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## 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/Active Transportation Projects for TIP
2. Help Meet the Transportation 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**



## Transportation Improvement Program - Today . . .

- 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

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	14344	I-80; State Street to 1300 East	Remove and Replace Transition Joints at Several Structures	STP_FLX_ST (Surface Transportation Program - Flexible (Any Area) Statewide)	\$3,449,112	\$1,649,000			2019
						NHPP_BR (National Highway Performance Program - Bridge On)		\$878,112			
						STP_BRIDGE (Surface Transportation Program - Bridge Funds for State Projects)		\$0	<b>Additional Funding</b>	<b>\$650,000</b>	
						ST_BRIDGE (State Construction - Bridge Program)		\$272,000			

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

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Box Elder	UDOT	I-15	16663	I-15; I-15/ SR-13 Interchange SB On-Ramp Widening	Widen the Southbound On-Ramps	STP_FLX_ST (Surface Transportation Program - Flexible (Any Area) Statewide)	\$6,600,000	\$5,000,000	<b>Additional Funding</b>	<b>\$1,250,000</b>	2019
						HSIP (Highway Safety Improvement Program)		\$350,000			

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	UDOT	SR-97	16668	5500 South (SR-97); Intersection Improvements at 5100 West	Widening and Intersection Improvements	ST_TRANS_SOL (State Transportation Solutions)	\$2,500,000	\$1,000,000	<b>Additional Funding</b>	<b>\$1,500,000</b>	2019
						ST_PVMT (State Construction - Pavement Preservation)					

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.

**2019-2024 Transportation Improvement Program (TIP) (Amendment Seven)  
Board Modification**

**Funding Adjustment**

**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	Millcreek	3900 South	16930	3900 South; 2300 East to Wasatch Blvd	Reconstruct and widen to include center turn lane, curb, gutter, sidewalk, and shoulders	STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake (WFRC))	\$8,652,500	\$4,000,000			2020
						LOCAL_GOVT (Local Gov - Project Sponsor Local Match)		\$290,464.44			
						LOCAL_GOVT_SLCO (Local Gov - Salt Lake County - Transportation Choice Fund (4th Quarter))		\$4,409,536			

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, improvem 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**

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Various	UDOT	Various	New	Various Statewide Programs	State Funded Programs	ST_GF (State General Fund)	\$144,800,000	\$0	<i>New Funding</i>	<b>\$144,800,000</b>	2020

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**

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Projects Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Various	UDOT	Various	Various	Various Locations	New Construction/ Capacity Improvements	Transportation Investment Program	\$1,495,814,935	\$1,044,564,935	<i>Fund Reset Amount</i>	<b>\$451,250,000</b>	2019-2024

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



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

### 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	Bluffdale	Porter Rockwell Blvd	11986	Porter Rockwell Blvd (Fifth Segment); Redwood Road to 0.46 miles east	New Construction	STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake (WFRC))	\$6,966,379	\$5,236,150	<i>Additional Funding</i>	\$650,000	2019
						LOCAL_GOVT Local Government Funds			<i>Additional Funding</i>	\$350,000	
						ST_TIF (State Transportation Investment Fund)		\$380,229			
						ST_PVMT State Construction - Pavement Preservation)		\$350,000			

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

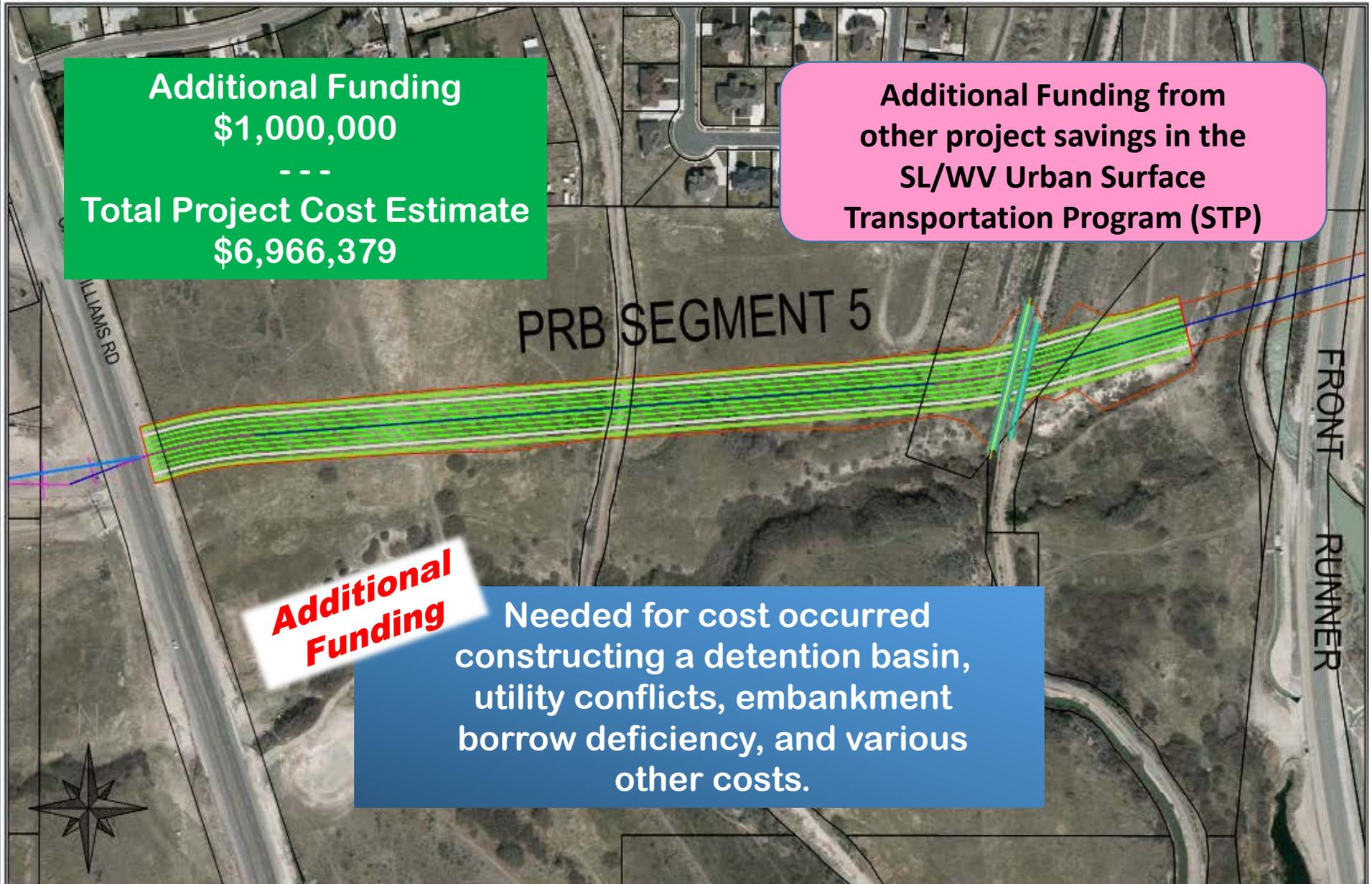
##### Salt Lake/ West Valley Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	Taylorsville	Redwood Road	11082	Redwood Road; 4100 South to 5400 South and 1780 Bus Rapid Transit (BRT) Connector Road; Bruin Blvd to 4700 South	Access Management/ Safety Improvements and New Construction including curb, gutter, sidewalk, and shoulder improvements	STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake (WFRC))	\$13,767,800	\$11,504,328	<i>Combine Projects and extend Scope on Redwood Road</i>	No Additional Funding	2019
						LOCAL_GOVT Local Government Funds		\$1,260,672			
						STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake (WFRC))		\$655,220			
						LOCAL_GOVT Local Government Funds		\$347,580			

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

**Additional Funding from other project savings in the SL/WV Urban Surface Transportation Program (STP)**

**Additional Funding**

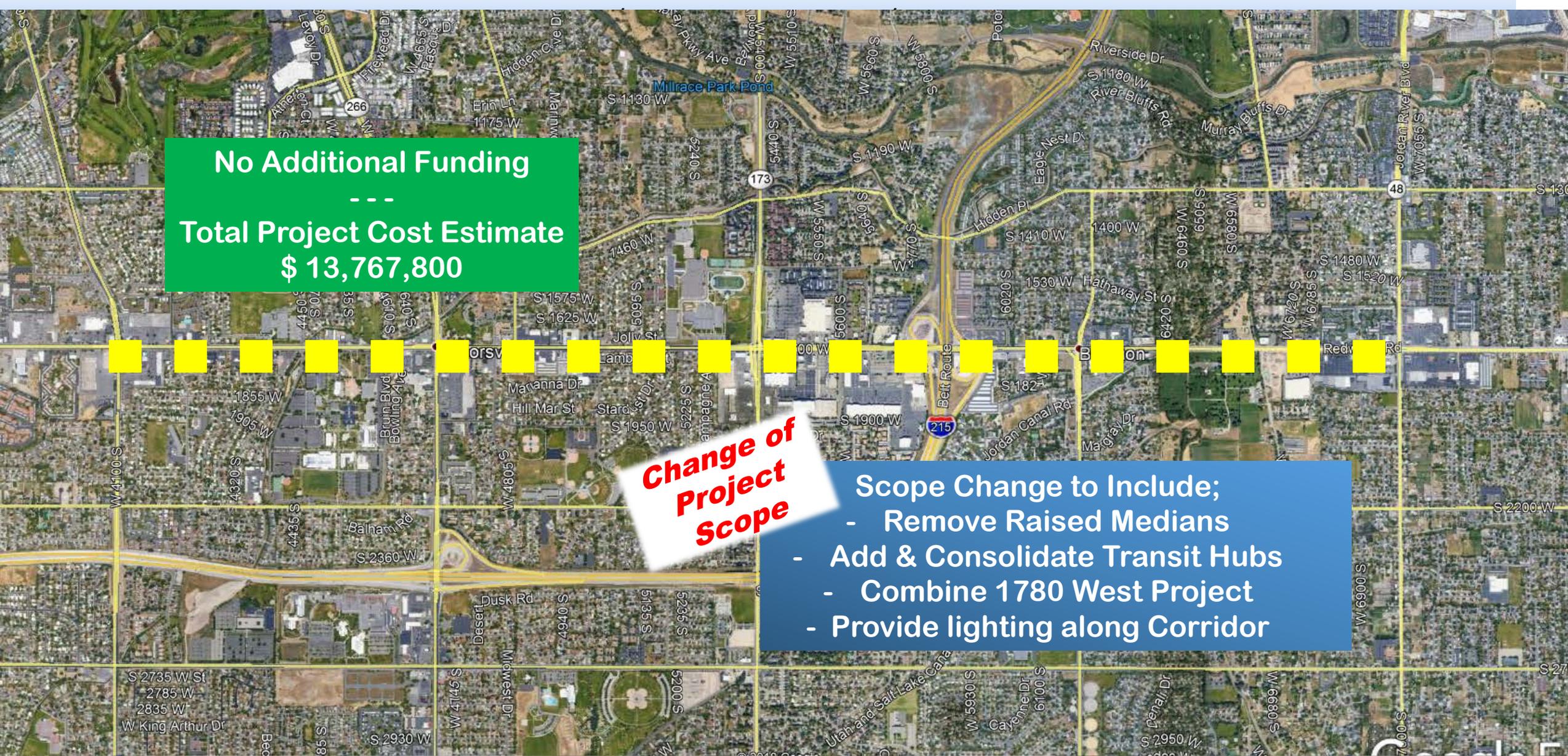
**Needed for cost occurred constructing a detention basin, utility conflicts, embankment borrow deficiency, and various other costs.**

# Salt Lake County – Redwood Road; 4100 South to 5400 South

**No Additional Funding**  
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**Total Project Cost Estimate**  
**\$ 13,767,800**

**Change of Project Scope**

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



**2019-2024 Transportation Improvement Program (TIP) (Amendment Eight)**

**Board Modification**

**Project Removed**

**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	Riverton	12600 South	14051	12600 South Bicycle Lanes; Bangarter Highway to Mountain View Corridor	Widen 12600 South to include 5-foot bike lanes on either side	CMAQ_WFRC (Congestion Mitigation/ Air Quality - (WFRC))	\$2,712,600	\$1,750,000	<i>Funding Removed</i>	<b>\$1,750,000</b>	2021

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.

Salt Lake	Herriman	13400 South	14943	13400 South, 5600 West, and Herriman Parkway	Increase Safety & Encourage Bicycle and Pedestrian Safety on Herriman Major Corridor Bike Lanes	TAP_URB_WFRC (Transportation Alternatives Program - (WFRC))	\$100,000	\$50,000	<i>Funding Removed</i>	<b>\$50,000</b>	2019
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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.

Salt Lake	Murray/ UDOT	US-89	16942	State Street (US-89) and 5300 South Intersection	Intersection Improvements	CMAQ_WFRC (Congestion Mitigation/ Air Quality - (WFRC))	\$525,000	\$489,458	<i>Funding Removed</i>	<b>\$489,458</b>	2023
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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.

Salt Lake	Bluffdale	Redwood Road	16926	14600 South & Redwood Road	Construct a New High-T Intersection	STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake (WFRC))	\$600,000	\$550,000	<i>Funding Removed</i>	<b>\$550,000</b>	2021
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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.

# Bluffdale/ UDOT – 14600 South High-T Intersection Project Type – Operations

14600 South and Redwood Road

All but one project will be or has been constructed with other funding resources.

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

Returning Funds

Funds will return to their original programs to be reprogrammed on projects in the TIP process

Project Cost –  
\$ 600,000  
Funds Request  
– \$ 550,000

This project is to install a new High-T intersection at 14600 South and Redwood Road. 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.

# The

4c - Release the Draft 2020-2025

Transportation Improvement

Program (TIP) and Air Quality

Conformity Analysis for Public

Law and Co

# 20-25

# TIP

Trans Com

June 201

Ben thric

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 (CAAA) 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 time frame 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 CFR 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



AL COUNCIL

# 2019

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Find address or place

Filter list by map



Project Name	Count	Heart Icon
200 S Multimodal Improvements, ...	0	♥
200 S Multimodal Improvements, ...	1	♥
Foothill/I-80/I-215 Interchange Are...	0	♥
I-15; I-84 to SR-134	3	♥
I-15; I-84 to SR-134	1	♥
I-15; Layton Interchanges Public I...	0	♥
I-15; Layton Interchanges Public I...	0	♥
I-15, MT. DELLE TO LAMBS CANY...	3	♥
I-15; Structure Replacement (MP ...	1	♥
I-15; Structure Replacement (MP ...	2	♥
I-80; Structure Replacement (MP ...	1	♥
I-84; Hansel Valley to Blue Creek	0	♥
Overhead Signs, I-80 & I-215 Repl...	0	♥
SR-105 (Parrish Lane) & 1250 Wes...	2	♥

**Draft 2020-2025 Transportation Improvement Program  
Public Comment Interactive Map**

**LEAVE A PROJECT COMMENT** - To leave a project-specific comment, please click on a project line within the map or a project name within the project list (on the right). Next, click on the heart icon to "like" a project or the talk bubble icon to leave a comment. After providing the requested information, click the "Submit" button.

**FILTER PROJECTS** - Please note that when you zoom in and out of the map, the project list will filter accordingly. Additionally, if there are duplicative projects listed, it is typically indicative of multiple funding sources. Please click on any of the options to provide your project-specific comment.

To provide a general comment that is not project-specific, please access the general comment form.

[www.wfrc.org](http://www.wfrc.org)

**Project Cost –**  
**\$ 5,767,800**

**Funds Request –**  
**\$ 5,344,689**

### West Valley – Parkway Blvd. (2700 South) - Widening Project Type – New Capacity

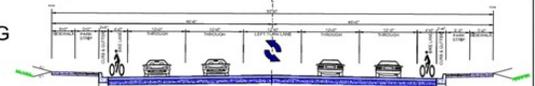
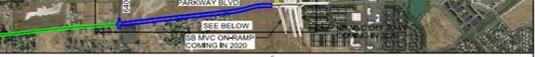
Mountain View Corridor to 6400 West – (0.5 miles)



**Recommended Funding \$ 5,300,000**



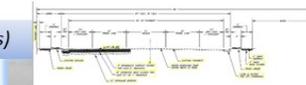
**PARKWAY BLVD  
RECONSTRUCTION AND WIDENING**  
MOUNTAIN VIEW CORRIDOR TO 6400 WEST  
WEST VALLEY CITY



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 89 to 750 West – (0.62 miles)



**Recommended Funding \$ 3,109,407**



**Project Cost –**  
**\$ 3,460,200**

**Funds Request –**  
**\$ 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

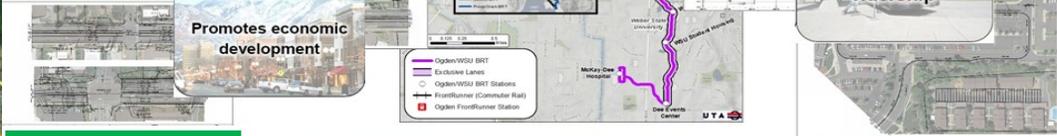
Ogden Intermodal Hub (23rd/Wall) to MckayDee Hospital (48th/Harrison) – (5.3 miles)



Connects major destinations in Ogden to FrontRunner

Helps reduce congestion and parking demand at WSU

**Recommended Funding \$ 1,500,000**



Promotes economic development

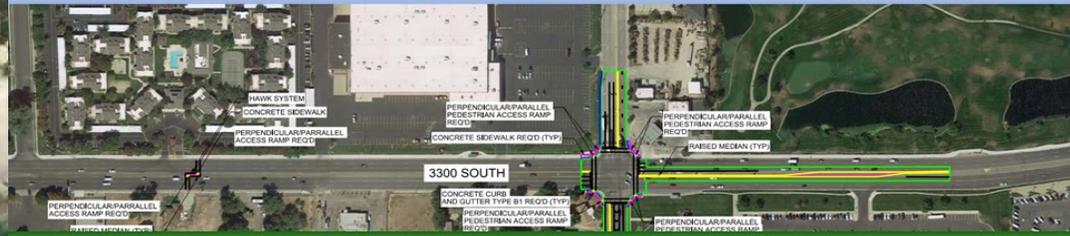
**Project Cost –**  
**\$ 79,000,000**

**Funds Request –**  
**\$ 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 programmed local and state funding.

### UDOT/ South Salt Lake – 3300 South – Intersection Improvements Project Type - Pedestrian

3300 South and 900 West



**Recommended Funding \$ 783,132**

**Project Cost –**  
**\$ 840,000**

**Funds Request –**  
**\$ 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.

**NOTES:**  
1. THE OVERALL SCOPE OF THIS PROJECT WOULD BE TO REALIGN LANES, IMPROVING PEDESTRIAN MOBILITY CROSSING AND SIGNALS. SPECIFICALLY HOWEVER, THE FUNDING FOR THIS PROJECT WOULD LOOK AT REPLACING SIDEWALK, INSTALLING A HAWK SYSTEM, ADDING PEDESTRIAN RAMPS, AND ADDING RAISED MEDIAN ITEMS OUTSIDE THIS WOULD COME FROM OTHER FUNDING.

**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 1 in order to reduce congestion along Parrish Lane. This project will be

**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)



**GREENbike**  
 SLC'S NON-PROFIT BIKE SHARE  
 75 Stations / 700 Bikes: 2019



**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**

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

7200 W/ 3930 S to 8575 W/ 3680 S – (1.85 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 neighborhoods, schools, parks, and local retail centers, as well as the

**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

**Ogden City – 20<sup>th</sup> at Lincoln Traffic Signal**

**Project Type – Capital Improvement**

150' N & S Intersection & 150' E & W of Intersection – (0.03 miles)



**Recommended Funding \$ 239,000**

**Project Cost – \$ 407,100**  
**Funds Request – \$ 379,539**

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.

**Millcreek – 4500 South (SR-266) – Construct Sidewalk**

**Project Type – Capital Improvement**

1500 East to 1630 East – (0.133 miles)



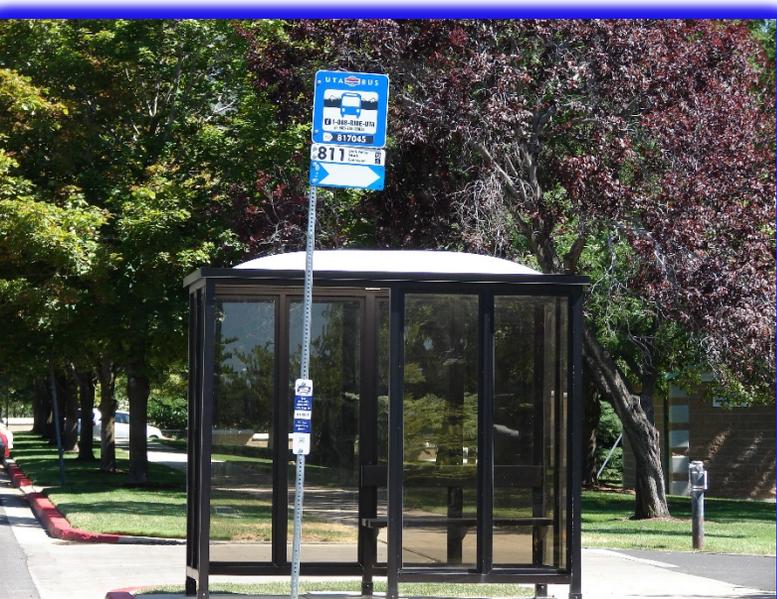
**Recommended Funding \$ 333,390**



**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.

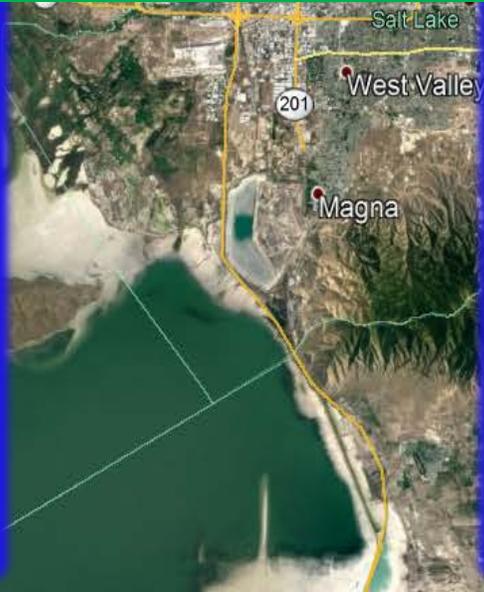
# UDOT Region One, Two, & Three – Various Locations TIGER Grant – First and Last Mile Projects



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







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



# Statewide – Recreation Hotspots Bear Lake Area, Moab Area, Zions, Cottonwood Canyons



**\$ 66,000,000**



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



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



Program includes funding levels for Operation & Safety, System Preservation, Region Contingency, and Other Programs

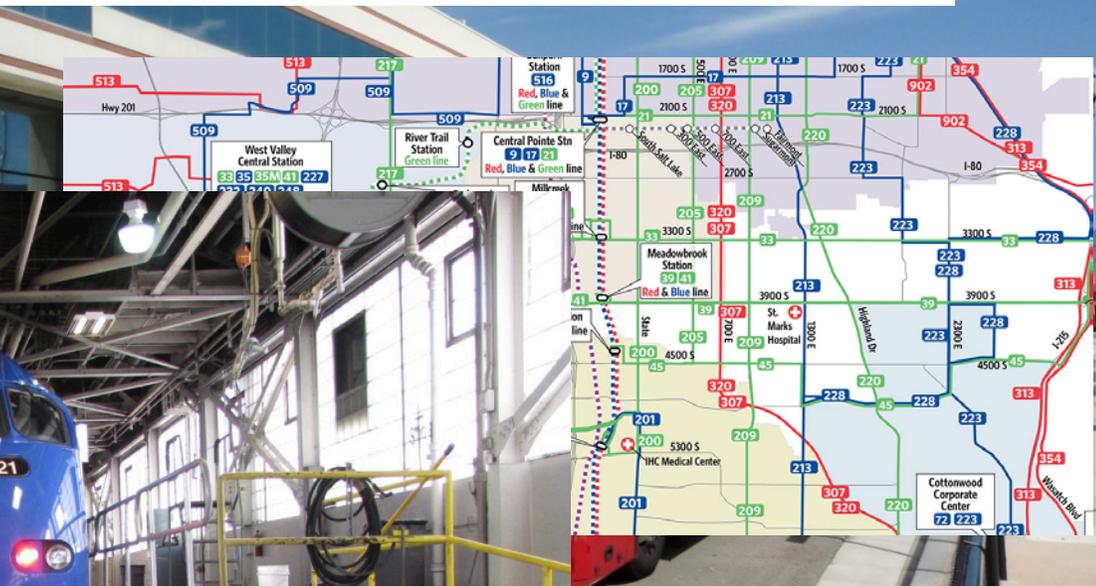


State Funded Programs for 2020 \$144,800,000



# Transit Projects – Various Locations

## Capital Improvements & Operation/ Preventive Maintenance



# Weber – 1500 East (Uintah) Crossing Improvement

## Improve railroad crossing elevation difference and add lighting & gates

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

Total Project Cost Estimate \$ 650,000



# Utah & Salt Lake Canal Trail

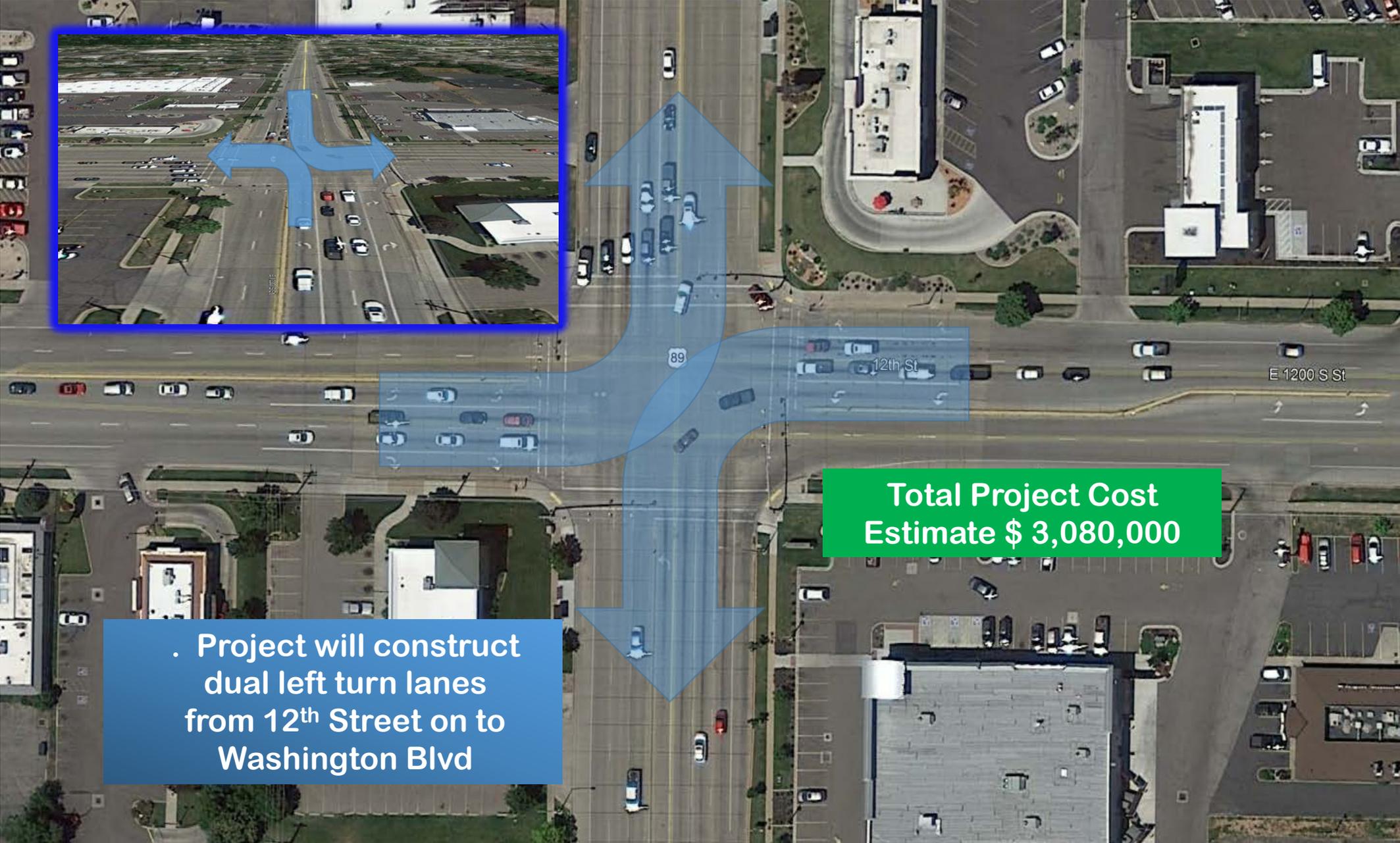
## 5900 West & 4100 South

### Section of Missing Bike & Pedestrian Trail



UDOT TAP PROGRAM	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 12<sup>th</sup> Street on to Washington Blvd

Total Project Cost Estimate \$ 3,080,000

# 2019

January						
Su	M	Tu	W	Th	F	Sa
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

February						
Su	M	Tu	W	Th	F	Sa
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17	18	19	20	21	22	23
24	25	26	27	28		

March						
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17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

April						
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28	29	30				

May						
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12	13	14	15	16	17	18
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26	27	28	29	30	31	

June						
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23	24	25	26	27	28	29
30						

July						
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28	29	30	31			

August						
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18	19	20	21	22	23	24
25	26	27	28	29	30	31

September						
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22	23	24	25	26	27	28
29	30					

October						
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13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

November						
Su	M	Tu	W	Th	F	Sa
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

December						
Su	M	Tu	W	Th	F	Sa
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8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

**Requested Action** – To release the  
Draft 2020-2025 Transportation  
Improvement Program (TIP) and Air  
Quality Conformity Analysis for  
Public Review and Comment







# 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)

# TTIF Transit Prioritization Framework

Good Health	Strong Economy	Better Mobility	Connected Communities
<p><b>Safety</b></p> <ul style="list-style-type: none"> <li>• Safety element index (Y/N)</li> </ul> <p><b>Public health and wellness</b></p> <ul style="list-style-type: none"> <li>• Levels of physical inactivity in project area (#)</li> </ul> <p><b>Natural environment</b></p> <ul style="list-style-type: none"> <li>▪ Environmental screening risk index (#)</li> <li>▪ Anticipated air quality mitigation benefits (#)</li> </ul>	<p><b>Connectivity</b></p> <ul style="list-style-type: none"> <li>▪ Future employment growth (#)</li> <li>▪ Connectivity to education and economic destinations (#)</li> <li>▪ Job density of project area (#)</li> </ul> <p><b>Transport costs</b></p> <ul style="list-style-type: none"> <li>• Commute costs as percent of household income (\$)</li> </ul> <p><b>Economic development</b></p> <ul style="list-style-type: none"> <li>▪ Proximity and consistency to planned Mega Development sites, Transportation Reinvestment Zones, and Economic Opportunity Zones (Y/N)</li> <li>▪ Land value and transit oriented development potential (\$)</li> </ul>	<p><b>Reliable travel time</b></p> <ul style="list-style-type: none"> <li>• Supportive travel time index (Y/N)</li> <li>▪ Relative transit travel time competitiveness (#)</li> </ul> <p><b>Throughput</b></p> <ul style="list-style-type: none"> <li>• Anticipated ridership or increase in capacity (#)</li> </ul> <p><b>Risk and resiliency</b></p> <ul style="list-style-type: none"> <li>▪ Address identified risk in state, regional or local plan (Y/N)</li> </ul>	<p><b>Accessibility</b></p> <ul style="list-style-type: none"> <li>▪ Future population growth (#)</li> <li>▪ Accessibility for low-income and housing cost-burdened households (#)</li> </ul> <p><b>Land use and community</b></p> <ul style="list-style-type: none"> <li>▪ Regional, community and corridor area plan consistency (Y/N)</li> <li>▪ Local land use and housing plan consistency (Y/N)</li> </ul> <p><b>Integrated systems</b></p> <ul style="list-style-type: none"> <li>▪ Intermodal access and connections (Y/N)</li> <li>▪ Inclusion of supportive elements (TSMO, Tech, Ops, Smart Grid (Y/N)</li> </ul>

## TTIF: Transit Prioritization Model



Document Process &  
Write Administrative Rule

## TIF: Highway Prioritization Model



2019

May

June

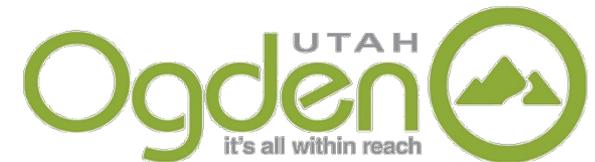
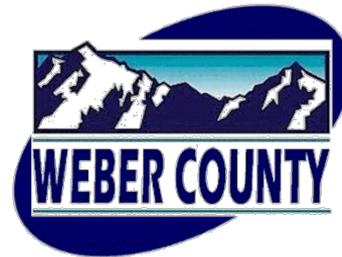
July



# Ogden/Weber State University BRT

Project Update – Spring 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)

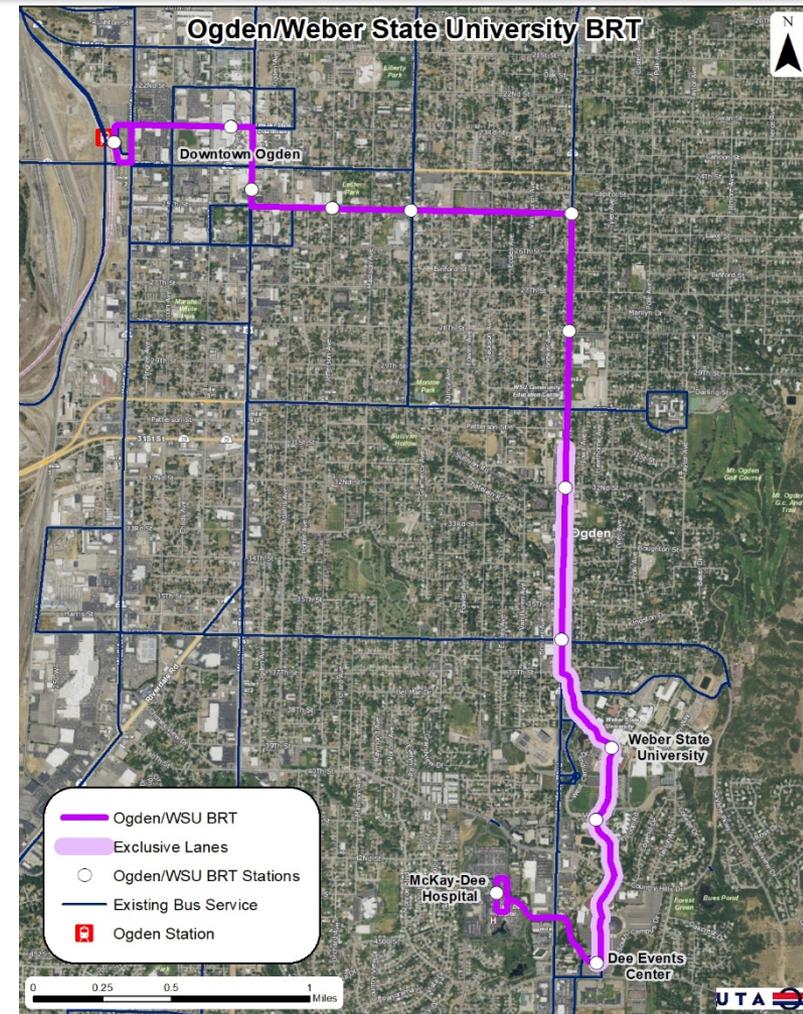
**Land Use:** 25<sup>th</sup> Street is transit supportive with multiple land uses

**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\*



Project Funding

Project Funding	<b>Project Cost</b>	<b>\$79,000,000</b>	<b>Local Funding Available</b>	
	<b>Funding</b>		<b>Design</b>	
	<b>CMAQ Funding</b>	<b>\$8,044,621</b>	Weber County	\$2,500,000
	Federal	\$7,500,000	UTA	\$1,000,000
	Local	\$544,621	Ogden	\$100,000
	<b>Small Starts</b>	<b>\$70,955,379</b>	UDOT	\$50,000
	Federal (65%)	\$46,120,996	<b>Construction</b>	
	Local (35%)	\$24,834,383	UTA	\$7,000,000
	<b>Total Local Funds Needed</b>	<b>\$25,379,004</b>	WSU Land Donation	\$3,600,000
	<b>Local Funds Available</b>	<b>\$23,250,000</b>	Weber County Corridor Preservation	\$5,000,000
	<b>Local Funding Needed</b>	<b>\$2,129,004</b>	Ogden (Roadway Improvements)	\$4,000,000

\*Budget will be updated in Final Design

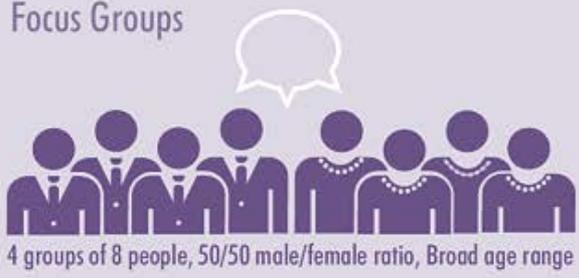
Questions?



# Public Outreach

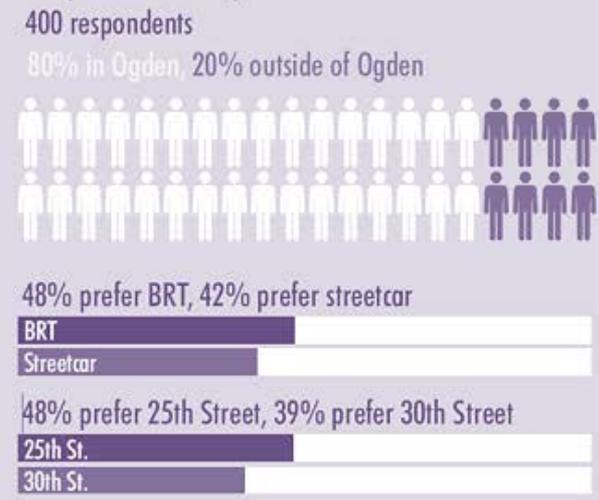


## Focus Groups



-  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



## Door-to-Door Business Conversations

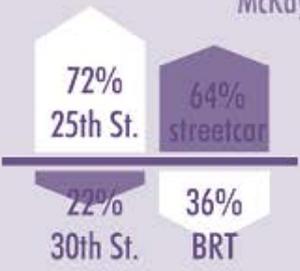
- 24 business/property owners contacted 
- Comments were favorable for transit improvement on Washington
- Very vocal about retaining street parking 
- Some concerns about construction impacts between 25th and 27th 

# Public Outreach



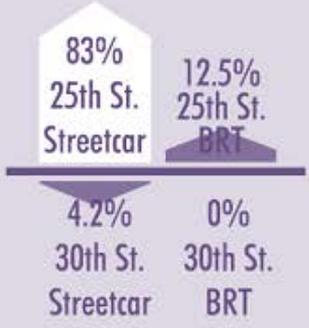
Open UTA  
Topic # 1

71 unique visitors  
19 comments  
How can Ogden best use transit to connect the Ogden Intermodal Center and Downtown twith WSU and McKay-Dee Hospital?



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