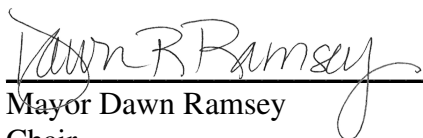


RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
AMENDING THE 2025 - 2030
TRANSPORTATION IMPROVEMENT PROGRAM

- WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake and the Ogden/ Layton Urbanized Areas and, as such, has the responsibility for developing a Transportation Improvement Program, and
- WHEREAS, a Transportation Improvement Program is to include all federally funded highway and transit projects scheduled for the next six years, and
- WHEREAS, the Utah Department of Transportation, the State Transportation Commission, the Utah Transit Authority, and the Wasatch Front Regional Council and its local jurisdictions desire to amend the 2025-2030 Transportation Improvement Program (TIP) to include and / or modify the projects on the attached project description list, and
- WHEREAS, the U.S. Department of Transportation Metropolitan Planning Regulations Paragraph 450.326(a) requires that “the TIP . . . be updated at least every four years, and be approved by the MPO and the Governor,” and
- WHEREAS, the Statewide Air Quality Implementation Plan includes traffic control measures for reducing air pollutant emissions for the Salt Lake and the Ogden/ Layton Urbanized Areas and budgets for mobile source emissions, and
- WHEREAS, the projects included in the proposed Transportation Improvement Program amendment are either included in Phase 1 of the Regional Transportation Plan or are not regionally significant, or are included in the 2025-2030 TIP or are exempt projects that do not need to be reviewed for air quality conformity and consistency with the State Implementation Plan according to 40 CFR Part 93.126 Table 2 Exempt Projects, and
- WHEREAS, the proposed Transportation Improvement Program amendment had a public review and comment opportunity at the Regional Council meeting on October 24, 2024, and all comments were carefully considered,

NOW THEREFORE LET IT BE RESOLVED, that the Wasatch Front Regional Council

- (1) Approves Amendment One to the 2025-2030 Transportation Improvement Program as attached,
- (2) Finds that the TIP conforms to and is consistent with the State Implementation Plan for Salt Lake, Davis, western Weber, and southern Box Elder Counties, and
- (3) Finds that the development of the Transportation Improvement Program is based on a currently certified transportation planning process.



Mayor Dawn Ramsey
Chair

Wasatch Front Regional Council



Andrew S. Gruber
Executive Director

Wasatch Front Regional Council

Date: October 24, 2024

2025-2030 Transportation Improvement Program (TIP) (Amendment One)

Board Modification

Additional Funding and Scope Change

Salt Lake Urban 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-215	15689	I-215; SR-201 to North Temple	Initial Project - Roadway reconstruction, Scope Change includes - bridge deck rehabilitation, pavement repairs on the ramps, drainage system improvements, ramp metering, and overhead sign replacement	STP_FLX_ST <small>(Surface Transportation Program - Flexible (Any Area) Statewide) - (Federal Funds)</small>	\$190,000,000	\$0	Additional Funding	\$120,000,000	2024 - 2028
						NHPP_NHS <small>(National Highway Performance Program - National Highway System Routes) - (Federal Funds)</small>		\$70,000,000			

The original scope of the project was to reconstruct the pavement on I-215 from SR-201 and North Temple. The changes to the scope include rubblization of existing concrete pavement and adding 5.5" of asphalt pavement, replacement of 4 bridge decks, hydro-demolition to 5 other bridges, pothole patching on 11 ramp bridge decks, repairing pavement on the ramps from I-80 to I-215 interchange, replacing the drainage system, adding ramp metering at California Avenue, and replacing the overhead sign structures on I-215. The increased funding breakdown is as follows:

- \$80M will be used for bridge deck replacements, bridge preservation treatments, pavement transition to meet bridge profiles, and overhead sign structures
- \$21M will be used for repairs to the ramps of the I-80 to I-215 Interchange
- \$9M will be used to replace the drainage system
- \$1M will be used to add ramp metering at California Avenue
- \$9M will be used to cover inflation costs (2017 to 2025) for the pavement reconstruction

Salt Lake	UDOT	SR-209	19241	SR-209; Prosperity Road to 4800 West	Initial Project - Remove and Replace 1.5" of Pavement Scope Change Includes - Extending project limits to SR-111	STP_FLX_ST <small>(Surface Transportation Program - Flexible (Any Area) Statewide) - (Federal Funds)</small>	\$4,750,000	\$2,800,000	Additional Funding	\$1,950,000	2025
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The project's original scope is to remove and replace 1.5" of asphalt between Prosperity Rd and 4800 West. Recent inspection of the pavement revealed the adjacent section between Prosperity Rd and SR-111 has more cracking than expected and would benefit from this treatment now. The requested scope change would be to extend the limits of the project to SR-111.

New Project

Salt Lake Urban 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-85	19947	SR-85; Porter Rockwell to 13400 South	Remove and Replace 1.5" of Pavement	STP_FLX_ST <small>(Surface Transportation Program - Flexible (Any Area) Statewide) - (Federal Funds)</small>	\$5,800,000	\$0	New Project	\$5,800,000	2025

This section of pavement on SR-85 (Mountain View Corridor) between Porter Rockwell & 13400 S has begun to deteriorate quicker than the pavement life cycle anticipated. This project will remove and replace 1.5" of pavement.

Salt Lake	UDOT	SR-131	22246	SR-131; Harmon Day Drive to SR-140	Pavement Rehabilitation	STP_FLX_ST <small>(Surface Transportation Program - Flexible (Any Area) Statewide) - (Federal Funds)</small>	\$2,200,000	\$0	New Project	\$2,200,000	2025
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This section of pavement on SR-131 (Porter Rockwell Blvd) between Harmon Day Drive & SR-140 (14600 South) was originally built as a local street and now has made a major connection between 146th South and Redwood. This increased traffic use has accelerated the original pavement treatment plan. This project will remove and replace 1.5" of pavement.

2025-2030 Transportation Improvement Program (TIP) (Amendment One)

Board Modification

New Project

Salt Lake Urban 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	UTA	5600 West	Transit	5600 West Bus Route	Core route provides new north/south transit service	Grants for Community Project Funding (CPF) (Federal Funds)	\$4,340,000	\$0	<i>New Project</i>	\$3,500,000	2025
						LOCAL_GOVT Local Government Funds				\$840,000	

Grants for Community Project Funding (CPF) (Formerly known as Earmarks) are appropriated and allocated from the General Fund for Transportation Infrastructure Grants on an annual basis. CPF recipients and their allocations are determined by Congress and all recipients are specifically identified in the Appropriations Act corresponding with the applicable fiscal year. This project funding will support the implementation of the Westside Core Route project

Salt Lake	UTA	Various	Transit	Efficient On-Route Electric Bus Charging	Construct On-route Bus Chargers	Grants for Community Project Funding (CPF) (Federal Funds)	\$2,500,000	\$0	<i>New Project</i>	\$2,000,000	2025
						LOCAL_GOVT Local Government Funds				\$500,000	

Grants for Community Project Funding (CPF) (Formerly known as Earmarks) are appropriated and allocated from the General Fund for Transportation Infrastructure Grants on an annual basis. CPF recipients and their allocations are determined by Congress and all recipients are specifically identified in the Appropriations Act corresponding with the applicable fiscal year. The on-route bus chargers from this source complements the funding WFRC has programmed in the past and will add more chargers beyond those funded; most likely at Research Park to support the electric buses UTA plans to use on the Davis-Salt Lake Community Connector.

Salt Lake	UTA	Various	Transit	25 Compressed Natural Gas (CNG) Buses	The CNG Buses will replace worn out diesel buses	FY2023 Low or No Emissions Grant - (Federal Funds)	\$20,123,479	\$0	<i>New Project</i>	\$17,055,353	2025
						LOCAL_GOVT Local Government Funds				\$3,068,126	

UTA successfully obtained federal funds for 25 CNG buses that will replace existing diesel buses that have met their useful life and will be stationed at the Depot District in Salt Lake City. The CNG have a minimum useful life of 12 years and will operate in Salt Lake County on routes which serve disadvantaged communities. This type of bus reduces harmful emissions including greenhouse gas emissions, reduces fuel costs, and promotes energy independence. They are funded from the Department of Transportation Competitive Low or No Emission Grant Program.

Salt Lake	UTA	Various	Transit	15 Electric Buses	The Electric buses will be replacing existing diesel buses that have met their useful life	FY2024 Low or No Emissions Grant - (Federal Funds)	\$21,486,632	\$0	<i>New Project</i>	\$18,112,632	2025
						LOCAL_GOVT Local Government Funds				\$3,374,000	

UTA successfully obtained federal funds for 15 Replacement Battery Electric buses that will replace existing diesel buses that have met their useful life and will be stationed at the Meadowbrook facility in South Salt Lake and the Mt. Ogden Facility in Ogden City. The battery electric buses have a minimum useful life of 12 years and will operate in Salt Lake County and Ogden City. This type of bus has zero emissions which will help reduce harmful emissions such as PM 10, PM 2.5, and ozone. They are energy efficient and will enhance the rider experience. They are funded from the Department of Transportation Competitive Low or No Emission Grant Program.

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
Weber, Morgan, Summit	UDOT	I-84	22282	I-84; Uintah Jct to Echo Jct Bridge R&R	Bridge Replacements, Deck Replacements, and Rehabilitation	ST_GF_BRIDGE (State Construction - General Fund - Bridge Program)	\$90,000,000	\$0	<i>New Project</i>	\$90,000,000	2025
						FY2025 Bridge Project Grant - (Federal Funds) Federal Discretionary Grant					

In Fiscal Year 2024 UDOT was successful in the award of a Bridge Planning Grant to evaluate the condition and needs of forty bridges on I-84 from Uintah Junction to Echo Junction in Weber, Morgan, and Summit Counties. The efforts associated with that work will define and prioritize a phased approach to implement the recommendations.

UDOT is now in the process submit for the Fiscal Year 2025 Bridge Project Grant to implement the first phase of recommendations from the Bridge Planning Grant. This project will include bridge replacements, deck replacements, and rehabilitation to address the most critical needs in this important corridor. If the application is successful, the Bridge Project Grant has a 20% match (\$18 Million for this project) that will be funded through the Bridge Program using State Funds.

2025-2030 Transportation Improvement Program (TIP) (Amendment One)

Board Modification

New Project

Statewide

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Statewide	UDOT	Various	22299	Utah Passenger Rail Study	Conduct a high level feasibility study of passenger rail routes in Utah	Federal Rail Administration's (FRA) Corridor Identification and Development (Corridor ID) grant program <i>(Federal Funds)</i>	\$350,000	\$0	New Project	\$350,000	2025

UDOT is requesting funding to conduct a high level feasibility study of passenger rail routes in Utah. This study will also prepare information that would help support a potential future application to Federal Rail Administration's (FRA) Corridor Identification and Development (Corridor ID) grant program.

Statewide	UDOT	Various	22298	Urban Cloverleaf Improvement Study	Conduct a high level look at opportunities for improvements to urban cloverleaf interchanges.	Statewide Transportation Solutions Program	\$2,500,000	\$0	New Project	\$500,000	2025
						Urban Cloverleaf Improvement Study Federal Discretionary Grant - <i>(Federal Funds)</i>				\$2,000,000	

This study will take a high level look at opportunities for the improvements to urban cloverleaf interchanges. The focus area of the study will be on the I-15 & I-215 corridors. This implementation of this project will be contingent upon the successful grant award.

Additional Funding

Salt Lake Urban 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/ South Salt Lake	200 East Brodger	21005	BFP: South SLC Bridge Replacement 035123F	Bridge Replacement & Roadway Improvements	BFP_BR_OFF - <i>(Federal Funds)</i> Bridge Formula Program - (Off System)	\$2,596,780	\$1,800,000	Additional Funding	\$600,000	2025
						L_BETTERMENT (Local Government - Betterment CO-OP)		\$196,780			

The scope of PIN 21005 is to replace the locally owned bridge carrying 200 East over Mill Creek in South Salt Lake City (035123F). During design, it was determined that the existing opening under the structure was insufficient for the hydraulic need. In order to address this, the roadway needs to be raised which will cause additional roadway and drainage work to tie in with the adjacent intersection. This structure is not on the Federal Aid Highway System. Therefore, no local agency match is required and it will be funded with Bridge Formula Program Federal Funds. South Salt Lake City is in support of increasing the project value.

Salt Lake	West Valley City	3650 South	18823	3650 South; 2700 West to 3200 West	Reconstruct & Minor Widening, including Shoulder, Curb, Gutter, Sidewalk, Park strips, & Bike Lanes	STP_URB_SL - <i>(Federal Funds)</i> (Surface Transportation Program - Urban Area Salt Lake (WFRC))	\$10,967,776	\$5,771,489	Additional Funding	\$1,250,000	2024-2029
						TAP_FLEX		\$50,000			
						LOCAL_GOVT (Local Government Funds)		\$34,000		\$1,668,176	
						ST_TTIF_FMLM (Statewide - Transit Transportation Investment Funds - First Mile/ Last Mile)		\$2,194,111			

3650 South is an important collector into the busy West Valley City Center and Intermodal Hub, with connection to light rail, bus rapid transit and traditional bus routes. It is also the planned terminus of the future Mid-Valley Connector BRT. This project will reconstruct and improve the roadway geometry for all users; vehicles, busses, pedestrians, and bicyclist. Safety will be improved with the addition of sidewalks and enhanced mid-block pedestrian crossing along with the addition of roadway lighting. Bike lanes will be added to the roadway, providing a link between 3200 West and 2700 West; both regional bike corridors. The request for the increase in funding comes as a result of the additional right-of-way cost, design/ construction engineering services, improvements to the roadway and drainage items associated with excessive inflation and the underground detention facility required to tie into UDOT's 3500 South storm drain system

2025-2030 Transportation Improvement Program (TIP) (Amendment One)

Board Modification

Additional Funding

Salt Lake Urban 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	Salt Lake City	1300 East	15908	1300 East; 2100 South to Southern City Boundary	Reconstruct pavement, curb and gutter, and pedestrian improvements including pedestrian safety improvements.	STP_URB_SL - (Federal Funds) (Surface Transportation Program - Urban Area Salt Lake (WFRC))	\$15,676,898	\$11,369,103			2024-2029
						STP_HF_SL - (Federal Funds) (Surface Transportation Program - Highway Infrastructure - Salt Lake)		\$549,446			
						LOCAL_GOVT (Local Government Funds)		\$458,350	Additional Funding	\$3,300,000	

1300 East is an essential north/south arterial street for travel from the University of Utah to I-80, Westminster College, Brickyard Plaza, and neighborhoods on the east side of Salt Lake valley. Improving the pavement surface, 70 year old curb and gutter, removing pipe drive approaches, and improving the street cross slope will reduce future street maintenance costs, improve street appearance, as well as driver and pedestrian safety. The City has recently replaced sidewalks and accessibility ramps, added intersection pedestrian countdown timers and push buttons, and installed mid-block High Intensity Activated CrossWalk (HAWK) signals. All intersections will be evaluated for potential (Intelligent Transportation System) ITS upgrades. Funding will be used to continue to bring the street up to current standards.

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
Weber	UDOT/Ogden	Gramercy Bridge	20810	BFP: Ogden City Bridge Replacement 057028D	Bridge Replacement & Roadway Improvements	BFP_BR_ON/OFF - (Federal Funds) Bridge Formula Program - (On/Off System)	\$3,900,000	\$3,300,000	Additional Funding	\$600,000	2025

The scope of PIN 20810 is to replace the locally owned bridge carrying Gramercy Avenue over the Ogden River in Ogden City (057028D). The initially assumed foundation type had to be changed in order to avoid significant costs and time delays associated with relocating overhead power lines. This structure is not on the Federal Aid Highway System. Therefore, no local match is required and it will be funded with Bridge Formula Program Federal Funds. Ogden City is in support of increasing the project value.

Weber	UTA/Clearfiled	Clearfield Trail	14053	Clearfield City TOD Ped/ Bike; FrontRunner Station to Freepport Center	New Construction - Pedestrian/ Bicycle Facility	CMAQ_WFRC - (Federal Funds) (Congestion Mitigation/ Air Quality - Urban Area Ogden/ Layton (WFRC))	\$3,900,000	\$1,650,000	Additional Funding	\$553,344	2025
						LOCAL_GOVT (Local Government Funds)		\$119,817	Additional Funding	\$40,182	

Freeport Center is one of Davis County's largest job centers with nearly adjacent access to a Commuter Rail facility that is also served by UTA bus route 470. The on-road connection to the Freeport Center is nearly two miles, and this new facility would provide a crucial bicycle/pedestrian link between a major transportation investment and a very large economic development job center for Clearfield City and Davis County as a whole. The request for the additional funding comes as a result of right-of-way, construction, materials, and labor costs.

Weber	Riverdale	Ritter Drive	14850	Ritter Drive & SR-60 & 1150 West	Construct Round-About Intersection Improvements	CMAQ_WFRC - (Federal Funds) (Congestion Mitigation/ Air Quality - Urban Area Ogden/ Layton (WFRC))	\$939,363	\$576,161	Additional Funding	\$244,000	2025
						LOCAL_GOVT (Local Government Funds)		\$59,202	Additional Funding	\$60,000	

Project will transform a 5-leg intersection into a round-a-bout intersection, reducing the points of conflict and improving safety for all users including vehicular, pedestrian, and bicyclist. The request for additional funding is due to project delay which impacted right-of-way, construction, materials, and labor costs.