



WASATCH FRONT REGIONAL COUNCIL
Meeting of March 24, 2016

AGENDA

There will be a meeting of the Wasatch Front Regional Council on **Thursday, March 24, 2016 at 2:00 p.m. in the WFRC offices located at 295 North Jimmy Doolittle Road, Salt Lake City, Utah.** The agenda for the meeting will be as follows:

1. **Consent Agenda** (Mayor Dolan)
 - a. ACTION: Minutes of the WFRC meeting January 28, 2016
 - b. ACTION: Financial Statements and Check Registers for January 2016 and Budget/Expenditure Report as of January 31, 2016
2. **Chairman's Report** (Mayor Dolan)
 - a. Information: Legislative report
3. **Public Comment**
4. **Budget Committee**
 - a. ACTION: Release for public comment Draft Fiscal Year 2017 Budget and Unified Planning Work Program (UPWP)
5. **Regional Growth Committee (RGC)** (Commissioner Petroff)
 - a. Information: 2019-2050 Vision and Regional Transportation Plan
 - b. Information: Wasatch Front Central Corridor Study
 - c. ACTION: Process for amending the Regional Transportation Plan
6. **Transportation Committee (Trans Com)** (Mayor Applegarth)
 - a. ACTION: Board modifications to the 2016-2021 Transportation Improvement Program (TIP)
 - b. Information: Report on Board Modifications to the 2016-2021 TIP
 - c. Information: Obligations of federal transportation funds during FY2015
7. **Air Quality Committee (AQC) Report** (Mayor Seghini)
8. **Active Transportation Committee (ATC) Report** (Mayor Caldwell)
9. **Executive Director's Report** (Andrew Gruber)
10. **Other Business**

Next meeting: May 26, 2016 – 2:00 p.m.

Upcoming events:

- Utah League of Cities and Towns Midyear Convention – April 6-8, St. George
- National Association of Regional Councils Conference / Wasatch Choice Consortium / Active Transportation and Health Summit – June 26-29

Public participation is solicited without regard to race, color or national origin. Persons who require translation for a meeting should contact the WFRC's Title VI Administrator at 801-363-4250 or sam@wfrc.org at least 72 hours in advance.

Se solicita la participación del público, sin importar la raza, color o nacionalidad. Personas que requieren servicios de traducción deben contactar a WFRC's Administrador de Título VI al teléfono 801-363-4250 o sam@wfrc.org por lo menos 72 horas antes de la reunión.

Tom Dolan
Chairman | Mayor, Sandy

Mike Caldwell
Vice-Chairman | Mayor, Ogden

Mark Allen
Mayor, Washington Terrace

William Applegarth
Mayor, Riverton

Len Arave
Mayor, North Salt Lake

Matthew Bell
Commissioner, Weber County

Jackie Biskupski
Mayor, Salt Lake City

Karen Cronin
Mayor, Perry

Kelvyn Cullimore
Mayor, Cottonwood Heights

Kerry Gibson
Commissioner, Weber County

Michael H. Jensen
Councilman, Salt Lake County

Brent Marshall
Mayor, Grantsville

Ben McAdams
Mayor, Salt Lake County

Bret Millburn
Commissioner, Davis County

John Petroff, Jr.
Commissioner, Davis County

JoAnn B. Seghini
Mayor, Midvale

Bob Stevenson
Mayor, Layton

Derk Timothy
Mayor, Bluffdale

Logan Wilde
Councilman, Morgan County

Senator Stuart Adams
Utah State Senate

Representative Brad Dee
Utah House of Representatives

Jerry Benson
Utah Transit Authority

Carlos Braceras
Utah Department of Transportation

Ken Bullock
Utah League of Cities & Towns

Adam Trupp
Utah Association of Counties

Robert Grow
Envision Utah

Evan Curtis
State Planning Coordinator

Andrew Gruber
Executive Director



MINUTES

Wasatch Front Regional Council
Meeting of January 28, 2016

Mayor Tom Dolan, Chairman, called the meeting of the Wasatch Front Regional Council to order at 2:05 p.m. in the offices of the Wasatch Front Regional Council located at 295 North Jimmy Doolittle Road, Salt Lake City, Utah.

Members Present

Mark Allen	Mayor, Washington Terrace City
Bill Applegarth	Mayor, Riverton City
Matthew Bell	Commissioner, Weber County
Jerry Benson	Utah Transit Authority
Jackie Biskupski	Mayor, Salt Lake City
Carlos Braceras	Utah Department of Transportation
Mike Caldwell	Mayor, Ogden City
Karen Cronin	Mayor, Perry City
Kelvyn Cullimore	Mayor, Cottonwood Heights
Tom Dolan	Mayor, Sandy City
Michael Jensen	Councilman, Salt Lake County
Brent Marshall	Mayor, Grantsville City
Bret Millburn	Commissioner, Davis County
John Petroff	Commissioner, Davis County
JoAnn Seghini	Mayor, Midvale City
Bob Stevenson	Mayor, Layton City
Logan Wilde	Councilman, Morgan County

Alternate Members Present

Wade Bitner	Commissioner, Tooele County
Don Christensen	Councilman, West Valley City
Tammy Long	Mayor, South Weber City
Beverly MacFarlane	Mayor, Sunset City
Kim Rolfe	Mayor, West Jordan City
Cherie Wood	Mayor, South Salt Lake

Others Present

Ari Bruening	Envision Utah
Steve Call	FHWA
Necia Christensen	UTA Board
Linda Johnson	Breathe Utah
Nathan Lee	UDOT
Brigitte Mandel	Federal Highway Administration
Jim McNulty	Utah Transit Authority
Mark R. Paless	West Jordan City
Kathy VanDame	Breathe Utah
Wayne Bennion	WFRC
Julie Bjorstad	WFRC
Rena Bodily	WFRC
Julia Collins	WFRC
Scott Festin	WFRC
Andrew Gruber	WFRC

Ned Hacker	WFRC
Scott Hess	WFRC
Jory Johner	WFRC
Pam Jorgensen	WFRC
Sam Klemm	WFRC
Ted Knowlton	WFRC
Jon Larsen	WFRC
Suzie Swim	WFRC
Ben Wuthrich	WFRC
Muriel Xochimitl	WFRC

Mayor Len Arave, Commissioner Kerry Gibson, and Mayor Derk Timothy were excused from the meeting.

Welcome

Mayor Tom Dolan welcomed Council members and guests and introductions were made.

Consent Agenda

ACTION: Councilman Michael Jensen moved to approve the minutes of the WFRC meeting held October 22, 2015. Commissioner John Petroff seconded the motion and it passed unanimously.

ACTION: Councilman Michael Jensen moved to approve the Financial Statements and Check Registers for October, November and December 2015, and Budget/Expenditure Report as of December 31, 2015. The motion was seconded by Mayor Mike Caldwell and passed unanimously.

Chairman's Report

ACTION: Endorse appointments to WFRC committees

Councilman Michael Jensen moved to endorse the appointments made by WFRC Chairman Dolan and by the Councils of Government (COG) and other appointing authorities to the WFRC and its committees. An updated WFRC and Committee membership lists was distributed at the meeting. Mayor Brent Marshall seconded the motion and the motion passed unanimously.

ACTION: WFRC Mission and Roles

At the October 22, 2015 meeting the Council adopted an updated Mission Statement and Roles. Based on input received at that time, staff recommended two minor changes: 1) restoring a reference to building consensus, and 2) noting that WFRC's role as a convener includes federal officials.

Commissioner Matthew Bell moved to adopt the WFRC Mission Statement and Roles as presented. Councilman Michael Jensen seconded the motion and noted that this is a living document and can be updated in the future. The motion passed unanimously.

Information: Utah's NEW Unified Transportation Plan 2015-2040

Muriel Xochimitl, WFRC, discussed the updated and recently published 2015-2040 Utah's Unified Transportation Plan. All of the state's transportation agencies and metropolitan planning organizations worked together to develop the Unified Transportation Plan. Each agency used shared growth projections, time horizons and financial assumptions to assemble complementary plans that integrate seamlessly with the Unified Plan.

The completion of the 2015-2040 Utah's Unified Transportation Plan is the culmination of a four-year process that has involved extensive input from city and county officials across the region, transportation partners, residents, and other interested stakeholders. The Plan is based on technical analysis and local community, partner and stakeholder input that reflects community and regional values.

In addition to the document, the first-ever Unified Plan website was recently launched. More information and the complete document can be found at www.utahunifiedplan.org.

Information: Legislative preview

The 2016 legislative session began on Monday, January 25 and runs through Thursday, March 10. WFRC staff will actively track bills related to transportation funding and policy. Staff are working closely with partners, including UDOT, UTA, UAC, and ULCT and are engaging in discussions with key stakeholders and policy makers. The following items were discussed:

- Infrastructure Funding Amendments – This bill would direct approximately \$35.8 million of the state sales tax revenues currently going to transportation into a fund for water infrastructure needs.
- WFRC Appropriations Request – The joint WFRC and MAG request for \$140,000 in ongoing funding for transportation planning and assistance to communities is on the subcommittee prioritized list of appropriations.

Mayor Dolan suggested that WFRC staff and members begin a PR campaign to get the message out about solutions to problems the citizens and communities are concerned about. Finding a way to provide information to the public that there is a plan to fixing air quality and other issues. Andrew Gruber noted that over the years WFRC has coordinated closely with the business community and other community based organizations on sharing messages about solutions that exist for air quality, transportation and economic development.

Mayor JoAnn Seghini made a motion that the Wasatch Front Regional Council members and staff continue on and explore a path of public outreach. Mayor Mike Caldwell seconded the motion and the motion passed unanimously.

Information: Service awards

Suzie Swim, with responsibilities in Geographic Information Systems (GIS), Travel Model Application, and WFRC Website, was recognized and presented with a certificate for her ten years of dedicated service. Jon Larsen, Modeling, Forecasting, and Information Services Manager, was also recognized and presented with a certificate for his five years of dedicated service.

Public Comment

There were no public comments

Regional Growth Committee

ACTION: Approve 2015-2040 Regional Transportation Plan Amendments

Jory Johner, WFRC, reported that at the October 15, 2015 Regional Growth Committee meeting and the October 22, 2015 Regional Council meeting, WFRC staff presented the proposed Amendments to the 2015-2040 RTP from the Utah Department of Transportation (UDOT), the Utah Transit Authority (UTA), and Layton City. He said the WFRC staff analyzed the potential financial implications of including these projects in Phase 1 and determined there are adequate resources available and potential cost savings from a reprioritization of projects.

The formal public comment period took place from November 2 to December 1, 2015 with no comments being submitted. The WFRC staff, UDOT, UTA, and Layton City representatives presented the amendment to the Regional Growth Committee's Ogden-Layton Technical Advisory Committee and the Salt Lake County PlanTac on December 16, 2015. The Regional Growth Committee, at their January 21 meeting, recommended to the Regional Council they approve the amendment for adoption.

Mr. Johner then gave an overview of the projects included in the amendment and noted that additional information for each project was included in Council member packets and was also discussed at the October 22 meeting. Detailed information regarding the Amendment may be viewed on the WFRC website at http://wfrc.org/new_wfrc/index.php/2015-rtp/rtp-amendments.

Commissioner John Petroff made a motion to approve the proposed 2015-2040 Regional Transportation Plan amendments as presented. Mayor Bob Stevenson seconded the motion and the motion passed unanimously

Information: 2019-2050 RTP Development

The Regional Transportation Plan (RTP) is the region's shared blueprint for regional transportation. Development of the RTP is a four year process and is a collaborative effort of communities, stakeholders, and transportation agencies that is convened and technically supported by WFRC. The 2019-2050 Regional Transportation Plan (RTP) will extend a decade beyond the current plan and therefore provides a significant opportunity to address and plan for transportation needs in the region.

Ted Knowlton, WFRC, discussed plans for the first 18 months of the development of the 2019-2050 RTP. He said that the draft objectives include:

- Engage communities, partner agencies, stakeholders and public in the planning process.
- Coordinate regional transportation with local land use considerations.
- Enhance planning for active transportation and integrate it with road and transit planning.
- Utilize a performance-based approach to planning, including a focus on economic performance.

Mr. Knowlton said that in the first phase, transportation and land development scenarios will be explored in distinct sub-areas of the metropolitan area. This will feature "small area meetings" in which groups of cities and unincorporated areas meet together to explore the future. A 2019-2050 RTP Scenario Small Area Meeting #1 map was distributed at the meeting. It was noted that information for the small area meetings will be distributed to cities and counties in the coming weeks.

Information: Community Spotlight – Riverton City

Mayor Bill Applegarth, Riverton City, highlighted some of the major efforts the City of Riverton is doing in transportation and community development. His spotlight included:

The City's transportation vision to develop a street system that is appropriate for their rapidly growing city; Partnering with WFRC to widen 13400 South to seven lanes (4570 West to 4000 West). Partnering with UDOT and WFRC to construct a Continuous Flow Intersection at 13400 South and Bangerter Highway.

The City's key focus includes active transportation. Salt Lake County and WFRC are funding a citywide active transportation plan through the Transportation and Land Use Connection (TLC) Program. Salt Lake County is working with the City on active transportation improvements.

As part of the land use vision, Riverton is creating a new center between Bangerter Highway and Mountain View Corridor.

Transportation Committee (Trans Com)

ACTION: Board Modifications to the 2016-2021 Transportation Improvement Program

The Wasatch Front Regional Council received requests to modify the current 2016-2021 Transportation Improvement Program (Amendment Three). A copy of the Resolution and a list of projects were included in Council member packets. This modification requires action from the Regional Council and the Transportation Commission but does not require a new conformity analysis or a 30-day public comment period. Carlos Braceras, UDOT, and Ben Wuthrich, WFRC, reviewed the modifications in Amendment Three for Council members.

Mayor Bill Applegarth moved to approve the Resolution to modify the 2016-2021 Transportation Improvement Program as requested. The motion was seconded by Mayor Kelvyn Cullimore. The motion passed unanimously. A copy of the Resolution is available in the Council offices.

Information: Report on Board Modifications to the 2016-2021 TIP

The Wasatch Front Regional Council received a request to modify the 2016-2021 Transportation Improvement Program. Since the Regional Council was not meeting, Trans Com, by delegated authority, reviewed the request and approved the modifications. Mr. Wuthrich discussed the projects and noted that the modifications in Amendment Two of the Resolution were included in member packets. A copy of the Resolution is available in the Council offices.

Air Quality Committee Report

Mayor JoAnn Seghini, Air Quality Committee Chairman, reported that the Division of Air Quality is supporting legislation requiring low NOx water heaters for all new installations and replacements. These state of the art water heaters reduce NOx emissions by 75%. The emission reduction cost is estimated at about \$2,500/ton.

Tesoro Refinery has committed to provide low-sulfur Tier3 auto usage fuel to the Utah market by 2017. Other local refineries are also considering the emission reducing fuel. The Legislature is pursuing incentives to secure Tier3 fuel for the Utah market.

Rocky Mountain Power is pursuing legislative support for their three-part STEP plan. Using existing utility fees, Rocky Mountain Power proposes to invest \$5 million/year for electric vehicle incentives and more charging stations, offset costs for curtailing power production during inversion conditions, and research and development for wood burning power generation, battery technology, and solar incentives.

Active Transportation Committee Report

Mayor Mike Caldwell, Chair, Active Transportation Committee, report included:

During the January 13, 2016 ATC meeting the Committee reviewed the 2016 priorities to focus on, and discussed proposed Performance Measures that will help guide the Regional Transportation Plan. The Committee will also focus on implementation of active transportation projects and improved tracking and accounting of active transportation users.

Mobile Active Transportation Tours (MATT) will continue through 2016. Two tour dates will coincide with ATC meetings. Watch for more information in the coming weeks regarding all of the tours being planned.

Transportation Alternatives Program—FAST Act—WFRC staff are recommending that two-years of funding be allocated in the upcoming Transportation Alternatives Program, equaling \$3 million committed to active transportation projects in the 2017-2018 funding years.

Executive Director's Report

Andrew Gruber's report included:

- The FAST Act was recently passed by Congress and signed into law by the President. The FAST ACT provides five years of predictable, consistent funding with modest funding increases to keep pace with inflation. More information and discussion on the FAST Act in upcoming meetings.
- Reminder: The National Association of Regional Councils (NARC) will hold their 50th Annual Conference in Salt Lake City June 26-28. In addition, piggy backing on the Conference - the Wasatch Choice Consortium and Active Transportation Health Summit will be held on June 29 at the Little America Hotel. Details will be provided in the coming weeks and a Save the Date will be sent out soon.
- WFRC 2016 Meeting Schedule was distributed.
- WFRC is still planning to move the office. Different options are being explored. The objective in moving is to find a location that is easily accessible from all over the region by multiple modes of transportation and convenient for everyone.

Mr. Gruber turned the time to Jerry Benson, UTA Interim President and CEO. Mr. Benson distributed a brochure, "UTA Reforms & Path Forward", and discussed the steps the UTA Board of Trustees and UTA organization are taking to inform the public that they are sensitive to their concerns. They are on a path to build trust, to be transparent, and to continue to be of service to the public. The document as well as videos and other information about UTA's path forward may be found on their website – www.rideuta.com.

Other Business

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

Next meeting: March 24, 2016 at 2:00 p.m.

A recording of this meeting, as well as meeting packet materials, may be found on the WFRC website at www.wfrc.org under 'committees' 'Wasatch Front Regional Council' '2016 meetings' "recordings"

WASATCH FRONT FISCAL YEAR 09
Balance Sheet
As of 01-31-16

ASSETS

Cash	\$ 1,002,479.85		
Accounts Receivable	967,548.43		\$ 1,002,479.85
Prepaid Expense	10,042.52		\$ 967,548.43
			\$ 10,042.52
			\$ 0.00
			\$ 1,980,070.80
			=====

LIABILITIES & FUND BALANCE

Accounts Payable	126,001.05		
Other Liabilities	3,845.87		
Accrued Payroll & Taxes	819.20		
Accrued Vacation/Sick Leave	289,425.24		
Total Liabilities			\$ 420,091.36
State and Local	872,493.35		
General Fund - Reserved	94,514.04		
General Fund	292,972.05		
Special Projects Fund	300,000.00		
Total Fund Balances			\$ 1,559,979.44
			\$ 1,980,070.80
			=====

WASATCH FRONT FY 12
Check Register
(A) WELLS FARGO BANK
01-31-16

021716
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Check#	Date	Vendor	Amount
10169	01-05-16	ADV001 ADVANTAGE UTAH	11341.15
10170	01-05-16	ALT001 ALTA PLANNING AND DESIGN	4928.00
10171	01-05-16	BIO001 BIO-WEST, INC.	29827.01
10172	01-05-16	BRE001 MIKE BREWER SNOW REMOVAL	850.00
10173	01-05-16	ICM001 ICMA RETIREMENT TRUST	18193.78
10174	01-05-16	INT001 INTEGRA TELECOM	1598.49
10175	01-05-16	JIV001 JIVE COMMUNICATIONS INC	823.85
10176	01-05-16	PAR001 PARAMETRIX	7442.50
10177	01-05-16	PEH001 PEHP FLEX BENEFITS	1203.76
10178	01-05-16	PET001 SCOTT FESTIN - PETTY CASH	79.74
10179	01-05-16	PSC001 PS COMMERCIAL CLEANING	600.00
10180	01-05-16	PUB001 PUBLIC EMPLOYEES HEALTH PR	28562.32
10181	01-05-16	REP001 REPUBLIC SERVICES #864	242.91
10182	01-05-16	SHA001 SHAMROCK PLUMBING LLC	219.00
10183	01-05-16	STA002 STAPLES ADVANTAGE DEPT DAL	365.95
10184	01-05-16	TER001 TERMINIX	125.00
10185	01-05-16	UNU001 UNUM LIFE INSURANCE CO	284.70
10186	01-05-16	UTA003 UTAH LOCAL GOVERNMENT TRUS	427.23
10187	01-05-16	ZIO002 ZIONS BANK PUBLIC FINANCE	1500.00
10188	01-19-16	AMP001 AMPO	6127.46
10189	01-19-16	COM004 COMFORT SYSTEMS USA	675.00
10190	01-19-16	CON001 CONSTRUCTION MONITOR	540.00
10191	01-19-16	CRS001 CRSA	11250.00
10192	01-19-16	ENV001 ENVISION UTAH	2951.09
10193	01-19-16	IBI001 IBI GROUP	121.33
10194	01-19-16	ICM001 ICMA RETIREMENT TRUST	2531.56
10195	01-19-16	INT001 INTEGRA TELECOM	1622.79
10196	01-19-16	LAS001 LASER EXPERTS	VOID
10197	01-19-16	LOG001 LOGAN SIMPSON DESIGN INC	1000.00
10198	01-19-16	OFF001 OFFICE DEPOT	199.99
10199	01-19-16	PEH001 PEHP FLEX BENEFITS	1146.14
10200	01-19-16	PSC001 PS COMMERCIAL CLEANING	600.00
10201	01-19-16	ROC001 ROCKY MOUNTAIN POWER	663.58
10202	01-19-16	SAL001 SLC CORPORATION - PUBLIC U	83.73
10203	01-19-16	STA002 STAPLES ADVANTAGE DEPT DAL	97.04
10204	01-19-16	STR001 STRINDBERG & SCHOLNICK, LL	3520.00
10205	01-19-16	TYC001 TYCO INTEGRATED SECURITY L	552.16
10206	01-19-16	UNU001 UNUM LIFE INSURANCE CO	136.95
10207	01-19-16	UTA003 UTAH LOCAL GOVERNMENT TRUS	1352.23
10208	01-19-16	UTA019 UTAH DIV OF PURCHASING AND	7079.79
10209	01-19-16	WES002 WEST JORDAN CITY	14494.18
10210	01-19-16	ZIO001 ZIONS FIRST NATIONAL BANK	39784.38
10211	01-19-16	LAS001 LASER EXPERTS	486.00
10212	01-20-16	PUB001 PUBLIC EMPLOYEES HEALTH PR	28838.04
10213	01-28-16	ALT001 ALTA PLANNING AND DESIGN	9964.22
10214	01-28-16	APP001 APPLE SPICE JUNCTION	262.62
10215	01-28-16	AVE001 AVENUE CONSULTANTS	2254.70
10216	01-28-16	BRE001 MIKE BREWER SNOW REMOVAL	525.00
10217	01-28-16	FEH001 FEHR & PEERS	17317.77
10218	01-28-16	ICM001 ICMA RETIREMENT TRUST	17997.62

WASATCH FRONT FY 12
Check Register
(A) WELLS FARGO BANK
01-31-16

021716
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Check#	Date	Vendor	Amount
10219	01-28-16	LAN001 LANDMARK DESIGN	2769.36
10220	01-28-16	LIN001 LINCOLN NATIONAL LIFE INS	3011.81
10221	01-28-16	NEA001 NEAR MAP US INC	1998.00
10222	01-28-16	PAR001 PARAMETRIX	19515.00
10223	01-28-16	PEH001 PEHP FLEX BENEFITS	1583.33
10224	01-28-16	SLI001 SLICCAMA	338.25

Total Of Register

312006.51

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Licensed User: ACCOUNTING DEPARTMENT

**Wasatch Front Regional Council FY 2016
Budget/Expense Report**

7/1/2015
6/30/2016

Expenditure by Function

Expenditure	Budget As Amended October 2015	Expended 1/31/2016	Balance Unspent	% Expended	
Salaries/Employee Benefits	3,263,283	1,728,238	1,535,045	53%	
Contractual	2,686,385	624,565	2,061,820	23%	
Audit and Accounting	17,734	13,520	4,214	1	76%
Equipment Use Charges	63,501	34,335	29,166	54%	
Dues and Subscriptions	20,110	10,827	9,283	54%	
Insurance	16,752	8,378	8,374	50%	
Legal	3,150	5,200	-2,050	2	165%
Printing & Publication	19,291	2,804	16,487	15%	
Rent	90,674	37,661	53,013	42%	
Building Operation/R & M	60,545	30,546	29,999	50%	
Supplies/Software & Licenses	84,635	55,177	29,458	1	65%
Telephone/Data	38,418	18,304	20,114	48%	
Travel	62,370	29,846	32,524	48%	
Training	38,831	15,683	23,148	40%	
Equipment Purchase	45,000	8,702	36,298	19%	
Amounts expected to carry forward into next FY	290,293		290,293	0%	
TOTAL EXPENDITURES	6,800,973	2,623,788	4,177,186	39%	
Excluding Carry Forward	6,510,680	2,623,788	3,886,892	40%	
% Time Expended				59%	

Expenditure by Program

Program	Budget As Amended October 2015	Expended 1/31/2016	Balance Unspent	% Expended	
Consolidated Transportation Planning Grant	3,734,651	1,764,968	1,969,683	47%	
UTA Project Support	92,575	72,922	19,653	3	79%
Local Government Service	121,102	9,176	111,926	8%	
SL Corridor Preservation	24,615	9,655	14,960	39%	
Salt Lake County COG	93,940	36,281	57,659	39%	
Community Impact Board	252,000	61,136	190,864	24%	
Economic Development	120,000	70,480	49,520	59%	
CDBG - Tooele	50,000	24,469	25,531	49%	
Transportation and Land Use Connection	1,050,620	462,921	587,699	44%	
Tooele Valley RTP Update	8,713	3,634	5,079	42%	
Mobility Management	20,000	3,786	16,215	19%	
TLC - Tooele	34,925	33,862	1,063	3	97%
Weber/Morgan Complete Streets	15,000	0	15,000	0%	
Utah State Legislative Consultant	62,000	27,000	35,000	44%	
Model Development - MAG	55,000	29,795	25,205	54%	
Mountain Accord Phase II	1,000,000	0	1,000,000	0%	
Joint Planning Studies	20,831	5,000	15,831	24%	
Equipment Purchases	45,000	8,702	36,298	19%	
TOTAL EXPENDITURES	6,800,973	2,623,788	4,177,185	39%	

Footnotes to the Budget/Expense Report

January 31, 2016

In this report 59% of the fiscal year (time) has passed. Of the total amount budgeted for the year 39% was expended through the end of January 2016. The budget amendments approved by the Council at their October 22, 2015 meeting have been included in this report. This information is useful in that it shows rates of expenditure by line item and by program and allows the Council and staff to analyze rates of expenditure and progress of the various programs and address any areas of concern. It is not unusual for budget spent versus time to show variations. Some expenses such as audit fees and software license fees are paid at the beginning of the fiscal year causing the percentage of budget spent versus time expended to go up. However, as the year progresses that percentage drops and the line item and program will finish the year within budget. The footnotes provided below help explain those variations.

1. These line items include expenditures that benefit the entire fiscal year however they are paid/expensed in the first few months of the fiscal year. It is anticipated that these items will complete the year within budget.
2. Legal expense shows this line item exceeding budget by \$2,050. We anticipate additional legal expense in the amount of \$1,140 to be incurred during the month of February 2016. WFRC's Administrative and Accounting policy allows for changes between line items without a formal budget amendment as long as the change does not increase or decrease the overall budget. This change is a one-time expense and does not create an increase in on-going expenditures.
3. The variances on the Program section are normal in that work on some projects occurs at varying times during the year and in some cases include multi-year projected spending.

DATE: March 17, 2015
AGENDA ITEM: 2a
SUBJECT: **Information:** Legislative Report
PREPARED BY: Andrew Gruber

BACKGROUND:

At the Council meeting we will discuss key outcomes of the recently concluded 2016 legislative session.

RECOMMENDATION:

This item is for information only.

CONTACT PERSON:

Andrew Gruber, 801-824-0055, agruber@wfr.org

DATE: March 24, 2016
AGENDA ITEM: 4a
SUBJECT: **ACTION:** Release for public comment Draft Fiscal Year 2017 Budget and Work Program (UPWP)
PREPARED BY: Loveit Baumgardner and Wayne Bennion

BACKGROUND:

WFRC staff has prepared a draft Unified Planning Work Program (UPWP) that outlines the activities that WFRC plans to undertake in the next year and a draft budget for fiscal year 2017.

The WFRC Budget Committee reviewed the draft UPWP and budget on March 9, 2016 and the Regional Council will review the draft budget and UPWP at its meeting on March 24, 2016. The Regional Council needs to make these available for review by the public and by the County Councils of Governments (COGs) prior to April 1. After considering any comments received, the Regional Council needs to adopt a final UPWP and budget in May. Below is a discussion of the UPWP and some specific aspects of the budget.

Unified Planning Work Program

The UPWP outlines the work tasks that the WFRC will pursue during fiscal year 2017 in collaboration with local agencies, UDOT, UTA, and other partners. Among the primary tasks are assisting local communities with growth, transportation and planning issues; developing potential scenarios for updating the Regional Transportation Plan and Utah Unified Transportation Plan; continuing efforts to update the Transportation Improvement Program; assisting in the development of air quality plans and promoting transportation strategies to improve air quality; and providing outreach to the public and local, state, and federal officials.

Budget Overview

Expenditures:

The major expenditure in the budget is for staff salary/benefits. The budget includes funding to maintain the current full-time staff of 27. The budget includes an overall increase of five percent for salaries and benefits, including any health insurance cost increases.

Anticipated consultant contracts represent the second largest expenditure in the budget. The budget reflects WFRC being the contracting agency for a Mountain Accord Transportation Study. The Mountain Accord Executive Board authorized \$1 million to be transferred to WFRC (via GOED and UTA) to conduct an analysis of short and long-term transportation options in the cottonwood canyons, in collaboration with local jurisdictions, UDOT and UTA. WFRC already holds the contract for the Mountain Accord Program Director.

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

Funding Sources:

With the passage of the federal FAST Act, consistent federal funding for transportation programs is anticipated through 2020, at current levels with modest increases for inflation.

Federal Highway Administration (FHWA) planning funds (PL) and Federal Transit Administration (FTA) Section 5303 planning funds continue to be the main source of revenue for the budget.

The FAST Act increases the proportion of Surface Transportation Program (STP) funds allocated to our region.

- The majority of these increased funds (\$1.3 million in FY'17) will supplement the resources available for projects that are in the Transportation Improvement Program (TIP), which may enable some acceleration of previously programmed projects.
- The budget also reflects using a portion of that STP increase (\$200,000) for WFRC expenses, particularly rent and other costs associated with relocating the WFRC offices, which we hope will occur during the FY'17 year.
- The budget also reflects using a portion of the STP increase (\$300,000) for the Transportation and Land Use Connection (TLC) program, to assist our member communities with growth and redevelopment issues. (Salt Lake County also partners in funding this program.)

The budget includes continuing funding from the Small Cities CDBG program at \$50,000 a year and from the Economic Development Administration at \$60,000 a year.

For FY'17 the local county contributions to the budget is at the same level as for the last year at a total of \$304,964.

The state contribution remains level at \$140,000.

Changes to format of budget materials:

The budget presented here is a slightly different format than we have used in previous years. In accordance with changes to state code, and the WFRC Administrative and Accounting Policy and Procedure document approved by the Council last October, the new format shows actual results from the last completed fiscal year, an estimate for the current year and the budget for the next year. Also, revenue and expenditures that do not affect the budget at the program level but do affect fund balances are now reflected in the budget.

EXHIBITS:

Draft budget for fiscal year 2017 and footnotes
Draft UPWP Summary

RECOMMENDATIONS:

The WFRC Budget Committee and WFRC staff recommend that the Council take action "to make the draft UPWP and budget for fiscal year 2017 available for review and comment."

CONTACT INFORMATION:

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Draft
Wasatch Front Regional Council FY 2017 Budget
Source of Funds

	FY 2015	FY 2016	FY 2017		
	Actual	Estimated	Budget		
Federal Sources:					
Federal Highway Administration - PL	1,454,272	1,772,727	1,936,812	9%	
Federal Highway Administration - STP	881,126	1,168,267	1,600,000	37%	1
Federal Transit Administration - 5303	636,022	646,026	646,023	0%	2
Dept. of Housing and Urban Development	50,000	50,000	50,000	0%	3
Economic Development Administration	60,000	60,000	60,000	0%	4
Total Federal Sources	3,081,420	3,697,020	4,292,835	16%	
State Sources:					
Utah GOMB (CPG match)	70,000	140,000	140,000	0%	
Mountain Accord	87,182	1,000,000	1,000,000	0%	
Community Impact Board	2,000	252,000	2,000	-99%	5
UDOT - Tooele Valley RTP	16,889	0	0	0%	
UDOT - Joint Planning Studies	47,000	0	0	0%	
UDOT - Corridor Preservation SL County	18,339	24,616	25,628	4%	
Total State Sources	241,410	1,416,616	1,167,628	-18%	
Local Sources:					
Special Project Funds	373,698	845,651	537,291	-36%	6
Transit Sales Tax	225,234	135,634	121,147	-11%	7
Local Contribution	158,748	316,964	304,964	-4%	
Interest Income	3,870	5,251	4,500	-14%	8
Total Local Sources	761,550	1,303,500	967,902	-26%	
TOTAL SOURCES	4,084,380	6,417,135	6,428,365	0%	15

Draft
Wasatch Front Regional Council FY 2017 Budget

Expenditure by Function

Expenditure	FY 2015	FY 2016	FY 2017		
	Actual	Estimated	Budget		
Salaries/Employee Benefits	2,653,623	3,240,283	3,407,605	5%	9
Contractual	1,012,102	2,686,385	2,224,250	-17%	10
Equipment Purchase (net)	2,881	2,353	13,979	494%	8
Equipment Maintenance	15,093	31,003	32,496	5%	
Equipment Depreciation	35,027	29,647	31,021	5%	8
Rent	66,292	64,562	250,000	287%	11
Building Operation/R & M	51,436	52,365	84,203	61%	11
Travel	59,357	65,165	68,222	5%	
Training	36,982	38,831	40,500	4%	
Printing and Publication	7,607	23,291	24,487	5%	
Supplies/Software & Licenses	61,557	94,590	126,710	34%	12
Telephone/Data	30,429	31,378	32,136	2%	
Audit and Accounting	15,488	17,734	26,883	52%	13
Dues & Subscriptions	19,152	13,832	14,579	5%	
Insurance	15,954	16,363	17,000	4%	
Legal	0	5,200	5,000	-4%	
Bank Charges	1,187	1,256	1,300	4%	8
Debt service (net)	10,173	16,757	0	-100%	8,11
Change in fund balance	-9,961	-13,859	-10,779	-22%	8
Total Expenditures	4,084,380	6,417,135	6,389,592	0%	
Amounts expected to carry into next FY			38,773		
TOTAL BUDGET	4,084,380	6,417,135	6,428,365	0%	15

Draft
Wasatch Front Regional Council FY 2017 Budget

Expenditure by Program

Program	FY 2015	FY 2016	FY 2017		
	Actual	Estimated	Budget		
Consolidated Transportation Planning Grant	2,763,525	3,512,594	3,707,946	6%	
UTA Project Support	104,031	92,575	78,088	-16%	7
Tooele Valley RPO	719	0	10,000	0%	
Tooele Valley RTP Update	16,889	6,230	0	-100%	
Local Government Service	12,400	121,102	147,412	22%	14
Model Development (MAG)	55,000	55,000	55,000	0%	
Salt Lake County Council of Governments	56,694	62,195	72,291	16%	
Mobility Management	6,460	6,489	10,000	54%	
CDBG - Tooele	49,756	50,000	50,000	0%	
Community Impact Board	2,000	252,000	2,000	-99%	5
Weber/Morgan Complete Streets	0	15,000	0	-100%	
Joint Planning Studies	109,090	20,831	0	-100%	
Economic Development	120,000	120,000	120,000	0%	
Corridor Preservation - Salt Lake County	18,339	24,615	25,628	4%	
Utah State Legislative Consultant	40,000	50,000	50,000	0%	
Mountain Accord	87,182	1,000,000	1,000,000	0%	
Transportation & Land Use Connection	642,295	1,028,504	1,100,000	7%	
TOTAL EXPENDITURES	4,084,380	6,417,135	6,428,365	0%	15

Draft
Wasatch Front Regional Council FY 2017 Budget

Local Contributions

County	FY 2015 Actual	FY 2016 Estimated	FY 2017 Budget
Box Elder, 1 voting member	8,355	12,533	12,533
Davis, 4 voting members	33,421	66,842	66,842
Morgan, 1 voting member	8,355	12,533	12,533
Salt Lake, 8 voting members	66,841	133,682	133,682
Tooele, 1 voting member	8,355	12,533	12,533
Weber, 4 voting members	33,421	66,842	66,842
TOTAL	158,748	304,965	304,965

Wasatch Front Regional Council

FY 2017 Budget

Footnotes

1. FHWA-STP funds include \$900,000 for the Consolidated Planning Grant (CPG) program and \$700,000 for the Transportation and Land Use Connection (TLC) program. With the passage of the FAST Act the amount of FHWA-STP funds allocated to WFRC's region has increased. This budget uses \$200,000 of the regional increase in STP funds for general transportation planning under the CPG program. These additional funds will be used for costs associated with relocating the WFRC offices and will also will decrease the amount of FHWA-PL funds needed for transportation planning as part of WFRC's long-term financial stability plan. This budget also uses \$300,000 of the regional increase in STP funds for the TLC program. These funds will be used to provide additional assistance to our members.
2. Federal Transit Administration - 5303 includes \$636,023 for the CPG program and \$10,000 for Mobility Management pass through from Utah Transit Authority.
3. Dept. of Housing and Urban Development includes \$50,000 for CDBG Small Cities (sponsored through Tooele County).
4. Economic Development Administration includes \$60,000 for support of Wasatch Front Economic Development District.
5. In FY'16 WFRC received \$250,000 from the Community Impact Board to gather data to assist in the creation of Resource Management Plans.
6. Special Project Funds include: \$10,000 from Tooele Valley RPO, \$55,000 for MAG Model Development, \$72,291 for Salt Lake County Council of Governments, \$200,000 from Salt Lake County for TLC projects, and \$200,000 for grantee match for TLC projects. It shows a decrease from FY'16 due to the completion of several joint planning projects and TLC projects, some of which began in FY'15 and continued in FY'16.
7. Transit Sales Tax includes \$43,059 for CPG matching funds and \$78,088 for Transit Support. The decline in Transit sales tax from FY'15 and Estimated FY'16 is due to joint planning studies that were completed in each year, respectively.
8. In accordance with changes to state code and the WFRC Administrative and Accounting Policy, revenue and expenditures that do not affect the budget at the program level but do affect fund balances are now reflected in the budget for Council consideration. Historically, WFRC budgets were prepared at the program level which matched grants or funding contracts with associated expenditures for specified work scopes. In addition to these types of revenue and expenditures there are transactions that do not affect the program budgets but only affect the fund balance. Those transactions include Interest Income, Bank Charges, Equipment purchases (net), and Debt Service (net). Interest income represents earnings WFRC receives by investing cash reserved for employee paid leave, unemployment claims, debt service, etc.

The amount shown as Equipment Purchase (net) is the difference between budgeted equipment purchases and the amount charged to the programs as Equipment Depreciation. This is different than how it has been shown in the past. When equipment is purchased it is expensed to the Special

Projects Fund. That initial expense is recouped by way of depreciation that is charged to the programs which is then recognized as revenue in the Special Projects Fund offsetting the Equipment Purchase expense and affecting the change in fund balance. If equipment purchases exceed depreciation the fund balance decreases in that year. If equipment purchases are less than depreciation the fund balance increases in that year. Once an asset is fully depreciated, all capital outlay expense has been recouped and there is no more revenue or expense associated with that asset.

Debt service (net) is similar to Equipment purchases (net). WFRC makes principal and interest payments on bonds that were issued to purchase its current office building. The programs are charged for Rent which includes straight-line depreciation on the building plus interest on the bonds. For FY'17 the budget assumes WFRC will relocate to a rented space and retire the existing bonds with the proceeds from the sale of the building on Jimmy Doolittle Road. Other than payment of the remaining balance on the outstanding bonds the budget does not include any assumption regarding proceeds on the sale of the building. Should the building be sold the budget would be amended at that time.

9. Salaries/Employee Benefits includes an overall 5% increase over the previous fiscal year. This increase will pay for: any COLA, merit, and/or market adjustment salary changes; promotions; salary based benefits such as retirement contributions, Medicare, workers compensation, etc.; and any increases to Group Health Insurance.
10. Contractual includes \$135,250 for Plan Refinement and Special Studies, \$90,000 for Travel Forecasting, \$50,000 for Communications, \$5,000 for salary survey update, \$55,000 for Model Development (MAG), \$839,000 for TLC projects, \$50,000 for Legislative Consulting, and \$1,000,000 for Mountain Accord transportation study.
11. Included in this budget are estimated costs associated with the relocation of WFRC's offices. The amount shown for Rent is an estimate based on mid-market cost per square foot in the northwest section of downtown Salt Lake City. The line item titled Building Operation/R&M includes an estimated \$30,000 for moving and miscellaneous building start-up costs (e.g. telephone and network installation). The budget assumes that WFRC will rent as opposed to buying office space. It is assumed that the current WFRC office building will be sold and the associated bond debt will be paid from the proceeds. There is no assumption regarding proceeds beyond that which is required to retire the bonds.
12. Supplies and software includes the purchase of additional software licenses and maintenance fees.
13. The contract for services with our current auditor has expired. Staff will be requesting proposals for auditing services for the next five years. When WFRC last requested proposals the costs ranged from \$10,000 to over \$26,000 per year. The amount in this budget allows some flexibility to consider proposals from firms other than our current one.
14. Local Government Services Program is funded with local contributions and is used to match federal funds and to fund other local planning efforts. It increases for both FY'16 and FY'17 due to increases in the contributions received from the Counties. The funds are used for labor and other costs associated with local planning work that were previously paid for with FHWA-PL funds. This is consistent with the long-term financial stability strategies approved by the Council in May of 2015.

15. The increase in expenditures from FY'15 actual to FY'16 estimated is primarily due to: increased staffing costs funded through new federal funding; the addition of consultant costs related to Mountain Accord; and projects that were initiated in FY'15 and carried forward to FY'16. It is likely that some of the projects from FY'16 will not be completed by the end of the fiscal year; however this budget does not reflect carry forwards from FY'16 into FY'17. It is anticipated that the budget will be amended at the Council's meeting scheduled on October 27, 2016 when those carry forward amounts are known.

**SUMMARY OF
DRAFT FY 2017 UNIFIED PLANNING WORK PROGRAM
Ogden-Layton and Salt Lake-West Valley Urbanized Areas**

A. ADMINISTRATION AND COORDINATION

A.1 WASATCH FRONT REGIONAL COUNCIL

OBJECTIVES:

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

To provide administrative support.

ANTICIPATED PRODUCTS:

- Self-certification of the Transportation Planning Process
- Regular meetings of WFRC and its advisory committees and documentation of those meetings
- Coordination with partner agencies, including Mountainland Association of Governments, UTA, UDOT, State Division of Air Quality (DAQ), other MPOs, Utah League of Cities and Towns, Utah Association of Counties, Chambers of Commerce, Envision Utah, Governor's Office of Management and Budget, and others
- Monthly Financial Reports
- Annual Audit
- Annual Contract between WFRC and UDOT, WFRC and UTA
- End of the year UPWP completion reports
- UPWP and budget amendments
- FY 2018 Unified Planning Work Program and budget

A.2 UTAH DEPARTMENT OF TRANSPORTATION

OBJECTIVE:

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

ANTICIPATED PRODUCTS:

- Review of the Regional Transportation Plan and the Transportation Improvement Program developed by the WFRC to provide coordination with statewide transportation plans and programs

- Monitoring of expenditures by WFRC of PL, STP and FTA Section 5303 funds, which are deposited into the Consolidated Planning Grant (CPG). Administration of CPG
- Participation in TAC, Trans Com and Regional Growth Committee meetings
- Assistance to the WFRC in developing the FY 2018 UPWP
- Assistance to WFRC in interpreting and complying with updated air quality rules and regulations
- Review of requests to revise the Functionally Classified Highway System and update the Functional Classification maps
- Assistance to WFRC in completing special studies within the planning area. These studies may include coordinating travel demand modeling, joint corridor planning, preparing air quality studies or reports, economic development, GIS, performance measures, and others.
- Coordination of the completion of CMAQ annual reporting to FHWA.

A.3 UTAH TRANSIT AUTHORITY

OBJECTIVE:

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

ANTICIPATED PRODUCTS:

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

B TRANSIT PLANNING

B.1 UTA TRANSIT PLANNING

OBJECTIVES:

- To plan for effective transit services within available resources.
- To actively participate in transportation studies, community developments and master plan efforts to incorporate transit elements.
- To improve intermodal transportation options for the region in cooperation with WFRC, UDOT, airports and other stakeholders.
- To promote and implement technology that will enhance transit service.
- To plan and implement safety and security measures to increase comfort levels of current and future customers.
- To work with key agencies for more effective use of transportation resources that will serve persons with disabilities and other transportation disadvantaged persons in the service area.
- To promote ridesharing, telecommuting, flextime, bicycling, walking and discount programs to encourage more efficient use of the transportation system.
- To encourage and work with stakeholders on transit oriented developments and more effective transit land use options.

ANTICIPATED PRODUCTS:

- Strategic Planning
- Service Standards
- Transit Development Financial Plan (TDP)/Equity Analysis
- Financial Forecasting
- Bus Stop Master Plan
- Technology Improvements Planning
- Transit Oriented Development (TOD)/Joint Land Use Planning
- Active Transportation Planning
- Emergency Preparedness Planning
- Safety Planning
- Rideshare Program Planning
- American Disability Act (ADA) Planning
- Public Involvement
- School Bus Service
- Regional Air Quality Initiatives
- Asset Management Planning for State of Good Repair Initiatives Communication Plan
- GREENBike Regionalization
- Station Area Planning
- Environmental Sustainability
- Research Plans
- Travel Demand and TBEST Modeling
- Special Services Strategic Plan

- GIS Application Development

B.2 MOBILITY MANAGEMENT

Objectives:

OBJECTIVES:

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

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

To identify and promote methods of reducing environmental barriers including increasing path and road network connectivity and the quality of connections between modes.

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

To develop a comprehensive human services coordinated transportation plan for the Wasatch Front, identifying current barriers, gaps in service and desired solutions.

ANTICIPATED PRODUCTS:

- Increased participation and Sustainable Mobility Councils in Davis, Morgan, Salt Lake, Utah, and Weber counties providing outreach and implementing projects
- Expanded Regional Centralized Resource Directory with user-friendly public interface for WasatchRides
- One Call – One Click Center and expanded Volunteer Driver Programs in Salt Lake and Utah counties
- No-cost scheduling, dispatch, and grant reporting software for smaller transportation providers
- Expanded Community Mapping tool for Davis, Morgan, Salt Lake, Utah, and Weber counties
- Coordination with Bear River Association of Governments mobility management in Box Elder County
- Ongoing outreach to underrepresented populations
- Updated Local Human Services Coordinated Transportation Plans (Wasatch Mobility Plan) for Davis, Morgan, Salt Lake, Tooele, Utah, and Weber counties for integration into the Regional Transportation Plans.

C. LONG RANGE PLANNING

C.1 REGIONAL TRANSPORTATION PLAN

OBJECTIVES:

To continue to cooperate and coordinate with Utah's other three MPOs, FHWA, FTA, UDOT, UTA, local governments, and other interested agencies and stakeholders for the development of the WFRC Regional Transportation Plan: 2019-2050 Regional Transportation Plan (2019-2050 RTP) and Utah's Unified Transportation Plan 2019-2050.

To continue to develop and refine the WFRC's regional transportation planning process to ensure that the Wasatch Choice Vision is incorporated into the overall 2019-2050 RTP process.

To use the identified RTP performance measures to evaluate how well the planned improvements in the 2019-2050 RTP are meeting the region's transportation goals.

To plan for transportation while understanding the effects of and impacts upon development patterns.

To review, discuss, and incorporate all existing and new federal requirements found in national surface transportation authorization legislation (MAP-21, FAST Act).

To develop three transportation and land use scenarios for the draft 2019-2050 RTP based on local community, transportation partners, and stakeholder input.

To begin the development of a Draft 2019-2050 RTP preferred scenario.

To increase active transportation emphasis in the 2019-2050 RTP.

To be responsive to local community and transportation partner requests for changes to the 2015-2040 RTP.

ANTICIPATED PRODUCTS:

- Three 2019-2050 RTP transportation and land use scenarios.
- Amendments to the 2015-2040 RTP
- Online documentation of the 2019-2050 RTP and its development
- Performance Measures Study

C.2 GROWTH PLANNING

OBJECTIVES:

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

To provide greater integration, cooperation, and coordination between municipal and county comprehensive land use planning efforts and the WFRC transportation planning process.

To continue to promote awareness of regional and long-term issues and solutions, related to the WFRC adopted Regional Growth Principles and the Wasatch Choice for 2040 Vision.

To implementation steps associated with the Your Utah Your Future statewide visioning effort.

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

ANTICIPATED PRODUCTS:

- Incorporation of overall growth concerns into the Region's transportation planning and programming processes
- Assistance to local governments in preserving transportation corridors
- Incorporation of the green infrastructure plan, *(Re)Connect*, and related concepts into the Wasatch Choice for 2050 Vision, the 2019 – 2050 Regional Transportation Plan and other long range plans.

C.3 LOCAL GOVERNMENT PLANNING SUPPORT

OBJECTIVES:

To provide support to cities, counties and other planning agencies as they consider incorporating the Regional Growth Principles and the Wasatch Choice for 2040 Vision into their plans.

To support local planning efforts that shape development encouraging alternative modes of transportation, producing less travel demand, and furthering the Wasatch Choice for 2040 Growth Principles.

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

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

ANTICIPATED PRODUCTS:

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

D. SHORT RANGE PLANNING AND PROGRAMMING

D.1 TRANSPORTATION MANAGEMENT SYSTEMS

OBJECTIVES:

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

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

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

ANTICIPATED PRODUCTS:

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

D.2 PLAN REFINEMENT AND SPECIAL STUDIES

OBJECTIVES:

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

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

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

ANTICIPATED PRODUCTS:

- Park and Ride Master Plan
- Mountain Accord Study
- I-15 Corridor Study
- Redwood Road Corridor Traffic, Transit and Land Use Study

- Southwest Salt Lake County Transit Study
- Salt Lake City 400 South TRAX (Black Line) Study
- 3300 South/3500 South MAX Study
- 5 Year Bus Service Plan
- Bus System Re-design
- Core Network Study
- Commuter Rail Study
- Joint Project Studies
- Transit Development Program
- Draper-Lehi TRAX Extension Study
- Foothill Drive Study
- Next Tier Coordination
- TRAX Operational and Capacity Improvements
- Street Connectivity Study
- Other Planning Studies

D.3 TRANSPORTATION IMPROVEMENT PROGRAM

OBJECTIVES:

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

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

ANTICIPATED PRODUCTS:

- An evaluation process that will help coordinate the implementation of the Regional Transportation Plan (RTP) for highways, transit, and bicycles, meet the short range needs of the area, and provide for the maintenance of the existing transportation system
- Surface Transportation Program (STP), Congestion Mitigation/ Air Quality (CMAQ) program, and Transportation Alternatives Program (TAP)
- A six-year Transportation Improvement Program (TIP) containing highway, transit, and other modal projects programmed for the region
- Status Reports of Surface Transportation Program (STP), Congestion Mitigation/Air Quality (CMAQ) Program, and Transportation Alternatives Program Projects
- Support for project implementation and completion
- Listings of obligations of federal highway and transit funds for fiscal year 2016

E. PROJECT COORDINATION AND SUPPORT

E.1 UDOT ENVIRONMENTAL STUDIES

OBJECTIVES:

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

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

ANTICIPATED PRODUCTS:

- West Davis Corridor Environmental Impact Statement (EIS)
- Other environmental studies

E.2 UTA ENVIRONMENTAL STUDIES

OBJECTIVES:

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

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

ANTICIPATED PRODUCTS:

- Ogden - Weber State Transit Corridor Environmental Assessment (EA)
- Taylorsville – Murray Transit Corridor Analysis
- 5600 West Bus Rapid Transit EA
- South Davis EA or CatEx
- Sugar House Phase II Alignment Change EA
- 3300/3500 South MAX Expansion EA Update
- Salt Lake City Downtown Streetcar EA
- Sandy South Jordan Circulator EA
- Other Environmental Studies

F. TRAVEL FORECASTING

OBJECTIVES:

To develop and maintain a Regional Travel Demand Model (TDM) and networks capable of analyzing a full range of transportation options and strategies.

To apply and assist users in applying the TDM to studies and projects throughout the region.

To continue developing, refining, and applying the Real Estate Market Model (REMM) for the regional planning process. This model has previously been referred to as the land use model.

To continue development of the TDM, model application standards and networks using the best practices and data available.

ANTICIPATED PRODUCTS:

- Refinements to regional highway and transit networks
- Testing and initial application of REMM
- Improvements to freight model in the TDM
- Updated K-12 school trips model in the TDM
- Enhanced auto ownership model in the TDM
- Enhanced walk/bike forecasting capabilities
- Automation of model outputs for mapping and performance measures
- Model application and technical support for various transportation projects

G. TECHNICAL SUPPORT AND SERVICES

G.1 AIR QUALITY ANALYSIS AND COORDINATION

OBJECTIVES:

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

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

ANTICIPATED PRODUCTS:

- Conformity determination for the TIP, RTP, and any amendments
- Technical support for air quality analysis
- Coordination with DAQ and UDOT regarding air quality issues
- Air quality performance measures and reporting
- Support to DAQ for PM_{2.5} SIP Development
- Transportation Control Measures as needed
- Transportation Related Air Quality Strategies

G.2 DATA COLLECTION AND ANALYSIS

OBJECTIVES:

To develop, verify and maintain socioeconomic estimates at the county, place, and TAZ levels.

To collect data useful in developing and refining the regional travel and land use models.

To develop and maintain various other databases that support the Regional Travel Model, Regional Land Use Model, and studies/ plans prepared by WFRC and others, including, but not limited to, existing and historical socioeconomic and transportation data.

To provide data and analysis that support refinement of the Wasatch Choice for 2040 Vision and development of the Regional Transportation Plan.

ANTICIPATED PRODUCTS:

- Analysis of American Community Survey data
- Annual socioeconomic estimates
- Analysis of socioeconomic data and forecasts
- Environmental Justice population review
- Input to short and long-range planning studies
- Speed data and analysis
- Traffic volume data, including but not limited to, annual statistics, containing adjusted counts from permanent recorders and coverage stations

- Transit ridership, park and ride lot usage, and other data
- Compilation of existing land use data

G.3 GIS AND DATABASE MANAGEMENT

OBJECTIVES:

To expand the database and mapping capabilities of the agency to better accommodate collection, use, and presentation of spatial data and information in transportation planning.

To update the existing spatial datasets with current data and edit them for consistency and accuracy in order to provide pertinent analysis and decision-making support.

To add new datasets and keep them current.

To transfer data into GeoDatabases for ease in working with and convenience in storing the data.

To catalog GIS layers.

ANTICIPATED PRODUCTS:

- Geospatial databases and maps with consistent, accurate, current, and timely data
- Technical documentation of spatial databases
- Presentation products and analysis that derive information from these databases
- Updated environmental, informational and other layers for the next Regional Transportation Plan (RTP)
- Geospatial databases and maps for refinements to the Wasatch Choice Vision
- Maps and supporting analyses for CDBG, EDD, TLC, TIP, special studies, and other purposes
- Updated GIS library with the data catalogued into Geodatabases
- Continued improvements in interactive web maps and other innovations

G.4 TECHNICAL SUPPORT TO LOCAL GOVERNMENTS

OBJECTIVES:

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

ANTICIPATED PRODUCTS:

- Assistance and information to local governments and others

G.5 TOOELE VALLEY RURAL PLANNING ORGANIZATION

OBJECTIVES:

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

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

To provide a public involvement process.

ANTICIPATED PRODUCTS:

- Refinements to the Tooele Valley Regional Long Range Transportation Plan
- Updated priorities for consideration in the STIP
- A public involvement process

H. PUBLIC INVOLVEMENT

OBJECTIVES:

To provide early and on-going two-way communication with special interest groups, elected and appointed government officials, other government agencies and private citizens on all Council projects, plans, studies, and processes.

To provide forums in which this communication takes place, through public events, written communication, web pages, social media, and other vehicles in coordination with UDOT, MAG, UTA, Envision Utah, and local government staff to ensure that the public is well informed about regional transportation plans, the Transportation Improvement Program, the Wasatch Choice for 2040 Vision, the Transportation and Land Use Connection program and other issues.

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

ANTICIPATED PRODUCTS:

- Public Meetings, including:
 - Annual Transportation Fairs and Open Houses
 - Regional Transportation Plan and Transportation Improvement Program processes
 - Project-specific public events, many of which will be held in conjunction with other public agencies such as UDOT, UTA, etc.
- WFRC Newsletters
- WFRC Web Pages
- Use of social media in public involvement
- Maintenance and use of a stakeholders list which currently has approximately 3,800 entries
- Speaking engagements at chambers of commerce, service clubs, high school and college classes, seniors groups, community groups, environmental groups, low income groups, minority groups, disabled rights groups, etc.
- Radio talk shows
- Briefings for the news media
- Publication of open houses and RTP and TIP availability in area newsletters and local public access cable channels in addition to regular newspaper ads.
- Visits with environmental justice and other special interest groups Natural resource agency meeting to receive input on RTP development
- Presentations to Legislature
- Distribution of the statewide Unified Plan
- Documentation of all public involvement efforts

I. COMMUNITY DEVELOPMENT

I.1 COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) PROGRAM

OBJECTIVES:

To provide data, planning, technical assistance, management, and other information and services for the purpose of providing low income housing, and other community and economic development activities

To improve and maintain infrastructure and low income housing stock through the Small Cities CDBG Program of the Wasatch Front Region within Morgan, Tooele, and Weber Counties

ANTICIPATED PRODUCTS:

Regionwide:

- Updated regional Consolidated Plan Annual Action Plan for the Wasatch Front Region
- Updated Rating and Ranking Criteria to comply with local and regional goals and priorities for funding
- Assistance to the Regional Review Committee for meetings, consolidated plan information and Rating and Ranking Criteria.
- Assistance to the State CDBG policy committee representative for the region in order to better facilitate representation of local interests with state agencies
- Assistance to the Councils of Governments from Morgan, Tooele and Weber Counties along with other local elected officials in order to familiarize and inform them of program requirements and responsibilities
- Technical assistance to any interested entity to ensure access and participation in the program. Assistance may be provided not only to municipalities, but also non-profit agencies, social service providers, local special service improvement districts, and other organizations
- Coordination between the State, as the program administrator, and each local entity (applicants) to ensure program awareness and compliance

Municipality:

- Assistance to jurisdictions in updating their capital improvement plans that prioritize needs and identify projects to help mitigate the needs
- Promotion of community and public service-related activities such as the Continuum of Care program, the State's Plan to End Chronic Homelessness, planning for affordable housing, and the Quality Growth Program
- Identification of ways to expand business activity to low and moderate income persons

I.2 ECONOMIC DEVELOPMENT

OBJECTIVES:

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

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

To integrate economic development plans, programs, and activities with the WFRC including the transportation planning process and Wasatch Choice for 2050 Vision

ANTICIPATED PRODUCTS:

- A Comprehensive Economic Development Strategy (CEDS)

J. SALT LAKE COUNTY COUNCIL OF GOVERNMENTS

OBJECTIVES:

To support the Salt Lake County Council of Governments (COG) and the Salt Lake Valley Conference of Mayors (COM) in their discussions on issues of common interest and concern and in any desired follow up actions. There are eight areas of focus:

1. Intergovernmental relations
2. Human services and housing
3. Physical resources
4. Public works
5. Public safety
6. Arts and humanities
7. Education
8. Corridor Preservation

ANTICIPATED PRODUCTS:

- Monthly meetings with informational subjects presented to the Executive Committee of the COG and members of the COM
- Participation in a yearly meeting and discussion forum with Salt Lake County legislators to present issues of concern for consideration during the legislative session
- Annual COG General Assembly meeting with all city council members invited to include budget presentation and a completion report
- Monthly informational meetings with the Association of Municipal Councils
- Quarterly grants coordinating meetings with entitlement cities in Salt Lake County
- COG subcommittee meetings as needed to discuss issues pertinent to the areas listed above
- Public Works subcommittee review of corridor preservation applications for presentation to the full COG
- Human Services and Housing subcommittee review of RFPs for recommendation of funds given to Salt Lake County to assist in services to the homeless.

DATE: March 17, 2016
AGENDA ITEM: 5a
SUBJECT: **Information:** 2019-2050 Vision and Regional Transportation Plan
PREPARED BY: Ted Knowlton

OVERVIEW:

The Regional Transportation Plan (RTP) is the region's shared blueprint for regional transportation. The process to develop the RTP spans four years and is a collaborative effort of communities, stakeholders, and transportation agencies (among others) that is convened and technically supported by WFRC. Historically, the RTP has been based on the region's shared vision known as Wasatch Choice 2040.

In an effort to better coordinate and understand the interrelationship between local needs, growth patterns, and infrastructure decisions, the RTP and the Wasatch Choice vision will be updated together. By undertaking a joint process of visioning and transportation planning we all -- cities, counties, stakeholders, transportation agencies, and more -- can chart a course to our desired future with greater information about potential consequences and with a more direct path to implementation via the transportation plan.

At the meeting in March, staff will gather feedback on this approach and will outline the first major milestone in the development of the Vision and RTP – the upcoming round of 10 “small area” meetings that will be held in April and May. The first round will focus on understanding needs and objectives in each part of the metropolitan area.

BACKGROUND:

At the January meeting, we discussed the first phase (first 18 months) of the development of the 2019-2050 Vision and RTP. In the first phase, transportation and land development scenarios will be explored in distinct subareas of the metropolitan area.

RECOMMENDATION:

This item is for information only and no action is required.

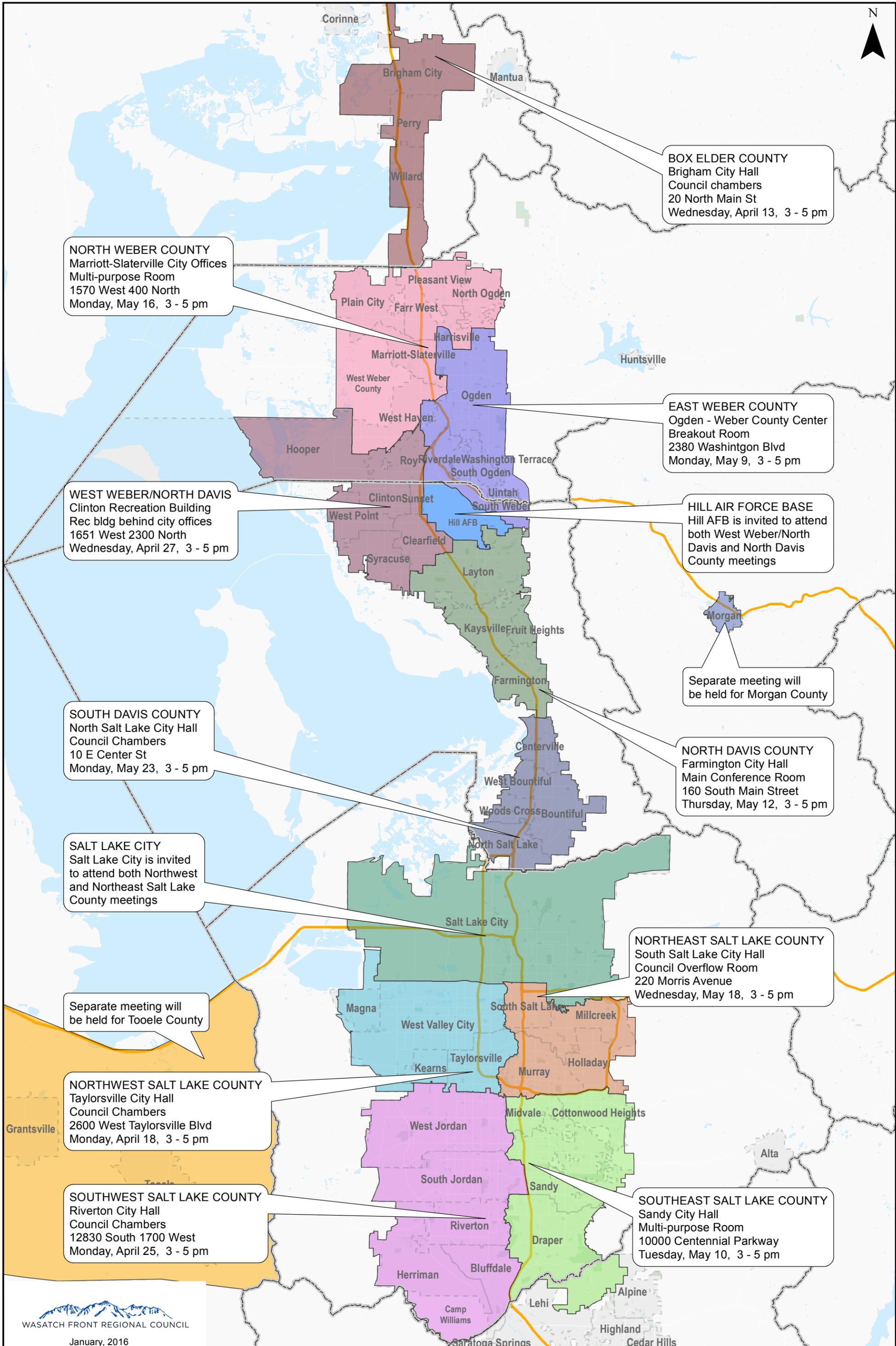
CONTACT PERSON:

Ted Knowlton (WFRC) (801) 363-4250, Ext. 1201, or ted@wfr.org

EXHIBIT:

Small Area Meeting map and schedule

2019 - 2050 RTP Small Area Meeting #1



DATE: March 10, 2016
AGENDA ITEM: 5b
SUBJECT: **Information:** Wasatch Front Central Corridor Study (WFCCS)
PREPARED BY: Ted Knowlton

At the March meeting, we will discuss the upcoming Wasatch Front Central Corridor Study (WFCCS) Initial Scenario Update Meetings for Local Governments, to be held on March 29th. These meetings will discuss detailed infrastructure and growth scenarios for the 3-mile-wide study area centered on I-15 and the Frontrunner line. The results from these workshops will inform the 2019-2050 Vision and RTP, including the subregional scenarios that will begin to be developed this year (which will be discussed in Item #5a).

BACKGROUND:

The WFCCS is exploring solutions for the 3-mile-wide corridor centered on I-15 and Frontrunner. This corridor is being studied given the distinct challenges and constraints that face our state's busiest travelway. The WFCCS will develop a comprehensive multi-modal, long-term transportation strategy that will be a building block for the 2019-2050 Regional Transportation Plan. This study is a joint effort of four agencies -- Mountainland AOG (Utah County), UDOT, UTA, and WFRC.

RECOMMENDATION:

This item is for information only and no action is required.

CONTACT PERSON:

Ted Knowlton (WFRC) (801) 363-4250, Ext. 1201, or ted@wfr.org

DATE: March 17, 2016
AGENDA ITEM: 5c
SUBJECT: **Action:** Process for amending the Regional Transportation Plan
PREPARED BY: Jory Johner

The Regional Growth Committee (RGC) made a motion at their March 17 meeting recommending the Wasatch Front Regional Council (WFRC) approve and adopt the updated process for amending the Regional Transportation Plan (RTP). WFRC staff will present the proposed update to the process for amending the Regional Transportation Plan (RTP) at the March 24 Council meeting. The action requested is to adopt these updates to the process.

BACKGROUND:

Every four years WFRC prepares and adopts a RTP to identify and implement needed transportation improvements. WFRC adopted the current RTP in May 2015. While the RTP receives considerable review before being formally adopted, the identification of new funding sources, the determination of the final environmental impact statements, the rapid development of certain projects, requirements of different funding sources, changes of project prioritization, or newly identified projects and needs may warrant a change to the RTP.

WFRC follows a process to amend the RTP, which varies based on the significance and impact of the proposed change. The current RTP amendment process was last adopted by WFRC in 2009.

WFRC staff has reviewed this amendment process with an eye to minor modifications that streamline and simplify while maintaining appropriate RGC oversight and review by the Councils of Governments (COGs) and public.

The principle modification to the process is to have proposed amendments reviewed by the RGC and then by the COGs and public, rather than having the amendment first go to the COGs before it comes to RGC. This will enable the RGC – with its COG-appointed members – to review proposed amendments from a regional perspective and make any necessary modifications before the amendments are sent out for a broader review.

The proposed modified process is included in the exhibits.

RECOMMENDATION:

The WFRC staff recommends the Regional Council “approve the updated process for amending the Regional Transportation Plan.”

CONTACT PERSON:

Jory Johner (WFRC) (801) 363-4250 ext. 1110, jjohner@wfr.org

EXHIBIT:

Draft RTP Amendment Process
Draft RTP Amendment Process Flow Chart

REGIONAL TRANSPORTATION PLAN AMENDMENT PROCESS

(Proposed to be adopted by the Wasatch Front Regional Council, March 24, 2016)

The establishment of a process to address periodic requests to revise the Wasatch Front Regional Transportation Plan (RTP) will help reduce the time needed to review and determine whether or not an amendment should be made. There are three general sources for RTP amendment requests: (1) local request from city or county elected officials that usually involve collector roads or minor arterials that officials would like to have either partially or fully funded; (2) environmental impact statements (EIS) or Transportation Improvement Program (TIP) amendments that make specific recommendations that change the RTP project listing or phasing; and (3) periodic requests from the Utah State Legislature, UDOT, and UTA that require an amendment to the RTP for specific projects or the phasing of existing projects.

Some minor modifications can be made by the WFRC staff without action by the Regional Council. Others do not require a new conformity finding but do need an opportunity for public review and comment. Finally, some changes are significant enough to require a new air quality conformity finding and a full 30-day public comment period before Regional Council approval. These three levels of amendments are described below.

I. Level 1 - Staff Modification

These types of amendments are minor in nature and would require only a change, clarification, or correction in the RTP document wording, mapping, and project information. These types of amendments would include:

- a. any change to the existing RTP functional classification map
- b. any change in the classification or alignment of a bicycle route
- c. any change or clarification needed of the RTP's project description
- d. any change of right-of-way width consistent with local general plans

Level 1 - Process

These types of RTP amendments would be reviewed by WFRC staff members and a recommendation made. If staff feels that a change is warranted, the amendment could be implemented without additional process beyond that listed below. Level 1 - Staff Modification amendments would require approval by the WFRC Executive Director and use the following procedure:

- a. complete documentation of the change
- b. only those entities affected by this type of amendment would be notified of the change
- c. update and notification of amendment changes on the WFRC website including any tables, spreadsheets, and/or maps

II. Level 2 - Board Modification For Non-Regionally Significant Projects

These types of RTP modifications would involve a change in the scope, alignment, or phasing of a non-regionally significant project, including minor arterial or collector facilities. For transit purposes, a Level 2 amendment would be necessary for any change or modification in scope, alignment, or phasing of any project other than a fixed guideway facility. These types of amendments may include the following:

- a. a request as part of an amendment to the Transportation Improvement Program (TIP)
- b. any change or modification to an existing non-regionally significant highway project in the RTP, such as recommended number of lanes, alignment, length of project, etc.
- c. any change or modification to an existing non-regionally significant transit project in the RTP, other than a fixed guideway facility
- d. any change in the recommended phasing of a non-regionally significant transportation project, such as moving a project from Phase 2 or 3 to Phase 1
- e. the addition of any non-regionally significant transportation project to the RTP

Level 2 - Process

These types of RTP modifications would be reviewed by WFRC staff, sponsoring local community planners, engineers, and/or elected officials, Technical Advisory Committees (TACs), County Council of Governments (COGs), the Regional Growth Committee (RGC), and the general public. The WFRC can delegate approval of these modifications to the RGC except for the addition of non-regionally significant projects. The approval of Level 2 amendments would require the following procedure:

- a. WFRC staff review and coordination with sponsoring agency representatives – planners, engineers, and/or elected officials
- b. WFRC staff financial constraint analysis in coordination with sponsoring agency
- c. review and recommendation made by the appropriate RGC Technical Advisory Committee
- d. review and recommendation made by the Regional Growth Committee for public comment
- e. 30-day public comment would be invited on the WFRC website and a staff report provided to the appropriate County Council of Governments (COGs)
- f. a written staff response within 30-days to all public comments received
- g. review and recommendation made by the Regional Growth Committee (if additional significant modifications are necessary as a result of the comment period, then a new 30-day comment period would be warranted per step d.)
- h. review and approval by the Wasatch Front Regional Council
- i. only those entities affected by this type of amendment would be notified of the change
- j. update and notification of amendment changes on the WFRC website including any tables, spreadsheets, and/or maps

III. Level 3 - Full Amendment For Regionally Significant Projects

These types of RTP amendments would involve any change or modification to a regionally significant project as defined by either the RTP or through interagency consultation. The RTP defines a project to be regionally significant if it serves regional transportation needs, such as access to or from areas outside of the region, major activity centers, major planned developments, or transportation terminals. Included as regionally significant projects would be projects on principal arterial highways and fixed guideway transit facilities that offer an alternative to regional highway travel. The WFRC has also identified several minor arterial streets which are considered regionally significant. These designations have been arrived at by interagency consultation. A regionally significant project could also be determined by interagency consultation or based on the results and analysis provided by the WFRC travel model. This level of RTP amendment would also require a new air quality conformity determination and may require evaluation of WFRC's Congestion Management Process. Level 3 amendments may include all of the following circumstances:

- a. a request as part of an amendment to the Transportation Improvement Program (TIP)
- b. any change or modification in the description of a regionally significant transportation project, such as recommended number of lanes, alignment, length of the project, adding or deleting Phase 1 projects, etc.
- c. a significant change in the location, type, or size of a fixed guideway transit facility or stop
- d. any change in the recommended phasing of a regionally significant transportation project, such as moving a project from Phase 2 or 3 to Phase 1
- e. the addition of any regionally significant transportation project to the RTP

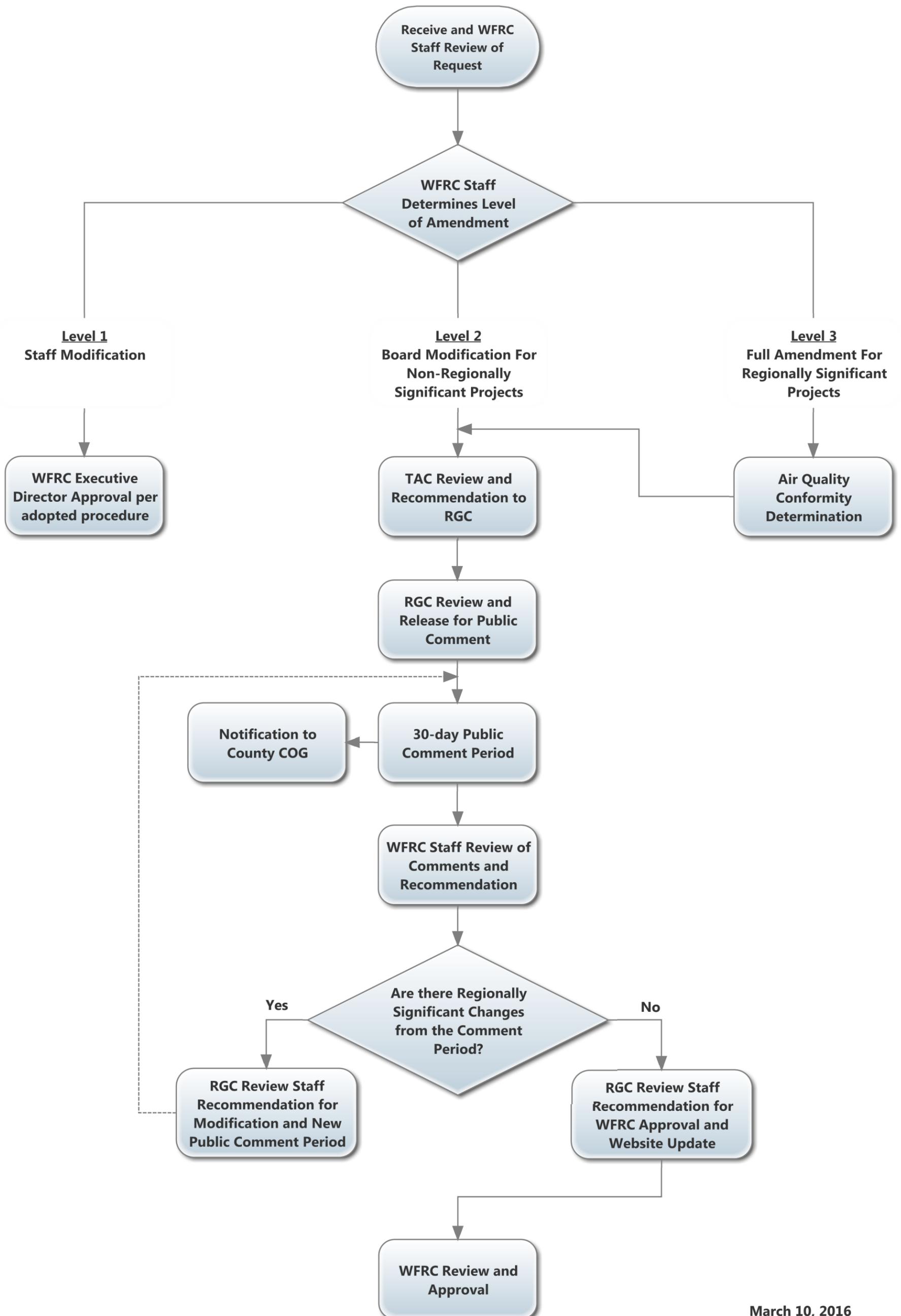
Level 3 - Process

These types of RTP amendment would be reviewed by city planners, elected officials, the TACs, the COGs, the RGC, and the Wasatch Front Regional Council. The approval of Level 3 amendments would require the following procedures:

- a. WFRC staff review and coordination with sponsoring agency representatives – planners, engineers, and/or elected officials
- b. WFRC staff financial constraint analysis in coordination with sponsoring agency
- c. a new air quality conformity determination as per current modeling procedures

- d. review and recommendation made by the appropriate RGC Technical Advisory Committee
- e. review and recommendation made by the Regional Growth Committee for public comment
- f. 30-day public comment would be invited on the WFRC website and a staff report provided to the appropriate County Council of Governments (COGs)
- g. a written staff response within 30-days to all public comments received
- h. review and recommendation made by the Regional Growth Committee (if additional significant modifications are necessary as a result of the comment period, then a new 30-day comment period would be warranted per step d.)
- i. review and approval by the Wasatch Front Regional Council
- j. only those entities affected by this type of amendment would be notified of the change
- k. update and notification of amendment changes on the WFRC website including any tables, spreadsheets, and/or maps

REGIONAL TRANSPORTATION PLAN AMENDMENT PROCESS



DATE: March 17, 2016
AGENDA ITEM: 6a
SUBJECT: **ACTION:** Board Modifications to the 2016-2021 TIP
PREPARED BY: Ben Wuthrich

BACKGROUND:

The Wasatch Front Regional Council (WFRC) has received a request from UDOT to modify the current 2016-2021 Transportation Improvement Program (TIP) with the attached list of projects. This modification requires action from the Regional Council and the Transportation Commission. The requested modification is listed with the attached resolution.

RECOMMENDATIONS:

WFRC staff recommends that the Regional Council make a motion “to approve the attached resolution to modify the 2016-2021 TIP as requested.”

CONTACT PERSON:

Ben Wuthrich (801) 363-4230 ext 1121

EXHIBITS:

Resolution adopting Amendment Five to the 2016-2021 TIP

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
AMENDING THE 2016 - 2021
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 2016-2021 Transportation Improvement Program (TIP) to include and / or modify the projects on the attached project description list, and
- WHEREAS, the U.S. Department of Transportation Metropolitan Planning Regulations Paragraph 450.324(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 are not regionally significant, or are included in the 2016-2021 TIP or are exempt projects that do not need to be reviewed for air quality conformity and consistency with the State Implementation Plan according to 40 CFR Part 93.126 Table 2 Exempt Projects, and
- WHEREAS, the proposed Transportation Improvement Program amendment had a public review and comment opportunity at the Regional Council meeting on March 24, 2016, and all comments were carefully considered,

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

- (1) Approves Amendment Five to the 2016-2021 Transportation Improvement Program as attached,
- (2) Finds that the TIP conforms to and is consistent with the State Implementation Plan for Salt Lake, Davis, western Weber, and southern Box Elder Counties, and
- (3) Finds that the development of the Transportation Improvement Program is based on a currently certified transportation planning process.

Mayor Tom Dolan, Chairman
Wasatch Front Regional Council

Andrew S. Gruber
Executive Director
Wasatch Front Regional Council

Date: March 24, 2016

2016-2021 Transportation Improvement Program (TIP) (Amendment Five)

Board Modification

Additional Funding

Salt Lake/ West Valley Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	SR-154 (Bangerter)	10603	Bangerter Highway (SR-154) at 600 West Interchange	New Interchange on Existing Freeway	ST_GF_HB242 (General Fund - HB 242 (2009))	\$47,315,326	\$2,135,326	<i>Additional Funding</i>	\$800,000	2016
						ST_TIF (State Transportation Investment Fund)		\$45,100,000			
						ST_TIF_SB229 (State Transportation Investment Fund - SB229(2012))		\$0			

These funds will pay for work that is now being included in the Bangerter at 600 West project. This work includes ramp modifications to the I-15 SB off ramp, construction of WB auxiliary lanes between I-15 and 200 West, modifications to the eastbound left turn lanes onto NB I-15, and construction of three overhead sign structures. The funding will come from the I-15; SR-73 to 12300 South contingency funds.

Salt Lake	UDOT	I-80	4303	I-80; State Street to 1300 East	Phase One - P.E. ROW and Environmental	ST_GF_TIF (Statewide - General Fund - Transportation Investment Fund)	\$37,626,447	\$197,781	<i>Additional Funding</i>	\$2,264,446	2016
						ST_CHF (State Centennial Highway Fund)		\$37,348,666			

Earlier in the year, \$4.65 Million was removed from this project because a phase of the project was not shown in ePM (UDOT's Project Management Program) and it was believed that there was more funding programmed than necessary. The funding was moved to a project on Bangerter Highway that was approved earlier in the year. Now that the oversight has been identified it is necessary to return \$2,264,446 to the project so Phase I can be closed out. The funding will come from the SR-85, Mountain View Corridor Contingency funds. This funding is available, but removing will reduce the project's contingency and the ability to deal with unforeseen issues.

DATE: March 17, 2016
AGENDA ITEM: 6b
SUBJECT: **Information:** Report on Board Modifications to the 2016-2021 TIP
PREPARED BY: Ben Wuthrich

BACKGROUND:

Since the last meeting of the Wasatch Front Regional Council (WFRC), WFRC received requests to modify the current 2016-2021 TIP. The modification required action from Trans Com (since WFRC was not meeting) and the UDOT Transportation Commission, but did not require a new air quality conformity analysis or a 30-day public comment period. The modification is attached to the approved resolution.

RECOMMENDATION:

This item is for information only

CONTACT PERSON:

Ben Wuthrich (801) 363-4230 ext. 1121

EXHIBIT:

Resolution adopting Amendment Four to the 2016-2021 TIP

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
AMENDING THE 2016 - 2021
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 2016-2021 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

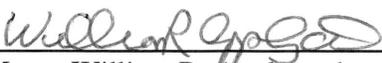
WHEREAS, the Statewide Air Quality Implementation Plan includes traffic control measures for reducing air pollutant emissions for the Salt Lake/ West Valley and the Ogden/ Layton Areas and budgets for mobile source emissions, and

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 2016-2021 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

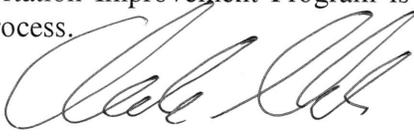
WHEREAS, the proposed Transportation Improvement Program amendment had a public review and comment opportunity at the Trans Com meeting on February 18, 2016, and all comments were carefully considered,

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

- (1) Approves Amendment Four to the 2016-2021 Transportation Improvement Program as attached,
- (2) Finds that the TIP conforms to and is consistent with the State Implementation Plan for Salt Lake, Davis, western Weber, and southern Box Elder Counties, and
- (3) Finds that the development of the Transportation Improvement Program is based on a currently certified transportation planning process.



Mayor William R. Applegarth
Chairman
Trans Com



Andrew S. Gruber
Executive Director
Wasatch Front Regional Council

Date: February 18, 2016

**2016-2021 Transportation Improvement Program (TIP) (Amendment Four)
Board Modification**

Scope Adjustments

Ogden/ Layton Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Weber	Hooper	4700 West		4700 West; 4800 South to 5400 South	Reconstruct with minor widening, improvements to Drainage, Curb, Gutter and Sidewalk and an area of New Construction	STP_URB_O/L Surface Transportation Program - Urban Area Ogden/ Layton (WFRC)	\$4,274,994	\$2,717,841	<i>Adjust Project Scope</i>	Same Funding	2021
						Local_Govt - Weber Local Government Funds - (Weber County Sales Tax and Corridor Preservation)		\$1,557,153			2016

This request is to change the limits of the STP funded project on 4700 West from 4800 South - 5100 South to 5000 South - 5400 South and to separate the new intersection/ new construction portion on 4700 West; 4800 South to 5000 South from the reconstruction project 5000 South – 5400 South due to the timing of the available funds. This request will not negatively impact any other project.

Additional Funding

Ogden/ Layton Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Davis	UDOT	I-215	12056	I-215; I-15 Interchange Bridge Rehab Project	Pothole Patching, Beam-end Repairs, and Expansion Joint Changes	NHPP National Highway Performance Program	\$1,588,748	\$1,308,673	<i>Additional Funding</i>	\$133,575	2016
						ST_CONT_ R1 State Construction - Region 1 Contingency		\$6,500			
						ST_Bridge State Construction _					

The additional funding is required for pothole patching overruns, beam-end repairs, and expansion joint changes on this structure rehabilitation project. The requested funding for these change orders comes from \$140,000 of State Structure's funds and \$133,575 of Region One Contingency funds.

**2016-2021 Transportation Improvement Program (TIP) (Amendment Four)
Board Modification**

Additional Funding

Ogden/ Layton Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Davis	UDOT	I-15	11275	I-15; Lagoon to Layton Parkway	I-15 Rehabilitation, Auxiliary Lane Construction, Ramp Improvements with Ramp metering	NHPP_IM National Highway Performance Program - Interstate Maintenance Program	\$20,840,266	\$14,740,000	<i>Additional Funding</i>	\$1,500,000	2016
						STP_FLX_ST (Surface Transportation Program - Flexible (Any Area) Statewide)		\$4,000,000			
						IM Interstate Maintenance Program		\$360,000			
						CMAQ_WFRC (Congestion Mitigation/ Air Quality - WFRC Area)		\$10,726			
						CMAQ_PM2.5 (Congestion Mitigation/ Air Quality - WFRC Area) - PM 2.5 Emissions		\$229,540			

The request for the additional funding will allow the project scope to include the application of the bonded wearing course to I-15 from the South Layton Interchange to Gordon Avenue (SR-232). The additional funding comes from the Region One Pavement Rehabilitation Program or the Purplebook Program.

New Projects

Ogden/ Layton Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Weber	UDOT	US-89	14430	US-89 Willard Shoulder Project	Shoulder Improvements including grading, widening, and surfacing	STP_FLX_ST (STP Flexible (Any Area) Statewide)	\$3,000,000	\$0	<i>New Project</i>	\$3,000,000	2016

The scope of the project is to improve the shoulders along US-89 through Willard City. This improvement is part of the UDOT Region One 2016 Asset Program. Funding comes from Region Efficiency Funding.

2016-2021 Transportation Improvement Program (TIP) (Amendment Four)

Board Modification

New Projects

Ogden/ Layton Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Box Elder, Cache, and Rich	UDOT	Various	14432	Clear Zone Improvement Project	Drainage and Slope Improvements	STP_FLX_ST (STP Flexible (Any Area) Statewide)	\$1,000,000	\$0	<i>New Project</i>	\$1,000,000	2016

The scope of the project is to improve the Drainage and Slope in various locations of the three counties. This improvement is part of the UDOT Region One 2016 Asset Program. Funding comes from Region Efficiency Funding.

Davis, Morgan, and Weber	UDOT	Various	14433	Clear Zone Improvement Project	Drainage and Slope Improvements	STP_FLX_ST (STP Flexible (Any Area) Statewide)	\$2,000,000	\$0	<i>New Project</i>	\$2,000,000	2016
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The scope of the project is to improve the Drainage and Slope in various locations of the three counties. This improvement is part of the UDOT Region One 2016 Asset Program. Funding comes from Region Efficiency Funding.

Additional Funding

Salt Lake/ West Valley Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	SR-154	7720	Bangerter Hwy (SR-154); 4700 South and 5400 South (SR173)	Necessary Litigation as a result of closing access on Bangerter Hwy	ST_TIF State Transportation Investment Fund	\$5,024,795	\$0	<i>Additional Funding</i>	\$5,024,795	2016

The additional costs are to cover a lawsuit that UDOT recently lost regarding the closing of the access point on Bangerter Highway into the former Kmart Shopping Center at 5400 South. The funds come from contingency savings on the I-80; State Street to 1300 East Project and the I-15; Cedar Fort Road (Lehi) (SR-73) to 12300 South (Riverton)

Salt Lake	UDOT	I-15	11827	I-15 Northbound, 10600 South Interchange Improvement	Interchange Improvements including Right of Way, and Drainage Facilities	ST_TIF State Transportation Investment Fund	\$15,979,030	\$10,479,030	<i>Additional Funding</i>	\$5,500,000	2016
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The additional costs are to cover increased drainage facilities, additional Maintenance of Traffic, and Additional Right-of-Way. The additional funding will come from project cost savings on the I-15; SR-73 to 12300 South Widening project.

2016-2021 Transportation Improvement Program (TIP) (Amendment Four)

Board Modification

New Projects

Ogden/ Layton Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Weber	Plain City	2600 North	New	2600 North (Plain City)	Construct Section of Missing Sidewalk	UDOT R1 TAP (UDOT Region One Transportation Alternatives Program)	\$71,185	\$0	New Funding	\$35,593	2016
UDOT TAP Contribution \$35,593, Local Contribution \$35,593, Total Project Cost \$71,185											
Davis	Layton	SR-193	New	Fisher Highway (SR-193) (Layton)	Construct Section of Missing Sidewalk	UDOT R1 TAP (UDOT Region One Transportation Alternatives Program)	\$174,371	\$0	New Funding	\$88,000	2016
UDOT TAP Contribution \$88,000, Local Contribution \$86,371, Total Project Cost \$174,371											
Box Elder	Brigham City	200 South	New	200 South (Brigham City)	Construct Section of Missing Sidewalk	UDOT R1 TAP (UDOT Region One Transportation Alternatives Program)	\$82,754	\$0	New Funding	\$50,000	2016
UDOT TAP Contribution \$50,000, Local Contribution \$32,754, Total Project Cost \$82,754											
Weber	Weber County	Wolf Creek	New	Wolf Creek to Eden	Construct Trail between Wolf Creek and Eden	UDOT R1 TAP (UDOT Region One Transportation Alternatives Program)	\$167,986	\$0	New Funding	\$67,986	2016
<i>This Project is Listed For Your Information Only -</i> UDOT TAP Contribution \$67,986, Local Contribution \$100,000, Total Project Cost \$167,986											
Rich	Randolph	SR-16	New	R&W Canal and SR-16	Construct Pedestrian Bridge over the R&W Canal and connect the sidewalks on either side	UDOT R1 TAP (UDOT Region One Transportation Alternatives Program)	\$7,500	\$0	New Funding	\$5,000	2016
<i>This Project is Listed For Your Information Only -</i> UDOT TAP Contribution \$5,000, Local Contribution \$2,500, Total Project Cost \$7,500											
Box Elder	Honeyville	SR-38	New	SR-38 (Honeyville City)	Construct Section of Missing Sidewalk along Highway 38 to the Cemetery	UDOT R1 TAP (UDOT Region One Transportation Alternatives Program)	\$63,000	\$0	New Funding	\$47,250	2016
<i>This Project is Listed For Your Information Only -</i> UDOT TAP Contribution \$47,250, Local Contribution \$15,750, Total Project Cost \$63,000											
Cache	Logan	Connector Trail	New	Connector Trail Along Golf Course	Construct Trail along the side of the Golf Course to eliminate the gap in the trail	UDOT R1 TAP (UDOT Region One Transportation Alternatives Program)	\$700,000	\$0	New Funding	\$200,000	2016
<i>This Project is Listed For Your Information Only -</i> UDOT TAP Contribution \$200,000, Local Contribution \$500,000, Total Project Cost \$700,000											

DATE: March 17, 2016
AGENDA ITEM: 6c
SUBJECT: **Information:** Obligations of federal transportation funds during FY2015
PREPARED BY: Ben Wuthrich

BACKGROUND:

The new FAST Act requires each metropolitan planning organization (MPO), State, and public transportation operator(s) to cooperate in preparing a report of federal funds obligated during the immediately preceding year. The Wasatch Front Regional Council (WFRC) staff with the help of the Utah Department of Transportation (UDOT) and the Utah Transit Authority (UTA) have prepared a report of obligated federal funding during fiscal year 2015 (October 1, 2014, through September 30, 2015).

RECOMMENDATION:

This item is for information only.

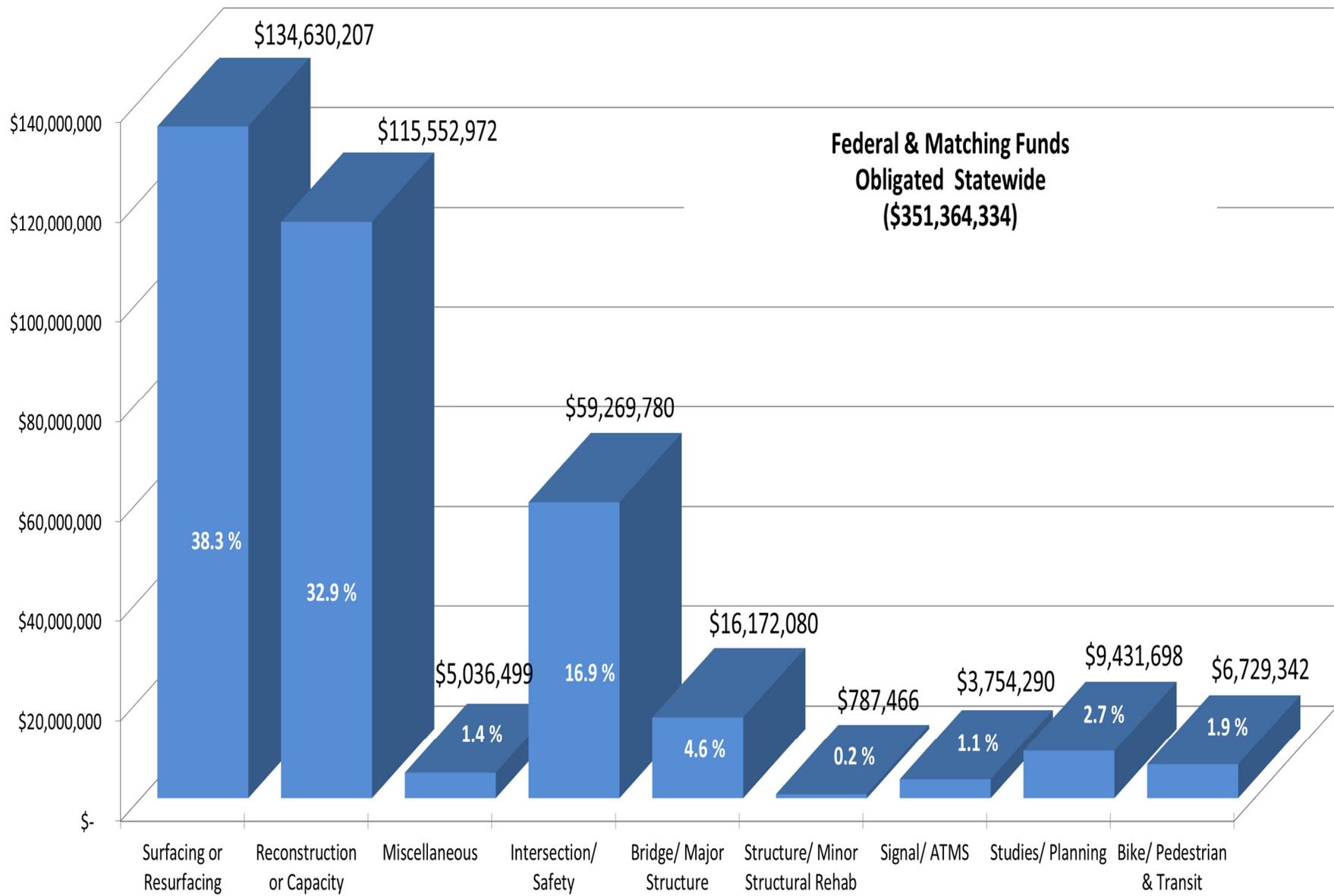
CONTACT PERSON:

Ben Wuthrich (801) 363-4230 ext 1121

EXHIBITS:

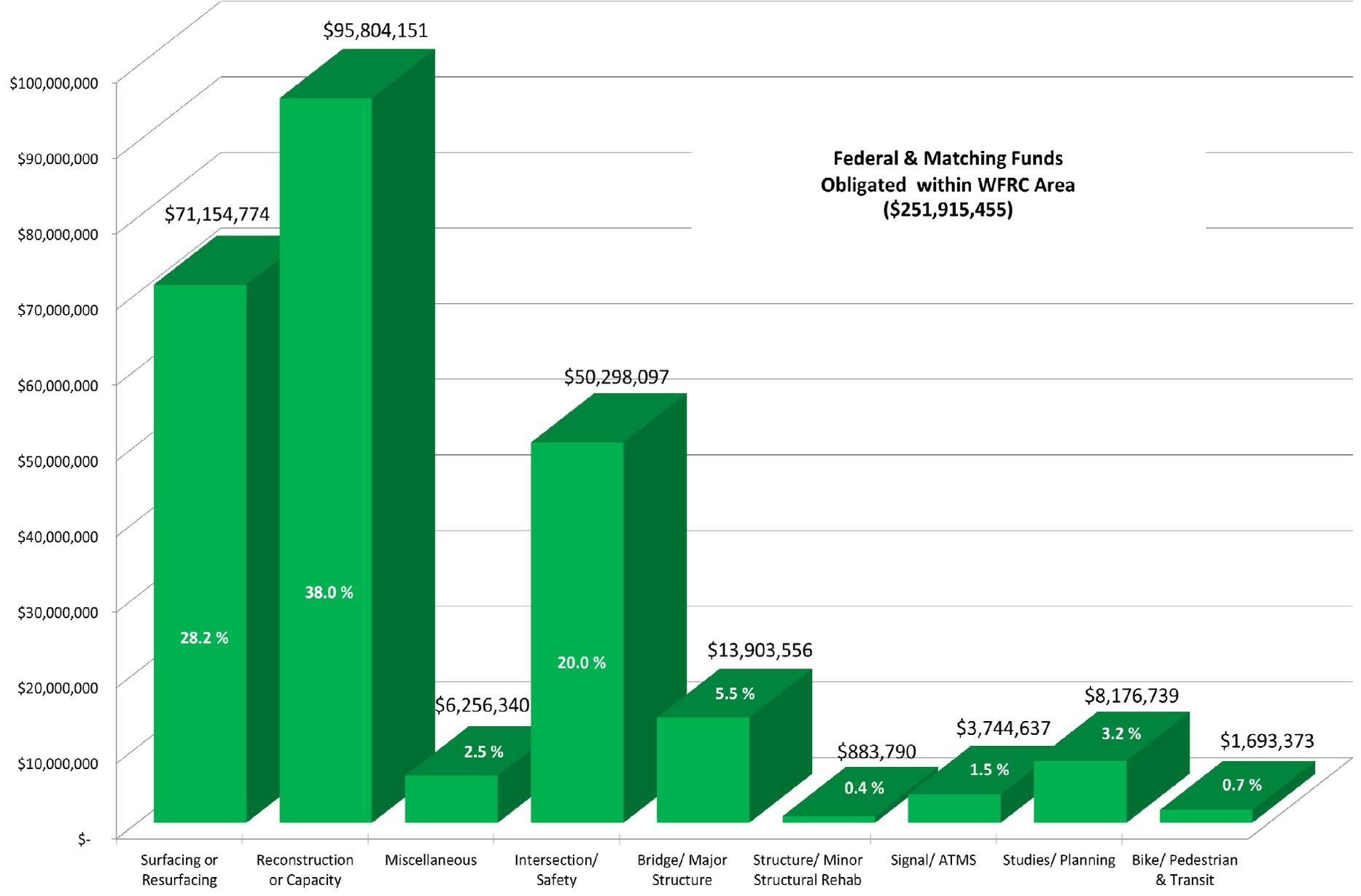
Summary of FY2015 Funds Obligated

2015 Federal Highway Funds Obligation by Project Improvement Type (Statewide)



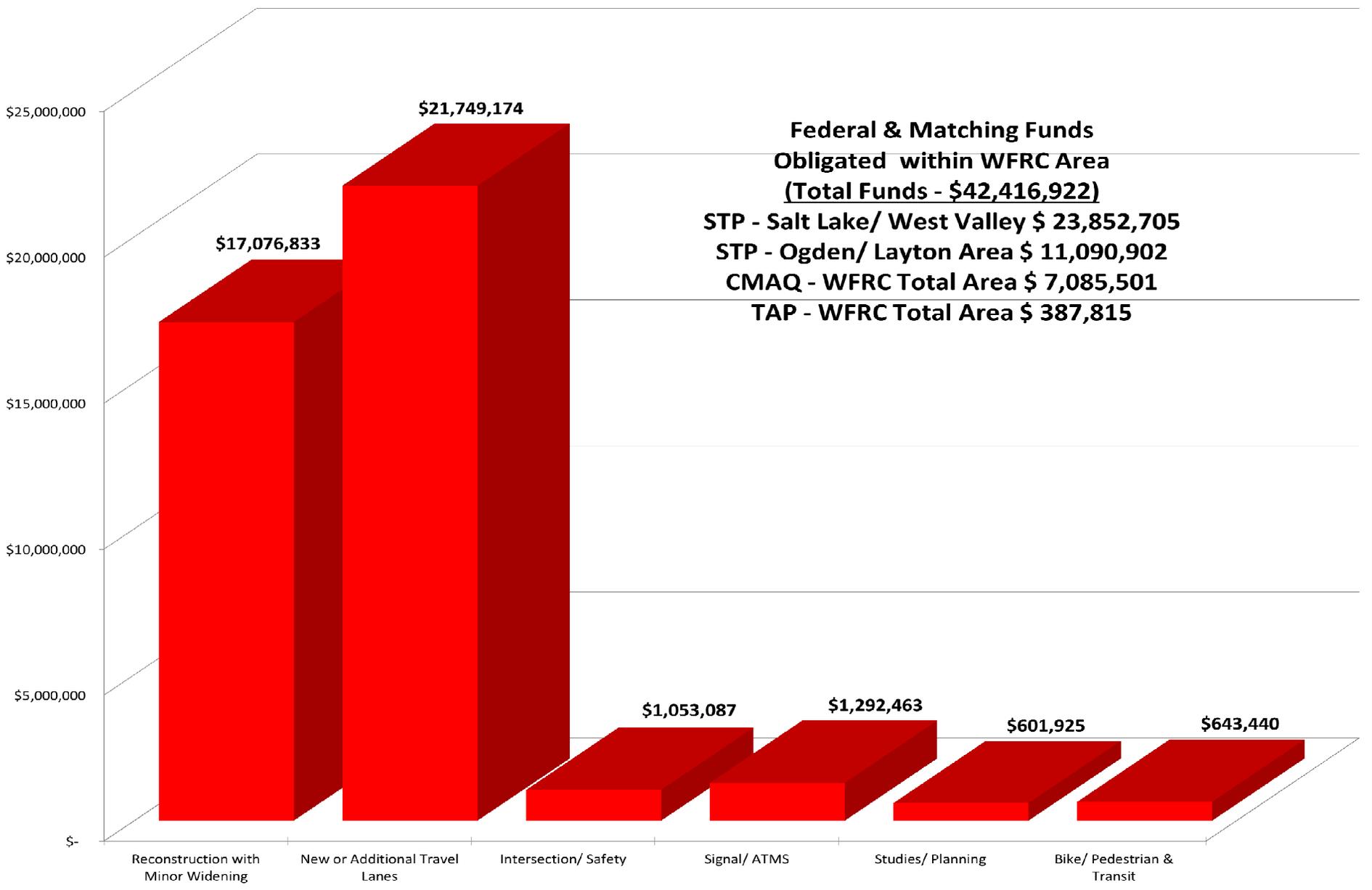
Note: Many if not most of all the categories include some active transportation infrastructure improvements

**2015 Federal Highway Funds Obligation
by Project Improvement Type (WFRC Area)**



Note: Many if not most of all the categories include some active transportation infrastructure improvements

**WFRC 2015 STP, CMAQ, & TAP Funds
Obligation by Project Improvement Type**



Note: Many if not most of all the categories include some active transportation infrastructure improvements

PIN	PIN Status	Category	Description	County	Federal Funds	State Funds	Local Funds	Total Funds
STP - URBAN AREA SALT LAKE (WFRC) STP_URB_SL								
8104	Close Out	Roadway Reconstruct - With Widening	13400 SOUTH; 4000 WEST to Mountain View Corridor	SALT LAKE	\$279,690.03	\$0.00	\$20,310.00	\$300,000.03
5284	Closed	Roadway New Construction (New Alignment)	1200 West Connector Road	SALT LAKE	(\$113,690.94)	\$0.00	(\$8,255.80)	(\$121,946.74)
7635	Closed	Roadway New Construction (New Alignment)	5600 West; Main Street to 11800 South	SALT LAKE	(\$38,504.07)	\$0.00	(\$2,796.02)	(\$41,300.09)
8100	Contract Complete	Roadway Reconstruct - With Widening	SR-172, 5600 WEST; 6300 SOUTH TO 7000 SOUTH	SALT LAKE	\$3,989,027.36	\$0.00	\$289,667.65	\$4,278,695.01
8108	Advertised	Roadway Reconstruct - Without Widening	5900 South, State Street to 700 West	SALT LAKE	\$2,262,194.25	\$0.00	\$164,271.75	\$2,426,466.00
8110	Active	Intersection Improvements	FORT UNION BLVD & HIGHLAND DRIVE INTERSECTION	SALT LAKE	\$803,461.73	\$0.00	\$58,344.27	\$861,806.00
8112	Under Construction	Roadway Reconstruct - Without Widening	300 EAST, 3300 South to 3900 South	SALT LAKE	\$2,939,028.33	\$0.00	\$213,420.81	\$3,152,449.14
8114	Under Construction	Roadway Reconstruct - With Widening	2300 East, I-80 to 3900 South	SALT LAKE	\$7,794,445.60	\$0.00	\$566,002.32	\$8,360,447.92
8553	Closed	Other Study	4700 SOUTH I-215 AREA; 2200 WEST TO 2700 WEST	SALT LAKE	(\$8,283.76)	\$0.00	\$0.00	(\$8,283.76)
8557	Active	Roadway New Construction (New Alignment)	6200 SOUTH; 6100 WEST TO SR-111	SALT LAKE	\$918,875.27	\$0.00	\$66,725.15	\$985,600.42
10004	Closed	Intersection Improvements	SR-209; MP 6.71 - 7.15	SALT LAKE	(\$597,111.41)	\$0.00	(\$43,359.90)	(\$640,471.31)
10007	Substantially Compl	Roadway Reconstruct - With Widening	1300 East, Pioneer Road (12400 South) to 13200 South	SALT LAKE	\$2,777,037.22	\$0.00	\$201,657.64	\$2,978,694.86
10009	Scoping	Roadway Reconstruct - With Widening	5600 West from 7800 South to 8600 South	SALT LAKE	\$442,842.50	\$0.00	\$32,157.50	\$475,000.00
10011	Active	Intersection Improvements	Other: 138TH SO; BANERTER TO 3RD EAST to: .50 for: .50	SALT LAKE	\$158,491.00	\$0.00	\$11,509.00	\$170,000.00
11082	Scoping	Roadway Reconstruct - With Widening	Redwood Road, 4100 South to 4700 South	SALT LAKE	\$9,323.00	\$0.00	\$677.00	\$10,000.00
11098	Scoping	Trails and Bikepaths	U of U Central Campus Electrified Shuttle Route	SALT LAKE	\$13,984.50	\$0.00	\$1,015.50	\$15,000.00
11963	Active	Other Study	Various Locations in Salt Lake/Ogden/Layton Urban Areas	SALT LAKE	\$496,000.00	\$0.00	\$0.00	\$496,000.00
11989	Close Out	Roadway Reconstruct - Without Widening	9000 South; 4800 West to 5300 West	SALT LAKE	\$9,323.00	\$0.00	\$677.00	\$10,000.00
8104	Close Out	Roadway Reconstruct - With Widening	13400 SOUTH; 4000 WEST to Mountain View Corridor	SALT LAKE	\$41,953.50	\$0.00	\$0.00	\$41,953.50
8112	Under Construction	Roadway Reconstruct - Without Widening	300 EAST, 3300 South to 3900 South	SALT LAKE	\$102,594.31	\$0.00	\$0.00	\$102,594.31
Totals					\$ 22,280,681	\$ -	\$ 1,572,024	\$ 23,852,705

PIN	PIN Status	Category	Description	County	Federal Funds	State Funds	Local Funds	Total Project Funds
STP - URBAN AREA OGDEN / LAYTON (WFRC) STP_URB_O/L								
7196	Closed	Roadway Reconstruct - With Widening	800 NORTH; 1000 WEST TO 2000 WEST	DAVIS	(\$172,379.99)	\$0.00	\$0.00	(\$172,379.99)
8137	Closed	Roadway Reconstruct - With Widening	400 NORTH; 800 WEST TO 1100 WEST	DAVIS	(\$85,249.01)	\$0.00	(\$6,190.45)	(\$91,439.46)
8143	Closed	Intersection Improvements	1500 SOUTH & REDWOOD RD INTERSECTION	DAVIS	(\$57,190.24)	\$0.00	(\$4,152.94)	(\$61,343.18)
11099	Closed	Trails and Bikepaths	D&RGW Rail Trail; Centerville to Farmington	DAVIS	(\$123,612.29)	\$0.00	(\$8,976.24)	(\$132,588.53)
11990	Active	Other Study	Project Planning Support -Weber & Davis County	DAVIS	\$139,999.76	\$0.00	\$10,166.24	\$150,166.00
13122	Scoping	Roadway Reconstruct - With Widening	Center Street; Legacy Parkway to Redwood Road	DAVIS	\$279,690.00	\$0.00	\$20,310.00	\$300,000.00
11049	Closed	Other Study	FY 2013 - FY 2014 CPG for WFRC MPO UPWP	SALT LAKE	(\$339,957.04)	\$0.00	\$0.00	(\$339,957.04)
11963	Active	Other Study	Various Locations in Salt Lake/Ogden/Layton Urban Areas	SALT LAKE	\$304,000.00	\$0.00	\$0.00	\$304,000.00
10944	Substantially Compl	Roadway Reconstruct - With Widening	I-15; MP 313.00 - 340.50	VARIOUS	\$9,790,780.34	\$710,968.39	\$0.00	\$10,501,748.73
8559	Substantially Compl	Roadway Reconstruct - With Widening	ADAMS AVENUE; CITY LIMITS TO US-89	WEBER	\$589,861.56	\$0.00	\$42,833.45	\$632,695.01
Totals					\$ 10,325,943	\$ 710,968	\$ 53,990	\$ 11,090,902

PIN	PIN Status	Category	Description	County	FA	STATE	LOCAL	TOTAL
CONGESTION MITIGATION/AIR QUALITY (WFRC) CMAQ_WFRC								
13929	Scoping	Intersection Improvements	, 200 South and Forest Street (Center Street), Brigham City	BOX ELDER	\$9,323.00	\$677.00	\$0.00	\$10,000.00
11092	Active	Spot Improvement - Operational	SR-103; MP .00 - .17 & SR-103; MP .00 - .17	DAVIS	\$675,917.50	\$49,082.50	\$0.00	\$725,000.00
11275	Active	Spot Improvement - Operational	I-15; MP 328.68 - 329.96	DAVIS	\$9,999.85	\$726.15	\$0.00	\$10,726.00
4943	Closed	ATMS Project	SALT LAKE, UTAH CO, OGDEN/LAYTON AREAS	SALT LAKE	(\$16,001.75)	(\$1,161.99)	\$0.00	(\$17,163.74)
8241	Active	ATMS Project	VARIABLE MESSAGE SIGN OPTIMIZATION	SALT LAKE	\$93,229.92	\$6,769.99	\$0.00	\$99,999.91
8243	Closed	ATMS Project	TRAFFIC ADAPTIVE RAMP METER OPERATIONS	SALT LAKE	(\$38,805.41)	(\$2,817.90)	\$0.00	(\$41,623.31)
10019	Under Construction	Roadway New Construction (New Alignment)	490 West from 200 North to 300 North	SALT LAKE	\$1,269,999.58	\$0.00	\$92,222.43	\$1,362,222.01
11095	Scoping	Intersection Improvements	9000 South & 4000 West	SALT LAKE	\$9,323.00	\$0.00	\$677.00	\$10,000.00
11097	Scoping	Trails and Bikepaths	Jordan River Trail - Gardner Village TRAX Station	SALT LAKE	\$9,323.00	\$0.00	\$677.00	\$10,000.00
12001	Active	Trails and Bikepaths	1300 East Buttercup Pedestrian Bridge	SALT LAKE	\$286,473.41	\$0.00	\$20,802.59	\$307,276.00
12583	Under Construction	ATMS Project	SR-201; MP .00 - 7.18	SALT LAKE	\$1,046,726.51	\$76,009.21	\$0.00	\$1,122,735.72
12632	Closed	ATMS Project	SR-68; MP 40.80 - 42.35	SALT LAKE	(\$27,969.00)	(\$2,031.00)	\$0.00	(\$30,000.00)
12637	Advertised	ATMS Project	Cnty:FA-2044; MP 3.37 - 5.02 & Cnty:FA-2062; MP .25 - .87	SALT LAKE	\$83,907.00	\$6,093.00	\$0.00	\$90,000.00
7124	Close Out	ATMS Project	UDOT STATEWIDE FIBER OPTIC SUPPORT	VARIOUS	\$2,219.07	\$161.14	\$0.00	\$2,380.21
10712	Closed	ATMS Project	REGION ONE COMMUTER LINK PROGRAM	VARIOUS	(\$1,296.37)	(\$94.14)	\$0.00	(\$1,390.51)
10944	Substantially Compl	Roadway Reconstruct - With Widening	I-15; MP 313.00 - 340.50	VARIOUS	\$3,108,759.66	\$225,746.04	\$0.00	\$3,334,505.70
12631	Scoping	ATMS Project	3.52 & Cnty:FA-1456; MP 1.70 - 1.70 & SR-106; MP 7.29 - 7	VARIOUS	\$74,584.00	\$5,416.00	\$0.00	\$80,000.00
10543	Closed	ATMS Project	Ogden Area, Several Locations	WEBER	(\$11,630.31)	(\$844.55)	\$0.00	(\$12,474.86)
12166	Scoping	Trails and Bikepaths	West Haven; D&RGW Rail to Ogden River Trail	WEBER	\$23,307.50	\$0.00	\$0.00	\$23,307.50
Totals					\$ 6,607,390	\$ 363,731	\$ 114,379	\$ 7,085,501

PIN	PIN Status	Category	Description	County	FA	STATE	LOCAL	TOTAL
TRANSPORTATION ALT PROGRAM - WFRC TAP_URB_WFRC								
12012	Contract Complete	Trails and Bikepaths	200 South Trail; 2000 West to 4000 West, West Point	DAVIS	\$24,845.90	\$0.00	\$0.00	\$24,845.90
12013	Closed	Trails and Bikepaths	Center Street Trail; Redwood Road to Legacy Parkway	DAVIS	(\$37,292.00)	\$0.00	\$0.00	(\$37,292.00)
9647	Abandoned	Trails and Bikepaths	State Route: SR-171 from: 9.23 to: 10.27 for: 1.04	SALT LAKE	(\$60,599.50)	\$0.00	(\$4,400.50)	(\$65,000.00)
12006	Contract Complete	Trails and Bikepaths	200 West - Enhanced/ Separated Bikeway; North Temple to 900 South	SALT LAKE	\$46,775.70	\$0.00	\$0.00	\$46,775.70
12007	Close Out	Trails and Bikepaths	Holladay City- Bicycle Trails Improvement Project	SALT LAKE	\$80,963.30	\$0.00	\$0.00	\$80,963.30
12009	Close Out	Trails and Bikepaths	Cnty:FA-2105; MP 1.37 - 2.12 & 700 West; 7200 South to 7800 South, Midvale City	SALT LAKE	\$244,929.33	\$0.00	\$0.00	\$244,929.33
12010	Closed	Intersection Improvements	Cnty:FA-2118; MP 1.83 - 1.83 & 700 West HAWK; Bullion Street and 5900 South, Murray City	SALT LAKE	(\$32,630.50)	\$0.00	\$0.00	(\$32,630.50)
13134	Active	Trails and Bikepaths	Dry Creek Trail; 10200 South to 10000 South	SALT LAKE	\$65,261.00	\$0.00	\$4,739.00	\$70,000.00
13135	Close Out	Trails and Bikepaths	Bike Share Expansion	SALT LAKE	\$4,661.50	\$0.00	\$338.50	\$5,000.00
13136	Scoping	Trails and Bikepaths	Parley's Trail - 2300 East Tunnel Crossing	SALT LAKE	\$9,323.00	\$0.00	\$677.00	\$10,000.00
13138	Active	Trails and Bikepaths	Salt Lake City; North Temple Street & Bike Plan	SALT LAKE	\$37,499.90	\$0.00	\$2,723.10	\$40,223.00
Totals					\$ 383,738	\$ -	\$ 4,077	\$ 387,815

Federal Transit Administration Funds Obligation by Project Type

Federal & Local Matching Funds
(Total Amounts)

\$678,332,836

\$347,340,119

66 %

34 %

\$700,000,000

\$600,000,000

\$500,000,000

\$400,000,000

\$300,000,000

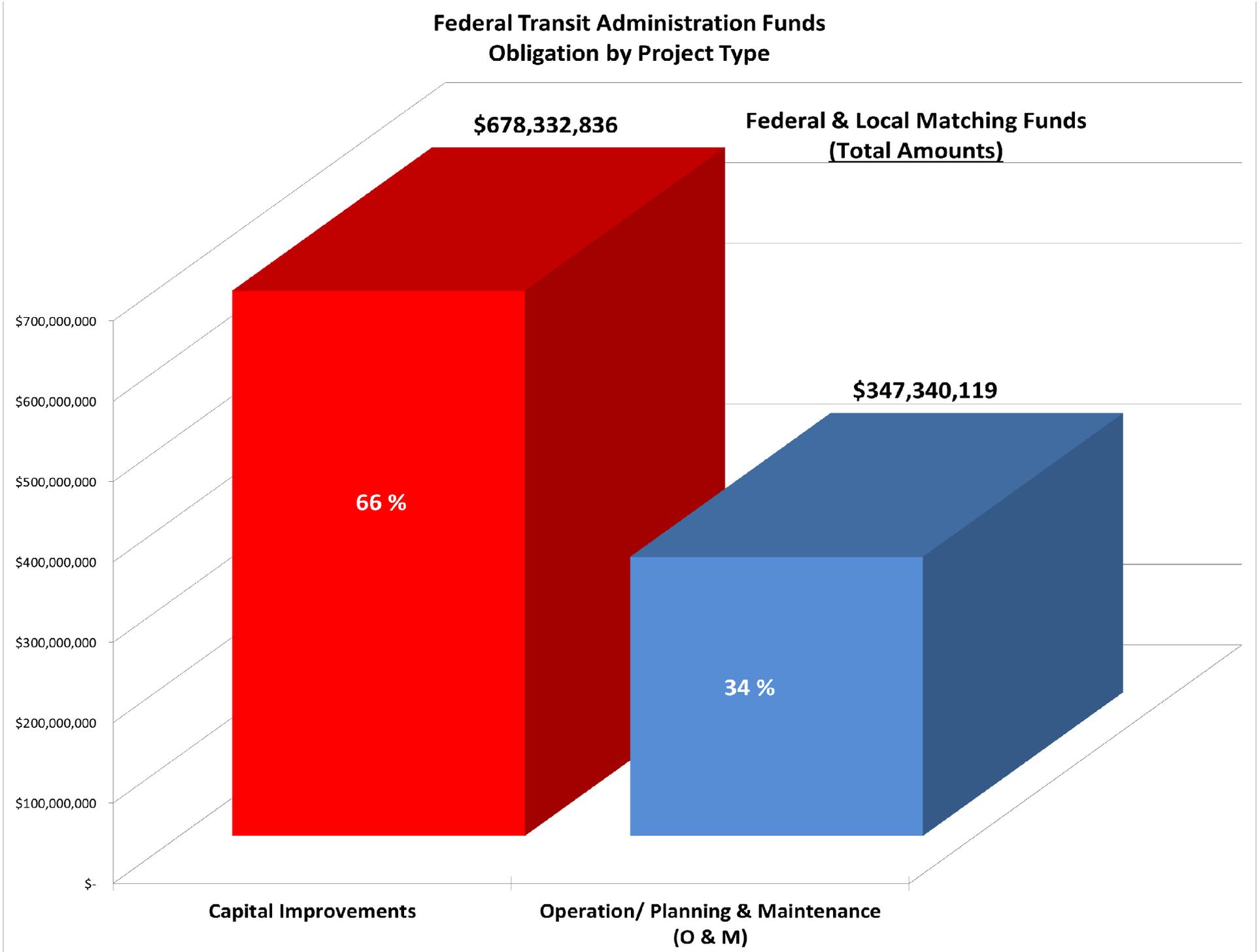
\$200,000,000

\$100,000,000

\$-

Capital Improvements

Operation/ Planning & Maintenance
(O & M)



UTA FY 2015 GRANTS OVERVIEW

Funds Allocated (awarded and executed) in Fed. FY 2015 (10/01/14 - 09/30/2015)

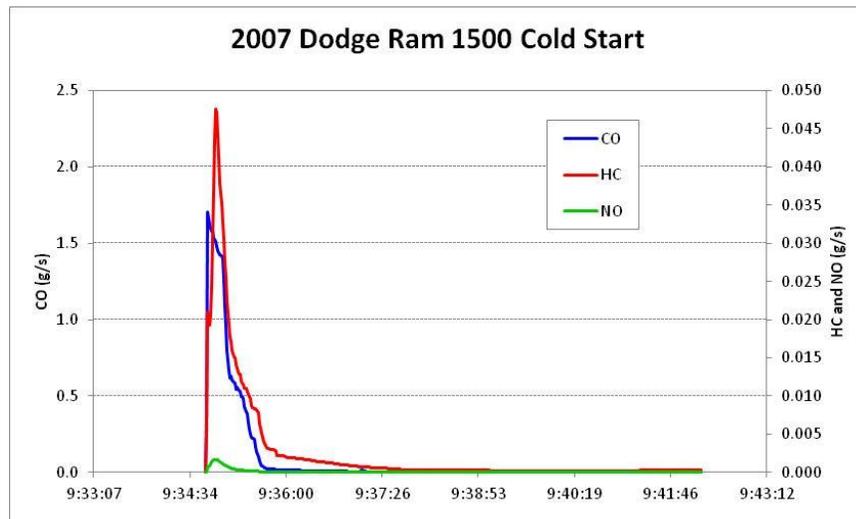
Grant Number	Fed. Amt	Local Amt.	Tot. Amt.	Brief Description	Award Date	Status	Approx % Comp
FTA Grants							
UT-03-0055-07	\$ 337,402,800	\$ 84,350,700	\$ 421,753,500	Mid-Jordan LRT (does not include ARRA grant amount)	6/11/2012	Active, closing soon, waiting for FTA to instruct on de-obligation	94
UT-03-0057-02	\$ 110,468,000	\$ 73,645,334	\$ 184,113,334	Draper Light Rail Transit Project	3/30/2012	Active, closing soon, waiting for FTA to instruct on de-obligation	77
UT-03-0059-00	\$ 4,018,000	\$ 4,018,000	\$ 8,036,000	PO BRT Prof Services, Utilitities, ROW	9/17/2015	Active, closing soon	100
UT-04-0022-00	\$ 4,448,000	\$ 1,112,000	\$ 5,560,000	New Central Garage Facility, Design/ROW	8/16/2012	Active	98
UT-04-0023-00	\$ 1,580,000	\$ 395,000	\$ 1,975,000	Replacement Buses; Extra Bus Powertrain	12/27/2012	Active, closing as soon as FTA System opens	100
UT-04-0025-02	\$ 400,000	\$ 100,000	\$ 500,000	VTCLI UTA One-Call/One-Click	7/18/2014	Active	83
UT-04-0026-02	\$ 400,000	\$ 100,000	\$ 500,000	VTCLI Tooele Computer Aided Sched. and Disp.	7/18/2014	Active	94
UT-16-X006-01	\$ 1,159,485	\$ 467,630	\$ 1,627,115	5310 Large Urbanized Areas FY2013	8/25/2015	Active	8
UT-26-0007-02	\$ 50,000	\$ -	\$ 50,000	VTCLI UTA Marketing/Outreach	7/18/2014	Active, marketing starts in fall	0
UT-26-0008-02	\$ 50,000	\$ -	\$ 50,000	VTCLI Tooele Marketing/Outreach	7/18/2014	Active, marketing starts in fall	0
UT-34-0004-00	\$ 3,066,157	\$ 766,539	\$ 3,832,696	FY 2014 5339 Bus Form CONST	5/8/2015	Active	0
UT-54-0003-00	\$ 6,997,931	\$ 1,749,483	\$ 8,747,414	FY 2015 5337 SGR Formula	11/20/2015	Active	52
UT-79-0001-01	\$ 26,000,000	\$ 11,180,000	\$ 37,180,000	Sugar House Streetcar	2/28/2012	Active, closing soon	100
UT-90-X071-00	\$ 41,588,702	\$ 10,397,176	\$ 51,985,878	5307: PM, ADA ops, security, enhancements, planning	8/17/2012	Active	99
UT-90-X073-00	\$ 40,604,545	\$ 10,171,137	\$ 50,775,682	5307: PM, ADA ops, security, enhancements, planning	8/28/2013	Active	98
UT-90-X075-00	\$ 40,810,152	\$ 10,202,538	\$ 51,012,690	5307: PM, ADA ops, security, enhancements, planning	9/22/2014	Active	99

Grant Number	Fed. Amt	Local Amt.	Tot. Amt.	Brief Description	Award Date	Status	Approx % Comp
UT-90-X077-01	\$ 45,067,852	\$ 11,266,964	\$ 56,334,816	FY15 5307 PM Planning ADA Secure En	10/20/2015	Active	91
UT-95-X003-01	\$ 2,591,764	\$ 188,204	\$ 2,779,968	Rideshare Vans/Operating/ITS/Rehab LRVs CMAQ/STP	8/19/2009	Active, only vans remaining	93
UT-95-X004-00	\$ 4,072,028	\$ 295,695	\$ 4,367,723	Rideshare, Vans, Operating, Rehab LRVs CMAQ/STP	9/1/2010	Active, only vans remaining	86
UT-95-X005-01	\$ 2,079,060	\$ 150,973	\$ 2,230,033	Rideshare, Vans, Operating, IT Equipment CMAQ/STP	7/3/2012	Active, Vans, ITS and LRVs remain	40
UT-95-X007-00	\$ 10,314,213	\$ 748,978	\$ 11,063,191	Buses, Intermodals, Rideshare, Bike Center CMAQ/STP	12/19/2013	Active, UT Co. Service Remaining	94
UT-95-X008-00	\$ 7,531,888	\$ 1,882,973	\$ 9,414,861	FY `14 - `15 Programmed CMAQ for operations	11/20/2015	Active, UT Co. Service Remaining	50
Homeland Security Grants							
EMW-2014-RA-00036	\$ 75,000	\$ -	\$ 75,000	Homeland Security -- Multi-Agency Exercise	11/3/2014	Active	84
EMW-2015-RA-	\$ 100,000	\$ -	\$ 100,000	Homeland Security -- Multi-Agency Exercise	11/1/2015	Active	0
Grants Closed Since Last Year-End Report							
UT-04-0019-00	\$ 400,000	\$ 100,000	\$ 500,000	3900 South TOD	4/7/2011	Active, work now progressing	100
UT-26-0006-00	\$ 500,000	\$ 500,000	\$ 1,000,000	Transit Asset Management Pilot Program	12/2/2011	Active	100
UT-39-0002-00	\$ 360,000	\$ 90,000	\$ 450,000	South Davis County Alternatives Analysis	5/10/2012	Close out submitted to FTA	100
UT-39-0003-00	\$ 470,000	\$ 117,500	\$ 587,500	Salt Lake City 200 South Corridor AA	9/11/2012	Active, closing soon	100
UT-88-0001-00	\$ 2,692,000	\$ -	\$ 2,692,000	TIGGER Bus electrification/induction charging	9/11/2012	Active, closing soon	100
UT-90-X064-01	\$ 43,047,692	\$ 10,761,923	\$ 53,809,615	5307: PM, ADA ops, security, enhancements, planning	11/1/2010	Active, closing soon	100
UT-90-X067-01	\$ 41,276,540	\$ 11,292,399	\$ 52,568,939	5307: PM, ADA ops, security, enhancements, planning	7/27/2011	Active, closing soon	100
Total Amounts	\$ 779,621,809	\$ 246,051,146	\$ 1,025,672,955		Federal Amount	Local Amount	Total Amount
	\$ 501,548,655	\$ 176,784,181	\$ 678,332,836	Capital Improvements	64.33%	71.85%	66.14%
	\$ 278,073,154	\$ 69,266,965	\$ 347,340,119	Operation/ Planning and Maintenance (O & M)	35.67%	28.15%	33.86%

DATE: March 17, 2016
AGENDA ITEM: 7
SUBJECT: Air Quality Committee
PREPARED BY: Kip Billings

BACKGROUND:

The Air Quality Committee meeting was held on March 17, 2016 featuring a presentation by Dr. Randal Martin from Utah State University and Joe Thomas from Weber State University and the Utah Division of Air Quality. Their research focused on vehicle emissions associated with “cold starts”. When a vehicle has been shut off for several hours, it will take 1-3 minutes after starting it again for the catalytic converter to heat up to 1500 °F for effective emission control as shown in the chart below.



Tier 3 vehicles manufactured beginning in 2017 will reduce this “cold start” phase to less than 1 minute. Tier 3 standards will reduce VOC and NOx emissions by 80% compared to today’s vehicles. The emission reduction is achieved by improvements to the catalytic converter, in particular the integration of the catalytic converter with the exhaust manifold to eliminate delay in heating the converter.

The full benefit of Tier 3 vehicles is dependent in part on low sulfur fuels, known as Tier 3 fuels because of their association with the vehicle emission standards. The sulfur in gasoline is highly reactive and can “poison” the catalytic converter compromising its emission reducing effectiveness. Currently, gasoline has about 26-30 ppm sulfur content. Tier 3 fuel is mandated to contain no more than 10 ppm sulfur. The Tesoro refinery, one of the smaller refineries serving Utah, has committed to provide Tier 3 fuel to the Salt Lake market by 2020. Negotiations are ongoing with other fuel providers in the State.

Driving Tips to Reduce “Cold Start” Emissions

About 50% of vehicle emissions are associated with “cold start” events, the first mile or two of every trip. Here are some emission reducing driving tips.

- **Park your car in the garage**
 - This reduces the time needed to heat the catalytic converter
- **Start and Go!**
 - Your passengers and your converter will get warmer faster
- **Consolidate your trips**
 - A “hot start” (within 20 minutes of shutting off the engine) is only about 4% of the emissions of a “cold start”. A “hot start” is also less emissions than idling
- **Avoid idling**
 - If the car is in park, shut it off!

RECOMMENDATIONS:

This item is for information only.

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