

# 2024 LEGISLATIVE SESSION RECAP



WASATCH FRONT REGIONAL COUNCIL

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A SUCCESSFUL SESSION FOR  
MULTIMODAL TRANSPORTATION  
INVESTMENT AND HOUSING

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# APPROPRIATIONS

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# \$1.2+ Billion for Transportation Infrastructure



## Transportation Funding

\$775M 1X and  
\$330M ongoing



## TTIF Commuter Rail

\$45M ongoing to  
TTIF for FrontRunner



## Point of the Mountain Transit Stop

\$50M



## Other Legislatively Directed Projects

\$75M+

# Growth and Planning Appropriations

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## Power District Transportation Study

**\$500K ONE-TIME**

- Develop and evaluate technical options for roadway, transit and trails to support economic development in the area
- WFRC lead study in coordination with UDOT, UTA, Salt Lake City, and public/private sector



## Market Capacity Analysis

**\$250K ONE-TIME**

- Evaluate how and where growth and development will and should unfold
- Aligns market demand with planned growth and infrastructure capacity
- UEOC recommended study
- GOEO lead agency – WFRC Partner



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# LEGISLATION

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# SB208, HTRZ Amendments

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- Enhances and clarifies affordability requirements
  - 9% affordable  12% affordable
  - Affordability maintained throughout life of HTRZ
- Clarifies station eligibility
  - Must be included in UTA and MPO plans
- Adds the promotion of owner-occupied housing
- Adds members to HTRZ Committee
  - Additional school board member
  - Additional House and Senate member
- Enhances the “but for” financial analysis



# SB268, First Home Investment Zone Act

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- NEW Tool to promote city/town **centers** AND owner-occupied single-family homes
  - Inside FHIZ zone: 30 units/acre minimum density, 25% owner occupied, 12% affordable, mixed use
  - Outside FHIZ zone: 6 units/acre minimum density, 100% owner occupied, 20% affordable
  - Units outside FHIZ zone can “count” towards 30/dua
- Projects allowed in area outside of potential HTRZ area
  - Falls under existing SLCo HTRZ caps (11 total HTRZ+FHIZ)
- Proposal submitted and approved by HTRZ committee
- Up to 60% tax increment capture for project and system infrastructure costs





# HB488, Transportation Funding Modifications

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- Provides new funding to the TTIF
  - \$45M ongoing for commuter rail improvements
- Expands local option sales tax uses
  - SLCO uses of the county “5<sup>th</sup> 5<sup>th</sup>” portion now includes public safety, in addition to transportation
  - Expands .30% (2<sup>nd</sup> quarter) uses to public safety in 3<sup>rd</sup>-6<sup>th</sup> class counties
  - Funds 5600 W. Express bus service with a portion of SLCO 5<sup>th</sup> 5<sup>th</sup>
- Provides funding for specific projects from the County of the First Class Highway Projects Fund, and Rail Restricted Account
  - ~\$44M from CFCHPF for projects in SLCO
- Creates the County of the First Class Infrastructure Bank
  - Funds new IB with portion of 5<sup>th</sup> 5<sup>th</sup> if imposed
  - Funds specific projects with repayments to the IB
- Adjusts funding going to the Cottonwood Canyons Transportation Investment Fund



# HB430, Local Transportation Services Amend.

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- Allows a municipality/ies to propose a transit innovation grant pilot
  - Bus routes, shuttle connections, etc.
  - Proposals must show how it would increase ridership and integrate with existing service
- Requires UDOT/Transportation Commission to administer grant program
  - Consult with COGs, MPOs, UTA in developing rules
  - Projects will be ranked, prioritized, and funded
- Transit innovation grants can be funded with:
  - 4<sup>th</sup> Quarter Local Option Sales Tax (requires 10% of .10% in Weber, Davis, SL, Utah counties) (~\$6.5M)
  - 5<sup>th</sup> 5<sup>th</sup> Local Option Sales Tax (\$3M from CFCHPF)
  - Transit Transportation Investment Fund
- Requires UTA to provide report of revenues collected and service utilized by each city



# WFRC 2024 Priority Legislation (Continued)

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- HCR11, Concurrent Resolution Recognizing the Importance of Cross-Issue Growth Impacts (Bolinder): Encourages private, public, and community partners to consider all growth issues when making policy or funding decisions.
- SB179, Transportation Amendments (Harper): Removes TTIF local match requirement for transit project proposed by UDOT.
- HB449, Pedestrian Safety and Facilities Act (Abbott): adds “bicycle facilities” to pedestrian facilities in roadway planning.
- HB335, State Grant Process Amendments (V. Peterson): Creates reporting and process requirements for state granted funds.
- HB367, Local Government Fees Amendments (K. Peterson): Puts procedural requirements around the implementation of a transportation utility fee (*note that this bill did not pass*)



# **Transportation Improvement Program**

**rip**

**TIP**

Transportation Improvement

Program

**Long &**

**6 year Short**

1. Six-Year Program of Highway, Transit and Active Transportation Projects

2. Implements the Long-Range Plans and Meets the Short-Term Needs of the Wasatch Front

**Dynamic Range Plans Program**

3. Periodic Modifications Due to the Dynamic Nature of Project Timing & Funding





**2024-2029**



# 4a - Report on 2024-2029 TIP Board Modification #4

Reviewed and Approved at the  
Trans Com  
February 15, 2024



# 2024-2029 Transportation Improvement Program (TIP) (Amendment Four)

## Board Modification

### Additional Funding

#### Ogden/ Layton Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Davis	Layton	Gentile Street	19627	Gentile Street Safe Routes To School; 3475 West to 3200 West	Roadway widening improvements including constructing missing sidewalk	STP_URB_O/L STP - Urban Area Ogden/ Layton (WFRC)	\$450,800	\$162,550	<b>Additional Funding</b>	\$245,000	2024-2029
						LOCAL_GOVT Local Government Funds		\$12,250		\$31,000	

The Gentile Street Safe Routes to School project will create a uniform cross section of roadway including curb, gutter, and sidewalk. This project will remove the need for students and other pedestrians to walk in the roadway. Project cost increase are primarily due to the increase of building materials and labor, the necessity of temporary construction easements, and right of way needs.

### New Project

#### Salt Lake Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	Trax Station Daybreak	New	Lake Avenue TRAX Station in Daybreak	Install a new stop on the TRAX Red Line in Daybreak	ST_TTIF State Transit Transportation Investment Funds	\$6,000,000	\$0	<b>New Project</b>	\$4,200,000	2024
						LOCAL_GOVT Local Government Funds (Matching Funds)				\$1,800,000	

The scope of the Daybreak TRAX Station is to install a new stop on the TRAX Red Line in Daybreak. The 2020 Census records show the area of Daybreak having an 86% increase in population. Local commercial development has also increased the demand for connections to transit transportation opportunities.



# 4b - 2024-2029 TIP Board Modification

Wasatch Front Regional Council

March 28, 2024

Ben Wuthrich

Wasatch Front Regional Council



## 2024-2029 Transportation Improvement Program (TIP) (Amendment Five)

### Board Modification

#### New Project

##### Salt Lake Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	Big Cottonwood Canyon	21798	Big Cottonwood Canyon; SR-190 at Ft Union	Intersection Modification Including Merge Lane and Dual Left Turns and Bike Lanes	ST_TIF State Transportation Investment Funds - Recreation Hot Spot	\$15,000,000	\$0	<i>New Project</i>	<b>\$15,000,000</b>	2024
Salt Lake	UDOT	Big Cottonwood Canyon	21207	Big and Little Cottonwood Canyons Program	Enhanced Bus, Tolling, Mobility Hub and Bus Stops	ST_TIF State Transportation Investment Funds - Recreation Hot Spot	\$176,800,000	\$191,800,000	<i>Funding Transfer</i>	<b>\$15,000,000</b>	2024

The intersection of SR-190 and Fort Union Boulevard is at the mouth of Big Cottonwood Canyon (BCC). This intersection sees significant traffic congestion and queuing from traffic heading southbound to go eastbound up Big Cottonwood Canyon. This project will widen SR-190 to two lanes eastbound for 1/2 mile up BCC, and will construct intersection modifications which include dual SB left turns and bike lane improvements. The SB left turn movement is the major source of congestion at the mouth of the canyon, and adding another turn lane will improve safety and reliability while reducing congestion. In addition, the bridge structure on the north leg of the intersection will be widened to accommodate the additional turn lane and a northbound bike lane. The canyon improvement funding will come from the Big and Little Cottonwood Canyons program to reduce congestion.

Salt Lake	UDOT	SR-210	21731	SR-210 Barrier Replacement (Little Cottonwood Canyon Road)	Install Concrete Barrier to Replace Missing Guardrail at mile post 8.2 - 8.4	ST_TRANS_SOL (State Transportation Solutions Program)	\$2,000,000	\$0	<i>New Project</i>	<b>\$2,000,000</b>	2024
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The scope of this project is to install a concrete barrier on Little Cottonwood Canyon Road, at milepost 8.2 to milepost 8.4. The existing section of guardrail was taken out during the 2022/2023 winter by an avalanche that crossed the road. The project will install concrete barrier instead of replacing the original guardrail. This will add resiliency to the barrier and extend the useful life.

#### Additional Funding

##### Salt Lake Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	Holladay City Bridge	17440	Holladay City Bridge over the Jordan and Salt Lake Canal	Replace the Bridge	BFP - (Bridge Formula Program)	\$1,800,000	\$997,000	<i>Additional Funding</i>	<b>\$748,000</b>	2024
						LOCAL_GOVT Local Government Funds				<b>\$55,000</b>	

The scope of this project is to replace the bridge carrying 5600 South over the Jordan and Salt Lake Canal in Holladay City (035131D). During design it was determined that there would be impacts to several utilities in the vicinity of the bridge, increasing the overall replacement cost. In addition, coordination with the canal owner and requirements for the canal approval increased the cost of the project. The preliminary assumption was to use a cast in place culvert. In order to accommodate maintenance of traffic and limit the impacts to the traveling public, it was decided to change to a precast box culvert. This project requires an additional local match of \$55,000. Holladay City is in support of increasing the project value and will provide the additional match funding.

# Salt Lake – Big Cottonwood Canyon – Intersection Modification, Merge Lanes, Bike Lanes

## Big Cottonwood Canyon (SR-190) & Fort Union Boulevard

**New  
Project**

Project will widen Canyon Road (SR-190) with 2-lanes eastbound for ½ mile, modify intersection with dual southbound turn lanes and bike lanes

Funding Resources include;  
ST\_TIF State Transportation  
Investment Funds -  
Recreation Hot Spot

New Project  
\$ 15,000,000  
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Total Project Cost  
Estimate \$ 15,000,000

# Salt Lake – Little Cottonwood Canyon – Barrier Replacement Missing/ Damaged Guardrail at milepost 8.2 - 8.4



Available Funding through  
the ST\_TRANS\_SOL  
(State Transportation  
Solutions Program)



New Project  
\$ 2,000,000  
---  
Total Project Cost  
Estimate \$ 2,000,000



**New  
Project**

Scope of this Project will install  
concrete barrier where existing section  
of guardrail was taken out by  
avalanche that crossed the road



# Salt Lake – UDOT – Holladay City Bridge – Bridge Replacement Over the Jordan and Salt Lake Canal



**Additional Funding  
available through the  
Bridge Formula Program  
(BFP) and Local  
Government Funds**

**Additional Funding  
\$ 748,000 (BFP)  
\$ 55,000 (Local Funds)**

**---  
Total Project Cost  
Estimate \$ 1,800,000**

**Additional  
Funding**

**Project will replace the bridge carrying 5600  
South over the Jordan and Salt Lake Canal**

## 2024-2029 Transportation Improvement Program (TIP) (Amendment Five)

### Board Modification

#### Additional Funding

#### Salt Lake Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	I-15	18254	I-15 Bridge Deck Preservation	Repair bridge decks and approach slabs along I-15 from 11400 South to 300 North	ST_BRIDGE (State Construction - Bridge Program)	\$3,750,000	\$2,000,000			2024
						ST_TRANS_SOL (State Transportation Solutions Program)		\$1,000,000			

The scope of this project is to repair bridge decks and approach slabs along I-15 from 11400 South to 300 North in Salt Lake County. The bid was opened on February 1st and with the current project funding, the Department is not able to award the project. The increased costs are due to higher traffic control and mobilization costs than originally estimated. This additional funding will cover the higher bid prices and allow the Department to award the project.

Various	UDOT	I-15	16363	Express Lane Technology Enhancements	Test and Implement an Innovative Tolling Method known as "Tolling As a Service"	ST_TRANS_SOL (State Transportation Solutions Program)	\$6,018,212	\$1,718,212	<b>Additional Funding</b>	<b>\$3,500,000</b>	2024-2029
						Restricted Tollway Fund				<b>\$800,000</b>	

The contracts managing the Express Lanes will end in 2027. Procuring, testing and accepting new systems takes several years to perform. UDOT needs to prepare procurement contracts now so that the new contracts and systems will seamlessly transition in 2027. These funds provide the opportunity to test and implement an innovative tolling method known as “tolling as a service” while preserving the timeline for potential deployment of more traditional tolling. The contract and systems would be set up to account for a multi-tenant system.

Salt Lake	West Valley & Kearns Metro	4700 South	21130	4700 South; 5400 West to 5600 West	Reconstruct the Existing Pavement, Improve Railroad Crossing, and Improve Intersection	HIP_Community (Federal Community Impact Funds)	\$4,285,232	\$2,145,232			2024-2029
						LOCAL_GOV Local Government Funds		\$0			

This a Local Government project with Kearns Metro, via the Greater Salt Lake Municipal Service District and West Valley City. This will be the final segment of roadway reconstruction and widening between 5400 West and 5600 West. The scope of the project is to reconstruct the existing pavement, railroad crossing, and intersection widening. This project will also align east-west traffic movements across the intersection, to accommodate the additional turning lanes that are providing turning storage off of the RR crossing. The project was initially funded with federal community impact funds only, knowing that additional local funds needed to be added to complete the scope of this segment of the project.

# Salt Lake – UDOT – I-15 Bridge Deck Preservation From 11400 South to 300 North

**Additional  
Funding**

This project is to repair bridge decks and approach slabs along I-15 from 11400 South to 300 North in Salt Lake County. Additional Funding necessary due to higher traffic control and mobilization costs

**Additional Funding  
\$ 750,000  
---  
Total Project Cost  
Estimate \$ 3,750,000**

**Additional Funding  
available through the State  
Bridge Program & State  
Transportation Solutions  
Program**



**Traditional Tolling** using physical tags/readers, and license plate cameras requiring overhead gantries, power & fiber.

**Tolling as a Service** utilizes AI cameras with solar & cellular-powered technology mounted on an existing barrier (Infrastructure-Less).

## Traditional Tolling

## Tolling as a Service

### Time Intensive

3-4 years for traditional transponder based systems (includes roadside and back office infrastructure)

### Time Efficient

12-18 months for roadside and back office systems

**Additional Funding**  
**\$ 4,300,000**

**Total Project Cost Estimate \$ 6,018,212**

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**Additional Funding available through the State Transportation Solutions Program & Restricted Tollway Funds**

nce  
Traditional tolling requires extensive physical structures, requires future lifecycle costs of infrastructure

Minim  
TaaS ad  
footprint,

**Additional Funding**

These funds provide the opportunity to test and implement an innovative tolling method known as "tolling as a service" while preserving the timeline for potential deployment of more traditional tolling.

Physical Customer Experience

Digital Customer Experience

ical devices required, instant setup and  
ou-go options

**Salt Lake – Kearns and West Valley City – 4700 South; 5400 West to 5600 West – Reconstruct w/ Minor Widening  
Reconstruct and Widen Existing Roadway Including Bike Lanes and Sidewalk**

**Additional Funds Available from a  
Federal Consolidated Appropriations  
Act, 2023 and Local Government  
Funds**

**Additional Funding  
\$ 2,140,000 Local  
---  
Total Project Cost Estimate  
\$ 4,285,232**

**Additional  
Funding**

**Project will reconstruct and widen for 5-  
lane, bike lanes, and missing sidewalk  
They now have necessary agreements  
with Union Pacific**



# 4d - FY 2023 Obligation Report

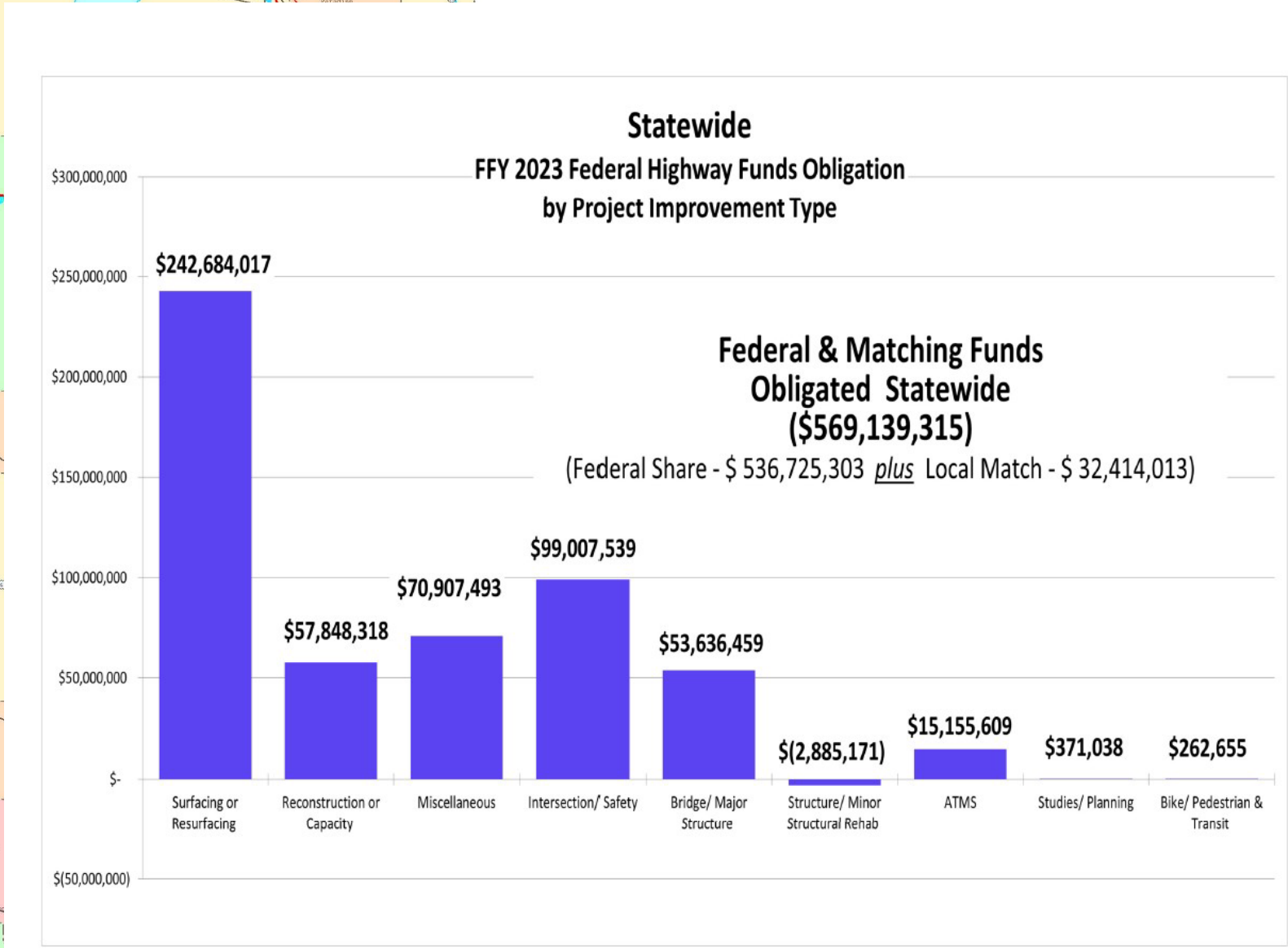
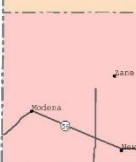
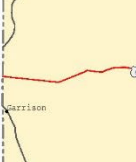
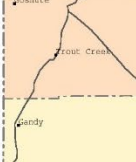
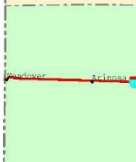
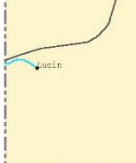
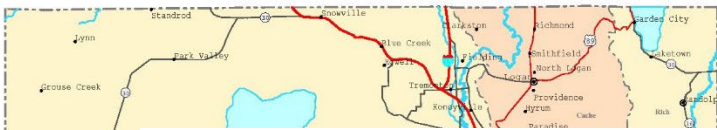
Wasatch Front Regional Council

March 28, 2024

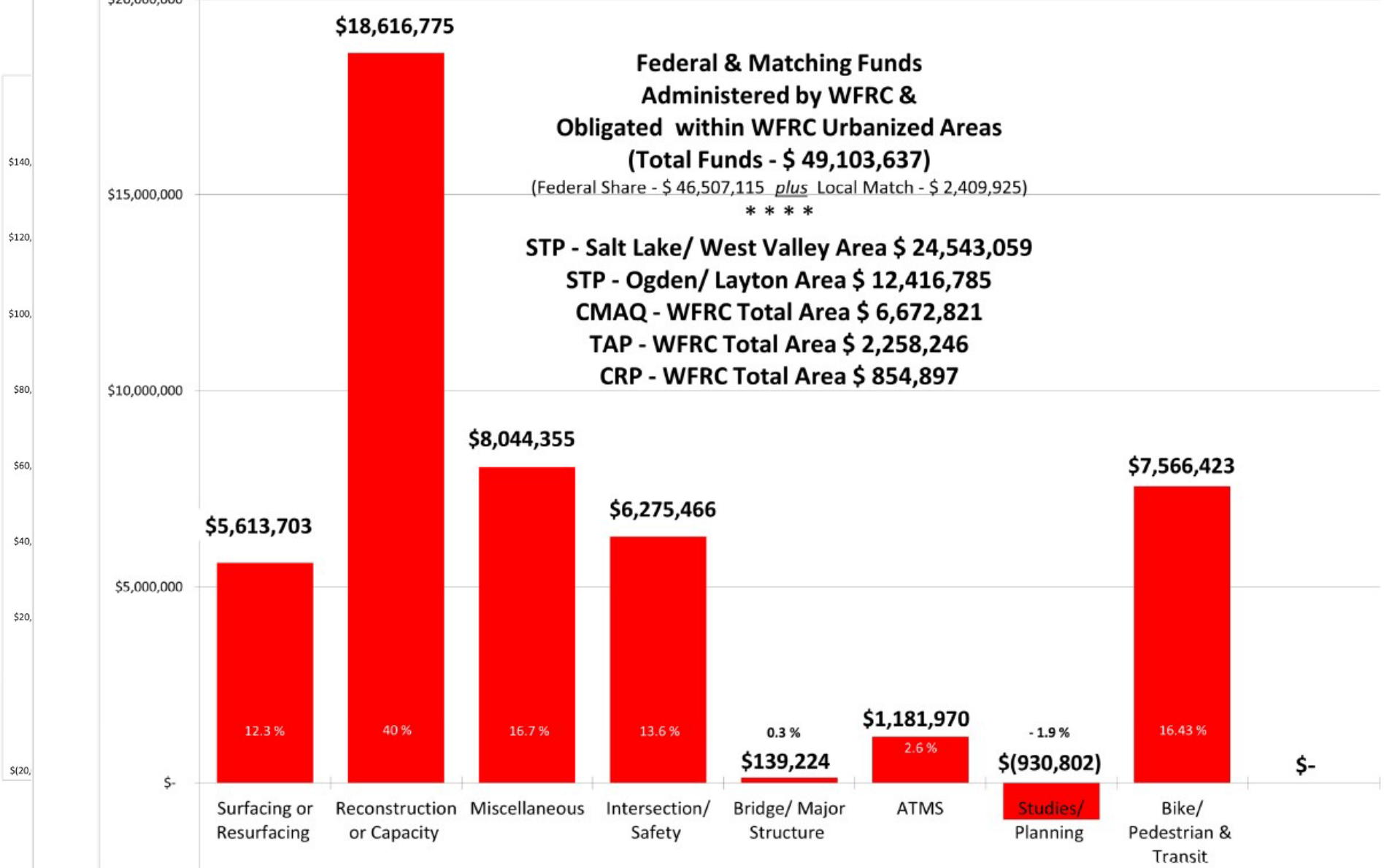
Ben Wuthrich

Wasatch Front Regional Council





**WFRC FFY 2023 STP, CMAQ, TAP, and CRP Funds  
Obligation by Project Improvement Type**



**WFRC Area**

Federal Fiscal Year 2023 Projects  
Obligated/ (De\_Obligated)

Plan Fund Desc.	PIN	PIN Status	Index	Project Location	County	FMIS No.	PROJ_NO	FA	STATE	LOCAL	Total
BRIDGE FORMULA PROG.- MAIN/OFF SYS.	21147	Scoping	Structures Bridge Rehabilitation	Two locally owned bridges (Elwood Town) off of the Federal Aid Highway System (003034F, 6000 W over Malad River) and (003037F, 8800 N over Malad River)	BOX ELDER	F018183	F -R199 (32)	\$50,000	\$0	\$0	\$50,000
	20281	Advertised	Structures Bridge Rehabilitation	Local Non Federal Aid routes (Willow Green Circle and Cobble Canyon Lane), west of SR-210 - Two off-system bridges	SALT LAKE	F017309	F -R299 (45)	\$201,000	\$0	\$0	\$201,000
	20810	Active	Structures Bridge Rehabilitation	Bridge Formula Program, structure 057028D, locally owned off-system bridge (Gramercy Ave over Ogden River)	WEBER	F017862	F -R199 (36)	\$500,000	\$0	\$0	\$500,000
BRIDGE FORMULA PROGRAM - MAIN	17440	Active	Structures Bridge Rehabilitation	Cnty:FA-2122; MP 2.64 - 2.79	SALT LAKE	F014603	F -2122 (2)	\$104,837	\$7,613	\$0	\$112,450
	17371	Active	Structures Bridge Replacement	Cnty:FA-3462; MP 8.80 - 9.06	WEBER	F014537	F -3462 (7)	\$466,150	\$33,850	\$0	\$500,000
	17371	Active	Structures Bridge Replacement	Cnty:FA-3462; MP 8.80 - 9.06	WEBER	F014537	F -3462 (7)	\$186,460	\$13,540	\$0	\$200,000
BRIDGE FORMULA PROGRAM - OFF SYSTEM	21147	Scoping	Structures Bridge Rehabilitation	Two locally owned bridges (Elwood Town) off of the Federal Aid Highway System (003034F, 6000 W over Malad River) and (003037F, 8800 N over Malad River)	BOX ELDER	F018183	F -R199 (32)	\$450,000	\$0	\$0	\$450,000
	20126	Active	Structures Bridge Rehabilitation	4200 S over Jordan Canal - Off System Bridge (035118F)	SALT LAKE	F017148	F -R299 (43)	\$65,000	\$0	\$0	\$65,000
	20126	Active	Structures Bridge Rehabilitation	4200 S over Jordan Canal - Off System Bridge (035118F)	SALT LAKE	F017148	F -R299 (43)	\$45,000	\$0	\$0	\$45,000
	20281	Advertised	Structures Bridge Rehabilitation	Local Non Federal Aid routes (Willow Green Circle and Cobble Canyon Lane), west of SR-210 - Two off-system bridges	SALT LAKE	F017309	F -R299 (45)	\$350,000	\$0	\$0	\$350,000
	20281	Advertised	Structures Bridge Rehabilitation	Local Non Federal Aid routes (Willow Green Circle and Cobble Canyon Lane), west of SR-210 - Two off-system bridges	SALT LAKE	F017309	F -R299 (45)	\$251,000	\$0	\$0	\$251,000
	20281	Advertised	Structures Bridge Rehabilitation	Local Non Federal Aid routes (Willow Green Circle and Cobble Canyon Lane), west of SR-210 - Two off-system bridges	SALT LAKE	F017309	F -R299 (45)	\$149,000	\$0	\$0	\$149,000
	21005	Scoping	Structures Bridge Rehabilitation	Locally owned Off-System bridge as part of the Bridge Formula Program, 200 E over Mill Creek in South Salt Lake City, Non LRS Route	SALT LAKE	F018043	F -LC35 (0)	\$305,000	\$0	\$0	\$305,000
	21005	Scoping	Structures Bridge Rehabilitation	Locally owned Off-System bridge as part of the Bridge Formula Program, 200 E over Mill Creek in South Salt Lake City, Non LRS Route	SALT LAKE	F018043	F -LC35 (0)	\$25,000	\$0	\$0	\$25,000

## UTA FY 2023 ACTIVE GRANTS OVERVIEW

Funds Allocated (awarded and executed) in FFY 2023 (10/01/22 - 09/30/2023)

	Fed. Amt	Local Amt.	Tot. Amt.				
<b>Totals</b>	\$ 260,537,820	\$ 78,617,388	\$ 339,155,208	Improvement Type	<b>Federal Amount</b>	<b>Local Amount</b>	<b>Total Amount</b>
<b>Totals / Project Type</b>	\$ 187,862,764	\$ 60,786,533	\$ 248,649,297	Capital Improvements	72%	77%	73%
	\$ 72,675,056	\$ 17,830,855	\$ 90,505,911	Operation/ Planning & Maintenance (O & M)	28%	23%	27%

### Program Details Listed Below

Grant Number	Fed. Amt	Local Amt.	Tot. Amt.	Brief Description	or Execute	Status	% Comp
<b>FTA Grants</b>							
UT-2017-016-00	\$ 437,819	\$ 101,515	\$ 539,334	FY15-17 5310 Provo/Orem	9/14/2017	Ready to close	100
UT-2018-002-01	\$ 20,000,000	\$ 5,000,000	\$ 25,000,000	FY 16 TIGER UTA First Last Mile Connections Grant	4/9/2018	Active- working on final adjustments, then will close	99
UT-2018-010-02	\$ 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	Ready to close - FTA wanted all grants complete, closing soon	100
UT-2018-011-01	\$ 13,600,000	\$ 3,400,000	\$ 17,000,000	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 - FTA wanted all grants complete, closing soon	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	Ready to close	100
UT-2019-002-00	\$ 488,754	\$ 182,059	\$ 670,813	FY 17-18 5310 O/L Capital, Operations and Admin	4/12/2019	Ready to close	100
UT-2019-003-00	\$ 429,841	\$ 117,518	\$ 547,359	FY 17-18 5310 P/O Capital, Operations and Admin	4/12/2019	Ready to close	100
UT-2020-010-00	\$ 2,360,053	\$ 171,378	\$ 2,531,431	FY 2019 CMAQ/Capital/Locomotive Overhaul - Final funds transferred for this project are going to soon be added in to this grant.	7/20/2020	Active	98
UT-2021-004-00	\$ 224,000	\$ 67,507	\$ 291,507	Suicide Prevention Research and Demonstration Project	5/3/2021	Active	85
UT-2021-006-00	\$ 174,591	-	\$ 174,591	FY20 5310 Formula Provo - Orem - Ops and Mobility Mngmt.	5/13/2021	Ready to close	100

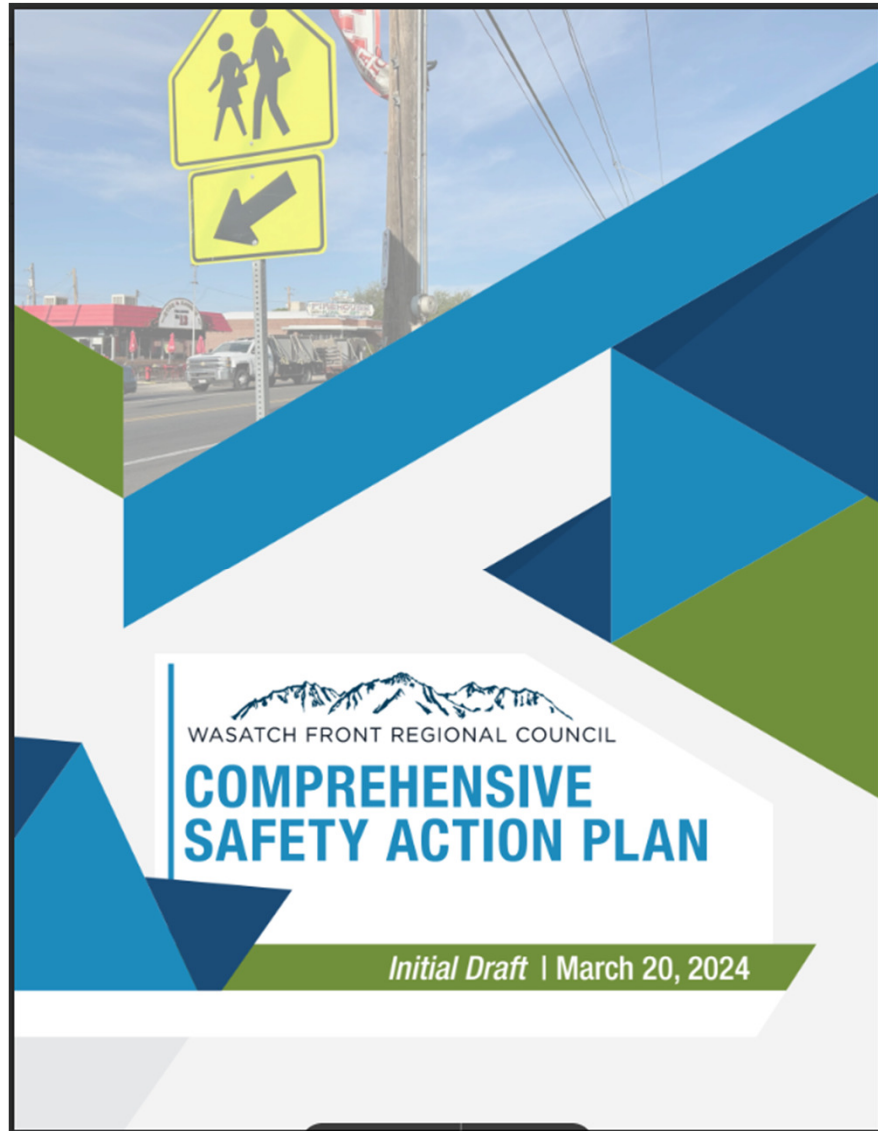




WASATCH FRONT REGIONAL COUNCIL

**Safety Resolution**  
**Comprehensive Safety Action Plan**

by Kip Billings, WFRC  
Council Meeting, March 28, 2024

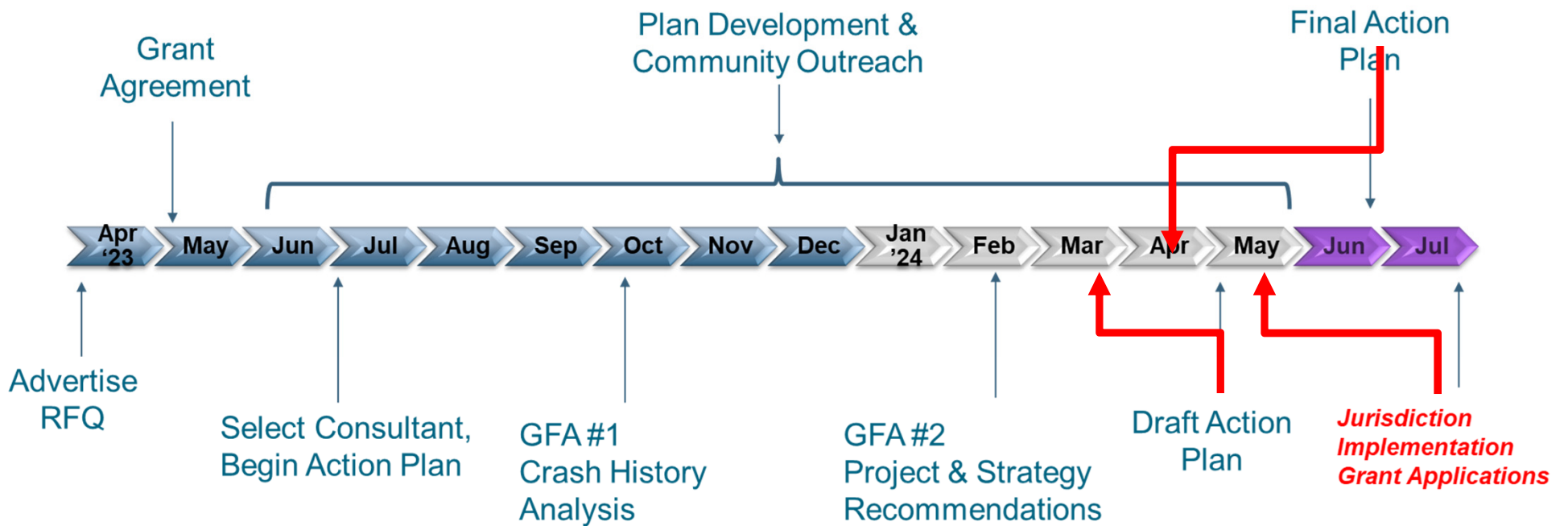


## WFRC Comprehensive Safety Action Plan

*“A plan to provide local governments the means to make strategic roadway safety improvements.”*

CSAP will meet eligibility requirements that allow local jurisdictions to apply for SS4A Implementation Grant program, and serve as a resource for jurisdictions to apply

# WFRC Safety Action Plan Schedule



# Safety Action Plan Elements

June - Sept. 2023	Oct. 2023	Nov. 2023 - Jan 2024	Feb. 2024	May - June 2024	July 2024
<b>Safety Launch</b>	<b>Geographic Focus Area Safety Planning Team Meetings #1</b>	<b>Strategy and Project Selection</b>	<b>Geographic Focus Area Safety Planning Team Meetings #2</b>	<b>Draft and Final CSAP</b>	<b>WFRC Presentations</b>
<b>Safety Analysis</b>				<b>Leadership Commitment</b>	
	<b>SS4A Regional Workshop</b>				
	<b>Safety Commitment Resolution</b>				
<b>Engagement and Collaboration, Committee Meetings</b>					

# The Safe System Approach



## “A new paradigm”

- Shared responsibility
- Proactive



# Example of CSAP Improvements

## Bengal Blvd. @ Brighton High School

Before...



After...



# Safety Commitment Resolution

Wasatch Front Regional Council...

1. ... supports **proactively** utilizing a **“Safe System Approach”** to improve safety for **all roadway users**, rather than relying on a reactive approach to address roadway fatalities or serious injuries, and
2. ... declares that **any roadway fatality or serious injury is unacceptable** and supports reasonable measures to prevent roadway crashes, and
3. ... establishes a goal of **reducing deaths and serious injuries for all roadway users by 50%** by the year 2040, and
4. ... establishes a goal of **reducing roadway fatalities and serious injuries by 2.5% each year** compared to the preceding three-year rolling average, and
5. ... will **measure the progress towards these regional goals** and will provide regional quantitative metrics that are reported annually.



# Transcom Adoption Authorization

- April 18 – Final Comprehensive Safety Action Plan Report
- April 25 – Transcom adoption of CSAP
- May 16 - SS4A implementation grant application deadline

**kip@wfrc.org**

**wfrcsafetyplan.org**

# Fiscal Year 2025 Goals

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

- a. Support communities in their work to (i) update and enhance their general and station area plans; (ii) implement their envisioned Wasatch Choice Vision centers; (iii) integrate local and regional multimodal transportation, housing, land use, economic development, and open space; (iv) satisfy statutory requirements; (v) manage funding and other resource challenges; and (vi) consider community preferences and input.
- b. Provide high-quality regional and local data, tools, analysis, advice, and technical and financial resources.
- c. Facilitate collaboration among local governments, transportation agencies, and other public and private sector stakeholders.

## 2. Effectively administer ongoing plans and programs

- a. Begin development of the 2027-2050 Regional Transportation Plan (RTP) as the transportation element of the Wasatch Choice Vision, focusing on: (i) exploring aspirational opportunities for multimodal transportation choices for state and local roads, transit, and active transportation, balanced with pragmatic consideration of context and costs, and (ii) coordinating transportation with city and town centers, housing options, parks and public spaces, and economic opportunities.
- b. Develop the 2026-2031 Transportation Improvement Program (TIP), compiling prioritized road, transit, and active transportation projects (adopt summer 2025).
- c. Initiate coordination and development of the 2027-2050 Utah's Unified Transportation Plan.
- d. Continue the performance-based approach for WFRC plans and programs, including: (i) monitor and share progress towards the adopted Wasatch Choice Vision goals; (ii) advance the use of "access to opportunities," locally, regionally, and nationally, as a goal and measure for planning and programming; and (iii) promote inclusive engagement in transportation planning processes and equitable access to affordable and reliable transportation options.
- e. 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 (CRP), Transportation Alternatives Program (TAP), Community Development Block Grant (CDBG), Local Administrative Advisor (LAA), Transportation and Land Use Connection Program (TLC), and Station Area Planning Technical Assistance (SAP).
- f. Promote economic opportunity, linked with transportation and land use planning, by implementing the 2023-28 Comprehensive Economic Development Strategy (CEDS).

### 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.

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

- a. Coordinate with local, regional, state, and federal government partners to compete for discretionary grant programs and effectively implement the Infrastructure Investment and Jobs Act (IIJA), prepare for the next transportation authorization act, and advance federal transportation policies and strategies.
- b. Engage in state and local policymaking activities that advance the Wasatch Choice Vision and Utah's Unified Transportation Plan.
- c. Evaluate infrastructure funding and financing strategies at the national, state, regional, and local levels.
- d. Communicate the needs and benefits of investment in Utah's multi-modal transportation system as reflected in Utah's Unified Transportation Plan.
- e. Collaborate with local governments and transportation agencies to implement the comprehensive transportation safety action plan.
- f. Enhance forecasting and modeling of travel demand and land use markets, including (i) incorporating updated information from the 2023 Household Travel Survey; and (ii) improving modeling of transportation mode choices and impact of urban form on travel behavior.
- g. Participate in regionally significant transportation and growth-related projects, studies and other activities.
- h. Improve air quality by assisting communities and partners in their efforts to reduce emissions through transportation choices, development patterns, and technological changes. Work with partners and other stakeholders to address ozone air quality conformity challenges.

### 4. Strive for organizational excellence

- a. Ensure accountability, transparency and communication to WFRC's members and stakeholders.
- b. Use resources prudently and efficiently. Maintain budget stability.
- c. Create and maintain a work environment that maximizes the health, happiness, and productivity of an excellent staff. Provide meaningful, constructive feedback through performance evaluations. Encourage priority professional development opportunities. Update employee compensation and performance evaluation practices as needed to ensure market competitiveness.
- d. Regularly review and ensure utilization of best practices and compliance with applicable laws and regulations.

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## Wasatch Choice Regional Goals

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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

**Draft**  
**Wasatch Front Regional Council FY 2025 Budget**

**Expenditure by Function/Line Item**

Expenditure	June, 2023	May, 2023	October, 2023	YE estimate	March, 2024		
	FY 2023	FY2024	FY 2024	FY 2024	FY 2025		
	Actual	Initial Budget	Final Budget	Estimated	Proposed Budget		
Salaries/Employee Benefits	4,716,801	5,454,053	5,454,053	5,091,022	5,850,833	7%	1
Contractual	4,319,322	4,319,800	11,399,691	6,448,383	4,898,812	13%	2
Audit and Accounting	14,000	20,000	20,000	19,000	20,000	0%	
Dues	28,213	30,000	30,000	30,000	20,000	0%	3
Equipment Maintenance	60,166	65,000	65,000	32,000	37,800	-42%	4
Insurance	15,199	16,500	20,000	14,300	20,000	21%	5
Legal	41,243	20,000	20,000	0	20,000	0%	6
Printing and Publication	0	5,300	5,300	2,000	5,300	0%	7
Rent	447,930	468,667	468,667	468,667	480,530	3%	
Supplies/Software/Subscriptions	180,358	190,538	216,938	210,000	165,150	-13%	8
Telephone/Data	37,025	40,000	40,000	40,000	50,000	25%	9
Travel and Training	161,743	163,377	185,877	165,000	171,500	5%	10
Total Expenditures	10,022,000	10,793,235	17,925,526	12,520,372	11,749,925	9%	
Amounts expected to carry into next FY		33,644	406,892		41,113	22%	
<b>TOTAL</b>	<b>10,022,000</b>	<b>10,826,880</b>	<b>18,332,418</b>	<b>12,520,372</b>	<b>11,791,038</b>	<b>9%</b>	<b>11</b>

**Expenditure by Program**

Program	FY 2023	FY2024	FY 2024	FY 2024	FY 2025		
	Actual	Initial Budget	Final Budget	Estimated	Proposed Budget		
Consolidated Transportation Planning Grant	5,020,393	5,767,437	5,767,437	5,069,010	6,220,827	8%	12
Transportation & Land Use Connection	2,130,996	2,435,721	6,136,081	3,088,227	2,484,778	2%	13
Household Travel Survey	1,243,460	0	496,631	496,631	0	0%	14
Economic Development	204,389	140,000	163,750	163,750	125,000	-11%	15
Statewide CEDS	45,258	0	54,742	54,742	0	0%	15
Local Government - Other	104,618	134,971	409,653	180,918	95,073	-30%	16
Model Development	135,198	147,550	137,500	137,500	150,000	2%	17
Joint Projects	280,770	0	469,067	469,067		0%	18
Legislative Consulting	146,000	146,000	146,000	146,000	156,000	7%	2
CDBG - Tooele	50,000	50,000	50,000	50,000	50,000	0%	29
Mobility Management	1,156	10,000	10,000	1,200	5,000	-50%	28
Tooele Valley RPO	11,045	10,000	18,869	14,000	10,000	0%	19
Morgan County RPO	5,078	10,000	8,327	8,327	9,000	-10%	19
Community Impact Board	2,000	2,000	2,000	2,000	2,000	0%	20
Davis County Local Option Assistance	20,000	10,000	10,000	10,000	10,000	0%	21
Station Area Planning	621,642	1,000,000	3,333,359	1,510,000	1,823,359	82%	22
Safe Streets for All	0	805,200	969,000	969,000	0	-100%	23
Local Administrative Advisor		158,000	150,000	150,000	150,000	-5%	24
Power District Transportation Study					500,000	100%	25
<b>TOTAL EXPENDITURES</b>	<b>10,022,003</b>	<b>10,826,879</b>	<b>18,332,416</b>	<b>12,520,372</b>	<b>11,791,037</b>	<b>9%</b>	<b>11</b>

Source of Funds						
	FY 2023	FY2024	FY 2024	FY 2024	FY 2025	
	Actual	Initial Budget	Final Budget	Estimated	Proposed Budget	
<b>Federal Sources:</b>						
Federal Highway Administration - PL	2,393,574	3,141,111	3,141,111	2,471,685	3,500,907	11% 26
Federal Highway Administration - STP	2,584,975	2,436,258	4,904,464	2,354,532	2,509,346	3% 27
Federal Highway Administration - SS4A	0	775,200	775,200	775,200	0	-100% 23
Federal Transit Administration	880,252	891,435	891,435	891,435	886,435	-1% 28
Dept. of Housing and Urban Development	50,000	50,000	50,000	50,000	50,000	0% 29
Economic Development Administration	147,452	70,000	136,617	136,617	62,500	-11% 15
<b>Total Federal Sources</b>	<b>6,056,253</b>	<b>7,364,004</b>	<b>9,898,827</b>	<b>6,679,469</b>	<b>7,009,188</b>	-4.82%
<b>State Sources:</b>						
Utah GOPB	290,000	290,000	290,000	290,000	290,000	0% 30
GOPB Local Administrative Advisor		158,000	150,000	150,000	150,000	-5% 24
Community Impact Board	2,000	2,000	2,000	2,000	2,000	0% 20
UDOT - TLC	425,512	315,000	605,803	605,803	315,000	0% 31
UDOT - Joint Projects	98,657	0	68,924	68,924	0	0% 18
UDOT - Model Development	97,311	107,712	100,000	100,000	100,000	-7% 17
UDOT - Safe Streets for All	0	30,000	30,000	30,000	0	-100% 23
UDOT - Household Travel Survey	285,903	0	114,188	114,188	0	0% 14
UDOT - Power District Transportation Study					500,000	100% 25
UT/GOEO - Station Area Planning	591,641	1,000,000	3,323,359	1,500,000	1,823,359	82% 22
<b>Total State Sources</b>	<b>1,791,024</b>	<b>1,902,712</b>	<b>4,684,274</b>	<b>2,860,915</b>	<b>3,180,359</b>	67%
<b>Local Sources:</b>						
Dedicated Project Funds	906,205	689,418	2,318,577	1,549,250	661,000	-4% 32
MAG - Joint Projects/Model Development	52,950	0	74,241	74,241	50,000	100% 17
UTA - TLC	240,804	300,000	404,120	404,120	300,000	0% 31
UTA - Joint Projects	114,644	0	363,401	363,401	0	0% 18
UTA - Transit Sales Tax	259,152	219,774	238,005	238,005	220,359	0% 33
Local Contribution	350,971	350,971	350,971	350,971	370,132	5% 34
Donation (Intermountain Healthcare)	250,000	0	0	0	0	0% 35
<b>Total Local Sources</b>	<b>2,174,726</b>	<b>1,560,163</b>	<b>3,749,315</b>	<b>2,979,988</b>	<b>1,601,491</b>	3%
<b>TOTAL SOURCES</b>	<b>10,022,003</b>	<b>10,826,878</b>	<b>18,332,416</b>	<b>12,520,372</b>	<b>11,791,038</b>	9% 11
<b>Local Contributions</b>						
	FY 2023	FY2024	FY 2024	FY 2024	FY 2025	
County	Actual	Initial Budget	Final Budget	Estimated	Proposed Budget	
Box Elder, 1 voting member	13,755	14,423	14,423	14,423	15,210	5.46% 34
Davis, 4 voting members	73,361	76,926	76,926	76,926	81,126	5.46% 34
Morgan, 1 voting member	13,755	14,423	14,423	14,423	15,210	5.46% 34
Salt Lake, 8 voting members	146,719	153,850	153,850	153,850	162,250	5.46% 34
Tooele, 1 voting member	13,755	14,423	14,423	14,423	15,210	5.46% 34
Weber, 4 voting members	73,361	76,926	76,926	76,926	81,126	5.46% 34
<b>TOTAL</b>	<b>334,706</b>	<b>350,971</b>	<b>350,971</b>	<b>350,971</b>	<b>370,132</b>	5.46% 34

# 2024 CDBG Awarded Projects

Entity	Project	CDBG Award Amount
Wendover	Waterline Replacement	\$300,000
Washington Terrace	Rohmer Park Improvements	\$248,998
Marriott-Slaterville	Sewer/Water Installation	\$400,000
Tooele County	SwitchPoint Vehicle Purchase	\$60,000