



## Transportation Improvement Program - Today . . .

- 4a. Report on Approved Board Modification
  - Regional Council – October 25, 2018
- 4b. Approve New Board Modification
  - To the 2019-2024 TIP
- 4c. Letters of Intent Received
- 4d. Federal – State Funding Exchange



## Transportation Improvement Program is . . .

1. Six Year Program of Highway, Transit and Alternative Transportation Projects
  - 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

# Report on Board 4a - Modifications to the 2019-2024 TIP

From the Regional Council meeting on  
October 25, 2018

## 2019-2024 Transportation Improvement Program (TIP) (Amendment One)

### Board Modification

#### Additional Funding

##### 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	SR-127	16717	Syracuse Road (SR-127); West Davis Corridor to 2000 West	Environmental Impact Study	ST_CONST (State Construction Funds)	\$735,000	\$35,000	<i>Additional Funding</i>	<b>\$700,000</b>	2019

With the construction of the West Davis Corridor in western Davis County, the traffic volumes on Syracuse Road (SR-127), an east/west corridor in the area, are projected to significantly increase. UDOT has begun the study to determine the level of environmental documentation that will be required for the improvements on Syracuse Road. The requested funds are necessary to fund the State Environmental Document. The funding is available from the cost savings on the SR-193 Extension between 2000 West and I-15.

Davis	UDOT	SR-193	16518	SR-193; 4500 West to 3000 West	Environmental Impact Study	ST_CONST (State Construction Funds)	\$530,000	\$300,000	<i>Additional Funding</i>	<b>\$230,000</b>	2019
-------	------	--------	-------	--------------------------------	----------------------------	--	-----------	-----------	---------------------------	------------------	------

With the construction of the West Davis Corridor in western Davis County, the traffic volumes on SR-193, an east/west corridor in the area, are projected to significantly increase. UDOT has begun the study to determine the level of environmental documentation that will be required for the improvements on SR-193 between 3000 West and the West Davis Corridor. The requested funds are necessary to fund the State Environmental Document. The funding is available from the cost savings on the SR-193 Extension project between 2000 West and I-15.

##### 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	I-80	13323	I-80; Structure Replacement at Black Rock and SR-36	Bridge Reconstruction	NHPP_BR ( National Highway Performance Program - Bridge)	\$36,500,000	\$3,489,532	<i>Additional Funding</i>	<b>\$4,000,000</b>	2019
						NHPP_IM ( National Highway Performance Program - Interstate Maintenance)		\$0	<i>Additional Funding</i>	<b>\$5,500,000</b>	
						STP_BRIDGE (Surface Transportation Program - Bridge Funds for State Projects)		\$5,000,000			
						STP_FLX_ST (Surface Transportation Program - Flexible (Any Area) Statewide)		\$16,625,177			
						ST_BRIDGE (State Construction - Bridge Program)		\$900,000			
						ST_RET_ROW (State Funds Retained from Right of Way)		\$985,290			

The Black Rock and SR-36 Project is in need of additional funds due to the escalation of construction costs, UPRR permitting requirements, and additional maintenance of traffic (MOT) costs. The Black Rock project is ready to award. Various methods will be used to reduce overall impacts and delay to commuters on I-80 in Tooele County. The additional funding is made available from excess funds from the I-215; 300 East to SR-201 and the remaining amount comes from the Bridge program.

## 2019-2024 Transportation Improvement Program (TIP) (Amendment One)

### Board Modification

#### 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	Various	New	Connected Vehicle Data Eco-System	Develop a Partnership to develop the Connected Vehicle Data Eco-System	ST_CONST (State Construction Funds)	\$8,000,000	\$0	<i>New Funding</i>	<b>\$8,000,000</b>	2019

UDOT has several pilot projects in which Connected and Autonomous Vehicles (CAV), technology has been used. Over the past four years, UDOT has worked to deploy an operational, connected vehicle corridor on Redwood Road in Salt Lake County, and another in Provo-Orem is about to become operational. A third project, involving 4 additional corridors is being planned in Salt Lake County. These deployments have given UDOT the experience and insight to understand the value of connected vehicle technology and prepare for a scaled-up deployment scenario. This request is to approve phase 1 of a project to involve partnerships to develop the Connected and Autonomous Vehicles (CAV) Eco-System. The contract will be a multi-phase severable contract, with future phases exploring new technologies and broader implementation of technologies developed.

## 2019-2024 Transportation Improvement Program (TIP) (Amendment One)

### Board Modification

#### New Projects (FY 2019 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 2019 Program, Utah has 32 projects totaling \$1,723,894 in Federal Aid Funds and \$6,921,302 of Sponsors Matching Funds for a total of \$8,645,196 in New Project Value ( projects totaling \$667,000 in the WFRC Area.)

##### WFRC Area

Sponsor	Concept/ Type of Improvement/ Location	Funding Amount	Total Project Value
Non-Motorized			
SLCA	<u>Gate Buttress Recreation Infrastructure Project Phase I, Little Cottonwood Canyon (\$37,740 RTP Requested, Non-Moto):</u> Rehabilitate user created trails and have them built by professional trail crews on the 140 acres of leased land from the LDS Church as well as replacing old fixed anchors with stainless steel hardware.	\$37,740	\$165,740
USDA FS, U-W-C NF, Logan RD	<u>Murray Farm Trailhead (\$100,000 RTP Requested, Non-Moto):</u> Construction and installation of a parking lot to accommodate 12 vehicles, new aggregate trailhead pathway, signage, vault toilet and road closure gates. Deconstruction of 430' of post and rail wood fencing as well as clearing vegetation.	\$75,000	\$243,905
Layton CC	<u>Kay's Creek Trail Hwy 89 Underpass (\$100,000 RTP Requested, Non-Moto):</u> Installation of a 200' long, 14' wide, 10' tall pre-cut concrete culvert underpass.	\$75,000	\$991,302

# Action: Board 4b - Modifications to the 2019-2024 TIP

Trans Com  
November 8, 2018

Ben Wuthrich  
Wasatch Front Regional Council

## 2019-2024 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	I-80	15935	I-80 Over Surplus Canal Deck Replacement	Bridge Deck Replacement	NHPP_BR (National Highway Performance Program_ Bridge On)	\$3,500,000	\$2,100,000			2019
						NHPP_NHS (National Highway Performance Program_ National Highway System)			<b>Additional Funding</b>	<b>\$200,000</b>	
						ST_Bridge (State Construction - Bridge Program)			<b>Additional Funding</b>	<b>\$1,200,000</b>	

This project was originally scoped as a deck rehabilitation project. During design State crews needed to repair extensive potholes on the structure which revealed that the deck was in need of replacement rather than rehabilitation. The additional funding requested for this project is replacing the bridge deck. The additional funding comes from \$1,200,000 of State Bridge funds, available from the I-80; 1700 East to East Canyon Bridge Rehab Project and the remaining \$200,000 will be from Region 2's Transportation Solutions Funds.

Salt Lake	UDOT	SR-151	13585	SR-151 (10600 S) Redwood Road to Jordan Gateway	Reconstruct and Widening	NHPP_BR (National Highway Performance Program_ Bridge On)	\$17,665,000	\$88,000			2019
						NHPP_NHS (National Highway Performance Program_ National Highway System)		\$15,000,000			
						STP_FLX_ST (Surface Transportation Program - Flexible (Any Area) Statewide)			<b>Additional Funding</b>	<b>\$2,500,000</b>	
						ST_ATMS (State Construction - ATMS Statewide)		\$77,000			

When this project was originally awarded the bids were more than 10% over the Engineer's Estimate. Contingency funds were used at the time of award (June 2017). During construction additional costs related to right of way and unknown utilities needing relocation were encountered. The utility relocations caused significant delays (150+ days) to the contractor. The additional \$2,500,000 is available from unprogrammed funds in the Region Two Pavement Rehabilitation Program.

# I-80 over the Surplus Canal (approx. 3000 West)

## Bridge Deck Replacement



**New Funding**  
**\$1,400,000**

---

**Total Project Cost**  
**Estimate**  
**\$3,500,000**



**Project will Replace the Deck Section of I-80 over Canal**

# Salt Lake County – 10600 South (SR-151); Redwood Road to Jordan Gateway Reconstruct and Widen



Additional Funding

\$ 2,500,000

\*\*\*\*\*

Total Project Cost

Estimate \$ 17,665,000



Project will add a travel lane in each direction, by removing the median and re-striping the roadway with minimal widening to include bike shoulders, upgrades to curb, gutter, sidewalks and drainage.

## 2019-2024 Transportation Improvement Program (TIP) (Amendment Two)

### Board Modification - continued

#### Additional Funding

#### 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/ Weber	UDOT	I-15	13822	I-15; SR-232 to I-84	Widen Existing Facility with Operational Improvements	NHPP_BR (National Highway Performance Program_ Bridge On)	\$175,165,000		<i>Additional Funding</i>	<b>\$8,622,688</b>	2019
						NHPP_IM (National Highway Performance Program_ Interstate Maintenance)		\$3,000,000			
						NHPP_NHS (National Highway Performance Program_ National Highway System)			<i>Additional Funding</i>	<b>\$651,779</b>	
						STP_Bridge (Surface Transportation Program - Bridge Program)			<i>Additional Funding</i>	<b>\$3,000,000</b>	
						STP_URB_O/L (Surface Transportation Program - Ogden/ Layton Urban Area - Exchanged Funds)			<i>Additional Funding</i>	<b>\$1,890,533</b>	
						ST_TIF (State Transportation Investment Funds)		\$158,000,000			

This project will add an Express Lane while maintaining the existing number of travel lanes and will be constructed within existing right of way along I-15 to the extent possible with various improvements to pavement sections and structures including structure widenings. The additional funding comes from cost savings from the I-15; South Davis Express Lane Project and the State bridge program.

Davis	UDOT	Center Str - North Salt Lake	13526	North Salt Lake Center Street Queue Cutter	Improve Railway-Highway Grade Crossing by Installing a Queue Cutter Signal	R/H_DEVIC90S (Rail / Highway - Protective Devices with State Match)	\$950,000	\$265,000	<i>Additional Funding</i>	<b>\$650,000</b>	2019
						R/H_DEVICS90 (Rail / Highway - Protective Devices at 90/10)		\$35,000			

This project will install a queue cutter signal on Center Street to eliminate cars being backed up and stopped on the railroad tracks. Complications to adding the Queue Cutter Signal into the existing crossing infrastructure has increased the cost of the signal upgrade. The additional \$650,000 is available from the unprogrammed balance of the Railroad Crossing Program.

# Salt Lake County – I-15; Hillfield Road (SR-232) to I-84 Widen Existing Facility with Operational Improvements



## OVERVIEW

- Add an Express Lane while maintaining the existing number of travel lanes
- Stay within UDOT's current property along I-15 to the extent possible.

## ANTICIPATED SCHEDULE

Design Activities: Fall 2017 – Fall 2018  
Advertisement: Fall 2018  
Construction: Spring 2019 – Fall 2020

## FACTS

### Miles of Express Lanes

10; MP 331 – 340

### Programmed Amount

\$158 Million

### Structure Widening

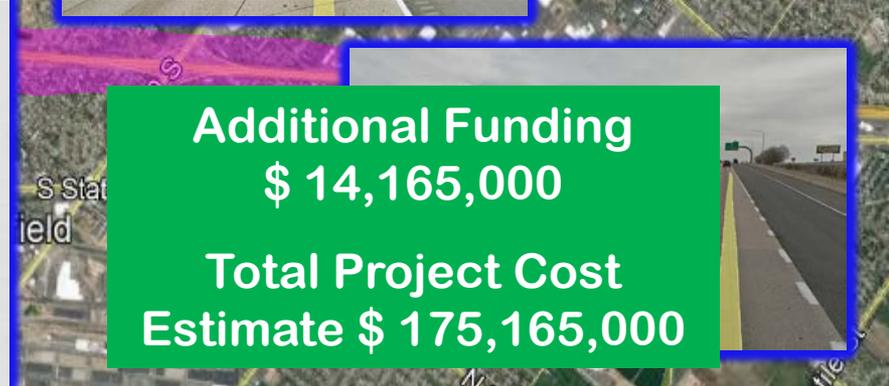
- Gentile Street (Deck Replacement)
- Church Street (Bridge Replacement)
- 700 South (Deck Replacement)
- 200 South (Bridge Replacement)
- 650 North
- UPRR Bridge (Deck Replacement)
- 5600 West (Deck Replacement)
- Riverdale Road (No Work Anticipated)

**Additional Funding**

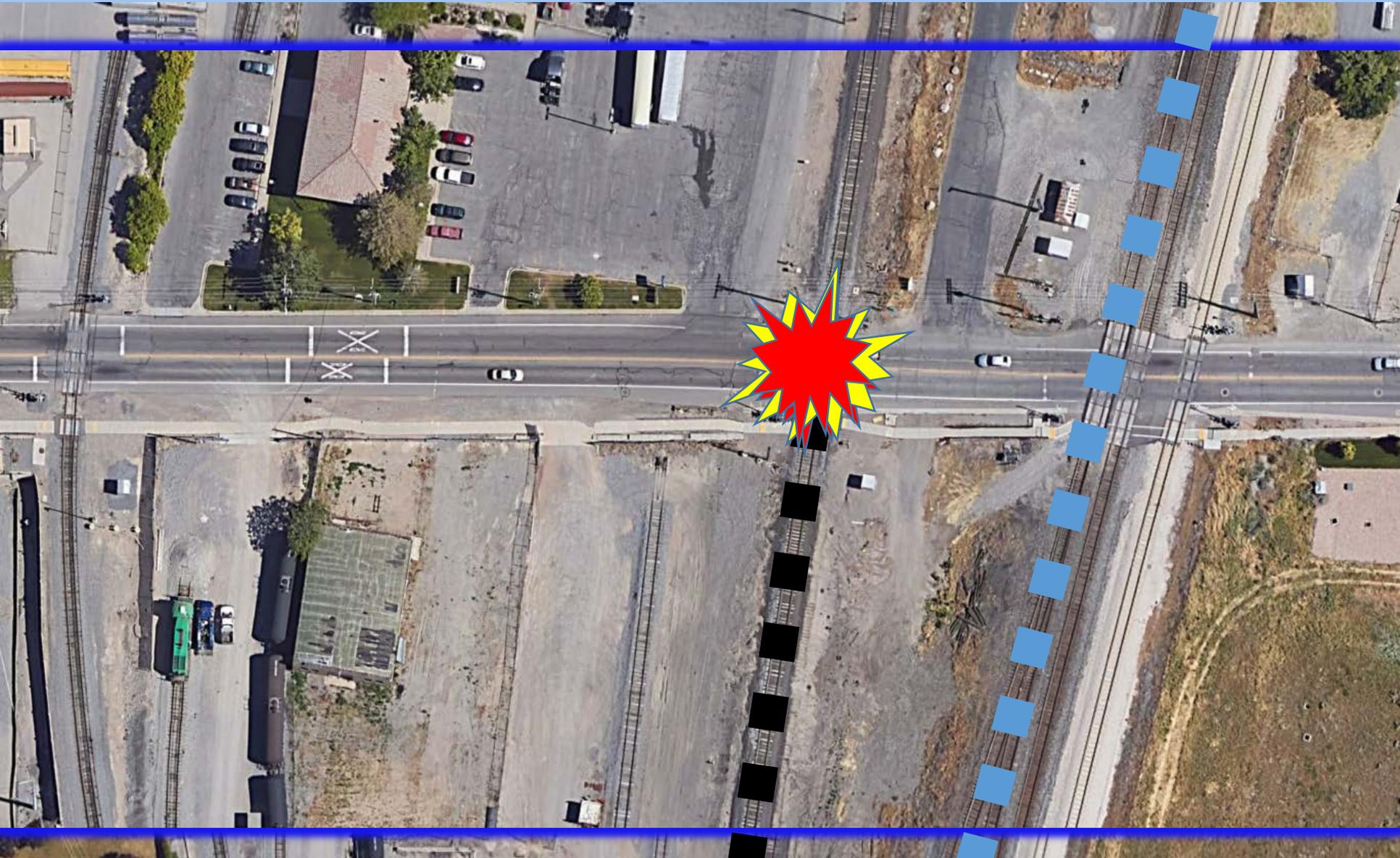
comes from cost savings on the I-15; South Davis Express Lane Project and State Bridge program

**Additional Funding  
\$ 14,165,000**

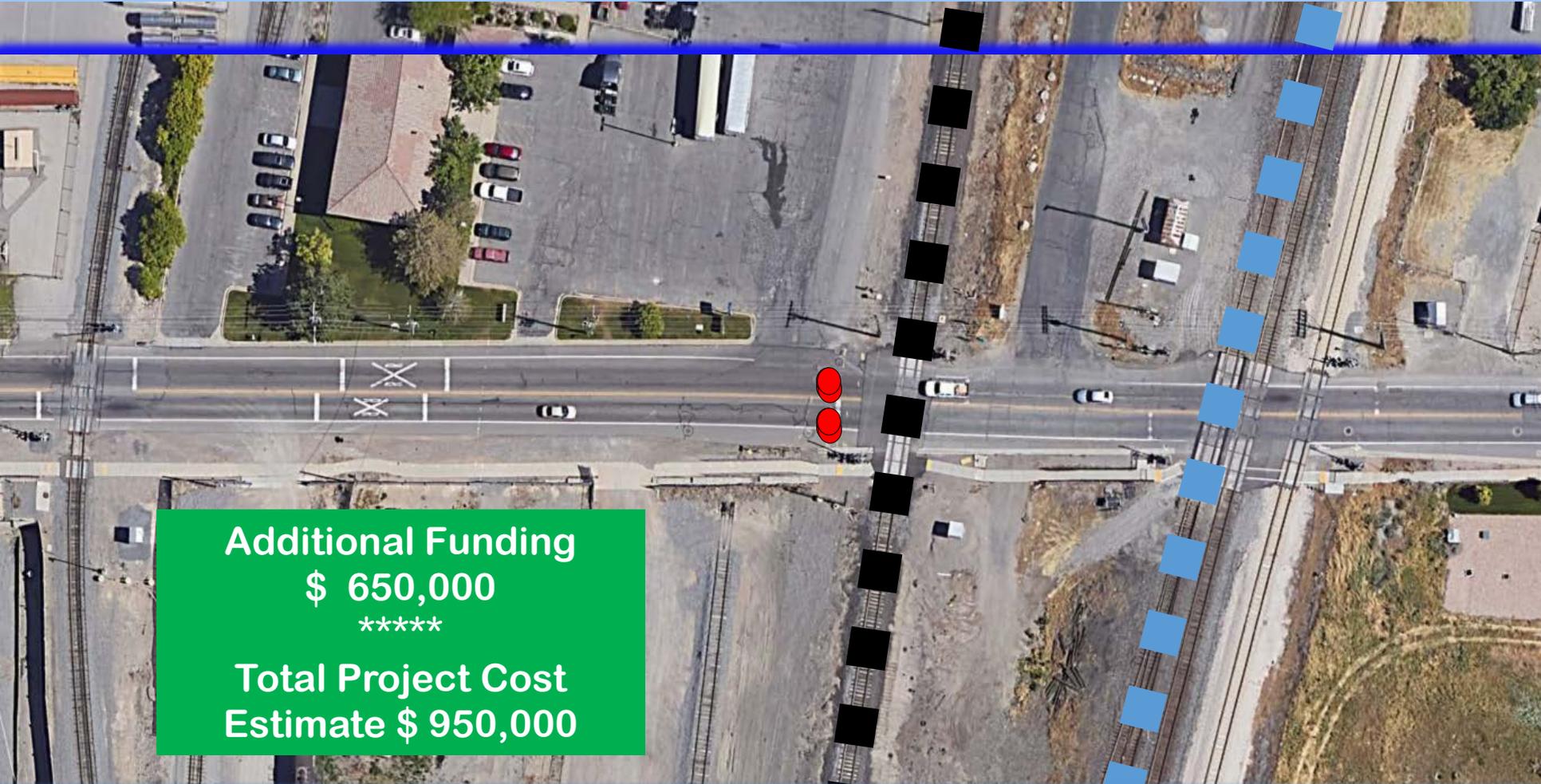
**Total Project Cost  
Estimate \$ 175,165,000**



# Davis County – North Salt Lake Center Street Install a Queue Cutter Signal



# Davis County – North Salt Lake Center Street Install a Queue Cutter Signal



**Additional Funding**  
**\$ 650,000**  
\*\*\*\*\*  
**Total Project Cost**  
**Estimate \$ 950,000**

**Project will install a queue cutter signal on Center Street to eliminate cars being backed up and stopped on the railroad tracks**

Letters of Intent Received  
4c - for the  
2020-2025  
STP & CMAQ Programs,  
the 2021 TAP Program,  
and the 2020 TLC Program

Region	County	Sponsor	Project Name	Project Limits	Project Concept	Estimated Project Cost	Federal Funds Requested	Funding Type
--------	--------	---------	--------------	----------------	-----------------	------------------------	-------------------------	--------------



**2019 Application Cycle**



Local Gov	County	Project Name	Project Location	Estimated Project Cost	Funds Being Requested	Local Financial Match	Brief Project Description
Alta	SLCo	Town of Alta 4th Quarter Revenue Spending Plan	city wide - Alta	\$80,000	\$70,000	\$10,000	Alta would like to hire a consultant to create a ten-year plan for spending revenue accrued by the 4th quarter sales tax distribution. The project will entail reviewing previously adopted plans, and identifying new opportunities to invest in transportation related infrastructure within the constraints applied the 4th quarter enabling legislation.
Bluffdale	SLCo	Bluffdale Transit Opportunity Analysis	City of Bluffdale	\$60,000	\$45,000	\$15,000	With this proposed study, the City desires to build upon Bluffdale's transportation plan, and dig deeper with UTA relative to the City's opportunities and constraints for transit service in their growing community; both fixed routes and more flexible options. The City currently has no existing transit service, but is centrally located within Point of the Mountain, close to the Draper Prison re-development site, and future growth centers.
Cottonwood Heights	SLCo	General Plan Update & Design Guidelines	City wide - Cottonwoods Heights	\$165,000	\$150,000	\$15,000	The City would like a comprehensive General Plan update to refine and restate important priorities in the current plan and will incorporate new emergent regional and local priorities to better guide the future of the city. As an extension of this work, it is the city's desire to create revised design standards for both public and private development and infrastructure projects in key areas of the city, including area specific right of way standards and refined architectural and site design standards.
Copperton Metro Township	SLCo	Copperton Metro Township General Plan	Copperton Metro Township	\$100,000	\$80,000	\$20,000	Copperton needs to update their General Plan. Growth pressures and context on the west side of the county have created an urgency to establish a comprehensive guide and engage Copperton resident's and surrounding property owners and cities to guide the stewardship of their community's future. Copperton needs to balance west side development, historic/design context, and potential growth.
Draper City	SLCo	Southeast Valley Active Transportation Master Plan	Draper & Sandy Cities	\$150,000	\$139,500	\$10,500	This plan will serve as a guide to allow each city to develop policies, plans, and standards to implement a sustainable transportation system. The plan will also assist in the required coordination efforts between the two cities in the southeast portion of the Salt Lake Valley, to ensure continuity of the area's transportation system.
Emigration Metro Township	SLCo	Emigration Metro Township General Plan	Emigration Metro Township	\$100,000	\$80,000	\$20,000	The Township is ready to create a General Plan and is considering changes in their zoning regulations, specifically FCOZ. Emigration needs to balance the nature environment, existing development and future development and redevelopment requests.
Herriman City	SLCo	Herriman Active Transportation Plan	City wide - Herriman	\$50,000			Herriman has recently conducted the Herriman Hills Study to determine a variety of recreational uses in the hillside area south and west of Herriman City. The Active Transportation Plan would complement the Herriman Hills Study.
North Salt Lake	SLCo	NSL Town Center branding & wayfinding	City of NSL Town Center	\$40,000	\$32,000	\$8,000	The town center is rapidly developing and is currently drafting a form-based code to ensure high quality private development. The City has identified a need to formalize the public investment, and to instill a true sense of place in the Town Center by branding the area.
North Salt Lake	SLCo	NSL Pedestrian Tunnel Feasibility Study	Eagleridge/Orchard Dr roundabout in NSL	\$30,000	\$26,000	\$4,000	The City wishes to explore options related to improving pedestrian and cyclist safety at this dangerous crossing and would like to consider a pedestrian tunnel or bridge if it is technically and financially feasible while still maintaining adequate vehicular traffic flows. NSL would also like to ready Active Transportation connections for the future BRT station while also improving existing pedestrian safety.
Midvale	SLCo	Midvale City Active Transportation Master Plan	City wide - Midvale	\$80,000	\$75,000	\$5,000	Midvale is seeking funding assistance to establish a community-wide active transportation master plan that furthers the goals and objectives of the City's General Plan. City officials will work with a consultant to develop policy and programs that study the community's needs for this type of mobility option. Valley wide connectivity and collaboration will not only make the metropolitan area environmentally healthier, it will utilize and showcase its natural beauty for the enjoyment of its citizens and visitors.
Millcreek	SLCo	Mid Valley AT Plan	Cottonwood Heights, Holladay, Midvale, Millcreek, Murray, Taylorsville	\$275,000	\$245,000	\$30,000	These mid valley cities have the common goal of providing improved AT options for the residents in their communities as well as SLCo. With a growing population, a multi-modal transportation system is necessary to provide a variety of options for residents to move across city borders.

1	Davis	City	Side Improvements	Park Lane to Shepard Lane			improvements	\$ 2,700,000	\$ 2,517,250	STP
1	Davis	Kaysville	West Davis Corridor Connection	West Davis Corridor to Shepard Lane & I-15			New construction of a 3-lane facility	\$ 10,800,000	\$ 6,074,250	STP

# 4d - Federal – State Funding Exchange for Eight STP Projects



WASATCH FRONT REGIONAL COUNCIL



## **Federal Funds Require;**

- The National Environmental Policy Act (NEPA)**
- Davis-Bacon Prevailing Wage Requirement**
- Disadvantaged Business Enterprise (DBE)**
- Buy America Program**

## **Require UDOT to Manage**

- Additional Administration, Oversight, and Material Testing**



fund  
ing  
ex  
change

# Fund Exchange Program



- **Reduction of Federal Funds by 5 – 10% for the Program**
- **Exchange Rate \$0.85 State funds for \$1.00 Federal Funds**
- **Local Match Minimum of 10 %**
  - **Cooperative Agreement**
- **UDOT Project Manager assigned**
- **Construction Standard will be APWA & AASHTO Standards**
- **Required Project Documentation**

## Fund Exchange Program continued . . .

- **Local Governments follow their own Bid process**
- **Transacted in the year Funds are Available to Exchange**
- **Local entity is Responsible for all Aspects of the project quality**
  - **Funds Disbursed on Reimbursement Basis**



# Fund Exchange Program



- **Project Cost Overruns**
- **Project Cost Savings**
- **Future Federal Program**
- **Project Construction Standards and Project Quality**



Marriott-Slaterville

PIN 15904

1200 West; 400 North to Farr West Boundary

### Estimated Summary for the Exchange of Federal Funding

**\$ 5,605,300** The original project cost estimate  
**\$ 3,762,110** The requested amount of federal funds  
**\$ 3,762,110** The recommended amount of federal funds

With the proposed federal exchange procedure,  
the reduction of federal funds would be reduced

**10%**

**\$ 376,211**

Therefore,

**\$ 3,762,110** Existing Programmed Federal Funds

---

**\$ 3,385,899** New Federal Fund Amount = ( \$ 3,762,110 reduced 10% )

---

**\$ 2,878,014** The Exchanged Amount Available = ( \$ 3,385,899 X 0.85 )

---

**\$ 319,779** Sponsor 10% Match = ( ( \$ 2,878,014 / 0.9 ) - \$ 2,878,014 )

---

**\$ 3,197,794** Total Non-Federal Funds Available for the Project

---

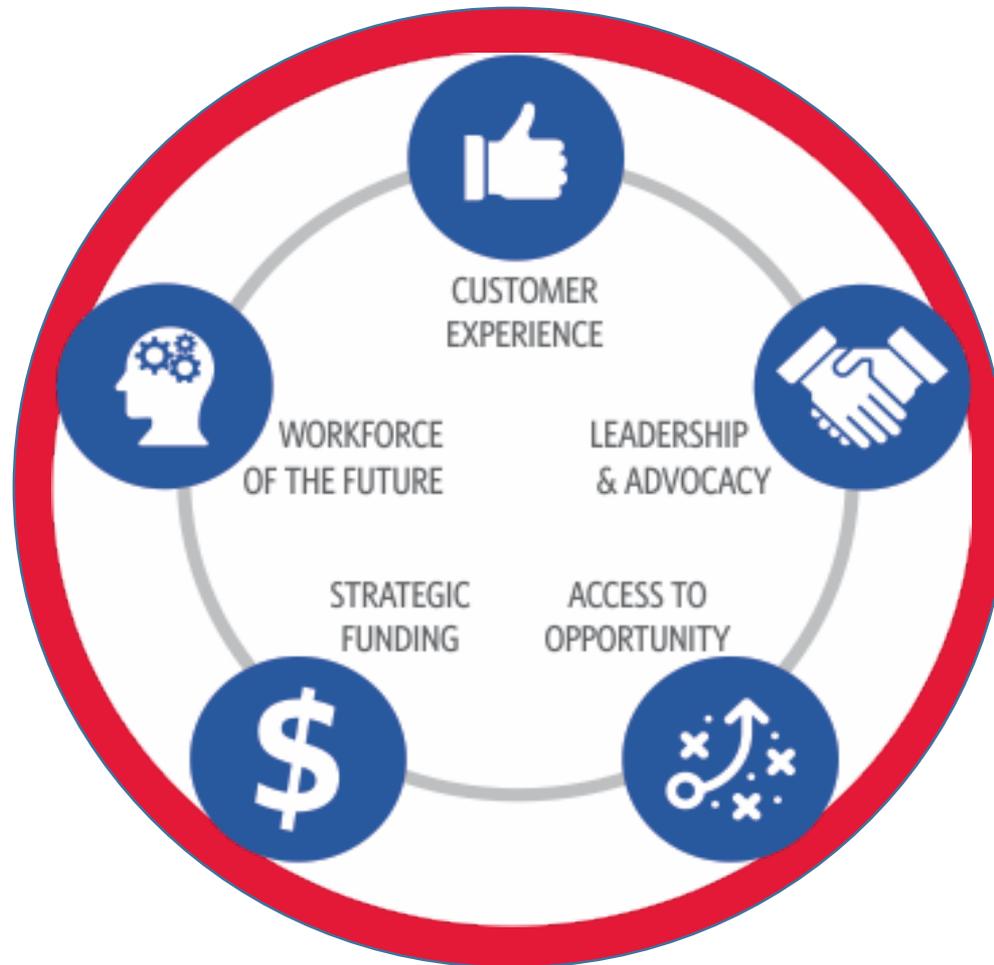
( \$ 2,878,014 + \$ 319,779 )



# Utah Transit Authority Tentative 2019 Budget



# Strategic Focus Areas



# Customer Experience

- Created a team within the Planning Department to coordinate our focus
- Wayfinding



# Leadership and Advocacy

- Regular meetings with our congressional delegation and their staff
- Active with the American Public Transportation Association (APTA)
- Regularly participate in the legislature's interim committee meetings
- Active with Wasatch Front Regional Council and Mountainland Association of Governments Regional Planning Committee
- At the local level, active with council of governments (COGs) and city council meetings
- Members of boards of the Salt Lake Chamber, EDCUtah, Envision Utah, GREENbike, Operation Lifesaver



# Access to Opportunity

- Transit-oriented development
  - Columbus Community Center
- First and last mile projects
  - TIGER grant
  - Contributions to GREENbike
- Transportation land use connection studies
- Innovative mobility



# Strategic Funding

- SB 136
  - 4<sup>th</sup> quarter
  - Transit Transportation Investment Fund (TTIF)
- Improved revenue per rider
  - Pass programs
  - Mobile ticketing app
- Competitive grant opportunities
- Transit-oriented development
- Salt Lake City purchase of service



# Workforce of the Future

- Culture of continuous improvement and engagement
- Workforce planning
- In-house apprenticeship program
- Collaboration with Salt Lake Community College
  - Mechanic training program



# Our Challenges

- Population growth
- Air quality
- Access for all
- Disruptive technologies
- Sustainable funding



# Major Changes from 2018 Budget

- SB136 transition
  - Full-time Board of Trustees and support staff
- Service changes
  - UVX
  - FrontRunner
- New funding
  - Salt Lake City
  - Salt Lake County
- Capital projects



# Operating Budget: 2019 Cost Drivers and Assumptions

- Service plan
  - 2018 service level
  - Increased bus service
    - Davis, Weber, Tooele, and Utah Counties
    - Does not yet include proposed Salt Lake City and Salt Lake County service
- Labor/fringe cost
  - Bargaining unit
    - 3.5% annualized 2019
  - Administration
    - 3% January 2019
- Fuel
  - \$2.20 to \$2.50 (13.64%)



# New Funding

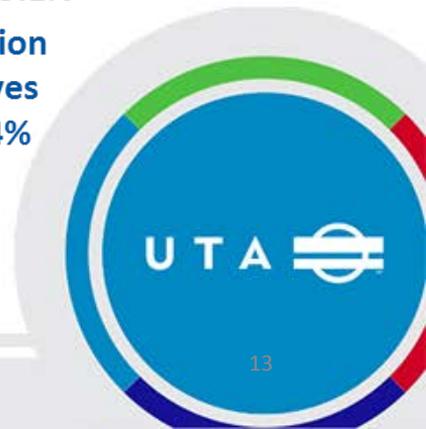
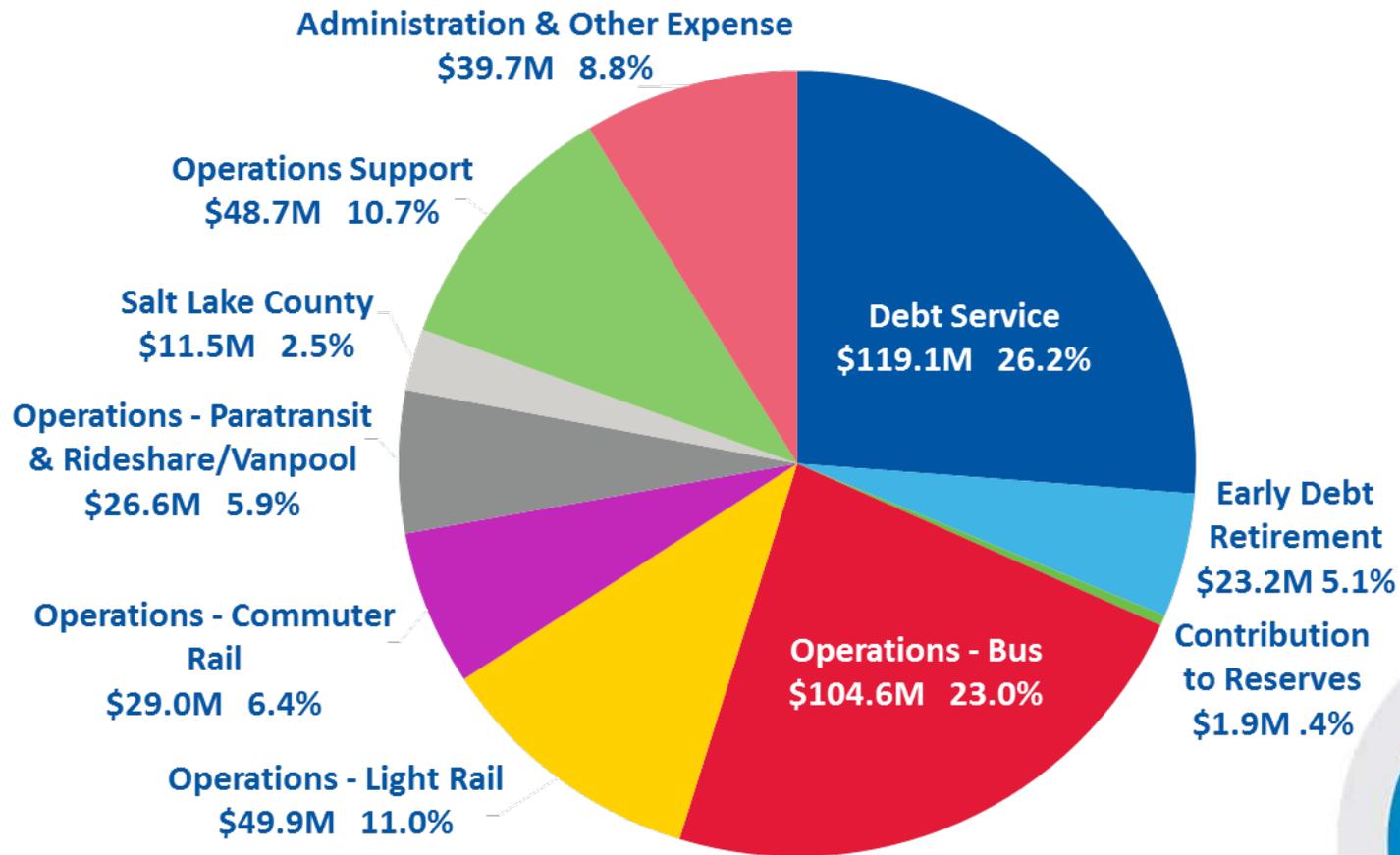
	Salt Lake City Agreement	Salt Lake County 4 <sup>th</sup> Quarter (half year)
Revenues	<u>\$3,871,000</u>	<u>\$13,400,000</u>
Operations	3,590,000	11,479,000
Debt Service	281,000	0
Reserves (14.3%)	<u>0</u>	<u>1,921,000</u>
Totals	<u>\$3,871,000</u>	<u>\$13,400,000</u>



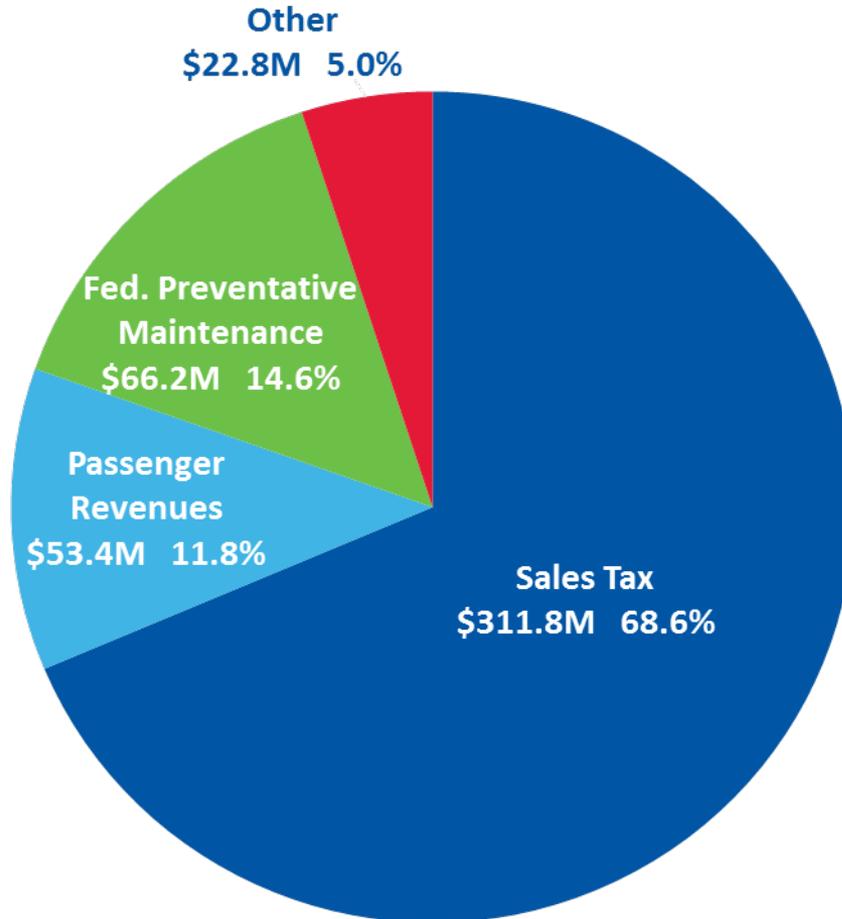
# Financial Summaries



# 2019 Projected Operations Expenses: \$454.2M



# 2019 Projected Operations Revenues: \$454.2M



## Other Includes:

- Investment income - \$8.5M
- Salt Lake City - \$3.9M
- Utah County UVX - \$2.5M
- Advertising - \$2.5M
- Grants - \$2.1M
- SLC motor vehicle fees - \$1.9M
- Property fees - \$1.1M
- TOD revenues - \$.3M



# 2019 Projected Operations Revenues: Major Changes

- Sales Tax
  - 5% increase (\$14.2 million) over 2018 projection of \$284.2 million
  - \$13.4 million increase from Salt Lake County fourth quarter
- Passenger Revenue
  - 1.3% increase over projected 2018 revenue of \$52.7 million
- Federal Preventative Maintenance
  - 5% over 2018 allocation of \$63 million
    - Rail lines placed in service in 2011 become eligible
- Other
  - Investment income estimate
    - Higher interest rates and balances
    - Funding from Salt Lake City and Utah County



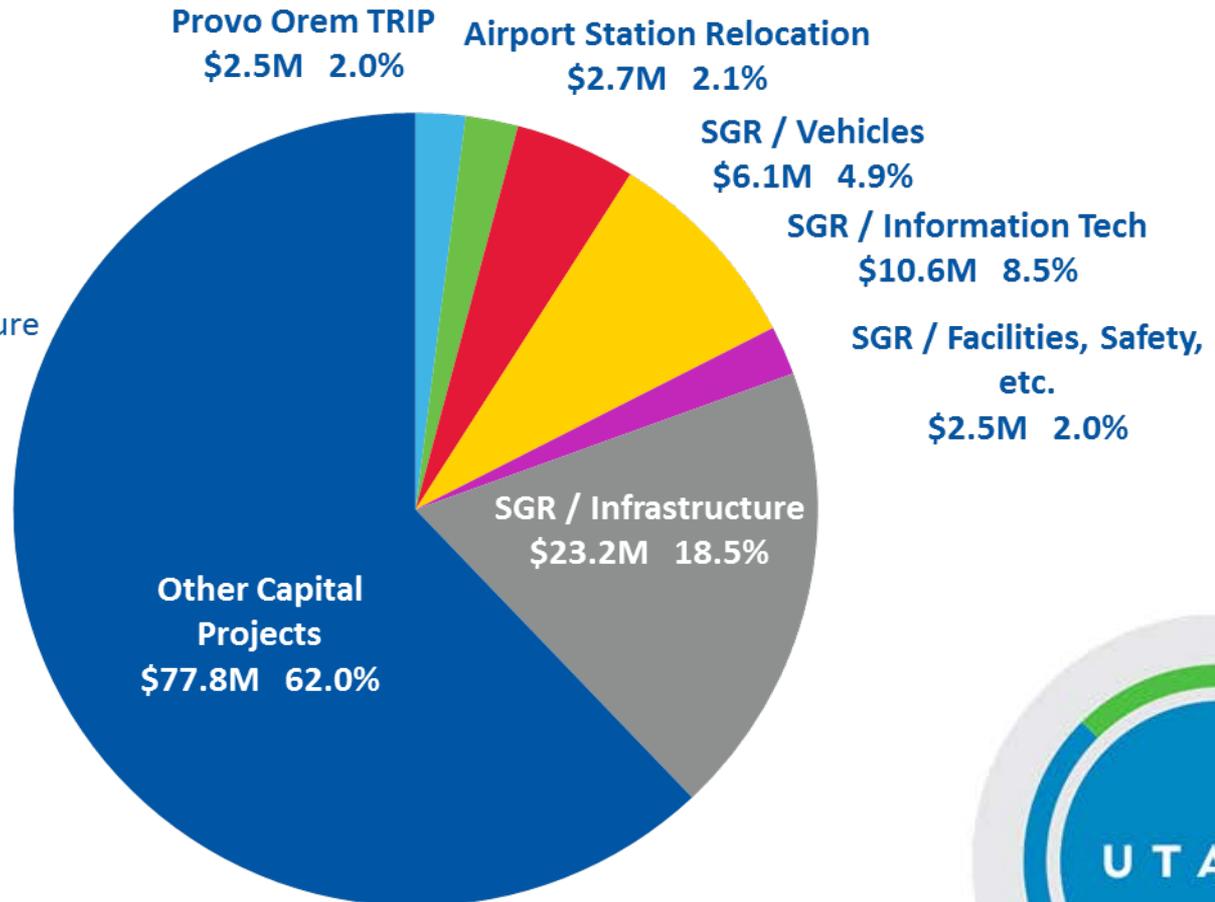
# Capital and Debt



# 2019 Projected Capital Expenses: \$125.4M

Other includes:

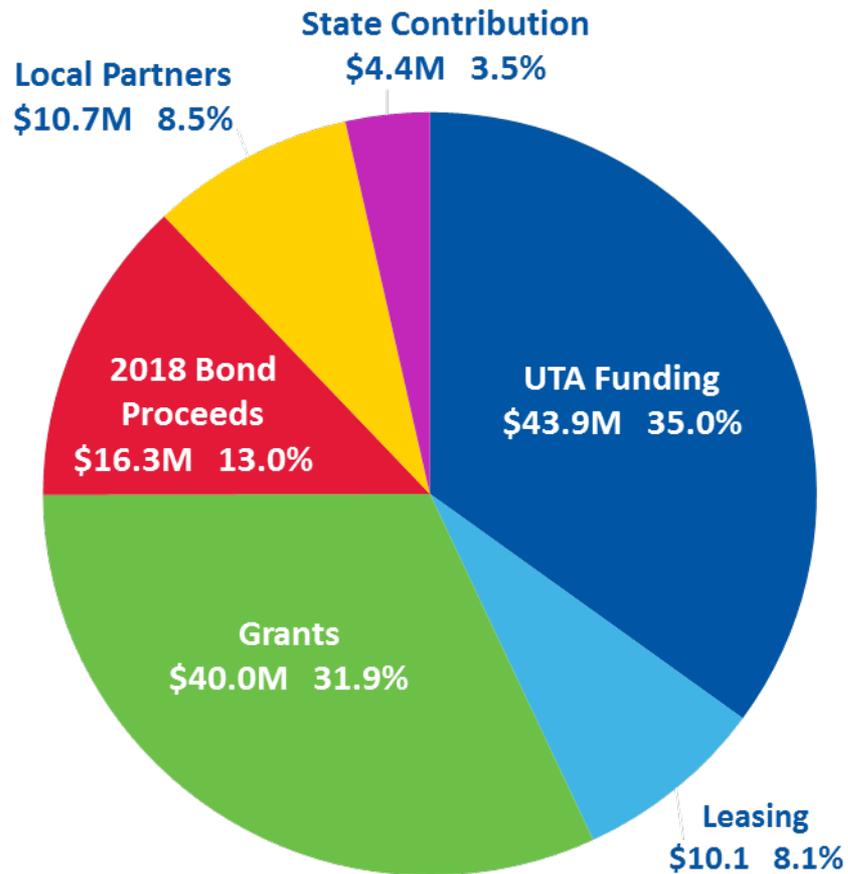
- Positive train control
- Depot District
- South Davis BRT
- Ogden BRT
- Sugar House
- TIGER projects
- Sandy parking structure
- Box Elder ROW



**State of Good  
Repair Total  
\$42.5M 33.9%**



# 2019 Projected Capital Revenues: \$125.4M



# Schedule & Next Steps

- Public and Stakeholder comment period: November 1-30
  - Tentative budget sent to local and state officials
  - Tentative budget sent to Local Advisory Board
  - Public hearing on tentative budget (November 14)
  - Public comment via website, phone, email, mail, etc.
  
- Board of Trustees meeting: December 12
  - Trustees adopt final budget

**Questions?**



# WFRC Trans Com Meeting

Region 1

Kris Peterson, PE  
Region Director  
November 8, 2018



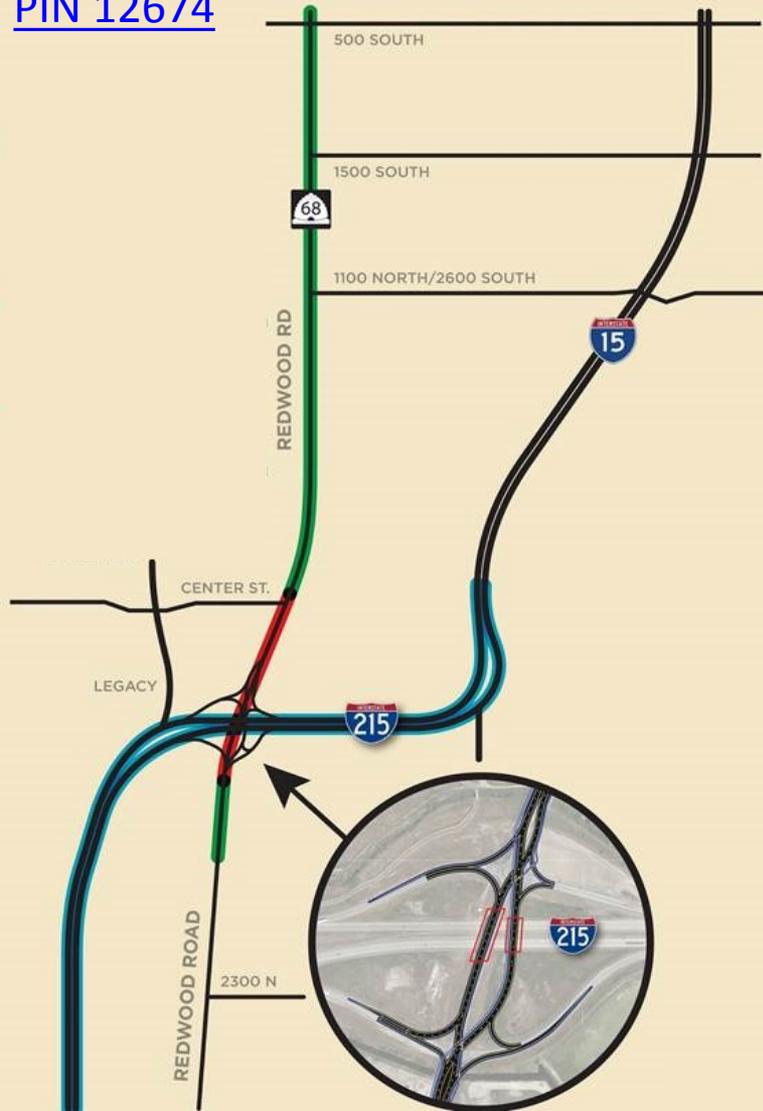
# Redwood Road at I-215 North

## WIDENING & INTERCHANGE IMPROVEMENTS

SR68; I-215 to Center Street

# Redwood Road & I-215

[PIN 12674](#)



## OVERVIEW

- 1.** Redwood Road (SR-68) I-215 to Center Street  
A new diverging diamond interchange (DDI) will be constructed requiring a new bridge structure and revised ramp configurations. In addition, Redwood Road will be rebuilt and widened in this area.
- 2.** I-215 from 2100 North to I-15  
This entire length of I-215 has been rehabilitated. Two lanes of existing concrete were removed and replaced in both directions as well as the asphalt segment from the I-215 Bridge to I-15.
- 3.** Redwood Road from Salt Lake County to 500 South  
The entire length of this section of Redwood Road was rehabilitated. Two- to three inches of asphalt were removed and replaced, which improves drivability and extends the life of the road.

## SCHEDULE

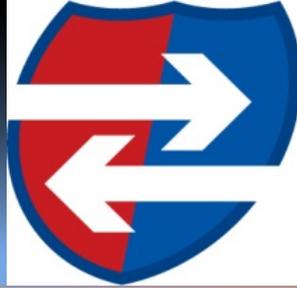
Awarded February 2018  
Construction Spring 2018 – 2019

## LOCATION

North Salt Lake City

## PROGRAMMED AMOUNT

\$41 Million



# I-15 DAVIS-WEBER **EXPRESS**

[PIN 13822](#)

## OVERVIEW

- Add an Express Lane while maintaining the existing number of travel lanes
- Provide a TravelWise solution to those seeking an improved commute through Davis and Weber Counties
- Stay within UDOT's current property along I-15 to the extent possible.
- Adding value by extending the length of the high-occupancy vehicle/high-occupancy toll (HOV/HOT) lanes while maintaining the project budget
- Implementing innovations and efficiency to enhance quality and rehabilitate infrastructure within the project budget
- Minimizing disruptions to traffic through an effective and efficient maintenance of traffic (MOT) scheme

## FACTS

### Miles of Express Lanes

10; MP 331 – 340

### Programmed Amount

\$171M

### Structure Widening

- Gentile Street (Deck Replacement)
- Church Street (Bridge Replacement)
- 700 South (Deck Replacement)
- 200 South (Bridge Replacement)
- 650 North
- UPRR Bridge (Deck Replacement)
- 5600 West (Deck Replacement)
- Riverdale Road (No Work Anticipated)

## ANTICIPATED SCHEDULE

Preconstruction Activities: Fall 2017 – Fall 2018

Advertisement: Fall 2018

Construction: Spring 2019 – Fall 2020

### Jurisdictions

- Layton
- Clearfield
- Clinton
- Sunset
- Roy
- Riverdale



# US-89 FARMINGTON TO I-84

[PIN 13821](#)

[Interactive Map](#)

## OVERVIEW

- Four New Interchanges
- Two New Grade Separated Crossings
- Additional Lane of Travel
- Remove At-Grade Crossings
- New Frontage Road Connectivity
- Class III Bike Route

## SCHEDULE

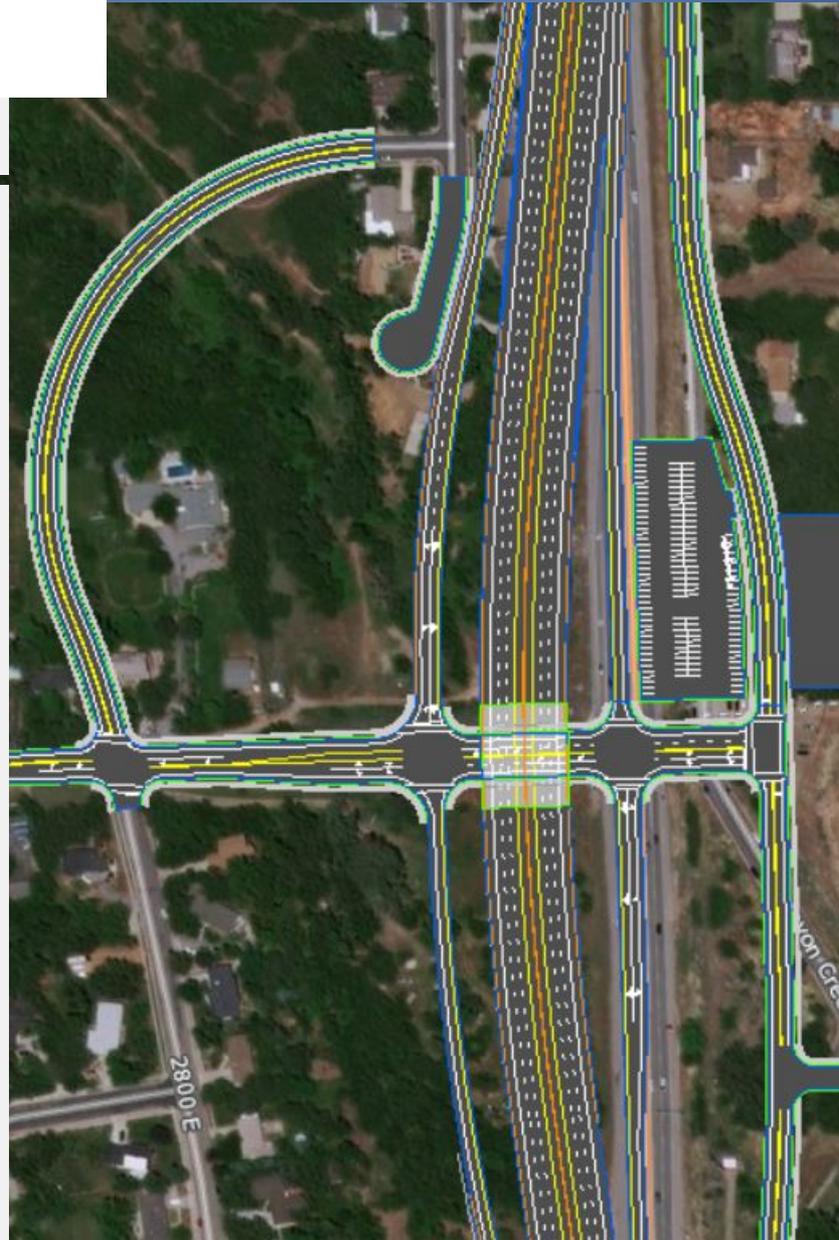
Environmental Clearance: Completed  
 Progressive Design/Build: Underway  
 Construction: 2019 - 2022

## PROGRAMMED AMOUNT

\$275 Million

## RISKS

- Cell Towers Along Corridor
- Petroleum Pipeline Parallels Corridor
- 78 inch BOR Pipe Crossing Corridor
- Geotechnical Issues



## LEGEND

- Existing Interchange
- Modified Existing
- Grade Separated Crossing
- Full Interchange



WEST DAVIS  
CORRIDOR

# West Davis Corridor

[PIN 11268](#)

[Interactive Map](#)



## OBJECTIVES

1. Interchange with I-15/Legacy Parkway
2. Four New Local Interchanges
3. Park-n-Ride with Trail Heads at three northern interchanges
4. Six New Local Road Crossings
5. Fourteen Miles of Roadway
6. Twelve Miles of Trail
7. 1,100 Acres Mitigation

## SCHEDULE

EIS – Completed

ROW & Utilities: 2018-2020

Alternative Delivery Design: 2018-2019

Construction: 2021 – 2024

## PROGRAMMED AMOUNT

\$610 Million (Phase 1)



# Shepard Lane Interchange

[PIN 15684](#)

## OVERVIEW

Shepard Lane has been identified as a location needed for a new interchange with I-15. It is currently an overpass, but will assist in increasing mobility as it is converted to a full interchange. The concept level of this project is shown in the blue lines on the aerial photography.

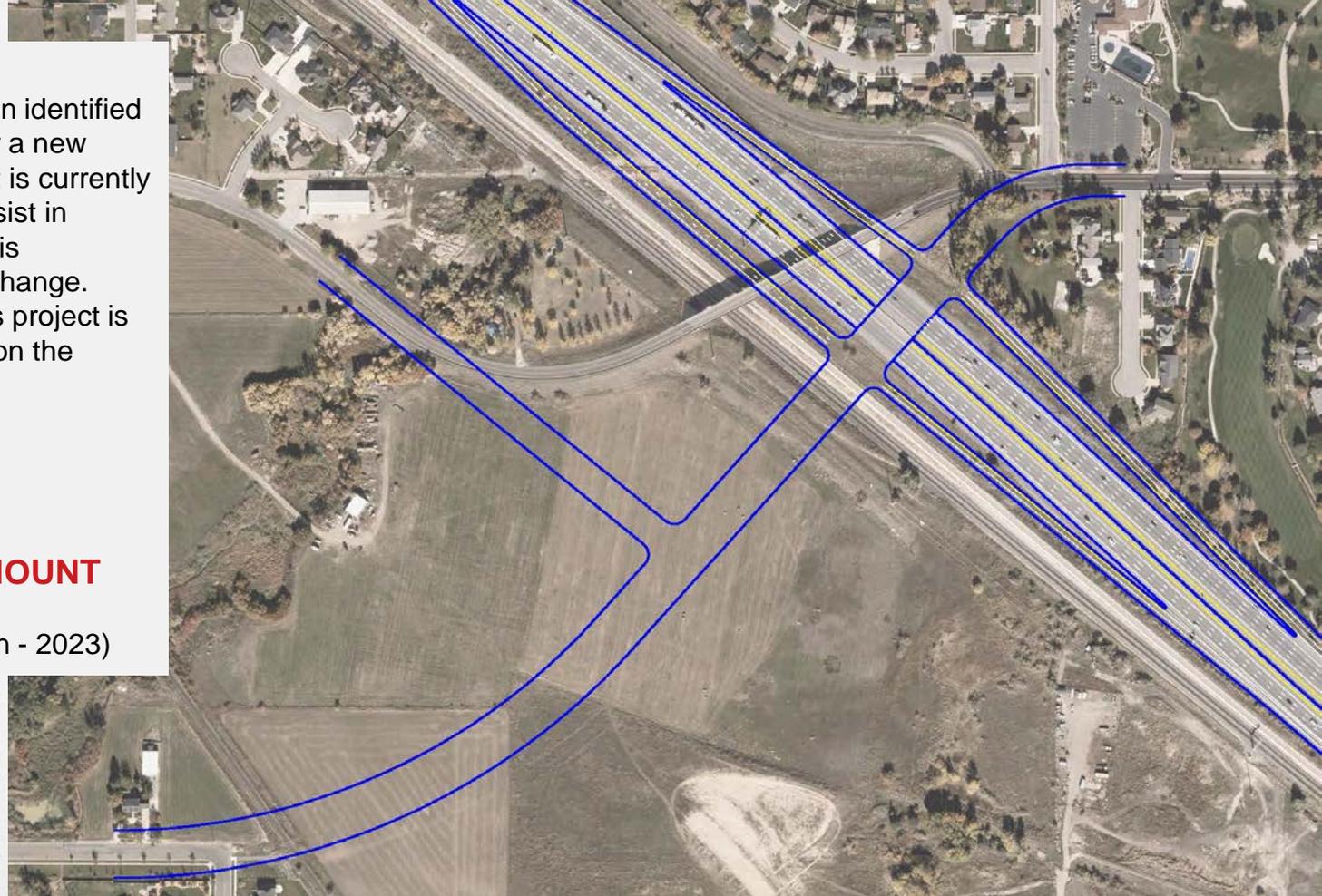
## LOCATION

Farmington

## PROGRAMMED AMOUNT

\$2 Million (EIS)

\$45 Million (Construction - 2023)





# SR-127 to 300 N

[PIN 11477](#)

## OVERVIEW

SR-108, also known as 2000 West, in Syracuse and West Point is a heavily traveled road in Davis County. With the growth in population expected to increase dramatically, added capacity is necessary.

The roadway is being reconstructed with concrete paving and will widen to two lanes in each direction with a center turn lane.

A goal of the project was to complete the section in front of Syracuse High School last summer (completed on time) and to complete the section in front of Syracuse Elementary and Syracuse Jr. High this summer. The project is on schedule and is expected to be completed by the end of 2018.

## SCHEDULE

Heavy construction through Nov. 2018

## LOCATION

Syracuse and West Point

## MILES OF ROADWAY

2; SR-127 (Antelope Drive) to 300 North

## PROGRAMMED AMOUNT

\$52M





# 2000 W to 3000 W 3000 W to WDC

[PIN 14422](#)  
[PIN 16381](#)



## OVERVIEW

Over the last decade SR-193 has become a major east/west corridor. The eastern terminus has been an interchange with US-89, and the western terminus has moved from I-15 to 3000 W (as shown by the cyan and green lines). This is planned to be extended one more time (red line) to tie-in with the West Davis Corridor and SR-110 which would allow for complete East/West travel through Davis county.

## SCHEDULE

2000 W to 3000 W – Completed  
3000 W to WDC – Not Funded

## PROGRAMMED AMOUNTS

\$5.5 Million  
\$25 Million

## LOCATION

West Point & Clearfield





# 5600 South

## OVERVIEW

The Utah Department of Transportation (UDOT) is preparing an Environmental Assessment (EA) to evaluate existing and long-term transportation needs and potential solutions on 5600 South (SR-97) between 3500 West and I-15, in Roy, UT. Potential improvements could include increasing roadway capacity along 5600 South, reconfiguring the I-15 interchange, and grade separating the D&RG Trail—a north-south multi-use trail—at 5600 South.

## SCHEDULE

EA Completed November 2019

## PROGRAMMED AMOUNT

EA - \$3 Million

Construction – Not Funded

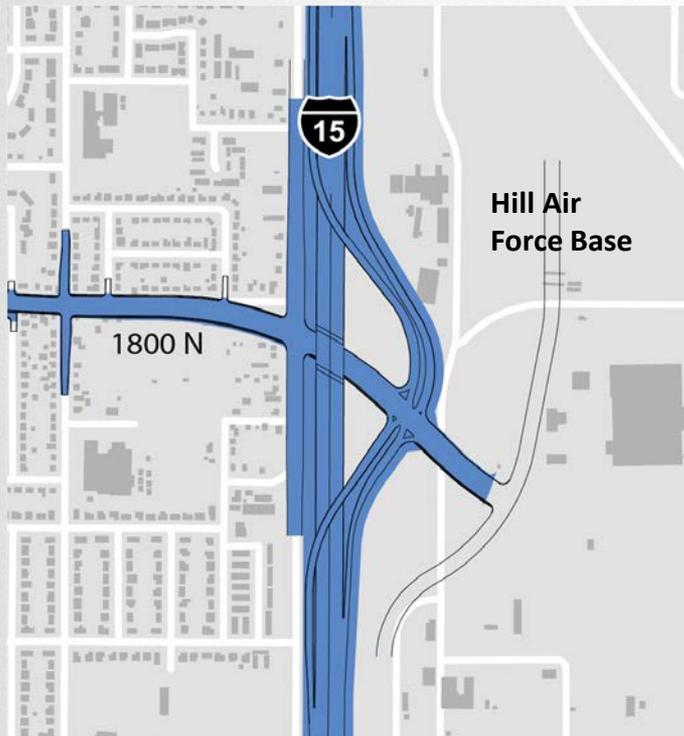
## LOCATION

Roy, UT





# I-15/1800 North Interchange 1800 North Reconstruct and Widening



## OVERVIEW

The following improvements will address current operational and safety conditions and future 2040 traffic needs in Clinton and Sunset, Davis County:

- Construct a new interchange with I-15 at 1800 North to improve access to I-15
- Widen 1800 North to five-lanes (two travel lanes in each direction with a two-way left-turn lane) to reduce congestion between Main Street and 2000 West
- Construct a grade-separated railroad crossing on 1800 North to improve safety

## SCHEDULE

1800 North Interchange – 2024  
1800 North Corridor– Not Funded

## PROGRAMMED AMOUNTS

\$90 Million  
\$88.5 Million



# I-15; 24<sup>th</sup> Street Interchange



**Project Overview:** Reconstruct half-diamond interchange into a full diamond interchange.

**Project Elements:**

- Realign, widen and reconstruct Midland Drive
- Reconfigure UPRR/Patriot Rail industry loop track
- Reconstruct and extend Stock Road

**Budget:** \$96M





# US 89; I-84 to Harrison



## OVERVIEW

US 89, from the I-84 Interchange north through the Harrison Blvd. intersection, is being studied to determine a potential long range configurations (2050). The study is also investigating short range solutions that may or may not fit into the configuration of the potential long range configurations.

## POTENTIAL SOLUTIONS

- I-84 Turbine Interchange
- Expanded CFI intersection at Skyline Drive
- Uinta City Access bridge over US-89
- Minor Rail Line relocation to help with sequencing

## CHALLENGES

There are many geographic challenges within the 2 mile length of this study.

- 2 large gravel pits
- Weber River
- 2 major railroad bridges
- Uinta City access close to I-84 interchange
- Major roadway dugway from Uinta to South Ogden

## LOCATION

South Weber, Uinta, and South Ogden



# Mountain Green Interchange

## OVERVIEW

The Department is currently studying the potential of a new location for the Mountain Green Interchange in the Morgan Valley.

## SCHEDULE

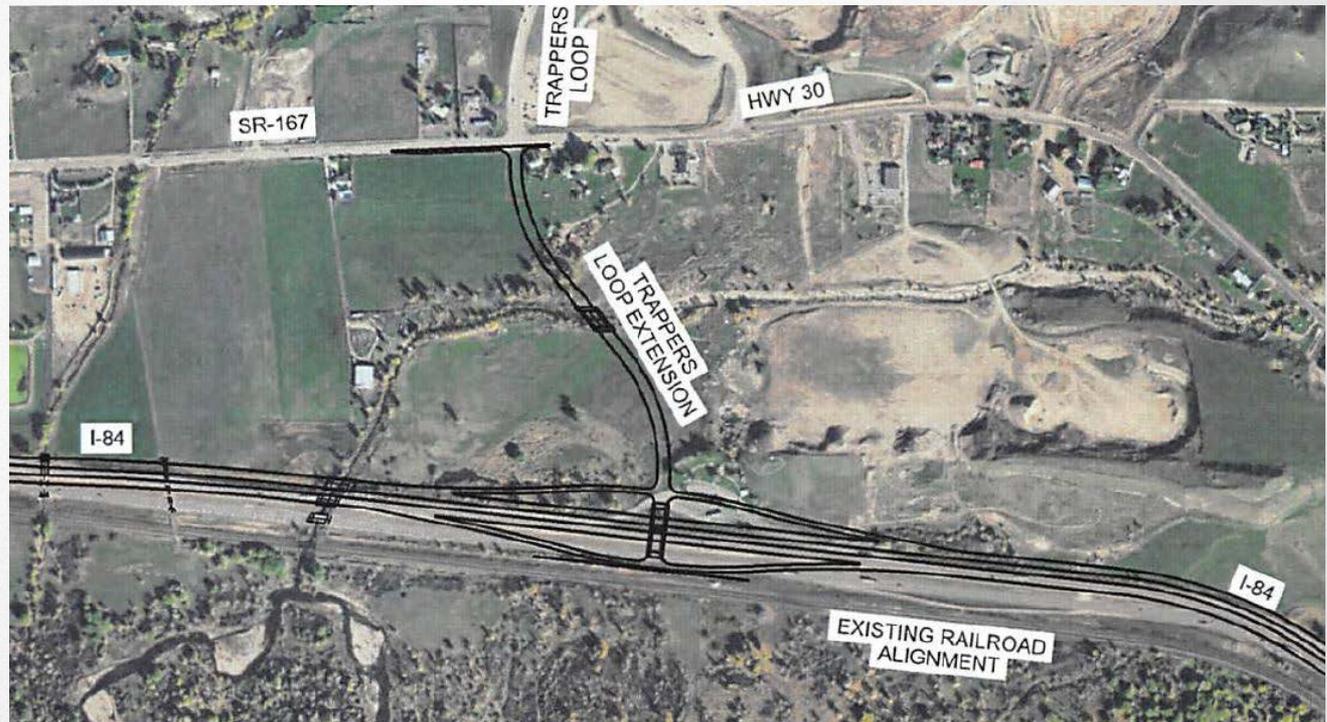
Study 2018

## PROJECT VALUE

Study: \$100,000

Environmental: Unfunded

Construction: Unfunded





Thank You

The logo for the Utah Department of Transportation (UDOT) is displayed in a bold, white, italicized sans-serif font. The letters are closely spaced, with the 'U' and 'D' being particularly prominent. The background of the slide is a blue-tinted photograph of a highway construction site, showing a large piece of machinery in the foreground and traffic in the distance.

**UDOT**

*Keeping Utah Moving*

# UDOT REGION TWO

*2019 Future Needs & Studies*

**Troy Peterson**  
Region Two Program Manager

### PROJECT OVERVIEW

UDOT is evaluating improvements on the west side of the Salt Lake Valley in an effort to improve east/west mobility. The conversion of intersections into freeway-style interchanges on Bangerter Highway provides additional capacity to the east/west arterials by providing more signal green time. There are several remaining intersections on Bangerter Highway that need to be grade-separated. UDOT has evaluated project factors such as travel times, safety impacts, projected volumes, and regional delay time savings to prioritize the construction sequence of the interchanges. Due to the proximity of the intersections on the north end, it is recommended to construct one-way frontage roads from 4100 South to California Avenue as one project. Completing Bangerter as a freeway reduces traffic volumes on I-215; I-15; Mountain View Corridor and Redwood Road.

BANGERTER INTERCHANGE PRIORITIZATION 2018					
Priority Rank	Intersection	Project Cost	2024 Traffic (ADT)	AM NB Corridor Travel Time (Min)	PM SB Corridor Travel Time (Min)
	Base (2024)			54	53
	9800 South	\$50,000,000	97,000	41	37
	4700 South	\$65,000,000	90,000	52	49
	13400 South	\$60,000,000	87,000	53	53
	2700 West	\$43,000,000	64,000	53	53
	4100 South	\$70,000,000	69,000	53	52
	3500 South to California Ave.	\$300,000,000	75,000	46	70
1	4700 So. & 9800 So. (Combined)	\$115,000,000		33	28
2	North Segment	\$485,000,000		22	23
3	South Segment	\$218,000,000		32	28
	Full Build	\$588,000,000		22	22



North Segment includes all improvements except 13400 South and 2700 West interchanges. South Segment includes all improvements south of 4700 South.

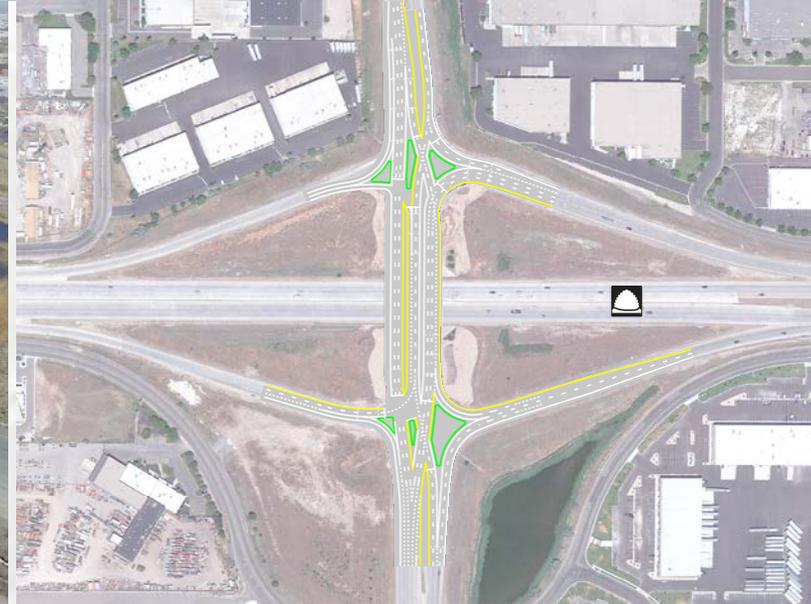
1. Project Cost is planning level in 2018 dollars.
2. 2024 Traffic is the ADT of all approaching legs.



# Bangerter Highway Intersection Improvements

## Salt Lake County

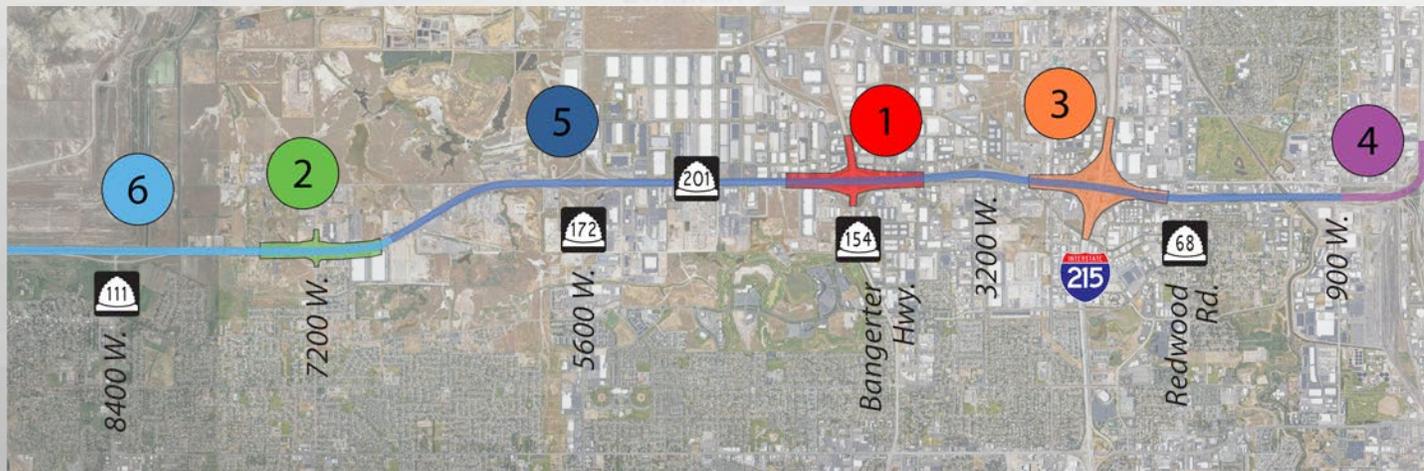




## STUDY OVERVIEW

To plan for the future, UDOT has performed a corridor study for SR-201 to determine what improvements will be needed to meet future traffic demands and what the priority of those improvements should be. The study considered SR-201 in its entirety, from I-80 to I-15. A concept design and cost estimate was prepared for

## PROJECTS



## PROJECT PRIORITIZATION

1	Bangerter Hwy Left-Crossover	\$13.3M
2	7200 West Interchange	N/A
3	I-215 Turbine Interchange	N/A
4	I-15 SB to WB Ramp Widening	N/A
5	SR-201 E. Mainline Widening	N/A
6	SR-201 W. Mainline Widening	N/A

### PROJECT OVERVIEW

UDOT began an Environmental Impact Statement (EIS) in the spring of 2018. Regional mobility and equity between the canyons indicate a need for a robust approach that is beyond the scope and immediate needs of Little Cottonwood Canyon alone. UDOT adjusted the scope of the EIS to address the immediate challenges of traffic congestion at key intersections, trailhead parking and canyon closures in Little Cottonwood Canyon. A working relationship between the Central Wasatch Commission (CWC) and UDOT is being developed to conduct additional planning studies to address the long-term needs of both the Cottonwood Canyons and surrounding areas.



### BENEFITS

The EIS will evaluate potential improvements that reduce peak congestion and improve recreation and tourism experiences in the Cottonwood Canyons and surrounding area.

### SCHEDULE

2019

2020

Jan Feb Mar Apr May June July Aug Sep Oct Nov Dec | Jan Feb Mar Apr May June July Aug Sep Oct Nov Dec

The LCC EIS is projected to start in January 2019 and is anticipated to be complete by Winter

2020/2021 The parking study will begin in January 2019 and is anticipated to be complete by Summer

2019

The Corridor and Area Planning Study is anticipated to start Winter/Spring of 2019 and be

### FUNDING

#### FUNDING (TIF)

1	UDOT	\$5.5M
---	------	--------

**Total Cost: \$5.5M**



## PROJECT OVERVIEW

UDOT completed an Environmental Assessment (EA) in 2018 to evaluate transportation-related improvements on northbound I-15 from Bangerter Highway to I-215. On northbound I-15, between the 9000 South on-ramp and the I-215 exit, there are multiple weaving movements taking place as cars enter and exit the interstate. As part of the EA, traffic studies determined average speeds in this section of northbound I-15 during the 8 a.m. to 9 a.m. peak hour (see Figure 2). If no improvements are made, congestion will increase significantly by 2040.

This UDOT project will complete a Collector-Distributor from Bangerter Highway to 9400 South (see Figure 1) which will improve peak hour travel time. This Collector-Distributor will provide a safer and more efficient transition for motorists entering and exiting I-15 between Bangerter and 9400 South.

## FUNDING

FUNDING (TIF)		
1	I-15 NB (Phase 2)	\$289.9M
<b>Total Cost:</b>		<b>\$289.9M</b>

Figure 1



Figure 2

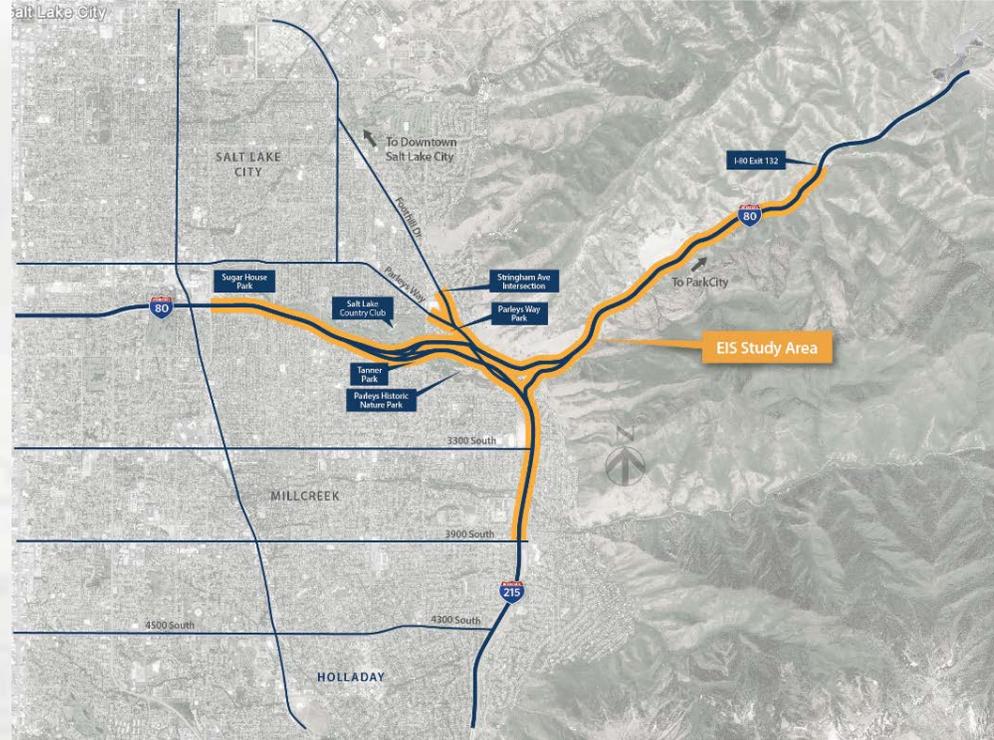


### PROJECT OVERVIEW

The Parley's Interchange Environmental Impact Statement (EIS) is being prepared to evaluate the short and long-term needs of the I-80/I-215 east side interchange.

The Parley's Interchange is a key regional connection for all travel modes from southeast Salt Lake County and Summit County, providing connections to the University of Utah, Research Park, Millcreek and downtown Salt Lake City. The interchange also provides an important connection to Park City from the Wasatch Front and is a critical local and national freight route.

The purpose of the study is to identify solutions that will improve safety, reduce congestion, increase regional mobility and update the current design of the interchange.



**Safety**  
Parley's Interchange has not had a capacity or major safety upgrade since its completion in the mid-1960s. Parts of the interchange have accident rates above the state average for similar facilities.



**Traffic Flow**  
Parley's Interchange is congested during the morning and evening peak commutes, with traffic backing up onto the freeway travel lanes.



**Regional Mobility**  
Travel delay through the interchange has reduced regional mobility for passenger and freight traffic that use this critical local and national link of the interstate system.



**Update Design**  
Parley's Interchange does not meet design and safety standards.

### Benefits

FUNDING (TIF)		
1	Parley's EIS	\$5M
<b>Total Cost:</b>		<b>\$5M</b>

Estimated construction cost is about \$525M+



### PROJECT OVERVIEW

This project will extend SR-201 to SR-36 via a 3 lane cross section to alleviate traffic congestion and provide an alternate route.

The roadway will tie into SR-201 prior to the I-80 interchange and allow a lane to continue onto the extension. The roadway will run parallel to the current I-80 alignment from the eastbound lanes to the railroad tracks to the south.

Additionally, this project will add a center reversible lane between SR-201 and the Lake Point interchange. The roadway will utilize the existing Clinton Landing roadway alignment for a small section as it ties into a modified interchange at SR-36 and I-80 (a bridge replacement project is scheduled at this location in current STIP).



### BENEFITS

This project will provide alternate route for I-80 commuters during closures due to a crash. Additional lanes on SR-201 for commuters between Tooele and Salt Lake.

### FUNDING

FUNDING (TIF)	
Total Cost:	\$200M

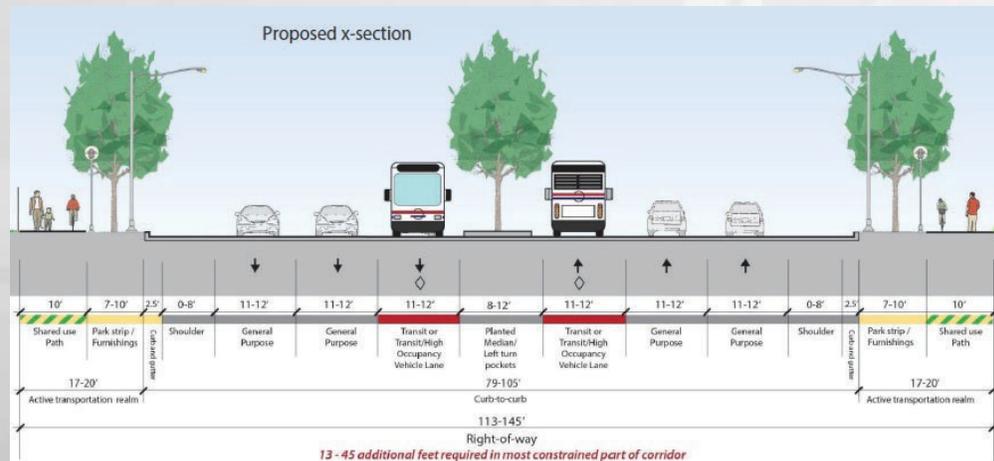


## PROJECT OVERVIEW

UDOT is partnering with Salt Lake City, Salt Lake County, and UTA to aid in planning for future transportation improvements identified in the recently completed "Foothill Drive Implementation Strategy."

## BENEFITS

- The concept report will identify engineering considerations and quantify potential impacts to utilities and ROW.
- The cost estimate will help determine the amount of funding that will be needed as the project advances to environmental, design and ultimately construction.



## PROJECT PARTNERS

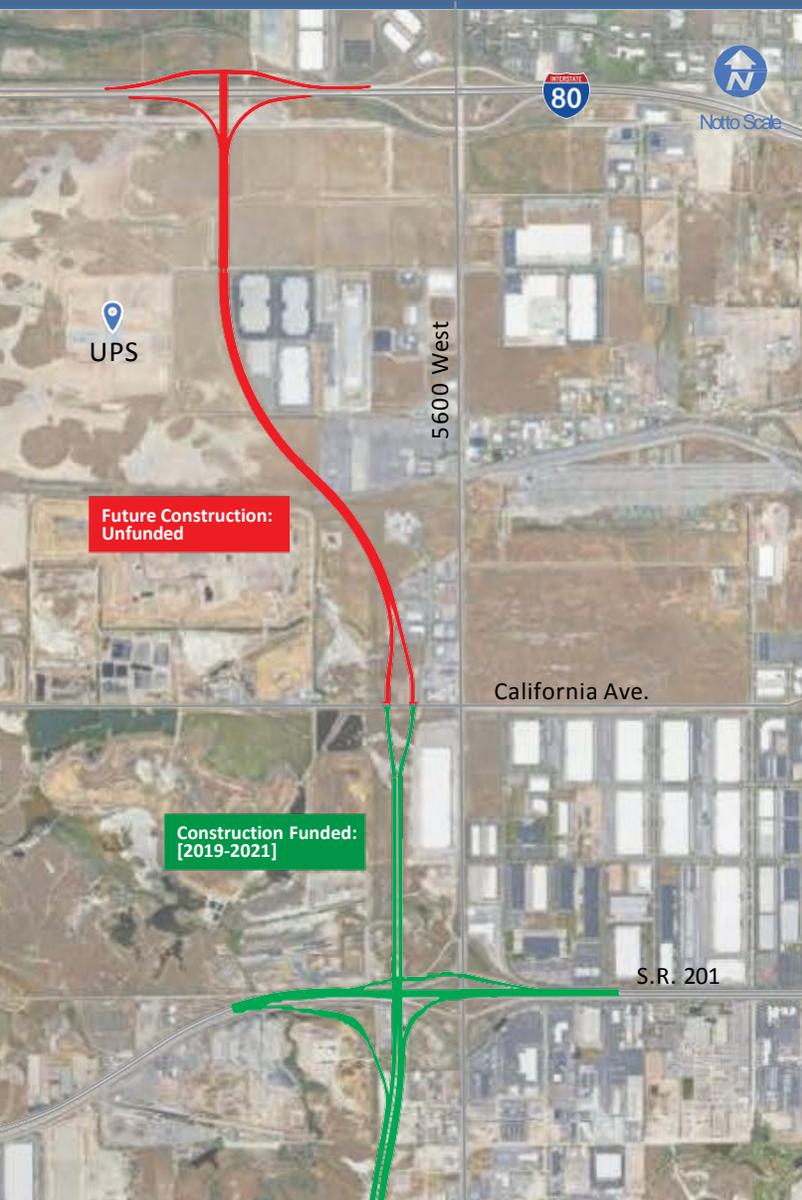


2017 | Foothill Drive Implementation Strategy

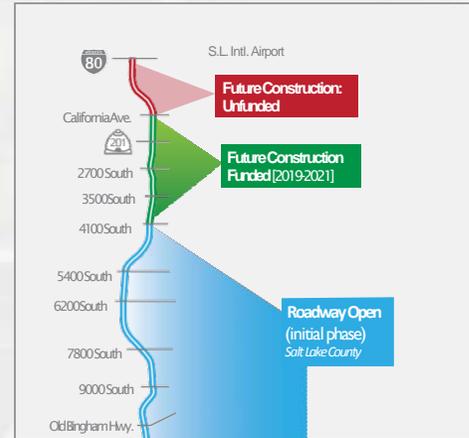
2018 2019 | Concept Report and Cost

## FUNDING

FUNDING	
1	ST_CONT_R2
	\$50K
2	Salt Lake County UTA
	\$25K
<b>Total Cost: \$100K</b>	



### North of Old Bingham Highway



### Projected Construction Timeline

- Regional Transportation Plan Phase 2 (2025-2034)
  - Need Identified
- Regional Transportation Plan Phase 3 (2035-2040)
  - Prioritized for Funding

### Estimated Cost

- Cost estimate under development

### Key Insights

- In a group discussion with members of the Utah Trucking Association, specific interest was expressed in an expansion of the Mountain View Corridor (MVC) from S.R. 201 to I-80 and of constructing interchanges now to have an alternative north-south freeway to I-15.
- The creation of the Inland Port near MVC will generate increased economic activity and trucking traffic.
- MVC is an important alternative route to I-15 and transportation link between two major economic development centers, the Inland Port near the airport and the point of the mountain

### Current Activities

- Property Acquisition
- Environmental Permits