UTAH'S HEALTH IMPROVEMENT INDEX (HII)

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Wasatch Front Regional Council, Active Transportation committee Meeting
Salt Lake City, August 14, 2019

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OVERVIEW OF THE PRESENTATION

- 1. Understanding the context of the HII
  - Health disparities and health equity.
  - Equity vs. equality

- 2. The Utah's Health Improvement Index (HII)
  - Definition
  - Classification
  - Health indicators by HII group

- 3. Practical applications
  - Trajectory of health
  - How transportation affects health
  - Working at the population and community level: The role of the HII
  - How to use the HII in public and active transportation

HEALTH DISPARITIES

- **Health disparities are more than differences in health outcomes**
- The fact than some individuals or groups die sooner, or experience a disease more severely, than others is a necessary and yet insufficient condition to establish a disparity
- A disparity implies that the difference is **avoidable, unfair, and unjust**

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ARE ALL HEALTH DIFFERENCES AVOIDABLE, UNFAIR AND UNJUST?

- Skiers in Utah have more leg/arm fracture than non-skiers
- Life expectancy in men is lower than in women
- Elderly adults have a higher arthritis prevalence than younger adults
- White women are more likely to be diagnosed with breast cancer than non-White women

HOW DO WE DECIDE WHAT IS AVOIDABLE, UNFAIR, AND UNJUST?

The difference is detrimental to groups that are already disadvantaged in opportunity and/or resources.

- Skiers in Utah have more leg/arm fracture than non-skiers
- Racial/ethnic minorities in Utah have a higher uninsurance rate than non-racial/ethnic minorities

- Life expectancy in men is lower than in women
- Life expectancy in men with less than a high school diploma is lower than in men with a college degree

- Elderly adults have a higher arthritis prevalence than younger adults
- Elderly adults in Piute County have a higher arthritis prevalence than elderly adults in Salt Lake County

- White women are more likely to be diagnosed with breast cancer than non-White women
- Lower-SES women are more likely to die of breast cancer than higher-SES women

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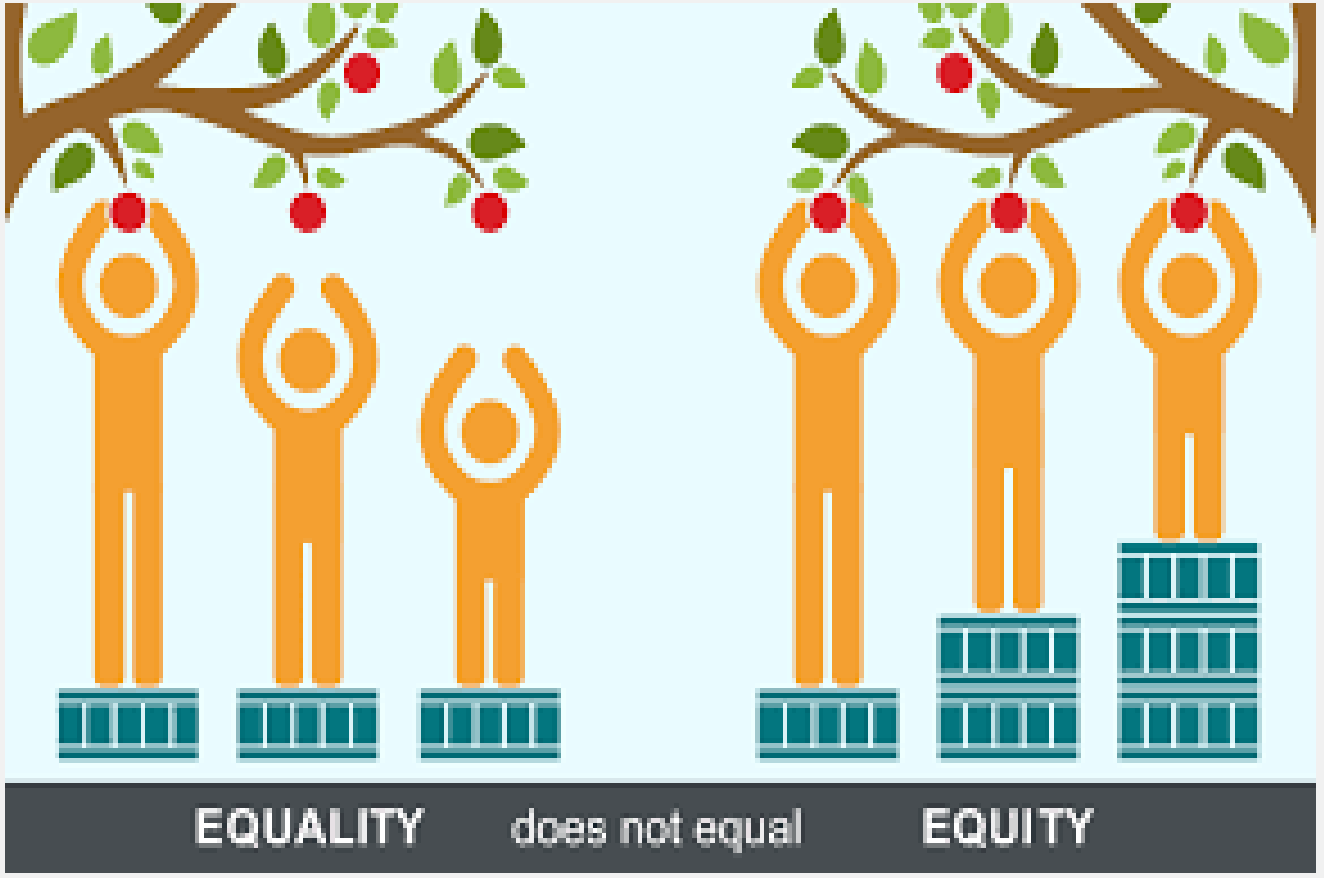
HEALTH DISPARITIES AND HEALTH EQUITY

- **HEALTH DISPARITIES** are differences in health outcomes that are closely linked to economic, socio-cultural, and environmental/geographic disadvantage.
- Health disparities are the metrics by which health equity is assessed.
- **HEALTH EQUITY** is the principle behind the commitment to pursue the highest possible standard of health for all while focusing on those with the greatest obstacles.

EQUITY VS EQUALITY

- **Equality** involves treating every individual in the same manner, regardless of their needs

- **Equity** involves treating each individual according to his or her needs



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THE UTAH'S HEALTH IMPROVEMENT INDEX **DEFINITION**

- The Utah's Health Improvement Index (HII) is a composite measure of social determinants of health by geographic area.

- It includes nine indicators that describe important aspects of demographics, socioeconomic deprivation, economic inequality, resource availability, and opportunity structure.

- The higher the value, the more need for improvement in the area.

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UTAH'S 99 SMALL AREAS

- First defined in 1997 by UDOH
- Reassessed in 2017-2018, and released in October 2018
- Defined based on ZIP Codes, local health district and county boundaries, community political boundaries, and input from local community representatives
- Range in population size from 7,400 to 89,000
- https://ibis.health.utah.gov/pdf/resource/UtahSmallAreaInfo.pdf

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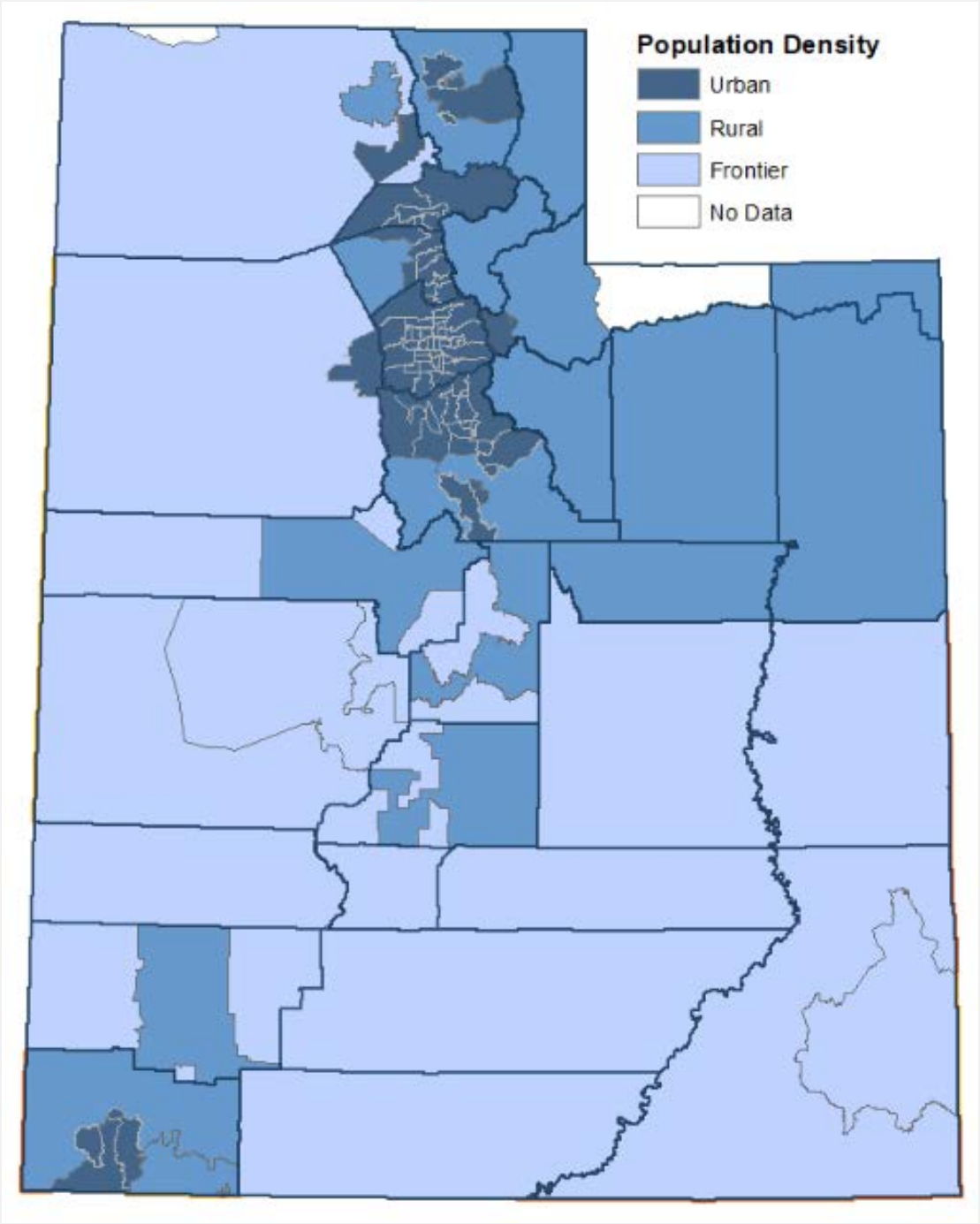

- 73 of Utah's 99 small areas are Urban
- 26 of Utah's 99 small areas are rural or frontier.

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BRFSS INDICATORS INCLUDED IN THE HII

1. Population aged ≥25 years with <9 years of education, %
2. Population aged ≥25 years with at least a high school diploma, %
3. Median family income, $
4. Income disparity
5. Owner-occupied housing units, % (home ownership rate)
6. Civilian labor force population aged ≥16 years unemployed, % (unemployment rate)
7. Families below poverty level, %
8. Population below 150% of the poverty threshold, %
9. Single-parent households with children aged <18 years, %

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SMALL AREAS CATEGORIZED AS VERY HIGH OR HIGH ARE HEALTH DISPARITIES AREAS.

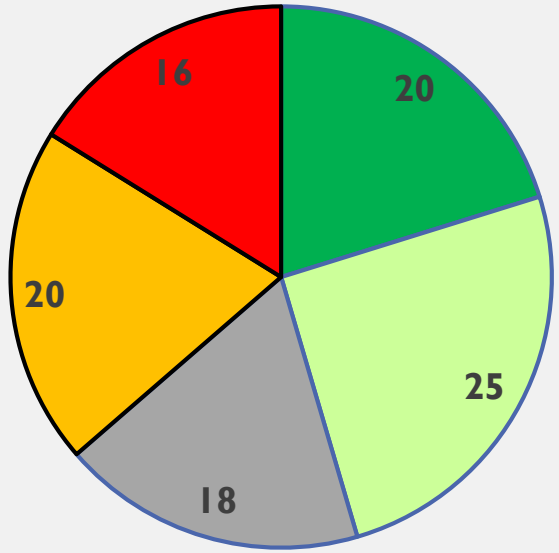
- The HII ranks from 72 to 161
- The 99 small areas are categorized in five groups

Health Disparity Areas

- Very High
- High

Adverse Health Outcome Areas

- Average
- Low
- Very Low



- The higher the index, the more improvement the area needs

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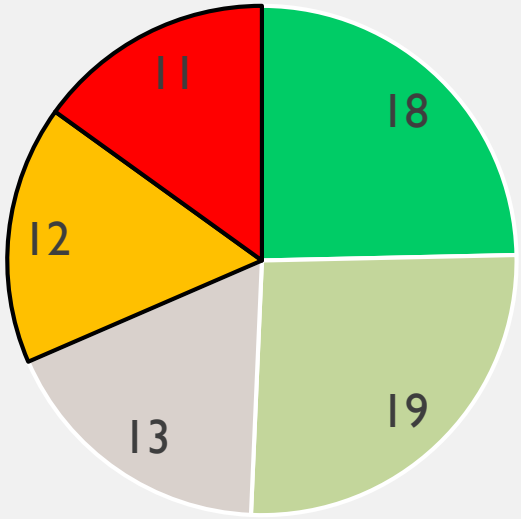
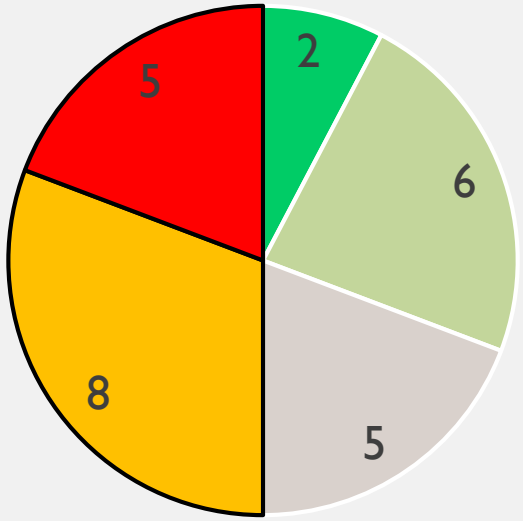
CLASSIFICATION OF SMALL AREAS IN FIVE HII GROUPS

- Very High HII >120
- High HII >105 and <=120
- Average HII >94 and <=105
- Low HII >80 and <=94
- Very Low HII <=80

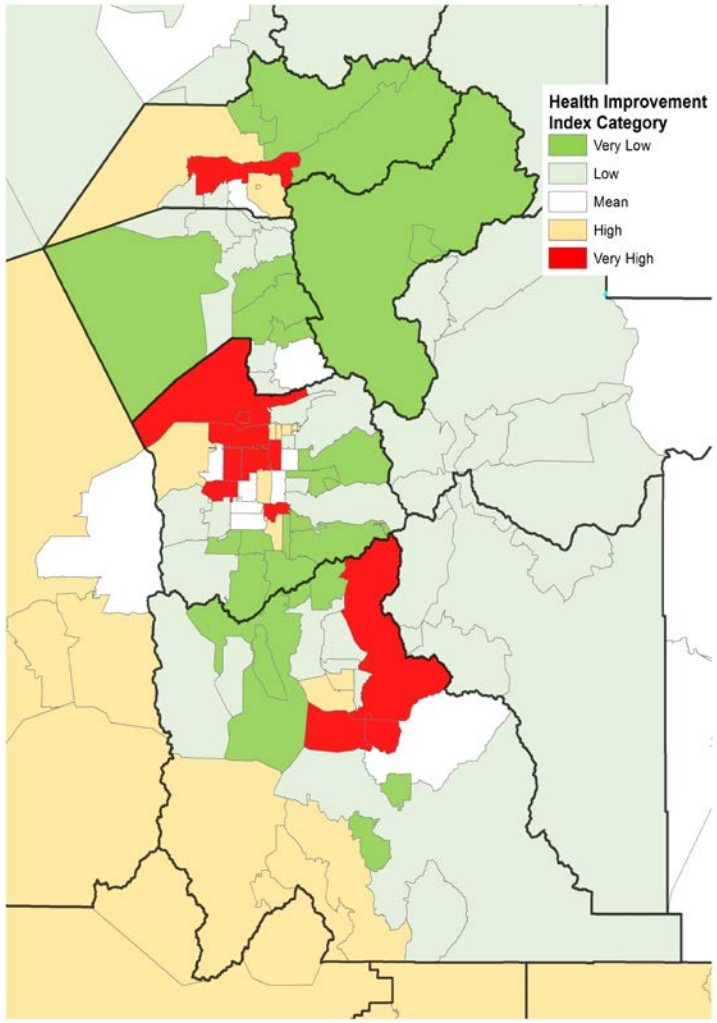
Urban Small Areas

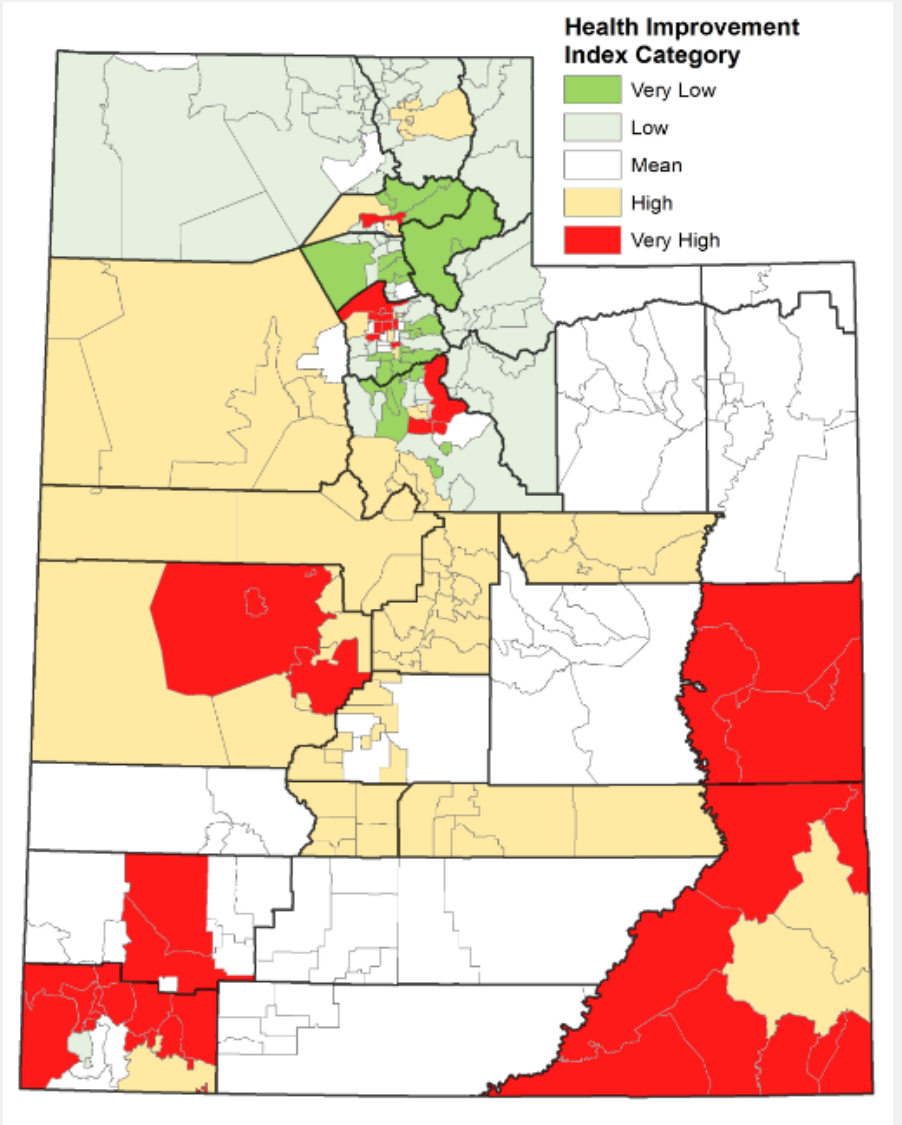


Rural/Frontier Small Areas



VERY HIGH HII AREAS WERE FOUND IN OGDEN, WEST SALT LAKE COUNTY, EAST PROVO, CENTRAL UTAH, SOUTHEAST UTAH AND SOUTHWEST UTAH.





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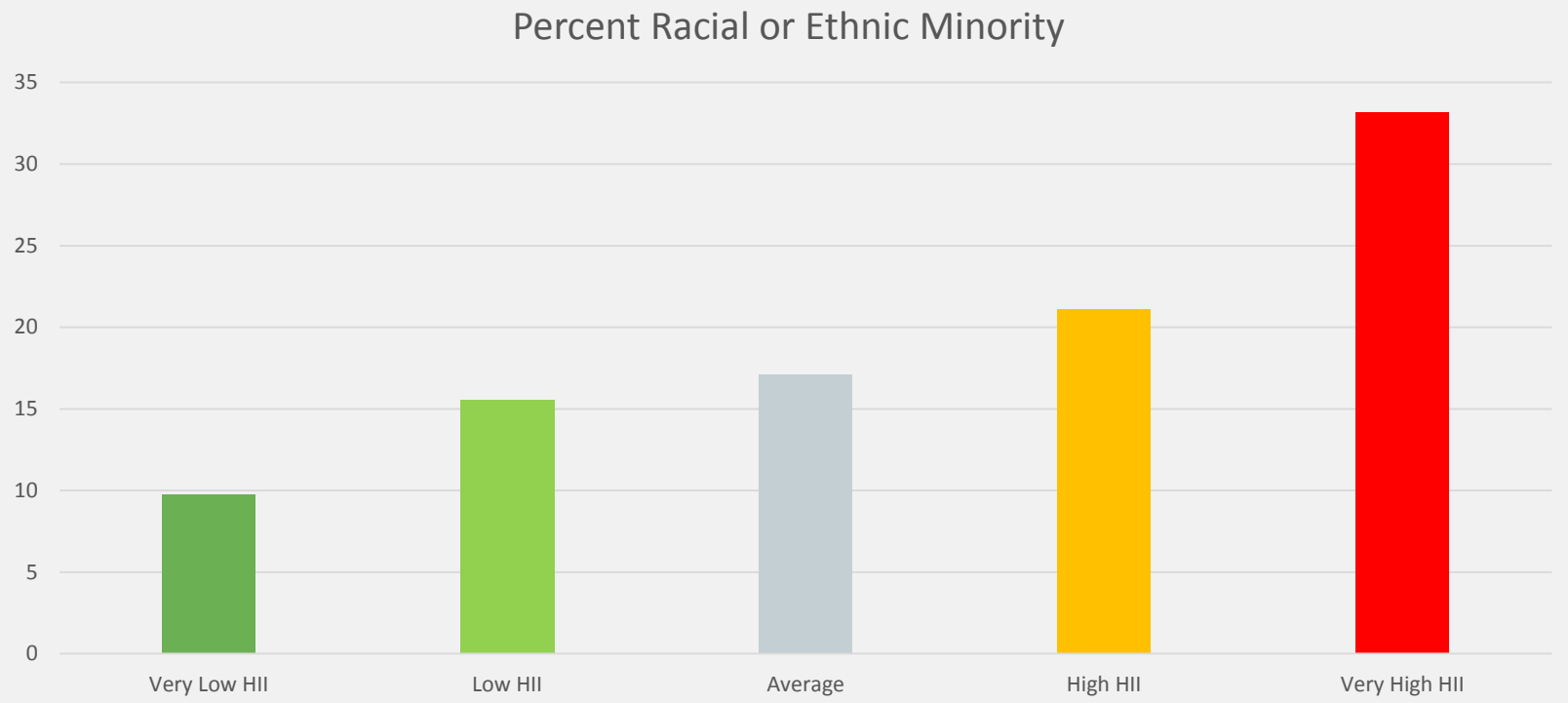
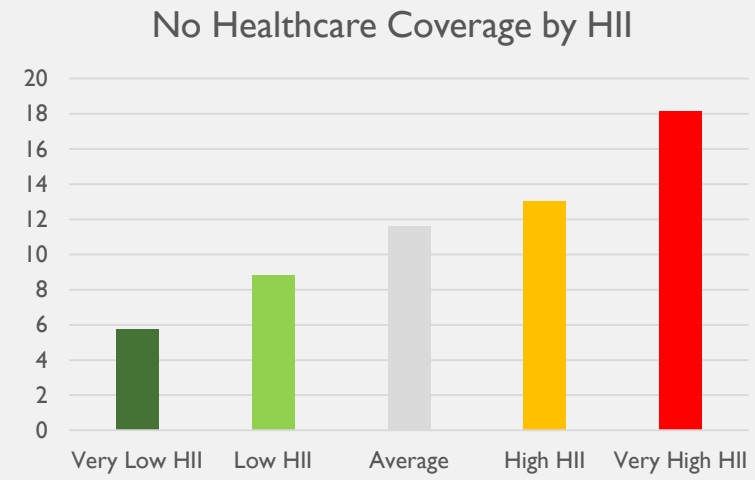
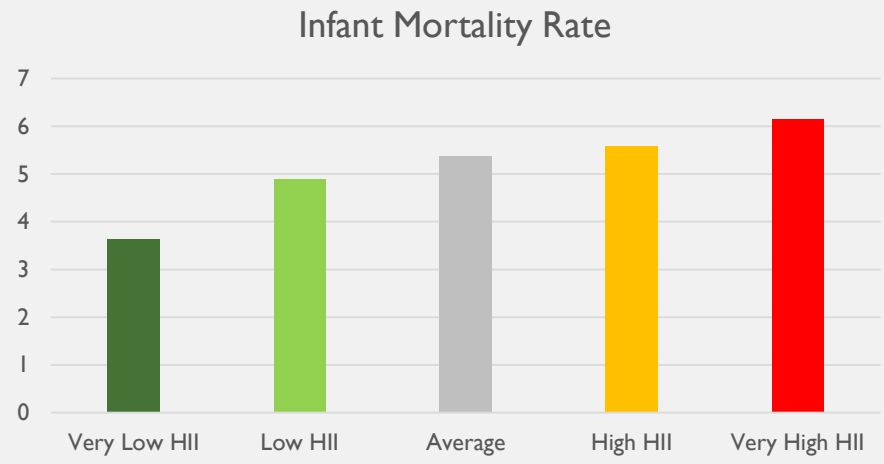
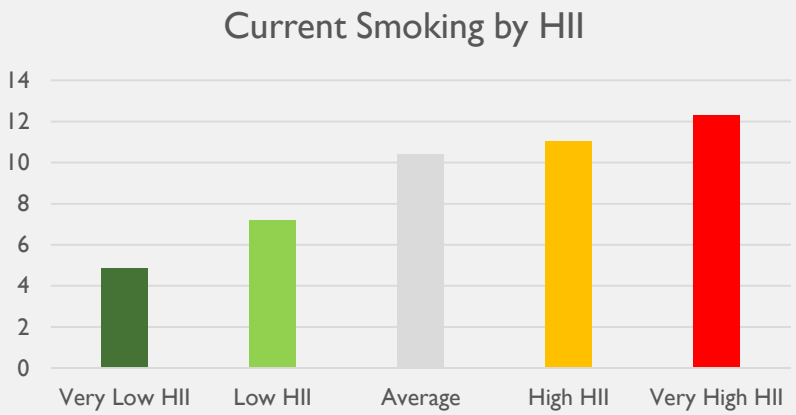
THE HII IDENTIFIES SMALL AREAS WITH HIGH NUMBERS OF RACIAL AND ETHNIC MINORITIES.

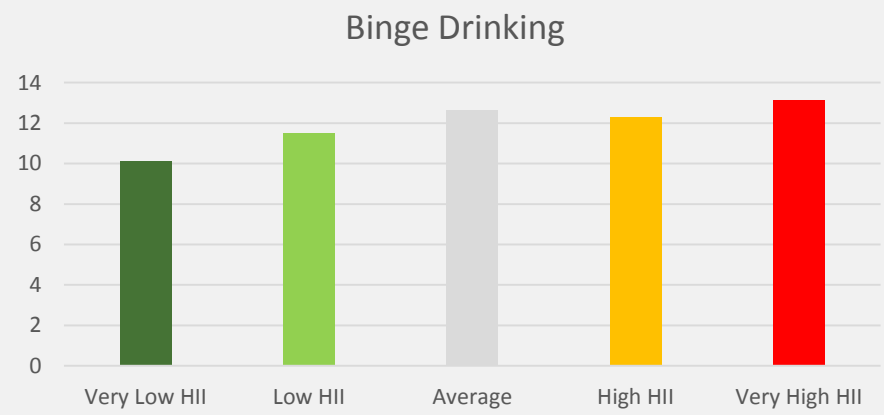


HEALTH INDICATORS BY HII GROUP









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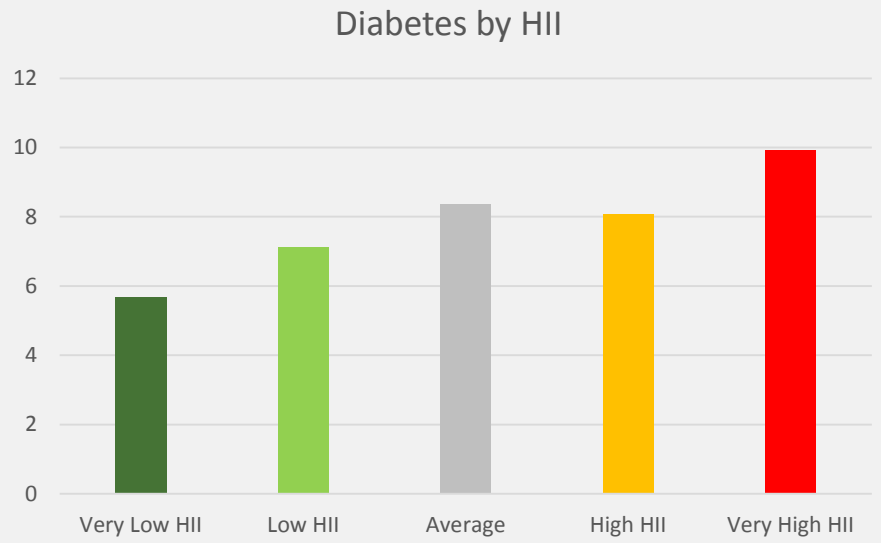

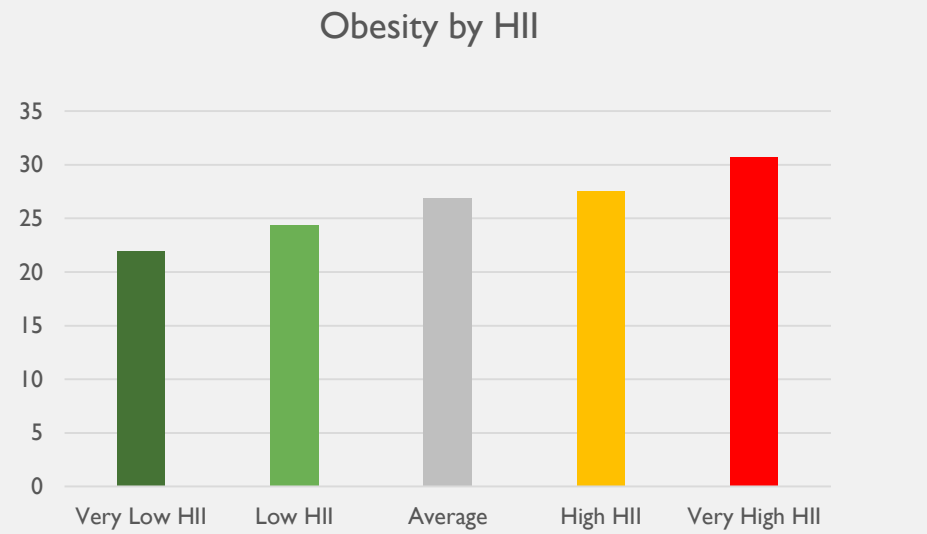

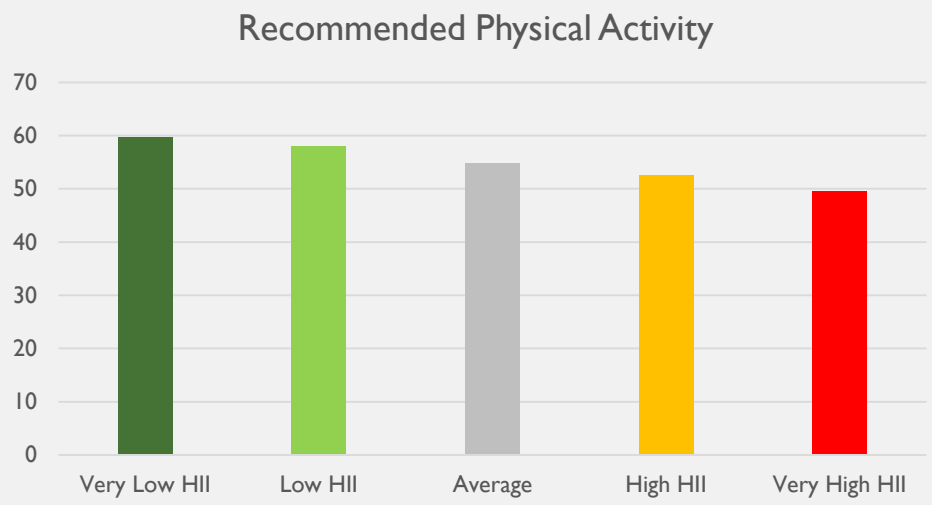

HII BY LOCAL HEALTH DISTRICT

	Utah Small Area	HII Group	Population[1] (2017)	% Racial/Ethnic Minority[2]
State of Utah	99 Small Areas	N/A	3,101,989	21.0%
Local Health District	**Utah Small Area**	**HII Group**	**Population (2017)**	**% Racial/Ethnic Minority**
Bear River LHD	Brigham City	Average	25,384	13.7%
	Box Elder County (other) V2	Low	11,858	7.05
	Tremonton	Low	16,839	15.0%
	Logan V2	Very high	57,055	18.8%
	North Logan	High	23,477	18.8%
	Cache County (Other)/Rich County (All) V2	Low	24,191	9.4%
	Hyrum	High	8,998	20.4%
	Smithfield	Low	13,225	9.0%
Weber-Morgan LHD	Ben Lomond	High	62,407	28.9%
	Weber County (East)	Very low	35,519	9.5%
	Morgan County	Very low	11,871	4.7%
	Ogden (Downtown)	Very high	39,706	32.3%
	South Ogden	High	37,963	25.9%
	Roy/Hooper	Low	47,911	20.9%
	Riverdale	Average	28,279	15.3%
Davis County LHD	Clearfield Area/Hooper	Low	72,508	22.0%

[1] Utah Department of Health, Center for Health Data and Informatics, IBIS version 2017
[2] American Community Survey (ACS) 2013-2017

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	Utah Small Area	HII Group	Population[1] (2017)	% Racial/Ethnic Minority[2]
State of Utah	99 Small Areas	N/A	3,101,989	21.0%
Local Health District	**Utah Small Area**	**HII Group**	**Population (2017)**	**% Racial/Ethnic Minority**
Davis County LHD (cont.)	Layton/South Weber	Low	83,944	20.1%
	Kaysville/Fruit Heights	Very low	38,946	6.8%
	Syracuse	Very low	29,230	11.1%
	Centerville	Very low	16,927	7.6%
	Farmington	Very low	22,414	8.6%
	North Salt Lake	Low	19,980	26.2%
	Woods Cross/West Bountiful	Low	15,631	12.3%
	Bountiful	Average	48,259	11.1%
Salt Lake County LHD	Salt Lake City (Rose Park)	Very high	36,676	64.4%
	Salt Lake City (Avenues)	Low	22,944	15.6%
	Salt Lake City (Foothill/East Bench)	Low	22,369	17.3%
	Magna	High	28,303	36.4%
	Salt Lake City (Glendale) V2	Very high	25,631	65.4%
	West Valley (Center)	Very high	52,999	51,8%
	West Valley (West) V2	Average	31,406	46.2%
	West Valley (East) V2	Very high	53,253	55.5%
	Salt Lake City (Downtown) V2	High	39,037	28.2%
	Salt Lake City (Southeast Liberty)	Low	23,793	13.5%
	South Salt Lake	Very high	27,420	44.3%
	Salt Lake City (Sugar House)	Average	33,933	18.3%
	Millcreek (South)	Very low	22,755	12.6%
	Millcreek (East)	Very low	25,138	10.6%

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State of Utah	99 Small Areas	N/A	3,101,989	21.0%
Local Health District	**Utah Small Area**	**HII Group**	**Population (2017)**	**% Racial/Ethnic Minority**
Salt Lake County LHD (cont.)	Holladay V2	Low	25,388	13.4%
	Cottonwood	Low	42,156	12.9%
	Kearns V2	Very high	41,292	40.4%
	Taylorsville (East)/Murray (West)	High	38,345	30.8%
	Taylorsville (West)	Average	40,584	*[3]
	Murray	Low	35,173	24.5%
	Midvale	Very high	31,669	34.2%
	West Jordan (Northeast) V2	Average	32,061	29.4%
	West Jordan (Southeast)	Average	38,901	28.2%
	West Jordan (West)/Copperton	Low	47,502	25.7%
	South Jordan V2	Very low	36,412	12.6%
	Daybreak	Very low	32,320	*[4]
	Sandy (West)	High	27,577	21.6%
	Sandy (Center) V2	Very low	29,731	15.1%
	Sandy (Northeast)	Very low	25,288	10.8%
	Sandy (Southeast)	Very low	30,624	11.85
	Draper	Very low	45,782	15.0%
	Riverton/Bluffdale	Very low	42,867	8.8%
	Herriman	Low	46,212	15.8%

[3] New ZIP code. Data not available.
[4] New ZIP code. Data not available.

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	Utah Small Area	HII Group	Population[1] (2017)	% Racial/Ethnic Minority[2]
State of Utah	99 Small Areas	N/A	3,101,989	21.0%
Local Health District	**Utah Small Area**	**HII Group**	**Population (2017)**	**% Racial/Ethnic Minority**
Tooele County LHD	Tooele County (Other)	High	16,470	18.7%
	Tooele Valley	Average	50,977	16.1%
Utah County LHD	Eagle Mountain/Cedar Valley	Low	32,736	12.9%
	Lehi	Very low	67,193	12.5%
	Saratoga Springs	Very low	27,058	11.0%
	American Fork	Low	48,865	10.6%
	Alpine	Very low	10,938	5.5%
	Pleasant Grove/Lindon	Low	60,088	11.8%
	Orem (North)	High	39,647	29.2%
	Orem (West)	High	35,265	24.7%
	Orem (East)	Low	23,128	15.5%
Utah County LHD (cont.)	Provo/BYU	Very high[5]	53,657	15.2%
	Provo (West City Center)	Very high	34,403	37.6%
	Provo (East City Center)	Very high	34,967	22.7%
	Salem City	Very low	9,812	6.8%
	Spanish Fork	Low	43,194	14.1%
	Springville	Average	34,240	19.8%
	Mapleton	Very low	9,889	10.7%
	Utah County (South) V2	High	13,900	16.3%

[5] Some small areas might have a high HII because of their high and transient college student population (See limitations. Page 20)

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Local Health District	**Utah Small Area**	**HII Group**	**Population (2017)**	**% Racial/Ethnic Minority**
	Payson	High	27,286	13.6%
Summit County LHD	Park City	Low	29,437	15.8%
	Summit County (East)	Low	11,676	15.2%
Wasatch County LHD	Wasatch County	Low	32,105	15.6%
TriCounty LHD	Daggett and Uintah County	Average	36,220	16.9%
	Duchesne County	Average	20,031	16.3%
Central LHD	Nephi/Mona	High	9,432	6.4%
	Delta/Fillmore	Very high	10,074	18.9%
	Sanpete Valley	High	22,136	12.7%
	Central (Other)	High	22,911	12.0%
	Richfield/Monroe/Salina	Average	15,078	6.8%
Southeast LHD	Carbon County	High	20,290	16.7%
	Emery County	Average	10,077	8.6%
	Grand County	Very high	9,677	11.4%
San Juan LHD	Blanding/Monticello	High	7,947	26.3%
	San Juan County (Other)	Very high	7,401	85.2%
Southwest LHD	St. George	Average	89,133	18.8%
	Washington County (Other) V2	Very high	10,443	4.8%
	Washington City	Average	24,937	12.0%
	Hurricane/La Verkin	High	25,783	15.2%
	Ivins/Santa Clara	Low	15,378	6.2%

	Utah Small Area	HII Group	Population[1] (2017)	% Racial/Ethnic Minority[2]
State of Utah	99 Small Areas	N/A	3,101,989	21.0%
Local Health District	**Utah Small Area**	**HII Group**	**Population (2017)**	**% Racial/Ethnic Minority**
	Cedar City	Very high[6]	45,309	15.2%
	Southwest LHD (Other)	Average	24,714	9.8%

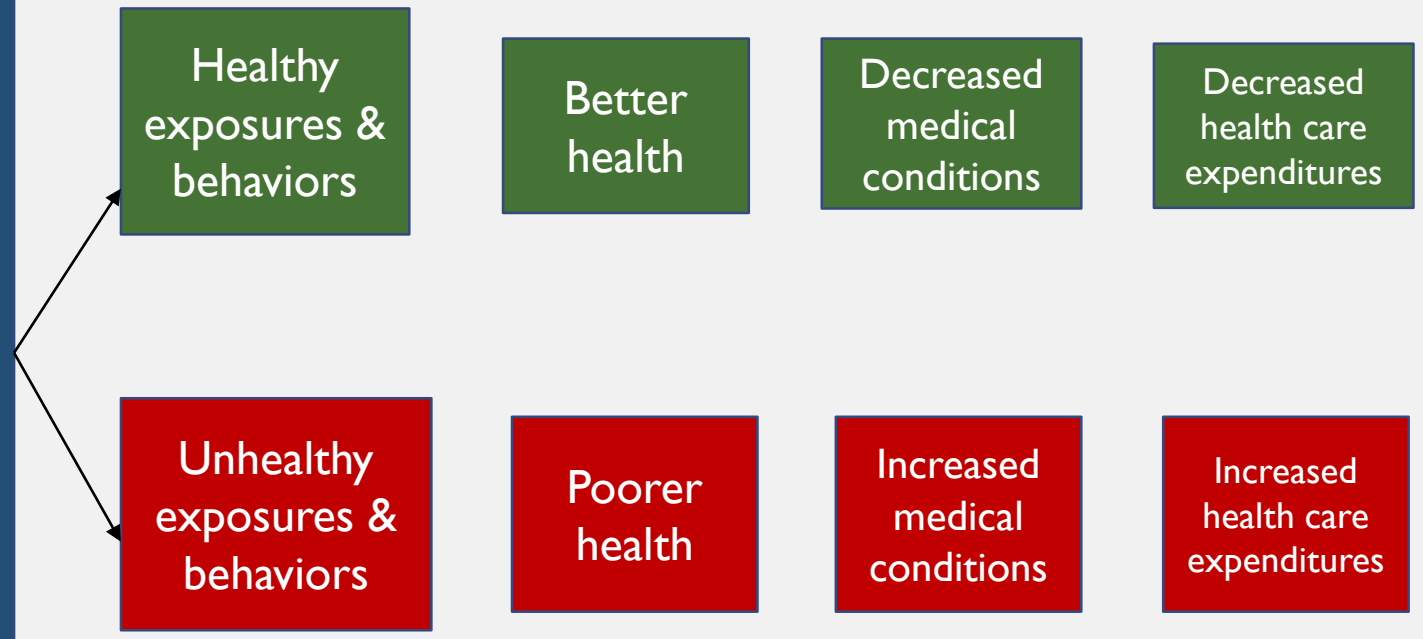
PRACTICAL APPLICATIONS

- Trajectory of health
- Addressing the SDoH
  - The role of the HII
  - The role of active transportation
- Working at the community and population level
  - The role of active transportation

TRAJECTORY OF HEALTH

SOCIAL DETERMINANTS OF HEALTH

a. Structural Drivers HII
b. Socio-cultural environment (people cluster)
c. Physical & built environment (place cluster)
c. Quality Healthcare



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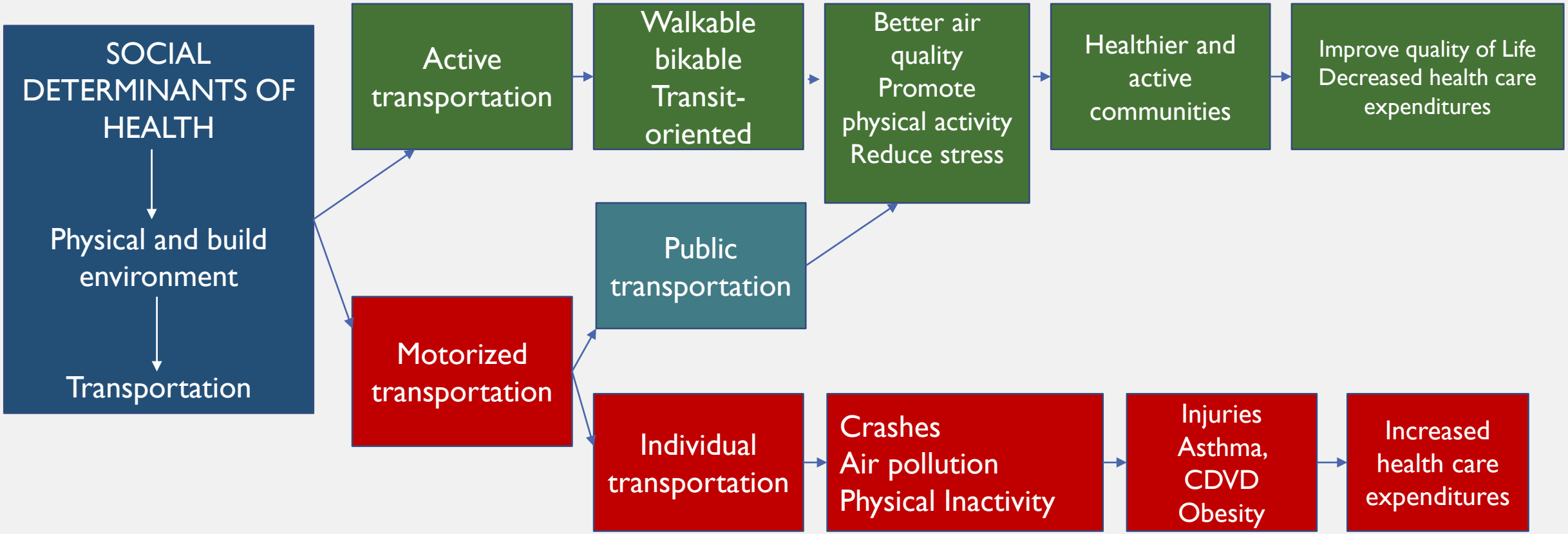
HOW DOES TRANSPORTATION AFFECT HEALTH



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ADDRESSING THE SDOH

FROM A HEALTH CARE PERSPECTIVE (INDIVIDUAL LEVEL)

- **Purpose:** To address individual health-related social needs. To reduce health harming conditions affecting individuals.
- **Target:** Limited to a small segment of the population: high utilizers of health care services, Medicaid recipients, those who are already sick.
- **Desired Outcomes**: Improve health outcomes of sick individuals, decrease consumption of medical services, and reduce health care cost.

FROM A PUBLIC HEALTH PERSPECTIVE (COMMUNITY AND POPULATION LEVEL)

HII

- **Purpose:** To improve the underlying social, environmental, and economic conditions affecting communities and populations.
- **Target:** Inclusive of everybody.
- **Desired Outcomes**: Improve living conditions and quality of life for communities and individuals.

Both of them are complementary, but different approaches

WORKING AT THE COMMUNITY AND POPULATION LEVEL: THE ROLE OF THE HII

COMMUNITY AND POPULATION APPROACH TO HEALTH

1. Focuses on communities and systems
2. Based on a combination of health indicators and determinants of health measures — HII
3. Risky conditions – examines the role of policies and institutions in shaping those conditions
4. Emphasis on creating the conditions that promote healthy living
5. Integrated with community-development strategies that influence the determinants of health (e.g. housing, safety, transportation, education, access to health care, civic engagement, etc.)

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HOW TO USE THE HII IN PUBLIC AND ACTIVE TRANSPORTATION

VERY HIGH AND HIGH HII AREAS

- Lack of or non-reliable individual transportation.
- Might be the **only** transportation source to go to work, school or other places (grocery stores, clinics, recreational and cultural activities, etc.)
- Safety of the neighborhood could be an issue.
- Active and public transportation might be the only tool to cover some basic needs.

AVERAGE, LOW, AND VERY LOW HII AREAS

- Access to reliable car is not a problem.
- Public and active transit **is an option.**
- Safety of the neighborhood is not a problem.
- Active and public transportation is a asset that improves the quality of life and improves health.

THANK YOU! QUESTIONS?

HTTPS://WWW.HEALTH.UTAH.GOV/DISPARITIES/DATA.HTML

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Wasatch Bike Plan

- By initiating bicycle and pedestrian master plans in every community in all four Wasatch Front counties, we'll ensure safe, connected bicycling routes are always a priority.

BikeUtah

ACTIVE TRANSPORTATION PLAN STANDARDS

Introduction & Process

This set of standards has been compiled to create a more comprehensive network of active transportation (bicycling and walking) facilities in Utah that can be implemented more easily and effectively. Additionally, these standards provide a sample scope for communities desiring to hire outside help. Whether the active transportation plan is being completed internally or by a consultant, it must include the following requirements and may include recommended elements (gray, dotted boxes). The *process*, however, is the most important element. By including a broad representation of the community and appropriate partners, the active transportation plan will:

- Addresses community needs
- Meets the needs of the partners
- Can be implemented successfully
- Is broadly supported

Standards

1. Partner Engagement

Involving internal and external partners in the planning process, as well as identifying and empowering community champions, creates an opportunity for comprehensive input and buy-in. Their unique perspectives will generate support for the plan as many of these partners will be critical to successful implementation.

- [ ] Include at least one of the following public officials: Mayor, City Manager, Planning Commissioner, City Council Member
- [ ] Include all of the following municipal departments: Planning, Engineering, Public Works/Streets, Parks
- [ ] Identify, engage, and empower "champions", those community members or staff who can and are willing to expend time, energy, and political will in order to implement the pieces of the plan
- [ ] UDOT region representative
- [ ] MPO, RPO, or AOG representative
- [ ] *Recommended: Transit agency; neighboring cities; health department; school district; Department of Public Safety/Utah Highway Patrol; police department; public lands agencies; major employers and work sites*

2. Public Engagement

At least two distinct methods of engagement and data collection must be utilized during all phases of the process in order to gather input from diverse community members:

Choose at least two

- Open houses or charrettes
- Online survey
- Opportunities to comment on plans or maps online or in-person
- Intercept surveys
- Pop-up meetings and attending existing events
- Walk and bicycle audit
- Stakeholder interviews or events at major work sites

3. Set the Vision, Goals, & Objectives

The vision, goals, and objectives of an active transportation plan create the framework and guide all policy, project, and program recommendations.

- [ ] Completed during the first stages of the planning process
- [ ] Vision expresses aspirations for bicycling and walking, whether it be related to network, culture, programs, or outcomes
- [ ] Goals are broader statements describing desired results; objectives are specific, measurable initiatives that bolster the goals
- [ ] *Recommended: Reflects the vision or purpose of the community's and/or region's existing plans*

4. Existing or Current Conditions

Creating a clear image of what the community is now enables a meaningful comparison with what the community wants to be in the future. The analysis should use words, photos, maps, and data to describe:

- [ ] Existing on and off-street bicycling and walking network and facility types
- [ ] Identification of network barriers and gaps
- [ ] Demographics
- [ ] Crash and safety data
- [ ] Integration with local and regional plans, including other active transportation plans
- [ ] Connections to transit and community destinations (e.g. parks, schools)
- [ ] *Recommended: Existing counts (if available)*
- [ ] *Recommended: Geological, hydraulic, or other physical characteristics and constraints*

5. Recommendations

This task involves recommending new infrastructure, supportive programs, and policies in order to promote better accommodation of people walking and bicycling.

A. Projects. These most crucial recommendations should encourage active transportation use, regardless of age or ability, by design. Each recommended facility must include (at least):

- [ ] Route and facility type identification
- [ ] GIS schema consistent with state and regional standards
- [ ] Recommended projects connected to regionally-significant existing or planned routes

B. Programs. Education, encouragement, evaluation, enforcement, and equity programs support the effectiveness of infrastructure (engineering) projects (5.A).

- [ ] Programming associated with existing and recommended facilities with an emphasis on the 5 Es
- [ ] Local context-specific Safe Routes to School programming
- [ ] Maintenance plan (i.e. snow removal, restriping, weed removal)
- [ ] *Recommended: Wayfinding plan compliant with national and local standards*

C. Policies. Policies, departmental procedures, design standards and guidelines that promote active transportation usage and safety should be recommended.

- [ ] Walking and bicycling friendly design standards and land use policies
- [ ] *Recommended: Complete Streets Policy or Ordinance*

6. Implementation Strategy

Creating an implementation strategy is a critical step in the active transportation planning process so that momentum and public support do not stall when the plan is finished. It should be detailed, yet easy to use. The plan should include:

- [ ] Prioritized and/or phased list of actions and recommendations
- [ ] Funding opportunities
- [ ] Capital and maintenance cost estimates and budget
- [ ] *Recommended: Annual work plan calendar*
- [ ] *Recommended: Agencies or persons responsible for realization of recommendations*

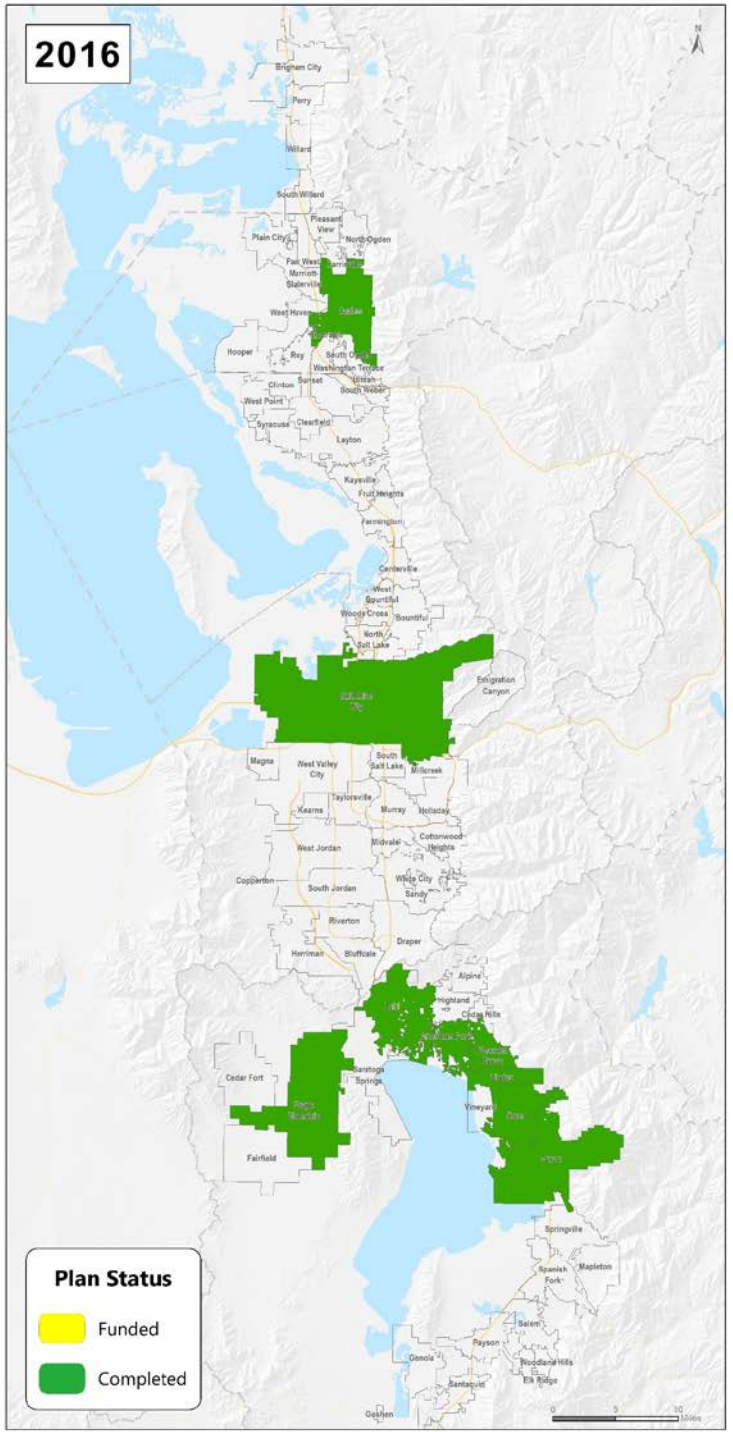
7. Performance Measures

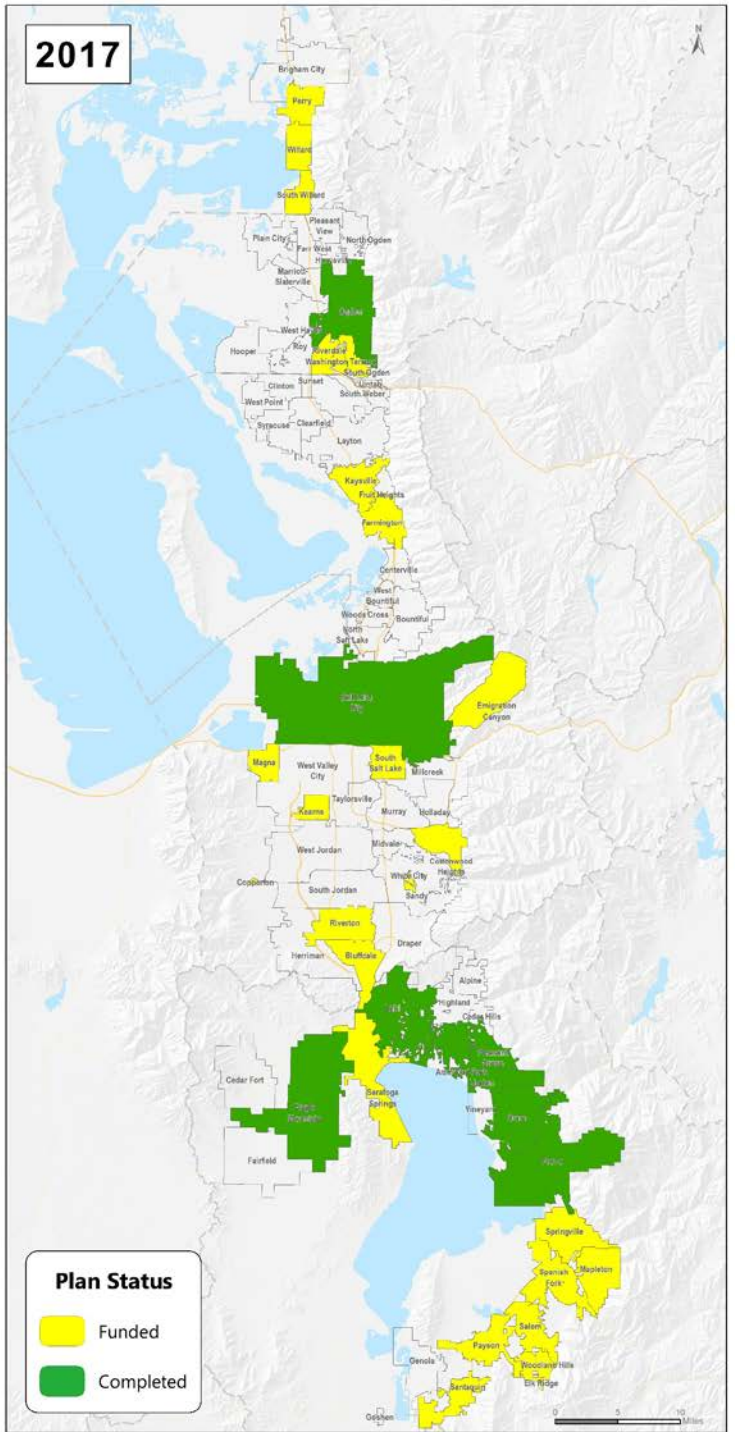
Performance measures are effective ways to evaluate progress and the effectiveness of the implementation of recommendations. Measures should at least include:

- [ ] Walking and bicycling mode share (% of trips done by walking or bicycling)
- [ ] Regular bicycling and walking counts and reporting at several high profile locations
- [ ] Health indicators; crash and safety figures

If you have questions about how to start or where to look for planning and funding assistance, please refer to the following contacts:

Communities in Salt Lake, Davis, Weber, Tooele, Morgan, and Box Elder Counties	Scott Hess, Wasatch Front Regional Council (WFRC) Active Transportation Planner (shess@wfrc.org)
Communities in Utah, Wasatch, and Summit Counties	Jim Price, Mountainland Association of Governments (MAG) Active Transportation Project Manager (jprice@mountainland.org)
All Other Utah Communities	Heidi Goedhart, UDOT Active Transportation Manager (hgoedhart@utah.gov) or Phil Sarnoff, Bike Utah Executive Director (phil@bikeutah.org)


2016
Plan Status
Funded
Completed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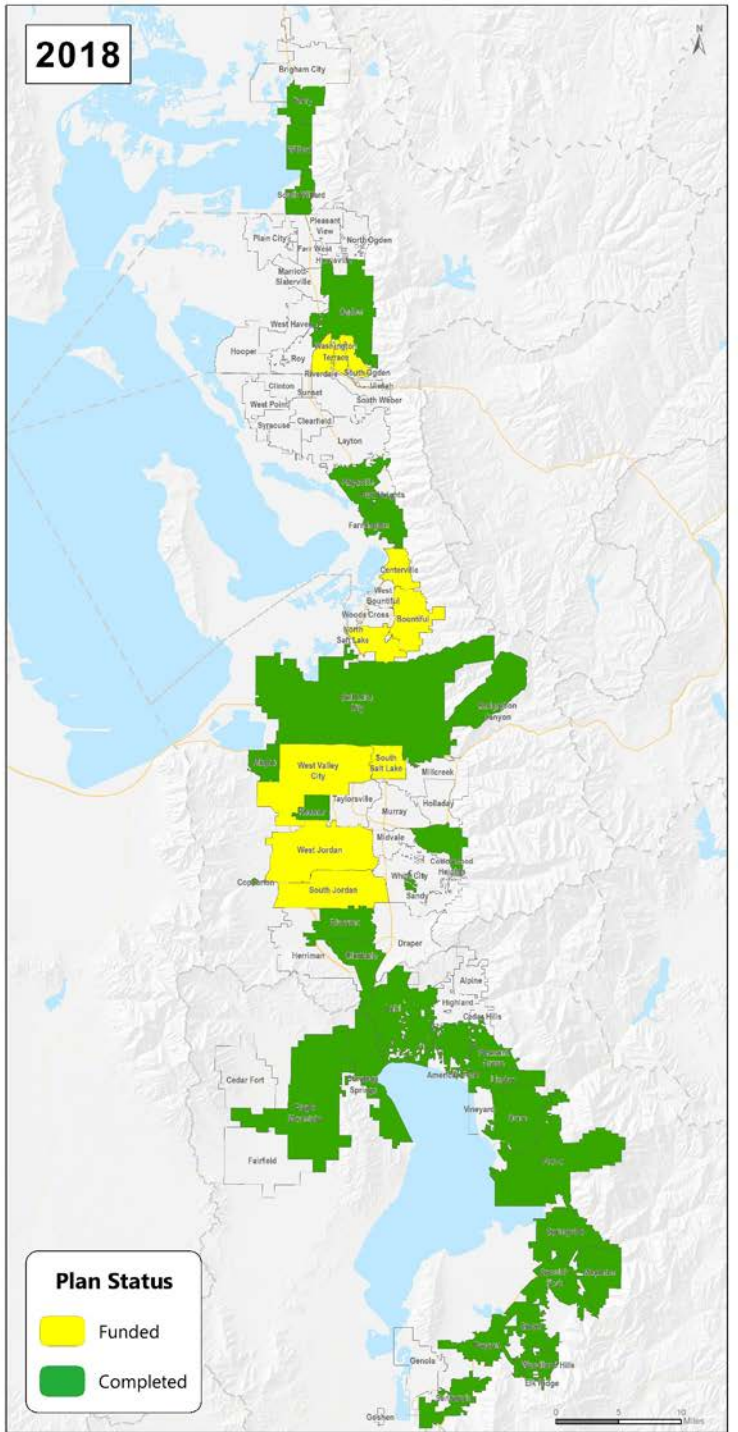
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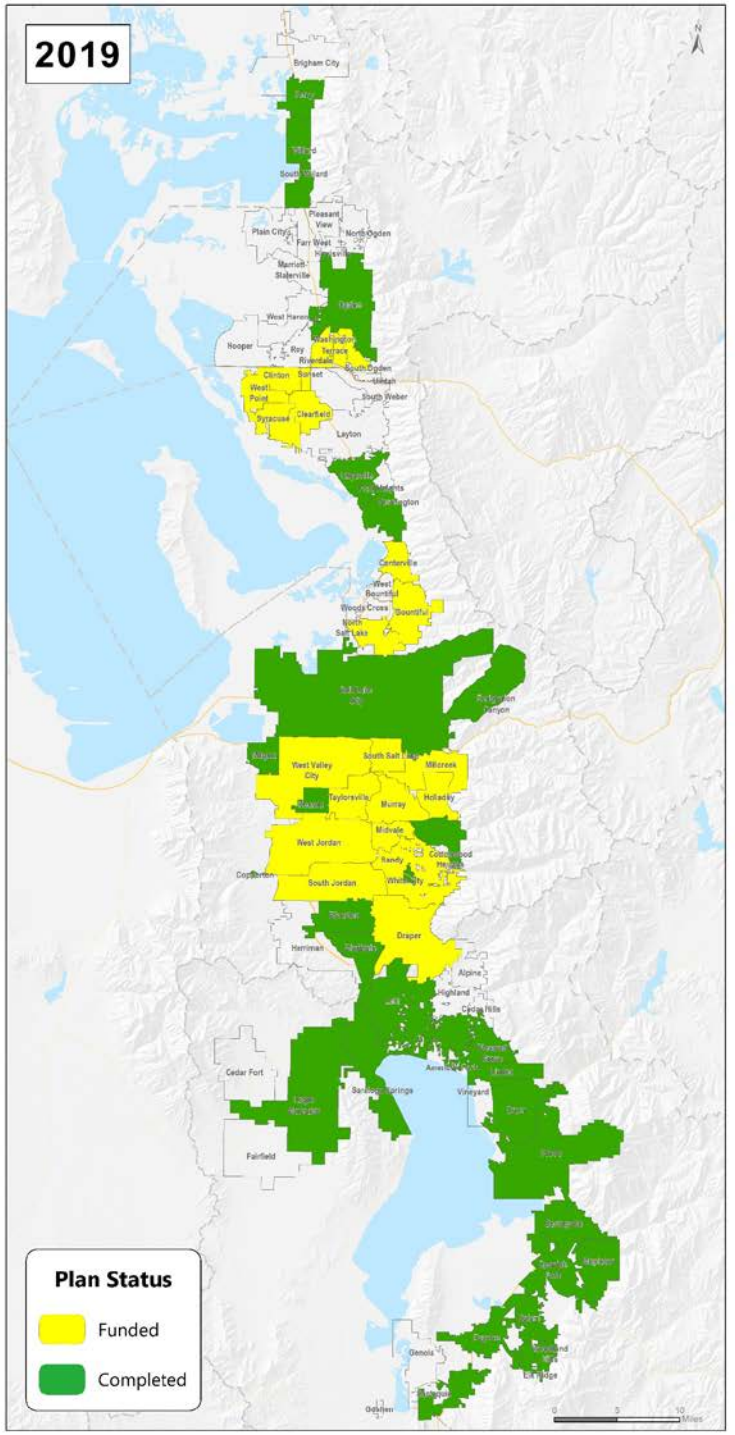
Completed


2019
Plan Status
Funded
Completed

What’s next?

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FUNDING PROGRAMS

FISCAL YEAR 2020

WASATCH FRONT REGIONAL COUNCIL

WFRC Funding Programs

- Wasatch Front Economic Development District
- Community Development Block Grant Program
- Transportation & Land Use Connection Program
- Surface Transportation Program
- Congestion Mitigation Air Quality
- Transportation Alternatives Program

WASATCH FRONT ECONOMIC DEVELOPMENT DISTRICT

Mission: Support economic development plans, promote long-term economic competitiveness, and attract federal monies in order to implement local plans.

Expand Employment

Planning Request

$100,000

Develop strategies to expand employment in Utah's advanced composites manufacturing industry and supply chain

Encourage Entrepreneurship

Construction Request

$2,000,000

Grow creative industries and connect people and organization to space, technology, and opportunity

Workforce Training

Workforce Training Request

$614,000

Provide workforce training to disadvantaged youth in the green construction industry

WASATCH FRONT ECONOMIC DEVELOPMENT DISTRICT

Mission: Support economic development plans, promote long-term economic competitiveness, and attract federal monies in order to implement local plans.

U.S. Economic Development Administration Funding Programs

PUBLIC WORKS & ECONOMIC ADJUSTMENT ASSISTANCE

$100,000 - $3,000,000

- Job Creation
- Job Retention
- Construction
- Global Competitiveness
- Leverage Private Capital
- Coal Impacted Communities
- Build Regional Capacity

REGIONAL INNOVATION STRATEGIES

$0 – $500,000

- Innovation Centers
- Entrepreneurial Centers
- Cluster-Based Startups

LOCAL TECHNICAL ASSISTANCE

$0 – $300,000

- Economic Development Plans
- Feasibility Studies
- Impact Analyses

E·D·A
U.S. ECONOMIC DEVELOPMENT ADMINISTRATION

Community Development Block Grant (CDBG)
Small Cities Program

Program Purpose

The purpose of the CDBG Program is to assist in developing viable urban communities by providing decent housing and a suitable living environment, principally for persons of low and moderate income.

Program Eligibility

Morgan, Tooele, and Weber Counties

Community Development Block Grant (CDBG) Program

HOUSING and COMMUNITY DEVELOPMENT

Total Funding for FY 2019

$870,000

ADA Upgrades
Morgan County $210,000

Curb, Gutter, Sidewalk
Marriott-Slaterville $323,152

Culinary Water Project
Uintah City $36,848

Community Development Block Grant (CDBG) Program

ELIGIBLE PROJECT TYPES

- Planning
- Building Rehabilitation
- Removal of ADA Barriers
- Public Safety Equipment
- Property Acquisition for Public Purposes
- Promotion of Neighborhood Centers
- Create/Rehab. Recreation Facilities
- Demolish Buildings to Reduce Slum/Blight
- Install/Modify Public Works Infrastructure
- Construct/Reconstruct Streets, Water, Sewer Facilities
- Housing Lot Acquisition for Multiple-Family Housing Construction

Timeline

October

- Attend How to Apply workshop

November-January

- Attend How to Apply workshop
- Conduct income surveys
- Hold first public hearing

February

- Submit applications in WebGrants
- Consolidated Plans due

April

- Awards announced

TRANSPORTATION AND LAND USE CONNECTION

UDOT udot.utah.gov

UTA

SALT LAKE COUNTY REGIONAL DEVELOPMENT

WASATCH FRONT REGIONAL COUNCIL

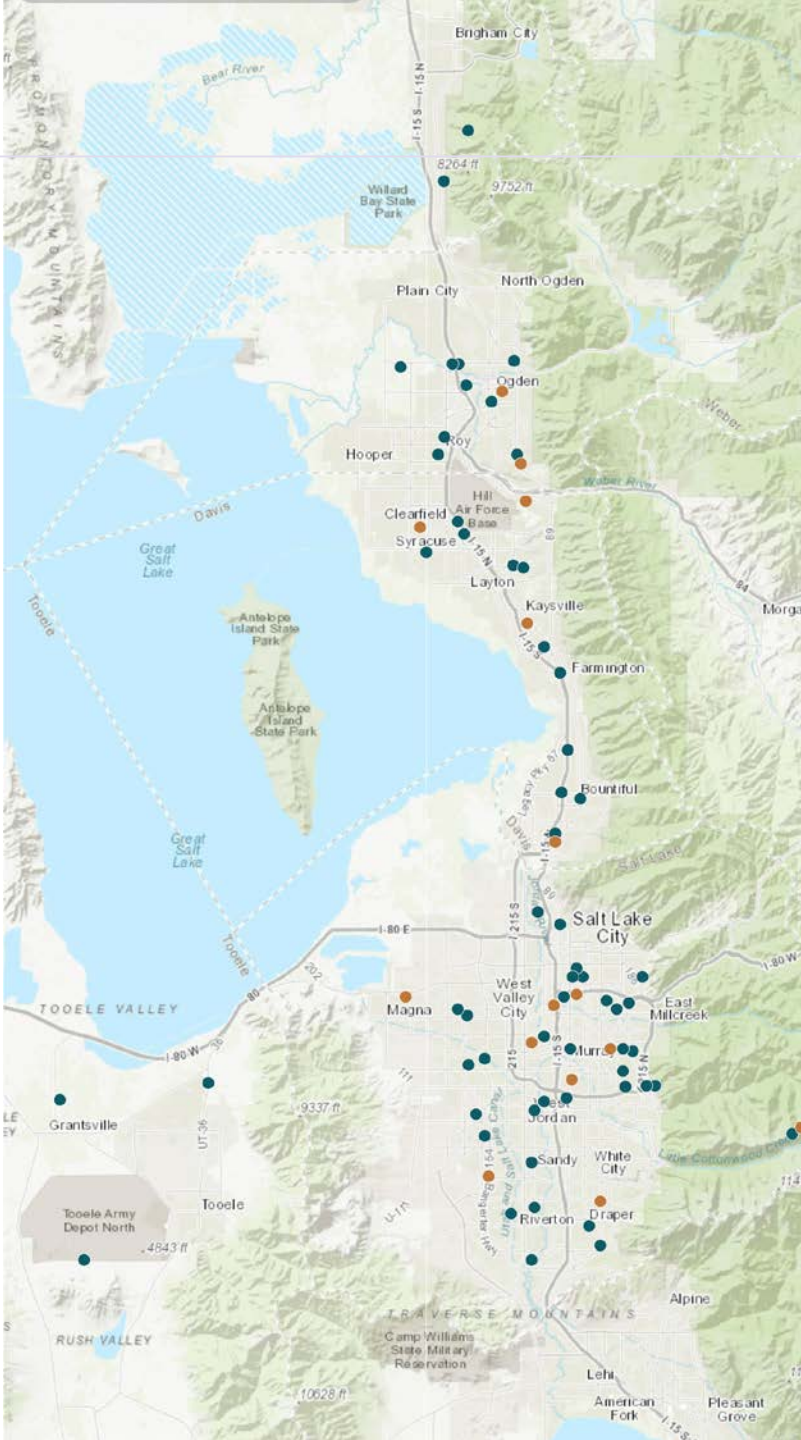
TLC PROGRAM GOALS

Maximize the **value of investment** in public infrastructure

Enhance **access to opportunity**

Increase **travel options** to **optimize mobility**

Create **communities** with opportunities to **live, work, and play**



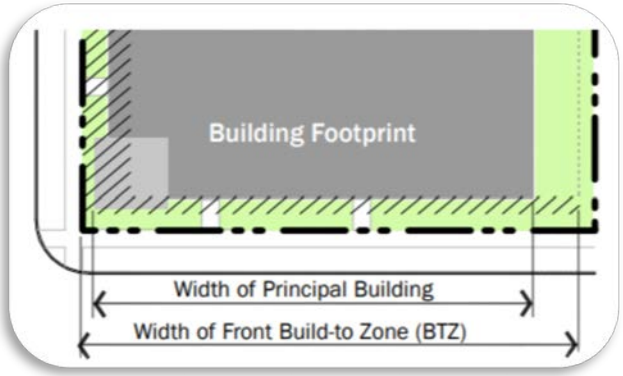
TLC PROJECTS

PLANS

Visions
Community Engagement
Downtown Master Plans
Active Transportation

POLICIES

Zoning Ordinances
Design Standards
Transportation Priorities

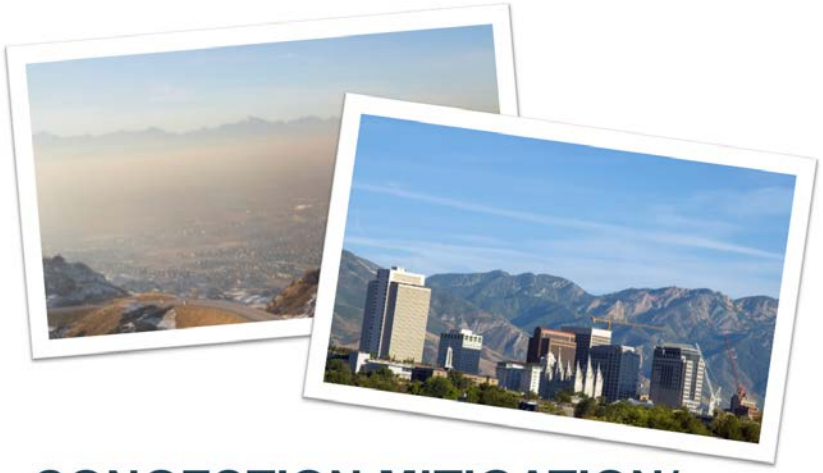


PRODUCTS

Financing Options
Implementation Strategies
RDA Support

STUDIES AND ANALYSES (Parking, Market, etc.)

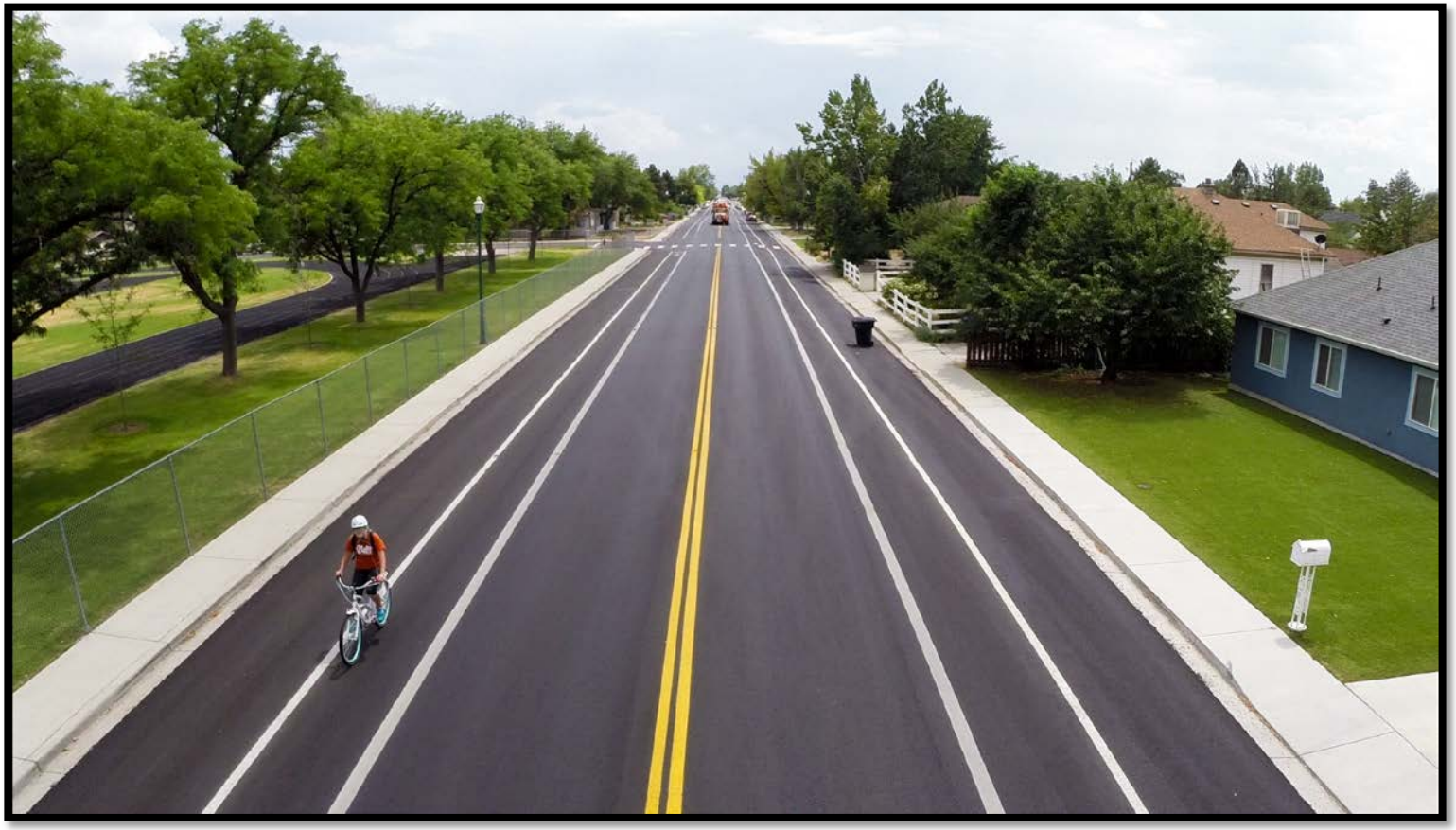
SURFACE TRANSPORTATION PROGRAM (STP)



CONGESTION MITIGATION/ AIR QUALITY (CMAQ)

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

FEDERAL FUNDING PROGRAMS



SURFACE TRANSPORTATION PROGRAM (STP)

Eligible STP Project Types

- Street widening or new construction
- Improve or reconstruct existing streets
- Bridge replacement
- Projects that reduce traffic demand
- Intersection improvements

5600 West – 6200 South to 7000 South Reconstruct & Widen

CONGESTION MITIGATION/ AIR QUALITY (CMAQ)

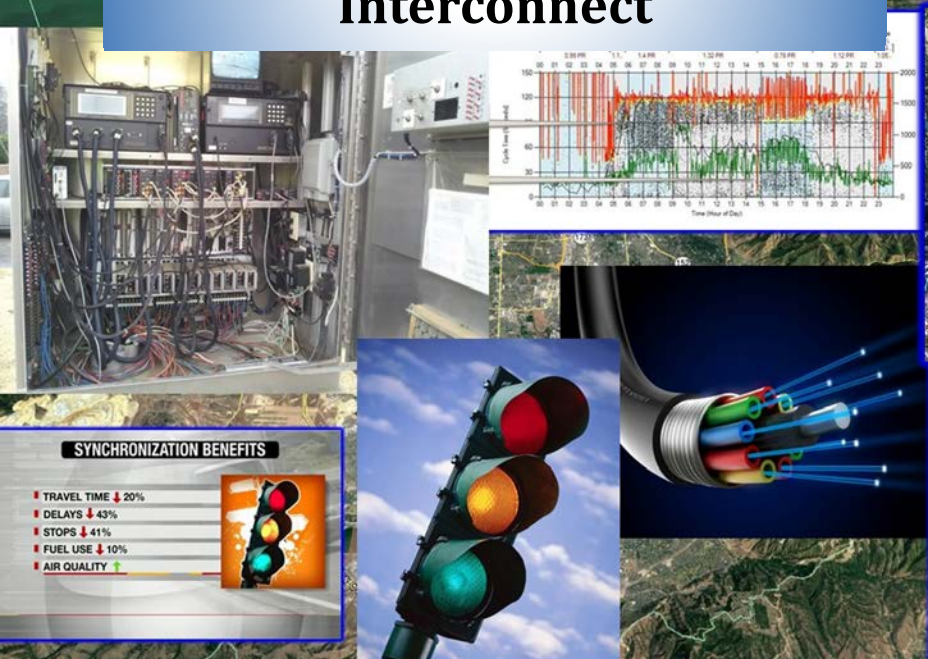
Eligible CMAQ Project Types

- Projects that improve Air Quality
- Construct or purchase public transportation facilities and equipment
- Commuter bicycle & pedestrian facilities
- Intelligent Transportation Systems (IT
- Projects that reduce traffic demand
- Intersection improvements

Construct/ Purchase Public Transportation Facilities and Equipment

Intelligent Transportation Systems (ITS)

Urban Area – Signal Interconnect



Commuter Bicycle and Pedestrian Facilities

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

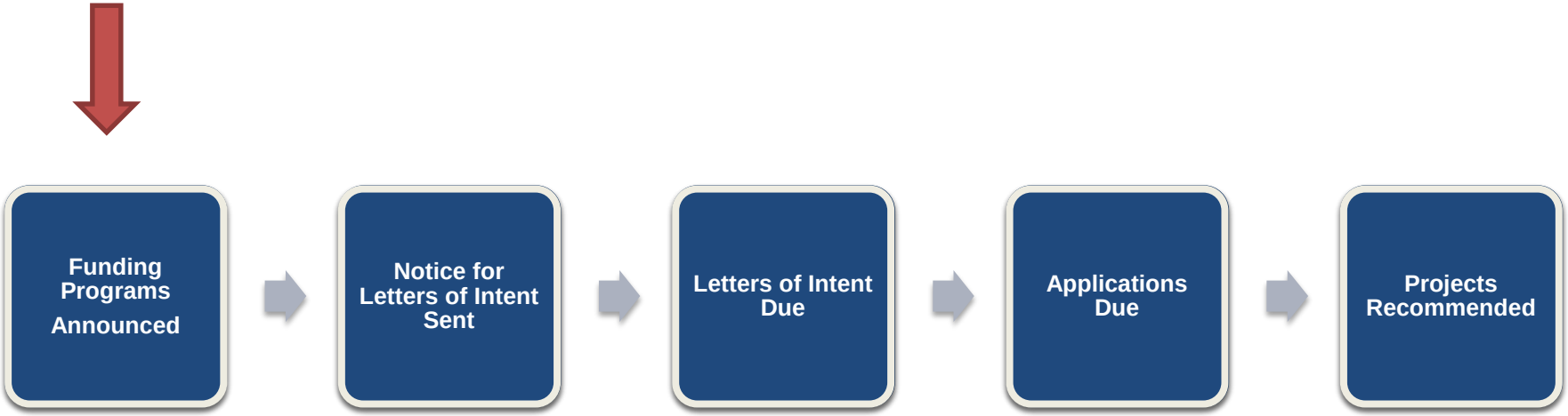
Eligible TAP Project Types

- Construction, planning, and design
- Pedestrian, bicyclists, & other non-motorized forms of transportation
- Improvements could include:
  - Sidewalks
  - Bicycle infrastructure
  - Traffic calming techniques
  - Lighting and safety-related infrastructure for non-drivers
- Safe Routes to School projects

D&RGW Rail/ Trail

WFRC Funding Program Deadlines

We're Here



August 2019

August 2019

September 2019

December 2019

Spring 2020

For More Information

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