

Trustee Beth Holbrook Utah Transit Authority



UTA SERVICE CHOICES



February 20

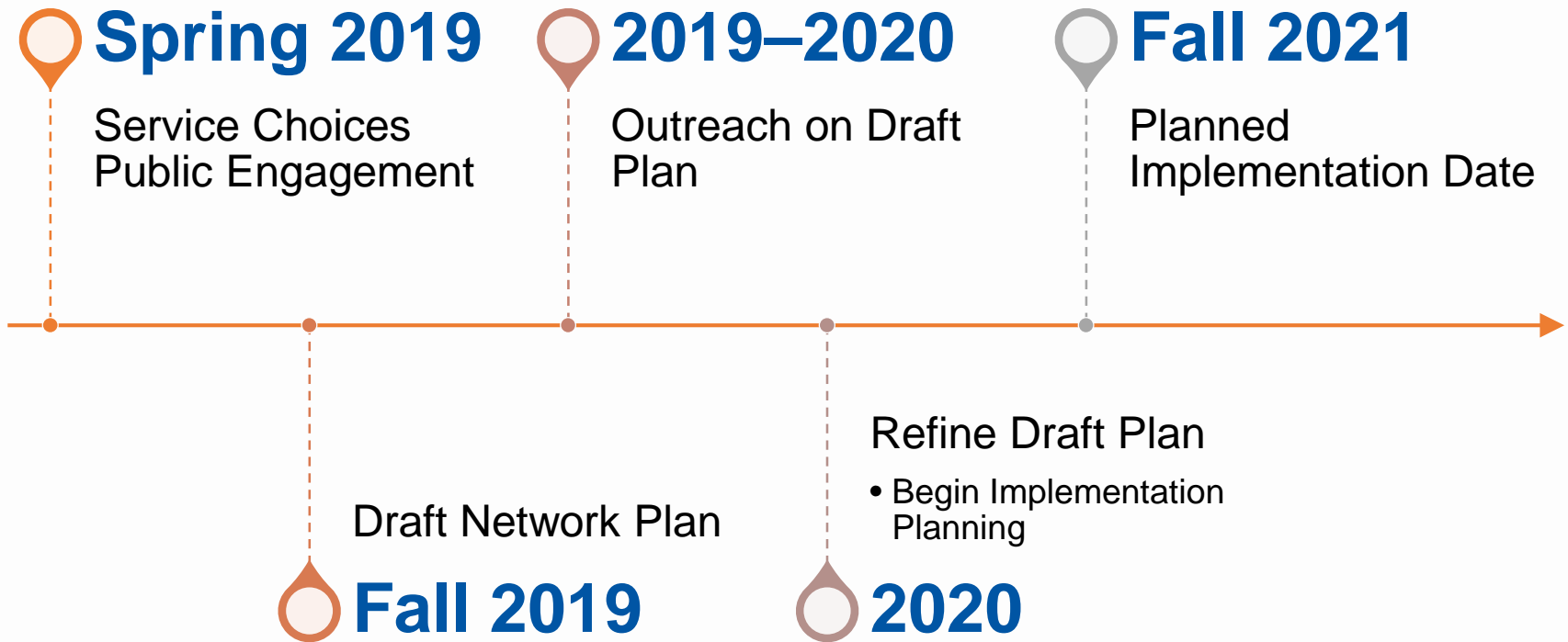
What is UTA Service Choices?

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



What are the Key Choices?



What Should UTA Do?

Transit is asked to serve many different goals, including:



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!

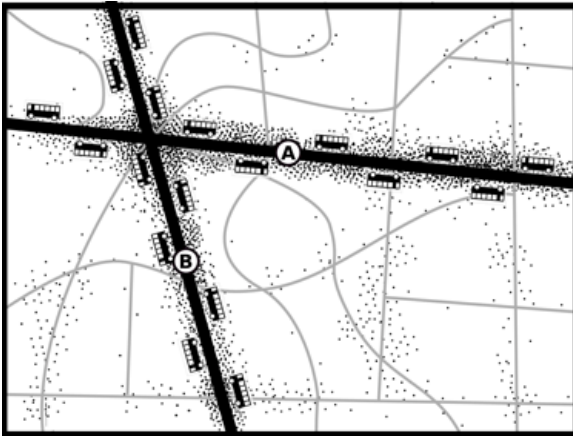
Ridership or Coverage?

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

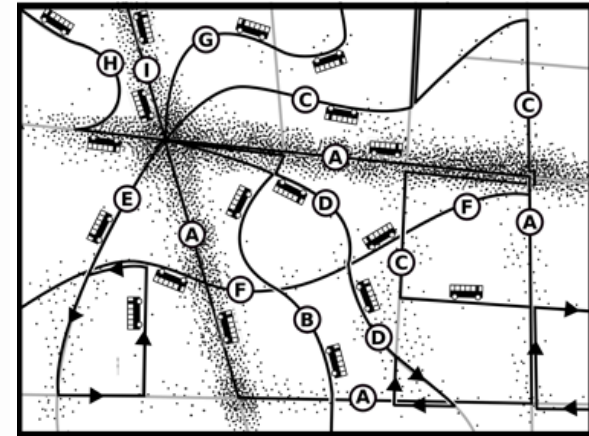
Think like a business

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

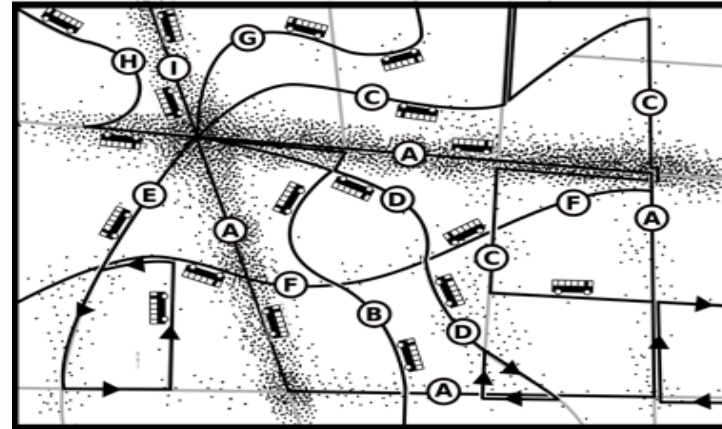
Coverage Considerations When Planning Transit

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?



10% Ridership
0% Coverage

75% Ridership
25% Coverage

50% / 50% Ridership / Coverage

75% Coverage
25% Ridership

10% Coverage
0% Ridership

Ridership

Coverage

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

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

All Existing
Bus Services
55% Ridership,
45% Coverage

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

Service Choices Public Engagement



February 20

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



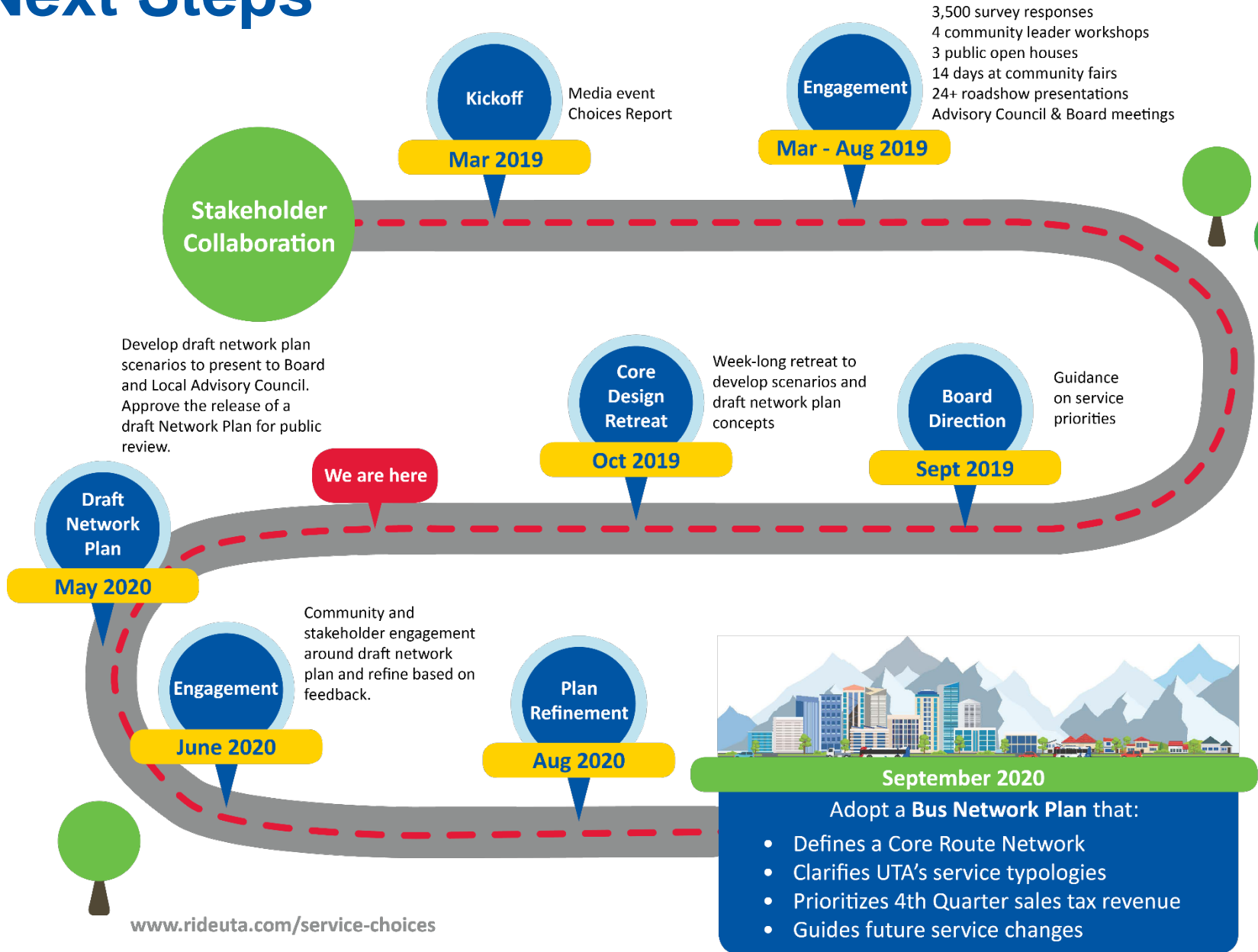
Community Engagement Recap

RIDERSHIP/COVERAGE BALANCE

UTA Service Area	Current Service Ratio	Public Web Survey		Community Leader Workshops	
		Existing Resources	Additional Resources	Existing Resources	Additional Resources
NORTHERN REGION	40/60	50/50	50/50	50/50	60/40
CENTRAL REGION	60/40	60/40	60/40	70/30	70/30
			50/50*		
SOUTHERN REGION	60/40	60/40	50/50	70/30	70/30

- Input suggests move towards ridership
 - Input suggests move towards coverage
 - Input suggests maintain existing balance
- Labeled with median response (ridership % / coverage %)

Next Steps



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

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.

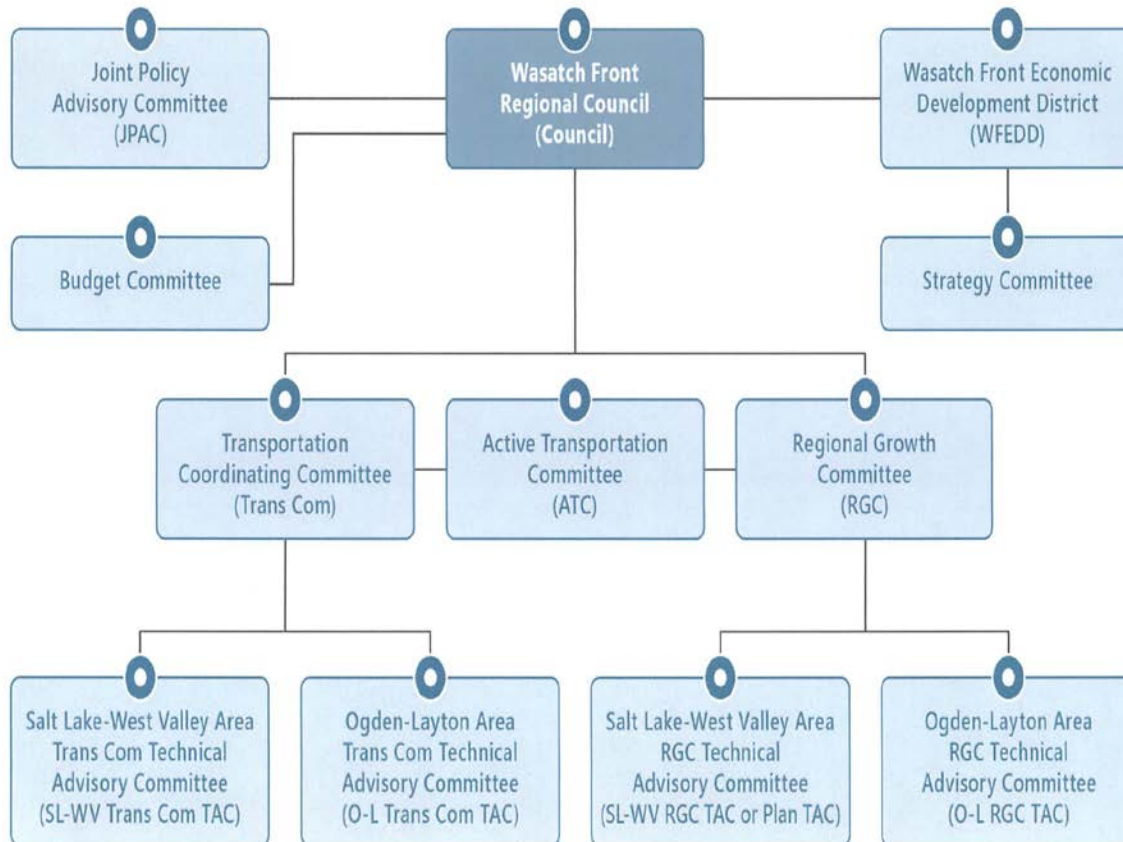


Wasatch Front Regional Council

- 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



Organization and Membership



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 **I**mprovement **P**rogram

2020 - 2025



TIP
20-25



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

2020-2025 Transportation Improvement Program (TIP) (Amendment Three)									
--	--	--	--	--	--	--	--	--	--

Board Modification

Funding Transfer & Scope Change									
--	--	--	--	--	--	--	--	--	--

Ogden / Layton Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Davis	UDOT	West Davis Highway	11268	West Davis Highway near Bluff Road	New Construction	ST_TIF (Transportation Investment Fund)	\$798,408,269	\$799,325,000	Transfer Funds & Reduce Scope	\$916,731	2020
Davis	Syracuse	Bluff Road	14043	Bluff Road; 550 West (on Gentile) to 1000 West	Reconstruction with minor widening including: improvements to Drainage, Curb, Gutter and Sidewalk - Scope increased to the realignment and construction of the existing trail	Local_Govt (Local Government Funds)	\$5,083,618	\$495,000			2020
				L_Betterment (Local Government - Betterment CO-OP)		\$443,312					
				STP_URB_O/L (Surface Transportation Program - Urban Area Ogden/ Layton (WFRC))		\$3,228,575					
				ST_TIF (Transportation Investment Fund)		\$0		Additional Funding	\$916,731		

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.

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

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. 5

2020-2025 Transportation Improvement Program (TIP) (Amendment Three)									
--	--	--	--	--	--	--	--	--	--

Board Modification									
--------------------	--	--	--	--	--	--	--	--	--

New Project

Salt Lake/ West Valley Urbanized Area	
1990	100
2000	100
2010	100
2020	100
2030	100
2040	100
2050	100
2060	100
2070	100
2080	100
2090	100
2100	100

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
--------	---------	----------	-----	------------------	------------------------------	----------------	---------------------------	-------------------------------	--------	----------------	------

Salt Lake	Salt Lake County	2550 South	17015	2550 South from 5600 West to 8000 West	New Construction	ST_TIF (Transportation Investment Fund)	\$4,000,000	\$2,500,000	<i>New Funding</i>	\$1,500,000	2022
-----------	------------------	------------	-------	--	------------------	--	-------------	-------------	---------------------------	--------------------	------

<p>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.</p>

[illegible]

Salt Lake/ West Valley Urbanized Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
--------	---------	----------	-----	------------------	------------------------------	----------------	---------------------------	-------------------------------	--------	----------------	------

Salt Lake	UDOT	I-80	16443	I-80; Westbound Auxiliary Lane; SR-201 to SR-36 Project	Highway Safety Improvement - Construct an Auxiliary Lane on I-80 from SR-201 to SR-36	<div>CMAQ_WFRC (Congestion Mitigation/ Air Quality - (WFRC))</div> <div>HSIP (Highway Safety Improvement Program)</div> <div>NHPP_IM (National Highway Performance Program - Interstate Maintenance)</div>	<div>\$500,000</div> <div>\$2,100,000</div> <div>\$200,000</div>	<div><i>Combine with Project</i></div> <div></div> <div><i>New Funding</i></div>	<div>Same Funding</div> <div></div> <div>\$2,800,000</div>	2022
-----------	------	------	-------	--	--	--	--	--	--	------

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.

Board Modification

Salt Lake/ West Valley Urbanized Area

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.

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.

<p align="center">2020-2025 Transportation Improvement Program (TIP) (Amendment Three)</p> <p align="center">Board Modification</p>	
---	--

Additional Funding									
---------------------------	--	--	--	--	--	--	--	--	--

Salt Lake/ West Valley Urbanized Area

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).

Salt Lake	UDOT	SR-209	13578	9000 South; State Street to 700 E	Widen with an additional lane in each direction	L_Betterment (Local Government - Betterment)	\$14,244,613	\$60,100	Combine with Project		2020
						STP_FLEX_ST (Surface Transportation Program - Flexible (Any Area) Statewide)		\$13,165,000			
						ST_ATMS_AM (ATMS Asset Management - (Life Cycle Replace))		\$250,000			
						ST_PVMT (State Construction - Pavement Preservation)		\$19,513			
						R2_TSP (Region 2 - Transportation Solutions Program)			New Funding	\$750,000	

Ogden/ Layton Urbanized Area

[illegible]

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

<p align="center">2020-2025 Transportation Improvement Program (TIP) (Amendment Four)</p> <p align="center">Board Modification</p>	
--	--

[illegible]

Ogden/ Layton Urbanized Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
--------	---------	----------	-----	------------------	------------------------------	----------------	---------------------------	-------------------------------	--------	----------------	------

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

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.

[illegible]

Salt Lake/ West Valley Urbanized Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	SR-154	14415	Three Interchanges on Bangerter Highway "Bangerter Three Interchanges"	Replace 3 existing intersections (6200 South, 10400 South, and 12600 South) with New (Freeway type) Grade Separated Interchanges	L_Betterment (Local Government - Betterment)	\$224,400,000	\$6,000,000			2020
						Transfer "Back" Funds ST_TIF (Transportation Investment Fund)		\$0	<i>Transfer Funds</i>	\$3,000,000	
						Local Government (Local Government Funding)		\$0	<i>New Funding</i>	\$2,000,000	
						ST_CONST (State Construction Funds)		\$0	<i>New Funding</i>	\$10,000,000	
						ST_TIF (Transportation Investment Fund)		\$174,400,000	<i>New Funding</i>	\$29,000,000	

<p>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.</p> <p>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.</p> <p>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.</p>

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

Funding from
Un-programmed
Transportation Solutions
Program (TSP Funds)

**New
Project**

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

New Project
\$ 1,000,000

Total Project Cost
Estimate \$ 1,000,000

Salt Lake – Bangerter Highway Intersections to Interchanges 6200 South, 10400 South, and 12600 South

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

**So Jordan \$ 2M
SL County \$ 4M**

**Riverton \$ 1M
SL County \$ 1M**

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

**Water Relocation Wrapping Up – Cost
Savings of \$ 3,000,000**



5c - FY 2019 Obligation Report

Trans Com
February 20, 2020

Obligation

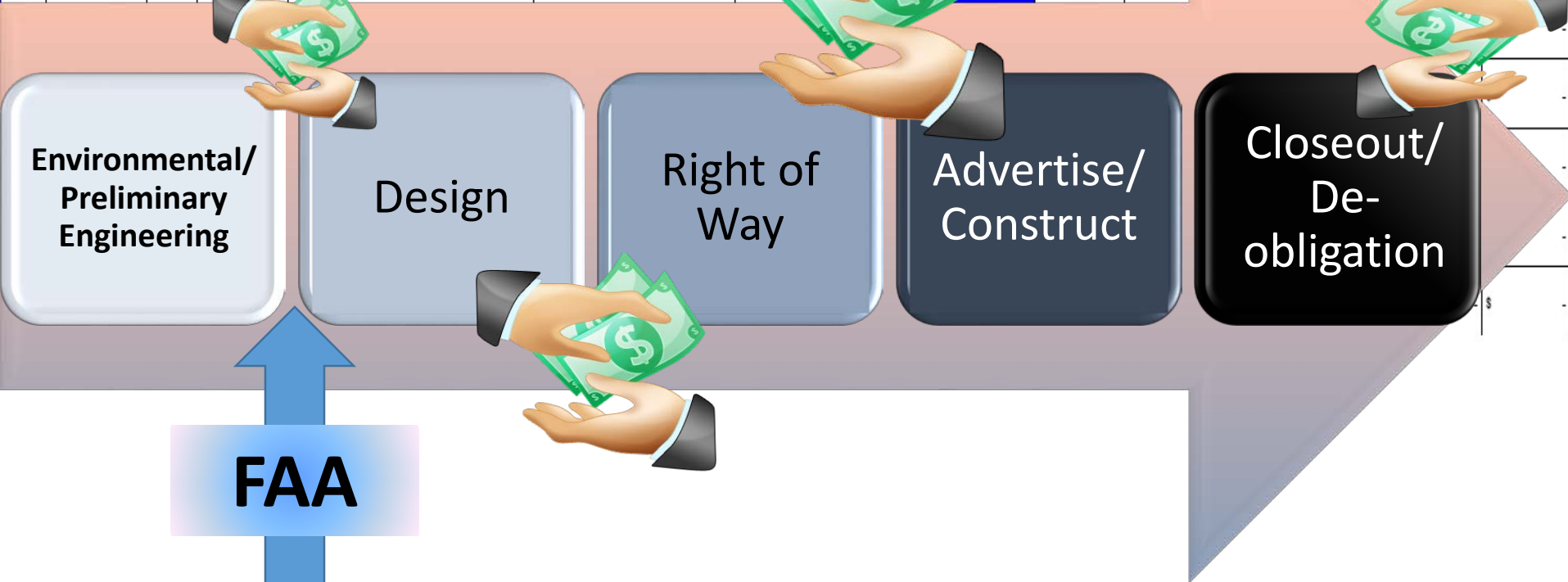
The Federal Highway Administration (FHWA) defines “obligation” as the federal government’s legal commitment to reimburse the States or other entities for the Federal share of a project’s eligible costs.

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

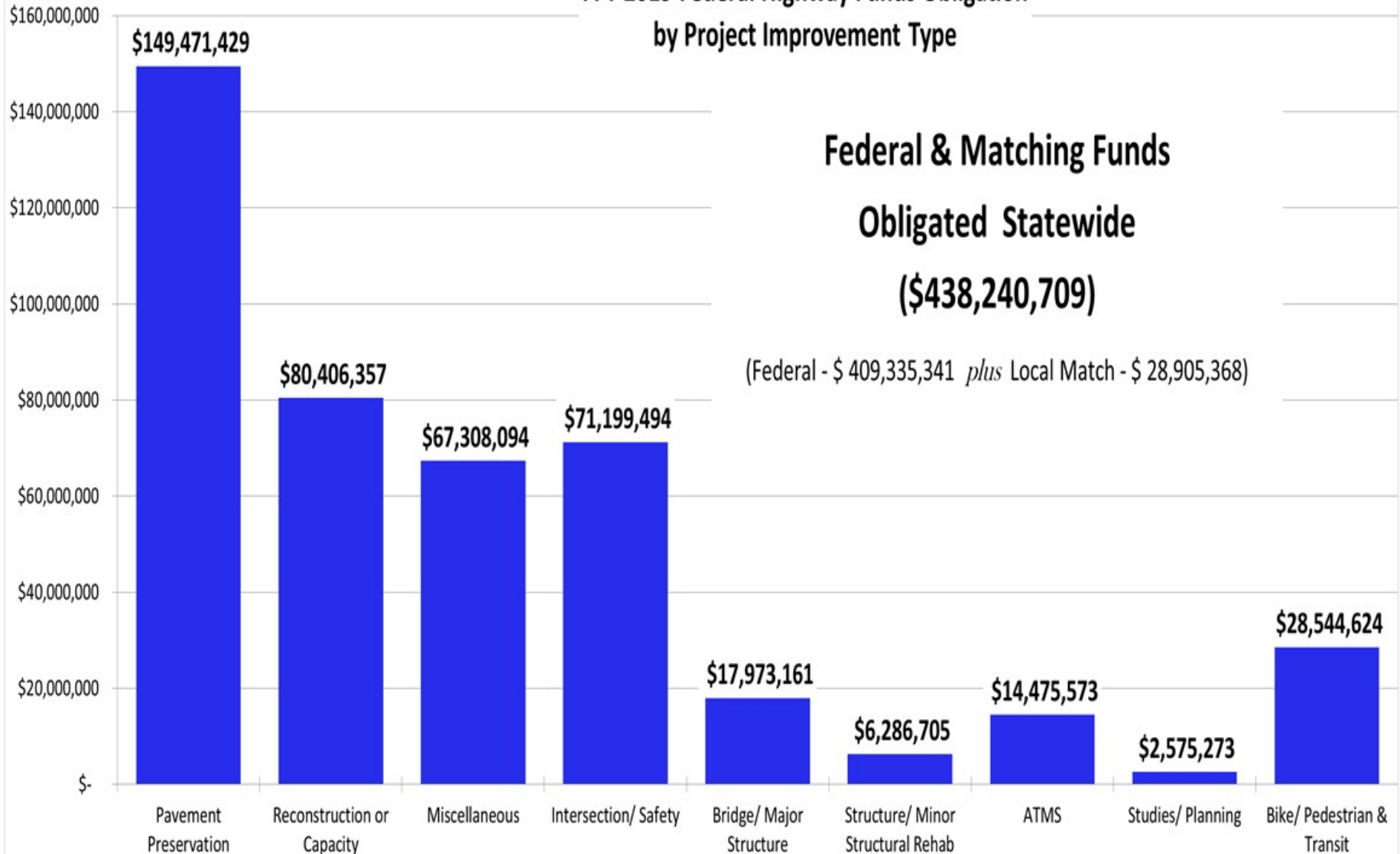
County	Sponsor	Route	Project Number	PIN	Project Information	Year Added to TIP	Estimated Total Project Cost	Original Funds Programmed	Total Amount Obligated	Estimated Funding and Phasing (Fiscal Year)				Concept Development	
					Location/ Limits					Concept/ Type of Improvement	2019	2020	2021	2022	2023
SALT LAKE/ WEST VALLEY URBAN AREA															
Salt Lake	Salt Lake City		F-2076(1)	11083	1300 East; 1300 South to 2100 South	Reconstruction with minor improvements to Drainage, Curb, Gutter and Sidewalk	2012	\$ 11,099,000	\$ 6,426,097	\$ 1,347,174	\$ 5,078,924	\$ -	\$ -	\$ -	\$ -
Salt Lake	Salt Lake City		NEWPROJ()	14932	300 North & 500 West	New Construction - Pedestrian/ Bicycle Railroad Overpass	2016	\$ 5,462,000	\$ 2,500,000	\$ -	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -
Salt Lake	Salt Lake County	195	F-0195(5)	8114	2300 East (SR-195) Phase I; I-80 to 3900 South	Reconstruct & Widen including Safety Improvement	2009	\$ 11,426,077	\$ 9,825,043	\$ 9,824,997	\$ 46	\$ -	\$ -	\$ -	\$ -
Salt Lake	Salt Lake County/ West Valley/ Kearns		F-2240(2)0	11085	4700 South; 4000 West to 5600 West	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk	2012	\$ 16,367,300	\$ 1,875,040	\$ 9,323	\$ 2,365,717	\$ 5,000	\$ -	\$ -	\$ -
Salt Lake	Salt Lake County	Var	NEWPROJ()	14036	Salt Lake County Area Signal Detection Upgrade	Improve Signal Detection and Coordinate ITS Measurement				\$ 747,605.98	\$ 1,009,794	\$ 1,000		\$ -	\$ -



Statewide
FFY 2019 Federal Highway Funds Obligation
by Project Improvement Type

Federal & Matching Funds
Obligated Statewide
(\$438,240,709)

(Federal - \$ 409,335,341 *plus* Local Match - \$ 28,905,368)

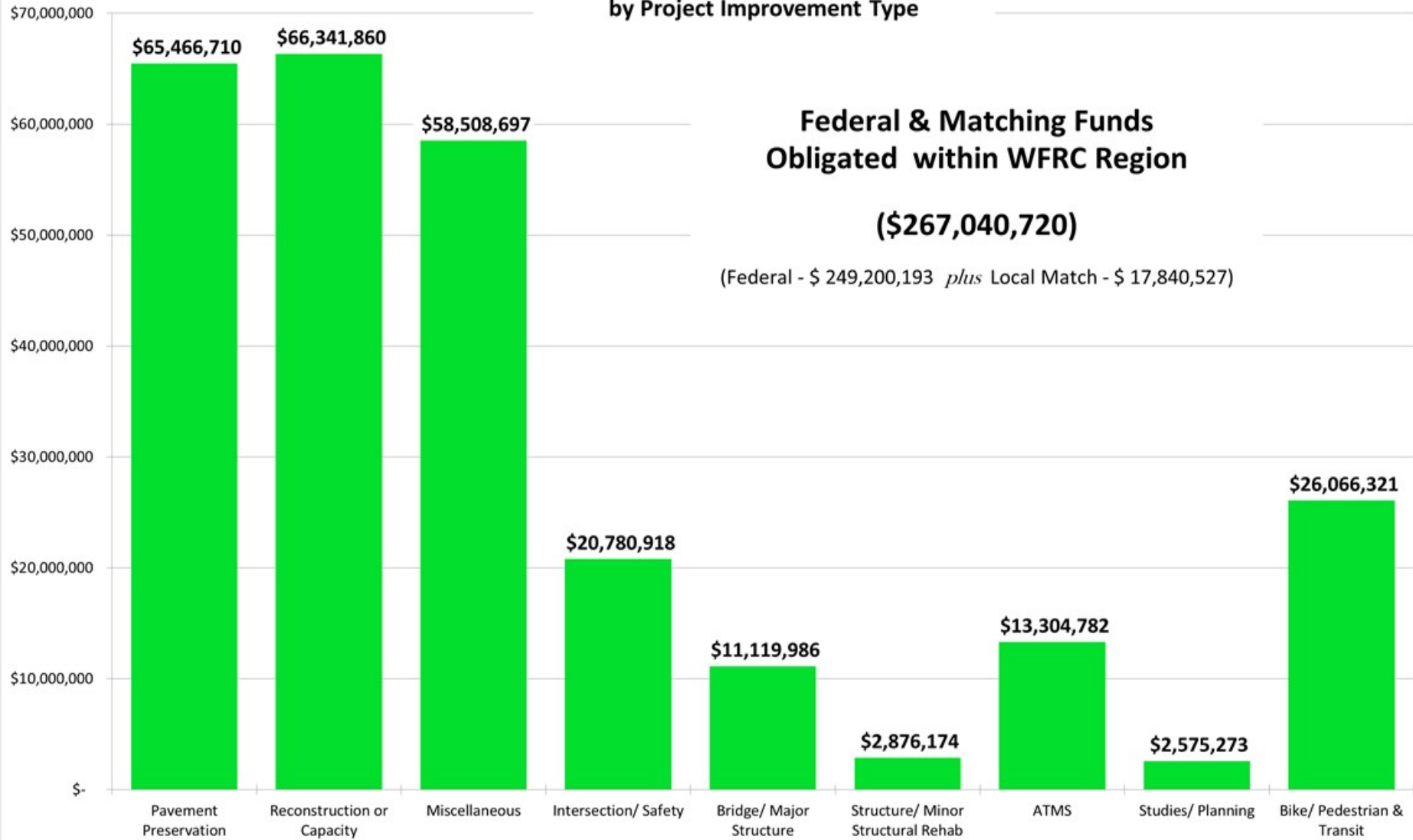


WFRC Region
FFY 2019 Federal Highway Funds Obligation
by Project Improvement Type

**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)

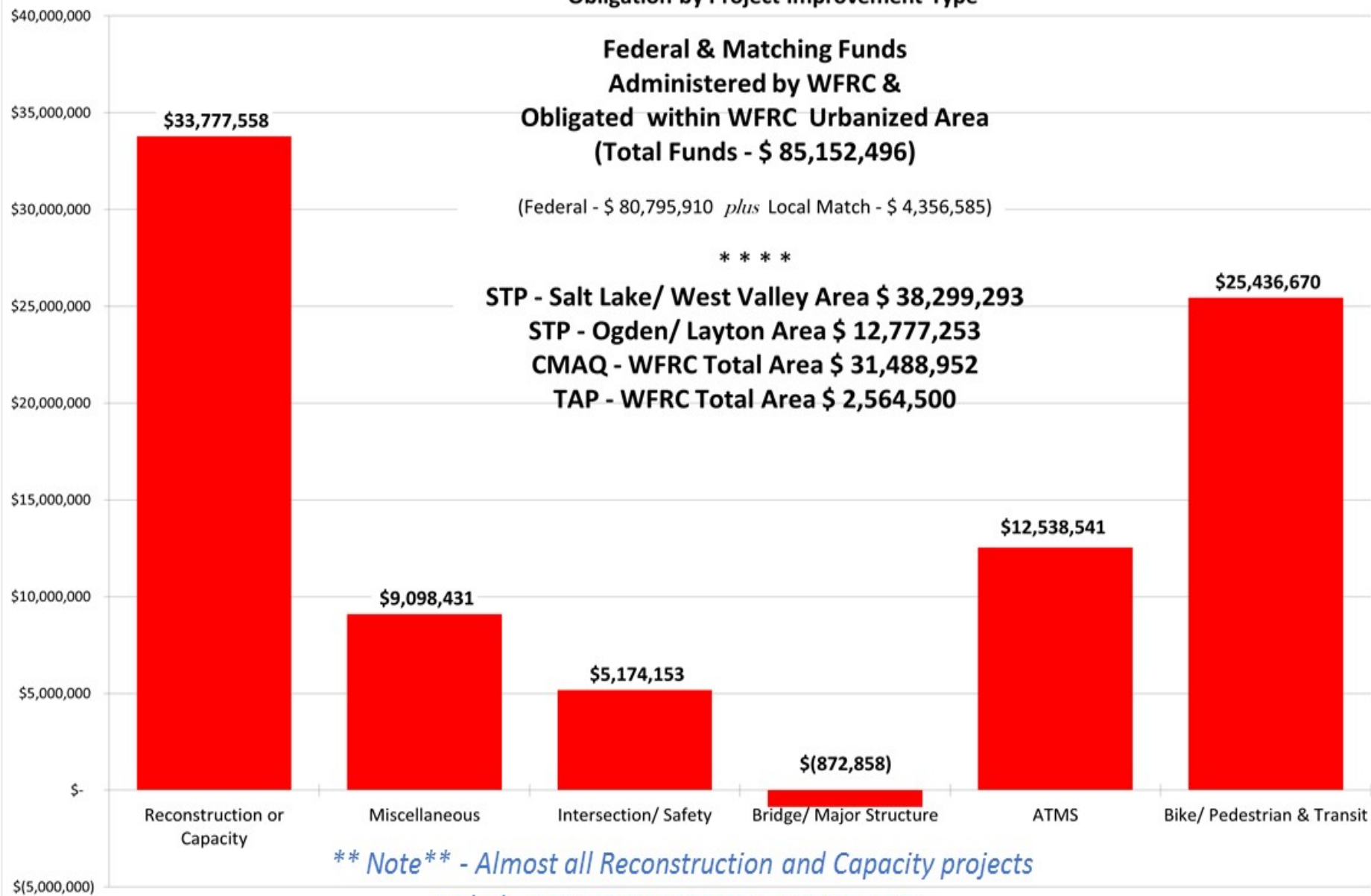
* * * *

STP - Salt Lake/ West Valley Area \$ 38,299,293

STP - Ogden/ Layton Area \$ 12,777,253

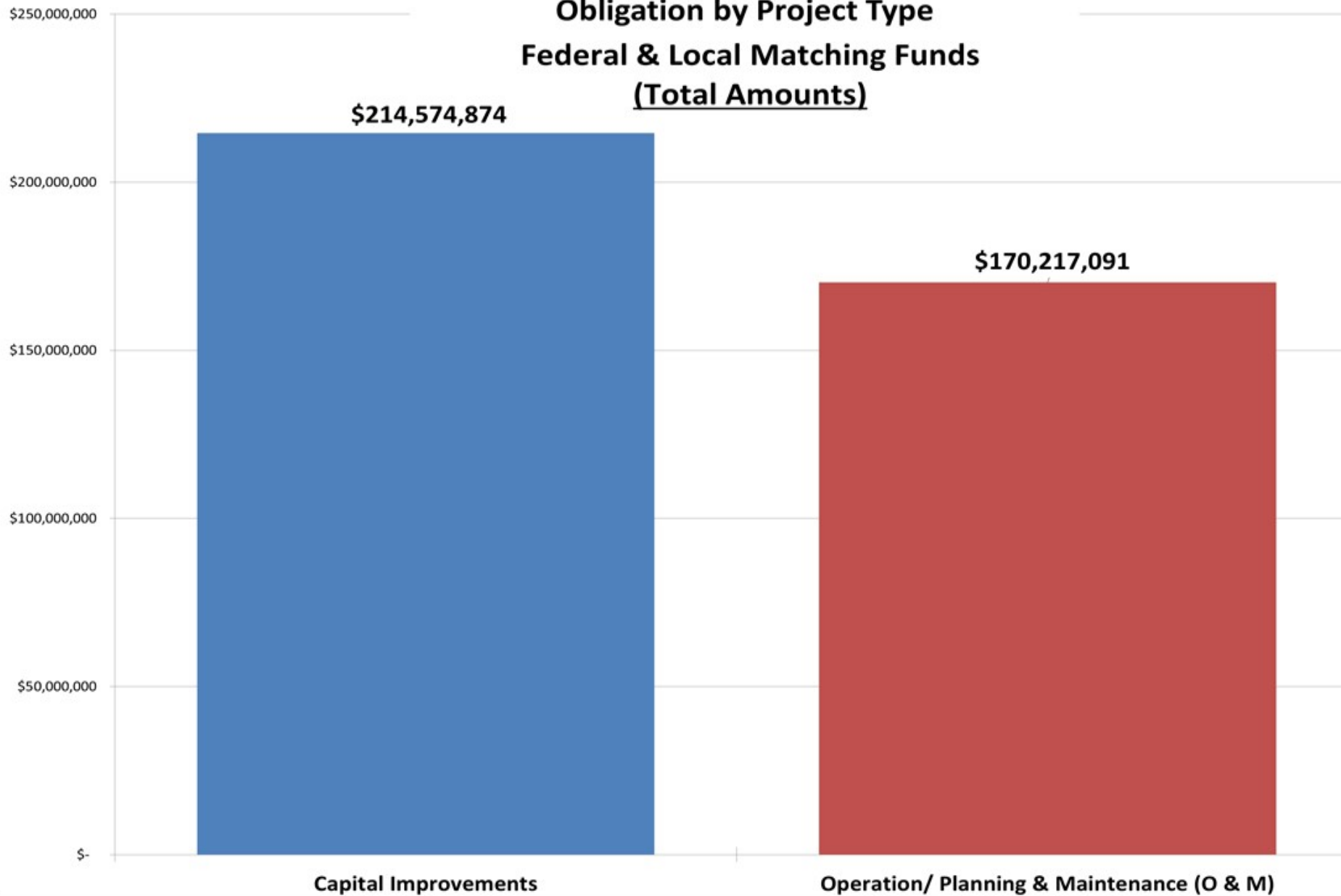
CMAQ - WFRC Total Area \$ 31,488,952

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)**



WFRC Region
2019 Projects with Federal Highway Funds
Obligated/ (De_Obligated)

Plan Fund Desc.	FA	PIN	PIN Status	Category	Project Location	County	FMS No.	Project Number	Total Obl.	FA	STATE	LOCAL	TOTAL
CHAQ REDUCE PM 2.5 EMISSIONS CHAQ_PM2.5	F	8555	Under Construction	Signal and/or Lighting Project	City/FA-2186; MP .09 - .09	SALT LAKE	R07015	F-LC35(218)	\$ 1,470,940	\$ 1,470,940	\$ 0	\$ 106,814	\$ 1,577,757
	F	11097	Active	Trails and Bikeways	Jordan River Trail - Gardner Village TRAX Station	SALT LAKE	R08713	F-LC35(219)	\$ 77,381	\$ 77,381	\$ 0	\$ 5,619	\$ 83,000
	F	17961	Surpising	ATMS Project	SR-111; MP 8.00 - 10.60 & SR-172; MP 2.00 - 3.00 & SR-171; MP .00 - 4.00 & SR-154; MP 22.00 - 24.00 & SR-154; MP 21.12 - 24.00 & SR-71; MP 12.50 - 22.00 & SR-209; MP 4.50 - 7.50 & SR-111; MP .00 - 2.50 & Various Locations in Salt Lake Urban Area	SALT LAKE	R015088	F-R209(353)	\$ 669,815	\$ 669,815	\$ 50,092	\$ 0	\$ 739,907
	F	14847	Surpising	Pat & Bike	Downtown Ogden	WEBER	R012236	F-LC35(44)	\$ 45,188	\$ 45,188	\$ 3,281	\$ 0	\$ 48,469
CHAQ TOOELE @ 100 % CHAQ_TOOELE1	F	14588	Closed	Transit Service	Tooele's Flex Route Transit service in Tooele County	TOOELE	R011993	F-LC45(13)	\$ 120,000	\$ 120,000	\$ 0	\$ 0	\$ 120,000
CHAQ WFRC @ 100 % PRO-RATA CHAQ_WFRC_1	F	12000	Surpising	Intersection Improvements	Bangor Blvd & 2300 East Round-About	SALT LAKE	R009523	F-LC35(247)	\$ 125,394	\$ 125,394	\$ 0	\$ 0	\$ 125,394
CONGESTION MITIGATION / AIR (BOX ELDER) CHAQ_BOX_ELD	F	13029	Closed	Intersection Improvements	500 W at 700 S. and Forest St., Brigham City	BOX ELDER	R011377	F-LC08(19)	(\$48,736)	(\$48,736)	\$ 0	(\$3,539)	(\$52,277)
CONGESTION MITIGATION/AIR QUALITY (TOOELE CHAQ_TOOELE	F	15545	Closed	Transit Service	Tooele County	TOOELE	R012036	F-LC45(16)	\$ 233,484	\$ 233,484	\$ 0	\$ 0	\$ 233,484
	F	17563	Awarded	ATMS Project	SR-36; MP 62.50 - 63.00 & ; VMS NB SR-36 South of Mills Rd	TOOELE	R014722	F-0036(48)63	\$ 245,348	\$ 245,348	\$ 20,721	\$ 0	\$ 306,069
CONGESTION MITIGATION/AIR QUALITY (WFRC) CHAQ_WFRC	F	14849	Active	Intersection Improvements	2000 West & 1300 North, Clinch	DAVIS	R012240	F-LC11(73)	\$ 112,342	\$ 112,342	\$ 0	\$ 8,156	\$ 120,500
	F	7947	Closed	ATMS Project	TRAFFIC ADAPIVE CONTROL SYSTEM	SALT LAKE	R06462	F-R209(102)	(\$1,046,550)	(\$1,046,550)	(\$75,996)	\$ 0	(\$1,122,547)
	F	11086	Surpising	ATMS Project	US-89; MP 369.05 - 372.93	SALT LAKE	R008702	F-0089(502)370	\$ 290,411	\$ 290,411	\$ 21,089	\$ 0	\$ 311,500
	F	13131	Advertised	ATMS Project	SR-186; MP 7.90 - 8.25 & Front Hill VMS Southbound	SALT LAKE	R016876	F-LC35(260)	\$ 108,613	\$ 108,613	\$ 7,887	\$ 0	\$ 116,500
	F	14910	Closed	Intersection Improvements	Various signalized intersections throughout SL County	SALT LAKE	R012299	F-R209(231)	(\$111,686)	(\$111,686)	(\$8,110)	\$ 0	(\$119,796)
	F	17961	Surpising	ATMS Project	SR-111; MP 8.00 - 10.60 & SR-172; MP 2.00 - 3.00 & SR-171; MP .00 - 4.00 & SR-154; MP 22.00 - 24.00 & SR-154; MP 21.12 - 24.00 & SR-71; MP 12.50 - 22.00 & SR-209; MP 4.50 - 7.50 & SR-111; MP .00 - 2.50 & Various Locations in Salt Lake Urban Area	SALT LAKE	R015088	F-R209(353)	\$ 4,642,232	\$ 4,642,232	\$ 337,101	\$ 0	\$ 4,979,333
	F	50018	Active	ATMS Project	Other STATEWIDE TRAVEL PROGRAM	VARIOUS	R007725	F-R209(162)	\$ 200,000	\$ 200,000	\$ 14,523	\$ 0	\$ 214,523
	F	11641	Active	ATMS Project	Misc locations in SL Co metro area - contract signals	VARIOUS	R009221	F-R209(160)	\$ 24,240	\$ 24,240	\$ 1,760	\$ 0	\$ 26,000
	F	17960	Awarded	ATMS Project	SR-97; MP .00 - 5.00 & SR-193; MP 5.00 - 8.00 & SR-13; MP .00 - 3.00 & SR-235; MP .00 - 3.20 & SR-144; MP 81.04 - 89.00 & SR-144; MP 81.04 - 89.00 & Ogden Urban Area - Various Locations	VARIOUS	R015087	F-R199(279)	\$ 3,360,632	\$ 3,360,632	\$ 244,036	\$ 0	\$ 3,604,668
	F	12186	Physically Complete	Trails and Bikeways	West Haven, D&RGW Rail to Ogden River Trail	WEBER	R009666	F-LC35(30)	\$ 389,000	\$ 389,000	\$ 0	\$ 0	\$ 389,000
EARMARK - PUBLIC LANDS HWY DISCRETIONARY EM_2011_PLND	F	10506	Closed	Other Study	SCENIC BYWAYS IN UTAH	VARIOUS	R008010	F-R209(159)	(\$164)	(\$164)	\$ 0	\$ 0	(\$164)
EQUITY BONUS / MINIMUM GUARANTY EQ_BONUS(MG)	F	18536	Under Construction	roadway Preventative Maintenance	SR-37; MP .00 - 9.51 & SR-37 SR-126 to 5100 West	VARIOUS	R013765	F-0037(118)0	\$ 1,080,249	\$ 1,080,249	\$ 79,445	\$ 0	\$ 1,159,714
FEDERAL AID MISCELLANEOUS FA_MISC	F	13602	Closed	ATMS Project	SR-317; MP .54 - .54	SALT LAKE	R011089	F-R209(331)	(\$127,811)	(\$127,811)	(\$31,876)	\$ 0	(\$159,689)
	F	17279	Active	Other	The AID grant will be used to capture data from multiple MBDC pilots on roadway projects that have yet to be selected	STATEWIDE	R014481	F-R209(571)	\$ 1,000,000	\$ 1,000,000	\$ 250,000	\$ 0	\$ 1,250,000
FEDERAL AID WITH 50% PRO-RATA FA_MISC_50%	F	17578	Active	Other Study	City/FA-2040; MP 13.75 - 13.95 & Statewide research effort - not infrastructure	SALT LAKE	R014737	F-R209(580)	\$ 1,250,000	\$ 1,250,000	\$ 1,250,000	\$ 0	\$ 2,500,000

WFRC

Highway & Transit System Report

January 2020

by

Kip Billings

Performance Measures

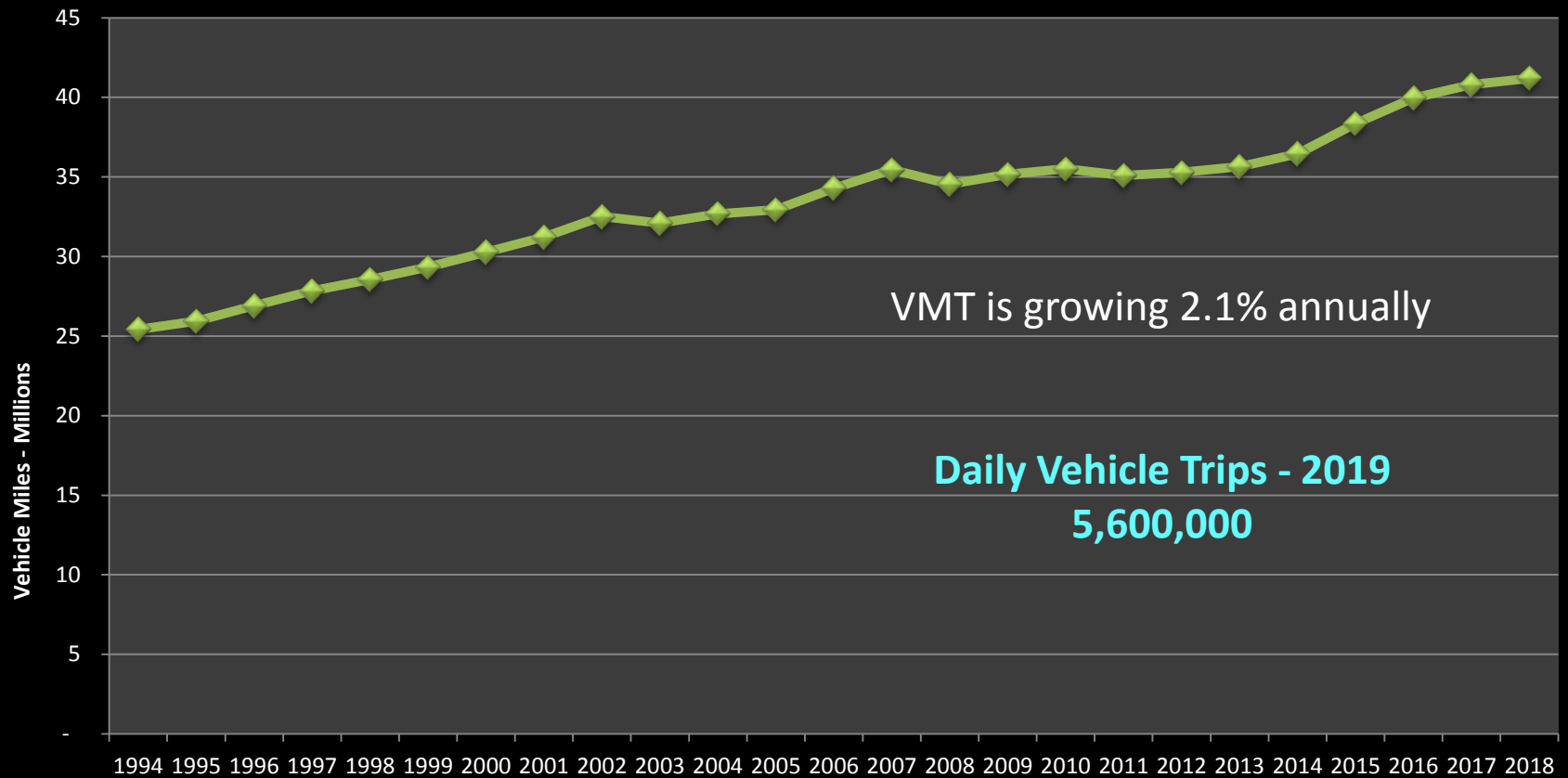
- Highway
 - Daily VMT
 - VMT/Capita
 - Traffic Speed PM Peak 2019
 - Trip Purpose
- Transit
 - Passengers by Mode
 - Annual Passengers/Capita
 - First/Last Mile by Mode
 - Peak Load Factor by Mode

HIGHWAY PERFORMANCE

Daily VMT

(UDOT HPMS data)

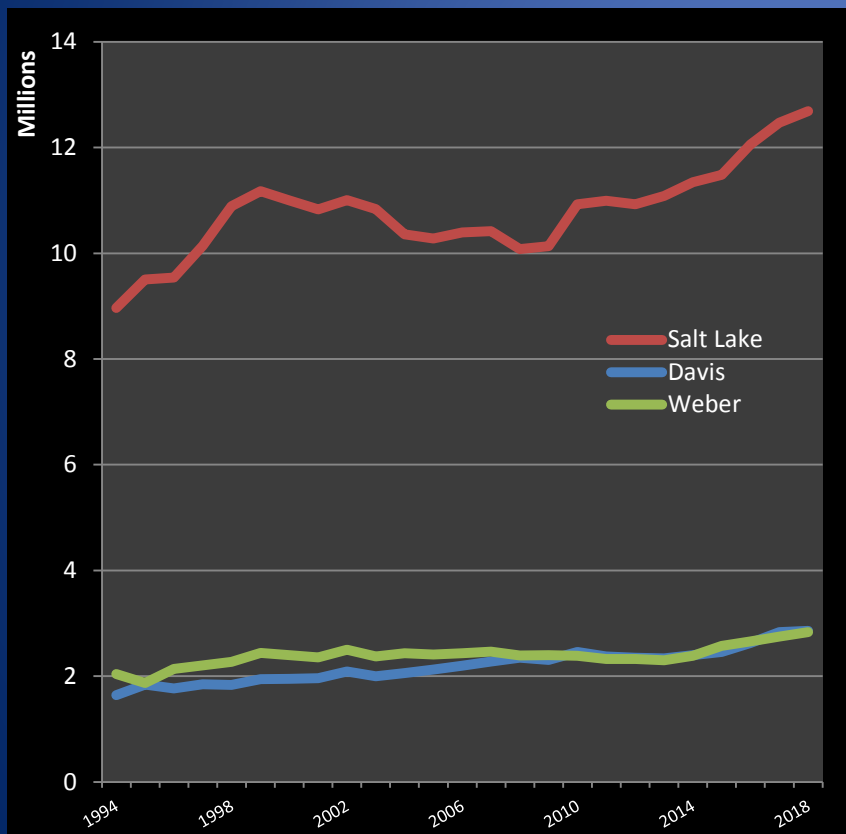
Weber, Davis, and Salt Lake Counties



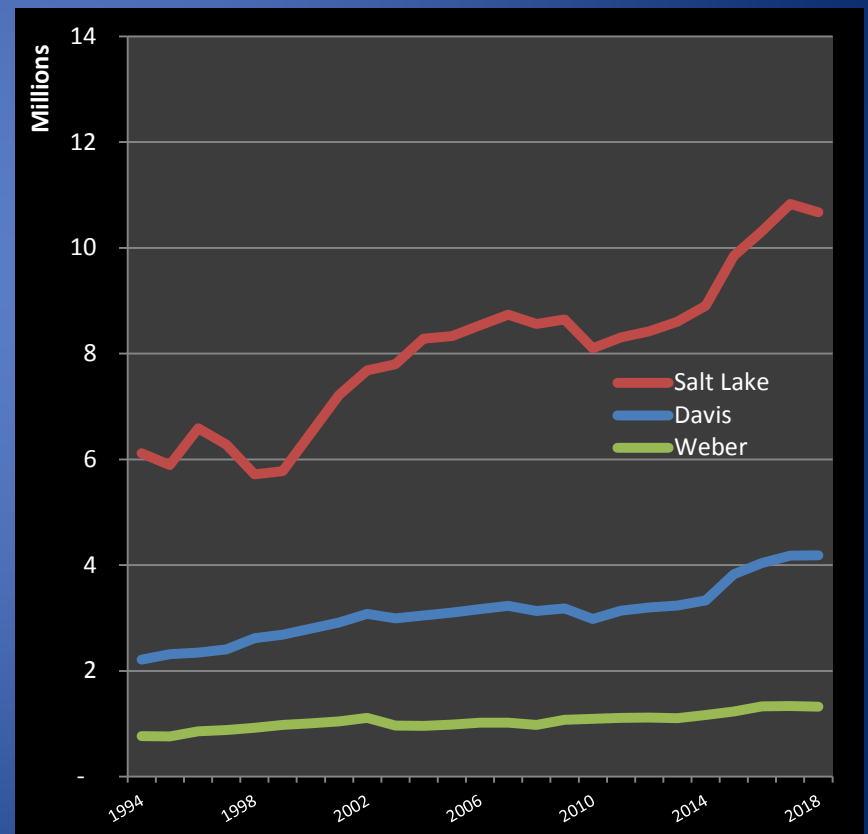
Source: UDOT HPMS data.

Daily VMT: Arterials & Freeways

Arterial VMT: 1994-2018



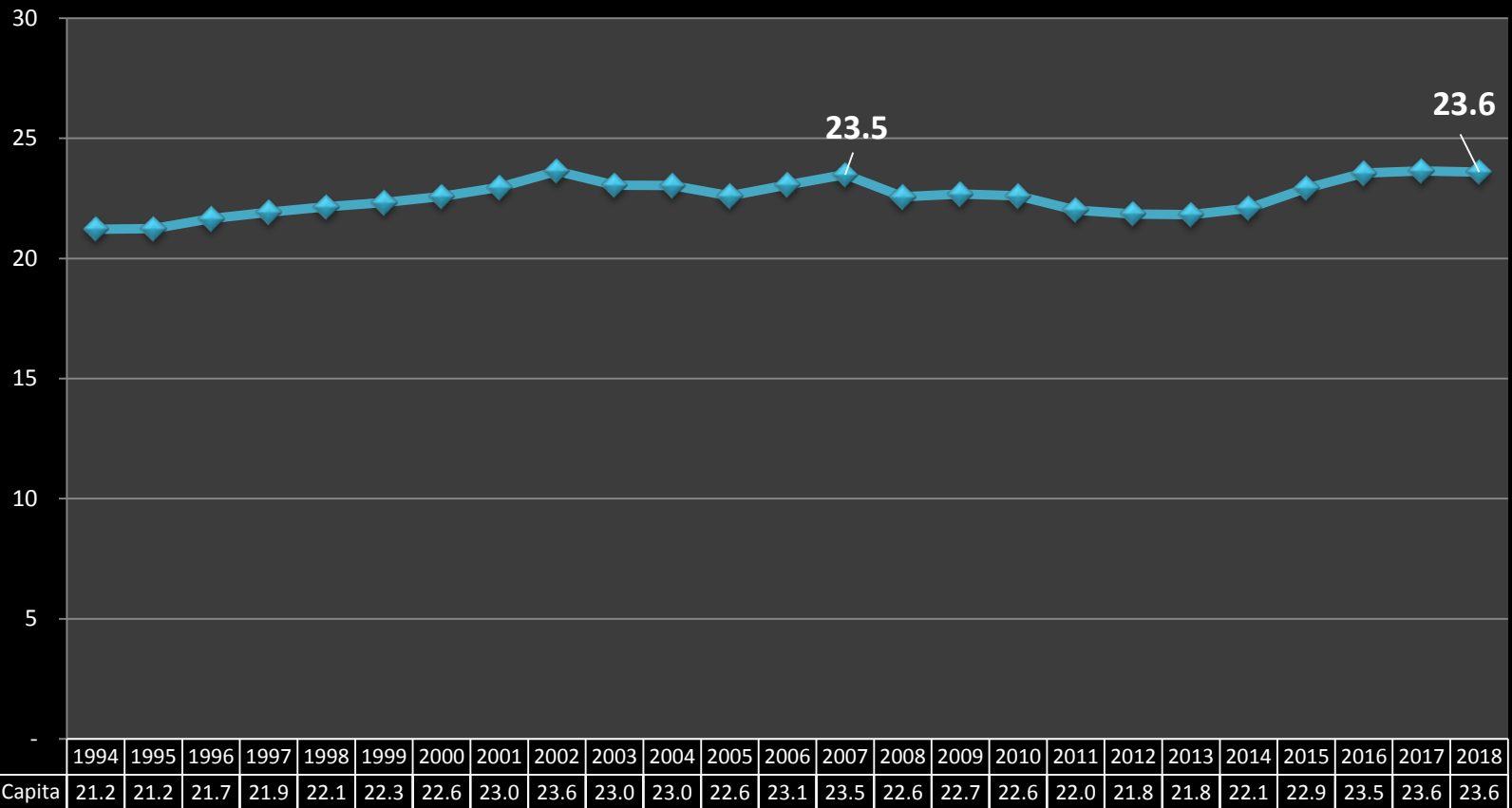
Freeway VMT: 1994-2018



Source: UDOT HPMS data.

VMT per Capita

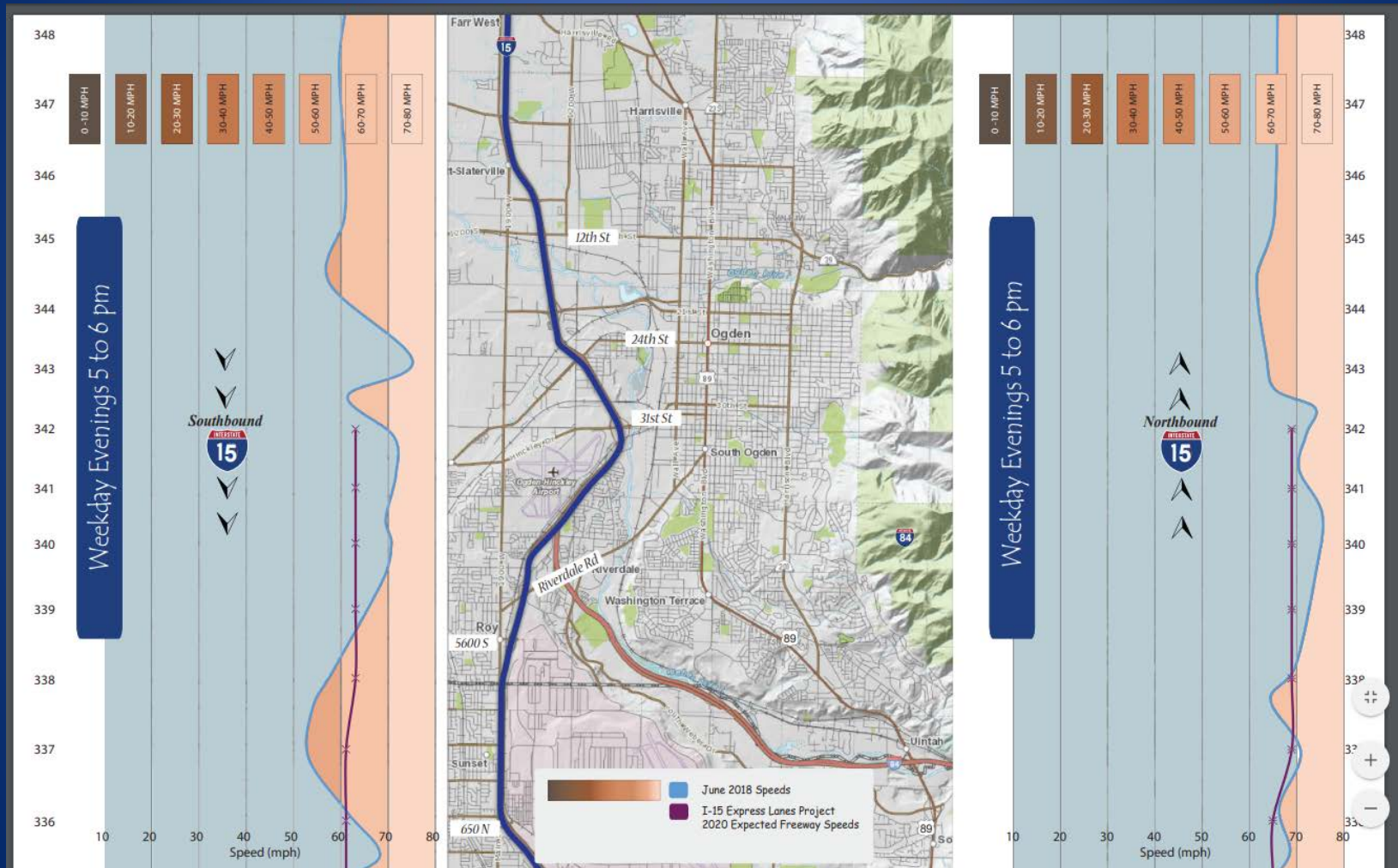
Weber, Davis, and Salt Lake Counties



Source: UDOT HPMS data.

I-15 PM Speed Map – Weber County

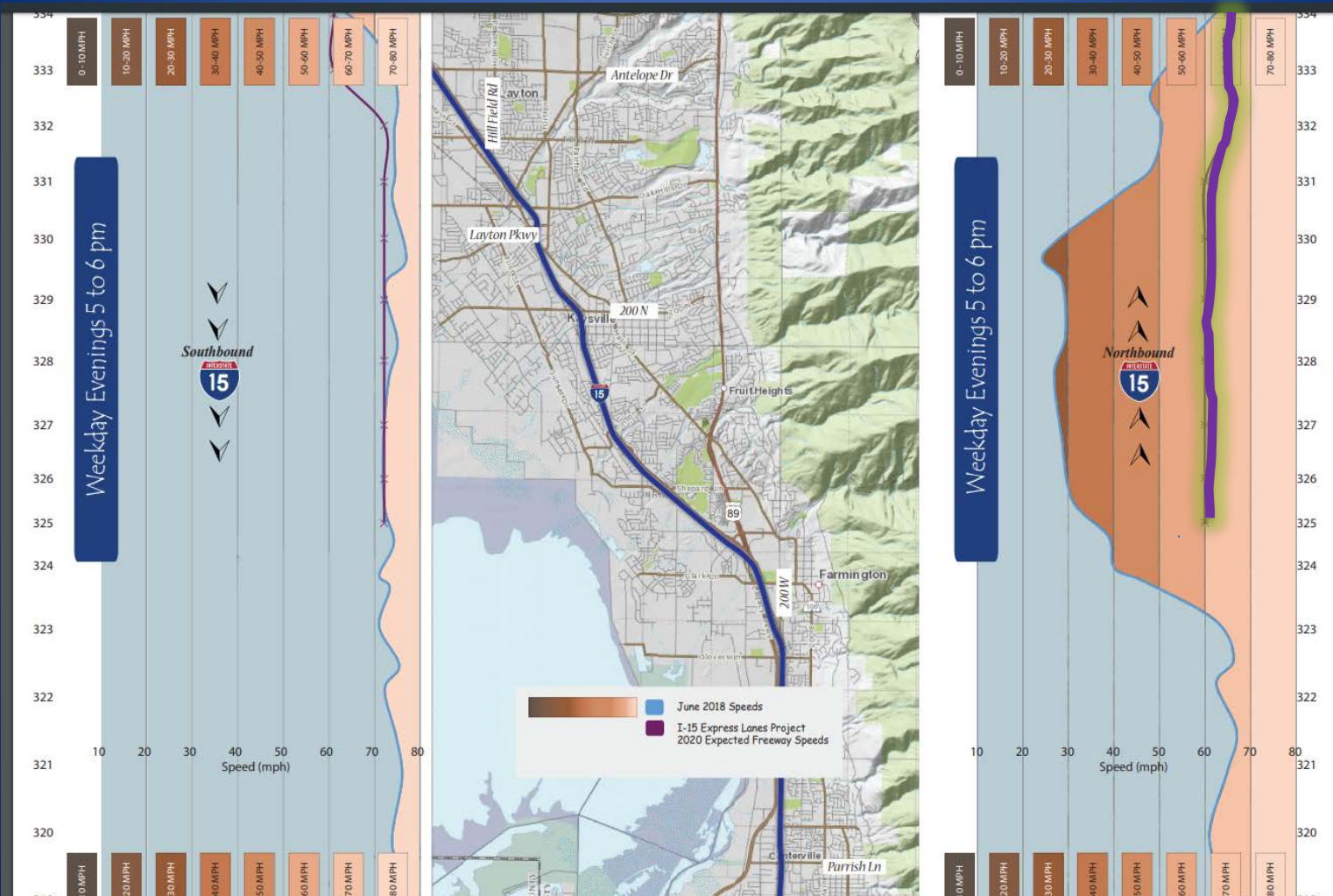
June 2015, PM peak



Source: UDOT UPLAN Maps, I-15 Wasatch Front Speeds & Current Projects

I-15 PM Speed Map – Davis County

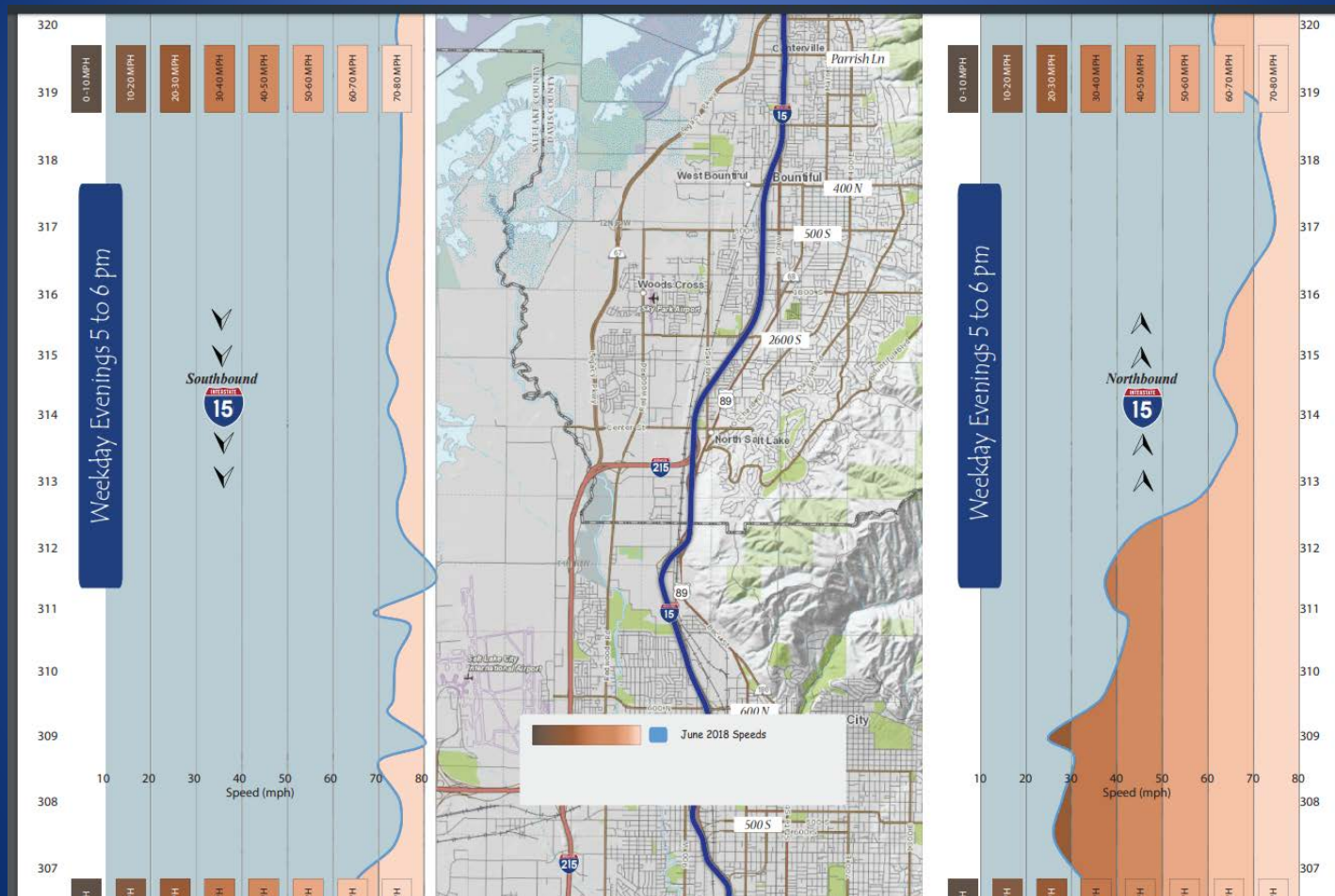
June 2015, PM peak



Source: UDOT UPLAN Maps, I-15 Wasatch Front Speeds & Current Projects

I-15 PM Speed Map – South Davis County

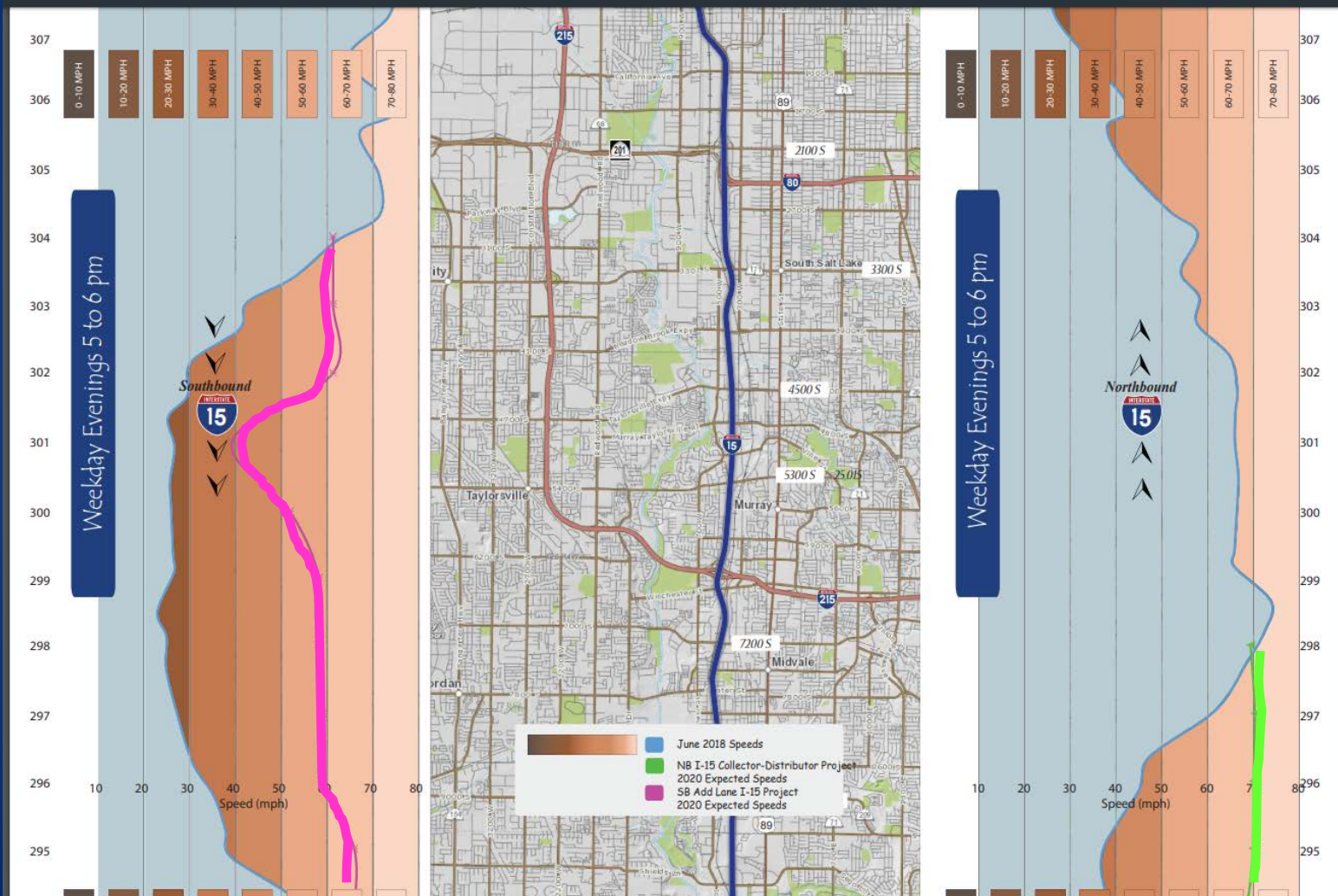
June 2015, PM peak



Source: UDOT UPLAN Maps, I-15 Wasatch Front Speeds & Current Projects

I-15 PM Speed Map – Salt Lake County

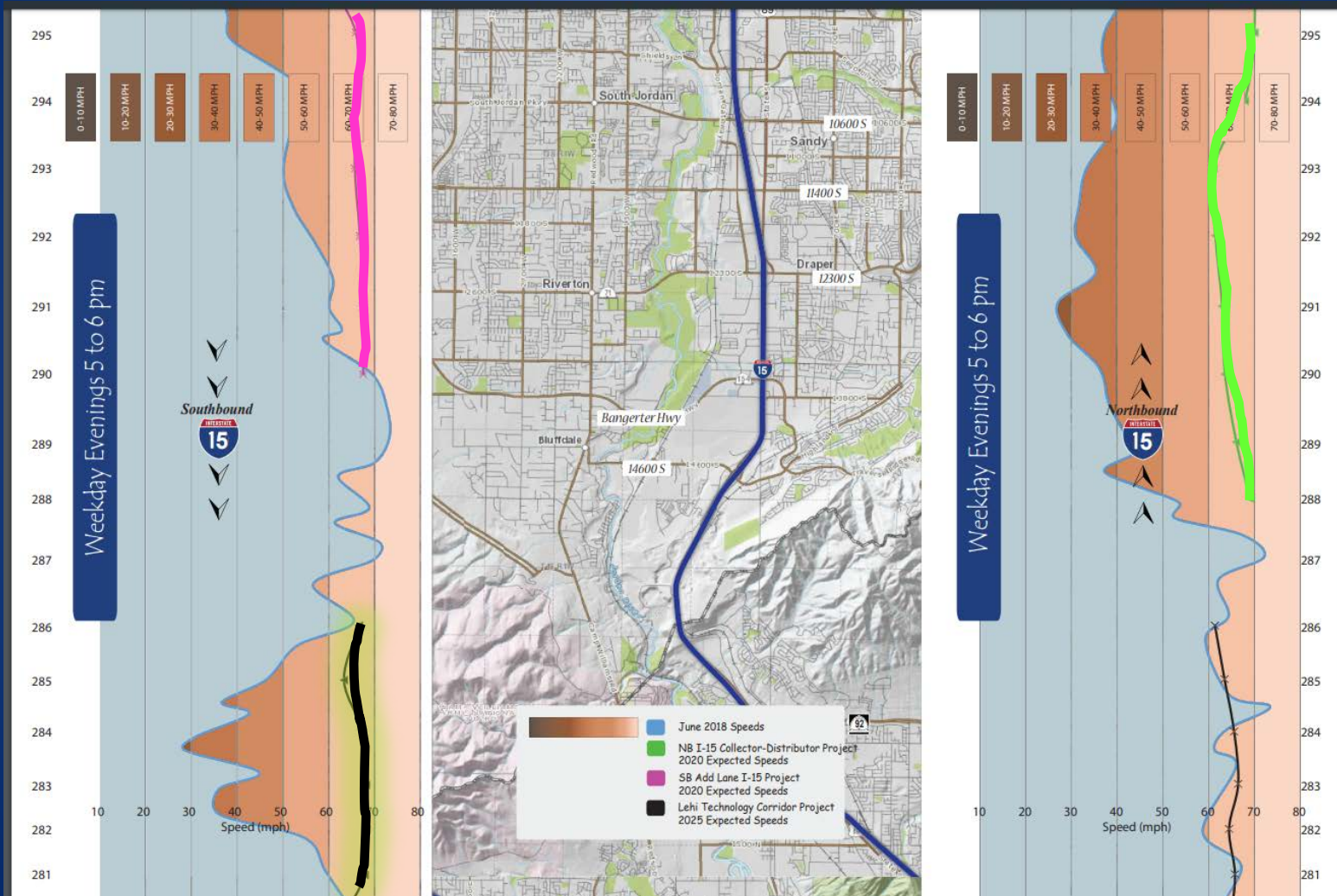
June 2015, PM peak



Source: UDOT UPLAN Maps, I-15 Wasatch Front Speeds & Current Projects

I-15 PM Speed Map – Salt Lake County (south)

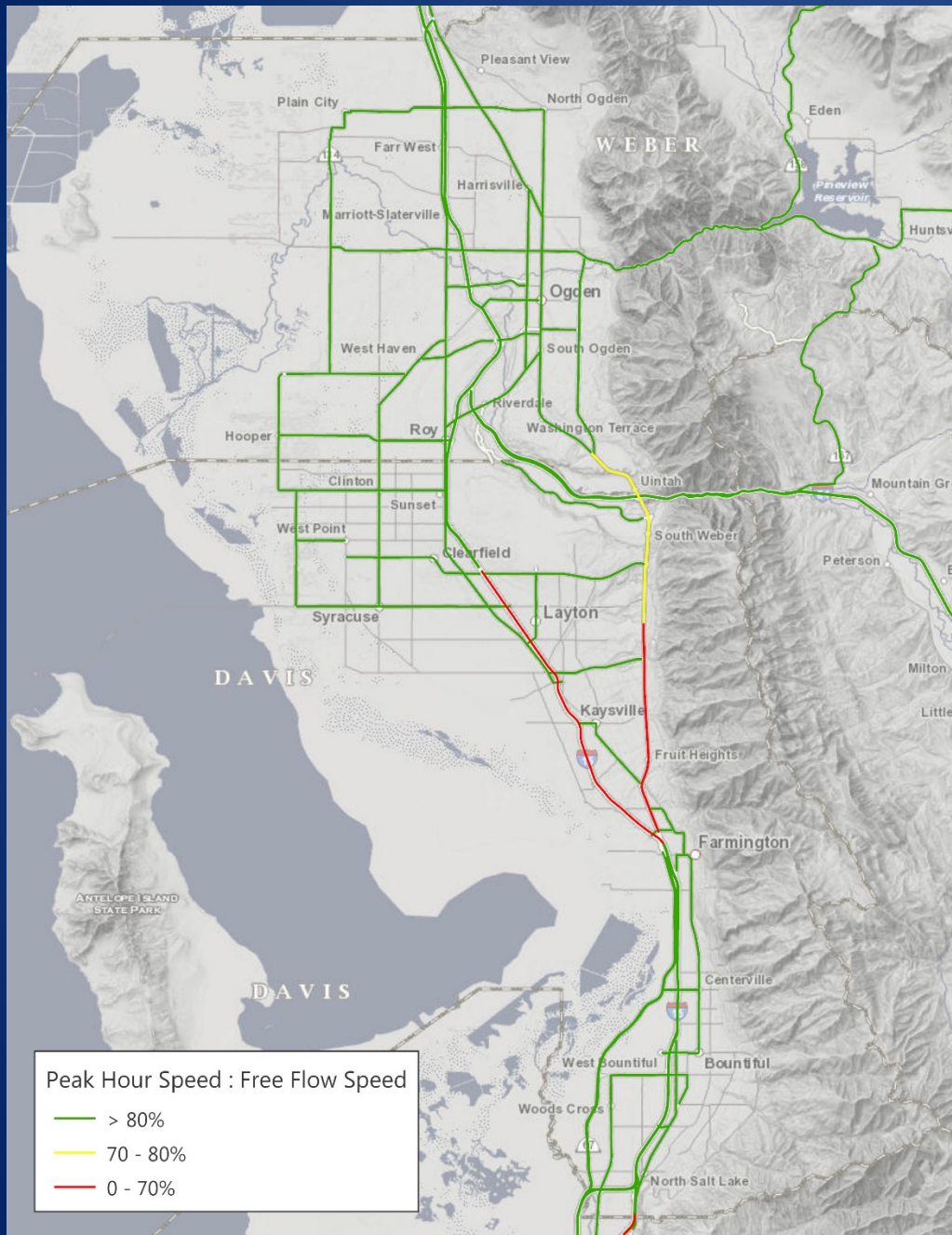
June 2015, PM peak



Source: UDOT UPLAN Maps, I-15 Wasatch Front Speeds & Current Projects

PM Peak Speed/Free Flow Speed

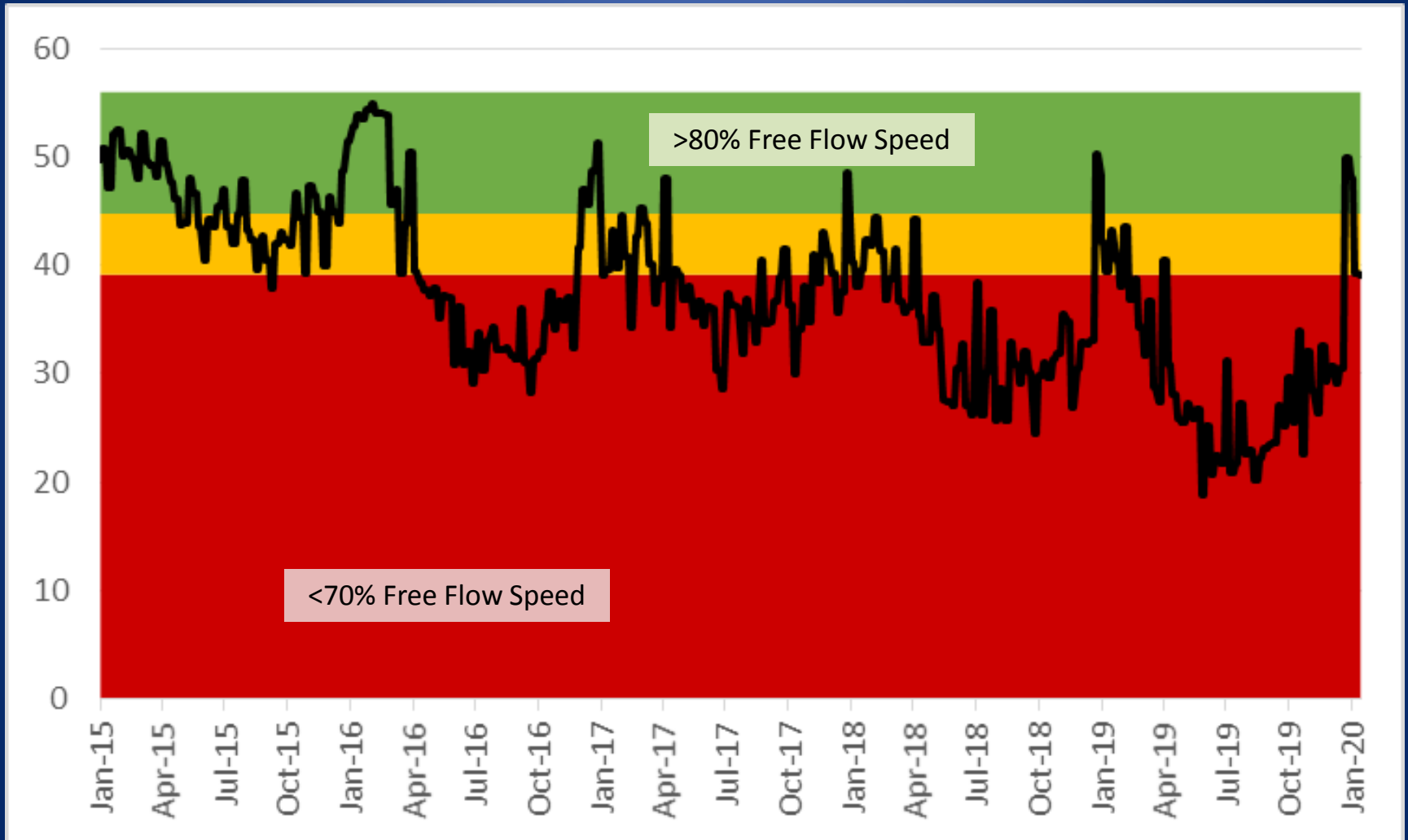
Weber County &
Davis County
2019



Source: UDOT Speed Map 2019.

Hwy-89 NB: I-15 to Cherry Lane

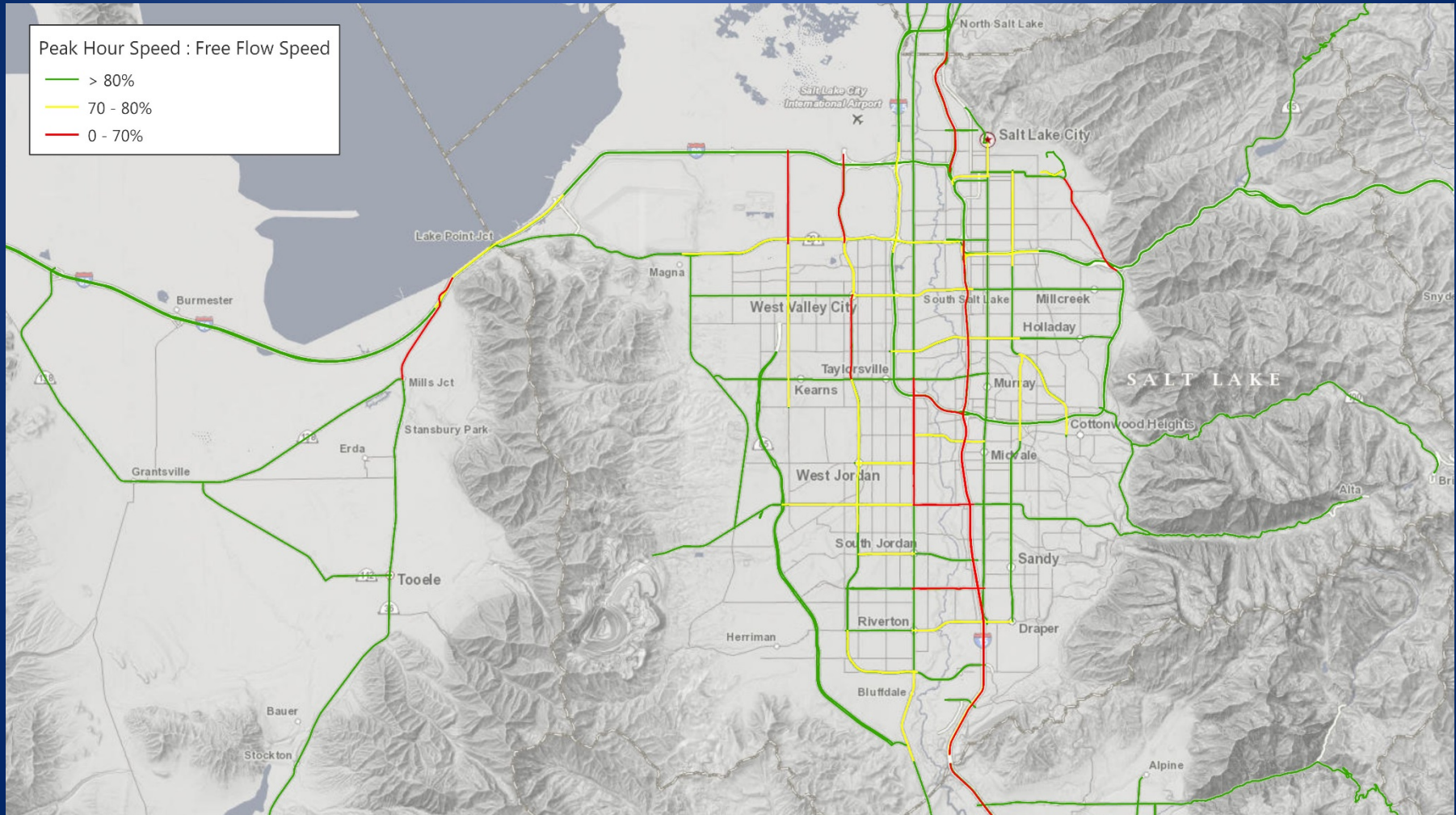
PM Peak Speed 2015 - 2019



Source: UDOT iPEMS data.

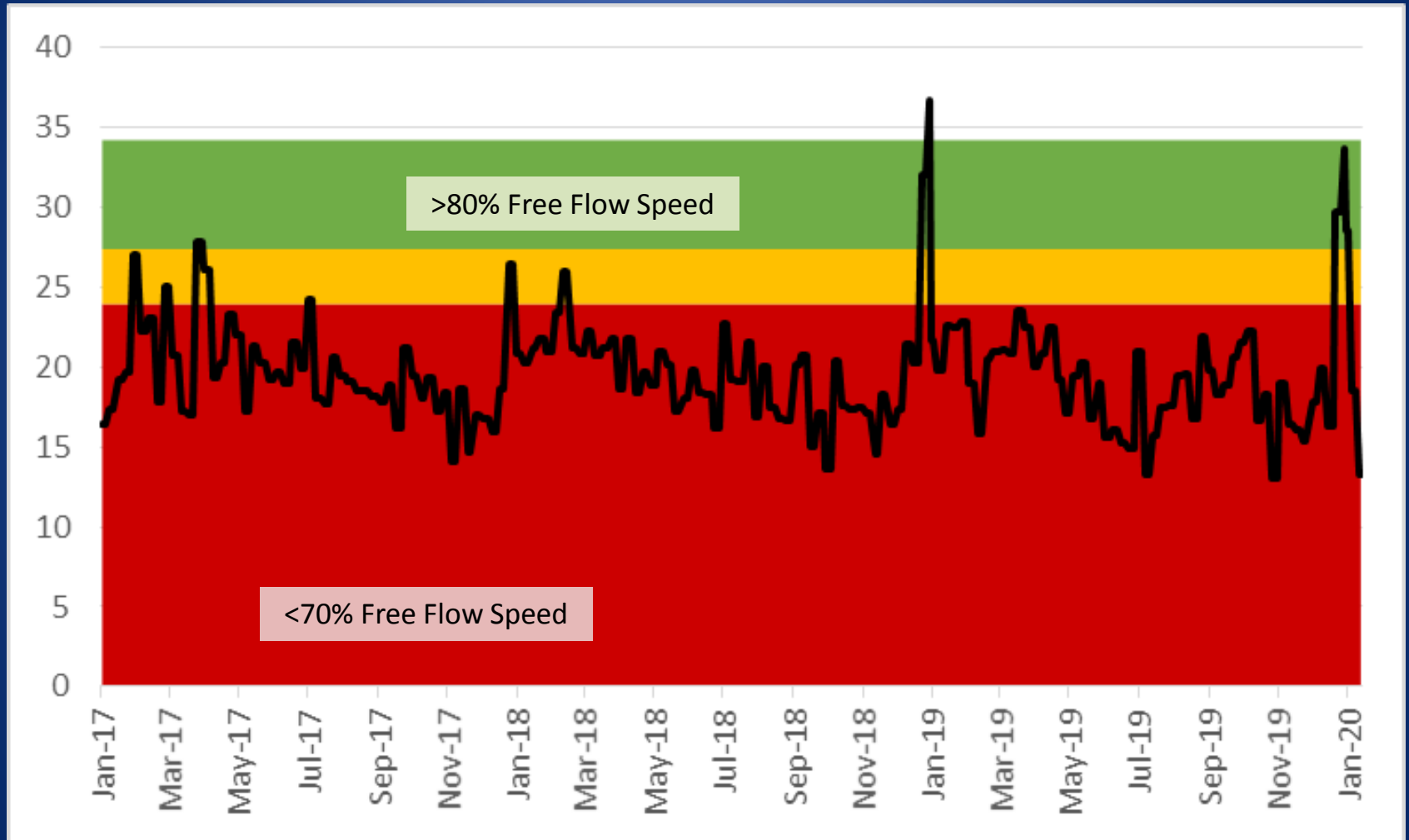
PM Peak Speed/Free Flow Speed

Salt Lake County & Tooele County 2019



5600 West SB: I-80 to SR-201

PM Peak Speed 2017-2019

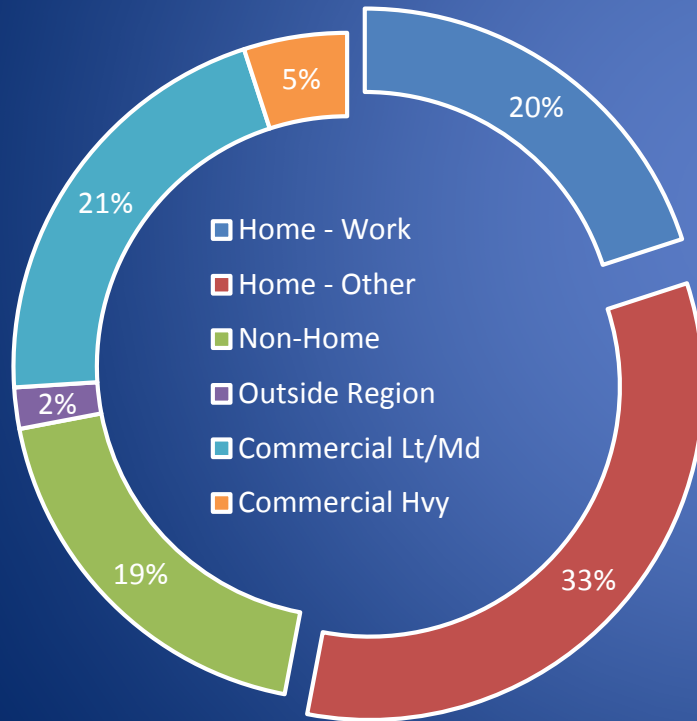


Source: iPEMS (UDOT)

Trip Purpose

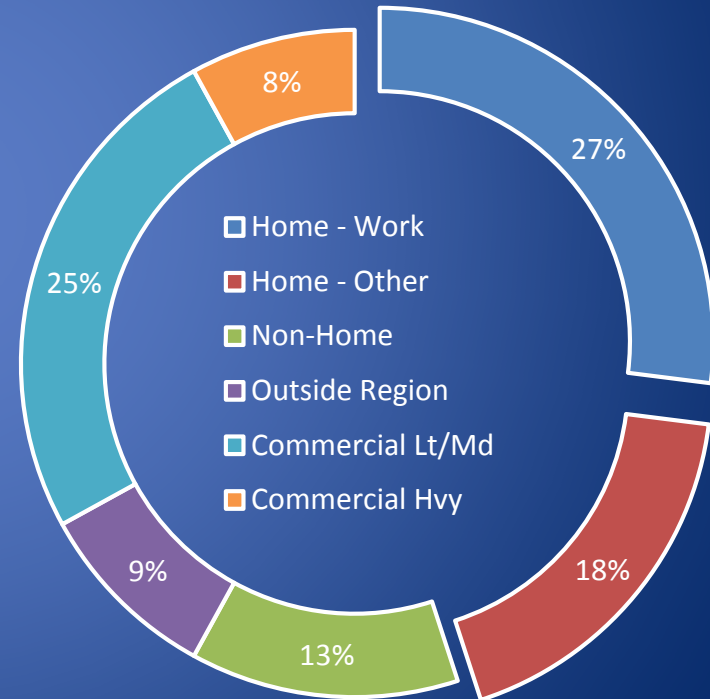
By Number of Trips

why



By VMT

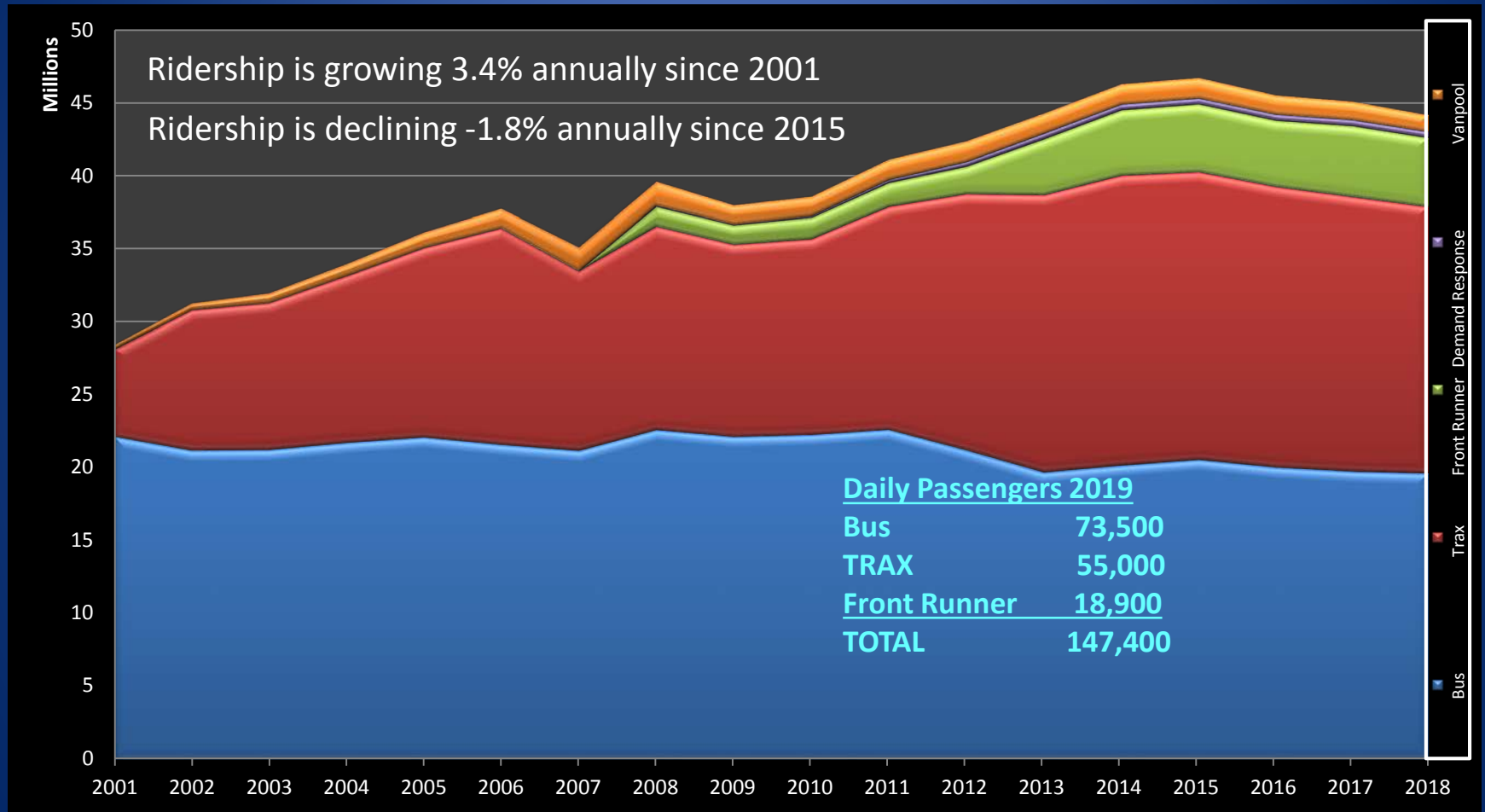
why & how much



Source: WFRC Travel Demand Model and 2012 Travel Survey.

TRANSIT PERFORMANCE

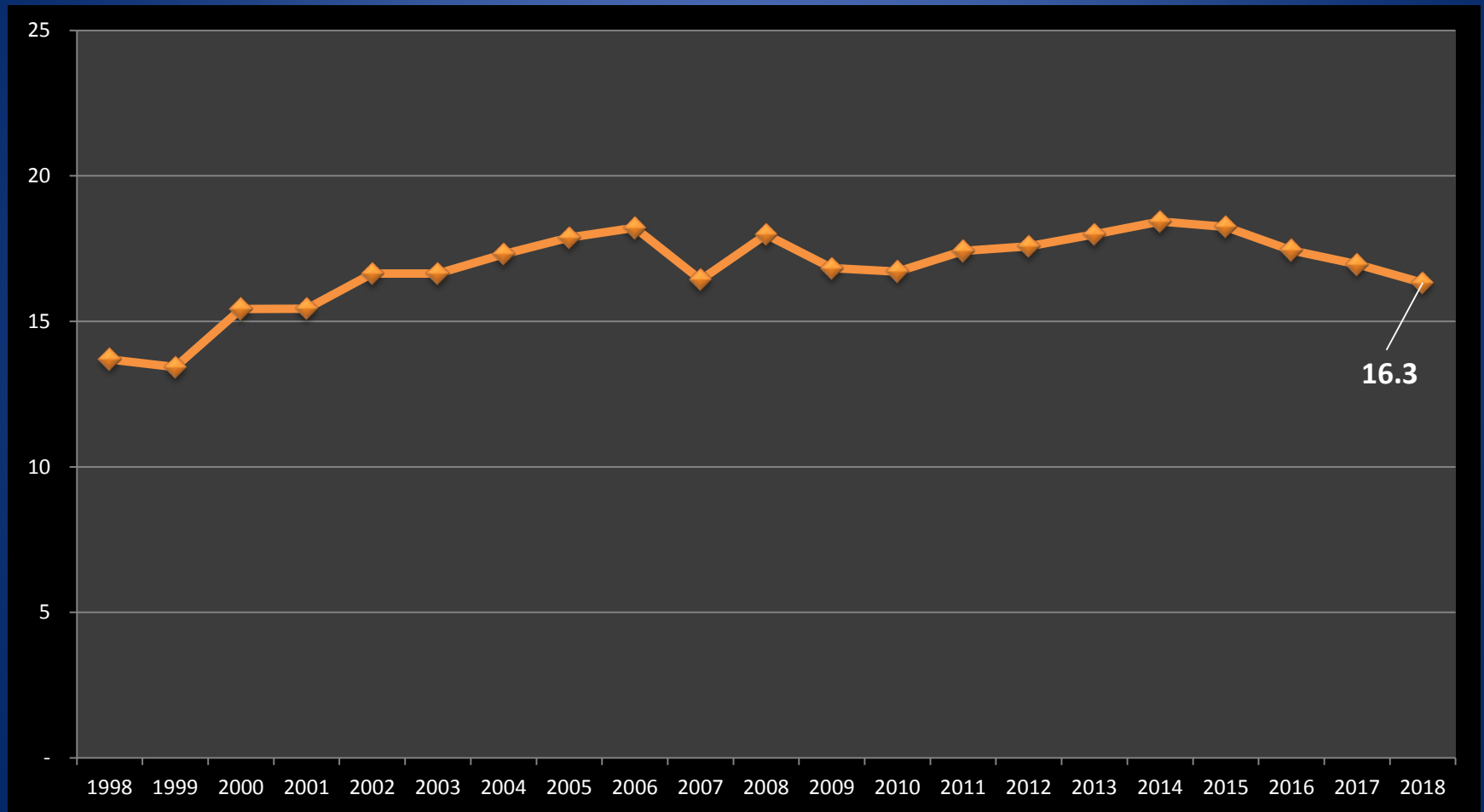
UTA Ridership Trend: 2001-2018



Source: National Transit Database

UTA Annual Transit Passengers per Capita

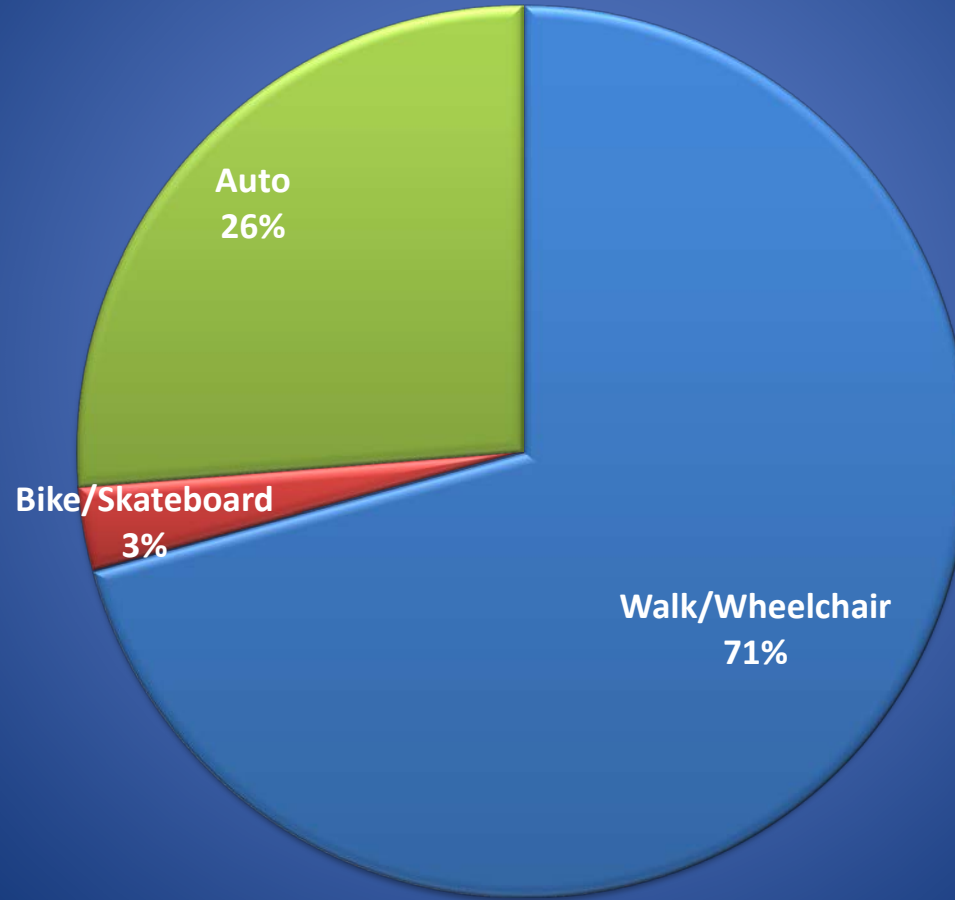
(All Modes)



Source: National Transit Database

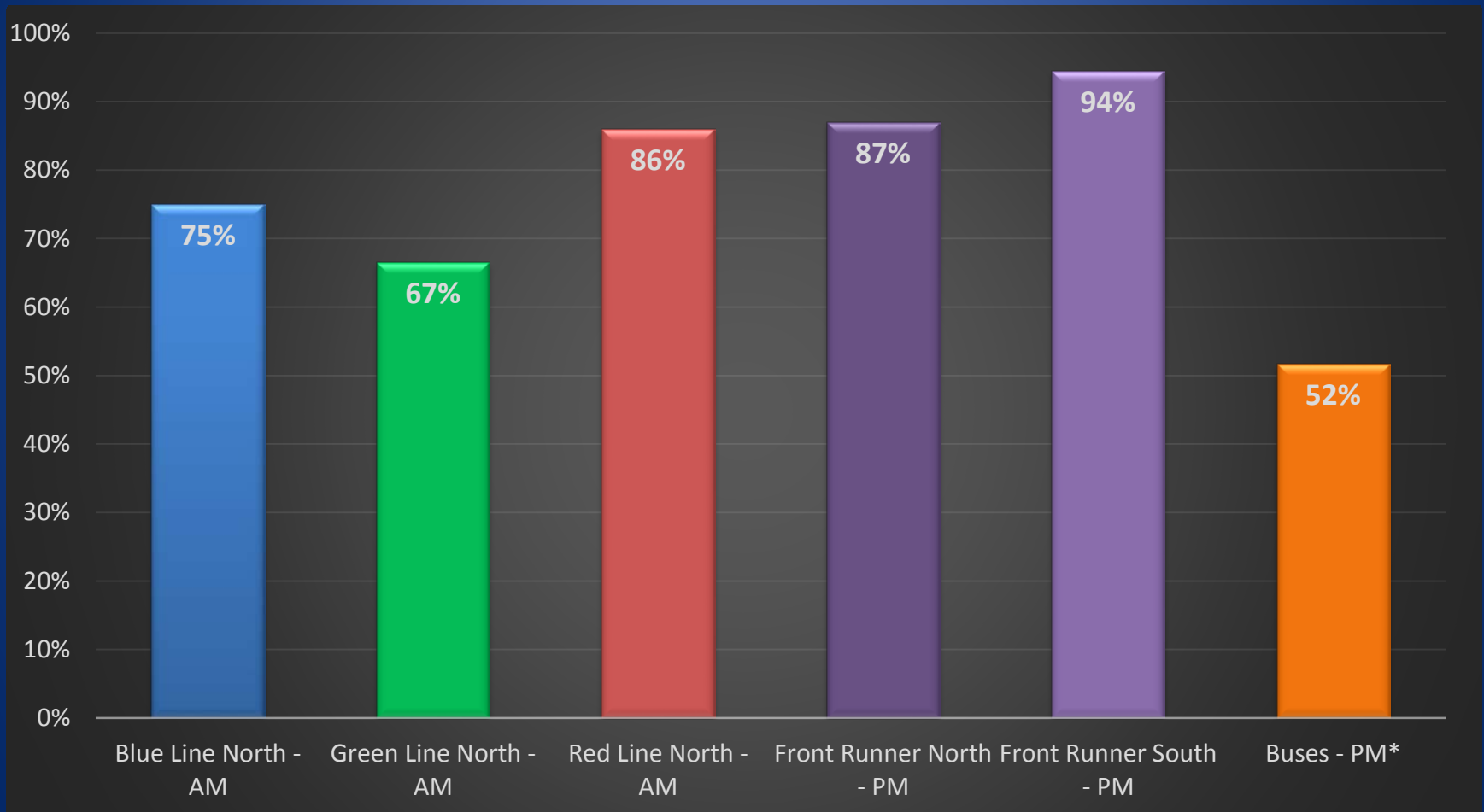
First/Last Mile by Mode

How to get to transit service – 2015 UTA survey



Transit Load Factor – PM Peak Period

Passengers per Trip / Seating Capacity



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=720a116aadfb4e95930e71b9b1be77a2>

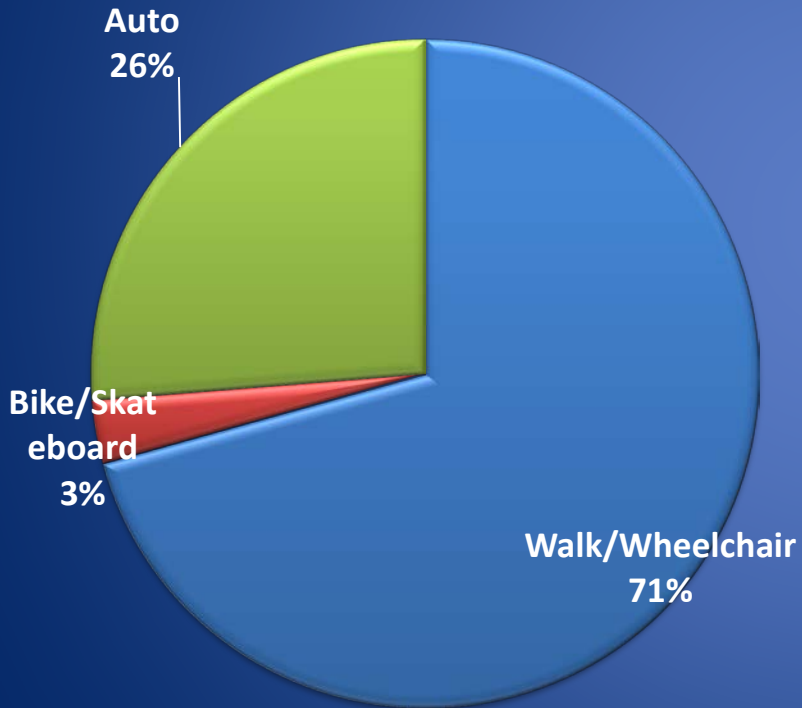
UTA Data Portal:

<https://data-rideuta.opendata.arcgis.com/>

First/Last Mile by Mode

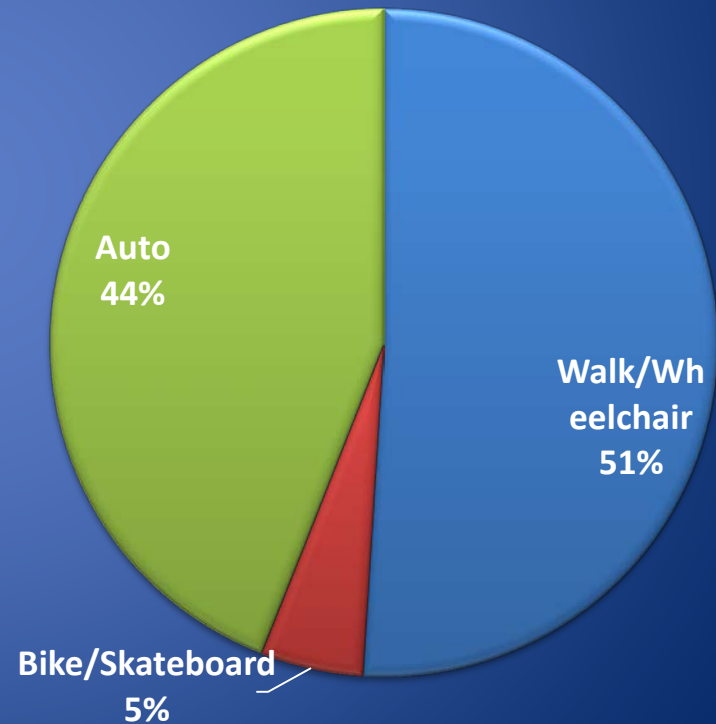
How to get to transit service – 2015 UTA survey

All Transit



FIRST TRANSIT MODE?? No bus?

Trax & Frontrunner



<https://youtu.be/Pr966j67tq4>