Trustee Beth Holbrook
Utah Transit Authority
UTA SERVICE CHOICES
What is UTA Service Choices?

This community engagement and service planning process is:

1. **Asking** the public to prioritize how bus service resources should be distributed.

2. **Gathering** the public’s feedback through surveys, public events, and community leader workshops to form a clear view on the public’s priorities for bus service.

3. **Developing** a bus network plan which incorporates the public’s priorities from the engagement process.
Timeline

- **Spring 2019**
  - Service Choices
  - Public Engagement

- **Fall 2019**
  - Draft Network Plan

- **2019–2020**
  - Outreach on Draft Plan

- **2020**
  - Refine Draft Plan
    - Begin Implementation Planning

- **Fall 2021**
  - Planned Implementation Date
What are the Key Choices?
What Should UTA Do?

Transit is asked to serve many different goals, including:

- Manage and reduce traffic congestion
- Lower cost per rider
- Provide a transportation alternative to driving
- Serve dense, urban areas
- Serve rural, suburban and developing areas
- Serve people in need
- Stimulate development in urban centers
- Serve every community
- Reduce emissions and improve air quality

UTA has a limited budget, so doing more of one thing can mean doing less of another. That’s why we need to hear about your priorities!
Ridership or Coverage?

The many different goals of transit service can be sorted into two major categories:

**Ridership** means attracting as many riders as possible.

**Coverage** means being available in as many places as possible, even if not many people ride.
Both goals are important … but they lead opposite directions!

**Ridership**
- Think like a business
- Focus on highest ridership potential
- Support dense, walkable development
- Compete with cars
- Reduction in vehicle miles traveled

**Coverage**
- Think like a public service
- Focus on access for all
- Support low-density development
- Lifeline access
- Service to every community
Ridership Considerations When Planning Transit

Characteristics of:

Service
- How often it runs
- Where it runs
- When it runs

Land Use
- Density
- Walkability
- Linearity
- Proximity
Coverage Considerations When Planning Transit

What do you want to achieve?

- Serving People with No Transportation Alternative
- Responding to Growth
- Directly Serving Everyone Who Pays Taxes
Where is UTA’s bus service today?

Central Region Bus Services (Salt Lake and Tooele Counties)
60% Ridership, 40% Coverage

Northern Region Bus Services (Davis, Box Elder, Weber Counties)
40% Ridership, 60% Coverage

Southern Region Bus Services (Utah County)
60% Ridership, 40% Coverage

All Existing Bus Services
55% Ridership, 45% Coverage
Service Choices
Public Engagement
Spring 2019 Engagement Results

General Public
- Online survey
- Open house events

Community Leaders
- Focused, ½ day workshops with community leaders representing medical, social service, faith, educational, and business institutions

Elected Officials and Partner Agency Staff
- “Road show” briefings and Q/A sessions with elected officials, staff and committee members from jurisdictions throughout UTA’s service area
Questions For the Community

What do you think the percent funding split should be between ridership and coverage service?

1) For existing service  
2) If new service is added

3) If UTA runs coverage service, what do you think should be the priority for that service?
   a) People who can’t drive
   b) Everyone who pays taxes
   c) Newly developing areas
# Community Engagement Recap

## Ridership/Coverage Balance

<table>
<thead>
<tr>
<th>UTA Service Area</th>
<th>Current Service Ratio</th>
<th>Public Web Survey</th>
<th>Community Leader Workshops</th>
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</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Existing Resources</td>
<td>Additional Resources</td>
</tr>
<tr>
<td>NORTHERN REGION</td>
<td>40/60</td>
<td>50/50</td>
<td>50/50</td>
</tr>
<tr>
<td>CENTRAL REGION</td>
<td>60/40</td>
<td>60/40</td>
<td>60/40</td>
</tr>
<tr>
<td>SOUTHERN REGION</td>
<td>60/40</td>
<td>60/40</td>
<td>50/50*</td>
</tr>
</tbody>
</table>

- **Red**: Input suggests move towards ridership
- **Input suggests move towards coverage**
- **Gray**: Input suggests maintain existing balance

Labeled with median response (ridership % / coverage %)
Next Steps

**Stakeholder Collaboration**
Mar 2019
- Develop draft network plan scenarios to present to Board and Local Advisory Council.
- Approve the release of a draft Network Plan for public review.

**Kickoff**
Mar 2019
- Media event
- Choices Report

**Engagement**
Mar - Aug 2019
- 3,500 survey responses
- 4 community leader workshops
- 3 public open houses
- 14 days at community fairs
- 24+ roadshow presentations
- Advisory Council & Board meetings

**Core Design Retreat**
Oct 2019
- Week-long retreat to develop scenarios and draft network plan concepts

**Board Direction**
Sept 2019
- Guidance on service priorities

**Draft Network Plan**
May 2020
- We are here

**Engagement**
June 2020
- Community and stakeholder engagement around draft network plan and refine based on feedback.

**Plan Refinement**
Aug 2020

**September 2020**

Adopt a **Bus Network Plan** that:
- Defines a Core Route Network
- Clarifies UTA’s service typologies
- Prioritizes 4th Quarter sales tax revenue
- Guides future service changes

www.rideuta.com/service-choices
Next Steps

• Core Design Retreat – Completed
• Network Plan Development – In Progress
• Draft Network Plan – May 2020
• Community Engagement – Summer 2020
  • Public open houses
  • Roadshow presentations at MPOs, COGs, etc.
  • Online engagement
  • Pop-up booths at key transit hubs
• Final Network Plan Approval – September 2020
  • UTA Local Advisory Council
  • UTA Board of Trustees
Trans Com Roles, Responsibilities, Schedule

February 20, 2020

WASATCH FRONT REGIONAL COUNCIL
The Wasatch Front Regional Council builds consensus and enhances quality of life by developing and implementing visions and plans for a well-functioning multi-modal transportation system, livable communities, a strong economy, and a healthy environment.
• Metropolitan Planning Organization (MPO)
• Responsible, in collaboration with UDOT, UTA, and local governments for developing and approving long- and short-range transportation plans and programs
• Provides opportunities to address transportation and growth needs
Origin and Role of Trans Com

- Established by Memorandum of Agreement among WFRC, UDOT, and UTA
- Continuous, comprehensive, and cooperative planning process
- Advise Regional Council on short-range planning and programming
Transportation Improvement Program (TIP)

• Six-year program of highway, transit, and active transportation projects to which funding has been committed
• Last two years are projects in concept development
• Includes federal, state, and locally funded projects
• Updated annually
Trans Com Responsibilities

• Approve draft Transportation Improvement Program (TIP) for public comment
• Recommend TIP for approval
• Recommend or approve amendments to TIP
• Recommend projects for Surface Transportation Program (STP), Congestion Mitigation Air Quality (CMAQ) Program, and Transportation Alternatives Program (TAP)
• Discuss issues, projects, processes
Trans Com Schedule

**TIP**
- June – Release TIP for public comment
- August - Recommend TIP approval
- Each meeting – TIP Amendments

**STP, CMAQ, TAP**
- November – Review letters of intent
- April – Recommend STP, CMAQ, and TAP
Potential Discussion Topics

• Mobility Management Update
• Intelligent Transportation System Update
• Federal Transportation Programs
• Project Updates
• Air Quality Report
• TravelWise Update
• UTA Rideshare Update
Transportation Improvement Program

2020 - 2025
Transportation Improvement Program - To Day . . .

1 - Report on an Approved Board Modification
   • Regional Council – January 23, 2020

2 - Approve a New Board Modification (BM4)
   • To the 2020-2025 TIP

3 – Review the Federal Funds Obligated during this past Federal Fiscal Year 2019
5a - Report on 2020-2025 TIP Board Modification #3

Regional Council Meeting
January 23, 2020
## 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 Amount</th>
<th>Action</th>
<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Davis</td>
<td>UDOT</td>
<td>West Davis Highway</td>
<td>11268</td>
<td>West Davis Highway near Bluff Road</td>
<td>New Construction</td>
<td>ST_TIF (Transportation Investment Fund)</td>
<td>$798,408,269</td>
<td>$799,325,000</td>
<td>Transfer Funds &amp; Reduce Scope</td>
<td>$916,731</td>
<td>2020</td>
</tr>
<tr>
<td>Davis</td>
<td>Syracuse</td>
<td>Bluff Road</td>
<td>14043</td>
<td>Bluff Road; 550 West (on Gentile) to 1000 West</td>
<td>Reconstruction with minor widening including: improvements to Drainage, Curb, Gutter and Sidewalk - Scope increased to the realignment and construction of the existing trail</td>
<td>ST_TIF (Transportation Investment Fund)</td>
<td>$5,083,618</td>
<td>$3,228,575</td>
<td>Additional Funding</td>
<td>$916,731</td>
<td>2020</td>
</tr>
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</table>

The new West Davis Highway project impacts a portion of the existing trail system maintained by Syracuse City, adjacent to Bluff Road. The final Environmental Impact Statement (EIS) proposed a trail structure crossing the future highway. Syracuse City desired an alternative to the EIS-proposed structure to re-route the existing trail in order to cross the future highway at a grade separated intersection. This will deliver the same level of operation for both the trail and roadway system as the EIS proposal. Their alternative will save the Department from having to construct and maintain a stand alone pedestrian structure. The City, WFRC and UDOT are in agreement that this is a better solution for the trail. Per an agreement with Syracuse City, Region One proposes adding the scope to re-route the trail and transfer the $916,731.38 needed to construct the trail.

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<table>
<thead>
<tr>
<th>Davis</th>
<th>UDOT</th>
<th>US-89</th>
<th>13480</th>
<th>US-89; Nicholls Rd Grade Separation, Frontage Rds Project</th>
<th>New Construction</th>
<th>ST_TIF (Transportation Investment Fund)</th>
<th>$1,005,405</th>
<th>$2,052,128</th>
<th>Transfer Funds &amp; Reduce Scope</th>
<th>$1,046,723</th>
<th>2020</th>
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<tr>
<td>Davis</td>
<td>UDOT</td>
<td>US-89</td>
<td>13821</td>
<td>US-89; Farmington to I-84 Project</td>
<td>Reconstruct and Widen to a Grade Separated Highway Facility</td>
<td>ST_TIF (Transportation Investment Fund)</td>
<td>$479,883,381</td>
<td>$478,836,658</td>
<td>Additional Funding</td>
<td>$1,046,723</td>
<td>2020</td>
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</table>

Initially $15 million was programmed on PIN 13480 (US-89; Nicholls Rd Grade Separation, Frontage Rds). During the environmental study funded by the US-89; Nicholls Rd Grade Separation, Frontage Rds project, the decision was made to combine the construction of the Nicholls project with the larger US-89 project. $13 million was transferred, leaving $2 million to cover the funds already expended during the environmental phase and the right of way work that had begun. The US-89; Nicholls Rd Grade Separation, Frontage Rds project scope is nearing completion and the project has $1,046,723 in available funding that can be transferred to the US-89; Farmington to I-84 project, to be used for project construction.
During the 2018 legislative session, Senate Bill 234 designated $4,000,000 of ST_TIF funds be programmed to this project on 2550 South from 5600 West to 8000 West, with matching funds from Salt Lake County, for the Local Entities to deliver their project. This roadway spans two jurisdictions, West Valley City and Magna Township. Initially, each entity was allocated $1,000,000 to begin the design process. West Valley City was given an additional $500,000 to advertise a section of their roadway, which is currently under construction. Magna is preparing to advertise a portion of their roadway in January. This modification will allocate the remaining $500,000 to West Valley City and the remaining $1,000,000 to Magna, per the 2018 Senate Bill 234 directive.

## Additional Funding & Scope Change

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<tr>
<th>County</th>
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<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salt Lake</td>
<td>UDOT</td>
<td>I-80</td>
<td>16443</td>
<td>1-80; Westbound Auxiliary Lane; SR-201 to SR-36 Project</td>
<td>Highway Safety Improvement - Construct an Auxiliary Lane on I-80 from SR-201 to SR-36</td>
<td>CMAQ_WFRC (Congestion Mitigation/ Air Quality - (WFRC))</td>
<td>$5,600,000</td>
<td>$2,100,000</td>
<td>Combine with Project</td>
<td>Same Funding</td>
<td>2022</td>
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<tr>
<td>Salt Lake</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>ST_TIF (Transportation Investment Fund)</td>
<td>$4,000,000</td>
<td>$2,500,000</td>
<td>New Funding</td>
<td>$1,500,000</td>
<td>2022</td>
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<tr>
<td>Salt Lake</td>
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<td></td>
<td></td>
<td>NHPP_IM (National Highway Performance Program - Interstate Maintenance)</td>
<td>$200,000</td>
<td>$2,800,000</td>
<td>New Funding</td>
<td></td>
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</table>

During the design phase of this project, shoulder width standards for auxiliary lanes were increased to match the widths for general purpose lanes. To meet the new standard the shoulder would be increased from 8 feet to a full 12-feet wide. This increased width will not only meet current design standards, but will also provide an area for disabled and emergency response vehicles to be out of traffic. This will increase safety and keep traffic moving in an area that is very volatile during peak periods. Additionally, it was decided in areas where existing rumble strips are located they should not be filled or ground down as originally planned. These sections of pavement will need to be removed and replaced to provide a smoother and more durable pavement. The cost difference of all the shoulder work is approximately $2,800,000. These additional funds would come from the Region’s Transportation Solutions Program.

Also, the Traffic Management Division has been allocated $500,000 from WFRC CMAQ funds to install an overhead variable message board on I-80 in the westbound direction just prior to the SR-202 interchange. To obtain construction efficiencies Region 2 recommends adding this scope to the auxiliary lane project.
### 2020-2025 Transportation Improvement Program (TIP) (Amendment Three)

#### Board Modification

<table>
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<tr>
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</thead>
<tbody>
<tr>
<td>Salt Lake</td>
<td>UDOT</td>
<td>SR-154</td>
<td>12566</td>
<td>Four Interchanges on Bangerter Highway</td>
<td>&quot;Bangerter Four Interchanges&quot;</td>
<td>L_Betterment (Local Government - Betterment)</td>
<td>$2,793,286</td>
<td>$2,793,286</td>
<td>Combine with Project</td>
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<td></td>
<td>Other (Other Misc funding)</td>
<td>$369,217</td>
<td>$369,217</td>
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<td></td>
<td></td>
<td>ST_TIF (Transportation Investment Fund)</td>
<td>$213,315,788</td>
<td>$213,315,788</td>
<td>New Funding $5,500,000</td>
<td>2020</td>
</tr>
</tbody>
</table>

Region Two is requesting to add $5,500,000 of TIF funds to the 4 Interchanges on Bangerter Highway project. The scope of the project was to construct new grade-separated interchanges on Bangerter Highway at 5400 S, 7000 S, 9000 S, and 11400 S. Through the course of the project, $1.3 million of additional funding was needed to cover the right-of-way costs, due to the escalating real estate market. Additionally, delays in the right-of-way acquisition process caused project construction delays, re-phasing of work, and cold weather pavement costs creating a need for another $4.2 million. Additional funding is available from other project cost savings.

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<tbody>
<tr>
<td>Salt Lake</td>
<td>UDOT</td>
<td>SR-154</td>
<td>14415</td>
<td>Three Interchanges on Bangerter Highway</td>
<td>&quot;Bangerter Three Interchanges&quot;</td>
<td>L_Betterment (Local Government - Betterment)</td>
<td>$6,000,000</td>
<td>$6,000,000</td>
<td>New Funding $8,000,000</td>
<td>2020</td>
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<td></td>
<td></td>
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<td>Local Government (Local Government Funding)</td>
<td>$0</td>
<td>$0</td>
<td>Transfer Funds $3,000,000</td>
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<td></td>
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<td></td>
<td></td>
<td>Transfer &quot;Back&quot; Funds ST_TIF (Transportation Investment Fund)</td>
<td>$0</td>
<td>$0</td>
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<td></td>
<td></td>
<td></td>
<td>ST_TIF (Transportation Investment Fund)</td>
<td>$171,400,000</td>
<td>$171,400,000</td>
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</table>

As an early action project (PIN 17153) $10,000,000 was pulled out of the Bangerter Three Interchanges project to relocate the Jordan Valley Aqueduct near 6200 South. Construction on the aqueduct project is wrapping up with $3,000,000 remaining. Region Two requests transferring these funds back into the Bangerter Three Interchanges project.

Additionally, South Jordan and Riverton (with financial support from Salt Lake County) have requested the interchanges at 10400 S and 12600 S be constructed as near the existing ground level as possible to avoid being a visible obstruction through their communities. UDOT has a new initiative to work closely with local governments to provide a “Community of our Dreams” where feasible. As part of that initiative Region Two has been able to progress the designs of both interchanges to meet this request. The proposal for the additional costs for this request would be split by all parties as follows; **10400 South: Total additional cost = $10,000,000, where** South Jordan contributes $2,000,000, Salt Lake County contributes $4,000,000, and UDOT contributes $4,000,000. **12600 South: Total additional cost = $6,000,000, where** Riverton City contributes $1,000,000, Salt Lake County contributes $1,000,000, and UDOT contributes $4,000,000.

Region Two is requesting to add $8,000,000 of additional TIF funds and $8,000,000 of Local Government funds to the Bangerter Three Interchanges project. The additional funding will come from other TIF-funded project cost savings and Local Governments.
### 2020-2025 Transportation Improvement Program (TIP) (Amendment Three)

#### Board Modification

### Additional Funding

**Salt Lake/ West Valley Urbanized Area**

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<th>Project Estimated Cost</th>
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<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salt Lake</td>
<td>West Jordan</td>
<td>1300 West</td>
<td>14039</td>
<td>1300 West; 6600 South to 9400 South</td>
<td>Widen to include; Center Turn-lane, Right Turn-lanes, Curb, Gutter, Sidewalk, and Bike Lanes</td>
<td>Local Govt (Local Government Funds) STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake \ West Valley)</td>
<td>$15,550,896</td>
<td>$851,443</td>
<td>New Funding</td>
<td>$3,115,200</td>
<td>2020</td>
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<td>Combine with Project</td>
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Since 1300 West has been identified as a priority north-south bike/ ped route in the Salt Lake Valley, several agencies have been working to improve 1300 West across the valley. This project will construct a two-way left turn lane and right turn lanes at several intersections including additional operational improvements. The project will include safe and adequate capacity for bicycles and pedestrians, as well as curb, gutter, and sidewalks. The additional funding comes from Salt Lake County's Regional Transportation Choice Fund (4th Quarter).

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<th>Funding Amount</th>
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</thead>
<tbody>
<tr>
<td>Salt Lake</td>
<td>UDOT</td>
<td>SR-209</td>
<td>13578</td>
<td>9000 South; State Street to 700 E</td>
<td>Widen with an additional lane in each direction</td>
<td>L_Betterment (Local Government - Betterment)</td>
<td>$60,100</td>
<td>$489,383,381</td>
<td>New Funding</td>
<td>$750,000</td>
<td>2020</td>
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<td></td>
<td>STP_FLEX_ST (Surface Transportation Program - Flexible (Any Area) Statewide)</td>
<td>ST_ATMS_AM (ATMS Asset Management - Life Cycle Replace)</td>
<td>$13,165,000</td>
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<td>ST_PVMT (State Construction - Pavement Preservation)</td>
<td>R2_TSP (Region 2 - Transportation Solutions Program)</td>
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<td></td>
<td>$19,513</td>
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<td>New Funding</td>
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Region Two is requesting to add $750,000 of Transportation Solutions Program funds to the project on 9000 South. The scope of this project is to widen and add an additional lane of travel for each direction of 9000 South between State Street and 700 East. During the construction phase of this project, several unanticipated issues impacted the project. These impacts included: Weather delays caused by the wet spring, a discovery of an unknown water line which needed to be lowered to meet Sandy City depth requirements and to stay out of the pavement section, and the escalating real estate market caused right-of-way acquisition costs to increase. These additional funds will come from the Region's Transportation Solutions Program.

### Ogden/ Layton Urbanized Area

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<tr>
<td>Davis</td>
<td>UDOT</td>
<td>SR-67</td>
<td>11268</td>
<td>West Davis Highway Project</td>
<td>New Construction</td>
<td>ST_TIF (Transportation Investment Fund)</td>
<td>$788,908,269</td>
<td>$798,408,269</td>
<td>Transfer Funds &amp; Reduce Scope</td>
<td>$9,500,000</td>
<td>2020</td>
</tr>
<tr>
<td></td>
<td></td>
<td>US-89</td>
<td>13821</td>
<td>US-89; Farmington to I-84 Project</td>
<td>Reconstruct and Widen to a Grade Separated Highway Facility</td>
<td>ST_TIF (Transportation Investment Fund)</td>
<td>$489,383,381</td>
<td>$479,883,381</td>
<td>New Funding</td>
<td>$9,500,000</td>
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</table>

It is estimated that the West Davis Highway will require approximately 4 million yards of material to be imported to the project site. The current US-89 design will require that 785,000 yards of surplus material be hauled and disposed of by its contractor.

It is proposed to have this surplus material delivered to the West Davis Highway project site. It will potentially save the West Davis project from buying this material at a higher rate. It will also level the bidding field for the West Davis proposers by not giving one team(s) an unfair bidding advantage by owning this large surplus of material.

These Changes would necessitate a transfer of $9,500,000 from the West Davis Highway project to the US-89; Farmington to I-84 project.
5b - 2020-2025 TIP Board Modification (BM4)

Trans Com Meeting
February 20, 2020
### New Project

<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>Davis</td>
<td>UDOT</td>
<td>SR-67</td>
<td>18370</td>
<td>SR-67; Various Locations</td>
<td>Construct New Cable Barrier</td>
<td>R1_TSP (Region 1 - Transportation Solutions Program)</td>
<td>$1,000,000</td>
<td>$0</td>
<td>New Funding</td>
<td>$1,000,000</td>
<td>2020</td>
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</table>

This project will construct a cable barrier between the outside traffic lane and the existing Legacy Trail in various locations. The new cable barrier will provide positive separation between vehicular traffic and the trail in specific locations. These additional funds will come from Region One's Transportation Solutions Program.

### Additional Funding

<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>
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<tbody>
<tr>
<td>Salt Lake</td>
<td>UDOT</td>
<td>SR-154</td>
<td>14415</td>
<td>Three Interchanges on Bangerter Highway &quot;Bangerter Three Interchanges&quot;</td>
<td>Replace 3 existing intersections (6200 South, 10400 South, and 12600 South) with New (Freeway type) Grade Separated Interchanges</td>
<td>L_Betterment (Local Government - Betterment)</td>
<td>$6,000,000</td>
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<td>Transfer Funds</td>
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<td>Salt Lake</td>
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<td>Transfer &quot;Back&quot; Funds ST_TIF (Transportation Investment Fund)</td>
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<td>New Funding</td>
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<td>Local Government (Local Government Funding)</td>
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<td>Salt Lake</td>
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<td>ST_CONST (State Construction Funds)</td>
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<td>New Funding</td>
<td>$29,000,000</td>
<td>2020</td>
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As an early action project (PIN 17153) $10,000,000 was pulled out of the Bangerter Three Interchanges project to relocate the Jordan Valley Aqueduct near 6200 South. Construction on the aqueduct project is wrapping up with $3,000,000 remaining. Region Two requests transferring these funds back into the Bangerter Three Interchanges project.

Additionally, South Jordan and Riverton (with financial support from Salt Lake County) have requested the interchanges at 10400 S and 12600 S be constructed as near the existing ground level as possible to avoid being a visible obstruction through their communities. UDOT has a new initiative to work closely with local governments to provide a "Community of our Dreams" where feasible. As part of that initiative Region Two has been able to progress the designs of both interchanges to meet this request. Initially, each local government agreed to pay a portion of the cost to take Bangerter Highway under the cross street as follows; **10400 South:** South Jordan contributes $2,000,000, Salt Lake County contributes $4,000,000 (previously approved), on **12600 South:** Riverton City contributes $1,000,000, Salt Lake County contributes $1,000,000, and UDOT to add an additional $8,000,000. However when bids were reviewed, the low bid exceeded the project budget due to an escalation of material costs, a significant shortage of labor, and the construction cost of going under cross streets.

Region Two is requesting to return the $3,000,000 from the aqueduct project, and add $2,000,000 of Local Government funds, $10,000,000 of unprogrammed State Construction funds, and $29,000,000 of TIF funds from the 9000 South (SR-209); Redwood Road to 700 West project, with a request that applicable TIF funds be returned to the 9000 South project as funds become available.
Davis – Legacy Highway (SR-67) – Various Locations
Construct New Cable Barrier

- **New Project**
  - $1,000,000

- Total Project Cost Estimate $1,000,000

- Project will Construct Cable Barrier between Traffic Lane and existing Legacy Trail

- Funding from Un-programmed Transportation Solutions Program (TSP Funds)
Salt Lake – Bangerter Highway Intersections to Interchanges
6200 South, 10400 South, and 12600 South

Project will construct Grade Separated Interchanges at each Intersection

Additional Funding
$ 44,000,000

Total Project Cost Estimate $ 224,400,000

Region Two request using $10,000,000 of un-programmed State Construction Funds

$ 10,000,000 – Pulled for the Relocation of the Jordan Valley Aqueduct
$ 3,000,000 - Returning

And – Moving $29,000,000 of Transportation Investment Funds (TIF) from the 9000 South (SR-209); Redwood Road to 700 West project

So Jordan $ 2M
SL County $ 4M

Riverton $ 1M
SL County $ 1M

Aquifer Relocation Wrapping Up – Cost Savings of $ 3,000,000
5c - FY 2019
Obligation Report

Trans Com
February 20, 2020
The Federal Highway Administration (FHWA) defines “obligation” as the federal government’s legal commitment to reimburse the States or other entities for the Federal share of a project’s eligible costs.

Thus, an obligated project is one that has been approved by the federal government for reimbursement.

- Obligated projects were not necessarily initiated or completed during this year.
- Obligated amounts reflected in this report also may not be equal to the final project cost.
# Project Process and Obligation of Funding

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Route</th>
<th>Project Number</th>
<th>PIN</th>
<th>Project &amp; Itemization</th>
<th>Concept Type of Implementation</th>
<th>Year Added to TIP</th>
<th>Estimated Total Project Cost</th>
<th>Original Funds Programmed</th>
<th>Total Amount Obligated</th>
<th>Status</th>
<th>Total Funding and Planning (Fiscal Year)</th>
<th>Concept Development</th>
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<tbody>
<tr>
<td>SALT LAKE / WEST VALLEY URBAN AREA</td>
<td>Salt Lake City</td>
<td>F-3076(2)</td>
<td>11085</td>
<td>1300 E. 300 S. to 2300 S.</td>
<td>Reconstruction with minor improvements to Driveway, Curb, Curb and Sidewalk</td>
<td>2012</td>
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<td>$6,425,097</td>
<td>$13,174,974</td>
<td>$5,978,924</td>
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<td>Salt Lake County</td>
<td>Salt Lake City</td>
<td>NEWPROJ</td>
<td>14092</td>
<td>300 North &amp; 500 West</td>
<td>New Construction - Pedestrian/Bicycle Trails at Intersections</td>
<td>2016</td>
<td>$5,483,000</td>
<td>$2,500,000</td>
<td>$3,500,000</td>
<td>$</td>
<td>$</td>
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<td>Salt Lake County</td>
<td>Salt Lake City</td>
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<td>F-6196(2)</td>
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<td>1200 E. (SR-195) Place 2 100 to 300 S.</td>
<td>Replacement of bridge with a pedestrian/bicycle bridge</td>
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<td>Salt Lake County</td>
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<td>37205(2)</td>
<td>12065</td>
<td>4700 S. 4600 W. West</td>
<td>Reconstruction with minor improvements to Driveway, Curb, Curb and Side</td>
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<td>Var</td>
<td>14092</td>
<td>300 North &amp; 500 West</td>
<td>Reconstruction with minor improvements to Driveway, Curb, Curb and Side</td>
<td>2016</td>
<td>$5,483,000</td>
<td>$2,500,000</td>
<td>$3,500,000</td>
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<tr>
<td>Salt Lake County</td>
<td>Var</td>
<td>NEWPROJ</td>
<td>14092</td>
<td>300 North &amp; 500 West</td>
<td>Reconstruction with minor improvements to Driveway, Curb, Curb and Side</td>
<td>2016</td>
<td>$5,483,000</td>
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<td>$3,500,000</td>
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</table>

**Environmental/ Preliminary Engineering**

**Design**

**Right of Way**

**Advertise/ Construct**

**Closeout/ De-obligation**

**FAA**
WFRC Region
FFY 2019 Federal Highway Funds Obligation
by Project Improvement Type

Federal & Matching Funds
Obligated within WFRC Region

($267,040,720)

(Federal - $249,200,193 plus Local Match - $17,840,527)
WFRC FFY 2019 STP, CMAQ, & TAP Funds
Obligation by Project Improvement Type

Federal & Matching Funds
Administered by WFRC &
Obligated within WFRC Urbanized Area
(Total Funds - $85,152,496)

(Federal - $80,795,910  plus Local Match - $4,356,585)

* * * *

STP - Salt Lake/ West Valley Area $38,299,293
STP - Ogden/ Layton Area $12,777,253
CMAQ - WFRC Total Area $31,488,952
TAP - WFRC Total Area $2,564,500

** Note** - Almost all Reconstruction and Capacity projects include active transportation components.
FFY 2019 Federal Transit Administration Funds
Obligation by Project Type
Federal & Local Matching Funds
(Total Amounts)

$214,574,874

$170,217,091
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<tr>
<th>Plan Fund Desc.</th>
<th>#</th>
<th>PIN</th>
<th>PIN State</th>
<th>Category</th>
<th>Project Location</th>
<th>County</th>
<th>PMS No.</th>
<th>Project Number</th>
<th>Total Obl.</th>
<th>FA</th>
<th>STATE</th>
<th>LOCAL</th>
<th>TOTAL</th>
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<td>Trails and Bikeways</td>
<td>Active</td>
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<td>1000013</td>
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<td>Intercity Improvements</td>
<td>Surging</td>
<td>SR-218 &amp; 230 East Round-About</td>
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WFRC
Highway & Transit System Report

January 2020
by
Kip Billings
Performance Measures

• Highway
  – Daily VMT
  – VMT/Capita
  – Traffic Speed PM Peak 2019
  – Trip Purpose

• Transit
  – Passengers by Mode
  – Annual Passengers/Capita
  – First/Last Mile by Mode
  – Peak Load Factor by Mode
HIGHWAY PERFORMANCE
Daily VMT

(UDOT HPMS data)

Weber, Davis, and Salt Lake Counties

VMT is growing 2.1% annually

Daily Vehicle Trips - 2019
5,600,000

Source: UDOT HPMS data.
Daily VMT: Arterials & Freeways

Arterial VMT: 1994-2018

Freeway VMT: 1994-2018

Source: UDOT HPMS data.
VMT per Capita

Weber, Davis, and Salt Lake Counties

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<tr>
<td>VMT per Capita</td>
<td>21.2</td>
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<td>21.7</td>
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</table>

Source: UDOT HPMS data.
I-15 PM Speed Map – Weber County

June 2015, PM peak

Source: UDOT UPLAN Maps, I-15 Wasatch Front Speeds & Current Projects
I-15 PM Speed Map – Davis County

June 2015, PM peak

Source: UDOT UPLAN Maps, I-15 Wasatch Front Speeds & Current Projects
I-15 PM Speed Map – South Davis County

June 2015, PM peak

Source: UDOT UPLAN Maps, I-15 Wasatch Front Speeds & Current Projects
I-15 PM Speed Map – Salt Lake County

June 2015, PM peak

Source: UDOT UPLAN Maps, I-15 Wasatch Front Speeds & Current Projects
I-15 PM Speed Map – Salt Lake County (south)

June 2015, PM peak

Source: UDOT UPLAN Maps, I-15 Wasatch Front Speeds & Current Projects
PM Peak Speed/Free Flow Speed
Weber County & Davis County 2019

Source: UDOT Speed Map 2019.
Hwy-89 NB: I-15 to Cherry Lane
PM Peak Speed 2015 - 2019

Source: UDOT iPEMS data.
PM Peak Speed/Free Flow Speed
Salt Lake County & Tooele County 2019

Peak Hour Speed : Free Flow Speed
- > 80%
- 70 - 80%
- 0 - 70%

Source: UDOT Speed Map 2019.
5600 West SB: I-80 to SR-201
PM Peak Speed 2017-2019

Source: iPEMS (UDOT)
Trip Purpose

By Number of Trips

- Home - Work: 20%
- Home - Other: 33%
- Non-Home: 19%
- Outside Region: 2%
- Commercial Lt/Md: 5%
- Commercial Hvy: 21%

By VMT

- Home - Work: 27%
- Home - Other: 18%
- Non-Home: 13%
- Outside Region: 9%
- Commercial Lt/Md: 25%
- Commercial Hvy: 19%

Source: WFRC Travel Demand Model and 2012 Travel Survey.
TRANSIT PERFORMANCE
UTA Ridership Trend: 2001-2018

Ridership is growing 3.4% annually since 2001

Ridership is declining -1.8% annually since 2015

Daily Passengers 2019
- Bus: 73,500
- TRAX: 55,000
- Front Runner: 18,900
- TOTAL: 147,400

Source: National Transit Database
UTA Annual Transit Passengers per Capita
(All Modes)

Source: National Transit Database
First/Last Mile by Mode

How to get to transit service – 2015 UTA survey

- Walk/Wheelchair: 71%
- Auto: 26%
- Bike/Skateboard: 3%
Transit Load Factor – PM Peak Period

Passengers per Trip / Seating Capacity

<table>
<thead>
<tr>
<th>Route</th>
<th>PM Load Factor</th>
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</thead>
<tbody>
<tr>
<td>Blue Line North AM</td>
<td>75%</td>
</tr>
<tr>
<td>Green Line North AM</td>
<td>67%</td>
</tr>
<tr>
<td>Red Line North AM</td>
<td>86%</td>
</tr>
<tr>
<td>Front Runner North PM</td>
<td>87%</td>
</tr>
<tr>
<td>Front Runner South PM</td>
<td>94%</td>
</tr>
<tr>
<td>Buses - PM*</td>
<td>52%</td>
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</tbody>
</table>

Source: UTA, average peak period passengers in the peak direction, September & October 2019.

*Buses: 2018 value (21.7) estimated from 2013 PM peak bus passengers/bus trip of 22.4 factored by percent change in bus passengers (-0.36%) and bus service miles (2.95%).
Kip Billings
kip@wfrc.org
801.363.4250

Speed Map:  
http://arcg.is/10uy8

I-15 Wasatch Front Speeds & Current Projects:  
https://uplan.maps.arcgis.com/apps/MapSeries/index.html?appid=720a116aadf4e95930e71b9b1be77a2

UTA Data Portal:  
https://data-rideuta.opendata.arcgis.com/
First/Last Mile by Mode

How to get to transit service – 2015 UTA survey

All Transit

- Walk/Wheelchair: 71%
- Bike/Skateboard: 3%
- Auto: 26%

FIRST TRANSIT MODE?? No bus?

Trax & Frontrunner

- Walk/Wheelchair: 51%
- Bike/Skateboard: 5%
- Auto: 44%

https://youtu.be/Pr966j67tq4