

Jeff Silvestrini, Chair  
Mayor, Millcreek

Jeff Scott, Vice Chair  
Commissioner, Box Elder County

Mark Allen  
Mayor, Washington Terrace

Dirk Burton  
Mayor, West Jordan

Mike Caldwell  
Mayor, Ogden

Robert Dahle  
Mayor, Holladay

Jim Harvey  
Commissioner, Weber County

Scott Jenkins  
Commissioner, Weber County

Erin Mendenhall  
Mayor, Salt Lake City

Mike Newton  
Commissioner, Morgan County

Kristie Overson  
Mayor, Taylorsville

Joy Petro  
Mayor, Layton

John Pohlman  
Mayor, Fruit Heights

Mark Shepherd  
Mayor, Clearfield

Bob Stevenson  
Commissioner, Davis County

Troy Walker  
Mayor, Draper

Scott Wardle  
Councilmember, Tooele County

Jenny Wilson  
Mayor, Salt Lake County

Aimee Winder Newton  
Councilmember, Salt Lake County

Senator Wayne Harper  
Utah State Senate

Representative Mike Schultz  
Utah House of Representatives

Carlton Christensen  
Utah Transit Authority

Carlos Braceras  
Utah Department of Transportation

Dawn Ramsey  
Utah League of Cities & Towns

Lorene Kamalu  
Utah Association of Counties

Ari Bruening  
Envision Utah

Laura Hanson  
State Planning Coordinator

Andrew Gruber  
Executive Director



# WASATCH FRONT REGIONAL COUNCIL

## Wasatch Front Regional Council AGENDA

March 24, 2022

Wasatch Front Regional Council will be held on **Thursday, March 24, 2022, 2pm via Zoom:**

<https://us02web.zoom.us/j/83061432693?pwd=eDJJSjJWSEdscDZqakp4R0Z0MDVpZz09>

Meeting ID: 830 6143 2693      Passcode: 161645

One tap mobile **+12532158782**,,83061432693#

The agenda (with approximate times) will be as follows:

1. **Consent Agenda (2:00-2:05)**
  - a. **ACTION:** Minutes of the WFRC Meeting held January 27, 2022; Financial statements and check registers for December 2021, January 2022 and Budget / Expenditure Report to date
2. **Chair Report (2:05-2:30)**
  - a. **2022 General** Legislative Session Outcomes
3. **Public Comment (2:30-2:35)**
4. **Regional Growth Committee (RGC) (2:35-2:45)**
  - a. **Update:** Wasatch Choice Vision / 2023-2050 Regional Transportation Plan
5. **Transportation Coordinating Committee (Trans Com) (2:45-2:55)**
  - a. **Board** modifications to the 2022-2027 Transportation Improvement Program (TIP)
  - b. **ACTION:** Board modifications to the 2022-2027 TIP
  - c. **Obligations** of federal transportation funds during FY21
6. **WFRC Budget Committee (2:55-3:05)**
  - a. **ACTION:** Release the Draft FY23 WFRC Goals, Budget and Unified Planning Work Program (UPWP) for public comment
7. **Reports (3:05-3:20)**
  - a. Active Transportation Committee (ATC) update
  - b. Wasatch Front Economic Development District (WFEDD) update
  - c. Community Development Block Grant (CDBG) awards announcement
  - d. Executive Director's report
8. **Other Business and Adjournment (3:20)**

Next Meeting: May 26, 2022

### Upcoming Events:

- WFRC Active Transportation Meeting, Wed, April 13
- WFRC Trans Com Meeting, Thur, April 14
- ULCT Midyear Conference, April 20-22, St. George
- UAC Legislative Management Conference, April 26-28, Ogden

Informational materials can be located on WFRC's website at [www.wfrc.org](http://www.wfrc.org).

Wasatch Front Regional Council is an Equal Opportunity program. Public participation is solicited without regard to age, sex, disability, race, color or national origin. Auxiliary aids or translation services are available upon request by contacting WFRC's Title VI Administrator. Call 801-363-4250 (hearing impaired individuals may use Relay Utah by dialing 711) or email [apearson@wfrc.org](mailto:apearson@wfrc.org) at least 72 hours in advance.

Wasatch Front Regional Council is choosing to continue holding all public meetings electronically, without an anchor location, until it is deemed safe enough to hold public meetings in person.

Wasatch Front Regional Council es una organización de Oportunidad Igual. Se solicita la participación del público, sin importar la edad, el sexo, la discapacidad, la raza, el color o nacionalidad. Personas que requieren servicios de traducción deben contactar al Administrador de Título VI de WFRC por teléfono a 801-363-4250 (personas con discapacidad auditiva pueden llamar a Spanish Relay Utah - 1-888-346-3162) o por correo electrónico [apearson@wfrc.org](mailto:apearson@wfrc.org), por lo menos 72 horas antes de la reunión.

Wasatch Front Regional Council ha elegido seguir manteniendo todas las juntas públicas electrónicamente, sin un lugar de anclaje, hasta que sea considerado lo suficientemente seguro para tener juntas públicas en persona.



**MINUTES**  
**Wasatch Front Regional Council**  
January 27, 2022

A meeting was held on Thursday, January 27, 2022, via Zoom connection, due to the safety restrictions put in place by the Utah Governor's Office, in response to continuing COVID-19 concerns. The following were present:

<b>WFRC COUNCIL MEMBERS - 2022</b>		
<b>BOX ELDER COUNTY</b>	<b>Yes/No</b>	<b>Alternates / Others in attendance:</b>
Member - Jeff Scott	yes	Brian Horrocks, North Salt Lake Mayor
Alternate - Dennis Bott	no	Kendalyn Harris, Bountiful Mayor
<b>DAVIS COUNTY MEMBERS</b>		
John Pohlman	yes	Howard Madsen, Sunset Mayor
Mark Shepherd	yes	Ryan Westergard, Woods Cross Mayor
Joy Petro	yes	Mike Weichers, Ctnwd Heights Mayor
Bob Stevenson	yes	Joe Smolka, Emigration Cyn Mayor
		Lorin Palmer, Herriman Mayor
<b>MORGAN COUNTY</b>		
Member - Mike Newton	yes	Monica Zoltanski, Sandy Mayor
Alternate - Blaine Fackrell	yes	Cherie Wood, South Salt Lake Mayor
		Natalie Hall, Bluffdale Mayor
<b>SALT LAKE COUNTY MEMBERS</b>		
Jenny Wilson	no	Karen Lang, West Valley City Mayor
Erin Mendenhall	yes	Rob Vanderwood, West Haven Mayor
Troy Walker	yes	John Olson, Vernon Town Mayor
Aimee Winder Newton	yes	Gage Froerer, Weber Co Commissioner
Jeff Silvestrini	yes	Stuart Adams, Utah State Senate
Robert Dahle	yes	Jennifer Elsen, FHWA
Dirk Burton	yes	Shule Bishop, UTA
Kristie Overson	yes	Michelle Larsen, UTA
		Jay Fox, UTA
<b>TOOELE COUNTY</b>		
Member - Scott Wardle	yes	Ben Huot, UDOT
Alternate - Debbie Winn	yes	Jon Larsen, SLCounty
		Dina Blaes, SLCounty
<b>WEBER COUNTY MEMBERS</b>		
Scott Jenkins	yes	Bret Millburn, Draper City
Jim Harvey	yes	Ryan Beck, Envision Utah
Mark Allen	yes	Nick Fritz, Lisa Nichols, IHC Healthcare
Mike Caldwell	no	Kyler Brower
		Jason Boal
<b>UDOT &amp; UTA</b>		
Member - Carlos Braceras, UDOT	yes	Shaleane Gee
Alternate - Teri Newell, UDOT	yes	Angela Price
Member - Carlton Christensen, UTA Board of Trustees	yes	Jay Palpias
Alternate - Beth Holbrook, UTA Board of Trustees	yes	Wilf Sommerkorn
		Tami Moody, Nathan Cherpeski
		Scott Hess
		Steve Van Maren

NON-VOTING MEMBERS		Ryan Leavitt, Justin Smart, Rob Jolley
Lorene Kamalu - Utah Association of Counties		<b>WFRC:</b> Andrew Gruber, Ted Knowlton,
Dawn Ramsey - Utah League of Cities and Towns		Ned Hacker, Andrea Pearson,
Ari Bruening - Envision Utah		Mikala Jordan, Megan Townsend,
Wayne Harper - State Senate		Jory Johner, Hugh Van Wagenen,
Mike Schultz - State House of Representatives		Wayne Bennion, Ben Wuthrich,
Laura Hanson – State Planning Coordinator		Bert Granberg, Bill Hereth, Nikki Navio,
		Rosie Hernandez, Miranda Jones Cox,
		Lauren Victor, Chad Worthen, Kurt Mower,
		Josh Reynolds, Julie Bjornstad,
		Christy Dahlberg, Marian Florence

### **1. Welcome and Consent Agenda [00:00:04]**

At 2:01pm, Council Chair Mayor Jeff Silvestrini welcomed the Wasatch Front Regional Council members and guests and introductions were made via roll call. **ACTION: [00:02:05]** Mayor Silvestrini brought attention to the minutes of the WFRC meeting held October 28, 2021, the Financial Statements for September, October and November 2021, and the current Budget/Expenditure Report. Commissioner Jim Harvey made a motion to approve and Commissioner Bob Stevenson seconded the motion. The minutes and financial statements were accepted unanimously. **[00:54:40]** Mayor Silvestrini asked Carlton Christensen, UTA Board Trustee to introduce Jay Fox, UTA's new Executive Director.

### **2. Chair Report [00:04:35]**

#### **2a. Intermountain Healthcare donation to WFRC and ULCT**

Mayor Silvestrini informed the Council that Intermountain Healthcare has selected WFRC and Utah League of Cities and Towns (ULCT) as recipients of a new, \$500,000 donation. The purpose of this donation is to support efforts within the Social Determinants of Health (SDOH) framework, including the statewide public-assets inventory and utilization. This item will require a budget amendment, handled under a separate agenda item.

#### **2b. Legislative Session Report [00:10:20]**

Mayor Silvestrini introduced Senate President J. Stuart Adams – a former member of WFRC Council, and Representative Mike Shultz - a current member of the Council, who provided updates on the anticipated topics of discussion for the 2022 general legislative session. WFRC members can keep themselves apprised of notable legislation by subscribing to WFRC's [Government Affairs](#) emails which are frequently distributed during the session. Members may also reference WFRC's [bill tracker](#), found on WFRC's website, and/or provide input on these pieces of legislation by attending our weekly policy meetings on Thursday mornings at 8 AM at the Utah State Capitol building.

#### **2c. “Free Fare February” [00:40:53]**

Mayor Silvestrini discussed an initiative that is hoped to have some impact on the Wasatch Front's air quality. Some of the worst air quality days along the Wasatch Front typically occur during the month of February, due to atmospheric inversion conditions. In light of this, and in conjunction with the commemoration of the 20<sup>th</sup> anniversary of the 2002 Winter Olympics hosted in Salt Lake City, the Utah Transit Authority intends to offer free fares throughout the entire transit system during the month of February. The Wasatch Front Regional Council, in collaboration with several other agencies, intends to support this air quality improvement effort financially.

**2d. ACTION: Endorse appointments to WFRC Committees [01:00:33]**

The WFRC Chair has made appointments of WFRC Members to the Regional Growth Committee (RGC), Transportation Coordinating Committee (Trans Com), WFRC Budget Committee, Active Transportation Committee (ATC), Wasatch Front Economic Development District (WFEDD) and Joint Policy Advisory Committee (JPAC). Appointments to WFRC and its Committees have also been made by the County Councils of Governments (COGs) and other appointing authorities that partner with WFRC. **ACTION: [01:01:36]** Mayor Mark Shepherd made a motion that the members of the Council endorse the appointments to WFRC Council and other Committees as listed. Councilmember Scott Wardle seconded the motion and the vote was unanimous in the affirmative.

**3. Public Comment [01:02:22]**

Mayor Silvestrini opened the meeting for public comment. There were no comments.

**4. Transportation Coordinating Committee (Trans Com) [01:02:43]**

Mayor Mark Shepherd, Trans Com Chair, informed the Council of the items that were discussed in the Trans Com meeting held on November 18, 2021.

**4a. Board Modifications to 2022-2027 Transportation Improvement Program (TIP)**

Mayor Shepherd noted that since the last meeting of the Wasatch Front Regional Council (WFRC), WFRC received requests to modify the current 2022-2027 Transportation Improvement Program (TIP). The modification required action from Trans Com (since WFRC was not meeting) and the Utah Transportation Commission, but did not require a new air quality conformity analysis or a 30-day public comment period. The modification is included in the meeting materials.

**4b. ACTION: Board Modifications to 2022-2027 TIP [01:03:25]**

Mayor Shepherd then turned the time to Ben Wuthrich, WFRC, who reported that WFRC has received several requests to modify the current 2022-2027 TIP, and this list of projects is also included in the meeting materials. Mr. Wuthrich briefly discussed each project. **ACTION: [01:19:53]** Mayor Mark Shepherd made a motion to approve the resolution to modify the 2022-2027 TIP as requested. Mayor Dirk Burton seconded the motion and the voting was unanimous in the affirmative.

**5. Regional Growth Committee (RGC) [01:20:41]**

Mayor Dawn Ramsey, RGC Chair, briefly reviewed the outcomes of the Regional Growth Committee (RGC) meeting held on January 20, 2022.

**5a. Phasing of the 2023-2050 Regional Transportation Plan (RTP)**

Mayor Ramsey introduced Julie Bjornstad, WFRC, who provided an update on development of the Regional Transportation Plan (RTP) with a focus on the substance and process of phasing (or prioritizing) the projects in the RTP. A central part of the development of the RTP is the prioritization of roadway, transit, and active transportation projects by *need* and then financially constraining projects by *anticipated available revenue*. WFRC staff is in the process of refining phasing criteria with guidance from the Regional Growth Committee (RGC) and in collaboration with our transportation partners.



**5b. ACTION: RTP Amendment Process Update [01:31:06]**

Mayor Ramsey then briefly outlined some proposed, recommended, modest technical modifications to the Regional Transportation Plan (RTP) amendment process. Changes to be considered represent a refinement to broader structural changes proposed, based on additional feedback from transportation partners.

Proposed process modification 1: Consultation with the Interagency Consultation Team (ICT)

Proposed process modification 2: Align project types within each amendment level to the air quality conformity determination project lists

**ACTION [01:32:30]** Mayor Ramsey made a motion that the Wasatch Front Regional Council approve the modifications to the process for amending the Regional Transportation Plan. The motion was seconded by Mayor Howard Madsen. The motion passed unanimously.

**6. WFRC Budget Committee [01:33:04]**

**6a. PUBLIC HEARING and ACTION: Approve FY22 Budget Amendments**

Mayor Silvestrini introduced Commissioner Bob Stevenson, WFRC Budget Committee Vice Chair. Commissioner Stevenson informed the Council of the items that were discussed in the Budget meeting held on January 13, 2022.

The Budget Committee received a report on the status of the compensation and performance analysis. As has been shared with the Council previously, this analysis is being done to retain and attract excellent staff by ensuring the compensation plan is appropriately positioned in the market. Personnel Systems & Services, Inc. was selected to perform this work. Completion of the study and staff analysis is anticipated for the spring of 2022.

Secondly, the Budget Committee received a report on the status of internal audit consultant work. As was discussed and shared with the Council, in 2020, WFRC's Fraud Risk Assessment showed the Council in the "low risk" category for potential fraud. One recommendation discussed was to consider contracting with a firm to provide an internal audit function for the Council. BDO USA LLP was selected to perform this work, and is working with administrative staff and the Budget Committee to develop a Risk Ranking Assessment survey, perform an enterprise risk assessment, and determine a five-year audit plan.

**ACTION: [01:34:33]** Commissioner Stevenson made a motion to open a public hearing regarding amending the WFRC FY22 Budget. Commissioner Scott Jenkins seconded the motion. The affirmative vote was unanimous.

Commissioner Stevenson then explained that WFRC's budgets for each future fiscal year are adopted in May of each year, and amended in October once the financial books are closed and final revenue and expenditures are determined that carry forward from the previous fiscal year. Occasionally, a budget amendment is needed when additional, unexpected funding is received in the middle of a fiscal year.

Intermountain Healthcare, in coordination with Zions Bank, will provide a donation to WFRC of \$500,000 in two annual installments of \$250,000 in 2022 and \$250,000 in 2023. The first installment is to be paid in early 2022. Intermountain is also making a comparable contribution to the Utah League of Cities and Towns. It is WFRC's intention to coordinate with Intermountain, Zions, ULCT, and our member cities and counties to utilize these funds in as effective a manner as possible. This may include coordinating the use of these funds with other funding sources

and WFRC programs, including but not limited to the Transportation and Land Use Connection Program (TLC).

The proposed budget amendment reflects the first year of this donation of \$250,000. It has not yet been fully determined what percentage of these funds will be used for staff costs and for consultant costs, therefore the funding is included in a distinct line item.

**ACTION: [01:35:28]** Mayor Jeff Silvestrini asked if there were any comments or questions related to the amendment discussed. There were none. Commissioner Stevenson made a motion to close the public hearing and approve this budget amendment. The motion was seconded by Mayor Joy Petro. The vote was unanimous to approve.

**7. Executive Director's Report [01:36:07]**

Andrew Gruber, WFRC, thanked those serving on the committees, shared his appreciation with our partner agencies, and reminded the group that calendar appointments for each of the committee meetings would be sent to attendees soon. Mr. Gruber then introduced the new Communications Manager at WFRC, Michael Sobczak.

**8. Other Business [01:40:43]**

Mayor Silvestrini stated that the next Council meeting will be held on March 24, 2022. There were no other business items brought forward.

**9. Overview of the Utah Open and Public Meeting Act [01:40:55]**

With no further business, Mayor Silvestrini stated that since Utah State law requires that elected officials serving on committees such as those of the Wasatch Front Regional Council receive training regarding the Utah Open and Public Meetings Act, an 8-minute video would now be shown in order to comply with this requirement. **ACTION: [01:41:38]** Mayor Silvestrini asked for a motion to adjourn the meeting upon completion of the training video. Commissioner Bob Stevenson made a motion to adjourn upon the conclusion of the video, and Mayor Mark Shepherd seconded. The affirmative vote was unanimous.

**10. Adjournment [01:52:36]**

The meeting adjourned at 3:54pm.

**Wasatch Front Regional Council**  
BANK RECONCILIATION - WELLS FARGO  
December 2021

BEGINNING BALANCE		636,564.89
DEPOSITS:		
ACCOUNTS RECEIVABLE	143,842.66	
NON-A/R DEPOSITS	0.00	
		143,842.66
CHECKS:		
A/P - WFC EFT	301,259.65	
A/P - WFC GENERAL	0.00	
		301,259.65
ADDITIONS:		
PTIF	0.00	
INTEREST	0.00	
		0.00
DEDUCTIONS:		
BANK CHARGES	181.62	
PAYROLL	161,185.07	
PTIF	0.00	
PAYROLL TAXES	37,528.29	
USRS EFT	85,148.69	
		284,043.67
BALANCE PER GL		195,104.23
=====	=====	=====
BALANCE PER BANK STATEMENT		195,104.23
DEPOSITS IN TRANSIT:		0.00
OUTSTANDING Items:		0.00
BALANCE		195,104.23
=====	=====	=====
PTIF INTEREST - SPECIAL PROJECTS		514.66
PTIF BALANCE - SPECIAL PROJECTS		1,639,415.88
PTIF INTEREST - BUILDING FUND		365.86
PTIF BALANCE - BUILDING FUND		1,165,442.74

I certify that this reconciliation is correct to the best of my knowledge.

  
\_\_\_\_\_

## OUTSTANDING CHECKS

December 2021

USRS 15th transfer	0.00
USRS EOM transfer	0.00

# Commercial Checking Acct Public Funds

Account number: 1890008079 ■ December 1, 2021 - December 31, 2021 ■ Page 1 of 2

WELLS  
FARGO

WASATCH FRONT REGIONAL COUNCIL/WASATCH  
FRONT ECONOMIC DEVELOPMENT DISTRICT  
41 N RIO GRANDE ST STE 103  
SALT LAKE CITY UT 84101-1385

## Questions?

Call your Customer Service Officer or Client Services  
1-800-AT WELLS (1-800-289-3557)  
5:00 AM TO 6:00 PM Pacific Time Monday - Friday

Online: [wellsfargo.com](https://www.wellsfargo.com)

Write: Wells Fargo Bank, N. A. (119)  
Gib - Local Government (Utah)  
P.O. Box 6995  
Portland, OR 97228-6995

## Account summary

### Commercial Checking Acct Public Funds

Account number	Beginning balance	Total credits	Total debits	Ending balance
1890008079	\$702,605.39	\$153,093.72	-\$660,594.88	\$195,104.23

## Credits

Electronic deposits/bank credits

Effective date	Posted date	Amount	Transaction detail
	12/07	5,258.11	Desktop Check Deposit
	12/14	9,251.06	ACH Returns - Wasatch Front Re - File 7878782339 Coid 1870285777
	12/16	104,321.03	Desktop Check Deposit
	12/23	7,000.00	Desktop Check Deposit
	12/27	27,263.52	Desktop Check Deposit
		\$153,093.72	Total electronic deposits/bank credits
		\$153,093.72	Total credits

## Debits

Electronic debits/bank debits

Effective date	Posted date	Amount	Transaction detail
	12/01	66,040.50	Utah State Retir Urs Paymnt U999500733321 Wasatch Front Reg Coun
	12/09	153,929.22	ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777
	12/13	181.62	Client Analysis Svc Chrg 211210 Svc Chge 1121 000001890008079
	12/13	80,608.80	ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777
	12/14	42,141.44	Utah State Retir Urs Paymnt U999500733322 Wasatch Front Reg Coun
	12/14	4,623.85	Utah801/297-7703 Tax Paymnt xxxxx3168 Wasatch Front Regional
	12/14	13,404.64	< Business to Business ACH Debit - IRS Usatapytmt 121421 270174810000219 Wasatch Front Regional
	12/22	156,581.49	ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777
	12/28	80,576.27	ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777
	12/29	43,007.25	Utah State Retir Urs Paymnt U999500733323 Wasatch Front Reg Coun



*Electronic debits/bank debits (continued)*

<i>Effective date</i>	<i>Posted date</i>	<i>Amount</i>	<i>Transaction detail</i>
	12/29	14,647.56	< Business to Business ACH Debit - IRS Usatapymt 122921 270176313395644 Wasatch Front Regional
	12/30	4,852.24	Utah801/297-7703 Tax Paymnt 1424075520 Wasatch Front Regional
		\$660,594.88	Total electronic debits/bank debits
		\$660,594.88	Total debits

< Business to Business ACH: If this is a business account, this transaction has a return time frame of one business day from post date. This time frame does not apply to consumer accounts.

## Daily ledger balance summary

<i>Date</i>	<i>Balance</i>	<i>Date</i>	<i>Balance</i>	<i>Date</i>	<i>Balance</i>
11/30	702,605.39	12/14	356,184.49	12/27	338,187.55
12/01	636,564.89	12/16	460,505.52	12/28	257,611.28
12/07	641,823.00	12/22	303,924.03	12/29	199,956.47
12/09	487,893.78	12/23	310,924.03	12/30	195,104.23
12/13	407,103.36				
Average daily ledger balance		\$440,990.31			

## Board Payment Listing

Wasatch Front Regional Council

Check Date from 12/10/2021 to 12/27/2021

Run Date: 3/9/2022

Run Time: 7:11:03 am

Page 1 of 2

Check#	Check Date	Vendor Name	Check Amount
DD-178	12/27/2021	Alta Planning and Design	4,739.10
DD-177	12/27/2021	Avenue Consultants	3,703.75
			16,758.62
DD-176	12/27/2021	BDO USA LLP	781.25
DD-175	12/27/2021	Design Workshop, Inc	9,259.03
DD-174	12/27/2021	Fielding Group, LLC	36,087.49
DD-173	12/27/2021	PEHP FLEX Benefits	675.00
DD-172	12/27/2021	GSBS PC	327.50
			1,968.75
DD-171	12/27/2021	High Street Consulting Group, LLC	7,977.67
DD-170	12/27/2021	Intelitechs	4,600.00
DD-169	12/27/2021	Kimley Horn	3,487.50
DD-168	12/27/2021	Landmark Design	2,226.45
			5,619.80
DD-167	12/27/2021	Lincoln National Life Ins Co	2,241.52
DD-166	12/27/2021	Mountainland Association of Governme	1,273.22
DD-165	12/27/2021	Public Employees Health Program	36,546.95
DD-164	12/27/2021	RRJ Consulting	2,000.00
DD-163	12/27/2021	The Utah Housing Coalition	500.00
DD-162	12/27/2021	Township + Range LLC	3,357.37
DD-161	12/27/2021	Utah Local Governments Trust	492.06
			508.46
DD-160	12/27/2021	VODA Landscape & Planning	11,450.00
DD-159	12/10/2021	Assn. of Metropolitan Planning Organiz	9,251.06
	12/17/2021		(9,251.06)
DD-158	12/10/2021	Avenue Consultants	6,577.50
DD-157	12/10/2021	Barker Leavitt, PLLC	8,000.00
DD-156	12/10/2021	County of Salt Lake	4,990.00
			2,000.00
DD-155	12/10/2021	CRS Engineers	470.00
DD-154	12/10/2021	Design Workshop, Inc	560.00
DD-153	12/10/2021	Fehr & Peers	14,333.80
			5,233.80
DD-152	12/10/2021	Fielding Group, LLC	36,087.49
DD-151	12/10/2021	PEHP FLEX Benefits	675.00
DD-150	12/10/2021	GSBS PC	5,373.25
DD-149	12/10/2021	Intelitechs	4,525.00
DD-148	12/10/2021	Kimley Horn	2,240.00
DD-147	12/10/2021	Landmark Design	1,080.00
DD-146	12/10/2021	Mountainland Association of Governme	1,261.85
DD-145	12/10/2021	Public Employees Health Program	36,546.95
			1,439.40
DD-144	12/10/2021	Penna Powers	2,850.00
DD-143	12/10/2021	RRJ Consulting	2,000.00
DD-142	12/10/2021	Utah State Division of Finance	7,732.45
			701.67
<b>Direct Deposits Total</b>			<b>301,259.65</b>

## Board Payment Listing

Wasatch Front Regional Council

Check Date from 12/10/2021 to 12/27/2021

Run Date: 3/9/2022

Run Time: 7:11:04 am

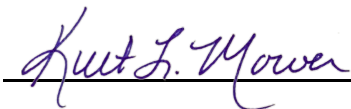
Page 2 of 2

Check#	Check Date	Vendor Name	Check Amount
Report Total			301,259.65

**Wasatch Front Regional Council**  
BANK RECONCILIATION - WELLS FARGO  
January 2022

BEGINNING BALANCE		195,104.23
DEPOSITS:		
ACCOUNTS RECEIVABLE	736,189.27	
NON-A/R DEPOSITS	0.00	
		736,189.27
CHECKS:		
A/P - WFC EFT	219,755.35	
A/P - WFC GENERAL	0.00	
		219,755.35
ADDITIONS:		
PTIF	500,000.00	
INTEREST	0.00	
		500,000.00
DEDUCTIONS:		
BANK CHARGES	164.40	
PAYROLL	157,158.67	
PTIF	500,000.00	
PAYROLL TAXES	36,001.21	
URS EFT	83,848.79	
		777,173.07
BALANCE PER GL		434,365.08
=====		
BALANCE PER BANK STATEMENT		434,365.08
DEPOSITS IN TRANSIT:		0.00
OUTSTANDING Items:		0.00
BALANCE		434,365.08
=====		
PTIF INTEREST - SPECIAL PROJECTS		537.82
PTIF BALANCE - SPECIAL PROJECTS		1,639,953.70
PTIF INTEREST - BUILDING FUND		386.13
PTIF BALANCE - BUILDING FUND		1,165,828.87

I certify that this reconciliation is correct to the best of my knowledge.

  
\_\_\_\_\_

## OUTSTANDING CHECKS

January 2022

USRS 15th transfer	0.00
USRS EOM transfer	0.00



# Commercial Checking Acct Public Funds

Account number: 1890008079 ■ January 1, 2022 - January 31, 2022 ■ Page 1 of 3

WELLS  
FARGO

WASATCH FRONT REGIONAL COUNCIL/WASATCH  
FRONT ECONOMIC DEVELOPMENT DISTRICT  
41 N RIO GRANDE ST STE 103  
SALT LAKE CITY UT 84101-1385

## Questions?

Call your Customer Service Officer or Client Services  
1-800-AT WELLS (1-800-289-3557)  
5:00 AM TO 6:00 PM Pacific Time Monday - Friday

Online: [wellsfargo.com](https://www.wellsfargo.com)

Write: Wells Fargo Bank, N. A. (119)  
Gib - Local Government (Utah)  
P.O. Box 6995  
Portland, OR 97228-6995

## Account summary

### Commercial Checking Acct Public Funds

Account number	Beginning balance	Total credits	Total debits	Ending balance
1890008079	\$195,104.23	\$1,236,189.27	-\$996,928.42	\$434,365.08

## Credits

Electronic deposits/bank credits

Effective date	Posted date	Amount	Transaction detail
	01/10	59,379.12	Desktop Check Deposit
	01/12	250,000.00	Utah State Treas Mixed 220111 0533 Wasatch Front Regional
	01/14	423,785.15	Desktop Check Deposit
	01/24	250,000.00	Utah State Treas Mixed 220121 0533 Wasatch Front Regional
	01/26	3,025.00	Desktop Check Deposit
	01/31	250,000.00	Desktop Check Deposit
		\$1,236,189.27	Total electronic deposits/bank credits
		\$1,236,189.27	Total credits

## Debits

Electronic debits/bank debits

Effective date	Posted date	Amount	Transaction detail
	01/11	164.40	Client Analysis Svc Chrg 220110 Svc Chge 1221 000001890008079
	01/12	78,754.25	ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777
	01/14	13,293.06 <	Business to Business ACH Debit - IRS Usatapytmt 011422 270241463191945 Wasatch Front Regional
	01/18	41,783.75	Utah State Retir Urs Paymnt U999500733324 Wasatch Front Reg Coun
	01/18	4,655.20	Utah801/297-7703 Tax Paymnt xxxxx0928 Wasatch Front Regional
	01/19	500,000.00 <	Business to Business ACH Debit - Utah State Treas Mixed 220118 0533 Wasatch Front Regional
	01/20	219,755.35	ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777
	01/26	28.56 <	Business to Business ACH Debit - Workforce Servc Wages 220125 1648869 Wasatch Front Regional

*Electronic debits/bank debits (continued)*

<i>Effective date</i>	<i>Posted date</i>	<i>Amount</i>	<i>Transaction detail</i>
	01/27	78,375.86	ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777
	01/28	42,065.04	Utah State Retir Urs Paymnt U999500733325 Wasatch Front Reg Coun
	01/28	13,380.18	< Business to Business ACH Debit - IRS Usatxpymt 012822 270242883124780 Wasatch Front Regional
	01/31	4,672.77	Utah801/297-7703 Tax Paymnt 1962023680 Wasatch Front Regional
		\$996,928.42	Total electronic debits/bank debits
		\$996,928.42	Total debits

< Business to Business ACH: If this is a business account, this transaction has a return time frame of one business day from post date. This time frame does not apply to consumer accounts.

## Daily ledger balance summary

<i>Date</i>	<i>Balance</i>	<i>Date</i>	<i>Balance</i>	<i>Date</i>	<i>Balance</i>
12/31	195,104.23	01/18	789,617.84	01/26	322,858.93
01/10	254,483.35	01/19	289,617.84	01/27	244,483.07
01/11	254,318.95	01/20	69,862.49	01/28	189,037.85
01/12	425,564.70	01/24	319,862.49	01/31	434,365.08
01/14	836,056.79				
Average daily ledger balance		\$323,462.19			

## Addendum to Wells Fargo Commercial Account Agreement

Effective March 18, 2022, Wells Fargo is updating the descriptions of its procedures in Wells Fargo's Commercial Account Agreement (and the other agreements governing your commercial deposit account) for determining your account's available balance, posting transactions to your account, and overdrawing your account. In the event of a conflict between this update and any other agreements governing your deposit account, this update will control. Except as expressly modified by this Addendum, these agreements remain in full force and effect. In the Wells Fargo Commercial Account Agreement, delete the provision titled "Available balance, posting order, and overdrafts" (and similar provisions in other agreements governing your Wells Fargo commercial deposit account) and replace them with the following:

## Available balance, posting order, and overdrafts

## How do we determine your account's available balance?

Your account's available balance is our most current record of the amount of money in your account available for your use or withdrawal. We use the available balance to process your transactions during the day (e.g., wire transfers and other electronic transactions). We also use the available balance when we process your transactions during our nightly processing. We calculate your available balance as follows:

- We start with the ending daily account balance from our prior business day nightly processing that includes all transactions deposited to or paid from your account.
- We subtract from this balance any holds placed on a deposit to your account and any holds placed due to legal process.
- We add pending deposits that are immediately available for your use (including cash deposits, electronic deposits, and the portion of a paper check deposit we make available; see "Funds availability policy" section for details).
- We subtract pending withdrawals we have either received (such as wire transfers and other electronic transactions) or are known to us (such as your checks we receive for payment from your account) but have not processed.

## How do we post transactions to your account?

---

We post transactions each business day (Monday through Friday except federal holidays) during our nightly processing. Once we process a transaction, we post the results to your account. There are three key steps to this process. The most common types of transactions are processed as described below.

1. We determine the available balance in your account (as described above) that we can use to pay your transactions.

2. We sort your transactions into three categories: deposits, "must-pay" transactions, and checks and certain ACH payments.

- Deposits. We credit your account for deposits, including cash and check deposits and incoming electronic transfers, received before the cutoff time at the location the deposit or transfer was made.

- "Must-pay" transactions. A "must-pay" transaction is a withdrawal/payment we have previously authorized and cannot return unpaid, such as account transfers, and teller-cashed checks. If we receive more than one of these transactions for payment from your account, we will generally sort and pay them based on the date and time we received them. Multiple transactions that have the same time will be sorted and paid from lowest to highest dollar amount.

- Checks and certain ACH payments. Finally, we use your remaining funds to pay your checks and preauthorized ACH payments (such as bills you pay by authorizing a third party to withdraw funds directly from your account). If there is more than one of these types of transactions, they will be sorted by the date and time we received them. Multiple transactions that have the same time will be sorted and paid from lowest to highest dollar amount.

3. If the available balance in your account is not enough to pay all of your transactions, we will decide whether to pay your transaction and overdraw your account or return your transaction unpaid.

- Important Note: When we receive multiple transactions on the same day and the available balance in your account is not enough to pay all the transactions, we reserve the right to choose the order in which we pay the transactions, including paying the highest dollar amount first or in any other order we determine in our sole discretion.

How do we handle overdrafts?

At our discretion, we are permitted to pay items into overdraft rather than returning them unpaid. You agree to pay the applicable fee associated with an overdraft or returned item. Any overdraft on your account is immediately due and payable, unless we agree otherwise in writing. You agree to reimburse us for any attorneys' fees and other costs and expenses we incur in recovering the overdraft (including overdraft and associated fees). When we post items in the order of highest to lowest dollar amount, the overdraft and returned item fees may be more than these fees would be if we were to post the items in the order of lowest to highest dollar amount.

## Board Payment Listing

Wasatch Front Regional Council

Check Date from 1/21/2022 to 1/21/2022

Run Date: 3/9/2022

Run Time: 7:11:52 am

Page 1 of 1

Check#	Check Date	Vendor Name	Check Amount
DD-197	01/21/2022	Assn. of Metropolitan Planning Organiz	9,251.06
DD-196	01/21/2022	Avenue Consultants	6,152.50
DD-195	01/21/2022	Barker Leavitt, PLLC	8,000.00
DD-194	01/21/2022	Design Workshop, Inc	7,564.00
			8,839.80
			11,116.87
DD-193	01/21/2022	Fehr & Peers	9,529.90
			1,352.00
			5,904.60
DD-192	01/21/2022	Fielding Group, LLC	36,800.66
DD-191	01/21/2022	PEHP FLEX Benefits	675.00
DD-190	01/21/2022	Intelitechs	460.93
			4,450.00
DD-189	01/21/2022	Landmark Design	8,345.80
			7,102.50
			6,295.37
DD-188	01/21/2022	Les Olson Company	53.45
			107.33
DD-187	01/21/2022	Lewis, Young, Robertson & Burningham	10,265.00
			20,602.00
DD-186	01/21/2022	Penna Powers	1,549.62
DD-185	01/21/2022	Personnel Systems & Services, Inc.	7,617.30
DD-184	01/21/2022	RRJ Consulting	15,000.00
DD-183	01/21/2022	Style Craft Frames and Art	2,628.34
DD-182	01/21/2022	Township + Range LLC	2,824.10
DD-181	01/21/2022	Utah Dept of Technology Services	349.19
DD-180	01/21/2022	Utah State Division of Finance	266.14
			1,303.96
			6,697.93
DD-179	01/21/2022	VODA Landscape & Planning	18,650.00
<b>Direct Deposits Total</b>			<b>219,755.35</b>
<b>Report Total</b>			<b>219,755.35</b>

Notes to the Budget/Expense Report  
January 2022

In this report 59% of the fiscal year (time) has passed. Of the total amount budgeted for the year 31% was expended through the end of January 2022. The budget in this report is the budget that was adopted by the Council on October 28, 2021.

The information contained in this report is useful in that it shows rates of expenditure by line-item and by program and allows the Council and staff to analyze rates of expenditure and progress of the various programs and address any areas of concern. It is not unusual for budget spent versus time to show variations. Some expenses such as accounting/audit fees, software licenses and dues are paid at the beginning of the fiscal year causing the percentage of budget spent versus time expended to go up. However, as the year progresses that percentage drops and the line item and program will finish the year within budget.

The Equipment Maintenance line item is the budget for WFRC's IT consultant. At the current rate of expenditure, the budget line item will be exceeded for FY22.

A line item budget adjustment shifting \$30,000 funds from the Contractual budget line item to the Maintenance line item would provide an adequate budget for the rest of FY22.

WFRC's Administrative and Accounting Policy allows for these types of budget line item adjustments , with prior written approval from the Council chair and Budget Committee chair, without a public hearing or formal budget amendment, as long as the adjustment does not increase total expenditures.

Variances in the rate of expenditure by program are considered normal and include some programs that are expected to carry forward into the next fiscal year.



**DATE:** March 24, 2021  
**AGENDA ITEM:** 2a  
**SUBJECT:** 2022 General Legislative Session Outcomes  
**PREPARED BY:** Miranda Jones Cox, Government Affairs Manager

At the Wasatch Front Regional Council (WFRC) meeting, the Council will be briefed on and discuss the outcomes of the 2022 General Legislative Session, focusing on key transportation, housing, and growth items.

The Council will also be joined by Representatives Mike Schultz and Steve Waldrup, and Senator Wayne Harper as they discuss key pieces of legislation and appropriations that passed during the session.

#### **BACKGROUND:**

Another 45-day marathon legislative session came to a close on Friday, March 5th when the legislature adjourned *sine die* just before midnight. It was another unprecedented year for the state fiscally, with a near \$26 billion dollar budget appropriated (see the legislature's Budget [Quick Facts](#) and [Summary](#)), and 513 passed bills. This was a significant session, both in terms of notable investments and substantive legislation, to address Utah's nation-leading growth and advance our region's shared [Wasatch Choice Vision](#).

Specifically, the legislature appropriated \$1.2 billion for multi-modal transportation infrastructure with funding for roads, transit, and active transportation. We are thrilled that this package is consistent with the [shared principles for infrastructure investment](#) developed by WFRC and its partners. The legislature also put significant dollars into housing affordability and planning for growth with funding for technical planning assistance and a statewide conversation on growth.

These funding items complement the dozens of bills passed to help to accommodate Utah's growth, housing, and transportation needs, including [HB462](#) which makes various changes to moderate income housing plan requirements and requires station area planning, as well as [SB140](#), which provides a limited expansion of the HTRZ tool to TRAX and BRT. You can find our 2022 Legislative Session Wrap Up [HERE](#), and can refer to our full [WFRC 2022 Bill Tracker](#) that shows which bills passed and which did not.

#### **RECOMMENDATION:**

This item is for information only.

#### **CONTACT PERSON:**

Miranda Jones Cox, 436-691-3043, [miranda@wfr.org](mailto:miranda@wfr.org)

**DATE:** March 24, 2022  
**AGENDA ITEM:** 4  
**SUBJECT:** Wasatch Choice / 2023-2050 Regional Transportation Plan (RTP) Update  
**PREPARED BY:** Ted Knowlton, Deputy Director

At the March 24th Council meeting, WFRC staff will provide an update on the Wasatch Choice Regional Vision and the development of the Regional Transportation Plan (RTP) — the transportation element of the [Wasatch Choice Vision](#). This will include outlining:

- 1) The relationship between the Vision and recent state multi-modal transportation investments and legislation that affects housing and development around public transit stations. The relevant bills will be discussed earlier in the Council meeting.
- 2) How the RTP is being developed for adoption in 2023 to advance the Vision. The RTP Preferred Scenario identifies the draft future transportation network and interrelated growth assumptions that will be the basis of the next RTP. This Preferred Scenario has been drafted based on extensive public and stakeholder process.

**BACKGROUND:**

The [Wasatch Choice Vision](#) is our shared framework to prepare our communities and Region to address the challenges of growth, prepare for uncertainties of the future, and preserve and enhance quality of life for generations to come. Through the Wasatch Choice Vision, WFRC facilitates the coordination of regional transportation planning with local land use and economic development efforts. The regional transportation element of the Wasatch Choice Vision is the officially adopted RTP. The RTP is adopted every four years – the next RTP will be adopted in May 2023 and will address transportation needs through the year 2050.

**RECOMMENDATION:**

This item is for information only.

**CONTACT PERSON:**

Ted Knowlton, 801-363-4250, ext. 1201, [tknowlton@wfrc.org](mailto:tknowlton@wfrc.org)

**DATE:** March 9, 2022  
**AGENDA ITEM:** 5a  
**SUBJECT:** Report on Board Modifications to the 2022-2027 Transportation Improvement Program (TIP)  
**PREPARED BY:** Ben Wuthrich, Transportation Improvement Program Coordinator

**BACKGROUND:**

Since the last meeting of the Wasatch Front Regional Council (WFRC), WFRC received requests to modify the current 2022-2027 Transportation Improvement Program (TIP). The modification required action from Trans Com (since WFRC was not meeting) and the Utah Transportation Commission but did not require a new air quality conformity analysis or a 30-day public comment period. The modification is attached to the approved resolution.

**RECOMMENDATION:**

This item is for information only.

**CONTACT PERSON:**

Ben Wuthrich (801) 363-4230 ext. 1121

**EXHIBIT:**

Resolution adopting Amendment Four to the 2022-2027 TIP

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL  
AMENDING THE 2022 - 2027  
TRANSPORTATION IMPROVEMENT PROGRAM

- WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake/ West Valley 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, transit, and active transportation 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 2022-2027 Transportation Improvement Program (TIP) to include the projects on the attached project description list, and
- WHEREAS, the U.S. Department of Transportation Metropolitan Planning Regulations Paragraph 450.324(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/ West Valley and the Ogden/ Layton 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, are not regionally significant, are included in the 2022-2027 TIP, or are exempt projects that do not need to be reviewed for 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 Trans Com meeting on Feb 17, 2022, and all comments were carefully considered,

NOW THEREFORE LET IT BE RESOLVED, that Trans Com as delegated by the Wasatch Front Regional Council

- (1) Approves Amendment Four to the 2022-2027 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.

WASATCH FRONT REGIONAL COUNCIL



Chair



Executive Director

UTAH DEPARTMENT OF TRANSPORTATION

Executive Director

ATTEST

February 17, 2022

Date

Date

## 2022-2027 Transportation Improvement Program (TIP) (Amendment Four)

### Board Modification

#### Additional Funding

##### Salt Lake/ West Valley 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	Taylorsville	Redwood Road	11082	Redwood Road; 4100 South to 5400 South	Access Management and Safety Improvements with minor widening; also includes improvements to drainage, curb, gutter and sidewalk	STP_URB_SL (Surface Transportation Program - Salt Lake/ West Valley Urban Area)	\$16,025,588	\$7,871,670			2022
						STP_HIF_SL (STP - Highway Infrastructure - Salt Lake/ West Valley Urban Area)		\$5,170,858			
						STP_FLX_ST (Surface Transportation Program - Flexible (Any Area) Statewide)		\$455,000			
						LOCAL_GOVT (Local Government Funds)		\$795,000	<b>Additional Funding</b>	<b>\$1,500,000</b>	
						L_BETTERMENT (Local Government - Betterment CO-OP)		\$233,060			

The scope of the Redwood Road 4100 South to 5400 South project is to improve operations and safety along the corridor by: - Adding additional turn pockets and constructing bus pull-outs, - Burying the overhead power lines, - Improving street lighting along Redwood Road. Recently, bids were open with the low bid coming in 22% over the Engineer's Estimate. The main items that came in high included several concrete items and the construction cost of burying the power lines. Taylorsville City would like to award the project so construction can begin this spring. The City has committed to adding the entire shortfall of \$1,500,000.

Salt Lake	South Salt Lake	500 West	14034	500 West; 3300 South to 3900 South	Reconstruct the existing roadway, upgrade the drainage system, install bike lanes, and rebuild the signal at 3300 S.	STP_URB_SL (Surface Transportation Program - Salt Lake/ West Valley Urban Area)	\$8,213,080	\$2,681,540			2022
						STP_COVID_SL (STP - CRRSAA Funds 2021 - Salt Lake/ West Valley Urban Area)		\$2,500,000			
						LOCAL_GOVT (Local Government Funds)		\$281,540	<b>Additional Funding</b>	<b>\$2,500,000</b>	
						HSIP (Highway Safety Improvement Program)		\$250,000			

The scope of this Local Government project is to reconstruct the existing roadway, upgrade the drainage system, install bike lanes, and rebuild the signal at 3300 South. This project was initially approved and funded in 2015. Current estimates show this project to be underfunded. South Salt Lake City is requesting an additional \$2,500,000 to account for increased material, labor, and construction costs. The City has committed to adding the entire shortfall of \$2,500,000.

Salt Lake	UDOT	US-89	16210	US-89; I-215 to 3000 South	Pavement Preservation	CMAQ_WFRC (Congestion Mitigation\ Air Quality - Salt Lake/ West Valley Urban Area)	\$8,213,080	\$75,000			2022
						NHPP_NHS (National Highway Performance Program - National Highway System)		\$6,783,000	<b>Additional Funding</b>	<b>\$1,100,000</b>	
						STP_BRIDGE (Surface Transportation Program-Bridge For State Projects)		\$250,000			

The scope of the US-89; I-215 to 3000 South project is to: - Perform a pavement preservation of a 1" rotomill with a 1" Open Graded Course Surface (OGSC), - Replace substandard ADA pedestrian ramps, - Replace raised median at the intersection of Vine Street to extend the left turn pocket. Recently, bids were open with the low bid coming in 18% over the Engineer's Estimate. The main items that came in high included mobilization, traffic control, and material costs due to inflation for the OGSC. Region Two would like to award the project so construction can begin this spring.



## 2022-2027 Transportation Improvement Program (TIP) (Amendment Four)

### Board Modification

#### Additional Funding

##### Salt Lake/ West Valley 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	Redwood Road	17627	SR-68; 6200 South to I-215	Widening to include additional lanes, freeway ramp and Intersection Improvements	STP_URB_SL (Surface Transportation Program - Salt Lake/ West Valley Urban Area)	\$14,050,000	\$1,072,616			2022
						STP_FLX_ST (Surface Transportation Program - Flexible (Any Area) Statewide)		\$8,500,000			
						R2_TSP Region Two Transportation Solutions Program			<b>Additional Funding</b>	<b>\$4,477,384</b>	

The scope of the SR-68; 6200 South to I-215 project is to: - Add an additional northbound lane on Redwood Road from 6200 South to I-215, - Add dual lanes to the eastbound and westbound on-ramps, - Construct a northbound displaced left turn continuous flow intersection (CFI). During the design phase of the project it was discovered that the drainage system in the area needed to be upgraded to accommodate the widening of the roadway and to relieve the demand on the existing city system. Additional funds are also needed to address the increased costs of right of way, utilities, and material costs due to inflation. The additional funds would be paid from the Region Two Transportation Solutions Program (R2 TSP).

##### Ogden/ Layton Urban Area

#### Additional Funding

Morgan	UDOT	Bridge	12624	Devil's Slide Bridge (5800 East over the Weber River)	Structure Replacement and Rehabilitation	NHPP_BR National Highway Performance Program - Bridge On	\$6,639,000	\$150,000			2022
						STP_BRIDGE STP - Bridge Funds for State Projects		\$3,989,000	<b>Additional Funding</b>	<b>\$2,500,000</b>	

This structure carries 5800 East over the Weber River, near Croydon, at Devil's Slide. The structure is 80 years old and in poor condition and frequently the water surface elevation is above the bridge deck elevation (overtopped). Also, the bridge structure, curbs and parapets have extensive deterioration. This project was originally scheduled to bid in 2020 but due to coordination issues with UPRR and Holcim Cement the project was delayed until fall of 2021, at which time all bids came in high due to the tight work constraints, winter work window, inflation, and remote location. The project team has updated the bid items and identified reduced risk items. Once approved, the project will be bid again with the additional funds.

#### Funding Adjustment & Scope Change

Salt Lake & Davis	UDOT	I-15	18857	I-15; Farmington to Salt Lake City EIS	Begin and complete the environmental study on I-15 - Funds may also be used for strategic ROW purchases	ST_TIF (State - Transportation Investment Funds)	\$16,000,000	\$10,000,000	<b>Additional Funding</b>	<b>\$6,000,000</b>	2022
			19854	I-15; Reconstruction; Farmington to Salt Lake City	Project will Reconstruct and Widen I-15	ST_TIF (State - Transportation Investment Funds)	\$1,768,000,000	\$1,774,000,000	<b>Remove Funding</b>	<b>\$6,000,000</b>	

The I-15 Farmington to Salt Lake City EIS is currently underway. In order to accommodate early right of way acquisition, utility investigation, and environmental activities, the project team proposes to move \$6 million from the construction pin of this same project (Pin 19854) into the environmental pin (Pin 18857).

## 2022-2027 Transportation Improvement Program (TIP) (Amendment Four)

### Board Modification

#### New Project

#### 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
Ogden	UDOT	Ogden Canyon	20020	Barrier upgrade in Ogden Canyon	Replace Existing Barrier with cast in-place barrier.	R1_TSP Region One Transportation Solutions Program	\$750,000	\$0	<i>New Project</i>	<b>\$750,000</b>	2022

The barrier in some sections of Ogden Canyon is installed so near the top of the riverbank, that when hit by vehicles, those sections of barrier often end up in the Ogden River. The proposed project scope would replace the failing barrier with a similar cast in place barrier that was used by the bridge project, through sections of the canyon.

**DATE:** March 9, 2022  
**AGENDA ITEM:** 5b  
**SUBJECT:** ACTION - Board Modifications to the 2022-2027 TIP  
**PREPARED BY:** Ben Wuthrich, Transportation Improvement Program Coordinator

**BACKGROUND:**

The Wasatch Front Regional Council (WFRC) has received requests to modify the current 2022-2027 Transportation Improvement Program (TIP) with the attached list of projects. This modification requires action from the Regional Council and the Transportation Commission but does not require an air quality conformity analysis or 30-day public comment period. The requested modification is listed with the attached resolution.

**RECOMMENDATION:**

WFRC staff recommends that the Regional Council make a motion "to approve the attached resolution to modify the 2022-2027 TIP as requested."

**CONTACT PERSON:**

Ben Wuthrich (801) 363-4230 ext 1121

**EXHIBIT:**

Resolution adopting Amendment Five to the 2022-2027 TIP

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL  
AMENDING THE 2022 - 2027  
TRANSPORTATION IMPROVEMENT PROGRAM

- WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake/ West Valley 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, transit, and active transportation 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 2022-2027 Transportation Improvement Program (TIP) to include the projects on the attached project description list, and
- WHEREAS, the U.S. Department of Transportation Metropolitan Planning Regulations Paragraph 450.324(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/ West Valley and the Ogden/ Layton 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, are not regionally significant, are included in the 2022-2027 TIP, or are exempt projects that do not need to be reviewed for 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 March 24, 2022, and all comments were carefully considered,

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

- (1) Approves Amendment Five to the 2022-2027 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.

WASATCH FRONT REGIONAL COUNCIL

UTAH DEPARTMENT OF TRANSPORTATION

\_\_\_\_\_  
Chair

\_\_\_\_\_  
Executive Director

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Executive Director

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ATTEST

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March 24, 2022  
Date

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Date

## 2022-2027 Transportation Improvement Program (TIP) (Amendment Five)

### Board Modification

#### Additional Funding

#### Salt Lake/ West Valley 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	Millcreek	SR-266	17870	4500 South (SR-266); 1500 East to 1550 East	Construct Missing Sidewalk	TAP_URB_WFRC (Transportation Alternatives Program - WFRC)	\$657,600	\$357,600			2022
						LOCAL_GOVT (Local Government Funds)			<b>Additional Funding</b>	<b>\$300,000</b>	

The scope of this project is to construct a new sidewalk along 4500 South between 1500 East and 1550 East on the south side of the roadway. This project was initially approved and funded in 2019. Current estimates show this project to be underfunded. Millcreek City is requesting to add \$300,000 to account for increases in Right-of-Way, storm drain/utility impacts, and material inflation. The City has committed to adding the entire shortfall of \$300,000.

Salt Lake	West Jordan	8600 South	15936	8600 South; 5600 West to 6000 West	Project will Construct a new Roadway which will cross the Mountain View Corridor	LOCAL_GOVT (Local Government Funds)	\$12,709,400	\$8,000,000			2022
						ST_TIF (State - Transportation Investment Funds)		\$4,000,000	<b>Additional Funding</b>	<b>\$709,400</b>	

The scope of the 8600 South; 5600 West to 6000 West project is to construct a new roadway at 8600 South between 5600 West and 6000 West which will also cross Mountain View Corridor (SR-85) providing greater east-west mobility. During the design of the project an existing sewer line was identified in the Mountain View Corridor to be too close to the new bridge that will span SR-85. The scope of the MVC; Utilities Transmission Location project has been used to relocate utilities throughout the MVC corridor prior to each MVC project. It is proposed that funds from the MVC; Utilities Transmission Location project be transferred into the current 8600 South project for the relocation of the sewer line to accommodate the new structure.

Salt Lake	UTA	Various	15918 & 16939	UTA Locomotive Rebuild	Rebuild locomotive prime mover engines to EPA's standard of Tier 1+	CMAQ_WFRC _Salt Lake/ West Valley (Congestion Mitigation/ Air Quality - WFRC)	\$8,806,000	\$2,105,134	<b>New Funding</b>	<b>\$325,000</b>	2022
						CMAQ_WFRC _Ogden/ Layton (Congestion Mitigation/ Air Quality - WFRC)		\$870,000	<b>New Funding</b>	<b>\$175,000</b>	
						UTA_Funds (UTA Local Funds)		\$5,830,866	<b>Reduce Funding</b>	<b>\$500,000</b>	

In an effort to support the "Free Fare February - 2022" campaign, WFRC proposes to program an additional \$500,000 of CMAQ funds to the UTA Locomotive Rebuild project. This would enable UTA to use \$500,000 of the over match of local funds toward expenses of the campaign. The Locomotive Rebuild project was initially evaluated and recommended by the Regional Council for partial funding, mainly due to the available funding at the time of the project recommendation. This left the bulk of the project to be covered by UTA with other funding. This project will rebuild the UTA locomotive prime mover engines to Tier 2+ emissions standards. Each mover upgrade costs about \$629,000. Proportionately that equates to 14 prime mover engines for the WFRC Urban Area. It is estimated that the rebuilding of the 14 locomotive prime mover engines to EPA's standard of Tier 2+ would reduce the total emissions of criteria air pollutants (i.e. NOx, HC, CO and PM) by 30,653 kg annually.

**2022-2027 Transportation Improvement Program (TIP) (Amendment Five)****Board Modification****New Program****Statewide**

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Various	UDOT	Var	20088	Bridge Formula Program (BFP) - Program Management	Bridge Formula Program - Program Management	BFP_BR_MAIN (Bridge Formula Program - Main)	\$5,000,000	\$0	<i>New Funding</i>	<b>\$5,000,000</b>	2022

The Infrastructure Investment & Jobs Act Bridge Formula Program (BFP) provides an opportunity for funding the rehabilitation and replacement of existing bridges to address deficiencies due to aging and deterioration. The five year program (FY22 to FY26) provides Utah with a minimum of \$45M per year. Federal funding has already been apportioned to Utah for this program for fiscal year 2022. The Department proposes to hire a consulting firm to perform program management services over the five years. This would include assisting in administering, prioritizing, coordinating, preparing, designing, reviewing, managing, and delivering projects associated with the new Bridge Formula Program (BFP). UDOT intends to rehabilitate or replace as many as possible local government "off-system" bridges that are in poor condition.

**DATE:** March 9, 2022  
**AGENDA ITEM:** 5c  
**SUBJECT:** Obligations of federal transportation funds during FFY 2021  
**PREPARED BY:** Ben Wuthrich, Transportation Improvement Program Coordinator

**BACKGROUND:**

The Infrastructure Investment and Jobs Act (IIJA), the most recent federal transportation authorization bill approved November 2021, requires all metropolitan planning organizations (MPO), state transportation departments, and public transportation operators to cooperate in preparing a report of federal funds obligated during the immediately preceding year. The WFRC staff, with the help of UDOT and UTA, has prepared a report of obligated federal, and local and state match funding during federal fiscal year 2021 (October 1, 2020, through September 30, 2021). For the State of Utah, these federal funds currently represent about twenty percent of the total highway and transit revenues.

**RECOMMENDATION:**

This item is for information only.

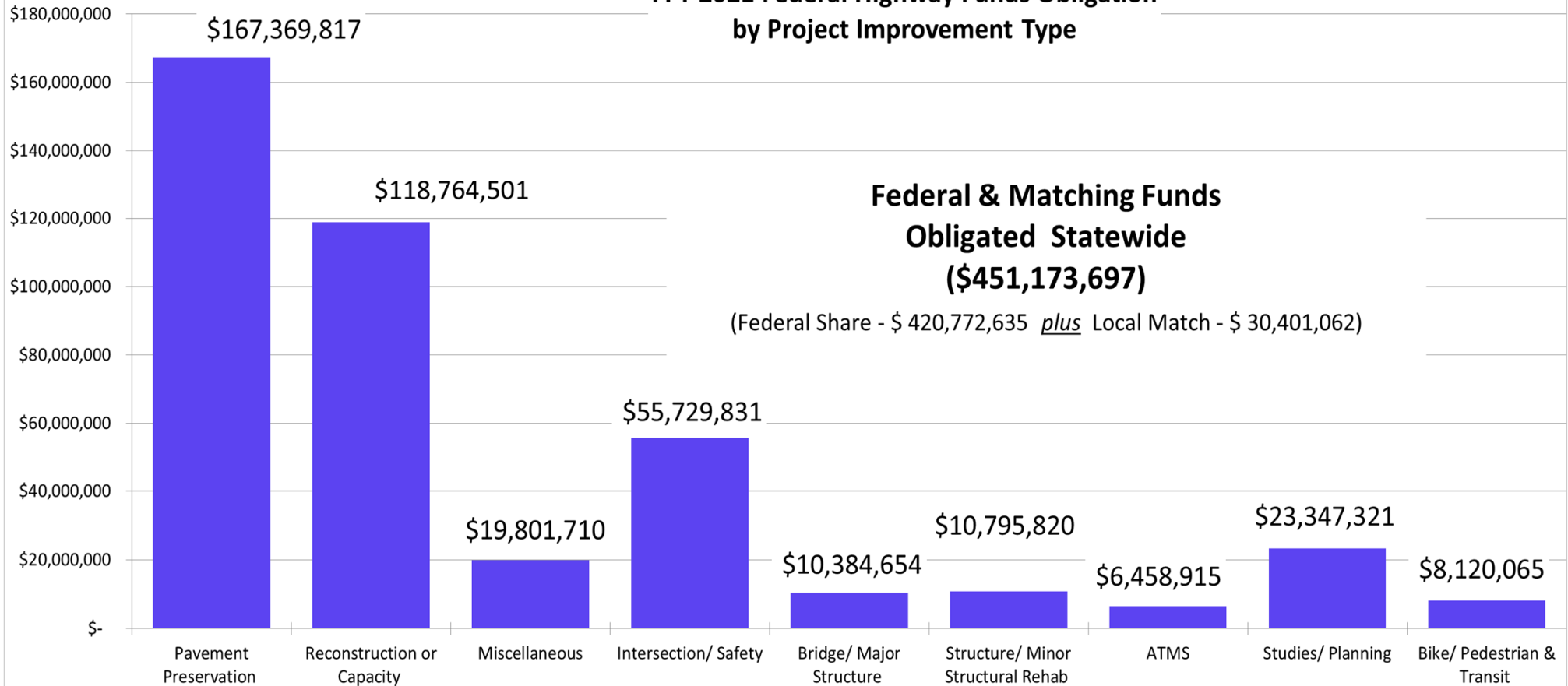
**CONTACT PERSON:**

Ben Wuthrich (801) 363-4230 ext 1121

**EXHIBIT:**

Summary of FFY 2021 Funds Obligated

**Statewide  
FFY 2021 Federal Highway Funds Obligation  
by Project Improvement Type**

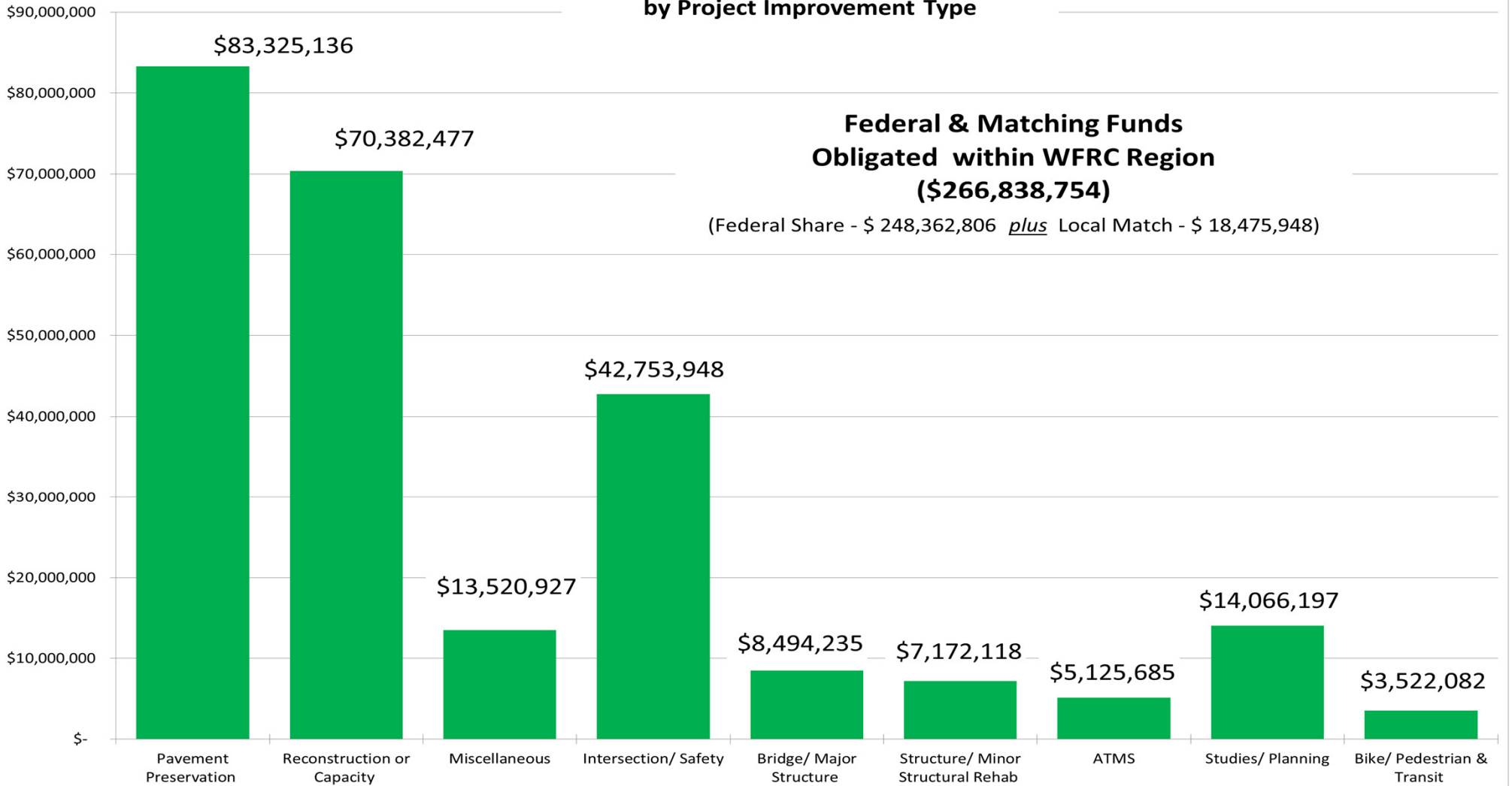




**WFRC Region**  
**FFY 2021 Federal Highway Funds Obligation**  
**by Project Improvement Type**

**Federal & Matching Funds**  
**Obligated within WFRC Region**  
**(\$266,838,754)**

(Federal Share - \$ 248,362,806 *plus* Local Match - \$ 18,475,948)



**WFRC Region**  
2021 Projects with Federal Highway Funds  
Obligated/ (De\_Obligated)

Plan Fund Desc.	PIN	PIN Status	Category	Project Location	County	Total Obl.	FA	STATE	LOCAL	TOTAL
<b>2021 STIC TECH INNOVATION FA_STIC_2021</b>	19762	Active	Research	N/A	VARIOUS	\$ 50,000	\$ 50,000	\$ 0	\$ 0	\$ 50,000
	19763	Active	Research	N/A	VARIOUS	\$ 50,000	\$ 50,000	\$ 0	\$ 0	\$ 50,000
<b>CMAQ 2.5 @ 100% PRORATA CMAQ_PM2.5_1</b>	14847	Scoping	Ped & Bike	Downtown Ogden	WEBER	\$ 0	\$ 0	\$ 0	(\$3,281)	(\$3,281)
<b>CMAQ REDUCE PM 2.5 EMISSIONS CMAQ_PM2.5</b>	15917	Scoping	Intersection Improvements	SR-105; MP .78 - .78	DAVIS	\$ 242,398	\$ 242,398	\$ 0	\$ 17,602	\$ 260,000
	15921	Active	Intersection Improvements	SR-173; MP 8.98 - 9.17	SALT LAKE	\$ 280,622	\$ 280,622	\$ 0	\$ 20,378	\$ 301,000
	8555	Central Review	Signal and/or Lighting Project	Cnty:FA-2186; MP .09 - .09	SALT LAKE	\$ 476	\$ 476	\$ 0	\$ 2,975	\$ 3,451
	8601	Active	Spot Improvement - Operational	WASATCH BOULEVARD & 7650 SOUTH	SALT LAKE	\$ 121,199	\$ 121,199	\$ 0	\$ 8,801	\$ 130,000
<b>CMAQ WFRC @ 100 % PRO-RATA CMAQ_WFRC_1</b>	12000	Awarded	Intersection Improvements	Cnty:FA-2218; MP .49 - .54 & Bengal Blvd & 2300 East Round-About	SALT LAKE	\$ 1,666,296	\$ 1,666,296	\$ 0	\$ 0	\$ 1,666,296
	13631	Scoping	Ped & Bike	Salt Lake City - Bike Share Expansion	SALT LAKE	\$ 0	\$ 0	\$ 0	(\$1,693)	(\$1,693)
<b>CONGESTION MITIGATION / AIR (BOX ELDER) CMAQ_BOX_ELD</b>	14848	Scoping	Ped & Bike	1200 West, 2250 South to 775 West	BOX ELDER	\$ 10,000	\$ 10,000	\$ 0	\$ 726	\$ 10,726
<b>CONGESTION MITIGATION/AIR QUALITY (TOOELE CMAQ_TOOELE</b>	18877	Awarded	Ped & Bike	Cnty:FA-2653; MP 3.26 - 3.52 & Cnty:FA-2651; MP 1.48 - 1.92	TOOELE	\$ 263,276	\$ 263,276	\$ 0	\$ 19,118	\$ 282,394
	16770	Close Out	Safe Sidewalk/ADA	Cnty:FA-2651; MP .20 - .40	TOOELE	\$ 609	\$ 609	\$ 0	\$ 0	\$ 609
	18878	Scoping	transit Service	SR-138; MP 12.80 - 13.12	TOOELE	\$ 74,584	\$ 74,584	\$ 0	\$ 5,416	\$ 80,000
<b>CONGESTION MITIGATION/AIR QUALITY (WFRC) CMAQ_WFRC</b>	10018	Active	ATMS Project	Other: STATEWIDE TRAVEL PROGRAM	VARIOUS	\$ 200,000	\$ 200,000	\$ 14,523	\$ 0	\$ 214,523
	16041	Closed	ATMS Project	I-15 Brigham City Area; I-15 Willard Area; I-15 Kaysville Area; I-84 Weber Cyn Area; US-89 Farmington Area	VARIOUS	(\$10,095)	(\$10,095)	(\$733)	\$ 0	(\$10,828)
	17961	Substantially Compl	ATMS Project	SR-111; MP 8.00 - 10.00 & 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	SALT LAKE	\$ 0	\$ 0	(\$0)	\$ 0	(\$0)
	12000	Awarded	Intersection Improvements	Cnty:FA-2218; MP .49 - .54 & Bengal Blvd & 2300 East Round-About	SALT LAKE	\$ 862,492	\$ 862,492	\$ 0	\$ 62,631	\$ 925,123
	14849	Under Construction	Intersection Improvements	2000 West & 1300 North, Clinton	DAVIS	\$ 563,560	\$ 563,560	\$ 0	\$ 40,924	\$ 604,484
	16947	Awarded	Intersection Improvements	SR-204; MP 2.66 - 2.66	WEBER	\$ 605,369	\$ 605,369	\$ 43,960	\$ 0	\$ 649,328
	17851	Scoping	Intersection Improvements	Cnty:FA-2098; MP 1.43 - 1.43	SALT LAKE	\$ 9,323	\$ 9,323	\$ 0	\$ 677	\$ 10,000
	16210	Advertised	Roadway Preventative Maintenance	US-89; MP 369.05 - 374.91	SALT LAKE	\$ 51,277	\$ 51,277	\$ 3,724	\$ 0	\$ 55,000
	16946	Advertised	Safe Sidewalk/ADA	Polk Avenue; 36th Street to Franklin	WEBER	\$ 513,047	\$ 513,047	\$ 0	\$ 37,255	\$ 550,302
	13130	Awarded	Trails and Bikepaths	SR-140; MP .00 - .56 & 14600 South; Pony Express Rd to UPRR Bridge	SALT LAKE	\$ 575,346	\$ 575,346	\$ 0	\$ 41,779	\$ 617,126
<b>CRRSAA BILL - 2021 SALT LAKE STP_COVID_SL</b>	14923	Under Construction	Roadway Reconstruct - Without Widening	Cnty:FA-2102; MP 2.97 - 3.94 & Vine Street; 1300 East to Van Winkle Expressway	SALT LAKE	\$ 2,508,199	\$ 2,508,199	\$ 0	\$ 0	\$ 2,508,199

**WFRC Region**  
2021 Projects with Federal Highway Funds  
Obligated/ (De\_Obligated)

<b>CRRSAA FUND FOR 2021- OGDEN LAYTON STP_COVID_OL</b>	14843	Awarded	Roadway Reconstruct - With Widening	500 West; 2000 South to SR-108	DAVIS	\$ 794,277	\$ 794,277	\$ 0	\$ 0	\$ 794,277
	16937	Awarded	Roadway Reconstruct - Without Widening	Cnty:FA-1384; MP .19 - .64	DAVIS	\$ 750,000	\$ 750,000	\$ 0	\$ 0	\$ 750,000
<b>CRRSAA FUNDS FOR STATEWIDE STP_COVID_ST</b>	18677	Scoping	Spot Improvement - Safety	F-13; MP 249.90 - 340.70 & F-13; MP .00 - 15.90 & F-13; MP 249.90 - 340.70 & I-15; MP .00 - 15.90 & I-80; MP 98.70 - 146.30 & I-80; MP 98.70 - 146.30 & SR-201; MP .00 - 16.74 & SR-201; MP .00 - 16.76 & I-84; MP 81.16 - 88.00 & I-84; MP 81.16 - 88.00	VARIOUS	\$ 500,000	\$ 500,000	\$ 0	\$ 0	\$ 500,000
<b>EMERGENCY RELIEF - 100% ER_2020_100%</b>	18709	Closed	Spot Improvement - Safety	FROM SR-171 3500 SOUTH; MP .05 - .21 & FROM SR-186 TO I-215; MP .43 - .67 & SR-171; MP 7.34 - 7.55 & I-215; MP .66 - .97 & I-215; MP .66 - .97	SALT LAKE	\$ 300,000	\$ 300,000	\$ 0	\$ 0	\$ 300,000
<b>EMERGENCY RELIEVE FMIS FAST ACT ER_2020</b>	18872	Close Out	Structures Bridge Rehabilitation	SR-171; MP 7.37 - 7.53 & I-215; MP .72 - .93	SALT LAKE	\$ 418,479	\$ 418,479	\$ 30,388	\$ 0	\$ 448,867
	18873	Under Construction	Structures Bridge Rehabilitation	SR-71; MP 13.16 - 13.33 & FROM UNION PARK AVE. TO I-215P; MP .10 - .23 & FROM SR-269 5TH SO. TO I-15N; MP .09 - .19 & I-15; MP 306.60 - 306.65	SALT LAKE	\$ 127,424	\$ 127,424	\$ 9,253	\$ 0	\$ 136,678
<b>FEDERAL AID MISCELLANEOUS FA_MISC</b>	19442	Scoping	Asset Management	Managed out of the TOC	VARIOUS	\$ 5,000	\$ 5,000	\$ 1,250	\$ 0	\$ 6,250
	19248	Scoping	ATMS Project	Multiple locations - managed by the TOC	VARIOUS	\$ 200,000	\$ 200,000	\$ 50,000	\$ 0	\$ 250,000
	16050	Closed	Other Study	Statewide training	STATEWIDE	(\$810)	(\$810)	(\$203)	\$ 0	(\$1,013)
	19575	Active	Research	N/A	VARIOUS	\$ 5,000	\$ 5,000	\$ 1,250	\$ 0	\$ 6,250
	19637	Active	Research	N/A	VARIOUS	\$ 1,000,000	\$ 1,000,000	\$ 250,000	\$ 0	\$ 1,250,000
<b>FEDERAL AID WITH 50% PRO-RATA FA_MISC_50%</b>	19665	Active	Other Study	Cnty:FA-2040; MP 13.89 - 14.02	SALT LAKE	\$ 1,250,000	\$ 1,250,000	\$ 1,250,000	\$ 0	\$ 2,500,000
	19082	Active	Planning	N/A	VARIOUS	\$ 745,000	\$ 745,000	\$ 745,000	\$ 0	\$ 1,490,000
<b>FTA MPO FUNDS @100 % FTA_5303_100</b>	18756	Active	Other Study	N/A Annual Workplan	SALT LAKE	\$ 1,142,623	\$ 1,142,623	\$ 0	\$ 0	\$ 1,142,623
	17773	Closed	Planning	N/A Annual Work Plan	SALT LAKE	(\$426,727)	(\$426,727)	\$ 0	\$ 0	(\$426,727)
	19591	Active	Planning	N/A	SALT LAKE	\$ 676,216	\$ 676,216	\$ 0	\$ 0	\$ 676,216
<b>FTA SEC_5304 GRANT @ 80% FTA_5304_80%</b>	19789	Active	Planning	N/A	STATEWIDE	\$ 251,502	\$ 251,502	\$ 0	\$ 0	\$ 251,502
	17895	Scoping	Transit Service	N/A	STATEWIDE	\$ 234,518	\$ 234,518	\$ 0	\$ 0	\$ 234,518
<b>HIGHWAY INFRASTRUCTURE - NON URBAN STP_HIF_RURL</b>	18394	Awarded	Roadway Reconstruct - Without Widening	SR-14; MP 36.35 - 40.46 & SR-14; MP 18.17 - 31.19	VARIOUS	\$ 986,775	\$ 986,775	\$ 71,656	\$ 0	\$ 1,058,431
<b>HIGHWAY INFRASTRUCTURE - SALT LAKE STP_HIF_SL</b>	11082	Advertised	Spot Improvement - Safety	SR-68; MP 51.31 - 53.37	SALT LAKE	\$ 4,820,791	\$ 4,820,791	\$ 0	\$ 350,067	\$ 5,170,858
<b>HIGHWAY INFRASTRUCTURE FUNDS STP_HIF_ST</b>	18443	Active	Roadway Reconstruct - Without Widening	SR-83; MP 19.01 - 30.73	BOX ELDER	\$ 260,578	\$ 260,578	\$ 18,922	\$ 0	\$ 279,500
<b>HIGHWAY SAFETY IMPROVEMENT PROGRAM HSIP</b>	12211	Closed	Other	Cnty:FA-2040; MP 13.78 - 13.96 & Staffing Support	SALT LAKE	(\$8,717)	(\$8,717)	(\$633)	\$ 0	(\$9,350)
	17779	Closed	Other Study	N/A	STATEWIDE	(\$37,376)	(\$37,376)	(\$2,714)	\$ 0	(\$40,090)
	15276	Substantially Compl	Railroad	SR-171; MP 10.13 - 10.43 & SR-48; MP 4.08 - 4.24	SALT LAKE	\$ 264,011	\$ 264,011	\$ 19,171	\$ 0	\$ 283,183

**WFRC Region**  
2021 Projects with Federal Highway Funds  
Obligated/ (De\_Obligated)

17230	Under Construction	Roadway Preventative Maintenance	SR-10; MP .00 - 12.84	VARIOUS	\$ 1,398,450	\$ 1,398,450	\$ 101,550	\$ 0	\$ 1,500,000
16663	Under Construction	Roadway Reconstruct - With Widening	I-15; MP 365.00 - 366.00	BOX ELDER	\$ 296,219	\$ 296,219	\$ 21,510	\$ 0	\$ 317,729
14451	Close Out	Spot Improvement - Safety	US-89; MP 480.80 - 492.50	VARIOUS	(\$466,150)	(\$466,150)	(\$33,850)	\$ 0	(\$500,000)
14452	Closed	Spot Improvement - Safety	I-84; MP 103.50 - 112.10 & I-84; MP 103.50 - 112.10	VARIOUS	(\$181,803)	(\$181,803)	(\$13,202)	\$ 0	(\$195,005)
14459	Closed	Spot Improvement - Safety	I-84; MP 115.40 - 115.41 & I-80; MP 1.48 - 1.49 & I-80; MP 117.08 - 117.09 & Various freeway routes in R2	VARIOUS	(\$4,390)	(\$4,390)	(\$319)	\$ 0	(\$4,708)
14460	Closed	Spot Improvement - Safety	I-80; MP 1.48 - 4.00 & I-80; MP 144.04 - 146.86 & I-215; MP 9.90 - 10.00 & Various freeway routes in R2	VARIOUS	(\$106,961)	(\$106,961)	(\$7,767)	\$ 0	(\$114,728)
14466	Closed	Spot Improvement - Safety	Cnty:FA-2040; MP 13.77 - 13.94 & statewide studies	SALT LAKE	(\$0)	(\$0)	(\$0)	\$ 0	(\$0)
15310	Closed	Spot Improvement - Safety	Various Routes in Region 4	VARIOUS	(\$2,922)	(\$2,922)	(\$212)	\$ 0	(\$3,134)
15587	Closed	Spot Improvement - Safety	HIGH RISK RURAL ROADS PROGRAM - (HRRR)	VARIOUS	(\$309,637)	(\$309,637)	(\$22,485)	\$ 0	(\$332,121)
15598	Closed	Spot Improvement - Safety	Cnty:FA-2040; MP 13.83 - 13.96 & Statewide projects	SALT LAKE	(\$32,954)	(\$32,954)	(\$2,393)	\$ 0	(\$35,347)
16310	Closed	Spot Improvement - Safety	US-89; MP 396.23 - 397.46 & US-89; MP 396.23 - 397.46	DAVIS	(\$12,662)	(\$12,662)	(\$919)	\$ 0	(\$13,582)
16311	Close Out	Spot Improvement - Safety	SR-186; MP 3.86 - 4.15 & I-80; MP 135.86 - 136.53 & I-80; MP 133.26 - 133.83 & I-80; MP 133.26 - 133.91 & I-80; MP 118.72 - 119.16 & I-80; MP 135.96 - 136.37	SALT LAKE	(\$186,460)	(\$186,460)	(\$13,540)	\$ 0	(\$200,000)
16314	Region Review	Spot Improvement - Safety	I-80; MP 80.00 - 90.00 & I-80; MP 80.00 - 90.00 & I-80; MP 38.00 - 50.00 & I-80; MP 38.00 - 50.00	TOOELE	\$ 729,747	\$ 729,747	\$ 52,991	\$ 0	\$ 782,738
16321	Closed	Spot Improvement - Safety	SR-208; MP .00 - 8.91 & US-191; MP 271.30 - 293.86 & SR-87; MP 1.50 - 31.00 & SR-35; MP 13.35 - 62.00 & US-40; MP 29.22 - 173.86 & SR-132; MP 21.70 - 23.90 & US-89; MP 309.37 - 310.37 & US-6; MP 114.33 - 155.69	VARIOUS	(\$58,999)	(\$58,999)	(\$4,284)	\$ 0	(\$63,284)
16324	Close Out	Spot Improvement - Safety	I-15; MP .00 - 132.00 & I-15; MP .00 - 132.00	VARIOUS	\$ 69,923	\$ 69,923	\$ 5,078	\$ 0	\$ 75,000
16329	Active	Spot Improvement - Safety	Cnty:FA-2040; MP 13.83 - 13.95	SALT LAKE	\$ 186,460	\$ 186,460	\$ 13,540	\$ 0	\$ 200,000
16331	Active	Spot Improvement - Safety	Cnty:FA-2040; MP 13.82 - 13.95	SALT LAKE	\$ 801,778	\$ 801,778	\$ 58,222	\$ 0	\$ 860,000
16332	Active	Spot Improvement - Safety	Cnty:FA-2040; MP 13.83 - 13.95	SALT LAKE	\$ 111,876	\$ 111,876	\$ 8,124	\$ 0	\$ 120,000
16355	Awarded	Spot Improvement - Safety	SR-126; MP 20.56 - 21.13	VARIOUS	\$ 186,460	\$ 186,460	\$ 13,540	\$ 0	\$ 200,000
16430	Physically Complete	Spot Improvement - Safety	I-80; MP .00 - 20.00 & I-80; MP .00 - 20.00	TOOELE	\$ 6,354,516	\$ 6,354,516	\$ 461,440	\$ 0	\$ 6,815,956
16506	Under Construction	Spot Improvement - Safety	US-189; MP 9.30 - 19.50 & SR-314; MP .00 - .30 & US-40; MP 13.23 - 16.20 & US-189 MP 9.3 to 17.5	VARIOUS	\$ 1,375,143	\$ 1,375,143	\$ 99,858	\$ 0	\$ 1,475,000
16629	Scoping	Spot Improvement - Safety	I-15; MP 132.00 - 194.14 & I-15; MP 132.00 - 194.14	VARIOUS	\$ 46,615	\$ 46,615	\$ 3,385	\$ 0	\$ 50,000
17510	Scoping	Spot Improvement - Safety	Cnty:FA-3318; MP 1.11 - 1.17 & SR-126; MP 10.68 - 10.78	WEBER	\$ 319,642	\$ 319,642	\$ 23,211	\$ 0	\$ 342,853
17611	Awarded	Spot Improvement - Safety	I-80; MP 83.50 - 84.97	TOOELE	\$ 46,615	\$ 46,615	\$ 3,385	\$ 0	\$ 50,000
17743	Closed	Spot Improvement - Safety	US-189; MP 14.01 - 14.01 & SR-167; MP 14.60 - 14.60 & US-189; MP 8.97 - 8.97 & US-189; MP 8.67 - 8.67 & SR-164; MP 2.63 - 2.63 & SR-145; MP 2.19 - 2.19 & SR-145; MP 1.91 - 2.10 & SR-145; MP 1.86 - 1.86 & SR-145; MP 1.81 - 1.81	VARIOUS	(\$17,155)	(\$17,155)	(\$1,246)	\$ 0	(\$18,400)
17744	Closed	Spot Improvement - Safety	SR-132; MP 9.22 - 9.22 & SR-119; MP .09 - .11 & SR-117; MP 12.03 - 12.05 & SR-116; MP 3.23 - 3.39 & SR-99; MP .16 - .33 & US-89; MP 187.70 - 189.33 & US-89; MP 64.15 - 64.15	VARIOUS	(\$60,644)	(\$60,644)	(\$4,404)	\$ 0	(\$65,048)

**WFRC Region**  
2021 Projects with Federal Highway Funds  
Obligated/ (De\_Obligated)

	18291	Under Construction	Spot Improvement - Safety	SR-232; MP .30 - 2.20	DAVIS	\$ 745,840	\$ 745,840	\$ 54,160	\$ 0	\$ 800,000
	18298	Awarded	Spot Improvement - Safety	I-15; MP 194.14 - 229.23 & I-15; MP 194.14 - 229.23	VARIOUS	\$ 3,006,667	\$ 3,006,667	\$ 218,333	\$ 0	\$ 3,225,000
	19667	Scoping	Spot Improvement - Safety	SR-39; MP 19.30 - 19.40	WEBER	\$ 93,230	\$ 93,230	\$ 6,770	\$ 0	\$ 100,000
	19721	Active	Spot Improvement - Safety	Cnty:FA-2040; MP 13.76 - 14.02	SALT LAKE	\$ 186,460	\$ 186,460	\$ 13,540	\$ 0	\$ 200,000
	19722	Active	Spot Improvement - Safety	Cnty:FA-2040; MP 13.76 - 14.03	SALT LAKE	\$ 186,460	\$ 186,460	\$ 13,540	\$ 0	\$ 200,000
	19723	Active	Spot Improvement - Safety	Cnty:FA-2040; MP 13.75 - 14.03	SALT LAKE	\$ 186,460	\$ 186,460	\$ 13,540	\$ 0	\$ 200,000
	19725	Active	Spot Improvement - Safety	Cnty:FA-2040; MP 13.75 - 14.03	SALT LAKE	\$ 186,460	\$ 186,460	\$ 13,540	\$ 0	\$ 200,000
	15690	Closed	study	Cnty:FA-2040; MP 13.79 - 13.99 & Statewide non-construction project	SALT LAKE	(\$675)	(\$675)	(\$49)	\$ 0	(\$724)
<b>HSIP HIGH RISK RURAL ROAD - SPECIAL RULE HSIP_HRRR_SR</b>	15310	Closed	Spot Improvement - Safety	Various Routes in Region 4	VARIOUS	\$ 27,969	\$ 27,969	\$ 2,031	\$ 0	\$ 30,000
	15587	Closed	Spot Improvement - Safety	HIGH RISK RURAL ROADS PROGRAM - (HRRR)	VARIOUS	(\$35,741)	(\$35,741)	(\$2,595)	\$ 0	(\$38,336)
	16320	Closed	Spot Improvement - Safety	SR-132; MP 20.00 - 25.59 & SR-78; MP .40 - 9.11 & US-6; MP 123.00 - 134.00 & SR-36; MP .07 - 6.13	VARIOUS	\$ 114	\$ 114	\$ 8	\$ 0	\$ 122
<b>LOCAL TRANSPORTATION ASSISTANCE PRGM FA_LTAP</b>	19461	Active	Other Study	Statewide LTAP Services	STATEWIDE	\$ 150,025	\$ 150,025	\$ 150,025	\$ 0	\$ 300,050
<b>MISC. FEDERAL AID WITH 100% PRO RATA FA_MISC_100%</b>	16752	Closed	Other Study	Improvements to the Resilience and Durability of our Transportation System	STATEWIDE	(\$57,561)	(\$57,561)	\$ 0	\$ 0	(\$57,561)
<b>NATIONAL SUMMER TRANSPORTATION INSTITUTE NSTI</b>	19583	Active	Research	N/a	VARIOUS	\$ 20,000	\$ 20,000	\$ 0	\$ 0	\$ 20,000
<b>NAT'L HIGHWAY PERFORM PROG. BRIDGE ON NHPP_BR</b>	15109	Scoping	Asset Management	SR-317; MP .67 - .68 & Various locations throughout the state	SALT LAKE	\$ 839,070	\$ 839,070	\$ 60,930	\$ 0	\$ 900,000
	11086	Closed	ATMS Project	US-89; MP 369.05 - 372.93	SALT LAKE	(\$130,522)	(\$130,522)	(\$9,478)	\$ 0	(\$140,000)
	16512	Awarded	Railroad	Cnty:FA-1972; MP 8.69 - 8.78	MORGAN	\$ 177,137	\$ 177,137	\$ 0	\$ 12,863	\$ 190,000
	15688	Under Construction	Roadway Minor Rehab - Purple Book	I-80; MP 124.96 - 127.57 & I-215; MP 1.60 - 4.00	SALT LAKE	\$ 12,772,510	\$ 12,772,510	\$ 927,490	\$ 0	\$ 13,700,000
	15486	Under Construction	Roadway Preventative Maintenance	I-84; MP 102.22 - 112.23 & I-84; MP 102.22 - 112.23	VARIOUS	\$ 792,455	\$ 792,455	\$ 57,545	\$ 0	\$ 850,000
	9419	Closed	Roadway Reconstruct - With Widening	I-215; MP 10.91 - 13.94 & TO SR-200 9700 SOUTH; MP .300 - .317 & TO SR-266 4700 SOUTH; MP .00 - .17 & FROM SR-266 4700 SOUTH; MP .00 - .17 & FROM SR-171 3500 SOUTH; MP .06 - .16 & TO SR-171 3500 SOUTH; MP .00 - .16 & FROM MP 131 3500 SOUTH; MP .13	SALT LAKE	(\$6,068,488)	(\$6,068,488)	(\$375,012)	\$ 0	(\$6,443,500)
	12446	Under Construction	Structures Bridge Rehabilitation	SR-39; MP 8.89 - 13.42	WEBER	\$ 1,953	\$ 1,953	\$ 142	\$ 0	\$ 2,094
	14263	Under Construction	Structures Bridge Rehabilitation	SR-53; MP .87 - 1.66	WEBER	\$ 4,186,667	\$ 4,186,667	\$ 304,020	\$ 0	\$ 4,490,687
	15935	Close Out	Structures Bridge Rehabilitation	I-80; MP 116.31 - 116.46 & I-80; MP 116.31 - 116.46	SALT LAKE	(\$31,577)	(\$31,577)	(\$2,293)	\$ 0	(\$33,870)
	19168	Active	Structures Bridge Replacement	FROM 2000 EAST NB TO I-215P; MP .00 - .39	SALT LAKE	\$ 167,814	\$ 167,814	\$ 12,186	\$ 0	\$ 180,000
	13518	Closed	Structures Preventative Maintenance	Cnty:FA-1064; MP 2.20 - 2.55 & SR-30; MP 90.11 - 90.62 & I-84; MP 4.00 - 18.00 & I-84; MP 4.00 - 18.00	BOX ELDER	(\$34,822)	(\$34,822)	(\$2,529)	\$ 0	(\$37,350)

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	14666	Active	Structures Preventative Maintenance	Cnty:FA-2040; MP 13.84 - 13.91 & Statewide	SALT LAKE	\$ 372,920	\$ 372,920	\$ 27,080	\$ 0	\$ 400,000
<b>NAT'L HIGHWAY PERFORM PROG. NHS ROUTES NHPP_NHS</b>	11086	Closed	ATMS Project	US-89; MP 369.05 - 372.93	SALT LAKE	(\$133,928)	(\$133,928)	(\$9,725)	\$ 0	(\$143,654)
	11497	Contract Complete	Roadway Minor Rehab - Purple Book	FROM 3200 WEST; MP .00 - .05 & TO 3200 WEST; MP .00 - .05 & FROM 3200 W. TO SR-201 E.B.; MP .00 - .25 & TO 3200 WEST; MP .00 - .03 & FROM 3200 WEST; MP .00 - .02 & TO 3200 WEST; MP .00 - .26 & OFF RAMP TO 3200 WEST; MP .00 - .03 & FROM 3200 W. TO SR-201	VARIOUS	\$ 93,230	\$ 93,230	\$ 6,770	\$ 0	\$ 100,000
	12497	Contract Closed Out	Roadway Minor Rehab - Purple Book	SR-171; MP .00 - 3.51	SALT LAKE	\$ 24,240	\$ 24,240	\$ 1,760	\$ 0	\$ 26,000
	14297	Physically Complete	Roadway Minor Rehab - Purple Book	US-89; MP 284.13 - 297.04	VARIOUS	\$ 5,166,119	\$ 5,166,119	\$ 375,144	\$ 0	\$ 5,541,263
	11105	Closed	Roadway Preventative Maintenance	US-89; MP 362.55 - 363.28	SALT LAKE	(\$2,739)	(\$2,739)	(\$199)	\$ 0	(\$2,938)
	14533	Closed	Roadway Preventative Maintenance	US-6; MP 231.00 - 232.20 & US-6; MP 270.19 - 278.20 & US-6; MP 262.19 - 263.35	VARIOUS	(\$9,257)	(\$9,257)	(\$672)	\$ 0	(\$9,930)
	14617	Closed	Roadway Preventative Maintenance	US-40; MP 111.36 - 122.70	VARIOUS	(\$633,692)	(\$633,692)	(\$46,016)	\$ 0	(\$679,709)
	15313	Closed	Roadway Preventative Maintenance	US-89; MP 103.55 - 115.74	VARIOUS	(\$23,044)	(\$23,044)	(\$1,673)	\$ 0	(\$24,717)
	15428	Region Review	Roadway Preventative Maintenance	SR-68; MP 35.99 - 40.78	VARIOUS	\$ 2,438,419	\$ 2,438,419	\$ 177,069	\$ 0	\$ 2,615,488
	15487	Under Construction	Roadway Preventative Maintenance	US-89; MP 413.64 - 414.21	WEBER	\$ 1,752,139	\$ 1,752,139	\$ 127,234	\$ 0	\$ 1,879,373
	16210	Advertised	Roadway Preventative Maintenance	US-89; MP 369.05 - 374.91	SALT LAKE	\$ 223,752	\$ 223,752	\$ 16,248	\$ 0	\$ 240,000
	16215	Active	Roadway Preventative Maintenance	US-89; MP 364.80 - 366.87	SALT LAKE	\$ 616,950	\$ 616,950	\$ 44,800	\$ 0	\$ 661,750
	10944	Closed	Roadway Reconstruct - With Widening	I-15; MP 313.00 - 340.50	VARIOUS	\$ 0	\$ 0	(\$0)	\$ 0	(\$0)
	12561	Close Out	Roadway Reconstruct - With Widening	US-89; MP 363.77 - 364.79	SALT LAKE	(\$28,234)	(\$28,234)	(\$2,050)	\$ 0	(\$30,284)
	13822	Under Construction	Roadway Reconstruct - With Widening	I-15; MP 329.79 - 340.71 & I-15; Hill Field Road to Davis/Weber County Line to I-84	VARIOUS	\$ 0	\$ 0	(\$0)	\$ 0	(\$0)
	17398	Under Construction	Roadway Reconstruct - With Widening	I-15; MP 307.75 - 309.40 & US-89; MP 382.65 - 383.60	SALT LAKE	\$ 2,237,520	\$ 2,237,520	\$ 162,480	\$ 0	\$ 2,400,000
	14201	Closed	Roadway Reconstruct - Without Widening	US-89; MP 406.21 - 408.38	VARIOUS	(\$96,205)	(\$96,205)	(\$6,986)	\$ 0	(\$103,191)
	16633	Physically Complete	Roadway Reconstruct - Without Widening	US-89; MP 411.94 - 413.93	WEBER	\$ 2,436,758	\$ 2,436,758	\$ 176,948	\$ 0	\$ 2,613,706
	17303	Awarded	Roadway Reconstruct - Without Widening	US-89; MP 383.12 - 383.77 & US-89; MP 381.54 - 383.77	VARIOUS	\$ 80,178	\$ 80,178	\$ 5,822	\$ 0	\$ 86,000
	17340	Awarded	Roadway Reconstruct - Without Widening	US-89; MP 378.80 - 380.16	SALT LAKE	\$ 382,243	\$ 382,243	\$ 27,757	\$ 0	\$ 410,000
	18327	Under Construction	Roadway Reconstruct - Without Widening	US-40; MP 52.00 - 62.00 & US-40; MP 68.00 - 86.20	VARIOUS	\$ 186,460	\$ 186,460	\$ 13,540	\$ 0	\$ 200,000
	18350	Active	Roadway Reconstruct - Without Widening	US-191; MP 128.73 - 129.86 & US-191; MP 103.94 - 125.38	VARIOUS	\$ 139,659	\$ 139,659	\$ 10,141	\$ 0	\$ 149,800
	18939	Substantially Compl	Roadway Reconstruct - Without Widening	I-15; MP 352.03 - 362.02	BOX ELDER	\$ 1,584,910	\$ 1,584,910	\$ 115,090	\$ 0	\$ 1,700,000
	19173	Active	Roadway Reconstruct - Without Widening	US-6; MP 221.74 - 232.20	VARIOUS	\$ 233,075	\$ 233,075	\$ 16,925	\$ 0	\$ 250,000
	15602	Closed	Spot Improvement - Safety	SR-203; MP .00 - .38 & US-89; MP 408.09 - 408.38 & US-89; MP 407.90 - 408.40 & SR-203; MP .00 - .44 & SR-203; MP .00 - .38 & US-89; MP 407.9 - 408.4	WEBER	(\$20,371)	(\$20,371)	(\$1,479)	\$ 0	(\$21,851)

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	16506	Under Construction	Spot Improvement - Safety	US-189; MP 9.30 - 19.50 & SR-314; MP .00 - .30 & US-40; MP 13.23 - 16.20 & US-189 MP 9.3 to 17.5	VARIOUS	\$ 4,074,151	\$ 4,074,151	\$ 295,849	\$ 0	\$ 4,370,000
<b>NAT'L HIGHWAY PERFORM PROGRAM - IM NHPP_IM</b>	17397	Contract Closed Out	Asset Management	I-80; MP 72.20 - 114.40	VARIOUS	\$ 941,464	\$ 941,464	\$ 58,179	\$ 0	\$ 999,643
	16124	Closed	ATMS Project	I-15; MP 328.00 - 328.75	DAVIS	(\$1,904)	(\$1,904)	(\$118)	\$ 0	(\$2,022)
	15728	Closed	Choke Point	I-80 - Cattle Guard Repairs	VARIOUS	(\$22,817)	(\$22,817)	(\$1,410)	\$ 0	(\$24,227)
	15729	Under Construction	Choke Point	I-80; MP 114.80 - 118.60	SALT LAKE	(\$40,164)	(\$40,164)	(\$2,482)	\$ 0	(\$42,647)
	12305	Close Out	Roadway Minor Rehab - Purple Book	I-15; MP 193.70 - 200.70	VARIOUS	(\$2,825,346)	(\$2,825,346)	(\$174,597)	\$ 0	(\$2,999,943)
	12517	Awarded	Roadway Minor Rehab - Purple Book	I-80; MP 80.00 - 88.58 & I-80; MP 80.00 - 88.58 & I-80; MP 60.00 - 70.00 & I-80; MP 60.00 - 70.00	TOOELE	\$ 197,778	\$ 197,778	\$ 12,222	\$ 0	\$ 210,000
	15688	Under Construction	Roadway Minor Rehab - Purple Book	I-80; MP 124.96 - 127.57 & I-215; MP 1.60 - 4.00	SALT LAKE	\$ 3,074,805	\$ 3,074,805	\$ 190,012	\$ 0	\$ 3,264,817
	12560	Closed	Roadway New or Reconstruct Interchange	SR-209; MP 6.80 - 8.00	SALT LAKE	(\$30,922)	(\$30,922)	(\$1,911)	\$ 0	(\$32,833)
	15486	Under Construction	Roadway Preventative Maintenance	I-84; MP 102.22 - 112.23 & I-84; MP 102.22 - 112.23	VARIOUS	\$ 4,626,235	\$ 4,626,235	\$ 285,885	\$ 0	\$ 4,912,120
	17247	Closed	Roadway Preventative Maintenance	I-215; MP 5.70 - 15.50 & I-215; MP 5.70 - 15.50	SALT LAKE	(\$32,963)	(\$32,963)	(\$2,037)	\$ 0	(\$35,000)
	17295	Physically Complete	Roadway Preventative Maintenance	I-80; MP 10.46 - 20.00 & I-80; MP 10.46 - 20.00	TOOELE	\$ 6,203,639	\$ 6,203,639	\$ 383,364	\$ 0	\$ 6,587,003
	17419	Contract Closed Out	Roadway Preventative Maintenance	I-84; MP 15.83 - 19.78	BOX ELDER	\$ 1,990,959	\$ 1,990,959	\$ 123,034	\$ 0	\$ 2,113,993
	17420	Contract Closed Out	Roadway Preventative Maintenance	I-15; MP 315.28 - 318.79	DAVIS	\$ 4,125,471	\$ 4,125,471	\$ 254,940	\$ 0	\$ 4,380,411
	17601	Under Construction	Roadway Preventative Maintenance	I-70; MP 91.69 - 117.00 & I-70; MP 91.69 - 117.00	VARIOUS	\$ 5,294,923	\$ 5,294,923	\$ 327,208	\$ 0	\$ 5,622,131
	17398	Under Construction	Roadway Reconstruct - With Widening	I-15; MP 307.75 - 309.40 & US-89; MP 382.65 - 383.60	SALT LAKE	\$ 1,212,248	\$ 1,212,248	\$ 74,913	\$ 0	\$ 1,287,161
	9419	Closed	Roadway Reconstruct - With Widening	I-215; SR 10.41 - 15.50 & TO SR-266 4700 SOUTH; MP .00 - .17 & TO SR-266 4700 SOUTH; MP .00 - .17 & FROM SR-171 3500 SOUTH; MP .06 - .16 & TO SR-171 3500 SOUTH; MP .00 - .16 & FROM SR-171 3500 SOUTH; MP .00 - .16	SALT LAKE	\$ 5,289,363	\$ 5,289,363	\$ 326,864	\$ 0	\$ 5,616,227
	15678	Abandoned	Roadway Reconstruct - Without Widening	I-15; MP 318.50 - 324.75 & I-15; MP 318.50 - 324.75	DAVIS	\$ 141,270	\$ 141,270	\$ 8,730	\$ 0	\$ 150,000
	17430	Advertised	Roadway Reconstruct - Without Widening	I-84; MP 19.59 - 29.84	BOX ELDER	\$ 301,376	\$ 301,376	\$ 18,624	\$ 0	\$ 320,000
	11827	Closed	Spot Improvement - Operational	TO SR-151 10600 SOUTH; MP .10 - .18 & Reference I 15 MP 293.681 - 293.470	SALT LAKE	(\$240,549)	(\$240,549)	(\$14,865)	\$ 0	(\$255,415)
	16443	Physically Complete	Spot Improvement - Safety	I-80; MP 99.15 - 106.00	VARIOUS	\$ 52,640	\$ 52,640	\$ 3,253	\$ 0	\$ 55,893
	16446	Region Review	Spot Improvement - Safety	I-215; MP 2.62 - 15.26	SALT LAKE	\$ 3,104,173	\$ 3,104,173	\$ 191,827	\$ 0	\$ 3,296,000
	16666	Closed	Spot Improvement - Safety	I-84; MP 20.00 - 42.00	BOX ELDER	(\$0)	(\$0)	\$ 0	\$ 0	(\$0)
	13323	Physically Complete	Structures Bridge Replacement	I-80; MP 101.61 - 102.09 & I-80; MP 101.61 - 102.09 & SR-36; MP 65.64 - 66.41	VARIOUS	\$ 466,191	\$ 466,191	\$ 28,809	\$ 0	\$ 495,000
	16423	Close Out	Structures Bridge Replacement	I-80; MP 101.61 - 102.09 & SR-36; MP 65.64 - 66.41 & I-80; MP 101.61 - 102.09	VARIOUS	\$ 28,254	\$ 28,254	\$ 1,746	\$ 0	\$ 30,000
<b>PLANNING MPO (WFRC) PL_WFRC</b>	17773	Closed	Planning	N/A Annual Work Plan	SALT LAKE	(\$910,811)	(\$910,811)	\$ 0	\$ 0	(\$910,811)

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<b>PLANNING WFRC AT 100 % PL_WFRC_100</b>	19591	Active	Planning	N/A	SALT LAKE	\$ 3,128,556	\$ 3,128,556	\$ 0	\$ 0	\$ 3,128,556
<b>RAIL / HWY ELIM @90/10 R/H_HZ_ELM90</b>	13525	Close Out	Railroad	Cnty:FA-2040; MP 13.81 - 14.01 & Statewide inventory	SALT LAKE	\$ 900	\$ 900	\$ 100	\$ 0	\$ 1,000
<b>RAIL/HIGHWAY DEVICES @90/10 R/H_DEVICES90</b>	13535	Close Out	Railroad	Cnty:FA-2156; MP 3.32 - 3.41 & Cnty:FA-2107; MP 4.65 - 4.71 & Cnty:FA-2094; MP 4.04 - 4.15 & Cnty:FA-2098; MP .62 - .74 & Cnty:FA-2172; MP 10.17 - 10.37	SALT LAKE	(\$55,000)	(\$55,000)	(\$6,111)	\$ 0	(\$61,111)
	15005	Close Out	Railroad	Spot location of crossing on Foothill Dr	TOOELE	(\$148,500)	(\$148,500)	(\$16,500)	\$ 0	(\$165,000)
<b>RAIL/HWY DEVICES WITH STATE MATCH R/H_DEVIC90S</b>	16021	Scoping	Intersection Improvements	Cnty:FA-3308; MP 2.46 - 2.56	WEBER	\$ 273,075	\$ 273,075	\$ 30,342	\$ 0	\$ 303,417
	13526	Close Out	Railroad	Cnty:FA-1392; MP 2.01 - 2.01	DAVIS	\$ 34,061	\$ 34,061	\$ 3,785	\$ 0	\$ 37,845
	13536	Scoping	Railroad	Cnty:FA-2120; MP .97 - 1.10 & Cnty:FA-2846; MP .00 - .11	VARIOUS	\$ 13,500	\$ 13,500	\$ 1,500	\$ 0	\$ 15,000
	15005	Close Out	Railroad	Spot location of crossing on Foothill Dr	TOOELE	\$ 575	\$ 575	\$ 64	\$ 0	\$ 639
	15704	Active	Railroad	Cnty:FA-1386; MP .80 - 1.14	DAVIS	\$ 314,100	\$ 314,100	\$ 34,900	\$ 0	\$ 349,000
	16175	Awarded	Railroad	Railroad crossing on 1500 E, just north of 6600 S in Uintah	WEBER	\$ 669,380	\$ 669,380	\$ 77,376	\$ 0	\$ 746,756
	17469	Close Out	Railroad	Cnty:FA-2358; MP .17 - .33	SALT LAKE	\$ 284	\$ 284	\$ 32	\$ 0	\$ 316
	18006	Active	Railroad	Stansbury Island Road	TOOELE	\$ 1,800	\$ 1,800	\$ 200	\$ 0	\$ 2,000
<b>RAIL/HWY HAZARD ELIM W/ STATE MATCH R/H_HZ_EL90S</b>	13531	Close Out	Railroad	Cnty:FA-2040; MP 13.78 - 13.99 & Consultant contract	SALT LAKE	\$ 19,019	\$ 19,019	\$ 2,113	\$ 0	\$ 21,133
	14720	Active	Railroad	Cnty:FA-2040; MP 13.78 - 14.02 & Statewide staffing support	SALT LAKE	\$ 166,527	\$ 166,527	\$ 18,503	\$ 0	\$ 185,030
	14721	Active	Railroad	Cnty:FA-2040; MP 13.80 - 14.00 & Statewide staffing support	SALT LAKE	\$ 54,000	\$ 54,000	\$ 6,000	\$ 0	\$ 60,000
	15704	Active	Railroad	Cnty:FA-1386; MP .80 - 1.14	DAVIS	\$ 58,500	\$ 58,500	\$ 6,500	\$ 0	\$ 65,000
	15985	Closed	Railroad	Cnty:FA-2290; MP 3.60 - 3.87 & Two rail crossings on California between Pioneer and I-215	SALT LAKE	\$ 74,331	\$ 74,331	\$ 8,259	\$ 0	\$ 82,590
	16175	Awarded	Railroad	Railroad crossing on 1500 E, just north of 6600 S in Uintah	WEBER	\$ 119,163	\$ 119,163	\$ 13,240	\$ 0	\$ 132,403
	18867	Active	Railroad	Cnty:FA-2040; MP 13.78 - 14.02	SALT LAKE	\$ 45,000	\$ 45,000	\$ 5,000	\$ 0	\$ 50,000
<b>SECTION 154 PENALTIES FOR HSIP SEC154_HSIP</b>	15598	Closed	Spot Improvement - Safety	Cnty:FA-2040; MP 13.83 - 13.96 & Statewide projects	SALT LAKE	(\$91)	(\$91)	(\$7)	\$ 0	(\$98)
	18298	Awarded	Spot Improvement - Safety	I-15; MP 194.14 - 229.23 & I-15; MP 194.14 - 229.23	VARIOUS	\$ 256,383	\$ 256,383	\$ 18,618	\$ 0	\$ 275,000
<b>SPR PLANNING FUNDS @ 100% SPR_P_100%</b>	19538	Active	Other Study	N/A	STATEWIDE	\$ 12,000	\$ 12,000	\$ 0	\$ 0	\$ 12,000
<b>SPR POOLED FUND 100% SPR_R_100%</b>	17384	Active	other	Western Maintenance Partnership 6 Phase 3	STATEWIDE	\$ 10,000	\$ 10,000	\$ 0	\$ 0	\$ 10,000
	17824	Scoping	Other Study	N/A	VARIOUS	\$ 15,000	\$ 15,000	\$ 0	\$ 0	\$ 15,000
	14378	Scoping	other	Develop Long Range Plan Framework Using SHRP2 C01	STATEWIDE	(\$41,863)	(\$41,863)	(\$10,466)	\$ 0	(\$52,328)



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<b>STATEWIDE PLANNING &amp; RESEARCH (PLANNING) SPR_P</b>	16850	Close Out	Other Study	N/A Annual Work Program	VARIOUS	(\$1,783,819)	(\$1,783,819)	(\$445,955)	\$ 0	(\$2,229,774)
	19600	Active	Planning	N/A	STATEWIDE	\$ 5,633,431	\$ 5,633,431	\$ 0	\$ 0	\$ 5,633,431
	17750	Close Out	Other Study	N/A Annual Program	VARIOUS	(\$1,371,841)	(\$1,371,841)	(\$342,960)	\$ 0	(\$1,714,801)
	18757	Close Out	Other Study	N/A Annual Work Program	VARIOUS	\$ 146,457	\$ 146,457	\$ 36,614	\$ 0	\$ 183,072
	19601	Active	Research	N/A	STATEWIDE	\$ 2,349,675	\$ 2,349,675	\$ 587,419	\$ 0	\$ 2,937,094
<b>STIC - INCENTIVE PROGRAM FA_STIC_2018</b>	16832	Closed	Asset Management	SR-317; MP .66 - .74	SALT LAKE	(\$24,652)	(\$24,652)	\$ 0	\$ 0	(\$24,652)
<b>STP - O/L URBAN AREA @ 100% STP_UR_O/L@1</b>	19591	Active	Planning	N/A	SALT LAKE	\$ 414,027	\$ 414,027	\$ 0	\$ 0	\$ 414,027
<b>STP - BRIDGE FUNDS FOR STATE PROJECTS STP_BRIDGE</b>	15688	Under Construction	Roadway Minor Rehab - Purple Book	I-80; MP 124.96 - 127.57 & I-215; MP 1.60 - 4.00	SALT LAKE	\$ 11,306,014	\$ 11,306,014	\$ 820,999	\$ 0	\$ 12,127,013
	15486	Under Construction	Roadway Preventative Maintenance	I-84; MP 102.22 - 112.23 & I-84; MP 102.22 - 112.23	VARIOUS	\$ 83,907	\$ 83,907	\$ 6,093	\$ 0	\$ 90,000
	12446	Under Construction	Structures Bridge Rehabilitation	SR-39; MP 8.89 - 13.42	WEBER	\$ 294,019	\$ 294,019	\$ 21,351	\$ 0	\$ 315,370
	12624	Advertised	Structures Bridge Rehabilitation	Cnty:FA-1980; MP .00 - .14	MORGAN	\$ 2,626,289	\$ 2,626,289	\$ 0	\$ 190,711	\$ 2,817,000
	14264	Active	Structures Bridge Rehabilitation	I-84; MP 90.67 - 91.18 & I-84; MP 90.67 - 91.18	VARIOUS	\$ 372,920	\$ 372,920	\$ 27,080	\$ 0	\$ 400,000
	17365	Scoping	Structures Bridge Replacement	Cnty:FA-1508; MP .60 - .82	DAVIS	\$ 93,230	\$ 93,230	\$ 6,770	\$ 0	\$ 100,000
	14666	Active	Structures Preventative Maintenance	Cnty:FA-2040; MP 13.84 - 13.91 & Statewide	SALT LAKE	\$ 1,864,600	\$ 1,864,600	\$ 135,400	\$ 0	\$ 2,000,000
	16162	Scoping	Structures Preventative Maintenance	SR-317; MP .65 - .68	SALT LAKE	\$ 2,097,675	\$ 2,097,675	\$ 152,325	\$ 0	\$ 2,250,000
	18255	Active	Structures Preventative Maintenance	Cnty:FA-1016; MP 8.77 - 8.85 & SULPHURDALE OVERPASS EXIT 129; MP .00 - .25 & SR-161; MP 2.87 - 3.03 & I-15; MP 129.33 - 129.56 & I-15; MP 129.33 - 129.55	VARIOUS	\$ 93,230	\$ 93,230	\$ 6,770	\$ 0	\$ 100,000
	18459	Under Construction	Structures Preventative Maintenance	SR-268; MP .03 - .58	SALT LAKE	\$ 2,278,317	\$ 2,278,317	\$ 165,442	\$ 0	\$ 2,443,759
<b>STP - FLEXIBLE (ANY AREA) STATEWIDE STP_FLX_ST</b>	13711	Closed	Asset Management	I-84; MP 89.01 - 89.51 & SR-39; MP 8.69 - 8.89	WEBER	(\$293,134)	(\$293,134)	(\$21,286)	\$ 0	(\$314,420)
	18463	Scoping	Asset Management	I-15; MP 285.85 - 312.31	SALT LAKE	\$ 233,075	\$ 233,075	\$ 16,925	\$ 0	\$ 250,000
	19139	Scoping	Asset Management	I-84; MP .00 - 112.00 & US-89; MP 383.90 - 502.50 & I-15; MP 312.50 - 400.50	VARIOUS	\$ 46,615	\$ 46,615	\$ 3,385	\$ 0	\$ 50,000
	19141	Advertised	Asset Management	I-84; MP 26.00 - 30.00 & I-15; MP 385.00 - 393.00	BOX ELDER	\$ 111,876	\$ 111,876	\$ 8,124	\$ 0	\$ 120,000
	19571	Physically Complete	Asset Management	SR-201; MP .80 - 1.10	SALT LAKE	\$ 627,032	\$ 627,032	\$ 45,533	\$ 0	\$ 672,564
	16041	Closed	ATMS Project	I-15 Brigham City Area; I-15 Willard Area; I-15 Kaysville Area; I-84 Weber Cyn Area; US-89 Farmington Area	VARIOUS	(\$171,849)	(\$171,849)	(\$12,479)	\$ 0	(\$184,328)
	16124	Closed	ATMS Project	I-15; MP 328.00 - 328.75	DAVIS	(\$325,586)	(\$325,586)	(\$23,643)	\$ 0	(\$349,229)
	16732	Under Construction	ATMS Project	US-89; MP 491.10 - 498.40	VARIOUS	\$ 2,517,210	\$ 2,517,210	\$ 182,790	\$ 0	\$ 2,700,000

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18383	Under Construction	ATMS Project	SR-201; MP .00 - 2.90 & I-80; MP 99.00 - 107.50 & I-15; MP 285.84 - 312.32 & I-15; MP 285.84 - 312.31	VARIOUS	\$ 1,732,602	\$ 1,732,602	\$ 125,815	\$ 0	\$ 1,858,417
18509	Scoping	ATMS Project	Managed out of the T.O.C.	VARIOUS	\$ 1,109,437	\$ 1,109,437	\$ 80,563	\$ 0	\$ 1,190,000
15728	Closed	Choke Point	I-80 - Cattle Guard Repairs	VARIOUS	(\$5,325)	(\$5,325)	(\$387)	\$ 0	(\$5,712)
14407	Closed	Intersection Improvements	US-89; MP 415.33 - 415.53 & SR-39; MP 6.30 - 6.50	WEBER	(\$174,306)	(\$174,306)	(\$12,657)	\$ 0	(\$186,964)
14431	Closed	Intersection Improvements	Cnty:FA-2074; MP 5.45 - 5.60 & SR-210; MP 2.00 - 2.50	SALT LAKE	(\$13,024)	(\$13,024)	(\$946)	\$ 0	(\$13,970)
16947	Awarded	Intersection Improvements	SR-204; MP 2.66 - 2.66	WEBER	\$ 89,501	\$ 89,501	\$ 6,499	\$ 0	\$ 96,000
17841	Substantially Compl	Intersection Improvements	SR-48; MP 4.08 - 4.08	SALT LAKE	\$ 100,688	\$ 100,688	\$ 7,312	\$ 0	\$ 108,000
18371	Region Review	Intersection Improvements	SR-204; MP 5.20 - 5.40	WEBER	\$ 279,715	\$ 279,715	\$ 20,312	\$ 0	\$ 300,027
18461	Scoping	Intersection Improvements	SR-154; MP .59 - .88 & TO SR-154 BANGERTER HWY; MP .05 - .14	SALT LAKE	\$ 130,522	\$ 130,522	\$ 9,478	\$ 0	\$ 140,000
18681	Scoping	Intersection Improvements	SR-97; MP 5.00 - 5.30	WEBER	\$ 30,521	\$ 30,521	\$ 2,216	\$ 0	\$ 32,737
19134	Active	Intersection Improvements	SR-134; MP 3.60 - 3.90	WEBER	\$ 111,876	\$ 111,876	\$ 8,124	\$ 0	\$ 120,000
19135	Active	Intersection Improvements	SR-13; MP 21.10 - 21.30	BOX ELDER	\$ 135,184	\$ 135,184	\$ 9,817	\$ 0	\$ 145,000
19140	Scoping	Intersection Improvements	SR-108; MP 12.52 - 12.92	WEBER	\$ 144,507	\$ 144,507	\$ 10,494	\$ 0	\$ 155,000
16101	Scoping	Other Study	N/A	STATEWIDE	\$ 143,600	\$ 143,600	\$ 0	\$ 0	\$ 143,600
17837	Active	Ped & Bike	SR-171; MP 9.22 - 9.22	SALT LAKE	\$ 286,216	\$ 286,216	\$ 20,784	\$ 0	\$ 307,000
18833	Scoping	Ped & Bike	SR-171; MP .00 - 3.50	SALT LAKE	\$ 139,845	\$ 139,845	\$ 10,155	\$ 0	\$ 150,000
14413	Under Construction	Railroad	SR-172; MP 6.18 - 9.21	SALT LAKE	\$ 8,678,442	\$ 8,678,442	\$ 630,195	\$ 0	\$ 9,308,637
12521	Closed	Roadway Minor Rehab - Purple Book	SR-173; MP 4.74 - 7.52	SALT LAKE	(\$15,712)	(\$15,712)	(\$1,141)	\$ 0	(\$16,853)
13457	Closed	Roadway Minor Rehab - Purple Book	SR-65; MP .00 - 3.11 & SR-65; I-80 to Gate	SALT LAKE	(\$5,096)	(\$5,096)	(\$370)	\$ 0	(\$5,466)
13462	Closed	Roadway Minor Rehab - Purple Book	SR-152; MP .00 - 3.04	SALT LAKE	(\$107,647)	(\$107,647)	(\$7,817)	\$ 0	(\$115,464)
14621	Close Out	Roadway Minor Rehab - Purple Book	SR-138; MP 9.06 - 12.21	TOOELE	\$ 13,985	\$ 13,985	\$ 1,016	\$ 0	\$ 15,000
15688	Under Construction	Roadway Minor Rehab - Purple Book	I-80; MP 124.96 - 127.57 & I-215; MP 1.60 - 4.00	SALT LAKE	\$ 1,014,160	\$ 1,014,160	\$ 73,644	\$ 0	\$ 1,087,804
16554	Close Out	Roadway Minor Rehab - Purple Book	SR-132; MP 20.00 - 33.00 & SR-78; MP .30 - 9.11 & SR-36; MP .07 - 6.13 & US-6; MP 123.00 - 134.00	VARIOUS	(\$391,993)	(\$391,993)	(\$28,465)	\$ 0	(\$420,458)
9446	Closed	Roadway Minor Rehab - Purple Book	SR-71; MP 5.90 - 7.03	SALT LAKE	(\$7,115)	(\$7,115)	(\$517)	\$ 0	(\$7,632)
12502	Closed	Roadway Preventative Maintenance	SR-48; MP .00 - 2.00	SALT LAKE	(\$12,791)	(\$12,791)	(\$929)	\$ 0	(\$13,720)
13150	Closed	Roadway Preventative Maintenance	SR-32; MP 7.70 - 13.04 & SR-32; MP 7.70 - 13.40	VARIOUS	(\$27,479)	(\$27,479)	(\$1,995)	\$ 0	(\$29,475)

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13459	Close Out	Roadway Preventative Maintenance	SR-138; MP .00 - 9.06	TOOELE	(\$650,471)	(\$650,471)	(\$47,235)	\$ 0	(\$697,706)
14611	Closed	Roadway Preventative Maintenance	SR-132; MP 8.65 - 19.94	VARIOUS	(\$76,370)	(\$76,370)	(\$5,546)	\$ 0	(\$81,915)
15249	Closed	Roadway Preventative Maintenance	SR-171; MP 10.73 - 12.64	SALT LAKE	(\$13,353)	(\$13,353)	(\$970)	\$ 0	(\$14,323)
15252	Substantially Compl	Roadway Preventative Maintenance	SR-112; MP .00 - 8.23	TOOELE	\$ 3,765,956	\$ 3,765,956	\$ 273,469	\$ 0	\$ 4,039,425
15253	Close Out	Roadway Preventative Maintenance	SR-71; MP .18 - 5.08	SALT LAKE	(\$372,920)	(\$372,920)	(\$27,080)	\$ 0	(\$400,000)
15254	Under Construction	Roadway Preventative Maintenance	SR-71; MP 12.15 - 18.28	SALT LAKE	\$ 2,531,195	\$ 2,531,195	\$ 183,806	\$ 0	\$ 2,715,000
15255	Closed	Roadway Preventative Maintenance	SR-269; MP .47 - 1.33 & SR-270; MP .00 - .73	SALT LAKE	(\$109,079)	(\$109,079)	(\$7,921)	\$ 0	(\$117,000)
15486	Under Construction	Roadway Preventative Maintenance	I-84; MP 102.22 - 112.23 & I-84; MP 102.22 - 112.23	VARIOUS	\$ 2,524,188	\$ 2,524,188	\$ 183,297	\$ 0	\$ 2,707,485
16209	Awarded	Roadway Preventative Maintenance	FROM I-215N; MP .55 - 1.25 & FROM I-80N TO SR-154 40TH WEST; MP .00 - .25 & TO SR-154 40TH WEST; MP .00 - .20 & FROM SR-154 TO I-80N; MP .00 - .20 & FROM SR-186 TO SR-154 & I-80; MP .00 - .57 & FROM SR-186 TO SR-154; MP .00 - 1.15 & FROM SR-1	SALT LAKE	\$ 139,845	\$ 139,845	\$ 10,155	\$ 0	\$ 150,000
16213	Contract Complete	Roadway Preventative Maintenance	SR-190; MP .00 - 1.82	SALT LAKE	\$ 1,425,993	\$ 1,425,993	\$ 103,550	\$ 0	\$ 1,529,543
16216	Close Out	Roadway Preventative Maintenance	SR-186; MP 4.56 - 6.40 & SR-186; MP 8.29 - 8.55 & FROM SR-186 TO I-215; MP .00 - .79 & FROM I-215N TO SR-186; MP .00 - .62	SALT LAKE	(\$372,920)	(\$372,920)	(\$27,080)	\$ 0	(\$400,000)
16433	Closed	Roadway Preventative Maintenance	SR-126; MP 14.03 - 14.64 & SR-126; MP 14.03 - 14.64	WEBER	(\$454,397)	(\$454,397)	(\$32,997)	\$ 0	(\$487,393)
16526	Closed	Roadway Preventative Maintenance	SR-110; MP .00 - 3.50 & SR-107; MP .00 - 1.50	DAVIS	(\$342,041)	(\$342,041)	(\$24,838)	\$ 0	(\$366,879)
16529	Contract Closed Out	Roadway Preventative Maintenance	SR-134; MP 12.40 - 14.30	WEBER	(\$259,772)	(\$259,772)	(\$18,864)	\$ 0	(\$278,636)
16534	Contract Closed Out	Roadway Preventative Maintenance	SR-90; MP .00 - 1.18	BOX ELDER	\$ 1,588,723	\$ 1,588,723	\$ 115,367	\$ 0	\$ 1,704,090
16536	Closed	Roadway Preventative Maintenance	SR-37; MP .00 - 9.51 & SR-37 SR-126 to 5100 West	VARIOUS	(\$286,335)	(\$286,335)	(\$20,793)	\$ 0	(\$307,127)
16537	Contract Closed Out	Roadway Preventative Maintenance	SR-158; MP .00 - 11.69	WEBER	(\$279,574)	(\$279,574)	(\$20,302)	\$ 0	(\$299,876)
16543	Closed	Roadway Preventative Maintenance	SR-42; MP .00 - 7.39	BOX ELDER	(\$932,300)	(\$932,300)	(\$67,700)	\$ 0	(\$1,000,000)
16630	Closed	Roadway Preventative Maintenance	SR-60; MP .78 - 7.50	VARIOUS	(\$675,929)	(\$675,929)	(\$49,083)	\$ 0	(\$725,012)
16632	Physically Complete	Roadway Preventative Maintenance	SR-53; MP 1.56 - 1.94 & SR-53; MP .09 - .98	WEBER	\$ 1,230,636	\$ 1,230,636	\$ 89,364	\$ 0	\$ 1,320,000
17230	Under Construction	Roadway Preventative Maintenance	SR-10; MP .00 - 12.84	VARIOUS	\$ 7,644,860	\$ 7,644,860	\$ 555,140	\$ 0	\$ 8,200,000
17301	Under Construction	Roadway Preventative Maintenance	SR-138; MP 12.21 - 20.44	TOOELE	\$ 2,837,324	\$ 2,837,324	\$ 206,035	\$ 0	\$ 3,043,359
17307	Contract Complete	Roadway Preventative Maintenance	SR-150; MP 48.40 - 54.74 & SR-150; MP 16.00 - 25.48	VARIOUS	\$ 2,837,307	\$ 2,837,307	\$ 206,034	\$ 0	\$ 3,043,341
16424	Closed	Roadway Reconstruct - With Widening	SR-68; MP 42.07 - 46.89	SALT LAKE	(\$5,502)	(\$5,502)	(\$400)	\$ 0	(\$5,901)
16663	Under Construction	Roadway Reconstruct - With Widening	I-15; MP 365.00 - 366.00	BOX ELDER	\$ 4,794,684	\$ 4,794,684	\$ 348,171	\$ 0	\$ 5,142,855
17396	Awarded	Roadway Reconstruct - With Widening	SR-111; MP 2.25 - 3.05 & SR-111; MP 5.52 - 5.75	SALT LAKE	\$ 4,182,699	\$ 4,182,699	\$ 303,731	\$ 0	\$ 4,486,431

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	17627	Active	Roadway Reconstruct - With Widening	SR-68; MP 50.08 - 50.93 & SR-68 NB from 6200 S to I-215	SALT LAKE	\$ 3,038,008	\$ 3,038,008	\$ 220,608	\$ 0	\$ 3,258,616
	13335	Closed	Roadway Reconstruct - Without Widening	SR-56; MP 60.03 - 61.50 & SR-130; MP .00 - 5.87 & SR-14; MP .00 - 2.86	VARIOUS	(\$3,010)	(\$3,010)	(\$219)	\$ 0	(\$3,229)
	14411	Awarded	Roadway Reconstruct - Without Widening	US-40; MP 5.90 - 12.95 & US-40; MP 5.90 - 12.95	VARIOUS	\$ 4,754,730	\$ 4,754,730	\$ 345,270	\$ 0	\$ 5,100,000
	15257	Awarded	Roadway Reconstruct - Without Widening	SR-171; MP 7.09 - 8.01	SALT LAKE	\$ 173,687	\$ 173,687	\$ 12,613	\$ 0	\$ 186,300
	15609	Closed	Roadway Reconstruct - Without Widening	SR-102; MP 14.00 - 17.50	BOX ELDER	(\$336,451)	(\$336,451)	(\$24,432)	\$ 0	(\$360,882)
	17227	Closed	Roadway Reconstruct - Without Widening	SR-225; MP .55 - .75 & SR-227; MP .00 - .70	DAVIS	(\$396,499)	(\$396,499)	(\$28,792)	\$ 0	(\$425,291)
	17296	Active	Roadway Reconstruct - Without Widening	SR-186; MP 6.48 - 8.34	SALT LAKE	\$ 186,460	\$ 186,460	\$ 13,540	\$ 0	\$ 200,000
	17298	Awarded	Roadway Reconstruct - Without Widening	SR-65; MP 3.11 - 8.43	VARIOUS	\$ 605,146	\$ 605,146	\$ 43,943	\$ 0	\$ 649,089
	17302	Awarded	Roadway Reconstruct - Without Widening	SR-292; MP .00 - 1.33	SALT LAKE	\$ 994,147	\$ 994,147	\$ 72,191	\$ 0	\$ 1,066,338
	17303	Awarded	Roadway Reconstruct - Without Widening	US-89; MP 383.12 - 383.77 & US-89; MP 381.54 - 383.77	VARIOUS	\$ 2,900,255	\$ 2,900,255	\$ 210,605	\$ 0	\$ 3,110,860
	17304	Active	Roadway Reconstruct - Without Widening	SR-266; MP 2.94 - 4.43	SALT LAKE	\$ 111,876	\$ 111,876	\$ 8,124	\$ 0	\$ 120,000
	17338	Active	Roadway Reconstruct - Without Widening	SR-68; MP 60.82 - 62.88	SALT LAKE	\$ 111,876	\$ 111,876	\$ 8,124	\$ 0	\$ 120,000
	17339	Awarded	Roadway Reconstruct - Without Widening	SR-154; MP .00 - .37 & SR-154; MP .00 - .37 & SR-154; MP .00 - .37	SALT LAKE	\$ 580,585	\$ 580,585	\$ 42,160	\$ 0	\$ 622,745
	17340	Awarded	Roadway Reconstruct - Without Widening	US-89; MP 378.80 - 380.16	SALT LAKE	\$ 2,587,132	\$ 2,587,132	\$ 187,867	\$ 0	\$ 2,774,999
	17422	Scoping	Roadway Reconstruct - Without Widening	SR-39; MP 7.71 - 13.79	WEBER	\$ 93,230	\$ 93,230	\$ 6,770	\$ 0	\$ 100,000
	17426	Active	Roadway Reconstruct - Without Widening	SR-38; MP .00 - 18.95	BOX ELDER	\$ 95,561	\$ 95,561	\$ 6,939	\$ 0	\$ 102,500
	18194	Awarded	Roadway Reconstruct - Without Widening	SR-48; MP 2.53 - 3.38	SALT LAKE	\$ 237,493	\$ 237,493	\$ 17,246	\$ 0	\$ 254,739
	18206	Awarded	Roadway Reconstruct - Without Widening	SR-196; MP .00 - 24.00 & SR-199; MP .00 - 8.04	TOOELE	\$ 1,957,830	\$ 1,957,830	\$ 142,170	\$ 0	\$ 2,100,000
	18227	Active	Roadway Reconstruct - Without Widening	I-15; MP 315.28 - 318.80	DAVIS	\$ 69,923	\$ 69,923	\$ 5,078	\$ 0	\$ 75,000
	18231	Active	Roadway Reconstruct - Without Widening	I-84; MP 8.01 - 15.83	BOX ELDER	\$ 69,923	\$ 69,923	\$ 5,078	\$ 0	\$ 75,000
	18327	Under Construction	Roadway Reconstruct - Without Widening	US-40; MP 52.00 - 62.00 & US-40; MP 68.00 - 86.20	VARIOUS	\$ 3,757,386	\$ 3,757,386	\$ 272,847	\$ 0	\$ 4,030,233
	18394	Awarded	Roadway Reconstruct - Without Widening	SR-14; MP 36.35 - 40.46 & SR-14; MP 18.17 - 31.19	VARIOUS	\$ 4,880,355	\$ 4,880,355	\$ 354,392	\$ 0	\$ 5,234,747
	18373	Scoping	Spot Improvement - Operational	SR-134; MP 3.15 - 3.80	WEBER	\$ 150,035	\$ 150,035	\$ 10,895	\$ 0	\$ 160,930
	18374	Under Construction	Spot Improvement - Operational	SR-203; MP 2.00 - 2.10 & US-89; MP 431.10 - 431.20 & US-89; MP 430.30 - 430.40 & SR-13; MP 27.20 - 27.30 & SR-13; MP 18.00 - 18.10	VARIOUS	\$ 1,044,176	\$ 1,044,176	\$ 75,824	\$ 0	\$ 1,120,000
	11082	Advertised	Spot Improvement - Safety	SR-68; MP 51.31 - 53.37	SALT LAKE	\$ 415,878	\$ 415,878	\$ 0	\$ 30,199	\$ 446,078
	13223	Closed	Spot Improvement - Safety	SR-71; MP 9.72 - 12.16 & SR-71; MP 9.72 - 12.16	SALT LAKE	(\$9,441)	(\$9,441)	(\$686)	\$ 0	(\$10,127)

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	15602	Closed	Spot Improvement - Safety	SR-203; MP .00 - .38 & US-89; MP 408.09 - 408.38 & US-89; MP 407.90 - 408.40 & SR-203; MP .00 - .44 & SR-203; MP .00 - .38 & US-89; MP 407.9 - 408.4	WEBER	(\$186,460)	(\$186,460)	(\$13,540)	\$ 0	(\$200,000)
	15619	Active	Spot Improvement - Safety	SR-173 5300 South Interchange; MP .00 - .13	SALT LAKE	\$ 167,814	\$ 167,814	\$ 12,186	\$ 0	\$ 180,000
	16506	Under Construction	Spot Improvement - Safety	US-189; MP 9.30 - 19.50 & SR-314; MP .00 - .30 & US-40; MP 13.23 - 16.20 & US-189 MP 9.3 to 17.5	VARIOUS	\$ 335,207	\$ 335,207	\$ 24,341	\$ 0	\$ 359,548
	16662	Scoping	Spot Improvement - Safety	US-89; MP 491.00 - 493.00	VARIOUS	\$ 15,383	\$ 15,383	\$ 1,117	\$ 0	\$ 16,500
	16666	Closed	Spot Improvement - Safety	I-84; MP 20.00 - 42.00	BOX ELDER	(\$135,663)	(\$135,663)	(\$9,851)	\$ 0	(\$145,514)
	18370	Closed	Spot Improvement - Safety	SR-67; MP .27 - 11.23	DAVIS	(\$21,699)	(\$21,699)	(\$1,576)	\$ 0	(\$23,275)
	13518	Closed	Structures Preventative Maintenance	Cnty:FA-1064; MP 2.20 - 2.55 & SR-30; MP 90.11 - 90.62 & I-84; MP 4.00 - 18.00 & I-84; MP 4.00 - 18.00	BOX ELDER	(\$447)	(\$447)	(\$32)	\$ 0	(\$480)
	18253	Physically Complete	Structures Preventative Maintenance	SR-154; MP 5.20 - 5.32	SALT LAKE	\$ 500,645	\$ 500,645	\$ 36,355	\$ 0	\$ 537,000
STP - JHC BRIDGE FUNDS UNDER MAPP-21 STP_BR	4950	Closed	Structures Bridge Replacement	Stoddard Lane over Weber River	MORGAN	(\$257,429)	(\$257,429)	\$ 0	(\$18,693)	(\$276,122)
STP - URBAN AREA OGDEN / LAYTON (WFRC) STP_URB_O/L	6552	Scoping	Environmental Document Prep (EA, EIS)	SR-37; MP .00 - 2.00	DAVIS	\$ 91,544	\$ 91,544	\$ 6,648	\$ 0	\$ 98,192
	17796	Scoping	Intersection Improvements	800 West & 1500 South Intersection, Woods Cross, Utah 84087	DAVIS	\$ 90,433	\$ 90,433	\$ 0	\$ 6,567	\$ 97,000
	17773	Closed	Planning	N/A Annual Work Plan	SALT LAKE	(\$32,531)	(\$32,531)	\$ 0	\$ 0	(\$32,531)
	13822	Under Construction	Roadway Reconstruct - With Widening	I-15; MP 329.79 - 340.71 & I-15; Hill Field Road to Davis/Weber County Line to I-84	VARIOUS	\$ 4,687,416	\$ 4,687,416	\$ 340,382	\$ 0	\$ 5,027,798
	14042	Closed	Roadway Reconstruct - With Widening	Cnty:FA-1410; MP .57 - .95 & 1500 South Phase 3; 1350 West to 1100 West	DAVIS	(\$46,516)	(\$46,516)	\$ 0	(\$3,378)	(\$49,893)
	14043	Contract Closed Out	Roadway Reconstruct - With Widening	Bluff Road; 550 West (on Gentile) to 1000 West	DAVIS	\$ 0	\$ 0	\$ 0	\$ 1,208	\$ 1,208
	14843	Awarded	Roadway Reconstruct - With Widening	500 West; 2000 South to SR-108	DAVIS	\$ 3,601,821	\$ 3,601,821	\$ 0	\$ 261,550	\$ 3,863,371
	16937	Awarded	Roadway Reconstruct - Without Widening	Cnty:FA-1384; MP .19 - .64	DAVIS	\$ 433,364	\$ 433,364	\$ 0	\$ 31,469	\$ 464,833
	17795	Scoping	Roadway Reconstruct - Without Widening	Cnty:FA-3328; MP .53 - 1.22	WEBER	\$ 9,323	\$ 9,323	\$ 0	\$ 677	\$ 10,000
15906	Scoping	Transit Service	Ogden Intermodal Hub (23rd/ Wall Ave) to McKay Dee Hospital (48th/ Harrison Blvd)	WEBER	(\$10,000)	(\$10,000)	\$ 0	(\$726)	(\$10,726)	
STP - URBAN AREA SALT LAKE (WFRC) STP_URB_SL	17493	Scoping	ATMS Project	Phase II of the SL Co Signal Detection Upgrade	SALT LAKE	\$ 139,845	\$ 139,845	\$ 0	\$ 10,155	\$ 150,000
	13114	Under Construction	Intersection Improvements	US-89; MP 366.42 - 366.62 & 9270 South between State St. to 150 East; Length = 0.280 Miles	SALT LAKE	\$ 2,729,071	\$ 2,729,071	\$ 0	\$ 198,175	\$ 2,927,246
	16921	Under Construction	Intersection Improvements	SR-209; MP 11.92 - 11.92	SALT LAKE	\$ 0	\$ 0	\$ 0	\$ 185	\$ 185
	17840	Active	Intersection Improvements	SR-173; MP 7.03 - 7.08	SALT LAKE	\$ 139,845	\$ 139,845	\$ 0	\$ 0	\$ 139,845
	17841	Substantially Compl	Intersection Improvements	SR-48; MP 4.08 - 4.08	SALT LAKE	\$ 287,148	\$ 287,148	\$ 0	\$ 0	\$ 287,148
	18821	Scoping	Intersection Improvements	Cnty:FA-2066; MP 4.46 - 4.46	SALT LAKE	\$ 58,308	\$ 58,308	\$ 0	\$ 4,234	\$ 62,542
	18827	Active	Intersection Improvements	3800 South Skyline HS; Virginia Way to Birch Drive	SALT LAKE	\$ 489,458	\$ 489,458	\$ 0	\$ 35,543	\$ 525,000

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	16929	Under Construction	Other Study	Cnty:FA-2038; MP 2.17 - 2.17	SALT LAKE	\$ 119,894	\$ 119,894	\$ 0	\$ 8,706	\$ 128,600
	17773	Closed	Planning	N/A Annual Work Plan	SALT LAKE	(\$53,076)	(\$53,076)	\$ 0	\$ 0	(\$53,076)
	11083	Region Review	Roadway Minor Rehab - Purple Book	Cnty:FA-2076; MP 4.53 - 5.77 & 1300 East; 1300 South to 2100 South	SALT LAKE	\$ 701,795	\$ 701,795	\$ 0	\$ 50,962	\$ 752,756
	16930	Under Construction	Roadway Minor Rehab - Purple Book	Cnty:FA-2172; MP 14.03 - 15.53	SALT LAKE	\$ 1,753,157	\$ 1,753,157	\$ 0	\$ 127,307	\$ 1,880,464
	11085	Active	Roadway Reconstruct - With Widening	Cnty:FA-2240; MP .00 - 2.01	SALT LAKE	\$ 2,004,445	\$ 2,004,445	\$ 0	\$ 145,555	\$ 2,150,000
	13116	Close Out	Roadway Reconstruct - With Widening	Cnty:FA-2094; MP 1.48 - 1.71 & 3200 West; 10431 South to 10600 South	SALT LAKE	\$ 1	\$ 1	\$ 0	\$ 0	\$ 1
	14034	Active	Roadway Reconstruct - With Widening	Cnty:FA-2118; MP 4.76 - 5.64 & 500 West; 3300 South to 3900 South	SALT LAKE	\$ 531,411	\$ 531,411	\$ 0	\$ 38,589	\$ 570,000
	14039	Scoping	Roadway Reconstruct - With Widening	Cnty:FA-2066; MP 6.65 - 10.16 & 1300 West; 6600 South to 9400 South	SALT LAKE	\$ 372,920	\$ 372,920	\$ 0	\$ 27,080	\$ 400,000
	14040	Physically Complete	Roadway Reconstruct - With Widening	Cnty:FA-2085; MP .00 - 2.49 & 2200 West; 9400 South to 11400 South	SALT LAKE	\$ 2,733,395	\$ 2,733,395	\$ 0	\$ 198,488	\$ 2,931,883
	15910	Scoping	Roadway Reconstruct - With Widening	Cnty:FA-2040; MP 6.65 - 7.16	SALT LAKE	\$ 149,168	\$ 149,168	\$ 0	\$ 10,832	\$ 160,000
	15911	Scoping	Roadway Reconstruct - With Widening	Cnty:FA-2180; MP .59 - 1.47	SALT LAKE	\$ 1,387,251	\$ 1,387,251	\$ 0	\$ 100,737	\$ 1,487,988
	14923	Under Construction	Roadway Reconstruct - Without Widening	Cnty:FA-2102; MP 2.97 - 3.94 & Vine Street; 1300 East to Van Winkle Expressway	SALT LAKE	\$ 1,948,578	\$ 1,948,578	\$ 0	\$ 141,498	\$ 2,090,076
	16923	Active	Spot Improvement - Operational	Cnty:FA-2068; MP .06 - .40	SALT LAKE	\$ 430,723	\$ 430,723	\$ 0	\$ 31,277	\$ 462,000
	11082	Advertised	Spot Improvement - Safety	SR-68; MP 51.31 - 53.37	SALT LAKE	\$ 5,008,008	\$ 5,008,008	\$ 0	\$ 363,662	\$ 5,371,670
	14828	Scoping	study	Cnty:FA-2266; MP .00 - 1.39	SALT LAKE	\$ 171,357	\$ 171,357	\$ 0	\$ 0	\$ 171,357
<b>STP SALT LAKE URBAN FUNDS @ 100 % STP_URB_SL@1</b>	11985	Scoping	Funding Pass Through	Project Planning Support - Salt Lake County	SALT LAKE	\$ 587,930	\$ 587,930	\$ 0	\$ 0	\$ 587,930
	19591	Active	Planning	N/A	SALT LAKE	\$ 675,517	\$ 675,517	\$ 0	\$ 0	\$ 675,517
	11083	Region Review	Roadway Minor Rehab - Purple Book	Cnty:FA-2076; MP 4.53 - 5.77 & 1300 East; 1300 South to 2100 South	SALT LAKE	\$ 3,081	\$ 3,081	\$ 0	\$ 0	\$ 3,081
<b>STP_ FLEXIBLE @ 100 FEDERAL FUNDING STP_FLX_100%</b>	19602	Active	Research	N/A	STATEWIDE	\$ 500,000	\$ 500,000	\$ 0	\$ 0	\$ 500,000
<b>STP-RURAL (NON URBAN) STP_RURAL</b>	16595	Scoping	Roadway New or Reconstruct Interchange	Young Street Bridge and Connector Road	MORGAN	\$ 703,887	\$ 703,887	\$ 0	\$ 51,114	\$ 755,000
	18394	Awarded	Roadway Reconstruct - Without Widening	SR-14; MP 36.35 - 40.46 & SR-14; MP 18.17 - 31.19	VARIOUS	\$ 2,895,539	\$ 2,895,539	\$ 210,263	\$ 0	\$ 3,105,801
<b>TRANS ALT. PROGRAM- OG/LAYTON TAP_URB_O/L</b>	17865	Scoping	Intersection Improvements	Cnty:FA-3416; MP .14 - .14	WEBER	\$ 67,126	\$ 67,126	\$ 0	\$ 4,874	\$ 72,000
	17864	Scoping	Ped & Bike	SR-68; MP 64.37 - 65.74	DAVIS	\$ 54,073	\$ 54,073	\$ 0	\$ 3,927	\$ 58,000
<b>TRANSPORTATION ALT PROGRAM - WFRC TAP_URB_WFRC</b>	14852	Closed	Ped & Bike	Jefferson Ave, 4400 S. to 4500 S. then 4500 S., Jefferson Ave. to Madison.	WEBER	(\$11,870)	(\$11,870)	\$ 0	(\$862)	(\$12,732)
	15929	Scoping	Ped & Bike	Salt Lake County Bicycle Counters - Salt Lake Valley Metro Area	SALT LAKE	\$ 9,323	\$ 9,323	\$ 0	\$ 677	\$ 10,000

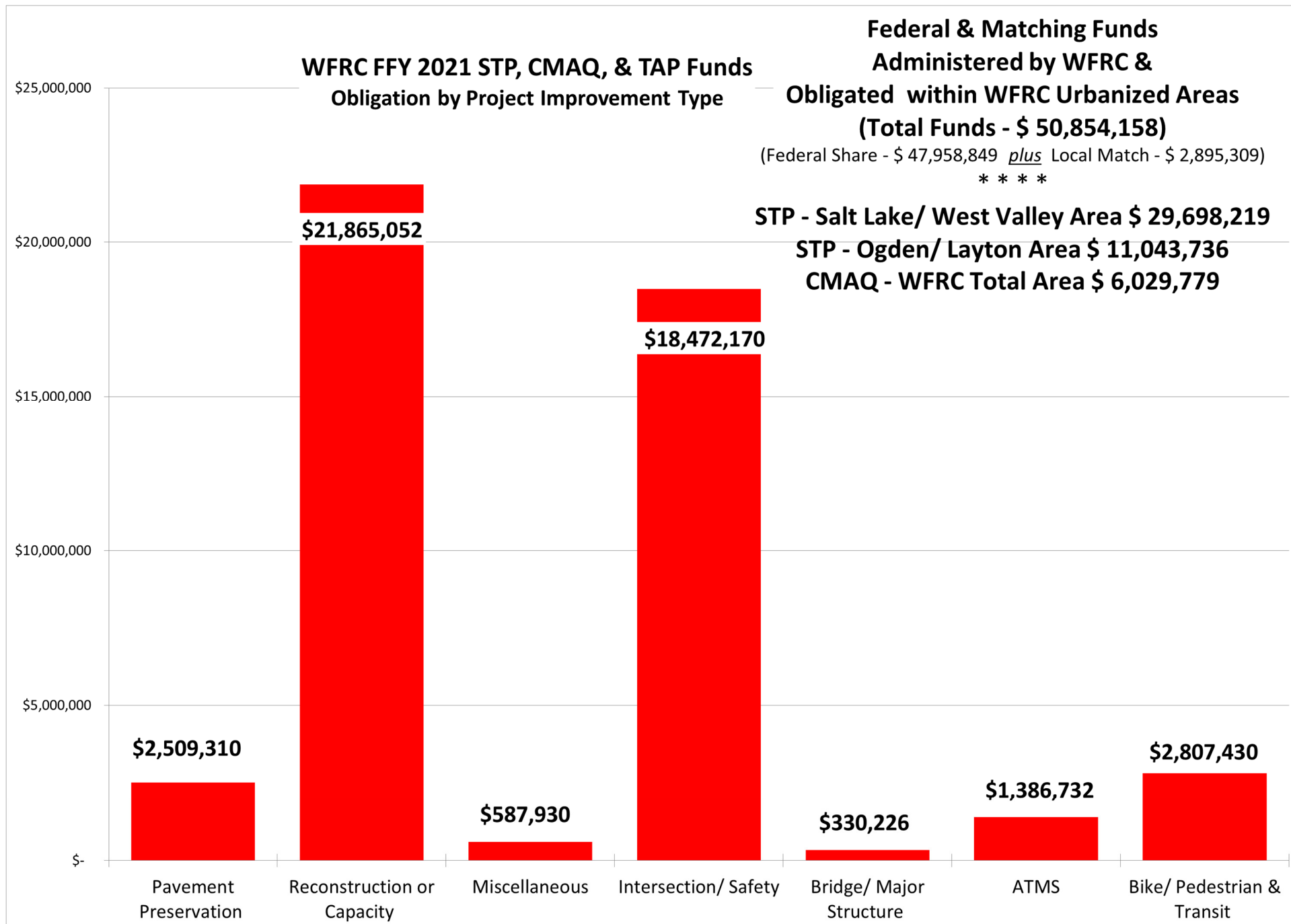
**WFRC Region**  
2021 Projects with Federal Highway Funds  
Obligated/ (De\_Obligated)

	16948	Scoping	Ped & Bike	Cnty:FA-2224; MP .11 - .26	SALT LAKE	\$ 102,553	\$ 102,553	\$ 0	\$ 7,447	\$ 110,000
	17864	Scoping	Ped & Bike	SR-68; MP 64.37 - 65.74	DAVIS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
	17866	Scoping	Ped & Bike	3100 West; 4800 South to 5000 South Sidewalk, Roy	WEBER	\$ 1,865	\$ 1,865	\$ 68	\$ 68	\$ 2,000
	17867	Scoping	Ped & Bike	Cnty:FA-2236; MP 1.82 - 2.00	SALT LAKE	\$ 149,168	\$ 149,168	\$ 0	\$ 10,832	\$ 160,000
	17869	Scoping	Ped & Bike	Cnty:FA-2162; MP .37 - 1.60	SALT LAKE	\$ 102,553	\$ 102,553	\$ 0	\$ 7,447	\$ 110,000
	17870	Active	Ped & Bike	SR-266; MP 5.63 - 5.74	SALT LAKE	\$ 65,261	\$ 65,261	\$ 0	\$ 4,739	\$ 70,000
	18838	Active	Ped & Bike	8425 South; 1300 East to 1475 East	SALT LAKE	\$ 161,538	\$ 161,538	\$ 0	\$ 11,730	\$ 173,268
	16949	Contract Closed Out	Safe Sidewalk/ADA	Construct sidewalk, curb, and gutter on the west side of Northwest avenue from 5415 S to existing sidewalk at about 5570 S. Length=0.25 miles.	SALT LAKE	\$ 13,985	\$ 13,985	\$ 0	\$ 1,016	\$ 15,000
	16951	Under Construction	Safe Sidewalk/ADA	SR-171; MP 14.47 - 14.60	SALT LAKE	\$ 323,110	\$ 323,110	\$ 0	\$ 23,463	\$ 346,573
	16953	Advertised	Safe Sidewalk/ADA	Cnty:FA-1454; MP .81 - .84	DAVIS	\$ 167,761	\$ 167,761	\$ 12,182	\$ 0	\$ 179,943
	16954	Region Review	Safe Sidewalk/ADA	SR-225; MP .66 - .68	DAVIS	\$ 40,273	\$ 40,273	\$ 2,924	\$ 0	\$ 43,198
	14945	Under Construction	Trails and Bikepaths	Sec 1 completes a gap, Sec 2 Bridge over Welby Jacobs Canal, Sec 3 will extend trail to 4000 West	SALT LAKE	\$ 108,123	\$ 108,123	\$ 0	\$ 0	\$ 108,123
	14949	Substantially Compl	Trails and Bikepaths	TAYLORSVILLE REGIONAL TRAIL; 5140 South to 5400 South, MP 0.00 to MP 0.4023; LENGTH 0.4023 MILES	SALT LAKE	\$ 57,783	\$ 57,783	\$ 0	\$ 0	\$ 57,783
	15926	Region Review	Trails and Bikepaths	Kearns Bicycle Route Signing Wayfinding - Kearns Metro Boundaries	SALT LAKE	\$ 35,070	\$ 35,070	\$ 0	\$ 2,547	\$ 37,617
TRANSPORTATION ALTERNATIVE PROGRAM TAP_FLEX	14690	Physically Complete	Ped & Bike	Cnty:FA-2228; MP .23 - .28	SALT LAKE	\$ 54,073	\$ 54,073	\$ 0	\$ 3,927	\$ 58,000
Total For All WFRC Area Plan Funds							\$ 248,362,806	\$ 15,734,196	\$ 2,741,752	\$ 266,838,754

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**\*\* Note\*\* Almost all Pavement Preservation and Reconstruction and Capacity projects include active transportation components.**



# Salt Lake/ West Valley Urban Surface Transportation Program (STP) Funds

Obligated/ (De-obligated) Federal Fiscal Year 2021

Plan Fund Desc.	PIN	PIN Status	Category	Project Location	County	Total Obl.	FA	STATE	LOCAL	TOTAL
<b>CRRSAA BILL - 2021 SALT LAKE STP_COVID_SL</b>	14923	Under Construction	Roadway Reconstruct - Without Widening	Cnty:FA-2102; MP 2.97 - 3.94 & Vine Street; 1300 East to Van Winkle Expressway	SALT LAKE	\$ 2,508,199	\$ 2,508,199	\$ 0	\$ 0	\$ 2,508,199
<b>HIGHWAY INFRASTRUCTURE - SALT LAKE STP_HIF_SL</b>	11082	Advertised	Spot Improvement - Safety	SR-68; MP 51.31 - 53.37	SALT LAKE	\$ 4,820,791	\$ 4,820,791	\$ 0	\$ 350,067	\$ 5,170,858
<b>STP - URBAN AREA SALT LAKE (WFRC) STP_URB_SL</b>	17493	Scoping	ATMS Project	Phase II of the SL Co Signal Detection Upgrade	SALT LAKE	\$ 139,845	\$ 139,845	\$ 0	\$ 10,155	\$ 150,000
	13114	Under Construction	Intersection Improvements	US-89; MP 366.42 - 366.62 & 9270 South between State St. to 150 East; Length = 0.280 Miles	SALT LAKE	\$ 2,729,071	\$ 2,729,071	\$ 0	\$ 198,175	\$ 2,927,246
	16921	Under Construction	Intersection Improvements	SR-209; MP 11.92 - 11.92	SALT LAKE	\$ 0	\$ 0	\$ 0	\$ 185	\$ 185
	17840	Active	Intersection Improvements	SR-173; MP 7.03 - 7.08	SALT LAKE	\$ 139,845	\$ 139,845	\$ 0	\$ 0	\$ 139,845
	17841	Substantially Compl	Intersection Improvements	SR-48; MP 4.08 - 4.08	SALT LAKE	\$ 287,148	\$ 287,148	\$ 0	\$ 0	\$ 287,148
	18821	Scoping	Intersection Improvements	Cnty:FA-2066; MP 4.46 - 4.46	SALT LAKE	\$ 58,308	\$ 58,308	\$ 0	\$ 4,234	\$ 62,542
	18827	Active	Intersection Improvements	3800 South Skyline HS; Virginia Way to Birch Drive	SALT LAKE	\$ 489,458	\$ 489,458	\$ 0	\$ 35,543	\$ 525,000
	16929	Under Construction	Other Study	Cnty:FA-2038; MP 2.17 - 2.17	SALT LAKE	\$ 119,894	\$ 119,894	\$ 0	\$ 8,706	\$ 128,600
	17773	Closed	Planning	N/A Annual Work Plan	SALT LAKE	(\$53,076)	(\$53,076)	\$ 0	\$ 0	(\$53,076)
	11083	Region Review	Roadway Minor Rehab - Purple Book	Cnty:FA-2076; MP 4.53 - 5.77 & 1300 East; 1300 South to 2100 South	SALT LAKE	\$ 701,795	\$ 701,795	\$ 0	\$ 50,962	\$ 752,756
	16930	Under Construction	Roadway Minor Rehab - Purple Book	Cnty:FA-2172; MP 14.03 - 15.53	SALT LAKE	\$ 1,753,157	\$ 1,753,157	\$ 0	\$ 127,307	\$ 1,880,464
	11085	Active	Roadway Reconstruct - With Widening	Cnty:FA-2240; MP .00 - 2.01	SALT LAKE	\$ 2,004,445	\$ 2,004,445	\$ 0	\$ 145,555	\$ 2,150,000
	13116	Close Out	Roadway Reconstruct - With Widening	Cnty:FA-2094; MP 1.48 - 1.71 & 3200 West; 10431 South to 10600 South	SALT LAKE	\$ 1	\$ 1	\$ 0	\$ 0	\$ 1
	14034	Active	Roadway Reconstruct - With Widening	Cnty:FA-2118; MP 4.76 - 5.64 & 500 West; 3300 South to 3900 South	SALT LAKE	\$ 531,411	\$ 531,411	\$ 0	\$ 38,589	\$ 570,000
	14039	Scoping	Roadway Reconstruct - With Widening	Cnty:FA-2066; MP 6.65 - 10.16 & 1300 West; 6600 South to 9400 South	SALT LAKE	\$ 372,920	\$ 372,920	\$ 0	\$ 27,080	\$ 400,000
	14040	Physically Complete	Roadway Reconstruct - With Widening	Cnty:FA-2085; MP .00 - 2.49 & 2200 West; 9400 South to 11400 South	SALT LAKE	\$ 2,733,395	\$ 2,733,395	\$ 0	\$ 198,488	\$ 2,931,883
	15910	Scoping	Roadway Reconstruct - With Widening	Cnty:FA-2040; MP 6.65 - 7.16	SALT LAKE	\$ 149,168	\$ 149,168	\$ 0	\$ 10,832	\$ 160,000
	15911	Scoping	Roadway Reconstruct - With Widening	Cnty:FA-2180; MP .59 - 1.47	SALT LAKE	\$ 1,387,251	\$ 1,387,251	\$ 0	\$ 100,737	\$ 1,487,988
	14923	Under Construction	Roadway Reconstruct - Without Widening	Cnty:FA-2102; MP 2.97 - 3.94 & Vine Street; 1300 East to Van Winkle Expressway	SALT LAKE	\$ 1,948,578	\$ 1,948,578	\$ 0	\$ 141,498	\$ 2,090,076

## Salt Lake/ West Valley Urban Surface Transportation Program (STP) Funds

Obligated/ (De-obligated) Federal Fiscal Year 2021

	16923	Active	Spot Improvement - Operational	Cnty:FA-2068; MP .06 - .40	SALT LAKE	\$ 430,723	\$ 430,723	\$ 0	\$ 31,277	\$ 462,000
	11082	Advertised	Spot Improvement - Safety	SR-68; MP 51.31 - 53.37	SALT LAKE	\$ 5,008,008	\$ 5,008,008	\$ 0	\$ 363,662	\$ 5,371,670
	14828	Scoping	study	Cnty:FA-2266; MP .00 - 1.39	SALT LAKE	\$ 171,357	\$ 171,357	\$ 0	\$ 0	\$ 171,357
<b>STP SALT LAKE URBAN FUNDS @ 100 % STP_URB_SL@1</b>	11985	Scoping	Funding Pass Through	Project Planning Support - Salt Lake County	SALT LAKE	\$ 587,930	\$ 587,930	\$ 0	\$ 0	\$ 587,930
	19591	Active	Planning	N/A	SALT LAKE	\$ 675,517	\$ 675,517	\$ 0	\$ 0	\$ 675,517
	11083	Region Review	Roadway Minor Rehab - Purple Book	Cnty:FA-2076; MP 4.53 - 5.77 & 1300 East; 1300 South to 2100 South	SALT LAKE	\$ 3,081	\$ 3,081	\$ 0	\$ 0	\$ 3,081
<b>Total For All WFRC Area Plan Funds</b>							\$ 29,698,219	\$ 0	\$ 1,843,052	\$ 31,541,271

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# Ogden/ Layton Urban Area Surface TRansportation Program (STP) Funds

Obligated/ (De-obligated) Federal Fiscal Year 2021

Plan Fund Desc.	PIN	PIN Status	Category	Project Location	County	Total Obl.	FA	STATE	LOCAL	TOTAL
<b>CRRSAA FUND FOR 2021- OGDEN LAYTON STP_COVID_OL</b>	14843	Awarded	Roadway Reconstruct - With Widening	500 West; 2000 South to SR-108	DAVIS	\$ 794,277	\$ 794,277	\$ 0	\$ 0	\$ 794,277
	16937	Awarded	Roadway Reconstruct - Without Widening	Cnty:FA-1384; MP .19 - .64	DAVIS	\$ 750,000	\$ 750,000	\$ 0	\$ 0	\$ 750,000
<b>HIGHWAY INFRASTRUCTURE FUNDS STP_HIF_ST</b>	18443	Active	Roadway Reconstruct - Without Widening	SR-83; MP 19.01 - 30.73	BOX ELDER	\$ 260,578	\$ 260,578	\$ 18,922	\$ 0	\$ 279,500
<b>STP - O/L URBAN AREA @ 100% STP_UR_O/L@1</b>	19591	Active	Planning	N/A	VARIOUS	\$ 414,027	\$ 414,027	\$ 0	\$ 0	\$ 414,027
<b>STP - URBAN AREA OGDEN / LAYTON (WFRM) STP_URB_O/L</b>	6552	Scoping	Environmental Document Prep (EA, EIS)	SR-37; MP .00 - 2.00	DAVIS	\$ 91,544	\$ 91,544	\$ 6,648	\$ 0	\$ 98,192
	17796	Scoping	Intersection Improvements	800 West & 1500 South Intersection, Woods Cross, Utah 84087	DAVIS	\$ 90,433	\$ 90,433	\$ 0	\$ 6,567	\$ 97,000
	17773	Closed	Planning	N/A Annual Work Plan	VARIOUS	(\$32,531)	(\$32,531)	\$ 0	\$ 0	(\$32,531)
	13822	Under Construction	Roadway Reconstruct - With Widening	I-15; MP 329.79 - 340.71 & I-15; Hill Field Road to Davis/Weber County Line to I-84	VARIOUS	\$ 4,687,416	\$ 4,687,416	\$ 340,382	\$ 0	\$ 5,027,798
	14042	Closed	Roadway Reconstruct - With Widening	Cnty:FA-1410; MP .57 - .95 & 1500 South Phase 3; 1350 West to 1100 West	DAVIS	(\$46,516)	(\$46,516)	\$ 0	(\$3,378)	(\$49,893)
	14043	Contract Closed Out	Roadway Reconstruct - With Widening	Bluff Road; 550 West (on Gentile) to 1000 West	DAVIS	\$ 0	\$ 0	\$ 0	\$ 1,208	\$ 1,208
	14843	Awarded	Roadway Reconstruct - With Widening	500 West; 2000 South to SR-108	DAVIS	\$ 3,601,821	\$ 3,601,821	\$ 0	\$ 261,550	\$ 3,863,371
	16937	Awarded	Roadway Reconstruct - Without Widening	Cnty:FA-1384; MP .19 - .64	DAVIS	\$ 433,364	\$ 433,364	\$ 0	\$ 31,469	\$ 464,833
	17795	Scoping	Roadway Reconstruct - Without Widening	Cnty:FA-3328; MP .53 - 1.22	WEBER	\$ 9,323	\$ 9,323	\$ 0	\$ 677	\$ 10,000
	15906	Scoping	Transit Service	Ogden Intermodal Hub (23rd/ Wall Ave) to McKay Dee Hospital (48th/ Harrison Blvd)	WEBER	(\$10,000)	(\$10,000)	\$ 0	(\$726)	(\$10,726)
<b>Total For All WFRM Area Plan Funds</b>							\$ 11,043,736	\$ 365,952	\$ 297,367	\$ 11,707,055

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# WFRC Urban Area Congestion Mitigation/ Air Quality Program (CMAQ) Funds

Obligated/ (De-obligated) Federal Fiscal Year 2021

Plan Fund Desc.	PIN	PIN Status	Category	Project Location	County	Total Obl.	FA	STATE	LOCAL	TOTAL
<b>CMAQ 2.5 @ 100% PRORATA CMAQ_PM2.5_1</b>	14847	Scoping	Ped & Bike	Downtown Ogden	WEBER	\$ 0	\$ 0	\$ 0	(\$3,281)	(\$3,281)
<b>CMAQ REDUCE PM 2.5 EMISSIONS CMAQ_PM2.5</b>	15917	Scoping	Intersection Improvements	SR-105; MP .78 - .78	DAVIS	\$ 242,398	\$ 242,398	\$ 0	\$ 17,602	\$ 260,000
	15921	Active	Intersection Improvements	SR-173; MP 8.98 - 9.17	SALT LAKE	\$ 280,622	\$ 280,622	\$ 0	\$ 20,378	\$ 301,000
	8555	Central Review	Signal and/or Lighting Project	Cnty:FA-2186; MP .09 - .09	SALT LAKE	\$ 476	\$ 476	\$ 0	\$ 2,975	\$ 3,451
	8601	Active	Spot Improvement - Operational	WASATCH BOULEVARD & 7650 SOUTH	SALT LAKE	\$ 121,199	\$ 121,199	\$ 0	\$ 8,801	\$ 130,000
<b>CMAQ WFRC @ 100 % PRO-RATA CMAQ_WFRC_1</b>	12000	Awarded	Intersection Improvements	Cnty:FA-2218; MP .49 - .54 & Bengal Blvd & 2300 East Round-About	SALT LAKE	\$ 1,666,296	\$ 1,666,296	\$ 0	\$ 0	\$ 1,666,296
	13631	Scoping	Ped & Bike	Salt Lake City - Bike Share Expansion	SALT LAKE	\$ 0	\$ 0	\$ 0	(\$1,693)	(\$1,693)
<b>CONGESTION MITIGATION / AIR (BOX ELDER) CMAQ_BOX_ELD</b>	14848	Scoping	Ped & Bike	1200 West, 2250 South to 775 West	BOX ELDER	\$ 10,000	\$ 10,000	\$ 0	\$ 726	\$ 10,726
<b>CONGESTION MITIGATION/AIR QUALITY (TOOELE) CMAQ_TOOELE</b>	18877	Awarded	Ped & Bike	Cnty:FA-2653; MP 3.26 - 3.52 & Cnty:FA-2651; MP 1.48 - 1.92	TOOELE	\$ 263,276	\$ 263,276	\$ 0	\$ 19,118	\$ 282,394
	16770	Close Out	Safe Sidewalk/ADA	Cnty:FA-2651; MP .20 - .40	TOOELE	\$ 609	\$ 609	\$ 0	\$ 0	\$ 609
	18878	Scoping	transit Service	SR-138; MP 12.80 - 13.12	TOOELE	\$ 74,584	\$ 74,584	\$ 0	\$ 5,416	\$ 80,000
<b>CONGESTION MITIGATION/AIR QUALITY (WFRC) CMAQ_WFRC</b>	10018	Active	ATMS Project	Other: STATEWIDE TRAVEL PROGRAM	VARIOUS	\$ 200,000	\$ 200,000	\$ 14,523	\$ 0	\$ 214,523
	16041	Closed	ATMS Project	I-15 Brigham City Area; I-15 Willard Area; I-15 Kaysville Area; I-84 Weber Cyn Area; US-89 Farmington Area	VARIOUS	(\$10,095)	(\$10,095)	(\$733)	\$ 0	(\$10,828)
	17961	Substantially Compl	ATMS Project	SR-111; MP 8.00 - 10.00 & SR-172; MP 2.00 - 3.00 & SR-171; MP .00 - 1.00 & 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	\$ 0	\$ 0	(\$0)	\$ 0	(\$0)
	12000	Awarded	Intersection Improvements	Cnty:FA-2218; MP .49 - .54 & Bengal Blvd & 2300 East Round-About	SALT LAKE	\$ 862,492	\$ 862,492	\$ 0	\$ 62,631	\$ 925,123
	14849	Under Construction	Intersection Improvements	2000 West & 1300 North, Clinton	DAVIS	\$ 563,560	\$ 563,560	\$ 0	\$ 40,924	\$ 604,484
	16947	Awarded	Intersection Improvements	SR-204; MP 2.66 - 2.66	WEBER	\$ 605,369	\$ 605,369	\$ 43,960	\$ 0	\$ 649,328
	17851	Scoping	Intersection Improvements	Cnty:FA-2098; MP 1.43 - 1.43	SALT LAKE	\$ 9,323	\$ 9,323	\$ 0	\$ 677	\$ 10,000
	16210	Advertised	Roadway Preventative Maintenance	US-89; MP 369.05 - 374.91	SALT LAKE	\$ 51,277	\$ 51,277	\$ 3,724	\$ 0	\$ 55,000
	16946	Advertised	Safe Sidewalk/ADA	Polk Avenue; 36th Street to Franklin	WEBER	\$ 513,047	\$ 513,047	\$ 0	\$ 37,255	\$ 550,302
	13130	Awarded	Trails and Bikepaths	SR-140; MP .00 - .56 & 14600 South; Pony Express Rd to UPRR Bridge	SALT LAKE	\$ 575,346	\$ 575,346	\$ 0	\$ 41,779	\$ 617,126
<b>Total For All WFRC Area Plan Funds</b>							\$ 6,029,779	\$ 61,473	\$ 253,308	\$ 6,344,560

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# WFRC Urban Area Transportation Alternatives Program (TAP) Funds

Obligated/ (De-obligated) Federal Fiscal Year 2021

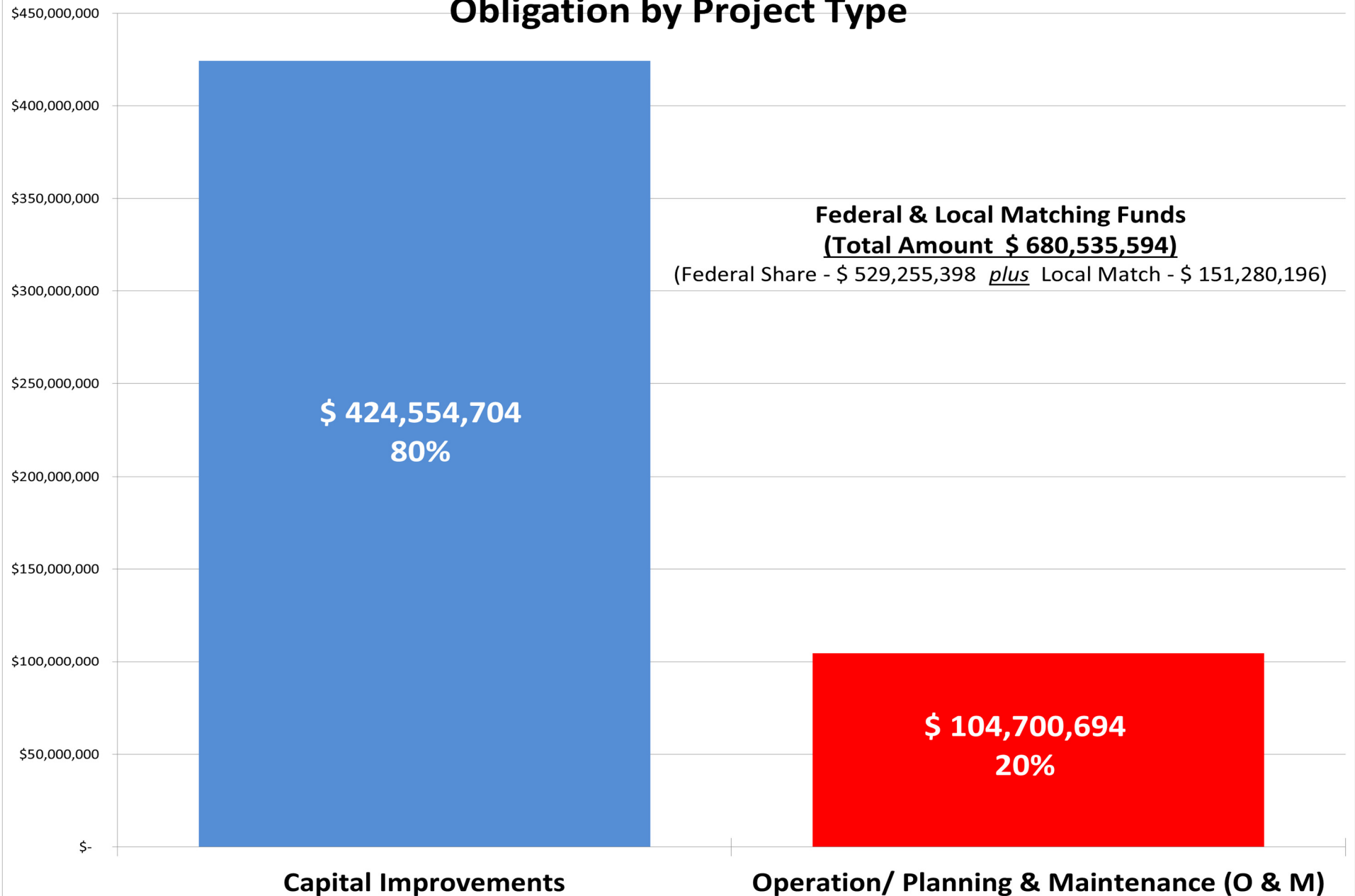
Plan Fund Desc.	PIN	PIN Status	Category	Project Location	County	Total Obl.	FA	STATE	LOCAL	TOTAL
<b>TRANS ALT. PROGRAM- OG/LAYTON TAP_URB_O/L</b>	17865	Scoping	Intersection Improvements	Cnty:FA-3416; MP .14 - .14	WEBER	\$ 67,126	\$ 67,126	\$ 0	\$ 4,874	\$ 72,000
	17864	Scoping	Ped & Bike	SR-68; MP 64.37 - 65.74	DAVIS	\$ 54,073	\$ 54,073	\$ 0	\$ 3,927	\$ 58,000
<b>TRANSPORTATION ALT PROGRAM - WFRC TAP_URB_WFRC</b>	14852	Closed	Ped & Bike	Jefferson Ave, 4400 S. to 4500 S. then 4500 S., Jefferson Ave. to Madison.	WEBER	(\$11,870)	(\$11,870)	\$ 0	(\$862)	(\$12,732)
	15929	Scoping	Ped & Bike	Salt Lake County Bicycle Counters - Salt Lake Valley Metro Area	SALT LAKE	\$ 9,323	\$ 9,323	\$ 0	\$ 677	\$ 10,000
	16948	Scoping	Ped & Bike	Cnty:FA-2224; MP .11 - .26	SALT LAKE	\$ 102,553	\$ 102,553	\$ 0	\$ 7,447	\$ 110,000
	17864	Scoping	Ped & Bike	SR-68; MP 64.37 - 65.74	DAVIS	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
	17866	Scoping	Ped & Bike	3100 West; 4800 South to 5000 South Sidewalk, Roy	WEBER	\$ 1,865	\$ 1,865	\$ 68	\$ 68	\$ 2,000
	17867	Scoping	Ped & Bike	Cnty:FA-2236; MP 1.82 - 2.00	SALT LAKE	\$ 149,168	\$ 149,168	\$ 0	\$ 10,832	\$ 160,000
	17869	Scoping	Ped & Bike	Cnty:FA-2162; MP .37 - 1.60	SALT LAKE	\$ 102,553	\$ 102,553	\$ 0	\$ 7,447	\$ 110,000
	17870	Active	Ped & Bike	SR-266; MP 5.63 - 5.74	SALT LAKE	\$ 65,261	\$ 65,261	\$ 0	\$ 4,739	\$ 70,000
	18838	Active	Ped & Bike	8425 South; 1300 East to 1475 East	SALT LAKE	\$ 161,538	\$ 161,538	\$ 0	\$ 11,730	\$ 173,268
	16949	Contract Closed Out	Safe Sidewalk/ADA	Construct sidewalk, curb, and gutter on the west side of Northwest avenue from 5415 S to existing sidewalk at about 5570 S. Length=0.25 miles.	SALT LAKE	\$ 13,985	\$ 13,985	\$ 0	\$ 1,016	\$ 15,000
	16951	Under Construction	Safe Sidewalk/ADA	SR-171; MP 14.47 - 14.60	SALT LAKE	\$ 323,110	\$ 323,110	\$ 0	\$ 23,463	\$ 346,573
	16953	Advertised	Safe Sidewalk/ADA	Cnty:FA-1454; MP .81 - .84	DAVIS	\$ 167,761	\$ 167,761	\$ 12,182	\$ 0	\$ 179,943
	16954	Region Review	Safe Sidewalk/ADA	SR-225; MP .66 - .68	DAVIS	\$ 40,273	\$ 40,273	\$ 2,924	\$ 0	\$ 43,198
	14945	Under Construction	Trails and Bikepaths	Sec 1 completes a gap, Sec 2 Bridge over Welby Jacobs Canal, Sec 3 will extend trail to 4000 West	SALT LAKE	\$ 108,123	\$ 108,123	\$ 0	\$ 0	\$ 108,123
	14949	Substantially Compl	Trails and Bikepaths	TAYLORSVILLE REGIONAL TRAIL; 5140 South to 5400 South, MP 0.00 to MP 0.4023; LENGTH 0.4023 MILES	SALT LAKE	\$ 57,783	\$ 57,783	\$ 0	\$ 0	\$ 57,783
	15926	Region Review	Trails and Bikepaths	Kearns Bicycle Route Signing Wayfinding - Kearns Metro Boundaries	SALT LAKE	\$ 35,070	\$ 35,070	\$ 0	\$ 2,547	\$ 37,617
<b>Total For All WFRC Area Plan Funds</b>							\$ 1,447,694	\$ 15,174	\$ 77,904	\$ 1,540,772

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# FFY 2021 Federal Transit Administration Funds Obligation by Project Type



## UTA FY 2020 GRANTS OVERVIEW

### Funds Allocated (awarded and executed) in FFY 2021 (10/01/20 - 09/30/2021)

	Fed. Amt	Local Amt.	Tot. Amt.				
Totals	\$ 529,255,398	\$ 151,280,196	\$ 680,535,594	Improvement Type	Federal Amount	Local Amount	Total Amount
Totals / Project Type	\$ 424,554,704	\$ 133,602,787	\$ 558,157,491	Capital Improvements	80%	88%	82%
	\$ 104,700,694	\$ 17,677,409	\$ 122,378,103	Operation/ Planning & Maintenance (O & M)	20%	12%	18%

### Program Details Listed Below

Grant Number	Fed. Amt	Local Amt.	Tot. Amt.	Brief Description	Award Date	Status	Approx % Comp
FTA Grants							
UT-2017-001-00	\$ 70,981,999	\$ 70,982,001	\$ 141,964,000	UTA Provo-Orem Bus Rapid Transit - Small Starts - Final items complet - finishing FTA documentation.	12/19/2016	Ready to close	100
UT-2017-015-00	\$ 678,381	\$ 267,921	\$ 946,302	FY15-17 5310 Ogden/Layton	9/14/2017	Active	96
UT-2017-016-00	\$ 437,819	\$ 101,515	\$ 539,334	FY15-17 5310 Provo/Orem	9/14/2017	Active	97
UT-2017-017-00	\$ 1,588,868	\$ 786,774	\$ 2,375,642	FY15-17 5310 Salt Lake/West Valley	9/14/2017	Active	98
UT-2018-002-00	\$ 20,000,000	\$ 5,000,000	\$ 25,000,000	FY 16 TIGER UTA First Last Mile Connections Grant	4/9/2018	Active	75
UT-2018-010-00	\$ 11,424,513	\$ 2,856,129	\$ 14,280,642	FY2018 5339(a) Formula for Depot District Construction - amended to add almost \$7.5M in formula grant funds. Dates and percentages shown are amendment dates. Will amend again to add 2022 funds.	2/7/2021	Active	77
UT-2018-011-00	\$ 2,600,000	\$ 650,000	\$ 3,250,000	FY2018 5339(b) Discretionary for Depot District Construction - amended to add \$11M in discretionary grant funds. Dates shown are amendment dates	2/8/2021	Ready to close	100
UT-2019-001-00	\$ 712,758	\$ 331,944	\$ 1,044,702	FY 17-18 5310 SL/WV Capital, Operations and Admin	4/12/2019	Active	99
UT-2019-002-00	\$ 488,754	\$ 182,059	\$ 670,813	FY 17-18 5310 O/L Capital, Operations and Admin	4/12/2019	Active	79
UT-2019-003-00	\$ 429,841	\$ 117,518	\$ 547,359	FY 17-18 5310 P/O Capital, Operations and Admin	4/12/2019	Active	97
UT-2020-003-00	\$ 700,125	\$ 284,713	\$ 984,838	FY 2018 Innovative Coordinated Access and Mobility Competitive - Electronic Voucher Development	2/4/2020	Active	44

Grant Number	Fed. Amt	Local Amt.	Tot. Amt.	Brief Description	Award Date	Status	Approx % Comp
UT-2020-007-00	\$ 187,175,694	\$ -	\$ 187,175,694	5307 CARES Act Operations and Capital	6/9/2020	Ready to close	100
UT-2020-010-00	\$ 2,360,053	\$ 171,378	\$ 2,531,431	FY 2019 CMAQ/Capital/Locomotive Overhaul	7/20/2020	Active	91
UT-2021-004-00	\$ 224,000	\$ 67,507	\$ 291,507	Suicide Prevention Research and Demonstration Project	5/3/2021	Active	60
UT-2021-005-00	\$ 476,665	\$ -	\$ 476,665	FY2020 5310 Formula Salt Lake City-West Valley City - Ops and Mobility Mngmt.	5/12/2021	Active	86
UT-2021-006-00	\$ 174,591	\$ -	\$ 174,591	FY20 5310 Formula Provo - Orem - Ops and Mobility Mngmt.	5/13/2021	Active	97
UT-2021-007-00	\$ 293,098	\$ -	\$ 293,098	FY20 5310 Ogden-Layton - Ops and Mobility Mngmt.	5/12/2021	Active - finishing spending of encumbered	100
UT-2021-009-00	\$ 368,908	\$ 78,640	\$ 447,548	FY 2019/2020 5310 Provo-Orem - Capital and Admin.	5/13/2021	Active	0
UT-2021-010-00	\$ 584,348	\$ 136,901	\$ 721,249	FY 2019/2020 5310 Ogden-Layton - Capital and Admin.	5/13/2021	Active	0
UT-2021-011-00	\$ 958,829	\$ 204,070	\$ 1,162,899	FY 2019/2020 5310 Salt Lake City-West Valley City - Capital and Admin.	5/14/2021	Active	0
UT-2021-014-00	\$ 3,950,000	\$ 286,835	\$ 4,236,835	FFY 2019 STBG & CMAQ - Capital - Depot District Construction	8/10/2021	Active, all spent, drawing down	100
UT-2021-019-00	\$ 33,584,103	\$ -	\$ 33,584,103	Section 5307 CRRSAA   Operating	9/7/2021	Ready to close	100
UT-2021-020-00	\$ 338,155	\$ 98,277	\$ 436,432	FY 2020 Research Innovation Program - Transit Infrastructure Condition Assessment	9/8/2021	Active	0
UT-2021-021-00	\$ 78,322,872	\$ 32,629,231	\$ 110,952,103	FFY2019 Sec. 5309 UTA Ogden-WSU BRT	9/24/2021	Active	30
<b>Other Agency Grants</b>							
EMW-2017-RA-00042	\$ 30,000	\$ -	\$ 30,000	Homeland Security -- Law Enforcement Anti Terrorism Training	9/18/2017	Ready to close and de-obligate.	62
EMW-2019-RA-00040	\$ 98,650	\$ -	\$ 98,650	PRD's Personal Radiation Detection	10/21/2019	Active - FEMA will close when orig. end date	100
<b>Non Federal Grants</b>							
2018 Out and About	\$ 25,000	\$ -	\$ 25,000	Out and About - moving ahead as part of the e-voucher project	7/13/2018	Active	44
18-2862AB & Grant Amendment 1	\$ 130,000	\$ 43,333	\$ 173,333	UDDC - On Demand WAV	9/5/2018	Active	100



Grant Number	Fed. Amt	Local Amt.	Tot. Amt.	Brief Description	Award Date	Status	Approx % Comp
WACOG 18-2716JH	\$ 2,500,000	\$ -	\$ 2,500,000	Ogden BRT - Design - billing grant for design	7/10/1905	Ready to Close	100
WACOG 18-2717JH	\$ 5,000,000	\$ -	\$ 5,000,000	Ogden BRT - ROW Acquisition - billig as properites are purchased.	7/10/1905	Active	76
VW Settlement	\$ 13,079,240	\$ 14,000,000	\$ 27,079,240	20 Electric Vehicles and Charging Infrastructure - Vehicle manufacture is progressing - delivery starting mid-late 2022	5/22/2020	Active	0
<b>Grants Closed Since Last Year-End Report</b>							
UT-16-X006-01	\$ 1,159,485	\$ 467,630	\$ 1,627,115	5310 Large Urbanized Areas FY2013	8/25/2015	Closed	100
UT-2016-013-00D	\$ 661,632	\$ 198,640	\$ 860,272	Sec 5310 Large UZA Area FY 2014 and FY 2015 O/L	9/19/2016	Closed	100
UT-2016-013-00S	\$ 958,581	\$ 352,340	\$ 1,310,921	Sec 5310 Large UZA Area FY 2014 and FY 2015 SL/WV	9/19/2016	Closed	100
UT-2016-013-00U	\$ 350,245	\$ 75,760	\$ 426,005	Sec 5310 Large UZA Area FY 2014 and FY 2015 P/O	9/19/2016	Closed	100
UT-2017-002-00	\$ 5,899,741	\$ 1,474,935	\$ 7,374,676	FY2015-16-5339 Depot District, Riverside, Provo Intermodal	12/19/2016	Closed	100
UT-2017-012-00	\$ 5,427,100	\$ 891,400	\$ 6,318,500	FY 2015 5312 LoNo Electric Buses	9/22/2017	Closed	100
UT-2018-005-00	\$ 5,612,526	\$ 407,563	\$ 6,020,089	FY2017-18 CMAQ, STP Capital & Operations (Rideshare/Vanpool, Expansion Routes 220 & 54, 2 Ski Buses, 3 Locomotive overhaul, Sandy TOD Parking Structure) - Parking structure is the last item and is finishing construction soon.	7/27/2018	Closed	100
UT-2020-004-00	\$ 49,594,445	\$ 12,398,612	\$ 61,993,057	FY 2020 5307 Urbanized Formula Preventive Maintenance & Paratransit Operating	5/19/2020	Closed	100
UT-2020-005-00	\$ 16,517,549	\$ 4,129,388	\$ 20,646,937	FY 2020 5337 SGR Fixed Guideway Preventive Maintenance	5/20/2020	Closed	100
UT-2021-001-00	\$ 2,775,830	\$ 201,570	\$ 2,977,400	FFY 2019 CMAQ- Capital-Replacement Buses	1/13/2021	Closed - \$8,040.00 de-obligated	100
EMW-2018-RA-00046-S01	\$ 6,000	\$ -	\$ 6,000	FY 2018 TSGP Canine -	9/17/2018	Closed	100
UCAIR	\$ 25,000	\$ -	\$ 25,000	Transit Passes for Low Income	12/15/2020	Closed	100
UDEM	\$ 50,000	\$ -	\$ 50,000	Police Radios	8/4/2020	closed	100
EVUT-252139	\$ 500,000	\$ 1,405,612	\$ 1,905,612	RMP STEP - Plug-in Electric Vehicle Custom Project	12/17/2018	Closed	100

**DATE:** March 24, 2022  
**AGENDA ITEM:** 6  
**SUBJECT:** **ACTION:** Release for review and comment: Draft FY23 WFRC Goals, Budget, and Unified Planning Work Program (UPWP)  
**PREPARED BY:** Wayne Bennion, Ned Hacker, Kurt Mower, Loveit Baumgardner

**BACKGROUND:**

Wasatch Front Regional Council (WFRC) staff, in coordination with the WFRC Budget Committee, has identified proposed agency goals and prepared a draft budget and Unified Planning Work Program (UPWP) that outline the objectives and activities that WFRC plans to undertake in fiscal year 2023.

The WFRC Budget Committee reviewed the suggested goals, draft budget and UPWP on March 17, 2022 and the Regional Council will review these three items at its meeting on March 24, 2022. The Regional Council will then make these available for review by the public and by the County Councils of Governments (COGs). After considering any comments received, the Regional Council will approve the goals and adopt a final budget and UPWP in May 2022. Below is a description and list of the goals, a summary of the UPWP, and discussion about key aspects of the budget.

**WFRC Goals**

Each year WFRC adopts a high-level set of goals and priorities to help shape its activities for the next year. These goals are developed through review of the WFRC's adopted Mission & Roles, reflection on the agency activities and accomplishments for the previous year, and a collaborative and full discussion among the WFRC staff, in consultation with the WFRC Council leadership. The goals are not meant to be a comprehensive list of all of WFRC's activities, but rather to articulate priority activities for the agency in FY23. The WFRC Unified Planning Work Program (UPWP), to be presented to the Regional Council at its meeting in May 2022, comprehensively lists all of WFRC's activities. These goals are for WFRC as an organization; they are not intended to be goals for the condition of the region. The [Wasatch Choice Regional Vision](#) goals, as adopted by the Council, serve that purpose.

The proposed WFRC FY23 goals are as follows:

1. Collaboratively advance the Wasatch Choice Regional Vision as a framework for integrating transportation, land use, and economic development, to best address growth-related opportunities and challenges
2. Effectively administer ongoing plans and programs
3. Provide subject-matter expertise to federal, state, and local officials and policymakers
4. Strive for organizational excellence

Not surprisingly, the FY23 goals are similar to the FY22 goals. This reflects the continuity in our organizational mission and roles, and the fact that most of our activities are ongoing and span multiple years. The proposed goals, with more detailed descriptions, are included as an exhibit to this memo.

## **Unified Planning Work Program**

The UPWP outlines the work tasks that WFRC will pursue during FY23 in collaboration with cities, counties, UDOT, UTA, and other partners. Among the primary tasks are assisting local communities with growth, transportation, and planning issues; completing development of the 2023-2050 Regional Transportation Plan, Utah's Unified Transportation Plan, and Wasatch Choice Regional Vision; continuing efforts to update and implement the Transportation Improvement Program; assisting in the development of air quality plans; continuing to utilize and improve analytical capabilities; and engaging with the public and local, state, and federal officials.

## **Budget Overview**

### **Expenditures:**

The budget for FY23 shows an *increase* of 11% over estimated FY22 expenditures, and a *decrease* of 17% below the FY22 budget. Several categories of expenditures from FY22 were less than anticipated due to the COVID-19 pandemic. Expenses such as travel and training were delayed in the first six months of the fiscal year, and then more travel took place in the second half of the fiscal year. These costs were significantly less than what had been planned before the pandemic. The FY23 budget also includes expenses for the Household Travel Survey and the Transportation and Land Use Connection (TLC) Program that were budgeted in FY22 but were delayed due to the pandemic or were initiated in FY22 but are anticipated to carry into FY23 as multi-year efforts.

The FY23 budget generally assumes that expenditures will return to a pre-pandemic norm. The budget functions as a legal limit on expenditures, and of course we do not have to spend everything that is budgeted; in fact, we routinely come in under budget. As we move towards and into FY23, we will continue to assess the economy and market and have the ability to make budget adjustments as may be warranted.

### ***Personnel***

The major expenditure in the budget is for staff salary and benefits. The budget includes funding to maintain the current full-time staff of 30, and the addition of the two new Community and Economic Development (CED) planners. One of these positions is funded through a new ongoing appropriation from the state. The other is primarily funded through the Transportation and Land Use Connection (TLC) Program, and utilizes increased federal funding from the recently adopted multi-year Infrastructure Investment and Jobs Act (IIJA). Both of these new positions will allow WFRC to provide further technical planning assistance to our communities as Utah continues to confront the challenges associated with rapid growth.

Consistent with past practice, the budget also includes an overall personnel line-item increase that functions as a cap for salary adjustments such as COLA and merit increases, and employee benefit cost adjustments, including group health insurance. In many previous years, this overall increase has been set at 5%. For FY23, this overall increase is set at 12% for several reasons: (1) significant inflationary pressures putting pressure on wages, (2) a highly

competitive and tight labor market, also putting pressure on wages, (3) the ongoing compensation and market analysis which was initiated prior to the current labor market conditions (see below), and (4) increased federal funding to WFRC. In sum, WFRC is striving to treat its employees fairly and remain competitive in the market, and there are funds available to make these targeted adjustments.

WFRC is conducting an ongoing assessment of our compensation and performance evaluation practices and its placement within the relevant market. The objective of this assessment is tied to WFRC's goal 4, to "strive for organizational excellence" which starts with recruiting and retaining an excellent staff. In FY21 while continuing to deal with the pandemic and staffing and retention concerns, we initiated a study to review performance and compensation, and conduct a local and national salary survey. The study included a comprehensive review and update of WFRC's job descriptions, a 'worth of work' survey of our staff, and a job valuation analysis. A wide-ranging salary survey was completed with input from numerous comparable organizations of similar size from across the country, local cities and counties within the region, and other agencies and organizations with comparable jobs.

The results of the survey are still being compiled and analyzed, but generally the results suggest that (i) the majority of the staff's current pay falls within the surveyed market minimum and maximum salary ranges, (ii) WFRC salaries are generally around the industry midpoint, (iii) there are several outliers that are notably below the midpoint salary or below the minimum, and (iv) WFRC's benefits are highly competitive. Notably, the survey results are already somewhat out of date, given the current inflationary environment.

Part of the increase is budgeted to address the results of the compensation analysis in FY23, providing flexibility to make targeted market-based adjustments as the assessment is completed. This increase is funded through additional federal funding provided to WFRC through the recently adopted multi-year Infrastructure Investment and Jobs Act (IIJA).

### ***Contractual***

Consultant contracts represent the second largest expenditure in the FY23 budget. The footnotes to the budget provide details of anticipated consulting contracts. The following are descriptions of two significant areas of consultant expense:

- The largest element of contractual expenditures (approximately \$1.5M in FY23) is for planning and technical assistance on Transportation and Land Use Connection (TLC) program projects funded with WFRC's federal STP funds and contributions from UDOT, UTA, and Salt Lake County, as well as local matching funds. Some of the current TLC projects will not be completed before the end of FY22 and will be carried forward to FY23, with a budget amendment to be made in October 2022 when final accounting for FY22 is completed, reflecting the multi-year nature of the program. Much of the variation in the contractual line item reflects those TLC program consultant expenses, which are fully budgeted in one year and then often roll into the next, as well as the growth in the program. The expansion of TLC over time was planned, budgeted, and paid for with specific new funding.

- The other large item (approx. \$1.6M in FY23) is the Household Travel Survey, a significant data collection effort that is conducted roughly every ten years and is managed by WFRC and jointly funded by WFRC and its transportation agency partners. The WFRC costs of the travel survey will be covered through federal Surface Transportation Program (STP) funding. The Household Travel Survey was anticipated to start in FY22, but was largely deferred to FY23 given the disruptive effects of the pandemic on travel.

All other expenditures in other line items were estimated based on past experience and anticipated changes. The footnotes to the budget provide additional detail on these costs.

### **Funding Sources:**

Federal transportation funds continue to be WFRC's main source of revenue. Most of WFRC's federal funding comes through the U.S. Department of Transportation. The recent federal transportation funding reauthorization legislation, the Infrastructure Investment and Jobs Act (IIJA), includes significant overall increases in funding for transportation infrastructure. The IIJA also includes increases in funding for planning work, through both the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The annual allocation of FHWA Planning (PL) funds is expected to increase from current levels by about 20% and the FTA 5303 funds by nearly 30%. These increases are sufficient to allow the Regional Council to keep pace with inflation, provide targeted programmatic expansions, and maintain financial stability over the next five years. Due to the sound financial management practices of the Regional Council and the timing of federal appropriations processes, it is anticipated that these funding increases for planning will begin to be reflected in amendments to the FY 2023 budget and in the FY 2024 budget.

The IIJA includes an approximately 10% increase (approximately \$3.2M annually) in Surface Transportation Program (STP) funding, which is principally for transportation infrastructure improvements, with projects selected through an annual competitive regional process. WFRC's current practice is to use a modest portion of the STP funding to support our overall planning work (3.4% of the total STP amount), and to support the TLC Program (3.3%). WFRC staff and the Budget Committee recommend that, consistent with the current practice, those percentages be applied also to the STP program funding increase. This translates to approximately \$100,000 to \$110,000 additional funding each year for each of these efforts.

The budget includes continuing federal funding from the Small Cities Community Development Block Grant (CDBG) program at \$50,000 a year. The budget also includes \$70,000 for the Wasatch Front Economic Development District (WFEDD). Additional one-time funding WFRC received from the CARES Act for economic development was used for projects that will conclude in FY22.

For WFRC FY23 the local county contributions increase by 2.6%. Consistent with WFRC policy, in WFRC FY23 the local county contributions increase by a factor representative of the change in the Consumer Price Index (CPI) averaged over the prior three completed WFRC fiscal years, July 31, 2018 through June 30, 2021. This projected increase supports the ongoing financial stability of WFRC.

The state, through the Governor's Office of Planning and Budget, has provided \$140,000 each year as a match to the CPG program. An additional \$150,000 of ongoing funding was approved during the 2022 Utah State Legislative Session. This additional funding will provide required local matching funds required by the federal Consolidated Planning Grant (CPG). These funds are being provided equally to each of Utah's seven Associations of Governments (AOG), and will allow each AOG to hire an additional staff person to support local planning.

**EXHIBITS:**

Draft FY23 WFRC Goals  
Draft budget for FY23 and footnotes  
Draft FY23 UPWP Summary

**RECOMMENDATION AND MOTION:**

The WFRC Budget Committee make a motion that "the Council release for review and comment the draft WFRC goals, Unified Planning Work Program, and budget for FY23."

**CONTACT INFORMATION:**

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Ned Hacker, (801) 918-9230

## FY'23 Goals: Schedule to Develop and Adopt

Item:	Time Frame:	Who:
<b>done</b> - Introduction of development of FY'23 Goals	Jan 5, 2022	AC Mtg
<b>canceled</b> - Initial discussion of FY'23 Goals	Jan 11	Policy & Program Tm
<b>done</b> - Follow-up discussion of FY'23 Goals	Jan 18	Leadership Team (ACs)
<b>done</b> - Follow-up discussion of FY'23 Goals	Jan 24	AC Mtg
<b>done</b> - Review and comment on draft FY'23 Goals	Jan 24	Andrew
<b>done</b> - Request staff input regarding draft FY'23 Goals	Feb 7	Ned
<b>done</b> - Finalize Draft FY23 Goals	Feb 14/ 28	AC Mtg
<b>done</b> - Prepare PDF of Draft FY23 Goals	March 1	Mike
Send Draft FY'23 Goals to Budget Committee	Mar 10	Andrea
Present Draft FY'23 Goals to Budget Committee	Mar 17	Andrew, Kurt
Present Draft FY'23 Goals to Council - Info only	Mar 24	BC Chair, Andrew
Present Final Draft FY'23 Goals to Budget Committee	May 12	Andrew, Kurt, Wayne
Present Final Draft FY'23 Goals to Council - Action Item	May 26	BC Chair, Andrew

Please use the “**Suggesting**” mode to suggest changes in this Google Doc. Click on the pencil for “**Editing**” in the upper right corner and select “**Suggesting**.” The edits you make will show up similar to track changes in Word, which will help prevent inadvertent removal of others’ work.

Below are the

## Fiscal Year 2022 Goals for editing into DRAFT Fiscal Year 2023 Goals

### 1. Collaboratively advance the Wasatch Choice Vision as a framework for integrating transportation, land use, and economic development, to best address growth-related opportunities and challenges

- a. Support local communities to update their plans for growth and development.
  - Help communities to (i) integrate their local transportation, land use, housing, and economic development plans; (ii) align with the Wasatch Choice ~~Regional~~ Vision; (iii) **further leverage public assets for healthier communities**; (iv) **develop station area plans**; (v) satisfy statutory requirements; and (vi) manage funding challenges, all while addressing community concerns, and recovering and transitioning from the pandemic.
  - Provide high-quality data, **tools, and** analysis, advice, and technical and financial resources.
  - ~~Update the Wasatch Choice Regional Vision to reflect significant local planning and development decisions.~~
  - Engage, inform, and facilitate collaboration among local governments, transportation agencies, and other public and private sector stakeholders.
- b. Communicate the needs and benefits of investment in Utah's multimodal transportation system as reflected in Utah's Unified Transportation Plan ~~2019-2050~~.

### 2. Effectively administer ongoing plans and programs

- a. ~~Continue Refine~~ the performance-based approach for WFRC plans and programs, **including to** (i) monitor and share progress towards the adopted Wasatch Choice goals; ~~(ii) streamline and further~~

the utilization of performance measurement; (iii) advancing the use of "access to opportunities," both regionally and nationally, as a measure for planning and programming; and (iiiiv) promote inclusive engagement in transportation planning processes and equitable access to affordable and reliable transportation options.

b. ~~Adopt~~ Continue refinement of the Wasatch Choice Regional Vision's and development of the 2023-2050 Regional Transportation Plan (RTP) focusing on including, including enhanced consideration of (i) planning/ environmental linkages; (ii) multi-modal project prioritization; Vision-supportive (iii) policy approaches to complement planned investments; (iiiv) innovative funding and financing strategies; and (iii) draft phasing and application of financially constrained to projects; and (iv) incorporation into adoption of the RTP, and development of the 2023-2050 Unified Transportation Plan. (v) external forces and policies based on pandemic recovery, automation, shared mobility, and e-living parameters.¶

c. Develop the 2023-2028 Transportation Improvement Program (TIP), compiling prioritized road, transit, and active transportation projects (adopt summer 2023).

d. Provide funding and technical support to communities through WFRC programs including Surface Transportation Program (STP), Congestion Mitigation and Air Quality Program (CMAQ), Carbon Reduction Program; Transportation Alternatives Program (TAP), Community Development Block Grant (CDBG), and Transportation and Land Use Connection Program (TLC) (project awards recommendations spring 2023).

e. Implement the regional 2018-2023 Comprehensive Economic Development Strategy (CEDS), linking economic development with transportation and land use planning, working through the Wasatch Front Economic Development District (WFEDD). Complete the four year update of the CEDS.

### 3. Provide subject-matter expertise to federal, state, and local officials and policymakers

a. Work with national associations and Utah partners to implement advance reauthorization of federal transportation funding and policies in the federal infrastructure law, including (i) focusing on multi-modal funding stability with continued strong local and regional voice. coordinate with local, regional, and state governments to compete for discretionary grants; (ii) shape USDOT regulatory and policy implementation of the law.

b. Advance multi-modal transportation infrastructure funding, while also evaluating infrastructure funding and financing strategies at the state, regional, and local level.

c. Enhance forecasting and modeling of travel behavior and land use markets, including (i) preparing for 2022/23 Household Travel Survey; and (ii) improving modeling of transportation mode choices and impact of urban form on travel behavior.

d. ~~Collaborate with UDOT and other stakeholders to refine transportation projects prioritization processes.~~

de. Participate in regionally significant transportation and growth-related projects and activities including but not limited to major development plans (Point of the Mountain, Northwest Quadrant/ Inland Port, and Falcon Hill); regionally significant transit/land use analyses (FrontRunner Forward, Future of LRT, ~~Davis Salt Lake Connector~~, Point of the Mountain Transit, ~~Taylorsville Murray Midvalley Connector [if environmental is basically complete, may be appropriate to remove from this list since our involvement would be minimal in FY23]~~, Local Link, and Mobility Hubs); ~~Weber County Housing Affordability and Access Study~~; multi-city active transportation plans; a variety of corridor studies linking roadways and land use, planning for housing choices and affordability housing development and affordability; ~~Central Wasatch Commission mountain transportation~~; I-15 statewide analysis; and major roadway environmental work, such as the I-15 EIS - Farmington to Salt Lake City and Bangerter Highway State Environmental Studies and Census 2020.

ef. Improve air quality by assisting communities and partners in their efforts to reduce emissions through technological changes, transportation choices, and development patterns.



#### 4. Strive for organizational excellence

- a. Ensure accountability and transparency to WFRC members in policy making and prudent, efficient use of resources. Maintain budget stability.
- b. Create and maintain a work environment that maximizes the health, happiness, and productivity of an excellent staff. Provide meaningful, constructive feedback to employees through performance evaluations. Encourage priority professional development opportunities.
- c. Ensure compliance with applicable laws, regulations, and best practices.
- d. Adapt to a post-pandemic "new normal" in a way that strikes an appropriate balance between telecommuting for convenience in office work and gatherings, while maintaining the human connection from physical proximity.

# Fiscal Year 2023 Goals

## 1. Collaboratively advance the Wasatch Choice Vision as a framework for integrating transportation, land use, and economic development, to best address growth-related opportunities and challenges

- a. Support local communities to update their plans for growth and development.
  - Help communities to: (i) integrate their local transportation, land use, housing, and economic development plans; (ii) align with the Wasatch Choice Vision; (iii) further leverage public assets for healthier communities; (iv) develop station area plans; (v) satisfy statutory requirements; and (iv) manage funding challenges – all while addressing community concerns, and recovering and transitioning from the pandemic.
  - Provide high-quality data, tools, analysis, advice, and technical and financial resources.
  - Engage, inform, and facilitate collaboration among local governments, transportation agencies, and other public and private sector stakeholders.
- b. Communicate the needs and benefits of investment in Utah's multimodal transportation system as reflected in Utah's Unified Transportation Plan.

## 2. Effectively administer ongoing plans and programs

- a. Continue the performance-based approach for WFRC plans and programs, including (i) monitor and share progress towards the adopted Wasatch Choice goals; (ii) advance the use of "access to opportunities," both regionally and nationally, as a measure for planning and programming; and (iii) promote inclusive engagement in transportation planning processes and equitable access to affordable and reliable transportation options.
- b. Adopt the Wasatch Choice Vision's 2023-2050 Regional Transportation Plan (RTP) focusing on (i) Vision-supportive policy approaches to complement planned investments; (ii) innovative funding and financing strategies; (iii) phasing and application of financial constraint to projects; and (iv) incorporation into the 2023-2050 Utah Unified Transportation Plan.
- c. Develop the 2024-2029 Transportation Improvement Program (TIP), compiling prioritized road, transit, and active transportation projects (adopt summer 2023).
- d. Provide funding and technical support to communities through WFRC programs including: Surface Transportation Program (STP), Congestion Mitigation and Air Quality Program (CMAQ), Carbon Reduction Program, Transportation Alternatives Program (TAP), Community Development Block Grant (CDBG), and Transportation and Land Use Connection Program (TLC) (project awards spring 2023).

### MISSION STATEMENT

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.

### ROLES

To accomplish our mission, the Wasatch Front Regional Council serves the following roles.



#### Convener

We facilitate collaboration with our communities and partners.



#### Technical Expert

We are trusted subject-matter experts.



#### Planner

We proactively plan for the future of our region.



#### Implementer

We put visions and plans into action.



WASATCH FRONT REGIONAL COUNCIL

- e. Implement the regional 2018-2023 Comprehensive Economic Development Strategy (CEDS), linking economic development with transportation and land use planning, working through the Wasatch Front Economic Development District (WFEDD). Complete the four-year update of the CEDS.

### 3. Provide subject-matter expertise to federal, state, and local officials and policymakers

- a. Work with national associations and Utah partners to implement transportation funding and policies in the federal infrastructure law, including (i) coordinate with local, regional, and state governments to compete for discretionary grants; (ii) shape USDOT regulatory and policy implementation of the law.
- b. Advance multi-modal transportation infrastructure funding, while evaluating infrastructure funding and financing strategies at the national, state, regional, and local level.
- c. Enhance forecasting and modeling of travel behavior and land use markets, including: (i) preparing for the 2022/23 Household Travel Survey; and (ii) improving modeling of transportation mode choices and impact of urban form on travel behavior.
- d. Participate in regionally significant transportation and growth-related projects and activities including but not limited to: major development plans (Point of the Mountain, Northwest Quadrant/Inland Port, and Falcon Hill); regionally significant transit/land use analyses (FrontRunner Forward, Future of LRT, Point of the Mountain Transit, Local Link, and Mobility Hubs); multi-city active transportation plans; a variety of corridor studies linking roadways and land use, planning for housing choices and affordability; I-15 statewide analysis; and major roadway environmental work, such as the I-15 EIS - Farmington to Salt Lake City and Bangerter Highway State Environmental Studies.
- e. Improve air quality by assisting communities and partners in their efforts to reduce emissions through technological changes, transportation choices, and development patterns.

### 4. Strive for organizational excellence

- a. Ensure accountability and transparency to WFRC members in policy making and prudent, efficient use of resources. Maintain budget stability.
- b. Create and maintain a work environment that maximizes the health, happiness, and productivity of an excellent staff. Provide meaningful, constructive feedback to employees through performance evaluations. Encourage priority professional development opportunities. Update employee compensation and performance evaluation practices as needed to ensure market competitiveness.
- c. Ensure compliance with applicable laws, regulations, and best practices.
- d. Adapt to a post-pandemic “new normal” in a way that strikes an appropriate balance between telecommuting for efficiency in office work and gatherings, while maintaining the human connection from physical proximity.

## Wasatch Choice Regional Goals



Access to economic and educational opportunities



Manageable and reliable traffic conditions



Quality transportation choices



Livable and healthy communities



Safe, user friendly streets



Clean air



Housing choices and affordable living expenses



Fiscally responsible communities and infrastructure



Ample parks, open spaces, and recreational opportunities



Sustainable environment, including water, agricultural, and other natural resources



WASATCH FRONT REGIONAL COUNCIL

**Draft**  
**Wasatch Front Regional Council FY 2023 Budget**

**Source of Funds**

	<b>FY 2021</b> Actual	<b>FY2022</b> Budget	<b>FY 2022</b> Estimated	<b>FY 2023</b> Proposed		
<b>Federal Sources:</b>						
Federal Highway Administration - PL	2,952,229	3,521,461	1,947,636	3,404,093	75%	1
Federal Highway Administration - STP	681,965	4,356,815	2,858,633	3,120,299	9%	2
Federal Transit Administration	671,104	686,216	725,896	686,216	-5%	3
Dept. of Housing and Urban Development	56,986	52,300	52,300	50,000	-4%	4
Economic Development Administration	63,480	445,540	445,540	70,000	-84%	5
<b>Total Federal Sources</b>	<b>4,425,765</b>	<b>9,062,332</b>	<b>6,030,005</b>	<b>7,330,608</b>	22%	
<b>State Sources:</b>						
Utah GOPB - CPG match	140,000	140,000	140,000	290,000	107%	6
Community Impact Board	2,000	2,000	2,000	2,000	0%	
UDOT - TLC	193,573	623,108	488,162	311,500	-36%	7
UDOT - Joint Projects	29,125	40,973	14,500	0	-100%	8
UDOT - Model Development	88,229	92,903	92,597	100,512	9%	9
<b>Total State Sources</b>	<b>452,928</b>	<b>898,984</b>	<b>737,259</b>	<b>704,012</b>	-5%	
<b>Local Sources:</b>						
Dedicated Project Funds	1,148,398	1,847,177	1,805,208	1,810,176	0%	10
MAG - Joint Projects	19,004	42,361	57,960	0	-100%	8
UTA - TLC	199,795	295,319	319,239	187,500	-41%	7
UTA Joint Projects	21,884	33,347	46,965	0	-100%	8
UTA - Transit Sales Tax	129,711	219,198	178,974	169,054	-6%	11
Local Contribution	320,771	326,225	326,225	334,706	3%	12
<b>Total Local Sources</b>	<b>1,839,563</b>	<b>2,763,627</b>	<b>2,734,571</b>	<b>2,501,436</b>	-9%	
<b>TOTAL SOURCES</b>	<b>6,718,256</b>	<b>12,724,944</b>	<b>9,501,833</b>	<b>10,536,055</b>	11%	13

**Expenditure by Function**

<b>Expenditure</b>	<b>FY 2021</b> Actual	<b>FY2022</b> Budget	<b>FY 2022</b> Estimated	<b>FY 2023</b> Proposed		
Salaries/Employee Benefits	3,786,409	4,623,250	4,073,801	5,020,111	23%	14
Contractual	2,138,550	6,979,444	4,553,872	4,356,883	-4%	15
Audit and Accounting	20,046	26,250	13,300	19,318	45%	16
Dues & Subscriptions	26,925	26,475	26,199	29,009	11%	17
Equipment Depreciation	99,609	119,000	107,030	107,046	0%	
Equipment Maintenance	36,793	55,000	64,000	64,851	1%	
Insurance	12,575	13,000	11,342	13,043	15%	
Legal	90	10,000	500	10,000	1900%	18
Printing and Publication	0	10,950	1,000	11,600	1060%	19
Rent	427,307	435,000	434,272	447,301	3%	
Supplies/Software & Licenses	116,973	132,250	111,442	136,150	22%	20
Telephone/Data	32,475	35,000	34,794	38,359	10%	21
Training	12,537	66,000	29,551	75,100	154%	22
Travel	7,968	79,760	40,730	87,520	115%	22
<b>Total Expenditures</b>	<b>6,718,256</b>	<b>12,611,379</b>	<b>9,501,833</b>	<b>10,416,290</b>	10%	
Amounts expected to carry into next FY		113,565		119,765		
<b>TOTAL</b>	<b>6,718,256</b>	<b>12,724,944</b>	<b>9,501,833</b>	<b>10,536,055</b>	11%	

### Expenditure by Program

Program	FY 2021 Actual	FY2022 Budget	FY 2022 Estimated	FY 2023 Proposed		
Consolidated Transportation Planning Grant	4,109,111	5,646,420	4,776,457	5,737,937	20%	23
Transportation & Land Use Connection	1,992,344	4,352,220	3,370,846	2,265,724	-33%	24
Household Travel Survey		1,362,896	100,000	1,640,000	1540%	25
Economic Development	128,236	140,000	140,000	140,000	0%	
Local Government - Other	77,859	110,225	74,385	118,706	60%	26
Model Development	126,315	135,264	108,652	145,687	-34%	27
Joint Projects	73,302	112,079	65,653	0	-100%	8
Legislative Consulting	118,000	146,000	146,000	146,000	0%	
CDBG - Tooele	50,000	50,000	50,000	50,000	0%	
Mobility Management	3,603	10,000	10,000	10,000	0%	
Tooele Valley RPO	7,981	10,000	10,000	10,000	0%	
Morgan RPO	7,274	10,000	10,000	10,000	0%	
Community Impact Board	2,000	2,000	2,000	2,000	0%	
Davis County Prop 1 Assistance	10,000	10,000	10,000	10,000	0%	
EDA CARES Act	5,244	375,540	375,540	0	-100%	5
CDBG CARE Act	6,986	2,300	2,300	0	-100%	4
IHC Community Development	0	250,000	250,000	250,000		28
<b>TOTAL EXPENDITURES</b>	<b>6,718,256</b>	<b>12,724,944</b>	<b>9,501,833</b>	<b>10,536,055</b>	11%	

### Local Contributions

County	FY 2021 Actual	FY2022 Budget	FY 2022 Estimated	FY 2023 Proposed		
Box Elder, 1 voting member	13,182	13,406	13,406	13,755	2.6%	12
Davis, 4 voting members	70,307	71,502	71,502	73,361	2.6%	12
Morgan, 1 voting member	13,182	13,406	13,406	13,755	2.6%	12
Salt Lake, 8 voting members	140,611	143,001	143,001	146,719	2.6%	12
Tooele, 1 voting member	13,182	13,406	13,406	13,755	2.6%	12
Weber, 4 voting members	70,307	71,502	71,502	73,361	2.6%	12
<b>TOTAL</b>	<b>320,771</b>	<b>326,223</b>	<b>326,223</b>	<b>334,706</b>	2.6%	12

### General Fund

	FY 2021 Actual	FY2022 Budget	FY 2022 Estimated	FY 2023 Proposed		
Revenue						
Local Sources	0	0	0	0	0%	
Other	1,606	1,600	726	1,600	120%	
Interest	0			0	0%	
Total revenue	1,606	1,600	726	1,600		
Expenditures						
Administration	1,496	1,600	726	1,600	120%	
Capital outlay	0	0	0	0	0%	
Total expenditures	1,496	1,600	726	1,600		
Excess of revenue over expenditures (usage of fund balance)	110	0	0	0		
Other sources						
Transfers in	0	0	0	0		
Transfers out	0			0		
Net change in fund balance	110	0	0	0		

### Special Projects Fund

	FY 2021 Actual	FY2022 Budget	FY 2022 Estimated	FY 2023 Proposed		
Revenue						
Federal Sources	4,825,937	9,062,332	6,030,005	7,330,608	22%	29
State Sources	471,952	898,984	737,259	704,012	-5%	29
Local Sources	1,420,368	2,763,627	2,734,571	2,501,436	-9%	29
Other	1,606	0	0	0	0%	
Interest	6,130	12,500	6,531	6,500	0%	
Total revenue	6,725,993	12,737,443	9,508,366	10,536,055		
Expenditures						
Administration	0					
Capital outlay	52,417	66,743	72,644	45,000	-38%	29
Planning	6,620,254	12,724,944	9,394,803	10,536,055	12%	
Total expenditures	6,672,671	12,791,687	9,394,803	10,536,055		
Excess of revenue over expenditures (usage of fund balance)	53,322	-54,244	113,562	1	0%	
Other sources						
Transfers in	0	0	0	0	0%	
Transfers out	0	0	0	0	0%	
Net change in fund balance	53,322	-54,244	113,562	1		

### Office Building Fund

	FY 2021 Actual	FY2022 Budget	FY 2022 Estimated	FY 2023 Proposed		
Revenue						
Interest	5,697	12,000	6,395	7,200	13%	29
Total revenue	5,697	12,000	6,395	7,200		
Expenditures						
Administration	0	0	0	0	0%	
Total expenditures	0	0	0	0		
Excess of revenue over expenditures (usage of fund balance)	5,697	12,000	6,395	7,200	13%	
Other sources						
Transfers in	0	0	0	0	0%	
Transfers out	0	0	0	0	0%	
Net change in fund balance	5,697	12,000	6,395	7,200	13%	

## **Draft FY23 WFRC Budget Footnotes**

1. The increase in Federal Highway Administration PL funds from FY21 actual to FY22 budget included costs for additional accounting staff and a partial year of support from the outgoing CFO as well as consulting contracts that were not completed by the end of FY21 and were carried forward to the FY22 budget. The estimated FY22 funds and expenditures are lower than anticipated due to staffing vacancies that were filled later in the year than expected and consulting contracts that are not expected to be completed by the end of FY22 and will carry forward into the next fiscal year. The Council typically amends its budget in October of each year when the final accounting is completed to include those contracts in process. This is a reflection of the multi-year nature of many of WFRC's projects.
2. In FY20 the Council elected to obligate all of its available PL funds – and less of its STP funds – in support of the Consolidated Transportation Planning Program (CPG) due to a possible rescission by the USDOT of PL funds. In FY21 the Council reversed that action to rebalance its PL/STP apportionments. The FY22 budget included funds for projects that were awarded in that year plus projects that were carried forward from FY21. The FY22 estimated to be spent reflects some projects that are not expected to be completed by the end of FY22 and will carry forward into FY23. The Council typically amends its budget in October of each year when the final accounting is completed to include those contracts in process. This is a reflection of the multi-year nature of many of WFRC's projects. Also included in the FY23 budget is the Household Travel Survey. This project was delayed due to concerns about the quality of data as a result of the pandemic.
3. Federal Transit Administration funding includes \$676,216 in funds for the Consolidated Planning Grant (CPG) program and \$10,000 for Mobility Management through UTA.
4. The changes in funding from the Department of Housing and Urban Development shown here are due to a CARES Act grant WFRC received being fully expended by the end of FY22. WFRC will continue to receive \$50,000 each year to assist small cities to apply for Community Development Block Grant (CDBG) funds.
5. The Economic Development Administration (EDA) provided WFRC with CARES Act assistance to fund economic recovery related projects. This EDA CARES Act funding will be expended by the end of FY22. WFRC will continue to receive \$70,000 from EDA for a Planning Partnership grant to support the Wasatch Front Regional Economic Development District.
6. The Governor's Office of Planning and Budget has provided \$140,000 each year as a match to the CPG program. An additional \$150,000 of ongoing funding was approved during the 2022 Utah State Legislative Session. The additional state funds effectively allow WFRC to hire another planner position to provide technical planning assistance to local communities.

7. Utah Department of Transportation (UDOT) and Utah Transit Authority (UTA) provide funding for the TLC program. Although these funds increase modestly each year to adjust for changes in the Consumer Price Index (CPI) and by contract, the FY23 budget shows a decrease from the FY22 budget and the FY22 estimated expenditure. This is due to projects that were carried forward from FY21 into FY22. Many of these TLC projects will be completed by the end of FY22, however those that are still in process by the end of the current fiscal year will be carried forward to FY23. It is anticipated that an adjustment will be made in October 2022 that will reflect these ongoing projects, resulting in a decrease in the FY22 estimated expenditures and an increase in the FY23 budget.
8. Joint projects are those projects WFRC engages in that include support from UDOT, UTA, Mountainland Association of Governments (MAG), and other planning partners. At this time there are no specific joint projects budgeted; the budget will be amended for any projects that arise in FY23.
9. WFRC partners with UDOT and Mountainland Association of Governments (MAG) for costs associated with Model Development including staff and consultant expenses. The portion WFRC receives from MAG is included in Dedicated Project Funds (see footnote 10).
10. FY23 Dedicated Project Funds include:
  - a. \$10,000 – Local funds for Tooele Valley RPO
  - b. \$45,176 – Model Development (MAG)
  - c. \$10,000 – Local funds for Morgan RPO
  - d. \$300,000 – Salt Lake County for TLC program
  - e. \$300,000 – Local match for TLC awarded projects
  - f. \$10,000 – Davis County local option sales tax assistance
  - g. \$885,000 – Partners' Share of Household Travel Survey  
(this item represents the majority of the line-item increase)
  - h. \$250,000 – IHC Community Development (one of two years)
11. WFRC receives Transit Sales Tax funds from Utah Transit Authority that are used to match the federal Consolidated Planning Grant; UTA provides matching funds at a rate of 20% for the FTA 5303 planning funding that WFRC receives. These figures may be adjusted once the final federal apportionments are established.
12. Consistent with the approach established by the Council during the FY18 budget process, the FY23 budget includes a 2.6% increase in local contributions. This increase represents a three-year rolling average of the change in Consumer Price Index as measured from July 2018 through June 2021.
13. The overall budget increases 11% over anticipated spending for FY22, which is a reduction of 17% below the FY22 budget. This is due mainly to a delay in starting the Household Travel Survey, and to projects that are not expected to be completed by the year end



causing the amount for FY22 to be lower. The FY23 budget will be amended in October 2022 once final accounting is completed to include these ongoing projects. This is typical for this organization.

14. In FY22 actual salary and benefits expenditures are estimated to be lower than budgeted due to staff vacancies that were filled later in the fiscal year than anticipated. The FY23 budget assumes: 1) full staffing for the existing 30 positions; 2) one month for the retiring Director of Operations and Special Projects; 3) the addition of two new Community and Economic Development (CED) planners; and 4) a 12% overall increase that functions as a cap for salary adjustments such as COLA and merit increases, employee benefit cost adjustments such as group health insurance, and targeted adjustments based on the ongoing compensation and market analysis (explained more fully in the memo accompanying the FY23 budget) as determined by the Executive Director. These adjustments are covered with revenues from additional state and federal funding.
15. FY23 Contractual includes the following anticipated activities. This list is tentative and subject to refinement.

\$1,640,000	- Household Travel Survey - to calibrate the travel forecasting model (this item represents the majority of the line-item increase)
\$75,000	- Communications and public outreach
\$25,000	- Website Redesign
\$147,500	- Planning studies undesignated
\$146,000	- State and federal legislative consulting
\$50,000	- Regional freight and local delivery study
\$45,000	- Utah's Unified Transportation Plan - financial model update
\$100,000	- Regional multimodal grid connectivity study - exploring new strategic transportation connections
\$25,000	- Bike data collection and management study
\$70,755	- Street Light data to analyze traffic movements
\$50,000	- Golden Spoke event
\$32,000	- Joint modeling assistance/projects
\$25,000	- Bike facility estimating tool
\$16,076	- Parking Modernization - resources to update parking standards that address recent significant shifts in parking utilization
\$35,000	- ATO (Access To Opportunity) Methodology
\$30,000	- Utah's Unified Transportation Plan 2023-2050 Development
\$1,559,579	- Transportation and Land Use Connection (TLC) Program
\$19,973	- GIS Technical Work
\$250,000	- IHC Community Development - the public assets and public health initiative
\$10,000	- Internal auditing
\$5,000	- HR Consulting

16. Actual FY22 accounting costs were reduced due to WFRC now processing payroll in-house, rather than with a third-party vendor, resulting in a savings of approximately \$500 per month. In previous fiscal years, the auditor conducting the annual audit has provided those services for \$11,000. An additional \$8,318 was budgeted for a new auditor for FY23, as audit costs are anticipated to increase.
17. Dues and subscriptions are for memberships to various professions organizations such as National Association of Regional Councils and Association of Metropolitan Planning Organizations.
18. WFRC budgets an amount each year for contingent legal expenses.
19. The amount shown for Printing and Publications is for the printing of project reports, brochures, etc. With more of this being done electronically, the Council may consider adjusting or eliminating this budget line item in future years.
20. Increases in Supplies/Software expenses are due mainly to annual software license costs.
21. The increase in Telephone expense is due to the addition of new phones for additional employees and increases in the cost of the service.
22. During the whole of FY 21 and first half of FY22, due to the COVID pandemic, WFRC staff expended less of its Travel and Training budgets as most meetings and training were conducted virtually. The FY23 budget reflects the amount that was anticipated pre-pandemic, accounting for the addition of two new planners. Post-pandemic, it is uncertain whether meetings and training will continue to be held virtually or return to pre-pandemic levels or a level in between. The amount shown in the budget will function as a cap but will not be expended unless needed.
23. The increase from FY21 to FY22 includes projects that were not completed before the end of FY21 and were carried forward to FY22. Some of the contractual projects budgeted in FY22 are not expected to be completed before the end of FY22 and will be carried forward to FY23 with the usual amendment to be made in October 2022. The FY23 budget includes salary/benefit adjustments as explained in Footnote 14.
24. The Transportation and Land Use Connection (TLC) program reflects the multi-year nature of most of the TLC projects. FY22 included TLC program projects that were in process at the end of FY21 but not completed prior to fiscal year end and were carried forward and fully budgeted in FY22. Therefore, the FY22 budgeted figure includes both projects carried forward from FY21 and new program funds in FY22. Many of these projects now budgeted in FY22 will not be completed prior to fiscal year FY22 and will carry forward to FY23. The current FY23 budgeted figure represents the annual contributions to the program plus

anticipated local match. An amendment to the FY23 budget will be made in October 2022 after the close out of FY22 to reflect these ongoing projects that are expected to be completed in FY23.

25. The FY23 budget includes \$1,640,000 for the multi-year household travel survey project. The results of the household travel survey facilitate recalibration of travel demand models that are critical to ensuring corridor analyses and environmental work are defensible for highway and transit projects. In FY23 WFRC is contributing \$755,000 in federal STP funds with other planning partners (UDOT, MAG, UTA, Dixie MPO, and Cache MPO) contributing the remaining \$885,000 for the project. The project is expected to span three years with a total cost of \$1,740,000. WFRC is managing the project. The Household Travel Survey was anticipated to start in FY21, but was largely deferred to FY23 given the disruptive effects of the pandemic on travel.
26. 'Local Government - Other' uses funds from local contributions for expenditures that do not qualify for other funding. For example, planning projects in non-urbanized areas (Morgan and Tooele Counties) do not qualify for the federal planning dollars allocated to WFRC as an MPO, and WFRC may use these local funds for that work.
27. The Model Development program includes funds received from UDOT and MAG to support model development staff and consulting services. The anticipated expenditures for FY22 are lower than usual because WFRC did not hire the consultant that was included in the budget. Although there are some funds budgeted in this program for a consultant in FY23 we do not anticipate carrying forward any of the unspent funds from FY22.
28. Intermountain Healthcare will provide a donation of \$500,000 in two annual installments of \$250,000 in 2022 and \$250,000 in 2023 for community development activities including, but not limited to: public assets development, local technical assistance and social determinants of health. Expenditures may include WFRC staff or consultant time and expenses.
29. The budget is prepared on a program or grant level. The final pages of the budget table show changes at the Fund level. The General Fund includes administrative activities that are not associated with the planning programs. The Special Projects Fund includes all programs (grants) and other activities. The Building Fund holds the proceeds from the sale of the old office building and any interest that earned on the investment of those funds.

In FY23 the capital outlay shown in Special Projects Fund is for routine replacement of electronic and other equipment. The revenue and expenditures shown in the Special Projects Fund are a direct reflection of the budget as prepared on the program or grant level.

**SUMMARY OF**  
**DRAFT FY 2023 UNIFIED PLANNING WORK PROGRAM**  
**Ogden-Layton and Salt Lake-West Valley Urbanized Areas**

**A. ADMINISTRATION AND COORDINATION**

**A.1 WASATCH FRONT REGIONAL COUNCIL**

**OBJECTIVES:**

To provide work program and personnel management, interagency coordination, and financial management and control.

To provide administrative support.

**ANTICIPATED PRODUCTS:**

- Self-certification of the Transportation Planning Process
- Regular meetings of the Wasatch Front Regional Council (WFRC) and its advisory committees and documentation of those meetings
- Coordination with partner agencies, including Mountainland Association of Governments, Utah Transit Authority (UTA), Utah Department of Transportation (UDOT), State Division of Air Quality (DAQ), other MPOs, Utah League of Cities and Towns, Utah Association of Counties, Chambers of Commerce, Envision Utah, Governor's Office of Planning and Budget, and others
- Monthly Financial Reports
- Annual Audit
- Annual Contract between WFRC and UDOT, WFRC and UTA
- End of year Unified Planning Work Program (UPWP) completion report, and Activities and Accomplishments report
- Fiscal Year (FY) 2023 UPWP and budget amendments
- FY 2024 Goals, Unified Planning Work Program and budget

**A.2 UTAH DEPARTMENT OF TRANSPORTATION**

**OBJECTIVE:**

To coordinate with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), DAQ, UTA, and WFRC in managing the Salt Lake-West Valley and Ogden-Layton Area transportation planning process.

**ANTICIPATED PRODUCTS:**

- Review of the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP) developed by the WFRC to provide coordination with state-wide transportation plans and programs.

- Monitor WFRC's expenditures of Planning (PL), Surface Transportation Program (STP) and FTA Section 5303 funds, which are deposited into the Consolidated Planning Grant (CPG). Assist WFRC in completing the FY 2023 Federal Aid Agreement for the MPO Area.
- Participate in the Technical Advisory Committees for both WFRC's Trans Com and Regional Growth Committees.
- Give assistance to the WFRC in developing the FY 2024 UPWP. Assist the WFRC in interpreting and complying with updated air quality rules and regulations. Coordinate the completion of the annual Congestion Mitigation Air Quality (CMAQ) I reporting to FHWA.
- Coordinate the development and implementation of State and MPO CMAQ Performance Plans with WFRC to establish both 2-yr and 4-yr targets for the on-road source emissions measure.
- UDOT will assign a single point of contact to help WFRC manage and administer the Transportation and Land Use Connection Program Partnership.
- Assistance to WFRC in completing special studies within the planning area. These studies may include coordinating travel demand modeling, joint corridor planning, preparing air quality studies or reports, economic development planning, Geographic Information Systems (GIS) analysis, performance measures, and others.
- Work with WFRC to implement corridor plans that include local communities' transportation solutions.
- Coordinate the implementation of State legislative directives for transportation products between UDOT and UTA and Local entities.

### **A.3 UTAH TRANSIT AUTHORITY**

#### **OBJECTIVE:**

To coordinate transit planning with the Wasatch Front Regional Council, UDOT, cities, counties, FTA, FHWA, DAQ and other stakeholders throughout the Utah Transit Authority service area.

#### **ANTICIPATED PRODUCTS:**

- Annual Grants Status Report
- Interlocal Cooperative Agreements
- Grant Applications
- Grants Management Committee Recommendations
- FTA 5310 Program Management Plan
- Documentation for Audits
- FTA Annual Certifications and Assurances
- Title VI Report
- Project Concept Reports for CMAQ, STP and TAP
- Dissemination of Grant Opportunities Information
- Collection and Distribution of Grants Financial Information
- Participation in Technical and Other Planning Meetings
- National Transit Database (NTD) Data Collection and Reports

## **B. TRANSIT PLANNING**

### **B.1 UTA TRANSIT PLANNING**

#### **OBJECTIVES:**

To provide effective transit services within available resources.

To actively participate in transportation studies, community developments and master plan efforts to incorporate transit elements.

To improve multi-modal transportation options for the region in cooperation with WFRC, UDOT, and other stakeholders.

To promote and implement technology that will enhance transit service.

To plan and implement safety and security measures to increase comfort levels of current and future customers.

To work with key agencies for more effective use of transportation resources that will serve persons with disabilities and other transportation disadvantaged persons in the service area.

To promote ridesharing, telecommuting, flextime, bicycling, walking and discount programs to encourage more efficient use of the transportation system.

To encourage and work with stakeholders on transit-oriented developments and more transit-supportive land use.

#### **ANTICIPATED PRODUCTS:**

- Long Range Transit Plan (LRTP)
- Small Area Studies
- Five-Year Service Plan
- Microtransit Pilot Program Evaluations
- Service Planning Standards, Design Guidelines, and System Analysis
- Comprehensive Service Analysis
- Transit Financial Plan (TFP)/Scenario Tool
- Wayfinding Signage and Bus Stop Improvement Program
- Real-time Digital Signage for Bus
- Mobile Trip Planning
- Transit Oriented Development (TOD)/Station Area Planning
- Emergency Preparedness Planning
- Rideshare Program Planning
- Special Services/American Disability Act (ADA) Planning
- Regional Air Quality Initiatives
- Transit Asset Management Plan
- Environmental Sustainability
- Travel Demand and TBEST Modeling

## **B.2 MOBILITY MANAGEMENT**

### **OBJECTIVES:**

To identify opportunities for and increase coordination of transportation services for transportation disadvantaged populations in order to increase efficiency and equity.

To actively engage in outreach to persons who are at a transportation disadvantage including seniors, individuals with disabilities, persons with low income, and veterans, and to those agencies that perform work on their behalf.

To increase coordination between human service transportation providers through technology and policy initiatives in order to maximize the transportation options available to transportation disadvantaged populations.

### **ANTICIPATED PRODUCTS:**

- Sustainable and Local Coordinated Councils (LCCs) in Davis, Salt Lake, Tooele, Utah, and Weber counties to improve outreach and provide guidance on implementing local projects and partnerships
- Completed Local Coordinated Human Service Transportation Plans
- Integration of the updated Local Coordinated Human Services Transportation Plans for Davis, Salt Lake, Tooele, Utah, and Weber counties into the Regional Transportation Plans
- Coordination with Bear River Association of Governments mobility management in Box Elder County
- Ongoing outreach to underrepresented populations
- FTA 5310 Funding Administration
- Completion of Travel Training curriculum/training materials
- Electronic voucher (eVoucher) program phase 2 development.
- Submit 5310 Grant requests
- Work more closely with UDOT through the Utah Urban & Rural Specialized Transit Association (URSTA)
- Legislative fiscal request during the 2023 Utah State Legislative Session

## **C. LONG RANGE PLANNING**

### **C.1 REGIONAL TRANSPORTATION PLAN**

#### **OBJECTIVES:**

To continue to cooperate and coordinate with Utah's three other Metropolitan Planning Organizations (MPOs), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), local governments, and other interested agencies and stakeholders for the update of the Wasatch Choice Vision and the update and development of the WFRC Regional

Transportation Plan: 2023-2050 (2023-2050 RTP), and Utah's Unified Transportation Plan 2023-2050.

To review, discuss, and incorporate all existing and new federal requirements found in national surface transportation authorization legislation, including the Infrastructure Investment and Jobs Act (IIJA).

To further communication and next steps to implement the Wasatch Choice Vision.

To continue to develop and refine WFRC's regional transportation planning process to ensure that the Wasatch Choice Vision is incorporated into the overall 2023-2050 RTP process with local communities, transportation partners, and stakeholders.

To increase active transportation emphasis in the 2023-2050 RTP through improved cost and revenue estimation, funding identification, and facility identification that increases the number of trips taken by biking or walking.

To increase access to transit services by people walking or biking through transportation-partner-coordinated identification of priority first/last mile infrastructure projects.

To continue to refine RTP performance measures, to evaluate individual and system-level improvements throughout the 2023-2050 RTP development process, to set appropriate performance measure targets, and monitor progress towards the Wasatch Choice Vision.

To develop shared approaches to address local and regional disruptive technologies and external uncertainties, such as climate change related uncertainties.

To identify and test policies that affect the transportation system from land use, economic development, travel demand, equity, environmental, and financial perspectives.

To increase and coordinate efforts in planning related to safety for all road users with the most relevant and up to date data and tools, especially as it relates to vulnerable road users such as pedestrians and cyclists.

To coordinate and increase emphasis with transportation partners and key stakeholders for statewide, regional, and local freight issues.

To plan for transportation while understanding the effects of and impacts upon land use, regional development patterns, economic development, and historically underserved and underrepresented communities.

To be responsive to local community and transportation partner requests for amendments to the 2019-2050 RTP.

To continue coordination and communications efforts for Utah's Unified Transportation Plan 2023-2050.

## **ANTICIPATED PRODUCTS:**



- Continued development of the 2023-2050 RTP, including enhanced consideration of the following:
  - Innovative funding and financing strategies
  - Multi-modal project prioritization
  - Policy approaches to complement planned investments
  - Equity and impacts to underserved and underrepresented communities
  - Planning and environmental linkages, including risk and resiliency
  - Safety data and tools
  - Regional and local freight focus
- Assessment of performance and resiliency of preferred scenarios
- Phase the 2023-2050 RTP by need and financially (expected revenue)
- Stakeholder review
- Local Community Workshops review
- Public Comment
- Final Documentation of the process
- Adoption of the final 2023-2050 Plan

## **C.2 GROWTH PLANNING**

### **OBJECTIVES:**

To identify, evaluate, and address issues and concerns associated with growth throughout the Wasatch Front Region.

To encourage greater cooperation and coordination among municipalities, townships, and counties.

To improve integration between transportation, land use and economic development planning / implementation efforts in relation to the WFRC transportation planning / programming process.

To continue to promote awareness of regional and long-term issues and solutions related to the WFRC adopted Regional Goals and the Wasatch Choice Vision.

To identify actions in addition to transportation capacity improvements that improve regional quality of life and meet regional transportation needs.

To identify priority transportation corridors for which corridor preservation activities are needed, participate in UDOT's (Revolving Loan Fund) Corridor Preservation Advisory Council and Local Corridor Preservation Fund processes, and assist local governments with corridor preservation tools and implementation of corridor preservation measures.

To improve the resiliency of the region's economic, environmental and social systems by addressing external forces and uncertainties.

To utilize a performance-based approach to planning, including using performance measures to inform interim decisions.

### **ANTICIPATED PRODUCTS:**

- Refinement of the Wasatch Choice integrated transportation, land use, and economic opportunity regional blueprint.
- Incorporation of community development considerations into the region's transportation planning and programming processes.
- Assistance to local governments in their coordinated planning efforts, including preservation of transportation corridors.
- Identification of local and regional strategies to improve resiliency of outcomes in the face of disruptive technologies, uncertain market dynamics, and environmental uncertainties.
- Incorporation of green infrastructure and critical lands considerations into the Wasatch Choice Vision and the 2023–2050 Regional Transportation Plan.

### **C.3 LOCAL GOVERNMENT PLANNING SUPPORT**

#### **OBJECTIVES:**

To provide support to cities, counties, and other planning agencies as they consider incorporating the Regional Growth Principles and the Wasatch Choice Vision into their plans.

To support local planning efforts that shape development encouraging alternative modes of transportation, producing less travel demand, and furthering the Wasatch Choice Vision Growth Principles.

To support utilization of Wasatch Choice implementation planning tools for local governments, other planning agencies, and the development community by which they can improve growth planning.

To provide assistance to local governments in the areas of general planning and specialized planning studies.

#### **ANTICIPATED PRODUCTS:**

- The Transportation and Land Use Connection, a program developed to support local governments in creating desired and livable communities, and in coordinating their land use plans with existing or planned regional transportation
- Planning assistance and coordination

### **D. SHORT RANGE PLANNING AND PROGRAMMING**

#### **D.1 TRANSPORTATION MANAGEMENT SYSTEMS**

#### **OBJECTIVES:**

To develop, maintain and improve a congestion management process for the Salt Lake-West Valley and Ogden-Layton Urbanized Areas that is integrated with the urban transportation planning process.

To continue partnerships with UDOT, UTA, cities and counties regarding expansion of both transportation demand management and transportation system management programs including Intelligent Transportation Systems (ITS) technologies. Part of this effort will include working with the TravelWise and UTA Rideshare programs.

To incorporate safety into the urban transportation planning process through emphasis at all levels of planning and programming.

#### **ANTICIPATED PRODUCTS:**

- A Congestion Management Process (CMP)
- Annual Report on Highway and Transit Performance
- Promotion of Transportation Demand Management (TDM) and Transportation System Management (TSM) strategies
- Incorporation of UDOT's Pavement and Bridge Management System results in the Transportation Improvement Program (TIP)
- Incorporation of Safety Improvements in the RTP and TIP
- Incorporation of Congestion Management in the RTP and TIP

## **D.2 PLAN REFINEMENT AND SPECIAL STUDIES**

#### **OBJECTIVES:**

To analyze and recommend long-term policies and short to medium range actions for implementation of the Regional Transportation Plan.

To conduct special studies of highway and transit systems as they relate to the Regional Transportation Plan and UTA, UDOT or local plans and projects.

To develop complete street standards and tools so that future road projects more fully consider non-auto modes and plans in their design.

#### **ANTICIPATED PRODUCTS:**

- Active Transportation Master Plan
- FrontRunner Forward
- Future of Light Rail Study
- Station Access Policy
- Transit Oriented Development (TOD) Implementation
- Park & Ride Master Plan Update
- Parking Modernization Phase 2
- Transit Signal Priority (TSP) Implementation
- Autonomous Shuttle Pilot Phase 2
- Bus Network Optimization Program
- Fare Collection Technology Study

- Joint Projects Studies
- Other Planning Studies

### **D.3 TRANSPORTATION IMPROVEMENT PROGRAM**

#### **OBJECTIVES:**

To develop a financially constrained Transportation Improvement Program (TIP) that covers a broad range of transportation improvements and conforms with the State Implementation Plan for air quality (SIP).

To prepare and maintain the urban Surface Transportation Program, the Congestion Mitigation Air Quality Program, Carbon Reduction Program, and the Transportation Alternatives Program for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas.

#### **ANTICIPATED PRODUCTS:**

- An evaluation process that will help coordinate the implementation of the Regional Transportation Plan (RTP) for highways, transit, and active transportation, meet the short range needs of the area, and provide for the maintenance of the existing transportation system
- Surface Transportation Program (STP), Congestion Mitigation/ Air Quality (CMAQ) program, Carbon Reduction Program, and Transportation Alternatives Program (TAP)
- A six-year Transportation Improvement Program containing highway, transit, and other modal projects programmed for the region
- Support for project implementation and completion
- Listings of obligations of federal highway and transit funds for fiscal year 2022

## **E. PROJECT COORDINATION AND SUPPORT**

### **E.1 UDOT ENVIRONMENTAL STUDIES**

#### **OBJECTIVES:**

To accomplish environmental analysis requirements for federal approval of regional high-way facilities.

To provide technical support to environmental studies and ensure that planning work is considered in them. WFRC will also provide general support to these projects through other elements of the UPWP.

#### **ANTICIPATED PRODUCTS:**

- Little Cottonwood Canyon Environmental Impact Statement (EIS)
- I-15 (600 South – Farmington) Environmental Study
- Bangerter Highway Corridor Environmental Studies

- Other Environmental Studies

## **E.2 UTA ENVIRONMENTAL STUDIES**

### **OBJECTIVES:**

To accomplish environmental analysis requirements for federal approval of regional transit facilities.

To provide technical support to environmental studies and ensure that planning work is considered in them. WFRC will also provide general support to these projects through other elements of the UPWP.

### **ANTICIPATED PRODUCTS:**

- Midvalley Connector
- Davis - SLC Community Connector
- Point of the Mountain Transit
- S-Line Extension
- Other Environmental Studies

## **F. TRAVEL DEMAND AND SOCIOECONOMIC FORECASTING**

### **OBJECTIVES:**

To develop and maintain the Wasatch Front Travel Demand Model (WF TDM) and Real Estate Market Model (REMM), along with their associated input data, for regional planning applications. Work will continue toward completion of model development/enhancements for the WF TDM (forthcoming v9.0) and REMM (expected to be v1.2) with completions targeted for December of calendar year 2022.

To support internal and external application of the WF TDM and REMM models for studies and projects throughout the region, including providing training opportunities to transportation agency staff and private sector consultants.

To increase the consistency, transparency, and ease of use of model-related tools. To increase coordination and team building across the model user community.

To continue best practices in model development and application given available resources.

### **ANTICIPATED PRODUCTS:**

- Continued stakeholder engagement in modeling decisions through the existing Interagency Model Policy Committee and Interagency Model Technical Committee
- Updated free flow speed and volume delay functions for WF TDM v9.0
- Updated Mode Choice Model for WF TDM v9.0 including overhaul of transit service handling

- Enhancements for WF TDM v9.0 that improve the model's sensitivity to the built environment, handling of external trips, and non-home-based work trips
- Implementation of peer review panel recommendations (January 2021) for v9.0 and future model development including initial exploration, with transportation agency partners, of development options for an activity-based model
- Continued progress in development and application of the WF Bike Model and methodology for integration with WF TDM v9.0
- Continued implementation of peer review panel recommendations (August 2019) for enhancements to REMM 1.1 model structure, input data, visualization of results, model transparency, and collaboration with other MPO's
- Continued data gathering and editing REMM policy layer to reflect most current city general plans
- Addition of Brigham City, Perry, and Willard area in Box Elder County into REMM's geographic coverage area, pending anticipated 2022 MPO boundary updates
- Data resources developed and maintained to inform REMM's 'pipeline projects' capability for use in the land use model's near term years
- Continued development of automated desktop and web-accessible tools to translate output of the models into formats that better support visual assessment, mapping and calculation of performance measures
- Updated REMM input data models to improve the efficiency of maintaining and updating this information, and to enhance the utility of this information for other analyses
- Within-model-year metrics for REMM that indicate what portion of the model space develops for each year and the characteristics of that new and re-development
- Sensitivity testing to enhance understanding of the REMM model behavior when full capacity levels are reached
- Incremental improvements to the REMM model structure and coefficients
- Technical support for WF TDM, REMM, and other model application and various transportation projects
- Continue collaboration with UDOT, UTA and MPO partners to utilize commercial "big data" origin/destination datasets in support of WF TDM calibration and validation

## **G. TECHNICAL SUPPORT AND SERVICES**

### **G.1 AIR QUALITY ANALYSIS AND COORDINATION**

#### **OBJECTIVES:**

To coordinate transportation plans at the system and project level with the goals, policies, and specific actions of the State Implementation Plan (SIP) for air quality.

To identify and help implement strategies for improving air quality in the region.

#### **ANTICIPATED PRODUCTS:**

- Conformity determination for the TIP, RTP, and any amendments
- Technical support for air quality analysis
- Regular meetings of the Interagency Consultation Team

- Coordination with DAQ, UDOT, UTA, MAG, Cache MPO, EPA, FTA and FHWA regarding air quality issues
- Air quality performance measures and reporting
- Support to DAQ for Ozone SIP Development
- Transportation Control Measures as needed
- CMAQ Performance Plan and Targets

## **G.2 SOCIOECONOMIC AND TRANSPORTATION DATA**

### **OBJECTIVES:**

To develop, verify and maintain socioeconomic estimate and forecast data at the county, place, and Traffic Analysis Zone (TAZ) levels.

To collect detailed input data for the development and enhancement of the regional travel and land use models.

To maintain various other databases that support the Regional Travel Demand Model, the regional Real Estate Market Model (REMM), and studies/plans prepared by WFRC and others, including, but not limited to, existing and historical socioeconomic and transportation data.

To perform analysis to assist regional planning efforts, such as the Wasatch Choice 2050 Vision, the Regional Transportation Plan, and the Transportation Improvement Program.

To coordinate with the US Census Bureau in support of quality decennial and American Community Survey data products that are accessible and utilized within this region.

To collect, process, and analyze highway, transit, and active transportation data.

### **ANTICIPATED PRODUCTS:**

- Traffic Analysis Zone (TAZ) and city-scale socioeconomic estimates to support long range planning
- Analysis of socioeconomic data and forecasts
- Input to short-range programming, long-range planning studies and air quality analyses
- Continually updated REMM land use model base year data set
- Speed data and analysis
- Traffic volume data, including but not limited to, annual statistics, containing adjusted counts from permanent recorders and coverage stations
- Transit ridership, park and ride lot usage, and other transit data

## **G.3 GIS AND DATA MANAGEMENT**

### **OBJECTIVES:**

To serve partners and the community through collecting, using, and presenting spatial data and information in transportation, land use, and economic development planning.

To maintain a reliable, up-to-date inventory of authoritative spatial datasets, reducing internal and external data redundancy.

To empower Geographic Information System (GIS) users to more easily retrieve data and create maps for analysis and decision-making support.

To promote visualization of geographic information using interactive web map applications.

To respond to community needs by delivering timely information resources related to equity, housing, and access to opportunities.



## **ANTICIPATED PRODUCTS:**

- Geospatial datasets, spatial analysis, and maps in support of the Wasatch Choice Vision, Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), Transportation and Land Use Connection (TLC) goals and activities, and preparations for the planned Household Travel Survey.
- GIS map layers and interactive web maps depicting mobility, access to opportunities, and other results from the Wasatch Front travel demand model (WF TDM) and Real Estate Market Model (REMM) land use model.
- Up-to-date input datasets for the WF TDM and REMM models, including continued updates to base year parcels, housing and employment information, and traffic analysis zones and the processes to keep them current.
- Performance metrics derived from GIS and analysis of the WF TDM and REMM in support of the RTP planning process.
- Geospatial datasets, spatial analysis, and maps in support of relevant community issues and needs, such as housing and equity, including continuation of WFRC's Map of the Month for WFRC's newsletter series.
- Authoritative geospatial datasets that are appropriately accessible to both internal and external clients via local and web connections, including derivatives from forthcoming decennial census data and the American Community Survey.
- Technical documentation/metadata for authoritative geospatial datasets.

## **G.4 TECHNICAL SUPPORT TO LOCAL GOVERNMENTS**

### **OBJECTIVES:**

To provide assistance to state and local agencies, as well as the public in developing projects, plans, and programs which are part of or relate to the transportation system.

### **ANTICIPATED PRODUCTS:**

- Assistance and information to local governments and others

## **G.5 TOOELE VALLEY RURAL PLANNING ORGANIZATION**

### **OBJECTIVES:**

To work with local governments, UDOT and UTA to provide a structured transportation planning process for Tooele Valley.

To update the Tooele Valley Regional Long Range Transportation Plan and advance transportation priorities for Tooele Valley.

To provide a public involvement process.

### **ANTICIPATED PRODUCTS:**

- An updated Tooele Valley Regional Long Range Transportation Plan

- Updated priorities for consideration in the Statewide Transportation Improvement Program
- A public involvement process

## **G.6 MORGAN COUNTY RURAL PLANNING ORGANIZATION**

### **OBJECTIVES:**

To work with local governments and UDOT to provide a structured transportation planning process for Morgan County.

To develop a Morgan County Long-Range Transportation Plan and advance transportation priorities for Morgan County.

To provide a public involvement process.

### **ANTICIPATED PRODUCTS:**

- Refinements to the Morgan County Long-Range Transportation Plan
- Updated priorities for consideration in the STIP
- A public involvement process

## **H. PUBLIC INVOLVEMENT**

### **OBJECTIVES:**

To provide early, on-going, and two-way communication with special interest groups, elected and appointed government officials, other government agencies, and the general public regarding Wasatch Front Regional Council (WFRC) projects, plans, studies, and processes.

To provide forums in which this communication takes place, public events, written communication, email campaigns, website pages, social media posts, news media, online interactive maps and/or visualization tools, and other methods are leveraged. To be performed in coordination with the Utah Department of Transportation (UDOT), Mountainland Association of Governments (MAG), Utah Transit Authority (UTA), Envision Utah, Utah League of Cities and Towns (ULCT), and local government staff, to ensure that the public is well informed about the Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), Wasatch Choice Vision, Transportation and Land Use Connection (TLC) program, Wasatch Front Economic Development District (WFEDD), and other plans and programs.

To comply with the public involvement provisions of the Fixing America's Surface Transportation (FAST) Act federal legislation and the requirements of Title VI for inclusionary efforts for the transportation disadvantaged and those with limited English proficiency.

## **ANTICIPATED PRODUCTS:**

- Public events, including:
  - Online, in-person, or hybrid open houses and workshops
  - Wasatch Choice Vision event or similar combined event
  - RTP and TIP processes
  - Project-specific public events, many of which will be held in conjunction with other public agencies, including UDOT, UTA, etc.
- Communications content, in both English and Spanish formats
- Email campaigns
- Redesigned website
- Website pages
- Social media posts
- Fiscal Year (FY) 2023 Public Participation Plan
  - Measures of Effectiveness Report
- Online interactive maps and/or visualization tools; maintenance and use of a stakeholders email distribution list, which currently includes over 3,500 contacts
- General and program-specific brochures and report cards
- Speaking engagements at chambers of commerce, and university and college classes, as well as senior, community, environmental, vulnerable community, minority, and disadvantaged groups, etc.
- Briefings to the news media
- Publication of RTP and TIP public open houses and/or comment periods in local and regional newspaper ads
- Visits with environmental justice, underserved community, and other special interest groups, as well as the natural resource agency to receive input on RTP development
- Presentations to the legislature
- Distribution of the statewide Utah's Unified Transportation Plan
- Documentation of all public involvement efforts

## **I. COMMUNITY DEVELOPMENT**

### **I.1 COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) PROGRAM**

#### **OBJECTIVES:**

To assist in the development of viable urban communities by providing decent housing and a suitable living environment, principally for persons of low and moderate income.

To provide data, planning, technical assistance, management, and other information and services through the Small Cities CDBG Program of the Wasatch Front Region within Morgan, Tooele, and Weber Counties, excluding Ogden City.

#### **ANTICIPATED PRODUCTS:**

##### **Regionwide:**

- Updated regional Annual Action Plan for the Wasatch Front Region
- Updated Rating and Ranking Criteria to comply with local and regional goals and priorities for funding

- Assistance to the Regional Review Committee (RRC) for meetings, consolidated plan information and Rating and Ranking Criteria.
- Assistance to the State CDBG policy committee representative for the region in order to better facilitate representation of local interests with state agencies
- Assistance to the Councils of Governments from Morgan, Tooele and Weber Counties along with other local elected officials in order to familiarize and inform them of program requirements and responsibilities
- Technical assistance to any interested entity to ensure access and participation in the program. Assistance may be provided not only to municipalities, but also non-profit agencies, social service providers, local special service improvement districts, and other organizations
- Coordination between the State, as the program administrator, and each local entity (applicants) to ensure program awareness and compliance
- Assistance to RRC to allocate CDBG funds received through the CARES Act and additional Coronavirus aid packages

#### **Municipality:**

- Assistance to jurisdictions in updating their capital improvement plans that prioritize needs and identify projects to help mitigate the needs
- Promotion of community and public service-related activities such as the Continuum of Care program, the State's Plan to End Chronic Homelessness, and planning for affordable housing

## **I.2 ECONOMIC DEVELOPMENT**

### **OBJECTIVES:**

To continue to administer the Wasatch Front Economic Development District (WFEDD) in order to better support the region and remain eligible for funding from the U.S. Economic Development Administration (EDA).

To annually update the region's Comprehensive Economic Development Strategy (CEDS), a study that brings together public and private sectors to create an economic roadmap that strengthens regional economies.

To integrate economic development plans, programs, and activities with the WFRC including the transportation planning process and Wasatch Choice Vision.

### **ANTICIPATED PRODUCTS:**

- An annual update to the currently adopted 2018-2023 Comprehensive Economic Development Strategy (CEDS)
- Administration of WFEDD one-time EDA Cares Recovery Assistance funding in the form of technical assistance to member communities