>
<td>$135,000</td>
<td>$40,000</td>
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</table>
Ogden – Ogden Canyon Shared Use Path (Phase I)
Mouth of the Canyon to the Ogden River
Construct Section of Bike/ Pedestrian Facility (esp Mouth of Canyon)

Program Year 2017

<table>
<thead>
<tr>
<th>Estimated Cost</th>
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<tr>
<td>TAP Funding</td>
<td>$ 250,000</td>
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<tr>
<td>Local Funding</td>
<td>$ 400,000</td>
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### 2017-2022 Transportation Improvement Program (TIP) (Amendment Six)
#### Board Modification

### New Project

<table>
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<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>Estimated Cost</th>
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<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>I-215</td>
<td>15491</td>
<td>I-215, 4100 South to 4700 South Frontage Road Solution</td>
<td>Environmental Process</td>
<td>NHPP IM</td>
<td>$700,000</td>
<td>$0</td>
<td>New Project</td>
<td>$500,000</td>
<td>2017</td>
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<td></td>
<td>Local Funds</td>
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<td>$0</td>
<td>New Project</td>
<td>$200,000</td>
<td>2017</td>
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</table>

Region 2 requests approval to use 2017 asset funds to add a new project to the FY 2017 STIP, to begin the environmental process on one of their priority transportation solutions projects for a frontage road along I-215 from 4100 South to 4700 South, southbound direction.

### Additional Scope and Funding

<table>
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<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>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>Weber</td>
<td>UDOT</td>
<td>SR-204, SR-104, SR-79, SR-39</td>
<td>15491</td>
<td>Wall Ave (SR-204); 23rd Str to 33rd Str, 20th Str (SR-104); 1900 West to I-15, 30th Str (SR-79); Washington Blvd to Harrison Blvd, and 31st Street (SR-79); 30th Str to Washington Blvd</td>
<td>Pavement Rehabilitation Project (Purple Book Program)</td>
<td>STP_FLX_ST (STP Flexible (Any Area) Statewide)</td>
<td>$7,000,000</td>
<td>$2,500,000</td>
<td>Additional Funding</td>
<td>$4,500,000</td>
<td>2017</td>
</tr>
</tbody>
</table>

This is an emergency pavement project need in the Ogden area. This winter the Region has experienced failure of some of the pavements due to the harsh winter conditions. This project will repair the failed pavement on these facilities by rotomilling the open graded surface course treatments and replacing them. The additional funding will increase the number of roadway segments, enable a deeper mill to capture the full depth of the failing pavements, and replace the pavements with a hot mix asphalt (HMA). The source of funding will come from unobligated amounts from previous pavement program years and advance $2 million from the 2018 pavement program.
Salt Lake County – I-215; 4100 South to 4700 South Frontage Road Environmental Study

Project would help reduce congestion on 4700 South at I-215, 2700 West, & 3200 West

Total Project Cost Estimate $ 700,000
Weber County – Emergency Pavement Projects on Wall Ave, 20th Street, 30th Street, & 31st Street

Request for Additional Funding
$ 4,500,000

Total Project Cost
Estimate $ 7,000,000

Project will remove failing pavements and replace with hot mix asphalt
Surface Transportation Program (STP)
Congestion Mitigation/ Air Quality (CMAQ)
Transportation Alternative Program (TAP)

Project Recommendations for the
2018 - 2023 TIP

Trans Com
April 20, 2017

WASATCH FRONT REGIONAL COUNCIL
Process for New Projects & The Draft TIP

SEPT / OCT
Letters of Intent

NOV / DEC / JAN
Project Evaluation Concept Reports

FEB / MAR
Project Reviews and Evaluations

APR / MAY
Draft Projects/Draft Programs

JUNE
Draft TIP

JULY
Public Comment

AUG
Review and Approve TIP

SEPT
FHWA and FTA Review / Approve TIP

OCT
TIP / STIP Approved
Ogden/Layton Urban Area

50 - Total Projects' Estimated Cost
$233,549,040

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<th></th>
<th>STP</th>
<th>CMAQ</th>
<th>TAP</th>
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<tbody>
<tr>
<td>Requested</td>
<td>$83,567,301</td>
<td>$12,008,232</td>
<td>$8,214,010</td>
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<td>Available</td>
<td>$12,800,000</td>
<td>$3,000,000</td>
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Salt Lake/ West Valley Urban Area

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<th>Funding Levels</th>
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<th>CMAQ</th>
<th>TAP</th>
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<tr>
<td>Requested</td>
<td>$94,415,934</td>
<td>$19,383,554</td>
<td>$1,834,347</td>
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<tr>
<td>Available</td>
<td>$24,984,679</td>
<td>$5,300,000</td>
<td>$1,048,911</td>
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</table>

50 - Total Projects' Estimated Cost $ 183,784,182
The Evaluation Process

• Provide the TAC’s resources to prioritize projects & make recommendations

• Recommendations based on Data, Sound Engineering and Professional Considerations
Resources for Project Selection

- Distribution of Project Scores
- Field Review Comments
- Equity of Funding
- Sponsor’s Project History
- Project Synergy
- Project Timing Efficiencies
- Complete Systems
- Professional Considerations
- Project Costs
### Projects Submitted for FY 2019 Transportation Alternatives Program (TAP) Funds

Projects Recommended for Funding are Highlighted with a Dollar Value in the Far Left Column

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Mission/Origin</th>
<th>Start Mile</th>
<th>End Mile</th>
<th>Length</th>
<th>Description</th>
<th>Recommended Funding</th>
<th>Funding Provided</th>
<th>Status</th>
<th>Funding Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ogden/Layton Urban Area</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>1</td>
<td>Jewelry Drive</td>
<td>0</td>
<td>10</td>
<td></td>
<td>0.4 miles</td>
<td>Ogden City Hall, 4th Avenue</td>
<td>$2,000,000</td>
<td>$2,000,000</td>
<td>Funded</td>
</tr>
<tr>
<td>2</td>
<td>River Parkways Trail</td>
<td>0</td>
<td>10</td>
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<td>0.8 miles</td>
<td>Ogden City Hall, 4th Avenue</td>
<td>$500,000</td>
<td>$500,000</td>
<td>Funded</td>
</tr>
<tr>
<td>3</td>
<td>Kimball Drive</td>
<td>0</td>
<td>10</td>
<td></td>
<td>0.6 miles</td>
<td>Ogden City Hall, 4th Avenue</td>
<td>$500,000</td>
<td>$500,000</td>
<td>Funded</td>
</tr>
</tbody>
</table>

This table lists the projects submitted for FY 2019 Transportation Alternatives Program (TAP) Funds.
Clinton City – 800 North – Reconstruct & Minor Widening

**Project Type** – Reconstruction

2000 West to 2525 West

This project will widen 800 North between 2000 West and 2525 West, add shoulders, and reconstruct the existing asphalt street section. This project includes safety improvements by improving access conditions, and adding a center turn-lane at intersections for improved mobility.

**Recommended Funding** $ 2,000,000

**Project Cost** – $ 3,255,200

**Funds Request** – $ 2,000,000
Surface Transportation Program (STP) Funds

<table>
<thead>
<tr>
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<th>Ogden/ Layton</th>
<th>Salt Lake/ West Valley</th>
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<td>Available</td>
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<td>$24,984,679</td>
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<td>Programmed</td>
<td>$12,662,868</td>
<td>$24,992,278</td>
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11 Projects

6 Projects
Clinton City – 800 North – Reconstruct & Minor Widening
Project Type – Reconstruction
2000 West to 2525 West

This project will widen 800 North between 2000 West and 2525 West, add shoulders, and reconstruct the existing asphalt street section. This project includes safety improvements by improving access conditions, and adding a center turn-lane at intersections for improved mobility.

Project Cost – $3,255,200
Funds Request – $2,000,000

Recommended Funding $2,000,000
West Point – 800 North – Reconstruct/ Minor Widening
Project Type - Reconstruction

2525 West to 3000 West

Project Cost – $ 1,311,900
Funds Request – $ 1,191,386

Recommended Funding $ 1,000,000

Widen to a three lane section and install curb, gutter and sidewalk. Provide turn lanes at all intersections.
Marriott-Slaterville – 1200 West – Reconstruct w/ Minor Widen
Project Type – Reconstruction

400 North to Marriott-Slaterville/ Farr West Boundary Line

Recommended Funding $3,762,110

This road is a major access route for the Ogden Business Depot's West Entrance. It is also used as a secondary frontage road for I-15 between 12th Street and 2700 North in Farr West. The west side of 1200 West is residential and the east side fronts the BDO complex. Project also to include a traffic signal at the intersection of 400 North and 1200 West if warranted.

Project Cost – $5,605,300
Funds Request – $3,762,110
This project will widen 3600 West between 2600 North and 1975 North, add shoulders, and reconstruct the existing asphalt street section. This project includes safety improvements by improving access conditions and adding a center turn-lane at intersections for improved mobility.
Layton City desires to construct a critical East-West Arterial Connection from approximately 1725 East to US-89. UDOT is planning and has funded the new improvements along US-89 which includes the construction of a new Gordon Interchange.
Ogden City – Ogden-WSU Bus Rapid Transit (Design)
Project Type - Transit

Ogden Intermodal Hub (23rd/Wall) to Mckay Dee Hospital (48th/Harrison)

The project proposes to connect the Ogden Intermodal Hub with WSU and Mckay Dee Hospital with a reliable, efficient and modern bus rapid transit system. The BRT project is meant to address a number of issues largely related to population growth. WFRC forecasts the population in a number of Utah Counties to increase by 65% and corresponding vehicle miles driven per day will nearly double from 49 to 90 million miles over the next 30 years.

Recommended Funding $ 1,500,000

Project Cost – $ 5,000,000
Funds Request – $ 2,783,009
UTA – University of Utah Intermodal
Project Type – Transit

South Campus & Light Rail Route

U of U campus is well served by UTA local bus routes, TRAX, and other alternative modes. Lacking though, is a place that welcomes transit users to the campus in a centralized location where transfers between TRAX, local buses, campus shuttles, bike facilities, and car share can easily occur. A Intermodal Center is needed.

Recommended Funding $ 1,000,000

Project Cost – $ 1,613,376
Funds Request – $ 1,504,150
Add a second Left Turn pocket (12-ft wide x 144 LF each) and a second receiving lane for NB & SB Highland Drive traffic turning onto WB & EB on Creek Road. Add a raised concrete median (180 LF each) at inside lane of LT pockets. Widen west side of Highland Drive roadway, reconstruct sidewalk and concrete curb & gutter to accommodate new lane.
Salt Lake City – 1300 East Reconstruction Segment 1
Project Type - Reconstruction
2100 South to Highland Drive

This project encompasses pavement improvements for this deteriorated street, including removal and replacement of the pavement, curb and gutter, and pedestrian improvements. This project will evaluate incorporation of Complete Streets concepts and pedestrian safety improvements.

Recommended Funding $ 3,548,613

Project Cost – $ 3,901,300
Funds Request – $ 3,548,613
Taylorsville – I-215 Frontage Road – New Construction
Project Type – Capacity
4100 South to 4700 South and 2700 West Access

Second Phase of the I-215 frontage road as listed in UDOT TIP. Improve traffic flow on I-215. Reduce congestion at on 4700 S at I-215, 2700 W and 3200 W. These intersection are ranked in top ten on congested intersections per UDOT. Will facilitate planned transit improvements, including a new BRT route.

Project Cost – $8,845,569
Funds Request – $5,000,000

Recommended Funding $3,000,000
State St. and 10000 S. is a choke point for bicycle traffic. This project will allow for bike lanes on 10000 South by widening the north side of the intersection. A right turn pocket will also be added for WB traffic. 10000 South is identified by UCATS, WFRC, Salt Lake County, and Sandy City as a priority bicycle route.
South Jordan City – 2700 West – Reconstruct & Minor Widening
Project Type - Reconstruction

10000 South to 10200 South

Project Cost – $953,200
Funds Request – $888,668

Reconstruct roadway with minor widening to 3-lanes, including center turn lane. Also curb, gutter, sidewalk, park strips, shoulder pavement, and if necessary, streetlights and utilities.

Recommended Funding $777,788
Millcreek – 900 East – Reconstruction and Safety
Project Type – Reconstruction

3900 South to 4500 South

Create a safer environment for all users including the construction of curb, gutter, sidewalk, ADA ramps, a bicycle facility, lighting and the relocation of utility poles out of the asphalt, along 900 East from 3900 South to 4500 South. Reconstruction will be included if sufficient funds are allocated.

Project Cost – $4,358,700
Funds Request $4,063,616

Recommended Funding $3,783,866
Salt Lake County – Magna – Intersection Realignment
Project Type – Operations

2810 South at 8000 West

This project will realign an offset intersection to improve safety and connectivity between Magna and West Valley. The project will also relocate a midblock school crossing and bring it to the new realignment.

Project Cost – $2,000,900
Funds Request – $1,865,439

Recommended Funding $1,203,189
Construction of 4150 West from 12600 S to 13400 S, with a 4-lane concrete street, center running TRAX corridor, bike lanes, pedestrian trails or sidewalks, and traffic signals. This roadway will provide the north/south connection of 4150 West from 12600 South to 13400 South. Please see attached Traffic Study for the area.
8600 South is a major collector street on the west side of the Salt Lake Valley, and is projected to carry 15,000 to 25,000 VPD by the year 2030. This crossing connects to Ron Wood Park, a regional park for the entire west half of the City of West Jordan, serving approximately 50,000 residents. A major recreation center ($45 to $50 million) is slated to be built within this park in the next few years. This bridge is the essential connector for that project, and will provide the connectivity for existing residents living west of the MVC.
South Jordan City – Riverfront Parkway – Widening
Project Type – Capacity
11050 South to 11400 South

Project Cost – $1,840,900
Funds Request – $1,716,271

Widen from 3 lanes to 5 lanes including curb, gutter, sidewalk, park strip, intersection improvements, and also utilities and street lights if necessary.

Recommended Funding $1,632,271
UTA - Vanpool Management
Project Type - Transit
Various Areas in the Ogden/ Layton Urbanized Area

Project Cost – $140,000
Funds Request – $127,130

Manage the daily logistics and expenses of a 420+ vanpool program which reduces single occupancy vehicle usage. Oversight of the program includes managing each group's roster, payments, maintenance, and reporting riders and miles traveled to meet federal guidelines.

Recommended Funding $127,130
UTA – Transportation Demand Management - Rideshare

Project Type - Transit

Various Areas in the Ogden/Layton Urbanized Area

Project Cost – $40,000
Funds Request – $30,000

Provides carpool, vanpool, and other commuting matches.
Provides non-commute matches for special event trips.
Educate communities and others concerning alternative transportation options and promote those options that reduce single occupancy vehicle usage, improve mobility, enhance air quality, and conserve energy.

Recommended Funding $30,000
Ogden City – Ogden City Bike Share Phase II
Project Type – Capital Improvement
Various Areas throughout the Central Business District

After investigating SLC "Greenbike" and completion of the Ogden Bicycle Master Plan, Ogden believes our City is ready for a bikeshare program. Ogden bikeshare would be an option to resolve the "first/last mile" transit quandary while bolstering economic activity in the CBD area of the City. A bikeshare program will also promote physical activity all while offering a zero emission transportation option to visitors and residents.

Projected Cost – $401,500
Funds Request – $345,193

Recommended Funding $150,000
Layton City, Davis County, Snow Basin, and UTA have established seasonal local bus service from Layton City to ski areas via Trappers Loop. This now uses older ski buses from the SLC area that have met the requirements for retirement. New buses are needed as this service continues.
The Parrish Lane - 400 West Intersection is extremely congested. This project is an essential project for Centerville City and UDOT Region 1 in order to reduce congestion along Parrish Lane. This project will be built to the 2040 traffic model prepared by UDOT Region 1 traffic engineers and is in coordination with the UDOT Region 1 plans to improve the Parrish Lane - I-15 Interchange.
UTA – Vanpool Management
Project Type - Transit
Various Areas in the Salt Lake Urbanized Area

Project Cost – $ 282,884
Funds Request – $ 263,733

Manage the daily logistics and expenses of a 420+ vanpool program which reduces single occupancy vehicle usage. Oversight of the program includes managing each group's roster, payments, maintenance, and reporting riders and miles traveled to meet federal guidelines.

Recommended Funding $ 263,733
UTA – Transportation Demand Management - Rideshare
Project Type - Transit

Various Areas in the Salt Lake Urbanized Area

Most Effective TDM Programs
(Combine all three)

Services (coverage, convenience)
Design (aesthetics, functionality)
Pricing (incentives, balance)

Recommended Funding $ 55,000

Project Cost – $ 58,994
Funds Request – $ 55,000

Provides carpool, vanpool, and other commuting matches. Provides non-commute matches for special event trips. Educate communities and others concerning alternative transportation options and promote those options that reduce single occupancy vehicle usage, improve mobility, enhance air quality, and conserve energy.
UTA – Locomotive Over Haul
Project Type – Operations
Rebuild 4 Locomotive Prime Mover Engines

Project Cost – $2,516,000
Funds Request – $2,345,667

Recommended Funding $1,172,834

This project will rebuild 4 locomotive prime mover engines to Tier 2+ emissions standards. The rebuilding of 4 locomotive prime mover engines to EPA's standard of Tier 2+ would reduce the total emissions of criteria air pollutants (i.e. NOx, HC, CO and PM) by 8,758 kg annually.
UDOT (TOC) – Salt Lake Urban Area – Signal Interconnect
Project Type – ATMS or ITS
Various Locations

Recommended Funding $ 900,000

Project Cost – $ 1,608,600
Funds Request – $ 1,499,698

Connect traffic signals via fiber or radio to enable signal metrics, improve traffic signal performance along corridors, reduce congestion, improve travel times and provide remote to facilitate real-time management of incidents or events.
Salt Lake City – Bike Share Program
Project Type – Bicycle

900 West to 1100 East – 600 North to 1100 South

The bike share program provides an option for commuters to link local destinations with regional transit via bicycle and reduce short car trips in the downtown area. GREENbike works to improve the community's health and reduce carbon emissions and vehicle miles traveled by providing alternatives to automobile trips. This funding will provide 9 stations, 200+ docks, 10 kiosks, and other infrastructure necessary to maintain and grow a robust bike share system.

Project Cost – $ 800,800
Funds Request – $ 746,586

Recommended Funding $ 300,000
Salt Lake City – Traffic Signal Synchronization
Project Type – Operations
Salt Lake City Signals

Project Cost – $1,000,000
Funds Request – $930,000

Acquire and install radar detection to allow Salt Lake City to utilize UDOT signal performance measures and synchronize City traffic signals.

Recommended Funding $930,000
Murray City – 5300 South & College Drive
Project Type – Intersection Improvements

College Drive & 5300 South (SR-173)

Project Cost – $1,842,400
Funds Request – $1,694,362

The purpose of this project is to construct dual left-turn lanes in the south and westbound approaches, and a separate right-turn lane in the westbound approach in order to accommodate the existing and future traffic demand and reduce air pollution.

Recommended Funding $1,694,362
Transportation Alternatives Program (TAP) Funds

<table>
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6 Projects

4 Projects
North Salt Lake – Orchard Drive Sidewalk – South Segment
Project Type – Capital Improvement

183 South (eastside) to 83 South (eastside)

Project Cost – $301,400
Funds Request – $271,672

This segment of Orchard Dr. does not have safe pedestrian/bike facilities. To the south, there is a mixed-use development with a future transit station. To the north, there is an elementary school and a developing Town Center. This segment of sidewalk is desperately needed to safely connect those areas.

Recommended Funding $271,672
The proposed project, from 1800 South to 2200 South, will fill a gap and connect the final phase of the trail (1800 South to the Weber River) to the existing Denver and Rio Grande Western Rail Trail. This will complete a trail that will connect the Weber River to the Jordan River Trail in Salt Lake. The city commits to contribute $91,441 to complete the trail.

West Haven – River Parkway Trail
Project Type – Capital Improvement
1800 South to 2200 South

Recommended Funding $ 200,000

Project Cost – $ 530,800
Funds Request – $ 436,130
This request is for new bike racks on 10 of UTA’s 16 FrontRunner bike cars. There is a bike car on each FrontRunner train consist. Current racks have capacity for 9 bikes each while the new configuration has room for 15. While riders appreciate bike accommodation, they are concerned about capacity, usefulness, and safety.
As cycling continues to grow along the Wasatch Front it becomes imperative that we start tracking the numbers of riders using existing facilities. The count data will help government agencies understand how many people are using existing facilities, what those patterns look like, and be able to make educated, data driven decisions on future bike facilities.
West Valley – Utah & Salt Lake Canal Trail Extension
Project Type – Capital Improvement

Mountain View Corridor Trail to 6400 West

The UT&SL Canal Bike Trail exists from 4000 W - 5600 W, with a new tie to MVC Trail being built late 2017. By 2019 the MVC trail will extend from Bluffdale to Calif Ave. This proposed project extends the UTSL Canal Trail to 6400 West, improving access to the regional trail network.

Recommended Funding $ 271,299

Project Cost – $ 291,000
Funds Request – $ 271,299
Wayfinding Signage for Kearns Metro Boundaries

Project Cost – $80,000
Funds Request – $60,000

Provide wayfinding and bike route direction with pavement markings, signing and striping for the Kearns Metro township bike network. This project will implement needs as identified by the WFRC and Salt Lake County metro area bicycle network master plans to assist tourists, local and regional cyclists find their way in and through Kearns to adjacent city bike ways, rapid transit bus stops, schools, industrial parks, trails, and parks.
Salt Lake City Transportation – SLC Bike Share
Project Type – Capital Improvement

The bike share program provides an option for commuters to link local destinations with regional transit via bicycle and reduce short car trips in the downtown area. GREENbike works to improve the community's health and reduce carbon emissions and vehicle miles traveled by providing alternatives to automobile trips. This funding will provide 7 stations, 170 docks, 7 kiosk, and other infrastructure necessary to maintain and grow a robust bike share system. This TAP money will be used to get closer to the goal of 75 stations in 2019 as outlined in the GREENbike Strategic Implementation Plan.

Recommended Funding $ 150,000

Project Cost – $ 373,973
Funds Request – $ 350,260
Salt Lake City – Transit Stop Improvements
Project Type – Capital Improvement

City Wide

Approximately 83% of bus stops in Salt Lake City are unimproved, making them challenging for people with disabilities to access and lacking a bench or shelter for all riders waiting for the bus. This project would include concrete pads, ADA accessibility, and amenities at the busiest and highest need stops. Ridership on 200 South saw an 18% increase in ridership after such improvements. UTA funds that were previously used for these improvements are now programmed for TIGER first/last mile projects, and both UTA and the City have been working to fill this funding gap.

Project Cost $ 200,000
Funds Request . $ 186,000

Recommended Funding $ 186,000
This request is for new bike racks on 10 of UTA’s 16 FrontRunner bike cars. There is a bike car on each FrontRunner train consist. Current racks have capacity for 9 bikes each while the new configuration has room for 15. While riders appreciate bike accommodation, they are concerned about capacity, usefulness, and safety.
Ridership data is lacking in Utah. Planning and network expansion are improving, but agencies are asking questions about ridership that we do not currently have the ability to answer. This project will place automatic counters at strategic locations around Salt Lake County to begin collecting this vital data.