Welcome!

1969 – 2019 | 50 Years of Serving our Region

WiFi: WFRC_Guest
Password: wasatchchoice
Transportation Improvement Program
Transportation Improvement Program is . . .

1. Six Year Program of Highway, Transit, & Active 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, & Active Transportation Projects for the Region

2. Help Meet the Short Range Needs
   • Of the Wasatch Front Area

3. Provide for the Maintenance
   • Of the Existing Transportation System
Transportation Improvement Program’s Dynamics...

1. Periodic Modifications due to
   • Project Timing & Funding Amounts

2. Modifications Require Board Action
   • WFRC or Trans Com as Delegated

3. Updated Annually with
   • New Projects/ Funding Strategies
Transportation Improvement Program - Today . . .

4a. Report on Approved Board Modification
   • WFRC – March 28, 2019

4b. Approve New Board Modification
   • To the 2019-2024 TIP

4cde. Review New Projects
   • To Be Included in the Draft Programs
   • STP, CMAQ, and TAP
   • for the Draft 2020-2025 TIP
4a - Report on 2019-2024 TIP Board Modification #5

Regional Council Meeting
March 28, 2019
<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>
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<tbody>
<tr>
<td>Salt Lake</td>
<td>UDOT</td>
<td>SR-85</td>
<td>17330</td>
<td>Mountain View Corridor (SR-85) from MP 6.52 (approx. Rosecrest Drive) to MP 20.84 (approx. 4100 South)</td>
<td>Various Highway Safety Improvements</td>
<td>HSIP (Highway Safety Improvement Program)</td>
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Although Mountain View Corridor is providing many benefits, this road has also experienced numerous crashes in recent years. For this reason Region Two requests approval to add a new safety project on Mountain View Corridor which would include various improvements: Crash cushions, dynamic driver feedback speed limit signs, two new free right turns, dual red lens signal heads, curve delineation signs, and new sidewalks. The funding for this project would come from the existing budget of the federal Highway Safety Improvement Program (HSIP).
4b - 2019-2024 TIP Board Modification

Trans Com Meeting
April 17, 2019
### 2019-2024 Transportation Improvement Program (TIP) (Amendment Six)

#### Board Modification

### Additional Funding / Change in Scope

#### Ogden/ Layton Urban Area

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<tr>
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<tr>
<td>Weber</td>
<td>West Haven</td>
<td>River Parkway Trail</td>
<td>12166</td>
<td>River Parkway Trail; D&amp;RGW Rail to 1800 South</td>
<td>New Construction of Bike/ Ped Trail</td>
<td>CMAQ_WFRC (Congestion Mitigation: Air Quality - WFRC)</td>
<td>$136,009</td>
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This project will complete the section of trail that will connect D&RGW Trail to the Ogden/ Weber River Parkway Trail System. The northern half of the trail has been completed and it is anticipated that this, the southern portion of the trail, will begin construction this summer. Reasons for the additional funding include project design & development, inflation in property values increasing the right of way costs, increase to labor and material cost, challenges in finalizing alignment, and installation of a pedestrian signalized crossing. The additional funds for this request are available from the unprogrammed balance in the CMAQ program.

#### Salt Lake/ West Valley Urban Area

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<tr>
<th>County</th>
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<th>Project Location</th>
<th>Concept/ Type of Improvement</th>
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<td>Salt Lake</td>
<td>West Valley City</td>
<td>4100 South</td>
<td>14831</td>
<td>4100 South; Bangerter Highway to 5460 West</td>
<td>Roadway Reconstruction including curb, gutter, sidewalk, storm drain system, water lines, and signals</td>
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This project will fully reconstruct the roadway, the storm drain system, water lines, and signals. Bids were opened on March 19, 2019 and the bid exceeded the estimate by 29%. Additional funds are required due to escalation in construction costs and cost increases on items associated with working in an urban corridor. West Valley City will provide the additional funding.

#### Salt Lake

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<td>U of U</td>
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<td>University of Utah Hospital Stop Expansion Project</td>
<td>Change of Project Scope Prior - Expand the Bus Parking for End of Line at the Hospital Proposed - Construct End of Line Bus Parking at Student Union Building</td>
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<td>$815,311</td>
<td>$27,039</td>
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This project was originally programmed to expand the bus parking facilities at the University of Utah Medical Center for the end of line bus layovers. However, the Medical Center is proposing to cease bus layovers and reduce bus parking at the Hospital Loop location. This proposed project scope change will not change funding amounts but will now construct the improvements near the Student Union Building on the U of U campus. The improvements will provide the following: space for 7 buses to layover at one time, - twenty-four hour restroom access for the bus operators - seven days a week, - space for UTA standard hub signage and amenities such as shelters and benches, - ADA accessible sidewalks and bus stop drop-off/ pick-up areas, etc. The University is supporting the project with matching funds.
Weber – River Parkway Trail; D&RGW Rail to 1800 South
New Construction of Bike/ Ped Trail

Project will construct the section of the trail that will connect the Ogden River to the D&RGW Rail Trail

New Funding $417,248
Total Project Cost Estimate $1,697,712

Funding from un-programmed balance in the Congestion Mitigation/ Air Quality (CMAQ) Program and Local funds
Salt Lake – 4100 South; Bangerter Hwy to 5460 West
Reconstruct with minor widening – West Valley City Project

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**Additional Local Funding**
$5,400,000

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**Total Project Cost Estimate**
$26,118,479

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**Additional Funding from West Valley City**

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**Additional Funding needed for:**
- Reconstruct Roadway, & needed Curb, Gutter, and Sidewalk
  - Replace Water Lines
  - Bury Power, Improve Landscape
The U of U is a large transit trip generator in Salt Lake City and the Hospital is one of the most used stops. Currently there are limited bays for buses. This project would extend bays and allow more buses to serve the area simultaneously.

**Project Cost** – $399,400

**Funds Request** – $372,361

### Scope Change - Construct End of Line Bus Parking at Student Union Building

- Parking space for 7 buses
- 24 hr Restroom Access for Drivers
- Signage and Amenities (shelters & Benches, etc.)
- ADA accessible Pickup/ Drop-off areas, etc.

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**No Additional Funding Requested**

**Total Project Cost Estimate** $400,000
4c - Surface Transportation Program (STP)
4d - Congestion Mitigation/ Air Quality (CMAQ)
4e - Transportation Alternative Program (TAP)

Project Recommendations for the 2020 - 2025 TIP

April 17, 2019
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
Salt Lake/ West Valley Urban Area

Funding Levels

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46 - Total Projects’ Estimated Cost $ 308,656,703
The Evaluation Process

• Letters of intent, concept reports, field reviews:
  All provide data for project evaluation and scoring
• Other relevant professional considerations...
• Provide information and recommendations to the Technical Advisory Committees (TACs) to prioritize projects
• TACs recommend projects to Trans Com
Resources for Project Selection

- Distribution of Project Scores, such as:
  - Congestion
  - Access
  - Pavement condition
  - Safety
  - Emissions / Air quality

- Other relevant professional considerations, such as:
  - Field Review Comments
  - Equity of Funding
  - Sponsor’s Project History
  - Project Synergy
  - Project Timing Efficiencies
  - Complete Systems
  - Project Costs
Resources for Project Selection

• Distribution of Project Scores, such as:
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  – Project Costs
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Surface Transportation Program (STP) Funds

- **10 Projects**
  - Funding Levels: $24,528,238
- **6 Projects**
  - Funding Levels: $14,071,506

**Programmed**

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<tr>
<th>Project</th>
<th>Amount</th>
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<tr>
<td>Salt Lake/West Valley</td>
<td>$24,528,238</td>
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Farmington City – SR-106 (Main Street) – Reconstruct & Minor Widening
Project Type – Reconstruction

The proposed project is intended to improve drainage and add pedestrian facilities to the section of SR-106 (Farmington Main Street) between Park Lane and Shepard Lane on the west side of the road. The project will include storm drain, curb and gutter, sidewalk and pavement widening to allow for standard shoulder width.

**Project Location**

- **Park Lane to Shepard Lane**
  - (0.61 miles)

**Project Cost**

- $2,287,800

**Funds Request**

- $2,053,670

**Recommended Funding**

- $2,053,670
This request is for the construction of the Ogden/WSU Bus Rapid Transit Project. UTA is seeking an FTA Small Starts grant to fund just over 60% of the total project cost of $79 Million, with the remainder of the costs coming from this request along with programmed local and state funding.
Syracuse – 500 West Street Phase II – Reconstruct with Minor Widening

Project Type – Reconstruction

2010 South to 2800 South – (0.6 miles)

Phase 2 of the 500 West Project will complete the widening of 500 West from 2010 South to 2800 South and add a signalized intersection at 2700 South. This project increases safety and mobility as it connects to Phase 1, a previously STP funded project, and completes a 2.5 mile connection between 2 arterials and 3 cities.

Recommended Funding $ 3,720,623

Project Cost – $ 3,990,800

Funds Request – $ 3,720,623
Washington Terrace – 300 West - Reconstruction
Project Type - Reconstruction

5000 South to Washington Terrace/ Riverdale Boundary Line – (0.7 miles)

300 W is used as a major alt route between Riverdale Rd and Washington Blvd-in addition to carrying local traffic; bus traffic; medical vehicles, and high school, middle school, and grade school vehicles. Current traffic volume is significantly heavier than the road was designed for, requiring excessive maintenance.

Recommended Funding $ 2,702,831

Project Cost – $ 3,024,100
Funds Request – $ 2,702,831
Woods Cross – 800 West 1500 South – Signal Project

800 West and 1500 South – (0.25 miles)

Project Type – Operations

800 W and 1500 S provide access for pedestrians, bicyclists, and vehicles to schools, Hogan Park, local businesses, City Hall, and other community buildings. Woods Cross plans to reduce traffic congestion and increase safety and mobility for all users by installing a traffic signal at the intersection of 800 W and 1500 S.

Recommended Funding $ 984,975

Project Cost – $ 1,056,500

Funds Request – $ 984,975
Harrisville City – West Harrisville Road – Reconstruct w/ Minor Widen
Project Type - Reconstruction
Highway 89 to 750 West – (0.62 miles)

Project will widen the south side of the West Harrisville Road. This is a two lane road - one lane each direction with an inconsistent width of pavement. Widening the pavement to a consistent width would allow an additional lane for turning movements, bike lanes, and increase safety and capacity.

Recommended Funding $ 3,109,407

Project Cost – $ 3,460,200
Funds Request – $ 3,109,407
Salt Lake County/ West Valley/ Kearns – 4700 South – Recon. w/ Minor Widen
Project Type – Reconstruction

4000 West to 5600 West – (2.01 miles)

The project is needed to meet capacity needs, by improving capacity at the intersections, railroad crossings, reconstructing and widening canal bridges, and to reconstruct the existing pavement with its various deficiencies.

Project Cost – $16,367,300
Funds Request – $2,300,000

Recommended Funding $2,300,000
Widen to 80-foot right of way corridor, adding a two way left turn on 1300 West and right turn lanes at 7000 South, 7800 South, and 8600 South. A potential "high T" intersection will be evaluated at Winchester Street (6685 S.). Bike lanes will be added through the entire alignment.
West Valley – Parkway Blvd. (2700 South) - Widening
Project Type – New Capacity

The purpose of this project is to build additional capacity to meet current and future traffic demand on Parkway Blvd.

Mountain View Corridor to 6400 West – (0.5 miles)

Recommended Funding $ 5,300,000

Project Cost – $ 5,767,800
Funds Request – $ 5,344,689
Lone Peak Parkway is a north/south minor arterial just west of I-15. Currently, Lone Peak Parkway begins at the northern limits of Draper City at 11400 South and terminates at Bangerter Highway. The existing 0.4 mile segment of Lone Peak Parkway from 12650 South to 12300 South has a problematic alignment and is too narrow to accommodate the planned 5-lane section. With recent development in the area, and connection of Lone Peak Pkwy all the way to Bangerter Hwy, widening is more urgently needed. Draper City has already budgeted for and initiated right of way acquisition for this project. Lone Peak Parkway is identified as a Phase 1 project in the RTP from Bangerter Hwy to 11400 South.
South Jordan City – Bacchus Highway (SR-111) – Reconstruct w/ Minor Widening
Project Type – Reconstruction
10200 South to 10700 South – (0.6 miles)

Reconstruct roadway with minor widening and improve the geometry to minimize the vertical curve to increase sight distance to the intersection of 10200 South.

Project Cost – $ 2,301,300
Funds Request – $ 2,145,502

Recommended Funding $ 2,145,502
The overall scope for this project is to realign lanes, improve pedestrian mobility crossing, and upgrade and install signals. Specifically however, the funding that would be applied to the scope of this project would look at replacing sidewalk, installing a HAWK System, adding pedestrian ramps, and adding raised medians. The anticipated opening of the new Homeless Resource Center at 3380 S. and 1000 W. necessitates these improved pedestrian safety facilities. Other items outside this would come from other funding sources.
The purpose of this project is to improve safety and operation of the intersection by replacing an aging signal, widening lanes for right turns while improving curve radii and improving pedestrian access.
UDOT/ Taylorsville – 5400 South – Intersection Improvements

Project Type - Operations

5400 South and 1900 West – (0.1 mile)

There is a waterway on the north leg of the intersection which impacts the flow of traffic leaving the area. The scope would be to improve traffic flow by removing the waterway and connecting the drainage system via pipes and inlets across the intersection leg.

Project Cost – $ 406,500
Funds Request – $ 364,995

Recommended Funding $ 364,995
There is a waterway on the south leg of the intersection which impacts the flow of traffic leaving the area. The scope would be to improve traffic flow by removing the waterway and connecting the drainage system via pipes and inlets across the intersection leg.
The purpose of the Midvalley Connector BRT is to provide a local and regional connection for destinations from the Murray Central TRAX station to the West Valley Central TRAX Station; improve transit service frequency, visibility, and reliability to attract riders; increase mobility and provide an alternative mode of transportation for future population and travel demand growth; and to enhance the local economy by encouraging redevelopment and improving accessibility to existing and planned developments.
<table>
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**Congestion Mitigation/ Air Quality (CMAQ) Funds**

- **3 Projects**
- **3 Projects**

- **Programmed**

### Ogden/Layton:
$2,923,470

### Salt Lake/West Valley:
$4,200,000
Roy City – 6000 South Roundabout
Project Type – Intersection Improvement

6000 South & 3100 West

Project Cost – $760,700
Funds Request – $709,201

The project consists of constructing a roundabout at the intersection of 6000 South and 3100 West. This intersection is a dangerous intersection that will be greatly improved with the construction of a roundabout that will effectively control traffic speeds and movements.

Recommended Funding $673,470
The Parrish Lane - Market Place 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.
Clinton City – 1500 West Roundabout
Project Type – Intersection Improvement

1300 North & 1500 West

Project Cost – $2,190,100
Funds Request – $1,000,000

The 1300 N 1500 W intersection is a 4-way stop controlled intersection. Sight distance on the southeast corner is obstructed due a hill. The project would remove the obstructions and construct a roundabout at the intersection to improve safety, and mobility for pedestrians, bicyclists, vehicles, and improve air quality.

Recommended Funding $850,000
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, and is the most successful small (less than 50 stations) bike share program in the country. In 2016, GREENbike users removed nearly 741,000 lbs of CO2 by biking instead of driving.
Salt Lake City's recently adopted Transit Master Plan calls for increased service and related capital improvements. The city council has also allocated funding to support that service. Much of the service will have lines ending in the Redwood Road and North Temple area. To facilitate these connections between bus routes as well as connections to the TRAX Green Line, an intermodal center/bus hub is needed. Possible locations are being considered with SLC and partnering entities in the area that may have property available.

**Project Cost –** $4,200,300

**Funds Request –** $3,915,940

**Recommended Funding –** $1,400,000
Sandy City/ Parametrix completed a modeling analysis of 9400 South Intersection in October, 2018. The goal was to examine the existing conditions and provide improvement recommendations. The conclusion; widen 9400 South to accommodate dual left turn lanes for the Eastbound & Westbound legs to reduce the PM Peak congestion that occurs going onto the 700 East (SR-71).
North Salt Lake – Redwood Rd Westside Connector – Bike/ Ped Facility

Project Type – Capital Project

Center Street to 1100 North – (0.34 miles)

There is no continuous pedestrian/cyclist route on Redwood Road, and due to traffic speeds it is unsafe to cycle on the road. Several sections of a multi-use trail have been installed, but there are still about 0.34 miles of trail missing, making the trail unusable in its current state.

Project Cost – $229,600
Funds Request – $182,600

Recommended Funding $182,600
Roy City – 3100 West - Sidewalk Project
Project Type – Safe Routes to School
4800 South to 6000 South – (2.12 miles)

Project Cost – $301,700
Funds Request – $271,530

The project consists of constructing sidewalk along the west side of 3100 West between 4100 south and 6000 South. The construction of this sidewalk will improve pedestrian access throughout this portion of the city consistent with the Complete Streets Plan and Transportation Masterplan.

Recommended Funding $ 271,530
A signal at 20th/Lincoln will offer a second option to eastbound 20th by incentivizing through movement at 21st/Wall. Additionally, a signal here will improve safety by providing gaps for pedestrians and vehicles. Ogden City foresees Grant deterring commuter/through activity and is prepared for Lincoln to serve as the local N/S conduit within the CBD of the City.
Magna Metro Township – 2820 South Sidewalk – Construct Sidewalk
Project Type – Safe Routes to School

7584 West to 7630 West – (0.09 miles)

Recommended Funding $ 185,528

Project Cost – $ 199,000
Funds Request – $ 185,528

Construct sidewalk, curb, and gutter on the north side of 2820 South Street from existing sidewalk at 7584 W to 7630 W. Sidewalk will improve safety of access for students walking to Pleasant Green Elementary and Entheos Academy charter school and to the proposed Riter Canal Trail.
Magna Metro Township – Utah & Salt Lake Canal - Trail Extension
Project Type – Capital Improvement

Project Cost – $100,000
Funds Request – $90,000

7200 W/ 3930 S to 8575 W/ 3680 S – (1.85 miles)

This project will develop a 10-foot wide asphalt paved pedestrian/bicycle path along and within the Utah and Salt Lake Canal corridor right-of-way. The project is intended to extend the trail northwest to the Elk Run Subdivision in the Magna Metro Township. Users of the trail will be able to access their neighborhoods, schools, parks, and local retail centers, as well as the recently completed Mountain View Corridor trail system.

Recommended Funding $ 90,000
West Valley – Cross Towne Trail  
Project Type – Capital Improvement  
2700 West to Bangerter Highway – (1.25 miles)

Project Cost – $1,991,900  
Funds Request – $1,836,072

This project closes a gap on the Cross Towne Trail between 2700 West and Bangerter Highway. Improvements will include addition of sidewalk where none exists, addition of a parallel bike lane in Parkway Blvd, requiring some roadway widening.
Construct sidewalk, curb and gutter on the south side of 4500 South between 1500 East and 1630 East. There is little to no shoulder and pedestrians are often seen close to the travel lane.
Salt Lake City – Bike Share Program
Project Type – Capital Improvement

Salt Lake City Proper

This project fills the gaps between transit stops and local destinations by providing bicycles which can be used to cover the final distance between transit stops and to reduce short car trips taken in the downtown area.

Bike share stations are ideally located a quarter-mile or 5 minute walking distance apart - making people more likely to use them due to convenience. Stations cannot be isolated from the network, and must be within easy riding distance from other stations.

Project Cost – $375,416

Funds Request – $350,000

Recommended Funding $200,000