The Transportation Improvement Program
Transportation Improvement Program . . .

1. Six Year Program of Highway, Transit and Active Transportation Projects

2. Implements the Long Range Plans and Meets The Short Range Needs of the Wasatch Front

3. Periodic Modifications Due to the Dynamic Nature of Project Timing & Funding
Transportation Improvement Program - Today . . .

4a. Approve New Board Modification (Mod #1)
   • To the 2021-2026 TIP
## Funding and Scope Adjustments

### 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 Amount</th>
<th>Action</th>
<th>Funding Amount</th>
<th>Year</th>
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</thead>
<tbody>
<tr>
<td>Weber</td>
<td>UDOT</td>
<td>SR-53</td>
<td>14263</td>
<td>SR-53; 24th Street Viaduct (A Ave to Lincoln Avenue), Ogden</td>
<td>Viaduct Rehabilitation</td>
<td>STP_FLX_ST (Surface Transportation Program- Flexible (Any Area) Statewide)</td>
<td>$1,550,000</td>
<td>$1,550,000</td>
<td>Funding Reduction</td>
<td>$1,550,000</td>
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<td>STP_Bridge (Surface Transportation Program- Bridge Funds)</td>
<td>$9,550,000</td>
<td>$102,000</td>
<td>Funding Reduction</td>
<td>$850,000</td>
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<td>NHPP_BR (National Highway Performance Program - Bridge)</td>
<td>$6,898,000</td>
<td>Funding Reduction</td>
<td>$850,000</td>
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<td>ST_Bridge (State Bridge Funds)</td>
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<td>Funding Reduction</td>
<td>$950,000</td>
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During design it was determined that the amount of rehabilitation needed on the 24th Street Viaduct Structure was less than initially programmed. The design was also able to find a more efficient solution to the pedestrian access to the structure as well as receiving a very competitive bid on this project. Region One is asking to reduce the overall project budget by $3,350,000 and reprogram some of the funds, $850,000 in NHPP_BR to the I-84; SR-66 to Summit Co. (Pin 15486) and return the remaining funds back to the Bridge Preservation and the State STP Flex program to be re-programmed at a later date.

**Region One is requesting to add funds and scope to the I-84; SR-66 to Summit County line pavement rehabilitation project that is currently programmed and scheduled to advertise this year. The additional scope will address potholing and riding surfaces of the 17 bridges that are within the limits of the pavement project. These proposed repairs will improve the ride and preserve the life of the bridge decks. Additionally, the increased funding will be used to replace the existing centerline concrete barrier which is past its service life. The barrier’s connections are showing signs of corrosion. The proposed barrier will be taller in locations due to the large volumes of trucks that travel through this narrow curvy section of canyon. Additional funding is available from cost savings of other projects.**
Ogden – SR-53; 24th Street Viaduct (A Ave to Lincoln Avenue), Ogden
Viaduct Rehabilitation and Pedestrian Assess Improvements

Project Currently Funded at $9,550,000
- - -
Funding Reduction $3,350,000
- - -
Total Project Cost Estimate $ 6,200,000

Project Amendment includes . .
- A Reduction in Funding due to . .
  • Bridge Condition
  • Very Competitive Bid

Funds to be returned to Original Programs for Future programming.
Salt Lake – I-15 NB; Bangerter Hwy to I-215
Widen to include general purpose lane & Collector-Distributor system

Morgan – I-84; SR-66 to Summit County Line
Pavement Rehabilitation including Bridge Surface Repair and Centerline Concrete Barrier Replacement
- Pavement Rehabilitation along I-84
- 17 Bridge’s Surface Rehabilitation
- Centerline Concrete Barrier Replacement

Additional Funding
$5,500,000

Total Project Cost Estimate $13,715,000

Additional funding is available from cost savings of other projects. Like the 24th Street Viaduct Project
### 2021-2026 Transportation Improvement Program (TIP) (Amendment One)

#### Board Modification

### New Transit Project

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
<th>PIN</th>
<th>Project Description / Discretionary Grant</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
<th>Local Share of Project</th>
<th>Action</th>
<th>Funding Amount</th>
<th>Year</th>
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<tbody>
<tr>
<td>Various</td>
<td>UTA</td>
<td>Public</td>
<td></td>
<td>FY 2018 Safety Research and Demonstration Program - Suicide Prevention</td>
<td>FTA 5312</td>
<td>$280,000</td>
<td>$56,000</td>
<td>New Funding</td>
<td>$224,000</td>
<td>2021</td>
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</table>

In February 2020, the Federal Transit Administration (FTA) announced the availability of funding for projects that could demonstrate and evaluate innovative technologies, safer designs and/or practices to improve rail transit safety. UTA submitted proposals to improve the safety across the public transit system. In October 2020, it was announced that UTA would receive $224,000 to identify strategies to prevent and mitigate suicides along UTA's FrontRunner commuter rail system & TRAX light rail corridors.

### Updated Transit Tables

#### Salt Lake/ West Valley and Ogden/ Layton Urbanized Areas

The following tables represent the transit projects that were presented to Trans Com and reviewed by the public during the Public Review and Comment Period this past summer. The previously reviewed and approved tables were on the 2025 TIP Table format. The purpose of bringing these tables to you today is that they have been updated to a 2026 Table format with minor adjustments consistent with the accounting updates.
UTA – Public Transit – Safety Research and Demonstration Program
Identify strategies to prevent and mitigate suicides along UTA’s FrontRunner and TRAX corridors

New Funding
$224,000

Total Project Cost
Estimate $280,000

Funding Available from FTA Safety Research and Demonstration Program

New Project
- Identify Strategies to prevent and mitigate Suicides
Transit Projects – Various Locations
Capital Improvements & Operation/ Preventive Maintenance

Layton Station to Snowbasin via Layton Hills Mall/ Hotels and Park and Ride lots
# SALT LAKE/WEST VALLEY – OGDEN/LAYTON TRANSPORTATION IMPROVEMENT PROGRAM

## PUBLIC TRANSIT PROGRAM

<table>
<thead>
<tr>
<th>Grantee</th>
<th>Project Description</th>
<th>Estimated Total Project Cost</th>
<th>Local Share of Project</th>
<th>Estimated 5307 Funds Obligated in FY 2020</th>
<th>Estimated Federal Share and Phasing (Fiscal Year)</th>
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<tr>
<td>UTA</td>
<td>ADA Operating Assistance for Paratransit Service</td>
<td>51,696,874</td>
<td>10,337,335</td>
<td>5,349,288</td>
<td>5,774,480</td>
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<td><strong>SUBTOTAL: SALT LAKE/WEST VALLEY URBANIZED AREA FORMULA - SECTION 5307</strong></td>
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<td><strong>258,443,478</strong></td>
<td><strong>51,686,674</strong></td>
<td><strong>27,926,438</strong></td>
<td><strong>27,872,022</strong></td>
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## OGDEN/LAYTON URBANIZED AREA FORMULA - SECTION 5307

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<th>Grantee</th>
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<tr>
<td>UTA</td>
<td>Preventive Maintenance of Buses, Rail Vehicles and Facilities</td>
<td>95,421,970</td>
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<td>UTA</td>
<td>ADA Operating Assistance for Paratransit Service</td>
<td>21,855,490</td>
<td>4,771,008</td>
<td>2,588,621</td>
<td>2,615,517</td>
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<td><strong>SUBTOTAL: OGDEN/LAYTON URBANIZED AREA FORMULA - SECTION 5307</strong></td>
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<td><strong>117,277,460</strong></td>
<td><strong>23,855,402</strong></td>
<td><strong>12,948,105</strong></td>
<td><strong>13,077,586</strong></td>
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## SALT LAKE/WEST VALLEY URBANIZED AREA FORMULA - SECTION 5307 RELATED LOCALLY FUNDED TRANSIT ENHANCEMENTS

<table>
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<th>Project Description</th>
<th>Estimated Total Project Cost</th>
<th>Local Share of Project</th>
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<th>Estimated Planned Local Amount and Phasing (Fiscal Year)</th>
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<tr>
<td>UTA</td>
<td>LOCALLY FUNDED Security Equipment</td>
<td>2,584,333</td>
<td>518,867</td>
<td>273,964</td>
<td>278,724</td>
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## OGDEN/LAYTON URBANIZED AREA FORMULA - SECTION 5307 RELATED LOCALLY FUNDED TRANSIT ENHANCEMENTS

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<tr>
<td>UTA</td>
<td>LOCALLY FUNDED Security Equipment</td>
<td>1,192,775</td>
<td>238,555</td>
<td>129,481</td>
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## 2020 – 2025 Tables

### 2021 – 2026 Tables

[Table Image]

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Approved by the Wasatch Front Regional Council - August 27, 2020 | Wasatch Front Regional Council

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### 2021 – 2026 Transportation Improvement Program (TIP)

#### SALT LAKE/WEST VALLEY – OGDEN/LAYTON TRANSPORTATION IMPROVEMENT PROGRAM

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<th>Estimated Federal Share and Phasing</th>
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</table>
### 2020 – 2025 Tables

#### SALT LAKE/WEST VALLEY – OGDEN/ LAYTON TRANSPORTATION IMPROVEMENT PROGRAM

**Public Transit Program**

<table>
<thead>
<tr>
<th>Sponsor</th>
<th>Project Description</th>
<th>Fund Source (FTA Section)</th>
<th>Estimated Total Project Cost</th>
<th>Local Share of Project</th>
<th>Federal &amp; State Funds Obligated (FY 2020)</th>
<th>Estimated Final Funding and Phasing (Fiscal Year)</th>
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<tbody>
<tr>
<td>UTA</td>
<td>SALT LAKE/WEST VALLEY and OGDEN/ LAYTON URBANIZED AREAS CAPITAL INVESTMENT PROGRAM - SECTION 5309 NEW STARTS</td>
<td>$79,000,000</td>
<td>$22,843,000</td>
<td>$19,854,000</td>
<td>$46,303,000</td>
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<tbody>
<tr>
<td>UTA</td>
<td>SALT LAKE/WEST VALLEY and OGDEN/ LAYTON PROVO-OREM TRANSPORTATION IMPROVEMENT PROGRAM - SECTION 5307 STATE OF GOOD REPAIR</td>
<td>$1,188,000</td>
<td>$6,645,000</td>
<td>$3,449,000</td>
<td>$3,981,000</td>
<td>2020 - 2021 - 2022 - 2023 - 2024 - 2025</td>
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### 2021 – 2026 Tables

#### SALT LAKE/WEST VALLEY – OGDEN/ LAYTON TRANSPORTATION IMPROVEMENT PROGRAM

**Public Transit Program**

<table>
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<tr>
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<th>Year Added to TIP</th>
<th>Project Description</th>
<th>Estimated Total Project Cost</th>
<th>Estimated Federal &amp; State Funds Obligated (FY 2020)</th>
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<tr>
<td>UTA</td>
<td></td>
<td>Ogden – WRC – Wasatch Front Council</td>
<td>$187,000,000</td>
<td>$41,925,000</td>
<td>2021 - 2022</td>
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Wasatch Front Regional Council | Approved by the Wasatch Front Regional Council – August 27, 2020
### 2020 – 2025 Tables

**SALT LAKE/WEST VALLEY TRANSPORTATION IMPROVEMENT PROGRAM**

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<th>Sponsor</th>
<th>Project Description</th>
<th>Fund Source (FTA Sector)</th>
<th>Estimated Total Project Cost</th>
<th>Local Share of Project</th>
<th>2019 Funds Obligated to FY 2019</th>
<th>Estimated Project Start and Finish</th>
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**ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES - SECTION 5310**

<table>
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<th>Sponsor</th>
<th>Project Description</th>
<th>Fund Source (FTA Sector)</th>
<th>Estimated Total Project Cost</th>
<th>Local Share of Project</th>
<th>2019 Funds Obligated to FY 2019</th>
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### 2021 – 2026 Tables

**2021 – 2026 Transportation Improvement Program (TIP)**

**SALT LAKE/WEST VALLEY TRANSPORTATION IMPROVEMENT PROGRAM**

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**DISCRETIONARY GRANTS**

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**OTHER CAPITAL, OPERATING, AND MAINTENANCE PROJECTS**

Please see the "Utah Transit Authority Five-Year Capital Plan and Tentative 2021 Budget" at [https://www.uta.com/About-UTA/Reports-and-Documents](https://www.uta.com/About-UTA/Reports-and-Documents)
Current & Upcoming Capacity Projects

PROJECTS

1. I-15 Northbound; Bangerter Highway to I-215 (Additional NB lane on I-15)
   • $163M – Complete Spring of 2021

2. Mountain View Corridor; 4100 South to SR 201 (New Facility)
   • $356M – Complete Spring of 2021

3. Porter Rockwell Bridge (New bridge connecting Porter Rockwell Blvd)
   • $44M – Complete Fall of 2021

4. SR 172; 5600 West Railroad Crossing (2 lanes to 5 lanes)
   • $83M – Complete Fall of 2021

5. Midvalley Highway (New Facility)
   • $69M – Complete Fall of 2021

6. Bangerter Three Interchanges – (Grade Separated Interchanges)
   • $222M – Complete Spring of 2022

7. I-80; 1300 E to 2300 E & I-215; 3300 S to 4500 S – (Additional EB lane on I-80)
   • $123M – Complete Fall of 2022

8. SR-209 (9000 S); Redwood Rd. to 700 West – (5 lanes to 7 lanes)
   • $34M – Complete Fall of 2023
I-15 Northbound; Bangerter Highway to I-215

PROJECT OVERVIEW
Changes to northbound I-15 will include an additional lane from Bangerter Highway to 9400 South and a collector-distributor (CD) system from 9400 South to I-215.

PROJECT VALUE
$163 M

SCHEDULE
Construction is anticipated to be complete in the Spring of 2021
Mountain View Corridor (MVC) is being extended from 4100 South to S.R. 201 in Salt Lake County. The new section of highway will include two lanes in each direction with signalized intersections, biking and walking trails, and a new interchange at SR-201.

**PROJECT VALUE**
$356 M

**SCHEDULE**
Construction is anticipated to be complete in the Spring of 2021
Porter Rockwell Bridge

The Porter Rockwell Bridge will connect two roadway segments previously built by the City of Bluffdale and UDOT. The Bridge will span the Jordan River, UTA, UPRR, and 4 canals. The roadway will have 5 lanes with the ability to expand to 7 in the future.

**Project Value**

$44 M

**Schedule**

Construction is anticipated to be complete in the Fall of 2021
The proposed improvements from SR-201 to I-80 on 5600 West include widening the roadway from two to five lanes, building a bridge over the Union Pacific Railroad (UPRR) tracks, and converting the existing interchange at 5600 West and I-80 to a Diverging Diamond Interchange (DDI).

**PROJECT VALUE**
$83 M

**SCHEDULE**
Construction is anticipated to be complete in the Fall of 2021
Midvalley Highway will connect S.R. 138 and I-80 in Tooele County. The highway will address traffic congestion on S.R. 36 and the I-80/Lakepoint interchange. It will provide increased north/south transportation capacity, as well as an alternate access road to I-80.

**PROJECT VALUE**

$69 M

**SCHEDULE**

Construction is anticipated to be complete in the Fall of 2021.
Bangerter Three Interchanges

**PROJECT OVERVIEW**
Construction began in Summer 2020 to convert three at-grade intersections to freeway-style interchanges at 6200, 10400, & 12600 South.

**PROJECT VALUE**
$222 M

**SCHEDULE**
Construction is anticipated to be complete in the Spring of 2022
I-80; 1300 E to 2300 E and I-215; 3300 S to 4500 S

**PROJECT OVERVIEW**

Construction will begin in the Spring of 2021 to add an additional eastbound lane on I-80 and replace the existing concrete pavement from 1300 E to I-215. The bridges crossing I-80 at 1300 E, 1700 E, and 2000 E will also be replaced.

The pavement on I-215 from 3300 S to 4500 S will also be replaced.

**PROJECT VALUE**

$123 M

**SCHEDULE**

Construction is anticipated to be complete in the Fall of 2022
This project will convert the five lane roadway into a seven lane roadway. The project will also replace the bridge over the Jordan River and add bike lanes on both sides of the roadway.

Projected speeds are anticipated to increase from 15 mph to 35 mph during the evening commute.

**PROJECT VALUE**

$34 M

**SCHEDULE**

Construction is anticipated to be complete in the Fall of 2023
Other Funded Projects

**ADDITIONAL PROJECTS**

1. **I-80; Structure Replacement (MP 101 and 99)**
   - Project Value - $37M
   - Anticipated completion in the Summer of 2021

2. **I-15 at 400 S & 600 N; SR-89 at NB I-15**
   - Project Value - 3.9M
   - Anticipated completion in the Fall of 2021

3. **Bangerter Highway Corridor - Environmental**
   - Project Value - $8M
   - Remaining intersections on Bangerter Hwy

4. **I-15; 600 N to Farmington - Environmental**
   - Project Value - $10M
Projects Underway

8 miles 6-lane freeway
4 interchanges
2 overpasses
150 miles utilities

udot.utah.gov/us89
Projects Underway

- 16 miles 4-lane freeway
- I-15 & Legacy Interchange
- 5 local interchanges
- 8 overpasses
Projects Underway

- Extending the I-15 Express Lanes from Layton Parkway to Riverdale Road
- New, widened I-15 bridges at Church Street and 200 South
- Additional bridge widening and deck replacements
- New ramp meters
Projects Underway

Shepard Lane I-15 Interchange

• Finished EIS this year

• Design set to begin later this year

• Coordinating construction to finish at the same time as the West Davis Corridor
Projects Underway

24th Street I-15 Interchange

- Upgrade the existing half interchange of I-15 and SR-53 to a full interchange
- Improve local streets near the interchange
- This will require some road and railroad realignments.
Projects Underway

2000 West

IMPROVED

West Point to Clinton

- Widen 2000 West (SR-108) from 300 North through 1800 North, from three to five lanes
- Intersection improvements will be made at 800 North, 1300 North, and 1800 North
- Addition of bike lanes, curb, gutter, and sidewalk will improve safety and accessibility through the corridor as well as promote active transportation
Projects Underway

- Add a new I-15 interchange at Falcon Hill
- Environmental Impact Statement completed
- Widening of 1800 W from three to five lanes from S.R. 108 to I-15
- Overpass at 500 W to cross railroad tracks is also planned
Projects Underway

5600 South
ENVIRONMENTAL ASSESSMENT
3500 W to I-15

- Improve 5600 South (S.R. 97) from 3500 West (SR-108) to the 5600 South
- Reconfigure the interchange at 5600 S and I-15 to address existing and future congestion, and improve safety