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Bill Applegarth
Mayor, Riverton

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Mayor, Salt Lake City

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Mayor, Perry

Kelvyn Cullimore
Mayor, Cottonwood Heights

Tom Dolan
Mayor, Sandy

James Ebert
Commissioner, Weber County

Kerry Gibson
Commissioner, Weber County

Michael Jensen
Councilman, Salt Lake County

Ben McAdams
Mayor, Salt Lake County

Brad Pratt
Councilman, Tooele City

JoAnn Seghini
Mayor, Midvale

Bob Stevenson
Mayor, Layton

Derk Timothy
Mayor, Bluffdale

Senator Stuart Adams
Utah State Senate

Representative Mike Schultz
Utah House of Representatives

Jerry Benson
Utah Transit Authority

Carlos Braceras
Utah Department of Transportation

Beth Holbrook
Utah League of Cities & Towns

Jim Smith
Utah Association of Counties

Robert Grow
Envision Utah

Evan Curtis
State Planning Coordinator

Andrew Gruber
Executive Director

WASATCH FRONT REGIONAL COUNCIL Meeting of May 25, 2017 AGENDA

There will be a meeting of the Wasatch Front Regional Council on **Thursday, May 25, 2017 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**
 - a. ACTION: Minutes of the WFRC meeting held March 23, 2017
 - b. ACTION: Financial statements and check registers for March and April 2017 and Budget/Expenditure Report
2. **Chairman's Report**
 - a. Transportation Governance and Funding Task Force
3. **Public Comment**
4. **Budget Committee**
 - a. PUBLIC HEARING and ACTION: Approve FY18 Budget and Unified Planning Work Program (UPWP)
 - b. ACTION: Authorization to negotiate and execute documents related to moving WFRC offices
5. **Regional Growth Committee (RGC)**
 - a. Wasatch Choice 2050 and Regional Transportation Plan (RTP) 2019-2050
 - b. Transportation and Land Use Connection (TLC) Program 2017 awards
6. **Transportation Committee (Trans Com)**
 - a. Board modifications to the 2017-2022 Transportation Improvement Program (TIP)
 - b. ACTION: Board modifications to the 2017-2022 TIP
 - c. ACTION: Approve Surface Transportation Program (STP), Congestion Mitigation Air Quality (CMAQ), and Transportation Alternatives Program (TAP) projects for 2018-2023 TIP
7. **Active Transportation Committee (ATC)**
8. **Air Quality Committee (AQC)**
9. **Executive Director's Report**
10. **Other Business**

Upcoming events:

- UTA Transit Academy, May 31, 2017
- WFRC Active Transportation Committee (ATC) Meeting, in conjunction with Mobile Active Transportation Tour (MATT) in Murray/Midvale, June 14, 2017
- WFRC Trans Com Meeting, June 15, 2017

NOTE: Meeting material located at www.wfrc.org

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 23, 2017

Commissioner Bret Millburn, Vice-chair, called the meeting of the Wasatch Front Regional Council to order at 2:07 p.m. in the offices of the Wasatch Front Regional Council located at 295 North Jimmy Doolittle Road, Salt Lake City, Utah.

2017 WFRC MEMBERS		IN ATTENDANCE
BOX ELDER COUNTY		
Member - Karen Cronin	Perry	YES
Alternate - Jeff Scott	Box Elder	
DAVIS COUNTY MEMBERS		
Len Arave	North Salt Lake	
Bret Millburn	Davis County	YES
Don Carroll	Fruit Heights	YES
Bob Stevenson	Layton	YES
DAVIS COUNTY ALTERNATES		
Tamara Long	South Weber	YES
Steve Hiatt	Kaysville	
Terry Palmer	Syracuse	
Erik Craythorne	West Point	
Beverly MacFarlane	Sunset	YES
MORGAN COUNTY		
Member - John Barber	Morgan County	YES
Alternate - Robert Kilmer	Morgan County	
Alternate - Ned Mecham	Morgan County	
SALT LAKE COUNTY MEMBERS		
Ben McAdams	Salt Lake County	YES
Jackie Biskupski	Salt Lake City	YES
Tom Dolan	Sandy	YES
Michael Jensen	Salt Lake County	
Kelvyn Cullimore	Cottonwood Heights	
JoAnn Seghini	Midvale	
Bill Applegarth	Riverton	YES
Derk Timothy	Bluffdale	YES
SALT LAKE COUNTY ALTERNATES		
Tom Pollard	Alta	
Troy Walker	Draper	
Carmen Freeman	Herriman	YES
Robert Dahle	Holladay	
Ted Eyre	Murray	
Dave Alvord	South Jordan	
Cherie Wood	South Salt Lake	
Larry Johnson	Taylorsville	

Kim Rolfe	West Jordan	
Ron Bigelow	West Valley City	YES
Kris Nicholl	Sandy City Council	
Jenny Wilson	SL County Council	
Charlie Luke	SLC Council	
Dirk Burton	W.Jordan City Council	YES
Karen Lang	WVC Council	
TOOELE COUNTY		
Member - Brad Pratt	Tooele City	
Alternate - Shawn Milne	Tooele County	YES
WEBER COUNTY MEMBERS		
James Ebert	Weber County	
Kerry Gibson	Weber County	YES
Mark Allen	Washington Terrace	
Mike Caldwell	Ogden	
WEBER COUNTY ALTERNATES		
Bruce Richins	Harrisville	
Toby Mileski	Pleasant View	
James Minster	South Ogden	
Brent Taylor	North Ogden	
Willard Cragun	Roy	
Jim Truett	Huntsville	
Bruce Higley	Plain City	
Norm Searle	Riverdale	
Lee Dickemore	Farr West	
Lawrence Flitton	Uintah	
Sharon Bolos	West Haven	
Keith Butler	Marriott-Slaterville	
Korry Green	Hooper	
Richard Hyer	Ogden City Council	
UDOT & UTA		
Member - Carlos Braceras	UDOT	
Alternate - Shane Marshall	UDOT	YES
Member - Jerry Benson	UTA	YES
Alternate - Nichol Bourdeaux	UTA	
NON-VOTING MEMBERS		
Jim Smith	Utah Association of Counties	YES
Beth Holbrook	Utah League of Cities & Towns	YES
WFRC Appointments from other organizations:		
Robert Grow	Envision Utah	
Stuart Adams	State Senate	YES
Mike Schultz	State House of Representatives	YES
Evan Curtis	State Planning Coordinator	YES
OTHERS IN ATTENDANCE		
Travis Campbell, Representative Bishop	Andrew Gruber, WFRC	
Carlton Christensen, Salt Lake County	Wayne Bennion, WFRC	
Steve Call, FHWA	Jory Johner, WFRC	
Ivan Marrero, FHWA	Christy Dahlberg, WFRC	
Linda Johnson, Breathe Utah	Callie New, WFRC	
Brian Garvey, Breathe Utah	Loveit Baumgardner, WFRC	
Shane Greenwood, South Jordan City	Heather M-Kolb, WFRC	

Nicole Martin, Sandy City	Ted Knowlton, WFRC
Nathan Lee, UDOT	Ben Wuthrich, WFRC
Mark Palesh, West Jordan City	Megan Townsend, WFRC
Susie Alberson, GCC	Julie Bjornstad, WFRC
Giles Florence, Little Cottonwood Canyon	Jon Larsen, WFRC
Merlynn Anderson, Epic Engineering	LaNiece Davenport, WFRC
Andrea Pearson, WFRC	Sam Klemm, WFRC
	Ned Hacker, WFRC

Welcome [00:00:31]

Commissioner Bret Millburn welcomed Wasatch Front Regional Council members and guests and introductions were made. **[00:01:02]**

Consent Agenda [00:04:15]

ACTION: Minutes

Mayor Bob Stevenson moved to approve the minutes of the WFRC meeting held January 26, 2017 and Commissioner Kerry Gibson seconded the motion. The minutes were accepted unanimously.

ACTION: Financial Statements [00:04:40]

Mayor Derk Timothy moved to approve the Financial Statements and Check Registers for January and February 2017 and Budget/Expenditure Report of February 28, 2017. Mayor Bob Stevenson seconded the motion and they were accepted unanimously.

Chairman's Report [00:05:08]

Information: Legislative Report

Utah State Representative Mike Shultz and Utah State Senator Stuart Adams outlined and discussed the key outcomes of the recently concluded 2017 Legislative Session. Three of the bills of interest are **[00:06:45]** SB 276, which modifies the motor fuel tax formula, SB277, which authorizes \$1 billion in UDOT bonding and **[00:18:40]** SB147, which facilitates the creation of the Transportation Governance and Funding Task Force. More details on this and other bills has been included in the packet materials. Shane Marshall, UDOT, also stated that more information regarding the bonding authorization is available on the UDOT website. **[00:27:10]**

Public Comment [00:43:07]

Commissioner Bret Millburn opened the meeting for public comment. Suzie Albertson, with Granite Community Council, stated that there is concern about a parking lot being built about a half mile up Little Cottonwood Canyon, in the area of the Wasatch Resort neighborhood. Commissioner Millburn stated that this information will be taken into account and reviewed by the appropriate agencies.

Budget Committee [00:46:17]

Mayor Tom Dolan, Chair of the Budget Committee, made a motion to open a public hearing for two proposed amendments to the WFRC FY17 budget. The motion was seconded by Mayor Ben McAdams and voting was unanimous.

Point of the Mountain Development Commission: WFRC will act as the lead for the transportation component of the Point of the Mountain project, using \$80,000 in funds from the Transportation and Land Use Connection program for staff support and consultant assistance. UDOT, UTA and MAG will each provide \$40,000 in support of the project for a total of \$120,000 in additional funding. This additional funding and associated expenditures needs to be added to the FY17 budget as an amendment.

Retirement of the debt on the current WFRC office building: At the Council's direction, staff has been preparing for the sale of the current office building. The process of selling the building would be simplified if WFRC could retire the remaining debt and receive a free and clear title to

the property prior to sale. Staff has identified a way to do this using: \$94,393 in restricted funds held by Zion's Bank in connection with the bonds; \$124,914 in funds currently assigned to pay future unemployment claims; and \$80,693 in funds currently budgeted in FY17 for rent. The action requested for this amendment is to un-assign funds for future unemployment claims, transfer \$205,607 from Special Projects Fund to General Fund, and authorize additional expenditure of \$300,000 from the General Fund for debt service.

[00:52:30] After this information was discussed, a motion was made by Mayor Tom Dolan to close the public hearing, seconded by Mayor Tammy Long and voting was unanimous.

[00:52:46] Mayor Dolan motioned to move forward with the action to amend the WFRC FY17 budget as discussed. The motion was seconded by Mayor Derk Timothy and unanimously approved.

[00:53:05] Mayor Dolan informed the Council that, after a period of review by the County COGs and the public, the group will be adopting the WFRC FY18 budget and the Unified Planning Work Program (UPWP) at the next Council meeting in May 2017. Mayor Dolan then made a motion to make the WFRC budget for FY18 and the draft UPWP available for review and comment. The motion was seconded by Mayor Bob Stevenson and accepted unanimously.

[01:05:53] Mayor Dolan directed attention to an exhibit included in the packet entitled *Administrative and Accounting Policy and Procedure Guidelines*. It has been 'red-lined' to reflect proposed amended language which will allow Council staff to adjust line items as long as the changes do not create on-going additional payroll expenses or impact debt service, and that any such changes shall be reported to the WFRC Council in the regularly provided financial reports. There was discussion that led to a consensus that staff would first seek prior written approval from the Budget Committee Chair and the Council Chair before making any adjustments to line items. WFRC staff is requesting the Council take action to adopt this document as amended. Mayor Dolan motioned to amend the *Administrative and Accounting Policy and Procedure Guidelines*. The motion was seconded by Commissioner Shawn Milne and accepted unanimously.

Regional Growth Committee (RGC) [01:07:54]

Mayor Ben McAdams briefly reviewed the outcomes of the Regional Growth Committee (RGC) meeting held on March 16, 2017.

Information: Wasatch Choice 2050 Vision and Regional Transportation Plan (RTP) [01:09:30]

Ted Knowlton, WFRC, presented information about the Wasatch Choice 2050 Vision and Regional Transportation Plan. WFRC is nearing the completion of 10 scenario workshops to gather input from communities on three WC2050 scenarios and Mr. Knowlton provided a summary of the in-progress results.

Information: Utah Street Connectivity Guidebook [01:18:30]

Julie Bjornstad, WFRC, shared information regarding the Utah Street Connectivity Guidebook. Higher street connectivity yields numerous mobility, livability, economic, and environmental benefits for communities, including improved access to opportunities. The Guidebook is anticipated to be completed by April 2017 and will be emailed to all committee members, communities and interested agencies.

Transportation Committee (Trans Com) [01:26:30]

Mayor Karen Cronin informed the Council of the items discussed in the Trans Com meeting held on February 23, 2017 and gave an update on the status of WFRC's funding cycle. The concept reports for the Surface Transportation Program (STP), Congestion Mitigation Air Quality Program (CMAQ), and the Transportation Alternatives Program (TAP) are being evaluated and the Trans Com Technical Advisory Committees will be determining the recommendations on April 29, 2017.

ACTION: Board Modifications to the 2017-2022 Transportation Improvement Program [01:27:13]

Ben Wuthrich, WFRC, reported that WFRC received a request to modify the current 2017-2022 Transportation Improvement Program (TIP). Mr. Wuthrich discussed each project briefly and referred members to their packets for detailed information on the modifications.

Mayor Karen Cronin moved to approve the attached resolution to modify the 2017-2022 TIP as requested. Commissioner Shawn Milne seconded the motion and the voting was unanimous.

Information: Report on Board Modifications to the 2017-2022 TIP [01:31:40]

Mr. Wuthrich then noted the information in the packet regarding modifications to the 2017-2022 Transportation Improvement Program (TIP) that have been approved by Trans Com. Mr. Wuthrich discussed them briefly as well.

Information: Obligations of Federal Transportation Funds during FY16 [01:32:55]

The WFRC staff with the help of UDOT and UTA have prepared a report of obligated federal funding during fiscal year 2016 (October 1, 2015, through September 30, 2016), in accordance with the Fixing America's Surface Transportation (FAST) Act. Mr. Wuthrich brought attention to the graphs and charts included in the packet, that show the amounts in which federal funds have been obligated statewide.

Active Transportation Committee Report [01:35:55]

Mayor Bill Applegarth presented the Active Transportation Committee report. There was an ATC meeting held on March 8, 2017. The 2017 Bike Summit was held on March 14, 2017 and was well attended. There are two upcoming Mobile Active Transportation Tours: one in Murray/Midvale in May 2017 and one in Southwest Davis County on June 14, 2017, in conjunction with the June ATC meeting. Mayor Applegarth then mentioned the "Golden Spoke" event that will tentatively take place in the fall of 2017, commemorating the completion of a safe multi-use trail that totals over 100 miles in length, from Ogden Canyon to Provo Canyon. More information about these events will be forthcoming.

Executive Director's Report [01:43:05]

Andrew Gruber, WFRC, gave an update on the sale of the current WFRC office building and noted that WFRC has a new informational brochure outlining the current goals and objectives of Wasatch Front Regional Council. Mr. Gruber then recognized Mr. Ted Knowlton for completing five years of service with WFRC and Mr. Val John Halford for reaching the 20-year milestone with WFRC and commended them both on their exemplary work.

Other Business [01:48:15]

Commissioner Bret Millburn asked if there were any other items to discuss. With no further business, the Commissioner moved to the next item on the agenda.

Overview of Utah Open and Public Meetings Act [01:48:30]

State law now requires that elected officials serving on committees such as those of the Wasatch Front Regional Council receive training regarding the Utah Open and Public Meetings Act. A 10-minute training video was presented at Trans Com and will also be shown at other appropriate WFRC committees in order to comply with this requirement.

[02:01:12] At the conclusion of the video, Commissioner Bret Millburn asked for a motion to adjourn the Council meeting. At 4:09 pm, a motion was made by Mayor Tammy Long and seconded by Beth Holbrook to adjourn. The affirmative vote was unanimous.

Balance Sheet
As of 03-31-17

ASSETS

Cash	\$ 1,559,930.07		
Accounts Receivable	627,177.46		\$ 1,559,930.07
Prepaid Expense	6,135.85		\$ 627,177.46
			\$ 6,135.85
			\$ 0.00
			\$ 2,193,243.38
			=====

LIABILITIES & FUND BALANCE

Accounts Payable	199,925.46		
Other Liabilities	8,944.95		
Accrued Payroll & Taxes	532.86		
Accrued Vacation/Sick Leave	296,841.35		
Total Liabilities			\$ 506,244.62
State and Local	934,324.60		
General Fund	694.72		
Special Projects Fund	751,979.44		
Total Fund Balances			\$ 1,686,998.76
			\$ 2,193,243.38
			=====

Check Register
(A) WELLS FARGO BANK
03-31-17

Check#	Date	Vendor	Amount
10767	03-06-17	AEC001 AECOM TECHNICAL SERVICES I	10677.03
10768	03-06-17	AVE001 AVENUE CONSULTANTS	4157.50
10769	03-06-17	CIP001 CIPHER TECHNOLOGIES LLC	4429.02
10770	03-06-17	CIV001 CIVIL SOLUTIONS GROUP, INC	7200.00
10771	03-06-17	CYM001 CYMA SYSTEMS, INC	650.75
10772	03-06-17	ELE001 ELECTRIC LIGHTWAVE	1624.82
10773	03-06-17	FEH001 FEHR & PEERS	1199.76
10774	03-06-17	GSB001 GSBS CONSULTING	3245.70
10775	03-06-17	ICM001 ICMA RETIREMENT TRUST	18879.34
10776	03-06-17	LIN001 LINCOLN NATIONAL LIFE INS	1602.18
10777	03-06-17	OLS002 LES OLSON COMPANY	1412.99
10778	03-06-17	PAR001 PARAMETRIX	586.70
10779	03-06-17	PAR002 PARSONS BRINKERHOFF, INC	236663.19
10780	03-06-17	PEH001 PEHP FLEX BENEFITS	1224.52
10781	03-06-17	PET001 SCOTT FESTIN	108.48
10782	03-06-17	PSC001 PS COMMERCIAL CLEANING	600.00
10783	03-06-17	PUB001 PUBLIC EMPLOYEES HEALTH PR	33272.46
10784	03-06-17	RES001 RESOURCE SYSTEMS GROUP, IN	3320.77
10785	03-06-17	RRJ001 RRJ CONSULTING, LLC	2000.00
10786	03-06-17	STA002 STAPLES ADVANTAGE DEPT DAL	309.98
10787	03-06-17	TYC002 TYCO SIMPLEX GRINNELL	1204.46
10788	03-06-17	UNU001 UNUM LIFE INSURANCE CO	324.00
10789	03-06-17	UTA003 UTAH LOCAL GOVERNMENT TRUS	415.66
10790	03-06-17	WES003 WESTERN RAIL ALLIANCE	2500.00
10791	03-14-17	ADV001 ADVANTAGE UTAH	827.31
10792	03-14-17	AEC001 AECOM TECHNICAL SERVICES I	24824.08
10793	03-14-17	CIV001 CIVIL SOLUTIONS GROUP, INC	9800.00
10794	03-14-17	EXH001 2020 EXHIBITS SALT LAKE CI	3262.80
10795	03-14-17	FRE001 FREGONESE ASSOCIATES	4760.00
10796	03-14-17	ICM001 ICMA RETIREMENT TRUST	880.15
10797	03-14-17	LAS001 LASER EXPERTS	78.00
10798	03-14-17	MIL001 BRET MILLBURN	1507.70
10799	03-14-17	PEH001 PEHP FLEX BENEFITS	1224.52
10800	03-14-17	PEN001 PENNA POWERS	8776.25
10801	03-14-17	REP001 REPUBLIC SERVICES #864	301.77
10802	03-14-17	ROC001 ROCKY MOUNTAIN POWER	643.61
10803	03-14-17	SAL001 SLC CORPORATION - PUBLIC U	95.39
10804	03-14-17	STA002 STAPLES ADVANTAGE DEPT DAL	90.12
10805	03-14-17	USD001 U.S. DEPARTMENT OF HOMELAN	460.00
10806	03-14-17	USD001 U.S. DEPARTMENT OF HOMELAN	500.00
10807	03-14-17	USD001 U.S. DEPARTMENT OF HOMELAN	1500.00

Total Of Register

397141.01
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Licensed User: ACCOUNTING DEPARTMENT

Balance Sheet
As of 04-30-17

ASSETS

Cash	\$ 1,098,334.97		
			\$ 1,098,334.97
Accounts Receivable	645,011.17		
			\$ 645,011.17
Prepaid Expense	5,223.46		
			\$ 5,223.46
			\$ 0.00
			\$ 1,748,569.60
			=====

LIABILITIES & FUND BALANCE

Accounts Payable	231,691.92		
Other Liabilities	8,937.95		
Accrued Payroll & Taxes	2,398.64		
Accrued Vacation/Sick Leave	297,274.19		
			\$ 540,302.70
Total Liabilities			
State and Local	448,652.74		
General Fund	7,634.72		
Special Projects Fund	751,979.44		
			\$ 1,208,266.90
Total Fund Balances			
			\$ 1,748,569.60
			=====

Check Register
(A) WELLS FARGO BANK
04-30-17

Check#	Date	Vendor	Amount
10808	04-04-17	AME002 AMERICAN PUBLIC TRANSIT AS	75.00
10809	04-04-17	AVE001 AVENUE CONSULTANTS	1645.00
10810	04-04-17	BIO001 BIO-WEST, INC.	17063.04
10811	04-04-17	ELE001 ELECTRIC LIGHTWAVE	1649.19
10812	04-04-17	ICM001 ICMA RETIREMENT TRUST	18449.19
10813	04-04-17	JIV001 JIVE COMMUNICATIONS INC	571.11
10814	04-04-17	LIN001 LINCOLN NATIONAL LIFE INS	1613.09
10815	04-04-17	PEH001 PEHP FLEX BENEFITS	1224.52
10816	04-04-17	PEN001 PENNA POWERS	4411.25
10817	04-04-17	PET001 SCOTT FESTIN	271.97
10818	04-04-17	PSC001 PS COMMERCIAL CLEANING	1200.00
10819	04-04-17	REP001 REPUBLIC SERVICES #864	331.66
10820	04-04-17	SAL001 SLC CORPORATION - PUBLIC U	87.29
10821	04-04-17	STA002 STAPLES ADVANTAGE DEPT DAL	437.28
10822	04-04-17	TER001 TERMINIX	130.00
10823	04-04-17	URB001 URBAN PLANNING INTERNATIONAL	4209.50
10824	04-04-17	UTA003 UTAH LOCAL GOVERNMENT TRUS	804.46
10825	04-04-17	UTA019 UTAH DIV OF PURCHASING AND	3478.48
10826	04-04-17	ZIO001 ZIONS FIRST NATIONAL BANK	205897.21
10827	04-18-17	AEC001 AECOM TECHNICAL SERVICES I	28827.77
10828	04-18-17	AVE001 AVENUE CONSULTANTS	705.00
10829	04-18-17	BIO001 BIO-WEST, INC.	20426.31
10830	04-18-17	CRS001 CRSA	4745.00
10831	04-18-17	CUT001 CUTLERS	51.96
10832	04-18-17	ELE001 ELECTRIC LIGHTWAVE	1649.71
10833	04-18-17	ENT001 THE ENTERPRISE	75.00
10834	04-18-17	FRE001 FREGONESE ASSOCIATES	5120.00
10835	04-18-17	ICM001 ICMA RETIREMENT TRUST	880.15
10836	04-18-17	INT004 INTNTL TRANSLATING COMPANY	190.40
10837	04-18-17	MON001 MONSEN ENGINEERING	552.91
10838	04-18-17	PAR001 PARAMETRIX	2531.00
10839	04-18-17	PEH001 PEHP FLEX BENEFITS	1224.52
10840	04-18-17	PUB001 PUBLIC EMPLOYEES HEALTH PR	33272.46
10841	04-18-17	RES001 RESOURCE SYSTEMS GROUP, IN	33278.03
10842	04-18-17	ROC001 ROCKY MOUNTAIN POWER	715.64
10843	04-18-17	RRJ001 RRJ CONSULTING, LLC	2000.00
10844	04-18-17	STA002 STAPLES ADVANTAGE DEPT DAL	353.93
10845	04-18-17	TYC001 TYCO INTEGRATED SECURITY L	582.53
10846	04-18-17	UNI001 UNIVERSITY OF UTAH	10000.00
10847	04-18-17	UNU001 UNUM LIFE INSURANCE CO	324.00
10848	04-18-17	USL001 U S LAWS	561.00
10849	04-18-17	UTA019 UTAH DIV OF PURCHASING AND	1516.10
10850	04-19-17	UNU001 UNUM LIFE INSURANCE CO	324.00
10851	04-19-17	SNE001 SNELL & WILMER LLP	5000.00

Total Of Register

418456.66
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Licensed User: ACCOUNTING DEPARTMENT

**Wasatch Front Regional Council FY 2017
Budget/Expense Report**

7/1/2016
6/30/2017

Expenditure by Function

Expenditure	Budget As approved March 23, 2017	Expended 4/30/2017	Balance Unspent	% Expended
Salaries/Employee Benefits	3,407,605	2,678,473	729,132	79%
Contractual	3,062,784	2,018,174	1,044,610	66%
Audit and Accounting	26,883	14,032	12,851	52%
Dues and Subscriptions	14,579	12,380	2,199	85%
Equipment Depreciation	31,021	26,056	4,965	84%
Equipment Maintenance	32,496	13,184	19,312	41%
Insurance	17,000	11,609	5,391	68%
Legal	5,000	5,000	0	100%
Printing & Publication	24,487	5,297	19,190	22%
Rent	169,307	55,437	113,870	33%
Building Operation/R & M	84,203	47,716	36,487	57%
Supplies/Software & Licenses	126,710	61,661	65,049	49%
Telephone/Data	32,136	27,228	4,908	85%
Travel	68,222	51,814	16,408	76%
Training	40,500	22,443	18,057	55%
Equipment Purchase	45,000	22,924	22,076	51%
Amounts expected to carry forward into next F	749,822	0	749,822	0%
TOTAL EXPENDITURES	7,937,756	5,073,428	2,864,328	64%
Excluding Carry Forward	7,187,934	5,073,428	2,114,506	71%
% Time Expended				83%

Expenditure by Program

Program	Budget As approved March 23, 2017	Expended 4/30/2017	Balance Unspent	% Expended
Consolidated Transportation Planning Grant	4,322,887	2,671,325	1,651,562	62%
UTA Project Support	78,088	50,492	27,596	65%
Tooele Valley RPO	10,515	1,838	8,677	17%
Local Government Service	243,328	92,353	150,975	38%
SL Corridor Preservation	25,628	7,495	18,133	29%
Salt Lake County COG	103,556	54,081	49,475	52%
Community Impact Board \$2K	2,000	2,000	0	100%
Economic Development	132,000	119,432	12,568	90%
CDBG - Tooele	50,000	37,872	12,128	76%
Transportation and Land Use Connection	1,236,878	475,297	761,581	38%
Tooele Valley RTP Update	3,197	3,197	0	100%
Mobility Management	10,000	2,793	7,207	28%
Utah State Legislative Consultant	50,000	46,000	4,000	92%
Model Development - MAG	55,000	29,439	25,561	54%
GPI Demographic Data	49,300	47,543	1,757	96%
Mountain Accord Phase II	1,281,076	1,281,075	1	100%
Joint Planning Studies	39,302	39,302	0	100%
Oquirrh Connection Study	200,000	88,971	111,029	44%
Equipment Purchases	45,000	22,924	22,076	51%
TOTAL EXPENDITURES	7,937,756	5,073,428	2,864,328	64%

Footnotes to the Budget/Expense Report

April 2017

In this report 83% of the fiscal year (time) has passed. Of the total amount budgeted for the year 64% was expended through the end of February 2017. The budget in this report is the budget that was amended on March 23, 2017 but excludes fiscal year end entries to the fund balance. At the fund level the Council records expenditures for equipment purchases, principal & interest payments on the bonds used to purchase the building, and bank fees. The Council records revenue when depreciation and bond interest are charged to the programs as rent and equipment usage fees and when interest is earned on funds not immediately needed for operations. At the end of the fiscal year the net effect of those transactions represent a change to the fund balance.

This information contained in this report 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 association dues 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.

Variations in the rate of expenditure by program are considered normal and include some programs that are expected to carry forward into the next fiscal year.

DATE: May 17, 2017
AGENDA ITEM: 2a
SUBJECT: Transportation Governance and Funding Task Force
PREPARED BY: Andrew Gruber

BACKGROUND:

Senate Bill 174 creates a Transportation Governance and Funding Task Force to evaluate best practices regarding multimodal transportation investments that support mobility, safety, economic growth and quality of life. At the Council meeting, Task Force co-chair Rep. Mike Schultz and other WFRC members who are serving on the Task Force will update the Council and invite discussion about the goals and objectives of the Task Force.

The Task Force will study, review best practices, and make recommendations on a wide variety of topics, including:

- Governance, coordination, oversight and operational structures of transportation in Utah
- Funding needs, current state and local funding sources, future projections, and alternative transportation revenue mechanisms
- Interrelationship of growth, land use, capital development, and transportation
- Impacts of transportation on economic development
- Prioritization of transportation projects
- Subgroups could be created to study issues including:
- Improvements in governance and transparency of transportation districts
- The allocation of resources based on population, including considering underserved areas

The 16-member Task Force is comprised of the following appointments:

- Senate President- three members, including two senators, one of whom will be a co-chair, and one private sector representative: Sen. Wayne Harper, co-chair; Sen. Gregg Buxton; Wade Sherman, Adobe
- House- three members, including two senators, one of whom will be a co-chair, and one private sector representative: Rep. Mike Schultz, co-chair; Rep. Kay Christofferson; Sophia DiCaro
- Governor- three members, at least one of whom will represent the private sector: Lane Beattie, Salt Lake Chamber of Commerce; Robert Grow, Envision Utah; Pat Jones
- Utah Transportation Commission- one member: Larry Ellertson
- Utah Transit Authority Board- one member: Davis County Commissioner Bret Millburn
- Utah League of Cities and Towns- one member: Salt Lake City Mayor Jackie Biskupski
- Utah Association of Counties- two members, with one representing a rural county: Salt Lake County Mayor Ben McAdams; Box Elder County Commissioner Jeff Scott
- Mountainland Association of Governments- one member: American Fork Mayor James Hadfield
- Wasatch Front Regional Council- one member: Ogden Mayor and WFRC Chair Mike Caldwell

The Task Force will report findings and recommendations to the Legislature's Transportation Interim Committee and the Governor by December 1, 2017.

RECOMMENDATION:

This item is for information only.

CONTACT PERSON:

Andrew Gruber, cell (801) 824-0055

EXHIBIT:

None

DATE: May 25, 2017
AGENDA ITEM: 4a
SUBJECT: **PUBLIC HEARING and ACTION:** Approve the FY18 Budget and Work Program (UPWP)
PREPARED BY: Loveit Baumgardner and Wayne Bennion

BACKGROUND:

At its meeting on March 23, 2017, the Council discussed and then voted unanimously to release for comment a draft FY18 WFRC Budget and Unified Planning Work Program (UPWP) summary. That Budget and UPWP summary were made available to the public and provided to the Councils of Governments for their review and comment. No comments were received by Council staff.

The budget presented here for approval is substantially the same as the draft previously provided, with (1) additions to revenue and expenditures to include local match for the Transportation and Land Use Connection Program (TLC) awarded projects and (2) the addition of a new model development employee.

During the month of April 2017, TLC planning projects were awarded. Funding for the projects comes from Federal Surface Transportation Planning (STP) funds, the Utah Department of Transportation, the Utah Transit Authority, Salt Lake County (for projects within Salt Lake County), and local matching funds. The draft budget provided in March 2017 included an estimate for local matching funds. Subsequently, the projects were awarded and the actual amount of the matching funds became known. This updated budget reflects the actual match commitments for the awarded projects and an adjustment to the corresponding contractual expense for the projects.

In partnership with Mountainland Association of Governments (MAG) and the Utah Department of Transportation (UDOT), for the purpose to increase our modeling and forecasting capabilities, we are creating an additional full-time transportation modeling position. Currently, WFRC budgets \$90,000 and MAG provides \$55,000, for a combined \$145,000, all of which goes toward hiring consultants to assist in the ongoing development and improvement of our Travel Demand Model and Real Estate Market Model. It is proposed that we increase this amount by \$112,000 to \$257,000, which would enable us to hire an additional senior-level modeler while maintaining a reduced budget for consultant assistance. The \$112,000 increase would be funded as follows: \$72,000 from UDOT, \$20,000 from MAG, and an additional \$20,000 Consolidated Planning Grant (federal) funds from WFRC. This will enable us to enhance our modeling capabilities, efficiency, and coordination.

The WFRC Budget Committee reviewed the updated draft budget and UPWP on May 11, 2017. Below is a discussion of the UPWP and some specific aspects of the budget.

Unified Planning Work Program

The UPWP outlines the work tasks that the WFRC will pursue during fiscal year 2018 in collaboration with cities, counties, UDOT, UTA, and other partners. Among the primary tasks are assisting local communities with growth, transportation and planning issues; developing a preferred 2050 scenario for the Regional Transportation Plan and Utah Unified Transportation Plan; continuing efforts to update the Transportation Improvement Program; assisting in the development of air quality plans and promoting transportation strategies to improve air quality; and providing outreach to the public and local, state, and federal officials.

Budget Overview

Expenditures:

The draft budget shows an overall decrease of 17% from FY17 to FY18. This is due to the completion of several projects that include the Mountain Accord Program Management and Transportation Analysis, the Oquirrh Connection study, and the Gardner Policy Institute Demographic Data work.

The major expenditure in the budget is for staff salary/benefits. The budget includes funding: to maintain the current full-time staff of 27; for one new full-time position to work on the Transportation and Land Use Connection (TLC) program; and for one new full-time position to work on model development. The new TLC position will be paid for with additional dedicated funding from UDOT and UTA. The new model development position will be paid for with additional dedicated funding from UDOT, MAG and WFRC Consolidated Planning Grant funds. 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 majority of consulting expenditures are for planning and technical assistance on TLC projects. The footnotes to the budget provide detail of anticipated consulting contracts.

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

Funding Sources:

Federal transportation funds continue to be WFRC's main source of revenue and are expected to remain at approximately the same level as FY17.

The budget includes continuing funding from the Small Cities CDBG program at \$50,000 a year and from the Economic Development Administration at \$70,000 a year.

For WFRC FY18 the local county contributions remain the same as they were in FY17. For WFRC fiscal year 2019 and beyond, the local county contribution is projected to increase by a factor representative of the change in the Consumer Price Index (CPI) averaged over the prior three completed WFRC fiscal years. This projected increase supports the ongoing financial stability of the Council. For illustration, the "Local Contributions" page of the budget tables included in this packet shows the effect of a 1% increase in local county contributions for FY19. This amount reflects the three-year average change in CPI for the period of July 1, 2013 through June 30, 2016. Updated information for the three-year period ending June 30, 2017 will be provided to the members at a later date so that it can be considered in their FY18 budgets.

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

EXHIBITS:

Draft budget for fiscal year 2018 and footnotes
Draft UPWP Summary

RECOMMENDATIONS:

The WFRC Budget Committee and WFRC staff recommend that the Council take action "to approve the draft UPWP and budget for fiscal year 2018."

CONTACT INFORMATION:

Loveit Baumgardner, (801) 363-4230 x 1102
Wayne Bennion, (801) 363-4230 x 1112

Draft
Wasatch Front Regional Council FY 2018 Budget

Source of Funds

	FY 2016	FY 2017	FY 2018	
	Actual	Estimated	Budget	
Federal Sources:				
Federal Highway Administration - PL	1,391,785	2,105,586	2,138,261	2% 1
Federal Highway Administration - STP	1,311,763	1,656,505	1,600,000	-3% 2
Federal Transit Administration	641,118	646,023	646,026	0%
Dept. of Housing and Urban Development	48,854	50,000	50,000	0%
Economic Development Administration	60,000	66,000	70,000	6% 3
Total Federal Sources	3,453,520	4,524,114	4,504,287	0%
State Sources:				
Utah GOMB (CPG match)	140,000	140,000	140,000	0%
Mountain Accord	718,925	1,281,076	0	-100% 4
Community Impact Board	252,000	2,000	2,000	0% 5
UDOT - Tooele Valley RTP	5,002	3,197	0	-100% 4
UDOT - TLC	0	0	300,000	6
UDOT - Model Development	0	0	72,000	
UDOT - Joint Planning Studies	12,458	31,302	0	-100% 4
UDOT - Corridor Preservation SL County	12,849	25,628	25,000	-2%
Total State Sources	1,141,234	1,483,203	539,000	-64%
Local Sources:				
Dedicated Project Funds	618,548	900,674	709,515	-21% 7
UTA - TLC	0	0	100,000	6
UTA - Transit Sales Tax	172,634	121,147	139,615	15%
Local Contribution	181,004	537,622	308,014	-43% 8
Total Local Sources	972,186	1,559,443	1,257,144	-19%
TOTAL SOURCES	5,566,940	7,566,759	6,300,432	-17%

Draft
Wasatch Front Regional Council FY 2018 Budget

Expenditure by Function

Expenditure	FY 2016	FY 2017	FY 2018	
	Actual	Estimated	Budget	
Salaries/Employee Benefits	2,972,784	3,407,606	3,789,224	11% 9
Contractual	2,102,268	3,062,784	1,800,877	-41% 10
Equipment Maintenance	25,337	15,800	16,100	2%
Equipment Depreciation	31,986	31,021	30,100	-3%
Rent	61,403	64,000	250,000	291% 11
Building Operation/R & M	49,070	70,000	90,000	29% 11
Travel	59,107	68,222	70,050	3%
Training	30,104	40,500	42,000	4%
Printing and Publication	3,359	3,475	3,650	5%
Supplies/Software & Licenses	153,252	86,500	90,900	5% 12
Telephone/Data	31,917	33,600	35,300	5%
Audit and Accounting	15,755	16,000	16,000	0%
Dues & Subscriptions	12,207	16,500	23,505	42% 13
Insurance	12,051	14,000	14,000	0%
Legal	6,340	5,000	5,000	0%
Total Expenditures	5,566,940	6,935,008	6,276,705	-9%
Amounts expected to carry into next FY		631,751	23,726	-96%
TOTAL BUDGET	5,566,940	7,566,759	6,300,432	-17%

Draft
Wasatch Front Regional Council FY 2018 Budget

Expenditure by Program

Program	FY 2016	FY 2017	FY 2018	
	Actual	Estimated	Budget	
Consolidated Transportation Planning Grant	3,083,572	3,929,768	3,941,100	0%
Transportation & Land Use Connection	918,925	1,236,878	1,601,500	29% 14
Economic Development	120,000	132,000	140,000	6% 3
Local Government Service	11,884	328,522	104,260	-68% 15
UTA Project Support	92,575	93,088	96,557	4%
Salt Lake County Council of Governments	57,258	71,000	73,015	3%
Model Development	53,355	55,000	147,000	167%
Utah State Legislative Consultant	50,000	50,000	50,000	0%
CDBG - Tooele	45,135	50,000	50,000	0%
Corridor Preservation - Salt Lake County	12,849	25,628	25,000	-2%
Mobility Management	5,095	10,000	10,000	0%
Tooele Valley RPO	0	10,000	10,000	0%
Community Impact Board	252,000	2,000	2,000	0%
Mountain Accord	718,925	1,281,076	0	-100% 4
WC2050 Consortium	90,707	0	50,000	16
Joint Planning Studies - Street Design Tool	11,760	0	0	
Tooele Valley RTP Update	5,002	3,197	0	-100% 4
GPI Decision Support	200	49,300	0	-100% 7
Oquirrh Connection	0	200,000	0	-100% 7
Joint Planning Studies - Street Connectivity	32,698	39,302	0	-100% 4
Joint Planning Studies - Performance Measures	5,000	0	0	
TOTAL EXPENDITURES	5,566,940	7,566,759	6,300,432	-17%

Draft
Wasatch Front Regional Council FY 2018 Budget

Local Contributions

County	FY 2016	FY 2017	FY 2018	FY 2019	
	Actual	Estimated	Budget		Projected
Box Elder, 1 voting member	12,533	12,533	12,533	0%	12,658 1%
Davis, 4 voting members	66,842	66,842	66,842	0%	67,510 1%
Morgan, 1 voting member	12,533	12,533	12,533	0%	12,658 1%
Salt Lake, 8 voting members	133,682	133,682	133,682	0%	135,019 1%
Tooele, 1 voting member	12,533	12,533	12,533	0%	12,658 1%
Weber, 4 voting members	66,842	66,842	66,842	0%	67,510 1%
TOTAL	304,965	304,965	304,965	0%	308,015 1% 17

FY 2018 Budget Footnotes

- 1) The increase in Federal Highway Administration PL funds from FY16 to FY17 is due to consulting contracts that were in process but not completed by the end of FY16 and were carried forward to FY17. The decrease from FY17 to FY18 reflects projects carried forward from FY16 that are expected to be completed in FY17.
- 2) The increase in Federal Highway Administration STP funds from FY16 to FY17 and from FY17 to FY18 reflects a change in the mix of PL and STP funds used for WFRC's transportation planning work. Additional STP funds were used to offset less PL funds as part of our long-term financial stability strategy. The increase also reflects an expansion of the Transportation and Land Use Connection (TLC) program that provides planning assistance and funding for local member communities.
- 3) The Economic Development Administration has increased funding to support the Wasatch Front Economic Development District. Matching funds are provided from member contributions.
- 4) Staff anticipates that projects including Mountain Accord Program Management and Transportation Analysis, Tooele Valley RTP update, and several Joint Planning Studies will be completed by the end of FY17.
- 5) The decrease in Community Impact Board funds from FY16 to FY17 reflects completion of the Regional Resource Management Planning project.
- 6) UDOT (\$300,000) and UTA (\$100,000) are partnering with WFRC to provide additional funding for the Transportation and Land Use Connection Program. These funds will be used to support one additional staff member to assist with planning and program administration and for additional consultant assistance to communities.
- 7) FY18 Dedicated Project Funds include:
 - a. \$10,000 – Tooele Valley RPO
 - b. \$50,000 – Wasatch Choice 2050 Consortium sponsorships
 - c. \$75,000 – MAG Model Development
 - d. \$73,015 – Salt Lake County Council of Governments
 - e. \$200,000 – Salt Lake County for TLC program
 - f. \$301,500 – Local match for TLC awarded projects

The increase from FY16 to FY17 reflects additional local match for TLC awarded projects, the Gardner Policy Institute (GPI) Demographic Data project and the Oquirrh Connection study. The GPI Demographic Data project and the Oquirrh Connection study are anticipated to be completed by the end of FY17 resulting in a decrease in Dedicated Project Funds in FY18.
- 8) In FY18 the actual local contributions remain the same as FY17, however the increase from FY16 to FY17 reflects local contributions for projects not completed in FY16 that were carried forward to FY17.
- 9) FY18 Salaries/Benefits includes 19.5 person-months of interns, the addition of a new, funded TLC employee, the addition of a new, funded model development employee, and

an overall 5% increase in payroll and benefits (including health care) costs. The additional new, funded TLC employee is paid for with new funding dedicated to this program (see also footnote 6). The new, funded model development employee is paid for with new funding from Utah Department of Transportation (\$72,000), Mountainland Association of Governments (\$20,000), WFRC CPG funds (\$20,000) and a reduction in the amount previously budgeted for model development consultant assistance.

10) FY18 Contractual includes:

- a. \$30,000 – Unified Transportation Plan Financial Model update
- b. \$30,000 – Fiscal Impacts of Growth Model
- c. \$40,000 – Parking Best Practices Analysis
- d. \$50,000 – Envision Tomorrow+ (ET+) development
- e. \$50,000 – Access to Opportunity application development
- f. \$77,000 – Travel Demand Model development
- g. \$50,000 – Communication and public outreach
- h. \$50,000 – Wasatch Choice 2050 Consortium event
- i. \$50,000 – Legislative consulting
- j. \$24,000 – Economic development data & graphical interface
- k. \$115,750 – Planning Studies undesignated
- l. \$1,234,127 – Transportation and Land Use Connection

The decrease in contractual expense from FY17 to FY18 is due to the completion of Mountain Accord Program Management and Transportation Analysis work, Oquirrh Connection Study and the Gardner Policy Institute Demographic Data project.

11) At the Council's direction staff is taking steps to sell the current office building and secure office space in a central location accessible by all modes of transportation. The amount included for rent in the FY18 budget presumes that WFRC relocates their offices early in the fiscal year. Rent is estimated to be 10,000 square feet at \$25 per square foot. Building Repair and Maintenance includes \$25,000 for moving and start-up costs for office relocation.

12) The decrease in Supplies and software from FY16 to FY17 is due to expenses for the Wasatch Choices 2050 Consortium that was held in June 2016. Sponsorships for this event covered these expenses at 100% and were included in Dedicated Project Funds (FY16) on the Source of Funds page of the budget. For FY18 expenses anticipated for a Wasatch Choice 2050 Consortium event have been moved to the contractual line item (see also footnote 10).

13) Dues and subscriptions includes:

- a. \$7,700 – National Association of Regional Councils
- b. \$6,127 – Association of Metropolitan Planning Organizations
- c. \$5,000 - Western Regional Alliance
- d. \$3,500 - Utah Foundation
- e. \$1,178 - Other

14) The increase in Transportation and Land Use Connection program reflects additional funding from UDOT and UTA. It also includes a 3% increase in federal STP funds consistent with additional STP funds included in the FAST ACT.

- 15) The change in Local Government Service funds from FY16 to FY17 reflects projects not completed in FY16 and carried forward to FY17. It is anticipated that these funds will be expended in FY17 and not carried forward to FY18.
- 16) Funds to support the next planned Wasatch Choice 2050 Consortium event are anticipated to come from sponsorships as they did in FY16.
- 17) The 1% increase in local contributions for FY19 shown here is for illustration and is based on the average annual change in the Consumer Price Index (CPI) over a three-year period from July 1, 2013 through June 30, 2016.

**SUMMARY OF
DRAFT FY 2018 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 the Wasatch Front Regional Council (WFRC) and its advisory committees and documentation of those meetings
- Coordination with partner agencies, including Mountainland Association of Governments, Utah Transit Authority (UTA), Utah Department of Transportation (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 Unified Planning Work Program (UPWP) completion report
- FY 2018 UPWP and budget amendments
- FY 2019 Unified Planning Work Program and budget

A.2 UTAH DEPARTMENT OF TRANSPORTATION

OBJECTIVE:

To coordinate with the Federal Highway Administration (FHWA), the Federal Transit Administration (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 (RTP) and the Transportation Improvement Program (TIP) developed by the WFRC to provide coordination with statewide transportation plans and programs
- Monitoring of expenditures by WFRC of Planning (PL), Surface Transportation Program (STP) and FTA Section 5303 funds, which are deposited into the Consolidated Planning Grant (CPG). Administration of CPG
- Participation in Technical Advisory Committee, Trans Com and Regional Growth Committee meetings
- Assistance to the WFRC in developing the FY 2019 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 planning, Geographic Information Systems (GIS) analysis, performance measures, and others.
- Coordination of the completion of the Congestion Mitigation Air Quality (CMAQ) annual reporting to FHWA.

A.3 UTAH TRANSIT AUTHORITY

OBJECTIVE:

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

ANTICIPATED PRODUCTS:

- Annual Grants Status Report
- Interlocal Cooperative Agreements
- Grant Applications
- 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
- 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 provide effective transit services within available resources.

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

To improve intermodal transportation options for the region in cooperation with WFRC, UDOT, airports and other stakeholders.

To promote and implement technology that will enhance transit service.

To plan and implement safety and security measures to increase comfort levels of current and future customers.

To work with key agencies for more effective use of transportation resources that will serve persons with disabilities and other transportation disadvantaged persons in the service area.

To promote ridesharing, telecommuting, flextime, bicycling, walking and discount programs to encourage more efficient use of the transportation system.

To encourage and work with stakeholders on transit oriented developments and more effective transit land use options.

ANTICIPATED PRODUCTS:

- 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)/Station Area Planning
- Active Transportation Planning
- 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
- Environmental Sustainability
- 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.

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 Wasatch Choice 2050 (WC2050) and the WFRC Regional Transportation Plan: 2019-2050 (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 identified RTP performance measures to evaluate how well planned improvements in the 2019-2050 RTP are meeting the adopted WC2050 Regional 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 and FAST Act).

To refine three transportation and land use scenarios into a preferred scenario for the 2019-2050 RTP based on local community, transportation partners, and stakeholder input.

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

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

ANTICIPATED PRODUCTS:

- An adopted preferred scenario including transportation and land use for the 2019-2050 RTP.
- Amendments to the 2015-2040 RTP
- Online documentation of the development of the 2019-2050 RTP
- Development of a statewide financial model

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 and economic development 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 Goals and the Wasatch Choice 2050 Vision.

To reduce growth in transportation demand by enabling and encouraging growth patterns that have lower per capita transportation demands.

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
- Coordination of local growth plans with regional infrastructure in the Wasatch Choice 2050 Vision
- 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-West Valley 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 Transportation Improvement Program (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:

- Point of the Mountain Study
- Ogden/Weber State University BRT Corridor –Transit Oriented Development Study
- Redwood Road Corridor Study
- 5 Year Bus Service Plan/Core Transit Route Study

- Future of Commuter Rail Study
- Mountain View/ 5600 West Corridor Study
- Fiscal Impacts Tool Development
- Parking Best Practices
- 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 containing highway, transit, and other modal projects programmed for the region
- Status reports of STP, CMAQ, and TAP projects
- Support for project implementation and completion
- Listings of obligations of federal highway and transit funds for fiscal year 2017

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 Study Report (ESR)
- South Davis – Salt Lake City Community Connector EA or CatEx

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:

- Recalibrated TDM, with validation to 2015 observed conditions
- Refinements to regional highway and transit networks
- Refinement and enhancement of REMM based on lessons learned from initial applications in FY2017
- Improved capability of REMM to provide forecasts based on a single, regional control total, to provide insights into the development of county control totals
- Improvements to freight model in the TDM
- Tooele Valley travel demand model update
- Enhanced walk/bike forecasting capabilities
- Continued 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 SOCIOECONOMIC AND TRANSPORTATION DATA

OBJECTIVES:

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

To develop, review, and finalize socioeconomic projections to 2050 for use in Wasatch Choice 2050 and the Regional Transportation Plan.

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

To 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 2050 Vision and development of the Regional Transportation Plan.

To provide assistance in anticipation of the 2020 US Census.

ANTICIPATED PRODUCTS:

- Analysis of American Community Survey data
- Annual socioeconomic estimates
- Analysis of socioeconomic data and forecasts

- 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
- Finalized socioeconomic projections to 2050
- Development of Census Tracts for Census 2020

G.3 GIS AND DATABASE MANAGEMENT

OBJECTIVES:

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

To maintain an up-to-date inventory of relevant spatial datasets, thereby reducing internal data redundancy.

To empower GIS users to more easily retrieve data and create maps for analysis and decision-making support.

To transfer data into enterprise geodatabases for ease in retrieving data and presenting it in web maps.

ANTICIPATED PRODUCTS:

- Geospatial datasets and maps with accurate and current data
- Presentation products and analysis that derive information from these datasets
- Updated environmental, informational, and other layers for the next Regional Transportation Plan (RTP)
- Geospatial databases and maps in support of the Wasatch Choice Vision
- Maps and supporting analyses for CDBG, EDD, TLC, TIP, special studies, and other purposes
- Updated GIS inventory with the data catalogued into geodatabases
- Symbol templates (layer files) and map templates
- Interactive internal and external web maps
- Technical documentation/metadata for spatial datasets

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 Regional 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 (TIP), the Wasatch Choice 2050 Vision, the Transportation and Land Use Connection (TLC) 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 online and in-person open houses
 - Regional Transportation Plan (RTP) and TIP processes
 - Project-specific public events, many of which will be held in conjunction with other public agencies such as UDOT, UTA, etc.
- WFRC email campaigns
- WFRC web pages
- Use of social media in public involvement
- Maintenance and use of a stakeholders list which currently has approximately 3,330 entries
- Speaking engagements at chambers of commerce, service clubs, high school and college classes, senior's 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

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 ten 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
9. Transportation
10. Parks and Recreation

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
- Informational meetings with the Association of Municipal Councils during the months the COG does not meet except July.
- 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
- Participation in the Continuum of Care for the Homeless Committee

DATE: May 25, 2017
AGENDA ITEMS: 4b
SUBJECT: ACTION: Authorization to negotiate and execute documents related to moving WFRC offices
PREPARED BY: Loveit Baumgardner

BACKGROUND:

In furtherance of the goals adopted by the WFRC Council, staff has been working toward moving the Council's offices to a central location more accessible by all modes of transportation. During March of this year the current office building was listed for sale and is being marketed through the real estate broker Cushman Wakefield.

Pursuant to a FY17 budget amendment, the Council retired the outstanding bonds that were used to purchase the current building and WFRC now holds clear title to the property.

WFRC staff is in the process of identifying potential sites for relocation with the assistance of the real estate broker.

In the event that WFRC receives a legitimate offer to purchase the current office building and in the event WFRC staff finds suitable new space for purchase or lease, the Council needs to designate a representative to negotiate the terms of such transactions on its behalf. The Budget Committee and Council staff are recommending that the Council authorize the WFRC Chairman, in consultation with the WFRC Budget Committee and WFRC staff, to negotiate and execute documentation related to the sale of WFRC's offices and purchase or lease of new offices.

EXHIBITS:

None

RECOMMENDATIONS:

The WFRC Budget Committee and WFRC staff recommend that the Council take action to "authorize the WFRC Chairman, in consultation with the WFRC Budget Committee and WFRC staff, to negotiate and execute documentation related to the sale of WFRC's offices and purchase or lease of new offices."

CONTACT INFORMATION:

Andrew Gruber, (801) 824-0055
Loveit Baumgardner, (801) 363-4250 ext. 1102
Ned Hacker, (801) 363-4250, ext. 1120

DATE: May 11, 2017
AGENDA ITEM: 5a
SUBJECT: **Information:** Wasatch Choice 2050 and Regional Transportation Plan (RTP) 2019-2050 update
PREPARED BY: Ted Knowlton

In collaboration with member communities and transportation partners, WFRC is developing the Wasatch Choice 2050 Vision (WC2050) and the 2019-2050 Regional Transportation Plan (2019 RTP). The WC2050 is the Wasatch Front region's shared vision for coordinated growth, infrastructure, and open space. One element is the 2019-2050 RTP -- the formal long range plan for regional roads, transit, and active transportation.

At the Council meeting, staff will provide a summary of the input provided on three 2050 land use and transportation scenarios and discuss next steps toward the collaborative development of the preferred scenario for WC2050.

BACKGROUND:

Earlier this year, WFRC staff held 10 sub-regional Scenario Workshops, where participants provided input on three land use and transportation scenarios. The scenarios are evaluated using criteria that relate to the ten regional goals adopted by the Wasatch Front Regional Council in October last year. Participants in these meetings provided input by key-pad polling and a hands-on mapping exercise.

In addition to the Scenario Workshops, the WFRC has also developed a web-based Visualization Tool (<http://www.wasatchchoice.org/scenarios>), and has gathered input from numerous community-based organizations and special interest groups.

This feedback will inform the development of a draft WC2050 preferred scenario, which provides the basis for the 2019-2050 RTP.

RECOMMENDATION:

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

CONTACT PERSON:

Ted Knowlton (WFRC) (801) 363-4250 x1201 or ted@wfr.org

DATE: May 18, 2017
AGENDA ITEM: 5b
SUBJECT: Transportation and Land Use Connection 2017 Awards
PREPARED BY: Megan Townsend

BACKGROUND:

The *Transportation and Land Use Connection Program* (TLC) is a partnership between WFRC, Salt Lake County, UDOT, and UTA to help communities address their most challenging planning needs, integrate land use and transportation considerations, and improve growth and transportation outcomes. The TLC Program provides technical assistance to communities to achieve their visions, and encourages development patterns that reduce travel demand and enhances access to opportunities.

2017 is the fourth year of the TLC program, and presents the most resources so far due to growth in partnership with UDOT and UTA. Through a selection process that involved a committee of practitioners from across the region, sixteen deserving projects are being announced as TLC Program recipients on the attached exhibit page. Projects range from new zoning ordinances, specific area plans like a town center, and TOD, among others.

RECOMMENDATION:

This item is informational only.

CONTACT PERSON:

Megan Townsend, (801) 363-4250 x1101 or mtownsend@wfr.org

EXHIBIT:

Transportation and Land Use Connection Program 2017 Recipients



2017 Project Descriptions

These are the 2017 recipients to the Transportation and Land Use Connection, a joint program with Salt Lake County, Utah Department of Transportation, and Utah Transit Authority. For more information please visit, www.wfrc.org/tlc.

SALT LAKE URBANIZED AREA

Cottonwood Heights Wasatch Boulevard Master Plan (\$85,000 TLC, \$10,000 Local Match)

This plan will be based on a comprehensive analysis of the Wasatch Boulevard Corridor from the I-215 interchange in Holladay to 9400 South in Sandy. This vital study will address the corridor as the major north-south arterial connecting the communities along the Southeast Bench of the Salt Lake Valley, and also the gateway to Big and Little Cottonwood Canyons. The study will paint an accurate picture of how the corridor will ultimately meet the objectives of the city's general plan, including land-use implications and development patterns that result from increasing traffic along the corridor. With numerous stakeholders along the corridor, the process will create a partnership with invested parties and organizations.

Midvale City Station Area Plans (\$65,000 TLC, \$10,000 Local Match)

This plan will address land uses and economic development around the Trax Midvale Fort Union and Trax Midvale Center Stations. Analysis of the stations and surrounding neighborhoods, a conceptual plan, and an implementation plan make up the key components of the project. Transit-oriented development surrounding the Midvale stations will bolster ridership and economic development through the creation of growth centers, as well as strengthen the overall sense of community in these areas.

Millcreek General Plan and Zoning Implementation (\$75,000 TLC, \$20,000 Local Match)

Millcreek has recently incorporated and will produce a new general plan and two specific ordinances to help organize and guide their future as a city. The plan will be action-oriented and emphasize visioning, identification of the "big issues" to address, setting goals for the topics determined important, then creating strategies to accomplish these goals. Two implementation ordinances for recently completed small area studies will be also be created out of this effort (the Meadowbrook Small Area Plan and the 2300 East/3300 South Town Center).

Murray Central Station Area Plan (\$75,000 TLC, \$10,000 Local Match)

This plan will direct future development of the Murray Central Station area. The project will involve analysis of the market, the creation of design standards for massing and density, the



analysis of accessibility from the station to surrounding areas, and align planning efforts and goals of the several entities with major concerns in the area, i.e. the Utah Transit Authority, Murray City itself, and the Intermountain Medical Center. A small area plan which helps the city implement a truly transit-oriented development pattern will increase the importance of the use of the transit lines in the area, and will also strengthen the adjacent downtown area of Murray.

Riverton 12600 South Small Area Plan (\$66,000 TLC, \$6,000 Local Match)

This analysis and visioning effort will take place along 12600 South between the Jordan River and the Utah Salt Lake canal, encompassing the intersection of Redwood Road. The purpose of the project is to better understand the market for the development opportunities and needs in the area, the barriers to development, and the amenities, and develop a small area vision to guide development along the corridor in upcoming years. With a renewed emphasis on active transportation, the City desires to coordinate the transportation infrastructure needs with a sustainable land use model for the area.

Salt Lake City Central Station Area Plan (\$100,000 TLC, \$50,000 Local Match)

This project will result in a station area and development plan for the UTA and RDA properties within the Central Station area through a partnership of stakeholders. Mixed use development is envisioned for the area to foster an influx of residents, office workers, public market visitors, vendors, and suppliers. The plan will provide specific recommendations on ensuring and improving access to the Intermodal Hub for visitors arriving from around the city with connections to local and regional transportation assets outside the area. The plan will identify the best option to integrate the center into the surrounding neighborhood in an inclusive and holistic manner.

South Salt Lake Strategic Mobility Plan (\$80,000 TLC, \$40,000 Local Match)

This project will set a new paradigm of integrated, multimodal transportation for residents, businesses and commuters through South Salt Lake. The city has never had a comprehensive transportation master plan, only a conceptual plan in the 2010 General Plan. Population growth and current and future land use projections have changed significantly in South Salt Lake in the last decade due to demographic and market trends and zoning that encourages new urban centers and careful and continuous investment in alternative transportation.

West Jordan New Bingham Highway Connector Study (\$80,000 TLC, \$15,000 Local Match)

This study will address the need for bicycle infrastructure along key corridors in West Jordan, particularly New Bingham Highway and Grizzly Way. Copper Hills High School faces a parking shortage, and active transportation modes are not currently prioritized on these right of ways. Providing access and bicycle facilities will help to reduce the parking demand and create a more complete network for active transportation in West Jordan.

OGDEN LAYTON URBANIZED AREA

Brigham City Land Use Code (\$40,000 TLC, \$40,000 Local Match)

This project will include an analysis of the current land use code, and an update of the land use code to modernize and to support the new general plan created under a previous Transportation and Land Use Connection award. The effort will ensure that the land use code is brought up to compliance with the Utah Code enabling provisions, and reinforces and implements the concepts contained in the new general plan. The new land use code will include some elements of form-based code.

Clearfield Form-Based Code (\$50,000 TLC, \$20,000 Local Match)

This project will implement a form based code to support the recently completed Downtown Clearfield Small Area Plan for the core area of Clearfield City from Clearfield Station on the South up to 650 North along the S.R. 126 corridor. This plan, recently adopted through a Transportation and Land Use Connection award, calls for centered, urban development within three nodes along the corridor. This is a high traffic corridor that supports local and regional businesses and users. Road way improvement along the State-owned corridor would be bolstered by a strong area plan and supportive form based code.

Layton Envisioned (\$75,000 TLC, \$22,500 Local Match)

Layton City's objective is to do a comprehensive update of the City's General Plan to reflect the vision principles that were developed through a thorough public process called Envision Layton. This project is a continuation of this Transportation and Land Use Connection 2014 project. Through the Envision Layton process a preferred scenario was created using the vision principles that incorporate the values of the community. This General Plan update will reflect the community's vision for 2050. Trends and goals have changed drastically since the last General Plan was adopted and we need to implement the goals of the community and of the Vision. The project will include detailed analysis and planning for key small areas.

North Salt Lake Town Center Form-Based Code (\$24,000 TLC, \$6,000 Local Match)

Note: WFRC Staff as Technical Assistant; not available for procurement

The City of North Salt Lake will build upon its previous land use planning efforts in the Town Center by creating and adopting a Form-Based Code ordinance. The City has completed a General Plan update and a Town Center Master Plan. Both of these plans contain recommendations for improved urban design and the use of Form-Based Codes as a method of encouraging good and high quality urban design in the development and re-development along the US89 corridor as it passes through North Salt Lake. With this grant assistance, the City will work with WFRC to devise the best methodology for adopting and implementing a Form-Based Code Ordinance and system. Additionally, a parking study is needed for the Town Center, as that is a major component of development regulations for the area.

Perry City General Plan (\$25,000 TLC, \$5,000 Local Match)

Note: WFRC Staff as Technical Assistant; not available for procurement

With an increasing rate of growth, Perry City will address challenges of growth by taking a comprehensive look at infrastructure and amenities. The existing Perry City General Plan was last updated in 2005. Perry City is seeking to update the general plan in a way that will allow us to subsequently update and bring our City ordinances in line with the goals of our community. Perry City views the General plan as the cornerstone and road map as to how Perry City will grow into the future.

Syracuse City Town Center Plan (\$50,000 TLC, \$30,000 Local Match)

The Town Center Plan will focus on attracting quality sustainable development to our community. To properly develop this ground along Antelope Drive we need to better understand the asset and the potential. Market analysis will be conducted, and improved connections to active transportation routes and trails will be incorporated.

Tooele County Active Transportation Implementation Plan (\$30,000 TLC, \$5,000 Local Match)

Tooele Valley has a major opportunity to improve its active transportation infrastructure. With the amount of developable land remaining in Tooele Valley and the county's fast rate of growth. Tooele County has the ability to put in place plans, policies, and standards that will create a strong active transportation framework and support a sustainable transportation system for future generations. Tooele County updated their General Plan and Transportation Plan with an active transportation component in 2016. A comprehensive policy framework is needed to reach the final step of implementation.

West Haven 2100 South Corridor Master Plan (\$18,000 TLC, \$12,000 Local Match)

West Haven City will complete a master plan of the 2100 South Corridor area. The goal of the master plan is to identify transportation needs associated with future development, redevelopment, and revitalization within the study area. The area has significant developable area that will be evaluated in the master plan. The master plan will include preservation of open space and connectivity to the existing River Parkway Trail System.

DATE: May 17, 2017
AGENDA ITEM: 6a
SUBJECT: **Information:** Report on Board Modifications to the 2017-2022 TIP
PREPARED BY: Ben Wuthrich

BACKGROUND:

Since the last meeting of the Wasatch Front Regional Council (WFRC), WFRC received requests to modify the current 2017-2022 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:

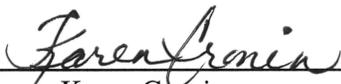
Resolution adopting Amendment Six to the 2017-2022 TIP

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
AMENDING THE 2017 - 2022
TRANSPORTATION IMPROVEMENT PROGRAM

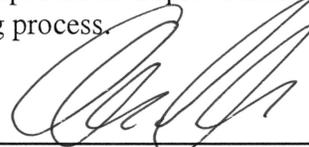
- WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake / West Valley and the Ogden/ Layton Urbanized Areas and, as such, has the responsibility for developing a Transportation Improvement Program, and
- WHEREAS, a Transportation 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 2017-2022 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 2017-2022 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 20, 2017, 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 2017-2022 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 Karen Cronin
Chair
Trans Com



Andrew S. Gruber
Executive Director
Wasatch Front Regional Council

Date: April 20, 2017

2017-2022 Transportation Improvement Program (TIP) (Amendment Six)
Board Modification

Additional Funding

Ogden/ Layton Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Weber	North Ogden	450/ 400 East	14842	450 East/ 400 East; 2600 North to Elberta Drive	Widen existing roadway from 3-lane to 5-lane including improvements to curb, gutter, and sidewalks	STP_URB_O/L (Surface Transportation Program (STP) - Ogden/ Layton Urban Area)	\$10,320,000	\$2,250,000	<i>Additional Funding</i>	\$1,350,000	2019
						STP_FLX_ST (STP Flexible (Any Area) Statewide)		\$2,000,000			
						Local Funds (Weber Area Council of Government (WACOG) Funds)		\$2,650,000			
						Local Funds (North Ogden City Funds)		\$2,070,000			

In addition to the widening and improvements to 450 E/ 400 East and the intersection at Elberta Drive, UDOT has a project to widen and improve the intersection at Washington Blvd (450 E/ 400 East) and 2600 North, adding dual turn lanes and traffic flow improvements by widening and aligning all legs of the intersection with the adjacent City streets. In addition, North Ogden has a city project to widen and improve 2600 North east of the intersection adding an additional EB and WB lane to the City Hall and the Library. By adding the additional funding now, UDOT will advance construct all of the projects at the same time in 2019 to eliminate duplicate efforts, minimize impacts, and improve traffic management and safety for the surrounding area by constructing at one time rather than several different projects.

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	Railroad Crossing	15276	3300 South, 7200 South, 8000 South & Redwood Road at the Railroad Crossings	Provide Queue Cutters at the Railroad Crossings	R/H_HAZ_ELIM (Rail & Highway - Crossings Hazard Elimination)	\$1,122,000	\$286,000	<i>Additional Funding</i>	\$300,000	2017
						R/H_DEVICS90 (Rail & Highway - Protective Devices)		\$536,000			

The current scope of the 3300 S & 7200 S Queue Cutters Project is to provide queue cutters at rail crossings at 3300 South and 7200 South. The increased funding will allow for additional queue cutters at 8000 South and Redwood Road, in West Jordan.

2017-2022 Transportation Improvement Program (TIP) (Amendment Six)

Board Modification

New Projects

Ogden/ Layton Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Weber	Plain City	2200 North, Project 1	New	2200 North, 3600 West to 3673 West	Construct Section of Missing Sidewalk	UDOT R1 TAP (UDOT Region One Transportation Alternatives Program)	\$25,000	\$0	<i>New Funding</i>	\$12,500	2017
UDOT TAP Contribution \$12,500, Local Contribution \$12,500, Total Project Cost \$25,000											
Weber	Plain City	2200 North, Project 2	New	2200 North, 4100 West to 3915 West	Construct Section of Missing Sidewalk	UDOT R1 TAP (UDOT Region One Transportation Alternatives Program)	\$70,000	\$0	<i>New Funding</i>	\$35,000	2017
UDOT TAP Contribution \$35,000, Local Contribution \$35,000, Total Project Cost \$70,000											
Davis	Layton	Layton Oak Hills Drive Trail	New	Layton Oak Hills Drive Trail adjacent to Gentile Str (SR-109) from MP1.519 to MP 2.26 (~3200 ft)	Construct Section of Missing Bike/ Pedestrian Facility	UDOT R1 TAP (UDOT Region One Transportation Alternatives Program)	\$337,710	\$0	<i>New Funding</i>	\$168,855	2017
UDOT TAP Contribution \$168,855, Local Contribution \$168,855, Total Project Cost \$337,710											
Davis	West Bountiful	Pages Lane Access	New	Pages Lane Access on 1600 North Street from 800 West to 1100 West	Construct Section of Missing Bike/ Pedestrian Facility	UDOT R1 TAP (UDOT Region One Transportation Alternatives Program)	\$175,000	\$0	<i>New Funding</i>	\$135,000	2017
UDOT TAP Contribution \$135,000, Local Contribution \$40,000, Total Project Cost \$175,000											
Weber	Ogden	Ogden Canyon	New	Ogden Canyon Shared Use Path (Phase I) from mouth of Canyon (SR-39) to the Ogden River	Extend Ogden's trail network negotiating the mouth of the Canyon with a safe bike/ ped separate facility	UDOT R1 TAP (UDOT Region One Transportation Alternatives Program)	\$900,000	\$0	<i>New Funding</i>	\$250,000	2017
UDOT TAP Contribution \$250,000, Local Contribution \$400,000, Total Project Cost \$650,000											

2017-2022 Transportation Improvement Program (TIP) (Amendment Six)

Board Modification

New Project

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	New	I-215, 4100 South to 4700 South Frontage Road Solution	Environmental Process	NHPP_IM (National Highway Performance Program - Interstate Maintenance)	\$700,000	\$0	<i>New Project</i>	\$500,000	2017
						Local Funds (Taylorsville City Funds)		\$0	<i>New Project</i>	\$200,000	2017

Region 2 requests approval to use 2017 asset funds to add a new project to the FY 2017 STIP, to begin the environmental process on one of their priority transportation solutions projects for a frontage road along I-215 from 4100 South to 4700 South, southbound direction.

Additional Scope and Funding

Ogden/ Layton Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Weber	UDOT	SR-204, SR-104, SR-79, SR-39	15491	Wall Ave (SR-204); 23rd Str to 33rd Str, 20th Str (SR-104); 1900 West to I-15, 30th Str (SR-79); Washington Blvd to Harrison Blvd, and 31st Street (SR-79); 30th Str to Washington Blvd	Pavement Rehabilitation Project (Purple Book Program)	STP_FLX_ST (STP Flexible (Any Area) Statewide)	\$7,000,000	\$2,500,000	<i>Additional Funding</i>	\$4,500,000	2017

This is an emergency pavement project need in the Ogden area. This winter the Region has experienced failure of some of the pavements due to the harsh winter conditions. This project will repair the failed pavement on these facilities by rotomilling the open graded surface course treatments and replacing them. The additional funding will increase the number of roadway segments, enable a deeper mill to capture the full depth of the failing pavements, and replace the pavements with a hot mix asphalt (HMA). The source of funding will come from unobligated amounts from previous pavement program years and advance \$2 million from the 2018 pavement program.

DATE: May 17, 2017
AGENDA ITEM: 6b
SUBJECT: **ACTION:** Board Modifications to the 2017-2022 TIP
PREPARED BY: Ben Wuthrich

BACKGROUND:

The Wasatch Front Regional Council (WFRC) has received a request from UDOT to modify the current 2017-2022 Transportation Improvement Program (TIP) with the attached list of projects. This modification requires action from the Regional Council and the Transportation Commission. The requested modification is listed with the attached resolution.

RECOMMENDATIONS:

WFRC staff recommends that the Regional Council make a motion “to approve the attached resolution to modify the 2017-2022 TIP as requested.”

CONTACT PERSON:

Ben Wuthrich (801) 363-4230 ext 1121

EXHIBITS:

Resolution adopting Amendment Seven to the 2017-2022 TIP

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
AMENDING THE 2017 - 2022
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 2017-2022 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 2017-2022 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 25, 2017, and all comments were carefully considered,

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

- (1) Approves Amendment Seven to the 2017-2022 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 Mike Caldwell, Chairman
Wasatch Front Regional Council

Andrew S. Gruber
Executive Director
Wasatch Front Regional Council

Date: May 25, 2017

2017-2022 Transportation Improvement Program (TIP) (Amendment Seven)

Board Modification

New Programs and Projects

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)	\$128,200,000	\$0	New Funding	\$128,200,000	2018

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, other programs, and Region Concept Development. (Please reference the attached table "Program Distribution of State Funds", for funding assignment and distribution.)

Statewide - Transportation Investment Fund (TIF) - Capacity Program Recommendations

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	Capacity Improvement Projects and Studies	ST_GF_TIF (State General Fund - Transportation Investment Fund)	\$1,670,700,000	\$0	New Funding	\$1,670,700,000	2018 - 2024

During the 2017 Legislative Session Senate Bill 277 was passed which authorizes \$1 billion in bonds for highway projects prioritized by the Transportation Commission through the major capacity prioritization process, as well as for advancing projects already programmed through the STIP. This request is for approval to add the new Transportation Investment Fund Projects to the 2017-2022 STIP. (see attached table, "TIF Bond Funding Recommendations")

Statewide - Transportation Solutions Program

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	Transportation Solutions Program	Choke Point projects, Asset Management projects, and Transportation Priority Needs	Various Funds	\$185,765,842	\$0	New Funding	\$185,765,842	2017 - 2022

During the March 2017 Transportation Commission Staff Update meeting the Transportation Solutions Program and associated projects were discussed. The new program incorporates into it the Choke Point Program as well as the Asset Management projects. During April 2017, an unfunded needs list of Transportation Solutions Projects was presented to the Transportation Commission. Region Directors were to review the needs with their respective Transportation Commission member for their area, and bring back to the Transportation Commission a list of recommended projects to fund. Distribution of the funding throughout the State: Statewide \$29,300,000, Region One - \$ 33,600,000, Region Two - \$ 50,430,000, Region Three - \$ 34,350,000, Region Four - \$ 38,085,842 (Refer to the Transportation Solutions Project Tables)

**2017-2022 Transportation Improvement Program (TIP) (Amendment Seven)
Board Modification**

Adjustments to Project Scope and Funding

Ogden/ Layton Urban Area											
County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Morgan/ Weber	UDOT	SR-167	14210	SR-167, I-84 to SR-39 (Trapper's Loop)	Major Rehabilitation Project	STP_FLEX (Surface Transportation Program - (Any Area) Statewide)	\$16,500,000	\$4,625,000			2017
						Various Federal Funds		\$0	Additional Funding	\$11,875,000	

Currently this project is on the Pavement Rehabilitation (Purple Book) program approved for FY 2018. Recently, during the scoping phase of the project, pavement cores showed that there is pavement deterioration that exceeds 4 inches in depth and in many instances the full depth of the pavement (9 inches). This roadway segment was constructed in 1988 (29 years ago) and has only received minor rehabilitation and preservation treatments in that time. This proposed Commission action is to convert this project from the FY 2018 Pavement Rehabilitation Program (Purple Book) to a Major Rehabilitation Project (Blue Book). This will allow the removal of pavement in excess of 5 inches which goes beyond the depth allowed in the Purple Book Process. Along with this, all Blue Book process elements will be addressed with this project.

Weber	UDOT	SR-204, SR-104, SR-79, SR-39	15491	Wall Ave (SR-204); 23rd Str to 33rd Str, 20th Str (SR-104); 1900 West to I-15, 30th Str (SR-79); Washington Blvd to Harrison Blvd, and 31st Street (SR-79); 30th Str to Washington Blvd	Pavement Rehabilitation Project (Purple Book Program)	STP_FLX_ST (STP Flexible (Any Area) Statewide)	\$2,500,000	\$7,000,000	Funding Removed for SR-39	\$4,500,000	2017
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In the last Trans Com meeting Region 1 requested approval to add \$4.5 million of additional funding and scope of work due to an emergency pavement project need in the Ogden area on SR-39, into the SR-204, SR-104, SR-79 project. The Region has now determined that with the added scope and funding, they would not be able to get the project advertised soon enough and ensure the more critical areas are addressed promptly. They are requesting to remove the scope and funding included for the SR-39 portion of the project, and will perform that work under a separate contract.

Draft Program Distribution of State Funds

As of May 1, 2017

Draft

Line	Plan Fund (ePM)	Master PIN	Description	Estimate FY 2018 \$Millions	Estimate FY 2019 \$Millions	Estimate FY 2020 \$Millions
Transportation Solutions						
	ST_TS		Transportation Solutions	\$13.56	\$15.56	\$15.06
Operations & Safety Programs						
	ST_SIGNALS_M&O	10948	Signals Maintenance & Operations	\$3.00	\$3.00	\$3.00
	ST_ATMS	5954	Traffic Management (ATMS) Deployment	\$3.00	\$3.00	\$3.00
	ST_ATMS_AM	15046	ATMS Asset Management (Life Cycle Replacement)	\$3.90	\$3.90	\$3.90
	ST_BARRIER	6061	Barrier Treatments	\$0.30	\$0.30	\$0.30
	ST_LIGHTING	6129	Small Area Lighting	\$0.30	\$0.30	\$0.30
	ST_SIGNING	6364	Sign Modification & Replacement	\$0.40	\$0.40	\$0.40
	ST_SPOT_SFTY	5775	Safety Spot Improvements	\$2.00	\$2.00	\$2.00
	ST_SIGNALS	5952	New Traffic Signals	\$9.00	\$9.00	\$9.00
	ST_SPOT_MNT	5930	Maintenance Spot Improvement	\$0.00	\$0.00	\$0.00
			Subtotals	\$21.90	\$21.90	\$21.90
System Preservation Programs						
	ST_PVMT		Pavement Preservation (Orange Book)			
	ST_PVMT		Pavement Rehabilitation (Purple Book)			
	ST_LV2_PVMT		Low Volume Roads - Pavement Rehabilitation			
	ST_PVMT		Low Volume Roads - (Preservation, Rehabilitation & Support)	\$42.00	\$42.00	\$42.00
	ST_BRIDGE		Bridge (Preservation, Rehabilitation & Support)	\$15.00	\$15.00	\$15.00
			Subtotals	\$57.00	\$57.00	\$57.00
Region Contingency						
	ST_CONT_R1	5599	Region One Contingency	\$1.50	\$1.50	\$1.50
	ST_CONT_R2	5589	Region Two Contingency	\$1.50	\$1.50	\$1.50
	ST_CONT_R3	5597	Region Three Contingency	\$1.50	\$1.50	\$1.50
	ST_CONT_R4	5591	Region Four Contingency	\$1.50	\$1.50	\$1.50
			Subtotals	\$6.00	\$6.00	\$6.00
Other Programs						
	ST_CONT_PG	6062	Programming Contingency	\$0.50	\$0.50	\$0.50
	ST_HWY_TRNSF	6672	Jurisdictional Transfers	\$0.30	\$0.30	\$0.30
	ST_PR	8922	Public Communication Efforts	\$0.645	\$0.645	\$0.645
	ST_PK_ACCESS		State Park Access	\$0.50	\$0.50	\$0.50
			Subtotals	\$1.95	\$1.95	\$1.95
Region Concept Devel. & OSR						
	ST_CONCPT_D1	8752	Region One	\$0.15	\$0.15	\$0.15
	ST_CONCPT_D2	8754	Region Two	\$0.15	\$0.15	\$0.15
	ST_CONCPT_D3	8756	Region Three	\$0.15	\$0.15	\$0.15
	ST_CONCPT_D4	8758	Region Four	\$0.15	\$0.15	\$0.15
			Subtotals	\$0.60	\$0.60	\$0.60
State Match & Comptroller Reserve						
	State Match for the Federal Program			\$22.70	\$23.10	\$23.60
	Comptroller's Reserve			\$4.50	\$4.50	\$4.50
	Estimated State Transportation Funds (Net of Apportionment)			\$128.20	\$130.60	\$130.60

*State funds available July 1, 2018

TIF Bond Funding Recommendations (May 2017)

Pin	Transportation Investment Fund Projects	Current Amount	Est FY18	Est FY19	Est FY20	Est FY21	Est FY22	Est FY23	Est FY24	Est FY25	Const. Year	TIF Total
8314	SR-85, MVC; 5400 South to 4100 South	133.197	13.691	20.000							2016	133.197
10266	Provo/Orem Transportation Improvement Project	12.741									2016	12.741
10491	I-15, 2700 N (Farr West) to 1100 S (Brigham City)	25.748									2016	25.748
10603	Bangerter Highway Interchange at 600 W	46.087	6.655								2016	46.087
10689	SR-68; Centennial Blvd to Pioneer Crossing	3.918	3.854								2017	3.918
11203	SR-68; Bangerter Hwy to 12600 S	37.000	12.623								2017	37.000
11438	I-15; MP 37 to MP 42, Add NB Climbing Lane	15.000	2.000	8.000	5.000						2019	15.000
11454	SR-7; Warner Valley to Washington Dam Road	5.804									2017	5.804
11467	I-15; MP 22 to MP 28, Add NB Climbing Lane	25.000	12.47	11.760							2018	25.000
11477	SR-108; SR-127 to SR-107	50.000	11.35	2.437							2017	50.000
11481	SR-108; SR-37 to SR-79	2.000									2016	2.000
11827	I-15 Northbound, 10600 S. Interchange Improvement	9.600	5.500								2017	9.600
11979	US-191; Passing Lanes MP 82.1 to 96.2	6.000	4.840								2018	6.000
11982	SR-85; Mountain View Corridor, SR-73 to 2100 N	49.750	40.104								2017	49.750
12158	I-15; Lehi Main to SR-92, Technology Corridor	450.000	110.000	157.000	159.383						2018	450.000
12566	4 Interchanges on Bangerter Highway	201.068	97.646	33.650							2016	201.068
12587	I-15 SB; 12300 South to SR-201	169.200	42.423	80.000	42.729						2018	169.200
12780	I-15; Brigham Road to Dixie Drive	26.000	13.002								2018	26.000
13037	SR-37; 5100 West to SR-108	12.416	5.594								2018	12.416
13055	SR-30; Passing Lanes (Box Elder/Cache Counties)	3.495									2016	3.495
13149	SR-85, MVC; 4100 South to SR-201	495.000	15.000	21.000	178.086	206.414	57.590				2019	495.000
13385	US-40; Gusher EB Passing Lane & Center Turn Lane	9.300	0.011	1.131	7.936						2019	9.300
13391	US-40; Passing Lanes Between Bridgeland & Myton	8.800	3.351	4.652							2018	8.800
13394	US-40; WB Passing Lane W of Strawberry Res.	6.354	1.380	4.700							2019	6.354
13664	SR-10; 3200 South to 1150 South, Price	7.500		5.885							2018	7.500
13821	US-89; Farmington to I-84	275.000	3.960	35.710	150.450	67.800	15.588				2019	275.000
13822	I-15; SR-232 to I-84	158.000	6.877	59.123	92.000						2018	158.000
13823	Layton I-15 Crossing	22.000	6.979								2017	22.000
14412	SR-209 (9000 South); Redwood Rd. to I-15	37.000			1.000	10.000	26.000				2020	37.000
14413	SR-172; 5600 W. Railroad Crossing	26.000				1.000	25.000				2020	26.000

TIF Bond Funding Recommendations (May 2017)

Pin	Transportation Investment Fund Projects	Current Amount	Est FY18	Est FY19	Est FY20	Est FY21	Est FY22	Est FY23	Est FY24	Est FY25	Const. Year	TIF Total
14422	SR-193; Extension, 2000 West to 3000 West	9.000									2017	9.000
14722	US-6; New Passing Lane & Extend 2 Passing Lanes	1.800	1.800								2018	1.800
15135	Bluffdale Reimbursement for Porter Rockwell	8.213					5.713				2021	8.213
15669	I-15 NB; 9000 South to I-215	130.000	10.000	45.000	60.000	15.000					2019	130.000
15680	SR-108; 300 North to 1800 North	60.000				4.000	7.000	20.000	29.000		2023	60.000
15681	SR-30; SR-23 to SR-252	45.000		2.000			20.000	23.000			2021	45.000
11268	West Davis Highway	610.000	1.000	20.000	9.000	70.000	100.000	230.000	180.000		2020	610.000
15670	Porter Rockwell (Bridge)	50.000			1.000	20.000	29.000				2020	50.000
14415	Bangerter Highway @ 6200 South	64.000		3.000	20.000	41.000					2019	64.000
14416	Bangerter Highway @ 10400 South	46.000					1.000	17.200	27.800		2022	46.000
14417	Bangerter Highway @ 12600 South	49.000					1.000	17.200	30.800		2022	49.000
14421	Midvalley Highway	74.400	35.700	3.000	35.700	35.700					2019	74.400
15682	I-15; 1800 North Interchange	90.000							40.000	50.000	2024	90.000
15683	I-15; 24th Street Interchange	96.000						4.000	70.000	22.000	2023	96.000
15684	I-15; Shepard Lane Interchange	47.000			1.000	2.500	8.000	12.000	23.500		2023	47.000
11608	I-15; Exit 16 Interchange Improvements Phase 1	25.400	3.000	7.400	15.000						2019	25.400
15731	US-189; Wallsburg to Charleston	53.000					1.000	22.000	30.000		2023	53.000
15735	I-15; MP 135 to MP 142.5, Climbing Lanes	37.000				2.000	20.000	15.000			2022	37.000
15226	US-89; Various Passing Lanes	6.000						2.000	4.000		2023	6.000
11458	SR-7 (Southern Parkway); Sand Hollow to SR-9	68.900	5.000	9.000		39.900	15.000				2020	68.900
15706	Recreational Hot Spots	100.000		30.000	30.000	40.000						100.000
14552	I-80 / I-215 East Interchange Study	5.000	1.000	2.000	2.000							5.000
15685	I-15; SR-97 (5600 South) - Environmental Study	3.000	1.000	1.000	1.000							3.000
14557	I-15; Provo North Interchange Study	2.000	1.000	1.000								2.000
15228	SR-9; I-15 to Southern Parkway Environmental Study	2.000		1.000	1.000							2.000
15153	I-15; Springville/Spanish Fork Interchange Study - ROW	7.000		1.000	1.000	5.000						7.000
		4,370.163	451.166	574.665	813.284	560.314	331.890	364.400	435.100	72.000		4,370.163

Accelerated Projects

New Projects

* There are some projects currently in progress, not shown on this sheet, that are included in the total dollar values shown New Project Revisions (Construction Year)

Transportation Solutions - Region 1

Funds Availability:		Current FY17									
		Planned FY18-20									
		2018	2019	2020	2018	2019	2020	2018	2019	2020	Why
County / City	Project Description	Route	Beg MP	End MP	Project Value Estimate	Earliest Construction Year	2018	2019	2020	Scope	Why
Ogden Area	SR-204, SR-104, SR-79, SR-39; Pavement Rehab	Various	--	--	\$4,500,000	2017	\$2,000,000			Pavement Rehabilitation	This is an emergency pavement project in the Ogden Area. This winter the Region has experienced the failure of some pavements in the area due to the harsh winter conditions. These roads under this project are projects that have open graded surface course treatments (OGSC) that have failed. The balance of this project was already funded under the pavement program. SR-39 was added to the scope which was approved by the commission, but additional funds are needed to this scope addition.
Morgan/Weber	SR-67; Min Green to Huntsville	SR-67	1.6	11.1	\$16,000,000	2018				Major Rehabilitation	The scope of this project is beyond what can be accomplished within the current rehabilitation guidelines. The latest core data identified that the lower portion of the pavement section are deteriorating and will not be able to withstand another 8-10 years of traffic. The Region is currently re-coring the pavement to determine the appropriate magnitude of rehabilitation required. Once that research is completed, we will ask the Commission to fund the appropriate magnitude of treatment from the Region 2018 Pavement Program
Weber	I-15; Dual Off-Ramps SB at 5600 South, Roy	I-15	\$338	338.636	\$3,000,000	2018	\$3,000,000			Add 2nd Lane to the SB Off-Ramp	Due to the proximity of SR-126 to I-15 significant congestion occurs during peak traffic times. Due to this congestion, traffic frequently backs up the existing off-ramp. There is a significant safety issue due to this backing as the ramp has a large vertical curve. Traffic coming off the interstate at high speeds does expect vehicles to be in their lane. This project will reduce the distance up the ramp cars will stop waiting to proceed to the west.
Davis	US-89; Weber River Bridge (SB)	US-89	\$406	406.346	\$3,000,000	2019	\$300,000	\$2,700,000		Widen the bridge over the Weber River to accommodate a SB Auxiliary Lane between I-84 and Cornia Drive	The existing SB US-89 bridge over the Weber River is not wide enough to accommodate 3 lanes of traffic. The high volumes of cars exiting off of EB I-84 to go southbound on US-89 must wait for the traffic light to switch for their direction. A SB auxiliary lane will allow free right turns, alleviating the congestion and eliminating backing onto I-84.
Weber	US-89; Dual Right Lanes at Harrison Blvd (SR-203)	SR-203	\$0	0.378	\$2,000,000	2019	\$2,000,000			Add 2nd Free Right Turn Onto Harrison Blvd from US-89	The major traffic movement at this intersection during the AM peak is northbound from US-89 to Harrison Blvd to McKay Dee Hospital and Weber State University. Traffic consistently backs up on US-89 as the single free right turn lane cannot handle the volumes. This backs traffic down US-89 through Skyline Drive and down the hill towards Uintah.
Various	Region One Culvert Study	Various	--	--	\$250,000	2017	\$250,000			Region Urban Areas Culvert Condition Survey	Recent projects on urban roadways have encountered unexpected pipe failures. This project will survey urban storm drains which do not have easy access. These locations will require access to the storm drains via drainage grates and cameraing the system to determine condition. This will allow the Region to properly plan for these issues on any upcoming projects.
Various	Region One Overhead Sign Repair	Various	--	--	\$500,000	2018	\$500,000			Replace failing reflective sign faces on Large Overhead Signs	Several large overhead signs are experiencing shearing failure (peeling). These large overhead guide signs are an integral part of the interstate system.
Davis/Weber	I-15; Barrier Extensions, Ogden	I-15	\$338	338.1	\$250,000	2018	\$250,000			Extend Barrier at 3 locations; 650 N (400 ft to the North, NB Mainline), 5600 S (around the clover leaf, NB Onramp) & 31st St (connect two sections, NB off ramp)	Review of accident records has indicated that small modifications to the existing barrier systems at these 3 locations will have a significant impact on improving safety by preventing vehicles from leaving the roadway at these locations.
Cache	SR-23; Drainage Improvements, Mendon	SR-23	\$3	6.5	\$1,000,000	2018	\$1,000,000			Regrade/Re-establish ditches and install new cross culverts where needed	The existing drainage system along SR-23 between Wellsville and Mendon is not adequate to handle the recurring volumes of water. Water frequently overtops the roadway in this location due to both summer thundersstorms, spring snowmelt and a local canal overtopping. This project will address the worst locations by establishing a better ditch system and install new cross-culverts to carry the water.

Transportation Solutions - Region 2

Funds Availability:		Current FY17									
		Planned FY18-20									
County / City	Project Description	Route	Beg MP	End MP	Project Value Estimate	Earliest Construction Year	2018	2019	2020	Why	
Salt Lake	I-215	I-215	20.00	23.00	\$4,000,000	2018				Combining Pavement/Bridge/Barrier Projects	
Summit	SR-224 Drainage	SR-224	6.10	11.31	\$1,700,000	2017				Drainage Improvements	
Salt Lake	I-215 frontage road (Environmental)	I-215			\$500,000	2017				Frontage road from 4700 South to 4100 South (Environmental)	
Summit	I-80 at Jeremy Ranch Exit (No. 141)	I-80			\$1,900,000	2018	\$1,900,000			Construct Roundabouts	
Salt Lake	SR-190 at Solitude Entry #1	SR-190	13.23	14.54	\$400,000	2018	\$400,000			High T intersection	
Salt Lake	I-215 Westbound off ramp to Redwood	I-215			\$1,100,000	2018	\$1,100,000			Triple left turns	
Salt Lake	SR-210 to NB I-215 (Knudsen's)	SR-210	0.23	0.82	\$3,500,000	2018	\$1,000,000	\$2,500,000		NB Free Right	
Salt Lake	SR201 Frontage RD (7200 W to 8000 W)	SR-201			\$4,500,000	2018	\$1,000,000	\$1,000,000	\$2,500,000	Add Frontage Rd to South side of SR201 (Kennebecot)	
Various	Culvert Condition Inventory (I80, I15 & I215)	Various (I-80, I-15, I-215)			\$2,000,000	2017	\$750,000	\$1,250,000		Inventory Culvert conditions	
Summit	SR-248; SR-224 to US-40	SR-248	0.00	3.00	\$10,000,000	2019	\$500,000	\$3,500,000	\$6,000,000	Widen roadway to 5-lane section; add bike lanes	
Salt Lake	SR-210 Bengal Blvd (7800 S) to SR-209	SR-210	0.72	3.84	\$7,900,000	2019	\$1,500,000	\$3,000,000	\$3,400,000	Add NB thru-lane	
Salt Lake	Add to PIN 15246 Kennebecot to Prosperity Rd. (SR-209)	SR-209	0.00	4.48	\$300,000	2018	\$300,000			Drainage Improvements	
Salt Lake	Add to PIN 15248 300 West to State St. (SR-201)	SR-201	19.50	26.93	\$130,000	2018	\$130,000			Median, Curb Replacements, Replace ground mount signs	
Salt Lake	Add to PIN 12633 SR-210 to Top of Canyon (LCC)	SR-210	3.86	12.52	\$150,000	2018	\$150,000			Drainage and Rolled Gutter	
Salt Lake	Add to PIN 13464 SR-282 University Roads	SR-282	0.00	2.94	\$30,000	2018	\$30,000			Median	

Transportation Solutions - Region 2

Funds Availability:		Current FY17									
		Planned FY18-20					2020				
County / City	Project Description	Route	Beg MP	End MP	Project Value Estimate	Earliest Construction Year	2018	2019	2020	Scope	Why
Tooele	Add to PIN 13775 SR-36 from SR-199 to SR-73	SR-36	38.76	42.55	\$20,000	2018	\$20,000			Culvert Replacements	This pavement preservation project will include additional funds to address culvert crossings on this roadway section and preserving the infrastructure.
Tooele	Add to PIN 11509 SR-36 from MP 31 to SR-199	SR-36	31.00	38.76	\$130,000	2018	\$130,000			Culvert Replacements	This pavement preservation project will include additional funds to address culvert crossings on this roadway section and preserving the infrastructure.
Salt Lake	I-215 (East) Barrier Replacement	I-215	2.80	3.90	\$1,250,000	2018				Barrier Replacement	The additional funds will help address substandard concrete barrier on this roadway section while assisting with UDOT's strategic direction of Zero crashes, injuries and fatalities.
Salt Lake	I-215 (East) Barrier Replacement	I-215	6.30	9.00	\$1,750,000	2018				Barrier Replacement	The additional funds will help address substandard concrete barrier on this roadway section while assisting with UDOT's strategic direction of Zero crashes, injuries and fatalities.
Tooele	I-80 West	I-80			\$4,000,000	2018				Sign Replacement	The additional funds will help address overhead signs that are deteriorating on this roadway section and preserving the infrastructure.
Various	I-80 Tooele and Summit County	I-80			\$2,000,000	2018	\$1,000,000	\$1,000,000		Cattle Guard Repairs	Cattle guards are important features to maintain a safe roadway system. The additional funds will help address a deteriorating asset on this roadway section and preserving the infrastructure.
Salt Lake	I-80 Barrier Replacement (EB and WB median)	I-80	115.10	118.70	\$3,000,000	2018				Barrier Replacement	The additional funds will help address substandard concrete barrier on this roadway section while assisting with UDOT's strategic direction of Zero crashes, injuries and fatalities.
Unprogrammed Balance =							\$8,090,000	\$3,340,000	\$4,940,000		

DATE: May 18, 2017
AGENDA ITEM: 6c
SUBJECT: **ACTION:** Approve STP, CMAQ, & TAP Projects for 2018-2023 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 100 projects totaling approximately \$417 million in needed improvements over the three federal programs. With a little less than \$48 million available to program, WFRC staff along with technical expertise from each city, UDOT, and UTA identified 39 projects that would provide great benefits for the federal funding available. This means that about 12% 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 \$19,200,000 through the year 2023 in the Salt Lake/ West Valley Area and \$10,300,000 in the Ogden/ Layton Area. Due to the adjustments brought about by FAST Act, the new transportation authorization bill and project cost savings, there is an estimated \$25,000,000 available for the year 2023 in the Salt Lake/ West Valley Area to program, and \$12,700,000 available in the Ogden/ Layton Area.

In the **Congestion Mitigation/ Air Quality Program (CMAQ)**, annual apportionments are projected to be approximately \$5,600,000 through the year 2023 with \$5,300,000 available to program in the Salt Lake/ West Valley Area for 2023. About \$3,000,000 in annual apportionments are anticipated in the Ogden/ Layton Area with \$3,000,000 available to program for 2023.

The annual apportionments for the **Transportation Alternatives Program (TAP)** funds for FY2019 are projected to be approximately \$900,000 with \$1,048,360 available to program in the Salt Lake/ West Valley area. About \$500,000 in annual apportionments for the Ogden/ Layton Area is expected for FY2019 with \$767,602 available to program.

At their meeting on April 20, 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 "Projects Submitted for Surface Transportation Program (STP) Funds" show the projects submitted for consideration. The highlighted projects with a recommended funding amount in the left hand column indicate those recommended by Trans Com to be added to the FY 2018-2023 STP.

The attached tables "Projects Submitted for Congestion Mitigation/ Air Quality (CMAQ) Funds" show the projects submitted for consideration. The highlighted projects indicate those

recommended by Trans Com to be added to the FY 2018-2023 CMAQ program with the recommended funding amount listed in the left hand column.

The attached tables “Projects Submitted for FY 2019 Transportation Alternatives Program (TAP) Funds” show the projects submitted for consideration. The yellow highlighted projects with a recommended funding amount in the left-hand column indicate those recommended by Trans Com to be added to the draft program.

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 FY 2018-2023 STP and CMAQ Programs, and the draft FY 2019 TAP Program.”

EXHIBITS:

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

Projects Submitted for FY 2023 Surface Transportation Program (STP) Funds
Projects Recommended for Funding are Highlighted with a Dollar Value in the Far Left Column

Funding Recommended	Project Number	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 Weighted Score	Pavement Condition/ Management Practices Weighted Score	Cost Benefit Weighted Score	Delay Reduction Weighted Score	Growth Principles/ Economic Improvements Weighted Score	Existing Average Daily Traffic Weighted Score	Operation, TSM/ TDM, & ITS Improvements Weighted Score	Traffic Weighted Score	Existing Volume/ Capacity Weighted Score	Total	Weighted Total																		
Ogden/ Layton Urban Area																																														
\$ 2,000,000	1	STP O 5	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, fillin the gaps of sidewalk and curb and gutter, and reconstruct the existing asphalt street section. This project includes safety improvements by improving access conditions and adding a center turn lane at intersections.	\$3,255,200	\$2,000,000	3750	12000	1	7.00	25.00	16.00	0.00	5.20	0.00	4.00	8.00	0.00	51	65.20																		
\$ 0	2	STP O 25	South Ogden City	South Ogden City	40th St. and Chimes View Dr Reconstruction Project	Riverdale Road	Washington Blvd.	Reconstruction	Reconstruct	Minor Arterial	0.8	40th Street is a regional east-west corridor. It is a critical road for access to McKay Dee Hospital and Weber State University. The reconstruction of 40th Street located to the east of this project will take place during the summer of 2017.	\$4,119,500	\$3,840,610	17135	24000	2	9.00	25.00	16.00	0.00	3.60	1.00	0.00	6.00	1.00	43	61.60																		
\$ 1,000,000	3	STP O 14	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.	\$1,311,900	\$1,191,386	3750	9000	1	7.00	25.00	16.00	0.00	5.20	0.00	4.00	4.00	0.00	47	61.20																		
\$ 3,762,110	4	STP O 18	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 Street and 2700 North in Farr West. The west side of 1200 West is residential and the east side fronts the BDO complex. Project also to include a traffic signal at the intersection of 400 North and 1200 West, if warranted.	\$5,605,300	\$3,762,110	5625	14000	1	2.00	23.00	12.00	0.00	5.60	0.00	5.33	8.00	0.00	45.6	55.93																		
\$ 0	5	STP O 7	Kaysville	Kaysville City	Sunset Drive	Old Mill Lane	Western Drive	Widening	Reconstruct	Collector	1.04	The project includes curb, gutter, sidewalk, and turning lanes with the widening of Sunset Drive from Old Mill Lane to Western Drive. Reduced risk, improved safety, and sidewalk consistency are a product of this project which is located in an area where there are 3 schools and heavy pedestrian and auto traffic.	\$3,318,400	\$3,093,744	2595	10000	2	7.00	23.00	12.00	0.00	3.60	0.00	4.00	6.00	0.00	41.6	55.60																		
\$ 0	6	STP O 17	Hooper	Hooper City	5500 South (SR-97)	4600 West	4700 West	Widening	Reconstruct	Minor Arterial	0.14	This project will widen 5500 South (SR-97) between 4600 W and 4700 W along the north side of SR-97 with curb, gutter and sidewalk, storm drain, and asphalt. This project includes safety improvements by adding turn-lanes at 4600 W and 4700 W intersections for improved mobility, and improved pedestrian/bike safety.	\$627,500	\$585,018	9525	17000	1	1.00	23.00	20.00	0.00	3.60	0.00	2.00	6.00	0.00	38.6	55.60																		
\$ 0	7	STP O 10	Layton	Utah Department of Transportation	I-15; Layton Parkway to Hill Field Rd.	MP 330.0 (Layton Parkway)	MP 331.6 (Hill Field Road)	Widening	Operations	Highway/Freeway	1.6	The purpose of this project is to reduce the congestion with operational improvements to I-15 from Layton Parkway to Hill Field Road in both directions. This project will add auxiliary lanes between ramps at Hill Field Road and Layton Parkway and will decrease congestion associated with vehicles merging.	\$44,085,500	\$2,000,000	115250	167000	3	6.00	3.70	15.00	0.00	10.40	5.00	2.67	10.00	2.00	56.7	54.77																		

Projects Submitted for FY 2023 Surface Transportation Program (STP) Funds
Projects Recommended for Funding are Highlighted with a Dollar Value in the Far Left Column

Funding Recommended	Project Number	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 Weighted Score	Pavement Condition/ Management Practices Weighted Score	Cost Benefit Weighted Score	Delay Reduction Weighted Score	Growth Principles/ Economic Improvements Weighted Score	Existing Average Daily Traffic Weighted Score	Operation, TSM/ TDM, & ITS Improvements Weighted Score	Traffic Weighted Score	Existing Volume/ Capacity Weighted Score	Total	Weighted Total
\$ 0	8	STP O 2	Brigham City	Brigham City Corporation	1200 West Box Elder Creek Bridge Widening Project	550 South	650 North	Widening	Reconstruct	Collector	0.22	This project will widen an existing bridge on 1200 West over Box Elder Creek to accommodate increasing traffic volumes from growing industrial and commercial uses. The project is part of planned improvements for 1200 West which will provide a north/south corridor between SR-13 in Brigham City and SR-315 in Willard.	\$1,524,000	\$1,371,413	1820	14000	1	5.00	13.00	20.00	0.00	4.00	0.00	1.33	10.00	0.00	44.6	53.33
\$ 2,900,758	9	STP O 21	Plain City	Plain City	3600 West	2600 North	1975 North	Widening	Reconstruct	Collector	0.645	This project will widen 3600 West between 2600 North and 1975 North, 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.	\$3,111,400	\$2,900,758	1070	9000	1	2.00	25.00	12.00	0.00	3.60	0.00	4.00	6.00	0.00	37	52.60
\$ 0	10	STP O 26	Washington Terrace	Washington Terrace	300 West Reconstruction	5000 South	Washington Terrace/ Riverdale Boundary Line	Reconstruction	Reconstruct	Collector	0.7	300 West in Washington Terrace is used as a major alternate route between Riverdale Road and Washington Boulevard--in addition to carrying local traffic; bus traffic; and high school, middle school, and grade school vehicles. Current traffic volume is significantly heavier than the road was designed for, requiring excessive maintenance. The proposed project includes complete reconstruction of the pavement section on 300 West from the north City limits to 5000 South with an adequate load capacity and some minor contour adjustments.	\$3,516,400	\$3,217,740	13960	20000	1	4.00	21.00	16.00	0.00	2.40	1.00	0.67	6.00	0.00	34.2	51.07
\$ 0	11	STP O 8	Kaysville	Kaysville City	Main Street	300 West	Mutton Hollow	Widening	Capacity	Minor Arterial	0.77	Main Street is an important north-south arterial through Kaysville and Layton City. The project includes widening Main Street to 5 lanes to the Layton City border, installing sidewalk, curb, and gutter, and signaling the Mutton Hollow intersection, thus, improving the safety and mobility of this transportation corridor.	\$3,095,500	\$2,885,935	13825	17000	1	9.00	4.60	12.00	0.00	13.00	1.00	9.00	2.00	0.00	50.6	50.60
\$ 0	12	STP O 11	North Salt Lake City	North Salt Lake City	1100 North Widening Project at Union Pacific Crossings	80 West	60 East	Widening	Reconstruct	Collector	0.2	The project is needed so that the street improvements at two Union Pacific railroad crossings match the rest of the 1100 North Street cross section. There are currently two bottleneck areas which have created an unsafe environment.	\$575,100	\$536,166	9500	13000	1	2.00	21.00	20.00	0.00	4.00	0.00	0.00	2.00	0.00	33.2	49.00
\$ 0	13	STP O 16	Harrisville City	Harrisville City Corporation	West Harrisville Road Widening	Highway 89	750 West	Widening	Reconstruct	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.	\$3,842,300	\$3,465,639	9660	13000	1	2.00	21.00	16.00	0.00	4.00	0.00	0.67	2.00	0.00	31.2	45.67
\$ 0	14	STP O 13	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.	\$3,665,100	\$3,394,598	7500	11000	2	0.00	20.50	12.00	0.00	5.20	0.00	2.00	2.00	0.00	31.1	41.70

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\$ 1,500,000	15	STP O 9	Layton	Layton City	Gordon Avenue Extension	1725 East	US-89	New Construction	Capacity	Collector	1.1	Layton City desires to construct a critical East-West Arterial Connection from approximately 1725 East to US-89. UDOT is planning and has funded the new improvements along US-89 which includes the construction of a new Gordon Ave. Interchange. This new arterial will provide a critical East/West connection from Layton City to the new Gordon Ave. Interchange. With the construction of these improvements, Layton City will only have 4 access connections to US-89 located at SR-193, Antelope Drive, Gordon Avenue, and Oak Hills Drive. All other connections will be removed to promote safety and will only access US-89 with the new interchanges. UDOT has informed Layton City that these improvements will be constructed in 2020-2021.	\$13,899,400	\$3,000,000	7000	12000	2	3.00	4.60	12.00	0.00	13.00	0.00	4.00	4.00	0.00	40.6	40.60
\$ 0	16	STP O 24	South Ogden City	South Ogden City	Adams Avenue Reconstruction Project	40th Street	Edgewood Drive	Reconstruction	Reconstruct	Collector	1	This project will reconstruct a portion of Adams Avenue between 40th Street and Edgewood Drive. This road is a collector of traffic from a large portion of the City and carries traffic to adjacent arterials and collectors.	\$4,205,700	\$3,920,974	2014	2400	4	7.00	21.25	4.00	0.00	3.60	0.00	0.00	0.00	23.25	35.85	
\$ 0	17	STP O 12	North Salt Lake City	North Salt Lake City	Main Street Widening Project	1100 North Street	Pacific Avenue (approx. 700 North)	Widening	Reconstruct	Collector	0.5	The project is needed to help improve capacity and flow along Main Street. Several sections of the street are narrow and have no curb. Sidewalk and bike lanes are also needed for non-auto use.	\$2,897,500	\$2,701,339	1925	2650	3	7.00	13.75	8.00	0.00	3.60	0.00	3.33	0.00	29.75	35.68	
\$ 0	18	STP O 19	North Ogden City	North Ogden City	450 East / 400 East Widening - Phase II	Elberta Drive	3300 North	Widening	Capacity	Collector	0.597	This project will 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.	\$10,100,700	\$7,093,591	9265	14000	1	2.00	4.10	9.00	0.00	14.00	0.00	2.00	4.00	0.00	35.1	35.10
\$ 0	19	STP O 15	Multiple	Davis County	Smart Counties Data Network	Box Elder County	Salt Lake County	Study	Other	Highway/Freeway	112	Davis, Weber, Box Elder and Salt Lake County have come together to jointly propose the Smart Counties Data Network to understand the needs and resources of our communities and to foster a greater understanding of the impact, need and opportunities for planning and development. By establishing a Smart Data Network we will be able to understand the transportation needs of our communities, the impact of our decision making and proactively provide better planning and development policy for our communities. This project will have an impact on a variety of planning, transportation and economic development metrics and inform policy and decision making across a variety of subject areas.	\$1,153,000	\$929,000	100105	135000	1	0.00	3.00	15.00	0.00	1.00	5.00	1.00	10.00	0.00	35	35.00
\$ 0	20	STP O 6	Farmington	Farmington City	SR-106 (Main Street) Improvements	Park Lane	Shepard Lane	Widening	Reconstruct	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 east side of the road. The project will include storm drain, curb and gutter, sidewalk and pavement widening to allow for standard shoulder width.	\$1,997,400	\$1,782,931	7950	12000	1	4.00	3.00	16.00	0.00	5.20	0.00	2.00	4.00	0.00	36.6	34.20
\$ 0	21	STP O 23	South Ogden City	South Ogden City	5700 South Reconstruction Project	Wasatch Drive	Cedar Lane	Reconstruction	Reconstruct	Collector	0.5	This project will reconstruct the road in anticipation of increased traffic caused by the completion of Skyline Drive and Skyline Parkway in Weber County.	\$2,624,600	\$2,446,950	1500	1800	5	0.00	25.00	4.00	0.00	3.20	0.00	0.00	0.00	0.00	16	32.20

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Funding Recommended	Project Number	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 Weighted Score	Pavement Condition/ Management Practices Weighted Score	Cost Benefit Weighted Score	Delay Reduction Weighted Score	Growth Principles/ Economic Improvements Weighted Score	Existing Average Daily Traffic Weighted Score	Operation, TSM/ TDM, & ITS Improvements Weighted Score	Traffic Weighted Score	Existing Volume/ Capacity Weighted Score	Total	Weighted Total	
\$ 1,500,000	22	STP O 20	Ogden	Ogden City Corporation	Ogden-WSU Bus Rapid Transit	Ogden Intermodal HUB (23rd/Wall)	Mckay Dee Hospital (48th/Harrison)	Bus Service	Transit	Minor Arterial	5.3	The project proposes to connect the Ogden Intermodal Hub with WSU and Mckay Dee Hospital with a reliable, efficient and modern bus rapid transit system. The BRT project is meant to address a number of issues largely related to population growth. WFRC forecasts the population in a number of Utah Counties to increase by 65% and corresponding vehicle miles driven per day will nearly double from 49 to 90 million miles over the next 30 years. Unless transportation alternatives are available to shoulder the anticipated travel burden, Utah could see decreases in air quality, reduced roadway level of service and negative impacts to the local and state economies. BRT is one such alternative.	\$5,000,000	\$2,783,009	500	650	1	0.00	4.00	0.00	0.00	13.00	0.00	12.00	0.00	2.00	28	31.00	
\$ 0	23	STP O 27	West Haven	West Haven	3600 South	3500 West	Midland Dr	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. THIS PROJECT WILL CONNECT TO THE RECENTLY COMPLETED IMPROVEMENTS ON BOTH THE EAST AND WEST ENDS.	\$6,891,100	\$6,424,573	1700	5000	1	0.00	20.50	4.00	0.00	2.80	0.00	0.00	2.00	0.00	16.1	29.30	
\$ 0	24	STP O 1	Brigham City	Brigham City Corporation	1200 West Roadway Extension Project	Forest Street	750 South	New Construction	Capacity	Collector	1.08	Construction of about a one mile section of 1200 West between Forest Street and SR-91. The purpose of the project is to further the corridor connection between the 1100 West / SR-91 intersection and Forest Street.	\$6,059,100	\$5,532,361	100	2500	2	5.00	3.70	3.00	0.00	12.00	0.00	0.00	2.00	0.00	25.7	25.70	
\$ 0	25	STP O 28	West Haven	West Haven	3300 South	Midland Dr	2080 West	Reconstruction	Reconstruct	Collector	0.092	The current intersection has a separate westbound and eastbound intersections. The City would like to widen the intersection and develop one T-Intersection to tie perpendicularly to Midland Drive and line up with the existing 3325 South Street that accesses the apartment development on the south side of Midland Drive. The road will be constructed to provide for a three-lane road (50 foot asphalt width). The proposed project will include installing curb on both sides and sidewalk on the north side to improve pedestrian safety. The length is approximately 700 feet of road to complete the realignment. The realignment would be similar to the alignment submitted in the attached EIS, provided by UDOT.	\$1,817,100	\$1,694,082	510	1200	2	0.00	17.50	4.00	0.00	2.80	0.00	0.00	0.00	0.00	0.00	13.5	24.30
\$ 0	26	STP O 4	Perry City	Perry City Corporation	Highway 89 Pedestrian Overpass	West side of 89	East side of 89	Pedestrian	Other	Principal Arterial	0.106	The project will be to construct an overpass across Highway 89 at approximately 2500 south.	\$7,709,500	\$7,071,029	10420	15000	2	0.00	3.00	9.00	0.00	6.00	1.00	0.00	4.00	0.00	23	23.00	
\$ 0	27	STP O 22	Pleasant View City	Pleasant View City	Skyline Drive in Pleasant View - Phase 1	Highway 89	1500 feet east of Highway 89	New Construction	Capacity	Collector	0.19	The purpose/need for this project is to provide a safer route for pedestrians and other vehicular traffic by creating another route for haul trucks to exit the city. This road will also function in the future as a major regional collector. The requested funds will only build the first phase.	\$8,136,600	\$3,302,508	4390	6200	1	0.00	2.25	9.00	0.00	9.00	0.00	0.00	0.00	0.00	20.25	20.25	
\$ 0	28	STP O 3	Perry City	Perry City Corporation	1200 West Walking/Biking Path Project	3275 South	2625 South	Pedestrian	Other	Collector	0.682	The project will be to construct a walking/biking trail on 1200 West from 2700 South to approximately 3300 South.	\$811,300	\$639,837	200	350	1	2.00	3.50	3.00	0.00	6.00	0.00	0.00	0.00	0.00	14.5	14.50	
\$12,662,868		Amount Recommended			Amount Available \$ 12,708,490			Requested Amount \$ 83,567,301																					

Projects Submitted for Surface Transportation Program (STP) Funds
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Funding Recommended	Project Number	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 Weighted Score	Pavement Condition/ Management Practices Weighted Score	Cost Benefit Weighted Score	Delay Reduction Weighted Score	Growth Principles/ Economic Improvements Weighted Score	Existing Average Daily Traffic Weighted Score	Operation, TSM/ TDM, & ITS Improvements Weighted Score	Traffic Weighted Score	Existing Volume/ Capacity Weighted Score	Total	Weighted Total
\$ 1,143,054	8	STP S 20	Sandy	Sandy City Public Works	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.	\$1,591,000	\$1,389,127	14000	25000	1	8.00	4.20	15.00	0.00	11.20	1.00	2.67	10.00	0.00	54.2	52.07
\$ 777,788	9	STP S 23	South Jordan City	South Jordan City	2700 West	10000 South	10200 South	Widening	Reconstruct	Collector	0.25	Reconstruct roadway with minor widening to 3-lanes, including center turn lane. Also curb, gutter, sidewalk, park strips, shoulder pavement, and if necessary, streetlights and utilities.	\$953,200	\$888,668	10000	15000	1	1.00	20.50	20.00	0.00	2.80	1.00	2.00	4.00	0.00	35.1	51.30
\$ 0	10	STP S 27	West Jordan	City of West Jordan	7000 South EIS	1300 West	Bangerter Highway	Study	Other	Principal Arterial	2.5	7000 South is an arterial street on the West side of Salty Lake Valley that is projected to carry up to 40000 vehicles per day in 2040. Current Level of Service conditions at intersections range from LOS	\$2,000,000	\$2,000,000	25270	50000	3	0.00	3.70	15.00	0.00	8.00	2.00	10.00	10.00	2.00	50.7	50.70
\$ 0	11	STP S 24	South Salt Lake	City of South Salt Lake	700 West Reconstruction; 3300 South to Carlisle Street (3655)	3300 South	Carlisle Street (3655)	Reconstruction	Reconstruct	Collector	0.57	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.	\$5,799,540	\$5,400,255	6685	8500	1	8.00	25.00	8.00	0.00	3.20	0.00	6.00	0.00	0.00	36	50.20
\$ 0	12	STP S 3	Cottonwood Heights	Cottonwood Heights	2700 East Road Reconstruction	Fort Union Boulevard	Bengal Boulevard	Reconstruction	Reconstruct	Collector	1	The purpose of this project is primarily a pavement rehabilitation project milling off 3-inches of asphalt and an overlay of 3-inches on the existing pavement. This project also includes the construction of ADA ramps and sidewalk to improve pedestrian access.	\$2,275,600	\$2,121,542	6500	9400	1	3.00	22.50	16.00	0.00	5.20	0.00	0.00	2.00	0.00	34.5	48.70
\$ 0	13	STP S 8	Holladay	City of Holladay, Utah	3900 South Reconstruction Project	I-215	2700 East	Reconstruction	Reconstruct	Minor Arterial	0.88	The proposed project enhances the road condition of 3900 S. providing safe travel to I-215 and other principal arterials, such as Highland Dr and Wasatch Blvd. New curb and gutter will improve stormwater management and new sidewalk, lighting, bicycle, and transit facilities will increase pedestrian safety, especially for students of Skyline and Olympus High Schools.	\$4,068,100	\$3,792,690	25000	32000	1	7.00	11.25	16.00	0.00	5.20	2.00	0.00	6.00	0.00	42.25	47.45
\$ 0	14	STP S 6	Draper	Draper City	Lone Peak Parkway	12650 South	12300 South	Widening	Capacity	Minor Arterial	0.4	Lone Peak Parkway is a north/south minor arterial just west of I-15. Currently, Lone Peak Pkwy begins at the northern limits of Draper City at 11400 South and terminates at Golden Harvest Rd. The project under this request will reconstruct 0.4 miles of the existing road from 12650 S to 12300 S. This section has problematic geometry and is not wide enough to accommodate the planned 5-lane section. Lone Peak Pkwy is identified as a Phase 2 Highway Project in the WFRC Regional Transportation Plan	\$6,050,800	\$4,826,797	12000	17000	2	10.00	5.00	9.00	0.00	10.00	1.00	5.00	4.00	0.00	44	44.00
\$ 3,783,866	15	STP S 10	Millcreek	Salt Lake County	900 East Safety and Reconstruction	3900 South	4500 South	Other STP	Reconstruct	Collector	0.9	Create a safer environment for all users including the construction of curb, gutter, sidewalk, ADA ramps, a bicycle facility, lighting and the relocation of utility poles out of the asphalt, along 900 East from 3900 South to 4500 South. Reconstruction will be included if sufficient funds are allocated.	\$4,358,700	\$4,063,616	15300	18000	1	9.00	8.00	16.00	0.00	3.60	1.00	4.00	2.00	0.00	40.6	43.60

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\$ 0	16	STP S 2	Bluffdale	City of Bluffdale	14600 South Rail Road Underpass Widening	14600 South - 150 feet West of rail road crossing	14600 South - 150 feet East of rail road crossing	Widening	Operations	Minor Arterial	0.06	14600 South is bottlenecked to one lane for both directions (east/west) at the railroad crossing of Union Pacific and Utah Transit Authority. This project will widen the existing Union Pacific bridge over 14600 South to allow free movement for two lanes through and under it.	\$5,835,900	\$5,440,810	3750	19111	1	6.00	4.20	9.00	0.00	4.80	0.00	4.00	10.00	1.00	39.2	39.00
\$ 1,203,189	17	STP S 9	Magna	Salt Lake County	2810 S at 8000 W Realignment	8000 West	8058 West	Intersections & Signals	Operations	Collector	0.1	This project will realign an offset intersection to improve safety and connectivity between Magna and West Valley. The project will also relocate a midblock school crossing and bring it to the new realignment.	\$2,000,900	\$1,865,439	3470	14000	1	6.00	4.10	12.00	0.00	2.40	0.00	2.67	10.00	0.00	37.1	37.17
\$ 5,500,000	18	STP S 12	Riverton	Riverton City	4150 West	12600 South	13400 South	New Construction	Capacity	Collector	1.1	Construction of 4150 West from 12600 S to 13400 S, with a 4-lane concrete street, center running trax corridor, bike lanes, pedestrian trails or sidewalks, and traffic signals. This roadway will provide the north/south connection of 4150 West from 12600 South to 13400 South. Please see attached Traffic Study for the area.	\$17,712,800	\$6,615,485	7500	18000	1	0.00	3.50	9.00	0.00	9.00	0.00	5.00	10.00	0.00	36.5	36.50
\$ 1,000,000	19	STP S 28	West Jordan	City of West Jordan	8600 South Bridge over MVC	5600 West	6000 west	New Construction	Capacity	Minor Arterial	0.5	8600 South is a major collector street on the west side of the Salt Lake Valley, and is projected to carry 15,000 to 25,000 VPD by the year 2030. This crossing connects to Ron Wood Park, a regional park for the entire west half of the City of West Jordan, serving approximately 50,000 residents. A major recreation center (\$45 to \$50 million) is slated to be built within this park in the next few years. This bridge is the essential connector for that project, and to provide greater connectivity to the eisting residents living west of the MVC.	\$12,000,000	\$1,000,000	4040	6580	1	0.00	3.70	12.00	0.00	16.00	0.00	2.00	2.00	0.00	35.7	35.70
\$ 0	20	STP S 26	West Jordan	City of West Jordan	7000 South and 1500 West Pedestrian Bridge	South Side of 7000 South (1500 West)	North Side of 7000 South (1500 West)	New Construction	Other	Principal Arterial	0.1	7000 South is an arterial street with a mid block pedestrian crossing for school kids. This project hopes to relocate the existing pedestrian bridge at 7000 South and Bangerter Highway and use at this location.	\$1,404,696	\$1,302,692	25270	50000	2	0.00	2.95	15.00	0.00	2.00	2.00	0.00	10.00	2.00	33.95	33.95
\$ 1,632,271	21	STP S 22	South Jordan City	South Jordan City	Riverfront Parkway	11050 South	11400 South	Widening	Capacity	Collector	0.36	Widen from 3 lanes to 5 lanes including curb, gutter, sidewalk, park strip, intersection improvements, and also utilities and street lights if necessary.	\$1,840,900	\$1,716,271	18000	21000	2	1.00	3.70	15.00	0.00	8.00	1.00	3.00	2.00	0.00	33.7	33.70
\$ 0	22	STP S 7	Draper	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.	\$6,608,900	\$4,709,420	10000	15000	1	5.00	3.00	9.00	0.00	9.00	1.00	2.00	4.00	0.00	33	33.00
\$ 0	23	STP S 18	Salt Lake County	Salt Lake County	Emigration Canyon Retaining Walls	4877 E Emigration Canyon Rd	5646 E Emigration Canyon Rd	New Construction	Other	Collector	0.1	An Emigration Canyon hazard study was completed in 2016, identifying safety issues in the canyon. The County is in the process of spending \$1.0M to address some of these issues. However, additional funding is necessary to construct two retaining walls the report identifies as top safety priorities.	\$4,792,100	\$4,467,675	3030	4200	1	7.00	4.10	6.00	0.00	12.00	0.00	0.00	0.00	0.00	29.1	29.10

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\$ 0	24	STP S 11	Millcreek, South Salt Lake, West Valley City, Moana	Utah Transit Authority	MAX Transit Signal Priority	Wasatch Blvd	8400 West	Transit ITS	Transit	Principal Arterial	15.6	UTA's BRT, the 35M is using dated hardware for transit signal priority (TSP). This project would replace the current infrared system with a more reliable GPS system along the 35M line. In addition, TSP would be added eastward from the Millcreek TRAX station along 3300 South, enabling BRT service to be extended.	\$512,300	\$477,617	1200	1500	0	0.00	3.00	12.00	0.00	6.00	0.00	8.00	0.00	0.00	24	29.00
\$ 0	25	STP S 19	Salt Lake County	Salt Lake County	Rose Canyon Road Reconstruction	Yellow Fork Canyon	County Limit	New Construction	Reconstruct	Local	2.05	This project reconstructs, widens, and resolves geometric and operational safety issues with a new paved surface for bikes and pedestrians, and an unpaved equestrian pathway. This provides for current and future growth of both local residential development and visitation to the Yellow Fork Canyon Regional Park.	\$677,350	\$6,314,934	500	650	1	2.00	20.50	0.00	0.00	3.60	0.00	0.00	0.00	15.1	26.10	
\$ 0	26	STP S 17	Salt Lake County	Salt Lake County	Millcreek Canyon Bike Lanes	Fee Gate	Winter Gate	Widening	Other	Collector	4	In 2012 Salt Lake County with the US Forest Service finished a study looking at transportation issues in Millcreek Canyon. The study determined that a solution to the transportation issues in the canyon would be the construction of an up-hill bicycle lane. This lane would alleviate the conflicts between vehicles and cyclists and pedestrians along the roadway.	\$1,883,000	\$1,383,000	5600	6500	2	4.00	1.75	12.00	0.00	8.00	0.00	0.00	0.00	25.75	25.75	
\$ 0	27	STP S 15	Salt Lake City	Utah Transit Authority	Depot District Clean Fuels Tech Center	N/A	N/A	Transit Capital	Transit	Local	0.001	The Depot District Clean Fuels Tech Center is needed to expand bus services in Salt Lake City and allow UTA to increase its fleet of clean fuel buses. Without the new facility, service increases and clean fuels bus fleet expansion are not possible due to capacity and infrastructure constraints of existing facilities. The project request amount covers a portion of Phase V of the construction. See attached Phasing Plan.	\$42,300,000	\$5,000,000	500	650	1	0.00	3.50	0.00	0.00	14.00	0.00	8.00	0.00	0.00	23.5	25.50
\$ 0	28	STP S 1	Multiple	Davis County	Smart Counties Data Network	Box Elder County	Salt Lake County	Study	Other	Highway/Freeway	112	Davis, Weber, Box Elder and Salt Lake County have come together to jointly propose the Smart Counties Data Network to understand the needs and resources of our communities and to foster a greater understanding of the impact, need and opportunities for planning and development. By establishing a Smart Data Network we will be able to understand the transportation needs of our communities, the impact of our decision making and proactively provide better planning and development policy for our communities. This project will have an impact on a variety of planning, transportation and economic development metrics and inform policy and decision making across a variety of subject areas.	\$1,153,000	\$929,000	135000	145000	1	0.00	3.00	15.00	0.00	1.00	5.00	1.00	0.00	0.00	25	25.00
\$ 0	29	STP S 14	Salt Lake City	Salt Lake City	East Downtown Transit Hub	Site TBD, vicinity of 200 S 700 E	0	New Construction	Transit	Local	0.001	This facility would provide a central city major transfer point along UTA's busiest transit corridor to support the transition to a grid-based frequent bus network as described in the Salt Lake City Transit Master Plan (adoption anticipated early 2017). This project meets the needs of the 200 South transit hub identified in the Regional Transportation Plan with an eastward shift in location to respond to analysis conducted for the SLC Transit Master Plan and the Downtown Plan.	\$6,967,900	\$6,496,173	250	350	5	0.00	3.00	0.00	0.00	14.00	0.00	4.00	0.00	0.00	20	21.00
\$24,992,278		Amount Programmed				Amount Available \$ 24,984,679				Requested Amount \$ 94,415,934																		

Projects Submitted for FY 2023 Congestion Mitigation/ Air Quality (CMAQ) Funds
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Recommended Funding	AQ Rank	City	Agency	Project Name	Short Description	Project Life	Annualized Emissions: (kg)/\$1,000	Reduced Daily VHT	Reduced Daily Emissions (kg)	Total Cost	Requested CMAQ \$
Ogden/ Layton Area											
\$ 127,130	1	Davis & Weber Counties	Utah Transit Authority	OL Vanpool Management	Oversee operation and coordination of 115 vanpools in the Ogden/ Layton Urban Area.	1	227.22	1072.21	79.14	\$ 136,362	\$ 127,130
\$ 0	2	Davis & Weber Counties	Utah Transit Authority	UTA Locomotive Over Haul	Rebuild 2 Front Runner locomotive prime mover engines from Tier 1 to Tier 2+ emission standards.	10	47.05	0.00	15.12	\$ 1,258,000	\$ 1,172,833
\$ 0	3	Brigham City	UDOT	Forest Street Park and Ride Lot	Park & Ride lot.	20	39.24	74.52	4.03	\$ 1,085,500	\$ 750,000
\$ 30,000	4	Davis & Weber Counties	Utah Transit Authority	OL Rideshare Management	Provide individuals with carpool, vanpool, and other commuting matches. Educate communities and others concerning alternative transportation options and promote those options.	1	28.07	35.62	2.31	\$ 32,178	\$ 30,000
\$ 0	5	Ogden	Ogden City Corporation	Ogden-WSU Bus Rapid Transit (CONSTRUCTION)	Construct BRT related amenities for the Ogden-WSU line including: signals, TSM, shelters, ped & bike facilities, intersection widening, new WSU roadway.	10	9.46	24.84	8.66	\$ 60,000,000	\$ 3,339,685
\$ 150,000	6	Ogden	Ogden Green Bike	Ogden Green Bike Expansion	Add 5 stations, 32 bikes to the Green Bike system in Ogden.	10	8.31	2.43	0.79	\$ 401,500	\$ 345,193
\$ 0	7	Farmington	UDOT TOC	I-15 NB VMS	VMS installation for NB I-15 in Farmington to provide real-time traveler information in this area, enabling travelers during incidents and inclement weather, route choices, particularly in advance of major interchanges.	10	7.57	67.13	1.36	\$ 703,800	\$ 656,153
\$ 912,830	8	Layton, South Weber, Huntsville	Utah Transit Authority	Davis County Ski Route Buses	Purchase 2 buses for seasonal service for skiers from Layton to Snow Basin Resort.	12	2.67	2.01	0.58	\$ 1,020,000	\$ 950,946
\$ 0	10	Ogden	UDOT TOC	I-15 SB VMS	VMS installation for SB I-15 in Ogden to provide real-time traveler information in this area, enabling travelers during incidents and inclement weather, route choices, particularly in advance of major interchanges.	10	2.60	22.89	0.50	\$ 703,800	\$ 656,153

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Recommended Funding	AQ Rank	City	Agency	Project Name	Short Description	Project Life	Annualized Emissions: (kg)/\$1,000	Reduced Daily VHT	Reduced Daily Emissions (kg)	Total Cost	Requested CMAQ \$
Ogden/ Layton Area											
\$ 1,780,040	8	Centerville	Centerville City	Parrish Lane (SR105) - 400 West Intersection	Add turn lanes and storage lanes at this congested intersection to reduce delay.	10	2.30	56.20	1.10	\$ 1,904,300	\$ 1,780,040
\$ 0	11	Centerville	Centerville City	Parrish Lane (SR105) - Market Place Drive Intersection	Add turn lanes and storage lanes at this congested intersection to reduce delay.	10	1.01	19.86	0.40	\$ 1,555,400	\$ 1,450,099
\$ 0	12	South Ogden	UDOT	US-89 to Harrison Blvd	Add a lane to the existing right-turn lane from US-89 to northbound Harrison Blvd. making this a double right-turn lane.	10	0.03	0.34	0.01	\$ 809,000	\$ 750,000

\$ 3,000,000 Amount Recommended

Amount Available \$ 3,000,000

Requested Amount

\$ 12,008,232

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Recommended Funding	AQ Rank	City	Agency	Project Mnger	Short Description	Project Life	Annualized Emissions: (kg)/\$1,000	Reduced Daily VHT	Reduced Daily Emissions (kg)	Total Cost	Requested CMAQ \$
Salt Lake/ West Valley Area											
\$ 263,733	1	Salt Lake County	Utah Transit Authority	SLC-WVC Vanpool Management	Oversee operation and coordination of 168 vanpools in the Salt Lake area.	1	159.28	1566.36	115.09	\$ 282,884	\$ 263,733
\$ 55,000	2	Salt Lake County	Utah Transit Authority	SLC-WVC Rideshare Management	Provide individuals with carpool, vanpool, and other commuting matches. Educate communities and others concerning alternative transportation options and promote those options	1	41.85	76.71	6.31	\$ 58,994	\$ 55,000
\$ 1,172,834	3	Salt Lake County	Utah Transit Authority	UTA Locomotive Over Haul	Rebuild 4 Front Runner locomotive prime mover engines from Tier 1 to Tier 2+ emission standards.	10	37.34	0.00	23.99	\$ 2,516,000	\$ 2,345,667
\$ 900,000	4	Salt Lake County	UDOT TOC	Signal Interconnect	Connect [40] traffic signals via fiber or radio to the central signal system to improve traffic signal timing.	5	23.11	936.43	18.99	\$ 1,608,600	\$ 1,499,698
\$ 300,000	5	Salt Lake City	Salt Lake City Transportation Division	SLC Bike Share Program	Add 10 stations, 200+ docks to the Green Bike system in Salt Lake.	10	20.01	10.91	3.29	\$ 643,300	\$ 599,749
\$ 930,000	6	Salt Lake City	Salt Lake City Transportation Division	Traffic Signal Synchronization	Install radar detection at 31 SLC intersections to optimize UDOT signal performance measure technology to improve signal timing for vehicles, pedestrians, and TRAX.	5	19.29	484.67	9.83	\$ 1,000,000	\$ 930,000
\$ 0	7	Bluffdale	City of Bluffdale	14600 South Rail Road Underpass Widening	Widen RR underpass to accommodate 2 lanes of traffic.	20	18.75	689.18	13.98	\$ 5,835,900	\$ 5,440,810
\$ 0	8	South Jordan City	South Jordan City	10400 South 4000 West	Add left turn lanes.	10	7.80	68.49	1.39	\$ 697,300	\$ 650,093

Projects Submitted for Congestion Mitigation/ Air Quality (CMAQ) Funds
Projects Recommended for Funding are Highlighted with a Dollar Value in the Far Left Column

Recommended Funding	AQ Rank	City	Agency	Project Mnger	Short Description	Project Life	Annualized Emissions: (kg)/\$1,000	Reduced Daily VHT	Reduced Daily Emissions (kg)	Total Cost	Requested CMAQ \$
Salt Lake/ West Valley Area											
\$ 1,694,362	9	Murray	Murray City Corporation	5300 South & College Drive Intersection Improvements	Construct dual left-turn lanes and a right-turn lane.	10	6.61	151.23	3.07	\$ 1,842,400	\$ 1,694,362
\$ 0	10	West Valley & Taylorsville	West Valley City	2700 West Bike Lane and Pedestrian Project	Add bike lanes and sidewalk on 2700 W from 4700 S to 4100 S.	10	2.10	8.81	0.94	\$ 1,900,000	\$ 1,632,271
\$ 0	11	South Jordan/Riverton	UDOT TOC	3 VMS on Bangerter	Install 3 VMS on Bangerter to provide real-time traveler information in this area, enabling travelers during incidents and inclement weather, route choices, particularly in advance of major interchanges.	10	1.48	39.28	0.80	\$ 2,111,400	\$ 1,968,458
\$ 0	12	Magna	Utah Transit Authority	MAX Magna Loop BRT Optimization	Upgrade 7 bus stops in Magna to be ADA compliant and consistent with other glass shelters on the Max line.	10	0.37	0.78	0.13	\$ 1,364,600	\$ 1,272,217
\$ 0	13	Sandy	UDOT	700 E/8600 S Intersection Improvement	Construct dual left-turn lanes.	10	0.00	0.00	0.00	\$ 1,106,400	\$ 1,031,496

\$ 5,315,929 Amount Programmed

Amount Available \$ 5,300,000

Requested Amount

\$ 19,383,554

Projects Submitted for FY 2019 Transportation Alternatives Program (TAP) Funds
Projects Recommended for Funding are Highlighted with a Dollar Value in the Far Left Column

Recommended Funding	Rank	City	Agency	Project Name	From Street	To Street	Project Improvement	Project Objective	Length	Description	Tot Cost	Fed Fund Requested	Sponsor Priority	Regional Priority	Fills Gap	Provides Access	Wasatch Choice 2040	Add Safety	Sponsor 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	Prox to Schools	Fills Gap	Provides Access Other than Sch	Num of Stud that Could Bike or Walk	Ant Incre of Stud Use	Provide Add Safety Ben	Spon Match	Deg of Safe Need	Walk/ Bike Promo	Cost Per User	Cost per Mile	SR25 Score	Project Score		
\$ 200,000	6	Various	Davis & Weber County	Davis/Weber County Bicycle Counters	100 counters placed at various locations	N/A	Capital Improvement	Bike/ Ped - Plan/ Study	0.0001	As cycling continues to grow along the Wasatch Front it becomes imperative that we start tracking the numbers of riders using existing facilities. The count data will help government agencies understand how many people are using existing facilities, what those patterns look like, and be able to make educated, data driven decisions on future bike facilities.	\$ 500,000	\$ 465,000	1	15	0	0	0	0	1	5	5	5	6	5	42																						42
\$ 0	7	South Ogden City	South Ogden City	Burch Creek Sidewalk Project	Kiwana Drive	U.S. Highway 89	Safe Routes to School	Safe Route To School	0.7	To provide safe routes of travel for school children as they walk to and from the Junior High School. Currently, the students walk in the street and are in close proximity to traffic.	\$ 394,200	\$ 367,513	1																					10	10	5	10	3	8	1	10	0	1	2	60	60	
\$ 0	8	South Ogden City	South Ogden City	Adams Avenue Sidewalk Project	42nd Street	40th Street	Safe Routes to School	Safe Route To School	0.28	The purpose of this project is to connect two areas of existing sidewalk and provide a safe route for school children to travel to and from school. Currently, students walking to and from school in the project are forced to walk in the street.	\$ 679,000	\$ 633,032	0																					10	10	5	10	3	8	1	10	0	1	1	59	59	
\$ 0	9	Layton	Layton City Corporation	Antelope Drive Pedestrian Overpass	Approx. 700 West	650 West	Safe Routes to School	Safe Route To School	0.04	With an ADT of nearly 30,000 vehicles per day, Antelope Drive proves dangerous for children ages 5 to 11 who make the north/south crossing to attend Lincoln Elementary at approximately 550 W. A pedestrian overpass will eliminate the daily risk that an estimated 385 students face at the Antelope Drive pedestrian crossing.	\$ 2,750,000	\$ 2,530,000	2																						10	10	5	10	10	6	1	10	0	1	1	64	64
\$ 0	10	Layton	Layton City Corporation	Hill Field Road Pedestrian Overpass	Approx. 2150 N.	Approx. 2275 N.	Safe Routes to School	Safe Route To School	0.1	A pedestrian overpass is proposed to cross Hill Field Road at approximately 2175 North. This crossing will serve an estimated 170 Northridge High School students daily who currently use an at-grade crossing at 2275 North. It will also serve an estimated 192 users of a planned shared-use trail and 83 commuters daily.	\$ 3,120,000	\$ 2,880,000	3																						10	10	5	10	10	6	1	10	0	1	1	64	64
\$ 766,672	Amount Recommended				Amount Available \$ 767,602				Requested Amount				\$ 8,214,010																																		

