Study Background

- Evaluating high-capacity transit connecting southern Salt Lake County to northern Utah County
- Collaborative partnership
- Builds on previous planning efforts
Rapid population and employment growth – nearly doubling by 2050

Large amount of land for development and redevelopment in proximity to urban area

Topography constrains north-south travel
Study Purpose

- **Improve access and mobility** between existing and planned development
- **Support transportation demands** of planned population and employment growth
- **Support land use and economic development goals** of the POM communities and region
Where are we now?

Alternatives being considered:

- Alignments both east and west of I-15 that connect Sandy/Draper to Lehi
- Light Rail and Bus Rapid Transit mode options
- Connect to Prison Redevelopment Site

POINT OF THE MOUNTAIN TRANSIT STUDY
Economic Development Roundtable

➢ Held, yesterday, August 19, 2020
➢ Purpose: Provide a forum to engage experts to discuss economic development and transit investment in the POM region
➢ Topics: Economic development, land use, and transit mode
➢ Panel was made up of local, regional, & national subject matter experts from commercial/retail, housing, and financing
Where Are We Headed?

Aug-Dec 2019
GOALS, OBJECTIVES, DEFINING ALTERNATIVES

Jan-May 2020
EVALUATE ALTERNATIVES

June-Aug 2020
REFINE ALTERNATIVES

Sept-Nov 2020
LOCALLY PREFERRED ALTERNATIVE

Next Phase
ENVIRONMENTAL & ENGINEERING
THANK YOU!

Patti Garver
Utah Transit Authority
pgarver@rideuta.com
Get Your Kids on the Path to Safety

Safe Routes Utah is replacing SNAP (Student Neighborhood Access Program). The goal of Safe Routes Utah is to help children get to and from school safely while motivating children to experience the benefits of walking or biking to school.
Assembly

Grades 1-3

Grades 4-6
• 77 Beat the Street Assemblies in 2019-20 school year, up until school shutdowns due to COVID

• Partnering with 8 local health departments for 2020-21

• Assembly will be offered both in-person and online this year, for grades 1-3 and 4-6

• Interactive online quiz will be available for both grades
Walk & Roll Challenge

Participants from 334 schools statewide in 2019-2020 school year.

January 2020 Winners

- Davis District
- Grand County
- Davis District

December 2019 Winners

- Weber District
- Ogden District
State SRTS Grant Funding
Policy Changes for FY22

• Applications were modified as a result of the 2019 legislative update
• The application process is now more equitable with added points going towards disadvantaged communities
• A small portion of the scoring included whether the applicant had received previous funding thus giving a better distribution of funding but not weighted enough to eliminate a great project
• Before and after studies are more strictly enforced to measure the effectiveness of the program
Grant Funding and Selection

- $1.36M of the Federal Highway TAP Funds go to the Safe Routes to School Grant Program annually.
- State reimbursement program that maximizes funding by not requiring a lot of design and review for a small local sidewalk project.
- The grant selection team is comprised of representatives of the State Health and Safety Departments, Local Law Enforcement and UDOT staff.
- The program is on a 3-year funding cycle. Applications approved in FY2019 will be available for funding in FY2022.
Statistics for FY22

- 46 total applications for a total ask of $6.35M
- Project costs ranged from $7k - $356k each
- 10 or 22% of projects were funded for a total of $1.27M
- 9 communities were served throughout all 4 regions
- Average project funded amount - $41,032
Contact information

Kristen Hoschouer
Safety Outreach Administrator – Safe Routes Utah
khoschouer@utah.gov

Travis Evans
Active Transportation Safety Program Manager
travispevans@utah.gov
4a. Action on the Board Modification
   • To the 2020-2025 TIP

4b. Action to Recommend the Approval of the 2021-2026 Transportation Improvement Program (TIP) & Corresponding Air Quality Conformity Finding
4a - 2020-2025 TIP Board Modification

Trans Com
August 20, 2020

Ben Wuthrich
Wasatch Front Regional Council
### Additional Funding

**Salt Lake/ West Valley Urban Area**

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility 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>Sandy</td>
<td>9270 South</td>
<td>9270 South &amp; State Street; 150 East to State Street</td>
<td>Intersection Improvements and Signal Installation</td>
<td>STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake (WFRC))</td>
<td>$7,332,000</td>
<td>$5,996,554</td>
<td>Additional Funding</td>
<td>$800,000</td>
<td>2021</td>
</tr>
<tr>
<td></td>
<td></td>
<td>13114</td>
<td></td>
<td></td>
<td>LOCAL_GOV (Local Government Funds)</td>
<td>$435,446</td>
<td>$100,000</td>
<td>Additional Funding</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

This project will realign the intersection at 9270 South between State Street and 150 East and install a traffic signal. By realigning this intersection, mobility and safety will improve in all directions for vehicle, pedestrian, and bicycle traffic. The project cost increase is a result of additional right of way and inflated construction costs associated with project delay due to environmental issues. Sandy City requests additional Salt Lake/ West Valley Urban Surface Transportation Program (STP) funds for the 9270 South intersection realignment project. The additional funding would come from the Salt Lake/ West Valley Urban Area STP funds and Sandy City.

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Salt Lake</td>
<td>UDOT</td>
<td>SR-210</td>
<td>Little Cottonwood Canyon (EIS)</td>
<td>To find long term solutions to improve the safety, reliability, and mobility of SR-210</td>
<td>ST_TIF (Transportation Investment Funds)</td>
<td>$10,980,884</td>
<td>$8,488,884</td>
<td>Additional Funding</td>
<td>$2,500,000</td>
<td>2020</td>
</tr>
<tr>
<td>Salt Lake</td>
<td>UDOT</td>
<td>17374</td>
<td>Cottonwood Canyons Rec Hot Spot</td>
<td>Project construction to improve the safety, reliability, and mobility throughout the Canyons</td>
<td>ST_TIF (Transportation Investment Funds)</td>
<td>$45,740,000</td>
<td>$48,240,000</td>
<td>Funding Reduction</td>
<td>$2,500,000</td>
<td>2020</td>
</tr>
</tbody>
</table>

The Little Cottonwood Canyon EIS project was funded from the Recreational Hot Spots program to find long term solutions to improve the safety, reliability, and mobility of SR-210. The project began in 2018 to develop alternatives to meet these goals. However, meeting these goals, while meeting the needs of local stakeholders, proved to be very complex. In 2019 the project added additional alternatives to ensure stakeholder concerns were heard and addressed while seeking the most viable solution. The work for these additional alternatives includes: - The development, design, and screening of additional alternatives. - Additional public outreach such as council meetings, open houses, stakeholder meetings, etc. - Travel demand modeling for the screening of additional alternatives. - Developing the draft and final EIS including the Record of Decision. To complete these activities, it was determined that the project will need additional funds from the Little Cottonwood Canyon Rec HotSpot Project.

### New Project

**Salt Lake/ West Valley Urban Area**

<table>
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<tr>
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<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salt Lake</td>
<td>UDOT</td>
<td>Various</td>
<td>Emergency Earthquake Bridge Inspection &amp; Repair</td>
<td>Emergency Inspections and Repairs that occurred Immediately after the Earthquake</td>
<td>Emergency Bridge Repair</td>
<td>$2,186,000</td>
<td>$0</td>
<td>New Funding</td>
<td>$2,186,000</td>
<td>2020</td>
</tr>
</tbody>
</table>

Originally funded through the Bridge Preservation Program, Region Two and the Structures Division began work on these activities after the earthquake occurred on March 18, 2020. These activities consist of three projects. The first project will be for the reimbursement of funds for emergency inspections that occurred immediately after the earthquake and emergency repairs that were completed to reopen a closed structure. The second project will consist of reimbursement for the repairs to two structures with the most critical damage. The third project will include reimbursement for the repair of the remaining four structures that had damage resulting from the earthquake. In the June 26th Transportation Commission meeting, the Utah Division of the Federal Highway Administration announced approval of up to $2,068,212 in federal reimbursement for activities related to the earthquake damage. This will programmatically approve the remaining structure repairs due to the March 18, 2020 earthquake, and allow for federal emergency funds to reimburse the Bridge Preservation Program for prior emergency expenditures.
Salt Lake – 9270 South & State Street; 150 East to State Street
Intersection Improvements and Signal Installation
Current Project Funding $ 6,432,000
Updated Project Cost $ 7,332,000
Project Cost Shortfall of $ 900,000

Request is for additional Salt Lake/ West Valley Urban STP funds $ 800,000
Sandy City to add an additional $ 100,000

Additional Funding from Salt Lake/ West Valley Urban Area Surface Transportation Program (STP) Funds and Sandy City
Salt Lake – Little Cottonwood Canyon (EIS)
Identify Long Term Solutions to Improve the Safety, Reliability, and Mobility

- Development, Design, and Screen Additional Alternatives
  - Additional Public Outreach such as Council Meetings, Open Houses, Stakeholder Meetings, etc.
  - Travel Demand Modeling for the Screening of Additional Alternatives
- Develop the Draft and Final EIS including the Record of Decision

Additional Funding $2,500,000

Total Project Cost Estimate $10,980,884

Additional funding to come from the Cottonwood Canyons Recreational Hot Spot Project
Salt Lake – Emergency Earthquake Bridge Inspection & Repair

Emergency Inspections and Repairs that occurred Immediately after the Earthquake

- Reimbursement of funds for Emergency Inspections
- Reimbursement for Repairs to the two most Critical Structures
- Reimbursement for Repairs to four Other Structures

Federal Emergency Funding
$2,186,000

Total Project Cost Estimate $2,186,000

Emergency Federal Funding approved by FHWA for reimbursement resulting from the Earthquake
<table>
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</thead>
<tbody>
<tr>
<td>Tooele</td>
<td>Grantsville</td>
<td>Various</td>
<td>New</td>
<td>Durfee Street Sidewalk</td>
<td>Construct Sidewalk on the south side of Durfee Street, from Willow Street to LDS Chapel</td>
<td>CMAQ_TOOELE (Congestion Mitigation/ Air Quality (CMAQ) Program - Tooele Area)</td>
<td>$328,000</td>
<td>$0</td>
<td>New Project</td>
<td>$305,794</td>
<td>2020-2021</td>
</tr>
<tr>
<td>Tooele</td>
<td>Grantsville</td>
<td>Various</td>
<td>New</td>
<td>South Quirk Street Sidewalk</td>
<td>Construct Sidewalk on the east side of Quirk Street, from Pear Street to Durfee Street</td>
<td>CMAQ_TOOELE (Congestion Mitigation/ Air Quality (CMAQ) Program - Tooele Area)</td>
<td>$228,000</td>
<td>$0</td>
<td>New Project</td>
<td>$212,564</td>
<td>2020-2021</td>
</tr>
<tr>
<td>Tooele</td>
<td>Grantsville</td>
<td>Various</td>
<td>New</td>
<td>Grantsville East Park &amp; Ride</td>
<td>Construct a park &amp; ride lot west of Lamb Lane and north of SR-138</td>
<td>CMAQ_TOOELE (Congestion Mitigation/ Air Quality (CMAQ) Program - Tooele Area)</td>
<td>$482,000</td>
<td>$0</td>
<td>New Project</td>
<td>$449,369</td>
<td>2020-2021</td>
</tr>
</tbody>
</table>

This project will construct a park & ride lot west of Lamb Lane and north of SR-138. This project is funded with unprogrammed Congestion Mitigation/ Air Quality (CMAQ) funds allocated to the Tooele Area for the federal fiscal year 2020-2021 and was recommended by the Tooele Valley RPO at their meeting on 8 June 2020.
Tooele County – Grantsville – Construct Missing Sidewalk
Durfee Street; Willow Street to LDS Chapel

Construct sidewalk where it currently does not exist

New Funding
$328,000

Total Project Cost
Estimate $328,000

Project Funding
Recommended by the
Tooele Valley Regional
Planning Organization (RPO)

-- Project to Construct Missing Sidewalk along South side of Street
Tooele County – Grantsville – Construct Missing Sidewalk
South Quirk; Pear Street to Durfee Street

Construct sidewalk where it currently does not exist

---

New Funding
$ 228,000

Total Project Cost
Estimate $ 228,000

Project Funding
Recommended by the Tooele Valley Regional Planning Organization (RPO)

-- Project to Construct Missing Sidewalk along East side of Quirk Street
Tooele County – Grantsville – Construct Park & Ride Lot
Lamb Lane and SR-138

Construct Park & Ride Lot west of Lamb Lane and North of SR-138

New Funding
$ 482,000

Total Project Cost
Estimate $ 482,000

Project Funding
Recommended by the Tooele Valley Regional Planning Organization (RPO)
## New Projects (FY 2021 Recreational Trails Program)

The federal Recreational Trails Program was authorized by Congress as part of the Intermodal Surface Transportation Efficiency Act of 1991. This program has been continued through the current FAST Act transportation authorization. ● These projects are selected and administered through the Utah State Parks and Recreation Division. ● Funds may be used to provide and maintain trails for motorized and nonmotorized recreational uses, including trailside and trailhead facilities, and also provisions to facilitate access for people with disabilities. ● For the 2021 Program, Utah has 44 projects totaling $2,202,980 in Federal Aid Funds and $5,563,744 of Sponsor Matching Funds for a total of $7,766,724 in New Project Value (22 projects totaling $6,307,972 in the WFRC Area.)

### WFRC Area

<table>
<thead>
<tr>
<th>Sponsor</th>
<th>Concept/ Type of Improvement/ Location</th>
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<tbody>
<tr>
<td>Non-Motorized</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Salt Lake County Parks &amp; Recreation</td>
<td>UTAH AND SALT LAKE CANAL TRAIL, PHASE 4: Development of a 10-foot wide asphalt paved pedestrian/bicycle path to allow users to access the soon to be Magna Regional Park, a neighborhood park in the Elk Run subdivision and other regional trails.</td>
<td>$100,000</td>
<td>$938,000</td>
</tr>
<tr>
<td>Salt Lake County Parks &amp; Recreation</td>
<td>CARDIFF FORK BOARDWALK AND BRIDGE: Re-align/extend Donut Falls from the Cardiff Fork trailhead by moving hikers off Cardiff road and onto a shaded trail that brings users to Donut Falls. Adding an 8-foot wide boardwalk that will cross 350' of wetland.</td>
<td>$100,000</td>
<td>$475,000</td>
</tr>
<tr>
<td>Friends of Utah Avalanche Forecast</td>
<td>TRAILHEAD AVALANCHE CONDITION REPORTING PROJECT: Prevent avalanche fatalities by providing avalanche forecasting and awareness throughout the state. TAEP will offer free avalanche and trail condition reports to both motorized and non-motorized backcountry winter users at high-use trailheads in Utah's Uinta-Wasatch-Cache and Manti-La Sal National Forest.</td>
<td>$13,189</td>
<td>$26,436</td>
</tr>
<tr>
<td>Wasatch Mountain Institute</td>
<td>EASTERN GATEWAY TRAIL PROJECT AT JORDANELLE STATE PARK (ORIGINALLY ASKING FOR $100,000): Facilitate the restoration, rehabilitation, and the re-opening of trailhead and trail service at the Rock Cliff Recreation Area of Jordanelle State Park. The intended work includes repairing damaged boardwalk networks which will provide access to the Rock Cliff Nature Center. The installation of vaulted toilets in the parking area and restore utilities and upgrade interior portions of the shuttered Rock Cliff Nature Center.</td>
<td>$66,750</td>
<td>$204,600</td>
</tr>
<tr>
<td>Salt Lake County Parks &amp; Recreation</td>
<td>WHITE CITY CANAL TRAIL - PHASE 2 (ORIGINALLY ASKING FOR $100,000): Developing .5 miles of 12' wide asphalt paved pedestrian/bicycle multi-use trail with the potential of an additional 6' wide soft gravel running trail along the Sandy Canal corridor.</td>
<td>$70,000</td>
<td>$767,821</td>
</tr>
<tr>
<td>US Forest Service, Uinta Wasatch Cache National Forest &amp; Ogden Ranger District</td>
<td>WHEELER CREEK TRAIL RESTORATION - PHASE 2 (ORIGINALLY ASKING FOR $39,920): Reconstruction of Wheeler Creek trail to its junction with Middle Fork Wheeler Creek. Intended to improve 3.3 miles of non-motorized trail to class three Forest Service trail standards. Improvements include re-alignment to reduce grades and improve drainage.</td>
<td>$37,000</td>
<td>$96,124</td>
</tr>
<tr>
<td>Salt Lake Climbers Alliance</td>
<td>JACOB'S LADDER TRAIL REROUTE TO LONE PEAK CIRQUE: Reroute a steep section of the unsustainable trail to Lone Peak Cirque known as Jacob's Ladder. This proposal intends to stabilize this highly impacted section that is closed in protected watersheds and borders Lone Peak Wilderness by the rehabilitation of the current alignment and construction of a new alignment. This will greatly reduce the watershed caused by the trail.</td>
<td>$45,000</td>
<td>$167,000</td>
</tr>
<tr>
<td>Mountain Trails Foundation</td>
<td>WINTER GROOMING SNOWMOBILE PURCHASE (ORIGINALLY ASKING FOR $6,915): The purchase of a 2021 Ski-Doo Expedition Snowmobile to assist with winter grooming in Round Valley.</td>
<td>$2,500</td>
<td>$13,830</td>
</tr>
<tr>
<td>Trails Utah</td>
<td>BONNEVILLE SHORELINE TRAIL - PARLEY'S POINTE SECTION: Construction of a half-mile of community access trails and the development of an additional 3.5 miles of a new trail segment.</td>
<td>$55,000</td>
<td>$150,000</td>
</tr>
</tbody>
</table>

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2020-2025 Transportation Improvement Program (TIP) (Amendment Nine)
Board Modification
<table>
<thead>
<tr>
<th>Sponsor</th>
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<tbody>
<tr>
<td><strong>Non-Motorized</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Uinta Wasatch Cache National Forest</td>
<td>SPRUCES WINTER SKI AND SNOWSHOE TRAIL: Funds would be used to establish 5 miles of cross-country ski and snowshoe trails at Spruce Campground in Big Cottonwood Canyon. The first year, 2.5 miles of road in Spruce Campground would be marked and groomed to their full width and during the summer, work will be done on the Spruce/Donut Falls trail to extend the trail network. The second year, the remaining miles of single-track trails would be marked and groomed to connect Spruce to the winter camping at Jordan Pines Campground, the sledding hills at Cardiff Fork and the Donut Falls trail.</td>
<td>$41,454</td>
<td>$84,156</td>
</tr>
<tr>
<td>Trails Foundation of Northern Utah (TFSU)</td>
<td>UINTA-WASATCH-CACHE NON-MOTORIZED TRAIL RESTORATION: Funding will be utilized to complete heavy maintenance on 133 miles of high priority trails located across the U-W-C National Forest. Heavy Maintenance includes replacing five minor bridges, repair of two boardwalks, rerouting several sections of unsustainable trail, and the creation of one new access trail. Additional maintenance includes heavy tread, brushing, hazardous tree removal, down tree clearing, drainage work, closures of switchback shortcuts, and retaining walls where needed.</td>
<td>$100,000</td>
<td>$400,000</td>
</tr>
<tr>
<td>Trails Foundation of Northern Utah (TFSU)</td>
<td>WEBER RIVER PARKWAY FISHERMAN'S POINT EXTENSION: Creation of 1.44 miles of non-motorized multi-use pathways along the Weber River, including three bridges and an underpass under I-84. This proposal intends to provide a connection to the mouth of the Weber Canyon and the Bonneville Shoreline Trail.</td>
<td>$97,770</td>
<td>$597,770</td>
</tr>
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</table>

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<tbody>
<tr>
<td><strong>Motorized</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Utah Division of Parks &amp; Recreation</td>
<td>OHV TRAIL CREW: Hire two seasonal employees to work on a statewide OHV trail crew that will help assist agencies and partners complete trail work.</td>
<td>$35,000</td>
<td>$70,000</td>
</tr>
<tr>
<td>Utah Division of Parks &amp; Recreation</td>
<td>UTAH TRAIL HOST/OHV VOLUNTEER SPECIALIST: Asking for additional support for the current Utah Trail Host/OHV Volunteer Specialist position to help increase the amount of sponsored projects, monitor efforts, and outreach opportunities that occur on public land statewide.</td>
<td>$50,000</td>
<td>$139,968</td>
</tr>
<tr>
<td>Utah Division of Parks &amp; Recreation</td>
<td>SNOWMOBILE GROOMING EQUIPMENT MAINTENANCE: Maintenance of previously purchased RTP grooming equipment which grooms the 13 snowmobile complexes located in Utah.</td>
<td>$110,000</td>
<td>$240,000</td>
</tr>
<tr>
<td>Utah Division of Parks &amp; Recreation</td>
<td>SNOWMOBILE GROOMING, MAINTENANCE, AND TRAILHEAD SNOW REMOVAL: Provide snowmobile grooming, maintenance, trail signage, and trailhead snow removal. Replace and/or repair trailblazers, markers, t-posts, and clearing of trails.</td>
<td>$190,000</td>
<td>$383,840</td>
</tr>
<tr>
<td>Utah Division of Parks &amp; Recreation</td>
<td>OHV GREAT TRAILS WORKSHOP (ORIGINALLY ASKING FOR $60,000): Allow the OHV Program for the Division of Utah State Parks to host four trail training workshops. Funding is intended to be used to conduct one day in the classroom and two days in the field. The curriculum will be based on NOHVC's Great Trails publication, with emphasis on seeing the principals firsthand.</td>
<td>$124,668</td>
<td>$249,336</td>
</tr>
<tr>
<td>Friends of Utah Avalanche Forecast</td>
<td>TRAILHEAD AVALANCHE CONDITION REPORTING PROJECT: Prevent avalanche fatalities by providing avalanche forecasting and awareness throughout the state. TAEP will offer free avalanche and trail condition reports to both motorized and non-motorized backcountry winter users at high-use trailheads in Utah's Uinta-Wasatch-Cache and Manti-La Sal National Forest.</td>
<td>$18,456</td>
<td>$37,196</td>
</tr>
<tr>
<td>Forest Service Utah Avalanche Center</td>
<td>CENTRAL UTAH AVALANCHE FORECASTING - MATI-SKYLINE MOUNTAINS: Data collection and fieldwork to monitor snow conditions estimating 160 days over the next two years. This data will be published and used to forecast current and future winter trail conditions.</td>
<td>$30,000</td>
<td>$117,817</td>
</tr>
</tbody>
</table>
### 2020-2025 Transportation Improvement Program (TIP) (Amendment Nine)

**Board Modification**

### New Projects (FY 2021 Recreational Trails Program) - *Continued*

<table>
<thead>
<tr>
<th>WFRC Area</th>
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<tr>
<td></td>
<td>Motorized</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Salt Lake Ranger District</td>
<td>STANSBURY MOUNTAINS MOTORIZED TRAIL SIGNAGE IMPROVEMENT: Funding will be used to purchase and install road signs, motorized trail signs, travel management, and regulation signs, large trailhead maps, and an informational kiosk.</td>
<td>$21,639</td>
<td>$43,530</td>
</tr>
<tr>
<td></td>
<td>Uinta Wasatch Cache National Forest</td>
<td>2021 UINTA-WASATCH-CACHE NATIONAL FOREST MOTORIZED GRANT PROGRAM (ORIGINALLY ASKED $100,000): 456 miles of trail will receive general maintenance including corridor clearing, light tread, and drainage work, as well as minor sign and trail structure maintenance. Heavy maintenance will include reestablishing tread prism, heavy brushing to re-establish corridors, installing new drainage, repairing boardwalks, and/or repairing switchbacks or implementing minor reroutes.</td>
<td>$187,500</td>
<td>$375,500</td>
</tr>
<tr>
<td></td>
<td>Jordan River OHV Recreation Area</td>
<td>FY21 JORDAN RIVER OHV RECREATION AREA TRACK GROOMING AND PARK IMPROVEMENT: Daily track grooming that includes: jumps, berms, turns and obstacles, and the installation of informational and regulatory signs.</td>
<td>$70,000</td>
<td>$730,048</td>
</tr>
</tbody>
</table>
Recreational Trails Program
Recreational Trails Program (RTP)

- Administered by Utah State Parks
- Motorized and non-motorized
- May be combined use
- Revenue from federal motor fuel tax;
- Apportioned to each state
- Utah annually receives about $1.7 M
RTP Funding Amounts
2021 - $2,202,980, 44 projects
Totaling $7,766,724 with Match
22 Projects totaling $6,307,972
In the WFRC Area
Action on the 2021-2026 Transportation Improvement & Corresponding Air Quality Conformity Finding
TIP 21-26
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 Contains . . . .

- Lists of Projects
- Including;
  - New Construction
  - Rehab & Maintenance
  - Safety/ ITS
  - Transit, O & M
  - Pedestrian & Bike
New Construction

Mountain View Corridor - Salt Lake County
Rehab and Maintenance

Including Center Turn Lane, Curb, Gutter, Sidewalk, Shoulders and Bike Lanes

800 North – Clinton - Roadway Reconstruction with Minor Widening

Snow Remove -  
Graffiti Removal

Roadway Signage and Markings
Transit Projects – Various Locations
Capital Improvements & Operation/ Preventive Maintenance

Layton Station to Snowbasin via Layton Hills Mall/ Hotels and Park and Ride lots
Pedestrian and Bicycle Projects

Various Locations

Including Sidewalks, Trails, Bike Facilities, Roadway and Traffic Adaptions
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
# Draft 2021-2026 Transportation Improvement Program: General Comment Form

To provide a general comment to the Draft 2021-2026 Transportation Improvement Program that is not project specific, please fill out and submit the following form.

* Required

<table>
<thead>
<tr>
<th>Field</th>
<th>Description</th>
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<tbody>
<tr>
<td>Name</td>
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<td>Your answer</td>
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To comment on a project:
Click on a project line on the map.
Click the "Leave Comment" button and complete the form.

To provide a general comment:
Complete the general comment form.
The TIP provides a balanced approach to implement critical road, transit, and active transportation projects, including those identified in the WFRC Regional Transportation Plan. These projects help our local communities and our region meet the challenge of Utah’s rapidly growing population while promoting a strong economy, good air quality, and high quality of life.

**TIP Public Comments and Responses - Summary**

<table>
<thead>
<tr>
<th>Comment</th>
<th>Response</th>
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<tbody>
<tr>
<td>Suggestions were given about the design of specific highway and transit projects.</td>
<td>WFRC will share these suggestions with project sponsors – local governments, UDOT, and/ or UTA – so they can be considered during the project development process.</td>
</tr>
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<td>Requests were made that bike lanes or paths be included in funded projects or as new, independent projects.</td>
<td>WFRC, working with local governments, transportation agencies, and other stakeholders, has identified and planned for priority active transportation projects throughout the region that are needed to provide safe and effective options for cyclists. Progress is being made, and additional funding is needed to establish an interconnected regional system.</td>
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<td>Comments were made in favor of several planned and programmed highway projects, including acceleration of some of these.</td>
<td>WFRC appreciates the efforts of the transportation agencies and local governments to improve the transportation system, and will continue to work with them to move projects along as quickly as possible. Project timing is tied to and often limited by the availability of funding and the need to complete environmental and engineering review.</td>
</tr>
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<td>Several commenters asked that more funding be spent on bicycle and transit improvements instead of on road widening or new construction.</td>
<td>The TIP includes transportation investments across all modes of travel, including transit, biking, walking, and driving. The ability to make improvements is contingent on the availability of funding; a significant portion of the TIP funding is restricted for particular transportation modes. This in particular limits the ability to enhance transit and active transportation.</td>
</tr>
<tr>
<td>Numerous commenters expressed concern about the idea of widening Wasatch Boulevard and the roads in the Cottonwood Canyons as transportation improvements are considered in relation to accessing these canyons, and expressed a preference for transit and biking options.</td>
<td>WFRC will work with UDOT, UTA and local governments to ensure these concerns are considered as transportation improvements are evaluated in this area. UDOT is currently conducting an environmental impact process evaluating options for this area. WFRC will share relevant TIP comments with UDOT and continue to encourage balanced solutions in the area.</td>
</tr>
</tbody>
</table>
TIP/ STIP Public Comment Themes

• **Safety** considerations, including speed.
• **Environmental** consideration, including community, economic, historic, farmland, open space, air quality, and natural environment
• **Racial justice** considerations in transportation design and operations
• **Art, beauty, and landscaping** as part of project delivery
• **Commercial vehicle size and electric vehicle restrictions** were suggested on specific canyon facilities