

SECTION IV

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) MAPS, FINANCIAL PLANS, AND CRITERIA

The Salt Lake/ West Valley and the Ogden/ Layton Urbanized Area Transportation Improvement Program (TIP) is a six-year program of highway, transit, and other transportation projects along the Wasatch Front. Projects included in the program will implement the Regional Transportation Plan and address the short-range needs of the Region.

2015-2020 Transportation Improvement Program (TIP)

Last fall, as the WFRC staff initiated the process for the 2015-2020 TIP, they requested that potential project sponsors submit “Letters of Intent” for projects they wanted considered for the available STP, CMAQ, and TAP funds.

A list of all the projects submitted was presented to the Technical Advisory Committees, the Salt Lake County, Davis County, and Weber Area Councils of Governments (COGs), and Trans Com for review.

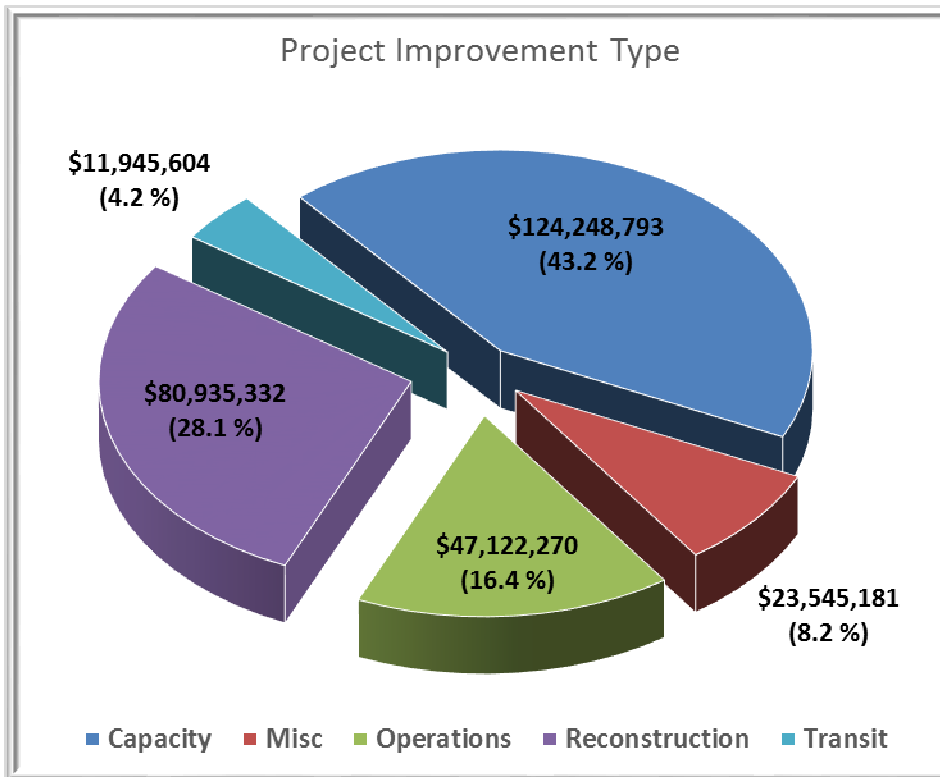
Projects submitted were reviewed for eligibility and sponsors submitted a “Project Evaluation Concept Report.” WFRC Staff evaluated each project submitted and the projects were listed in order of an approved criteria score, to be used as a tool in the project selection process. The information was presented to the TAC’s along with additional information to facilitate them in identifying the projects to be recommended. The recommendations were presented to each of the COGS for any input and all information was presented to Trans Com to make project recommendation to the Regional Council to be included in the draft STP, CMAQ, and TAP programs for the Draft 2015-2020 TIP. Under delegated authority from the Regional Council, Trans Com would then approve the draft TIP for public review and comment. Following the public process, the draft TIP and any comments received, along with an appropriate response, was presented to the TACs, Trans Com, and the Regional Council for approval to be included in the Statewide Transportation Improvement Program (STIP) and submitted to Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for approval and adoption.

SURFACE TRANSPORTATION PROGRAM (STP)

The Wasatch Front Regional Council is responsible for programming Surface Transportation Program (STP) funds for the Salt Lake/ West Valley and the Ogden/ Layton Areas. These funds may be used for constructing new streets or widening, improving, or reconstruction existing streets classified as arterials or collectors on the federal aid eligible system. In addition, STP funds can be used for bridge replacement projects and projects which reduce traffic demand, such as transit capital improvements, ridesharing promotion, intersection improvements, and other projects as provided for in federal legislation. Areas where the funds may not be used would include projects such as roadway maintenance, capacity improvements not on the first phase of the Regional Transportation Plan, or project costs prior to an approved environmental document unless approved by the Regional Council, etc. A list of the STP funded projects and project descriptions can be found in Section V of this document.

Historically the urban area STP funds for the Wasatch Front Area have been programmed and used primarily on capacity, operations, and reconstruction type projects. Some funds have also been used for studies, right of way, and transit-related projects.

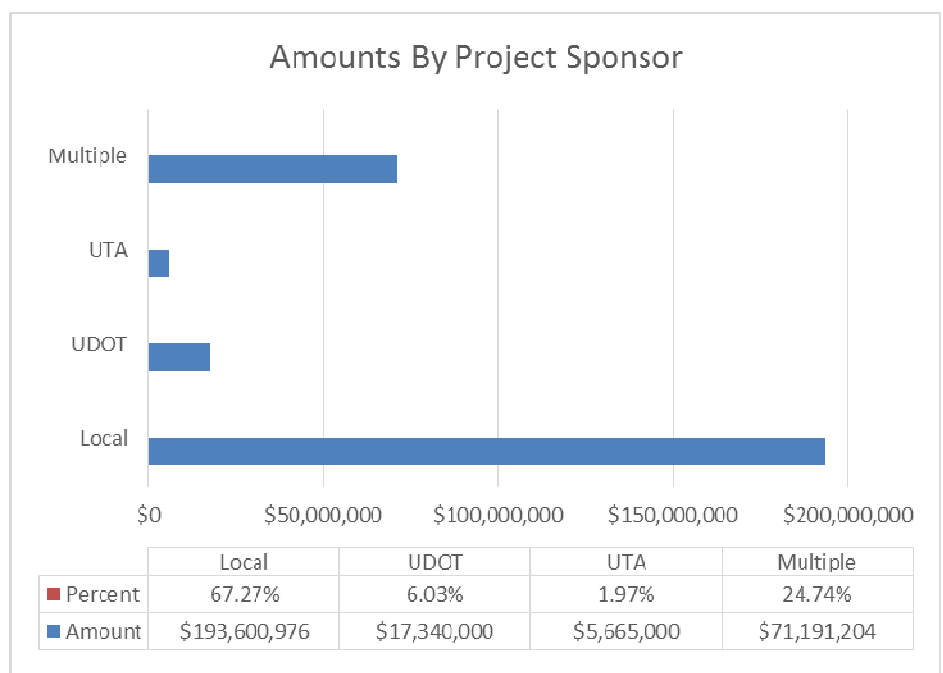
With the development of the 2015-2020 STP program the distribution of project types seem to remain consistent with the annual apportionments for the STP funds to be approximately \$15,730,000 per year in the Salt Lake/ West Valley Area and \$8,470,000 per year in the Ogden/ Layton Area.



In order to encourage project progress and maintain a financially constrained program, some projects will have funding distributed over multiple years. Project sponsors are encouraged to work with UDOT to progress their project as quickly as possible. If a project becomes ready to construct prior to their programmed year, funding timing can often be moved between projects as long as no project would be negatively impacted and the TIP remains financially constrained. If projects are ready to go to construction prior to their programmed year

and the program funds are not available, advancing the project can often still be accomplished by utilizing a funding option called advance construction (AC). This is a plan whereby the State, Cities, or Counties may utilize other funds to temporarily fund federal-aid projects when federal fund apportionment for a fiscal year has been expended. Funding is then converted to federal-aid when new apportionment is received at the beginning of a new fiscal year and the funds are reimbursed when the programmed project funding becomes available.

The type of projects programmed in the 2015-2020 STP program demonstrate that capacity, reconstruction, and intersection improvements are still the priority type projects utilizing a large percent of the programmed STP funds. However, funding is still programmed for various projects

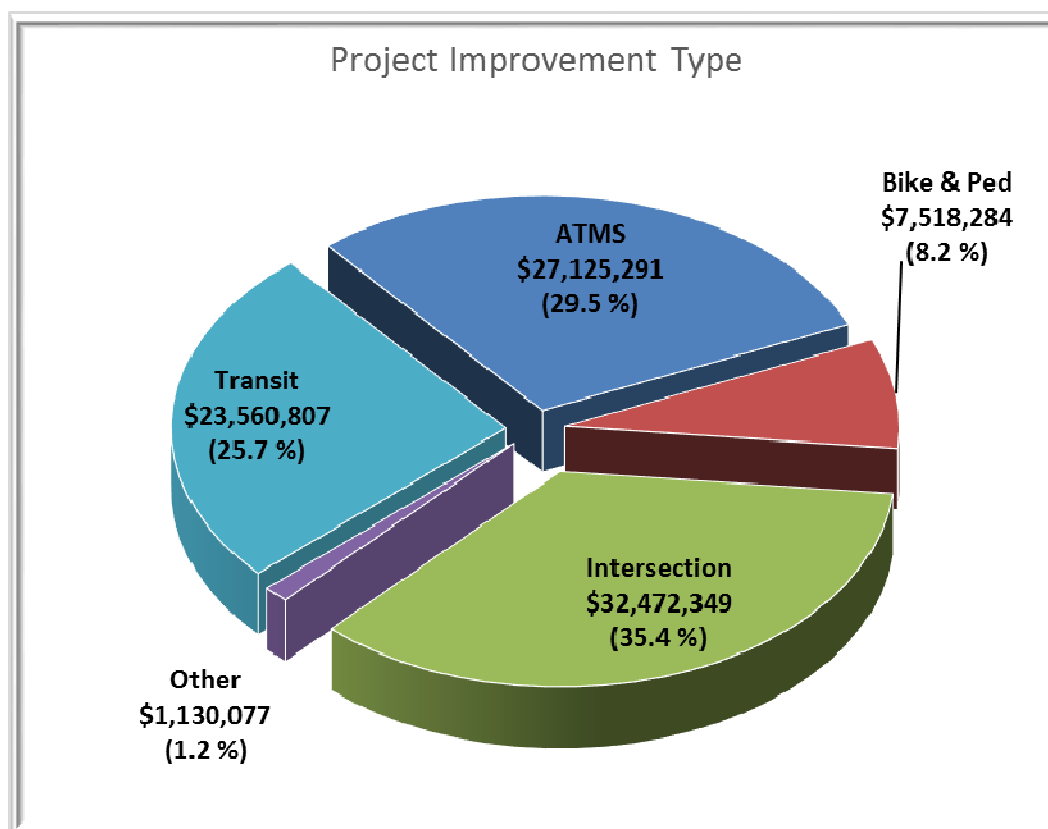


including studies, right of way, and transit related projects. While the majority of the STP funds are programmed on the local government sponsored projects, there are quite a few projects that are co-sponsored by local governments and either UDOT or UTA.

A report of the projects that have or are to obligate the majority of their STP funding in the Salt Lake and the Ogden/ Layton Areas during the past fiscal year (FY2010) will be included as section XI when it becomes available.

CONGESTION MITIGATION/AIR QUALITY PROGRAM (CMAQ)

The Wasatch Front Regional Council is responsible for programming Congestion Mitigation / Air Quality Program (CMAQ) funds for the Salt Lake/ West Valley and the Ogden/ Layton Areas. These funds must be used for projects which will improve air quality by reducing pollutant emissions from transportation sources. They can be used for transit capital projects, such as the purchase of buses or the construction of park-and-ride lots, for operating assistance for new transit service, to construct pedestrian and bicycle facilities, and other projects. They can also be used for traffic control measures, such as traffic signal coordination, intersection improvements, and incident management provided these projects can demonstrate air quality improvements. Areas where these funds may not be used would include



signal installation (only) projects, capacity projects (additional thru lanes of traffic), studies, and project costs prior to an approved environmental document unless approved by the Regional Council, etc. A list of the CMAQ funded projects and project descriptions can be found in Section VI of this document.

Historically the CMAQ funds for the Wasatch Front Area have been programmed and used on Intelligent Transportation Systems (ITS)¹, intersection improvements, transit-related projects, bike and pedestrian facilities, park and ride

lots, and various other projects that demonstrate air quality improvements. Over the past eleven years (1999 through 2009), a large portion of the CMAQ funds have been used on transit related projects

¹ Intelligent Transportation Systems (ITS) refers to efforts to add information and communications technology to transportation infrastructure and vehicles (i.e. sensing and computational technologies, cameras, signal synchronization, etc.).

sponsored by UTA (i.e. new and renovated light rail vehicles, buses, rideshare, and van pools, etc.) and ITS projects sponsored by UDOT (Traffic Operations Center (TOC), variable message signs, signal coordination, fiber optics, etc.). The local government sponsored projects primarily included intersection improvements, and bike and pedestrian facilities.

In the development of the 2015-2020 CMAQ program, the annual apportionments for the funds are conservatively projected to be approximately \$5,260,000 each year in the Salt Lake Area and approximately \$2,850,000 per year in the Ogden/ Layton Area.

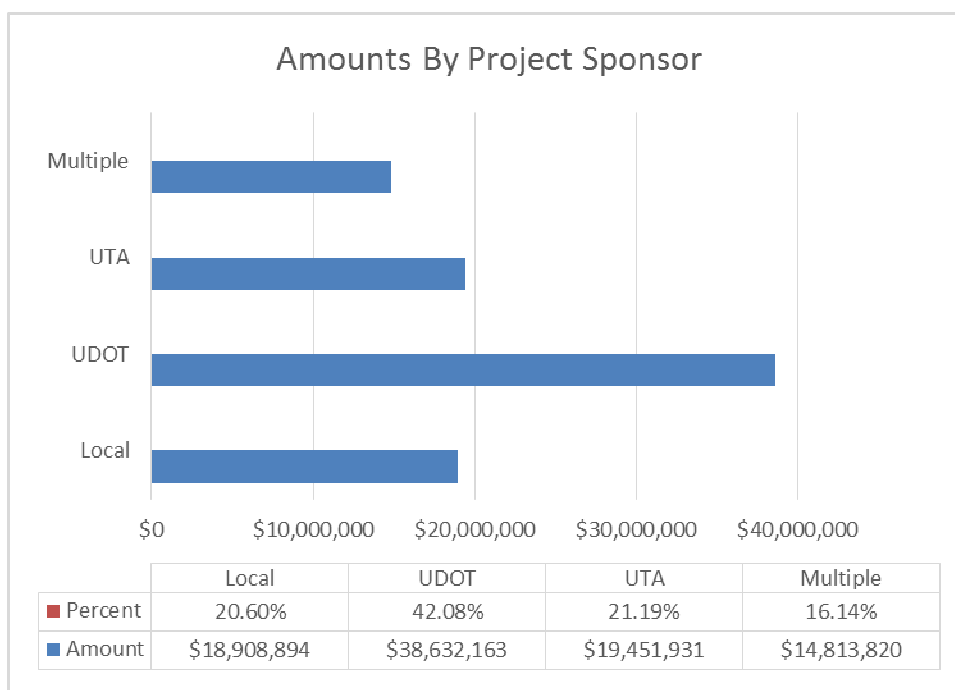
In order to encourage project progress and maintain a financially constrained program, some projects will have funding distributed over multiple years. Project sponsors are encouraged to work with UDOT to advance their project as quickly as possible. If a project becomes ready to construct prior to their

programmed year, funding timing can often be moved between projects as long as no project would be negatively impacted and the TIP remains financially constrained. If projects are ready to go to construction prior to their programmed year and the program funds are not available, advancing the project can often still be accomplished by utilizing a funding option called advance construction (AC). This is a plan whereby the State, Cities, or Counties may utilize other funds to temporarily fund federal-aid projects when federal fund apportionment for a fiscal year has been expended. Funding is then converted to federal-aid when new apportionment is received at the beginning of a new fiscal year and the funds are reimbursed when the programmed project funding becomes available.

Most of the projects that are sponsored by UTA are paid for through grant applications submitted to FTA. When a project's funding becomes available, UTA submits a request to WFRC to send UDOT a letter requesting FHWA to transfer the programmed funds to FTA. UTA then prepares the grant application and requests FTA to put the available funds in their account for the projects to bill against.

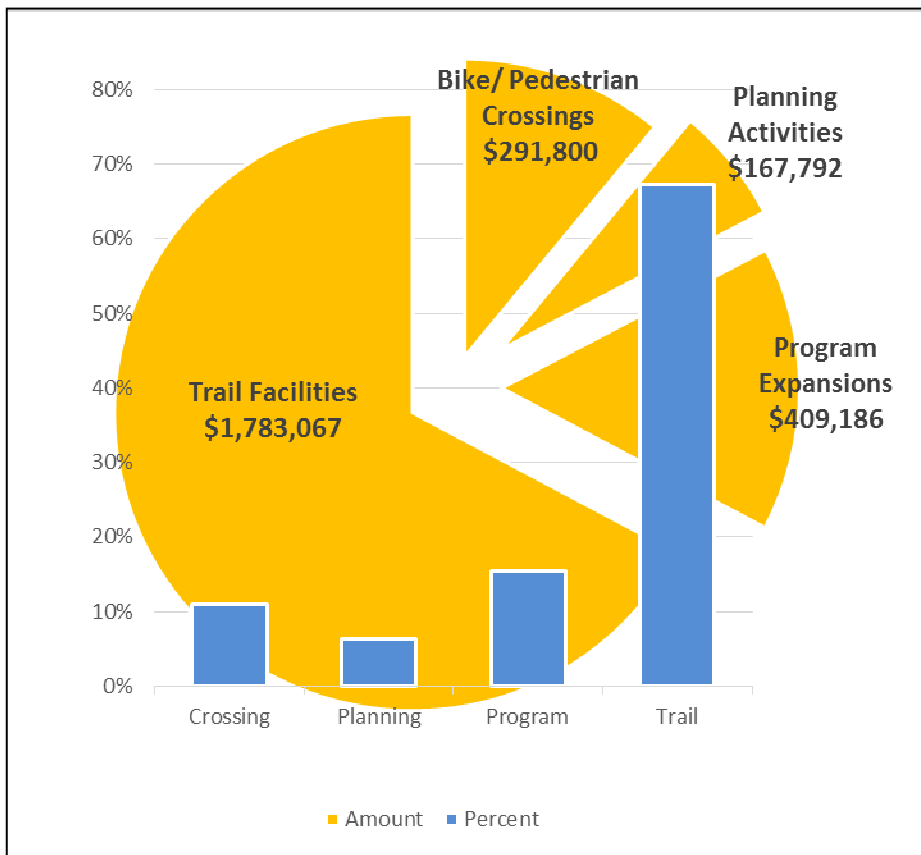
The type of projects programmed in the 2015-2020 CMAQ program demonstrate that ITS, Intersection Improvements, Transit related projects (i.e, rideshare/ van pool), and pedestrian and bicycle facilities are the priority type projects utilizing more than 98 percent of the programmed CMAQ funds.

A report of the projects that have or are to obligate the majority of their CMAQ funding in the Salt Lake/ West Valley and the Ogden/ Layton Areas during the past fiscal year (FY2014) will be included in section XI when it becomes available.



TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

The Wasatch Front Regional Council is responsible for programming Transportation Alternatives Program (TAP) funds for the Salt Lake/ West Valley and the Ogden/ Layton Areas. These funds are new as of the approval of MAP-21. The TAP program replaces the Transportation Enhancement (TE) program and focuses the project improvements to those that would encourage bicycle and pedestrian use. These funds may be used for construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure that will provide safe routes for non-drivers, transportation projects to achieve compliance with the Americans with Disabilities Act of 1990, and other projects as provided for in federal legislation.



An eligible project sponsor must be a local government in the Ogden/ Layton or Salt Lake/ West Valley Urbanized Area, the department of transportation, or the transit authority, or submit a letter in cooperation with one of these entities.

Trans Com has approved the following general policy direction for use of the TAP funds: “The majority of federal Transportation Alternatives Program funds in the Salt Lake/West Valley and Ogden/Layton Urbanized Areas will help fund both larger and smaller bicycle and pedestrian capital improvement projects. Some of the funding will also be allocated to community plans for bicycle and pedestrian systems.”

Although this program is relatively new, great enthusiasm exists amongst the active transportation efforts to improve bicycle and pedestrian facilities. All the projects selected for the TAP funds are local government sponsored projects with support from both UDOT and UTA.

OTHER PROGRAMS

UDOT and the Utah State Transportation Commission work with the Metropolitan Planning Organizations (MPOs) to develop in a cooperative process projects to receive other federal highway funds. Recommendations for projects to receive these other federal funds are approved by the Commission and the respective MPO. Other federal-aid highway programs include National Highway Performance Program (NHPP), Surface Transportation Program (STP), Highway Safety Improvement Program (HSIP), and Transportation Alternatives Program (TAP). Projects to use these funds are selected throughout the state as the priorities are identified. In the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas, the WFRC, UDOT, and the Transportation Commission cooperatively develop the programs. Major projects in the Areas will involve rehabilitation and safety improvements for the

Project Type	Planning Source
Pavement Rehabilitation / Reconstruction	UDOT and Local Pavement Management Systems
Capacity Improvements	WFRC Regional Transportation Plan (RTP)
Railroad Crossings	High Accident Prediction List
Bridge Rehabilitation / Replacement	National Bridge Inventory
Safety Improvements	Utah Highway Safety Improvement Plan
Enhancements	Transportation Enhancement Advisory Committee

interstate system and other highways. Bridges and railroad crossings will be replaced or improved at various locations. A full list of these other Federal-Aid Highway projects, for the urban area, can be reviewed in Section VIII of this report. The planning source of these projects depends on the scope and funding source. The table below indicates the primary planning sources for all federal-aid projects:

In addition to the federally funded projects, highway improvement projects sponsored by the state, counties, and cities that use funding other than federal dollars are also listed in Section VIII and Section IX. These lists are included so that information on all transportation improvement projects in the Salt Lake/ West Valley and the Ogden/ Layton Areas are available.

Transit projects are listed in Section VII, which contains projects identified in the Regional Transit Development Program. This program includes Section 5309 and Section 5307 capital grants for the Utah Transit Authority, Section 5339 also contributes to the capital grants for UTA, the Section 5310 program for enhanced mobility of seniors and individuals with disabilities. A brief description of each project is included.

FINANCIAL PLAN

The purpose of the Financial Plan is to show that, given current and anticipated funding levels, projects listed in the TIP can be built. Specifically, the Financial Plan must show that all of the projects used in the Air Quality Conformity Analysis can be funded. All of the projects listed in the TIP are funded with the sources listed in the previous section.

The WFRC is responsible for recommending the Urban STP, CMAQ, and TAP programs in consultation with the Local Governments, UDOT, and UTA. These projects use federal funds and have local

sponsors, whether they are a local government (municipality), county, or the state. The sponsors of the STP, CMAQ, or the TAP programmed projects have all committed to the local match and all project costs up and through an approved environmental document unless otherwise directed by the Regional Council.

The UDOT and the Utah State Transportation Commission are responsible for programming other federal-aid highway programs in the Salt Lake/ West Valley and the Ogden/ Layton Areas in cooperation with WFRM. UDOT and the Commission program the state highway user revenues throughout the state. UDOT uses its share of the state highway user revenue and state general fund revenue for both its operating expenses and the match for its projects on federal programs. Local agency sponsors of other federal-aid highway projects are responsible for providing the matching funds for their projects.

For transit related projects, UTA develops the federal transit programs in the Salt Lake/ West Valley and the Ogden/ Layton areas in cooperation with the WFRM. UTA uses a portion of the local sales tax for matching its federal funded transit programs. UDOT programs Section 5310 funds (Elderly Persons and Persons with Disabilities). Each of these funding programs will be explained in more detail later in the report. The agency receiving the funds is required to provide the match.

The list of all financially feasible projects, as listed in the 2015-2020 TIP, was used in the air quality analysis and documented in the Draft Air Quality Memorandum Number 31a, August 28, 2014.

Funding summaries of the Salt Lake/ West Valley and the Ogden/ Layton Area STP, CMAQ, and TAP Programs are shown in the following tables ((STP Tables) 4.1, 4.2, (CMAQ Tables) 4.3, 4.4, (TAP Tables) 4.5, 4.6). The anticipated annual apportionment is shown for each area in each year of the program. The available funds are then based on the apportioned funds plus the previous year's balance. The tables show the scheduled total federal funds for the projects programmed each year. The balance of funds indicates the amount of federal funding available to be carried to the following year. Finally, the local match (6.77%) required for the federal funds scheduled is shown along with the combined local/federal amount. Note that the local match amount does not include additional funds a project sponsor applies to a project either prior to when the federal funds become available or in response to a shortfall of programmed project funds.

Table 4.7 displays the programmed amounts in other federal-aid highway programs and the federal transit programs for the first four years of the TIP. These are summed and shown with apportioned and balance amounts for each program. Also included in this table is a by year listing of the highway and transit matches required for the federal funds scheduled and the total of the combined local / federal amounts.

Before the federal-aid highway and transit programs are included in the TIP, they are evaluated to ensure that adequate funding will be available to complete the projects, as scheduled. These tables show that each program is financially constrained and that adequate funding will be available to complete each project as described in the program funding tables. In addition, only local and state funded projects for which there is a reasonable commitment of funds are included in the TIP under State Funded Projects and Locally Funded Projects.

2015 – 2020 Transportation Improvement Program (TIP)

Table 4.1 SALT LAKE/ WEST VALLEY AREA Surface Transportation Program

	2015	2016	2017	2018	2019	2020
Apportioned STP Funds	15,730,000	15,730,000	15,730,000	15,730,000	15,730,000	15,730,000
Available STP Funds	38,798,800	22,046,100	21,328,100	20,661,600	16,066,300	15,796,300
Scheduled STP Funds	36,658,200	16,448,000	19,902,900	20,325,300	16,000,000	10,517,600
Balance of Funds	2,316,100	5,598,100	4,931,600	336,300	66,300	5,278,700
Local Match Funds	2,662,000	1,194,400	1,445,300	1,475,900	1,161,900	763,700
Total Program Funds	39,320,200	17,642,400	21,348,100	21,801,300	17,161,900	11,281,400

Table 4.2 OGDEN/ LAYTON AREA Surface Transportation Program

	2015	2016	2017	2018	2019	2020
Apportioned STP Funds	8,470,000	8,470,000	8,470,000	8,470,000	8,470,000	8,470,000
Available STP Funds	33,274,500	15,066,300	13,828,100	12,150,700	14,956,700	13,434,500
Scheduled STP Funds	28,586,600	5,708,200	6,641,000	5,664,000	9,992,200	7,948,300
Balance of Funds	4,687,900	9,358,100	7,187,100	6,486,700	4,964,500	5,486,200
Local Match Funds	2,075,800	414,500	482,200	411,300	725,600	577,200
Total Program Funds	30,662,500	6,122,700	7,123,200	6,075,300	10,717,800	8,525,500

Table 4.3 SALT LAKE/ WEST VALLEY AREA Congestion Mitigation/Air Quality Program

	2015	2016	2017	2018	2019	2020
Apportioned STP Funds	5,263,200	5,263,200	5,263,200	5,263,200	5,263,200	5,263,200
Available STP Funds	11,155,800	10,221,900	8,845,400	7,399,900	7,399,900	6,753,100
Scheduled STP Funds	6,197,100	6,639,700	6,708,700	5,910,100	5,483,500	5,506,600
Balance of Funds	4,958,700	3,582,200	2,136,700	1,489,800	1,916,500	1,246,500
Local Match Funds	450,000	482,200	487,200	429,200	398,200	399,900
Total Program Funds	6,647,100	7,121,900	7,195,900	6,339,300	5,881,600	5,906,500

Table 4.4 OGDEN/ LAYTON AREA Congestion Mitigation/Air Quality Program

	2015	2016	2017	2018	2019	2020
Apportioned STP Funds	2,851,000	2,851,000	2,851,000	2,851,000	2,851,000	2,851,000
Available STP Funds	9,820,300	3,924,200	3,421,300	3,571,900	3,394,900	4,870,000
Scheduled STP Funds	8,747,000	3,353,900	2,700,400	3,028,000	1,375,900	4,629,700
Balance of Funds	1,073,200	570,300	720,900	543,900	2,019,000	240,300
Local Match Funds	635,200	243,500	196,100	219,900	99,900	336,200
Total Program Funds	9,382,200	3,597,500	2,896,500	3,247,900	1,475,800	4,965,900

2015 – 2020 Transportation Improvement Program (TIP)

Table 4.5 SALT LAKE/ WEST VALLEY AREA Transportation Alternative Program

	2015	2016	2017	2018	2019	2020
Apportioned STP Funds	700,000	0	0	0	0	0
Available STP Funds	1,494,600	0	0	0	0	0
Scheduled STP Funds	1,267,800	0	0	0	0	0
Balance of Funds	226,800	0	0	0	0	0
Local Match Funds	92,100	0	0	0	0	0
Total Program Funds	1,359,800	0	0	0	0	0

Table 4.6 OGDEN/ LAYTON AREA Transportation Alternative Program

	2015	2016	2017	2018	2019	2020
Apportioned STP Funds	350,000	0	0	0	0	0
Available STP Funds	1,098,000	0	0	0	0	0
Scheduled STP Funds	1,052,000	0	0	0	0	0
Balance of Funds	46,000	0	0	0	0	0
Local Match Funds	76,400	0	0	0	0	0
Total Program Funds	1,128,400	0	0	0	0	0

2015 – 2020 Transportation Improvement Program (TIP)

Table 4.7 TRANSPORTATION IMPROVEMENT PROGRAM FINANCIAL PLAN – HIGHWAY FUNDING

Federal Program	2015	2016	2017	2018	CD 2019/2020	Programmed	Apportioned	Balance
NHPP - National Highway System	126,401,812	92,697,350	85,848,049	90,712,790	74,584,000	470,244,001	504,391,291	34,147,290
National Highway System	13,856,247					13,856,247	14,862,434	1,006,187
NHPP - Interstate Maintenance	111,497,158	79,869,714	91,392,272	34,516,970	23,074,100	340,350,214	360,317,460	19,967,246
Interstate Maintenance	14,350,123					14,350,123	15,236,911	886,788
STP - Any Area-Statewide	67,131,352	35,728,061	57,914,476	42,326,420	37,385,230	240,485,539	257,565,234	17,079,695
High Priority Projects	1,869,044	0	0	0	0	1,869,044	2,336,305	467,261
Bridge On & Off System and Bridge Optional Local & State	19,403,003	11,332,107	3,356,280	14,823,570	1,118,760	50,033,720	53,666,974	3,633,254
RR Crossings	3,921,982	0	0	0	0	3,921,982	9,040,641	5,118,659
HSIP	31,542,211	20,501,277	20,510,600	20,150,600	20,510,600	113,215,288	121,822,684	8,607,396
Recreational Trails & Enhancements	3,086,282	0	0	0	0	3,086,282	12,345,128	9,258,846
State - ITS	8,362,822	2,969,997	3,000,000	3,000,000	6,000,000	23,332,819	23,332,819	0
Minimum Guarantee	20,422,624	0	0	0	0	20,422,624	21,893,345	1,470,721
Small Urban & Non-Urban Local	22,579,844	10,380,850	11,019,720	12,031,935	16,443,423	72,455,772	82,017,537	9,561,765
TAP	4,238,138	991,968	650,745	312,321		6,193,172	28,714,069	22,520,897
Total Highway Funds	444,424,504	253,479,356	273,041,397	217,562,285	179,116,113	1,367,623,655	1,478,828,763	111,205,108
Highway Match	34,821,998	20,079,493	19,965,883	18,586,683	14,019,817	107,473,874	99,180,150	(8,293,725)

(Federal-aid Expenditures in the Salt Lake/ West Valley and the Ogden/ Layton Areas)

Notes: 1) Highway apportionments from UDOT Office of Policy and Systems Planning, October 2010. 2) Does not include STP-Urban, CMAQ funds or the TAP funds: those figures are in the previous tables

2015 – 2020 Transportation Improvement Program (TIP)

Table 4.8 TRANSPORTATION IMPROVEMENT PROGRAM FINANCIAL PLAN – TRANSIT FUNDING

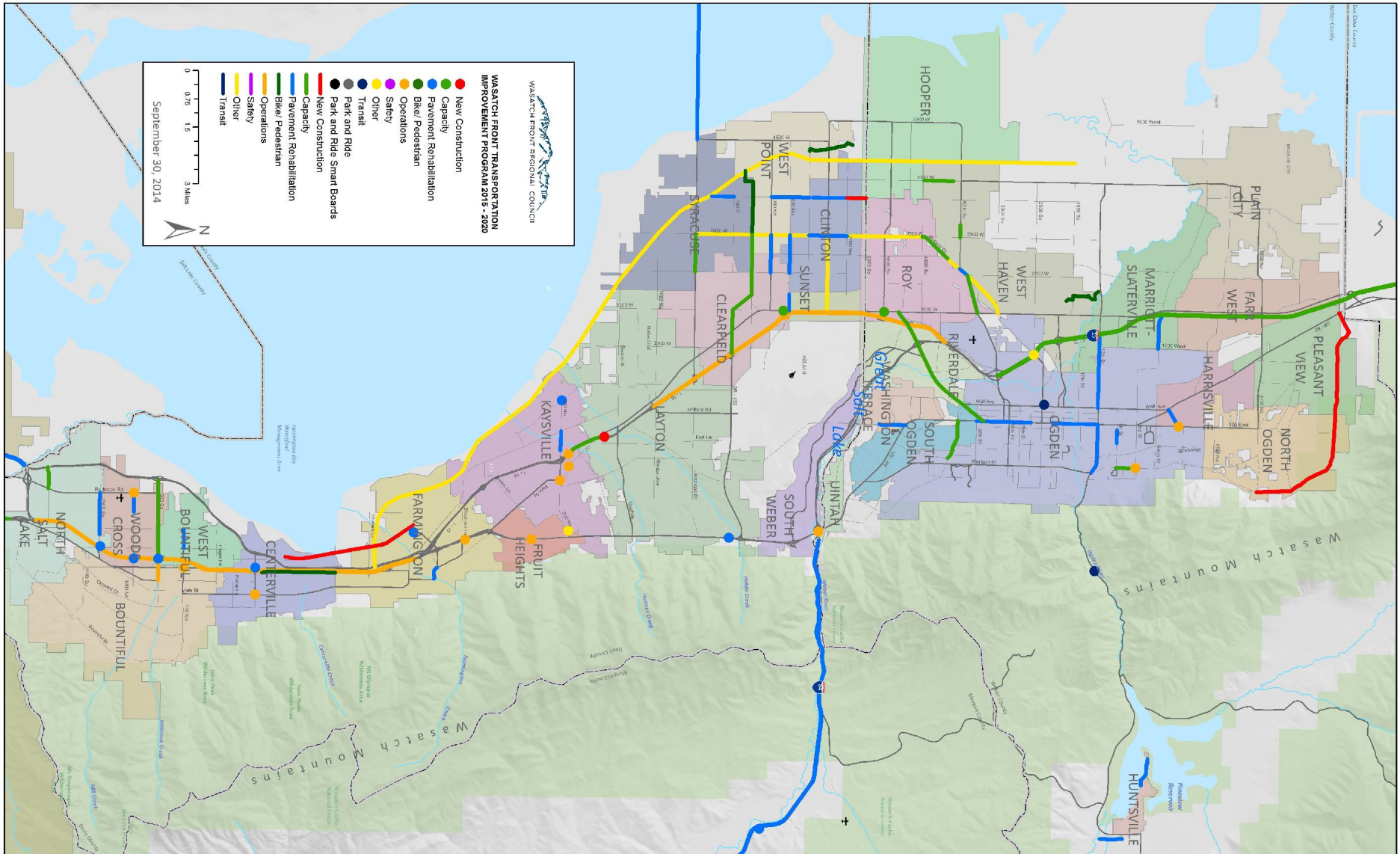
FTA 5307 (Section 9)	10,858,782	11,191,675	11,353,328	12,057,029	12,227,477	57,688,291	72,110,363	14,422,072
FTA 5309 (Sec. 3) Bus	29,604,000	72,500,000	68,328,000	14,015,600	30,484,000	214,931,600	268,664,500	53,732,900
FTA 5309 (Sec. 3) Rail Moderization						0		0
FTA 5309 (Sec. 3) New Starts						0		0
FTA 5310 (Section 16)	376,796	394,598	394,598			1,165,992		(1,165,992)
FTA 5311	642,992	649,422	649,422	6,627,475	1,351,582	9,920,893		(9,920,893)
FTA 5311 b						0		0
FTA 5316						0		0
FTA 5317						0		0
FTA 5339	1,600,000	3,072,000	400,000	5,104,000	5,968,000	16,144,000	20,180,000	4,036,000
Total Transit Funds	43,082,570	87,807,695	81,125,348	37,804,104	50,031,059	299,850,776	360,954,863	61,104,087
Transit Match	10,883,689	11,046,944	109,647,275	203,859,314	203,859,314	539,296,536	492,828,094	0
All Federal Funds	487,507,074	341,287,051	354,166,745	255,366,389	229,147,172	1,667,474,431	1,839,783,626	172,309,195
Total Match	45,705,687	31,126,437	129,613,158	222,445,997	217,879,131	646,770,410	592,008,244	-8,293,725
Total Transportation	533,212,761	372,413,488	483,779,903	477,812,386	447,026,303	2,314,244,841	2,431,791,870	164,015,470

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

2015 - 2020

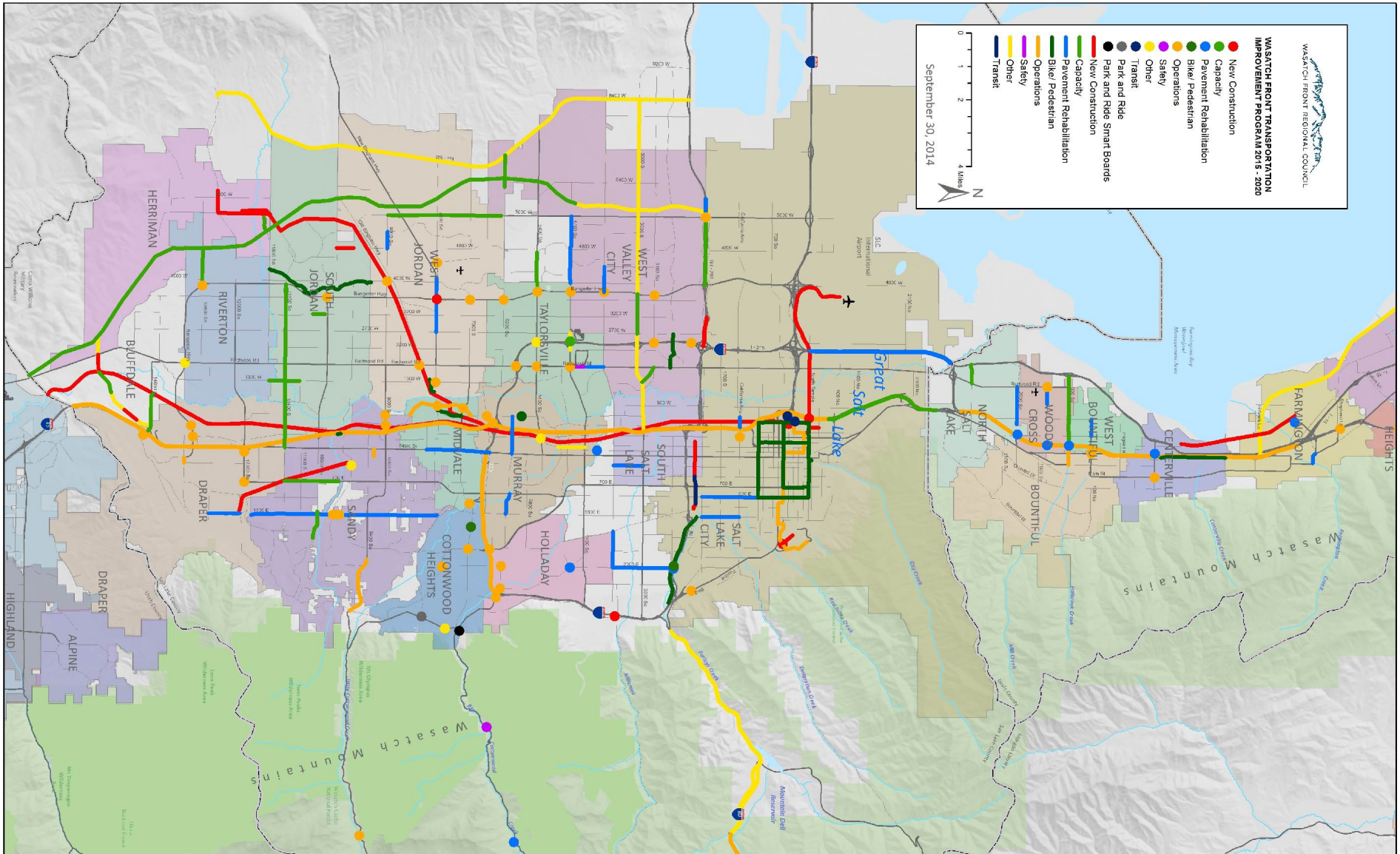
Transportation Improvement Program (TIP) Map

2015 – 2020 Transportation Improvement Program (TIP)



DRAFT TRANSPORTATION IMPROVEMENT PROGRAM 2015 - 2020

2015 – 2020 Transportation Improvement Program (TIP)



DRAFT TRANSPORTATION IMPROVEMENT PROGRAM 2015 - 2020

IMPACTS OF THE TRANSPORTATION IMPROVEMENT PROGRAM

The TIP includes projects to implement the Regional Transportation Plan (RTP) and to meet the short range needs of the area. In the Salt Lake/ West Valley Area, TIP projects that are part of the RTP include the I-15 Point project from SR-73 to 12300 South, I-15 & I-215 from 5300 South to 9000 South, Mountain View Corridor, Bangerter Highway, 5600 West, 6200 South, 4800 West, Sugar House Street Car, Sandy TOD, and the Porter Rockwell Blvd. projects. In the Ogden/ Layton Area, projects on the TIP that address RTP needs include improvements to I-15 in South Davis and Weber County, Riverdale Road, Country Hills Drive, 500 South (West Bountiful/ Woods Cross), Syracuse Road, US-89, South Davis and Ogden-WSU transit environmental studies, and the West Davis Corridor EIS.

Transportation System Management (TSM) projects are those which improve operation without adding capacity. Some TSM-type projects are funded with CMAQ funds. The six-year program in the Salt Lake/ West Valley Area has \$ 18 million in CMAQ funds for expansion of advanced traffic management systems, and over \$ 16 million in CMAQ funds and \$20 million in STP funds for intersection improvements. In the Ogden area, there is over \$9 million programmed for TSM projects in CMAQ funds for the expansion of CommuterLink in Davis and Weber Counties and approximately \$20 million for intersection improvements with STP and CMAQ funds.

The Region's Transportation Plan recommends that transit service be expanded to reduce traffic congestion and to improve mobility. The Utah Transit Authority's Transit Development Program (TDP) includes recommendations for expanding service to meet the growing demands of the region. Besides service improvements, the TDP also recommends projects to increase UTA's reliability and efficiency, including the purchase of new buses and support vehicles and the installation of ITS / APTS equipment.

The TIP contains several projects that will reduce energy use and improve air quality. Federal aid projects such as rideshare promotion, commuter parking lots, and transit enhancements will do so by encouraging ridesharing and transit use. Many other projects on the TIP will reduce emissions by improving traffic flow.

PROJECT EVALUATION AND PRIORITIZATION

The development of the TIP follows a process whereby transportation projects, consistent with the Regional Transportation Plan, are solicited from the implementing agencies and the local communities. These projects are then evaluated and assigned priority scores based on multiple transportation and regional planning criteria as listed below. The scoring serves as one tool in the evaluation and project selection process. *(Note: Criteria are not listed in an order of prioritization)*

A. STP Criteria

- | | |
|--|---|
| 1) Safety | 9) Existing Volume/ Capacity |
| 2) Pavement Condition/ Management Practices | 10) Community Input/ Regional Transportation Plan – Project Priorities/ Implement the 2040 Vision, and Include Transit Infrastructure |
| 3) Investment per User | 11) Equitable Distribution of Funds |
| 4) Reduction in Delay and VMT | |
| 5) Growth Principles/ Economic Improvements | |
| 6) Existing Average Daily Traffic | |
| 7) Operation, TSM/ TDM, and ITS Improvements | |
| 8) Traffic Growth | |

B. CMAQ Criteria

- 1) Emissions Reduction
- 2) Length of Effectiveness
- 3) Vehicle Hours of Travel Reduction
- 4) Cost
- 5) Distribution of Funds

6) Community Input/ Regional Transportation Plan – Project Priorities

C. TAP Criteria

- 1) User Diversity
- 2) Fills Gap/ Completes Connection
- 3) Provides Access to Activity Centers
- 4) Provides Safety Benefits
- 5) Cost Effectiveness/ and Sponsor Participation

6) Community Input/ Regional Transportation Plan – Support

CONGESTION MANAGEMENT

The Salt Lake/ West Valley and the Ogden/ Layton Areas are experiencing relatively high growth in population, employment, and travel demand. This growth is predicted to continue throughout the next six years. Vehicle miles of travel (VMT) increased and increasing congestion has resulted.

The WFRC adopted a Congestion Management Process (CMP) in October 1997 to address these congestion problems. The CMP was updated in 2004. The CMP includes recommendations for reducing traffic demand and improving traffic operations on existing streets, including non-traditional transportation strategies. Actions to implement these demand-reducing strategies and operational improvements are reviewed and incorporated into each highway widening or construction project included in the TIP. Projects scheduled specifically to reduce demand and improve operations include transit service expansion, rideshare promotion, signal coordination, and intersection improvements, among others. These efforts will result in a more efficient, balanced transportation system.

The CMP identifies where system operation and traffic demand strategies alone are unable to meet future demand without additional capacity. All of the Single Occupant Vehicle (SOV) capacity-increasing projects in the TIP were identified in the CMP. The highway projects programmed in the TIP that increase capacity are to alleviate congestion on the selected routes. Also, reasonable Transportation System Management (TSM) and Transportation Demand Management (TDM) improvements are identified for incorporation into capacity increasing projects. The following federally funded and state-funded projects in the TIP will increase SOV capacity:

Salt Lake/ West Valley Area

I-15; SR-73 (Lehi Main Str) to 12300 South
I-15/ I-215; 5300 South to 9000 South
5600 West: 7000 South to 7800 South
6200 South: SR-111 to 6100 West
5600 West: 7800 South to 8600 South
Porter Rockwell Blvd; Redwood Road to 0.46 miles East (5th Segment)

5600 West (SR-172): 6300 South to 7000 South
5400 South (SR-173); Bangerter Hwy to 4800 West
Mountain View Corridor: 5400 So to 4100 South
Porter Rockwell Blvd; 14942 South to 550 West
4800 West: Skye Drive (9800 S) to 10200 South

Ogden/ Layton Area:

I-15 South Davis Operational Upgrades	US-89; Antelope Drive Intersection
40th Street: Adams Ave to Grammercy Ave	3000 West; 300 North to 1300 North
Skyline Drive; US-89 to 1100 West	4000 South (SR-37); SR-108 to 5100 West (WWC)
SR-108: Hinckley Drive (SR-79) to 4000 South	Riverdale Road (SR-26): I-84 to 1900 W (SR-126)
I-15; 2700 North (Farr West) to 1100 South (Brigham City)	

CONFORMITY DETERMINATION FOR THE TRANSPORTATION IMPROVEMENT PROGRAM

The Clean Air Act Amendments of 1990 require that a determination be made that the Transportation Improvement Program conforms to the latest State Air Quality Implementation Plan (SIP) before the TIP can be approved. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must concur in this conformity determination. The Environmental Protection Agency (EPA) has established criteria to be used in making these determinations with the concurrence of the U.S. Department of Transportation (DOT). The Wasatch Front Regional Council determined the conformity of the TIP based on these guidelines.

The 2015-2020 TIP was evaluated and found to meet conformity requirements. The Air Quality Memorandum Number 31, August 28, 2014 documents the most recent regional emissions analysis for the WFRC 2040 Regional Transportation Plan (RTP). The conformity determination was conducted for all required analysis years and pollutants and shows that the RTP conforms to the emission budget established by the State Implementation Plan or other applicable air quality regulations. All projects in the TIP are derived from the RTP. Therefore no additional regional emissions analysis is required. According to Section 93.122(e)(1) of the Transportation Conformity Rule (40 CFR part 93), “The TIP may be demonstrated to [conform] . . . without new regional emissions analysis if the regional emissions analysis already performed for the plan also applies to the TIP.” The specific conformity determination techniques used by the WFRC to address each of these requirements are discussed in the Air Quality Memorandum Number 31a, August 28, 2014.