Transportation Improvement Program is... 

1. Six Year Program of Highway & Transit 
   • Four Years Funded - Two Years Concept 

2. In the Urban Areas 
   • Salt Lake/ West Valley - Ogden/ Layton 

3. Funded by 
   • Federal, State, & Local Programs 

4. For All Cities, Counties, UDOT & UTA
Transportation Improvement Program will . . .

1. Implement the Long Range Plans
   • Highway/Transit and Active Transportation Projects for...

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 Contains . . . .

• Lists of Projects
• Including;
  • New Construction
  • Rehab & Maintenance
  • Safety/ ITS
  • Transit, O & M
  • Pedestrian & Bike
Projects in the TIP:

• Represent $ Millions
• Thousands of Jobs
• Economic Growth & Development
• Mobility/ Access
• Preservation of Life
• And Promote the Quality Of Life
Federal Law Requires:

- Financially Constrained
- Conform To Air Quality
- Reviewed By the Public
- Approved by Regional Council
4a. Report on Approved Board Modification
   • Regional Council – May 23, 2019

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

4c. Release the Draft 2020-2025 Transportation Improvement Program (TIP) and Air Quality Conformity Analysis for Public Review and Comment
4a - 2019-2024 TIP Board Modification

Wasatch Front Regional Council
May 23, 2019

Ben Wuthrich
Wasatch Front Regional Council
## 2019-2024 Transportation Improvement Program (TIP) (Amendment Seven)

### Board Modification

### Additional Funding

#### 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>
<th>Currently Funded Amount</th>
<th>Action</th>
<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salt Lake</td>
<td>UDOT</td>
<td>I-80</td>
<td>14544</td>
<td>I-80; State Street to 1300 East</td>
<td>Remove and Replace Transition Joints at Several Structures</td>
<td>STP_FLX_ST (Surface Transportation Program - Flexible (Any Area) Statewide)</td>
<td>$1,649,000</td>
<td>$1,649,000</td>
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<td></td>
<td></td>
<td></td>
<td>NHPP_BR (National Highway Performance Program - Bridge On)</td>
<td>$3,449,112</td>
<td>$878,112</td>
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<td></td>
<td></td>
<td>STP_BRIDGE (Surface Transportation Program - Bridge Funds for State Projects)</td>
<td>$0</td>
<td>$0</td>
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<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>ST_BRIDGE (State Construction - Bridge Program)</td>
<td>$272,000</td>
<td>$272,000</td>
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<td></td>
</tr>
</tbody>
</table>

The project scope is to remove and replace transition joints at several structures along the I-80 corridor between State Street and 1300 East. This section of I-80 has high volumes of traffic with limited options for traffic control. To limit the impacts to the traveling public rapid set concrete along with hydro demolition of the bridge approach slabs was allowed. Bids for these two items along with traffic control and maintenance of traffic have come in much higher than anticipated. This is the second time advertising this project with both bids coming in over 110% of the Engineer’s Estimate. In order to award the project we request an additional $650,000 be added. The additional funds for this request are available from the unprogrammed balance of Region Two’s Transportation Solutions Program.

#### Ogden/ Layton Urban Area

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
<th>PIN</th>
<th>Project Location</th>
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<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Box Elder</td>
<td>UDOT</td>
<td>I-15</td>
<td>16663</td>
<td>I-15; I-15/ SR-13 Interchange SB On-Ramp Widening</td>
<td>Widen the Southbound On-Ramps</td>
<td>STP_FLX_ST (Surface Transportation Program - Flexible (Any Area) Statewide)</td>
<td>$6,600,000</td>
<td>$5,000,000</td>
<td></td>
<td>$1,250,000</td>
<td>2019</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>HSIP (Highway Safety Improvement Program)</td>
<td>$350,000</td>
<td>$350,000</td>
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</tr>
</tbody>
</table>

The southbound on-ramp at the Corinne Interchange has a very short acceleration and merge distance. The project scope is to widen the bridge over SR-13 to the west and lengthen the acceleration ramp down the grade to allow vehicles (especially large trucks) sufficient width and length to accelerate before merging into the travel lane on I-15. This area currently has a high percentage of trucks and the growth is projected to continue as industry develops in this area. The cost to widen the I-15 structure to provide the standard acceleration width and lane was higher than previously scoped in the concept phase. The additional funds for this request are available from the unprogrammed balance of Region One’s Transportation Solutions Program.

#### Weber

<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>UDOT</td>
<td>SR-97</td>
<td>16668</td>
<td>5500 South (SR-97); Intersection Improvements at 5100 West</td>
<td>Widen and Intersection Improvements</td>
<td>ST_TRANS_SOL (State Transportation Solutions)</td>
<td>$2,500,000</td>
<td>$1,000,000</td>
<td></td>
<td>$1,500,000</td>
<td>2019</td>
</tr>
<tr>
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<td></td>
<td></td>
<td></td>
<td>ST_PVMT (State Construction - Pavement Preservation)</td>
<td></td>
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</tr>
</tbody>
</table>

The initial intersection improvement was originally scoped to only replace the canal structure, providing adequate roadway clearance and width. During the later planning phase the traffic numbers supported a warrant for left and right hand turn pockets at the intersection. This request is to widen 5500 South (SR-97) to include the construction of turn pockets at this intersection. The additional funds for this request are available from the unprogrammed balance of Region One’s Transportation Solutions Program.
### Funding Adjustment

**Salt Lake/ West Valley Urban Area**

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
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<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>Salt Lake</td>
<td>Millcreek</td>
<td>3900 South</td>
<td>16930</td>
<td>3900 South; 2300 East to Wasatch Blvd</td>
<td>Reconstruct and widen to include center turn lane, curb, gutter, sidewalk, and shoulders</td>
<td>STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake (WFRC))</td>
<td>$4,000,000</td>
<td>$290,464.44</td>
<td>LOCAL_GOVT_SLCO</td>
<td>$4,409,536</td>
<td>2020</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake (WFRC))</td>
<td>LOCAL_GOVT_SLCO (Local Gov - Salt Lake County - Transportation Choice Fund (4th Quarter))</td>
<td>$8,652,500</td>
<td>$290,464.44</td>
<td>LOCAL_GOVT_SLCO</td>
<td>$4,409,536</td>
<td></td>
</tr>
</tbody>
</table>

This project will create a safer environment for all users including the construction of curb, gutter, sidewalk, ADA ramps, enhanced bus stops, eliminate open ditch and pipe irrigation, improve storm drainage, a bicycle facility, lighting; and relocate utility poles out of asphalt, along 3900 South from 2300 East to Wasatch Blvd. The request to advance the Urban STP funds will enable this project to advertise this winter.

### New Programs and Program Reset

**Statewide Programs**

<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>Various</td>
<td>UDOT</td>
<td>Various</td>
<td>New</td>
<td>Various Statewide Programs</td>
<td>State Funded Programs</td>
<td>ST_GF (State General Fund)</td>
<td>$144,800,000</td>
<td>$0</td>
<td>New Funding</td>
<td>$144,800,000</td>
<td>2020</td>
</tr>
</tbody>
</table>

The funding levels for the State Funded Programs are amended into the existing TIP each year in May prior to the new State Fiscal Year which begins July 1. These programs include funding levels for Operations & Safety Programs, System Preservation Programs, Region Contingency Funds, other programs, and Region Concept Development. (Please reference the attached table "Program Distribution of State Funds", for funding assignment and distribution.)

**Statewide - Transportation Investment Funds - (TIF) - Reset**

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
<th>PIN</th>
<th>Project Location</th>
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<th>Action</th>
<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Various</td>
<td>UDOT</td>
<td>Various</td>
<td>New</td>
<td>Various Locations</td>
<td>New Construction/ Capacity Improvements</td>
<td>Transportation Investment Program</td>
<td>$1,495,814,935</td>
<td>$1,044,564,935</td>
<td>Fund Reset</td>
<td>$451,250,000</td>
<td>2019-2024</td>
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During the March 2019 Transportation Commission Staff Update meeting, the Transportation Investment Funds Program and associated projects were discussed. Due to the size and types of projects in this program, often times there are project savings as well as increased project costs. The discussion presented several millions in project cost savings and several projects in need of additional funds. The intent is to reset the TIF program, moving the cost savings to those projects and to program the remaining FY2024 unprogrammed funds onto the projects that are in need of additional funds and to program two new studies for future priority projects. During April 2019, the list of TIF Projects was approved by the Transportation Commission to include in the 2019-2024 Statewide Transportation Improvement Program (STIP). (For specific project please refer to the TIF-Reset Table)
4b - 2019-2024 TIP
Board Modification #8

Trans Com
June 20, 2019

Ben Wuthrich
Wasatch Front Regional Council
### Additional Funding

<table>
<thead>
<tr>
<th>County/ Facility 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>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salt Lake 11996</td>
<td>Porter Rockwell Blvd to 0.46 miles east</td>
<td>New Construction</td>
<td>STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake (WFRC))</td>
<td>$6,966,379</td>
<td>$5,236,150</td>
<td>Additional Funding</td>
<td>$650,000</td>
<td>2019</td>
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<td>LOCAL_GOVT Local Government Funds</td>
<td></td>
<td>$655,220</td>
<td>Additional Funding</td>
<td>$350,000</td>
<td>2019</td>
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<td>ST_TIF (State Transportation Investment Fund)</td>
<td>$380,229</td>
<td>$347,580</td>
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<td>2019</td>
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<td>ST_PVMT State Construction - Pavement Preservation</td>
<td>$350,000</td>
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</tbody>
</table>

When completed, this project will construct a new facility from Redwood Road eastward for about 0.5 miles where it will align with a new (yet to be built) bridge structure. This request is for additional funds to cover the additional costs that have occurred during construction of a detention basin, conflicts with utility reparation, embankment borrow deficiency, and various other costs. The additional funding is available from other project cost savings.

### Project Scope Change

<table>
<thead>
<tr>
<th>County/ Facility PIN</th>
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<th>Concept/ Type of Improvement</th>
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<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salt Lake 11992</td>
<td>Redwood Road; 4100 South to 5400 South and 1780 Bus Rapid Transit (BRT) Connector Road; Brain Blvd to 4700 South</td>
<td>Access Management/ Safety Improvements and New Construction including curb, gutter, sidewalk, and shoulder improvements</td>
<td>STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake (WFRC))</td>
<td>$13,767,800</td>
<td>$11,504,328</td>
<td>Combine Projects and Extend Scope on Redwood Road</td>
<td>No Additional Funding</td>
<td>2019</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>LOCAL_GOVT Local Government Funds</td>
<td>$1,260,672</td>
<td>$655,220</td>
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<td></td>
<td>STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake (WFRC))</td>
<td>$347,580</td>
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<td>LOCAL_GOVT Local Government Funds</td>
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</table>

The Redwood Road project will implement access management strategies and improve safety along the corridor while the 1780 BRT Connector will align transit needs with the Community College and mitigate traffic congestion and conflict points in and around Redwood Road and the Campus. This request is to eliminate raised medians initially identified for Redwood Road, combine both projects to eliminate duplication of transit and related improvements around the campus, and the street lighting all along the Redwood Road corridor through Taylorsville City. Other benefits include minimizing impacts to the traveling public and existing traffic, and project cost savings.
Salt Lake County – Porter Rockwell Blvd (Seg. 5)

Located at Redwood Road to 0.46 miles east

**Additional Funding**
$1,000,000

**Total Project Cost Estimate**
$6,966,379

Needed for cost occurred constructing a detention basin, utility conflicts, embankment borrow deficiency, and various other costs.

Additional Funding from other project savings in the SL/WV Urban Surface Transportation Program (STP)
Salt Lake County – Redwood Road; 4100 South to 5400 South

No Additional Funding

- - -

Total Project Cost Estimate

$ 13,767,800

Scope Change to Include;
- Remove Raised Medians
- Add & Consolidate Transit Hubs
- Combine 1780 West Project
- Provide lighting along Corridor
### Project Removed

#### Salt Lake/ West Valley Urban Area

<table>
<thead>
<tr>
<th>County</th>
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<th>Year</th>
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</thead>
<tbody>
<tr>
<td>Salt Lake</td>
<td>Riverton</td>
<td>12600 South</td>
<td>14051</td>
<td>12600 South Bicycle Lanes; Bangerter Highway to Mountain View Corridor</td>
<td>Widens 12600 South to include 5-foot bike lanes on either side</td>
<td>CMAQ_WFRC</td>
<td>$2,712,600</td>
<td>$1,750,000</td>
<td>Funding Removed</td>
<td>$1,750,000</td>
<td>2021</td>
</tr>
<tr>
<td>Salt Lake</td>
<td>Herriman</td>
<td>13400 South</td>
<td>14943</td>
<td>13400 South, 500 West, and Herriman Parkway</td>
<td>Increase Safety &amp; Encourage Bicycle and Pedestrian Safety on Herriman Major Corridor Bike Lanes</td>
<td>TAP_URB_WFRC</td>
<td>$100,000</td>
<td>$50,000</td>
<td>Funding Removed</td>
<td>$50,000</td>
<td>2019</td>
</tr>
<tr>
<td>Salt Lake</td>
<td>Murray/ UDOT</td>
<td>US-89</td>
<td>16942</td>
<td>State Street (US-89) and 5300 South Intersection</td>
<td>Intersection Improvements</td>
<td>CMAQ_WFRC</td>
<td>$525,000</td>
<td>$489,458</td>
<td>Funding Removed</td>
<td>$489,458</td>
<td>2023</td>
</tr>
<tr>
<td>Salt Lake</td>
<td>Bluffdale</td>
<td>Redwood Road</td>
<td>16926</td>
<td>14600 South &amp; Redwood Road</td>
<td>Construct a New High-T Intersection</td>
<td>STP_URB_SL</td>
<td>$600,000</td>
<td>$550,000</td>
<td>Funding Removed</td>
<td>$550,000</td>
<td>2021</td>
</tr>
</tbody>
</table>

Riverton City requests that this project be removed from the program. Preliminary reviews indicate that additional capacity including bike lanes will be required to accommodate the predicted exponential growth. Once the city better understands the growth, the City will prepare an application for the proper funding to widen this section and add the required capacity, both bike and road. Until that time the City will continue to secure Right of Way and limit access with other resources. The funds will be returned to the program for reprogramming.

After careful study and some preliminary project development, the City has determined that they can build this project with their own resources. The funds will be returned to the program for reprogramming.

The City has recently completed an asphalt overlay project on 5300 South. As part of this project the City was able to re-stripe the east leg of the intersection to accommodate a westbound right turn. The new lane configuration is working well and there is no reason for additional widening at this location. The funds will be returned to the program for reprogramming.

After careful review and preliminary project engineering, it has been determined that the City will be able to construct this intersection earlier and for less money if they were to construct with their own resources, so the City requests that this project be withdrawn from the program. The funds will be returned to the program for reprogramming.
Salt Lake County – Projects to be Removed from the TIP

Herriman City – Herriman Major Corridor Bike Lanes

Project Type – Capital Improvement

Increase safety and encourage bicycle use on primary transportation routes in Herriman.

Project Cost – $100,000

Funds Approved – $50,000

13400 South, 5600 West, and Herriman Parkway

Bluffdale/ UDOT – 14600 South High-T Intersection

Project Type – Operations

14600 South and Redwood Road

This project is to install a new High-T intersection at Redwood Road and 14600 South where the City is planning to extend 14600 South. Currently, the intersection of 14400 South and Redwood Road is functioning at a level service F and has large delays and significant safety issues due to the poor sight distance and geometry of the 14400 South and its connection to 1690 West and Loumis Parkway being less than 300 feet.

Project Cost – $600,000

Funds Request – $550,000

Returned Funding

STP - $550,000
CMAQ - $2,239,458
TAP - $50,000

All but one project will be or has been constructed with other funding resources.
The 20-25 TIP

4c - Release the Draft 2020-2025 Transportation Improvement Program (TIP) and Air Quality Conformity Analysis for Public Review and Comment

Trans Com
June 20, 2019

Ben Wuthrich
Wasatch Front Regional Council
Air Quality Memorandum

REPORT NO. 39A – DRAFT
DATE May 24, 2019
SUBJECT CONFORMITY ANALYSIS FOR THE WFRC 2020-2025 TRANSPORTATION IMPROVEMENT PROGRAM

ABSTRACT The Fixing America’s Surface Transportation Act (FAST Act) and the Clean Air Act Amendments (CAA) require that all regionally significant highway and transit projects in air quality non-attainment and maintenance areas be derived from a “conforming” Regional Transportation Plan and Transportation Improvement Program. A conforming Plan or Program is one that has been analyzed for emissions of controlled air pollutants and found to be within the emission limits established in the State Implementation Plan (SIP) or within guidelines established by the Environmental Protection Agency (EPA) until such time that a SIP is approved. This conformity analysis is made by the Wasatch Front Regional Council (WFRC), as the Metropolitan Planning Organization for the region, and submitted to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for their concurrence. This conformity analysis is being prepared according to the transportation conformity rulemakings promulgated by the Environmental Protection Agency (EPA) as of March 2010 and according to FHWA guidelines found in the FAST Act legislation.

Section 93.122(g)(1) of the Transportation Conformity Rule (40 CFR part 93) states that a new TIP may be demonstrated to conform “… without new regional emissions analysis if the previous regional emissions analysis also applies to the … TIP.” Section 93.122 includes the following four conditions. First, the TIP must include all projects that must be started within the TIP timeframe in order to achieve the transportation network envisioned in the plan. Second, all regionally significant projects in the TIP must be included in the regional emissions analysis. Third, the design concept and scope for TIP projects must not have changed significantly from the plan. And fourth, the previous regional emissions analysis is consistent with all conformity requirements. As discussed below, the WFRC 2020-2025 TIP meets the conditions of 93.122(g)(1) and therefore conforms to the State Implementation Plan and the EPA guidelines for interim conformity for all applicable non-attainment and maintenance areas and pollutants. Therefore, all the transportation projects in Weber, Davis, and Salt Lake Counties included in the 2020-2025 TIP are found to conform.

Wasatch Front Regional Council
41 North Rio Grande Street, Suite 103
Salt Lake City, Utah 84101
West Valley – Parkway Blvd. (2700 South) - Widening
Project Type – New Capacity
Mountain View Corridor to 6400 West – (0.5 miles)

Recommended Funding $ 5,300,000

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

Harrisville City – West Harrisville Road – Reconstruct w/ Minor Widen
Project Type – Reconstruction
Highway 88 to 750 West – (0.62 miles)

Recommended Funding $ 3,109,407

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.

UTA – Ogden-WSU Bus Rapid Transit (Construction)
Project Type - Transit
Ogden Intermodal Hub (23rd/Well) to McKay Dee Hospital (48th/Harrison) – (5.3 miles)

Recommended Funding $ 1,500,000

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

UDOT/ South Salt Lake – 3300 South – Intersection Improvements
Project Type - Pedestrian
3300 South and 900 West

Recommended Funding $ 783,132

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.

Project Cost – $ 79,000,000
Funds Request – $ 1,500,000

Project Cost – $ 840,000
Funds Request – $ 783,132
**Centerville City – Parrish Lane & Market Place Dr - Intersections Improvement**
*Project Type – Operations*
Frontage Road to Market Place Drive

**Recommended Funding $1,400,000**

**Project Cost – $1,757,800**

The Parrish Lane-Market Place Intersection is extremely congested. This project is an essential project for Centerville City and UDOT Region 8. The project will increase the capacity and improve the safety of the intersection. The project will be funded through the state bond program.

**UTA / Salt Lake – Salt Lake City West Intermodal**
*Type – Transit*
North Temple to Redwood Road

**Recommended Funding $1,400,000**

**Project Cost – $4,200,300**
**Funds Request – $3,915,940**

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.

**Salt Lake City – Bike Share Program**
*Project Type – Bicycle*
Salt Lake City Proper – (6 sq miles)

**Recommended Funding $200,000**

**Project Cost – $643,570**

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.

**Roy City – 6000 South Roundabout**
*Project Type – Intersection Improvement*
6000 South & 3100 West

**Recommended Funding $673,470**

**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.
Magna Metro Township – Utah & Salt Lake Canal - Trail Extension
Project Type – Capital Improvement
7200 W/ 3930 S to 8575 W/ 3680 S – (1.83 miles)

Recommended Funding $ 90,000

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 neighborhood schools, parks and pedestrian crossings along the route.

Ogden City – 20th at Lincoln Traffic Signal
Project Type – Capital Improvement
150’ N & S Intersection & 150’ E & W of Intersection – (0.03 miles)

Recommended Funding $ 239,000

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.

North Salt Lake – Redwood Rd Westside Connector – Bike/ Ped Facility
Project Type – Capital Project
Center Street to 1100 North – (0.34 miles)

Recommended Funding $ 182,600

Project Cost – $ 229,600

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 sidewalks will be added.

Millcreek – 4500 South (SR-266) – Construct Sidewalk
Project Type – Capital Improvement
1500 East to 1630 East – (0.133 miles)

Recommended Funding $ 333,390

Project Cost – $ 357,600

Funds Request – $ 333,390

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.
Projects are designed to make it safer and easier to walk and bike to transit. Making it easier to leave your car at home.

Total Project Cost
Estimate $31,771,432
This statewide study will review existing plans and future needs for I-15 from border to border. - Capacity, - Operations and Maintenance needs - Create an implementation plan, - Including projected costs and timeframes.

Project to widen the existing 5600 West corridor (SR-201 to I-80) from two to five lanes, improve intersections, build a new bridge over the Union Pacific Railroad (UPRR) tracks and convert the I-80 interchange to a diverging diamond interchange (DDI).

The additional funding request for this project is needed to meet current cost estimates.

Project will construct a 500 foot bridge over the Jordan River that will span the UPRR and UTA rail lines. The bridge will be built wide enough for a 7-lane configuration and striped to meet the current 5 lane layout of Porter Rockwell.

Project increase is due to updated estimates from the original concept estimate and address funding shortfalls on roadway segments 4 & 5.

$800 Million Scope:
- 4 lanes to SR-193 (16 miles total)
- System Interchange with I-15 and Legacy
- 5 Interchanges - 2400 S, 200 N, 2700 W, 2000 W, and Antelope
- Antelope Drive Widening (0.6 miles)
- SR-193 Intersection and Extension (1.7 miles)
- 11-mile new trail system
- 1,100 acre Mitigation Area
Statewide – Recreation Hotspots
Bear Lake Area, Moab Area, Zions, Cottonwood Canyons

$8,300,000
Relocate the Marina entrance and improve and widen various roadways

$10,000,000
Construct Downtown parking structure & improve surface parking lots

$15,000,000
Transit from St. George to Springdale

$66,000,000
### Program Distribution of State Funds  
(as of April 18, 2019)

<table>
<thead>
<tr>
<th>Line Plan Fund</th>
<th>FY 2020</th>
<th>$Millions</th>
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<tbody>
<tr>
<td>Transportation Solutions</td>
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<tr>
<td>Operations &amp; Safety Programs</td>
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<tr>
<td>Traffic Signals Maintenance &amp; Operations</td>
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<tr>
<td>Traffic Management (ATMS)</td>
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<tr>
<td>ATMS Asset Management (Life Cycle Replacement &amp; Maint.)</td>
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<tr>
<td>Connected Autonomous Vehicle Operations</td>
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<td>1.00</td>
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<tr>
<td>Traffic &amp; Safety</td>
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<tr>
<td>System Preservation Programs</td>
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<tr>
<td>Bridge (Preservation, Rehabilitation &amp; Support)</td>
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<td>15.00</td>
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<tr>
<td>Region Contingency</td>
<td></td>
<td>1.50</td>
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<tr>
<td>Programming Contingency</td>
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<tr>
<td>Other Programs</td>
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<td>Jurisdictional Transfers</td>
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<td>State Park Access</td>
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<tr>
<td>State Park Access</td>
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<tr>
<td>Region Concept Development &amp; OSR</td>
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<tr>
<td>Traffic and Safety</td>
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<td>0.15</td>
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<td>Traffic and Safety</td>
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<td>Traffic and Safety</td>
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<tr>
<td>Region Concept Development &amp; OSR</td>
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</tbody>
</table>

#### Subtotals:
- Operation & Safety Programs: $27.35
- System Preservation Programs: $57.00
- Other Programs: $6.00

#### State Match, Comptroller Reserve & Other:
- State Match for the Federal Program: $25.00
- Comptroller Reserve: $0.00

#### Estimated State Transportation Funds (Net of Apportionment): $144,800,000

- Program includes funding levels for Operation & Safety, System Preservation, Region Contingency, and Other Programs
- *State funds available July 1, 2019*
Transit Projects – Various Locations
Capital Improvements & Operation/Preventive Maintenance
Weber – 1500 East (Uintah) Crossing Improvement
Improve railroad crossing by adding lights and gates

- Project will improve the railroad crossing elevation difference and add lighting & gates

Total Project Cost
Estimate $650,000
Salt Lake County & West Valley City, Utah & Salt Lake Canal Trail
5900 West & 4100 South
Section of Missing Bike & Pedestrian Trail

UDOT TAP PROGRAM

<table>
<thead>
<tr>
<th></th>
<th>Estimated Cost</th>
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</thead>
<tbody>
<tr>
<td>TAP Funding</td>
<td>$ 250,000</td>
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<tr>
<td>Local Funding</td>
<td>$ 350,000</td>
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</tbody>
</table>

Estimated Cost $ 600,000
TAP Funding $ 250,000
Local Funding $ 350,000
Weber – 12th Street (SR-39); Dual Lefts at Washington Blvd.
Construct Dual Left Turns

- Project will construct dual left turn lanes from 12th Street on to Washington Blvd

Total Project Cost Estimate $3,080,000
2019 Calendar
Requested Action — To release the Draft 2020-2025 Transportation Improvement Program (TIP) and Air Quality Conformity Analysis for Public Review and Comment
Quality of Life in Utah

Utah has an enviable quality of life. We enjoy a thriving economy, abundant recreation opportunities, friendly neighborhoods and vibrant communities, all supported by strategic investments in our transportation system.

Well-Being in U.S., 2017

Highest Well-Being States
1. South Dakota
2. Vermont
3. Hawaii
4. Minnesota
5. North Dakota
6. Colorado
7. New Hampshire
8. Idaho
9. Utah
10. Montana


Despite improvements in the economy, Utahns’ perceptions of their community quality of life has declined.

Utah Quality of Life Index

While year-to-year variation is small, the index has seen a decrease since 2013.

Source: Utah Foundation, Quality of Life Index, 2018

Growth is Challenging Our Quality of Life

Projected growth is causing concerns among Utahn’s and could affect quality of life with increased traffic congestion, housing affordability and poor air quality. As population continues to grow at a record pace, transportation planning and development plays a key role in keeping Utah moving, facilitating robust economic development and maintaining a high quality of life.

Utah’s Growth
- 3rd fastest growing state
- 2 of 10 fastest growing cities in the country (Lehi and South Jordan)
- 9th most urbanized state (by percentage of population living in urban areas)

Source: Utah Foundation, Quality of Life Index, 2018

Importance of Transportation

How we plan for the projected growth and its impact to quality of life is directly connected to our transportation system. Existing goal statements from government agencies, transportation partners and related stakeholders focus on the following:

- Centers/Smart Growth
- Safety
- Access
- Air Quality
- Economy
- Balance
- Quality of Life
- Environment
- Urbanization
- Preservation
- Efficiency
- ROI / Cost
- Community
- Water
- Freight
- Recreation

Utah’s Transportation Vision: Maintain a high quality of life

Outcome

<table>
<thead>
<tr>
<th>Good Health</th>
<th>Strong Economy</th>
<th>Better Mobility</th>
<th>Connected Communities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strategies</td>
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</table>

What could most improve your area as a place to live?

Respondents focus biggest improvements on transportation, housing affordability and air quality.

Improvements

Reduce Traffic
Improve affordability of housing
Improve air quality
Improve roads and sidewalks (better condition, lighting)
Improve public transportation (more bus/train routes)

Source: Utah Foundation, Quality of Life Index, 2018
## TIF Highway Prioritization Framework

### Good Health
- **Safety**
  - Safety index (#)
  - Predictive crash factors (#)
- **Public health**
  - Active transport demand (#)
  - Benefits of active ($)
- **Natural environment**
  - Environmental screening risk index (#)
  - EEOP values ($)
  - Project includes context sensitive/natural features (Y/N)

### Strong Economy
- **Connectivity**
  - Future employment growth (#)
  - Connectivity to education and economic destinations (#)
- **Transport costs**
  - Freight bottlenecks (Y/N)
  - Truck travel time savings ($)
- **Economic development**
  - Proximity and consistency to planned Mega Development sites, Transportation Reinvestment Zones, and Economic Opportunity Zones (Y/N)

### Better Mobility
- **Reliable travel time**
  - Relative reliability (#)
  - Predictive improvement (#)
  - Relative delay (#)
  - Congestion reduction factors (#)
- **Throughput**
  - Volume (#)
  - Future volume (#)
- **Risk and resiliency**
  - Risk screening needs (#)

### Connected Communities
- **Accessibility**
  - Future population growth (#)
  - Accessibility for low-income and housing cost-burdened households (#)
- **Land use and community**
  - Regional, community and corridor area plan consistency (Y/N)
  - Local land use and housing plan consistency (Y/N)
- **Integrated systems**
  - Intermodal access and connections (Y/N)
  - Inclusion of supportive elements (TSMO, Tech, Ops, Smart Grid (Y/N))

### Table

<table>
<thead>
<tr>
<th>Needs-Screening Criteria (Phase I)</th>
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</thead>
<tbody>
<tr>
<td>Solutions-Screening Criteria (Phase II)</td>
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<tr>
<td>Good Health</td>
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<tr>
<td>------------------------</td>
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<tr>
<td><strong>Safety</strong></td>
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<tr>
<td>• Safety element index (Y/N)</td>
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<tr>
<td><strong>Public health and wellness</strong></td>
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<tr>
<td>• Levels of physical inactivity in project area (#)</td>
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<tr>
<td><strong>Natural environment</strong></td>
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<tr>
<td>• Environmental screening risk index (#)</td>
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<tr>
<td>• Anticipated air quality mitigation benefits (#)</td>
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</tbody>
</table>

- Needs-Screening Criteria (Phase I) - Solutions-Screening Criteria (Phase II)
TTIF: Transit Prioritization Model

- Beta Testing
- Review Final Variables with Stakeholders
- Finalize Model Version 1.0

TIF: Highway Prioritization Model

- Beta Testing
- Review Final Variables with Stakeholders
- Finalize Model Version 2.0

Document Process & Write Administrative Rule

May
June
July

2019
Project Partners
Current Efforts

• UTA received a Finding of No Significant Impact (FONSI) from FTA on the Environmental Assessment

• The project was recommended in the President’s budget to receive $49.75 million in Small Starts funding

• Final design was bid, 3 proposals were received. Project partners are working to finalize a contract with the winning bidder
**Ogden/WSU BRT Project Summary**

**Ridership:** 2,500 opening day + 2,600 new riders from existing Weber State shuttle

**Capital Cost:** $79M 2019

**Annual Operation and Maintenance:** $1.7M total, $700K added operations and maintenance over replaced bus route (funded through Prop 1)

**Land Use:** 25th Street is transit supportive with multiple land uses

**Economic Development Potential:** $550 M

**Project Funding/Federal Programs:**
Assuming 65% local match
Up to $25M in local funding is required $23M has been committed
Project Purpose

- Develop a transportation solution that connects the Ogden FrontRunner Station with downtown, WSU and McKay-Dee

- Offer transportation choices for students, commuters and those who want improved service

- Improve and revitalize corridors

- Generate new economic development opportunities

- Improve air quality and congestion
# Project Budget*

<table>
<thead>
<tr>
<th>Project Cost</th>
<th>$79,000,000</th>
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</thead>
<tbody>
<tr>
<td><strong>Funding</strong></td>
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<tr>
<td>CMAQ Funding</td>
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<tr>
<td>Federal</td>
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<tr>
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<tr>
<td><strong>Small Starts</strong></td>
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<tr>
<td>Federal (65%)</td>
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<tr>
<td>Local (35%)</td>
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<td><strong>Total Local Funds Needed</strong></td>
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<tr>
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<table>
<thead>
<tr>
<th><strong>Local Funding Available</strong></th>
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</thead>
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<tr>
<td><strong>Design</strong></td>
</tr>
<tr>
<td>Weber County</td>
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<tr>
<td>UTA</td>
</tr>
<tr>
<td>Ogden</td>
</tr>
<tr>
<td>UDOT</td>
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<tr>
<td><strong>Construction</strong></td>
</tr>
<tr>
<td>UTA</td>
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<tr>
<td>WSU Land Donation</td>
</tr>
<tr>
<td>Weber County Corridor Preservation</td>
</tr>
<tr>
<td>Ogden (Roadway Improvements)</td>
</tr>
</tbody>
</table>

*Budget will be updated in Final Design
Questions?
Public Outreach

Focus Groups
4 groups of 8 people, 50/50 male/female ratio, Broad age range

Focus group participants:
- Recognize the economic importance of transit
- Believe public transit allows access for individuals from outside a community
- Prefer the 25th Street alignment
- Prefer modern streetcar because it is popular, stable and cost-efficient in the long-run

Telephone Survey
400 respondents
80% in Ogden, 20% outside of Ogden

48% prefer BRT, 42% prefer streetcar

Door-to-Door Business Conversations
- 24 business/property owners contacted
- Comments were favorable for transit improvement on Washington
- Very vocal about retaining street parking
- Some concerns about construction impacts between 25th and 27th

Ogden/WSU Transit Project Study Spring 2019
Public Outreach

71 unique visitors
19 comments

How can Ogden best use transit to connect the Ogden Intermodal Center and Downtown with WSU and McKay-Dee Hospital?

Open UTA
Topic # 1

72% 25th St.
64% streetcar

22% 30th St.
36% BRT

Open UTA
Topic # 2

66 unique visitors
25 comments

Which Ogden transit alternative do you think is best?

Public Open Houses

- 6/14 Ogden High School (60 participants)
- 10/14 Weber State University (92 participants)
- 1/15 James Madison Elementary (100 participants)

People are eager to see something happen after various transit studies

Alignment preferences are split 50/50

Slight majority prefers modern streetcar option