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Bret Millburn
Chairman
Commissioner, Davis County

Tom Dolan
Vice-Chairman
Mayor, Sandy

Len Arave
Mayor, North Salt Lake

Ralph Becker
Mayor, Salt Lake City

Mike Caldwell
Mayor, Ogden

Kelvyn Cullimore
Mayor, Cottonwood Heights

Kerry Gibson
Commissioner, Weber County

Richard Harris
Mayor, North Ogden

Steve Hiatt
Mayor, Kaysville

Michael H. Jensen
Councilman, Salt Lake County

Tina Kelley
Councilmember, Morgan County

Brent Marshall
Mayor, Grantsville

Ben McAdams
Mayor, Salt Lake County

John Petroff, Jr.
Commissioner, Davis County

JoAnn B. Seghini
Mayor, Midvale

Darrell H. Smith
Mayor, Draper

Mike Winder
Mayor, West Valley City

Jan Zogmaister
Commissioner, Weber County

Senator Stuart Adams
Utah State Senate

Representative Brad Dee
Utah House of Representatives

Louenda Downs
Utah Association of Counties

Carlton Christensen
Utah League of Cities & Towns

Carlos Braceras
Utah Department of Transportation

Michael Allegra
Utah Transit Authority

Robert Grow
Envision Utah

Andrew Gruber
Executive Director



WASATCH FRONT REGIONAL COUNCIL Meeting of May 23, 2013

AGENDA

There will be a meeting of the Wasatch Front Regional Council on **Thursday, May 23, 2013 at 2:00 p.m. at the WFRC offices at 295 North Jimmy Doolittle Road, Salt Lake City, Utah.** The agenda for the meeting will be as follows:

1. **Consent Agenda** (Commissioner Millburn – 5 minutes)
 - a. ACTION: Minutes of the WFRC meeting March 28, 2013
 - b. ACTION: Financial Statements and Check Registers for March and April 2013
2. **Chairman's Report** (Commissioner Millburn – 10 minutes)
 - a. Information: Service Award – Renae Bodily (15 years)
 - b. ACTION: Approve WFRC Planning Area Boundary
3. **Public Comment**
4. **Budget Committee** (Councilman Jensen – 10 minutes)
 - a. ACTION: FY 2013-2014 Budget and Unified Planning Work Program Amendment
 - b. ACTION: Adjust Salary Ranges Based on Results of Salary Survey
5. **Regional Growth Committee (RGC)** (Commissioner Zogmaister – 25 minutes)
 - a. Information: 2015-2040 Regional Transportation Plan, Scenarios Development and Review
 - b. Information: Wasatch Choice for 2040 Update and Discussion of Potential Regional Planning Assistance Program
6. **Transportation Committee (Trans Com)** (Mayor Smith – 20 minutes)
 - a. Information: Board Modifications to the 2013-2018 TIP approved by Trans Com
 - b. ACTION: Approve Board Modifications to the 2013-2018 TIP
 - c. ACTION: Approve STP / CMAQ / TAP Projects for 2014-2019 TIP
7. **Air Quality Committee (AQC)** (Mayor Seghini – 5 minutes)
 - a. Information: TravelWise Local Government Resource Kit
8. **Active Transportation Committee (ATC) Report** (Commissioner Downs – 5 minutes)
9. **Executive Director's Report** (Andrew Gruber – 5 minutes)
10. **Other Business**

Next meetings:

- Wasatch Choice for 2040 Consortium – May 29, 2013 from 2:00–5:00 p.m. at the Salt Palace.
- TravelWise Local Government Air Quality Academy – June 18, 2013 from 9:00-11:30 at the Salt Lake City Library, 210 East 400 South, Salt Lake City.
- WFRC - August 22, 2013 at 2:00 p.m.



MINUTES

Wasatch Front Regional Council Meeting of March 28, 2013

Commissioner Bret Millburn, Vice Chairman, called the meeting of the Wasatch Front Regional Council to order at 2:05 p.m. in the Regional Council offices at 295 North Jimmy Doolittle Road, Salt Lake City, Utah.

Members Present

Carlton Christensen	Councilman SLC / Utah League of Cities & Towns
Kelvyn Cullimore	Mayor, Cottonwood Heights
Tom Dolan	Mayor, Sand City
Louenda Downs	Commissioner / Utah Association of Counties
Robert Grow	Envision Utah
Steve Hiatt	Mayor, Kaysville City
Michael Jensen	Councilman, Salt Lake County
Tina Kelley	Councilmember, Morgan County
Brent Marshall	Mayor, Grantsville City
Ben McAdams	Mayor, Salt Lake County
Bret Millburn	Commissioner, Davis County
Cory Pope (for Carlos Braceras)	Utah Department of Transportation
John Petroff	Commissioner, Davis County
JoAnn Seghini	Mayor, Midvale City
Matt Sibul (for Michael Allegra)	Utah Transit Authority
Darrell Smith	Mayor, Draper City
Jan Zogmaister	Commissioner, Weber County

Alternate Members Present

Scott Osborne	Mayor, South Jordan City
Jerry Rechtenbach	Mayor, Taylorsville City

Others Present

Roger Borgenicht	Future Moves
Jason Davis	UDOT Region II
Russell Fox	Draper City
Patti Garver	Utah Transit Authority
John Hiskey	Sandy City
Dana Holmes	Stanley Consultants
Chad Mullins	SL Co. Bicycle Advisory Committee
Ron Phillips	Phillips Associates, Inc.
Matt Rifkin	InterPlan
John Taylor	Taylorsville City
Gary Whatcott	South Jordan City
Loveit Baumgardner	WFRC Staff
Wayne Bennion	WFRC Staff
Andrew Gruber	WFRC Staff

Ned Hacker	WFRC Staff
Val John Halford	WFRC Staff
Doug Hattery	WFRC Staff
Pam Jorgensen	WFRC Staff
Sam Klemm	WFRC Staff
Ted Knowlton	WFRC Staff
Greg Scott	WFRC Staff
Ben Wuthrich	WFRC Staff

Mayor Len Arave, Mayor Ralph Becker, Mayor Mike Caldwell, and Mayor Richard Harris were excused from the meeting.

Welcome

Commissioner Millburn welcomed Council members and guest and introductions were made.

Consent Agenda

ACTION—Councilman Michael Jensen moved to approve the minutes of the WFRC meeting held January 24, 2013 and the Financial Statements and Check Registers for January and February 2013. The motion was seconded by Mayor Brent Marshall and passed unanimously.

Chairman's Report

Recognition of John Njord: Commissioner Bret Millburn recognized John Njord, who is retiring as Executive Director of the Utah Department of Transportation. Commissioner Millburn presented Mr. Njord with a *Resolution of the Wasatch Front Regional Council Honoring John Njord* and thanked him for his many years of service to the State of Utah.

Information—Legislative Recap:

Senator Stuart Adams reported on the following legislative issues:

- There was significant discussion leading up to and during the session about the possibility of indexing the State gas tax or authorizing a local option gas tax; however, neither issue was considered.
- HB 377 sponsored by Representative Brad Dee and Senator Stuart Adams authorizes the use of UDOT bond proceeds for transportation projects and directs the use of a portion of those funds for specific local projects. Passed and enrolled.
- A bill to create a transportation funding task force was not passed but legislative leaders said that the Transportation Interim Committee will focus on long-term funding issues.
- SB 275 sponsored by Senator Stuart Adams – This bill will permit rate increases to fund natural gas infrastructure. Passed.

Andrew Gruber noted that he sent out to Council Members a comprehensive list of all the bills WFRC was tracking during the session and their final positions. He briefly noted that there were several pieces of legislation regarding biking and promoting bike safety. Mr. Gruber thanked all members of the WFRC Executive Committee, as well as several other WFRC members, who met every Thursday morning during the Legislative session.

Information—Service Award: Andrew Gruber recognized Greg Scott, Transportation Planner, and presented him with a certificate for his 20 years of dedicated service.

Public Comment

There were no public comments

Budget Committee

ACTION—FY 2013 Budget Amendment: Councilman Michael Jensen, reported that it is common for the WFRC to amend its budget from time to time to include additions or subtractions in funding and the associated changes in expenditures. Councilman Jensen said that this is a technical budget amendment and includes the following:

- Funding for the United We Ride Project is reduced by \$5,237. The amount represents funds that were awarded in previous fiscal years but were unspent at the end of FY 2012. The work for this project has been completed and the Utah Department of Transportation has closed the grant.
- Funding for the Corridor Preservation Project is increased by \$15,000. WFRC has received this amount from UDOT as a result of a request made by the Salt Lake County Council of Governments for ongoing administrative staff support for this work.
- Funding for the HUD Sustainable Communities Project is increased by \$50,000, reflecting an increase in funding for the WFRC from the U.S. Department of Housing and Urban Development grant. This amount represents funds to augment the work on the Wasatch Choice for 2040 Toolbox.

Councilman Michael Jensen moved to amend the FY2013 Budget Amendments as presented. The motion was seconded by Mayor Brent Marshall and passed unanimously.

Regional Growth Committee

Information—Wasatch Choice for 2040 Update: Ted Knowlton, WFRC, said that the Wasatch Choice for 2040 is our region's voluntary vision for how transportation development patterns and open space might be coordinated with each other over the coming decades to ensure that we have a good quality of life and a strong economy.

Mr. Knowlton reported that the WFRC is working in partnership with Utah Department of Transportation, Utah Transit Authority, Mountainland Association of Governments, University of Utah, Envision Utah, Utah Chapter of the American Planning Association, and others to develop a suite of tools and resources to assist local governments in their planning efforts for the future of their communities. The suite of tools includes: Envision Tomorrow Plus (ET+), a Housing Plan, a model Form Based Code ordinance, Implementing Centers Strategies, and the Illustrative Planning Process. Mr. Knowlton said that WFRC is working with the partners to assemble and make readily available a wide-ranging suite of data. The goal is to enable a user, a planner or developer, to visit one website to get all of the data they might want for most kinds of local planning efforts.

Mr. Knowlton provided details for the upcoming Wasatch Choice for 2040 Spring Consortium Meeting scheduled for Wednesday, May 29 from 2:00 to 5:00 p.m. at the Salt Palace Convention Center. Two nationally renowned speakers are scheduled to speak: Charles Marohn, author of *Thoughts on Building Strong Towns*, and Jeff Speck, whose new publication is *Walkable City: How Downtown Can Save America One Step at a Time*. A Save the Date flier was distributed to those in attendance and all were encouraged to plan to attend the meeting.

Mr. Knowlton also noted that the Congress for New Urbanism will be holding their annual conference from May 30 through June 1 in Salt Lake City.

Information—RTP / Unified Plan: Val John Halford, WFRC, reported that every four years the Wasatch Front Regional Council is required to develop a Regional Transportation Plan. The WFRC Regional Transportation Plan is folded into the Utah Unified Plan which is a compilation of plans from the four Metropolitan Planning Organizations (MPO) for urbanized areas and Utah Department of Transportation for rural areas.

Mr. Halford said that as part of the 2015-2040 Regional Transportation Plan process, the WFRC staff is developing a series of land use and transportation scenarios representing a 2040 year horizon. The 2040 Vision incorporates both land use assumptions and transportation networks that work together for a more sustainable future. Scenario development and testing allows the WFRC and others to view and test possible responses to regional growth. Exploring alternative solutions helps planners, elected officials, and the general public make better decisions.

Mr. Halford briefly discussed each of the four scenarios: 1) An alternative that has a lower growth in centers development patterns; 2) A "vision" alternative based on the adopted Wasatch Choice 2040 Vision; 3) Wasatch Choice 2040 Vision with some growth focused in centers and communities; and, 4) Wasatch Choice 2040 Vision with even more growth allocated to centers and communities. Mr. Halford said that review of the four regional land use and transportation scenarios will take place this summer (June and July) in small area meetings. Those invited will be city and county mayors and commissioners, city administrators, city planners and engineers. The information gathered from this outreach effort will further refine the scenarios and ultimately define the preferred scenario which will be used as a basis for the 2015 Plan.

Andrew Gruber said that the release of the final scenarios to the public will not take place until they are reviewed and approved by the Regional Growth Committee and the Regional Council in the May meetings.

Councilman Carlton Christensen commented that in gathering population information and demographic data for modeling purposes that the school districts may be a very good source of information.

ACTION—Taylorsville-Murray Transit Study Locally Preferred Alternative: Ned Hacker, WFRC, said that there has been high capacity transit connecting Taylorsville and Murray on the WFRC Regional Transportation Plan since 2001. In 2007 feasibility studies for this project began. UTA has now completed an environmental study report for the project. The Taylorsville City Council and the Murray City Council have already adopted the Locally Preferred Alternative by resolution. Mr. Hacker also noted that UTA procedure for non-federally funded projects requires the Metropolitan Planning Organization's approval and the UTA Board of Trustees' approval of the Locally Preferred Alternative prior to publication of the Draft Environmental Study Report for public review and comment.

Patti Garver, UTA Project Manager, reported that the Taylorsville-Murray Locally Preferred Alternative proposed project consists of a 4.4 mile bus rapid transit line with eight stations and 1.5 miles of dedicated bus lanes, connecting the Murray Central TRAX and FrontRunner stations in Murray City and the Salt Lake Community College in Taylorsville City. In addition to connecting the two cities, the project would improve access to several large employers along the route as well as several large areas that the cities of Taylorsville and Murray have identified as redevelopment priorities. The project cost is approximately \$33 million and includes six

buses.

Commissioner Jan Zogmaister moved to approve the Taylorsville-Murray Transit Study Locally Preferred Alternative as presented. Commissioner John Petroff seconded the motion and the motion passed unanimously.

Transportation Committee (Trans Com)

Information—Board Modifications to the 2013-2018 TIP approved by Trans Com: Ben Wuthrich, reported that the WFRC received a request to modify the 2013-2018 Transportation Improvement Program. He said that since the Regional Council was not meeting, Trans Com, by delegated authority, reviewed the request in their February meeting and approved the Resolution and included projects. Mr. Wuthrich reviewed the modifications in Amendment Four as information for the Council members and noted that a copy of the Resolution was included in member packets. A copy of the Resolution is available in the Council offices.

ACTION—Approve Board Modifications 2013-2018 Transportation Improvement Program: Ben Wuthrich, reported that WFRC had received requests to modify the current 2013-2018 Transportation Improvement Program (TIP). He said it is important to note that the projects included in this proposed amendment are either included in Phase 1 of the Regional Transportation Plan or are not regionally significant, or are exempt projects that do not need to be reviewed for conformity and consistency with the State Implementation Plan according to the federal law and therefore do not require a 30-day public comment period. Mr. Wuthrich reviewed the modifications and noted that a copy of the revised 2013-2018 TIP Amendment Five was included in member packets.

Mayor Darrell Smith moved to approve the Resolution to modify the 2013-2018 Transportation Improvement Program as requested. The motion was seconded by Councilman Michael Jensen and passed unanimously. A copy of the Resolution is available in the Council offices.

Air Quality Committee Report

Mayor JoAnn Seghini, Chair of the WFRC Air Quality Committee, reported the UDOT TravelWise program received some CMAQ funds to help reduce congestion and to provide information to the public in regard to transportation and reducing emissions. She also noted that the TravelWise Resource Kit, although not yet finalized, will be made available to communities very soon. The Resource Kit encourages ridesharing, teleworking, flexible work hours and use of public transit. She also noted that there will be a TravelWise Academy available to help educate the public regarding ways they can improve air quality. Mayor Seghini also said that the State is not currently able to meet the PM2.5 standard but that the Air Quality Committee and all of us should continue working in all areas to educate our communities to be more thoughtful in the way we drive – to include such things as trip chaining, reduce idling, etc. She said there are many things each of us can do that would contribute to improved air quality.

Some of the comments during the discussion on ways to improve air quality included but not limited to:

- Education and training in communities
- Parents encouraging children to walk to school rather than driving them the two or three blocks.
- Train city employees first on ways to change their travel behavior.
- State and local elected officials setting the example.
- Incentivize carpooling and transit ridership at the local government level.

Mr. Gruber commented that the TravelWise Academy had not yet been scheduled because the resource kit is not finalized. However, the idea would be that two Academy's would be held – one focused for the Weber and Davis Counties and one for the Salt Lake County. You and your staff would be invited to participate and receive the Resource Kit and staff would share information so that you can then work within your city with your own employees and then potentially with your constituents. More information about the Resource Kit as well as the TravelWise Academy will be provided as it becomes available.

Mr. Gruber also said that the idea of the Resource Kit is to arm all of our members around the region with the information needed to know what the strategies are and how they can implement them. He said we want to give people the tools at the local level to put some of these programs into place.

Active Transportation Committee

ACTION—Approve Complete Streets Vision-Mission-Principles: Commissioner Louenda Downs, said that Complete Streets has been a topic of discussion for several years. WFRC originally researched and analyzed the concept in 2010 followed by the development of several small groups to continue the discussion. In March of 2011 a regional seminar highlighting Complete Streets was hosted by Salt Lake County to inform elected officials, agencies, city staff and special interest groups on how the Complete Streets approach could help achieve multiple community goals and how to better balance transportation projects to ensure streets are safe and inviting for everyone. She noted that the Complete Streets staff has reported to both the Active Transportation Committee and the Regional Growth Committee on the Vision – Mission and Principles and received their approval to move forward.

Greg Scott, WFRC, reported that the Complete Streets Vision-Mission-Principles is a framework by which all Complete Streets efforts will be focused. He said that Complete Streets are not a mandate to accommodate everyone everywhere but rather for each jurisdiction to weigh the tradeoffs and determine how to design specific transportation facilities for what is feasible and desired. He noted that much has been accomplished in regards to Complete Streets through the Wasatch Choice for 2040 efforts. The Regional Council adopted the 2040 Vision and Growth Principles of which Complete Streets are an essential element.

Mr. Scott discussed the Complete Streets Vision – Mission – Principles document that was included in Council member packets. Commissioner Jan Zogmaister commented that the Regional Growth Committee had opportunities to review the document and make recommendations and that the recommendations have been added into the document. Mr. Gruber noted that UDOT, UTA and local communities had also approved the document.

Mayor Seghini suggested that WFRC staff or others present the Complete Streets information to individual city councils so that the information and direction may be considered as local road improvements are being considered. Mr. Scott indicated that it is staff objective to have connections with local governments.

Mayor Steve Hiatt moved to adopt the Complete Streets Vision, Mission and Principles as presented. The motion was seconded by Mayor Ben McAdams and was passed unanimously.

Executive Director's Report

Andrew Gruber briefly reported the following two items:

- The exciting news of the UTA opening of the Airport TRAX line on Saturday, April 13 at 2:00 p.m. Matt Sibul, UTA, noted that details would be available soon and that everyone would receive an invitation to attend.
- The Utah Foundation released a new study called "Fueling our Future" which is an analysis of possible revenue and funding options for transportation to fund the Unified Transportation Plan. The information was e-mailed to Council members with a link to the report. The report will be a good resource for policy makers to look at the options as we move forward into the future.

Other Business

The next Council meeting will be held on **May 23, 2013 at 2:00 p.m.**

With no further business, the meeting was adjourned at 3:50 p.m.

Balance Sheet
As of 03-31-13

ASSETS

Cash	\$ 632,725.29		
		\$	632,725.29
Accounts Receivable	940,934.20		
		\$	940,934.20
Prepaid Expense	8,222.91		
		\$	8,222.91
		\$	0.00
		\$	1,581,882.40
			=====

LIABILITIES & FUND BALANCE

Accounts Payable	157,194.62		
Other Liabilities	3,667.70		
Accrued Payroll & Taxes	123.66		
Accrued Vacation/Sick Leave	254,762.05		
Deferred Revenue	1,890.00		
		\$	417,638.03
Total Liabilities			
State and Local	540,678.82		
General Fund - Reserved	94,747.09		
General Fund	228,818.46		
Special Projects Fund	300,000.00		
		\$	1,164,244.37
Total Fund Balances			
		\$	1,581,882.40
			=====

Check Register
(A) WELLS FARGO BANK
03-31-13

Check#	Date	Vendor	Amount
8889	03-05-13	ALL001 ALLIED WASTE SERVICES #864	121.43
8890	03-05-13	BIK001 BIKE UTAH	250.00
8891	03-05-13	CRE001 CREATE A SCAPE	1000.00
8892	03-05-13	FEH001 FEHR & PEERS	15007.74
8893	03-05-13	ICM001 ICMA RETIREMENT TRUST	8490.00
8894	03-05-13	JIV001 JIVE COMMUNICATIONS	510.97
8895	03-05-13	OGD001 OGDEN PUBLISHING CORPORATI	136.41
8896	03-05-13	PEH001 PEHP FLEX BENEFITS	1969.78
8897	03-05-13	PSI001 P.S. I LOVE YOU, INC	600.00
8898	03-05-13	RRJ001 RRJ CONSULTING, LLC	12000.00
8899	03-05-13	SYN001 SYNTHICITY	6813.65
8900	03-05-13	TYC002 TYCO SIMPLEX GRINNELL	145.00
8901	03-05-13	UTA003 UTAH LOCAL GOVERNMENT TRUS	656.30
8902	03-07-13	ICM001 ICMA RETIREMENT TRUST	18048.75
8903	03-07-13	PUB001 PUBLIC EMPLOYEES HEALTH PR	30629.15
8904	03-21-13	CAP002 CAPITOL DINING SERVICES	224.98
8905	03-21-13	CIP001 CIPHER TECHNOLOGIES LLC	6593.63
8906	03-21-13	CIT001 CITILABS, INC.	4117.50
8907	03-21-13	ENT001 THE ENTERPRISE	65.00
8908	03-21-13	ICM001 ICMA RETIREMENT TRUST	1463.67
8909	03-21-13	INT001 INTEGRA TELECOM	1959.35
8910	03-21-13	MOR001 MORGAN COUNTY NEWS	54.00
8911	03-21-13	OFF002 OFFICE DEPOT	267.48
8912	03-21-13	PET001 ELOISE THOMSON	166.88
8913	03-21-13	PIT001 PITNEY BOWES GLOBAL FINANC	229.50
8914	03-21-13	PUR001 PURE WATER SOLUTIONS	53.95
8915	03-21-13	RES001 RESOURCE SYSTEMS GROUP, IN	17472.31
8916	03-21-13	ROC001 ROCKY MOUNTAIN POWER	917.10
8917	03-21-13	SAL001 SLC CORPORATION - PUBLIC U	90.79
8918	03-21-13	SHA002 SHAMROCK PLUMBING	93.00
8919	03-21-13	STA002 STAPLES ADVANTAGE DEPT DAL	413.48
8920	03-21-13	TOO001 TOOELE TRANSCRIPT-BULLETIN	36.50
8921	03-21-13	UNU001 UNUM LIFE INSURANCE CO	1685.21
8922	03-21-13	UTA003 UTAH LOCAL GOVERNMENT TRUS	329.60
8923	03-21-13	UTA007 UTAH TRANSIT AUTHORITY	74.25
8924	03-21-13	UTA019 UTAH DIV OF PURCHASING AND	2231.70
8925	03-21-13	ICM001 ICMA RETIREMENT TRUST	337.30

Total Of Register

135256.36
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Licensed User: ACCOUNTING DEPARTMENT

Balance Sheet
As of 04-30-13

ASSETS

Cash	\$ 775,538.12		
Accounts Receivable	786,470.16	\$	775,538.12
Prepaid Expense	7,556.28	\$	786,470.16
		\$	7,556.28
		\$	0.00
		\$	1,569,564.56
			=====

LIABILITIES & FUND BALANCE

Accounts Payable	114,397.61		
Other Liabilities	3,612.79		
Accrued Payroll & Taxes	0.22		
Accrued Vacation/Sick Leave	261,078.96		
Deferred Revenue	1,890.00		
Total Liabilities		\$	380,979.58
State and Local	557,217.71		
General Fund - Reserved	94,747.09		
General Fund	236,620.18		
Special Projects Fund	300,000.00		
Total Fund Balances		\$	1,188,584.98
		\$	1,569,564.56
			=====

Check Register
(A) WELLS FARGO BANK
04-30-13

Check#	Date	Vendor	Amount
8927	04-09-13	ALL001 ALLIED WASTE SERVICES #864	116.43
8928	04-09-13	CAR001 CARR PRINTING COMPANY, INC	2830.00
8929	04-09-13	COM004 COMFORT SYSTEMS USA	707.00
8930	04-09-13	CUT001 CUTLERS	58.80
8931	04-09-13	FEH001 FEHR & PEERS	6483.02
8932	04-09-13	ICM001 ICMA RETIREMENT TRUST	17445.75
8933	04-09-13	INT002 INTERMOUNTAIN EAP	265.50
8934	04-09-13	JIV001 JIVE COMMUNICATIONS	510.97
8935	04-09-13	LAS001 LASER EXPERTS	3242.00
8936	04-09-13	MOL001 MOLD SOLUTIONS OF UTAH	2250.00
8937	04-09-13	OGD001 OGDEN PUBLISHING CORPORATI	125.37
8938	04-09-13	PEH001 PEHP FLEX BENEFITS	1969.78
8939	04-09-13	PEN001 PENNA POWERS BRIAN HAYNES	3507.46
8940	04-09-13	PER001 PERSONNEL SYSTEMS & SERVIC	2437.50
8941	04-09-13	PET001 ELOISE THOMSON	119.26
8942	04-09-13	PSI001 P.S. I LOVE YOU, INC	600.00
8943	04-09-13	PUB001 PUBLIC EMPLOYEES HEALTH PR	30785.27
8944	04-09-13	RES001 RESOURCE SYSTEMS GROUP, IN	37797.83
8945	04-09-13	RID001 RIDE CONNECTION	11493.34
8946	04-09-13	RIV001 RIVERS QUEST	5595.40
8947	04-09-13	RRJ001 RRJ CONSULTING, LLC	2000.00
8948	04-09-13	SAL001 SLC CORPORATION - PUBLIC U	73.36
8949	04-09-13	STA002 STAPLES ADVANTAGE DEPT DAL	190.35
8950	04-09-13	TOO002 TOOELE COUNTY AGING SERVIC	2846.10
8951	04-09-13	WTS001 WTS - NORTHERN UTAH CHAPTE	500.00
8952	04-15-13	ENV001 ENVISION UTAH	VOID
8953	04-15-13	ICM001 ICMA RETIREMENT TRUST	VOID
8954	04-15-13	PUR001 PURE WATER SOLUTIONS	VOID
8955	04-15-13	ROC001 ROCKY MOUNTAIN POWER	VOID
8956	04-15-13	SLI001 SLICCAMA	VOID
8957	04-15-13	STA001 STANDARD EXAMINER	VOID
8958	04-15-13	STA002 STAPLES ADVANTAGE DEPT DAL	VOID
8959	04-15-13	UNU001 UNUM LIFE INSURANCE CO	VOID
8960	04-15-13	UTA019 UTAH DIV OF PURCHASING AND	VOID
8961	04-15-13	ENV001 ENVISION UTAH	VOID
8962	04-15-13	ICM001 ICMA RETIREMENT TRUST	VOID
8963	04-15-13	PUR001 PURE WATER SOLUTIONS	VOID
8964	04-15-13	ROC001 ROCKY MOUNTAIN POWER	VOID
8965	04-15-13	SLI001 SLICCAMA	VOID
8966	04-15-13	STA001 STANDARD EXAMINER	VOID
8967	04-15-13	STA002 STAPLES ADVANTAGE DEPT DAL	VOID
8968	04-15-13	UNU001 UNUM LIFE INSURANCE CO	VOID
8969	04-15-13	UTA019 UTAH DIV OF PURCHASING AND	VOID
8970	04-15-13	ENV001 ENVISION UTAH	160.00
8971	04-15-13	ICM001 ICMA RETIREMENT TRUST	1698.23
8972	04-15-13	PUR001 PURE WATER SOLUTIONS	53.95
8973	04-15-13	ROC001 ROCKY MOUNTAIN POWER	1021.10
8974	04-15-13	SLI001 SLICCAMA	338.25
8975	04-15-13	STA001 STANDARD EXAMINER	78.00
8976	04-15-13	STA002 STAPLES ADVANTAGE DEPT DAL	29.56

Check Register
(A) WELLS FARGO BANK
04-30-13

Check#	Date	Vendor	Amount
8977	04-15-13	UNU001 UNUM LIFE INSURANCE CO	1498.46
8978	04-15-13	UTA019 UTAH DIV OF PURCHASING AND	1996.51

Total Of Register

140824.55

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Licensed User: ACCOUNTING DEPARTMENT

DATE: May 16, 2013
AGENDA ITEM: 2b
SUBJECT: ACTION: Approve WFRC Planning Area Boundary
PREPARED BY: Wayne Bennion

BACKGROUND:

With each federal decennial census, metropolitan planning organizations have the opportunity to re-examine and approve their planning area boundary. The planning area boundary presently includes Salt Lake County, Davis County, and Weber County west of the Wasatch Mountains. The 2010 Census designated portions of southern Box Elder County as part of the Ogden-Layton Urbanized Area. Consequently, if the elected officials representing Willard City, Perry City, Brigham City, and southern Box Elder County decide to participate in the transportation planning process of the Wasatch Front Regional Council, the WFRC planning area boundary needs to be extended to include the urbanized portion of southern Box Elder County. A map showing these updated boundaries will be distributed at the May 23 meeting of the Regional Council. Tooele and Morgan Counties would remain part of WFRC as an Association of Governments.

RECOMMENDATION:

The WFRC staff recommends that the Regional Council make a motion to "approve the WFRC planning area boundary as presented, and that the boundary include the urbanized portion of southern Box Elder County contingent on the decision of local elected officials in southern Box Elder County to participate in WFRC's transportation planning process."

CONTACT PERSON:

Wayne Bennion (WFRC) (801) 363-4230 or (801) 773-5559 x1112

DATE: May 23, 2013
AGENDA ITEM: 4a
SUBJECT: **ACTION:** FY 2013-2014 Budget and Unified Planning Work Program Amendment
PREPARED BY: Loveit Baumgardner

BACKGROUND:

The Council approved budgets and the Unified Planning Work Program (UPWP) for its 2013 and 2014 fiscal years on May 24, 2012, and amended the 2013 budget on October 25, 2012, and on March 28, 2013. Amendments to the WFRC budget are common from time to time to include additions or subtractions in funding and the associated changes in expenditures. The WFRC staff has identified three proposed amendments to the 2013 and 2014 budgets and the UPWP. Attached to this memo are Draft Amended FY2013 and FY2014 Budgets and accompanying footnotes to that budget along with a draft resolution for amending the UPWP. The 2013 and 2014 budgets and the UPWP need to be amended to include the following new work efforts and funding:

1. Wasatch-Summit (Mountain Transportation) model development

In FY2014, a group of local and regional stakeholders will be starting the environmental studies for the Wasatch-Summit project, which will study potential transportation improvements to connect Salt Lake and Summit Counties to each other and to the canyons and resorts along the Wasatch Mountains (in addition to considering issues such as watershed, public lands usage, economic development, etc.). A crucial part of the analysis is forecasting travel demand for the various scenarios. The state of the practice for robust travel demand forecasting is to use a travel demand model. Currently, the WFRC travel demand model does not include the Wasatch Mountains or Summit County.

It is proposed that a travel demand model be developed for the Access Wasatch project that includes the study area. This model will be developed using the WFRC model as a starting point. A consultant will be hired to complete this work, with WFRC managing the consultant.

The WFRC 2014 budget will need to be amended to add funding to hire the consultant in the amount of \$325,000. In the 2013 session of the Utah Legislature, \$1.6 million was appropriated to UTA to cover a portion of the costs of the environmental studies; WFRC's model development will be funded with these State funds through UTA. Furthermore, multiple local government entities intend to provide funding for a portion of the costs of the project.

2. Two joint projects with UDOT, UTA, and MAG

The WFRC's budget for 2013 included \$50,000 from WFRC sources for joint planning studies with UDOT, UTA, and MAG. Two specific projects have now been identified:

- Develop an on-line design tool to facilitate planning for "complete streets". This concept has been considered and endorsed by WFRC's Active Transportation Committee.
- Facilitate the coordination of performance measures in the development of regional transportation plans and the Unified Plan. This effort would build on past coordination in performance measurement among the partners, and also would be designed to ensure Utah's compliance with new requirements in MAP-21, the federal transportation law.

For these two projects, the partners agreed that the WFRC would be the entity that contracts with consultants to advance the work, and that the others would provide additional funding to the WFRC to cover their share of the costs. Therefore, WFRC's 2013 budget will need to be amended to add a total of \$79,500 from these other partners for these two studies (\$42,000 for the complete streets tool and \$37,500 for the performance measures study). In other words, this amendment does not represent new spending of WFRC funds, but rather reflects that WFRC is receiving and then expending funds from its key partners on joint projects.

3. Utah Broadband Project

The Governor's Office of Economic Development (GOED) with other partners is undertaking a Utah Broadband Project to develop a statewide map of available services and a plan to increase broadband deployment and adoption in the state. GOED proposes to give all seven Associations of Governments (AOGs) in the state \$20,000 each in funding from the U.S. Department of Commerce to assist in preparing this plan. The WFRC's role will be to organize and host a series of meetings through June 2014 and prepare a report on broadband issues and needs in our region with recommendations for future planning efforts by local jurisdictions. The WFRC's 2013 budget will need to be amended to add this \$20,000 in funding from GOED.

The Budget Committee will review the proposed changes to the budget and UPWP and will present their recommendation for approval at the Council's May 23 meeting.

RECOMMENDATION:

The WFRC staff recommends that the Council take action "to amend the FY2013 and FY 2014 Budgets and the 2013-14 Unified Planning Work Program as proposed."

CONTACT PERSON:

Loveit Baumgardner (WFRC) 363-4250 ext. 1102

EXHIBITS:

Draft Amended Budgets for FY2013 and FY2014 with Footnotes

**Draft Amended
Wasatch Front Regional Council FY 2013 Budget
Source of Funds**

	2013	2013	Change	
	<small>As amended Mar 28, 2013</small>	<small>As proposed May 23, 2013</small>		
Federal Sources:				
Federal Highway Administration - PL	2,251,384	2,251,384	0	0%
Federal Highway Administration - STP	877,566	877,566	0	0%
Federal Transit Administration	1,040,884	1,040,884	0	0%
Dept. of Housing and Urban Development	502,310	502,310	0	0%
U.S. Dept of Commerce	13,661	33,661 ¹	20,000	146%
Total Federal Sources	4,685,805	4,705,805	20,000	0%
State Sources:				
Utah GOPB (CPG match)	70,000	70,000	0	0%
Community Impact Board	2,000	2,000	0	0%
UDOT - Corridor Preservation SL County	18,796	18,796	0	0%
UDOT - Travel Survey	101,040	101,040	0	0%
Total State Sources	191,836	191,836	0	0%
Local Sources:				
Special Project Funds	421,165	500,665 ²	79,500	19%
Transit Sales Tax	168,869	168,869	0	0%
Local Contribution	279,193	279,193	0	0%
Equipment Purchases	40,000	40,000	0	0%
Total Local Sources	909,227	988,727	79,500	9%
TOTAL SOURCES	5,786,867	5,886,367	99,500	2%

**Draft Amended
Wasatch Front Regional Council FY 2013 Budget**

Expenditure by Function

Expenditure	2013	2013		Change	
	As amended Mar 28, 2013	As proposed May 23, 2013			
Salaries/Employee Benefits	2,753,328	2,773,328	1	20,000	1%
Contractual	1,912,841	1,950,341	2	37,500	2%
Equipment Purchase	40,000	40,000		0	0%
Equipment Use Charges	63,292	63,292		0	0%
Rent	73,324	73,324		0	0%
Building Operation/R & M	69,802	69,802		0	0%
Travel	43,778	43,778		0	0%
Training	27,905	27,905		0	0%
Printing and Publication	20,000	20,000		0	0%
Supplies/Software & Licenses	68,268	68,268		0	0%
Telephone/Internet	24,535	24,535		0	0%
Audit and Accounting	16,000	16,000		0	0%
Dues & Subscriptions	16,336	16,336		0	0%
Insurance	18,000	18,000		0	0%
Legal	3,000	3,000		0	0%
Total Expenditures	5,150,408	5,207,908		57,500	1%
Amounts expected to carry into next FY	636,459	678,459	2	42,000	7%
TOTAL BUDGET	5,786,867	5,886,367		99,500	2%

**Draft Amended
Wasatch Front Regional Council FY 2013 Budget**

Expenditure by Program

Program	2013	2013	Change	
	As amended Mar 28, 2013	As proposed May 23, 2013		
Consolidated Transportation Planning Grant	3,181,553	3,181,553	0	0%
Tooele Valley RPO	11,107	11,107	0	0%
Local Government Service	83,921	83,921	0	0%
MAG Modeling Support	55,000	55,000	0	0%
Salt Lake COG	117,180	117,180	0	0%
Mobility Management	761,995	761,995	0	0%
CDBG	50,000	50,000	0	0%
Travel Survey	915,517	915,517	0	0%
Community Impact Board	2,000	2,000	0	0%
Economic Development	50,768	50,768	0	0%
HUD - Sustainable Communities	447,030	447,030	0	0%
Corridor Preservation - Salt Lake County	18,796	18,796	0	0%
Utah State Legislative Consultant	52,000	52,000	0	0%
Utah Broadband Project	0	20,000	1	20,000
Complete Streets Online Design Tool	0	42,000	2	42,000
Performance Measures Study	0	37,500	2	37,500
Equipment Purchases	40,000	40,000	0	0%
TOTAL EXPENDITURES	5,786,867	5,886,367	99,500	2%

**Draft Amended
Wasatch Front Regional Council FY 2013 Budget**

Local Contributions

County	2013	2013	Change
	As amended Mar 28, 2013	As proposed May 23, 2013	
Davis, 4 voting members	33,421	33,421	0
Morgan, 1 voting member	8,355	8,355	0
Salt Lake, 8 voting members	66,841	66,841	0
Tooele, 1 voting member	8,355	8,355	0
Weber, 4 voting members	33,421	33,421	0
TOTAL	150,393	150,393	0

**Draft Amended
Wasatch Front Regional Council FY 2014 Budget
Source of Funds**

	2014	2014	Change	
	<small>As approved May 24, 2012</small>	<small>As proposed May 23, 2013</small>		
Federal Sources:				
Federal Highway Administration - PL	2,020,400	2,020,400	0	0%
Federal Highway Administration - STP	467,935	467,935	0	0%
Federal Transit Administration	602,108	602,108	0	0%
Dept. of Housing and Urban Development	86,648	86,648	0	0%
Economic Development Administration	42,000	42,000	0	0%
Total Federal Sources	3,219,091	3,219,091	0	0%
State Sources:				
Utah GOPB (CPG match)	70,000	70,000	0	0%
Utah GOED	0	0	0	0%
Community Impact Board	2,000	2,000	0	0%
UDOT - Corridor Preservation SL County	5,426	5,426	0	0%
UDOT - Travel Survey	22,152	22,152	0	0%
Total State Sources	99,578	99,578	0	0%
Local Sources:				
Special Project Funds	186,724	186,724	0	0%
Transit Sales Tax	107,546	432,546	325,000	302%
Local Contribution	182,072	182,072	0	0%
Equipment Purchases	40,000	40,000	0	0%
Total Local Sources	516,342	841,342	325,000	63%
TOTAL SOURCES	3,835,012	4,160,012	325,000	8%

**Draft Amended
Wasatch Front Regional Council FY 2014 Budget**

Expenditure by Function

Expenditure	2014	2014	Change	
	As approved May 24, 2012	As proposed May 23, 2013		
Salaries/Employee Benefits	2,857,619	2,857,619	0	0%
Contractual	457,856	782,856	325,000	71%
Equipment Purchase	40,000	40,000	0	0%
Equipment Use Charges	62,067	62,067	0	0%
Rent	90,674	90,674	0	0%
Building Operation/R & M	73,292	73,292	0	0%
Travel	45,966	45,966	0	0%
Training	27,830	27,830	0	0%
Printing and Publication	20,297	20,297	0	0%
Supplies/Software & Licenses	62,728	62,728	0	0%
Telephone/Internet	20,520	20,520	0	0%
Audit and Accounting	17,253	17,253	0	0%
Dues & Subscriptions	16,940	16,940	0	0%
Insurance	18,817	18,817	0	0%
Legal	3,000	3,000	0	0%
Total Expenditures	3,814,859	4,139,859	325,000	9%
Amounts expected to carry into next FY	20,154	20,154	0	0%
TOTAL BUDGET	3,835,012	4,160,012	325,000	8%

**Draft Amended
Wasatch Front Regional Council FY 2014 Budget**

Expenditure by Program

Program	2014	2014	Change	
	As approved May 24, 2012	As proposed May 23, 2013		
Consolidated Transportation Planning Grant	3,036,417	3,036,417	0	0%
UTA Project Support	24,894	24,894		
Tooele Valley RPO	10,000	10,000	0	0%
Local Government Service	21,247	21,247	0	0%
MAG Modeling Support	65,000	65,000	0	0%
Salt Lake COG	67,537	67,537	0	0%
Mobility Management	239,570	239,570	0	0%
CDBG	50,000	50,000	0	0%
Travel Survey	137,138	137,138	0	0%
Community Impact Board	2,000	2,000	0	0%
Economic Development	73,065	73,065	0	0%
HUD - Sustainable Communities	10,718	10,718	0	0%
Corridor Preservation - Salt Lake County	5,426	5,426	0	0%
Utah State Legislative Consultant	52,000	52,000	0	0%
Access Wasatch (Mountain Transportation)	0	325,000	325,000	
Equipment Purchases	40,000	40,000	0	0%
TOTAL EXPENDITURES	3,835,012	4,160,012	325,000	8%

**Draft Amended
Wasatch Front Regional Council FY 2014 Budget**

Local Contributions

County	2014	2014	Change
	As approved May 24, 2012	As proposed May 23, 2013	
Davis, 4 voting members	33,421	33,421	0
Morgan, 1 voting member	8,355	8,355	0
Salt Lake, 8 voting members	66,841	66,841	0
Tooele, 1 voting member	8,355	8,355	0
Weber, 4 voting members	33,421	33,421	0
TOTAL	150,393	150,393	0

Wasatch Front Regional Council

FY 2013 and FY 2014 Amended Budget (May 23, 2013)

Footnotes

FY 2013

1. The \$20,000 increase in funding from the U.S. Department of Commerce is to support the development of a statewide map of available broadband services and a plan to increase broadband deployment and adoption in the state. These funds will be provided by the U.S. Department of Commerce through the Governor's Office of Economic Development and will be used to hire a temporary intern employee to organize and host a series of meetings and prepare a report on broadband issues and needs in our region.
2. The \$79,500 increase in Special Projects Funds will be provided by UDOT, UTA and MAG for the purpose of two joint planning studies. Of this amount \$37,500 would be used to hire a consultant to facilitate the coordination of performance measures in the development of regional transportation plans and the Unified Plan. We expect to begin that process in the current fiscal year. The remaining \$42,000 would be used to support WFRC staff in the development of an on-line design tool to facilitate planning for complete streets. The complete streets on-line design tool work is expected to begin within the next few months however, because WFRC will be signing the agreement for both projects in FY 2013, the expense for this work is included in the line item titled "Amounts expected to carry into next FY (2014)" on the Expenditure by Function section of the budget.

FY 2014

1. The \$325,000 increase in Transit Sales Tax revenue sources will be provided by Utah Transit Authority for the purpose of hiring a consultant to develop a travel demand model for the Access Wasatch project. The Access Wasatch-Summit project will study transportation improvements to connect Salt Lake and Summit Counties to each other and to the canyons and resorts along the Wasatch Mountains.

DATE: May 23, 2013
AGENDA ITEM: 4b
SUBJECT: **ACTION:** Adjust Salary Ranges Based on Results of Salary Survey
PREPARED BY: Loveit Baumgardner

BACKGROUND:

At the meeting held on October 25, 2012, the Council amended its budget to include \$5,000.00 to be used to hire a consultant to conduct a salary survey. It had been nearly nine years since the last time a salary survey had been done on behalf of the Council (FY 2004). Salary surveys are done periodically so that WFRC can evaluate its salary ranges and compensation practices enabling us to remain competitive in the labor market. As described below, the impact of implementing the recommendations of the survey would total \$14,053 in FY'14 (less than one percent of WFRC's budget).

In February of this year staff sent out a Request for Proposals for a consultant to do a salary survey: Personnel Systems was selected. Using the current WFRC job descriptions, a survey instrument was distributed to thirty participants that included local governments in our region, Utah Department of Transportation, Utah Transit Authority, the State of Utah, ten MPOs across the United States in similar markets, and six private entities in Utah that are involved in transportation planning. These participants were chosen on the basis of their similarity in staffing needs and size and function to WFRC.

As a result of the survey it was determined that WFRC's salary ranges were between 15% (minimum range) and 19% (maximum range) below the survey average. Staff is recommending adjusting the WFRC salary ranges by 15% to bring ours more in line with the current market. This change would allow WFRC to retain long-term employees who reach the top of their range, and be competitive in hiring particularly for skilled professional positions such as engineers and planners.

Adjusting the ranges does not mean that actual salaries are adjusted; budgeting for cola and/or merit increases would still be part of the regular budget process. However, if the ranges are changed, five non-management employees would fall below the minimum range of their pay grade, which would require a market adjustment to their salaries. The sum of these market adjustments would be \$14,053 total for all five employees (or less than 1% of the total cost of salaries for all employees). All other employees' salaries fall within the new ranges.

The Budget Committee will review the proposed changes to the salary ranges and make a recommendation for the WFRC's approval.

RECOMMENDATION:

The WFRC staff recommends that the Council take action "to amend the WFRC Salary Ranges effective July 1, 2013."

CONTACT PERSON:

Loveit Baumgardner (WFRC) 363-4250 ext. 1102

EXHIBITS:

Current and Proposed Salary Ranges
Pay Range Minimum and Maximum Comparison Graphs

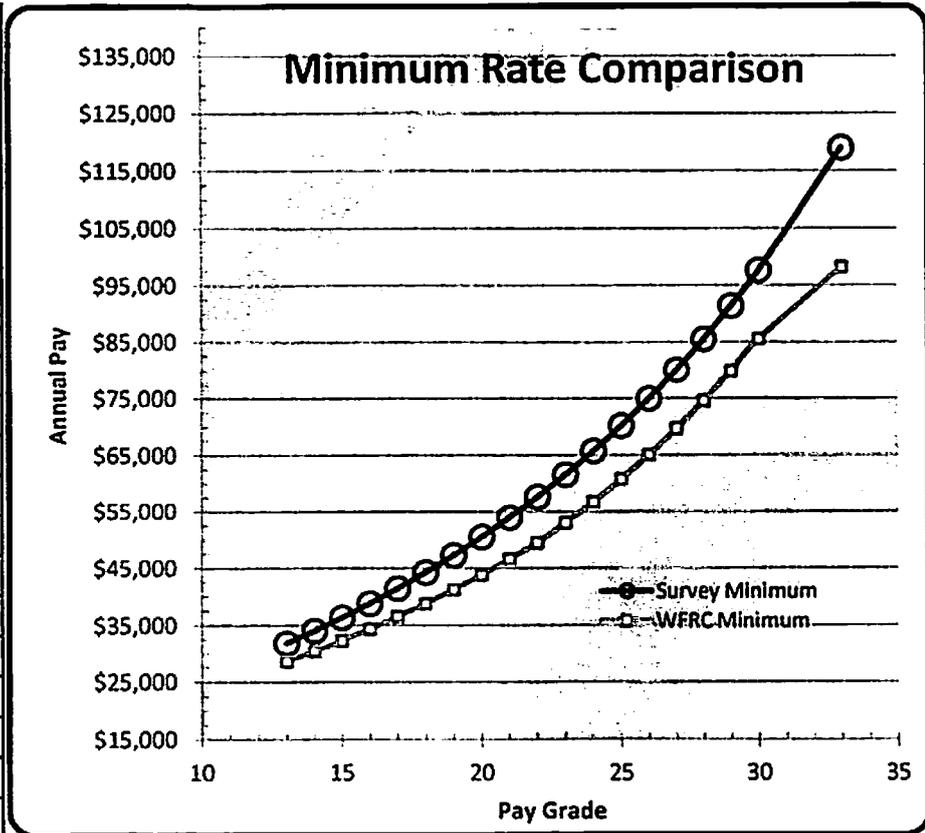
**Wasatch Front Regional Council
Current and Proposed Salary Ranges**

	Pay Grade	Current Salary Range		Proposed Salary Range	
		Minimum	Maximum	Minimum	Maximum
Administrative Assistant	13	28,644	39,844	31,854	48,204
GIS Technician	15	34,368	48,702	36,341	54,944
Executive Assistant	16	34,368	48,702	38,816	58,660
Transportation Modeler I	18	38,809	55,666	44,284	66,863
Transportation Planner I	18	38,809	55,666	44,284	66,863
Transportation Engineer I	18	38,809	55,666	44,284	66,863
Transportation Modeler II	20	43,834	63,643	50,521	76,213
Transportation Planner II	20	43,834	63,643	50,521	76,213
Transportation Engineer II	20	43,834	63,643	50,521	76,213
Transportation Modeler III	23	53,007	78,428	61,564	92,746
Transportation Planner III	23	53,007	78,428	61,564	92,746
Transportation Engineer III	23	53,007	78,428	61,564	92,746
Chief Financial Officer	24	56,747	84,174	65,757	99,018
Public Information Officer	24	56,747	84,174	65,757	99,018
Transportation Modeler IV	25	60,782	90,327	70,235	105,715
Transportation Planner IV	25	60,782	90,327	70,235	105,715
Transportation Engineer IV	25	60,782	90,327	70,235	105,715
Deputy Director	26	65,085	96,930	75,019	112,864
Sr. Deputy Director	27	69,705	104,029	80,129	120,498
Executive Director	33	98,147	148,043	118,982	178,446
Area Coordinator		2,167	5,417	2,167	5,417

WFRC 2013 Compensation Study

Pay Range Minimum Rate Comparison

Pay Grade	Survey Minimum	WFRC Minimum	\$ Difference	% Difference
13	\$31,854	\$28,644	-\$3,210	-11.2%
14	\$34,024	\$30,447	-\$3,576	-11.7%
15	\$36,341	\$32,340	-\$4,001	-12.4%
16	\$38,816	\$34,368	-\$4,448	-12.9%
17	\$41,460	\$36,532	-\$4,928	-13.5%
18	\$44,284	\$38,809	-\$5,475	-14.1%
19	\$47,300	\$41,242	-\$6,058	-14.7%
20	\$50,521	\$43,834	-\$6,688	-15.3%
21	\$53,963	\$46,584	-\$7,379	-15.8%
22	\$57,638	\$49,491	-\$8,147	-16.5%
23	\$61,564	\$53,007	-\$8,557	-16.1%
24	\$65,757	\$56,747	-\$9,010	-15.9%
25	\$70,235	\$60,782	-\$9,454	-15.6%
26	\$75,019	\$65,085	-\$9,934	-15.3%
27	\$80,129	\$69,705	-\$10,423	-15.0%
28	\$85,586	\$74,642	-\$10,944	-14.7%
29	\$91,415	\$79,915	-\$11,500	-14.4%
30	\$97,642	\$85,594	-\$12,048	-14.1%
33	\$118,982	\$98,147	-\$20,835	-21.8%
				-14.8%



Comment: Examining the average formal range minimum of the survey participants in comparison to WFRC formal range minimum shows the agency's pay minimums trailing the market on average -14.8%.

WFRC 2013 Compensation Study

Pay Range Maximum Rate Comparison

Pay Grade	Survey Maximum	WFRC Maximum	\$ Difference	% Difference
13	\$48,204	\$39,844	-\$8,359	-21.0%
14	\$51,464	\$42,594	-\$8,869	-20.8%
15	\$54,944	\$45,547	-\$9,398	-20.6%
16	\$58,660	\$48,702	-\$9,958	-20.4%
17	\$62,628	\$52,060	-\$10,568	-20.3%
18	\$66,863	\$55,666	-\$11,198	-20.1%
19	\$71,385	\$59,520	-\$11,866	-19.9%
20	\$76,213	\$63,643	-\$12,570	-19.8%
21	\$81,367	\$68,038	-\$13,329	-19.6%
22	\$86,870	\$73,086	-\$13,784	-18.9%
23	\$92,746	\$78,428	-\$14,318	-18.3%
24	\$99,018	\$84,174	-\$14,844	-17.6%
25	\$105,715	\$90,327	-\$15,388	-17.0%
26	\$112,864	\$96,930	-\$15,934	-16.4%
27	\$120,498	\$104,029	-\$16,468	-15.8%
28	\$128,647	\$111,624	-\$17,023	-15.3%
29	\$137,347	\$119,805	-\$17,542	-14.6%
30	\$146,636	\$128,549	-\$18,088	-14.1%
33	\$178,446	\$148,043	-\$30,402	-20.5%
				-18.5%



Comment: Examining the average formal range maximum of the survey participants in comparison to WFRC'S formal range maximum shows the agency pay maximum trailing the market on average -18.5%.

DATE: May 17, 2013
AGENDA ITEM: 5a
SUBJECT: **Information:** 2015 Regional Transportation Plan, Scenario Development and Review
PREPARED BY: Val John Halford

BACKGROUND:

As part of the continuing 2015-2040 Regional Transportation Plan (2015 RTP) process, four land use and transportation scenarios had been developed and are ready for review. The four scenarios are titled: (1) Less Growth in Centers; (2) Current Regional Transportation Plan; (3) Medium Growth in Centers; and (4) the Most Growth in Centers. Each of these scenarios presents a plausible future for our Region based on the types of land use and transportation decisions we make today. They are not predictions of the Region's future, but rather alternative concepts of what might take place based on what we collectively decide. Finally, the scenarios help demonstrate the critical connection between land use and transportation.

To date, all the land use information for all four scenarios has been coded using a special model known as Envision Tomorrow Plus (ET+). Socioeconomic data, including population and employment numbers provided by the Utah Governor's Office of Management and Budget, have been allocated throughout the Region. Each of the four scenarios has a unique land use pattern that reflects different levels of development intensity, along with highway and transit networks designed to specifically meet each of the scenario's travel demands. All four scenarios have recommended highway and transit projects that have been developed and review by our planning partners at UDOT and UTA. The WFRC staff has analyzed and evaluated each of the scenarios and compared their performance using measures adopted by the Regional Council. These measures include travel time, travel delay, transit use, economic revitalization, community impacts, active transportation, energy use, air, natural resource impacts, etc.

A number of small area meetings have been scheduled throughout the month of June. City and county elected officials, local planners, and engineers have been invited to review the scenarios and offer their comments, insights, and assistance in refining each. The general public will also be invited to review the scenarios during the month of August. A final preferred scenario will be developed as the basis for the 2015 RTP early in 2014.

During the Regional Council meeting the WFRC staff will review with you the scenarios, show you how the scenarios perform using WFRC's adopted performance measures, and outline the schedule of small groups meetings in June.

RECOMMENDATION:

This item is for information only.

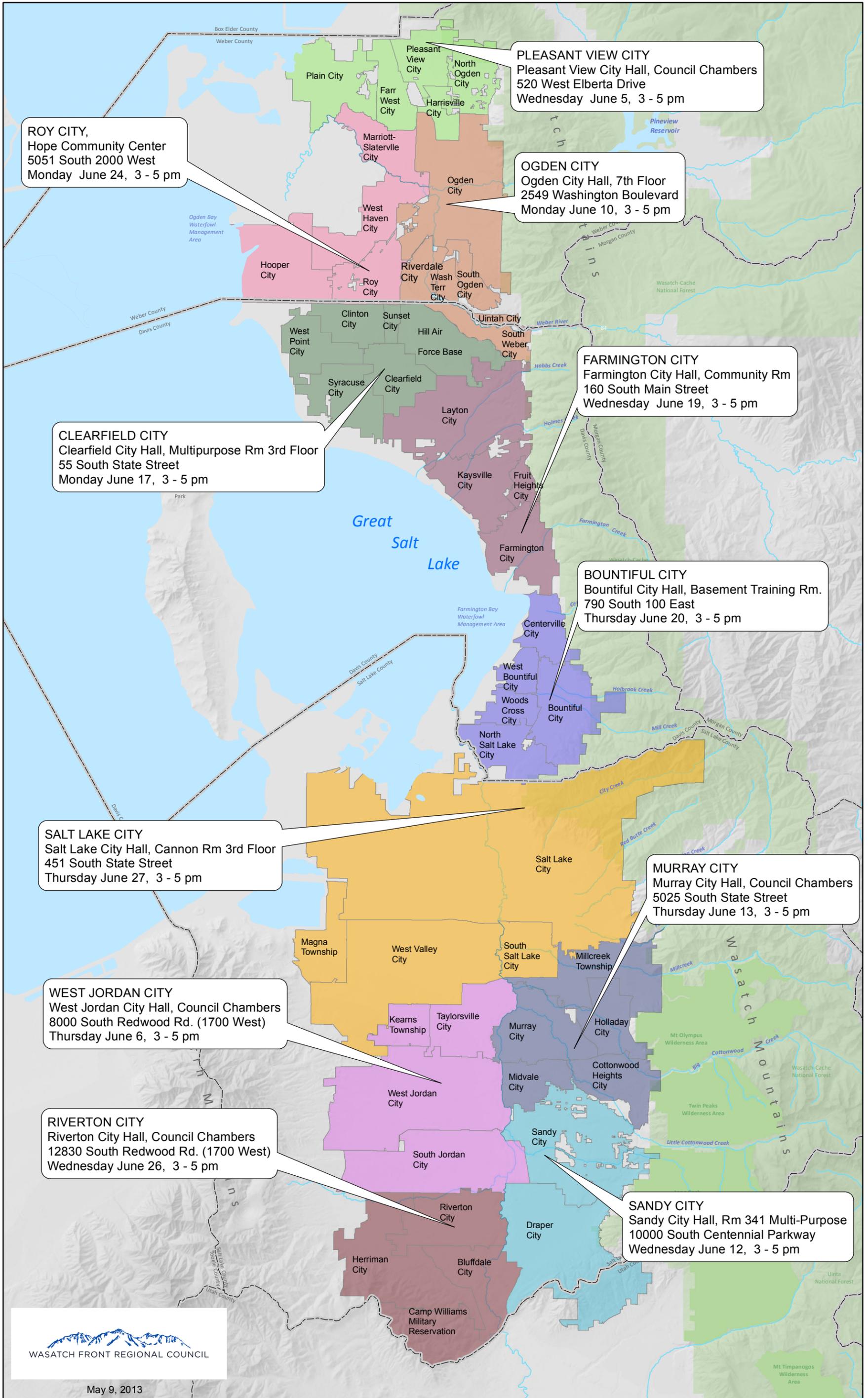
CONTACT PERSON:

Val John Halford (WFRC) (801) 363-4230, ext. 1108, vhalford@wfr.org

EXHIBIT:

Map – "2015-2040 RTP Scenario Small Area Meetings"

2015 - 2040 RTP Scenario Small Area Meetings



DATE: May 17, 2013
AGENDA ITEM: 5b
SUBJECT: Information—Wasatch Choice for 2040 Planning Assistance Pilot Program
PREPARED BY: Ted Knowlton

BACKGROUND:

Wasatch Choice for 2040 is a shared vision for coordinating regional transportation with locally controlled land use that results in effective transportation and housing options in each part of the metro area. Recently a partnership of agencies have come together to develop a toolbox of free state-of-the practice planning and implementation resources to assist our member cities and counties. These resources will be made available later this year, together with extensive training events (funded through 2013). Now that these planning resources have been developed, we want to ensure that communities have the knowledge and training, or time and resources, to make the most out of the tools.

At the RGC meeting on March 21, 2013, the Regional Growth Committee asked staff to explore creation of a planning assistance program to support local governments as they address issues of regional concern. As requested, the staff has researched other planning assistance programs sponsored by MPOs similar to WFRC. A planning assistance program is a way to (1) help cities and counties use the WC2040 state-of-the practice tools beyond 2013, (2) help cities achieve their community desires and improve quality of life, (3) improve regional mobility and accessibility to destinations by supporting integration of local land use planning with regional transportation planning.

At the Council meeting on May 23rd we will outline for discussion a basic structure for how a planning assistance program might unfold at WFRC. The Regional Growth Committee expressed support for the basic rationale and structure of the Planning Assistance Pilot Program at their meeting on May 16th.

Also, please note that the semi-annual Wasatch Choice for 2040 Consortium Meeting will be held on May 29th. Included with this packet is a flyer. We hope you can be in attendance.

RECOMMENDATION:

This item is an item for discussion only.

CONTACT PERSON:

Ted Knowlton (WFRC) (801) 363-4250 ext. 1201, ted@wfrc.org



SPRING CONSORTIUM MEETING

Wednesday, May 29 2013

2:00 -- 5:00 p.m.

- Why:** Connect with others committed to the [Wasatch Choice 2040 Vision](#) and our quality of life, and hear two nationally-renowned speakers. Plus a new topic "Consortium Conversations"—see below for more details!
- When:** Wednesday, May 29th, 2013 from 2:00 - 5:00 p.m.
Registration and networking from 1:30 – 2:00 p.m.
- Where:** Salt Palace Convention Center (100 South West Temple) Salt Lake City, Room 151
- To RSVP:** Please email Rbodily@wfr.org

Please join the Consortium and further your participation in the Wasatch Choice for 2040!

Get involved

Program:

- Keynote Speakers:
 - Charles Marohn – *Strong Towns, Executive Director*
 - Jeff Speck – *Speck and Associates, Principal*
- Breakout Sessions:
 - Consortium Conversations: *Roundtable discussions with featured organizations on topics that relate to growth around the region.*
 - Envision Tomorrow Plus (ET+) User Group Session: *Welcoming all interested in discovering more about the software tool and how to model and learn from the development scenarios.*

You'll note in the Consortium meeting agenda a new topic: "Consortium Conversations." Part of our desire as Consortium partners is to provide opportunities for those interested in the future of our region to discuss topics relevant to that future. That in mind, we're dedicating the final hour of the Consortium meeting to topics you would like to discuss. If you have an idea for a conversation starter or topic, please **submit it via email** response by Friday, May 10th to rbodily@wfr.org. The Consortium planners will select a few of the topics and arrange for facilitators to make the discussions happen. We look

forward to making you a direct part of the Consortium and hearing fresh perspectives and thoughts on key issues for our region.

For further information contact Kevin Fayles of Envision Utah at kevin@envisionutah.org or Sam Klemm of the Wasatch Front Regional Council at sam@wfrc.org.

Please join us and make a difference for the future!



Find us on
Facebook!

www.WasatchChoice2040.com



Certification
Maintenance

American Planning Association Certificate Maintenance AICP Credits will be available.

Reasonable accommodations for individuals with disabilities or those in need of language interpretation services can be provided if five days' notice is given by calling Renae at 801-363-4250 x1122. TTY/TDD users should call 7-1-1.

DATE: May 17, 2013
AGENDA ITEM: 6a
SUBJECT: Information: Board Modifications to the 2013-2018 TIP approved by Trans Com
PREPARED BY: Ben Wuthrich

BACKGROUND:

Since the last meeting of the Wasatch Front Regional Council (WFRC), WFRC received requests to modify the current 2013-2018 TIP. The modification required action from Trans Com (since WFRC was not meeting) and the 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 or (801) 773-5559 ext 1121 (Ogden)

EXHIBIT:

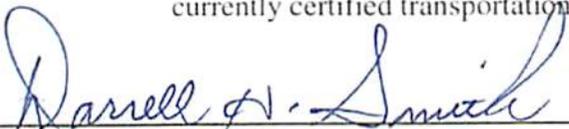
2013-2018 TIP Amendment Six Resolution

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
AMENDING THE 2013 - 2018
TRANSPORTATION IMPROVEMENT PROGRAM

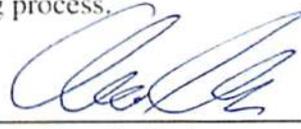
- WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake / West Valley and the Ogden/ Layton Urbanized Areas and, as such, has the responsibility for developing a Transportation Improvement Program, and
- WHEREAS, a Transportation Improvement Program is to include all federally funded highway and transit projects scheduled for the next six years, and
- WHEREAS, the Utah Department of Transportation, the State Transportation Commission, the Utah Transit Authority, and the Wasatch Front Regional Council and its local jurisdictions desire to amend the 2013-2018 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 or not regionally significant, or are included in the 2013-2018 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 April 18, 2013, 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 Six to the 2013-2018 Transportation Improvement Program as attached,
- (2) Finds that the TIP conforms to and is consistent with the State Implementation Plan for Salt Lake, Davis, and Weber Counties, and
- (3) Finds that the development of the Transportation Improvement Program is based on a currently certified transportation planning process.



Mayor Darrell H. Smith,
Chairman
Trans Com



Andrew S. Gruber
Executive Director
Wasatch Front Regional Council

Date: April 18, 2013

2013-2018 Transportation Improvement Program (TIP) (Amendment Six)

Board Modification

Additional Funding

Salt Lake/ West Valley Urban Area

County	Sponsor	Roadway	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	West Jordan	8200 South	7204	8200 South (Sugar Factory Road) & Redwood Road	Intersection Improvements	STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake/ West Valley (WFRC))	\$1,515,785	\$1,009,000			2013
									Additional Funding	\$300,000	

This project will realign 8200 South and provide a signal at the intersection of 8200 South and Redwood Road. The additional costs are due to property negotiations and Right-of-Way acquisitions. The additional funding will come from cost savings of other projects in the Surface Transportation Program (STP).

Salt Lake	UDOT	SR-89	7001	State Street (SR-89); 6400 South to 8000 South	Pavement Reconstruction and Widening	ST_GF_HCP (General Fund - Highway Construction Program)	\$25,198,080	\$14,834,833			2013
						L_Betterment (Local Government Betterment CO_OP)		\$35,000			
						ST_GF_HB242 (General Fund - HB 242 (2009))		\$1,000,000			
						STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake/ West Valley (WFRC))		\$5,363,080			
						STP_FLX_ST (STP - Flexible (Any Area) Statewide)		\$2,165,167			
						NHS (National Highway System)					

The additional project costs are due to several issues: 1) Higher than anticipated Right-of-Way cost, 2) Old unknown concrete pavement in the middle of the road, 3) Unanticipated utility costs. The additional funds will come from Region Two De-Obligation account to cover project overruns.

Salt Lake	UDOT	Var	10044	Gazex Avalanche Control Project	Avalanche Control System Expansion	EM_2011_PLHD (Earmark - Public Lands Highway Discretionary (2012))	\$1,807,286	\$1,000,000			2013
						ST_Cont_R2 (State Construction - Region 2 Contingency)		\$77,961			
						STP_FLX_ST (STP - Flexible (Any Area) Statewide)					

The Gazex Avalanche Control Systems reduce the need to use live rounds to control avalanches in Little Cottonwood Canyon. Due to time constraints and availability of funds, two were installed last year. The requested funding will allow for the installation of five more for a total of seven.

The additional STP_FLX_ST funds will come from Region Two De-Obligation account.

**2013-2018 Transportation Improvement Program (TIP) (Amendment Six)
Board Modification**

Funding Adjustment

Salt Lake/ West Valley Urban Area

County	Sponsor	Roadway	PIN	Project Location	Concept/Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	SR-89	10437	State Street (SR-89), 300 South to 400 South	Pavement Preservation Project	NHPP_NHS (National Highway Performance Program for National Highway System Routes)	\$4,100,000	\$3,000,000	Additional Funding	\$1,100,000	2013

This request exceeds the \$3 million Department pavement preservation threshold for Orange Book (maintenance) projects by \$1,100,000 due to the length and width of the pavement section. Approval of the request would allow the pavement section to remain whole and overall cost to be less.

Salt Lake	UDOT	SR-270	10891	900 South Connector, 200 West to West Temple	Bridge/ Structure Rehabilitation	BR_ON/OFF (Bridge Rehab/ Replacement (On/Off)) NHPP_BR (National Highway Performance Program - Bridge)	\$3,000,000	\$1,500,000	Additional Funding	\$1,500,000	2013
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This project will also allow for the rehabilitation of four additional structures along the 900 South Connector, 300 West and 400 West (both eastbound and westbound structures).

The additional funds are being reprogrammed from a bridge rehab project in Utah County that based on condition, age, and future widening of the corridor will be replaced at a later date.

Salt Lake	UDOT	Var	10890	Foothill Blvd. (SR-186) over I-215 Bridge and Foothill Blvd. (SR-186)/ Parleys Way West Bound Ramp Project	Bridge Deck Replacement and Structure Rehabilitation	BR_ON/OFF (Bridge Rehab/ Replacement (On/Off)) NHPP_BR (National Highway Performance Program - Bridge)	\$6,400,000	\$4,000,000	Additional Funding	\$2,400,000	2016
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This request is to 1) Add Funding, 2) Combine Projects, and 3) Change Project Scope.

The request will combine the Foothill Blvd (SR-186) over I-215 and the SR-186/ Parleys Way West Bound Ramp Projects. Combining the projects for economy of scale and the additional funding will enable rehabilitation treatments, including substructure repair, deck treatments, and girder painting to the following eight structures; 1700 East Bridge over I-80, I-80 WB Ramp to I-215 SB over I-215, I-80 EB Bridge over I-215 WB (2500 East), Foothill Drive over I-80, I-80 WB Ramp to I-215 SB over I-80,

Mountain Delle Water Treatment Plant Access Road over I-80, Mount Aire Road over I-80, and the Rock Quarry Interchange Bridge over I-80.

The additional funding is unprogrammed NHPP_BR FY2016 funding.

DATE: May 17, 2013
AGENDA ITEM: 6b
SUBJECT: ACTION: Board Modifications to the 2013-2018 TIP
PREPARED BY: Ben Wuthrich

BACKGROUND:

The Wasatch Front Regional Council (WFRC) has received requests from UDOT to modify the current 2013-2018 Transportation Improvement Program (TIP) with the following lists of projects. This modification requires action from the Regional Council and the Transportation Commission but does not require a new air quality conformity analysis or a 30-day public comment period.

Resolution Page 2 – State funding distribution for statewide programs in the TIP/ STIP for state fiscal year 2014.

Resolution Page 3 – HB-377 – Sponsored Highway Projects within the WFRC Area approved by the State Legislature this past session and the Utah Transportation Commission.

Resolution Page 4 – For the Regional Council’s information, also attached is a list of projects outside the WFRC Area from HB-377 approved by the Legislature during their 2013 session and the Utah Transportation Commission.

RECOMMENDATIONS:

The WFRC staff recommends that the Regional Council make a motion “to approve the attached resolution to modify the 2013-2018 TIP as requested.”

CONTACT PERSON:

Ben Wuthrich (801) 363-4230 ext 1121 or (801) 773-5559 (Ogden) ext 1121

EXHIBITS:

Resolution adopting Amendment Seven to the 2013-2018 TIP
List of projects outside the WFRC area

**RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
AMENDING THE 2013 - 2018
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 and transit projects scheduled for the next six years, and
- WHEREAS,** the Utah Department of Transportation, the State Transportation Commission, the Utah Transit Authority, and the Wasatch Front Regional Council and its local jurisdictions desire to amend the 2013-2018 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 Urbanized Areas and budgets for mobile source emissions, and
- WHEREAS,** the projects included in the proposed Transportation Improvement Program amendment are either included in Phase 1 of the Regional Transportation Plan or not regionally significant, or are included in the 2013-2018 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 May 23, 2013, and all comments were carefully considered,

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

- (1) Approves Amendment Seven to the 2013-2018 Transportation Improvement Program as attached,
- (2) Finds that the TIP conforms to and is consistent with the State Implementation Plan for Salt Lake, Davis, and Weber Counties, and
- (3) Finds that the development of the Transportation Improvement Program is based on a currently certified transportation planning process.

Commissioner Bret Millburn, Chairman
Wasatch Front Regional Council

Andrew S. Gruber
Executive Director
Wasatch Front Regional Council

Date: May 23, 2013

Recommended Distribution of State Funds

Line	Plan Fund (ePM)	Master PIN	Description	FY 2010 \$ Millions	FY 2011 \$ Millions	FY 2012 \$ Millions	FY 2013 \$ Millions	FY 2014 \$ Millions	
1	Operations & Safety Programs								
2	ST_SIGNALS_M&O	10948	Signals Maintenance & Operations				\$3.00	\$5.00	*
3	ST_ATMS	5954	Traffic Management	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	*
4	ST_BARRIER	6061	Barrier Treatments	\$0.30	\$0.30	\$0.30	\$0.30	\$0.00	*
5	ST_LIGHTING	6129	Small Area Lighting	\$0.30	\$0.30	\$0.30	\$0.30	\$0.30	*
6	ST_SIGNING	6364	Sign Modification & Replacement	\$0.40	\$0.40	\$0.40	\$0.40	\$0.40	*
7	ST_SPOT_SFTY	5775	Safety Spot Improvements	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	*
8	ST_SIGNALS	5952	New Traffic Signals	\$4.00	\$7.00	\$7.00	\$7.00	\$5.00	*
9	ST_ADA_RAMPS	5947	ADA Ramp Installations	\$0.00	\$1.00	\$0.50			
10	ST_SPOT_MNT	5930	Maintenance Spot Improvement	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	*
11	Subtotals			\$10.50	\$14.50	\$14.00	\$16.50	\$16.20	
12									
13	System Preservation Programs								
14	ST_PVMT		Pavement Preventive Maintenance	\$4.00	\$9.00	\$9.50	\$5.00	\$5.00	*
15	ST_BRIDGE		Bridge Preventive Maintenance	\$2.00	\$5.00	\$6.00	\$5.00	\$3.50	*
16	Subtotals			\$6.00	\$14.00	\$15.50	\$10.00	\$8.50	
17									
18	Other Programs								
19	ST_CONT_R#	5599, 5589, 5597 & 5591	Region Contingency	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	*
20	ST_CONT_PG	6062	Programming Contingency	\$0.50	\$0.50	\$0.50	\$0.50	\$0.65	
21	ST_HWY_TRNSF	6672	Jurisdictional Transfers	\$0.50	\$0.80	\$0.80	\$0.80	\$0.00	
22	ST_PR	8922	Public Communication Efforts			\$0.60	\$0.60	\$0.645	*
23	ST_REG#_CONC_D	8752, 8754, 8756, 8758	Region Concept Development			\$0.40	\$0.40	\$0.40	*
24									
25	Subtotals			\$5.00	\$5.30	\$6.30	\$6.30	\$5.70	
26									
27	TOTAL			\$21.50	\$33.80	\$35.80	\$32.80	\$30.40	**

* For specific program information see appendix

**State funds available July 1, 2013

Projects Within the WFRC Area

Statewide Capacity Projects				CASHFLOW						
SEC #1	Region	Project Description	Cost	Ranking Category	FY13	FY14	FY15	FY16	FY17	FY18
TIF (HB377)	1	I-15/1100 So. Interchange Improvements (Brigham City) - <i>Existing Project w/Increased Funding</i>	\$3,500,000	Upgrade Existing Interchange		\$2,000,000	\$1,500,000			
TIF (HB377)	1	SR-108/Midland Drive; 4000 South to Hinkley Dr. <i>Local Contribution - Weber COG</i>	\$10,000,000	Widen Existing Facility	\$100,000	\$6,000,000	\$3,900,000			
						\$3,000,000				
TIF (HB377)	1	I-15/Hill Field Rd/Antelope Dr. Interchange Improvements - <i>Existing Project w/Increased Scope and Funding</i>	\$7,750,000	Upgrade Existing Interchange		\$4,000,000	\$3,750,000			
TIF (HB377)	1	US-89; Antelope Dr. Intersection Improvements	\$14,750,000	Upgrade Existing At-Grade Intersection	\$100,000	\$8,000,000	\$6,650,000			
TIF (HB377)	2	Bangerter Hwy at Redwood Road; Interchange** <i>This Project will require an Amendment to the RTP to move into Phase 1 and is on this list for "Information Purpose Only" at this time.</i>	\$42,000,000	Upgrade Existing At-Grade Intersection		\$20,000,000	\$22,000,000			
		SUBTOTAL TIF HB377 (Commission Portion for \$125 Million)	\$78,000,000		\$200,000	\$40,000,000	\$37,800,000	\$0	\$0	\$0
SEC #2										
TIF (HB377)	2	I-15 Northbound, 10600 South Interchange Improvement	\$6,149,000	Interchange Improvements		\$6,149,000				
TIF (HB377)	2	I-80/ SR-89 (State Street) Interchange Study	\$2,000,000	Study the Impacts of Anticipated Growth		\$2,000,000				
TIF (HB377)	SW	Keeping Seasonal Roads Open Year-round	\$200,000	Economic Impacts Study		\$200,000				
TIF (HB377)	SW	Unprogrammed Balance to be Brought Before the Commission at later date	\$651,000	Yet to be Programmed						
		SUBTOTAL TIF HB377 (Commission Portion for \$10 Million)	\$9,000,000			\$8,349,000				
SEC #3										
(HB 377)	1	Ogden City - Harrison Blvd Improvements <i>(Transfer to Local)</i>	\$2,000,000	Blvd. Improvements						
(HB 377)	2	Tooele City- Improve former SR-112 & Local Roads <i>(Transfer to Local)</i>	\$2,500,000	Improve former SR-112 & Local Roads						
(HB 377)	2	Draper City - Development Infrastructure - GOED Project <i>(Transfer to Local)</i>	\$4,500,000	Development Infrastructure						
(HB 377)	SW	Transportation Infrastructure Loan Fund - Vineyard RR & Adams Toll Rd	\$20,000,000	Infrastructure Loan Fund						
		SUBTOTAL (Transfer Funds HB377)	\$29,000,000							
SEC #4										
TIF FY17	1	SR-37/4000 So.; 5100 West to Midland Dr. ⁹ <i>Local Contribution - Weber COG</i>	\$15,000,000	Widen Existing Facility					\$15,000,000	
									\$10,000,000	
		<i>This Project will require an Amendment to the RTP to move into Phase 1 and is on this list for "Information Purpose Only" at this time.</i>								
TIF FY17	2 & 3	I-15; SR-73 to 12300 So Widening - FY17 for Current Project	\$82,500,000	Widen Existing Facility						\$82,500,000
TIF FY17	2	Mountain View Corridor; 5400 So to 4100 So. - FY17 Current Project	\$50,000,000	New Facility						\$50,000,000
TIF FY17	2	Redwood Road; Bangerter Hwy to 12600 South	\$20,000,000	Widen Existing Facility						\$20,000,000
		SUBTOTAL TIF FY17	\$167,500,000		\$0	\$0	\$0	\$0	\$167,500,000	\$0

Projects Outside the WFRC Area

Statewide Capacity Projects					CASHFLOW					
SEC #1	Region	Project Description	Cost	Ranking Category	FY13	FY14	FY15	FY16	FY17	FY18
TIF (HB377)	3	Pioneer Crossing Extension Local Contribution - Private Partner	\$18,000,000	New Facility		\$7,000,000	\$11,000,000			
						\$5,000,000				
TIF (HB377)	3	US-40; MP 96 to MP 132	\$9,000,000	Passing Lanes		\$3,000,000	\$6,000,000			
TIF (HB377)	4	SR-18; Sunset Blvd Jug-Handle Intersection Improvement	\$20,000,000	Upgrade Existing At-Grade Intersection		\$3,000,000	\$17,000,000			
		SUBTOTAL TIF HB377 (Commission Portion for \$125 Million)	\$47,000,000		\$0	\$13,000,000	\$34,000,000	\$0	\$0	\$0
SEC #2										
TIF (HB377)	3	Utah Valley University Roundabout Upgrades	\$1,000,000	Intersection Improvements						
		SUBTOTAL TIF HB377 (Commission Portion for \$10 Million)	\$1,000,000							
SEC #3										
TF (HB 377)	3	Energy Corridor Study in Uintah Basin (UDOT Project)	\$3,000,000	Study		\$3,000,000				
		SUBTOTAL (Transfer Funds HB377)	\$3,000,000							
SEC #4										
TIF FY17	1	SR-30 Passing Lanes (Box Elder/Cache Counties)*	\$5,000,000	Widen Existing Facility (Passing Lane)					\$5,000,000	
TIF FY17	2	I-80; Parley's Summit to Jeremy Ranch WB Track Lane	\$17,000,000	Passing Lanes					\$2,000,000	\$15,000,000
TIF FY17	3	University Pkwy; State Street(Orem) to Univ. Ave. (Provo)	\$43,000,000	Widen Existing Facility					\$15,000,000	\$28,000,000
TIF FY17	3	US-40; MP 96 to MP 132	\$6,000,000	Passing Lanes					\$2,000,000	\$4,000,000
TIF FY17	4	US-6; MP 256 to MP 300 Passing Lanes	\$9,000,000	Passing Lanes					\$9,000,000	
TIF FY17	4	US-191 Passing Lanes*	\$6,000,000	Passing Lanes					\$6,000,000	
TIF FY17	4	I-15; MP 22 to MP 28 - Passing Lanes NB	\$25,000,000	Passing Lanes					\$25,000,000	
		SUBTOTAL TIF FY17	\$111,000,000		\$0	\$0	\$0	\$0	\$64,000,000	\$47,000,000

DATE: May 17, 2013
AGENDA ITEM: 6c
SUBJECT: ACTION: Approve STP, CMAQ, & TAP Projects for 2014-2019 TIP
PREPARED BY: Ben Wuthrich

BACKGROUND:

The Wasatch Front Regional Council is responsible for programming federal Surface Transportation Program funds for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas. The annual apportionments for STP funds are projected to be approximately \$15,730,000 through the year 2019 in the Salt Lake/ West Valley Area and \$8,470,000 in the Ogden/ Layton Area. Because of prior years of programming and project costs, there is an estimated \$7,410,000 available for the year 2019 in the Salt Lake/ West Valley Area to program, and \$14,241,000 available in the Ogden/ Layton Area for programming.

The Regional Council is also responsible for programming federal Congestion Mitigation/ Air Quality Program (CMAQ) funds for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas. The annual apportionments for CMAQ funds in the Salt Lake/ West Valley Area are projected to be approximately \$5,263,000 through the year 2019 with \$5,260,000 available to program for the year 2019. About \$2,851,000 in annual apportionments are anticipated in the Ogden/ Layton Area with \$4,570,000 available to program.

And this year, the Wasatch Front Regional Council is responsible for programming their urbanized portion of the new Transportation Alternatives Program (TAP) funds for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas. These funds come as a result of program changes identified in the Moving Ahead for Progress in the 21st Century (MAP-21) federal transportation authorization. Although these funds became available in FY2013, the competitive project selection process will program the FY2013 funds at the same time as the FY2014 funds. This will provide approximately \$900,000 available to be programmed for FY2014 in the Salt Lake/ West Valley Area and about \$700,000 available to be programmed in the Ogden/ Layton Area.

At their meeting on April 18th, Trans Com reviewed the results of the evaluation process and the project recommendations from the Salt Lake/ West Valley and the Ogden/ Layton Technical Advisory Committees (TAC), as well as input from the three COGs and the Active Transportation Committee.

The attached tables "Recommendation STP 2019" show the projects submitted for consideration. The highlighted projects with a recommended funding amount in the left hand column indicate the projects recommended by Trans Com to be added to the 2014-2019 STP program.

The attached tables "Recommendation CMAQ 2019" show the projects submitted for consideration. The highlighted projects indicate the projects recommended by Trans Com to be added to the 2014-2019 CMAQ program with the project amount listed down the right hand column.

The attached tables "Recommendation TAP 2014" show the projects submitted for consideration. The highlighted projects indicate those recommended by Trans Com to be added to the 2014 TAP program with the project amount listed in the right hand column.

CONTACT PERSON:

Ben Wuthrich (801) 363-4230 ext 121 or (801) 773-5559 (Ogden)

RECOMMENDATIONS:

The WFRC staff recommends that the Regional Council make a motion "to approve the STP, CMAQ, and TAP projects as recommended by Trans Com and add them to the 2014-2019 STP, CMAQ, and TAP Programs."

EXHIBITS:

Spreadsheets showing recommended STP Projects, CMAQ Projects, and TAP Projects for the Salt Lake/ West Valley and the Ogden/Layton Areas

Recommendation for the STP 2019

Recommended Funding	County	City	Agency	Project Name	From Street	To Street	Type of Project	Length	Description	Estimated Project Cost	Requested Federal Funds	Safety	Pavement Management	Cost Benefit	Delay Reduction	Growth Principles	Existing Average Daily Traffic	Operations - TSM	Traffic	Existing Volume/Capacity	Total	Weighted Total
Ogden/ Layton Urbanized Area																						
\$1,500,000	Box Elder	Brigham City	Brigham City Corporation	New Signalized Intersection; 500 feet south of US-91 at 1100 West / SR-91	500 feet south of US-91	US-91	Operations	0.19	The project is to construct a new signalized intersection on US-91 at 1100 West in Brigham City. The intersection will provide access to adjacent landowners and is part of a planned north/south corridor between SR-13 in Brigham City and SR-315 in Willard. It includes construction of 500' of roadway on each side of US-91.	\$3,631,000	\$3,305,000	7.00	3.85	15.00	0.00	9.60	1.00	2.67	10.00	0.00	50.85	49.12
	Davis	North Salt Lake City	North Salt Lake City	Center Street Widening	Redwood Road	Legacy Parkway	Reconstruct	0.35	Center Street enhancements are proposed to accommodate projected growth between Redwood Road and Legacy Parkway. Center Street is the only east-west arterial that serves this region of the city.	\$1,996,000	\$1,711,000	8.00	7.50	16.00	0.00	5.20	0.00	2.67	6.00	0.00	44.5	45.37
	Davis	Sunset City	Sunset City	2300 North Collector Road	Main Street (SR-126)	450 West Street	Reconstruct	0.502	The Collector Roadway of 2300 North Street serves the transportation needs of several surrounding cities that include but are not limited to Clearfield City, Syracuse City, West Point City and Clinton City residents. The "Scope of the Project" entails removal and replacement of curb & gutter, sidewalk, subbase reconstruction, roadbase and bituminous asphalt roadway surface improvements, installation of sidewalk and handicap ramps, adjustment of the existing roadway surface steep grade near the Main Street intersection, improvements to the storm water drainage and collection along the roadway and restriping the roadway centerline along with roadway painted messages.	\$2,681,000	\$2,383,000	6.00	14.25	16.00	0.00	4.00	1.00	2.00	2.00	0.00	36.85	35.25
\$1,200,000	Davis	Kaysville/ Layton	UDOT - Region One	1-15; NB Auxiliary Lane from MP 328-929 (200 N Kaysville) to 200 N to Layton Pkwy	MP 328-929 (200 N Kaysville)	MP 329-955 (SR-126)	Operations	0.626	The purpose of this project is to reduce congestion and weaving movements within the project limits. The need arises from the short distance in between entrance and exit ramps on 1-15.	\$4,281,000	\$4,281,000	6.00	0.50	15.00	0.00	4.80	5.00	2.67	10.00	0.00	44.5	43.97
	Weber	Ogden	Ogden City Corporation	North Street (West) Widening	Wall Avenue	Harrisville Road	Reconstruct	0.15	Propose to widen roadway from 22 feet w/unimproved shoulders to 40' of pavement, c&g, sidewalk and utility work. An open secondary/storm drainage ditch runs along the north shoulder for half the roadway length before being piped.	\$1,630,000	\$1,372,000	6.00	16.75	16.00	0.00	2.40	0.00	0.00	0.00	0.00	27.35	41.15
	Weber	Utah City	Utah City Corporation	6600 South Roadway Widening Project	1775 East	Highway 89	Reconstruct	1.1	Project to widen 6600 South to help separate traffic lanes from pedestrian/bicycle areas.	\$1,174,000	\$978,000	8.00	16.00	12.00	0.00	2.40	0.00	0.00	2.00	0.00	28.2	40.40
	Davis	Fruit Heights	City of Fruit Heights	Nichols Road/US-89 Grade Separation	Approx. 1350 East	Approx. Nichols Park	Operations	0.1	This project includes the construction of a grade separation of Nichols Road at US-89 with US-89 going over the top of Nichols Road. The request is for funds for right-of-way acquisition, preliminary engineering, and public information services.	\$1,139,000	\$1,025,000	7.00	0.95	12.00	0.00	8.80	0.00	8.00	2.00	0.00	36.95	38.75
\$2,500,000	Weber	Ogden	Ogden City Corporation	Harrison Blvd/2nd St/Sheridan Dr Intersection Improvement	300 S/O 2nd Street & Harrison Intersection	200 N/O Sheridan Drive & Harrison Intersection	Operations	0.2	2nd Street is the first convenient E/W collector available to motorists on Harrison Bl. The intersection is comprised of offset T intersections, between 2nd and Sheridan. A signalized intersection is desirable for pedestrians (tributary elementary & middle school) and to provide gaps for traffic, primarily off 2nd Street.	\$3,118,000	\$2,748,000	2.00	4.20	12.00	0.00	4.80	1.00	10.67	4.00	0.00	37.2	38.67
	Weber	Ogden	Ogden City Corporation	Harrison Boulevard Reconstruction (North)	Sheridan Drive	300' N/O North Street	Reconstruct	0.5	ADT on this segment of Harrison is projected to increase from the October 2012 value of 12,000 to 16,000 by the year 2030. Growth in the undeveloped areas in North Ogden is anticipated to increase demand for an east bench north-south corridor, the typical section is significantly less than the sections to the north and south. The cross-slope on Harrison is severe in areas, access needs and drainage are also growing issues on Harrison. Sidewalk is lacking along this corridor. The project proposes to improve roadway capacity for future growth and implement pedestrian improvements.	\$4,148,000	\$3,539,000	2.00	18.50	12.00	0.00	2.40	1.00	0.67	0.00	0.00	22.7	36.57

Recommendation for the STP 2019

Recommended Funding	County	City	Agency	Project Name	From Street	To Street	Type of Project	Length	Description	Estimated Project Cost	Requested Federal Funds	Safety	Pavement Management	Cost Benefit	Delay Reduction	Growth Principles	Existing Average Daily Traffic	Operations - TDM	Traffic	Existing Volume/Capacity	Total	Weighted Total	
Ogden/ Layton Urbanized Area																							
	Davis	South Weber City	South Weber Corporation	Frontage Road Roundabout	Intersection of South Weber Dr. & Daniel Dr.	Approx. 300' outward each direction from intersection	Operations	0.241	This project is to improve the flow of traffic at the intersection of South Weber Dr. Daniel Dr. (North leg) and the Frontage Road (2700 East - South leg) in South Weber. A roundabout has been proposed to improve the flow characteristics of this area.	\$2,206,000	\$2,020,000	3.00	1.45	12.00	0.00	8.00	0.00	5.33	6.00	0.00	36.45	35.78	
	Webster	Ogden	Ogden City Corporation	North Street (East) Widening	Washington Boulevard	Monroe Boulevard	Reconstruct	0.535	Propose to widen roadway from 36 feet (average width) to 46' of pavement. Improvements would fill in missing areas of c&g and sidewalk. Another objective of this project is to align west leg of the intersection between North Street and Washington Boulevard. This will require shifting the existing signal & cabinet north. Project includes catch basin/lateral install, a few utility poles will need to be relocated.	\$2,256,000	\$1,963,000	8.00	11.75	12.00	0.00	2.40	0.00	1.33	0.00	0.00	0.00	27.35	35.48
	Webster	Harrisville City	Harrisville City	West Harrisville Road Widening	Highway 89	750 West	Operations	0.578	This project will widen West Harrisville Road from Highway 89 to 750 West. This is a two lane road - one lane each direction with an inconsistent width of pavement. Widening the pavement to a consistent width would allow an additional lane for turning movements and increase safety and capacity.	\$3,021,000	\$2,660,000	2.00	4.00	12.00	0.00	8.00	0.00	1.33	8.00	0.00	37	35.33	
	Webster	West Haven	West Haven	2550 South	1900 West	West Haven City Boundary	Reconstruct	1.62	THE PROJECT INCLUDES OVERLAYING AND WIDENING. 2550 SOUTH IS A COLLECTOR ROAD FOR WEST HAVEN CITY THAT CONTINUES TO SEE INCREASED USE. THE IMPROVEMENTS PROPOSED WILL INCREASE DRIVER AND PEDESTRIAN SAFETY.	\$7,624,000	\$6,991,000	0.00	13.00	8.00	0.00	4.00	0.00	0.00	8.00	0.00	26.6	33.00	
	Box Elder	Perry City	Perry City Corporation	1200 West Roadway Extension Project	3600 South	City Boundary on the South	Capacity	0.38	To extend and improve 1200 West from 3600 South to the southern corporate boundary	\$2,018,000	\$1,798,000	7.00	1.50	9.00	0.00	12.00	0.00	0.00	2.00	0.00	31.5	31.50	
	Webster	Ogden	Utah Transit Authority	Weber State University Ogden Transit Intermodal Center	Weber State University Ogden Campus	0	Transit	0.025	The Weber State Intermodal Center will provide an important connection for WSU students, faculty and staff traveling to and from the Ogden campus, and a better transfer station near the center of campus. With the addition of a new transit line through Ogden, transit ridership through the campus will increase	\$4,028,000	\$3,755,000	0.00	0.50	8.00	0.00	10.00	0.00	6.67	0.00	0.00	1.00	22.5	26.17
	Webster	West Haven	West Haven	4700 West	4200 South	4800 South	Capacity	0.73	The project includes overlaying and widening. 4700 West is a needed collector street for the city that currently does not go through and needs to be connected to 4800 South.	\$4,397,000	\$4,042,000	0.00	3.00	9.00	0.00	12.00	0.00	0.00	2.00	0.00	26	26.00	
	Webster	West Haven	West Haven	3600 South	3500 West	Midland Drive	Reconstruct	1.24	THE PROJECT INCLUDES OVERLAYING AND WIDENING. 3600 SOUTH IS A COLLECTOR ROAD FOR WEST HAVEN CITY THAT CONTINUES TO SEE INCREASED USE. THE IMPROVEMENTS PROPOSED WILL INCREASE DRIVER AND PEDESTRIAN SAFETY. THIS PROJECT WILL CONNECT TO THE RECENTLY COMPLETED IMPROVEMENTS ON BOTH THE EAST AND WEST ENDS.	\$7,712,000	\$7,073,000	0.00	13.00	4.00	0.00	4.00	0.00	0.00	0.00	2.00	0.00	17.6	23.00
	Davis	Farmington	Farmington City	SR 106, Park Lane to Shepard Lane	Park Lane	Shepard Lane	Reconstruct	0.78	The proposed project is intended to improve drainage and add pedestrian facilities to the section of SR 106 (Farmington Main Street) between Park Lane and Shepard Lane on both sides of the road. The project will include storm drain, curb and gutter, sidewalk and pavement widening to allow for standard shoulder width.	\$5,000,777	\$4,546,000	0.00	3.00	12.00	0.00	4.00	0.00	0.00	0.00	2.00	0.00	21.6	21.00
\$15,742,000	Total Program Recommended										\$ 82,794,000	Total Requested											

Recommendation for the STP 2019

Recommended Funding	County	City	Agency	Project Name	From Street	To Street	Type of Project	Length	Description	Estimated Project Cost	Requested Federal Funds	Safety	Pavement Management	Cost Benefit	Delay Reduction	Growth Principles	Existing Average Daily Traffic	Operations - TSM/ TDM	Traffic	Existing Volume/ Capacity	Total	Weighted Total
Salt Lake/ West Valley Urbanized Area																						
	Salt Lake	West Jordan	City of West Jordan	7800 South from 1700 West to the Jordan River	1700 West	1000 West	Reconstruct	0.829	The driving surface on 7800 South from Redwood Road to the Jordan River is rough and potholes are beginning to appear. Some curb and gutter and sidewalk is required to link the Gardner Village Trax Station to 1300 West. This project will include improvements such as curb, gutter and sidewalk, lighting, and striping.	\$2,262,000	\$2,011,000	6.00	21.25	20.00	0.00	6.80	2.00	2.00	10.00	0.00	\$7.25	68.05
	Salt Lake	West Valley City	West Valley City	4100 South Reconstruction Project - Phase 1	Bangerter Highway	4800 West	Reconstruct	1.23	4100 South is an arterial corridor that extends the entire length of the city and is an essential transportation facility for West Valley City. This project would reconstruct the pavement, and allow the road to continue to serve as a critical transportation asset for the west side of the Salt Lake Valley.	\$5,630,000	\$5,226,000	10.00	25.00	16.00	0.00	4.80	2.00	2.87	6.00	1.00	\$2	67.47
	Salt Lake	Salt Lake City	Salt Lake City Corporation	1300 East / Richmond Street	2100 South	3100 South	Reconstruct	1.8	Rehabilitate a deteriorated street; replace isolated sections of curb and gutter, drive approaches, ADA pedestrian ramps, mill existing asphalt surface, stabilize base and install new asphalt surfacing, add bike lanes, improve drainage, reconstruct concrete median islands, and install midblock Hawk pedestrian signals.	\$6,283,000	\$5,741,000	5.00	21.25	16.00	0.00	6.40	2.00	2.67	10.00	2.00	\$5.25	65.32
	Salt Lake	Taylorsville City	Taylorsville City	6200 South / Westbrook Dr. Improvements	Gold Medal Drive	Westbrook Drive	Operations	0.34	This project will reduce vehicular and pedestrian congestion at the Gold Medal Dr. / 6200 South intersection, which will significantly increase the safety, accessibility, and functionality of 6200 South between Bangerter Highway and Westbrook Dr., especially as the area north of 6200 South further develops.	\$4,240,000	\$3,894,000	7.00	3.45	15.00	0.00	11.20	2.00	16.00	10.00	0.00	\$3.45	64.65
\$9,175,000	Salt Lake	West Jordan	City of West Jordan	9000 South Reconstruction from 4800 W to 5300 W	4800 West	5300 West	Reconstruct	0.7	Substandard pavement section needs to be removed and replaced with newer arterial street standard section from curb to curb. Truck traffic has now been routed onto this section of 9000 South due to the MVC project, and the present pavement section will not hold for long. The City had previously kept all trucks off of this section, but can no longer do so per agreement with UDOT.	\$4,047,000	\$3,175,000	3.00	20.50	20.00	0.00	4.40	1.00	2.00	10.00	0.00	\$7.1	60.90
	Salt Lake	West Valley City	West Valley City	3030 West 3500 South Signal Project	3030 West 3500 South	3100 West 3500 South	Operations	0.1	This project will include the construction of a new High-T traffic signal at 3030 West 3500 South. This new signal will serve as the primary entrance to the Fairbourne Station development, and will allow for a time-saving re-route of the 3500 South MAX BRT Line.	\$1,796,000	\$1,651,000	2.00	3.70	15.00	0.00	8.00	3.00	17.33	10.00	1.00	\$3.70	60.03
\$4,000,000	Salt Lake	Murray City	Murray City	Vine Street	900 East	1300 East	Reconstruct	0.64	Reconstruct and widens a portion of Vine Street from a 2 lane to a 3 lane collector. The project includes new curb and gutter, sidewalk and ADA improvements, drainage improvements, new pavement and bike lanes.	\$5,081,000	\$4,514,000	9.00	20.50	16.00	0.00	4.80	0.00	2.00	6.00	0.00	\$4.6	58.30
	Salt Lake	West Jordan	City of West Jordan	7800 South - 4800 West to 6000 West (MVC)	4800 West	6000 West (MVC)	Capacity	1.5	The project will widen 7800 South from an existing two lane roadway to a full 5 lanes with shoulders from 4800 West to 6000 West and tie into the new interchange with the Mountain View Corridor. Water and storm drain utilities will be placed at City cost. Lighting and signals will be funded separately. Sidewalks, landscaping, curb and gutter, striping and signage are included.	\$7,164,000	\$6,503,000	4.00	4.20	12.00	4.00	15.00	1.00	7.00	10.00	0.00	\$4.20	57.20
	Salt Lake	Cottonwood Heights	Cottonwood Heights	Creek Road & Highland Drive Intersection	8077 South	8340 South	Operations	0.2	Add a second left turn pocket (12-ft wide x 144 lf each) for NB and SB Highland Drive traffic turning onto WB and EB onto Creek Road. Add a raised concrete median (180 lf each) at inside lane of LT pockets. Widen West side of Highland Drive roadway, reconstruct sidewalk and concrete curb and gutter to accommodate new lane.	\$1,883,000	\$1,639,000	5.00	4.60	15.00	0.00	12.00	4.00	5.33	10.00	1.00	\$4.60	56.93

Recommendation for the STP 2019

Recommended Funding	County	City	Agency	Project Name	From Street	To Street	Type of Project	Length	Description	Estimated Project Cost	Requested Federal Funds	Safety	Pavement Management	Cost Benefit	Delay Reduction	Growth Principles	Existing Average Daily Traffic	Operations - TSM/TDM	Traffic	Existing Volume/Capacity	Total	Weighted Total
Salt Lake/ West Valley Urbanized Area																						
	Salt Lake	Sandy City	Sandy City	9270 S State Realignment	150 East	State Street	Operations	0.15	The intersection of 9270 South at State Street is offset from the intersection of the Real Stadium collector street at 9250 South State Street. Sandy City wants to realign 9270 South between State Street and 150 East so it aligns with the Real Stadium collector at 9250 South, construct a new signal, and realign the new roadway to a minor collector.	\$4,385,000	\$4,053,000	7.00	3.45	15.00	0.00	8.00	2.00	10.67	10.00	0.00	55.45	56.12
	Salt Lake	Herriman	Herriman City	11800 S	Mountain View Corridor	5600 W	Capacity	0.4	The 11800 S intersection with MVC is a couplet which is not completed until this section of road is constructed. This road section reconnects the West (Herriman) side of 11800 S with the East side of 11800 S through the newly constructed intersection on the MVC.	\$3,521,000	\$3,206,000	2.00	1.00	15.00	0.00	23.00	1.00	4.00	10.00	0.00	56	56.00
	Salt Lake	Draper	Draper City	1100 East, 13200 South to Highland Drive	13200 South	Highland Drive	Reconstruct	0.6	Reconstruct and widen 1300 East to provide a consistent three lane corridor with shoulders/bike lanes, curb, gutter and sidewalks.	\$4,994,000	\$4,236,000	9.00	17.25	16.00	0.00	5.60	1.00	2.67	4.00	0.00	47.45	55.52
\$1,200,000	Salt Lake	Bluffdale	City of Bluffdale	Porter Rockwell Boulevard Fifth Segment	Camp Williams Road	0.45 miles east on the new road alignment	Capacity	0.45	This project extends Porter Rockwell Boulevard to the east, through Camp Williams Road to where a new bridge is planned to span over the Jordan River, Union Pacific, and Front Runner rail roads. Segments five and four and the bridge in between will complete the east-west corridor connecting I-15 to the Mountain View Corridor. This boulevard is an essential component for mobility in the south-west side of Salt Lake County, providing congestion relief to I-15 and Bangertor Highway. The Bonneville Shoreline trail and new transit network are part of this corridor completion.	\$5,234,000	\$4,770,000	9.00	4.20	12.00	0.00	18.00	0.00	0.00	10.00	1.00	54.2	54.20
	Salt Lake	Bluffdale	City of Bluffdale	Porter Rockwell Boulevard Fourth Segment	Approx. East Jordan Canal and 15800 South	0.46 miles north-east on the new road alignment	Capacity	0.46	Porter Rockwell Boulevard segment four starts just west of East Jordan canal and 15800 South, from the planned bridge, which will span over the Jordan River, Union Pacific and Front Runner rail roads. Segments five and four and the bridge in between will complete the east-west corridor connecting I-15 to the Mountain View Corridor. This boulevard is an essential component for mobility in the south-west side of Salt Lake County, providing congestion relief to I-15 and Bangertor Highway. The Bonneville Shoreline trail and new transit network are part of this corridor completion.	\$4,989,000	\$4,593,000		4.20	12.00	0.00	18.00	0.00	0.00	10.00	1.00	54.2	54.20
	Salt Lake	South Jordan City	South Jordan City	2700 West	10482 South	10742 South	Reconstruct	0.34	2700 West has been classified as a major collector road but with recent studies and changes to the City's Transportation Master Plan, this roadway is now classified as a minor collector. This road runs the full width of South Jordan from West Jordan on the North to Revertion on the South. This funding request is to improve the roadway with curb and gutter, sidewalk, park strip, shoulder pavement, and center turn lane.	\$1,506,000	\$1,221,000	1.00	18.75	70.00	0.00	6.90	1.00	1.33	4.00	0.00	43.75	52.88
	Salt Lake	West Valley City	West Valley City	4000 West Reconstruction Project	4100 South	4700 South	Reconstruct	1	4000 West functions as a collector, connecting the communities of West Valley City, Taylorsville City, West Jordan City, and Kearns Township. The condition of this roadway has deteriorated significantly over time, and is in need of a complete reconstruction.	\$8,192,000	\$7,638,000	10.00	25.00	8.00	0.00	2.40	1.00	5.33	0.00	37	52.73	
	Salt Lake	Salt Lake City	Salt Lake City Corporation	1300 East	South Temple	500 South	Reconstruct	0.75	Reconstruct a deteriorated arterial street to include removal and replacement of street pavement, curb and gutter and defective sidewalk, and upgrade of streetscape facilities including traffic signals, utilities, public way landscaping, and improve intersection lighting.	\$11,017,000	\$10,155,000	9.00	17.50	12.00	0.00	6.40	1.00	4.67	2.00	0.00	47.5	52.57
\$2,470,000	Salt Lake	Taylorsville	UDOT/Taylorsville	4700 S Right Turn lane to Southbound I-215	4700 S	Southbound On Ramp at I-215	Operations	0.3	This project is being co-sponsored by Taylorsville and UDOT. This project is needed to reduce congestion near the intersection of 4700 S and the southbound on-ramp at I-215. This project will widen the current roadway to the south by 12' to provide a freeflowing right turn lane from eastbound 4700 S to the southbound I-215 on-ramp.	\$2,774,000	\$2,470,000	6.00	3.35	15.00	0.00	9.60	3.00	1.33	10.00	2.00	52.35	50.28

Recommendation for the STP 2019

Recommended Funding	County	City	Agency	Project Name	From Street	To Street	Type of Project	Length	Description	Estimated Project Cost	Requested Federal Funds	Safety	Pavement Management	Cost Benefit	Delay Reduction	Growth Principles	Existing Average Daily Traffic	Operations - TSM/TDM	Traffic	Existing Volume/Capacity	Total	Weighted Total
Salt Lake/ West Valley Urbanized Area																						
	Salt Lake	South Jordan City	South Jordan City	3200 West	10250 South	10400 South	Reconstruct	0.18	3200 West is a minor collector road that runs the full width of South Jordan from West Jordan on the North to Riverton on the South. Several areas on 3200 West are unimproved with only a single travel lane of pavement in each direction existing. This funding request is to improve the roadway with curb and gutter, sidewalk, park strip, shoulder pavement, and center turn lane.	\$1,159,000	\$964,000	7.00	15.00	16.00	0.00	6.80	0.00	1.33	4.00	0.00	45	50.13
	Salt Lake	Millcreek Township	UDOT	I-215 East at 3300 South - Add lane Southbound	MP 1.67	MP 2.00	Operations	0.33	The purpose of this project is to reduce merging conflicts and congestion. The southbound exit only lane will be converted to a through lane with a lane drop before the 3300 South onramp.	\$5,340,000	\$4,862,000	4.00	3.70	15.00	0.00	9.60	5.00	2.67	10.00	0.00	51.7	49.97
	Salt Lake	Murray City	Murray City	Cottonwood Street	Vine Street	4500 South	Other	0.7	The purpose of the project is to complete "Phase 1" Pre-construction Design Work on the proposed one-way couplet and begin right-of-way acquisition to allow the project to be constructed in phases.	\$2,696,000	\$2,509,000	7.00	1.60	12.00	0.00	14.00	0.00	9.00	6.00	49.6	49.60	
	Salt Lake	Midvale City	Midvale City	SR-48; I-15 to 700 West	7200 South Interchange	700 West	Capacity	0.6	Inadequate left-turn storage on SR-48 is creating a safety issue. The EB SR-48 to NB I-15 and WB SR-48 to SB 700 West are the two main intersections where left turn vehicles are queuing back into through traffic. By increasing the number of through lanes to three in each direction it is believed this will help alleviate congestion and increase safety.	\$33,857,000	\$31,448,000	9.00	4.20	6.00	0.00	13.00	3.00	5.00	6.00	48.2	48.20	
	Salt Lake	Sandy City/Draper City	Sandy City/Draper City	Highland Drive EIS	9400 South	I-15	Other	8.76	Funding for an EIS for the Highland Drive Corridor; 9400 South to I-15. Highland Drive is a proposed Major Arterial through the southeast valley. This facility is part of the WFR's Long Range Transportation Plan.	\$5,800,000	\$5,400,000	0.00	3.50	12.00	0.00	13.00	1.00	7.00	10.00	0.00	46.5	46.50
	Salt Lake	Salt Lake County	Salt Lake County	900 East Safety & Reconstruction	3300 South	4500 South	Reconstruct	1.75	Create a safer environment for all users including the construction of curb, gutter, sidewalk, ADA ramps, a bicycle facility, and the relocation of utility poles out of the asphalt, along 900 East from 3300 South to 4500 South. Reconstruction will be included if sufficient funds are allocated.	\$11,330,000	\$10,447,000	9.00	8.00	12.00	0.00	4.80	1.00	4.67	6.00	0.00	45.6	45.47
	Salt Lake	South Jordan City	South Jordan City	7700 West	11220 South	11368 South	Reconstruct	0.2	2700 West has been classified as a major collector road but with recent studies and changes to the City's Transportation Master Plan, this roadway is now classified as a minor collector. This road runs the full width of South Jordan from West Jordan on the North to Riverton on the South. This funding request is to improve the roadway with curb and gutter, sidewalk, park strip, shoulder pavement, and center turn lane.	\$1,356,000	\$1,148,000	0.00	9.25	20.00	0.00	6.80	1.00	0.67	4.00	0.00	39.35	41.72
	Salt Lake	Draper City	Draper City	Galena Park Boulevard	12300 South	12750 South	Capacity	0.5	Realign and widen Galena Park Boulevard to provide a five lane corridor with shoulders/bike lanes, curb, gutter and sidewalks.	\$6,568,000	\$5,875,000	7.00	3.45	6.00	0.00	16.00	0.00	2.00	6.00	0.00	40.45	40.45
	Salt Lake	South Jordan City	South Jordan City	3200 West	10431 South	10600 South	Reconstruct	0.236	3200 West is a minor collector road that runs the full width of South Jordan from West Jordan on the North to Riverton on the South. Several areas on 3200 West are unimproved with only a single travel lane of pavement in each direction existing. This funding request is to improve the roadway with curb and gutter, sidewalk, park strip, shoulder pavement, and center turn lane.	\$1,534,000	\$1,280,000	0.00	15.00	16.00	0.00	6.00	0.00	1.33	2.00	0.00	34	40.33

Recommendation for the STP 2019

Recommended Funding	County	City	Agency	Project Name	From Street	To Street	Type of Project	Length	Description	Estimated Project Cost	Requested Federal Funds	Safety	Pavement Management	Cost Benefit	Delay Reduction	Growth Principles	Existing Average Daily Traffic	Operations - TSM/TDM	Traffic	Existing Volume/Capacity	Total	Weighted Total	
Salt Lake/ West Valley Urbanized Area																							
	Salt Lake	Sandy	UDOT/Sandy City	Intersection Improvements	10600 South	11400 South	Operations	1.01	This project is being co-sponsored by Sandy and UDOT. The purpose of the project is to address current traffic operations and safety conditions and future 2020 traffic needs by reducing congestion, improving/adding right-turn lanes at various intersections, and increasing capacity at intersections.	\$5,629,000	\$5,131,000	7.00	1.85	12.00	0.00	8.00	2.00	0.00	8.00	1.00	41.85	39.85	
	Salt Lake	Bluffdale	City of Bluffdale	14600 S Bicycle Facilities Improvements	Approx. I-15	Redwood Road	Other	2.4	To improve the safety and condition of the regional cycling route of the 14600 S corridor between I-15 and Redwood Road. The existing conditions of this road are potentially hazardous to cyclists and motorists with which they share the road. Increasing development traffic, deteriorating conditions, and needed maintenance have left a safety problem. This is an identified and observed regional cycling route and one of the only true east-west side cycling connections, which also links important north-south cycling traffic between Utah and	\$290,000	\$270,000	0.00	3.50	15.00	0.00	16.00	0.00	4.00	0.00	4.00	1.00	39.5	39.50
	Salt Lake	Sandy City	Sandy City	Monroe Street Extension - Phase 2	10200 South	South Towne Mall Ring Road	Capacity	0.28	Reduce traffic demand on State Street and Centennial Parkway by extending Monroe Drive from 10000 S to 10600 S by constructing a 71' minor collector with five lanes, shoulders, and curb and gutter. This project is the second phase of a three-phase extension of Monroe Street. Phase 1 will be constructed Spring, 2014.	\$5,790,000	\$5,352,000	5.00	4.20	9.00	0.00	12.00	0.00	6.00	0.00	6.00	0.00	36.2	36.20
	Salt Lake	Taylorville	Utah Transit Authority (UTA)	Taylorville Intermodal Center	Salt Lake Community College	Salt Lake Community College	Transit	0.25	In addition to serving existing bus lines in the area, The Taylorville Intermodal Center will be the western terminus of the Murray-Taylorville BRT line, replacing current UTA facilities at SLCC. It will be in a central location and will improve safety for transit patrons by separating them from vehicular traffic.	\$4,028,000	\$3,755,000	0.00	0.50	8.00	0.00	12.00	0.00	4.00	4.00	4.00	1.00	26.5	29.50
	Salt Lake	Taylorville	Taylorville City	Pedestrian Underpass at 5000 S. and I-215	See Exhibit for Location Options	See Exhibit for Location Options	Capacity	0.047	This project will improve pedestrian and bicycle mobility across I-215 near 5000 S. The expansion of 6200 S and 5400 S for motorists has increased the need for a better east-west pedestrian and bicycle route. A tunnel under I-215 will help the city meet this need and will connect two large recreational facilities.	\$3,103,000	\$2,789,000	0.00	0.00	0.00	6.00	0.00	0.00	0.00	0.00	2.00	8	8.00	
\$10,845,000	Total Program Recommended									Total Requested			\$ 157,926,000										

Recommendation of Projects for CMAQ Funding - 2019

AQ Rank	Name of Project	Description	Sponsor	Project Type	Project Life	Annualized Emissions: (kg)/\$1,000	Reduced Daily Emissions (kg)	CMAQ \$	TAC Recommended Funding
Ogden-Layton Area									
1	WE - Vanpool Management	Manage the daily logistics and expenses of a 420+ vanpool program which reduces single occupancy vehicle usage. Oversight of the program includes managing each group's roster, payments, maintenance, and reporting riders and miles traveled to meet federal guidelines.	Utah Transit Authority	Vanpool Management	1	10,270.4	3577.2	\$127,130	\$127,130
2	WE - Vanpool Expansion	Purchase 5 new vans to increase the size of the vanpool fleet. For each additional van available, UTA is able to take an average of 8 SOV off the road and reduce SOV miles.	Utah Transit Authority	Vanpool Expansion	5	1,533.1	99.8	\$118,800	\$118,800
3	WE - Carpool Management	Provide individuals with carpool, vanpool, and other commuting matches. Educate communities and others concerning alternative transportation options and promote those options that reduce single occupancy vehicle usage, improve mobility, enhance air quality, and conserve energy.	Utah Transit Authority	Carpool Management	1	776.1	63.8	\$30,000	\$30,000
4	UTA Comm & Pass. Info - WE	UTA has submitted last years AQ report so UTA and WFRC can work together to understand and resolve the technical aspects of how to count the benefits. This will begin at our 01/22/13 meeting.	UTA	Transit ITS	5	289.8	105.0	\$661,000	
5	WE - Transit Capital	UTA is requesting funding for two canyon transit buses, and for operating funds for two years. New Transit Daily Riders for both of these projects are included in the 'Transit - Bus Service' page of this workbook to prevent double counting of benefits.	Utah Transit Authority	Transit Capital	12	234.4	50.8	\$950,000	\$950,000
6	WE - Bus Service Subsidy	UTA requests 2 canyon buses, and operating funds for two years. 'New Bus Riders' and costs for both of these projects are incl. on this page. Pilot service passenger counts have been collected from Dec. 15-31 of 2012. These counts show ca. 160 boardings/day, and are conservative as Powder Mountain was still running shuttle service (now stopped), and because word is still getting out about the routes. 'New Bus Riders' below is based on 200 riders per day in 2013, grown at 2% per year to 2019.	Utah Transit Authority	Bus Service Subsidy	1	28.6	50.8	\$650,000	
7	ATMS - Farr West	Install Variable Message Sign northbound I-15 before m.p. 349 that would be used to alert traveling motorists of roadway conditions on I-15 and I-84 to the Utah/Idaho border.	UDOT Region 1	ATMS	5	17.3	2.8	\$300,000	\$300,000
8	Centerville Bike Lanes	Add 4' bike lanes on the shoulders of 800 West (Frontage Road) from Lund Lane to Parrish Lane (2 miles). Connects to commercial areas and parks, and extends bike path closer to the Farmington Trail and the Glover Lane crossing of I-15 to the Legacy Trail.	Centerville	Bicycle	10	14.1	3.7	\$970,000	\$970,000
9	UDOT - Kaysville Ramp Meters	Install Ramp Meter at the 200 North Kaysville on ramp northbound I-15.	UDOT Region 1	ATMS	5	11.4	1.6	\$250,000	\$250,000
10	Int. @ 400 N & 500 W	Add dedicated Right Turn Lanes in the east and north bound directions.	Bountiful/We st Bountiful	Intersection	20	9.0	1.5	\$1,200,000	\$1,200,000
11	ATMS - Brigham City	Connect the signals in Brigam City via fiber or radio; run fiber along length of SR-91 (Main Street) from I-15 to VMS at the mouth of Sardine Canyon.	UDOT Region 1	ATMS	5	7.0	1.5	\$400,000	\$400,000
12	Box Elder - OPTIONS	An area of significant need for people with disabilities, the elderly, and those with lower incomes is accessing their communities for shopping, doctor appointments, employment, and social activities. OPTIONS seeks support to expand transportation services for disadvantaged persons outside UTA service boundaries.	Bear River Association of Governments	Other	5	4.8	0.9	\$329,000	

Recommendation of Projects for CMAQ Funding - 2019

AG Rank	Name of Project	Description	Sponsor	Project Type	Project Life	Annualized Emissions: (kg)/\$1,000	Reduced Daily Emissions (kg)	CMAQ \$	TAC Recommended Funding
13	Int. @ Monroe Bl & North St	Presently a 4 way stop, the intersection creates undo delay and is operating less efficiently compared to a signalized intersection. Current LOS is B/C. The project would add turn lanes to the west leg and increase (or define) the corner radii to suit large vehicle turning movements. AADT is expected to increase once Monroe is connected to 1700 North in North Ogden; once that occurs, North Street will be the next signalized collector to Washington/Wall/Harrisville south of 1700 North.	Ogden City	Intersection	10	0.1	0.1	\$1,289,000	
14	North Salt Lake CNG	This project consists of constructing a CNG station at the City's Public Works facility. The city has a small fleet of trucks that have been converted to run on CNG and all future truck purchases will have CNG. The station will also be open to the public.	North Salt Lake City	Other	20	0.02	0.0	\$1,204,000	
Grand Total								\$8,478,930	\$4,345,930
								<i>Available</i>	
								\$4,570,000	

Recommendation of Projects for CMAQ Funding - 2019

AQ Rank	Name of Project	Description	Sponsor	Project Type	Project Life	Annualized Emissions: (kg)/\$1,000	Reduced Daily Emissions (kg)	CMAQ \$	TAC Recommended Funding
Salt Lake Area									
1	SL - Vanpool Management	Manage the daily logistics and expenses of a 420+ vanpool program which reduces single occupancy vehicle usage. Oversight of the program includes managing each group's roster, payments, maintenance, and reporting riders and miles traveled to meet federal guidelines.	Utah Transit Authority	Vanpool Management	1	8,421.3	6084.9	\$263,733	\$263,733
2	SL - Vanpool Expansion	Purchase 10 new vans to increase the size of the vanpool fleet. For each additional van available, UTA is able to take an average of 8 SOV off the road and reduce SOV miles.	Utah Transit Authority	Vanpool Expansion	5	1,134.8	171.6	\$276,000	\$276,000
3	SL - Carpool Management	Provide individuals with carpool, vanpool, and other commuting matches. Educate communities and others concerning alternative transportation options and promote those options that reduce single occupancy vehicle usage, improve mobility, enhance air quality, and conserve energy.	Utah Transit Authority	Carpool Management	1	1,126.7	169.8	\$55,000	\$55,000
4	UTA Comm & Pass. Info - SL	UTA has submitted last years AQ report so UTA and WFRC can work together to understand and resolve the technical aspects of how to count the benefits. This will begin at our 01/22/13 meeting.	UTA	Transit ITS	5	346.6	131.1	\$690,000	
5	SL - Transit Capital	The proposed project will improve signals along 200 S, allowing for TSP, and enable buses to move through the corridor more reliably. The bus stops will be moved to far side locations, enhancing the performance of the TSP. The WC2040 identified 200 S, as a metropolitan center and the proposed project will support this vision	Utah Transit Authority	Transit Capital	5	160.8	95.9	\$1,088,000	
6	UTA - Downtown Signals	The proposed project will add actuated pedestrian signals at 12 downtown locations. Additionally, the proposed project will install auto detection loops at 40 downtown locations. Finally, the proposed project will provide enhanced signal options on 400 South between State Street and Main Street.	Utah Transit Authority	Transit Capital	5	100.6	107.9	\$1,957,000	
7	Int. @ LCC & Snowbird Entry #1	This project is needed to help reduce congestion and improve safety at Snowbird Entry 1 in Little Cottonwood Canyon. This project will improve the outflow of the canyon traffic by creating an improved intersection with a receiving lane and extended merge area. Delay savings are for the entire canyon, not just the intersection.	UDOT	Intersection	20	77.6	9.4	\$884,000	\$350,000
8	SL Bike Share	Bike share programs provide high-quality bicycles for commuters to link local destinations with regional transit with a fast, flexible, and affordable option. The system will connect multiple satellite systems by rail transit, extending the project's reach. Bikes docked at stations are available for other members, instead of being chained or tucked away in an office, and the bicycles themselves accommodate everyone from a well-dressed business-person, to an 80-year-old retiree.	Salt Lake City	Bicycle	10	49.1	9.4	\$699,225	
9	SL - LRT Service Subsidy	University of Utah. Project components include a traffic & signals study, signal upgrades, and operations subsidization. The project will bring 2300 new daily riders to the UTA system.	Salt Lake City	LRT Service Subsidy	1	46.2	471.0	\$3,722,000	\$2,000,000
10	ATMS - Salt Lake Area	Connect traffic signals together via fiber or radio to improve traffic signal performance, reduce congestion, and improve travel times. 3500 South from 4000 West to 8000 West (eight signals); 7800 South from 3300 West to 4450 West (four signals); 9800 South from 1300 W to 2200 West (four signals); 10400 South from 3200 West to 3400 West (two signals); Redwood Road from 13400 South to 14600 South (two signals).	UDOT Region 2	ATMS	5	31.7	6.9	\$400,000	\$400,000

Recommendation of Projects for CMAQ Funding - 2019

AQ Rank	Name of Project	Description	Sponsor	Project Type	Project Life	Annualized Emissions: (kg)/\$1,000	Reduced Daily Emissions (kg)	CMAQ \$	TAC Recommended Funding
11	UDOT DSRC Roadside Comm.	6200 South to 14600 South, Bangert Highway: 10400 South to I-15, 10400 South: Bangert to I-15 (about 40 blocks), 11400 South: Bangert to I-15, 12300 South: Bangert to I-15.	UDOT Region 2	ATMS	5	29.9	24.6	\$1,500,000	
12	Int. @ 1300 E & Buttercup Dr	A pedestrian bridge is proposed to be built over 1300 East at Buttercup Drive. This bridge will allow for removal of the traffic signal at Buttercup Drive and 1300 East. The proximity of this signal to the traffic signal at Sego Lily creates inefficient movements on 1300 East and complicates timing efforts. Preliminary study of the 1300 East corridor shows a 30 second per vehicle improvement in travel times with the signal removed.	Sandy City	Intersection	20	13.0	5.2	\$2,885,000	\$2,000,000
13	SL - Park & Ride	Project will provide a new park and ride lot on Fort Union Blvd. The P&R will be on the north side of the roadway and crosswalks will connect the bus stops to new parking lot. We submitted documentation that the P&R's are utilized in the summer months.	Cottonwood Heights / UTA	Park & Ride	20	12.8	3.6	\$2,050,000	
14	Bengal Boulevard Roundabout @2300 East	Significant congestion on Bengal Blvd during rush peak hours. Traffic originates from local High School & Middle School, in addition to significant commuter traffic. Modeling has shown that a Roundabout will substantially reduce delay, increase safety and eliminate the inefficiency of the existing dual signal system. Currently there are two intersections only 400 feet apart. Elimination of signals using roundabout will completely remove congestion.	Cottonwood Heights	Intersection	20	5.0	1.8	\$2,655,000	\$1,655,000
15	Bike Lane - Victory Road	This project will add a bikelane in the downhill direction between Beck Street and 500 N.	UDOT Region Two	Bicycle	10	4.9	3.2	\$2,383,000	
16	Int. @ S Jordan Pkwy & Jordan Gateway	This project is located at a major arterial hub adjacent to the I-15 corridor and the on and off ramps at South Jordan Parkway. Near this intersection are several office complexes, activity centers, and a main artery into South Jordan City from the freeway all of which generate a lot of traffic congestion especially at am and pm peak times.	South Jordan City	Intersection	10	4.7	3.7	\$2,900,000	
Subtotal								\$24,407,958	\$6,999,733
								<i>Available</i>	<i>\$5,260,000</i>

* Includes \$1,800,000 from the previously programmed CMAQ funds for UTA's 5600 West BRT right-of-way, subject to TAC approval of this reallocation.

Ogden/ Layton Urban Area Transportation Alternatives Program (TAP) Funding Program for FY 2013 and 2014

Proj Num	County	City	Agency	Project Name	From Street	To Street	Project Improvement	Project Objective	Length	Description	Request Priority	Risk (Tap)	Provides Access	Months 2013	Add Safety	Spent on Match	Investor	Comm Support	Event Lists	Cost Per User	Cost/Per Mile	Capital Score	Regional Goals	Feasibility	Stability	Connections	Comm w/ Endors	Plan Guide	Spent on Match	Match Score	Project Score	Test Cost	Feed Fund
1	Welder	Ogden	Ogden City Corporation	Ogden Layton Shared Use Path	2007 E/O Valley Drive	2007 E/O Valley Drive	Capital Improvement	On-road or Off-road Trail Facilities	0.18	The desire for a parkway/bike/corridor exists within Ogden Canyon. It is not designed to accommodate this use with a narrow winding roadway and few pullouts or parking, bicyclists, hikers and other recreationalists are commonly placing in close proximity to traffic.	15	10	15	5	10	15	5	0	5	0	5	6	1	87								\$ 13,35,000	\$ 700,000
2	Davis	West Point	West Point City	209 South Trail	2000 West	4000 West	Capital Improvement	On-road or Off-road Trail Facilities	1.9	This project will connect the Engquist Trail to the OAR trail in Gladale. One half of the project is being funded and built by the State as part of the SR 130 extension. The Davis County Drainage Channel will be built as the right-of-way.	15	10	15	5	10	3	5	5	5	8	4	85									\$ 411,000	\$ 347,200	
3	Davis	North Salt Lake City	North Salt Lake City	Center Street Trail Extension	Redwood Road	Legion Parkway	Capital Improvement	On-road or Off-road Trail Facilities	0.35	This project will complete the City's Center Street trail from the south end of 15 to the Legacy Parkway and Jordan Trail systems. This is a high priority connection for the City's residents and is one of the principal east-west links in South Davis County.	15	10	15	5	8	3	0	5	5	10	2	78									\$ 236,000	\$ 192,000	
4	Davis	Centerville	Centerville City	Frontage Road Bike Lanes	6.5th North Frontage Road	Lund Lane (2000 North)	Capital Improvement	On-road or Off-road Trail Facilities	1.92	The project purpose is to reduce the risk and greatly improve safety to current bicyclists, to improve connectivity of bicycle routes through South Davis County to encourage greater bicycle use of the Frontage Road and relieve the bicycle traffic on Main Street (Highway 89).	15	10	15	5	8	3	0	5	3	6	3	73									\$ 856,200	\$ 685,400	
5	Davis	West Point	West Point City	Engquist Trail	1300 North	2425 North	Capital Improvement	On-road or Off-road Trail Facilities	1.2	This project will complete a plan for the Engquist trail between West Point and West Haven. The trail will be paved and will be used for walking, jogging and trail. The interconnectivity of the trail will provide users with many more options and make bike commuting a reality.	15	10	0	5	10	1	0	5	4	6	3	62										\$ 369,000	\$ 309,000
6	Welder	Ogden	Ogden City Corp.	Ogden City Bicycle Study	The municipal boundaries of Ogden City		Planning/ Study	Other Prod. Study	0	This project will produce a comprehensive bicycle facilities Master Plan for the City of Ogden, UT, and detail ways to connect existing and planned facilities between and among Ogden and its surrounding communities. The plan will incorporate connections to multiple transportation modes.													0	8	25	10	10	1	54	\$ 100,000	\$ 93,000		
7	Welder	Peapack View City	Peapack View City Corporation	Peapack View Drive Walking Path	05 89	05 89	Capital Improvement	On-road or Off-road Trail Facilities	1.5	The purpose/need for the project is to continue the existing walking path on Peapack View Drive, in order to complete its construction.	10	10	0	0	8	1	5	5	5	6	4	14								\$ 277,000	\$ 256,000		
8	Davis	Clifton	Clifton City	Clifton Trail	8000 West	Layton Canal	Capital Improvement	On-road or Off-road Trail Facilities	0.29	The Clifton Trail project provides a link between the SR160W and Engquist trail systems in Davis County that does not currently exist. This connection will allow users to travel between the systems. The project will begin the construction of this link between the systems.	10	10	0	0	8	1	5	3	5	6	3	48									\$ 317,000	\$ 307,000	
9	Welder	Northvale	Utah Transit Authority	Bus Stop Improvements in Northvale	Riverdale Road	4800 South Riverdale	Capital Improvement	Other Infrastructure Projects	0.006	In an effort to emphasize alternative modes of transportation, UTA and Northvale City have been working together to find ways to improve the safety of bicyclists and pedestrians in the Riverdale area. This project would enhance access to transit for pedestrians and cyclists on the city.	0	0	35	0	8	1	0	5	5	10	1	45								\$ 64,000	\$ 60,000		
10	Davis	Layton, Synalooka, Union, Davis County	Davis County Planning	Great Salt Lake Shoreline Trail	1200 West Gentle Accession, Synalooka (Aut. Island Causeway)	1500 West Gentle Accession, Synalooka (Aut. Island Causeway)	Capital Improvement	On-road or Off-road Trail Facilities	6.56	The project will provide a link between the SR160W and Engquist trail systems in Davis County that does not currently exist. This connection will allow users to travel between the systems. The project will begin the construction of this link between the systems.	5	10	0	0	10	3	5	0	5	7	3	43								\$ 3,285,000	\$ 2,906,000		
11	Welder	West Haven	West Haven	BIKER PARKWAY TRAIL	1300 WEST	CITY CLIMBINARY	Capital Improvement	On-road or Off-road Trail Facilities	0.73	The proposed phase of the River Parkway will extend the existing trail system from 1300 West to the West Haven City Center, and future Biker River Park. A phase of the River Parkway Trail system, partially funded by Marshall Stationville, West Haven City and the Weber County RAMP, has recently been completed.	0	10	0	0	4	5	5	5	5	4	3	41								\$ 396,000	\$ 307,000		
Total requested \$																										\$ 6,180,400	Available \$		\$ 652,000	\$ 700,000			

Salt Lake / West Valley Urban Area Transportation Alternatives Program (TAP)

Funding Program for FY 2013 and 2014

Proj Num	County	City	Agency	Project Name	From Street	To Street	Project Improvements	Project Objective	Length	Description	Agency Priority	Fits Gap	Provides Access	Walkway 2040	Adaptivity	Support	Revenue	Com Support	Private Support	Cost Per User	Cost per Mile	Capital Score	Regional Feasibility	Safety/Connections	Com w/ Midsize	Plan Guide	Sponsor Match	Plan Cost Score	Tot Cost	Fed Fund			
1	Salt Lake	Salt Lake City	Salt Lake City Transportation Division	200 Street - Enhanced / Separated Bikeway	North Temple	300 South	Capital Improvement	On-road or Off-road Trail Facilities	1.5	Create a separated cycle track (a "on-street bike path") on this corridor in downtown Salt Lake City, as part of the City's initial cycle track network into the downtown core. Cycle tracks are low-cost, family-friendly bikeways that provide greater options for commuters to travel and recreational bicyclists. The plan will also improve pedestrian crossings, bus stops, & bus shelters and consider a separate bus lane.	10	10	15	5	10	15	5	5	5	5	10	5	95	15	10	0	0	0	0	0	\$ 212,000	\$ 85,000	
2	Salt Lake	Salt Lake City	Salt Lake City Transportation Division	North Temple Complete Street & Bike Connections Plan/Study	North Temple at 300 West	3rd Avenue at Canyon Hill	Planning / Study	Bike/Ped Plan/ Study	0.9	Complete greater options for commuters to travel and recreational bicyclists. The plan will also improve pedestrian crossings, bus stops, & bus shelters and consider a separate bus lane.	10	15	5	10	15	5	5	5	5	10	5	88	15	10	0	0	0	0	0	\$ 50,000	\$ 37,500		
3	Salt Lake	Holladay	Holladay City	Chimney Butte Trail Improvement Project	2300 E. Holladay Boulevard	Various areas along the Wasatch Front	Capital Improvement	On-road or Off-road Trail Facilities	10.41	As adapted in Holladay's General Plan, the project goals include: (1) increase the safety of cyclists by improving bicycle routes (emphasis on intersections); (2) enhance bicycle commuting by providing more secure and convenient bike storage; (3) improve regional transit & transit; and (3) promote bicycling with a focus on bicycle safety.	15	10	15	5	8	5	5	5	5	10	5	88	15	10	0	0	0	0	0	\$ 145,000	\$ 104,000		
4	Salt Lake	Salt Lake City	Salt Lake City Transportation Division	Bike Share	Various areas along the Wasatch Front	Various areas along the Wasatch Front	Capital Improvement	On-road or Off-road Trail Facilities	29	Like other programs provide high-quality bicycles for commuters to link local destinations with regional transit with a fast, flexible, and affordable option. The system will connect multiple satellite systems by rail transit, extending the project's reach.	5	10	15	0	6	15	5	5	5	10	5	79	15	10	0	0	0	0	0	\$ 14,500,000	\$ 233,075		
5	Salt Lake	Draper	Draper City	Corner Canyon Creek/Lost Jordan Canal Trail	South Fields Park (800 East 13400 South)	Willow Creek Trail (800 East 12800 South)	Capital Improvement	On-road or Off-road Trail Facilities	1.5	The Corner Canyon Creek/Lost Jordan Canal Trail will be 27' wide multi-use non-motorized paved trail which will extend 1.5 miles from the South ends Park, at approximately 13400 South 800 East, to the existing Willow Creek Park, at approximately 12800 South 800 East. The trail will connect Canyon Creek and Lost Jordan Canal at approximately 1300 East 12800 South.	5	10	25	0	10	3	5	5	5	8	70	10	0	0	0	0	0	0	0	0	\$ 372,000	\$ 313,000	
6	Salt Lake	South Salt Lake City	South Salt Lake City	Purpey's Trail	800 West	State Street	Capital Improvement	On-road or Off-road Trail Facilities	0.75	The Purpey's Trail is a regional trail connecting the Jordan River Parkway to the Riverside Shoreline Trail. The section from 800 West to State Street is a critical piece in the overall trail. The proposed 0.75-mile link would connect the River Trail and trail bridge to the Sugar House street and river.	15	10	25	5	4	3	0	5	5	6	1	69	10	0	0	0	0	0	0	0	\$ 905,000	\$ 757,000	
7	Salt Lake	Midvale City	Midvale City	Non-Motorized Infrastructure Improvements in Hillside/Midvale	7200 West (from 7200 South)	7200 West (to 2900 South)	Capital Improvement	Infrastructure-related Projects	0.25	The intent is to install fundamental infrastructure on 700 West to safely transport non-motorized commuters along one of the highest accident-prone areas in Salt Lake County and adjacent neighborhood.	5	10	15	0	6	1	5	5	5	10	8	65	10	0	0	0	0	0	0	\$ 312,000	\$ 309,000		
8	Salt Lake	South Jordan City	South Jordan City	Wetley Jacob Canal Trail	10400 South	10200 South	Capital Improvement	Community Improvement Activities	0.3	The purpose and intent of the trail is to connect to two street thoroughfares in the Hillside area. The trail will be approximately 0.3 miles long and will accommodate all types of users such as jogging, walking, and biking.	0	10	25	0	6	3	5	5	5	10	4	65	10	0	0	0	0	0	0	\$ 49,000	\$ 41,000		
9	Salt Lake	West Valley City	West Valley City	Ernst Towne Trail Extension	2300 West	Bagleyville Highway	Capital Improvement	On-road or Off-road Trail Facilities	1.84	The Ernst Towne Trail is an important transportation alternative in the central part of the Salt Lake Valley. The trail ultimately will run from the east boundary of the city to the west boundary. The facility provides critical connections to existing trails and transportation centers.	10	10	25	0	6	1	5	5	5	2	2	61	10	0	0	0	0	0	0	0	\$ 1,498,000	\$ 1,175,000	
10	Salt Lake	Murray City	Murray City	200 West High Intensity Activated Crosswalk (HAWK)	Bullion Street	5000 South	Capital Improvement	Infrastructure-related Projects	0.05	The purpose of the project is to install a High Intensity Activated Crosswalk (HAWK) on 200 West at or near Anderson Avenue. This location is near two schools, has a high volume of vehicles and student crossings as well as pedestrian and cyclist use to the Jordan River Parkway (JR Park).	5	0	15	0	6	3	5	5	5	10	1	55	10	0	0	0	0	0	0	0	\$ 115,000	\$ 99,000	
11	Salt Lake	Sandy	Sandy City Parks & Recreation	Sandy Canal Trail	11400 South	10100 South	Capital Improvement	Community Improvement Activities	3.2	This trail will start at 11400 S with a HAWK signal, run North to Astar Elementary crossing 10000 S at the school crosswalk, continuing leading West on the parkway to the intersection with Fire Station 10000 S, and ending at 10000 S.	5	10	15	0	4	3	5	0	5	6	2	55	10	0	0	0	0	0	0	0	0	\$ 1,209,000	\$ 1,083,000
12	Salt Lake	Sandy	Sandy City Parks & Recreation	Dry Creek Trail	275 West 1000 S	250 East 10200 South	Capital Improvement	Community Improvement Activities	1.35	The project will provide pedestrian benefits and separate trail connectivity from Dimple Dell Regional Park through Sandy Down Town District area will complete this trail to the West border of Sandy City. Once in South Jordan it is about a mile to connect to the Jordan River Parkway at the Shalibo Lane Trail Head.	5	10	15	0	8	1	5	2	5	2	1	54	10	0	0	0	0	0	0	0	0	\$ 3,150,000	\$ 2,892,000
13	Salt Lake	West Valley City	Utah Transit Authority	Bicycle Secure Parking Areas	Vansco	Vansco	Capital Improvement	Infrastructure-related Projects	0.016	This project facilitates cycling and using transit complementarily by installing 3 bicycle secure parking areas at locations adjacent to transit stations. Five locations have been identified. 3 of these will be selected as per quality of the locations and the other 3 will be selected as per quality of the locations.	5	0	15	0	4	1	5	5	5	10	1	51	10	0	0	0	0	0	0	0	0	\$ 5,36,000	\$ 499,000
14	Salt Lake	Salt Lake County	Salt Lake County Engineering	Emigration Bike Lanes Safety Enhance events	Month of Canyon	Month of Canyon	Capital Improvement	On-road or Off-road Trail Facilities	8	Provide a multi-use bike and pedestrian way from the Utah Box (UBX) to the Emigration Bike Lane at the Mountain Road Intersection and 1 mile of bike clothing lane only from Stagg Mountain Road to yellow fork Canyon.	5	10	0	0	6	1	5	5	3	2	5	46	10	0	0	0	0	0	0	0	\$ 779,000	\$ 688,000	
15	Salt Lake	Salt Lake County	Salt Lake County Engineering	Rose Canyon Bike Lane	Mountain Top Road (Yellow Fork Canyon Lane)	Month of Canyon	Capital Improvement	On-road or Off-road Trail Facilities	2	Implement an uplight climbing lane in combination with a shared downward bike lane as recommended in the Mill Creek Transportation Feasibility Study completed in 2012 to reduce traffic congestion and an pollution while enhancing visibility and safety with enhanced signage and lighting.	5	10	0	0	8	1	0	5	5	8	3	45	10	0	0	0	0	0	0	0	\$ 784,000	\$ 713,000	
16	Salt Lake	Salt Lake County	Salt Lake County	Millcreek Canyon Climbing Lane	Month of Canyon	Big Water	Capital Improvement	On-road or Off-road Trail Facilities	8.5	Implement an uplight climbing lane in combination with a shared downward bike lane as recommended in the Mill Creek Transportation Feasibility Study completed in 2012 to reduce traffic congestion and an pollution while enhancing visibility and safety with enhanced signage and lighting.	5	10	0	0	6	3	5	5	3	2	5	44	10	0	0	0	0	0	0	\$ 509,000	\$ 456,000		
17	Salt Lake	Sandy	Sandy City Parks & Recreation	Roseville Shoreline Trail	10201 S. Wasatch Blvd.	2700 East Wasatch Blvd.	Capital Improvement	Community Improvement Activities	3.042	Provide connectivity between Red Canyon Reservoir, Rocky Mountain Canyon and Hidden Valley Park. This north/south trail will go all the way through the City.	0	10	0	0	8	1	0	5	5	4	2	35	10	0	0	0	0	0	0	0	\$ 2,481,000	\$ 2,271,000	
18	Salt Lake	South Jordan City	South Jordan City	Wilby Jacob and Bagleyville Canal Trail Design	North City Limit	South City Limit	Planning / Study	Bike/Ped Plan/ Study	3.5	The purpose and need of the trail design is to plan for a City-wide multi-use trail system from north city boundary to south city boundary. It is anticipated that the trail design will accommodate all types of uses such as jogging, running, walking, and biking.	0	10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$ 40,000	\$ 37,250	

Total requested \$ 11,996,867 Available \$ 900,000 4/13/2013

DATE: May 16, 2013
AGENDA ITEM: 7a
SUBJECT: Information: Air Quality Committee Report
PREPARED BY: Kip Billings

BACKGROUND:

TravelWise Local Government Resource Kit - The Utah Department of Transportation's TravelWise Program is collaborating with local municipalities, employers/businesses, organizations and individuals to implement travel strategies that help optimize mobility, improve air quality, reduce energy consumption and support economic growth in Utah.

The Utah Department of Transportation has prepared and is ready to distribute the TravelWise Local Government Resource Kit, in partnership with the WFRC. The Resource Kit is similar to the TravelWise Business Kit to maintain branding and messaging. The content follows the Business Kit with recommendations for modifications and additions appropriate for municipal application.

When cities put TravelWise strategies into practice, they help to improve mobility, reduce energy consumption and improve air quality, while creating benefits for their residents and city, such as:

- Enriched quality of life
- Healthier community and environment
- Heightened economic benefits
- Increased safety
- Improved productivity

Because every city's needs are different, UDOT has created the TravelWise City Starter Kit to provide ideas to help communities structure a tailored program that will work best for their city. As each community begins to identify their needs and goals, the UDOT-TravelWise team, in collaboration with appropriate partners, are ready to help with steps toward becoming "TravelWise" and supporting the Wasatch Choice 2040 Vision.

The Local Government Resource Kit will be shared with each community attending the "TravelWise Air Quality Academy" that is being held on June 18, 2013 from 9:00-11:00 a.m. at the Salt Lake City Library, 210 East 400 South, Salt Lake City.

CONTACT PERSON:

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RECOMMENDATIONS:

Information only