



WASATCH FRONT REGIONAL COUNCIL

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**WASATCH FRONT REGIONAL COUNCIL
UNIFIED PLANNING WORK PROGRAM**

for the

**OGDEN - LAYTON and SALT LAKE - WEST VALLEY
URBANIZED AREAS**

FISCAL YEAR 2015 and FISCAL YEAR 2016
(July 1, 2014 - June 30, 2016)

MAY 2014

**In cooperation with:
Utah Department of Transportation
Utah Transit Authority**

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PURPOSE:

The Unified Planning Work Program (UPWP) is developed to describe all planning activities of the Wasatch Front Regional Council (WFRC) and its partner agencies, especially the efforts within the Salt Lake-West Valley and Ogden-Layton Urbanized Areas, devoted to planning an effective regional transportation system. Figure 1 shows the Urbanized Area boundaries based on the year 2010 Census that were approved by the Federal Highway Administration (FHWA) in 2013. The most significant change since the 2000 Census boundaries is that they now include Brigham City and part of southern Box Elder County in the Ogden-Layton Urbanized Area.

The UPWP focuses on the transportation and transportation-related planning activities for the Metropolitan Planning Area scheduled for completion by WFRC, the Utah Department of Transportation (UDOT) and the Utah Transit Authority (UTA) between July 1, 2014, and June 30, 2016. The UPWP addresses multiple modes, including transit, highway, bicycling and others. It provides for continued assistance to municipalities in implementing the Wasatch Choice for 2040 Vision and Growth Principles; updating socioeconomic and travel data and forecasts; completing the 2015-2040 Regional Transportation Plan (RTP); development of a six-year Transportation Improvement Program (TIP); an interagency process to assess air quality and conformity of plans with air quality standards; and technical support and services to other transportation agencies and local governments in the region. The UPWP also describes the WFRC's efforts in various studies, Community Development Block Grants, and economic development planning for the region.

FORMAT:

The format for the 2015 and 2016 UPWP is similar to the 2013 and 2014 UPWP. Each work task includes a summary of objectives, anticipated products, background information, a statement of the work planned for FY 2015 and FY 2016, responsible agencies, and level of effort in terms of months and funding. Unless otherwise noted, the work described in the statement of work is anticipated to occur in both FY 2015 and FY 2016. A separate level of effort has been prepared for each of FY 2015 and FY 2016. Final UPWP completion reports, describing all work accomplished in FY 2014 and FY 2015 will be prepared by October 1, 2014 and October 1, 2015, respectively.

COORDINATION:

The WFRC coordinates the overall transportation planning process for the Salt Lake-West Valley and Ogden-Layton Urbanized Areas. As the designated Metropolitan Planning Organization (MPO) for these two urbanized areas, the WFRC reviews and approves the UPWP, determines policy regarding the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP), and approves each. WFRC also determines conformity of the RTP and TIP with the State Implementation Plan for air quality (SIP). The WFRC and the Utah Transportation Commission are approval authorities for the use of federal transportation funds in the two urbanized areas.

The WFRC has formed two subcommittees to study regional transportation issues in depth and make policy recommendations to the full Council. The Regional Growth Committee

(RGC) is responsible for the Regional Transportation Plan and for developing regional growth strategies related to transportation. The Transportation Coordinating Committee (Trans Com) oversees short-range transportation planning, programming of projects in the TIP, and other project-related studies and issues. Both the RGC and Trans Com work in close coordination with local governments throughout the Region, UDOT, UTA, and other stakeholders.

Most of the detailed discussion of transportation, growth, and air quality issues and coordination takes place within the Regional Growth Committee and Trans Com. The RGC, Trans Com and their subordinate technical committees for each urbanized area provide a forum for coordination among the primary planning and implementing agencies in the area. Membership and representation on the Regional Growth Committee and Trans Com are similar and include the following:

- Elected local government officials appointed by the Wasatch Front Regional Council and by County Councils of Government
- The Utah Department of Transportation
- The Utah Transportation Commission
- The Utah Transit Authority (UTA) and its Board of Trustees
- The Utah Air Quality Board
- The Federal Highway Administration (FHWA)
- Agencies, stakeholders and other parties involved in the transportation and growth planning process
- A representative from the Mountainland Association of Governments (MAG)
- A representative from Envision Utah

In 2002, a Joint Policy Advisory Committee (JPAC) was established to facilitate communication and coordination between WFRC and the Mountainland Association of Governments (MAG), which is the MPO for the Provo-Orem Urbanized Area in Utah County. JPAC meets six to eight times a year and is comprised of elected officials from WFRC and MAG, UTA Board members, State Transportation Commissioners, and staff representatives for WFRC, MAG, UTA, and UDOT. As transportation and land use patterns have become increasingly interconnected between Salt Lake County and Utah County, this committee has proven valuable in collaborating on issues of common concern. Among the issues they address are transportation funding needs, the major project selection process, and the coordination between the regional transportation plans for the two MPOs. In 2007, JPAC was expanded to also include the Dixie and Cache MPOs, making JPAC a forum to discuss transportation planning issues statewide.

Coordination at the technical level is provided by Transportation Technical Advisory Committees for the Salt Lake-West Valley and Ogden-Layton Urbanized Areas. These committees include representatives from each community and county, UDOT, UTA, DAQ, and other involved agencies. The technical committees provide a forum for discussing issues as they relate to plans, programs, and individual projects and effectively establish communication and coordination on a technical level. The Regional Growth technical committees consist primarily of local planners, while the Trans Com technical committees are comprised mostly of local engineers.

The transportation planning process is coordinated and inter-related with the overall comprehensive planning process for the area. Major areas where coordination is necessary and effective are the development of county, city or neighborhood master plans, area-wide and local housing programs, area and statewide programs for air pollution control, recreation planning, economic development, water resources and other state, area-wide, and local plans. The coordination with transportation-related activities is provided through the WFRC, which is the area-wide intergovernmental review agency, and its advisory committees. WFRC has increased the amount of interaction with County Councils of Governments in the region in order to further coordination of local plans and desires with regional transportation plans and programs.

CONSOLIDATED PLANNING GRANT:

Beginning with Fiscal Year 2004 (July 1, 2003 – June 30, 2004), Metropolitan Planning Organizations (MPOs) in the state of Utah have received federal metropolitan transportation planning funds via a Consolidated Planning Grant (CPG). The aspects of this process are currently as follows:

- The approved UPWP allocates federal transportation planning funds to individual work items in the Work Program performed by WFRC and is the basis for the CPG.
- WFRC transportation planning tasks are funded through an annual CPG that combines Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) metropolitan transportation planning funds.
- UDOT and UTA federal transportation planning funds are not included in the CPG; however, metropolitan transportation planning activities by UDOT and UTA are included in the UPWP with other appropriate sources of federal funding shown when available.
- The FTA transfers FTA Section 5303 funds allocated for metropolitan transportation planning in the UPWP to FHWA.
- FHWA consolidates the transferred FTA funds with Metropolitan Planning (PL) and Surface Transportation Program (STP) funds allocated for metropolitan transportation planning in the UPWP and makes a CPG to the UDOT.
- UDOT administers the CPG through a contract with WFRC and reimburses WFRC monthly for transportation planning activities in the UPWP.
- The UPWP includes additional WFRC work efforts not funded through the CPG.

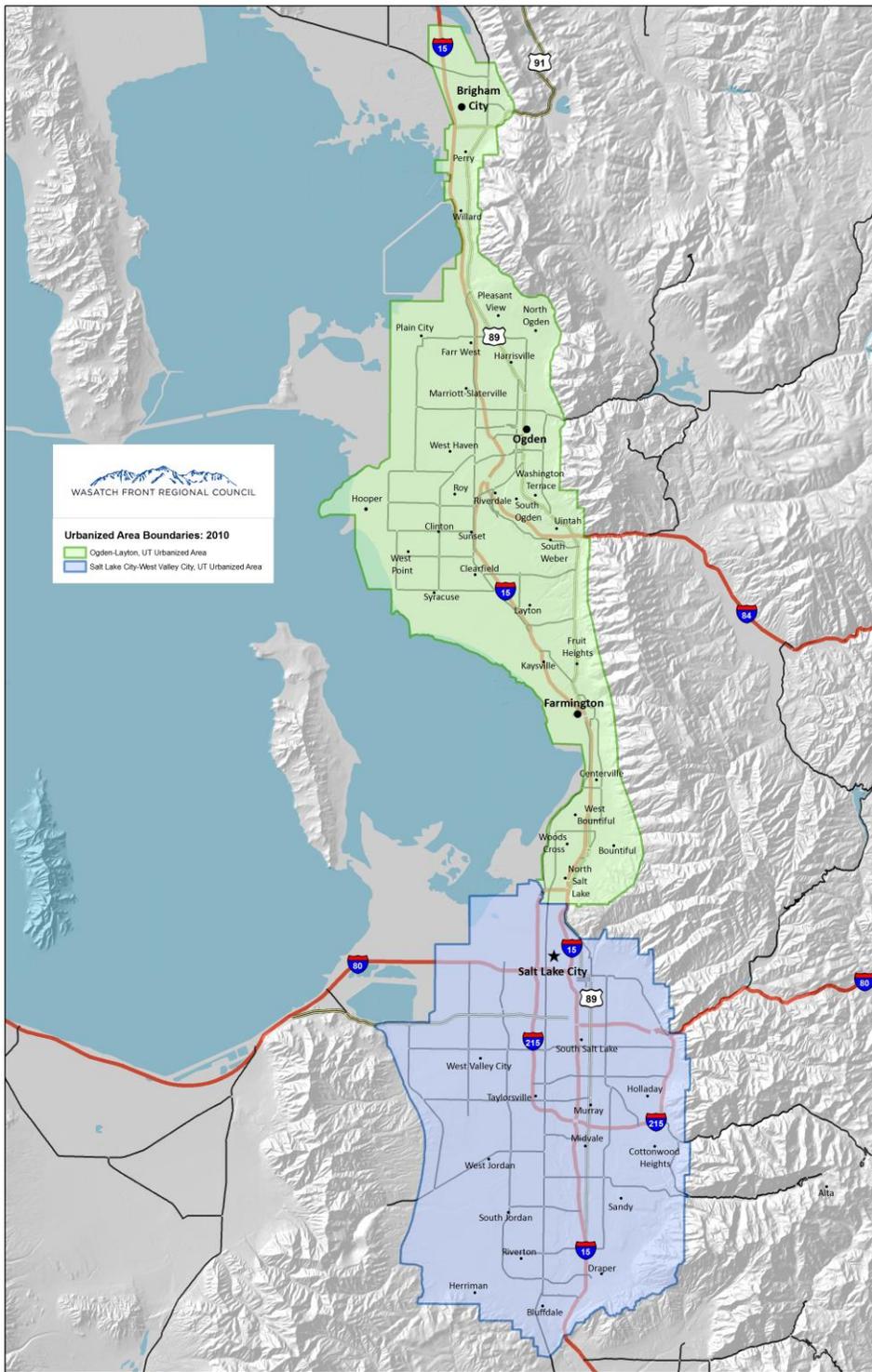
WORK PROGRAM AMENDMENTS:

It is anticipated that changes to this UPWP may be required during execution of the Work Program and budget. In the past, such changes have resulted from:

- Changes in staff composition and work assignments
- Emergence of new work items and revision of approved work items
- Revised revenue and expense projections

Should significant changes emerge during FY 2015 and FY 2016, WFRC will submit an amended UPWP for federal approval.

Figure 1. OGDEN-LAYTON AND SALT LAKE-WEST VALLEY URBANIZED AREAS

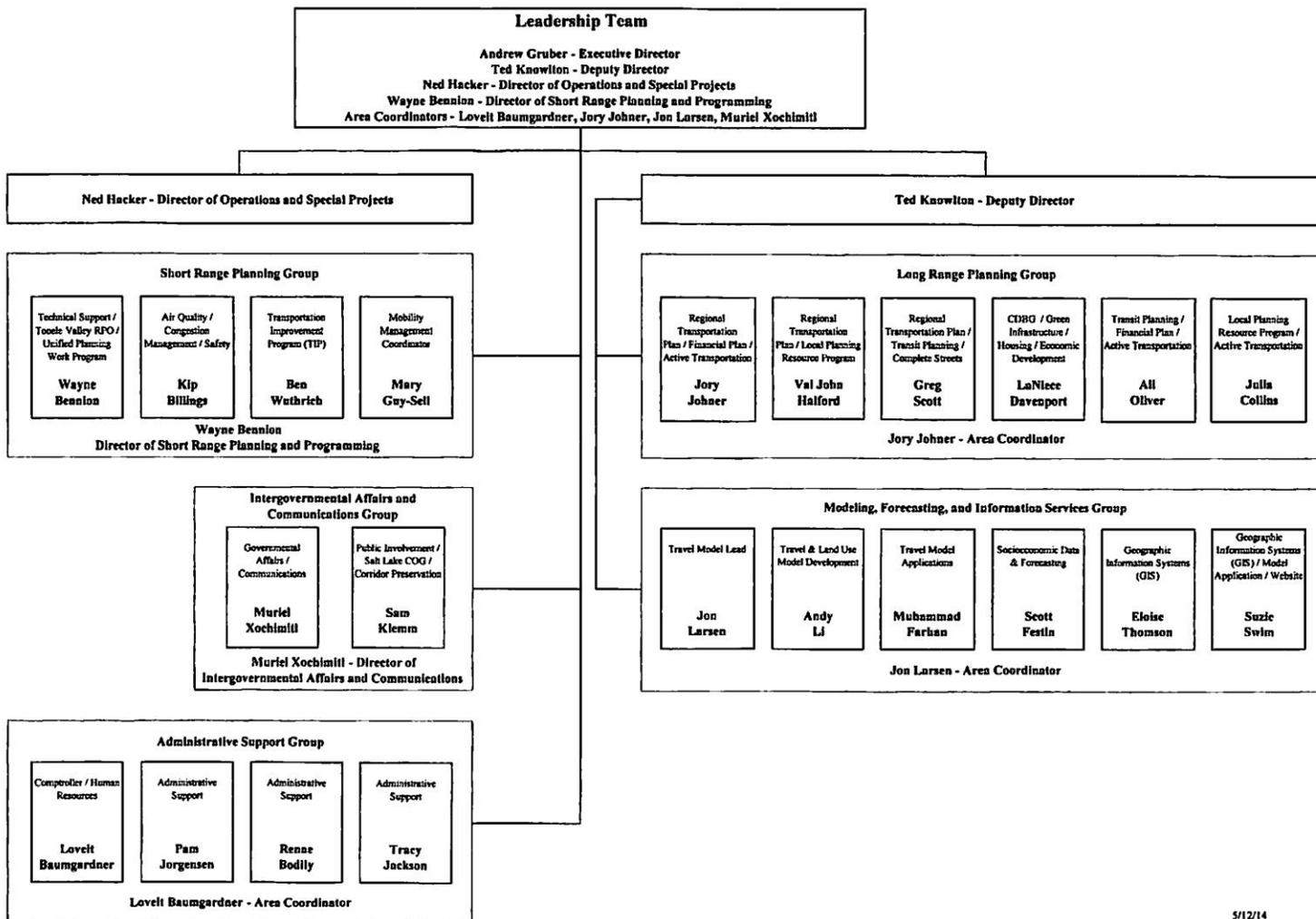


STAFFING:

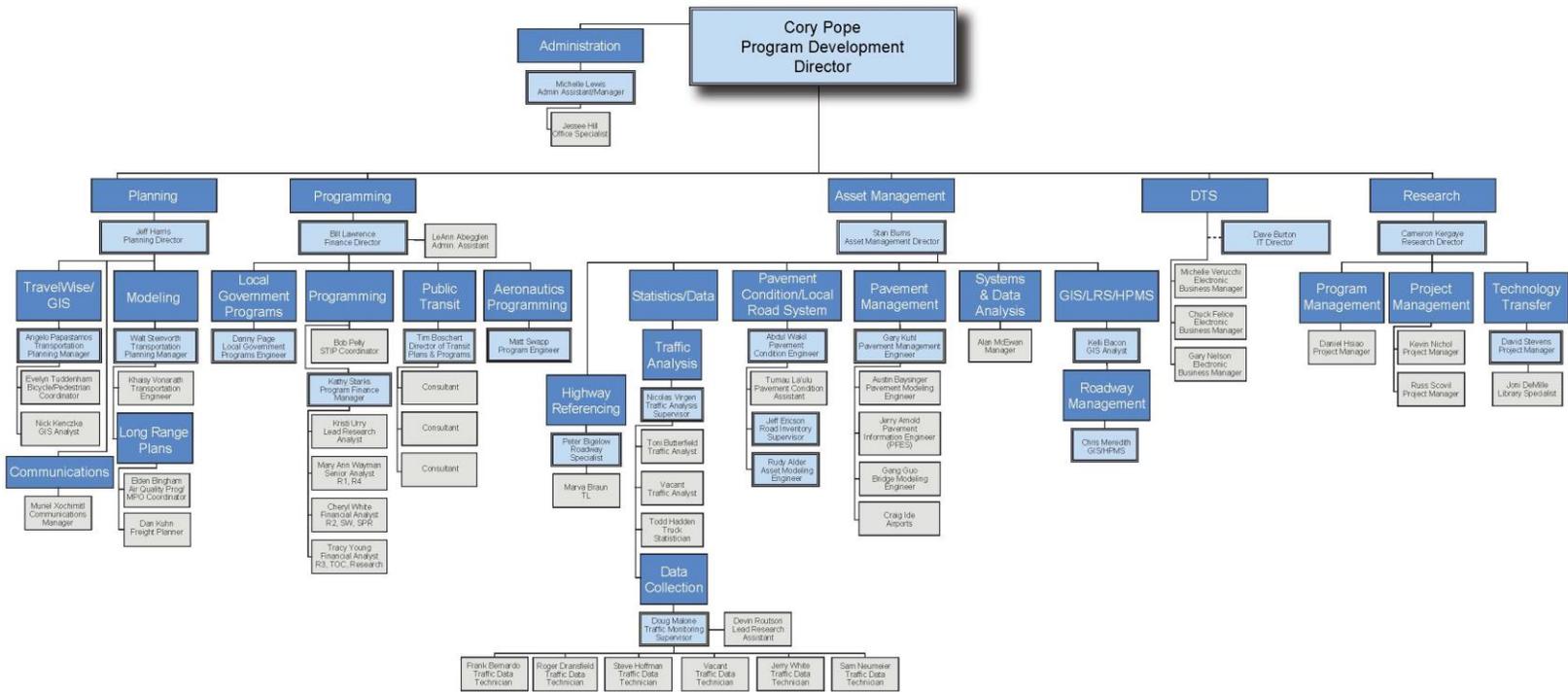
WFRC, UDOT and UTA staffs will accomplish some work tasks identified in the UPWP with specialized assistance from consultants. Consultants will be under contract with WFRC during FY 2015 and FY 2016 to assist in long range planning, growth planning, travel and land use model development and applications, public involvement efforts, and in several planning studies, and these are noted in the applicable work items. The agency or agencies responsible for completion of each task are shown near the bottom of each UPWP task. This is followed by tables that show resources committed to each task in person-months, the cost of each task, and the sources of funding.

Each agency's staff is multi-disciplinary and includes professional engineers, planners, environmental specialists, economists and technicians of various disciplines. WFRC staff, in particular, relies on information and data from local government officials and their staffs to coordinate between local and regional plans, especially for the socioeconomic data and forecasting process. The following pages show functional organizational charts for WFRC, UDOT Program Development, and UTA Planning Department.

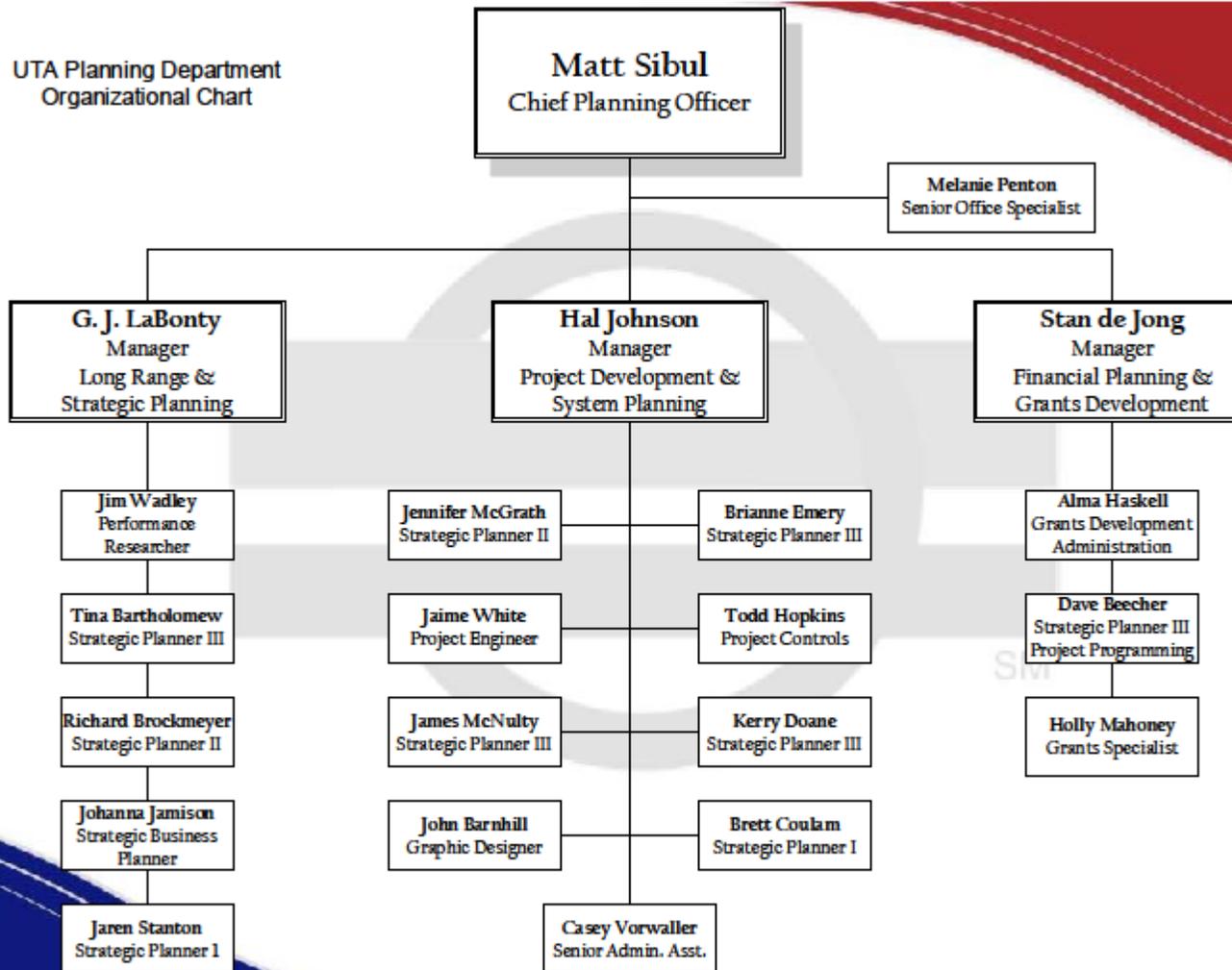
WFRC FUNCTIONAL ORGANIZATION CHART



UDOT Program Development



UTA Planning Department
Organizational Chart



Updated by Melanie Penton
January 7, 2014

PLANNING FACTORS:

Planning Factors are established by Congress as enumerated in CFR 450.306. These areas merit particular attention as they have been identified as issues of concern nationally. Specific efforts anticipated by WFRC, UDOT, and UTA staff to address these issues are highlighted below with references to the work program section(s) where they are described.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
 - WFRC will monitor economic development plans and provide transportation access information to economic development agencies. (C.1, I.2)

1. Increase the safety of the transportation system for motorized and non-motorized users.
 - WFRC will continue to coordinate with UDOT and UTA to develop additional analysis in order to better address safety issues in the transportation planning process. (C.1)
 - Review of the Utah Comprehensive Safety Plan will be more fully integrated into development of the Regional Transportation Plan and the Transportation Improvement Program. (D.1)

2. Increase the security of the transportation system for motorized and non-motorized users.
 - UTA will continue to update and implement various security plans and training. (B.1)
 - WFRC, UDOT, and UTA will further coordinate with local municipalities and other state agencies in continued development of plans to address security issues in the transportation planning process. (C.1)

3. Increase accessibility and mobility of people and freight.
 - In planning and programming of projects, accessibility and mobility are key considerations in the regional process. (B.1, B.2, C.1, D.2)

4. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
 - WFRC will work with UDOT, UTA, and others to further evaluate proposed transportation facilities with regard to environmental protection, community/neighborhood preservation, and other NEPA factors. (C.1, D.2, E.1, E.2)
 - Several efforts are anticipated to foster implementation of regional growth principles. (C.2, C.3) These efforts, as well as others (D.1, G.1), are supportive of addressing climate change in the transportation planning process.
 - Discussions with local and state governments will identify how to achieve more consistency among regional, local, and state plans and patterns. (C.2)
 - WFRC's Air Quality Committee will continue to promote strategies to improve air quality that go beyond statutory requirements. (G.1)

5. Enhance the integration and connectivity of the transportation system across and between modes, for people and freight.
 - UTA, UDOT, and WFRC will work to integrate multiple modes as plans and projects are developed. (C.1, D.2)
6. Promote efficient system management and operation.
 - WFRC staff will continue to collaborate with UDOT, UTA, and local governments in evaluation and promotion of TSM and TDM strategies such as ITS and ridesharing. Staff participates actively in traffic management committees that facilitate interaction between planning and operations. (D.1)
7. Emphasize the preservation of the existing transportation system.
 - The RTP identifies funding for system preservation. (C.1)

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-certifications 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 Audits
- Annual Contracts between WFRC and UDOT, WFRC and UTA
- End of the year UPWP completion reports
- UPWP and budget amendments
- FY 2017 and FY 2018 Unified Planning Work Program and budget (in FY 2016)

BACKGROUND:

The WFRC was designated as the MPO for the Salt Lake and Ogden Urbanized Areas in 1973. [Described in Purpose section above] As the MPO, the WFRC is responsible for coordinating and administering all transportation planning programs in the region.

The Council has 21 voting members including 19 locally elected mayors, council members, or commissioners, one representative from Utah Department of Transportation and one representative from Utah Transit Authority. The Council also has 5 non-voting members representing Utah League of Cities and Towns, Utah Association of Counties, Envision Utah, Utah House of Representatives and Utah State Senate.

The WFRC has established the committee structure discussed in the coordination section of the UPWP to oversee the planning process. In addition, financial management, Equal Employment Opportunity (EEO), Disadvantaged Business Enterprise (DBE) and other procedures have been established for administering the programs. The DBE procedures include working with UDOT to meet state DBE goals. An ongoing transportation planning agreement has been signed by WFRC, UDOT, and UTA.

WORK STATEMENT:

Administration and coordination of the UPWP and transportation planning process includes three activities. The first is the effort in administering the transportation portions of the program and providing the coordination necessary for the transportation planning program. The second is the non-salaried costs directly associated with the UPWP. The third is the UPWP's share of the indirect administrative costs of the WFRC.

The direct effort of administration and coordination includes providing support to the various committees that make up the WFRC's transportation planning program and the preparation of the work programs and budgets. The planning program is designed to ensure full coordination with affected state, local, and federal agencies. The agencies include UDOT, UTA, DAQ, the Governor's Office of Management and Budget, local city councils and planning commissions, adjacent associations of government, and other agencies. Among the committees which receive direct input from the transportation planning program are the WFRC, the County Councils of Governments, the Regional Growth Committee, Trans Com, the Air Quality Committee, the Active Transportation Committee and the technical advisory committees.

Specific committee activities include preparing agendas and minutes for committee meetings, holding regular meetings, and communicating with committee members on an individual basis. The WFRC and the Utah Department of Transportation jointly certify the planning process annually in coordination with the TIP approval. Information is also provided to the U.S. DOT modal agencies to support their required certification reviews. Certification addresses the applicable requirements of the metropolitan transportation planning regulations. Other aspects of coordination include preparation of the annual UPWP, updating the annual contracts with UDOT and UTA, and the preparation of completion reports. The preparation of other required certifications are also included in this item. Finally, this task includes management of personnel performance plans and secretarial staff time allocated to transportation planning. The costs for this aspect of the program are \$184,407 for FY2015 and \$194,688 for FY2016.

The direct non-salaried costs include all of the non-salary costs directly attributable to all programs in the UPWP. Where possible within the accounting process of the WFRC, all costs are attributed to the specific program that benefits from the expenditure. The direct non-salaried costs include travel expenses both within the Region and outside of the Region, including the travel costs to attend training sessions; telephone and data expenses; building rent and operation expenses; software and maintenance fees; supply costs; the cost of publications being prepared as part of the programs; public notices; and equipment maintenance and rental for equipment being used by the programs. The direct non-salary costs are \$252,343 for FY2015 and \$230,653 for FY2016. Details are shown in the financial summaries at the end of this UPWP.

Indirect costs of the program include all the costs associated with the management of the WFRC that cannot be associated directly with an individual program. The costs are allocated on the basis of direct months per a previously approved cost allocation plan and are allocated each month based on the actual number of hours spent in each program. The

budget for indirect costs is included with the budget summary information. Major cost elements include salaries and fringe benefits for the Executive Director for the time spent in managing and directing programs included in the indirect cost allocation plan, salaries and fringe benefits for the Chief Financial Officer and accounting staff, human resources management, secretarial support for management functions, those publications and communications costs not associated with specific programs, training and travel for administrative personnel, the non-salaried costs necessary to support these activities, including building rent and operating expenses, equipment rental and maintenance, software and supplies, telephone and data expenses, and an annual audit of the WFRC's finances and internal control systems. The total indirect cost of the program is \$600,212 for FY2015 and \$628,687 for FY2016.

Oversight of WFRC financial management functions is provided by the WFRC Budget Committee composed of representation from each of the counties.

RESPONSIBLE AGENCY:

WFRC

LEVEL OF EFFORT FY 2015:

WFRC Administration				
Agency	Months	Federal CPG	Other	Total
WFRC	25.75	171,923	12,484	184,407

Purpose	Months	Federal CPG	Other	Total
Indirect Salary and Non-Salary	30.2	460,995	139,217	600,212
Direct Non-salary		179,419	72,924	252,343

LEVEL OF EFFORT FY 2016:

WFRC Administration				
Agency	Months	Federal CPG	Non-federal	Total
WFRC	25.75	181,508	13,180	194,688

Purpose	Months	Federal CPG	Non-federal	Total
Indirect Salary and Non-Salary	30.2	487,626	141,061	628,687
Direct Non-salary		177,652	53,001	230,653

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 2017 and FY 2018 UPWP (in FY 2016)
- 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 other studies.

BACKGROUND:

UDOT applies for federal funding, which is then passed on to WFRC. Administration of federal funds carries the responsibility of reviewing and monitoring the use of these monies. UDOT reviews WFRC plans and programs for compliance with federal regulations. UDOT staff supports the technical and policy processes of the WFRC and assists in developing the annual UPWP. UDOT assists WFRC with required contracts and agreements and manages UDOT's Planning staff.

WORK STATEMENT:

The UDOT Planning section has a full time staff of 7.5 employees. Funding for the UDOT Planning staff is provided through a separate Statewide Planning Work Program (SPWP) prepared annually in cooperation with the various MPO work programs. Some of the UDOT Planning staff time each year is dedicated to coordination with the four UDOT Regions and with the four MPOs in Utah. Approximately ten months of total UDOT Planning staff time each year is dedicated to Air Quality issues, which are focused in the urban areas of the state. UDOT Planning is responsible for development, maintenance, and application of the statewide travel demand model. Consultant assistance is utilized in this effort. Staff also provides support and coordination between the statewide model and the various MPO travel

demand models. UDOT Planning provides expertise across the state in freight planning issues.

UDOT Planning staff, with consultant assistance, has developed a tool called uPlan, which facilitates interactive and simultaneous use of multiple data and mapping layers, such as environmental, economic, safety, and congestion factors. This tool is being utilized extensively as staff works with various partners and stakeholders to update the Statewide Transportation Plan. UDOT Planning staff conducts, participates in, or manages corridor studies and other special planning related studies within the MPO planning areas. UDOT Planning staff also coordinates with WFRC staff in various data collection efforts.

RESPONSIBLE AGENCY:

UDOT

LEVEL OF EFFORT FY 2015:

Planning Activities in the WFRC Region	Person Months *
Long Range Planning	2
Air Quality	7
Traffic Modeling	2
Studies, Freight, UPWP	2
Total	14

LEVEL OF EFFORT FY 2016:

Planning Activities in the WFRC Region	Person Months *
Long Range Planning	2
Air Quality	7
Traffic Modeling	2
Studies, Freight, UPWP	2
Total	14

* All staffing figures and percentage of time allocated in this section are estimates.

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:

- Unified Planning Work Program
- Completion Report
- Annual Grants Status Report
- Interlocal Cooperative Agreements
- Compliance with Federal, State and Local Requirements
- Grant Applications
- Development of Grant Management Team
- Grants Management Committee Recommendations
- Documentation for Audits
- Federal Transit Administration (FTA) Triennial Review (summer 2015)
- 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

BACKGROUND:

The Utah Transit Authority was organized under the provisions of the Utah Transit District Act in 1970.

During the last 44 years, the UTA has expanded from a small bus company operating less than 90 buses traveling 3 million miles to the current system that provides nearly 33 million miles of bus and rail service. UTA is a multimodal transportation company that employs more than 2,000 people with 935 direct operators of bus, light rail and commuter rail services that are committed to provide safe and effective transportation.

UTA's commitment is to provide opportunities for mobility to help in meeting the public transportation needs of the Wasatch Front area. Planning for these services is key to their success. UTA continues to find ways to improve transportation, alleviate traffic congestion, and improve air quality for all customers.

WORK STATEMENT:

Documentation, Reports and Other Requirements

UTA prepares documentation to comply with all federal, state and local administrative requirements under this work item. These include the Unified Planning Work Program, Completion Reports, Annual Grants Status report, Interlocal Agreements, Grant Applications, audit documentation, FTA Triennial Review documentation, FTA Certifications and Assurances, reports required for funding, agreements and contracts, meeting the various planning and project requirements, STP, CMAQ and TAP concept reports, various meetings and grant required public involvement. UTA has a Grants Management team to oversee the pursuit of grant opportunities. These functions are on-going.

National Transit Database (NTD) Data collection and reports

UTA will continue to collect data and perform surveys of the UTA system. Ridership reports are prepared monthly and reliability reports on the transit system will continue to be produced. All data needed for the National Transit Database (NTD) will be collected and electronically input into the federal NTD program. The strategic planning department collects park and ride counts generally one or two times per year. The usage report is available and will be used as an evaluation tool for prioritization of future park and ride lot needs.

RESPONSIBLE AGENCY:

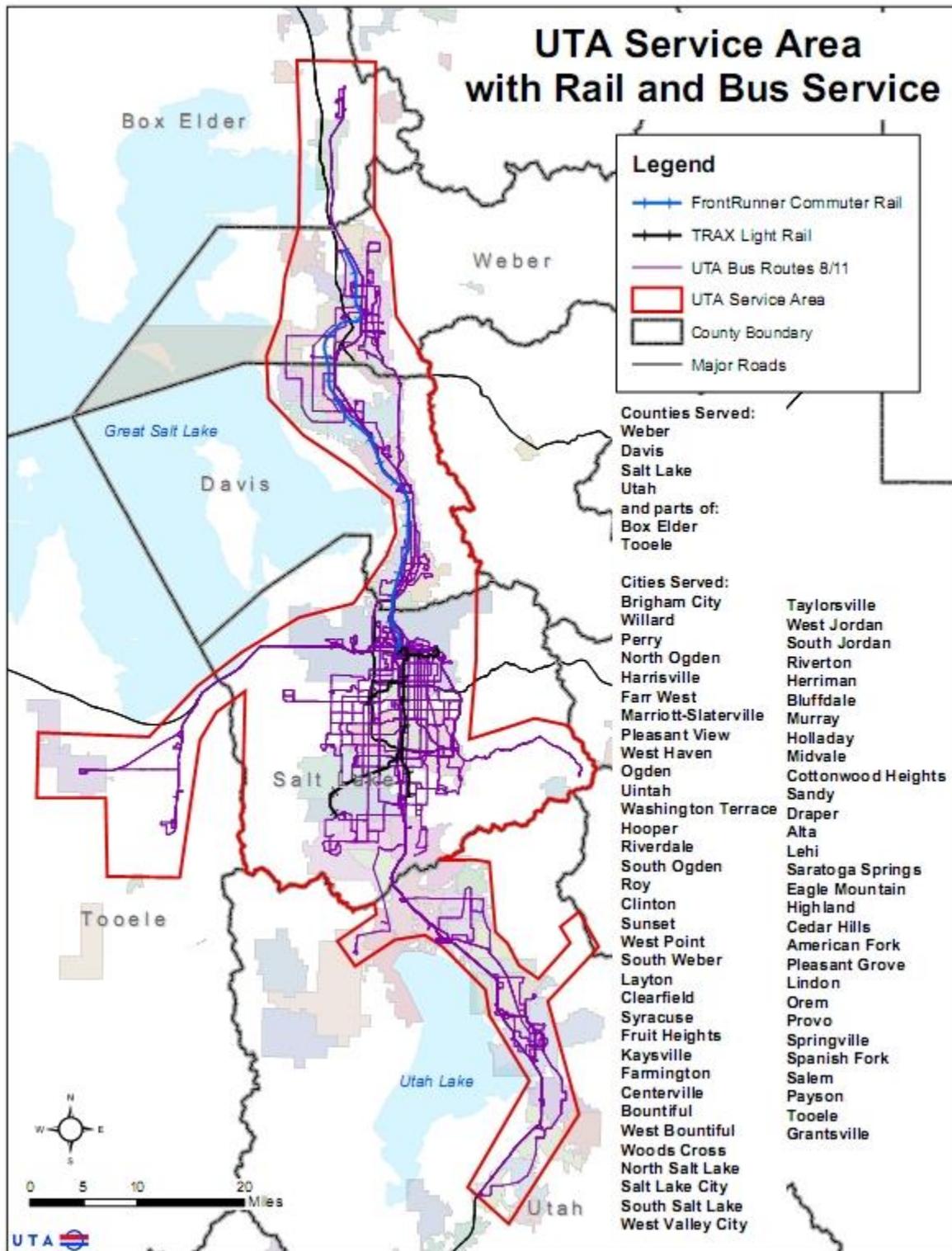
UTA

LEVEL OF EFFORT FY 2015:

Agency	Months	Section 5307	Local Funds	Total
UTA	3	12,500	7,500	20,000

LEVEL OF EFFORT FY 2016:

Agency	Months	Section 5307	Local Funds	Total
UTA	3	12,500	7,500	20,000



B. TRANSIT PLANNING

B.1 UTA TRANSIT PLANNING

OBJECTIVES:

To provide effective transit services within available resources.

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

To improve 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:

- Business Unit Support
- Strategic Planning
- Service Standards
- Financial Work - Equity Analysis/Transit Development Financial Plan (TDP)
- Financial Forecasting
- Regional Transportation Plan/Network Planning Study
- Bus Stop Master Plan
- Park and Ride Master Plan
- Intelligent Transportation Systems (ITS) Planning/Technology Improvements Planning
- Transit Oriented Development (TOD)/Joint Land Use Planning
- Bike/Pedestrian/Trail Planning (Active Transportation)
- Facilities Master Plan
- Energy Master Plan
- Emergency Preparedness Planning

- Safety Planning
- Rideshare Program/Marketing
- American Disability Act (ADA) Planning
- Public Hearings, Meetings, and Open Houses
- School Bus Service Re-evaluation
- Regional Air Quality Initiatives
- Asset Management Planning for State of Good Repair Initiatives
Communication Plan

BACKGROUND:

Several UTA departments contribute to the work included in the UPWP. Planning for major capital projects includes: concept development and feasibility studies, environmental work, public hearings and open houses, service planning for bus/rail interfaces, and data collection from various departments at UTA. Further, GIS plays an important role in work associated with service changes, routing detours for the bus system, rights-of-way and other project-related work.

Members of UTA’s strategic planning staff, along with business unit service planners will continue to support the transit objectives of the regional transportation plan through these efforts.

Financial planning plays a key role in the planning and construction of any of the UTA capital projects. A Financial Transit Development Program (TDP), annual Operating and Capital Budgets, and Equity Analysis work is a continuing process.

WORK STATEMENT:

Business Unit Support

Special studies, modal integration and system optimization will be the emphasis of Salt Lake service planning over the next several years. The Five Year Service Plan will guide these efforts, emphasizing partnerships between business units and planners in all functional areas of the agency. Focus will also be placed on streamlining and coordinating the change day process for better service delivery and an improved customer experience.

Strategic Planning

Work will be accomplished on defining future outcomes. In 2013 UTA developed a 2020 Strategic plan that provides a vision for the agency for the next several years. This plan will guide the efficient use of resources in order to accomplish the agencies short and long range objectives. UTA staff will use the strategic plan to assist the Board of Trustees in establishing annual goals for the agency. The connection of individual departments with the Board goals will be analyzed. Service standards will be evaluated in relation to UTA performance in terms of customer expectations. Staff will study and quantify the quality and efficiency of transit service. Scenarios will be created to determine the transit levels of service in order to plan for future capital projects.

Service Standards

UTA Service Standards performance will be reported. Service not meeting standards will be evaluated for root cause and corrections initiated. Standards will be reviewed and updated.

Financial Work - Equity Analysis/Transit Development Financial Plan (TDP)

UTA's Service Area covers three urban areas, including all or part of six contiguous counties in Utah. Maintaining service equity across the entire service area is a high priority for UTA. In order to monitor UTA's efforts, an Equity Analysis tool was created. This tool measures UTA's effectiveness at maintaining an equitable balance between each county's financial contribution and the level of service it receives. The Equity Analysis includes all capital and operating costs and revenues as reported in the current official TDP. The Equity Analysis tool covers the period between 2001 and 2030, utilizing historical data, current budget figures, and future projections.. The 2011 Equity Analysis illustrated that UTA is, in fact, providing an equitable distribution of services throughout the UTA Service Area. At the UTA Board's direction, the Equity Analysis is performed annually as the Comprehensive Annual Financial Report and other annual figures are finalized from the previous year. Once this information is compiled, a 2012 Equity Analysis was to be completed in 2013. However, this did not occur in 2013 as an Official TDP was not adopted in order to run the Equity Analysis. An Official TDP is expected in the first quarter of 2014. UTA will prepare similar reports for 2013 in 2014. Each update helps determine what changes have occurred as a result of service modifications and the effects of the economy, and whether any response is warranted to maintain system-wide service equity.

Financial Forecasting

WFRC is represented in each of UTA's projects. UTA will continue to involve the WFRC to define priority transit projects. UTA's financial manager and staff will study specifics on financing, alignments and operations as well as long-term financial forecasting. The TDP forecasting will play an important role in determining long range transit options.

Regional Transportation Plan/Network Planning Study

The UTA Planning Department will work with the service planners and regional business units to develop a comprehensive service plan to begin integration and implementation of the transit components of the Wasatch Front Regional Transportation Plan, the Mountainland Association of Governments Regional Transportation Plan, and Wasatch Choice for 2040 Vision. Financial planning will be incorporated into this long range planning.

Bus Stop Master Plan Update

UTA recently completed an inventory of all UTA bus stop locations and amenities. This inventory will be used in updating the Bus Stop Master Plan. Tables and maps of the 50 most active bus stops, in terms of passenger use, in each business unit have been created. The activity is further defined between boardings, alightings, and ADA ramp deployment. The new data suggests a revised method and criteria for prioritizing bus stops for enhancements. Text to accompany the data is being drafted as part of the update to the Bus Stop Master Plan. The updated plan should be completed in 2014 and will expand the scope of previous master plans by including not only recommendations for amenity

upgrades but also by identifying location, spacing, and design of stops for improved service. It will include design guidelines for stop locations, shelters and other amenities, as well as define evaluation criteria for prioritizing stop enhancements. Once the plan is completed, UTA business units will use the data, criteria and design guidelines to allocate limited bus stop enhancement monies. Each year, the data needs to be updated with changing existing conditions or service.

Park and Ride Master Plan Planning

The Parking Master Plan document will include counts and demand to address monitoring, impacts on air quality, coordination with land use and TOD, asset management, potential shared parking arrangements, and to make capital development, safety and security, and policy recommendations. This effort will support Wasatch Choice for 2040 land use, transit network and accessibility.

The plan document is expected to be drafted by 2014 year end, and adopted in 2015. This will be a living document that is updated with current utilization and projections. Utilization monitoring will be ongoing.

Intelligent Transportation Systems (ITS)/ Technology Improvements Planning

UTA's ITS Plan has been drafted and distributed to the MPOs and other stakeholders to detail future ITS projects for inclusion in transit capital projects and in transit service. Customer information/real-time passenger information is a priority initiative for Utah Transit Authority. Staff will plan and implement this project as funds become available. Technologies such as Wi-Fi on trains and commuter buses has helped boost ridership. Next generation communication technology will be implemented to capture more riders on Front Runner and commuter buses. Technology will continue to be increasingly important for UTA to make riding transit more convenient and to increase accessibility of information. Cell phone information and connections at stations will improve passenger information regarding schedules and other transit information.

TOD Development/Joint Land Use Planning

UTA intends to commence construction on at least two transit-oriented developments (TODs) and has selected partnering developers at several sites including Ogden Intermodal, Salt Lake Central Intermodal Hub, and Provo Intermodal Centers; Farmington FrontRunner Station, North Temple Station, Murray Central Station, and South Jordan FrontRunner Station; and Ballpark Light Rail Station, Meadowbrook Light Rail Station, Jordan Valley Light Rail Station, and Sandy Civic Center Light Rail Station. UTA also intends to seek a partnering developer for Orem Intermodal Center. It is anticipated that UTA and its private development partners will obtain entitlements for high-density, mixed-use developments on all these sites. UTA will continue to assist cities, upon request, in land use planning for TOD around high-capacity transit stations.

Bike/Ped/Trail Planning (Active Transportation)

UTA staff will continue to be involved with planning for extensions of the PRATT Trail in the Sugarhouse Rail Corridor from approximately 1100 East to the Jordan River Parkway Trail. Funding is being sought to develop more bicycle and pedestrian access to rail stations. In the early part of 2014, UTA will kick off a First/Last Mile Strategy Study to develop

recommendations for a comprehensive first and last mile strategy around major transit stations and fixed route stops including existing BRT (incl. Provo/Orem), light rail and commuter rail stations within the UTA system in an effort to reduce auto usage and increase ridership as a means of improving air quality and reducing congestion.

Facilities Master Plan

In 2013 a proposal for a Facilities Master Plan was denied based on lack of funding. Beginning in 2014 UTA will re-evaluate and amend the proposal and begin the first phases of a comprehensive facilities master plan that will address efficient use of existing assets and provide recommendations for improvements that incorporate renewable fuels and energy efficiency.

Energy Master Plan

The Energy Master Plan summarizes past energy management efforts at UTA and outlines priority areas for further study and improvement in this area. Alternative fuel vehicles will be the focus of research and implementation efforts in the near future. Energy management relative to UTA facilities as well as UTA staff (non-revenue) vehicles are ongoing.

Emergency Preparedness Plan

Ongoing emergency preparedness and security planning work will continue at UTA. Emergency Preparedness Plans, Facility and Service Emergency Response Plans and System Security Plan are updated annually, with current versions effective 1 January 2014. Based on a Transportation Security Administration (TSA) audit that recommended enhanced employee training on counter-terrorism and all-hazard awareness and response training, a training program was developed and presented in 2013. The training was developed with assistance from a federal grant through the Department of Homeland Security. The training of police officers, security guards, supervisors, managers and all employees was conducted in 2013. In 2014 and beyond, this training will be refreshed and provided to all new employees. Emphasis on staff security awareness and disaster training will continue to be a major focus of planning work in FY 2015 and FY 2016. UTA was awarded the TSA Gold Standard Award in 2013, because of enhanced performance in security and anti-terrorism training.

Ongoing planning coordination with local, county, state and federal agencies is a continuous process. Improving radio system “inter-operability” between UTA’s two rail and four bus business units and external agencies through equipment improvement projects and classroom training will continue. Emergency exercises and tabletop drills continue to enhance the coordination between UTA and First Responders. This has significantly improved over the past years – but more funding to enhance the exercises would be of additional benefit. UTA will organize and execute a multi-jurisdictional, and multi-agency Family Assistance Center focused exercise in May 2014, with additional events planned for 2015.

Safety Planning

The Utah Transit Authority continues to focus on Safety First. Using the Eliminate, Engineer, Educate, Enforce + Encourage strategy to guide its efforts, UTA has undertaken a multi-faceted, comprehensive approach to safety throughout its system. Recent efforts

have developed a cooperative, model safety program throughout the system with the goal of these efforts to implement state-of-the-art or new and improved safety systems across their various transit modes along the Wasatch Front. Improvements have included signs, cameras, fencing, policies, outreach and educational items.

In a society with more distracted drivers and pedestrians creating more risky behavior, and with the nationwide increase in pedestrian incidents, UTA is evaluating means of effectively sending the safety message. These means will build upon a recent media campaign and safety symposium.

Rideshare Program/ Marketing

The UTA Rideshare Department will continue to promote transportation demand strategies throughout the Wasatch Front by meeting with companies, agencies and individuals on carpool and vanpool matching, discounted pass programs, flextime, telecommuting, and bike programs. Open houses will be held for bus/rail interface changes.

The UTA Marketing Department will continue to improve the website and use of social media, as well as develop other marketing strategies and efforts to promote the use of transit. The safety awareness campaign and intensive training will continue to be an important part of UTA's commitment to safety. Public hearings, meetings, and open houses will continue to be held as needed for service or fare changes, environmental studies, and to communicate regarding innovations. Public involvement and input are key to the success of the Utah Transit Authority.

Americans with Disabilities Act (ADA) Planning

To ensure compliance with the Americans with Disabilities Act (ADA) accessibility standards, UTA has and will continue to design and build new projects using these guidelines. UTA's ADA Compliance Officer has been actively involved in reviewing plans and offering technical assistance to ensure access and usability of all new services and when alterations or enhancements are considered. This involvement includes participation by members of UTA's community advisory group, the CAT (Committee on Accessible Transportation), as well as feedback from other public transit stakeholders from the disability community.

As UTA expands efforts to increase ridership and use of fixed route services, the needs of riders with disabilities are acknowledged and addressed. Many riders with disabilities have more confidence; have gained travel skills and assurances that they will find all vehicles (buses and trains) equally accessible and readily usable to them. Operators and UTA staff will offer and provide a level of assistance to make trips safe and respectful. Policies and procedures are under review to assure a responsive and consistent paratransit service delivery system is in place. This transportation option is needed for more severely disabled riders who cannot independently access and use fixed route for all of their transportation needs.

The CAT adds valuable on-going advice to UTA as it plans for integrated as well as specialized services. The Committee offers support to decisions about FTA grant programs

that assist in funding vehicles for paratransit (Section 5310) and implementing route deviations under the Section 5316 and 5317 programs.

UTA recognizes, values, and plans for all current and future riders.

School Bus Service

The UTA service area includes 11 public school districts which provide their own school bus transportation service to about 30% of the elementary, middle, and high school student population in the Wasatch Front Region. Minor students are a large potential public transit ridership market for not only school transportation but for many other trip purposes. UTA's transit system and the school district's bus service operations share similar geographic service areas and at times provide duplicative services that result in operating inefficiencies. Evaluating the potential to consolidate resources, reduce costs and improve delivery efficiency will be the product of a UTA school bus transportation analysis. In 2013 meetings were held and analysis was conducted to understand school districts' interest in UTA providing bus service. FTA school bus regulations were also analyzed. UTA currently provides limited bus service to one high school (West High School) within the service area. In 2015 UTA will develop a plan to increase service to West High School as well as other schools.

Regional Air Quality Initiatives

UTA is continually involved with local and state air quality initiatives that are focused on promoting transit as an alternative transportation option to improve overall air quality along the Wasatch Front. UTA will be working with the Utah Division of Air Quality to develop a comprehensive planning tool to measure air quality benefits of transit. UTA will be a part of the Salt Lake Chamber of Commerce Clean Air Committee which is engaged in reaching out to the private sector on new ways to promote transit as an option for their business. Other affiliations that UTA will be using in the effort to promote clean air include the Salt Lake City Office of Sustainability and the Governor's Office. Programs that UTA will be supporting and promoting include PM 2.5 reduction through alternative fuels, the Clean Air Challenge, and the Salt Lake Chamber's Clean Air Champion Program.

Asset Management Planning for State of Good Repair Initiatives

UTA continues to expand the development of their asset management system. UTA successfully completed the FTA Pilot Program grant it was awarded to expand and document their asset management program. Presently UTA has developed a complete inventory of all assets that will be tracked. The transit authority has also implemented a mobile inspection system to accurately define the condition of the system components and develop a performance based system. The system will be in compliance with the requirements of the Moving Ahead Progress in the 21st Century (MAP21) legislation. UTA has plans to expand the mobile data collection of condition assessments for the inventory and to expand identification of needed maintenance activities to maximize the life of the assets. UTA will continue the required yearly inspection of all bridge structures to monitor for wear and premature deterioration. The system that UTA has developed is a model for other transit agencies and UTA continues to receive inquiries for assistance and information from other agencies.

RESPONSIBLE AGENCY:

UTA

LEVEL OF EFFORT FY 2015:

Agency	Months	Section 5307	Section 5314	Local Funds	Total
UTA	75	100,000	110,000	395,000	605,000
Consultant			253,193	203,298	456,491

LEVEL OF EFFORT FY 2016:

Agency	Months	Section 5307	Section 5314	Local Funds	Total
UTA	68	100,000	75,000	395,000	420,000
Consultant			175,000	175,000	350,000

B.2 MOBILITY MANAGEMENT

OBJECTIVES:

- To identify opportunities for and increase coordination of transportation services for transportation disadvantaged populations in order to increase efficiency and equity.
- To actively engage in outreach to persons who are at a transportation disadvantage including seniors, 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.

ANTICIPATED PRODUCTS:

- Sustained 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
- Integration of updated Local Human Services Coordinated Transportation Plans (Wasatch Mobility Plan) for Davis, Morgan, Salt Lake, Tooele, Utah, and Weber counties into the Regional Transportation Plans.

BACKGROUND:

The Coordinated Human Service Public Transportation Plan, also known as the Wasatch Mobility Plan, was developed in 2013 for the Wasatch area, defined by Davis, Morgan, Salt Lake, Summit, Tooele, Utah, Wasatch, and Weber counties. The plan was developed by WFRC staff in collaboration with the local mobility councils and public outreach. The plan identifies various strategies to address needs in the region for persons at a transportation disadvantage including seniors, persons with disabilities, persons with low income, and veterans as well as needs of transportation providers.

The Wasatch Regional Coordination Council for Community Transportation (RCC) includes state and local agencies, stakeholders, consumers, and transportation providers. The mission of the RCC is to “Foster, organize, and guide local and regional coordination efforts

that directly or indirectly improve access and mobility for seniors, persons with disabilities, persons with low income, and/or veterans.”

WFRC staff, plan, and support the implementation of coordination efforts among transportation providers and consumers. Through an inter-local agreement, WFRC provides mobility management services to MAG.

WORK STATEMENT:

The 2013 Wasatch Mobility Plan identified needs and gaps in transportation service for persons at a transportation disadvantage. The RCC and local mobility councils are utilizing the strategies developed in the plan to guide the work of the local mobility councils. The 2013 plan will be updated and integrated into the Regional Transportation Plans for 2015. This work will be accomplished through the efforts of WFRC, the mobility councils, other stakeholders, and through public input.

WFRC staff will continue to collaborate with Tooele County and the Utah Transit Authority to implement the Veterans Transportation and Community Living Initiative grant program for scheduling, dispatch, and grant reporting software which will be made available to smaller transportation providers throughout the region. The software will be offered at no-cost (open source software) and will require only minimal training. The software will allow transportation providers who are essential to the success of coordinated efforts, to link into trip-sharing opportunities as the One-Call Centers expand.

An important component of mobility management is outreach to the public, human service agencies, transportation providers, and local municipalities. This outreach will further coordination efforts, facilitate input on transportation needs, and provide educational opportunities about available transportation resources and how to access those resources. WFRC staff will continue to manage the RCC and local mobility council websites to provide information and resources for the mobility council members and the general public.

Since coordination will include expanding the Community Map which provides an online mapping resource of transportation providers, destinations, demographics, and environmental barriers for stakeholders and the general public. WFRC staff will work with the local mobility councils to develop transit boards for senior programs in their areas. The transit boards will identify local destinations accessible by transit, the transit schedules, and information on travel training and group transit activities. WFRC staff will design and distribute an informational pamphlet for accessing transportation services by the general public. The pamphlet will be targeted for distribution among transportation disadvantaged individuals.

The transportation provider database will continue to be updated to include resources, vehicle operations, and funding opportunities that can further coordination efforts. Working with UTA and the new 5310 grant program, the mobility councils and other stakeholders will help to guide more efficient utilization of 5310 funding resources for the large urbanized areas in Utah. Agencies will be encouraged to share resources and will in turn receive access to needed resources such as vehicle and volunteer driver pools.

WFRC staff will work with the local mobility councils to evaluate and prioritize grant applications for FTA Section 5310 programs. Transportation providers, consumers and agency representatives will review the applications through the local Mobility Councils. The recommendations from these Councils will be presented to Trans Com and, ultimately, to the new designated recipient, the Utah Transit Authority, for funding.

WFRC staff will support the Utah County mobility council in the development of a One Call – One Click Center patterned after the success of the Tooele County Shuttle and lessons learned from the Ride Connection program. The Center will provide a prototype for expanded implementation through the region and state. The development of the project will include communication with Mobility Managers throughout the state. The initial phase of the project will include a Centralized Resource Directory, followed by the incorporation of centralized dispatch and scheduling functions. The timeline for implementation of the Utah County project is anticipated to be two years.

RESPONSIBLE AGENCIES:

WFRC, UDOT, UTA

LEVEL OF EFFORT FY 2015:

Agency	Months	JARC/ New Freedom	FTA Section 5310	Non- federal	Total
WFRC	12.5		85,999	21,500	107,499
UTA	21	110,000		27,500	137,500

LEVEL OF EFFORT FY 2016:

Agency	Months	JARC/ New Freedom	FTA Section 5310	Non- federal	Total
WFRC	12.5		90,766	22,691	113,457
UTA	21	115,500		28,875	144,375

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 timing, funding, outreach, development, and refinement of the 2015-2040 RTP and Utah's Unified Transportation Plan 2015-2040.
- To continue to develop and refine the WFRC's regional transportation planning process to ensure that the Wasatch Choice for 2040 Vision is incorporated into the overall 2015 RTP process.
- To use the identified RTP performance measures to evaluate how well the planned improvements in the 2040 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).
- To phase projects identified in the draft 2040 RTP preferred scenario using financial assumptions developed in FY 2014.
- To increase active transportation emphasis in the Regional Transportation Plan.
- To coordinate with stakeholders in the initial preparation stages of the 2019-2050 Regional Transportation Plan.

ANTICIPATED PRODUCTS:

- A financially constrained RTP coordinated with UDOT, UTA, local governments, and other interested agencies, and approved by the WFRC.
- A revised brochure summarizing the Wasatch Choice for 2040 Vision and the 2015-2040 RTP.
- A revised or new Utah's Unified Transportation Plan 2015-2040, coordinated among Utah's four MPO's, FHWA, UDOT, UTA, and other interested agencies
- Amendments to the 2015-2040 RTP
- Online documentation of the 2015-2040 RTP and its development
- Performance Measures Study
- Innovative Intersections Study

BACKGROUND:

The WFRC Regional Transportation Plan: 2015-2040 (2015 RTP) is currently under development with an anticipated adoption date of May 2015. To date, a number of important 2015 RTP tasks have been completed, including a comprehensive public scoping and input process, outreach to regional resource agencies, input from local planners and elected officials, a regional land use vision (see section C.2), contact with environmental justice groups, analysis of region-wide transportation needs, socioeconomic forecasts,

revised goals and objectives, development of system performance measures, and formation and testing of four regional scenarios.

A Unified Transportation Plan for Utah was prepared in both 2007 and 2011, including the transportation plans for all the urbanized areas in the state along with the statewide plans for non-urbanized areas. A revised Utah's Unified Transportation Plan is well underway, guided by UDOT, UTA, and Utah's four MPOs. This Unified Plan is on schedule to be adopted in approximately May 2015.

During fiscal years 2015 and 2016, the WFRC staff will work on the major tasks summarized in the work statement below.

WORK STATEMENT:

Continued Coordination

The WFRC will continue to coordinate its planning efforts and process with UDOT, UTA, and Utah's other three MPOs through various means, including the Joint Policy Advisory Committee (JPAC), the Unified Plan Coordination Committee, and other formal and informal meetings. The WFRC staff will also continue to work with state and federal planning and regulatory agencies, special interest groups, business associations, community based organizations, environmental justice groups, representatives of trucking and railroad industries, and other interested organizations to determine specific regional transportation needs and potential solutions. Important highway and transit related factors such as economic vitality, regional competitiveness, increased safety, accessibility, mobility options for people and freight, environmental protection, energy conservation, integration and connectivity of the transportation system and the preservation of existing facilities will be addressed as part of the 2015 RTP. Homeland security issues, safety concerns, and air quality conformity will be coordinated with the State of Utah.

An emphasis area for our coordination will continue to be with Mountainland AOG (MAG) because the Provo-Orem Urbanized Area is contiguous to the Salt Lake-West Valley Urbanized Area. WFRC and MAG share one travel demand model, recently worked on a joint travel survey (with all the state and regional transportation partners in the state), and are coordinating throughout the development of the Regional Transportation Plan, with regard to public process, technical process, and substantive considerations. Additional coordination areas with MAG include performance measures and Wasatch Choice for 2040 implementation.

Phasing, Benefits, and Impacts

Much of the RTP work during FY 2015 will focus on using the financial plan developed in FY 2014 and performance measures discussed below to phase the projects identified in the draft preferred scenario. The time periods for the three phases are anticipated to be 2015-2024, 2025-2034, and 2035-2040. After projects have been phased, the performance measures will guide evaluation of the transportation, social, environmental, health, and economic benefits and impacts of the RTP projects. In each of these efforts, special emphasis will be placed on assessing and addressing access to essential services by traditionally underserved populations.

Goals and Performance Measures

In an effort to more closely integrate the 2015 RTP with the Region's adopted Growth Principles and Wasatch Choice for 2040 Vision, a revised set of goals has been developed. These regional goals are supported by specific objectives and performance measures. Revised performance measures have been designed to quantify how effectively the 2015 RTP supports the goals and also provide a format for ongoing monitoring of targeted improvements. The Region's goals and performance measures also address accessibility, mobility, safety, security, economic development, energy, livability, environment, air quality, equity, maintenance and preservation. In addition to measuring performance, the 2015 RTP will evaluate recommended highway, transit, and active transportation projects using a variety of methods, such as needs review and cost / benefit analysis. These goals and performance measures will be coordinated with Mountainland AOG, the MPO that works within the contiguous Provo-Orem urbanized area.

WFRC, together with all the regional and state transportation agencies in Utah, develops a Unified Transportation Plan for Utah. With regard to performance measures, a consultant will assist in developing shared measures to use across agencies for the Unified Plan. This may include goals, objectives, and specific performance measure development facilitated across these transportation agencies. Consistency with MAP-21 and the joint FHWA/FTA emphasis areas will be addressed.

Education and Outreach

A revised WFRC newsletter or brochure, which combines both the 2015 RTP and the Wasatch Choice for 2040 Vision, will be developed and distributed to a wide audience. This brochure will summarize the projects in the 2015 RTP. WFRC in coordination with UDOT, UTA, and the other three MPO's in the State will update the current 2011-2040 Utah's Unified Transportation Plan to reflect changes and updates in the new 2015-2040 Plans. Timing, financial assumptions, performance measures, safety, and overall planning goals will be coordinated in this updated Unified Plan. WFRC staff will work to increase awareness of Utah's Unified Transportation Plan: 2015-2040.

As an important part of the development of the 2015 RTP, staff will work to provide periodic updates and timely information to regional elected officials through presentations to various technical committees, Trans Com, Regional Growth Committee, Regional Council, County Councils of Government, and various city councils. Additional presentations on the 2015 RTP development to planning commissions, planners, engineers, chamber of commerce, and other interested groups are also anticipated.

Federal Planning Requirements

The WFRC staff will review any new federal requirements for developing regional transportation plans and identify where additional work is needed. Federal transportation planning requirements, in areas such as public participation, sustainability, management and operations strategies, homeland security, environmental mitigation planning, safety planning, freight movement, corridor preservation, mobility management, financial analysis, human services transportation, economic development, and coordination between land use and transportation, will help guide and be incorporated into the 2015 RTP.

Local Plans

The WFRC staff will continue to review both comprehensive and transportation plans from the cities and counties throughout the Wasatch Front Region. Specific 2015 RTP project recommendations will be coordinated with these local plans. The results of major planning studies, such as the UTA Network Study, will be incorporated as part of process to update the 2015 RTP.

Bicycle, Pedestrian, and Trails Plan

The Regional Council has established an Active Transportation Committee which has been meeting approximately eight times a year. This Committee, made up of elected officials and staff, will continue to advise Trans Com and the Regional Growth Committee (RGC) on bicycle and pedestrian issues. The committee oversees the Complete Streets program, provides input on the Transportation Alternatives Program (TAP), and allows for general regional coordination for bicycle and pedestrian issues, concerns, and projects.

WFRC staff will coordinate with the Weber County Trails Committee, Davis County Active Transportation Committee, and the Salt Lake County - County Cooperative Planning Group, UDOT, and UTA to update the Base Bicycle Plan and the types of facilities. The goal of the Base Bicycle Plan is to have a consistent bicycle plan in the local government agencies' general plans, the county plans, and the regional plan. This base bicycle plan would be the build out plan that includes all routes, whereas the Priority Bicycle Plan developed through the Utah Collaborative Active Transportation Study (UCATS), is a higher level, more coarse, plan. The bicycle type classification will also be coordinated with all levels of local governments using the types from the Bicycle Best Practices Study completed by Salt Lake County. These updated plans will be placed into the 2015-2040 Regional Transportation Plan (RTP). WFRC staff will review other recommendations and data available from the UCATS for incorporation into the 2015-2040 RTP.

Safety Plan

The WFRC will coordinate with UDOT on safety evaluation scoring for project selection. Staff will obtain and analyze safety data that will be used to help identify specific projects designed to help improve the transportation system's overall safety. The WFRC will also evaluate trends in safety data for locations and types of crashes, and will make this trend information, along with recommended strategies to reduce crashes, available to local agencies. WFRC will also sponsor a discussion of safety concerns in the region. Coordination will occur with UTA in their safety planning.

Security

The objective is to consider State and local planned growth and economic development patterns and partner with State and local security agencies in addressing transportation and security issues within the Region. This task includes coordination of the WFRC, UTA, UDOT, Utah Department of Emergency Services and the Utah Department of Public Safety's branch for Homeland Security in promoting consistency between transportation improvements and addressing transportation-related security issues within the region. The coordination includes regular meetings of these agencies. WFRC will consider impacts of

and responses to extreme weather related events and the most likely disaster situations that face the region.

Public Involvement

WFRC will hold a series of public open houses for the Draft 2015-2040 Regional Transportation Plan. These will include an open house in each County of the WFRC Urbanized Areas along with having materials for review on the WFRC website. Notices will be sent out via email and advertised in the local newspapers.

WFRC will working to develop an online version of the 2015-2040 Regional Transportation Plan that can utilized by all partners, stakeholders, and the public. Documentation of all required planning factors will be available in this online version which would replace the paper copy of the Plan.

Innovative Intersections

The Metropolitan Planning process identifies 30-year highway, transit and active transportation projects that will add significant capacity to the regional transportation system. Historically on the highway side, this tends to include new highways, widenings, interchange construction, corridor preservation, and sometimes ITS strategies for maximizing efficiency.

But there is another relatively new strategy for increasing highway capacity by improving the efficiency of existing travel lanes with innovative intersection designs. The term “Innovative Intersections” broadly defines any design strategy that is able to reduce the number of signal phases by handling left turns without a dedicated left-turn phase. Design styles that are gaining momentum nationally include Continuous Flow Intersections, Thru-Turns, SuperStreets, and Diverging Diamonds (for freeway interchanges). There are several other “Place-Making” designs that are good for automobile circulation, but also are very compatible with multi-modal uses. Many designs establish excellent foundations on which to develop thriving Activity Centers and Livable Corridors.

WFRC will address/ incorporate innovative intersections within the RTP to accomplish goals of maximizing mobility while enabling local governments in their Place-Making efforts. The Innovative Intersection work may be also incorporated with the Wasatch Choice for 2040 toolbox, training material, and utilized with the Local Planning Resource Program.

2019-2050 Regional Transportation Plan (FY 2016)

The WFRC staff will begin the next update to the Plan in the beginning of FY 2016, which will be the 2019 - 2050 RTP (2019 RTP). The 2019 RTP anticipates a new planning horizon of 2050 and will need to comply with federal enabling laws and regulations, and conform with air quality requirements. The effort to develop, model, refine, and finalize the 2019 RTP will be carefully coordinated with the Utah Department of Transportation (UDOT), the Utah Transit Authority (UTA), Utah’s other three MPOs (Mountainland Association of Governments, Dixie, and Cache), various stakeholders and interest groups, and the general public.

The 2019 RTP will be developed through an integrated transportation/ development pattern scenario planning process. Scenarios will be developed that will explore matched transportation/ land use concepts that vary with regard to facility type, density, housing mix, and location of growth (infill versus greenfield). Scenarios will be utilized to effectively consider how the future might unfold based on various transportation decisions and to have a dialogue with local governments regarding their regional preferences (while considering performance measures associated with each scenario).

The RTP will analyze areas that serve important green infrastructure functions, such as wetlands, floodplains, and critical habitat. These areas will be a consideration in the scenario planning process, affecting the development of transportation and land use concepts. Green infrastructure impacts will be a part of the goals and performance measures.

RESPONSIBLE AGENCIES:

WFRC, UDOT, UTA

LEVEL OF EFFORT FY 2015:

Agency	Months	Federal-CPG	FTA Section 5307	Non-federal	Total
WFRC	54.50	468,200		33,999	502,199
UTA	4.5		25,000	6,250	31,250

LEVEL OF EFFORT FY 2016:

Agency	Months	Federal-CPG	FTA Section 5307	Non-federal	Total
WFRC	55.90	505,975		36,741	542,716
UTA	4.5		25,000	6,250	31,250

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 provide technical support for and coordinate 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.

To integrate the recently completed green infrastructure plan, *(Re)Connect*, with the Wasatch Choice for 2040 Vision and the 2015-2040 RTP.

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 2040 Vision, the Regional Transportation Plan and other long range plans.

BACKGROUND:

During fiscal years 2015 and 2016, the WFRC staff will continue its ongoing effort to coordinate local land use planning efforts with regional transportation planning. With the formal adoption of both the Regional Growth Principles and the Wasatch Choice for 2040 Vision by the WFRC, staff has a solid base from which to facilitate these coordination efforts.

Wasatch Choice for 2040 Local Implementation

In 2010, a Sustainable Communities Planning Grant of \$5 million was awarded to Salt Lake County and a consortium of partnering agencies by the U.S. Department of Housing and Urban Development (HUD). The Grant was used to develop strategies and tools to implement long-term sustainable growth that is consistent with the Wasatch Choice for 2040 Vision and Growth Principles, HUD/DOT/EPA Livability Principles, and core actions that

promote re coordination of housing, jobs and mobility in sustainable communities along the Wasatch Front. The Grant funded transferable projects and tools including the customization of a model to analyze sustainable development (Envision Tomorrow Plus/ET+), a regional housing study, six local demonstration plans (known as “catalytic sites”), the development of a draft revolving loan fund to support TOD, a checklist and guide for implementing centers, a public engagement process, community development guidance (Form Base Code template) and a guide for local governments to plan while engaging local stakeholders and considering long-term metropolitan issues (a guide known as “Envisioning Centers”). The partnering agencies that have developed these tools include Salt Lake County, Wasatch Front Regional Council (WFRC), and Envision Utah, in cooperation with the following members: American Planning Association (APA), Mountainland Association of Governments (MAG), Salt Lake City, University of Utah Bureau of Economic and Business Research (BEBR), University of Utah Metropolitan Research Center, Utah Department of Transportation (UDOT), and the Utah Transit Authority (UTA). Salt Lake County was the Program Director and Financial Administrator. WFRC, Envision Utah, and Salt Lake County managed the project with consultant assistance, other partners and a broad variety of regional stakeholders actively participated.

Green Infrastructure

A green infrastructure network connects communities to their landscape and enables them to identify which lands to develop, protect, preserve or conserve. This type of network also allows for land use decisions based on goals; builds consensus among diverse interests; and allows for a more sustainable community. The Wasatch Front Regional Council in collaboration with the Utah Division of Forestry, Fire and State Lands; U.S. Forest Service; Utah Quality Growth Commission; Davis, Morgan, Salt Lake, Tooele and Weber Counties; Utah Transit Authority; and Utah Department of Transportation recently completed a regional green infrastructure study. The resulting green infrastructure plan (*Re*)*Connect* identifies, prioritizes and defines uses for existing and future green infrastructure. The plan also recommends implementation strategies.

Local Transportation Corridor Preservation Fund – Salt Lake County

A \$10 local vehicle registration fee collected in Salt Lake County is put into a corridor preservation fund for the purchase of right-of-way for road projects within the county. Cities needing to purchase property for corridor preservation may make application to the Salt Lake County Council of Governments (COG) for use 30% of these funds to purchase property.

Your Utah, Your Future

The Utah Governor’s office is sponsoring a statewide visioning effort known as “Your Utah Your Future.” Your Utah Your Future is anticipated to be the foundation for future visions for the Wasatch Front that may be utilized for WFRC planning functions.

WORK STATEMENT:

Wasatch Choice for 2040 Local Implementation In fiscal years 2015 and 2016, the Wasatch Choice for 2040 Partners will continue to advance the Wasatch Choice for 2040 Vision and Growth Principles through the following interrelated programs:

OUTREACH and EDUCATION: The Partners will reach out to local communities to help promote the Regional Growth Principles and the Wasatch Choice for 2040 Vision. The primary aim of this effort is to continue to educate city and county planners who will be encouraged to adopt these smart growth ideas into their local land use decisions. Periodic Consortium meetings and other events will be held to offer additional information on a variety of growth-related matters. Ideas and tools will be shared that each community could use to help implement various Growth Principles. An important component of this project will also be to share lessons learned here with others around the region and the country.

CAPACITY BUILDING: The Partners will work with local governments, coordinated with the Local Planning Resource Program to build the staff capacity of local governments to utilize the Wasatch Choice for 2040 Toolbox and consider metropolitan and long-term issues as local planning products are developed and implemented.

Wasatch Choice for 2040 Integration with the Regional Transportation Plan (FY 2016)

The integration of the Wasatch Choice for 2040 Growth Principles with the RTP goals and performance measures will continue to be refined. Further, the 2019 RTP will be developed through a scenario planning process that explores land use and transportation interactions (both directions), a subtext to Wasatch Choice for 2040.

Your Utah, Your Future

Your Utah, Your Future will look at the following issues through a broad, scenario-based planning process, similar to the process that established WFRC's working vision, Wasatch Choice for 2040. Your Utah, Your Future will explore the interplay between a broad variety of issues:

- Air Quality
- Water
- Energy and Infrastructure, including disaster resilience
- Natural lands, agriculture, and recreation
- Economic Development
- Education
- Mobility and Urban Form
- Cost of Living and Housing

The process is anticipated to deliver a strategic plan for the state. It will seek to answer the following questions: How do we prioritize the public investment demands in each of the issue areas. How can strategies or policies in each area be maximized by understanding how they affect other issue areas? How can we reduce the demand for public outlays? Most importantly, how can we maintain or improve the high quality of life in Utah by coordinating our work together to implement key long-term ideas?

WFRC staff will be integrally involved in this effort, which is anticipated to span through to the end of 2016. WFRC will provide transportation modeling support for the scenarios and will be involved in some task forces that are associated with the above key issue areas.

Green Infrastructure

(Re)Connect establishes four regional planning objectives to fulfill the Green Infrastructure mission and project goals. These objectives will allow for a more integrated, consistent, and comprehensive approach to land planning actions and decision making in the Wasatch Front. These four objectives are: regional leadership, stakeholder communication and cooperation, coordinated resource management and stewardship, and management plan and policy updates. *(Re)Connect* also identified 20 plus implementation actions to be accomplished. The WFRC staff will work with members of the WFRC, Governor's Office of Management and Budget, Forestry Fire and State Lands, and the Center for Green Infrastructure Design, and other interested persons in order to pursue the planning objectives and implementation actions over the next two years, and beyond, to ensure the sustainability and livability of this plan within the broader context of the Wasatch Choice for 2040 Vision.

Local Transportation Corridor Preservation Fund – Salt Lake County

The WFRC staff will continue to assist cities with the application process and to assist the Salt Lake County Council of Governments (COG) in prioritizing corridors for preservation. Applications are reviewed and prioritized by the COG Public Works Subcommittee before going to the COG. A WFRC staff member also serves on the State Corridor Preservation Advisory Committee which recommends to the State Transportation Commission the purchase of property for various transportation corridors throughout the State. Based on fund availability, the committee meets monthly.

Other Growth Planning Efforts

The WFRC staff members hold regular meetings to address a wide range of growth-related issues and concerns. The WFRC will continue to participate in a variety of general growth-related planning efforts throughout the region which are coordinated by state and local agencies, private and non-profit organizations, and others. These include programs and projects administered by the Utah Quality Growth Commission, the Governor's Office of Management and Budget, Envision Utah, various chambers of commerce, and local jurisdictions.

RESPONSIBLE AGENCIES:

WFRC, UTA

LEVEL OF EFFORT FY 2015:

Agency	Months	Federal-CPG	Federal-HUD	FTA Section 5307	Non-federal	Total
WFRC	7.2	77,838			11,162	89,000
UTA	2.5			12,500	3,120	15,620

LEVEL OF EFFORT FY 2016:

Agency	Months	Federal-CPG	Federal-HUD	FTA Section 5307	Non-federal	Total
WFRC	7.8	87,591			12,178	99,769
UTA	2.5			12,500	3,120	15,620

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 that supports alternative modes of transportation, produces less travel demand, and furthers the Wasatch Choice for 2040 Growth Principles.

To support utilization of 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:

- Local Planning Resource Program, to support local planning and utilization of the Wasatch Choice for 2040 Toolbox.
- Planning assistance and coordination

BACKGROUND:

WFRC, UDOT and UTA staffs have assisted local government planners and engineers over the years in a variety of ways, not only with the local plans and projects, but also in implementing the goals and objectives of regional plans.

Local Planning Resource Program

The Local Planning Resource Program (LPRP) is designed to assist local government in implementing local develop plans that are consistent with Wasatch Choice for 2040 Vision and Growth Principles. The LPRP will help with the proper and timely integration of regional transportation systems with local land use decisions. Resources available to cities and counties in the Wasatch Front Region include direct WFRC staff assistance, qualified consultant help, and direct financial aid. The LPRP will also provide training and assistance in utilizing the Wasatch Choice 2040 toolbox. The application process involves the submission of a letter of intent and, for those municipalities that qualify, a formal application that details the work to done, interested stakeholders, and a match requirement. The LPRP was announced as a pilot program in January 2014 and will formally begin in April 2014 with notification of awards. The goals of the LPRP are as follows:

- Support local governments in their community development efforts
- Support local outreach and engagement while promoting broad stakeholder involvement

- Enhance coordination of future development with existing or planned regional transportation infrastructure
- Reduce single-occupant vehicle travel demand and promote alternative travel choices through land development strategies
- Advance the Wasatch Choice 2040 Vision and Growth Principles through:
 - Integrated local land use with regional transportation systems
 - Provide regional mobility through a variety of interconnected transportation choices
 - Provide public infrastructure that is efficient and adequately maintained
 - Provide housing choices for all people in all life stages and incomes
 - Ensure public health and safety
 - Enhance the regional economy through broad innovative regional planning in cooperation with the Wasatch Front Comprehensive Economic Development Strategy
 - Strengthen sense of community
 - Protect and enhance the environment
- Support the use of the Wasatch Choice 2040 Toolbox (Envision Tomorrow Plus, Form Based Code, Housing Plans, Transit Oriented Development Financing, Complete Streets, Green Infrastructure, Travel Wise, etc.) in local planning efforts
- Promote collaboration (e.g. among cities, between cities and counties, between local and regional governments, and public / private collaboration efforts)

WORK STATEMENT:

WFRC, UDOT and UTA planning staffs will support transportation master plans and special studies as requested by individual cities or counties. Each agency’s staff has a variety of technical skills that can assist local governments with some of their planning work. It is anticipated that additional opportunities to assist local governments with the preparation of their plans and other studies will manifest themselves during FY 2015 and FY 2016.

Local Planning Resource Program

Funding for the Local Planning Resource Program is provided jointly by the Surface Transportation Program (STP) and Salt Lake County. The total amount equals \$400,000. STP funds for the Resource Program which may be used to support various local government planning efforts. An additional \$200,000 has been provided by Salt Lake County and is to be used for Resource Program projects and plans within this county’s borders. The funding breakdown for the Local Planning Resource Program is approximately \$140,000 for Weber and Davis Counties and \$460,000 for Salt Lake County. The Local Planning Resource Program is a pilot effort with an anticipated start date of April 9, 2014.

The types of eligible projects would include corridor plans, capacity building, technical assistance, comprehensive plans, implementing previously-adopted plans, public

participation, and special studies (such as housing or market studies). Anticipated projects and products include:

- Multi-jurisdictional plans and projects (e.g. a corridor plan)
- Capacity building (i.e. improving the skills and capabilities of existing local government staffs)
- Technical assistant and training efforts (i.e. running software or analysis on behalf of local staff)
- General or small area plans
- Implementing previously adopted plans (e.g. zoning modifications)
- Public participation
- Special studies (e.g. housing or market studies)
- Other project types that directly shape future community development through public policy, partnerships, or public investments

Transportation Master Plans and Special Studies

WFRC staff is aware of the following general and transportation master plan updates and special studies anticipated by local jurisdictions during fiscal years 2015 and 2016.

- Midvale City – Midvale City will update sections of its General Plan, with portions involving transportation.
- Taylorsville City – Taylorsville City intends to do a partial update of its General Plan.
- Murray City – Murray City is currently doing some General Plan element updates, but anticipates performing an overall update of the General Plan including the transportation element.
- Layton City – Layton City is planning a comprehensive trails master plan in conjunction with a transportation plan update.
- Ogden City – Ogden City intends to update its General Plan and will be requesting direct assistance from UDOT, UTA, and the WFRC.
- Foothill Drive Study – A new study is anticipated for the coming fiscal year that will reexamine transportation issues and concerns with this important arterial street.
- Oquirrh Connection – Herriman City and Tooele County planners are interested in a joint study to evaluate options for connecting the southwestern portion of Salt Lake County with Tooele County.
- Salt Lake County East / West Trails Master Plan – An East-West Trails Master Plan is currently under development for Salt Lake County and involves input from a variety of partners, including UDOT, UTA WFRC, bicycle groups, trails advocates, park and recreation agencies, and various cities in Salt Lake County.

RESPONSIBLE AGENCIES:

WFRC, UDOT, UTA (Note: in coordination with local governments)

LEVEL OF EFFORT FY 2015:

Agency	Months	Federal-CPG	Federal - STP	FTA Section 5307	Non-federal	Total
WFRC	17.5	12,470	124,035		9,912	146,417
Consultant			233,075		216,925	450,000
UTA	4.5			25,000	6,250	31,250

LEVEL OF EFFORT FY 2016:

Agency	Months	Federal-CPG	Federal - STP	FTA Section 5307	Non-federal	Total
WFRC	15.75	13,135	115,145		9,315	137,595
Consultant			254,052		218,448	472,500
UTA	4.5			25,000	6,250	31,250

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 System Tracking Report
- Promotion of TDM and TSM strategies
- Incorporation of UDOT's Pavement and Bridge Management System results in the TIP
- Incorporation of Safety Improvements in the TIP

BACKGROUND:

Congestion Management Process (CMP)

The CMP defines performance measures to identify congested locations and strategies to mitigate traffic congestion conditions in the region. The CMP provides input into development of the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP) in setting priorities for transportation projects. This process helps ensure that best use is made of limited transportation funds, and that the most cost effective projects are promoted in the RTP. Transportation System Management (TSM) and Transportation Demand Management (TDM) are low cost strategies that will be applied to existing congestion needs and to new transportation projects to the extent possible. These strategies address at least two of the growth principles adopted by the Regional Council: 1) Provide public infrastructure that is efficient; and 2) Provide regional mobility through a variety of interconnected transportation choices.

Population and employment will continue to exhibit strong growth in the Wasatch Front area. These factors will certainly cause continued growth in vehicle travel that will strain the transportation system at certain locations. Some of the primary goals of transportation planning and congestion management are to anticipate these congested locations and take appropriate measures to mitigate congestion.

Central Traffic System Update

The Utah Department of Transportation has begun an effort to update the central traffic operations and control system software. The current central system software is outdated and no longer eligible for technical support. UDOT is involving city and county operators of traffic signals in this effort so that the central system will continue to be uniform across jurisdictions to facilitate maintenance and signal coordination efforts.

Safety Planning

The Utah Safety Leadership Team, led by UDOT, has completed an initial Strategic Highway Safety Plan called the “Utah Comprehensive Safety Plan (UCSP), Working Together, Achieving Success, Zero Fatalities.” The contributing members of the Utah Safety Leadership Team include: the UDOT, the FHWA, the Federal Motor Carrier Safety Administration, the Utah Department of Public Safety, and the Utah Local Technical Assistance Program Center (LTAP).

WORK STATEMENT:

Congestion Management Process (CMP)

WFRC staff will work with UDOT and UTA to report performance measures for congestion to the Council on an annual basis in order to keep local officials apprised of progress and needs related to traffic congestion. Data already collected by UDOT, UTA, and WFRC have been a primary consideration in selecting the measures to be used. To the extent possible, this tracking will be coordinated with the development of goals and performance measures for the 2015-2040 RTP.

The WFRC staff will continue to address CMP issues through the Trans Com technical committees. As it has been in the past, this work will be supported in part by the GIS databases discussed under work items G.2 and G.3. Travel time and delay data collected with GPS units are brought into these databases and are incorporated into evaluation of congested locations. This and other data compilation will be used to support before and after evaluation of projects implemented to mitigate congestion. WFRC staff will continue to communicate information from the CMP to elected officials, the public, and other planning agencies.

WFRC staff will compile transportation performance data reflecting conditions before and after system improvements. This will help WFRC staff make more effective recommendations regarding transportation system management (TSM) strategies, transportation demand management (TDM) strategies, and other projects in the 2015-2040 Regional Transportation Plan.

WFRC will continue efforts to visit with each Urban STP project sponsor to encourage appropriate TSM and TDM strategies in their project design. These discussions will usually take place during project orientation meetings.

UDOT staff will participate in the development of the CMP and provide technical assistance to the MPO, UTA and other local agencies. Data provided by UDOT may be helpful in

evaluating “before and after” studies of congestion management projects and in developing travel model techniques to estimate the benefit of TSM and TDM strategies.

Intelligent Transportation System Program

Work will continue in assisting with coordination of intelligent transportation system (ITS) activities in the Salt Lake-West Valley and the Ogden-Layton Urbanized Areas. These activities occur within the statewide ITS. Coordination will primarily be accomplished through traffic management technical subcommittees of the WFRC Trans Com Technical Advisory Committees. The two subcommittees, one for each urbanized area, will meet to address operational issues and plan for development and expansion of the statewide ITS.

UDOT has hired a consultant to provide a variety of engineering services to support the acquisition of a new central traffic signal system. The steering committee, comprised of UDOT and key partners, will work with the consultant as bid documents are prepared and a system is recommended. These partners include local governments throughout the state, UTA, and FHWA. The consultant will develop a plan for implementing the new system in cooperation with partners. The transition to the new system will begin in FY15 and is expected to take one to two years.

Transportation Demand Management Programs

UDOT has established a broad, ongoing transportation demand management (TDM) program statewide called TravelWise. TDM includes the broad topic of managing the demand for travel in a manner which delays or reduces the need for additional supply (capacity). The long-term goal of TravelWise is to establish a sustainable statewide TDM program that allows for the prioritization, implementation, and evaluation of a large variety of TDM strategies. UDOT will continue to guide the implementation of the TravelWise program, including partnering with UTA and private businesses to promote TDM strategies (see www.travelwise.utah.gov for examples). UDOT will meet with individual employers to help them encourage their employees to reduce their single occupant vehicle travel. The TravelWise program will provide training on implementing TDM strategies. The Regional Council has programmed CMAQ funds supporting UDOT’s TravelWise program for several years in the near future.

In addition to its transit services, UTA has a rideshare program that includes leasing over 400 vans and a carpool matching service. UTA will continue to meet with companies, agencies, and individuals on carpool and vanpool matching, discounted pass programs, flextime, telecommuting, and bike programs. The Regional Council has programmed CMAQ funds supporting UTA’s rideshare program for several years in the near future.

Safety

WFRC will continue to participate on the Utah Safety Leadership Team, and will assist in reviewing and revising the Utah Comprehensive Safety Plan (UCSP). WFRC plans to integrate the UCSP emphasis areas, continuing safety areas, and special safety areas as appropriate into future Transportation Improvement Programs (TIPs) and Regional Transportation Plans (RTPs). Examples of areas that can be integrated include improving intersection safety, improving pedestrian and bicycle safety, promoting safer truck travel,

enhancing railroad crossing safety, improving the crash data system, and promoting transit safety.

WFRC staff will start working on the Utah MPO 5-Year Transportation Safety Planning Milestones. This effort will include using the PLANSafe tool, developing crash data profiles, and hosting a regional safety summit. WFRC will collaborate with the other Utah MPOs, UTA and with UDOT Safety and Operations in this effort.

RESPONSIBLE AGENCIES:

WFRC, UDOT, UTA

LEVEL OF EFFORT FY 2015:

Agency	Months	Federal -CPG	FTA Section 5309	STP	Non-federal	Total
WFRC	3.0	32,975			2,395	35,370
UTA	2.5		10,000		2,500	12,500

LEVEL OF EFFORT FY 2016:

Agency	Months	Federal - CPG	FTA Section 5307	STP	Non-federal	Total
WFRC	3.0	34,806			2,528	37,334
UTA	2.5		10,000		2,500	12,500

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.

To maintain and update a Transit Development Program.

ANTICIPATED PRODUCTS:

- South Davis Transit Alternatives Analysis
- Mountain Accord Study
- Complete Streets Toolbox and Outreach
- Utah Collaborative Active Transportation Study (UCATS) Phase II
- I-15 Corridor Study
- Redwood Road Corridor Traffic, Transit and Land Use Study
- North Davis/Falcon Hill Transit Study
- Downtown Salt Lake City Transportation Master Plan (Streetcar and BRT)
- Utah State Rail Plan
- High Speed Rail Plan
- Ogden to Brigham City FrontRunner Right-of-Way Study
- Sandy/South Jordan Circulator Study
- Transit Development Program (TDP)
- “Last Mile” Study/ Station Area Planning
- Southwest Salt Lake County Transit Study
- Salt Lake Downtown Transit Alternatives Analysis
- Ogden Streetcar Transit Study
- Salt Lake City 400 South TRAX (Black Line) Study
- 5600 West Bus Rapid Transit
- Murray – Taylorsville BRT Extension Study
- GIS Application Development
- Other Planning Studies

BACKGROUND:

The South Davis Transit Alternatives Analysis

In February 2012, the cities of Salt Lake City, North Salt Lake, and Bountiful elected to update and revise the Alternatives Analysis eliminating rail alternatives and truncating the

project prior to Centerville. An Alternatives Analysis grant was awarded to the project. This study will build on work done by previous studies, most recently the 2010 Draft ESR.

Mountain Accord Study

In 2009 Envision Utah in partnership with Salt Lake County studied the future of canyons east of Salt Lake Valley in a study called Wasatch Canyons Tomorrow. As part of the study, they held two public hearings and administered an on-line survey on a range of policy strategies. Among the recommendations from the study was the exploration of public transit service improvements to the Wasatch Canyons. In October 2011, Salt Lake County and Utah Transit Authority signed the Mountain Transportation Planning Agreement. Salt Lake County managed this project in partnership with the US Forest Service, UTA, WFRC, and UDOT. The project consisted of three distinct studies: 1) a parking study, 2) a transportation feasibility study for Big and Little Cottonwood Canyons, and 3) a transportation feasibility study for Millcreek Canyon. All studies are complete.

Complete Streets Toolbox Development and Outreach

Complete Streets is a concept to ensure that all users are considered each time a street investment is made, to guide jurisdictions in making context sensitive decisions, and to aid in the economical development of an integrated, multi-modal transportation system. "Complete Streets" help provide regional mobility by providing a variety of interconnected transportation choices, which is a Wasatch Choice for 2040 Growth Principle.

In August 2011, regional leaders in Complete Streets efforts met for the first time to coordinate efforts and identify the mission and next steps for Complete Streets efforts in the region. The mission of WFRC Complete Street efforts is to collaborate to provide education, technical assistance, identification of funding options, and a framework of local and regional actions that will encourage balanced accommodation of all users within the transportation network.

Utah Collaborative Active Transportation Study (UCATS)

The purpose of this project has been to develop a unified plan and strategy to address the current transportation system's "gaps" and challenges for bicyclists and pedestrians. The project seeks to identify funding sources for bicycle and pedestrian infrastructure. A large-scale, long-term investment in an active transportation network would increase mobility, enhance connectivity both generally and to transit stations, increase transportation options, and promote increased health and community livability. The Utah Transit Authority, the Utah Department of Transportation, and WFRC are combining resources for this project to study active transportation. Phase 1 of the study developed a regional "backbone" bicycle network and identified 25 priority active transportation infrastructure projects.

I-15 Corridor Study

The idea for an I-15 corridor long-term mobility study grew from a multi-agency recognition that solutions to maintaining and improving mobility in the vicinity of I-15 will take some combination of creative, innovative, and expensive solutions. It also stems from awareness of the incredible significance of this corridor for regional mobility and the Wasatch Front economy overall. Given the significant mobility challenges facing the I-15 corridor, it makes sense for WFRC, MAG, UDOT, and UTA to continue a shared approach for resolving these

challenges. The study would inform the 2019 WFRC (and potentially MAG) RTP, and more detailed plans from UDOT, UTA, and potentially other stakeholders (cities, Salt Lake County, etc.).

The Redwood Road Corridor Study

The Redwood Road corridor has some of UTA's best performing transit routes and all traffic experiences significant congestion during peak travel conditions. During an in-house study, UTA identified Redwood Road as one of the four top corridors for capital transit investment. The 22-mile corridor running from North Temple Street to Bluffdale recommended in the study was forecasted to have nearly 10,000 riders in 2015 and 12,000 riders in 2030 with a substantial amount of that ridership being produced north of 10000 South. It is currently among the Meadowbrook Business Unit's top three performing corridors running 15 minute service all day along the busiest segment and 15 minute peak and 30 minute off peak service along the remainder of the corridor. The Regional Transportation Plan recommends BRT and Operational Improvements to Redwood Road by 2020.

In July 2011 a 'Future of Redwood Road' work group of planners and engineers from eight cities, Salt Lake County, UDOT, UTA, and WFRC was formed in preparation for a planning study of Redwood Road. The UDOT North-South Study and the UTA Network Study, both underway, are network studies that can provide input to the Redwood Corridor Study.

North Davis/Falcon Hill Transit Study

The Falcon Hill Area consists of the existing Hill Air Force Base and the Falcon Hill aerospace research park which is currently under development. Hill Air Force Base is one of the largest employers in Utah with 23,500 employees. Falcon Hill is a 550 acre, 3.5 mile long, \$1.5 billion public-private venture with over 2 million square feet of commercial space expected in its first phase and 8 million square feet of office space, along with some retail and hotels at completion. Public transit will be a necessity in accommodating this level of development and making Hill Air Force Base a more permanent, viable, and sustainable part of northern Utah.

This corridor is also a part of a much longer bus route which is one of the better performing routes in the UTA system. The Regional Transportation Plan calls for the shifting of and phased conversion of this route into a Bus Rapid Transit line. It also calls for a 'cross fence' transit center, BRT link to the FrontRunner, and a companion Base shuttle to be created by 2020.

Salt Lake City Transportation Master Plan

Salt Lake City has a commitment to continually improve transportation for the benefit of the community. The City's Transportation Master Plan will emphasize providing choices in travel, and reducing dependence on the single occupant vehicle. The Mayor's Livability Agenda states that transportation should "further develop connections between the City's activity centers with a safe, clean and green travel network that will help 1) use resources and time efficiently and wisely to get around town and 2) connect with fellow residents through personal interactions 3) foster stronger relationships with local business, entertainment and arts organizations, and 4) share and enjoy parks and natural spaces. The City Council has adopted a philosophy statement that directly addresses transit and it

states, “Salt Lake City residents should have choices in modes of transportation which are safe, reliable, affordable, and sustainable. Residents should reap the value of well-designed transportation systems that connect residents to neighborhoods and the rest of the region. The City encourages alternatives to motorized-vehicular transportation and making those options more appealing and accessible to visitors and residents”.

Utah State Rail Plan

A Western High Speed Rail Alliance was formed to study the feasibility of High Speed Rail in the Intermountain West. Members of the alliance include UTA and regional planning associations in Denver, Reno, Las Vegas, and Phoenix. The effort with the High Speed Rail Alliance has resulted in the recognition of a need for an updated Utah State Rail Plan.

Western Regional Alliance (formerly, The Western High Speed Rail Alliance)

The Western High Speed Rail Alliance was formed to study the feasibility of High Speed Rail in the Intermountain West. Members of the alliance include UTA and regional planning associations in Denver, Reno, Las Vegas, and Phoenix. The Alliance has realized the importance of not just transportation but of community connectivity, tourism, economic development, natural resources, education, and energy as regional issues and has redefined its focus, expanded membership, and changed its name to the Western Regional Alliance.

The newly reorganized Alliance’s mission and vision statements: To enhance the quality of and improve the economy in the western United States through a nexus of transformational investments for the 21st century. To live and work in the most dynamic communities with transportation connections and regional mobility, sustainable growth, regional cooperation, and collaboration.

Ogden to Brigham City FrontRunner Right-of-Way Study

Presently UTA runs shuttle buses between Ogden and Pleasant View because it was difficult to provide enough service operating FrontRunner trains on the same track as freight trains. Constructing its own track in the Union Pacific corridor would allow UTA to extend its commuter rail operation north to Brigham City as funding becomes available. In order to do this in the future requires determining right of way needs in the corridor.

Transit Development Program (TDP)

The TDP provides a mechanism for continuously validating UTA’s strategic development plan. The TDP enumerates identified transit service costs and capital facility expenditures needed to support existing transit operations and anticipated service improvements through 2020. The TDP is reviewed and revised regularly to respond to area conditions and trends, service demand, financial capacity, and long range planning products. It provides the data necessary to analyze system equity, in order to maintain an appropriate level of transit service to all populations in the service district. The TDP also incorporates short-term assumptions and market conditions, and presents the basis for UTA’s annual budget. Through this on-going coordination, the TDP synthesizes existing and future operating revenue sources, operating costs, capital funding sources and capital expenditures.

Station Area Planning

While many station areas have developed or are starting to develop into higher density centers, some communities struggle with effectively planning and implementing their plans in these areas. To address this issue and to meet UTA board goals, the UTA planning department is seeking to provide funding and technical assistance to at least two communities every year.

First-Last Mile Strategies, as defined by the Utah Transit Authority and used for this project:

The term "Last Mile" can be used to describe the difficulty in getting people from a transport hub, such as a railway station or bus depot, to their final destination and back again. When users have difficulty getting from their starting location to a transport network, this can be described as the "First Mile problem."

Traditional solutions to the first mile problem in public transit have included the use of feeder buses, bicycling infrastructure, pedestrian amenities and urban planning reform, such as street and trail connectivity and mixing uses . Other methods of alleviating the last mile problem such as bicycle sharing systems, car sharing programs, van pools, folding bike, taxi cab services, wayfinding, and other strategies have been proposed with varying degrees of adoption.

UTA, working with project partners that include WFRC, and Mountainland AOG among others, will manage a consultant to develop recommendations for a comprehensive first and last mile strategy around major transit stations and fixed route stops including existing BRT, light rail and commuter rail stations within the UTA system in an effort to reduce auto usage and increase ridership as a means of improving air quality, improving job access, and reducing congestion.

Southwest Salt Lake County Transit Study

Following the development of a general transit plan for western Salt Lake County, a Southwest Salt Lake County Transit Feasibility Study was completed by WFRC identifying Bus Rapid Transit connecting the southern terminus of the Mid Jordan (Red) TRAX line to the southern terminus of the Draper TRAX Line. Building on this feasibility study, UTA is overseeing an environmental study with steering committee participation from WFRC, UDOT Region 2, Riverton City, Herriman City, South Jordan City, Draper City, Salt Lake County, and private landowners. The study area boundaries are approximately 11400 South to 15000 South and 6000 West to the end-of-line Draper TRAX station.

Salt Lake Downtown Transit Alternatives Analysis

Salt Lake City (SLC) and its Redevelopment Agency (RDA) are interested in increasing circulation and promoting economic development in the urban core of the city by implementing a transit service that encourages new and redeveloped properties, enabling a walkable urban lifestyle.

Ogden - Weber State Transit Corridor Study

In 2008, UTA, UDOT, the City of Ogden, Weber County, WFRC, McKay-Dee Hospital and WSU jointly agreed to conduct an Alternatives Analysis and environmental study for the corridor connecting the Ogden intermodal center to Weber State University and McKay Dee Hospital. The analysis was completed and a Draft AA was published in May 2011. In 2013,

these same agencies entered into an Interlocal Agreement (ILA) for further study of this project. The Ogden/WSU Transit Corridor Project Study is expected to lead to an Environmental Assessment (EA) for the development of capital and service improvements along a 5-mile transit corridor largely along existing public rights-of-way.

Black Line 400 South Transit Study

This project is a collaboration between Utah Transit Authority, UDOT, WFRC, Salt Lake Chamber of Commerce, University of Utah, and Salt Lake City. This project intends to evaluate options for a line that would provide additional train service for an operating segment between downtown or Airport (Green Line) and the University Line (Red Line).

5600 West Bus Rapid Transit Project

Phase 1 of this project is to build a 5 mile type-III BRT on 5600 West from 6200 South to 2700 South with express service to downtown, and to preserve ROW from the Airport to Herriman City for future expansion of the BRT (by 2025) and conversion to LRT (upon sufficient demand). The design is approximately 30 percent complete.

Taylorville-Murray BRT Extension Study

An Alternatives Analysis for the Taylorville-Murray Transit project was completed in 2009. An Environmental Study Report and Decision Document were completed in 2013. The Preferred Alternative includes a bus rapid transit (BRT) line that travels from the Murray City Center west to Salt Lake Community College on Redwood Road in Taylorville. Taylorville City is in the process of acquiring right of way for the project, using \$4 million that was appropriated by the State Legislature for the project. Once additional local funding is identified for the project, design and construction will proceed. A second phase of the project is now being proposed to extend the BRT to the west.

GIS Application Development

UTA, with assistance from ESRI, has created a framework for enterprise GIS development for the company. A new enterprise GIS server was developed with ArcGIS for server software and multiple ArcGIS Online subscriptions were purchased. Ongoing application development that builds from this framework will help UTA better understand and share its geospatial data and provide better analysis for multiple efforts including service/operations, project development, long-range planning, property and asset management, and safety.

WORK STATEMENT:

The South Davis Transit Alternatives Analysis

The Study will evaluate the transit travel market between downtown SLC and Woods Cross and land use improvements compatible with a future capital investment. Alternative modes and alignments will be evaluated in order to reach a preferred alternative. Economic development scenarios for the LPA will also be studied. Anticipated completion of the study is summer 2014.

Mountain Accord Study

In continuation of the work completed by Envision Utah, Salt Lake County and UTA's Network Study, the Mountain Accord Program is a multi-phase initiative that seeks to make

critical decisions regarding the future of Utah's central Wasatch Mountains. It will evaluate and address issues and goals centered on four topic areas: environment, recreation, transportation, and economy. Mountain Accord is a collaborative effort between public and private interests, including state and local governments, federal agencies, and business and grassroots organizations. Stakeholder engagement is an important component of this effort. The work is following Federal Transit Administration NEPA processes, and may result in one or more federal and local actions.

Complete Streets Toolbox Development and Outreach

The purpose of this project is to develop a web-based, interactive street design dialogue tool to surmount barriers inherent to street design communications. The project is to be built in three phases. The current phase is underway and is scheduled to be unveiled on May 20th, 2014. This first phase includes creation of initial tool management, best practice recommendation, and cross-section building capabilities within the tool. The second phase has been funding and will likely commence shortly after May 20th. The second phase will build on these initial capabilities and allow built cross-sections to be drawn in longitudinal plan views upon Google Earth. The third phase is anticipated to, among other things, continue to improve the design recommendations capability of and ease of use of the tool with particular attention to intersection design.

Utah Collaborative Active Transportation Study (UCATS)

A second phase of the UCATS is anticipated to begin in 2014 and may continue into 2015. This phase will likely focus on preparing projects identified in phase 1 to be able to move forward.

I-15 Corridor Study

The primary study area will be Salt Lake County, between Redwood Road and 700 East. The secondary study area will be large enough to incorporate regionally affected roadway and transit facilities and induced land use impacts. The principal goal of the study is to develop a balanced, integrated transportation solution for the mobility needs in the I-15 corridor. Strategies to be considered include:

- Road capacity
- Transit capacity
- Technology
- Surface street connections
- Last mile improvements
- Policy strategies, including but not limited to, pricing and acceptable levels of congestion

Land use will not be explored as a strategy to resolve mobility challenges, but impacts on land use both within the corridor and potentially induced from major capacity improvements will be considered to more effectively approximate the long-term performance of the various solutions being considered within the study area.

A policy and technical committee will be formed. WFRC will manage the project as a multi-modal agency responsible for long-range transportation planning. The scope and budget for the project have not yet been determined.

The Redwood Road Corridor Study

The proposed Redwood Road Corridor study intends to build on the UDOT North/South Study and the UTA Network/Next Tier Study. The study will be multi-dimensional with a market analysis, and transportation and land use components. The study will include refined recommendations for transportation and land use corridor wide.

North Davis/Falcon Hill Transit Study

It is anticipated that the North Davis/Falcon Hill Transit Study will address the feasibility of extending the South Davis transit line north through Davis County and into Ogden and the creation of a Hill Field transit circulator. Then, more specifically, the study is anticipated to address as an Alternatives Analysis a major transit investment line connecting Falcon Hill and Hill AFB to the Roy and Clearfield FrontRunner Stations with a Transit Center serving both Falcon Hill and Hill Air Force Base

Salt Lake City Transportation Master Plan

The purpose of this plan is to document through process and analysis Salt Lake City's short, medium and long-term public transportation needs, goals, and implementation strategies to support the stated desires for improving transit for Salt Lake City. The project is expected to kick-off in early 2014 and although this is a Salt Lake City led effort, UTA will be a strong project partner.

Utah State Rail Plan

UDOT, in cooperation with UTA, WFRC, MAG, Dixie MPO and Cache MPO, intends to update the Utah State Rail Plan. A vital component of the Utah State Rail Plan will be to determine the impacts of current and future rail operations on the livability and economic viability of communities along those routes. The Utah State Rail Plan (USRP) will serve as the guidebook for all rail issues and projects in the near term, addressing current operations and needs for a healthy, functional rail system. Additionally, it will be a comprehensive, educational planning document that will be used by the state of Utah well into the future. The passenger and freight rail industry in Utah is comprised of the National Railroad Passenger Corporation (Amtrak), the Utah Transit Authority (UTA), as well as freight rail, including Union Pacific (UP) and Burlington Northern Santa Fe (BNSF). These groups, in addition to those who currently use rail service or who would use expanded and improved rail service, will play a role in the creation of the USRP.

Western Regional Alliance (formerly, The Western High Speed Rail Alliance)

There are numerous organizations and associations across the western United States, both public and private, whose missions overlap. In order to maximize efforts, the Alliance has identified a need to unify these groups at a regional level to better communicate to key policy makers and elected officials. The Alliance has reached out to the Western Governors' Association and will begin contacting other regional groups for support.

Ogden to Brigham City FrontRunner Right-of-Way Study

UTA will conduct preliminary mapping, survey and engineering work to determine right of way needs to construct its own track in the Union Pacific corridor between Ogden and Brigham City. This effort will define the exact rail alignment within the corridor and identify the properties needed for future rail operations.

Sandy/South Jordan Circulator Study

UTA and WFRC, in cooperation with Sandy City and South Jordan City, will conduct a corridor study to examine the concept of a transit circulator in the area encompassing the Sandy Civic Center and the South Jordan Gateway developments. Alternatives will be studied for providing a connection between the South Jordan FrontRunner station and the 10000 South TRAX station. In addition, the study will analyze potential for accommodating bus rapid transit in this corridor.

Transit Development Program (TDP)

UTA's work focus on the TDP will be twofold. The TDP will continue to provide critical analysis to ensure that the 2015 Transit Program is implemented in an efficient and effective manner, while balancing revenues and existing transit services. It will also provide financial analysis capabilities through coordination with WFRC in the development of their Regional Transportation Plan. Once potential revenue sources and capital projects are identified, the TDP will facilitate the analysis of the financial feasibility of the plan through 2020.

Station Area Planning

It is anticipated that UTA will partner with at least two communities every year, and if possible more than two communities. UTA will provide technical assistance and staff time as well as financial support. Eligible activities include:

- Small Area Plans/Station Area Plans
- General Plan Updates (with a station area specifically addressed)
- Zoning modifications at station areas (Form-Based Code, Overlay zones, etc.)
- Station Area Access Plans
- Bicycle/Pedestrian Master Plans (with connectivity to a station area specifically addressed)
- Infrastructure Improvements tied to improving station area access.
- Market studies

Southwest Salt Lake County Transit Study

This environmental study will look at several transit technologies to serve the southwest portion of the study area under various land use scenarios. For example, the team will reexamine the BRT project identified in the Southwest Salt Lake County Transit Feasibility Study to determine whether, under realistically aggressive land use scenarios, a rail project is feasible along roughly the same alignment. Once a Locally Preferred Alternative has been selected, it will be evaluated for environmental impacts and mitigation strategies. Economic development opportunities and recommendations will be developed to maximize the outcomes of a transit capital investment.

Preliminary Engineering and development of cost estimates will then ready the project for construction when funding becomes available. The anticipated products are an LPA, environmental decision document, conceptual/preliminary engineering, and supporting land use and financial plans.

Salt Lake Downtown Transit Alternatives Analysis

SLC will conduct an alternatives analysis (AA) study for a first segment of what is expected to be a system of streetcar service. The study will comply with FTA AA guidelines with an additional emphasis on economic development potential of the alternatives. SLC will consult with UTA throughout the study. SLC and UTA are revising the document regarding project process to forward to FTA; document currently under review; Level 2 screening has begun; STOPS model work has begun and soon will produce ridership data. The result of the study will be a recommended alignment that appears most viable based on economic benefits, supportive land uses, redevelopment potential, and ridership.

Ogden - Weber State Transit Corridor Study

The study proposes to bring the environmental process, including the AA phase, under FTA sponsorship. The Study will be underway in spring 2014 and is expected to take approximately 18 months.

With approval of a Draft Environmental Study Report (ESR), work will commence in support of the Final ESR after the Study is completed. The primary focus of the Final ESR is preparation of an Impact Mitigation Plan, which shows the relationship of the identified impacts with the selected mitigation treatments. In support of the Final ESR, UTA will develop and refine conceptual designs, financial plans, cost estimates, project management plan, fleet management plan and operating and maintenance plans. Preliminary Engineering will continue through design, including utility relocation plans, traffic engineering, urban design plans, station and park and ride plans, signals and communications, and system integration.

WFRC will contribute to the project through technical, planning and public relations assistance as necessary.

Black Line 400 South Transit Study

The minimum operating segment would likely be downtown to Stadium Station if funding is found. This study would determine infrastructure improvements for, and transportation impacts resulting from, this additional service. Some improvements to existing lines are anticipated.

5600 West Bus Rapid Transit Project

Future work will include expansion of design work in order to define ROW along the full 24-mile corridor, planning work to facilitate implementation of the land use changes envisioned through the environmental process, preparation of grant applications, and development of both capital and operating funding strategies. Efforts during FY 2015 and FY 2016 may also focus on defining the alignment of the termini, any additional environmental analysis that may be required, and conceptual engineering.

WFRC will contribute to the project through participation in the Project Steering and Policy Committees. WFRC technical staff will also support the project through regional land use, socioeconomic, transportation demand modeling applications, and air quality analysis coordination for the environmental document. In addition WFRC staff will assist in coordination with the cities, counties and agencies in the corridor and public involvement.

Taylorsville-Murray BRT Extension Study

A study will be conducted to identify a preferred alignment for a western extension of the Taylorsville-Murray BRT line from Salt Lake Community College with a possible western terminus at the West Valley Central TRAX station. The study will include necessary environmental analysis and conceptual engineering.

GIS Application Development

It is anticipated that UTA will develop internal and external JavaScript based application tools that allow non-GIS users to quickly and conveniently access and analyze geospatial data. UTA data will also be shared with partner organizations including Wasatch Front Regional Council, UDOT, MAG, Salt Lake County, and others. Anticipated applications include a safety incident viewer, ridership viewer, asset management viewer, and property management viewer among others. UTA also anticipates utilizing ArcGIS Online to coordinate data transfers for long-range transportation updates with both WFRC and MAG.

Other Planning Studies

It is recognized that the need for other planning studies may arise in fiscal years 2015 or 2016. For example, analysis of operational improvements along Harrison Boulevard may occur. In addition there may be studies of transit options in the State Street (Salt Lake County) and SR-108 corridors. Other possibilities include are smaller transit projects such as for standalone park and ride lots, spot highway improvements, or complete street elements. Consultant assistance may be required in some of these studies.

RESPONSIBLE AGENCIES:

WFRC, UTA, UDOT

LEVEL OF EFFORT FY 2015:

Agency	Months	Federal CPG	FTA Section 5307	FTA Section 5309	FTA Section 5339	Non-federal	Total
WFRC	13	129,914				9,434	139,348
Consultant (through WFRC)		93,230				6,770	100,000
Consultant (through UTA)					656,152	164,038	820,190
UTA	80		400,000	200,000	72,906	218,227	891,133

LEVEL OF EFFORT FY 2016:

Agency	Months	Federal CPG	FTA Section 5307	FTA Section 5309	FTA Section 5339	Non-federal	Total
WFRC	13	137,125				9,957	147,082
Consultant (through WFRC)		97,892				7,108	105,000
Consultant (through UTA)					656,151	164,037	820,188
UTA	80		400,000	200,000	72,905	218,226	891,131

D.3 TRANSPORTATION IMPROVEMENT PROGRAM

OBJECTIVES:

To prepare and maintain a program of transportation improvements to use federal highway and transit funds for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas.

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

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 years 2014 and 2015

BACKGROUND:

The WFRC is the MPO responsible, in cooperation with UDOT and UTA, for the development of the TIP that programs all highways, transit, and other modal projects in the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas. The WFRC, UDOT, and UTA have worked together to develop methods and procedures for evaluating, selecting and prioritizing STP, CMAQ, and TAP projects to be included in the TIP. The WFRC has also developed policies to guide the approval of the TIP and the project selection process required by SAFETEA-LU and re-emphasized with MAP-21.

SAFETEA-LU established a requirement for four funded years in the TIP. The WFRC TIP includes four funded years plus two years of projects in concept development for a total of six years.

WFRC staff is continuously reviewing and identifying methods to improve the evaluation and ranking of projects eligible for the urban STP, CMAQ, and TAP programs. Criteria is continually evaluated, so that the prioritization of urban STP projects considers benefits and costs, congestion relief, safety needs, economic benefits, system preservation, the regional growth principles and the WC2040 Vision, and system and demand management strategies. The prioritization for CMAQ projects considers primarily air quality benefits. The

benefit/cost ratio is determined for each project seeking CMAQ funds. The benefit/cost ratio also considers the duration of the benefits in the analysis. Congestion benefits are not considered directly, but with very few exceptions the air quality benefits result from congestion reduction and, therefore, the air quality improvements are a surrogate measure for congestion mitigation.

The evaluation and prioritization process for the TAP projects involves a competitive project selection process similar to the STP and CMAQ. The majority of the TAP funds in the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas will help fund both larger and smaller bicycle and pedestrian capital improvement projects and some of the funding will also be allocated to community plans for bicycle and pedestrian systems.

For other federal aid and state highway funds, a series of workshops are held each year in each UDOT Region to review the progress of projects on the current program and to identify projects to add to the program. In preparations for these workshops, each region holds a monthly Pavement Management or Roadway Management committee meeting to discuss the needs, concerns, and priorities of the roadway network throughout their regions. Pavement preservation and maintenance needs, safety, traffic operations, and new capacity needs are among the criteria the regions use to recommend priorities. WFRC staff participates at the meetings and provides the regions with information for new capacity needs and local governments concerns. UDOT's Programming Section and the Transportation Commission consider the recommendations of the regions in development of the other federal highway programs.

The WFRC works with UTA to identify transit projects to include in the TIP. Projects are selected based on the priorities and needs established in the Transit Development Program and the Regional Transportation Plan. The WFRC also compiles lists of projects funded by local governments and includes them in the TIP.

WORK STATEMENT:

Surface Transportation Program (STP)

The policies and requirements of the Urban Surface Transportation Program will continue to be monitored. The WFRC and UDOT will work together to identify new ways to reduce the problems that may arise in the program, provide methods to better monitor projects, and promote or facilitate early project completion. WFRC will continue to monitor the progress of STP projects and provide assistance to sponsors where necessary.

Approximately \$24 million is available annually in the urbanized areas for STP improvements. Each fall the WFRC will request letters of intent from potential sponsors, followed by concept reports in January. Field reviews of each project submitted will be conducted each March. Using input from the field reviews, the criteria approved by the Regional Council, and other considerations, WFRC staff will work with the technical advisory committees to evaluate and recommend projects that will be consistent with the objectives of the Regional Transportation Plan and best meet the objectives of the program. The procedures established and adopted by the Technical Committees, Trans Com, and the Regional Council will be used to develop the 2015-2020 and 2016-2021 STP programs.

These programs will be reviewed by the County Councils of Governments and approved by Trans Com and the Regional Council in the spring of 2014 and the spring of 2015 respectively.

Congestion Mitigation/Air Quality Program (CMAQ)

With an estimated \$8 million available annually in the WFRC region for CMAQ projects, the WFRC will continue to improve the process for evaluating, selecting and prioritizing projects which will best meet the objectives of the program. The steps in the process are very similar to the elements of the process for STP projects. Programming policies will be consistent with the objectives of the Regional Transportation Plan and the State Air Quality Implementation Plan (SIP). The WFRC will continue to monitor the progress of the projects on the Congestion Mitigation/Air Quality Program and provide assistance to sponsors where necessary. The WFRC and UDOT will work together to identify new ways to reduce the problems that may arise in the program, provide methods to better monitor projects, and promote or facilitate early project completion. The WFRC staff will work with the Technical Committees to develop 2016-2021 and 2017-2022 Congestion Mitigation/Air Quality Programs. These programs will be reviewed by the County Councils of Governments and approved by Trans Com and the Regional Council in the spring of 2014 and the spring of 2016, respectively.

An estimate of the air quality benefits of each project will be made and documented in the TIP. UDOT and WFRC will track CMAQ funds, coordinate tracking for project funding with the UTA, and prepare an annual CMAQ report that will be submitted to FHWA. As federal guidance becomes available, WFRC will coordinate with UDOT and other agencies in developing a statewide process to assess the performance of the CMAQ program. WFRC will also work with partner agencies to refine the objectives of the region's CMAQ program.

WFRC will investigate potential methods for implementing a performance management approach in regard to programming STP, CMAQ, and TAP funds. Initial efforts will focus on development of a CMAQ performance plan as federal guidance becomes available. This will include performance measures and target setting for emissions and traffic congestion reductions.

Transportation Alternatives Program (TAP)

With an estimated \$1 million available annually in the WFRC region for TAP projects, the WFRC will continue to coordinate the process for evaluating, selecting and prioritizing projects which will best meet the objectives of the program. The steps in the process are very similar to the elements of the process for the STP and CMAQ projects. Programming policies will be consistent with the objectives of the Regional Transportation Plan and input from the Active Transportation Committee (ATC).

Even though the TAP program (a new program identified in the recent federal transportation authorization legislation, MAP-21) only had funding identified for FY2013 and FY2014, WFRC will continue to coordinate the TAP program process one year at a time with an assumption of an anticipated continuing resolution for MAP-21 or a new federal transportation authorization legislation that will continue the TAP program.

The WFRC staff will work with the Active Transportation Committee and the Trans Com Technical Advisory Committees to develop 2016 and 2017 TAP programs (unless programs change). These programs will be reviewed by the County Councils of Governments and approved by Trans Com and the Regional Council in the spring of 2015 and the spring of 2016, respectively.

Approval of 2015-2020 and 2016-2021 Transportation Improvement Programs (TIP)

After public comment periods in July, the Regional Council will take action to approve the 2015-2020 TIP and 2016-2021 TIP in August 2014 and August 2015, respectively. The TIP will then be submitted to the State for its approval and to the State Transportation Commission for incorporation into the STIP.

The reports documenting these TIPs will address all the criteria listed in the metropolitan planning regulations. Issues to be addressed include the financial plan, project selection criteria, implementation of TCMs and ADA-plan projects, and the conformity analysis. Review of the TIP by the WFRC and the local County Councils of Governments satisfies local review requirements of the intergovernmental review process for both transit and highway projects.

The Regional Council will take the appropriate action to modify the current TIPs as necessary until the new TIPs are approved. The WFRC staff will follow the updated modification process to determine the actions necessary to amend or modify the TIP, that is, whether this modification can be approved by the WFRC and UDOT Executive Directors or require board approval. Monthly coordination meetings of WFRC, UDOT Regions, and UDOT programming staff will continue to facilitate timely modifications to the TIP.

Development of 2016-2021 and 2017-2022 Transportation Improvement Programs

Late in the calendar years of 2014 and 2015, respectively, the WFRC will begin preparing the 2016-2021 and 2017-2022 TIPs. All transportation improvement projects planned for the region will be compiled into a comprehensive multi-modal TIP. These projects will be based on the recommended priorities of the Regional Transportation Plan and the Management Systems. They will encompass projects planned, including federal, state, and locally funded projects, over the next six years.

Work on the TIP will reflect the federal emphasis described in MAP-21. As part of the revised project selection criteria, safety will play an appropriate part in evaluating STP project submittals and determining priorities in the TIP. For example, accident data will be reviewed in selecting and prioritizing projects. Safety concerns will also be considered as project concepts are developed and refined.

The WFRC will continue to work closely with representatives from UDOT, UTA, FHWA, FTA, and the other MPOs in the state to review and update procedures for developing and amending the Statewide and MPO Transportation Improvement Programs. These procedures will be updated as necessary to provide for greater cooperation between the agencies in the development of the TIP and STIP.

The highway portions of the TIP will be compiled from the STP and CMAQ Program discussed above, from the federal and state highway programs managed by UDOT, and from projects local governments anticipate accomplishing. The WFRC will work with UDOT to ensure that projects in the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas are considered for funding with the National Highway Performance (NHPP), Surface Transportation Program (STP), Highway Safety Improvement (HSIP), remaining highway authorized transportation funds such as Interstate Maintenance, National Highway System, Flexible (Any Area) STP, and other funds that UDOT manages.

The transit portions of the TIP will be developed in cooperation with UTA and UDOT. UTA will assist WFRC in preparing the transit section of the Transportation Improvement Program and coordinate projects for inclusion in the Statewide TIP. The TIP will be developed through consideration of projects and assumptions identified in the TDP, with emphasis on financial constraint. The Transit Development Program (TDP) will be reviewed for input into the TIP. This effort will be made early enough in the year to allow for adequate review by the UTA Board of Directors as well as by the elected officials from the area.

Particular emphasis will be placed on planning for transit capital investments, including maintenance and operating facilities, the replacement of older buses, and the construction of transit amenities. The purposes of these projects will be to reduce operating costs and to meet other UTA goals. The potential for private provider participation will be evaluated. In addition, private providers will be given the opportunity to comment on the TIP. UTA's financial capacity to implement these projects will be analyzed in developing the program of projects to be included in the TIP.

The WFRC will also work with UTA and the UDOT Public Transit Team to evaluate projects for FTA funding. Projects applying for funding under these programs will be reviewed and rated by the local coordination councils for community transportation described in section B.2 Mobility Management. These ratings will be forwarded to UTA and UDOT as the programs are approved. Final recommendations will be approved as part of the TIP.

As has been the case in past years, a substantial amount of effort will be devoted to obtaining input on all modes in the TIP from the public and local elected officials. Also, an effort will be made to inform them of the contents of the TIP document.

In addition to project identification and programming, WFRC will work closely with UDOT, UTA, and local government project sponsors to identify, monitor, and report performance measures on programs and projects to insure that the objectives of each program are implemented and utilized in the most effective manner to meet the prescribed federal recommendations.

The draft 2016-2021 and 2017-2022 TIPs will be reviewed for consistency with the SIP with regard to the implementation of Traffic Control Measures (TCM) as part of work item G.1. Also, the State Division of Air Quality will be given the opportunity to review and comment on the TIP.

List of Obligations

At the end of the 2014 and 2015 federal fiscal years, WFRC staff will work with UDOT and UTA to compile a list of projects that received federal funds during the previous fiscal year. Staff will present the information to Trans Com and the Regional Council for their information the following spring. They will also make the information available on the Council web page for interested public.

RESPONSIBLE AGENCY:

WFRC, UDOT, UTA

LEVEL OF EFFORT FY 2015:

Agency	Months	Federal-CPG	FTA Section 5307	Non-federal	Total
WFRC	20	209,655		15,224	224,879
UTA	2		14,000	3,500	17,500

LEVEL OF EFFORT FY 2016:

Agency	Months	Federal-CPG	FTA Section 5307	Non-federal	Total
WFRC	20	221,332		16,072	237,404
UTA	2		14,000	3,500	17,500

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)
- 1800 North Corridor EIS
- Other environmental studies

BACKGROUND:

The WFRC staff has recently participated on project teams and provided support for the following UDOT environmental studies.

West Davis Corridor EIS

In 2001 the Wasatch Front Regional Council, UDOT and other stakeholders completed a study to identify a transportation corridor in western Davis County and southwestern Weber County. These same agencies led a similar study from 2007 to 2009 examining potential corridors in western Weber County. In January 2010, UDOT began an environmental study to evaluate potential transportation solutions and their impacts in western Davis County and in southwestern Weber County. Public open houses have been extremely well attended and UDOT is working with the consultant team to refine final alternatives in order to minimize impacts.

1800 North Corridor EIS

Due to increasing traffic as northwest Davis County continues to grow, two years ago UDOT began an environmental study of the 1800 North Corridor in Clinton and Sunset Cities. Lack of direct access to I-15 and lack of a grade-separated railroad crossing on 1800 North were also factors leading to the study. Guided by the steering committee, the consultant team has nearly completed the draft environmental document.

WORK STATEMENT:

West Davis Corridor EIS

The final draft EIS is scheduled for release in summer of 2014. In support of the EIS WFRC will participate on the Project Steering Committee and provide assistance to UDOT in

coordination of consultant modeling, review of technical documents, addressing comments to the Draft EIS and coordination with local governments.

1800 North Corridor EIS

It is anticipated that during FY 2015, the draft EIS will be published and a preferred alternative will be developed based on the analysis and input from the public involvement process. In support of the EIS WFRC will continue to participate on the Project Steering Committee and provide assistance to UDOT in coordination of consultant modeling, review of technical documents, addressing comments to the Draft EIS and coordination with local governments.

Other Environmental Studies

During this work program, there is potential for environmental work to begin on other highway projects. Environmental work is most likely to occur on additional projects in phase one of the RTP. WFRC is prepared to participate on project steering committees and provide assistance to UDOT in coordination of consultant modeling, review of technical documents, addressing comments to the project documents and coordination with local governments.

RESPONSIBLE AGENCIES:

UDOT, WFRC

LEVEL OF EFFORT FY 2015:

Agency	Months	Federal-CPG	Non-federal	Total
WFRC	4	41,585	3,019	44,604

LEVEL OF EFFORT FY 2016:

Agency	Months	Federal-CPG	Non-federal	Total
WFRC	4	43,890	3,187	47,077

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 Study Report (ESR)
- 5600 West Bus Rapid Transit Project
- South Davis ESR
- Southwest Salt Lake County Transit ESR
- Sugar House Phase II ESR
- Sandy TOD Cat Ex
- 3500 South MAX Exclusive Lane Extension: Environmental Update
- Other Environmental Studies

BACKGROUND:

The WFRC staff has participated on project teams and provided support for the following UTA environmental studies.

Ogden - Weber State Transit Corridor ESR

In 2008 the UTA, Utah Department of Transportation (UDOT), the City of Ogden, Weber County, WFRC, McKay Dee Hospital and WSU jointly agreed to conduct an Alternatives Analysis and environmental study for the corridor connecting the Ogden intermodal center to Weber State University and McKay Dee Hospital. The analysis was completed and a Draft AA was published in May 2011. Further study is underway and expected to lead to an Environmental Impact Statement (EIS) or Environmental Assessment (EA) for the development of capital and service improvements along a 5-mile transit corridor largely along existing public rights-of-way. The study proposes to bring the environmental process, including the AA phase, under FTA sponsorship.

The study area is located within the cities of Ogden and South Ogden in Weber County, Utah. The proposed transit corridor would serve the City of Ogden by connecting the Ogden Intermodal Center/FrontRunner station to the area's major employment, housing, commercial and education destinations, including Downtown Ogden, Weber State University (WSU) and McKay Dee Hospital. With a direct connection to FrontRunner commuter rail, the corridor would also serve trips to and from the greater Wasatch Front Region which includes the Salt Lake City metropolitan area.

5600 West Bus Rapid Transit Project

Phase 1 of this project is to build a 5 mile type-III BRT on 5600 West from 6200 South to 2700 South with express service to downtown, and to preserve ROW from the Airport to Herriman City for future expansion of the BRT (by 2025) and conversion to LRT (upon sufficient demand). The design is approximately 30 percent complete.

South Davis Transit ESR

The results of an Alternatives Analysis (AA) completed in April 2008 in the South Davis Transit corridor indicates a locally preferred alternative (LPA) of a low cost rail system between the Salt Lake Central Station and Parrish Lane in Centerville, with continuing bus service to the Farmington commuter rail station. The rail corridor is assumed to operate on both exclusive and mixed-flow sections; these sections are determined primarily by right-of-way constraints. Buses on the Farmington Extension operate in mixed-flow conditions. A Draft Environmental Study Report to analyze the LPA against No-Build and Enhanced Bus alternatives has been completed.

Southwest Salt Lake County Transit ESR

Following the development of a general transit plan for western Salt Lake County, a Southwest Salt Lake County Transit Feasibility Study was completed by WFRC identifying Bus Rapid Transit connecting the southern terminus of the Mid Jordan (Red) TRAX line to the southern terminus of the Draper TRAX Line. Building on this feasibility study, UTA will now manage an environmental study with steering committee participation from WFRC, UDOT Region 2, UDOT Mountain View Corridor Team Riverton City, Herriman City, South Jordan City, Draper City, Salt Lake County, and private landowners. The study area boundaries are approximately 11400 South to 15000 South and 6000 West to 200 East.

Sugar House Phase II ESR

An alternatives analysis study (AA) was done to explore the potential of extending transit service beyond the Phase I terminus. A land use analysis recommended future land use changes to complement streetcar in Sugar House. A circulation plan identifies ways to minimize traffic congestion, maximize pedestrian and transit options, and enhance economic opportunities. The study also focused on preserving and expanding the affordable housing supply in the area. The result of the study was a recommended alignment extending the current line east to Highland Drive and then north along 1100 East to approximately 1700 South in order to serve the Westminster campus. In May of 2013, the Salt Lake City Council approved this LPA.

Sandy TOD CAT-Ex

UTA is currently completing a categorical exclusion for construction of a multi-level parking structure as part of a Transit Oriented Development (TOD) on over 32 acres adjacent to the Sandy Civic Center TRAX Station at 115 East Seego Lily Drive in Sandy, Utah. The parking structure will occupy approximately two acres of the 32 acre site. The existing Sandy Civic Center Station park & ride lot on the eastern half of the 32+ acre site was designed to accommodate 2002 Olympic crowds and is now being underutilized. UTA currently owns the entire 32.18-acre site.

3500 South MAX Exclusive Lane Extension: Environmental Update

In 2008 UDOT widened 3500 South from Bangerter Highway to I-215. As part of the project an exclusive center-running Bus Rapid Transit (BRT) lane was constructed from approximately 3600 West to approximately 2700 West. The BRT lane is one mile in length. Two center stations and transit signal priority (TSP) were included in the BRT project.

WORK STATEMENT:

Ogden - Weber State Transit Corridor ESR

With approval of a Draft Environmental Study Report (ESR), work will commence in support of the Final ESR. The primary focus of the Final ESR is preparation of an Impact Mitigation Plan, which shows the relationship of the identified impacts with the selected mitigation treatments. In support of the Final ESR, UTA will develop and refine conceptual designs, financial plans, cost estimates, project management plan, fleet management plan and operating and maintenance plans. Preliminary Engineering will continue through design, including utility relocation plans, traffic engineering, urban design plans, station and park and ride plans, signals and communications, and system integration.

WFRC will contribute to the project through technical, planning and public relations assistance will be provided to the project as necessary.

5600 West Bus Rapid Transit Project

Future work will include expansion of design work in order to define ROW along the full 24-mile corridor, planning work to facilitate implementation of the land use changes envisioned through the environmental process, preparation of grant applications, and development of both capital and operating funding strategies. Efforts during FY 2015 and FY 2016 may also focus on defining the alignment of the termini, any additional environmental analysis that may be required, and conceptual engineering.

WFRC will contribute to the project through participation in the Project Steering and Policy Committees. WFRC technical staff will also support the project through regional land use, socioeconomic, and transportation demand modeling applications and air quality analysis and coordination for the environmental document. In addition WFRC staff will assist in coordination with the cities, counties and agencies in the corridor and public involvement.

South Davis Transit ESR

Preliminary financial analyses indicate that federal funding will be required for this project. Consequently, additional next steps include some project refinement to improve the competitiveness of the project for federal funds. UTA anticipates following through with a Final Environmental Impact Statement and commence Preliminary Engineering.

WFRC will continue to participate on the Project Steering Committee and provide assistance to UDOT and UTA in refining the project and moving it into the next phase after the additional alternatives analysis is completed and coordinating with local governments.

Southwest Salt Lake County Transit ESR

This environmental study will look at several transit technologies to serve the southwest portion of the study area under various land use scenarios. For example, the team will reexamine the BRT project identified in the Southwest Salt Lake County Transit Feasibility Study to determine whether, under realistically aggressive land use scenarios, a rail project is feasible along roughly the same alignment. Once a Locally Preferred Alternative has been selected, it will be evaluated for environmental impacts and mitigation strategies. Economic development opportunities and recommendations will be developed to maximize the outcomes of a transit capital investment.

Preliminary Engineering and development of cost estimates will then ready the project for construction when funding becomes available. The anticipated products are an LPA, local environmental decision document, conceptual/preliminary engineering, and supporting land use and financial plans.

Sugar House Phase II ESR

SLC is ready to move forward on environmental clearance of Sugar House Phase II A & B as well as Phase I double tracking from 300 East to McClelland in the immediate future. Phase II C will be cleared at a later time. UTA will partner with SLC in this endeavor.

Sandy TOD CAT-Ex

UTA, in a joint venture with Hamilton Partners, proposes to improve and develop the Sandy Civic Center Station site. The proposed TOD will include 30,000 square feet of retail space, 300,000 square feet of office space, and 1,122 residential units. The site will be built out in approximately 7 to 10 years. All phases of the TOD project would be conducted on federally funded property. As part of the TOD joint venture, UTA is proposing to build a multi-level parking structure with two million dollars of Federal funds. The parking structure will be located within the footprint of the existing park & ride lot. The remainder of the TOD project will be funded with non-federal dollars.

3500 South MAX Exclusive Lane Extension: Environmental Update

3500 South from Mountain View Corridor to 4000 West is identified in Phase 1 of the 2040 RTP as a roadway widening project. Widening from Mountain View Corridor to SR-111 is identified in Phases 2 and 3. It is UTA's intent to extend the BRT lane to the west as roadway widening occurs. Since 3500 South is a State owned facility, the BRT project would occur concurrently with the UDOT widening project as was done with the previous segment. UTA will partner with UDOT for the future work.

Other Environmental Studies

During this work program there is potential for environmental work to begin on other transit projects. Considering priorities developing on projects identified in the 2011-2040 RTP, environmental work may also begin on the following projects: Taylorsville-Murray Transit Corridor, Redwood Road Corridor, 200 South in Salt Lake City, and possibly others. WFRC is prepared to participate on project steering committees and provide assistance to UTA in coordination of consultant modeling, review of technical documents, addressing comments to the project documents and coordination with local governments.

RESPONSIBLE AGENCIES:

UTA, WFRC, UDOT

LEVEL OF EFFORT FY 2015:

Agency	Months	Federal -CPG	Section 5307	Section 5309	Non- federal	Total
WFRC	2	21,712			1,577	23,289
UTA	20		100,000	50,000	100,000	250,000

LEVEL OF EFFORT FY 2016:

Agency	Months	Federal -CPG	Section 5307	Section 5309	Non- federal	Total
WFRC	2	22,919			1,664	24,583
UTA	20		100,000	50,000	100,000	250,000

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
- Add southern Box Elder County into the regional travel demand model
- REMM estimation, calibration, and validation
- Perform back casting to test and refine the REMM
- Updated auto-ownership model in the TDM
- Addition of a peak hour assignment in the TDM
- Testing and refinement of the newly recalibrated TDM
- Development of a travel demand model that incorporates the Wasatch Mountains and resorts for use in the Mountain Accord program
- Documentation of model refinement processes, and model base year update process
- Tooele Valley model refinements
- Better integration of GIS and travel demand modeling
- Model application and technical support for various transportation projects

BACKGROUND:

The travel demand model is an important technical analysis tool for the Regional Transportation Plan and for various transportation studies in the region. The model is utilized to evaluate system-wide transportation scenarios and individual transportation facilities as well. All these usages depend on reliable and accurate information from travel demand model applications. These model application processes should be consistent, reasonable, and defensible.

The WFRC has maintained travel demand models for the region since the mid-1970s. These models have been updated on a regular basis to ensure that they are state-of-the-practice and based on the latest travel data. In recent years, model development efforts

have focused on performing a comprehensive household travel survey, recalibrating the model to incorporate the results of this survey, adding additional employment types and trip types to the model, improving the communication of model data and results, and increasing the sensitivity to urban form. In addition, efforts have focused on revamping the land use model, which is now referred to as the Real Estate Market Model, or REMM.

Household Travel Survey

The underlying strength of any travel model is based on travel surveys. A home interview survey is the core of any model development project which provides the data necessary to estimate and calibrate a set of travel models for a region. For example, a cross-classification trip generation model is derived from the trips made by households categorized by household auto ownership and household size.

WFRC, in collaboration with UDOT, UTA, and the other MPOs in the state completed a statewide household travel survey in November of 2012.

Real Estate Market Model

In the late 1990s, WFRC began collecting data to develop a locally-calibrated version of UrbanSim, a model to forecast land use and socio-economic characteristics. Since 2005, WFRC has used this model as a tool in the Wasatch Choices 2040 visioning effort and in updating the Regional Transportation Plan.

In 2011, WFRC\MAG did a comprehensive analysis to determine the preferred software platform to use in the continuing evolution of the land use model. This analysis included interviews with peer organizations and software vendors, along with testing of various platforms. WFRC and MAG selected OPUS, which is the next generation of UrbanSim, as the land use model going forward. Generally OPUS has the same robust methodology as UrbanSim, but provides an improved user interface and increased flexibility.

Since 2011, WFRC and MAG have been working on updating the REMM with the OPUS platform, with the plan being to have the REMM play a central role in the 2019 RTP. The majority of the effort has been in data collection and cleaning of the various datasets that are necessary to run the model, such as employment, household, building type, zoning, and vacant land databases.

WORK STATEMENT:

Regional Travel Model Improvements

Improvements to the TDM and REMM models will be one of the major efforts of the Forecasting Group during FY2015 and FY2016. The following paragraphs describe the efforts that will be made in the continual refinement and improvement of the travel model. Consultant assistance will be required in some of these efforts.

Model Recalibration/ Upgrades: The data collection portion of the 2012 Statewide Household Travel Survey was finished in August 2012. During the remainder of 2012 and during calendar year 2013, the travel survey results were incorporated into the

TDM. The base year was also updated from 2007 to 2011. The majority of 2014 and the first part of 2015 will be spent testing and adjusting the newly recalibrated model. In addition, further enhancements are planned to the model, which include: upgrading the auto ownership sub model, the addition of a peak hour assignment, improving the model's sensitivity to active transportation, and exploring how to better account for peak spreading. Consultant assistance will be necessary in this effort.

Transit Module Upgrade: The transit module is the tool within the regional travel model which identifies potential transit paths, along with the real and perceived costs and benefits. The old TranBuild module has been useful but is out of date and has been replaced with the Public Transport module. This effort required the rewriting of existing scripts. This module is still in the testing and review stage, and will be finalized in early 2015.

Box Elder: In the 2010 Census, the southern portion of Box Elder County was designated as part of the Ogden/Layton Urbanized Area. Subsequently, Brigham City, Perry, Willard, and Box Elder County participate in the transportation planning process of WFRC. In order to provide transportation analysis and improved air quality analysis for this area, WFRC is going to expand the TDM to include Brigham City. This effort will include adding Traffic Analysis Zones (TAZs), base and future year demographic forecasts, roadway and transit networks, external zones, and all other inputs necessary for the model to function.

Tooele Valley Model: The Tooele Valley Rural Planning Organization (RPO) Travel Demand Model was developed as a technical evaluation tool for the transportation plans and various projects in the Tooele Valley. WFRC staff will maintain the Tooele Valley Model to ensure a useful tool for monitoring the impact of anticipated development on the transportation network. Based on new observed data and updated socioeconomic forecasts, WFRC will update and improve the model. These updates will improve WFRC's ability to model air quality in the area.

REMM Land Use Model

FY2013 and FY2014 were spent setting up the model framework and on data collection and refinement. In addition, work was begun on sub-module specification and estimation. FY2015 and FY2016 will focus on finalizing the specification and estimation and on testing and calibrating the model. Part of the testing will include a backcasting effort. Consultant assistance will be required in this work.

Modeling Support for Plans, Programs, and Corridor Studies

The Forecasting Group will contribute a significant effort to the analysis of projects included in the Regional Transportation Plan and Transportation Improvement Program. Various tasks include model application refinements requested by project teams, model user support and training, quality control and review of forecasts. Projects for which the Forecasting Group will provide user assistance include the Davis-SLC Connector, Mountain Accord, Southwest Salt Lake County Transit, Ogden Transit, I-15 Joint Corridor Analysis and others.

Regional Cooperation

Both the Regional TDM and the REMM model have been developed and maintained in cooperation with the Mountainland Association of Governments (MAG). While WFRC has historically taken the lead on model development, updates to the models are made in close partnership with MAG. WFRC and MAG coordinate regularly to integrate model inputs and assumptions between the two regions, and hold quarterly model advisory committee meetings. In addition, the two MPOs have a joint agreement, which is updated annually, to fund consulting assistance to improve the models.

RESPONSIBLE AGENCY:

WFRC, UDOT, UTA

LEVEL OF EFFORT FY 2015:

Agency	Months	Federal-CPG		FTA Section 5307	Non-federal	Total
WFRC	41.5	310,618			89,576	400,194
Consultant		83,907			61,093	145,000
UTA	3			20,000	5,000	25,000

LEVEL OF EFFORT FY 2016:

Agency	Months	Federal-CPG		FTA Section 5307	Non-federal	Total
WFRC	41.5	330,556			91,724	422,280
Consultant		88,103			64,147	152,250
UTA	3			20,000	5,000	25,000

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 and RTP and amendments to them
- 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

BACKGROUND:

The 1990 Clean Air Act Amendments as well as transportation planning regulations have created strong relationships between statewide transportation planning and air quality planning. A sound and achievable air quality strategy as defined in the State Implementation Plan (SIP) is the cornerstone of this integrated planning requirement. The WFRC, UDOT and U.S. Department of Transportation (USDOT) must demonstrate that the Transportation Plan and TIP conform to the goals, objectives, and broad intentions of the SIP. In the urbanized areas of Salt Lake and Ogden, where growth is strong and economic development is well diversified, challenging policy issues need to be addressed for the public to continue making strides in cleaning the air and enjoying efficient mobility.

Two main objectives must be met to satisfy the transportation interests in air quality planning. First, a SIP needs to be developed to show how the region will meet the required air quality standards through controls on sources of pollution, including transportation sources. Second, transportation improvements must be consistent with the air quality plan (SIP) for the region. In the end, air quality plans must allocate the amount of emissions allowed from each source group, and transportation plans and programs must stay within the transportation sector's emission limit for the region to attain and maintain healthy air. Out of this process, priority must be placed on measures that effectively move people and goods and meet air quality requirements.

WFRC staff works closely with UDOT, UTA, Mountainland Association of Governments, and DAQ following the consultation procedures defined in the Conformity SIP which has been approved by EPA. The WFRC develops air quality conformity determinations of plans and programs and, in doing so, refines the technical procedures involved. A conformity

determination is a technical analysis required by the Clean Air Act demonstrating that vehicle emissions resulting from the transportation projects defined in the TIP and RTP are consistent with the goals and objectives of the State Implementation Plan or with EPA requirements. UDOT staff reviews the conformity analysis documentation prior to submission of conformity determinations to the FHWA and FTA, and reconciles differences between various MPOs around the State, when appropriate. Any refinements to the regional travel model and other planning assumptions are incorporated into new conformity determinations as this information becomes available.

At the present time, conformity determinations for the Plan and TIP have been approved for all five non-attainment or maintenance areas in the Wasatch Front Region: carbon monoxide in Salt Lake City and Ogden, PM₁₀ in Salt Lake County and Ogden, and PM_{2.5} in the Salt Lake Area PM_{2.5} non-attainment area including Davis and Salt Lake Counties and portions of Weber, Box Elder, and Tooele Counties. Since a PM_{2.5} SIP has not been approved, the required EPA interim conformity test has been applied. The State Division of Air Quality is leading the effort to develop a new section of the SIP to address PM_{2.5} pollution and WFRC is providing support in this work.

The ozone standards are being considered for revision by EPA. The WFRC region is in attainment of the current ozone standard of 75 ppb.

Vehicle emissions are currently estimated using the MOVES model developed and approved by EPA. The new MOVES 2010 vehicle emissions model is now approved for project level conformity analysis. Guidance from EPA is available for this analysis.

Air Quality Committee

The Regional Council has established an Air Quality Committee. This group encourages discussion of air quality issues among elected officials and also provides an opportunity for coordination with others interested in improving air quality. The Air Quality Committee has identified several proactive, transportation-related air quality improvement strategies and steps to implement each of them.

WORK STATEMENT:

Conformity of Plans and Programs

The WFRC will prepare conformity analysis for the 2016-2021 and 2017-2022 TIPs. If amendments are made to the currently conforming RTP, WFRC will prepare a conformity analysis of the updated amended Plan.

WFRC and UDOT have signed an interagency agreement regarding conformity analysis for Box Elder County. UDOT will provide data projections for VMT and speed in Box Elder County. WFRC will then use this data in completing the emissions analysis for the PM_{2.5} non-attainment area which includes portions of Box Elder County. When the regional travel demand model is expanded to include the portion of the county that is within the Ogden-Layton Urbanized Area, VMT and speed estimates may be obtained from the travel demand model.

Transportation project conformity will be the responsibility of project sponsors during the appropriate environmental analysis stage. UDOT and UTA, as sponsors of many projects, will be responsible to review and coordinate project level conformity analysis performed for each project. Emphasis in this area will consist of verifying appropriate analysis methodologies using the new MOVES model and applying accurate and consistent background emission levels to be used for project level analysis. The WFRC will assist in this area to the extent appropriate when requested by UDOT and individual project sponsors. DAQ will also need to be involved to provide background emission data from its monitoring network.

Technical Support

During the 2015 fiscal year, coordination between WFRC and DAQ will be essential in preparing a revised PM_{2.5} SIP, which will be due by December 2014. The new MOVES 2010 vehicle emission model will be used in development of the PM_{2.5} SIP.

If new ozone standards are adopted and areas within the WFRC region are designated as non-attainment, WFRC staff will support DAQ in preparing a new ozone SIP as needed.

The WFRC will continue to support the process of identifying, analyzing, and implementing effective Transportation Control Measures (TCM) that have benefits in air quality as well as mobility. These TCMs will be developed as part of the support for SIP development and advanced as necessary for transportation plan and program conformity.

Developing SIPs and transportation plans and programs includes preparing socioeconomic inputs, emission rates, background emission concentrations, the effectiveness of new programs, adjustments to traditional models to reflect new needs and a variety of other work. The WFRC will continue to emphasize the importance of developing these planning assumptions as part of the consultation procedures defined in the SIP.

UDOT will play a support role in developing the PM_{2.5} section of the SIP and any other sections that may be necessary by coordinating and resolving discrepancies at the boundaries of the Wasatch Front Metropolitan area such as Tooele and Box Elder Counties.

Coordination

The Conformity SIP created an Interagency Consultation Team (ICT) responsible for technical and policy recommendations regarding transportation conformity issues. Following the consultation procedures defined in the Conformity SIP, and as a member of the ICT, WFRC staff will address air quality conformity, SIP development, and other issues as they arise as part of the transportation and air quality planning processes.

Air Quality Performance Measures

WFRC staff has developed performance measures using currently available data in order to keep local elected officials apprised of progress and challenges related to transportation planning and air quality. WFRC staff will report the air quality status to the Council in conjunction with presentations on RTP and TIP conformity or as requested. These reports will include estimates of CO₂ emissions from vehicles in the emissions analysis and inventories that are prepared.

Air Quality Committee

The WFRC Air Quality Committee will meet about five times each year. WFRC staff will report air quality performance measures to the Committee. The Committee will inform members of the Council on issues related to air quality. Members of the committee will continue to promote and track implementation of transportation-related strategies to improve air quality. The strategies go beyond any statutory requirements and presently focus on increasing effectiveness of signal timing and increasing use of alternative modes of travel. Other strategies may also be advanced.

RESPONSIBLE AGENCY:

WFRC, UDOT, UTA

LEVEL OF EFFORT FY 2015:

Agency	Months	Federal-CPG	FTA Section 5307	Non-federal	Total
WFRC	10	105,608		7,669	113,277
UTA	1		4,500	1,125	5,625

LEVEL OF EFFORT FY 2016:

Agency	Months	Federal-CPG	FTA Section 5307	Non-federal	Total
WFRC	10	111,495		8,096	119,591
UTA	1.5		5,500	1,375	6,875

G.2 DATA COLLECTION AND ANALYSIS

OBJECTIVES:

To develop, verify and maintain socioeconomic forecasts 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:

- Long-range socioeconomic forecasts at the TAZ and City Levels
- 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
- Travel time data and analysis
- Traffic 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

BACKGROUND:

Socioeconomic Data Collection, Analysis and Forecasting

In cooperation with state and local agencies, WFRC has created and maintained socioeconomic projections since 1976. These projections of population and other demographic characteristics are key inputs for the development of travel demand estimates used in the WFRC planning process. They are also used by other state and local agencies, as well as by the private sector. The projections are made for approximately a 25-year planning horizon. These projections are made at the traffic analysis zone (TAZ) level, as well as other geographic levels. For the past two iterations of the Regional Transportation Plan, WFRC has used the UrbanSim land use model to produce the long-range socioeconomic projections. Raw output from the model is reviewed for reasonableness and consistency, adjusted, and then distributed to the cities and counties for their review and comment. Comments are incorporated into the final projections set. Staff has undertaken an update to the UrbanSim model that will be developed over the next few years. The major

advantage to using a landuse model is that it allows feedback between the land use and the transportation model, resulting in a more realistic projections set.

The WFRC has maintained a record of socioeconomic information for the Salt Lake and Ogden-Layton Urbanized Areas dating to 1970. A newsletter covering population, employment, and dwelling units is periodically produced and distributed. These data are created using data from the *Construction Monitor*, a trade publication that compiles building permit information, with the WFRC providing population and employment estimates, compilation, editing, and publishing on the internet.

Transportation Data Collection

UDOT maintains a traffic-monitoring program to meet the Federal Highway Performance Monitoring System (HPMS) requirements. Traffic volumes are compiled and published annually. Freeway volumes and speeds in much of the urban area are available in the Performance Monitoring System data management system. Arterial travel time data is collected on an on-going basis by UDOT and WFRC; transit ridership, vehicles using area park-and-ride lots, and other transit system information are tracked by UTA. Truck weight and vehicle classification data are collected to meet the requirements of HPMS. UDOT also maintains data on bridge condition, crash histories, and pavement performance.

WORK STATEMENT:

Long-range forecasts at the TAZ and City Level

As an element of the 2015-2040 Regional Transportation Plan, WFRC will develop and distribute socioeconomic forecasts at the TAZ, Tract, and City levels. Using the Envision Tomorrow Plus model, which was developed as part of the HUD Sustainable Communities grant process, WFRC assigns land uses to vacant parcels and parcels ripe for redevelopment and infill. Results will be reviewed by city staff and elected officials before finalization and inclusion in the RTP. While WFRC and MAG develop their socioeconomic forecasts separately, they are combined into one dataset for use in the shared Regional Travel Demand Model (TDM).

Socioeconomic Data Collection

The WFRC will use building permit data to create annual July 1 population and household estimates at city and TAZ levels. These estimates will be published on the WFRC website. Ways to incorporate additional data that come with the building permit data, such as value and commercial permits, will be explored.

An ongoing relationship with the Utah Community Data Project at the University of Utah to develop estimation procedures that will strengthen the small area socioeconomic population and housing estimates is in place. WFRC will be a full participant in the work.

Each fiscal year, WFRC staff will request employment data from the Department of Workforce Services. WFRC staff will geocode the data and assign the records to TAZs to create July 1 TAZ and city level employment estimates.

Environmental Justice Population Review

Under Executive Order #12898, WFRC is required to analyze the impacts and benefits of planned transportation improvements on disadvantaged populations. A revised dataset from the 2006-2010 ACS release will be developed. Data to be included are race, income, age, and automobile ownership. Overlapping populations will be minimized. The data will be prepared at a geographic level that will be fine enough for analysis but large enough to allow for meaningful statistical confidence.

Transportation Data Collection

Each fall the WFRC will collect Global Positioning System (GPS) speed, travel time, and delay data. One purpose is for annual tracking of the transportation system (see section D.1). Some of the data may also be used for before and after evaluation of congestion mitigation project effectiveness. The data may also be used to calibrate or validate the travel demand model. WFRC will continue to work with UDOT to receive and utilize speed and volume data they collect from the traffic monitoring stations that are part of the statewide ITS, as well as travel time runs they conduct.

UDOT will continue HPMS data collection. Additional data for the management systems described in section D.1 will be collected as determined by the individual systems and as resources allow. The traffic database and monitoring system will be reviewed to determine steps necessary to provide more data and improve access to all data. Cell phone data may replace GPS travel time news. The coordination of data collection and reporting efforts with local governments will continue to be refined.

UTA will continue to monitor commuter parking along the Wasatch Front by counting the number of cars in park and ride locations twice a year to determine parking needs. National Transit Database (NTD) data collection is on-going as well as transit surveys, ridership, wheelchair and bicycle usage, and schedule reliability reports. UTA's Operations Performance Office collects much of the operational data for UTA services.

RESPONSIBLE AGENCY:

WFRC, UDOT, UTA

LEVEL OF EFFORT FY 2015:

Agency	Months	Federal-CPG	Non-federal	Total
WFRC	10	84,071	6,104	90,175

LEVEL OF EFFORT FY 2016:

Agency	Months	Federal-CPG	Non-federal	Total
WFRC	10	88,813	6,449	95,262

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 for 2040 Vision
- Maps for CDBG, TIP, special studies, and other purposes
- Updated GIS library with the data catalogued into Geodatabases
- Continued improvements in interactive web maps and other innovations

BACKGROUND:

The WFRC maintains a travel model network and associated relational databases as the central locations for all facility-level data, such as: UDOT traffic volumes, modeled volumes, RTP and TIP information, sidewalk, signalized intersections, pavement data, bike path and trails, safety data, and GPS observed speeds and delay. In addition to data maintenance and storage, WFRC's GIS and databases provide the basis for numerous analyses that support many aspects of the transportation planning process. Further, these tools enable the visual communications so essential to effective public involvement.

WORK STATEMENT:

The WFRC will continue to update and maintain Geo-spatial databases in order to enhance analytical capabilities and provide decision support in the management systems, travel model updates, the transportation planning process, and other needs. In addition, they will enhance the consistency and user friendliness of information distributed to agencies,

businesses, and the public. WFRC staff will work to ensure greater coordination with UDOT, UTA, and local governments in GIS efforts. New layers will be added as they become available.

Geo-spatial databases will be integrated so that a consistent set of GIS data is available. The data sets will be regularly revised with the most recent data available. This will be done in conjunction with other agencies to ensure consistent information. The process will use ArcInfo and ArcMap and other software to complete the process quickly and efficiently. The WFRC staff will use templates, overlays and other innovations to enhance and make the process more effective.

Data Sharing

WFRC will explore more transparent data sharing with partner agencies, consultants, and the public. Automated data sharing via the WFRC Map Gallery, online mapping, and the WFRC website will be enhanced. Sharing of GIS, socioeconomic, air quality, and transportation data will be emphasized.

GIS Library

The WFRC has a library of GIS layers for use in the 5 counties that comprise the region. The layers include highway and transit network characteristics, information regarding transportation system performance, and other data relevant to transportation planning. The data are organized by feature type as well as type of data (point, polyline, and polygon). WFRC staff will continue to revise these layers as needed as well as add new layers as they become available. These layers will be transferred to geodatabases.

Master Planned Land Use

The WFRC has maintained an inventory of future master planned land use for the Salt Lake-West Valley and Ogden-Layton Urbanized Areas. WFRC staff will continue to update this information from the most current city and county master plans. The data are considered in development of the Regional Transportation Plan (RTP).

GIS Environmental Layers

Geo-spatial databases, such as potential wetlands areas and hazardous waste sites, will be acquired and updated for use in conjunction with planning level environmental analysis of transportation projects. Databases will be acquired that are necessary for completion of environmental analysis and to improve the process to do this analysis in the databases. These datasets will be used in identifying the environmental issues of transportation projects as they are considered for inclusion in the TIP, the next Regional Transportation Plan and other plans.

GIS for Transit Capital Projects and Service

UTA will continue to contribute transit-related GIS maps and information for the development of capital projects and transit operations and will work cooperatively with the WFRC and UDOT on joint projects.

RESPONSIBLE AGENCY:

WFRC, UTA, UDOT

LEVEL OF EFFORT FY 2015:

Agency	Months	Federal-CPG	FTA Section 5307	Non-federal	Total
WFRC	19	124,061		9,008	133,069
UTA	1.5		6,000	1,500	7,500

LEVEL OF EFFORT FY 2016:

Agency	Months	Federal-CPG	FTA Section 5307	Non-federal	Total
WFRC	19	130,918		9,507	140,425
UTA	1.5		6,000	1,500	7,500

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

BACKGROUND:

Requests for information on current and future travel demand, present and forecast levels of population and employment activity, traffic engineering practice, and a variety of other areas are often received by WFRC staff. This information has been provided to federal, state and local agencies and various individuals, groups and businesses. The planning staff has participated in corridor studies, project study teams, environmental study teams, and master planning efforts where particular expertise was needed or key elements of plans were involved.

The WFRC is the primary source of small area population and employment statistics for the area. The information is in demand and service is often provided to interpret that information for various purposes. Traffic and socioeconomic forecasts, as well as recent employment and population statistics are also available on the WFRC website.

WORK STATEMENT:

It is expected that the WFRC, UDOT and UTA will continue to provide a significant level of assistance. The staff will maintain the practice of making the information, which is produced through the planning process, available to all those who have an interest. In addition the staff will continue to take an active part in special studies, project study teams, environmental analysis teams, and other efforts which link the plans being produced with the projects, policies, and controls being implemented.

This service will be provided within budget limitations and may require the setting of priorities. Top priority will be given to those activities that support the implementation of approved plans and programs and contribute to the development of companion plans or programs. In the cases where giving service will directly support the implementation of priority projects, technical support will be a priority item in the work program. In other cases, providing information and assistance will be done in a manner so as not to detract from the completion of the remainder of the work program.

Included in the category of technical support is furnishing travel demand and socioeconomic information for design teams, corridor studies, environmental impact statements, local master plans, traffic engineering offices, and a variety of other state and local endeavors.

The WFRC will continue to respond to requests from private concerns, government agencies or anyone interested in census information by disseminating census data as requested.

WFRC staff will attend Council of Governments meetings in each of the five counties in order to share information and receive input on plans, programs, and studies. Such attendance facilitates staff ability to provide timely and meaningful assistance.

RESPONSIBLE AGENCIES:

WFRC, UDOT, UTA

LEVEL OF EFFORT FY 2015:

Agency	Months	Federal-CPG	FTA Section 5307	Non-Federal	Total
WFRC	3	25,802		1,874	27,676
UTA	3.5		18,000	4,500	22,500

LEVEL OF EFFORT FY 2016:

Agency	Months	Federal-CPG	FTA Section 5307	Non-Federal	Total
WFRC	2.7	23,422		1,701	25,123
UTA	3.5		18,000	4,500	22,500

G.5 TOOELE VALLEY RURAL PLANNING ORGANIZATION

OBJECTIVES:

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

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

To provide a public involvement process.

ANTICIPATED PRODUCTS:

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

BACKGROUND:

In November, 2004 Grantsville City, Tooele City, Tooele County, and WFRC signed an interlocal agreement establishing the Tooele Valley Rural Planning Organization (RPO) in order to cooperatively plan transportation system improvements and priorities. UDOT originally provided most of the funding for the work by WFRC staff to assist these local jurisdictions in developing these plans and priorities. Local governments now entirely fund the WFRC staff support. The RPO has helped facilitate UDOT and UTA consultation with local officials.

The Tooele Valley Regional Long Range Transportation Plan was completed in 2006. This plan addresses highway and transit capacity needs and also contains recommendations related to bicycle facilities, safety, and intelligent transportation system (ITS) improvements. An extensive needs assessment was conducted, including public and elected official input. Also, several alternatives were evaluated in determining how best to serve traffic moving in and out of Tooele Valley. Phasing of transportation projects was developed and impacts were analyzed. In addition, the RPO has developed near and mid-term transportation priorities.

WORK STATEMENT:

Coordination

WFRC staff will continue to provide administrative and technical support for the Tooele Valley RPO. The RPO will meet about six times a year. The local governments, UDOT, UTA, and WFRC staff will raise and discuss transportation issues of importance to the Tooele Valley. WFRC staff will continue to work with UDOT in facilitating the RPO's participation in the CMAQ funding process.

Long Range Plan

The WFRC staff will work with the RPO to update the Tooele Valley Regional Long Range Transportation Plan to reflect the outcome of recent environmental studies and other updated highway, transit and bicycle plans. WFRC will provide support to the RPO as funding opportunities are considered or implemented to advance projects in the Plan, such as with the corridor preservation process. Requested support will also be given for studies of various transportation corridors and issues.

Near and Mid-Term Priorities

The WFRC staff will continue to gather information and evaluate it with the RPO in order to assist in updating near and mid-term priorities. WFRC will also help coordinate local and state efforts in moving these highway and transit projects forward. Input regarding transportation needs and plans will be sought as appropriate from the public, elected officials, local planners and engineers, environmental groups, chambers of commerce and other interest groups.

Air Quality

With the designation of portions of Tooele County as non-attainment for PM 2.5, WFRC staff will continue to assist the RPO as necessary in order to allow regionally significant projects to move forward. This will involve analyzing transportation plans to ensure conformity with the State Implementation Plan (SIP) for air quality. WFRC staff will also participate in SIP development.

RESPONSIBLE AGENCIES:

WFRC, UDOT, UTA

LEVEL OF EFFORT FY 2015:

Agency	Months	Non-Federal	Total
WFRC			

- NOTE: Level of Effort in FY 2015 will be funded with carry forward from FY 2014. Exact amount not yet known.

LEVEL OF EFFORT FY 2016:

Agency	Months	Non-Federal	Total
WFRC	0.65	7,991	7,991

H. PUBLIC INVOLVEMENT

OBJECTIVES:

To provide early and on-going two-way communication with 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 and other issues.

To comply with the public involvement provisions of the Moving Ahead for Progress in the 21st Century (MAP-21) 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 (including Hispanic) 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
- Documentation of all public involvement efforts

BACKGROUND:

One of the requirements of the Moving Ahead for Progress in the 21st Century (MAP-21) is to provide an opportunity for public comment and input on the Transportation Improvement Program (TIP) and the Regional Transportation Plan (RTP). The metropolitan transportation planning process needs to address the concerns of individuals, groups, public/private agencies and transportation providers. The process also needs to provide for the dissemination of current information and meeting notices, complete public access to key decisions, and public involvement in plan development processes. Citizen and agency comments on plan proposals must be documented, evaluated and appropriate responses made.

UDOT and UTA also have very active public involvement processes that utilize large mailing lists, flyers on buses, press releases and direct coordination with community leaders. WFRC, UDOT and UTA each maintain current information on planning and environmental studies and other products on their web sites or make it available through links to other websites.

WFRC representatives routinely attend and display Regional Transportation Plan and Transportation Improvement Program information and maps at UTA and UDOT open houses which are held throughout the region. UDOT and UTA representatives generally attend WFRC open houses as well.

UTA and UDOT projects are also given an opportunity for elected official and public review in the Transportation Improvement Program process in July of each year. Both UDOT's and UTA's websites are available for current information on major capital development projects.

WFRC established public involvement policies and procedures in 1994 and updated these most recently in early 2014. An update in 2006 was done in accordance with SAFETEA-LU requirements including input from stakeholder groups, other government agencies and interested individual members of the public. The same process was used in the 2014 update relative to MAP-21. In 2012 WFRC contracted with a qualified consultant to conduct an audit to evaluate WFRC's outreach efforts. Their recommendations as to where improvement could be made have been implemented.

WORK STATEMENT:

WFRC Public Involvement

The WFRC public involvement plan encourages early and on-going public participation and input during the development of plans, studies, projects, and programs. Public participation efforts will continue to be coordinated with UDOT, UTA and MAG. It is anticipated that these agencies will continue to disseminate jointly prepared statewide and regional brochures on the most recent Long Range Regional Transportation Plan.

The Regional Council has expanded its efforts to receive input from the public. The public involvement process focuses on a pro-active outreach program and on timely information

exchange between the Council, citizens groups, interested individuals and other public and private agencies. The Regional Council will continue this effort by identifying government agencies, private groups and individuals who have expressed an interest in the transportation planning process. The outreach efforts will include but not be limited to environmental organizations, chambers of commerce, advocates for the low income and/or disadvantaged, neighborhood associations, minority organizations, Native American groups, transit union representatives, elected officials, seniors groups, other government agencies and the general public. Special care will be taken to reach out to low income, minority groups, and the transportation disadvantaged to ascertain their unique needs.

One of the key issues will be to ensure that the input and comments received through the public involvement process are presented to the decision-makers early enough to be considered in the process. To this end, time will be taken during the discussion of the TIP, the Conformity Determination and Regional Transportation Plan at Trans Com, the Regional Growth Committee, and the Regional Council to make the members aware of feedback received from the public. The timing and process of presenting input to decision-makers will also continue to be discussed. WFRC staff will prepare responses to all comments received and provide them to Trans Com, the Regional Growth Committee, and Council members in addition to the commenter.

In the development of the Transportation Improvement Program and the Regional Transportation Plan, review drafts of the documents will be made available at the beginning of the public review process. In addition to making the documents available, public meetings will be held by the WFRC, UDOT, and UTA in conjunction with the development of the TIP and RTP.

The WFRC public communications process will include methods such as the preparation and dissemination of brochures and development of the Council's web site. The web site will be regularly updated and will include information on specific projects, environmental studies, meeting minutes and agendas, the TIP, the RTP, the Wasatch Choice for 2040 Vision, socioeconomic data, and the current membership of the Council, among other topics. WFRC is also using other electronic communications outlets such as Facebook.

WFRC staff will continue to maintain close relations with news media representatives. Coverage, especially in local newspapers, has been good. Nevertheless, relationships with media representatives need to be continually nurtured in order to ensure continued accurate and thorough coverage.

The WFRC public communications process is regularly reviewed with written evaluations and improved where needed to include the development of performance measures. These periodic evaluations include surveys of stakeholders and general members of the public regarding how public involvement efforts may be improved. WFRC will also coordinate with UDOT and UTA planning departments to determine what statewide public involvement efforts have been most successful and will look to incorporate those in its process.

The WFRC staff will continue to participate in a variety of public meetings, including public hearings on specific projects, and local open houses on specific transportation issues.

These meetings will provide another opportunity to inform and gather input from the public on regional plans and programs. WFRC staff will also actively seek out opportunities to make presentations to interested groups and organizations and actively participate with them on transportation-related matters.

The WFRC will keep a log of all public involvement events and comments to document these efforts.

Should the U.S. Congress approve a new transportation re-authorization bill with new or different public involvement requirements, appropriate adjustments in WFRC policies and practices will be made.

WFRC has retained a consultant to advise the agency in its public involvement efforts.

UTA Public Involvement

Public hearings and workshops will be held by UTA as needed for project and environmental studies, grant applications, transit service changes and fare changes. Open houses have been an effective means to provide information to the public and several are held during the planning and development of projects. Information on service and fare changes and capital projects is available on UTA’s website at rideuta.com. The public may submit their comments on the website also. Hearings/open houses are advertised in newspapers of general circulation, including a newspaper serving Hispanic populations, and direct mail notices are sent to an extensive mailing list of city and county officials, interested citizens, agencies, senior centers, libraries, agencies serving various ethnic populations, universities, media, and private transportation providers.

RESPONSIBLE AGENCY:

WFRC, UDOT, UTA

LEVEL OF EFFORT FY 2015:

Agency	Months	Federal - CPG	FTA Section 5307	UTA Project Funds	Non-Federal	Total
WFRC	20.25	223,859			16,256	240,115
Consultant		33,563			2,437	36,000
UTA	20		10,000	100,000	3,750	113,750

LEVEL OF EFFORT FY 2016:

Agency	Months	Federal-CPG	FTA Section 5307	UTA Project Funds	Non-Federal	Total
WFRC	20.5	239,004			17,355	256,359
Consultant		35,241			2,559	37,800
UTA	20		10,000	100,000	3,750	113,750

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 housing, community and economic development activities
- To improve and maintain infrastructure and 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 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 each county Council of Governments and local elected officials in order to familiarize and inform them of program requirements and their 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 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

BACKGROUND:

For a number of years, the Wasatch Front Regional Council has been a connecting link between the Utah Division of Housing and Community Development (HCD) and communities seeking assistance through the small cities CDBG program. Eligible communities within Weber, Tooele, and Morgan counties are benefitting from the CDBG program with assistance from the Wasatch Front Regional Council.

WORK STATEMENT:

The WFRC will follow the annual schedule outlined below in administering the CDBG program.

July - August:

- July 1st brings about a new program year

September - October:

- Work commences on the regional Consolidated Plan
- Regional goals and objectives are identified to help determine funding priorities
- Rating and ranking criteria are revised and adopted by the Regional Review Committee (RRC)
- How-to-apply workshops are announced and held
- The draft consolidated plan will be promulgated for public comment and eventual adoption

November - December:

- Capital investment plans are garnered from each city and county
- WFRC works to ensure all applications are complete

January - February:

- Online applications due to State Housing and Community Development Division in Webgrants software program
- The RRC ranks and rates applications to determine funding levels

March - April:

- Consolidated plan goes through a final review period and is turned into HCD
- Grantees attend the grantee workshop
- Final applications are prepared with assistance from WFRC

May - June:

- Work begins on the consolidated plan update
- Work commences on the Rating and Ranking Criteria

RESPONSIBLE AGENCIES:

WFRC, Utah Division of Housing and Community Development,
Jurisdictions that make up the small cities program in the Wasatch Front

LEVEL OF EFFORT FY 2015:

Agency	Months	CDBG	Non-federal	Total
WFRC	4.05	36,074	1,387	37,461

LEVEL OF EFFORT FY 2016:

Agency	Months	CDBG	Non-federal	Total
WFRC	3.8	35,689	1,467	37,156

I.2 ECONOMIC DEVELOPMENT

OBJECTIVES:

- To receive designation from the Economic Development Administration (EDA) as an Economic Development District (EDD), so that the region is eligible for EDA funding
- To update a Comprehensive Economic Development Strategy (CEDS) Plan that will bring together public and private sectors to create an economic roadmap to diversify and strengthen regional economies
- To integrate economic development plans, programs and activities with the transportation planning process and with the Wasatch Choice for 2040 Vision

ANTICIPATED PRODUCTS:

- An Economic Development District
- A Comprehensive Economic Development Strategies Plan
- A CEDS Strategy Committee

BACKGROUND:

Presently the WFRC is the only region in Utah not eligible for funding from the US Economic Development Administration. With the creation of a regional economic development district, the five counties in the WFRC region become eligible to apply for EDA funding.

The primary objectives of this work are 1) for the Wasatch Front Economic Development District to seek designation from EDA. District designation allows for the WFEDD to apply for planning grants from EDA to further regional economic activities and coordinate economic plans; and 2) update a Comprehensive Economic Development Strategy as required by EDA. As the Association of Governments for this five county region, WFRC, directed by local elected officials, is in a uniquely qualified position to complete the CEDS for the region.

The CEDS identifies and describes current and potential economic strengths, weaknesses, opportunities, and challenges. It also identifies a regional vision, goals, and objectives, constraints to those goals and objectives, priority programs and projects for implementation, action plans to achieve priority programs and projects, and outlines the standards for an annual evaluation and process for updating the CEDS as described in the EDA CEDS guidelines. Except for assistance from statewide agencies there is currently little coordination between local agencies. A regional CEDS can identify sub-areas in the region that are eligible for EDA funding, coordinate and share economic strengths or needs in each county, identify federal funding for transportation and utilities needed by industrial parks, forecast economic opportunities and new types of business and industry sets.

WFRC staff are currently working with EDA in order to receive EDA designation. Economic development is a key component of a sustainable community and of the Wasatch Choice

for 2040 Vision. The EDD and the CEDS will work closely with the activities related to the Vision.

WORK STATEMENT:

The WFRC will continue to ensure that the District receives designation from EDA. WFRC will continue to update the region's CEDS in order to ensure all eligible entities have the opportunity to apply for EDA funds. WFRC will work to incorporate economic development activities into other aspects and initiatives within WFRC.

LEVEL OF EFFORT FY 2015:

Agency	Months	EDA	Non-federal	Total
WFRC	6.25	33,347	22,231	55,578

LEVEL OF EFFORT FY 2016:

Agency	Months	EDA	Non-federal	Total
WFRC	5.9	33,194	22,129	55,323

J. SALT LAKE COUNTY COUNCIL OF GOVERNMENTS

OBJECTIVES:

To support the Salt Lake County Council of Governments (COG) in its 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
- 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 SLC to assist in services to the homeless.

BACKGROUND:

The Council of Governments Executive Committee was created in 1967 and is made up of all mayors in the county and as well as an additional council representative from each city of the first class. Salt Lake County also has two council members who are COG members.

The COG provides a forum for discussion and study of issues; promotes a spirit of cooperation among all governmental entities within Salt Lake County; achieves advantages and economies through cooperative action which cannot be achieved individually; serves as a reviewing and policy making body; and promotes the development of comprehensive plans for proper growth and development of the county, including the coordination, administration and operation of planning programs and studies. Applications for corridor

preservation projects are recommended to the County Council from this body. The Intergovernmental Coordinator of the Salt Lake COG works from the WFRC office.

WORK STATEMENT:

Specific committee activities are ongoing and will include preparing agendas and minutes for committee meetings, holding regular meetings, and communication with committee members on an individual basis. Three subcommittees also meet regularly: Grants Coordination Committee, Association of Municipal Councils and Public Works. All can make recommendations to the COG and/or the WFRC.

The Public Works Committee reviews corridor preservation applications for Local Transportation Corridor Preservation Funds and makes recommendations to the COG. COG recommends corridor preservation applications to the County Council for ratification. All applications are prioritized by an established process and presented to the Public Works Committee.

The Intergovernmental Coordinator’s attendance is requested at committees commissioned by the COG, such as the Long Range Plan Committee for the Chronically Homeless and the Community Development Block Grant Coordinating Committee. The Coordinator is also a member of the Utah State Corridor Preservation Advisory Committee. The Coordinator acts as a liaison between these committees and the COG.

An annual proposed budget will be prepared and presented to the COG.

The Intergovernmental Coordinator plans and executes at least yearly or as needed, a combined meeting of the city mayors and the Salt Lake County Council to prioritize a list of transportation projects to be funded by the Local Transportation Corridor Preservation fund, with revenues derived from a \$10 vehicle registration fee of which 30% goes to the corridor preservation fund.

RESPONSIBLE AGENCIES:

Salt Lake County Council of Governments

LEVEL OF EFFORT FY 2015:

Agency	Months	Non-Federal	Total
SL Co COG	3.50	37,013	37,013

LEVEL OF EFFORT FY 2016:

Agency	Months	Non-Federal	Total
SL Co COG	3.25	36,167	36,167

LIST OF ACRONYMS:

AA	Alternatives Analysis
ACS	American Community Survey
ADA	Americans with Disabilities Act
AGRC	State Automated Geographic Reference Center
APC	Automated Passenger Counting
ATMS	Advanced Traffic Management System
AVL	Automated Vehicle Location
BEBR	Bureau of Economic and Business Research
BMS	Bridge Management System
BRT	Bus Rapid Transit
CAT	Committee on Accessible Transportation
CDBG	Community Development Block Grant
CEDS	Comprehensive Economic Development Strategy
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Process
CO ₂	Carbon Dioxide
COG	Council of Governments – Counties
CPG	Consolidated Planning Grant
DAQ	Division of Air Quality
DBE	Disadvantaged Business Enterprise
DCED	Department of Community and Economic Development
DEIS	Draft Environmental Impact Statement
DESHS	Department of Emergency Services and Homeland Security
DMU	Diesel Multiple Unit
DSPD	State Division of Services for People with Disabilities
EA	Environmental Assessment
EDA	Economic Development Administration
EDD	Economic Development District
EDMS	Electronic Document Management System
EEO	Equal Employment Opportunity
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
ESR	Environmental Study Report
ET+	Envision Tomorrow Plus
FAA	Federal Aviation Administration
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration
GIS	Geographic Information System
GOPB	Governor's Office of Planning and Budget
GPS	Global Positioning System
HAFB	Hill Air Force Base

ACRONYMS CONTINUED:

HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
HUD	U.S. Department of Housing and Urban Development
ISTEA	Intermodal Surface Transportation Efficiency Act
IT	Information Technology
ICT	Interagency Consultation Team
ITS	Intelligent Transportation System
JARC	Job Access and Reverse Commute
JPAC	Joint Policy Advisory Committee
LPA	Locally Preferred Alternative
LRT	Light Rail Transit
LTAP	Local Technical Assistance Program
MAG	Mountainland Association of Governments
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Protection Agency
NO _x	Oxides of Nitrogen
NTD	National Transit Database
OATS	Ogden-Layton Area Transportation Technical Subcommittee
PE	Preliminary Engineering – FTA
PMS	Pavement Management System
PM ₁₀	Particulate Matter < 10 microns
PM _{2.5}	Particulate Matter < 2.5 microns
RCC	Regional Coordinating Council
RCR	Regional Commuter Rail
RFP	Request for Proposals
RFQ	Request for Qualifications
RGC	Regional Growth Committee
ROD	Record of Decision
ROW	Right-of-Way
RPO	Rural Planning Organization
RTP	Regional Transportation Plan
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SIP	State Air Quality Implementation Plan
SLATS	Salt Lake Area Transportation Technical Subcommittee
SLC	Salt Lake City
SOV	Single Occupant Vehicle
SPWP	Statewide Planning Work Program
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
TAZ	Traffic Analysis Zone
TCM	Traffic Control Measure
TDM	Transportation Demand Management
TDP	Transit Development Program

ACRONYMS CONTINUED:

TEA-21	Transportation Equity Act for the 21 st Century
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TOD	Transit-Oriented Development
Trans Com	Transportation Coordinating Committee
TSM	Transportation System Management
UAM	Urban Airshed Model
UCATS	Utah Collaborative Active Transportation Study
UCSP	Utah Comprehensive Safety Plan
UDOT	Utah Department of Transportation
UPWP	Unified Planning Work Program
UrbanSim	Urban Simulation Land Use Model
USDOT	U.S. Department of Transportation
USRP	Utah State Rail Plan
UTA	Utah Transit Authority
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
WC2040	Wasatch Choice for 2040
WFRC	Wasatch Front Regional Council
WSU	Weber State University

**UNIFIED PLANNING WORK PROGRAM
FINANCIAL CHARTS AND TABLES**

LEVEL OF EFFORT (PERSON MONTHS) BY RESPONSIBLE AGENCY FY 2015:

Section	Title	UTA	WFRC	Total
A.1	WFRC Administration		25.75	25.75
A.2	UDOT			
A.3	UTA Administration	3.00		3.00
B.1	UTA Transit Planning	75.00		75.00
B.2	Mobility Management	21.00	12.50	33.50
C.1	Long Range Transportation Plan	4.50	54.50	59.00
C.2	Growth Planning	2.50	7.20	9.70
C.3	Planning Support to Local Governments	4.50	17.50	22.00
D.1	Management Systems	2.50	3.00	5.50
D.2.	Plan Refinement and Special Studies	80.00	13.00	93.00
D.3	Transportation Improvement Program	2.00	20.00	22.00
E.1	UDOT Environmental Studies		4.00	4.00
E.2	UTA Environmental Studies	20.00	2.00	22.00
F	Travel Forecasting	3.00	41.50	44.50
G.1	Air Quality Analysis and Coordination	1.00	10.00	11.00
G.2	Data Collection and Analysis		10.00	10.00
G.3	GIS and Database Management	1.50	19.00	20.50
G.4	Technical Support to Local Governments	3.50	3.00	6.50
G.5	Tooele Valley RPO			
H	Public Involvement	20.00	20.25	40.25
I.1	CDBG Program		4.05	4.05
I.2	Economic Development		6.25	6.25
J	Salt Lake Co. COG		3.50	3.50
Total		244.00	277.00	521.50

LEVEL OF EFFORT (PERSON MONTHS) BY RESPONSIBLE AGENCY FY 2016:

Section	Title	UTA	WFRC	TOTAL
A.1	WFRC Administration		25.75	25.75
A.2	UDOT			
A.3	UTA Administration	3.00		3.00
B.1	UTA Transit Planning	68.00		68.00
B.2	Mobility Management	21.00	12.50	33.50
C.1	Regional Transportation Plan	4.50	55.90	60.40
C.2	Growth Planning	2.50	7.80	10.30
C.3	Planning Support to Local Governments	4.50	15.75	20.25
D.1	Management Systems	2.50	3.00	5.50
D.2.	Plan Refinement and Special Studies	80.00	13.00	93.00
D.3	Transportation Improvement Program	2.00	20.00	22.00
E.1	UDOT Environmental Studies		4.00	4.00
E.2	UTA Environmental Studies	20.00	2.00	22.00
F	Travel Forecasting	3.00	41.50	44.50
G.1	Air Quality Analysis and Coordination	1.50	10.00	11.50
G.2	Data Collection and Analysis		10.00	10.00
G.3	GIS and Database Management	1.50	19.00	20.50
G.4	Technical Support to Local Governments	3.50	2.70	6.20
G.5	Tooele Valley RPO		0.65	0.65
H	Public Involvement	20.00	20.50	40.50
I.1	CDBG Program		3.80	3.80
I.2	Economic Development		5.90	5.90
J	Salt Lake Co. COG		3.25	
Total		237.50	277.00	514.50

FUNDING BY RESPONSIBLE AGENCY FY 2015:

Section	Title	UTA	WFRC	TOTAL
A.1	WFRC Administration		1,036,962	1,036,962
A.2	UDOT			-
A.3	UTA Administration	20,000		20,000
B.1	UTA Transit Planning	605,000		605,000
B.2	Mobility Management	137,500	107,499	244,999
C.1	Regional Transportation Plan	31,250	502,199	533,449
C.2	Growth Planning	15,620	89,000	104,620
C.3	Planning Support to Local Governments	31,250	596,417	627,667
D.1	Management Systems	12,500	35,370	47,870
D.2.	Plan Refinement and Special Studies	891,133	239,348	1,130,481
D.3	Transportation Improvement Program	17,500	224,879	242,379
E.1	UDOT Environmental Studies		44,604	44,604
E.2	UTA Environmental Studies	250,000	23,289	273,289
F	Travel Forecasting	25,000	545,194	570,194
G.1	Air Quality Analysis and Coordination	5,625	113,277	118,902
G.2	Data Collection and Analysis		90,175	90,175
G.3	GIS and Database Management	7,500	133,069	140,569
G.4	Technical Support to Local Governments	22,500	27,676	50,176
G.5	Tooele Valley RPO			-
H	Public Involvement	113,750	276,116	383,866
I.1	CDBG Program		37,461	37,461
I.2	Economic Development		55,578	55,578
J	Salt Lake Co, COG		37,013	37,013
Total		2,186,128	4,215,127	6,401,255

FUNDING BY RESPONSIBLE AGENCY FY 2016:

Section	Title	UTA	WFRC	TOTAL
A.1	WFRC Administration		1,054,029	1,054,029
A.2	UDOT			-
A.3	UTA Administration	20,000		20,000
B.1	UTA Transit Planning	420,000		420,000
B.2	Mobility Management	144,375	113,457	257,832
C.1	Regional Transportation Plan	31,250	542,716	573,966
C.2	Growth Planning	15,620	99,769	115,389
C.3	Planning Support to Local Governments	31,250	610,095	641,345
D.1	Management Systems	12,500	37,334	49,834
D.2.	Plan Refinement and Special Studies	891,131	252,082	1,143,213
D.3	Transportation Improvement Program	17,500	237,404	254,904
E.1	UDOT Environmental Studies		47,077	47,077
E.2	UTA Environmental Studies	250,000	24,583	274,583
F	Travel Forecasting	25,000	574,530	599,530
G.1	Air Quality Analysis and Coordination	6,875	119,591	126,466
G.2	Data Collection and Analysis		95,262	95,262
G.3	GIS and Database Management	7,500	140,425	147,925
G.4	Technical Support to Local Governments	22,500	25,123	47,623
G.5	Tooele Valley RPO		7,991	7,991
H	Public Involvement	113,750	294,159	407,909
I.1	CDBG Program		37,156	37,156
I.2	Economic Development		55,323	55,323
J	Salt Lake Co, COG		36,167	36,167
	Total	2,009,251	4,404,273	6,413,524

WFRC SUMMARY OF DIRECT NON-SALARY COSTS FY 2015:

Travel	46,824
Training	27,054
Rent	19,848
Building Operating Costs	12,624
Telephone/Data	21,495
Printing & Publications	26,491
Dues & Subscriptions	13,829
Supplies & Software	48,962
Equipment Rental	10,982
Carry Forward 2016	24,234
TOTAL:	252,343

WFRC SUMMARY OF DIRECT NON-SALARY COSTS FY 2016:

Travel	49,823
Training	28,406
Rent	19,848
Building Operating Costs	13,255
Telephone/Data	22,569
Printing & Publications	19,291
Dues & Subscriptions	14,520
Supplies & Software	51,410
Equipment Rental	11,531
TOTAL:	230,653

WFRC INDIRECT COST BUDGET FY 2015:

Salary & Fringe	351,322
Training	4,925
Rent	70,825
Building Operating Costs	45,038
Telephone/Data	15,094
Supplies/Software	30,081
Equipment Rent	18,726
Equipment Maintenance	30,770
Legal	3,000
Audit & Accounting	16,889
Insurance	13,542
TOTAL:	600,212

WFRC INDIRECT COST BUDGET FY 2016:

Salary & Fringe	370,900
Training	5,165
Rent	70,825
Building Operating Costs	47,290
Telephone/Data	15,849
Supplies/Software	31,585
Equipment Rent	19,662
Equipment Maintenance	32,308
Legal	3,150
Audit & Accounting	17,734
Insurance	14,219
TOTAL:	628,687

WFRC INDIRECT COST ALLOCATION FY 2015:

Program	Months	Percent	Costs
Consolidated Planning Grant	228.20	82.38	494,471
Transit Support UTA 5303	6.00	2.17	13,001
Salt Lake County COG	3.50	1.26	7,584
Mobility Management	12.50	4.51	27,085
CDBG	4.05	1.46	8,776
Economic Development	6.25	2.26	13,543
Corridor Preservation	.50	.18	1,083
Local Plan Resource	16.00	5.78	34,669
Total	277		600,212

WFRC INDIRECT COST ALLOCATION FY 2016:

Program	Months	Percent	Costs
Consolidated Planning Grant	230.45	83.19	523,035
Transit Support UTA 5303	5.70	2.06	12,937
Tooele Valley RPO	.65	.23	1,475
Salt Lake County COG	3.25	1.17	7,376
CDBG	3.80	1.37	8,625
Economic Development	5.90	2.13	13,392
Mobility Management	12.50	4.51	28,370
Corridor Preservation	.50	.18	1,135
Local Planning Resource	14.25	5.14	32,342
Total	277		628,687

WASATCH FRONT REGIONAL COUNCIL
UNIFIED PLANNING WORK PROGRAM FY 2015
FUNDING SOURCE BY TASK*

	Admin	Mobility	FTP	Growth	Corridor	Local Govt	Local Govt	Local Plan	Trans Mgmt	Plan Refine	TIP	UDOT Enviro	UTA Enviro	5303	Forecasting	MAG	Air	Data	GIS	Tech	Tooele	Public	Tooele	CIB	Economic	Salt Lake	Total	
	A1	Mgmt	C1	Planning	Pres	Support	Services	Resource	Systems	Spec Studies	D3	Studies	Studies	Transit Tax	F	F	Quality	Collection	Database	Support	RPO	Involvement	CDBG	I1	I2	COG		
	25.75	12.50	54.50	6.70	0.50	1.50	0.00	16.00	3.00	13.00	20.00	4.00	2.00	6.00	35.50	F	10.00	10.00	19.00	3.00	0.00	20.25	3.90	0.15	6.25	3.50		
Sources of Funds																												
CPG	812,337		468,200	77,838		12,469			32,976	223,144	209,655	41,585	21,713		394,525		105,609	84,071	124,061	25,802		257,422						2,891,405
CPG Match - Transit Sal	12,709		7,325	1,218		195			516	3,491	3,280	651	340		6,172		1,652	1,315	1,941	404		4,027						45,235
CPG Match - GOPB	19,666		11,335	1,884		302			798	5,402	5,076	1,007	526		9,551		2,557	2,035	3,003	625		6,232						70,000
CPG Match - Local	26,614		15,339	2,550		409			1,080	7,311	6,869	1,362	711		12,925		3,460	2,754	4,064	845		8,434						94,728
Tooele RPO Local																												
Transit Sales Tax	15,304													67,020														82,325
Salt Lake COG - Local	15,991																									37,013	53,004	
Tooele CDBG	13,926																						36,074				50,000	
Community Impact Boar	613																							1,387			2,000	
Economic Devel Admin	8,653																								33,347		42,000	
Econ Devel - Local matc	5,769																								22,231		28,000	
FTA - JARC/New Freede	26,693	85,999																									112,692	
FTA - JARC/NF Local m	6,673	21,500																									28,173	
UDOT - Corridor Preser	1,990				5,510																						7,500	
Local Contributions	24,020																										24,020	
STP - Local Planning Re	42,890							357,110																			400,000	
Local Plan Res Local Ms	3,115							25,932																			29,046	
SL County - Local Plan Resource								200,000																			200,000	
MAG - Modeling																55,000											55,000	
TOTAL	1,036,962	107,499	502,199	83,490	5,510	13,375	-	583,042	35,370	239,348	224,879	44,604	23,289	67,020	423,174	55,000	113,277	90,175	133,069	27,676	-	276,115	36,074	1,387	55,578	37,013	4,215,127	

Numbers rounded to the nearest \$1.00.

*Includes more than the Consolidate Planning Grant (CPG).

WASATCH FRONT REGIONAL COUNCIL
UNIFIED PLANNING WORK PROGRAM FY 2016
FUNDING SOURCE BY TASK*

	Admin A1	Mobility Mgmt B2	RTP C1	Growth Planning C2	Corridor Pres C2	Local Govt Support C3	Local Govt Services C3	Local Plan Resource C3	Trans Mgmt Systems D1	Plan Refine Spec Studies D2	TIP D3	UDOT Enviro Studies E1	UTA Enviro Studies E2	5303 Transit Tax F	Forecasting F	MAG Modeling F	Air Quality G1	Data Collection G2	GIS Database G2	Tech Support G4	Tooele RPO G5	Public Involvement H	Tooele CDBG H	CIB H	Economic Develp I2	Salt Lake COG J	Total	
Sources of Funds	25.75	12.50	55.90	7.30	0.50	1.50	0.00	14.25	3.00	13.00	20.00	4.00	2.00	5.70	35.80		10.00	10.00	19.00	2.70	0.65	20.50	3.65	0.15	5.90	3.25	277.00	
CPG	846,786		505,974	87,591		13,135			34,806	235,016	221,332	43,890	22,918		418,659		111,495	88,813	130,918	23,422						274,245		3,059,000
CPG Match - Transit Sales T	12,522		7,482	1,295		194			515	3,475	3,273	649	339		6,191		1,649	1,313	1,936	346						4,055		45,235
CPG Match - GOPB	19,377		11,578	2,004		301			796	5,378	5,065	1,004	524		9,580		2,551	2,032	2,906	536						6,276		70,000
CPG Match - Local	29,591		17,681	3,061		459			1,216	8,213	7,735	1,534	801		14,630		3,896	3,104	4,575	818					9,584		106,898	
Tooele RPO Local	2,009																				7,991						10,000	
Transit Sales Tax	13,095													67,720													80,815	
Salt Lake COG - Local	16,837																										36,167	
Tooele CDBG	14,311																					35,689					50,000	
Community Impact Board	533																						1,467				2,000	
Economic Devel Admin	8,806																								33,194		42,000	
Econ Devel - Local match	5,871																								22,129		28,000	
FTA - JARC/New Freedom	27,965	90,766																									118,731	
FTA - JARC/NF Local match	6,991	22,691																									29,683	
UDOT - Corridor Preservation	1,682				5,818																						7,500	
Local Contributions	14,612																										14,612	
STP Local Plan Resource	30,803							369,197																			400,000	
Match - Local Plan Resource	2,237							26,809																			29,046	
SLCounty Local Plan Resource								200,000																			200,000	
MAG - Modeling															57,750												57,750	
TOTAL	1,054,029	113,457	542,716	93,951	5,818	14,089	-	596,006	37,334	252,082	237,404	47,077	24,683	67,720	449,060	57,750	119,591	95,262	140,425	25,123	7,991	294,159	35,689	1,467	55,323	36,167	4,404,273	

Numbers rounded to the nearest \$1.00.

*Includes more than the Consolidate Planning Grant (CPG).