Transportation Improvement Program
Hey Steve, Did you hear about the New Highway Projects?

And Transit Too?

That is so Cool!!

Yea, They’re part of the 20-25 TIP
Wow, Look at that, a new AT Project

That was a Generous 20-25 TIP

Thank you
Transportation Improvement Program is . . .

1. Six Year Program of Highway, Transit and 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 - Today . . .

4a. Report on a Approved Board Modification
   • Regional Council – October 24, 2019

4b. Approve New Board Modification (Mod #2)
   • To the 2020-2025 TIP
4a – Report on 2020-2025 TIP Board Modification #1

Regional Council
October 24, 2019
### 2020-2025 Transportation Improvement Program (TIP) (Amendment One)

#### Board Modification

### Funding Transfer & Scope Change

#### Ogden/ Layton Urban Area

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
<th>PIN</th>
<th>Project Location</th>
<th>Concept/ Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
<th>Currently Funded</th>
<th>Action</th>
<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Davis/ Weber</td>
<td>UDOT</td>
<td>I-84</td>
<td>14348</td>
<td>I-84: Uintah Interchange</td>
<td>Deck Replacement Project</td>
<td>ST_Bridge (State Bridge Funds)</td>
<td>$2,050,000</td>
<td>$0</td>
<td>Transfer</td>
<td>Funds &amp; Abandon</td>
<td>2020-2025</td>
</tr>
</tbody>
</table>

#### Davis UDOT US-89 13821 US-89; Farmington to I-84 Reconstruct and widen project to include the rehabilitation of two bridges over the Weber River on US-89 Deck Replacement Project ST_Bridge (State Bridge Funds) $476,786,658 $0 New Funding 2020-2025

After the Uintah Interchange project was approved and funding was programmed, Region One completed a study with plans that will replace the existing interchange with a future interchange configuration to accommodate the expected growth and needs of this location. To address the immediate needs on the Uintah Interchange, pothole patching and a polymer bridge deck overlay was applied this past summer to preserve them until the future project can be funded.

The funds being added to the US-89; Farmington to I-84 project will be used to rehabilitate the two bridges over the Weber River on US-89. The original project scope included only striping an additional lane across both structures.

#### New Project

#### 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</th>
<th>Action</th>
<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salt Lake</td>
<td>UDOT</td>
<td>SR-210</td>
<td>17985</td>
<td>SR-210; Little Cottonwood Canyon</td>
<td>Construct a High Tee Intersection</td>
<td>Hot Spot Funding - TIF (Transportation Investment Funds)</td>
<td>$2,000,000</td>
<td>$0</td>
<td>New Funding</td>
<td>$2,000,000</td>
<td>2020-2025</td>
</tr>
</tbody>
</table>

As part of the Cottonwood Canyons Recreation HotSpot Project, Region 2 has identified an early action operational improvement that will assist with traffic congestion exiting Little Cottonwood Canyon by extending the existing High Tee intersection at Entry 1 and adding new High Tee intersections at Entry 4 (Alta Bypass Road) and the Wildcat Access (Ft Trail).

While these types of intersections are not common, a review of the National Crash Modification Factors indicates that a reduction of 13% of current crashes is likely. Studies show that after a High Tee intersection was installed, a survey of local road users was conducted and it indicated that users felt the roadway was safer to have this protected turn and driving lane, as well as the average delay through the intersection was reduced. The requested funds are part of the overall Hot Spot Funding program.
### New Project

**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>SR-210</td>
<td>17983</td>
<td>SR-210; Little Cottonwood Canyon</td>
<td>Construct a Lane Merge Project</td>
<td>Hot Spot Funding - TIF (Transportation Investment Funds)</td>
<td>$6,000,000</td>
<td>$0</td>
<td>New Funding</td>
<td>$6,000,000</td>
<td>2020-2025</td>
</tr>
<tr>
<td>Salt Lake</td>
<td>Bluffdale</td>
<td>Porter Rockwell</td>
<td>18053</td>
<td>Porter Rockwell; 14600 S to Rising Star - Trail</td>
<td>Construct Sections of Missing Bike Pedestrian Trail</td>
<td>UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)</td>
<td>$49,886</td>
<td>$0</td>
<td>New Funding</td>
<td>$32,426</td>
<td>2020</td>
</tr>
<tr>
<td>Salt Lake</td>
<td>Murray</td>
<td>Cedar Street</td>
<td>18052</td>
<td>Cedar Street; 6100 S to 6200 S - Sidewalk</td>
<td>Construct Sections of Missing Sidewalk</td>
<td>UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)</td>
<td>$178,101</td>
<td>$0</td>
<td>New Funding</td>
<td>$115,766</td>
<td>2020</td>
</tr>
<tr>
<td>Salt Lake</td>
<td>Sandy</td>
<td>11400 South</td>
<td>18051</td>
<td>11400 S; 1300 E to 1700 E - Bike Lanes</td>
<td>Construct Bike Lanes along 11400 South</td>
<td>UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)</td>
<td>$274,940</td>
<td>$0</td>
<td>New Funding</td>
<td>$178,711</td>
<td>2020</td>
</tr>
<tr>
<td>Salt Lake</td>
<td>White City</td>
<td>730 East</td>
<td>18050</td>
<td>730 E; Sego Lily Dr to Tulip Dr - Sidewalk</td>
<td>Construct Sections of Missing Sidewalk</td>
<td>UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)</td>
<td>$134,448</td>
<td>$0</td>
<td>New Funding</td>
<td>$87,392</td>
<td>2020</td>
</tr>
</tbody>
</table>

As part of the Cottonwood Canyons Recreation HotSpot Project, Region 2 has identified an early action operational improvement project that will assist with traffic congestion entering Little Cottonwood Canyon by adding a merge lane at the intersection of SR-210 and SR-209.

A traffic analysis of this merge lane at the intersection of SR 210/SR 209 has been completed and the results show a reduction of a 2 mile long queue to 200 yards during peak times for travelers going up Little Cottonwood Canyon. The requested funds are part of the overall Hot Spot Funding program.
4b - 2020-2025 TIP
Board Modification

Trans Com Meeting
November 21, 2019
### Funding Transfer & Scope Change

#### Salt Lake \ West Valley

<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-15</td>
<td>15669</td>
<td>I-15 NB; Bangerter Hwy to I-215</td>
<td>Widening to include a new general purpose lane and a collector-distributor system between 9000 S &amp; I-215 Removing ATMS Fiber Backbone</td>
<td>ST_TIF (Transportation Investment Funds)</td>
<td>$162,800,000</td>
<td>$165,000,000</td>
<td>Transfer Funds &amp; Reduce Scope</td>
<td>$2,200,000</td>
<td>2020</td>
</tr>
<tr>
<td>Salt Lake</td>
<td>UDOT</td>
<td>I-15</td>
<td>12587</td>
<td>I-15; SB 12300 South to SR-201</td>
<td>Widening to include an additional southbound lane also widening 7200 So from I-15 to Bingham Junction and improve the I-15 interchange at I-215 Additional Improvements include the new ATMS Fiber Backbone location and New Striping for the entire project</td>
<td>ST_ATMS_AM (ATMS Asset Management (Life Cycle Replacement))</td>
<td>$184,609,000</td>
<td>$300,000</td>
<td>Additional Funding</td>
<td>$3,700,000</td>
<td>2020</td>
</tr>
</tbody>
</table>

The I-15 NB; Bangerter Hwy to I-215 project includes a scope of work to relocate the advanced traffic management system (ATMS) fiber backbone. To eliminate disruption in the service of this system it was determined that the most viable location for this backbone would be on the southbound side of I-15 instead of northbound. Region Two proposes removing this scope of work from the I-15 NB; Bangerter Hwy to I-215 project and placing this work in the I-15; SB 12300 South to SR-201 project. Along with the scope transfer, Region Two requests that $2,200,000 (TIF Funds) be removed from the northbound project to pay for this scope change to the southbound project. Additionally, Region Two would like to upgrade the striping on the southbound project for the entire project limits (I-15; SB 12300 South to SR-201). The cost of this change order is estimated at $1,500,000, which will be funded with unprogrammed TIF funds.

### Additional Funding

#### Ogden/ Layton

<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>Davis</td>
<td>Clearfield &amp; Syracuse</td>
<td>500 West</td>
<td>14843</td>
<td>500 West; 2000 South to Antelope Drive (1700 South or SR-108)</td>
<td>New Construction, 3-lane facility with signal on SR 108 and Curb, Gutter and Sidewalk</td>
<td>STP_URB_O4C (Surface Transportation Program - Urban Area Ogden / Layton - (WFRC))</td>
<td>$6,766,000</td>
<td>$4,679,427</td>
<td>New Funding</td>
<td>$1,000,000</td>
<td>2022</td>
</tr>
</tbody>
</table>

During the engineering design phase of the project, it was determined that due to increased construction cost and right of way cost the project would require an additional $2,068,573. The project sponsors, Clearfield and Syracuse, have requested an additional $1,000,000 in Ogden/ Layton Urban Surface Transportation Program (STP) funds and will identify the additional needed funds from City and County resources. The additional STP funds are available from other project cost savings. This request will not negatively impact any other project currently on the program.
Salt Lake – I-15 NB; Bangerter Hwy to I-215
Widen to include general purpose lane & Collector-Distributor system

Salt Lake – I-15 SB; 12300 South to SR-201
Widen to include general purpose lane, I-215 Interchange Improvements, 7200 So Widening

- Relocation of the ATMS System from the I-15 NB to the I-15 SB Project
- Re-striping the entire I-15 SB Project

Funding Transferred from I-15 NB to I-15 SB
$2,200,000

Plus

Additional Funding
$1,500,000

Total Project Cost Estimate $184,609,000

Additional funding is available from TIF Funds saved from other Projects
Davis – 500 West; 2000 South to C Street / Antelope Drive (SR-108) Signal
New Construction, 3-lane facility with signal on SR-108 and Curb, Gutter and Sidewalk

- Project Construction Cost
- Additional Right of Way (ROW) and
- ROW Cost Increase

New Funding
$1,000,000

Total Project Cost
Estimate $6,766,000

Funding Available from other Urban Surface Transportation Program (STP) project’s cost savings
Tentative 2020 Budget Discussion
Key Initiatives

• Strategic Planning for Sustainable Growth and Efficiency
• Aligning System Improvements and Expansions with Regional Growth to Meet the Transit Needs of Current and Future Generations
• Exploring Innovative Ways to Increase Mobility and Access
• Leadership Development and Workforce Succession Planning
• Service Implementation Influenced by the Service Choices Study
• Continued Emphasis on the UTA Customer Experience, Safety and Security
Four Priorities of the Board of Trustees

• State and Legislative
  • Strengthen collaborative relationships
  • Follow the governance model

• Local
  • Foster conversations around achieving shared objectives, fulfilling community needs, economic development and strategic growth

• Public
  • Improve service and rider experience
  • Use Service Choices Study to guide future bus network changes

• Employee Relations
  • Empower and strengthen workforce
  • Increase employee engagement and continuous improvement
Budget Highlights – Service Changes

• Adding frequency and extended hours for three core bus routes in Salt Lake City
• Designing Ogden/Weber State University BRT project
• Introducing microtransit pilot program in southwest Salt Lake County
• Relocating Airport TRAX station to the Airport’s new terminals
• Adding double tracking in northern Utah County along with a new FrontRunner station.
Budget Highlights - Initiatives

• Dedicate $59.9 million toward keeping infrastructure in a state of good repair
• Complete Services Choices Study
• Partner with communities to build and maintain new first-mile and last-mile options
• Replace Central bus facility with the Depot District Clean Fuels Technology Center
• Develop a comprehensive wayfinding and signage plan
• Prioritize workforce development
• Enhance customer and community communications
Tentative 2020 Operating Budget Expense

- Debt Service: $135.5M (27.6%)
- Contribution to Reserves: $19.7M (4.0%)
- Transfer to Capital: $18.4M (3.8%)
- Operations - Bus: $108.8M (22.2%)
- Operations - Light Rail: $52.2M (10.6%)
- Operations - Commuter Rail: $30.7M (6.2%)
- Operations - Paratransit & Rideshare/Vanpool: $27.9M (5.7%)
- Salt Lake County: $3.6M (0.7%)
- Administration & Other Expense: $44.1M (9.0%)
- Operations Support: $50.1M (10.2%)
Tentative 2020 Operating Budget Revenues

- Sales Tax: $346.7M (70.6%)
- Fed. Preventative Maintenance: $67.9M (13.8%)
- Passenger Revenues: $55.2M (11.3%)
- Other: $21.2M (4.3%)
Tentative 2020 Capital Budget - Expense

- **Depot District Maintenance Facility**: $40.9M (21.5%)
- **Airport TRAX Station Relocation**: $13.0M (6.8%)
- **Ogden/WSU BRT**: $28.2M (14.8%)
- **SGR / Vehicles**: $32.0M (16.8%)
- **SGR / Information Technology**: $6.5M (3.4%)
- **SGR / Facilities, Safety, etc.**: $2.8M (1.4%)
- **SGR Infrastructure**: $18.6M (9.8%)
- **Other Capital Projects**: $48.5M (25.5%)
Tentative 2020 Capital Budget Revenues

- **UTA Funding** $41,160,595  21.6%
- **Leasing** $31,298,470  16.4%
- **Grants** $39,362,901  20.7%
- **2018 & 2019 Bond Proceeds** $61,611,076  32.3%
- **State Contribution** $3,700,000  1.9%
- **Local Partners** $13,415,957  7.1%

Total: $197,591,582
Next Steps

• December 11, 2019
  • Final 2020 Budget Presented

• December 18, 2019
  • Approve Final 2020 Budget
Northern Utah Transportation Projects
2020-2025
Northern Utah Projects

- I-15; SR-232 (Hill Field Road) to Riverdale Express Lanes Addition *Now Under Construction*, Adding Express Lanes in each direction. Project Value: **$178 million.** Completion: **Fall 2021**
Northern Utah Projects

- US-89; from SR-273, Farmington to I-84, Uintah
  Design underway; Construction in **2020**. Project Value: **$472 million**
Northern Utah Projects

- **I-15; SR-97 (5600 South), Interchange and widening of 5600 South in Roy**
  
  This project, currently an environmental study, would improve the existing 5600 South Interchange on I-15 and widen 5600 South (SR-97) to 5 lanes between I-15 and SR-108 (2000 W). Future Construction project: $150 Million (Not Funded)
Northern Utah Projects

- **West Davis** (formerly the West Davis Corridor Environmental Study)
  - New Highway – Phase one from Legacy Parkway to SR-193, West Point
  - Forecast Year: **2021**, Project Value: **$800 million**
Northern Utah Projects

- SR-30; SR-23 to SR-252 (10th West)
  
  Widen existing roadway 10th West to 1500 West, then passing lanes to SR-23
  
  Forecast Year: 2021, Project Value: $55 million

Alternative 6E: Extended WB Passing Lane + WB Passing Lane after Wetlands

**SEPARATE PATH**
(PREFERRED ALTERNATIVE)

Will provide the greatest safety benefit to users by separating the path from the highway travel lanes

**LTDOT**
Keeping Utah Moving
Northern Utah Projects

• I-15; 24th Street Interchange
  *New full interchange on I-15, improved connecting local streets*
  Forecast Year: **2023**, Project Value: **$96 million**
Northern Utah Projects

- I-15; Shepard Lane Interchange
  
  *New interchange on I-15 serving Farmington, Southern Kaysville*
  
  Forecast Year: **2023**, Project Value: **$47 million**
Northern Utah Projects

- SR-108, 300 North, West Point, to 1800 North, Clinton
  Widening to five lanes, continuing project from Antelope Drive to 300 North
  Forecast Year: 2023, Project Value: $60 million
Northern Utah Projects

- I-15; 1800 North Interchange
  New Interchange on Existing Freeway
  Forecast Year: 2024, Project Value: $90 million
  ($114 million funding still needed for RR overpass, widening to 2000 West)
Questions?