



WASATCH FRONT REGIONAL COUNCIL

WASATCH FRONT REGIONAL COUNCIL
Meeting of May 26, 2016

Tom Dolan
Chairman | Mayor, Sandy

Mike Caldwell
Vice-Chairman | Mayor, Ogden

Mark Allen
Mayor, Washington Terrace

William Applegarth
Mayor, Riverton

Len Arave
Mayor, North Salt Lake

Matthew Bell
Commissioner, Weber County

Jackie Biskupski
Mayor, Salt Lake City

Karen Cronin
Mayor, Perry

Kelvyn Cullimore
Mayor, Cottonwood Heights

Kerry Gibson
Commissioner, Weber County

Michael H. Jensen
Councilman, Salt Lake County

Brent Marshall
Mayor, Grantsville

Ben McAdams
Mayor, Salt Lake County

Bret Millburn
Commissioner, Davis County

John Petroff, Jr.
Commissioner, Davis County

JoAnn B. Seghini
Mayor, Midvale

Bob Stevenson
Mayor, Layton

Derk Timothy
Mayor, Bluffdale

Logan Wilde
Councilman, Morgan County

Senator Stuart Adams
Utah State Senate

Representative Brad Dee
Utah House of Representatives

Jerry Benson
Utah Transit Authority

Carlos Braceras
Utah Department of Transportation

Ken Bullock
Utah League of Cities & Towns

Adam Trupp
Utah Association of Counties

Robert Grow
Envision Utah

Evan Curtis
State Planning Coordinator

Andrew Gruber
Executive Director

AGENDA

There will be a meeting of the Wasatch Front Regional Council on **Thursday, May 26, 2016 at 2:00 p.m. in the WFRC offices located at 295 North Jimmy Doolittle Road, Salt Lake City, Utah.** The agenda for the meeting will be as follows:

1. **Consent Agenda** (Mayor Dolan)
 - a. ACTION: Minutes of the WFRC meeting March 24, 2016
 - b. ACTION: Financial Statements and Check Registers for February and March 2016 and Budget/Expenditure Report as of March 31, 2016
2. **Chairman's Report** (Mayor Dolan)
 - a. Information: Service Awards – Scott Festin 20 years and Julia Collins 5 years
3. **Public Comment**
4. **Budget Committee**
 - a. PUBLIC HEARING AND ACTION: Adopt Fiscal Year 2017 Budget and Unified Planning Work Program (UPWP)
5. **Regional Growth Committee (RGC)** (Commissioner Petroff)
 - a. Information: Wasatch Choice 2050 and 2019-2050 Regional Transportation Plan Goals
6. **Transportation Committee (Trans Com)** (Mayor Applegarth)
 - a. Information: Report on Board modifications to the 2016-2021 Transportation Improvement Program (TIP)
 - b. ACTION: Board Modifications to the 2016-2021 TIP
 - c. ACTION: Approve Surface Transportation Program (STP), Congestion Mitigation Air Quality (CMAQ), and Transportation Alternatives Program (TAP) projects for 2017-2022 TIP; review Transportation and Land Use Connection Program (TLC)
7. **Air Quality Committee (AQC) Report** (Mayor Seghini)
8. **Active Transportation Committee (ATC) Report** (Mayor Caldwell)
9. **Executive Director's Report** (Andrew Gruber)
10. **Other Business**

Next meeting: August 25, 2016 – 2:00 p.m.

Upcoming events:

National Association of Regional Councils Conference / Wasatch Choice Consortium / Active Transportation and Health Summit – June 26-29

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

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



MINUTES

Wasatch Front Regional Council
Meeting of March 24, 2016

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

Members Present

| | |
|------------------|-----------------------------------|
| Mark Allen | Mayor, Washington Terrace City |
| Bill Applegarth | Mayor, Riverton City |
| Len Arave | Mayor, North Salt Lake City |
| Matthew Bell | Commissioner, Weber County |
| Jerry Benson | Utah Transit Authority |
| Carlos Braceras | Utah Department of Transportation |
| Karen Cronin | Mayor, Perry City |
| Kelvyn Cullimore | Mayor, Cottonwood Heights |
| Evan Curtis | State Planning Coordinator |
| Tom Dolan | Mayor, Sandy City |
| Andrew Gruber | Executive Director, WFRC |
| Michael Jensen | Councilman, Salt Lake County |
| Bret Millburn | Commissioner, Davis County |
| John Petroff | Commissioner, Davis County |
| JoAnn Seghini | Mayor, Midvale City |
| Bob Stevenson | Mayor, Layton City |
| Derk Timothy | Mayor, Bluffdale City |
| Logan Wilde | Councilman, Morgan County |

Alternate Members Present

| | |
|-------------|-----------------------------|
| Ron Bigelow | Mayor, West Valley City |
| Wade Bitner | Commissioner, Tooele County |
| James Ebert | Commissioner, Weber County |
| Tammy Long | Mayor, South Weber City |
| Troy Walker | Mayor, Draper City |

Others Present

| | |
|--------------------|------------------------------|
| John Hiskey | Sandy City |
| G.J. LaBonty | UTA |
| Mark R. Palesh | West Jordan City |
| Russell Weeks | Salt Lake City Council Staff |
| Loveit Baumgardner | WFRC |
| Wayne Bennion | WFRC |
| Kip Billings | WFRC |
| Julie Bjorstad | WFRC |
| Renae Bodily | WFRC |
| Gustavo daSilva | WFRC |
| LaNiece Davenport | WFRC |
| Ned Hacker | WFRC |
| Scott Hess | WFRC |
| Jory Johner | WFRC |
| Pam Jorgensen | WFRC |

| | |
|------------------|------|
| Ted Knowlton | WFRC |
| Callie New | WFRC |
| Suzie Swim | WFRC |
| Ben Wuthrich | WFRC |
| Muriel Xochimitl | WFRC |

Mayor Mike Caldwell, Commissioner Kerry Gibson, and Mayor Brent Marshall were excused from the meeting.

Welcome

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

Consent Agenda

ACTION: Councilman Michael Jensen moved to approve the minutes of the WFRC meeting held January 28, 2016 and the Financial Statements and Check Registers for January 2016 and Budget/Expenditure report as of January 31, 2016. Commissioner Bret Millburn seconded the motion and it passed unanimously.

Chairman's Report

Information: Legislative Report

The 2016 Utah State Legislative Session came to an end on March 10. The following bills were discussed:

- SB80 – Infrastructure Funding Amendments—Passed. Sponsor Senator Stuart Adams. This legislation represents a balancing of state priorities that are needed to prepare for a doubling of the state's population in the coming decades. Although SB80 reduces funding for future state road capacity projects identified in Utah's Unified Transportation Plan, it does not delay any currently programmed capacity projects through 2022.
- SB318 – Point of the Mountain Development Commission Act—Passed. Sponsor Representative Brad Wilson. This legislation creates a Development Commission to the Point of the Mountain area that will bring together public and private sector officials through a stakeholder engagement process to study transportation, land use, and economic development in the area. The legislation requires the Commission to coordinate with WFRC, MAG, UDOT and UTA.
- HB431 – Affordable Housing Revisions—Passed. Sponsor Representative Becky Edwards. This bill requires public transit districts to consider transit-oriented development policies that include affordable housing. Requires public transit districts to collaborate with metropolitan planning organizations and local governments to create joint plans that consider affordable housing for the area within one-half mile of transit stations.
- HB215 – Local Option Sales and Use Tax Amendments—Did Not Pass. Representative Brian Green. This bill would have created a new local option for counties that have not passed Prop1 (the local option provision authorized under HB362, Transportation Infrastructure Funding).

Public Comment

There were no public comments

Budget Committee

ACTION: Release for public comment Draft Fiscal Year 2017 Budget and Unified Planning Work Program (UPWP)

Councilman Jensen, Budget Committee Chairman, reported that the Budget Committee met on March 9 and reviewed the UPWP and draft FY2017 Budget in detail. Councilman Jensen highlighted the following information (also included in more detail in Council Member packets):

- The UPWP outlines the work tasks that the WFRC will pursue during fiscal year 2017 in collaboration with local agencies, UDOT, UTA, and other partners. Among the primary tasks are assisting local communities with growth, transportation and planning issues; developing potential scenarios for updating the Regional Transportation Plan and Utah's Unified Transportation Plan; continuing efforts to update the Transportation Improvement Program; assisting the development of air quality plans and promoting transportation strategies to improve air quality; and providing outreach to the public and local, state, and federal officials.
- The major expenditure in the budget is for staff salary/benefits. The budget includes funding to maintain the current full-time staff of 27. The budget includes an overall increase of five percent for salaries and benefits, including any health insurance cost increases.
- Anticipated consultant contracts represent the second largest expenditure in the budget. The budget reflects WFRC being the contracting agency for a Mountain Accord Transportation Study.
- With the passage of the federal FAST Act, consistent federal funding for transportation programs is anticipated through 2020, at current levels with modest increases for inflation. The FAST Act increases the proportion of Surface Transportation Program (STP) funds allocated to our region.
- The budget reflects using a portion of the STP increase (\$200,000) for WFRC expenses, particularly rent and other costs associated with relocating the WFRC offices, which we hope will occur during the FY2017 year.
- The budget also reflects using a portion of the STP increase (\$300,000) for the Transportation and Land Use Connection program, to assist our member communities with growth and redevelopment issues. Salt Lake County also partners with WFRC in funding the TLC program.
- The budget includes continuing funding from the Small Cities CDBG program and the Economic Development Administration.
- FY2017 local county contributions to the budget remain at the same level as for the last year.
- The state contribution remains level at \$140,000.

It was noted that the budget presented at the Council meeting is a slightly different format than used in previous years. In accordance with changes to state code, and the WFRC Administrative and Accounting Policy and Procedure document approved by the Council at the October 22, 2015 meeting. The new format shows actual results from the last completed fiscal year, an estimate for the current year and the budget for the next year. In addition, revenue and expenditures that do not affect the budget at the program level but do affect fund balances are now reflected in the budget.

Councilman Michael Jensen moved to make the draft Wasatch Front Regional Council Unified Planning Work Program and Budget for Fiscal Year 2017 available to the Council of Governments for their review and comment. The motion was seconded by Commissioner Bret Millburn and passed unanimously.

Regional Growth Committee

Information: 2019-2050 RTP Vision and Regional Transportation Plan

The Regional Transportation Plan (RTP) is the region's shared blueprint for regional transportation. In an effort to better coordinate and understand the interrelationship between local needs, growth patterns, and infrastructure decisions, the RTP and the Wasatch Choice vision will be updated together. Undertaking a joint process of visioning and transportation planning – cities, counties, stakeholders, transportation agencies, and more – can chart a course to our desired future with greater information about potential consequences and with a more direct path toward implementation through the transportation plan.

Ted Knowlton, WFRC, reported that in the first phase (first 18 months) of developing the 2019-2050 RTP, transportation and land use development scenarios will be explored in distinct subareas of the metropolitan area. He said in the first round of Small Area Meetings, staff will learn about area performance, understand goals of each subarea, and develop ideas to test. Online Story Maps will also be available for each of the subarea meetings that shows how the area is performing versus the overall metropolitan area. A graphic (map) of the of the first round of 2019-2050 Area Meetings was provided and also included in member packets, showing dates, times and locations for each of the ten small area meetings taking place in April and May.

Information: Wasatch Front Central Corridor Study

The Wasatch Front Central Corridor Study is exploring solutions for the three-mile-wide corridor centered on I-15 and FrontRunner. This corridor is being studied given the distinct challenges and constraints that face our state's busiest travelway. The WFCCS will develop a comprehensive multi-modal, long-term transportation strategy that will be a building block for the 2019-2050 Regional Transportation Plan. This study is a joint effort of four agencies, Mountainland Association of Governments (MAG-Utah County), Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), and Wasatch Front Regional Council (WFRC).

The study team will hold two local government workshops on March 29, 2016 to review 2050 transportation challenges, explain the study process and time frame, introduce the study's three initial transportation scenarios and gather input and additional ideas. Locations: Draper City Hall – 10:30 a.m.–12:30 p.m. and South Salt Lake (Columbus Center) – 2:00 p.m.–4:00 p.m.

ACTION: Process for amending the Regional Transportation Plan (RTP)

Every four years WFRC prepares and adopts a RTP to identify and implement needed transportations improvements. WFRC staff follows a process to amend the RTP, which varies based on the significance and impact of the proposed changes. The current RTP amendment process was last adopted by WFRC in 2009.

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

Jory Johner, WFRC, discussed the amendment process changes and said that the principle modification to the process is to have proposed amendments reviewed by the Regional Growth Committee (RGC) and then by the COGs and public, rather than having the amendment first go to the COGs before they go to the RGC. This will enable the RGC, with its COG appointed members, to review proposed amendments from a regional perspective and make any necessary modifications before the amendments are sent out for a broader review. Mr. Johner also noted that ideally amendments to the RTP would occur annually rather than multiple times per year.

Commissioner John Petroff moved to approve the updated process for amending the Regional Transportation Plan as presented. Councilman Michael Jensen seconded the motion and the motion passed unanimously.

Transportation Committee (Trans Com)

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

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

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

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

The Wasatch Front Regional Council received a request to modify the 2016-2021 Transportation Improvement Program. Since the Regional Council was not meeting, Trans Com, by delegated authority reviewed the request and approved the modifications in the February 18, 2016 meeting. Mr. Wuthrich noted that the modifications in Amendment Four of the Resolution were included in member packets. A copy of the Resolution is available in the Council offices.

Information: Obligations of federal transportation funds during FY2015

The federal transportation law, FAST (Fixing Americas Surface Transportation) Act, requires all metropolitan planning organizations, state transportation departments, and public transportation operators to cooperate in preparing a report of federal funds obligated during the immediately preceding year. The WFRC staff, with assistance from UDOT and UTA, have prepared a report of obligated federal funding during fiscal year 2015 (October 1, 2014 through September 30, 2015). Mayor Applegarth said that Trans Com had reviewed all of the materials and noted that they were also included in Council member packets.

Air Quality Committee Report

Mayor JoAnn Seghini, Air Quality Committee Chairman, reported that at the AQC meeting on March 17, Dr. Randal Martin from Utah State University and Joe Thomas from Weber State University, made a presentation that focused on their research on vehicle emissions associated with "cold starts".

Active Transportation Committee Report

Commissioner Bret Millburn, Vice Chair, Active Transportation Committee, report included the following information:

- Legislative Funding Awards: Jordan River Trail at North Temple was awarded \$1.2 million to construct a bridge that connects one of the last gaps of the Jordan River Trail.
- ATC meeting on March 30 will be discussing Active Transportation Performance Measures, as well as receiving presentations from Greenbike and UTA First/Last Mile Study.
- Mobile Active Transportation Tours (MATTS): Kicking off the tour schedule on May 11 in Bluffdale City and will focus on connecting community amenities with active transportation networks.

- TIGER Grant Opportunity: UTA along with partner agencies, UDOT, WFRC, Salt Lake County, Davis, County, Weber County and others are working collaboratively on an Active Transportation TIGER Grant of approximately \$20 million. Applications are due at the end of April with the award notifications in Fall 2016.
- May is Bike Month – get out on your bikes.

Executive Director's Report

Andrew Gruber's report included:

- A new tool is available – Walkability and Measuring Urban Street Design. There is a corridor study on Redwood Road to assess where the problem areas are for walkability. This new tool will assist in providing information for the study to consider walkability.
- WFRC is awarding \$52 million through our funding programs, Surface Transportation Program (STP), Congestion Mitigation/Air Quality (CMAQ), Transportation Alternatives Program (TAP), and Land Use Connection (TLC) programs. The Technical Advisory Committees (TACs) have reviewed the projects and their recommendations will be presented to Trans Com at the April 21 meeting.

Other Business

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

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

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

WASATCH FRONT FISCAL YEAR 09
Balance Sheet
As of 02-29-16

ASSETS

| | | | |
|---------------------|-----------------|--|-----------------|
| Cash | \$ 1,210,706.99 | | |
| | | | |
| Accounts Receivable | 732,553.81 | | \$ 1,210,706.99 |
| | | | |
| Prepaid Expense | 7,306.69 | | \$ 732,553.81 |
| | | | |
| | | | \$ 7,306.69 |
| | | | \$ 0.00 |
| | | | \$ 1,950,567.49 |
| | | | ===== |

LIABILITIES & FUND BALANCE

| | | | |
|-----------------------------|------------|--|-----------------|
| Accounts Payable | 233,460.75 | | |
| Other Liabilities | 6,719.57 | | |
| Accrued Payroll & Taxes | 757.18 | | |
| Accrued Vacation/Sick Leave | 285,876.84 | | |
| | | | |
| Total Liabilities | | | \$ 526,814.34 |
| | | | |
| State and Local | 728,658.80 | | |
| General Fund - Reserved | 94,514.04 | | |
| General Fund | 300,580.31 | | |
| Special Projects Fund | 300,000.00 | | |
| | | | |
| Total Fund Balances | | | \$ 1,423,753.15 |
| | | | |
| | | | \$ 1,950,567.49 |
| | | | ===== |

WASATCH FRONT FY 12
 Check Register
 (A) WELLS FARGO BANK
 02-29-16

| Check# | Date | Vendor | Amount |
|-------------------|----------|-------------------------------------|-----------|
| 10225 | 02-18-16 | ALT001 ALTA PLANNING AND DESIGN | 14033.33 |
| 10226 | 02-18-16 | AME002 AMERICAN PUBLIC TRANSIT AS | 75.00 |
| 10227 | 02-18-16 | APP001 APPLE SPICE JUNCTION | 92.91 |
| 10228 | 02-18-16 | AVE001 AVENUE CONSULTANTS | 1130.00 |
| 10229 | 02-18-16 | BIK001 BIKE UTAH | 500.00 |
| 10230 | 02-18-16 | BIO001 BIO-WEST, INC. | 31218.97 |
| 10231 | 02-18-16 | CIV001 CIVIL SOLUTIONS GROUP, INC | 7600.00 |
| 10232 | 02-18-16 | CRS001 CRSA | 11250.00 |
| 10233 | 02-18-16 | CUT001 CUTLERS | 69.67 |
| 10234 | 02-18-16 | ICM001 ICMA RETIREMENT TRUST | 1422.49 |
| 10235 | 02-18-16 | INT002 INTERMOUNTAIN EAP - MISC A | 238.95 |
| 10236 | 02-18-16 | JIV001 JIVE COMMUNICATIONS INC | 573.91 |
| 10237 | 02-18-16 | LAN001 LANDMARK DESIGN | 3365.53 |
| 10238 | 02-18-16 | LOC001 H.W. LOCHNER | 271.38 |
| 10239 | 02-18-16 | LOG001 LOGAN SIMPSON DESIGN INC | 1050.00 |
| 10240 | 02-18-16 | LUC001 LUCID CITIES LLC | 9900.00 |
| 10241 | 02-18-16 | MON001 MONSEN ENGINEERING | 188.66 |
| 10242 | 02-18-16 | PEH001 PEHP FLEX BENEFITS | 1364.57 |
| 10243 | 02-18-16 | PEN001 PENNA POWERS | 13821.25 |
| 10244 | 02-18-16 | PET001 SCOTT FESTIN - PETTY CASH | 75.68 |
| 10245 | 02-18-16 | PSC001 PS COMMERCIAL CLEANING | 600.00 |
| 10246 | 02-18-16 | REP001 REPUBLIC SERVICES #864 | 242.50 |
| 10247 | 02-18-16 | RRJ001 RRJ CONSULTING, LLC | 30000.00 |
| 10248 | 02-18-16 | SAL001 SLC CORPORATION - PUBLIC U | 91.56 |
| 10249 | 02-18-16 | STA002 STAPLES ADVANTAGE DEPT DAL | 348.20 |
| 10250 | 02-18-16 | URB001 URBAN PLANNING INTERNATIONAL | 10409.40 |
| 10251 | 02-18-16 | UTA019 UTAH DIV OF PURCHASING AND | 1779.48 |
| 10252 | 02-22-16 | BIO001 BIO-WEST, INC. | 26465.16 |
| 10253 | 02-22-16 | BRE001 MIKE BREWER SNOW REMOVAL | 575.00 |
| 10254 | 02-22-16 | CAP001 CAPITOL PRESERVATION BOARD | 50.00 |
| 10255 | 02-22-16 | CIP001 CIPHER TECHNOLOGIES LLC | 4388.25 |
| 10256 | 02-22-16 | INT001 INTEGRA TELECOM | 1598.81 |
| 10257 | 02-22-16 | OLS002 LES OLSON COMPANY | 1661.65 |
| 10258 | 02-22-16 | PUB001 PUBLIC EMPLOYEES HEALTH PR | 27293.22 |
| 10259 | 02-22-16 | ROC001 ROCKY MOUNTAIN POWER | 691.59 |
| 10260 | 02-22-16 | STR001 STRINDBERG & SCHOLNICK, LL | 1140.00 |
| 10261 | 02-22-16 | UNU001 UNUM LIFE INSURANCE CO | VOID |
| 10262 | 02-22-16 | UTA003 UTAH LOCAL GOVERNMENT TRUS | 427.23 |
| 10263 | 02-24-16 | LJC001 LJ CONSULTING | 21408.00 |
| 10264 | 02-24-16 | UNU001 UNUM LIFE INSURANCE CO | 343.65 |
| Total Of Register | | | 227756.00 |

Licensed User: ACCOUNTING DEPARTMENT

WASATCH FRONT FISCAL YEAR 09
Balance Sheet
As of 03-31-16

ASSETS

| | | | |
|---------------------|-----------------|--|-----------------|
| Cash | \$ 1,185,454.95 | | |
| | | | |
| Accounts Receivable | 1,366,989.75 | | \$ 1,185,454.95 |
| | | | |
| Prepaid Expense | 7,458.96 | | \$ 1,366,989.75 |
| | | | |
| | | | \$ 7,458.96 |
| | | | \$ 0.00 |
| | | | \$ 2,559,903.66 |
| | | | ===== |

LIABILITIES & FUND BALANCE

| | | | |
|-----------------------------|--------------|--|-----------------|
| Accounts Payable | 31,727.28 | | |
| Accrued Payroll & Taxes | 1,141.73 | | |
| Accrued Vacation/Sick Leave | 298,690.45 | | |
| | | | |
| Total Liabilities | | | \$ 331,559.46 |
| | | | |
| State and Local | 1,565,798.44 | | |
| General Fund - Reserved | 94,514.04 | | |
| General Fund | 268,031.72 | | |
| Special Projects Fund | 300,000.00 | | |
| | | | |
| Total Fund Balances | | | \$ 2,228,344.20 |
| | | | |
| | | | \$ 2,559,903.66 |
| | | | ===== |

WASATCH FRONT FY 12
Check Register
(A) WELLS FARGO BANK
03-31-16

041116
Page 1

| Check# | Date | Vendor | Amount |
|--------|----------|-----------------------------------|----------|
| 10265 | 03-08-16 | ICM001 ICMA RETIREMENT TRUST | 1061.70 |
| 10266 | 03-08-16 | ALT001 ALTA PLANNING AND DESIGN | 2020.30 |
| 10267 | 03-08-16 | CIV001 CIVIL SOLUTIONS GROUP, INC | 7600.00 |
| 10268 | 03-08-16 | CUT001 CUTLERS | 36.00 |
| 10269 | 03-08-16 | CYM001 CYMA SYSTEMS, INC | 650.75 |
| 10270 | 03-08-16 | ENV001 ENVISION UTAH | 1073.18 |
| 10271 | 03-08-16 | FEH001 FEHR & PEERS | 9437.40 |
| 10272 | 03-08-16 | GRA001 GRANITE OFFICE PRODUCTS | 244.86 |
| 10273 | 03-08-16 | IBI001 IBI GROUP | 2174.12 |
| 10274 | 03-08-16 | ICM001 ICMA RETIREMENT TRUST | 17239.04 |
| 10275 | 03-08-16 | JIV001 JIVE COMMUNICATIONS INC | 573.91 |
| 10276 | 03-08-16 | LAN001 LANDMARK DESIGN | 1955.00 |
| 10277 | 03-08-16 | LIN001 LINCOLN NATIONAL LIFE INS | 1471.65 |
| 10278 | 03-08-16 | LJC001 LJ CONSULTING | 61619.00 |
| 10279 | 03-08-16 | MIL001 BRET MILLBURN | 1014.39 |
| 10280 | 03-08-16 | PAR001 PARAMETRIX | 7475.00 |
| 10281 | 03-08-16 | PEH001 PEHP FLEX BENEFITS | 2729.14 |
| 10282 | 03-08-16 | PEN001 PENNA POWERS | 3781.25 |
| 10283 | 03-08-16 | PET001 SCOTT FESTIN - PETTY CASH | 80.86 |
| 10284 | 03-08-16 | REP001 REPUBLIC SERVICES #864 | 252.00 |
| 10285 | 03-08-16 | RRJ001 RRJ CONSULTING, LLC | 2000.00 |
| 10286 | 03-08-16 | SAL001 SLC CORPORATION - PUBLIC U | 80.04 |
| 10287 | 03-08-16 | TYC002 TYCO SIMPLEX GRINNELL | 145.00 |
| 10288 | 03-08-16 | UNI003 UNIVERSITY OF OKLAHOMA | 2050.00 |
| 10289 | 03-08-16 | WTS001 WTS - NORTHERN UTAH CHAPTE | 500.00 |
| 10290 | 03-08-16 | ZIO002 ZIONS BANK PUBLIC FINANCE | 1000.00 |
| 10291 | 03-17-16 | ALT001 ALTA PLANNING AND DESIGN | 1074.00 |
| 10292 | 03-17-16 | CRS001 CRSA | 11250.00 |
| 10293 | 03-17-16 | ENV001 ENVISION UTAH | 2449.88 |
| 10294 | 03-17-16 | IBI001 IBI GROUP | 54704.33 |
| 10295 | 03-17-16 | INT001 INTEGRA TELECOM | 1599.23 |
| 10296 | 03-17-16 | LAN001 LANDMARK DESIGN | 22698.40 |
| 10297 | 03-17-16 | LAS001 LASER EXPERTS | 1386.00 |
| 10298 | 03-17-16 | LOG001 LOGAN SIMPSON DESIGN INC | 5250.00 |
| 10299 | 03-17-16 | PSC001 PS COMMERCIAL CLEANING | 600.00 |
| 10300 | 03-17-16 | RES001 RESOURCE SYSTEMS GROUP, IN | 11070.07 |
| 10301 | 03-17-16 | ROC001 ROCKY MOUNTAIN POWER | 718.72 |
| 10302 | 03-17-16 | USD001 U.S. DEPT OF HOMELAND SECU | 325.00 |
| 10303 | 03-17-16 | UTA011 UTAH MEDIA GROUP | 72.20 |
| 10304 | 03-17-16 | UTA019 UTAH DIV OF PURCHASING AND | 3937.91 |
| 10305 | 03-17-16 | USD001 U.S. DEPT OF HOMELAND SECU | 500.00 |
| 10306 | 03-17-16 | USD001 U.S. DEPT OF HOMELAND SECU | 750.00 |
| 10307 | 03-31-16 | AVE001 AVENUE CONSULTANTS | 721.10 |
| 10308 | 03-31-16 | BIO001 BIO-WEST, INC. | 66271.40 |
| 10309 | 03-31-16 | CAR001 CARR PRINTING COMPANY, INC | 140.00 |
| 10310 | 03-31-16 | COM004 COMFORT SYSTEMS USA | 675.00 |
| 10311 | 03-31-16 | CUT001 CUTLERS | 51.96 |
| 10312 | 03-31-16 | FEH001 FEHR & PEERS | 790.40 |
| 10313 | 03-31-16 | ICM001 ICMA RETIREMENT TRUST | 17472.14 |
| 10314 | 03-31-16 | LIN001 LINCOLN NATIONAL LIFE INS | 1437.28 |

WASATCH FRONT FY 12
Check Register
(A) WELLS FARGO BANK
03-31-16

041116
Page 2

| Check# | Date | Vendor | Amount |
|--------|----------|-----------------------------------|----------|
| 10315 | 03-31-16 | LJC001 LJ CONSULTING | 56780.00 |
| 10316 | 03-31-16 | LUC001 LUCID CITIES LLC | 5500.00 |
| 10317 | 03-31-16 | MUR001 MURRAY CITY | 2873.70 |
| 10318 | 03-31-16 | OFF002 OFFICE DEPOT | 629.97 |
| 10319 | 03-31-16 | PEN001 PENNA POWERS | 3262.50 |
| 10320 | 03-31-16 | PET001 SCOTT FESTIN - PETTY CASH | 162.20 |
| 10321 | 03-31-16 | PUB001 PUBLIC EMPLOYEES HEALTH PR | 27293.22 |
| 10322 | 03-31-16 | STA002 STAPLES ADVANTAGE DEPT DAL | 207.74 |
| 10323 | 03-31-16 | TER001 TERMINIX | 125.00 |
| 10324 | 03-31-16 | UNU001 UNUM LIFE INSURANCE CO | 337.50 |
| 10325 | 03-31-16 | UTA003 UTAH LOCAL GOVERNMENT TRUS | 427.23 |

Total Of Register

431808.67

=====
Licensed User: ACCOUNTING DEPARTMENT

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

7/1/2015
6/30/2016

Expenditure by Function

| Expenditure | Budget As Amended October 2015 | Expended 3/31/2016 | Balance Unspent | % Expended |
|--|--|------------------------------|----------------------------------|-----------------------------|
| Salaries/Employee Benefits | 3,263,283 | 2,222,655 | 1,040,628 | 68% |
| Contractual | 2,686,385 | 1,052,109 | 1,634,276 | 39% |
| Audit and Accounting | 17,734 | 14,480 | 3,254 | 1 82% |
| Equipment Use Charges | 63,501 | 41,959 | 21,542 | 66% |
| Dues and Subscriptions | 20,110 | 12,132 | 7,978 | 60% |
| Insurance | 16,752 | 10,880 | 5,872 | 65% |
| Legal | 3,150 | 6,340 | -3,190 | 2 201% |
| Printing & Publication | 19,291 | 3,050 | 16,241 | 16% |
| Rent | 90,674 | 43,620 | 47,054 | 48% |
| Building Operation/R & M | 60,545 | 37,489 | 23,056 | 62% |
| Supplies/Software & Licenses | 84,635 | 64,635 | 20,000 | 76% |
| Telephone/Data | 38,418 | 23,826 | 14,592 | 62% |
| Travel | 62,370 | 44,299 | 18,071 | 71% |
| Training | 38,831 | 21,204 | 17,627 | 55% |
| Equipment Purchase | 45,000 | 9,173 | 35,827 | 20% |
| Amounts expected to carry forward into next FY | 290,293 | | 290,293 | 0% |
| TOTAL EXPENDITURES | 6,800,973 | 3,607,850 | 3,193,123 | 53% |
| Excluding Carry Forward | 6,510,680 | 3,607,850 | 2,902,830 | 55% |
| % Time Expended | | | | 75% |

Expenditure by Program

| Program | Budget As Amended October 2015 | Expended 3/31/2016 | Balance Unspent | % Expended |
|--|--|------------------------------|----------------------------------|-----------------------------|
| Consolidated Transportation Planning Grant | 3,734,651 | 2,254,912 | 1,479,739 | 60% |
| UTA Project Support | 92,575 | 91,346 | 1,228 | 3 99% |
| Local Government Service | 121,102 | 10,710 | 110,392 | 9% |
| SL Corridor Preservation | 24,615 | 10,792 | 13,823 | 44% |
| Salt Lake County COG | 93,940 | 47,272 | 46,668 | 50% |
| Community Impact Board \$2K | 2,000 | 600 | 1,400 | 30% |
| Economic Development | 120,000 | 93,524 | 26,476 | 78% |
| CDBG - Tooele | 50,000 | 33,703 | 16,297 | 67% |
| Transportation and Land Use Connection | 1,050,620 | 632,108 | 418,512 | 60% |
| Tooele Valley RTP Update | 8,713 | 4,335 | 4,378 | 50% |
| Mobility Management | 20,000 | 3,986 | 16,014 | 20% |
| TLC - Tooele | 34,925 | 33,862 | 1,063 | 3 97% |
| Weber/Morgan Complete Streets | 15,000 | 0 | 15,000 | 0% |
| Community Impact Board \$250K | 250,000 | 153,783 | 96,217 | 62% |
| Utah State Legislative Consultant | 62,000 | 44,000 | 18,000 | 71% |
| Model Development - MAG | 55,000 | 38,936 | 16,064 | 71% |
| Mountain Accord Phase II | 1,000,000 | 139,807 | 860,193 | 14% |
| Joint Planning Studies | 20,831 | 5,000 | 15,831 | 24% |
| Equipment Purchases | 45,000 | 9,173 | 35,827 | 20% |
| TOTAL EXPENDITURES | 6,800,973 | 3,607,850 | 3,193,123 | 53% |

Footnotes to the Budget/Expense Report

March 31, 2016

In this report 75% of the fiscal year (time) has passed. Of the total amount budgeted for the year 53% was expended through the end of March 2016. The budget amendments approved by the Council at their October 22, 2015 meeting have been included in this report. This information is useful in that it shows rates of expenditure by line item and by program and allows the Council and staff to analyze rates of expenditure and progress of the various programs and address any areas of concern. It is not unusual for budget spent versus time to show variations. Some expenses such as audit fees and software license fees are paid at the beginning of the fiscal year causing the percentage of budget spent versus time expended to go up. However, as the year progresses that percentage drops and the line item and program will finish the year within budget. The footnotes provided below help explain those variations.

1. These line items include expenditures that benefit the entire fiscal year however they are paid/expensed in the first few months of the fiscal year. It is anticipated that these items will complete the year within budget.
2. Legal expense shows this line item exceeding budget by \$3,190. WFRC's Administrative and Accounting policy allows for changes between line items without a formal budget amendment as long as the change does not increase or decrease the overall budget. This change is a one-time expense and does not create an increase in on-going expenditures.
3. The variances in the Program section are normal in that work on some projects occurs at varying times during the year and in some cases include multi-year projected spending.

DATE: May 26, 2016
AGENDA ITEM: 4a
SUBJECT: **PUBLIC HEARING AND ACTION:** Approve FY2017 Budget and Unified Planning Work Program
PREPARED BY: Loveit Baumgardner

BACKGROUND:

During the meeting on March 24, 2016 Council members were provided with a draft FY2017 Budget and summary Unified Planning Work Program (UPWP) that outlined the activities that WFRC plans to undertake in the next fiscal year. This draft budget and summary UPWP were also distributed to the County Councils of Government for their review, and the budget and UPWP were made available to the public for review and comment. There have been no changes to the budget from that which was provided to the Council in March. The UPWP was updated to include additional input from Utah Transit Authority. The Regional Council needs to adopt a final budget and UPWP for fiscal year 2017. Below is a re-cap of the discussion of the UPWP and some specific aspects of the budget.

Unified Planning Work Program

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

Budget Overview

Expenditures:

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

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

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

Funding Sources:

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

Federal Highway Administration (FHWA) planning funds (PL) and Federal Transit Administration (FTA) Section 5303 planning funds continue to be the main source of revenue for the budget. The FAST Act increases the proportion of Surface Transportation Program (STP) funds allocated to our region.

- The majority of these increased funds (\$1.2 million in FY'17) will supplement the resources available for projects that are in the Transportation Improvement Program (TIP), which may enable some acceleration of previously programmed projects.
- The budget also reflects using a portion of that STP increase (\$200,000) for WFRC expenses, particularly rent and other costs associated with relocating the WFRC offices, which we hope will occur during the FY'17 year.
- The budget also reflects using a portion of the STP increase (\$300,000) for the Transportation and Land Use Connection (TLC) program, to assist our member communities with growth and redevelopment issues. (Salt Lake County also partners in funding this program.)

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

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

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

EXHIBITS:

Draft WFRC budget for fiscal year 2017 and footnotes
Draft UPWP Summary

RECOMMENDATIONS:

The Budget Committee and the staff recommend that the WFRC take action "to approve the fiscal year 2017 budget and UPWP".

CONTACT INFORMATION:

Loveit Baumgardner, 363-4230 x 1102
Wayne Bennion, 363-4230 x 1112

Draft
Wasatch Front Regional Council FY 2017 Budget
Source of Funds

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

Draft
Wasatch Front Regional Council FY 2017 Budget

Expenditure by Function

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

Draft
Wasatch Front Regional Council FY 2017 Budget

Expenditure by Program

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

**Draft
Wasatch Front Regional Council FY 2017 Budget**

Local Contributions

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

Wasatch Front Regional Council

FY 2017 Budget

Footnotes

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

The amount shown as Equipment Purchase (net) is the difference between budgeted equipment purchases and the amount charged to the programs as Equipment Depreciation. This is different than how it has been shown in the past. When equipment is purchased it is expensed to the Special Projects Fund. That initial expense is recouped by way of depreciation that is charged to the programs which is then recognized as revenue in the Special Projects Fund offsetting the Equipment Purchase expense and affecting the change in fund balance. If equipment purchases exceed depreciation the fund balance decreases in that year. If equipment purchases are less than depreciation the fund balance increases in that year. Once an asset is fully depreciated, all capital outlay expense has been recouped and there is no more revenue or expense associated with that asset.

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

9. Salaries/Employee Benefits includes an overall 5% increase over the previous fiscal year. This increase will pay for: any COLA, merit, and/or market adjustment salary changes; promotions; salary based benefits such as retirement contributions, Medicare, workers compensation, etc.; and any increases to Group Health Insurance.
10. Contractual includes \$135,250 for Plan Refinement and Special Studies, \$90,000 for Travel Forecasting, \$50,000 for Communications, \$5,000 for salary survey update, \$55,000 for Model Development (MAG), \$839,000 for TLC projects, \$50,000 for Legislative Consulting, and \$1,000,000 for Mountain Accord transportation study.
11. Included in this budget are estimated costs associated with the relocation of WFRC's offices. The amount shown for Rent is an estimate based on mid-market cost per square foot in the northwest section of downtown Salt Lake City. The line item titled Building Operation/R&M includes an estimated \$30,000 for moving and miscellaneous building start-up costs (e.g. telephone and network installation). The budget assumes that WFRC will rent as opposed to buying office space. It is assumed that the current WFRC office building will be sold and the associated bond debt will be paid from the proceeds. There is no assumption regarding proceeds beyond that which is required to retire the bonds.
12. Supplies and software includes the purchase of additional software licenses and maintenance fees.
13. The contract for services with our current auditor has expired. Staff will be requesting proposals for auditing services for the next five years. When WFRC last requested proposals the costs ranged from \$10,000 to over \$26,000 per year. The amount in this budget allows some flexibility to consider proposals from firms other than our current one.
14. Local Government Services Program is funded with local contributions and is used to match federal funds and to fund other local planning efforts. It increases for both FY'16 and FY'17 due to increases in the contributions received from the Counties. The funds are used for labor and other costs associated with local planning work that were previously paid for with FHWA-PL funds. This is consistent with the long-term financial stability strategies approved by the Council in May of 2015.
15. The increase in expenditures from FY'15 actual to FY'16 estimated is primarily due to: increased staffing costs funded through new federal funding; the addition of consultant costs related to Mountain Accord; and projects that were initiated in FY'15 and carried forward to FY'16. It is likely that some of the projects from FY'16 will not be completed by the end of the fiscal year; however this budget does not reflect carry forwards from FY'16 into FY'17. It is anticipated that the budget will be amended at the Council's meeting scheduled on October 27, 2016 when those carry forward amounts are known.

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

A. ADMINISTRATION AND COORDINATION

A.1 WASATCH FRONT REGIONAL COUNCIL

OBJECTIVES:

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

To provide administrative support.

ANTICIPATED PRODUCTS:

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

A.2 UTAH DEPARTMENT OF TRANSPORTATION

OBJECTIVE:

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

ANTICIPATED PRODUCTS:

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

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

A.3 UTAH TRANSIT AUTHORITY

OBJECTIVE:

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

ANTICIPATED PRODUCTS:

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

B TRANSIT PLANNING

B.1 UTA TRANSIT PLANNING

OBJECTIVES:

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

ANTICIPATED PRODUCTS:

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

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.
- To increase coordination between human service transportation providers through technology and policy initiatives in order to maximize the transportation options available to transportation disadvantaged populations.
- To develop a comprehensive human services coordinated transportation plan for the Wasatch Front, identifying current barriers, gaps in service and desired solutions.

ANTICIPATED PRODUCTS:

- Sustainable and active Mobility Councils in Davis, Morgan, Salt Lake, Utah, and Weber counties to improve outreach and provide guidance on implementing local projects
- Expanded Regional Centralized Resource Directory with user-friendly public interface for wasatchsharedmobility.com
- Expanded use of UtahRideLink, the regional One Call – One Click trip scheduling website
- Expanded Volunteer Driver Programs in Weber, Davis and Utah counties
- Expanded functionality and deployment of RidePilot, the no-cost scheduling, dispatch, and grant reporting software for regional human services transportation providers
- Coordination with Bear River Association of Governments mobility management in Box Elder County
- Ongoing outreach to underrepresented populations
- Integration of the 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

C. LONG RANGE PLANNING

C.1 REGIONAL TRANSPORTATION PLAN

OBJECTIVES:

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

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

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

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

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

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

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

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

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

ANTICIPATED PRODUCTS:

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

C.2 GROWTH PLANNING

OBJECTIVES:

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

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

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

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

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

ANTICIPATED PRODUCTS:

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

C.3 LOCAL GOVERNMENT PLANNING SUPPORT

OBJECTIVES:

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

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

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

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

ANTICIPATED PRODUCTS:

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

D. SHORT RANGE PLANNING AND PROGRAMMING

D.1 TRANSPORTATION MANAGEMENT SYSTEMS

OBJECTIVES:

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

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

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

ANTICIPATED PRODUCTS:

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

D.2 PLAN REFINEMENT AND SPECIAL STUDIES

OBJECTIVES:

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

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

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

ANTICIPATED PRODUCTS:

- Mountain Accord Study
- Complete Streets Toolbox and Outreach
- Utah Collaborative Active Transportation Study (UCATS) Phase II
- Wasatch Front Central Corridor Study

- Park and Ride Master Plan
- Redwood Road Corridor Traffic, Transit and Land Use Study
- Southwest Salt Lake County Transit Study
- Sandy/South Jordan Circulator
- TRAX Operational and Capacity Improvements Study
- 5 Year Bus Service Plan
- Core Transit Network Study
- Commuter Rail Study
- Joint Projects Studies
- Foothill Study
- Street Connectivity Study
- Other Planning Studies

D.3 TRANSPORTATION IMPROVEMENT PROGRAM

OBJECTIVES:

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

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

ANTICIPATED PRODUCTS:

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

E. PROJECT COORDINATION AND SUPPORT

E.1 UDOT ENVIRONMENTAL STUDIES

OBJECTIVES:

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

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

ANTICIPATED PRODUCTS:

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

E.2 UTA ENVIRONMENTAL STUDIES

OBJECTIVES:

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

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

ANTICIPATED PRODUCTS:

- Ogden - Weber State Transit Corridor Environmental Assessment (EA)
- South Davis EA or CatEx
- Sugarhouse Streetcar Phase II Alignment Change EA
- 3300/3500 South MAX Expansion EA Update
- Salt Lake City Downtown Streetcar EA
- Other Environmental Studies

F. TRAVEL FORECASTING

OBJECTIVES:

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

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

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

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

ANTICIPATED PRODUCTS:

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

G. TECHNICAL SUPPORT AND SERVICES

G.1 AIR QUALITY ANALYSIS AND COORDINATION

OBJECTIVES:

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

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

ANTICIPATED PRODUCTS:

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

G.2 DATA COLLECTION AND ANALYSIS

OBJECTIVES:

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

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

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

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

ANTICIPATED PRODUCTS:

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

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

G.3 GIS AND DATABASE MANAGEMENT

OBJECTIVES:

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

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

To add new datasets and keep them current.

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

To catalog GIS layers.

ANTICIPATED PRODUCTS:

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

G.4 TECHNICAL SUPPORT TO LOCAL GOVERNMENTS

OBJECTIVES:

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

ANTICIPATED PRODUCTS:

- Assistance and information to local governments and others

G.5 TOOELE VALLEY RURAL PLANNING ORGANIZATION

OBJECTIVES:

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

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

To provide a public involvement process.

ANTICIPATED PRODUCTS:

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

H. PUBLIC INVOLVEMENT

OBJECTIVES:

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

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

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

ANTICIPATED PRODUCTS:

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

I. COMMUNITY DEVELOPMENT

I.1 COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) PROGRAM

OBJECTIVES:

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

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

ANTICIPATED PRODUCTS:

Regionwide:

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

Municipality:

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

I.2 ECONOMIC DEVELOPMENT

OBJECTIVES:

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

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

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

ANTICIPATED PRODUCTS:

- A Comprehensive Economic Development Strategy (CEDs)

J. SALT LAKE COUNTY COUNCIL OF GOVERNMENTS

OBJECTIVES:

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

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

ANTICIPATED PRODUCTS:

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

DATE: March 19, 2016
AGENDA ITEM: 5a
SUBJECT: **Information:** Wasatch Choice 2050 Goals
PREPARED BY: Ted Knowlton

The WFRC-adopted Regional Goals are a critical element in the work of WFRC. The Goals underpin the metrics we use to inform development of and gauge success of the Regional Transportation Plan and its individual elements. They also inform a variety of implementation activities including the Transportation Improvement Program. With a new Wasatch Choice Vision and 2019-2050 RTP, both of which look out 10 additional years beyond our currently adopted 2015-2040 plan, RGC and the Council will be asked to revisit our goals and consider adopting them in August.

At the May 26th Council meeting, we will aim to refine an initial working draft of the Goals. The first draft relates to existing WFRC RTP Goals, the Wasatch Choice Growth Principles, federal transportation legislation (MAP-21 and the FAST Act), and goals from our partner agencies including UDOT and UTA.

The Goals will state desired regional outcomes which can be meaningfully affected by WFRC, our member communities, and partners. The Goals will also be translated into specific and measurable metrics.

In the Council meeting, members will discuss a working set of Goals that also reflect feedback from Regional Growth Committee held one week before.

Feedback has been and will also be sought on the Goals from the public and regional stakeholders.

These draft Goals will then be brought back to Council in August for adoption.

Please review the attached working draft Wasatch Front Regional Goals to be prepared for the discussion.

RECOMMENDATION:

This item is for discussion and no action is required.

CONTACT PERSON:

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

EXHIBIT:

Wasatch Front Regional Goals, Working Draft

Wasatch Front Regional Goals

Working Draft, May 2016

Goals

Residents across our region will benefit from the following outcomes, which can be meaningfully affected by WFRC, our member communities, and partners:

1. Economic opportunities accessible within a reasonable commute
2. Livable and healthy communities
3. Manageable and reliable traffic conditions
4. Quality transportation choices
5. Safe streets for all anticipated users
6. Good air quality
7. A range of housing choices and a low cost of living
8. Ample parks, open spaces and recreational opportunities
9. A sustainable natural environment
10. Efficient infrastructure in a state of good repair

Goals will be accompanied by measures to provide additional specificity and measurability.

DATE: May 19, 2016
AGENDA ITEM: 6a
SUBJECT: **Information:** Report on Board Modifications to the 2016-2021
Transportation Improvement Program (TIP)
PREPARED BY: Ben Wuthrich

BACKGROUND:

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

RECOMMENDATION:

This item is for information only

CONTACT PERSON:

Ben Wuthrich (801) 363-4230 ext. 1121

EXHIBIT:

Resolution adopting Amendment Six to the 2016-2021 TIP

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
AMENDING THE 2016 - 2021
TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake / West Valley and the Ogden/ Layton Urbanized Areas and, as such, has the responsibility for developing a Transportation Improvement Program, and

WHEREAS, a Transportation Improvement Program is to include all federally funded highway and transit projects scheduled for the next six years, and

WHEREAS, the Utah Department of Transportation, the State Transportation Commission, the Utah Transit Authority, and the Wasatch Front Regional Council and its local jurisdictions desire to amend the 2016-2021 Transportation Improvement Program (TIP) to include the projects on the attached project description list, and

WHEREAS, the U.S. Department of Transportation Metropolitan Planning Regulations Paragraph 450.324(a) requires that "the TIP . . . be updated at least every four years, and be approved by the MPO and the Governor," and

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

WHEREAS, the projects included in the proposed Transportation Improvement Program amendment are either included in Phase 1 of the Regional Transportation Plan or not regionally significant, or are included in the 2016-2021 TIP or are exempt projects that do not need to be reviewed for conformity and consistency with the State Implementation Plan according to 40 CFR Part 93.126 Table 2 Exempt Projects, and

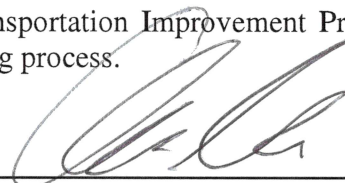
WHEREAS, the proposed Transportation Improvement Program amendment had a public review and comment opportunity at the Trans Com meeting on April 21, 2016, and all comments were carefully considered,

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

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



Mayor William R. Applegarth
Chairman
Trans Com



Andrew S. Gruber
Executive Director
Wasatch Front Regional Council

Date: April 21, 2016

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

Combine Projects

Ogden/ Layton Urban Area

| County | Sponsor | Facility | PIN | Project Location | Concept/ Type of Improvement | Funding Source | Project Estimated Cost | Currently Funded Amount | Action | Funding Amount | Year |
|-----------|---------|----------|-------|---|---|--|------------------------|-------------------------|------------------|-----------------------|------|
| Box Elder | UDOT | SR-91 | 13441 | SR-91; SR-13 (Brigham City Main Street) to Mantua | Pavement Preservation and Installation of Concrete Median Barrier | NHPP_NHS (National Highway Performance Program - National Highway System) HSIP (Highway Safety Improvement Program) | \$5,300,000 | \$1,800,000 | | Same Level of Funding | 2016 |
| | | | | | | | | \$3,500,000 | Combine Projects | | |

Region One and the Traffic and Safety group are combining the following projects: SR-91; SR-13 to Mantua Pavement Preservation Project (PIN 13441), with the US-91; MP 2.0 to 6.6, Concrete Median Barrier HSIP Project (PIN 13230). Both have the same project limits and the funding level does not change.

Adjustments to Project Scope and Increase Project Funding

Salt Lake/ West Valley Urban Area

| County | Sponsor | Facility | PIN | Project Location | Concept/ Type of Improvement | Funding Source | Project Estimated Cost | Currently Funded Amount | Action | Funding Amount | Year |
|-----------|---------|----------|-------|--------------------------------|--|---|------------------------|-------------------------|--------------------|----------------|------|
| Salt Lake | UDOT | I-80 | 13523 | I-80; Parleys Summit to SR-202 | Overhead Signs on I-80 & I-215 Replacement Project | NHPP_IM (National Highway Performance Program - Interstate Maintenance) STP_FLX_ST (STP Flexible (Any Area) Statewide) | \$7,000,000 | \$3,438,330 | Additional Funding | \$3,000,000 | 2016 |
| | | | | | | | | \$561,670 | | | |

Currently funded for \$4.0 million, this request would add \$3.0 million to this project from the balance available in the Region Two Preservation Program. This funding would allow for an increase in the number of signs being completed, as well as possibly replace a few sign structures that are in poor shape.

| | | | | | | | | | | | |
|-----------|------|-------|-------|------------------|----------------------------------|--|-------------|-------------|--------------------|-------------|------|
| Salt Lake | UDOT | I-215 | 13522 | I-215; East Side | Sub-standard Barrier Replacement | NHPP_IM (National Highway Performance Program - Interstate Maintenance) | \$4,500,000 | \$2,000,000 | Additional Funding | \$2,500,000 | 2016 |
|-----------|------|-------|-------|------------------|----------------------------------|--|-------------|-------------|--------------------|-------------|------|

The scope for this project is to replace substandard barrier and barrier in disrepair along I-215, East side. The project is currently funded for \$2.0 million, this request would add \$2.5 million to this project from the balance available in the Region Two Rehabilitation Program. The additional funding would allow for the need to increase the number of barriers being replaced.

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

Board Modification

Adjustments to Project Scope and Increase Project Funding

Salt Lake/ West Valley Urban Area

| County | Sponsor | Facility | PIN | Project Location | Concept/ Type of Improvement | Funding Source | Project Estimated Cost | Currently Funded Amount | Action | Funding Amount | Year |
|-----------|---------|----------|-------|------------------------------|------------------------------|---|------------------------|-------------------------|---------------------------|----------------|------|
| Salt Lake | UDOT | I-215 | 13158 | I-215; Knudsen Corner Bridge | Bridge Preservation | NHPP_BR (National Highway Performance Program - Bridge On System) ST_GF_BRIDGE (Statewide General Fund - Bridge Program) | \$8,691,977 | \$4,200,000 | Additional Funding | \$4,000,000 | 2016 |
| | | | | | | | | | | \$491,977 | |

Currently funded for just under \$4.7 million, this request would add \$4.0 million to this project from balance available in the Region Two Rehabilitation Program. The current scope on this project is to do bridge repair on I-215 on the East side at 6200 S. (Knudsen Corner). The structures on I-215 mainline in this area are also in need of preservation work but the current project does not contain enough funding to complete them this year. The additional funding would allow for all the preservation work be done together in one project. This would be more efficient (ie. one contract, reduced mobility costs, etc...), and also would create less inconvenience to the public by having the work take place in one year instead of two. The Structures Program would reimburse the Region Two pavement program in 2021 or 2022, when their funding is available.

DATE: May 19, 2016
AGENDA ITEM: 6b
SUBJECT: **ACTION:** Board Modifications to the 2016-2021 Transportation Improvement Program (TIP)
PREPARED BY: Ben Wuthrich

BACKGROUND:

The Wasatch Front Regional Council (WFRC) has received requests to modify the current 2016-2021 Transportation Improvement Program (TIP) with the attached list of projects. This modification requires action from the Regional Council and the Transportation Commission but not a new air quality conformity analysis or a 30-day public comment period. The requested modification is listed with the attached resolution.

RECOMMENDATIONS:

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

CONTACT PERSON:

Ben Wuthrich (801) 363-4230 ext. 1121

EXHIBITS:

Resolution adopting Amendment Seven to the 2016-2021 TIP

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
AMENDING THE 2016 - 2021
TRANSPORTATION IMPROVEMENT PROGRAM

- WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas and, as such, has the responsibility for developing a Transportation Improvement Program, and
- WHEREAS, a Transportation Improvement Program is to include all federally funded highway and transit projects scheduled for the next six years, and
- WHEREAS, the Utah Department of Transportation, the State Transportation Commission, the Utah Transit Authority, and the Wasatch Front Regional Council and its local jurisdictions desire to amend the 2016-2021 Transportation Improvement Program (TIP) to include and / or modify the projects on the attached project description list, and
- WHEREAS, the U.S. Department of Transportation Metropolitan Planning Regulations Paragraph 450.324(a) requires that “the TIP . . . be updated at least every four years, and be approved by the MPO and the Governor,” and
- WHEREAS, the Statewide Air Quality Implementation Plan includes traffic control measures for reducing air pollutant emissions for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas and budgets for mobile source emissions, and
- WHEREAS, the projects included in the proposed Transportation Improvement Program amendment are either included in Phase 1 of the Regional Transportation Plan or are not regionally significant, or are included in the 2016-2021 TIP or are exempt projects that do not need to be reviewed for air quality conformity and consistency with the State Implementation Plan according to 40 CFR Part 93.126 Table 2 Exempt Projects, and
- WHEREAS, the proposed Transportation Improvement Program amendment had a public review and comment opportunity at the Regional Council meeting on May 26, 2016, and all comments were carefully considered,

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

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

Mayor Tom Dolan, Chairman
Wasatch Front Regional Council

Andrew S. Gruber
Executive Director
Wasatch Front Regional Council

Date: May 26, 2016

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

Board Modification

New Projects

Ogden/ Layton Urban Area

| County | Sponsor | Facility | PIN | Project Location | Concept/ Type of Improvement | Funding Source | Project Estimated Cost | Currently Funded Amount | Action | Funding Amount | Year |
|--------|-----------|-----------|-------|---|---|---|------------------------|-------------------------|------------------------------|------------------|------|
| Davis | Kaysville | 200 North | 14826 | D&RGW Trail Crossing (200 North Street) | Safety Improvements to the D&RGW Trail Crossing (200 North Street) with the Installation of Ped Signal and Realignment of the Crosswalk | TAP_FLEX (Transportation Alternatives Program) | \$175,200 | | | \$116,724 | 2016 |
| | | | | | | Local_Govt (Local Government Funds) | | \$175,200 | <i>Advanced Construction</i> | | |

UDOT Region One requests approval to add a new Transportation Alternatives Project (TAP) to the FY 2016- 2021 STIP. This project was recently recommended as a draft project for the WFRC TAP program. The request is to amend the project onto the STIP so the City can advance construct (AC) the project this summer using their own funds and then be reimbursed when the federal dollars become available. The federal funds (\$116,724) are anticipated for 2017.

Statewide Programs

| County | Sponsor | Facility | PIN | Project Location | Concept/ Type of Improvement | Funding Source | Project Estimated Cost | Currently Funded Amount | Action | Funding Amount | Year |
|---------|---------|----------|-----|----------------------------|------------------------------|-------------------------------|------------------------|-------------------------|--------------------|----------------------|------|
| Various | UDOT | Various | New | Various Statewide Programs | State Funded Programs | ST_GF (State General Fund) | \$110,800,000 | \$0 | <i>New Funding</i> | \$110,800,000 | 2017 |

The funding levels for the State Funded Programs are amended into the existing TIP each year in May prior to the State Fiscal Year which begins July 1. These programs include funding levels for: Operations & Safety Programs, System Preservation Programs, Region Contingency Funds, and Region Concept Development. The \$40 M for pavement preservation/ rehabilitation comes as a result of the good work and the recently approved Motor Fuels Tax resulting from HB 362. By devoting more resources to preserving and rehabilitating existing pavement, millions of dollars are saved down stream by avoiding significant reconstruction costs. Please reference the attached table for funding assignment and distribution. (Programs - Listed on following page)

Adjustments to Project Scope and Increase Project Funding

Salt Lake/ West Valley Urban Area

| County | Sponsor | Facility | PIN | Project Location | Concept/ Type of Improvement | Funding Source | Project Estimated Cost | Currently Funded Amount | Action | Funding Amount | Year |
|-----------|---------|----------|-------|---|---|---|------------------------|-------------------------|---------------------------|------------------|------|
| Salt Lake | UDOT | SR-270 | 10891 | SR-270; 9th South Connector Bridge Rehabilitation Project | Replace Bridge Deck, Repair Bridge Structures and Address Deck Overlays | NHPP_BR (National Highway Performance Program - Bridge On Program) | \$5,070,000 | \$4,070,000 | | | 2016 |
| | | | | | | ST_Bridge (State Construction - Bridge Program) | | | <i>Additional Funding</i> | \$900,000 | |
| | | | | | | ST_Cont_R2 (State Construction - Region 2 Contingency Fund) | | \$100,000 | | | |

This project will replace the deck on one structure, rehabilitate the substructures on five other structures, as well as address deck overlays on four additional structures. One of the structures within this project is currently listed as structurally deficient. This project was advertised earlier this year, but the bids came in over the engineer's estimate. This action will allow for the rebidding of this project. The funds for this action will come from unspent funds in the 2014 Bridge Preventative Maintenance Program.

Draft Program Distribution of State Funds

| Line | Plan Fund (ePM) | Master PIN | Description | FY 2016 \$ Millions | Estimate FY 2017 \$ Millions | Estimate FY 2018 \$ Millions | Estimate FY 2019 \$ Millions |
|------|-------------------------------------|------------|--|---------------------|------------------------------|------------------------------|------------------------------|
| 1 | Operations & Safety Programs | | | | | | |
| 2 | ST_SIGNALS_M&O | 10948 | Signals Maintenance & Operations | \$3.00 | \$3.00 | \$3.00 | \$3.00 |
| 3 | ST_ATMS | 5954 | Traffic Management (ATMS) Deployment | \$3.00 | \$3.00 | \$3.00 | \$3.00 |
| 4 | ST_ATMS_AM | | ATMS Asset Management (Life Cycle Replacement) | | \$3.90 | \$3.90 | \$3.90 |
| 5 | ST_BARRIER | 6061 | Barrier Treatments | \$0.30 | \$0.30 | \$0.30 | \$0.30 |
| 6 | ST_LIGHTING | 6129 | Small Area Lighting | \$0.30 | \$0.30 | \$0.30 | \$0.30 |
| 7 | ST_SIGNING | 6364 | Sign Modification & Replacement | \$0.40 | \$0.40 | \$0.40 | \$0.40 |
| 8 | ST_SPOT_SFTY | 5775 | Safety Spot Improvements | \$2.00 | \$2.00 | \$2.00 | \$2.00 |
| 9 | ST_SIGNALS | 5952 | New Traffic Signals | \$9.00 | \$9.00 | \$9.00 | \$9.00 |
| 10 | ST_SPOT_MNT | 5930 | Maintenance Spot Improvement | \$0.50 | \$0.50 | \$0.50 | \$0.50 |
| 11 | Subtotals | | | \$18.50 | \$22.40 | \$22.40 | \$22.40 |
| 12 | | | | | | | |
| 13 | System Preservation Programs | | | | | | |
| 14 | ST_PVMT | | Pavement Preservation (Orange Book) | \$2.90 | | | |
| 15 | ST_PVMT | | Pavement Rehabilitation (Purple Book) | \$8.71 | | | |
| 16 | ST_LV2_PVMT | | Low Volume Roads - Pavement Rehabilitation | \$17.14 | | | |
| 17 | ST_PVMT | | High Volume Roads (Preservation & Rehabilitation) | | \$0.65 | \$1.95 | \$3.15 |
| 18 | ST_LV2_PVMT | | Low Volume Roads - (Preservation & Rehabilitation) | | \$40.00 | \$40.00 | \$40.00 |
| 19 | ST_BRIDGE | | Bridge Preservation | \$3.10 | \$5.67 | \$5.67 | \$5.67 |
| 20 | ST_BRIDGE | | Bridge Rehabilitation | \$5.40 | \$9.33 | \$9.33 | \$9.33 |
| 21 | Subtotals | | | \$37.25 | \$55.65 | \$56.95 | \$58.15 |
| 22 | | | | | | | |
| 23 | Region Contingency | | | | | | |
| 24 | ST_CONT_R1 | 5599 | Region One Contingency | \$1.00 | \$1.00 | \$1.00 | \$1.00 |
| 25 | ST_CONT_R2 | 5589 | Region Two Contingency | \$1.00 | \$1.00 | \$1.00 | \$1.00 |
| 26 | ST_CONT_R3 | 5597 | Region Three Contingency | \$1.00 | \$1.00 | \$1.00 | \$1.00 |
| 27 | ST_CONT_R4 | 5591 | Region Four Contingency | \$1.00 | \$1.00 | \$1.00 | \$1.00 |
| 28 | Subtotals | | | \$4.00 | \$4.00 | \$4.00 | \$4.00 |
| 29 | | | | | | | |
| 30 | Other Programs | | | | | | |
| 31 | ST_CONT_PG | 6062 | Programming Contingency | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 32 | ST_HWY_TRNSF | 6672 | Jurisdictional Transfers | \$0.80 | \$0.30 | \$0.30 | \$0.30 |
| 33 | ST_PR | 8922 | Public Communication Efforts | \$0.645 | \$0.645 | \$0.645 | \$0.645 |
| 34 | ST_PK_ACCESS | | State Park Access | \$0.500 | \$0.500 | \$0.500 | \$0.500 |
| 35 | Subtotals | | | \$1.95 | \$1.45 | \$1.45 | \$1.45 |
| 36 | | | | | | | |
| 37 | Region Concept Devel. & OSR | | | | | | |
| 38 | ST_CONCEPT_D1 | 8752 | Region One | \$0.15 | \$0.15 | \$0.15 | \$0.15 |
| 39 | ST_CONCEPT_D2 | 8754 | Region Two | \$0.15 | \$0.15 | \$0.15 | \$0.15 |
| 40 | ST_CONCEPT_D3 | 8756 | Region Three | \$0.15 | \$0.15 | \$0.15 | \$0.15 |
| 41 | ST_CONCEPT_D4 | 8758 | Region Four | \$0.15 | \$0.15 | \$0.15 | \$0.15 |
| 42 | Subtotals | | | \$0.60 | \$0.60 | \$0.60 | \$0.60 |
| 43 | | | | | | | |
| 44 | State Match & Comptroller Reserve | | | | | | |
| 45 | State Match for the Federal Program | | | \$21.90 | \$22.20 | \$22.50 | \$22.90 |
| 46 | Comptroller's Reserve | | | \$4.50 | \$4.50 | \$4.50 | \$4.50 |
| 47 | | | | | | | |
| 48 | TOTAL | | | \$88.70 | \$110.80 | \$112.40 | \$114.00 |

*State funds available July 1, 2016

*Indicate either a change in program name or new program

DATE: May 19, 2016
AGENDA ITEM: 6c
SUBJECT: **ACTION:** Approve STP, CMAQ, & TAP Projects for 2017-2022 TIP
PREPARED BY: Ben Wuthrich

BACKGROUND:

Each year the Wasatch Front Regional Council is responsible for programming three sources of Federal Highway Administration (FHWA) funding and coordinating those federal programs in the Transportation Improvement Program (TIP) for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas. The three federal sources of funding are the Surface Transportation Program (STP), the Congestion Mitigation/ Air Quality (CMAQ) program, and the Transportation Alternatives Program (TAP).

Due to the significant transportation improvement needs within the Wasatch Front area, each year many projects are submitted for evaluation and consideration for federal funding participation. This year there were over 113 projects totaling approximately \$380 million in needed improvements over the three federal programs. With a little more than \$52 million available to program, WFRC staff along with technical expertise from each city, UDOT, and UTA identified 49 projects that would provide great benefits for the federal funding available. This means that about 14% of the identified needs will be able to be addressed with these three programs.

The annual apportionments for the **Surface Transportation Program (STP)** funds are projected to be approximately \$18,182,000 through the year 2022 in the Salt Lake/ West Valley Area and \$9,721,000 in the Ogden/ Layton Area. However, due to the adjustments brought about with programming and project cost savings last year, there is an estimated \$25,000,000 to program in the year 2022 for the Salt Lake/ West Valley Area, and \$12,800,000 for the Ogden/ Layton Area.

In the **Congestion Mitigation/ Air Quality Program (CMAQ)**, the annual apportionments are projected to be approximately \$5,634,000 through the year 2022 with \$5,900,000 available to program in the Salt Lake/ West Valley Area and an estimated \$3,034,000 in annual apportionments in the Ogden/ Layton Area with \$5,000,000 available to program for 2022.

The annual apportionments for **Transportation Alternatives Program (TAP)** funds for FY2017 and FY2018 are projected to be approximately \$900,000 with \$2,330,400 available to program in the Salt Lake/ West Valley area. About \$500,000 in annual apportionments for the Ogden/ Layton Area is expected for FY2017 and FY2018 with \$1,198,000 available to program. The larger amounts for this year's programming are due to a program re-alignment with Safe Routes to School funding. Also, the Regional Council is programming two years of funding FY2017 and FY2018 in order to match the time required to prepare projects for funding. Next year, it is anticipated to return to programming one year of TAP funds.

At their meeting on April 21, Trans Com reviewed the results of the evaluation process and the project recommendations from the Salt Lake/ West Valley and the Ogden/ Layton Technical Advisory Committees (TAC), as well as input from the Councils of Governments (COGs).

The attached tables "STP Projects Submitted for Consideration" show the projects submitted. The highlighted projects with a recommended funding amount in the **left** hand column indicate those recommended by Trans Com to be added to the Draft 2017-2022 STP program.

The attached tables “CMAQ Projects Submitted for Consideration” show the projects submitted. The highlighted projects indicate those recommended by Trans Com to be added to the 2017-2022 CMAQ program with the recommended funding amount listed in the **left** hand column.

The attached tables “TAP Projects Submitted for Consideration” show the projects submitted. The highlighted projects indicate those recommended by Trans Com to be added to the FY2017 and FY2018 TAP program with the recommended funding amount listed in the **left** hand column.

CONTACT PERSON:

Ben Wuthrich (801) 363-4230 ext. 1121

RECOMMENDATIONS:

Trans Com recommends that the Regional Council make a motion “to approve the highlighted STP, CMAQ, and TAP projects be added to the draft 2017-2022 STP, CMAQ, and TAP Programs.”

EXHIBITS:

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

STP Projects Submitted for Consideration for the 2017-2022 Surface Transportation Program (STP) Program
Projects (Highlighted in Yellow) represent those projects Recommended by Trans Com

| Recommended Funding | Project Order | Sort | City | Agency | Project Name | From Street | To Street | Project Improvement | Type of Project | Func Class | Length | Description | Tot Cost | Fed Fund | '09 ADT | '30 ADT | Sp Prior | Safety Score | Pavement Management Score | Cost Benefit Score | Delay Reduction Score | Growth Principles/Economic Imp | Existing ADT Score | Operation, TSM/TDM, ITS Imp Score | Traffic Growth Score | Existing Volume/Capacity Score | Total Score | Weighted Total |
|---------------------|---------------|----------|------------------|------------------|---|-------------------------|----------------------------|---------------------|-----------------|----------------|--------|---|--------------|-------------|---------|---------|----------|--------------|---------------------------|--------------------|-----------------------|--------------------------------|--------------------|-----------------------------------|----------------------|--------------------------------|-------------|----------------|
| | 1 | STP O 18 | Ogden | UTA | Weber State University Intermodal Center | In Dee Event Center lot | On planned BRT route | Transit Capital | Transit | NA | 0.5 | The Ogden/WSU Transit Study LPA is complete, and a BRT alignment has been selected. WSU, UTA, and Ogden City now know where the transit line will run through campus. These partners determined that a campus intermodal hub is needed for easy transfers between local bus routes, the BRT line, bike facilities, pedestrians, and cars. | \$3,116,900 | \$2,617,800 | 36000 | 53000 | 1 | 0.5 | 3.7 | 20.0 | 0.0 | 16.0 | 3.0 | 8.0 | 10.0 | 1.0 | 55.7 | 62.2 |
| | 2 | STP O 22 | South Ogden City | South Ogden City | 40th Street and Chimes View Drive Rebuild | Riverdale Road | Washington Blvd. | Reconstruction | Reconstruct | Minor Arterial | 0.8 | This project will reconstruct both 40th Street and Chimes View Drive between Riverdale Road and Washington Blvd. I will also include the replacement of curb, gutter and sidewalk. It is a major east-west corridor for vehicles traveling to Weber State University and McKay Dee Hospital. Emergency vehicles routinely use this route to access the hospital from Riverdale, South Ogden and parts of Ogden. | \$5,191,100 | \$4,839,663 | 34000 | 36000 | 2 | 7.0 | 25.0 | 16.0 | 1.0 | 4.8 | 3.0 | 0.7 | 2.0 | 0.0 | 44 | 59.5 |
| \$3,000,000 | 3 | STP O 15 | Ogden | Ogden City | 20th Street Reconstruction | Washington Blvd | Monroe Blvd | Reconstruction | Reconstruct | Minor Arterial | 0.6 | 20th Street has been on the RTP for nearly 2 decades. Structurally, the pavement is distressed and is rated as poor. Severe cross-slopes, deep gutters and antiquated storm drain inlets are out of standard and are liabilities. 20th is a "gateway road" into Ogden, an improved roadway would reflect well on the City. | \$6,477,200 | \$6,038,694 | 6640 | 12000 | 2 | 9.0 | 21.3 | 12.0 | 0.0 | 6.4 | 0.0 | 4.7 | 4.0 | 0.0 | 49.25 | 57.3 |
| | 4 | STP O 3 | Clinton | Clinton City | 800 North | 2000 West | 2525 West | Widening | Reconstruct | Collector | 0.52 | This project will widen 800 North between 2000 West and 2525 West, add shoulders, and reconstruct the existing asphalt street section. This project includes safety improvements by improving access conditions and adding a center turn-lane at intersections for improved mobility. | \$3,164,400 | \$2,000,000 | 3479 | 7000 | 1 | 7.0 | 25.0 | 12.0 | 0.0 | 6.4 | 0.0 | 4.0 | 2.0 | 0.0 | 45 | 56.4 |
| | 5 | STP O 9 | West Point | West Point City | 800 North Widening | 2525 West | 3000 West | Reconstruction | Reconstruct | Collector | 0.47 | Widen to a three lane section and install curb, gutter and sidewalk. Provide turn lanes at all intersections. | \$1,352,300 | \$1,229,051 | 2164 | 11000 | 1 | 7.0 | 10.0 | 20.0 | 0.0 | 6.4 | 0.0 | 2.0 | 8.0 | 0.0 | 51 | 53.4 |
| | 6 | STP O 24 | WEST HAVEN | West Haven City | 2550 South | West Boundary | 2700 West | Widening | Reconstruct | Collector | 0.625 | The proposed project will include installing curb on both sides and sidewalk on the north side of 2550 South to improve pedestrian safety. Currently 2550 South has a very deep ditch along the north side creating a significant safety hazard for motorists and no area for pedestrians. This road has been designated as a major east west collector road within Weber County, connecting 4700 West and 1900 West. The remaining length is approximately 3,300 feet. | \$3,344,500 | \$3,035,988 | 940 | 12000 | 3 | 0.0 | 20.5 | 16.0 | 0.0 | 4.0 | 0.0 | 0.0 | 10.0 | 0.0 | 36.1 | 50.5 |
| | 7 | STP O 17 | Ogden | UTA | Ogden BDO FrontRunner Station | 14th Street | 7th Street | Transit Capital | Transit | NA | 1.5 | Current FrontRunner service north of the Ogden consists of a couple morning & afternoon trips to/from Pleasant View. More service is needed, especially to the Ogden BDO area. Ogden, UTA & Weber Co. are working to extend full UTA track north. This request is to help fund a new BDO station and park-and-ride once this happens. | \$10,238,100 | \$2,560,000 | 1 | 7000 | 3 | 0.5 | 3.7 | 12.0 | 0.0 | 16.0 | 0.0 | 9.3 | 6.0 | 0.0 | 42.7 | 47.5 |
| | 8 | STP O 16 | Ogden | Ogden City | North Street (West) | Wall Avenue | Harrisville Road | Reconstruction | Reconstruct | Collector | 0.15 | This area near North Street continues to see commercial and other large scale development occurring in nearby Harrisville City. Approximately 5 years ago, UDOT installed a traffic signal at North Street and Wall; with each development and ultimately the traffic signal install, vehicle volumes jumped from 500 AADT to an amount 10 times that volume measured in 2010. The only thing that hasnt changed is the roadway, it currently retains the characteristics of a paved farm road. | \$1,666,300 | \$1,553,491 | 980 | 4000 | 4 | 8.0 | 21.3 | 12.0 | 0.0 | 2.4 | 0.0 | 1.3 | 2.0 | 0.0 | 31.25 | 47.0 |
| \$2,183,167 | 9 | STP O 1 | Perry City | Perry City | 1200 West Roadway Extension Project | 3600 South | City Boundary on the South | New Construction | Capacity | Minor Arterial | 0.38 | Extend & improve 1200 W from 3600 S to Willard City. The roadway & trail provide critical connective elements for the RTP by completing a redundant north/south corridor reducing traffic burden on US 89 & I-15. The trail element creates essential connectivity bridging regional trails from Utah County to Box Elder County. | \$2,406,700 | \$2,183,167 | 100 | 5000 | 1 | 7.0 | 5.0 | 9.0 | 0.0 | 16.0 | 0.0 | 5.0 | 4.0 | 0.0 | 46 | 46.0 |
| | 10 | STP O 8 | West Point | West Point City | 300 North Widening | 2000 West | 3000 West | Reconstruction | Reconstruct | Collector | 1 | Widen to a three lane section and install curb, gutter and sidewalk. Provide turn lanes at all intersections. | \$3,806,300 | \$3,526,238 | 6000 | 9000 | 2 | 0.0 | 23.0 | 12.0 | 0.0 | 6.4 | 0.0 | 2.0 | 2.0 | 0.0 | 34.6 | 45.4 |

STP Projects Submitted for Consideration for the 2017-2022 Surface Transportation Program (STP) Program
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| Recommended Funding | Project Order | Sort | City | Agency | Project Name | From Street | To Street | Project Improvement | Type of Project | Func Class | Length | Description | Tot Cost | Fed Fund | '09 ADT | '30 ADT | Sp Prior | Safety Score | Pavement Management Score | Cost Benefit Score | Delay Reduction Score | Growth Principles/Economic Imp | Existing ADT Score | Operation, TSM/TDM, ITS Imp Score | Traffic Growth Score | Existing Volume/Capacity Score | Total Score | Weighted Total |
|---------------------|---------------|----------|----------------------|----------------------|--|---|---|---------------------|-----------------|-----------------|--------|---|-------------|-------------|---------|---------|----------|--------------|---------------------------|--------------------|-----------------------|--------------------------------|--------------------|-----------------------------------|----------------------|--------------------------------|-------------|----------------|
| \$2,250,000 | 11 | STP O 12 | North Ogden City | North Ogden City | 450 East / 400 East Widening - Phase I | 2600 North | Elberta Drive | Widening | Capacity | Collector | 0.428 | To widen the existing roadway from one lane of travel in each direction to two lanes in each direction. This is a major collector street in the City that receives and distributes traffic from other collector/arterial roads and does not currently provide the level of service necessary. | \$5,370,300 | \$4,039,786 | 14585 | 20000 | 1 | 3.0 | 4.1 | 12.0 | 0.0 | 17.0 | 1.0 | 2.0 | 4.0 | 2.0 | 45.1 | 45.1 |
| | 12 | STP O 21 | Riverdale City | Riverdale City | Ritter Drive | SR60 | Freeway Park Drive | Reconstruction | Reconstruct | Collector | 0.7 | Road widening project and safety improvements along Ritter Drive from SR 60 to Freeway Park drive. Installation of traffic calming features, curb gutter, sidewalk and travel lane improvements. | \$1,745,000 | \$1,500,000 | 350 | 4000 | 1 | 0.0 | 20.5 | 12.0 | 0.0 | 6.4 | 0.0 | 4.0 | 2.0 | 0.0 | 37.1 | 44.9 |
| \$4,352,629 | 13 | STP O 2 | Clearfield/Syracuse | Clearfield | 500 West | 2000 South | SR108 / Antelope / 1700 S. | New Construction | Capacity | Collector | 0.3 | This project will extend 500 West, a north-south 84' R.O.W. roadway to connect with a major, east-west corridor (SR-108/Antelope Dr.). The project also includes a new signal at SR-108 intersection, and a connection to 1900 South to allow access for a subdivision. This is Phase 1 of a larger project. | \$4,668,700 | \$4,352,629 | 4735 | 6000 | 1 | 7.0 | 4.6 | 6.0 | 0.0 | 18.0 | 0.0 | 9.0 | 0.0 | 0.0 | 44.6 | 44.6 |
| | 14 | STP O 7 | South Weber | UDOT - Region 1 | I-84 Structure over the Weber River | I-84 MP 87.4 | I-84 MP 87.6 | Other STP | Operations | Highway/Freeway | 0.2 | The scope of this project is to upgrade the ramp from US-89 to I-84 WB which crosses the Weber River. The operation of the ramp will be improved by meeting current design standards for shoulder width, ramp acceleration length, lane merges and taper rates. A new structure will be built to span the Weber River for the ramp to meet the design requirements. This new structure will have less impacts to the Weber River and less user costs than widening the existing two span structure to add the ramp. | \$7,661,400 | \$2,000,000 | 18995 | 32000 | 3 | 3.0 | 4.2 | 15.0 | 0.0 | 9.6 | 1.0 | 1.3 | 10.0 | 0.0 | 46.2 | 44.1 |
| | 15 | STP O 13 | North Ogden City | North Ogden City | 450 East / 400 East Widening - Phase II | Elberta Drive | 3300 North | Widening | Capacity | Collector | 0.597 | To widen the existing roadway from one lane of travel in each direction to two lanes in each direction. This is a major collector street in the City that receives and distributes traffic from other collector/arterial roads and does not currently provide the level of service necessary. | \$9,348,400 | \$6,395,019 | 14585 | 20000 | 2 | 3.0 | 4.1 | 9.0 | 0.0 | 17.0 | 1.0 | 2.0 | 4.0 | 1.0 | 41.1 | 41.1 |
| | 16 | STP O 14 | Ogden | Ogden City | 7th Street: Liberty to Monroe | Liberty Avenue | Monroe Boulevard | Reconstruction | Reconstruct | Collector | 0.32 | This project will improve the last remaining unimproved/deteriorated segment of 7th Street between Harrison Blvd and Washington Blvd. 2011 saw the the unimproved length of 7th Street west of this project fully improved. 7th Street is a high activity route to Ben Lomond High School, Bonneville Elementary and Hillcrest Junior High. | \$1,942,300 | \$1,810,806 | 5480 | 7000 | 5 | 7.0 | 10.0 | 16.0 | 0.0 | 4.8 | 0.0 | 2.7 | 0.0 | 0.0 | 37 | 40.5 |
| | 17 | STP O 20 | Pleasant View City | Pleasant View City | 2550 North Reconstruction | 2550 North: City Limits & 1000 West: 2700 North | 2550 North: 1000 West & 1000 West: 2550 North | Reconstruction | Reconstruct | Collector | 1.06 | 1) Reconfigure the intersection where 2550 North and 1000 West meet at US-89 in order to allow two-way traffic on both streets and increase access for commercial development. 2) 2550 North is deteriorated and is in need of pavement replacement in order to continue to manage existing and future traffic. | \$4,779,600 | \$4,244,389 | 3000 | 6000 | 1 | 1.0 | 18.8 | 8.0 | 0.0 | 6.4 | 0.0 | 2.7 | 2.0 | 0.0 | 32.75 | 38.8 |
| | 18 | STP O 11 | Marriott-Slaterville | Marriott-Slaterville | 1200 West Widening Project | 400 North | Marriott-Slaterville/Farr West Boundary Line | Widening | Reconstruct | Minor Arterial | 0.56 | This road is a major access route for the Ogden Business Depot's West Entrance. It is also used as a secondary frontage road for I-15 between 12th and 2700 North in Farr West. The west side of 1200 West is residential and the east side will include a sidewalk and bike path to improve access and safety for pedestrians. Project also to include a traffic signal at the intersection of 400 North and 1200 West. | \$6,820,400 | \$6,293,398 | 5625 | 14000 | 1 | 1.0 | 12.3 | 12.0 | 0.0 | 3.6 | 0.0 | 0.7 | 8.0 | 0.0 | 30.45 | 37.5 |
| | 19 | STP O 19 | Ogden - Layton UZA | UTA | AVL Equipment-Weber-Davis Co. Mobility Providers | N/A | NA | ATMS or ITS | Transit | NA | 0.5 | UTA is seeking funds for AVL equipment to be installed in the vehicles of all human services transportation providers as the last phase in UTA's Coordinated Mobility Technology project. installing this equipment will allow real time vehicle information and real time scheduling, to increase available services for riders. | \$223,800 | \$208,649 | 15000 | 20000 | 2 | 0.5 | 3.7 | 20.0 | 0.0 | 4.0 | 1.0 | 4.0 | 4.0 | 0.0 | 31.7 | 37.2 |
| | 20 | STP O 23 | South Ogen City | South Ogden City | Adams Avenue Rebuild Project | 40th Street | Edgewood Drive | Reconstruction | Reconstruct | Collector | 1 | This project will reconstruct Adams Avenue between 40th Street and Edgewood Drive. This road is a collector for a relatively large portion of the City carrying traffic from local roads and minor collectors to a minor arterial (40th Street). It is a major conveyor of local traffic to 40th Street. | \$4,404,900 | \$4,106,688 | 1950 | 3000 | 4 | 7.0 | 21.3 | 4.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 26.25 | 37.1 |

STP Projects Submitted for Consideration for the 2017-2022 Surface Transportation Program (STP) Program
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| Recommended Funding | Project Order | Sort | City | Agency | Project Name | From Street | To Street | Project Improvement | Type of Project | Func Class | Length | Description | Tot Cost | Fed Fund | '09 ADT | '30 ADT | Sp Prior | Safety Score | Pavement Management Score | Cost Benefit Score | Delay Reduction Score | Growth Principles/Economic Impo | Existing ADT Score | Operation, TSM/TDM, ITS Imp Score | Traffic Growth Score | Existing Volume/Capacity Score | Total Score | Weighted Total |
|---------------------|--|----------|------------------|------------------|-----------------------------------|-------------------|-------------------|---------------------|-----------------|--------------------|--------|---|--------------|-------------|---------|---------|----------|--------------|---------------------------|--------------------|-----------------------|---------------------------------|--------------------|-----------------------------------|----------------------|--------------------------------|-------------|----------------|
| \$1,000,000 | 21 | STP O 6 | Layton | Layton City | Gordon Avenue Arterial | 1600 East | Highway 89 | Other STP | Other | Minor Arterial | 1.1 | Layton City will construct a critical East-West Minor Arterial Connection from 1600 East to Highway 89. UDOT is widening Highway 89 in 2021 and constructing a new Interchange at Gordon Avenue. Layton City is coordinating with UDOT to extend Gordon and connect the new arterial road to Highway 89. | \$3,500,000 | \$2,000,000 | 7000 | 12000 | 1 | 4.0 | 4.6 | 12.0 | 0.0 | 10.0 | 0.0 | 2.0 | 4.0 | 0.0 | 36.6 | 36.6 |
| | 22 | STP O 5 | Farmington | Farmington City | SR-106 (Main Street) Improvements | Park Lane | Shepard Lane | Widening | Capacity | Principal Arterial | 0.76 | The proposed project is intended to improve drainage and add pedestrian facilities to the section of SR-106 (Farmington Main Street) between Park Lane and Shepard Lane on the west side of the road. The project will include storm drain, curb and gutter, sidewalk and pavement widening to allow for standard shoulder width. | \$2,423,800 | \$2,180,463 | 9505 | 12000 | 2 | 3.0 | 1.1 | 12.0 | 0.0 | 14.0 | 0.0 | 3.0 | 2.0 | 0.0 | 35.1 | 35.1 |
| | 23 | STP O 10 | Harrisville City | Harrisville City | West Harrisville Road Widening | Highway 89 | 750 West | Widening | Capacity | Minor Arterial | 0.578 | This project will widen West Harrisville Road from Highway 89 to 750 West. This is a two lane road - one lane each direction with an inconsistent width of pavement. Widening the pavement to a consistent width would allow an additional lane for turning movements and increase safety and capacity. | \$3,034,100 | \$2,712,154 | 9800 | 13000 | 1 | 2.0 | 4.2 | 12.0 | 0.0 | 13.0 | 0.0 | 1.0 | 2.0 | 0.0 | 34.2 | 34.2 |
| | 24 | STP O 25 | West Haven | West Haven City | 3600 South | 3500 West | Midland Drive | Widening | Reconstruct | Collector | 1.24 | The Project includes overlaying and widening. 3600 South is a Collector Road for West Haven City that continues to see increased use. The improvements proposed will increase driver and pedestrian safety as well as connect to the recently completed improvements on both the east and the west ends. | \$6,803,200 | \$6,260,581 | 1804 | 4483 | 2 | 0.0 | 22.5 | 4.0 | 0.0 | 4.0 | 0.0 | 0.0 | 2.0 | 0.0 | 19.5 | 32.5 |
| | 25 | STP O 4 | Farmington | Farmington City | I-15 Pedestrian Overpass | West side of I-15 | East side of I-15 | Pedestrian | Other | NA | 0.19 | This pedestrian bridge is needed to provide a dedicated safe pedestrian and bicycle access to the growing area and commuter facilities. It promotes alternate modes of transportation and is needed to connect commercial, residential, and recreation areas to each other and the Farmington Front Runner Station. | \$8,638,100 | \$7,974,055 | 50 | 150 | 4 | 6.0 | 1.1 | 0.0 | 0.0 | 15.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22.1 | 22.1 |
| \$12,785,796 | Total Ogden/ Layton Urban Area STP Funds Available to Program for FY2022 | | | | | | | | | | | | \$12,800,000 | | | | | | | | | | | | | | | |

STP Projects Submitted for Consideration for the 2017-2022 Surface Transportation Program (STP) Program
Projects (Highlighted in Yellow) represent those projects Recommended by Trans Com

| Recommended Funding | Project Order | Sort | City | Agency | Project Name | From Street | To Street | Project Improvement | Type of Project | Func Class | Length | Description | Tot Cost | Fed Fund | '09 ADT | '30 ADT | Sp Prior | Safety Score | Pavement Management Score | Cost Benefit Score | Delay Reduction Score | Growth Principles/Economic Impo | Existing ADT Score | Operation, TSM/TDM, ITS Imp Score | Traffic Growth Score | Existing Volume/Capacity Score | Total Score | Weighted Total |
|---------------------|---------------|----------|-------------------------------|--------------------|--|-------------------|--------------------------|-------------------------|-----------------|--------------------|--------|--|--------------|-------------|---------|---------|----------|--------------|---------------------------|--------------------|-----------------------|---------------------------------|--------------------|-----------------------------------|----------------------|--------------------------------|-------------|----------------|
| \$2,000,000 | 1 | STP S 12 | Salt Lake City | Salt Lake City | 1300 East | 1300 South | 2100 South | Reconstruction | Reconstruct | Principal Arterial | 1.1 | Rehabilitate deteriorated street: replace necessary curb and gutter, drive approaches, ADA pedestrian ramps, mill existing pavement, stabilize base, and install new pavement, improve drainage, evaluate options for complete streets improvements, upgrade traffic and pedestrian signals, and improve intersection lighting. | \$10,008,800 | \$2,000,000 | 27060 | 33000 | 2 | 10.0 | 21.3 | 20.0 | 0.0 | 6.4 | 2.0 | 3.3 | 4.0 | 1.0 | 57.25 | 68.0 |
| \$171,357 | 2 | STP S 8 | Holladay | Holladay | Highland Drive Corridor Feasibility Study | Arbor Lane | Van Winkle Expressway | Study | Other | Minor Arterial | 1.4 | The Study will address future traffic volumes, expanded transit services, and increased bicycling and walking. Efforts will focus on safety, efficiency, and innovation. Goals include: relieve congestion, decrease air emissions, and promote seamless mobility across all forms of transportation. The Study builds upon adopted Highland Drive Master Plan, TLC-funded VanWinkle Intersection Study, and STP/SAFETEA-LU improvements. | \$183,800 | \$171,357 | 18975 | 24000 | 1 | 9.0 | 4.2 | 15.0 | 0.0 | 17.0 | 1.0 | 12.0 | 4.0 | 1.0 | 63.2 | 63.2 |
| \$4,298,835 | 3 | STP S 22 | Taylorsville | Taylorsville City | Redwood Road Mobility/ Access Management and Safety Improvements - Phase 4 | 4700 South | 5400 South | Operations | Operations | Principal Arterial | 1 | This project will improve access management and traffic flow along Redwood Road from 4700 S. to 5000 S. by limiting conflict points and increasing safety for motorists and pedestrians. | \$4,699,000 | \$4,298,835 | 61050 | 65000 | 1 | 10.0 | 4.6 | 15.0 | 0.0 | 12.0 | 5.0 | 10.7 | 2.0 | 1.0 | 60.6 | 60.3 |
| | 4 | STP S 4 | Cottonwood Heights/Sandy City | Cottonwood Heights | Creek Road & Highland Drive Intersection | 8072 Sout | 8340 South | Intersections & Signals | Operations | Principal Arterial | 0.2 | Add a second Left Turn pocket (12-ft wide x 144 LF each) and a second receiving lane for NB & SB Highland Drive traffic turning onto WB & EB on Creek Road. Add a raised concrete median (180 LF each) at inside lane of LT pockets. Widen west side of Highland Drive roadway, reconstruct sidewalk and concrete curb & gutter to accommodate new lane. | \$2,561,800 | \$2,388,366 | 39540 | 60000 | 1 | 3.0 | 4.6 | 15.0 | 0.0 | 12.8 | 3.0 | 9.3 | 10.0 | 1.0 | 59.6 | 58.7 |
| | 5 | STP S 21 | South Salt Lake | South Salt Lake | 700 West Reconstruction; 3300 South to 3900 South | 3300 South | 3900 South | Reconstruction | Reconstruct | Collector | 0.88 | 700 West is a collector road that serves residential areas, the County Jail, a UTA maintenance facility, and light industrial businesses. 700 West carries a high volume of trucks, causing accelerating pavement deterioration. This project will replace the failing asphalt pavement with concrete pavement, and upgrade pedestrian and drainage facilities by filling in sidewalk, curb and gutter; and adding bike lanes. | \$8,466,855 | \$7,888,843 | 6685 | 11000 | 1 | 10.0 | 25.0 | 8.0 | 0.0 | 4.4 | 0.0 | 6.0 | 4.0 | 0.0 | 45 | 57.4 |
| | 6 | STP S 1 | Bluffdale | Bluffdale | Porter Rockwell Boulevard Seg. 3 | Freedom Point Way | Geneva Rock Boundary | New Construction | Capacity | Principal Arterial | 0.72 | Porter Rockwell Boulevard (PRB) will connect I-15 to Mountain View Corridor (MVC), to major freeways. MVC ends at PRB. PRB Segment 3 leads into the funded segment 4 that connects to the bridge. Once the bridge across the Jordan River is built, PRB will connect communities on the west side of south Salt Lake County and north Utah County to I-15 and the east side, easing the commute and relieving congestion on Bangerter HWY and I-15. PRB will also have pedestrian trails, bike and transit facilities for a multimodal transportation. | \$4,561,300 | \$4,252,500 | 1 | 31000 | 1 | 9.0 | 4.2 | 12.0 | 0.0 | 18.0 | 0.0 | 4.0 | 10.0 | 0.0 | 57.2 | 57.2 |
| | 7 | STP S 20 | South Jordan City | South Jordan City | 2700 West | 11400 South | 11625 South | Widening | Reconstruct | Collector | 0.25 | 2700 West is a minor collector road that stretches from 11400 South to 11800 South. Areas on 2700 West are unimproved with single paved travel lanes in each direction. This request includes, but is not limited to the following improvements: curb and gutter, sidewalk, park strip, shoulder pavement, center turn lane, irrigation & utility relocation, traffic safety measures, bike lanes & conduits. | \$1,027,300 | \$957,752 | 10000 | 13000 | 2 | 7.0 | 18.5 | 20.0 | 0.0 | 6.0 | 1.0 | 1.3 | 2.0 | 0.0 | 45.7 | 55.8 |
| \$2,400,000 | 8 | STP S 24 | West Jordan | West Jordan | 7800 South | MVC | U-111 | Widening | Capacity | Principal Arterial | 1.3 | The project will widen 7800 South from an existing two lane roadway to a full 5 lanes with shoulders from 6200 West to MVC and from MVC to 6700 West. Water utilities will be placed at City cost. Street lighting will be funded separately. Sidewalks, landscaping, curb and gutter, stiping and signage are included. | \$5,202,500 | \$2,400,000 | 10000 | 30000 | 1 | 3.0 | 4.1 | 15.0 | 0.0 | 15.0 | 1.0 | 7.0 | 10.0 | 0.0 | 55.1 | 55.1 |
| \$4,233,337 | 9 | STP S 25 | West Valley City | West Valley City | 4100 South Reconstruction 4800 W. to 5400 W. | 4800 West | 5400 West | Reconstruction | Reconstruct | Minor Arterial | 0.75 | 4100 South is an arterial corridor that extends the entire length of the city and is an essential transportation facility for West Valley City. This project would reconstruct the pavement, and allow the road to continue to serve as a critical transportation asset for the west side of the Salt Lake Valley. | \$5,558,600 | \$5,133,337 | 19995 | 29000 | 1 | 2.0 | 21.3 | 16.0 | 0.0 | 4.8 | 1.0 | 1.3 | 8.0 | 0.0 | 41.25 | 54.4 |
| | 10 | STP S 23 | West Jordan | West Jordan | 7000 South Environmental Impact Statement (EIS) | 1300 West | SR-154 Bangerter Highway | Study | Other | Principal Arterial | 2.5 | The project will complete the environmental impact statement to widen 7000 South from an existing four lane roadway to a full 5 to 7 lanes with shoulders from 1300 West to SR-154. Water utilities will be placed at City cost. Sidewalks, landscaping, curb and gutter, stiping and signage evaluations are included in the study. All NEPA compliance issues will be evaluated. | \$2,000,000 | \$1,860,000 | 30000 | 35000 | 2 | 4.0 | 4.6 | 15.0 | 0.0 | 11.0 | 3.0 | 9.0 | 4.0 | 2.0 | 52.6 | 52.6 |

STP Projects Submitted for Consideration for the 2017-2022 Surface Transportation Program (STP) Program
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| Recommended Funding | Project Order | Sort | City | Agency | Project Name | From Street | To Street | Project Improvement | Type of Project | Func Class | Length | Description | Tot Cost | Fed Fund | '09 ADT | '30 ADT | Sp Prior | Safety Score | Pavement Management Score | Cost Benefit Score | Delay Reduction Score | Growth Principles/Economic Imp | Existing ADT Score | Operation, TSM/TDM, ITS Imp Score | Traffic Growth Score | Existing Volume/Capacity Score | Total Score | Weighted Total |
|---------------------|---------------|----------|--------------------|--------------------|--|---|-------------------------------|---------------------|--------------------|--------------------|--------|--|--------------|--------------|---------|---------|----------|--------------|---------------------------|--------------------|-----------------------|--------------------------------|--------------------|-----------------------------------|----------------------|--------------------------------|-------------|----------------|
| | 11 | STP S 5 | Draper | Draper City | 1300 East | Highland Drive | 13200 South | Reconstruction | Reconstruct | Collector | 0.5 | Reconstruct and widen 1300 East to provide a consistent three lane corridor with shoulders/bike lanes, curb, gutter, and sidewalks, and improve the function of the intersections of 1300 East at Waynes World Drive (13800 South) and 1300 East at Highland Drive | \$6,047,200 | \$5,546,905 | 14800 | 18000 | 2 | 7.0 | 21.3 | 12.0 | 0.0 | 4.8 | 1.0 | 4.0 | 2.0 | 0.0 | 41.25 | 52.1 |
| | 12 | STP S 14 | Salt Lake City | UTA | University of Utah Intermodal Center | South Campus | On LRT Route | Transit Capital | Transit | NA | 0.5 | U of U campus is well served by UTA local bus routes, TRAX, and other alternative modes. Lacking though, is a place that welcomes transit users to the campus in a centralized location where transfers between TRAX, local buses, campus shuttles, bike facilities, and car share can easily occur. A Intermodal Center is needed. | \$4,073,900 | \$3,075,700 | 12000 | 18000 | 2 | 1.0 | 3.7 | 16.0 | 0.0 | 16.0 | 1.0 | 8.0 | 6.0 | 0.0 | 46.7 | 51.7 |
| | 13 | STP S 2 | Cottonwood Heights | Cottonwood Heights | Fort Union Blvd. - Access Management Project | Union Park Ave. | 3000 East | Other STP | Operations | Principal Arterial | 2.4 | This project will add a raised islands on Fort Union Blvd from Union Park Ave. to 3000 East. A center Island will reduce conflict points and accidents on Fort Union Blvd. Street Lights will be installed to increase safety for motorists and pedestrians. Project will maintain access for most side streets of Fort Union Blvd. | \$3,888,500 | \$3,625,249 | 27995 | 32000 | 4 | 9.0 | 4.6 | 15.0 | 0.0 | 12.8 | 2.0 | 4.0 | 4.0 | 0.0 | 53.6 | 51.4 |
| \$2,862,441 | 14 | STP S 19 | South Jordan City | South Jordan City | 2200 West | 10400 South | 11400 South | Widening | Reconstruct | Collector | 0.91 | 2200 West is a minor collector road that stretches from West Jordan on the north to 11400 South. Areas on 2200 West are unimproved with single paved travel lanes in each direction. This request includes, but is not limited to the following improvements: curb and gutter, sidewalk, park strip, shoulder pavement, center turn lane, irrigation & utility relocation, traffic safety measures, bike lanes & conduits. | \$3,070,300 | \$2,862,441 | 6000 | 8000 | 1 | 9.0 | 20.5 | 12.0 | 0.0 | 6.0 | 0.0 | 1.3 | 2.0 | 0.0 | 41.1 | 50.8 |
| | 15 | STP S 17 | Sandy | Sandy City | Sego Lily Drive State Street Intersection Widening | Sego Lily Drive State Street Intersection (10000 South) | 0 | Widening | Operations | Principal Arterial | 0.24 | State St. and 10000 S. is a choke point for bicycle traffic. This project will allow for bike lanes on 10000 South by widening the north side of the intersection. A right turn pocket will also be added for WB traffic. 10000 South is identified by UCATS, WFRC, Salt Lake County, and Sandy City as a priority bicycle route. | \$1,549,800 | \$1,369,362 | 10000 | 14000 | 1 | 8.0 | 4.2 | 15.0 | 0.0 | 12.8 | 1.0 | 4.0 | 4.0 | 1.0 | 52.2 | 50.0 |
| | 16 | STP S 9 | Millcreek Township | UDOT - Region 2 | I-215 East at 3300 S - Add/Convert Southbound Lane | MP 1.67 | MP 2.0 | Widening | Operations/Freeway | Highway | 0.33 | Improve safety and lesson congestion by reducing merging/weaving conflicts at the Southbound I-215 East 3300 South Exit. Currently, I-80 WB to I-215 SB ramp turns into an Exit Only Lane for 3300 S. The majority of traffic needs to change lanes and merge into mainline SB I-215, rather than exiting at 3300 South. | \$4,534,700 | \$4,218,378 | 87800 | 108000 | 3 | 3.0 | 3.7 | 15.0 | 0.0 | 9.6 | 5.0 | 2.7 | 10.0 | 0.0 | 50.7 | 49.0 |
| \$4,500,000 | 17 | STP S 10 | Murray | Murray City | Vine Street | 1300 East | Van Winkle Expressway | Reconstruction | Reconstruct | Minor Arterial | 0.96 | Reconstruct and widens a portion of Vine Street from a 2 lane to a 3 lane collector. The project includes new curb and gutter, sidewalk and ADA improvements, drainage improvements, new pavement and bike lanes. | \$5,641,700 | \$4,937,181 | 6800 | 10500 | 3 | 6.0 | 18.5 | 12.0 | 0.0 | 5.2 | 0.0 | 2.0 | 2.0 | 0.0 | 36.7 | 45.7 |
| | 18 | STP S 6 | Draper City | Draper City | Lone Peak Parkway | Ikea Way | Golden Harvest Rd | New Construction | Capacity | Minor Arterial | 0.4 | Lone Peak Parkway is a north/south minor arterial, just west of I-15. Currently, Lone Peak Parkway begins at the northern limits of Draper City at 11400 South and terminates at Golden Harvest Rd. The project under this request will construct 0.4 miles of the five-lane planned extension from Ikea Way to Golden Harvest Road (12950 South), completing the minor arterial connection. Lone Peak Parkway is identified as a Phase 1 project in the Regional Transportation Plan from 11400 South to Bangerter Highway. | \$11,421,800 | \$10,557,645 | 10000 | 25000 | 1 | 6.0 | 2.9 | 9.0 | 0.0 | 14.0 | 1.0 | 1.0 | 10.0 | 0.0 | 43.85 | 43.9 |
| | 19 | STP S 13 | Salt Lake City | UTA | Airport TRAX Terminal Integration | Current Platform | Integration with new terminal | Transit Capital | Transit | NA | 0.25 | Redevelopment of the SLC International Airport requires the realignment of the existing TRAX line. This gives the city and UTA the unique opportunity to fully integrate the line with the main entrance terminal, making high capacity transit more accessible to our airport than any other US city's currently is. | \$54,087,200 | \$3,000,000 | 1200 | 4800 | 1 | 1.0 | 3.7 | 8.0 | 0.0 | 16.0 | 0.0 | 12.0 | 2.0 | 1.0 | 39.7 | 43.7 |
| \$2,000,000 | 20 | STP S 7 | Herriman | Herriman City | Herriman Parkway (West Extension) | 6400 W | 6800 W | New Construction | Capacity | Principal Arterial | 0.49 | This project is the Westward extension of 12600 S (principal arterial) and initially will be the only transportation route connecting new development currently in planning. | \$5,364,600 | \$2,000,000 | 1 | 18000 | 1 | 0.0 | 4.6 | 12.0 | 0.0 | 11.0 | 0.0 | 6.0 | 10.0 | 0.0 | 43.6 | 43.6 |

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Projects (Highlighted in Yellow) represent those projects Recommended by Trans Com

| Recommended Funding | Project Order | Sort | City | Agency | Project Name | From Street | To Street | Project Improvement | Type of Project | Func Class | Length | Description | Tot Cost | Fed Fund | '09 ADT | '30 ADT | Sp Prior | Safety Score | Pavement Management Score | Cost Benefit Score | Delay Reduction Score | Growth Principles/Economic Imp | Existing ADT Score | Operation, TSM/TDM, ITS Imp Score | Traffic Growth Score | Existing Volume/Capacity Score | Total Score | Weighted Total |
|---------------------|--|----------|-----------------------------------|-----------------------------|--|---|-------------------------------------|-------------------------|-----------------|--------------------|--------|---|--------------|-------------|---------|---------|----------|--------------|---------------------------|--------------------|-----------------------|--------------------------------|--------------------|-----------------------------------|----------------------|--------------------------------|-------------|----------------|
| | 21 | STP S 15 | Salt Lake County / Millcreek | Salt Lake County/ Millcreek | 3900 South UPL Bridge Replacement | 260 E | I-15 bridge | Pedestrian | Other | Minor Arterial | 0.2 | This structure has a 56.3 sufficiency rating. It is needing to be replaced before it becomes an emergency project. 3900 South is a major East/West transportation corridor across I-15. While pedestrian traffic is carried by pedestrian bridge north of the existing structure, dedicated bike lanes will be designed into the new bridge providing a safer route across the valley. | \$7,000,000 | \$6,500,000 | 24535 | 32000 | 3 | 2.0 | 2.0 | 12.0 | 0.0 | 18.0 | 2.0 | 0.0 | 6.0 | 0.0 | 42 | 42.0 |
| | 22 | STP S 3 | Cottonwood Heights | Cottonwood Heights | Little Cottonwood Canyon Rd and Wasatch Blvd | 8600 South | 9000 South | Intersections & Signals | Operations | Principal Arterial | 0.45 | The Little Cottonwood Canyon (LCC) Road & Wasatch Blvd intersection project consists of improving traffic patterns by re-striping, adding traffic signals, and adding raised concrete medians to divide traffic. Wasatch Blvd NB lanes will be split for LT onto NB LCC Road and RT onto SB LCC Road approximately 50-ft south of the intersection by a raised concrete median. Traffic on SB LCC Road will be able to turn right onto SB Wasatch Blvd or continue on SB LCC road. Construction of an additional raised concrete median will not allow traffic on NB LCC Road to turn left onto SB Wasatch Blvd. Accel/decel & turn lanes will be constructed to accommodate these improvements along with providing a LT lane to Golden Hills Ave.pockets. | \$1,847,600 | \$1,722,517 | 30230 | 13000 | 3 | 3.0 | 4.6 | 12.0 | 0.0 | 12.0 | 3.0 | 5.3 | 0.0 | 0.0 | 41.6 | 39.9 |
| \$2,500,000 | 23 | STP S 11 | Salt Lake City | Salt Lake City | 300 North Pedestrian/Bicyclist Safety Overpass | West of 500 W (west of the railroad tracks) | 490 W (east of the railroad tracks) | Pedestrian | Other | Collector | 0.25 | The crossing of five rail lines creates a barrier to walking and biking, especially for high school students, in this growing area along 300 North. UPRR trains frequently stop or move very slowly at this crossing, resulting in pedestrians/bicyclists climbing through trains. The situation will be remedied with design and construction of a pedestrian/bicycle overpass. | \$5,462,000 | \$5,092,223 | 2000 | 8000 | 1 | 4.0 | 2.0 | 6.0 | 0.0 | 16.0 | 0.0 | 2.0 | 6.0 | 0.0 | 36 | 36.0 |
| | 24 | STP S 16 | Salt Lake County - Unincorporated | Salt Lake County | Emigration Canyon Road Improvements PH1 | SLC | SR65 | Other STP | Other | Collector | 0.5 | The Canyon was originally a small winding roadway which over the years has been widened to accommodate vehicles and eventually, in some areas, bicyclists. The Canyon road, however, has insufficient sight distances, narrow shoulders, unstable slopes and insufficient drainage for its current use. Different requirements are needed in different areas of the canyon. This will be the first phase of a \$35million project to address the most significant safety needs. | \$4,000,000 | \$3,720,000 | 4300 | 4500 | 1 | 9.0 | 4.1 | 6.0 | 0.0 | 13.0 | 0.0 | 3.0 | 0.0 | 0.0 | 35.1 | 35.1 |
| | 25 | STP S 18 | SLC - WVC UZA | UTA | AVL Equipment-SLCo Mobility Providers | N/A | NA | ATMS or ITS | Transit | NA | 0.01 | UTA is seeking funds for AVL equipment to be installed in the vehicles of all human services transportation providers as the last phase in UTA's Coordinated Mobility Technology project. installing this equipment will allow real time vehicle information and real time scheduling, to increase available services for riders. | \$559,400 | \$521,529 | 100 | 2000 | 3 | 1.0 | 3.7 | 12.0 | 5.0 | 4.0 | 0.0 | 4.0 | 0.0 | 0.0 | 31.7 | 29.7 |
| \$24,965,970 | Total Salt Lake/ West Valley Urban Area STP Funds Available to Program for FY2022 | | | | | | | | | | | | \$25,000,000 | | | | | | | | | | | | | | | |

CMAQ Projects Submitted for Consideration for the FY2017-2022 Congestion Mitigation/ Air Quality (CMAQ) Program

Projects (Highlighted in Yellow) represent those projects Recommended by Trans Com

| Recommended Funding | AQ Rank | Name of Project | City | Description | Sponsor | Project Type | Project Life | Annualized Emissions: (kg)/\$1,000 | Reduced Daily VHT | Reduced Daily Emissions (kg) | Estimated Total Cost | Requested Federal Funds |
|--------------------------|---------|--|------------------|--|-----------|--------------------|--------------|------------------------------------|-------------------|------------------------------|----------------------|-------------------------|
| Ogden-Layton Area | | | | | | | | | | | | |
| \$127,130 | 1 | UTA - Vanpool Management-WE | Ogden-Layton UZA | Manage the daily logistics and expenses of a 410+ vehicle vanpool program system wide which reduces single occupancy vehicle usage. Oversight of the program includes managing each group's roster, payments, maintenance, and reporting riders and miles traveled to meet federal guidelines. | UTA | Vanpool Management | 1 | 330.30 | 1046 | 115.04 | \$140,000 | \$127,130 |
| \$30,000 | 2 | UTA - Carpool Management-WE | SL County | Provide individuals with carpool, vanpool, and other commuting matches. Educate communities and others concerning alternative transportation options and promote those options that reduce single occupancy vehicle usage, improve mobility, enhance air quality, and conserve energy. | UTA | Carpool Management | 1 | 40.28 | 28 | 3.31 | \$40 | \$30,000 |
| \$489,458 | 3 | UDOT TOC - ATMS - Ogden Advance Signal Detection | Ogden | Install and integrate advance signal detection at signals in the Ogden area. | UDOT TOC | ATMS | 5 | 23.15 | 215 | 6.21 | \$525,000 | \$489,458 |
| \$1,000,000 | 4 | UTA - Transit Capital-Weber State University Intermodal Center | Ogden City | Please see the sheet in this workbook about how ridership increases were figured. This project is to provide a convenient location for transit and active transportation users to make transfers between routes and modes, and for convenient access to the WSU Campus. These convenient and comfortable connections result in less time spent for transfers, and a reduction in the perception that wait times are longer than they actually are; both of which result in increases in ridership. | UTA | Transit Capital | 10 | 7.96 | 21 | 5.71 | \$3,116,900 | \$2,617,800 |
| \$451,873 | 5 | Ogden City Bike Share | Ogden | The project proposes to purchase and install 6 bike share kiosks; they will be similar in footprint size and operating nature of the SLC "Greenbike" system. The proposed kiosks will be solar powered and have stalls to hold 12 bicycles each. Overall, 40 bicycles are requested: 36 bicycles are anticipated to be placed in the field (6 at each Kiosk) and the remaining 4 will be alternates. This application is only asking for infrastructure improvements. Ogden City continues to consider ways to address maintenance and operating costs. Of the 6 preferred bikeshare station placement: one is located within UDOT right of way, one within UTA property and the remaining 4 are within Ogden City right of way. | Ogden | Bicycle | 10 | 7.09 | 1 | 0.88 | \$484,686 | \$451,873 |
| | 6 | UDOT TOC - ATMS - Ogden DSRC (Connected Vehicle) | Ogden | Harrison Boulevard will be instrumented with Dedicated Short Range Communication (DSRC) equipment that will utilize the Eco-Drive connected vehicle technology to minimize fuel consumption. This project is primarily for Transit Signal Priority using Vehicle to Infrastructure (V2I) technology using DSRC. In the next few years new personal vehicles will also have V2I capabilities which will add traffic management applications to the system. | UDOT TOC | ATMS | 10 | 5.62 | 37 | 1.08 | \$750,000 | \$699,225 |
| \$430,000 | 7 | UTA - Ogden Area Ski Buses | Ogden | These funds are to purchase 2 canyon service buses, which have a 12 years useful life. From 12/15/2012 to 04/16/13, UTA buses transported 23,485 passengers between the Ogden area and Powder Mountain and Snowbasin resorts; an average of 192 daily riders over the 122 day period. (Docs. avail. upon request.) At a conservative annual increase of 3%, this becomes 236 daily riders by 2020. #'s below represent 2 of the 8 buses share of these riders. 2014-15 increases have been in the double digits. | UTA | OG Ski Bus | 12 | 2.39 | 2 | 0.52 | \$1,020,000 | \$950,946 |
| \$1,000,000 | 8 | UDOT - SR-68 (Redwood Rd) & Center St Intersection | North Salt Lake | This project concept and estimate is based on adding a dedicated right turn lane on SR-68 as well as adding dedicated right turn lanes in both directions on Center Street and adding a dual left turn lane on westbound Center Street. Costs consist of \$2.6 Million for roadway items, \$1.5 Million for right-of-way, and \$250 Thousand on utility items. A traffic model was created to calculate the vehicle delay reduction from a no build delay of 119 seconds (LOS F) to 36 seconds (LOS D) with the improvements. | UDOT - R1 | Intersection | 5 | 2.18 | 47 | 1.19 | \$7,839,300 | \$1,000,000 |
| | 9 | UTA - BRT Shelters-Davis-SLC BRT Stations (Davis County) | Davis County | The Davis-SLC BRT Stations project is meant to support continued ridership growth and facilitate BRT implementation in the corridor designated by the Davis-SLC Community Connector LPA by installing 15 BRT stations along the Davis County portion of the route. Based on observations from the implementation of the MAX line, UTA estimates convenience from wayside improvements results in a 50% increase in ridership. As Route 470 generally follows the alignment of the LPA, ridership statistics from that route were utilized to calculate New Transit Riders (see "Ridership" tab). | UTA | BRT Shelters | 10 | 1.33 | 15 | 0.51 | \$1,500,000 | \$1,398,450 |

| Recommended Funding | AQ Rank | Name of Project | City | Description | Sponsor | Project Type | Project Life | Annualized Emissions: (kg)/\$1,000 | Reduced Daily VHT | Reduced Daily Emissions (kg) | Estimated Total Cost | Requested Federal Funds |
|---------------------|--|---|----------------|--|-----------|--------------------|--------------|------------------------------------|-------------------|------------------------------|----------------------|-------------------------|
| \$477,338 | 10 | Perry - Bicycle - 1200 West North Trail Extension | Perry City | This project proposes to widen the asphalt and stripe a dedicated 8' bike path on the narrow 1200 W from 2250 S (Dale Young Nature Park) to 775 W (Walmart and the connection with Brigham City through the Medical Dr, corridor) to provide a safe route for Alternative Transportation on this roadway. This trail is also an essential element in connecting the Box Elder County's trail system to the Weber, Davis, Salt Lake, and Utah County's Pathways. The project consists of the excavation, compaction, preparation, and construction of an asphalt extension along the existing roadway and a dedicated striping/symbolization of a bike lane on the proposed asphalt extension. It is assumed that the Average Annual Daily Traffic for this roadway is similar to Medical Drive in Brigham City, the roadway for Brigham commuters with the same destination as 1200 W for Perry's commuters. | Perry | Bicycle | 10 | 0.86 | 0 | 0.11 | \$695,000 | \$617,183 |
| \$550,616 | 11 | Clinton - Intersection @ 2000 W & 1300 N | Clinton City | The 2000 West (SR 108) and 1300 North intersection has an existing traffic signal. 2000 West has separate right, straight, and left turn lanes. However, both legs of 1300 North only have one lane entering the intersection which combines all of the straight and turning movements into this lane. This cause delays for vehicles turning right or going straight through the intersection. It is also a safety and mobility issue. This project would widen the road for approximately 400 feet in each direction for a dedicated left turn lane and combined right and straight lane. These improvements could be done within the existing street right-of-way. A memo regarding the delay calculations is attached. | Clinton | Intersection | 5 | 0.53 | 6 | 0.16 | \$590,600 | \$550,616 |
| \$500,000 | 12 | Riverdale - Intersection - Round-About Ritter Drive/SR60 | Riverdale City | Construct a traffic Circle (round-about) at the intersection to improve vehicle and pedestrian safety. Reduction in emissions thru elimination of vehicle idling. | Riverdale | Intersection | 5 | 0.06 | 1 | 0.02 | \$618,000 | \$500,000 |
| | 13 | UDOT - SR-39 (12th St) & US-89 (Washington Blvd) Intersection | Ogden | This project is to add dual left turn lanes in all directions of the intersection referenced. | UDOT - R1 | Intersection | 5 | 0.05 | 2 | 0.06 | \$2,412,419 | \$2,000,000 |
| \$5,056,415 | Total Available to Program for FY2022 | | | | | \$5,000,000 | | | | | | \$11,432,681 |

| Recommended Funding | AQ Rank | Name of Project | City | Description | Sponsor | Project Type | Project Life | Annualized Emissions: (kg)/\$1,000 | Reduced Daily VHT | Reduced Daily Emissions (kg) | Estimated Total Cost | Requested Federal Funds |
|------------------------------------|---------|--|------------------------------------|--|---------|--------------------|--------------|------------------------------------|-------------------|------------------------------|----------------------|-------------------------|
| Salt Lake/ West Valley Area | | | | | | | | | | | | |
| \$263,733 | | UTA Vanpool Management | | Manage the daily logistics and expenses of a 410+ vehicle vanpool program system wide which reduces single occupancy vehicle usage. Oversight of the program includes managing each group's roster, payments, maintenance, and reporting riders and miles traveled to meet federal guidelines. | UTA | Vanpool Management | 1 | 349.20 | 1737 | 252.30 | \$280,000 | \$263,733 |
| \$55,000 | | UTA Carpool Management | | Provide individuals with carpool, vanpool, and other commuting matches. Educate communities and others concerning alternative transportation options and promote those options that reduce single occupancy vehicle usage, improve mobility, enhance air quality, and conserve energy. | UTA | Carpool Management | 1 | 84.50 | 46 | 12.70 | \$65,000 | \$55,000 |
| \$600,530 | 1 | SLC - Green Bike | Salt Lake City | The bike share program provides an option for commuters to link local destinations with regional transit via bicycle and reduce short car trips in the downtown area. This funding will provide 10 stations, 1136 docks, 10 kiosks, 124 bikes, and other infrastructure necessary to maintain and grow a robust bike share system. This CMAQ money will be used toward the goal of 150 stations in 2022 as projected by the GREENbike Strategic Implementation Plan. | SLC | Bicycle | 10 | 17.71 | 9 | 2.91 | \$800,800 | \$600,530 |
| \$1,500,000 | 2 | UTA - University of Utah Intermodal Center | Salt Lake City | Please see the sheet in this workbook about how ridership increases were figured. This project is to provide a convenient location for transit and active transportation users to make transfers between routes and modes, and for convenient access to the U of U Campus. These convenient and comfortable connections result in less time spent for transfers, and a reduction in the perception that wait times are longer than they actually are; both of which result in increases in ridership. | UTA | Transit Capital | 10 | 12.67 | 43 | 10.68 | \$4,073,900 | \$3,075,700 |
| | 3 | UTA - BRT Shelters-SL | Salt Lake City | The Davis-SLC BRT Stations project is meant to support continued ridership growth and facilitate BRT implementation in the corridor designated by the Davis-SLC Community Connector LPA by installing 14 BRT stations along the Salt Lake County portion of the route. Based on observations from the implementation of the MAX line, UTA estimates convenience from wayside improvements results in a 50% increase in ridership. As Route 4130 generally follows the alignment of the LPA, ridership statistics from that route were utilized to calculate New Transit Riders (see "Ridership" tab). | UTA | BRT Shelters | 10 | 11.01 | 35 | 3.94 | \$1,400,000 | \$1,305,220 |
| | 4 | UTA - 35M/33M ITS-SL | West Valley, SLCo, South Salt Lake | For TSP on 35M, install new GPS based system on the entire route from Wasatch Blvd. through the Magna Loop. Today Rt 35M has over 3,000 and Rt 33 has over 1,500 average daily boardings for a total of more than 4,500. Even a small reduction in travel time of five (3) minutes (10-12%), could possibly result in an increase in ridership of 6-13%. With an average weekday ridership of over 4,500 boardings, 2130 additional car trips could potentially be saved. Additionally, automobiles traveling parallel to the bus would get the benefit of improved signal phasing as well. | UTA | 35M/33M ITS | 5 | 6.77 | 11 | 2.42 | \$1,353,600 | \$652,050 |
| | 5 | UTA - 200S ITS-SL | Salt Lake City | Implement TSP at signals on 15 intersections of 200 South and North Campus Drive in Salt Lake City. Improve the travel time for transit vehicles in the 200 south corridor between downtown SLC and the University of Utah and thereby attract more ridership and reduce idling at stop lights. | UTA | 200S ITS | 5 | 5.95 | 6 | 2.59 | \$853,300 | \$795,532 |
| | 6 | Murray - Int. @ 5300 S & College | Murray | This project will include the widening of southbound College Drive and westbound 5300 South to relieve traffic congestion. This project will require the relocation of power lines and a water valve and hydrant on the northeast corner of the intersection. This will also require right of way acquisition from the adjacent properties to accommodate the additional lanes. Due to the change in traffic pattern and the tape pavement markings in existence, the westbound lanes on 5300 South will be milled and a new OGSC layer and tape markings to show the additional left and right turn pockets. The project is estimated to total \$1,860,500 in 2022 and deliver a savings of 1.22 tons/year of emissions based upon the assumption of the existing traffic plus the growth by 2022. The intersection today already is congested with vehicles waiting through multiple cycles to clear the intersection at the peak hours. | Murray | Intersection | 5 | 2.98 | 133 | 3.04 | \$1,860,500 | \$1,860,500 |

| Recommended Funding | AQ Rank | Name of Project | City | Description | Sponsor | Project Type | Project Life | Annualized Emissions: (kg)/\$1,000 | Reduced Daily VHT | Reduced Daily Emissions (kg) | Estimated Total Cost | Requested Federal Funds |
|---------------------|---------|---|--|--|------------|--------------|--------------|------------------------------------|-------------------|------------------------------|----------------------|-------------------------|
| \$447,000 | 7 | SLC - Bonneville Bike Trail | Salt Lake City | The Bonneville Connector Trail will be a shared-use path linking Wasatch Boulevard to the intersection of Sunnyside Avenue and Foothill Drive, where the trail will connect with the existing bike path to the University of Utah. This will close a critical gap for people commuting to the University of Utah by foot and bicycle via the Parley's Trail from communities to the south, and from neighborhoods along the East Bench of Salt Lake City. As the top bicycle commuting destination in the state, the University of Utah benefits from this critical connection by reducing vehicle demand on Foothill Drive. | SLC | Bicycle | 10 | 2.97 | 0 | 0.36 | \$479,700 | \$447,000 |
| | 8 | UDOT - ATMS - Bangerter | West Valley City | Installation of two Variable Message signs on Bangerter Highway. VMS with cameras allow the Traffic Operations Center to reduce delay by notifying drivers of downstream incidents. | UDOT | ATMS | 10 | 2.34 | 29 | 0.66 | \$1,100,000 | \$1,025,530 |
| | 9 | UTA - 35M Shelters-SL | Salt Lake County / WVC | This project makes stops in the route 35M Magna loop full BRT stops like on the rest of the route. Cost is for 5 stops. 2015 average daily boarding in the loop is 150 riders. The route 35 corridor saw about a 50% increase from when BRT level frequency was in place to when BRT capital improvements were installed. Presuming that the Magna Loop will see about half that increase because it is at the end of the line, UTA expects to see about 313 new daily passengers in the loop due to these improvements (150 x .25). See attached reports. | UTA | 35M Shelters | 10 | 1.46 | 1 | 0.24 | \$1,353,600 | \$609,911 |
| | 10 | UTA - RT220-SL | SLCo, Holladay, SLC, Cottonwood Heights, Sandy | The Route 220 Bus Stop Improvements project is meant to support continued ridership growth and facilitate enhanced bus implementation by improving 33 stops with off-the-shelf shelters with solar technology. Based on observations from the implementation of the MAX line, UTA estimates convenience from wayside improvements results in a 50% increase in ridership from comparable route before it had service or wayside improvements. Because the proposed enhanced stations are not of the full BRT scope, it is estimated that the bus stop improvements associated with this project will result in a ridership increase of 25% of the route riders prior to service increases (see "Ridership" tab). | UTA | RT220 | 10 | 1.25 | 3 | 0.68 | \$2,145,000 | \$1,999,784 |
| \$280,000 | 11 | Riverton - Bicycle | Riverton City | Riverton City is in the process of completing an Active Transportation Plan. This includes the construction of bike lanes on 13400 South. The majority of 13400 South has sufficient width to restripe existing shoulder to create bike lanes with the exception of the area within proposed project limits. With this project Riverton will widen the roadway into the existing park strips to create the bike lanes. The creation of the bike lanes will still leave us enough park strip to re-plant trees and create a Complete Street. Project estimate is \$280,000 that includes removal, construction, planting, etc of street lights, utility poles, fire hydrants, trees, asphalt, sprinklers, sod, curb, gutter and sidewalk. Due to Riverton's limited number of East-West connections, it is difficult to anticipate the reduction of emissions this project will produce. Completion of 13400 South Bike Lanes are essential to the Southern connections to Herriman City as well as many other identified routes that reach larger user groups. | Riverton | Bicycle | 10 | 1.24 | 0 | 0.10 | \$490,900 | \$280,000 |
| | 12 | UDOT - ATMS - Foothill | City of Project Location | Installation and integration of 1 cantilever variable message sign along with 3 cameras. VMS with cameras allow the Traffic Operations Center to reduce delay by notifying drivers of downstream incidents. | UDOT | ATMS | 10 | 0.98 | 7 | 0.15 | \$615,000 | \$573,365 |
| \$1,292,727 | 13 | Sandy City - Int. @ 9000 S & 450 W | Sandy City | During the peak travel hours the intersection of 9000 S/450 W causes significant delays due to congestion (LOS D). An analysis was conducted for ways to mitigate and minimize congestion (Transportation Study attached). This project consists of adding a U-turn on the north leg of the intersection at Parkland Dr in order to give an alternate for those making the westbound left movement. The estimated cost for the U-turn is approximately \$1.4 million, which includes pavement reconstruction, acquisitions, compensations, other. With the U-turn addition delays will be improved for the westbound left movement, weaving issues will be reduced, and safety will be improved. | Sandy City | Intersection | 5 | 0.95 | 31 | 0.70 | \$1,386,600 | \$1,292,727 |
| | 14 | UDOT R2 - 700 E Bike | Murray, Midvale, Sandy | Add bike lanes on a long section of roadway that has been identified by UCATS as one of the top roads to add bike lanes on. This project is being requested by UDOT, Murray City, Midvale City, and Sandy City. | UDOT R2 | Bicycle | 10 | 0.46 | 2 | 0.42 | \$3,510,100 | \$3,272,466 |
| | 15 | UDOT - SR-71; Vanwinkle to 90th S - Add bike lane | Salt Lake City | The project will widen the existing bikelanes in the uphill and downhill direction. Costs include pavement widening, barrier, signs, and paint. | UDOT R2 | Bicycle | 10 | 0.33 | 0 | 0.18 | \$2,187,500 | \$2,039,406 |

| Recommended Funding | AQ Rank | Name of Project | City | Description | Sponsor | Project Type | Project Life | Annualized Emissions: (kg)/\$1,000 | Reduced Daily VHT | Reduced Daily Emissions (kg) | Estimated Total Cost | Requested Federal Funds |
|---------------------|---------|--|------------------|---|---------|--------------------|--------------|------------------------------------|-------------------|------------------------------|----------------------|-------------------------|
| | 16 | UDOT - ATMS - I-80 | Salt Lake City | Installation of an eastbound Variable Message Sign and 4 cameras on I-80. VMS with cameras allow the Traffic Operations Center to reduce delay by notifying drivers of downstream incidents. | UDOT | ATMS | 10 | 0.23 | 2 | 0.05 | \$820,000 | \$764,486 |
| | 17 | WVC - Int. @ 5600 W & 3100 S | West Valley City | WB left traffic is restricted to protected only phasing, therefore resulting in significant delays during peak hours. Project will add dual left turns to maximize wb left throughput without significantly changing signal timing. Green time for WB left is minimal due to heavy N/S traffic and oversized ped timing. | WVC | Intersection | 5 | 0.10 | 3 | 0.08 | \$1,225,700 | \$1,440,000 |
| | #VALUE! | UTA - Airport Station-SL | Salt Lake City | Full integration of TRAX Green Line w/new SLC terminal main entrance. Every patron of the airport walks past the TRAX platform as they are dropped-off/picked up or go to/from airport parking. This visibility/convenience will increase ridership. UTA estimates that boardings at the airport station will increase 50% from about 1,000 to 1,500 per day due to increased visibility and convenience. | UTA | Airport Station | 10 | Not Eligible | 42 | 10.43 | \$54,087,200 | \$1,000,000 |
| | #VALUE! | WJ - Int. @ 7000 S & 3200 W | West Jordan | This project will remove and replace aged equipment, mast arms, and provide right turn pockets to mitigate AM and PM peak congestion. | WJ | Intersection | 10 | Withdrawn | 59 | 1.36 | \$287,900 | \$232,500 |
| | #VALUE! | WJ - Int. @ 7000 S & 2700 W | West Jordan | This project will remove and replace aged equipment, mast arms, and provide right turn pockets to mitigate AM and PM peak congestion. | WJ | Intersection | 10 | Withdrawn | 45 | 1.03 | \$287,900 | \$232,500 |
| | | Total Available to Program for FY2022 | | | | | | | | | | |
| \$5,838,990 | | | | | | \$5,900,000 | | | | | | \$23,817,940 |

TAP Projects Submitted for Consideration for the FY2017- FY2018 Transportation Alternatives Program (TAP)

Projects (Highlighted in Yellow) represent those projects Recommended by Trans Com

| Recommended Funding | Project Number | Region | County | City | Agency | Project Name | From Street | To Street | Project Improvement | Length | Description | Tot Cost | Fed Fund | Sponsor Priority | Regional Priority | Fills Gap | Provides Access | Wasatch 2040 | Add Safety | Sponsors Match | Innovative | Com Support | Diverse Users | Cost Per User | Cost per Mile | Capital Score | Regional Goals | Financial Feasibility | Safety/ Connections | Com w/ Public | Plan Guide | Sponsors Match | Plan Total Score | Proximity to Schools | Fills Gap | Additional Access | Students Bike or Walk | Antic Student Use | Add Safety Benefit | Spon Match | Deg of Safe Need | Walk/ Bike Promo | Cost Per User | Cost per Mile | SR25 Score | Project Score | | | | | | | | | | | | | | | | | | | |
|---------------------|----------------|--------|--------|--|--|--|---|--------------|-----------------------|--------|---|--|-----------|------------------|-------------------|-----------|-----------------|--------------|------------|----------------|------------|-------------|---------------|---------------|---------------|---------------|----------------|-----------------------|---------------------|---------------|------------|----------------|------------------|----------------------|-----------|-------------------|-----------------------|-------------------|--------------------|------------|------------------|------------------|---------------|---------------|------------|---------------|--|--|--|--|--|--|--|----|--|--|----|--|--|--|----|--|--|--|----|
| | | | | | | | | | | | | | | | 10 | 10 | 15 | 0 | 6 | 3 | 0 | 5 | 5 | 4 | 3 | 61 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$375,000 | 10 | 1 | Davis | West Bountiful | West Bountiful City | Pages Lane Bike Lanes | 800 West | Legacy Trail | Capital Improvement | 0.75 | The Legacy Trail has become the backbone for the south Davis County Alternate Transportation network. A large impediment to increasing the use of the trail is its limited east-west connections. Pages Lane provides the best east-west connection to the trail in all of south Davis County. Pages Lane offers to alternate transportation users dedicated bike lanes, reduced motor vehicle traffic than other alternatives, minimal signalized intersections compared to other routes, a modest grade and most importantly is that the users do not need to negotiate an I-15 interchange. This project would provide the funds to complete this essential east-west bike lane route. | \$450,000 | \$375,000 | 1 | 10 | 10 | 15 | 0 | 6 | 3 | 0 | 5 | 5 | 4 | 3 | 61 | | | | | | | | | | | | | | | | | | | | | | | | | | | | 61 | | | | | | | | | | | |
| | 11 | 1 | Davis | Centerville | Centerville City | Parrish Lane Safety Lighting Project | I-15 Interchange | 1250 West | Capital Improvement | 0.227 | Installation of a pedestrian lighting system along a portion of a major ped/bike path connecting the east and west sides of the City where the interstate and rail lines bisect the community. Lighting will provide additional pathway use and enhance the safety of users at the morning/evening hours. The lighting system will add aesthetic appeal to a major component of the area's transportation infrastructure. | \$252,500 | \$235,406 | 1 | 15 | 0 | 15 | 0 | 8 | 1 | 0 | 5 | 5 | 10 | 1 | 60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | 60 | | | | | | | | | | | |
| \$116,724 | 12 | 1 | Davis | Kaysville | Kaysville City | 200 North Trail Crossing | 200 North and D&RGW Rail Trail Crossing | same | Capital Improvement | 0.1 | The D&RGW Trail is a popular asset to Kaysville City and the region. It is already heavily used and recent development in the area is expected to induce more trail users and more auto traffic along 200 North Street. The purpose of this project is to install a pedestrian activated overhead signal to improve safety of this crossing and to continue encouraging use of the trail as a form of alternative transportation. | \$175,200 | \$116,724 | 1 | 5 | 0 | 15 | 0 | 8 | 5 | 5 | 5 | 5 | 8 | 1 | 57 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 57 | | | | | | | | |
| | 13 | 1 | Weber | Ogden | Ogden City | Wasatch Elementary: Polk Avenue Sidewalk Install | S/o Wasatch Elementary (3370 Polk Avenue) | 36th Street | Safe Routes to School | 0.24 | Currently, there are 266 single family residences south of Wasatch Elementary that are tributary to the proposed sidewalk. It is rare to see sidewalk missing in such close proximity to an Elementary. This project would also be appreciated by residents with disabilities and the elderly. | \$362,000 | \$337,493 | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 56 | | | | |
| \$90,000 | 14 | 1 | Weber | South Ogden, Washington Terrace, Riverdale | South Ogden, Washington Terrace, Riverdale | Three City Alternative Planning Study/Document | South Ogden, Washington Terrace, Riverdale City | 0 | Planning/ Study | 0.01 | Currently the Cities of Washington Terrace, South Ogden and Riverdale are disconnected as pertains to bicyclists, pedestrian and alternative transportation means. The three communities desire to jointly work to develop a bike and pedestrian alternative transportation plan and engineer a connection to Rohmer Park in Washington Terrace from Riverdale City. | \$96,535 | \$90,000 | 3 | | | | | | | | | | | | | | 0 | 8 | 0 | 10 | 0 | 1 | 19 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 19 |
| | | | | | | | | | | | | Total Available to Program for FY2017 & FY2018 | | | | | | | | | | | | \$1,200,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| \$ | 1,208,560 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

TAP Projects Submitted for Consideration for the FY2017- FY2018 Transportation Alternatives Program (TAP)

Projects (Highlighted in Yellow) represent those projects Recommended by Trans Com

| Recommended Project Number | Region | County | City | Agency | Project Name | From Street | To Street | Project Improvement | Length | Description | Tot Cost | Fed Fund | Sponsor Priority | Regional Priority | Fills Gap | Provides Access | Wasatch 2040 | Add Safety | Sponsors Match | Innovative | Com Support | Diverse Users | Cost Per User | Cost per Mile | Capital Score | Regional Goals | Financial Feasibility | Safety/ Connections | Com w/ Public | Plan Guide | Sponsors Match | Plan Total Score | Proximity to Schools | Fills Gap | Additional Access | Students Bike or Walk | Antic Student Use | Add Safety Benefit | Spon Match | Deg of Safe Need | Walk/ Bike Promo | Cost Per User | Cost per Mile | SR2S Score | Project Score | | | | | | | |
|--|--------|-----------|-------------------|-------------------|---|-------------------------|--|-----------------------|--------|--|-------------|-------------|------------------|-------------------|-----------|-----------------|--------------|------------|----------------|------------|-------------|---------------|---------------|---------------|---------------|----------------|-----------------------|---------------------|---------------|------------|----------------|------------------|----------------------|-----------|-------------------|-----------------------|-------------------|--------------------|------------|------------------|------------------|---------------|---------------|------------|---------------|----|--|--|----|----|----|----|
| 11 | 2 | Salt Lake | South Jordan City | South Jordan City | South Jordan Parkway at Topview Rd | South Jordan Parkway | Topview Rd | Safe Routes to School | 0.02 | This intersection is a critical school crossing for elementary students living in this large residential area. It is currently marked with a painted crosswalk, school crossing signs, and flashing pedestrian signals, but the 100' road width and speed of traffic make it a dangerous crossing. | \$269,400 | \$251,162 | 5 | | | | | | | | | | | | | | | | | | | | 10 | 10 | 5 | 10 | 10 | 4 | 1 | 5 | 10 | 1 | 1 | 67 | 67 | | | | | | | |
| 12 | 2 | Salt Lake | South Jordan City | South Jordan City | Welby Jacob Canal Trail | 10400 South | 10200 South | Capital Improvement | 0.3 | The purpose and need for the trail is to connect two street trail termini on 10200 South and 10400 South. It is anticipated that the trail will accommodate all types of uses such as jogging, running, walking, and biking. The trail improvements include, but are not limited to asphalt pavement, untreated base course, grading, signs, pedestrian crosswalks, and pedestrian road crossing signal system. | \$339,300 | \$316,329 | 3 | 10 | 10 | 15 | 0 | 10 | 1 | 0 | 5 | 5 | 10 | 1 | 67 | | | | | | | | | | | | | | | | | | | | | | | | | 67 | | |
| 13 | 2 | Salt Lake | West Valley City | West Valley City | Cross Towne Trail | 2700 West | 3200 West | Capital Improvement | 0.5 | The Cross Towne Trail is an important transportation alternative in the central part of the Salt Lake Valley. The trail ultimately will run from the east boundary of the city to the west boundary. The facility provides critical connections to existing trails and transportation centers. WVC will bring large matching funds. | \$698,400 | \$424,921 | 3 | 10 | 10 | 15 | 0 | 4 | 10 | 0 | 2 | 5 | 8 | 2 | 66 | | | | | | | | | | | | | | | | | | | | | | | | | | 66 | |
| 14 | 2 | Salt Lake | Bluffdale | Bluffdale City | 13800 S Sidewalk | 3600 West | 3765 West | Safe Routes to School | 0.14 | The overall objective of this project is to create a complete street that would benefit the community with regards to pedestrian safety for nearby local town center traffic, families attending their children's sporting events, and students walking to and from school. | \$112,200 | \$104,604 | 1 | | | | | | | | | | | | | | | | | | | | | 10 | 10 | 5 | 10 | 10 | 8 | 1 | 5 | 0 | 1 | 2 | 62 | 62 | | | | | | |
| 15 | 2 | Salt Lake | West Jordan | West Jordan City | 8200 South 5600 West Pedestrian Bridge | 8200 South 5600 West | 0 | Capital Improvement | 0.1 | This bridge will provide a safer pedestrian crossing of 5600 West at 8200 South. | \$1,408,500 | \$1,199,145 | 3 | 10 | 5 | 15 | 0 | 6 | 3 | 5 | 5 | 5 | 5 | 6 | 1 | 61 | | | | | | | | | | | | | | | | | | | | | | | | | 61 | |
| 16 | 2 | Salt Lake | Salt Lake City | Salt Lake City | SLC Bike Share | 600 West to 700 East | North Temple to 900 South | Capital Improvement | 4.4 | The bike share program provides an option for commuters to link local destinations with regional transit via bicycle and reduce short car trips in the downtown area. GREENbike works to improve the community's health and reduce carbon emissions and vehicle miles traveled by providing alternatives to automobile trips. This funding will provide 7 stations, 160+ docks, 7 kiosks, and other infrastructure necessary to maintain and grow a robust bike share system. This TAP money will be used to get closer to the goal of 50 stations in 2018 as outlined in the GREENbike Strategic Implementation Plan. | \$376,700 | \$351,197 | 5 | 5 | 5 | 15 | 0 | 0 | 1 | 5 | 5 | 3 | 10 | 5 | 54 | | | | | | | | | | | | | | | | | | | | | | | | | | | 54 |
| 17 | 2 | Salt Lake | Salt Lake City | UTA | Downtown SLC Crosswalks Across TRAX | 900 South and 200 West | 200 South and 600 West | Capital Improvement | 2.8 | Numerous crosswalks in downtown Salt Lake City cross UTA LRT. The crosswalks in downtown Salt Lake City that cross UTA light rail tracks as well as roadways use inconsistent pedestrian control. This application proposes to make all of the crosswalks pedestrian activated push-button signals. | \$200,000 | \$186,460 | 1 | 5 | 0 | 15 | 0 | 8 | 1 | 0 | 2 | 3 | 10 | 5 | 49 | | | | | | | | | | | | | | | | | | | | | | | | | | 49 | |
| 18 | 2 | Salt Lake | Salt Lake City | Salt Lake City | Beck Street Protected Bicycle Facility Design | Chicago St (1820 North) | South end of the existing shared use path on the Beck Street Frontage Road | Planning/ Study | 1 | The Beck Street bicycle lanes in SLC between Chicago St and the existing shared use path on the frontage road is unsafe due to heavy truck traffic and poor roadway conditions. This project will provide a 100% design for a dual direction physically separated bicycle facility to replace the existing bicycle lanes. | \$55,400 | \$51,649 | 4 | | | | | | | | | | | | | 15 | 8 | 0 | 20 | 0 | 1 | 44 | | | | | | | | | | | | | | | | | 44 | | | |
| 19 | 2 | Salt Lake | West Jordan | West Jordan City | 7000 South 1500 West Pedestrian Bridge | 7000 S 1500 West | 0 | Capital Improvement | 0.01 | This project will provide a safe school walking route for elementary school children (Heartland Elementary) who must cross 7000 South at 1500 West. Current route crosses children at grade with peak hour traffic of over 1900 VPH in the westbound direction. | \$1,510,500 | \$1,208,400 | 4 | 5 | 0 | 0 | 0 | 10 | 3 | 5 | 5 | 5 | 5 | 6 | 1 | 40 | | | | | | | | | | | | | | | | | | | | | | | | | | 40 |
| Total Available to Program for FY2017 & FY2018 | | | | | | | | | | | \$2,330,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2,457,961 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



Salt Lake County Projects

Town of Alta, Alta Commercial Core Implementation Plan: TLC Resources: \$50,000 Local Match: \$10,000

The Town of Alta is a small, unique mountain community that has proudly maintained a less-developed character since its inception as a ski area destination. The layout of commercial facilities and infrastructure in Alta's "commercial core" has not changed significantly in several decades. Through the [Mountain Accord](#) process, a wide range of public agencies are considering proposals for transportation and land use in the Central Wasatch Mountains that could significantly change how locals and visitors access and experience the town. The Alta Commercial Core Implementation Plan project will develop policies that improve transportation circulation and parking regulation in the area. The project will also develop a better understanding of the existing and future commercial markets.

Bluffdale City, Transportation Master Plan: TLC Resources: \$55,000 Local Match: \$10,000

This project will update Bluffdale City's Transportation Master Plan with a focus on its expanding bicycle network. Bluffdale City is a crossroads of many regional transportation networks, including I-15, Bangerter Highway, and the Jordan River Parkway. This plan will comprehensively address multi-modal transportation needs for roads, biking and walking. The new plan will result in a safer, healthier transportation network that provides choices for how people get around the community and reduces the amount of single-occupant drivers on the road.

Kearns Township, Community Center (A Placed Based Initiative) Master Site Plan TLC Resources: \$60,000 Local Match: \$20,000

Salt Lake County has identified Kearns as the first "Placed Based Initiative." The Community Center Master Site Plan project will develop a master plan for the community center near 5400 South. This master plan will create a blueprint for a vibrant gathering place that includes opportunities for a community campus and retail and commercial space. This plan will include robust public involvement, address safety and circulation of cyclists and pedestrians, recommend transportation improvements, propose urban design treatments, and recommend zoning updates. Ultimately, this project will help to revitalize the area to create a robust gathering place for education, community services, and events that improve the lives community members and the region.

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**Salt Lake City/South Salt Lake City, Life on State Implementation Plan: TLC Resources: \$165,000
Local Match: \$45,000**

This collaborative project will help to implement the [Life on State Vision](#) for sections of State Street through Salt Lake City and South Salt Lake City. The project seeks to update and refine that vision through to an implementation plan that emphasizes the importance of community design and transportation connectivity along the corridor. The planning and design process will analyze mobility issues for all modes and propose public spaces, land uses, and street designs. Investment in this important public corridor will promote economic development, improve transportation options, and enhance social experience. The project will provide the guiding framework to establish State Street as the region's model "great street."

Sandy City and Surrounding Communities, Point of the Mountain, TLC Resources: \$80,000 Local Match: TBD

The Point of the Mountain area in southern Salt Lake County/northern Utah County is well-situated to become an economic powerhouse for the growing high-tech industry. To sustain this economic growth, the area will need community design and high-functioning infrastructure that is attractive to skilled workers. This will include a wide variety of housing and transportation choices, and access to area amenities. This project will bring together local elected officials and staff from cities and counties in the area, private sector stakeholders, and others to establish a plan for the future regarding economic development, land use, and transportation options. With the right vision and implementation strategy, this location will generate economic growth that helps to improve air quality, support economic development, and ultimately enhance quality of life.

West Valley City, Hunter Town Center Small Area Plan, Market Study and Form Based Code, TLC Resources: \$65,000 Local Match: \$10,000

The Hunter Town Center is currently designated as a Town Center on the [Wasatch Choice Vision](#). Implementing the Vision in this area will result in regional benefits such as improved air quality, reduced congestion, and job creation. The City has recently set the stage for a comprehensive area plan, which will include a vision and market study, amend the future land use map, and restructure land use using a form based code. The updated ordinance and plan will help West Valley City create a desired livable community, focusing growth and mixed use development within a town center.

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Davis County Projects

Bountiful City & Davis County- South Davis Bus Rapid Transit Corridor Planning and Form Based Code TLC Resources: \$65,000 Local Match: \$15,000

Bountiful City and Davis County will collaboratively develop a vision for land use along U.S. 89 in anticipation of future Bus Rapid Transit construction and other transportation investments along the corridor. The project will also include a form based code ordinance that will implement the newly created Bountiful City vision. The form based code will allow the city to take advantage of the land use opportunities generated by the anticipated transportation investment. The project will develop implementable policies, provide travel choices, and help to create vibrant, walkable areas near future transit stations.

Farmington City- Central Davis County Pedestrian and Bicycle Linkage Study TLC Resources: \$35,000 Local Match: \$6,250

Farmington City has an incredible opportunity to be a regional hub that promotes walkability. This project will facilitate pedestrian accessibility by identifying connectivity improvements around the FrontRunner Station, Lagoon, downtown, and the surrounding neighborhoods. The project will also assess the feasibility of biking and walking connections across the major north-south corridors such as I-15, US-89, and the Union Pacific Railroad. The project will help to improve safety, facilitate active living with residents and visitors, improve air quality, and reduce the amount of single-occupant drivers on the road.

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Weber County Projects

North Ogden City- Complete Streets Policy

Morgan/Weber Health Department Resources: \$5,000 Local Match: \$2,500

North Ogden City has invested in a multi-modal transportation system that provides choices for how residents get around. This project will help the city develop a complete streets policy that will leverage past and future transportation investments so that streets in the city are designed and operated in a way that promotes safe, convenient and comfortable travel for all users.

Pleasant View City & Farr West City- 2700 North Corridor Form Based Code

TLC Resources: \$40,000 Local Match: \$20,000

With the recent completion of a corridor study along 2700 North, Pleasant View City and Farr West City are looking to implement the plan for a mixed-use center through a form based code ordinance. Both cities recognize the growing demand for better commercial design and a well-functioning transportation system that improves mobility between the two cities. The purpose of this project is to encourage mixed use development near the FrontRunner Station and US-89.

Roy City & Weber County- Redevelopment Livability Study, Roy Station Area Plan and Complete Streets Policy

TLC Resources: \$75,000, Morgan and Weber Health Department Resources: \$5,000

Local Match: \$7,500

This project will develop specific implementation strategies for economic development, housing and transportation choices, and other infrastructure improvements. Weber County will support the city's effort to encourage local and regional prosperity. The project will include a station area plan that explores alternative land development strategies and transportation options around the FrontRunner Station. Roy City will utilize robust market analysis strategies to evaluate the connection between transportation, land use, and economic development in a way that allows the private sector to flourish while still preserving the community character and quality of life that residents enjoy.

South Ogden City- Form Based Code and Complete Streets Policy

TLC Resources: \$10,000 Morgan/Weber Health Department Resources: \$5,000 Local Match: \$5,000

With 95 percent of South Ogden already developed, the city anticipates very little residential growth in the coming years. The last remaining development and redevelopment opportunities are critical to community quality of life and sustainability.

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TRANSPORTATION
AND
LAND USE CONNECTION

Future development will be focused on revitalizing commercial sections. To ensure the design of this development is attractive and efficient, the project will develop a form based code and [complete streets policy](#). The complete streets policy will allow the city to consider different users of the transportation system when making investments, including pedestrians, cyclists, and users of public transportation.

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