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POLICY INSTITUTE

THE UNIVERSITY OF UTAH

Utah's Long-Term Demographic and Economic Projections, 2015-2065

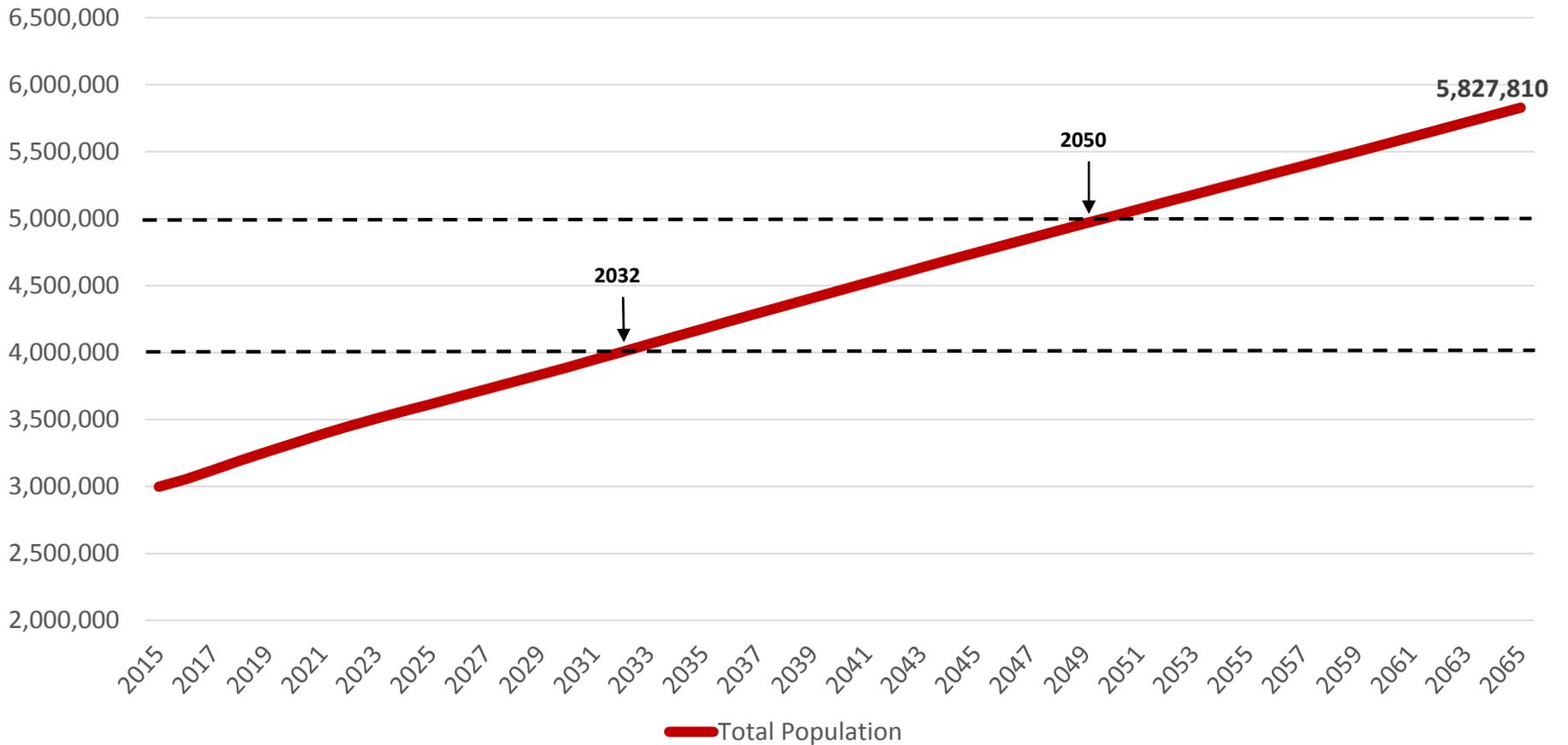
INFORMED DECISIONS™

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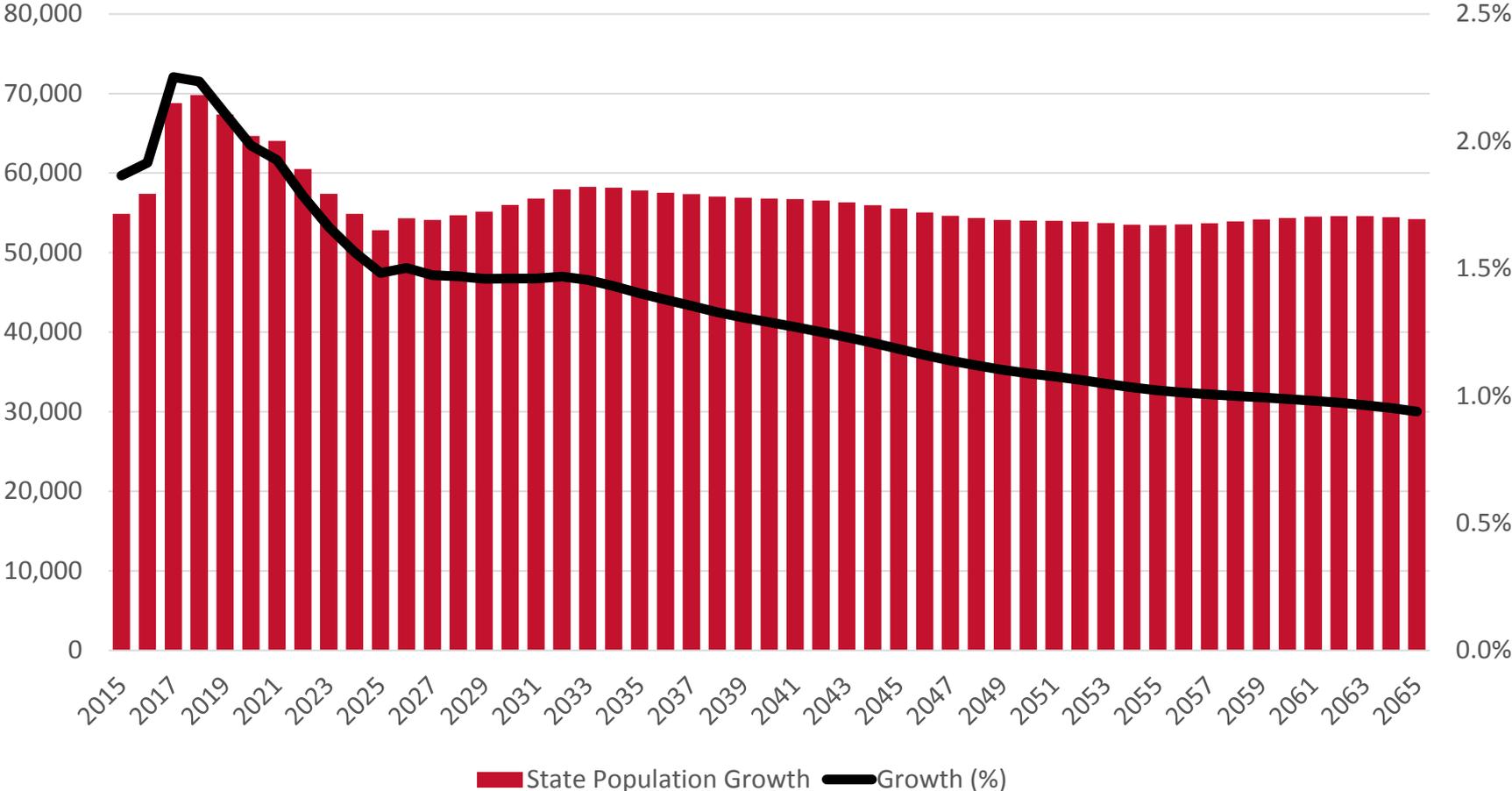
State-Level Results

Total Population with Million Markers



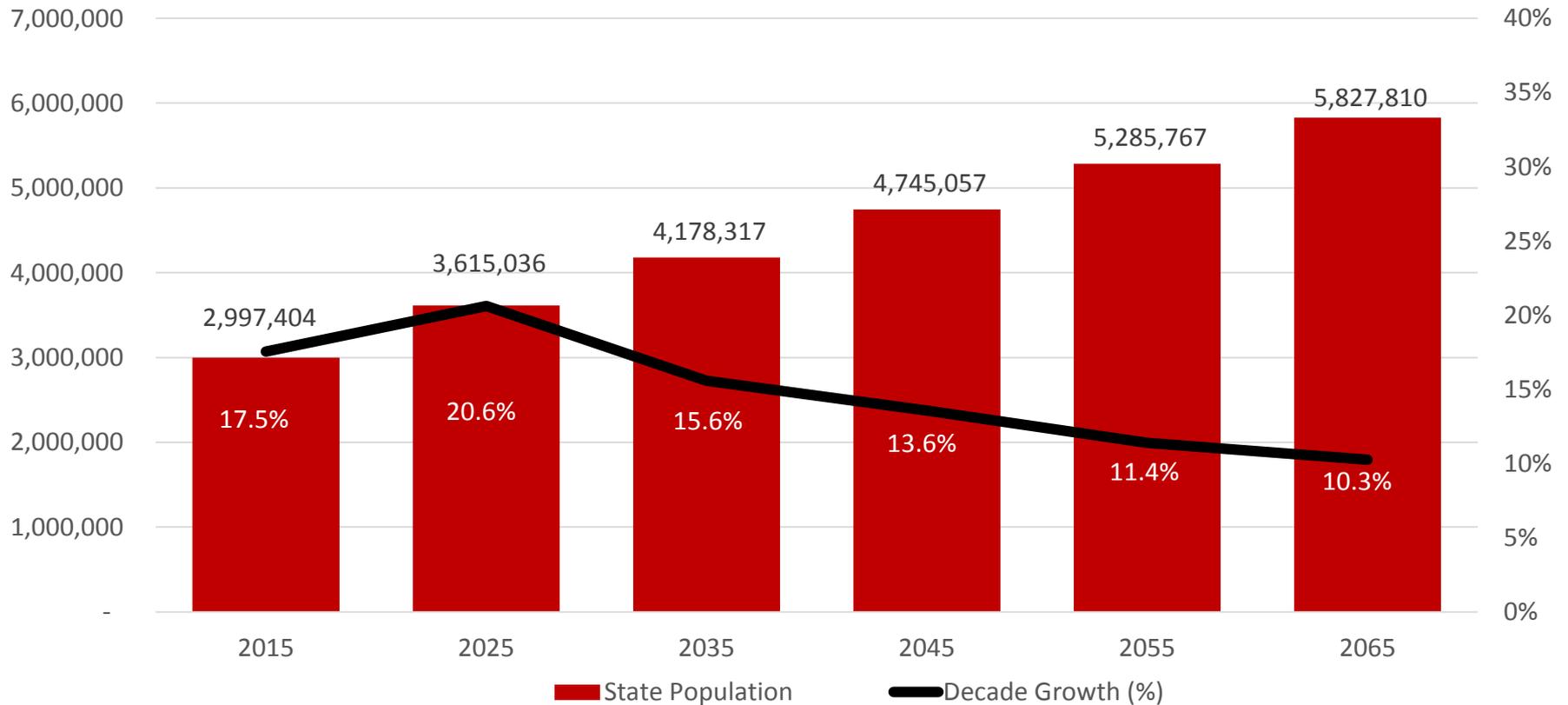
Source: Kem C. Gardner Policy Institute 2015-2065 State and County Projections

Utah Population Growth Projections: 2015-2065



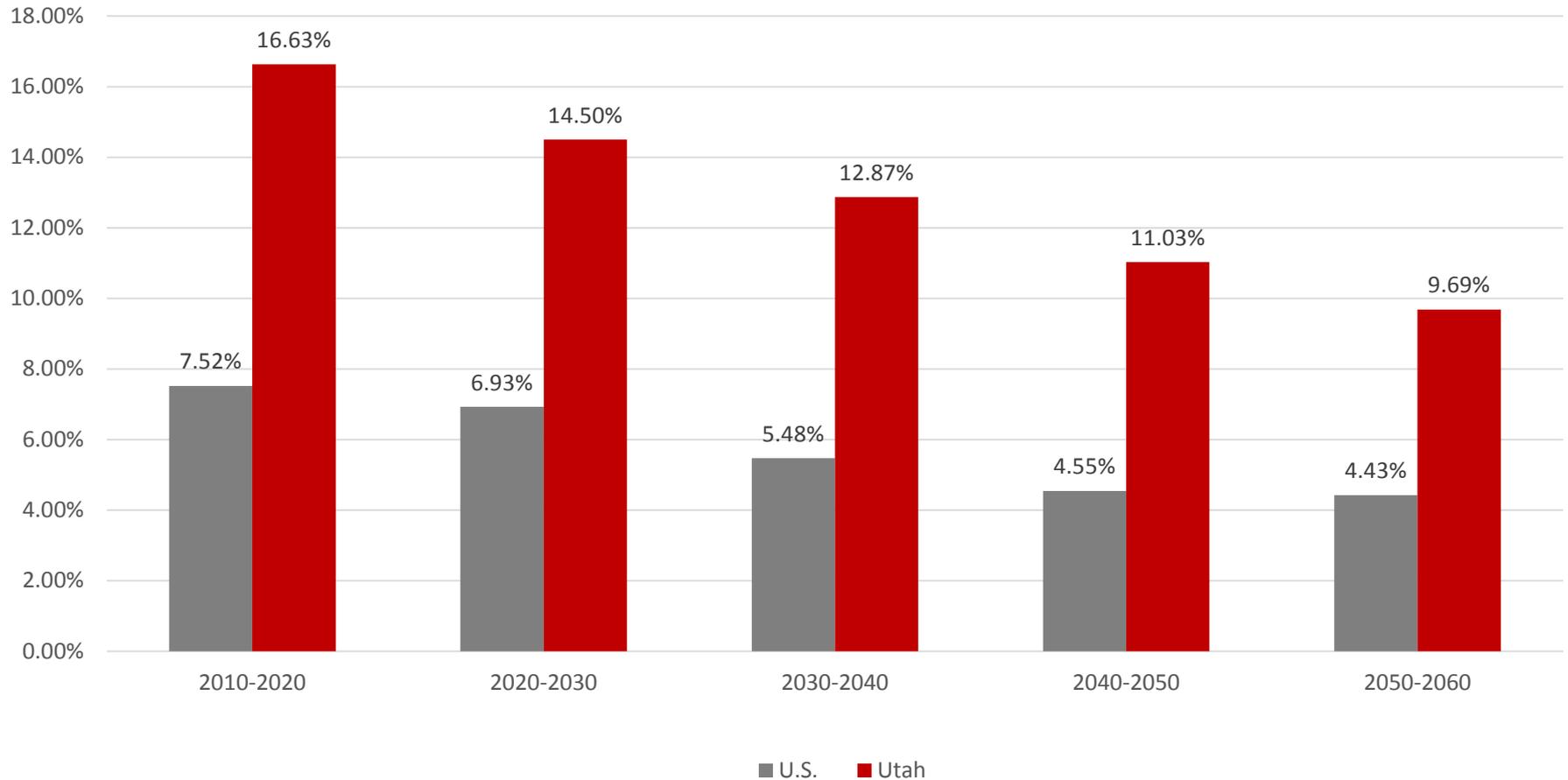
Sources: Kem C. Gardner Policy Institute 2015-2065 State and County Projections; DemographyUTAH 2016 Population Estimates

Utah Population & Growth Projections by Decade: 2015-2065



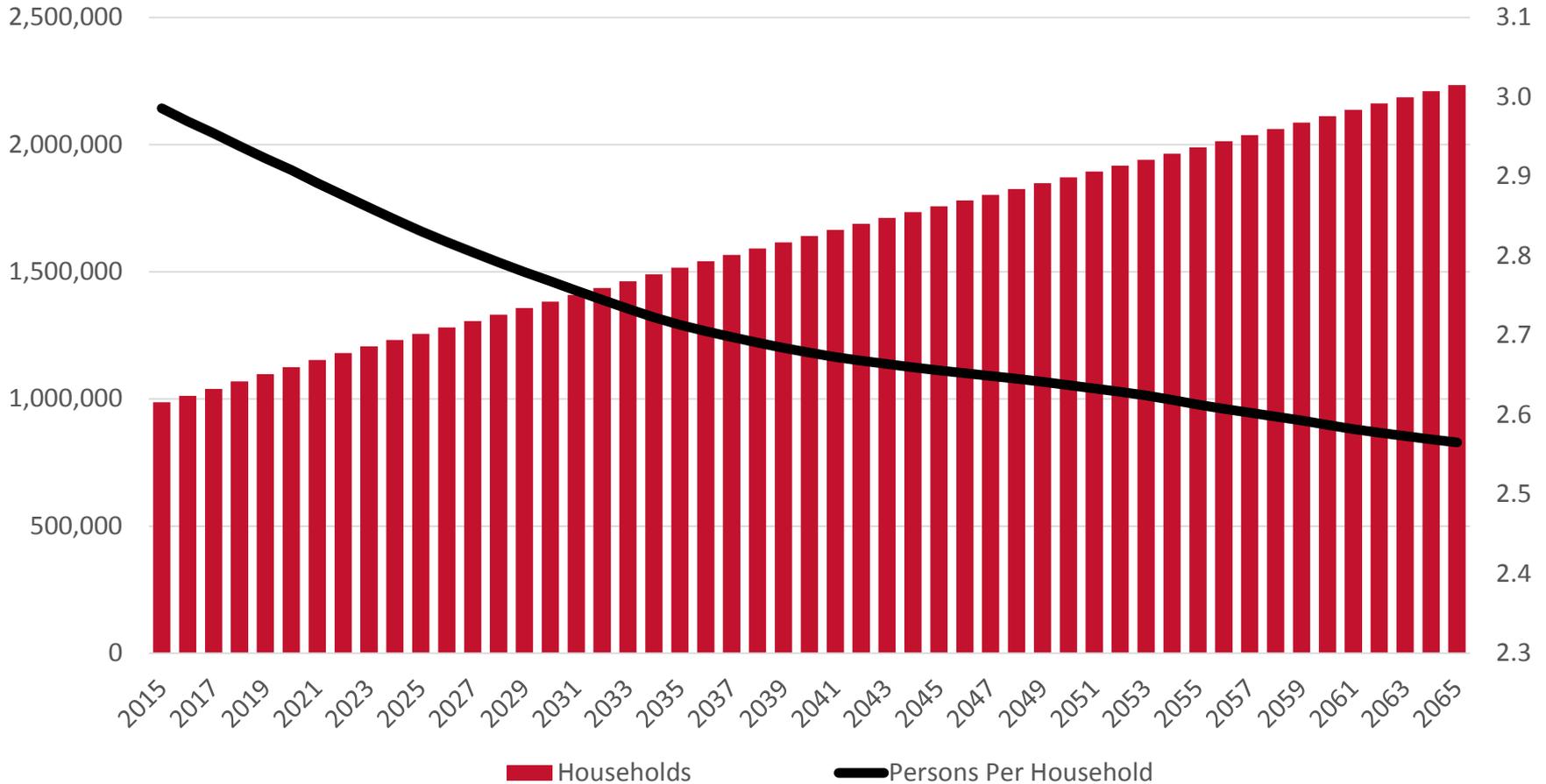
Sources: Kem C. Gardner Policy Institute 2015-2065 State and County Projections; DemographyUTAH 2016 Population Estimates

Projected Percent Growth by Decade: Utah and the United States



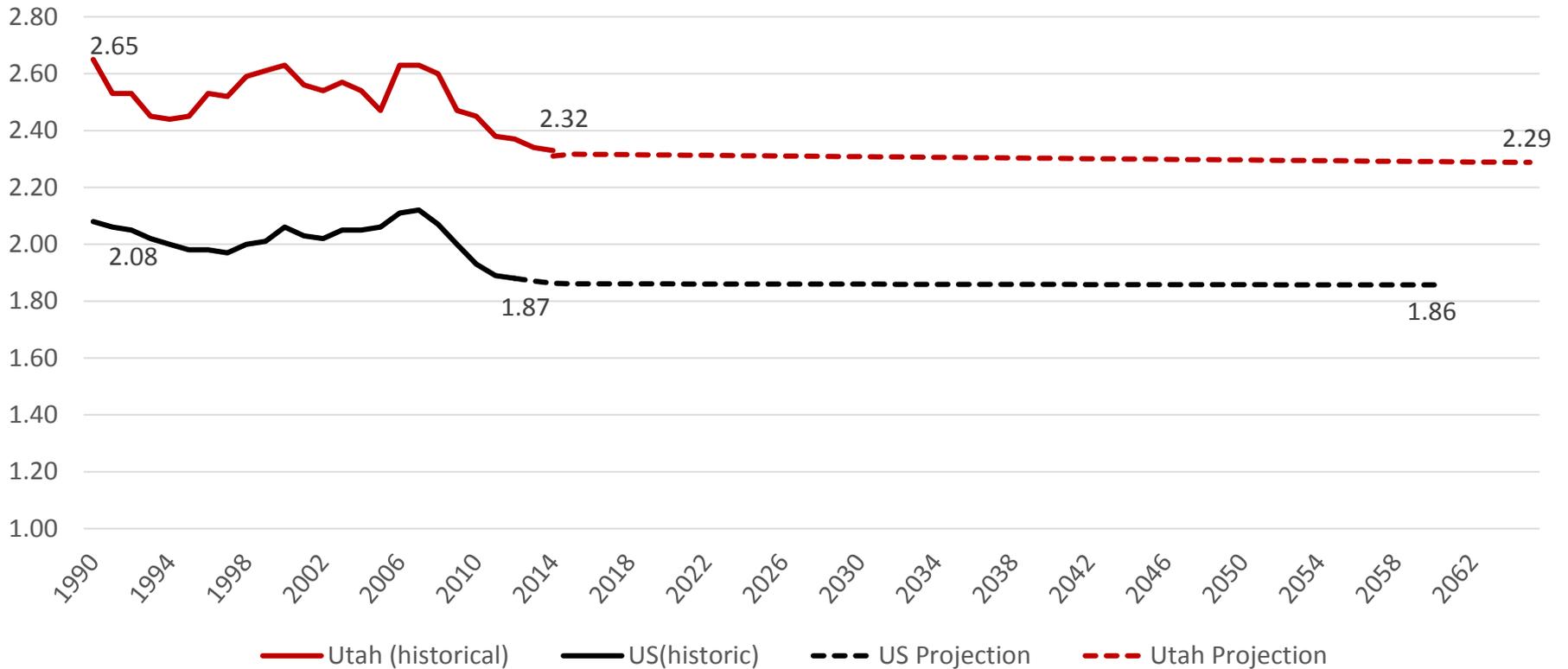
Sources: Census Bureau 2014-2060 National Projections; Kem C. Gardner Policy Institute 2015-2065 State and County Projections

Total Households and Size: 2015-2065



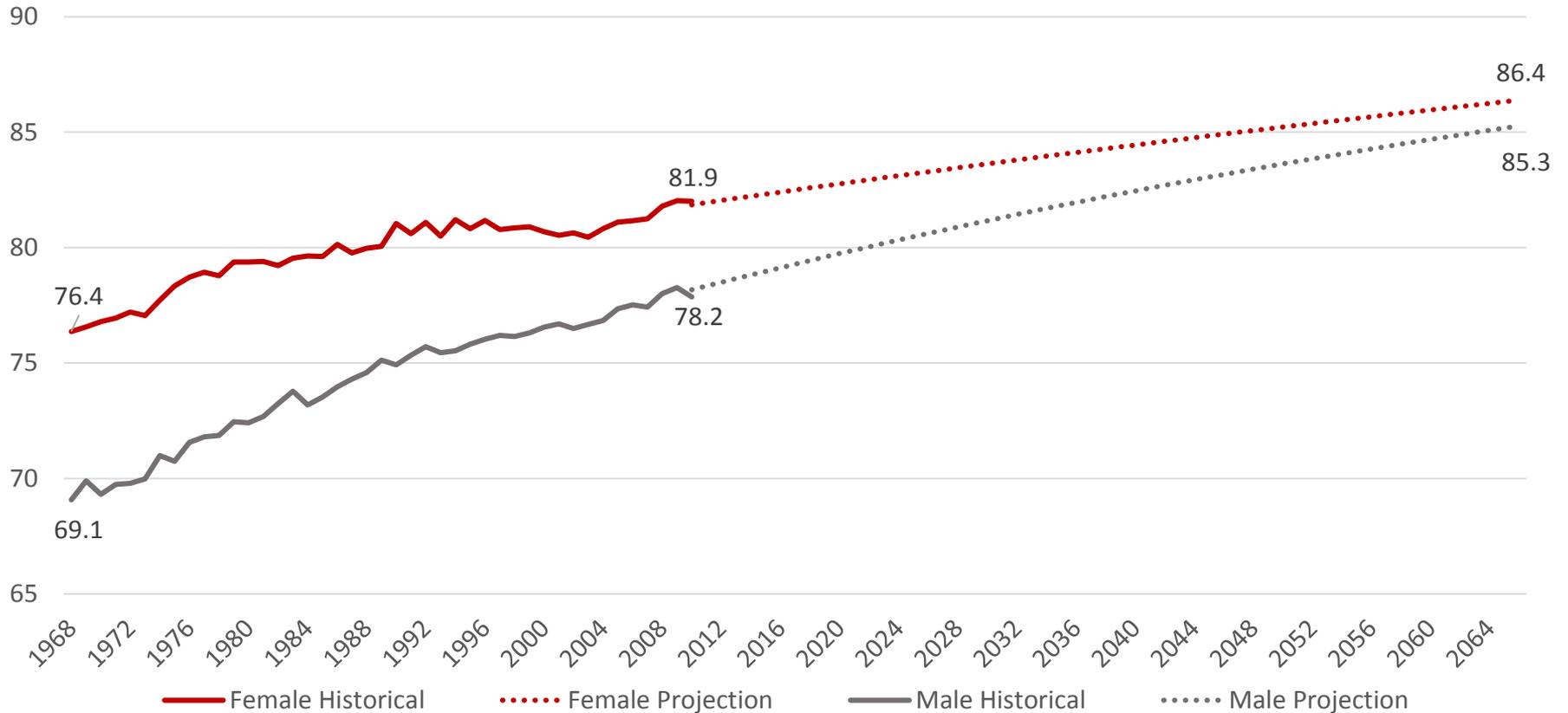
Sources: Kem C. Gardner Policy Institute 2015-2065 State and County Projections

Historical & Projected Total Fertility Rates: Utah vs United States



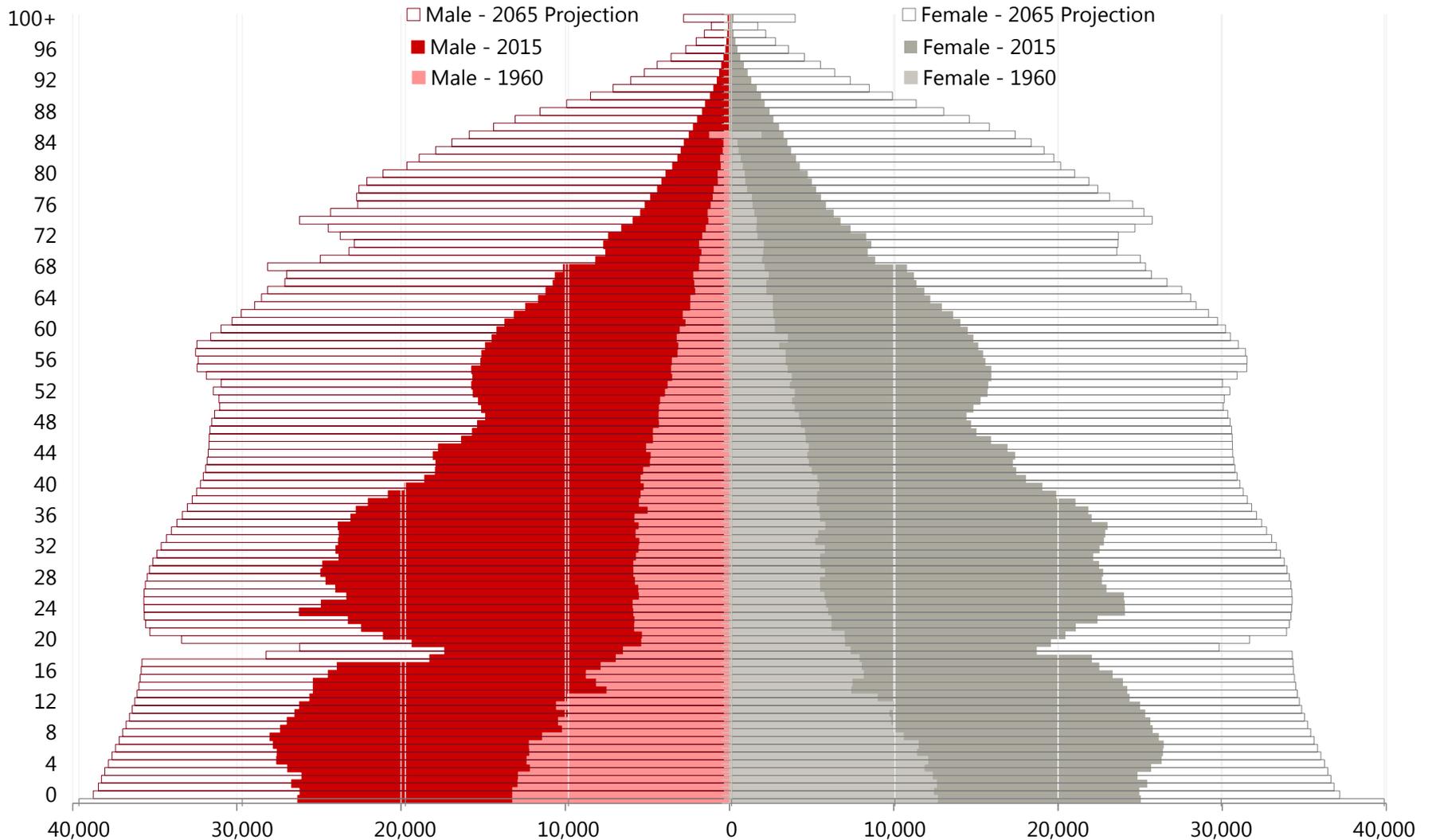
Sources: Census Bureau 2014-2060 National Projections; Kem C. Gardner Policy Institute 2015-2065 State Projections; Utah Department of Health

Historical & Projected Utah Life Expectancy: Males and Females

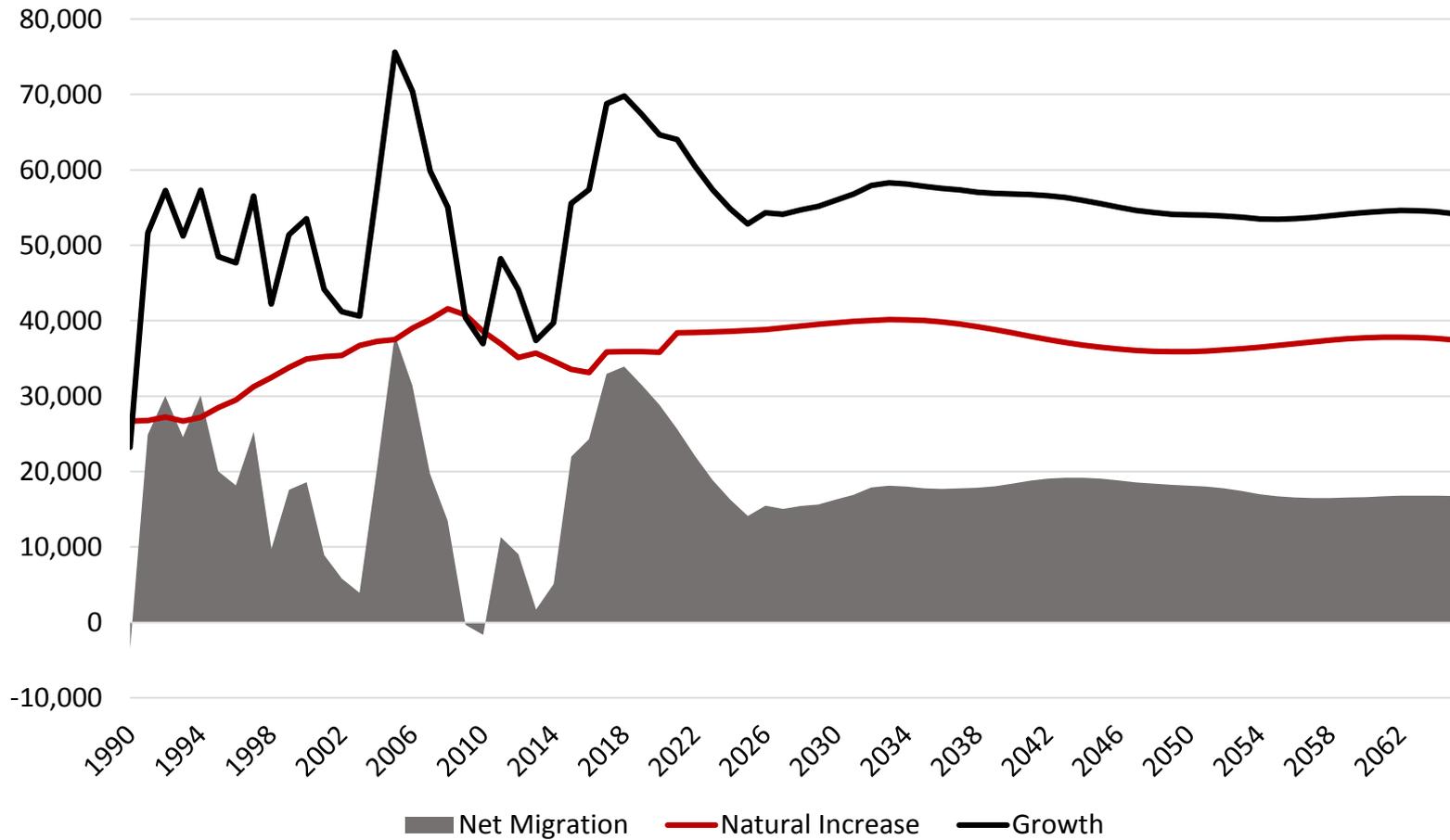


Sources: Kem C. Gardner Policy Institute 2015-2065 State and County Projections; Utah Department of Health

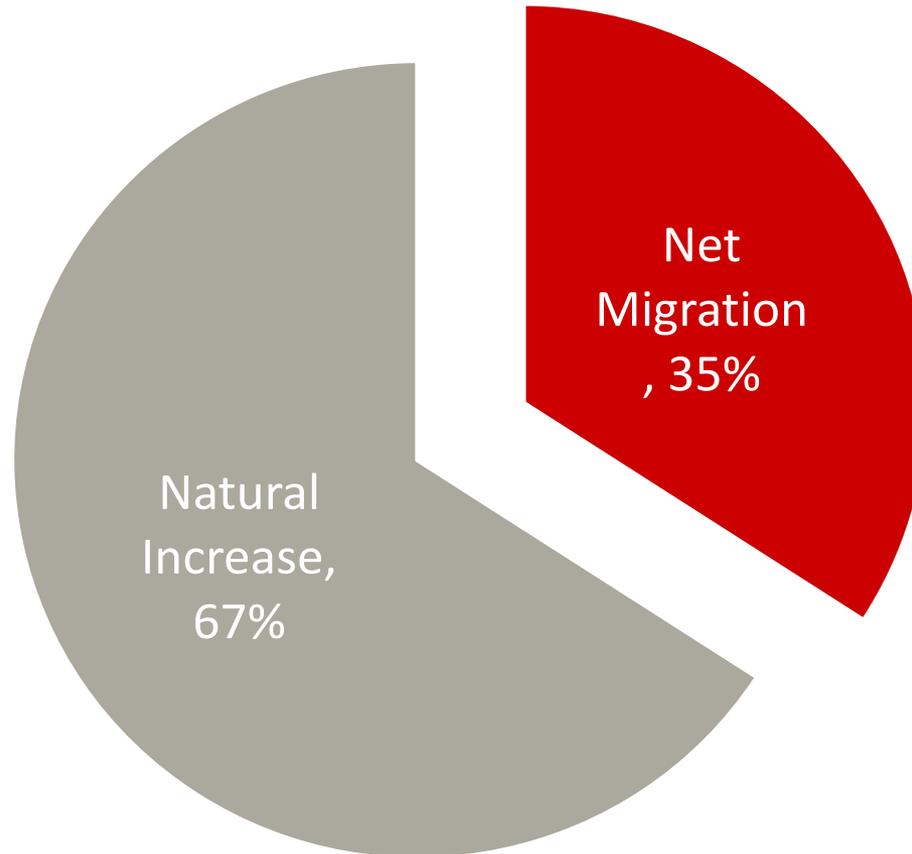
Utah Population Pyramid: 1960, 2015, & 2065



State of Utah Components of Change: Historical and Projected

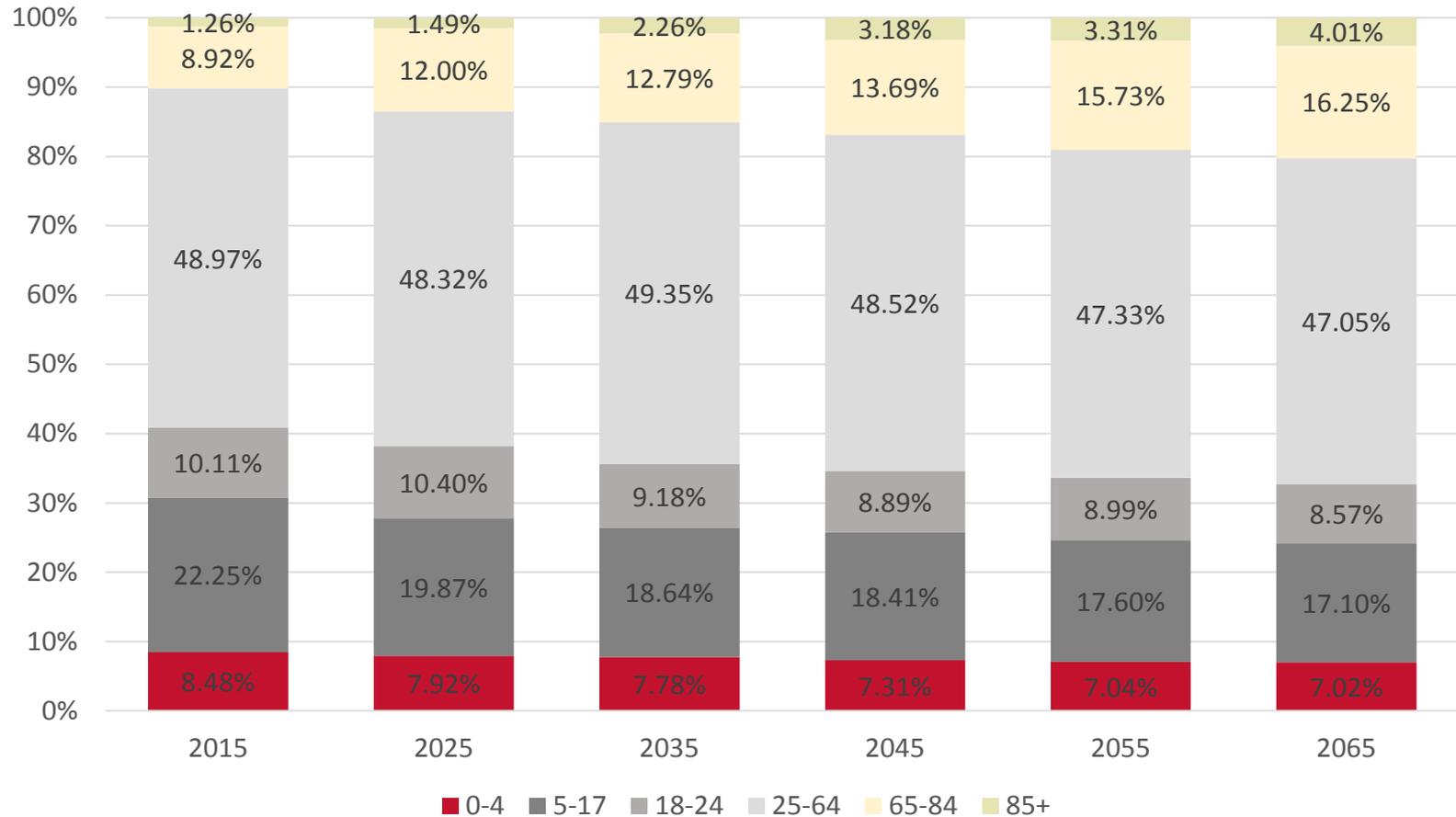


Utah Population Change 2015-2065



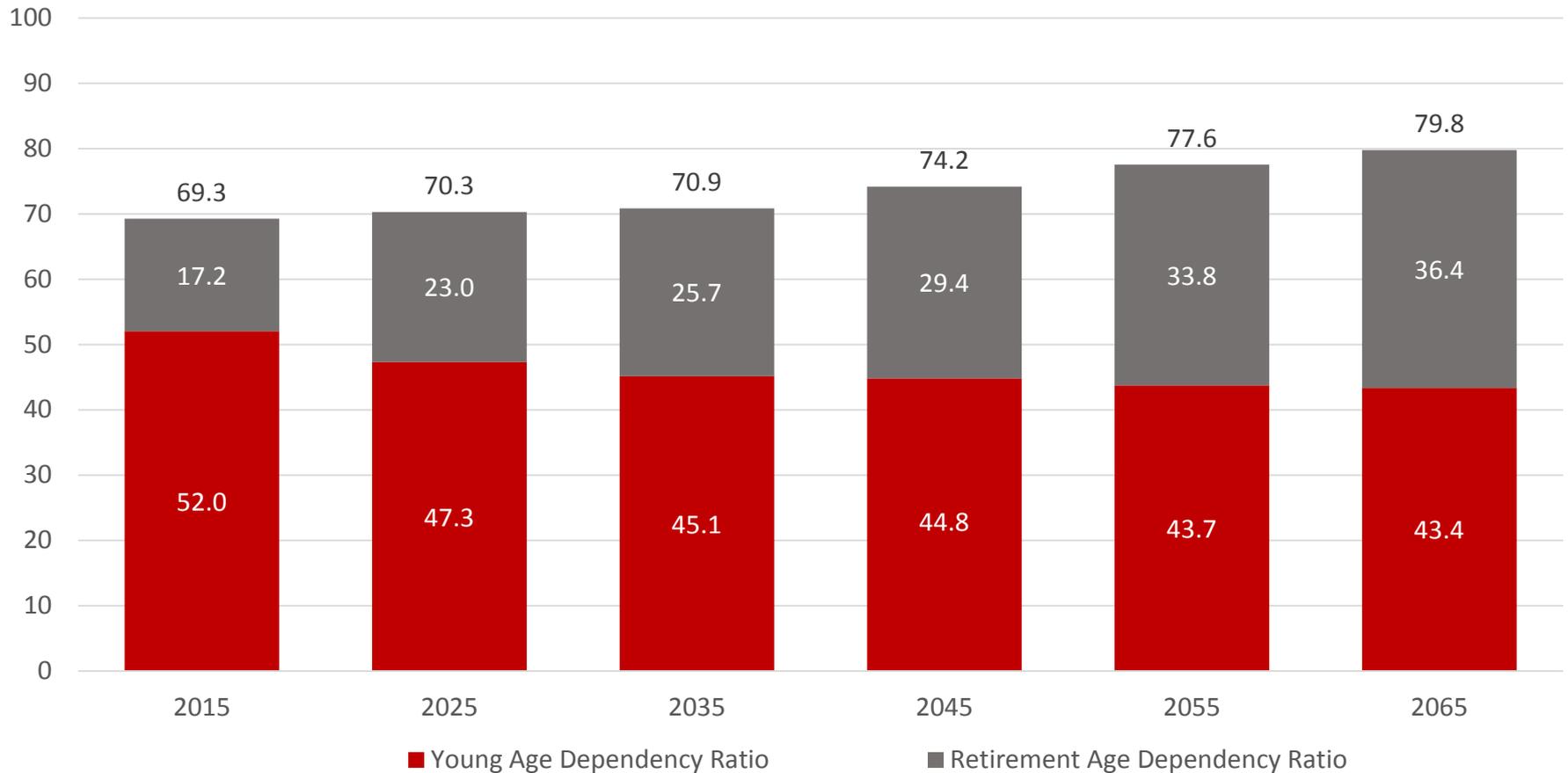
Source: Kem C. Gardner Policy Institute 2015-2065 State and County Projections

Selected Age Groups as a Percent of Total Population: 2015-2065



Source: Kem C. Gardner Policy Institute 2015-2065 State and County Projections

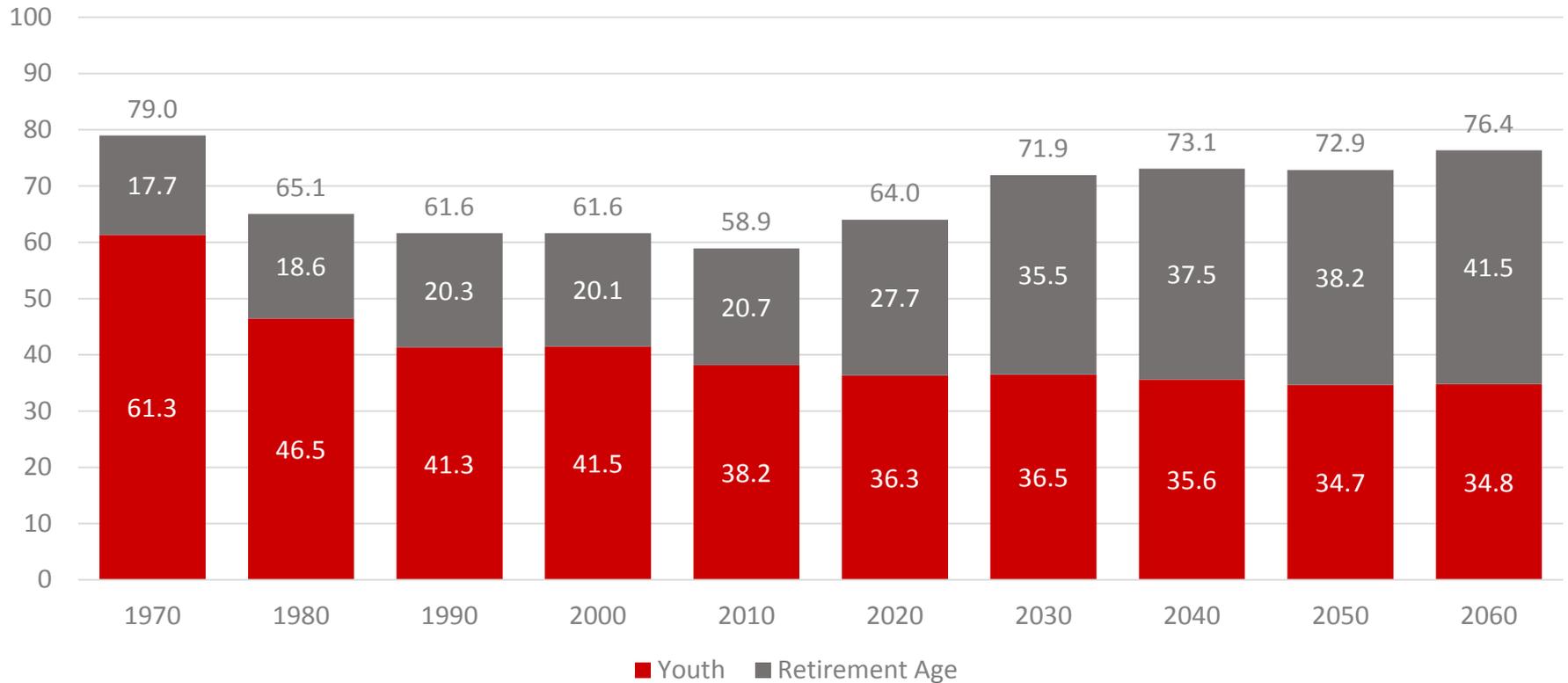
Utah Projected Dependency Ratios: 2015-2065



Source: Kem C. Gardner Policy Institute 2015-2065 State and County Projections

U.S. Dependency Ratios: 1970-2060

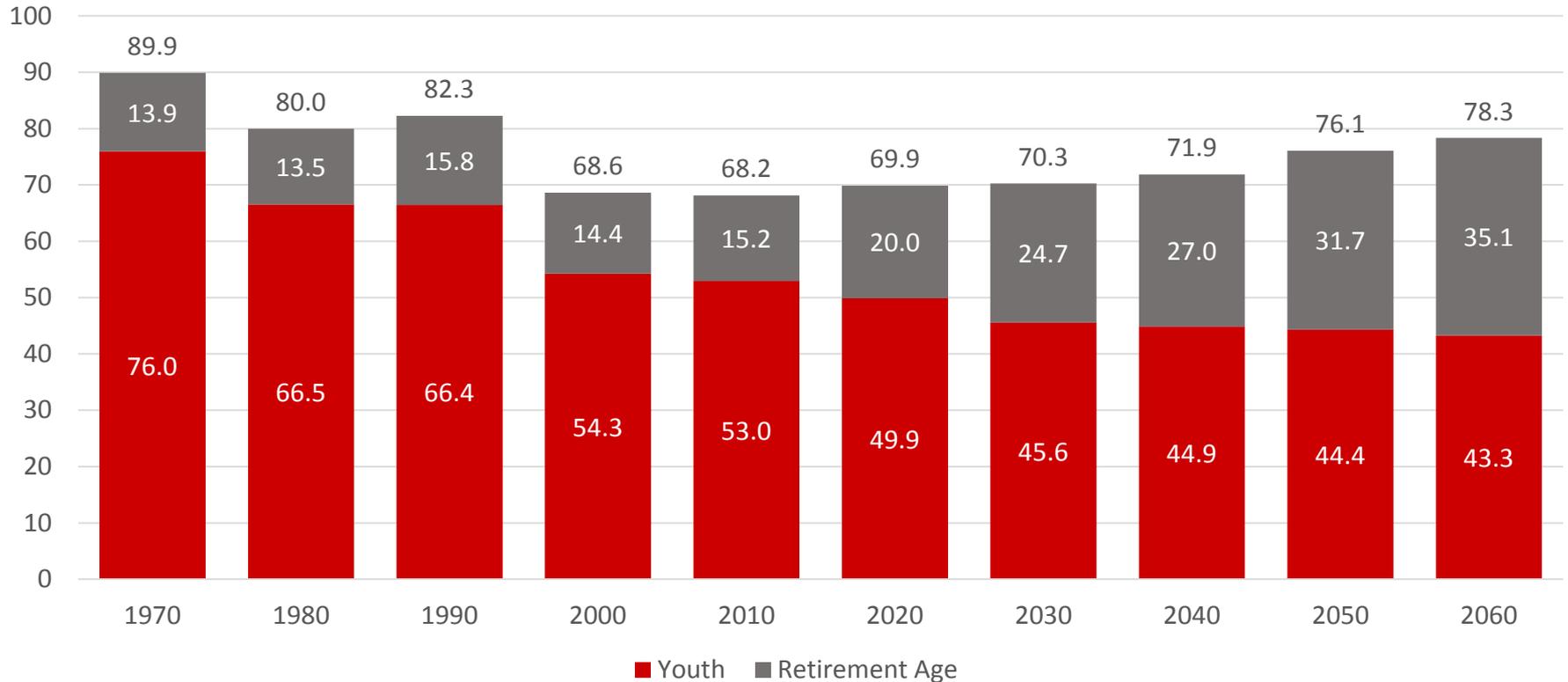
Aging Baby Boomer Drive Increase in Total



Source: Kem C. Gardner Policy Institute analysis of U.S. Census Bureau Decennial Census and Population Division data and Kem C. Gardner Policy Institute
Note: Dependency Ratios are computed as the number of nonworking age persons per 100 working age (18-64 year old) persons in the population. Youth are less than 18 years old and retirement age is 65 years and older.

Utah Dependency Ratios: 1970-2060

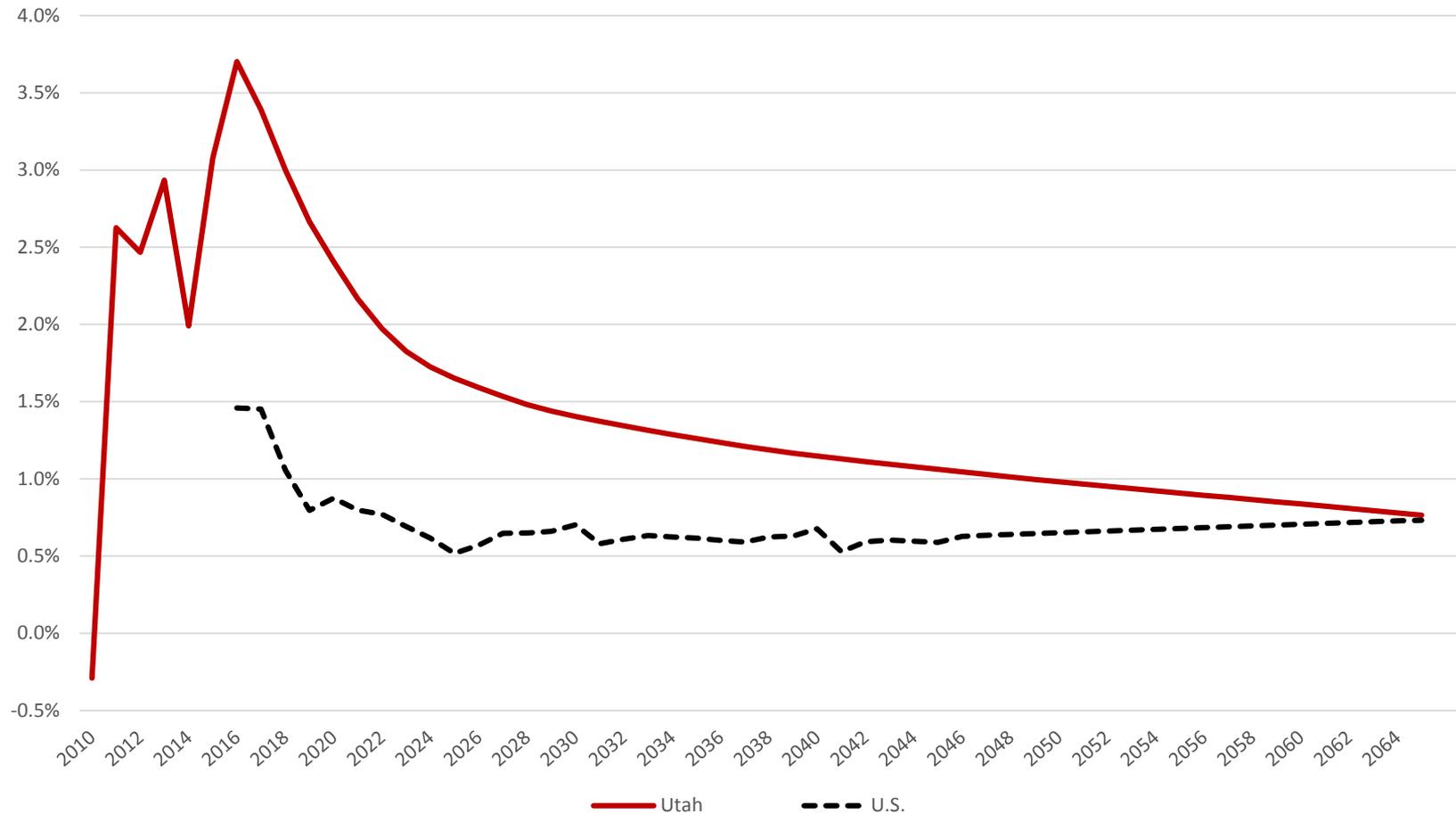
Youth Dependency Ratios Decline and Stabilize



Source: Kem C. Gardner Policy Institute analysis of U.S. Census Bureau Decennial Census data and Kem C. Gardner Policy Institute

Note: Dependency Ratios are computed as the number of nonworking age persons per 100 working age (18-64 year old) persons in the population. Youth are less than 18 years old and retirement age is 65 years and older.

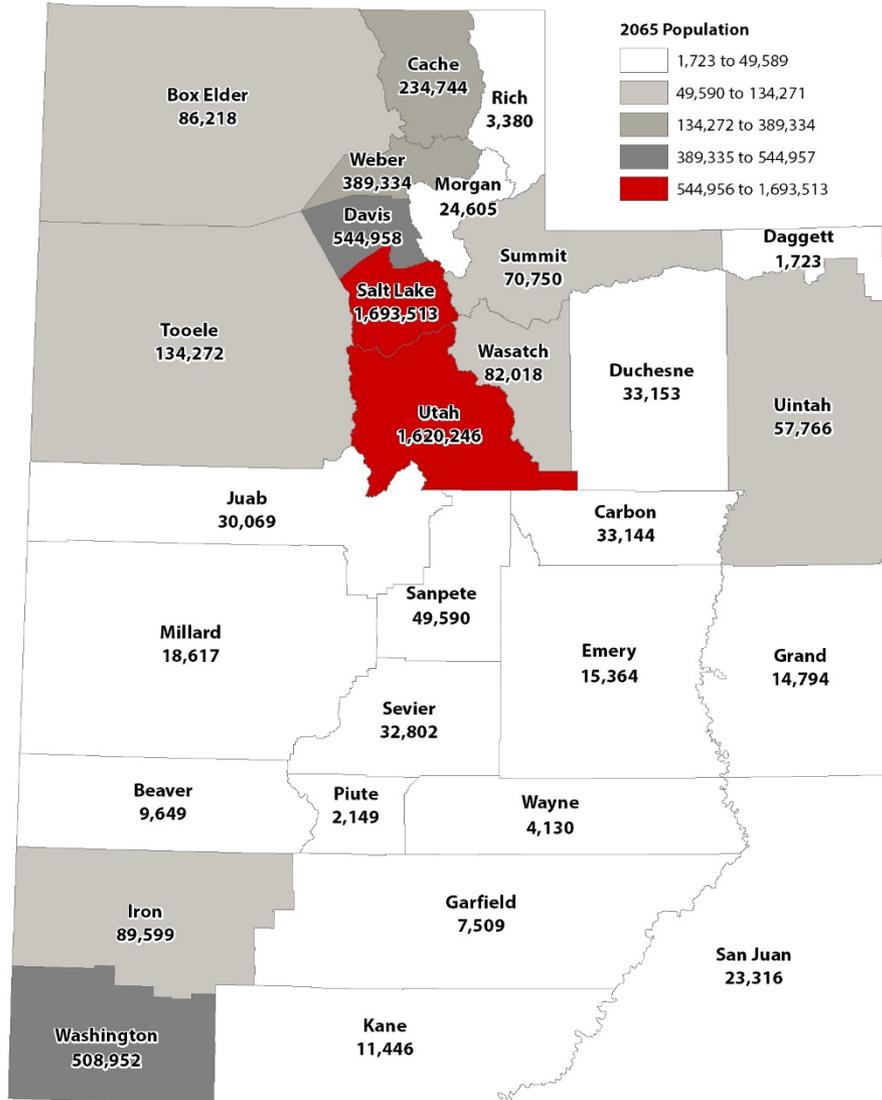
Historical and Projected Total Employment Growth (%): Utah & U.S.



Sources: Kem C. Gardner Policy Institute 2015-2065 State and County Projections; U.S. Bureau of Economic Analysis (BEA) & U.S. Bureau of Labor Statistics (BLS) historical employment data

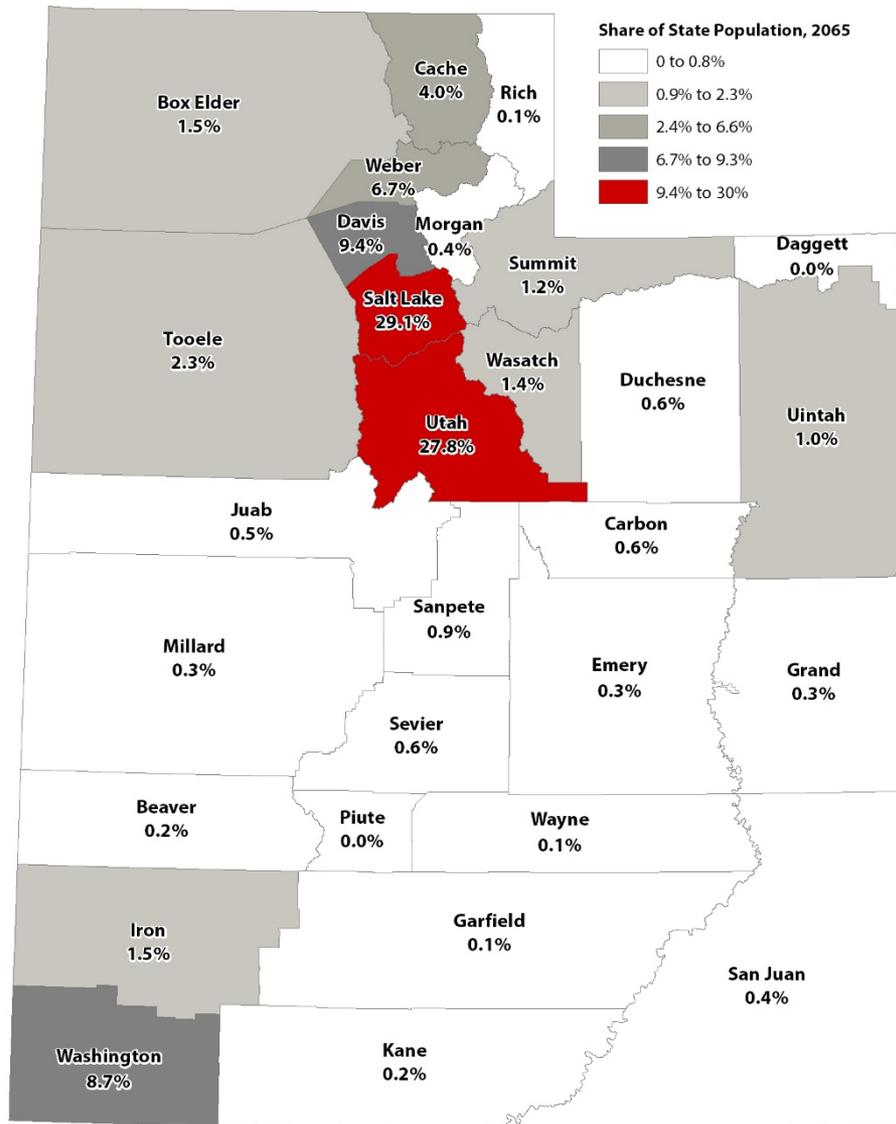
County-Level Results

Total Population by County: 2065



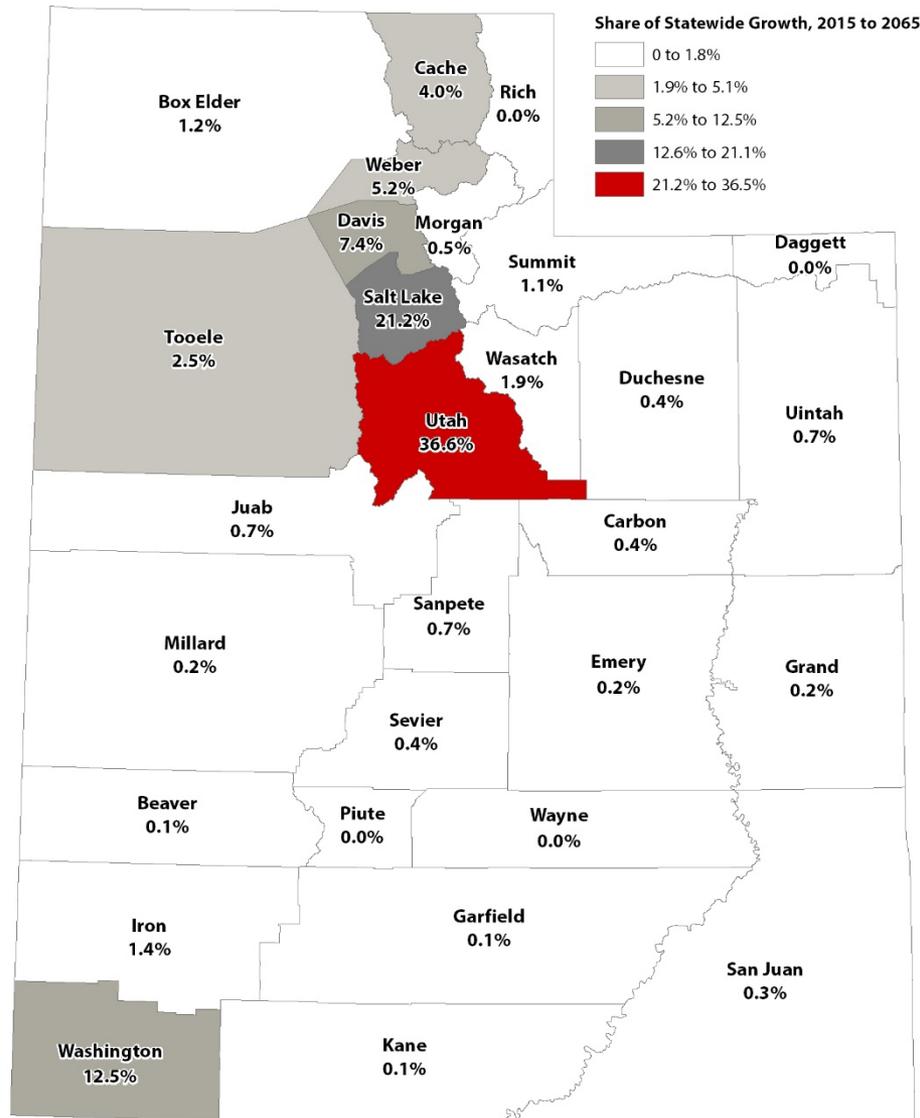
Source: Kem C. Gardner Policy Institute 2015-2065 State and County Projections

County's Share of State Population: 2065

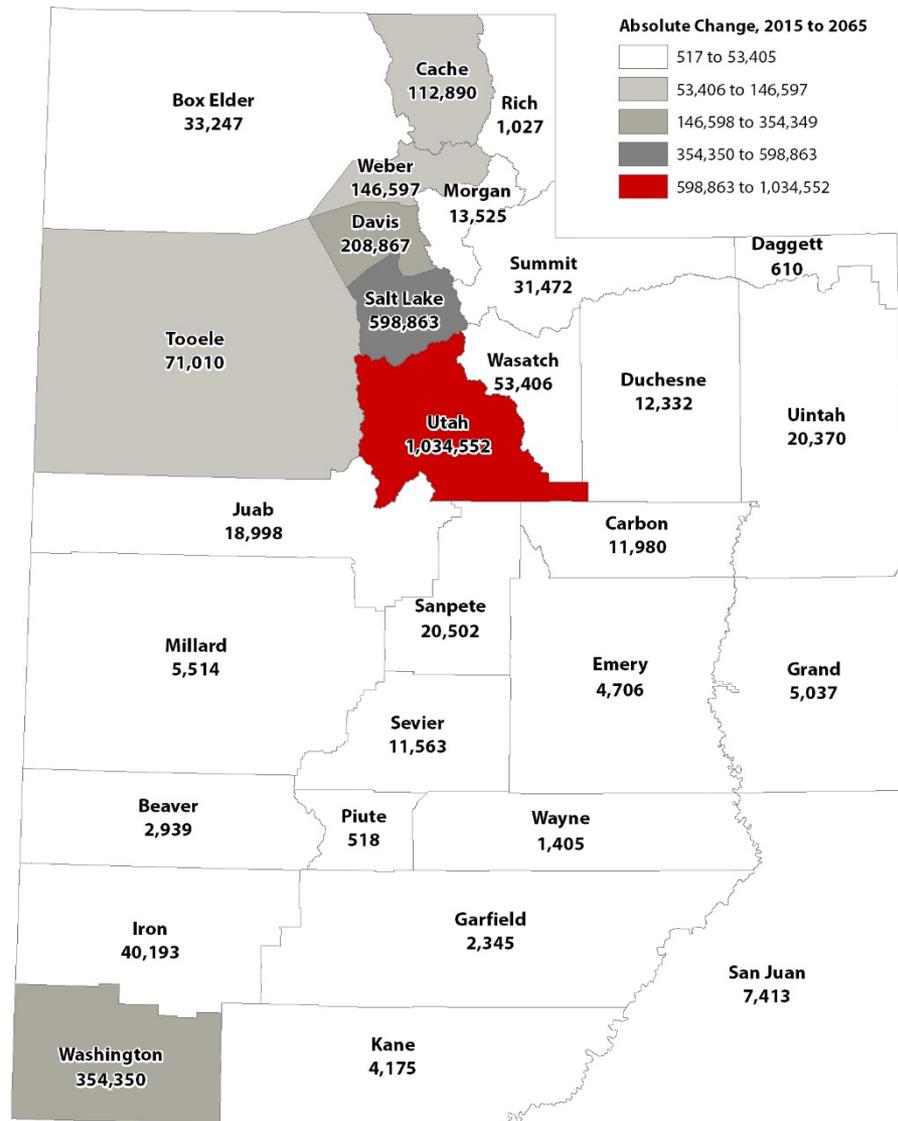


Source: Kem C. Gardner Policy Institute 2015-2065 State and County Projections

County's Share of Total State Growth: 2015-2065

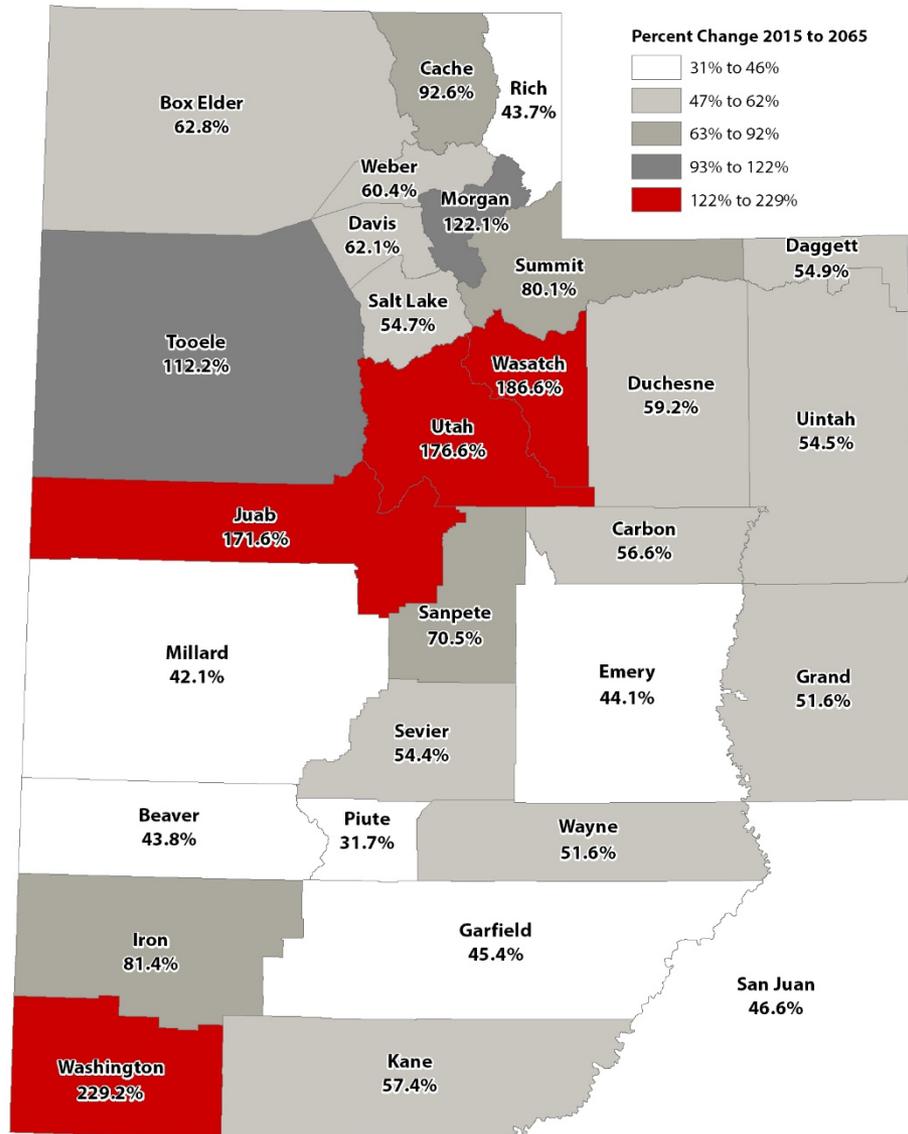


Absolute Population Change by County: 2015-2065



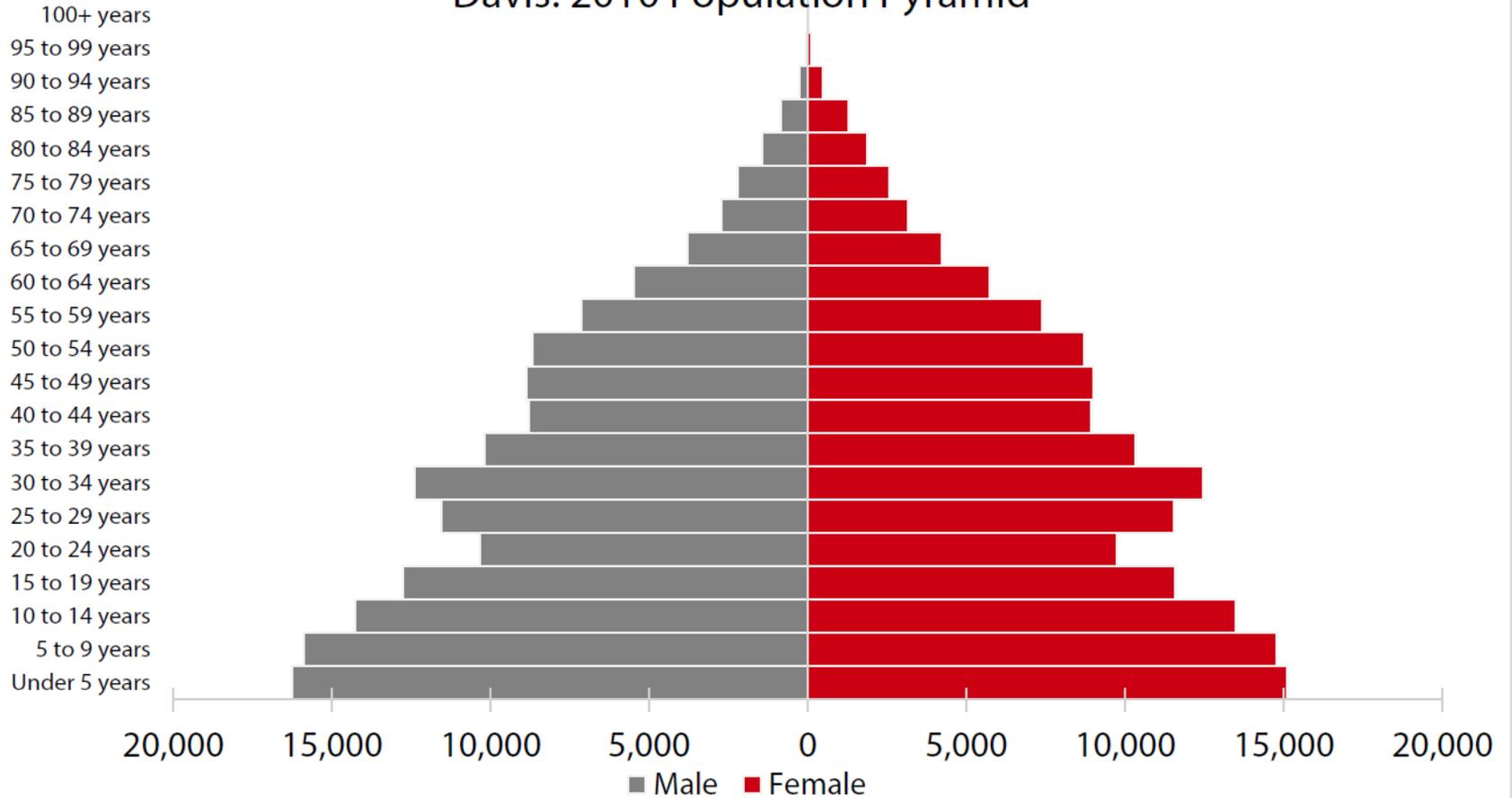
Source: Kem C. Gardner Policy Institute 2015-2065 State and County Projections

Percent Population Change by County: 2015-2065

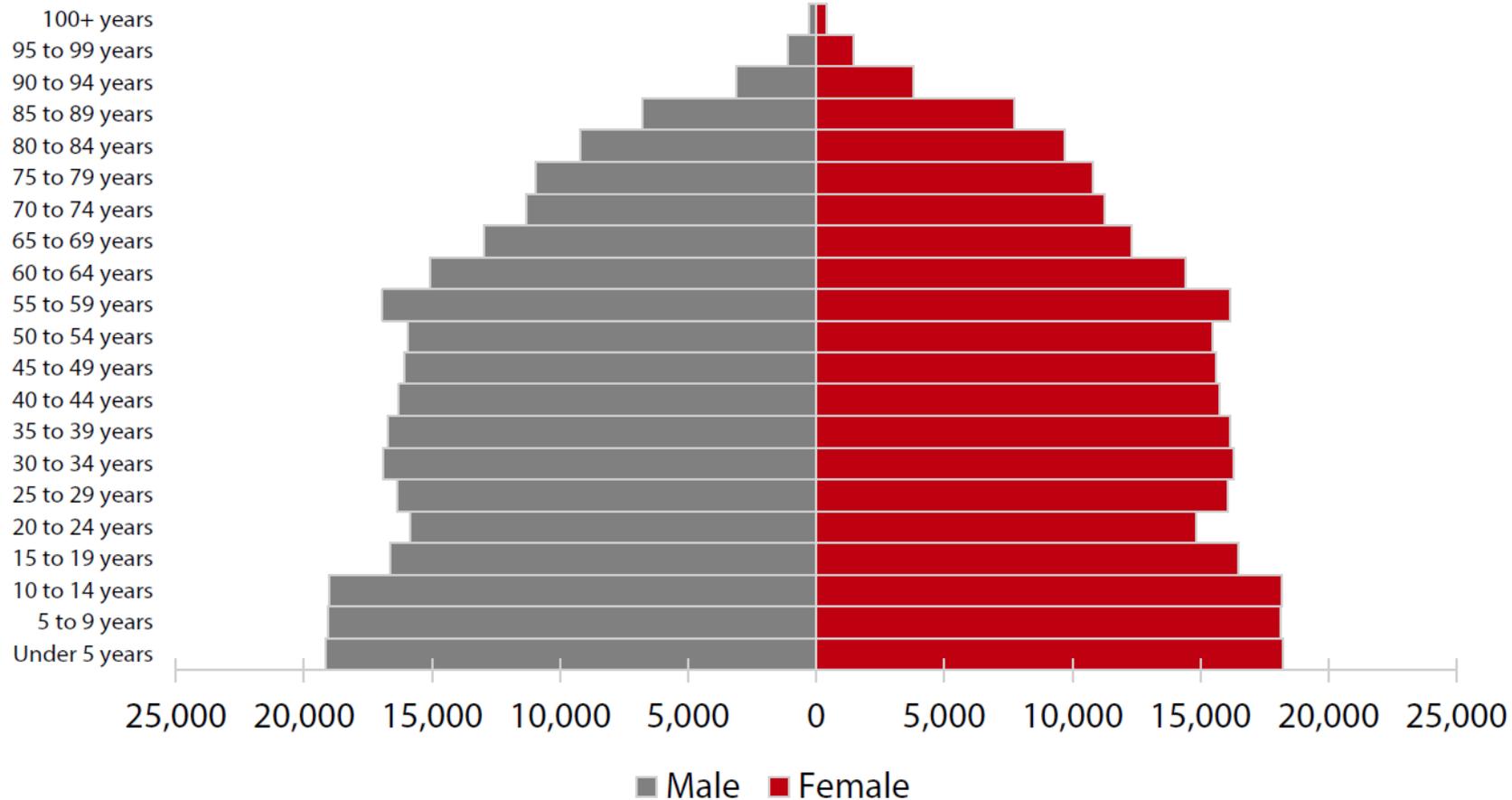


Source: Kem C. Gardner Policy Institute 2015-2065 State and County Projections

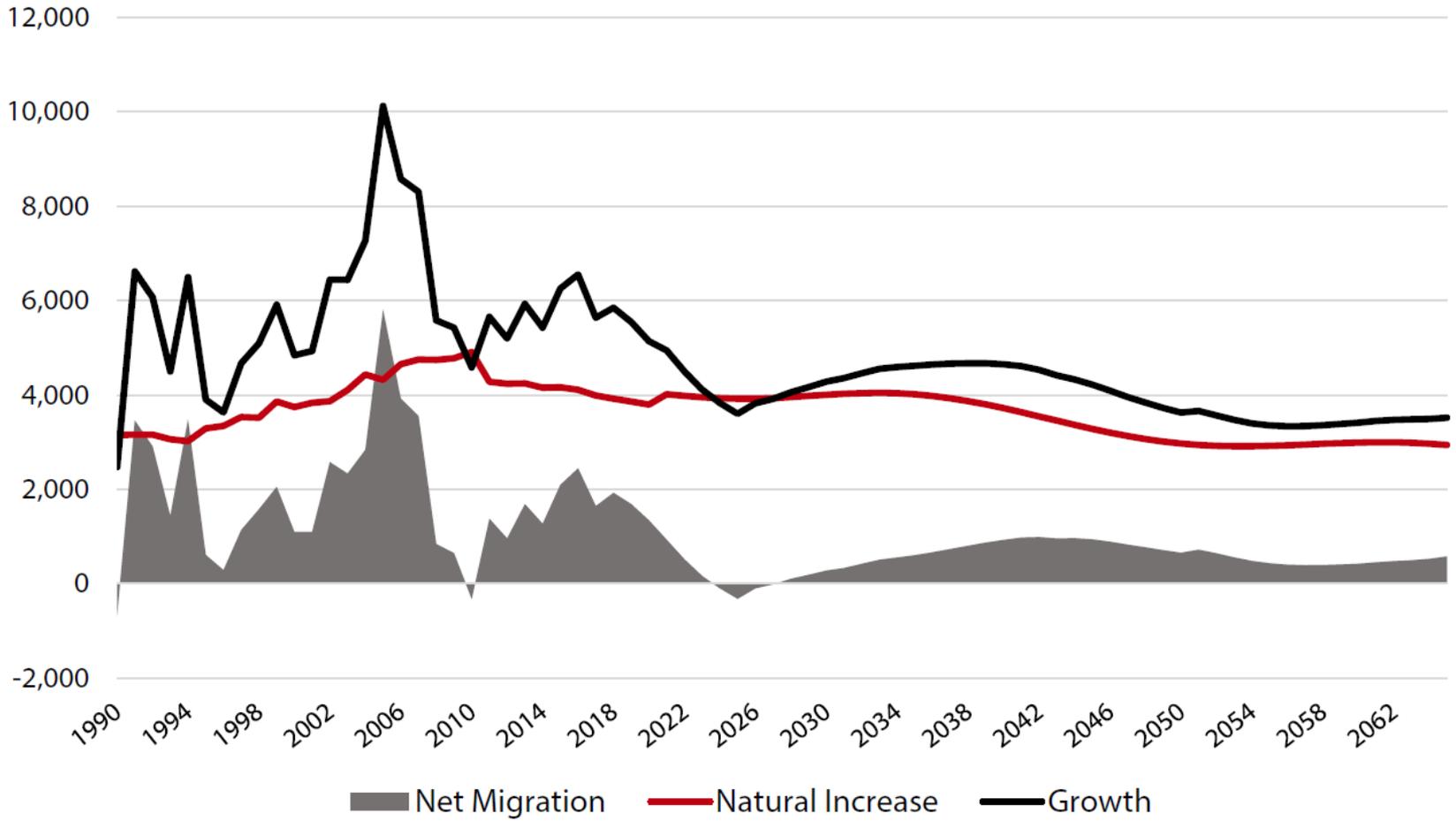
Davis: 2010 Population Pyramid



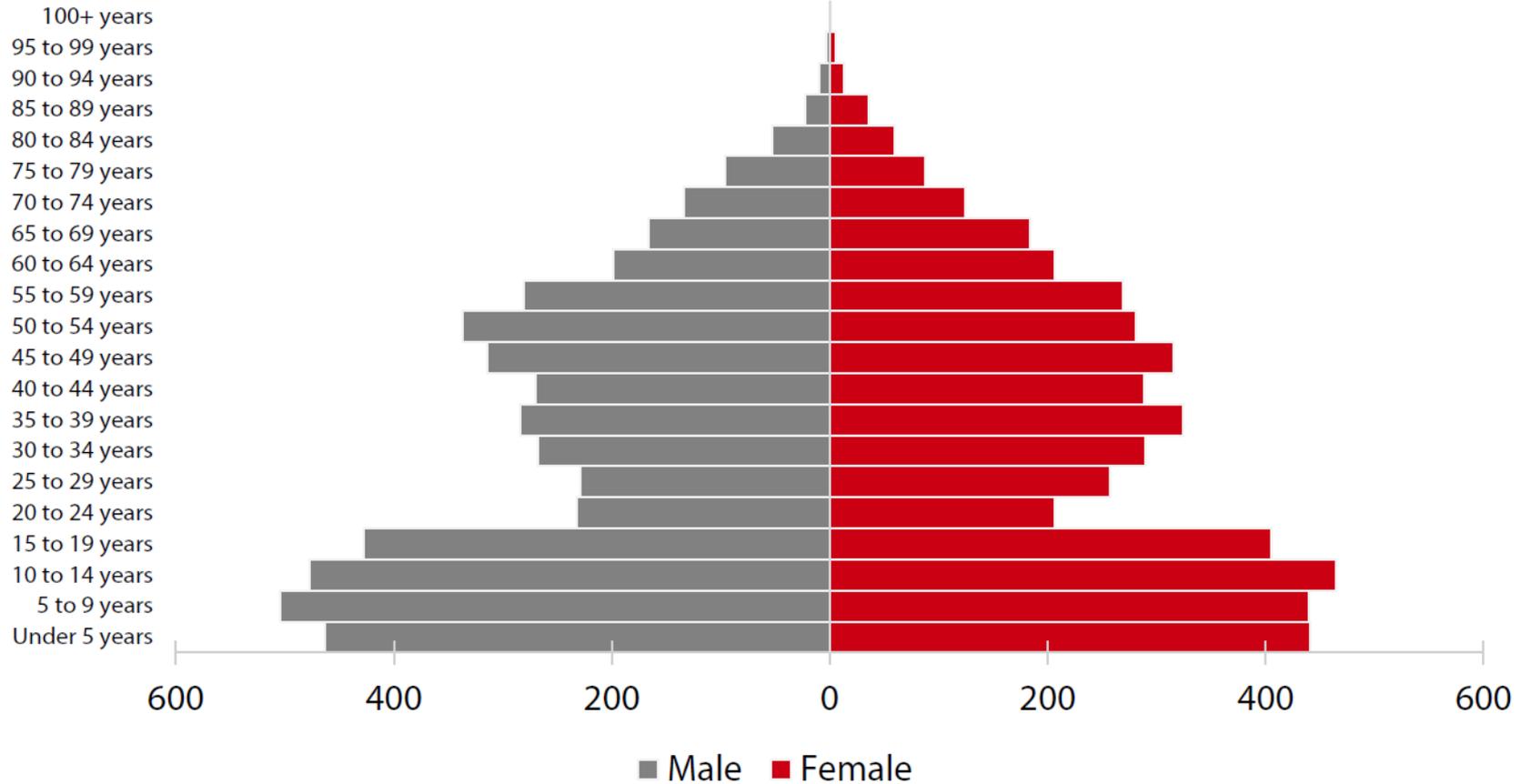
Davis: 2065 Population Pyramid



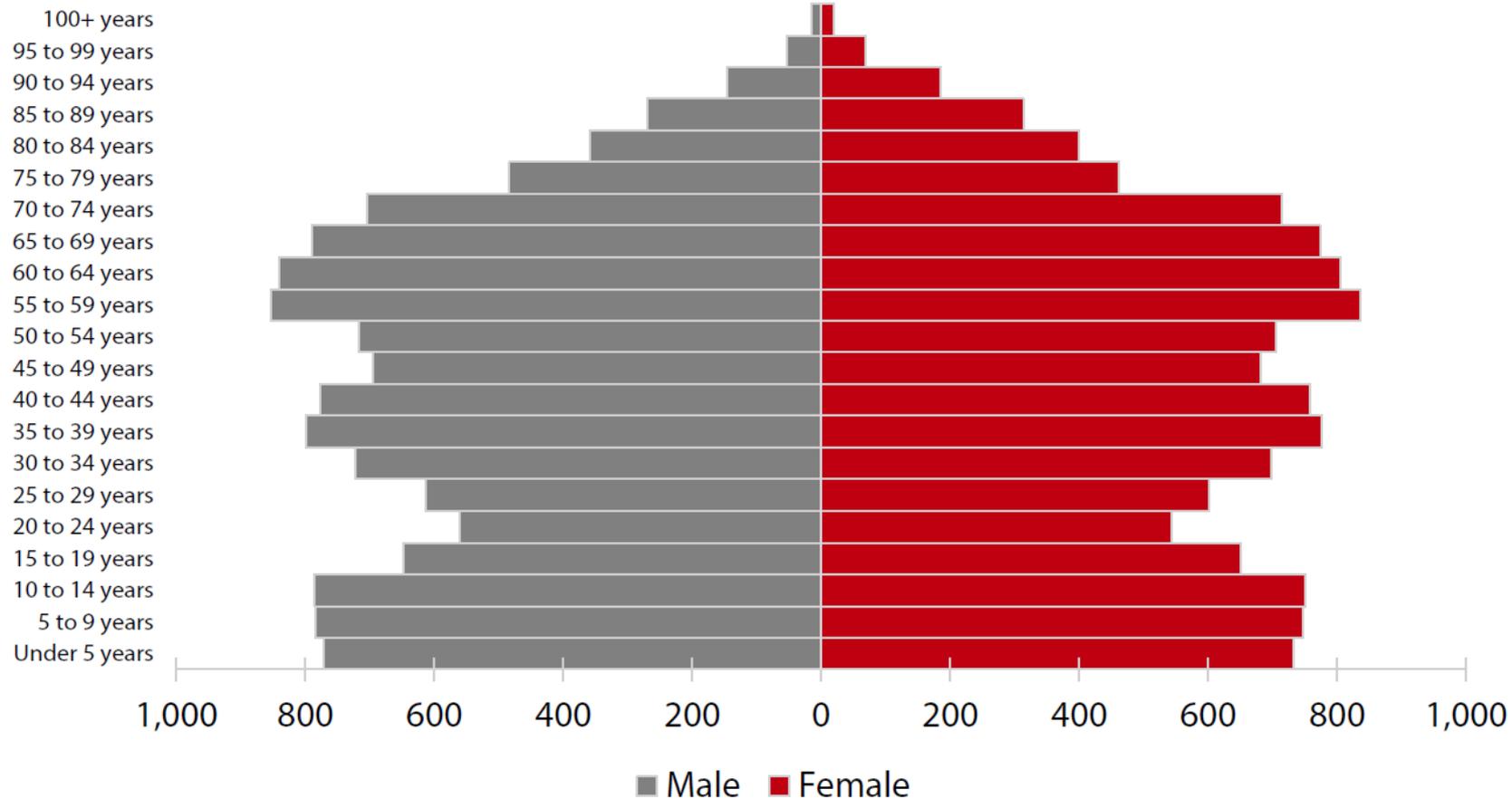
Davis: Components of Change



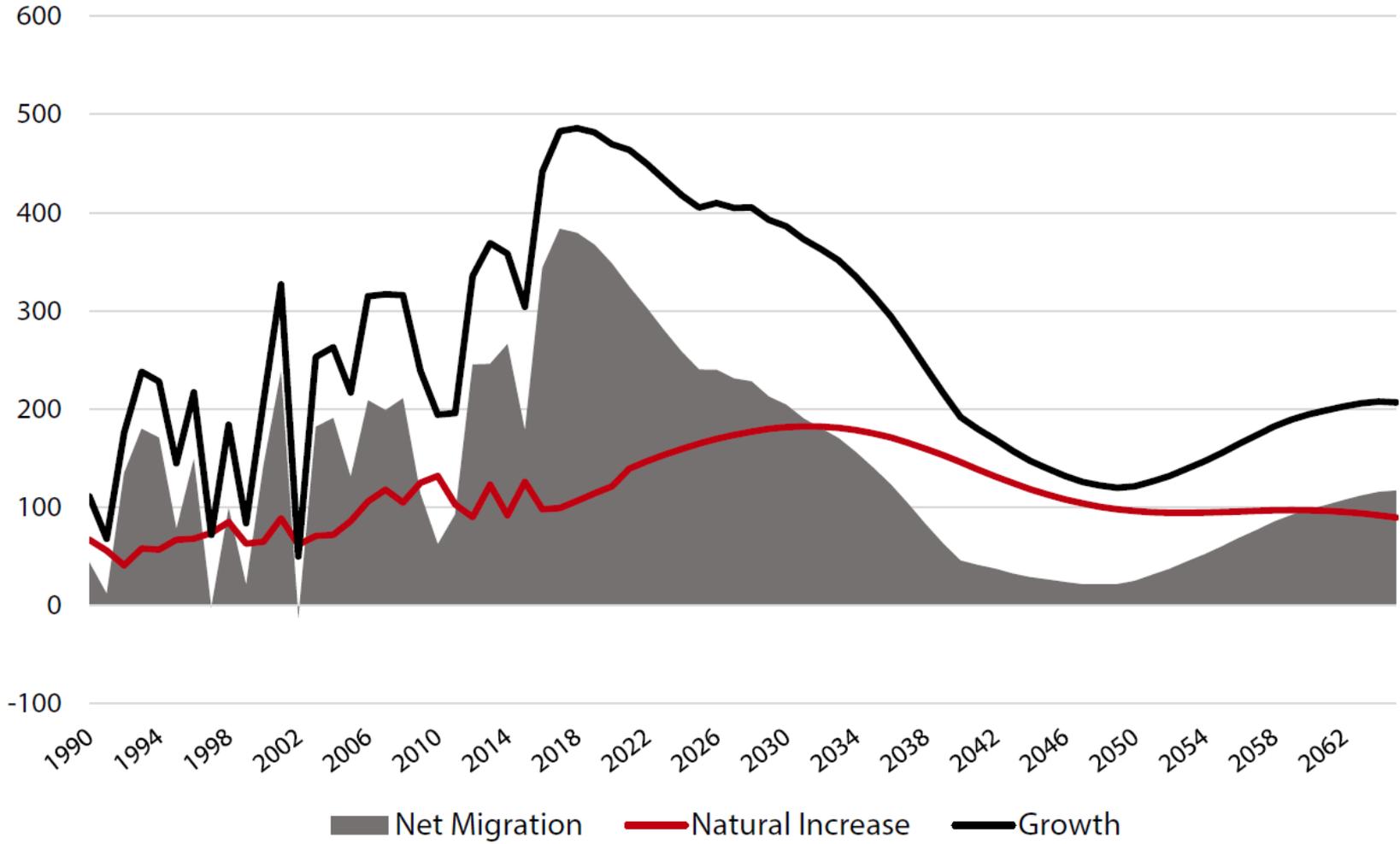
Morgan: 2010 Population Pyramid



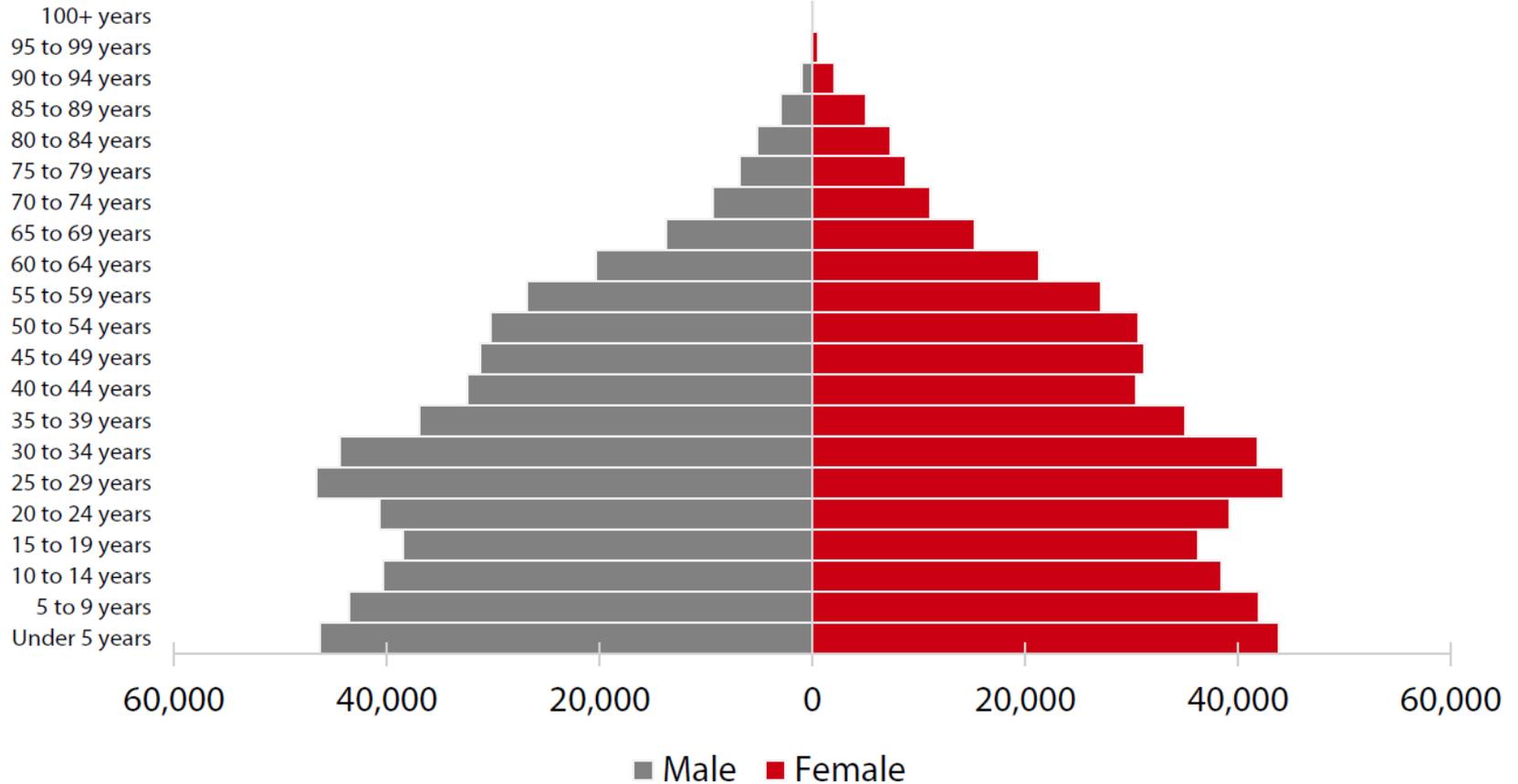
Morgan: 2065 Population Pyramid



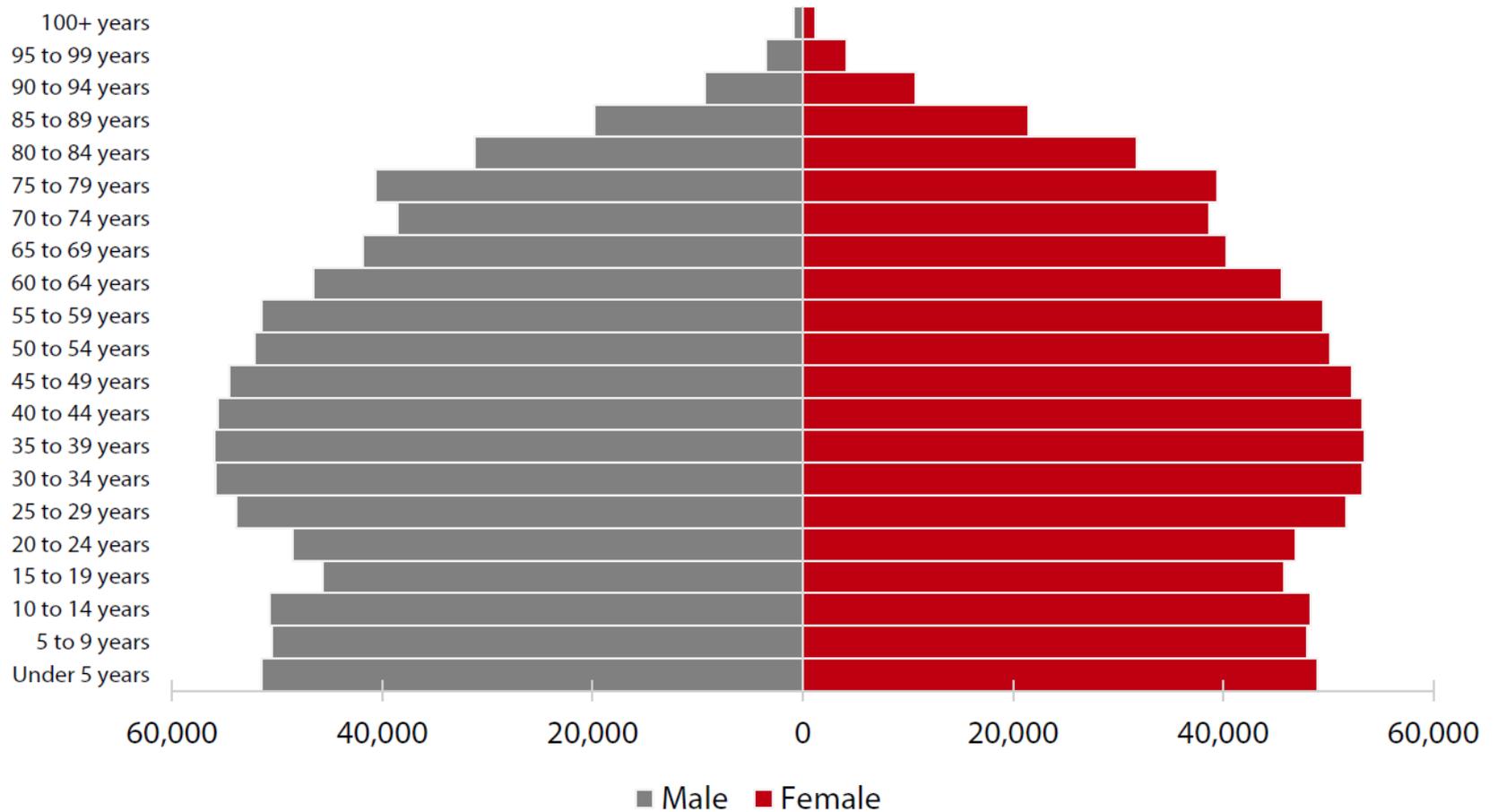
Morgan: Components of Change



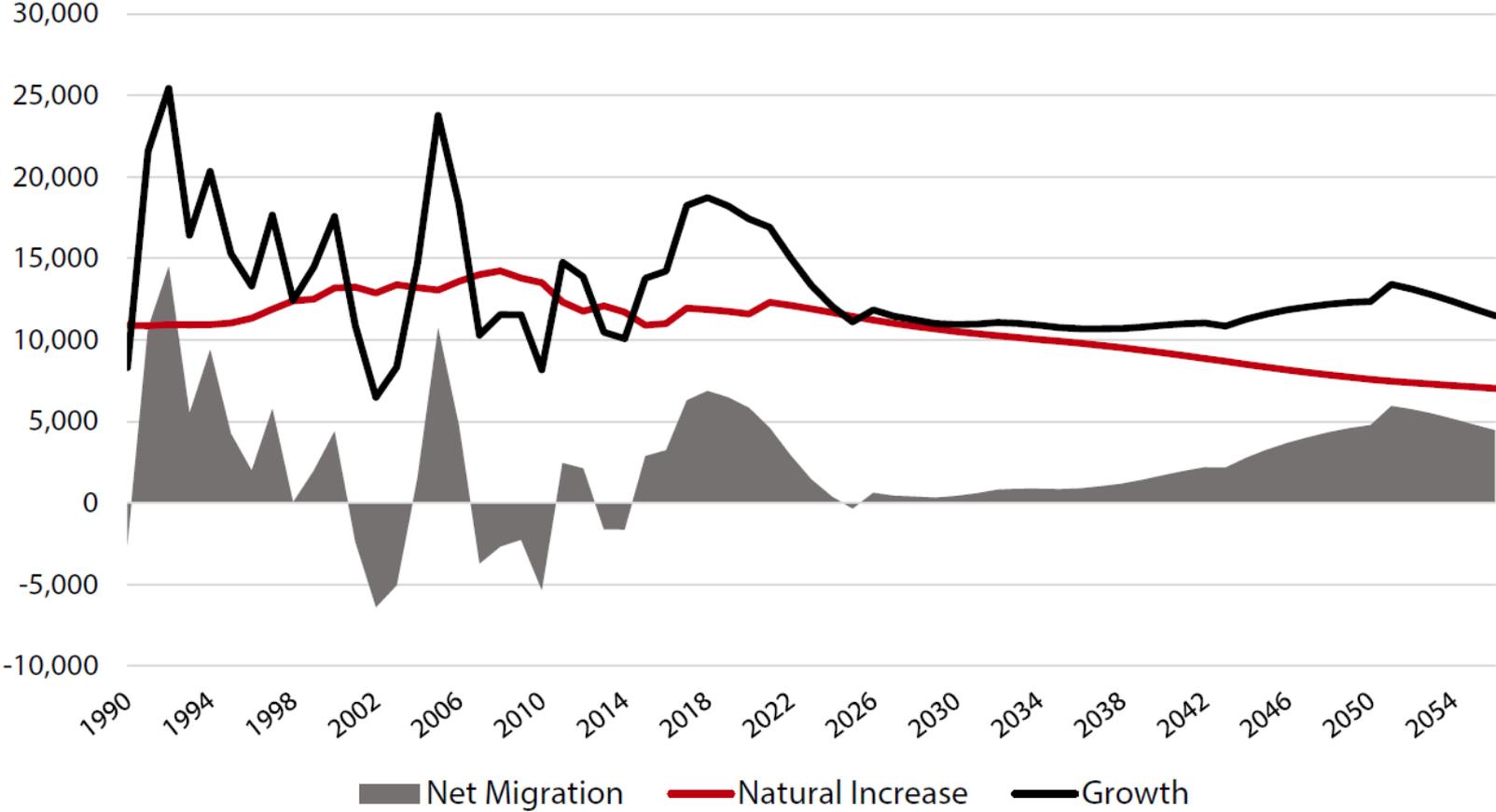
Salt Lake: 2010 Population Pyramid



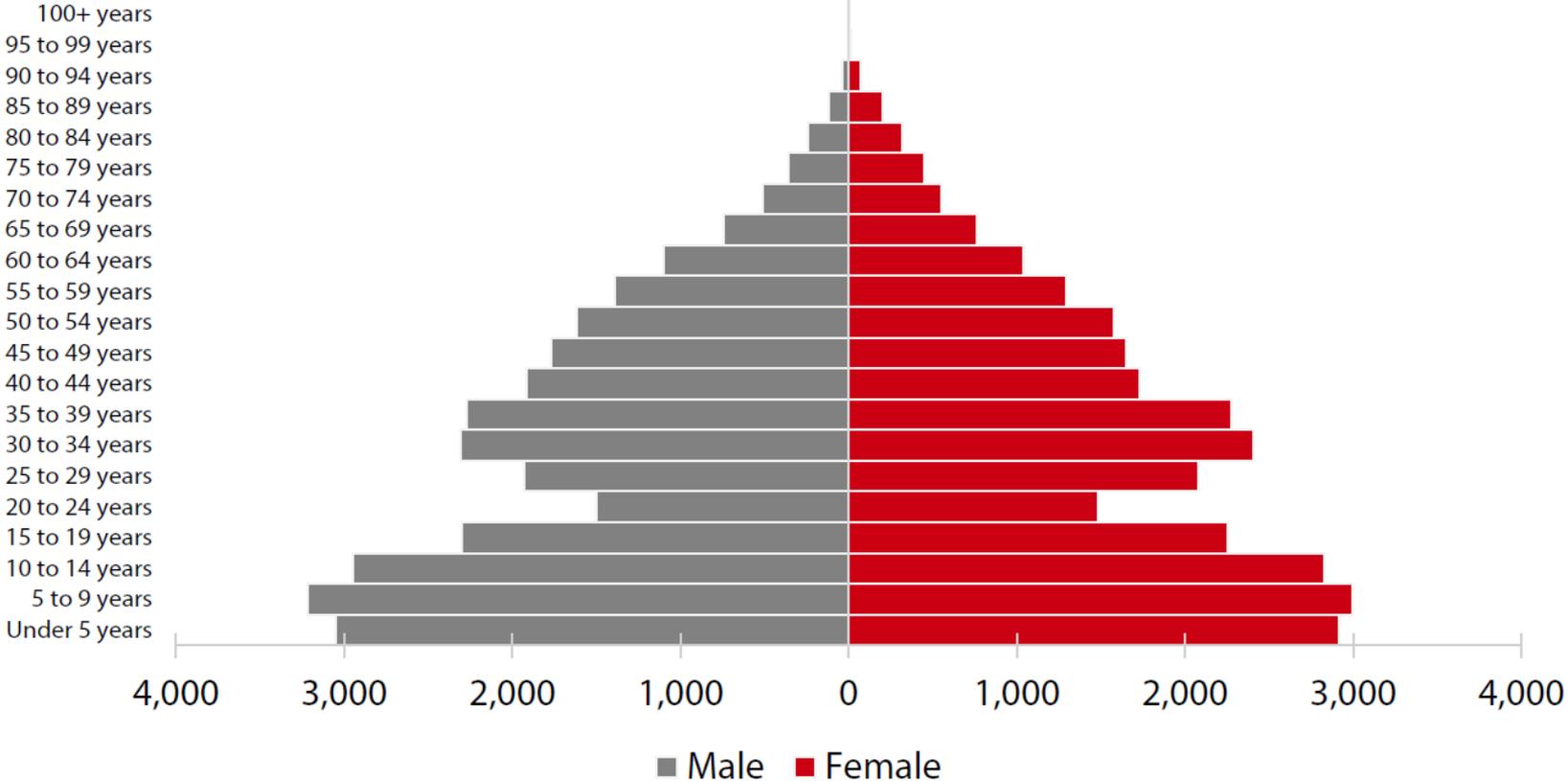
Salt Lake: 2065 Population Pyramid



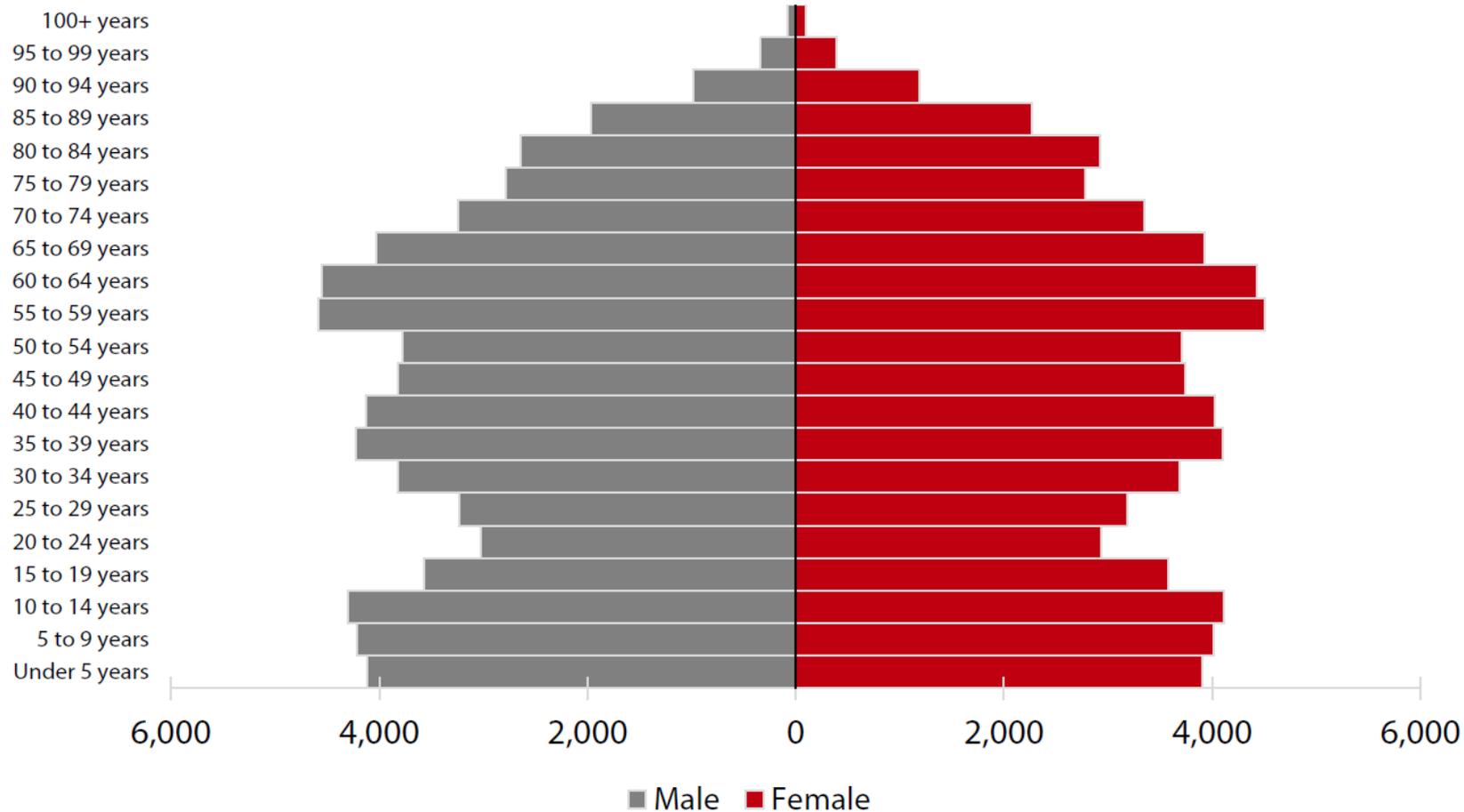
Salt Lake: Components of Change



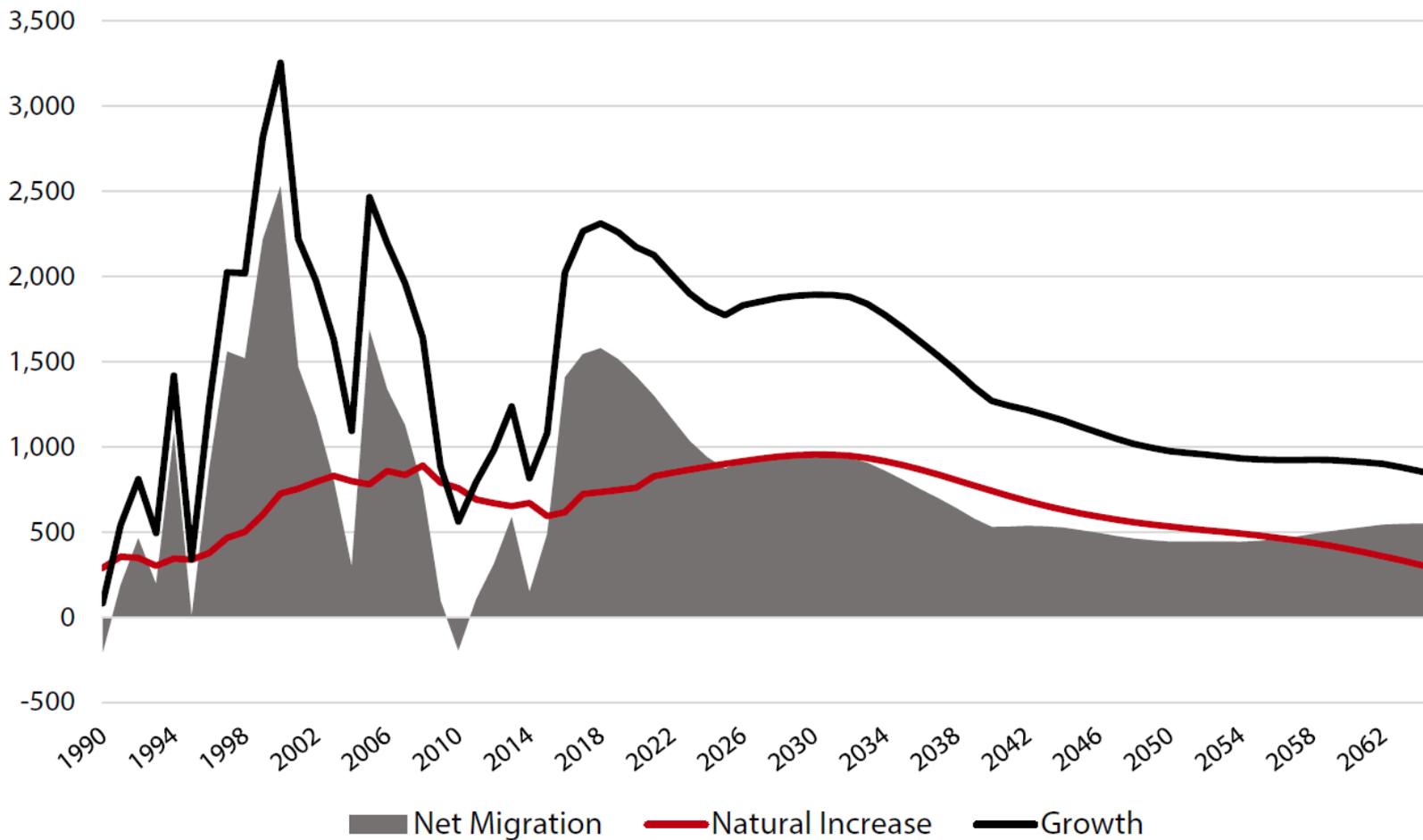
Tooele: 2010 Population Pyramid



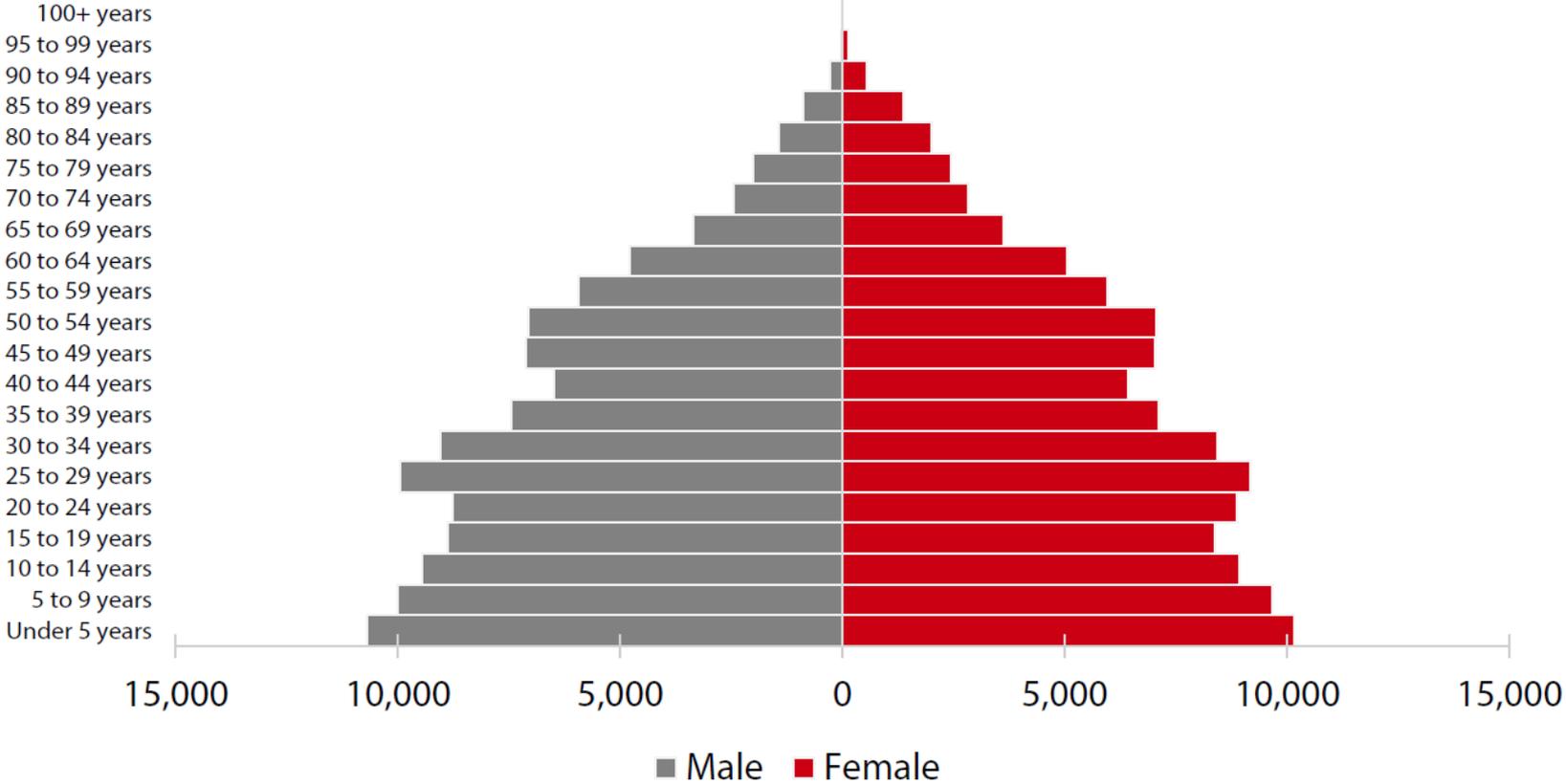
Tooele: 2065 Population Pyramid



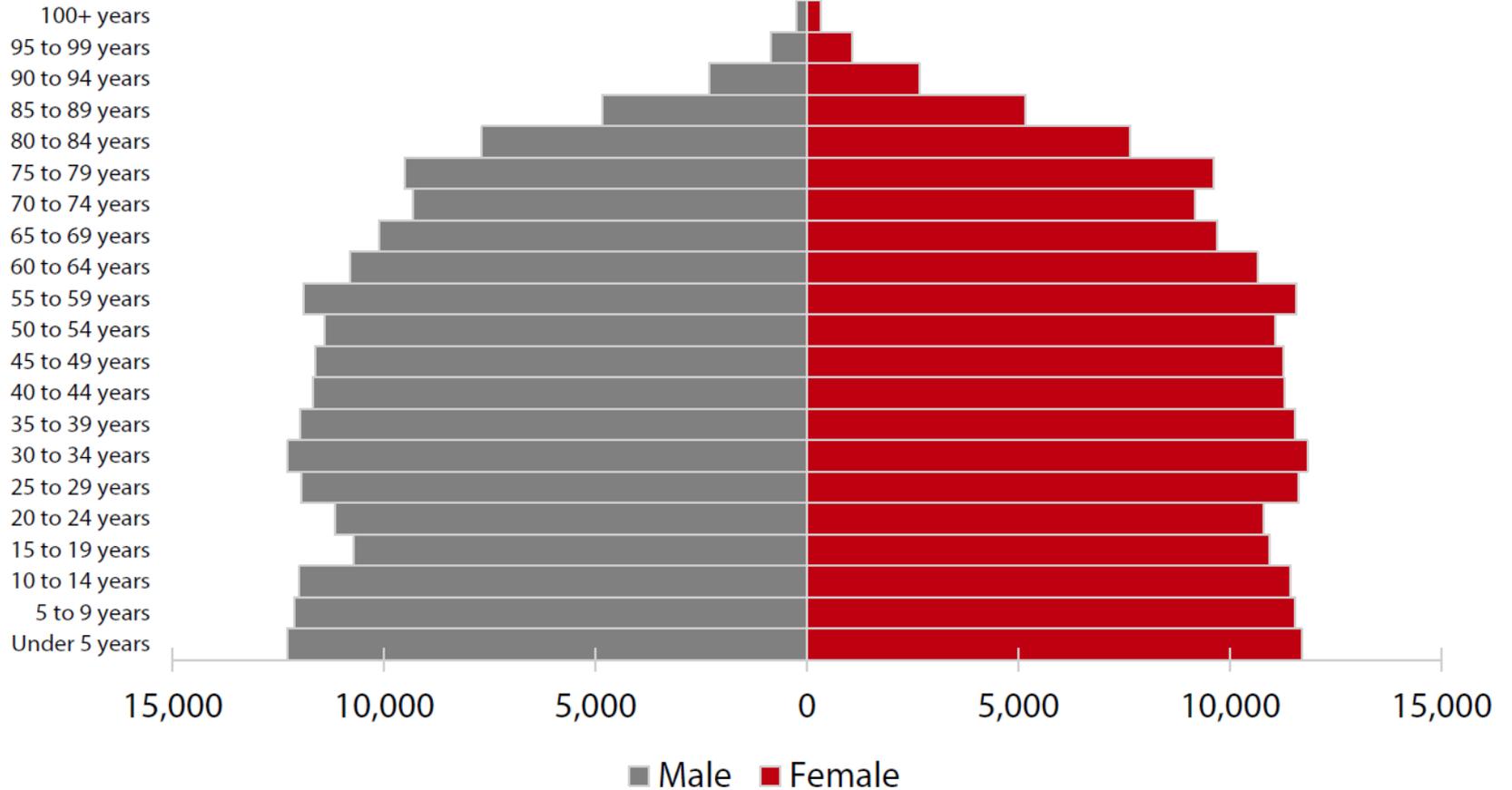
Tooele: Components of Change



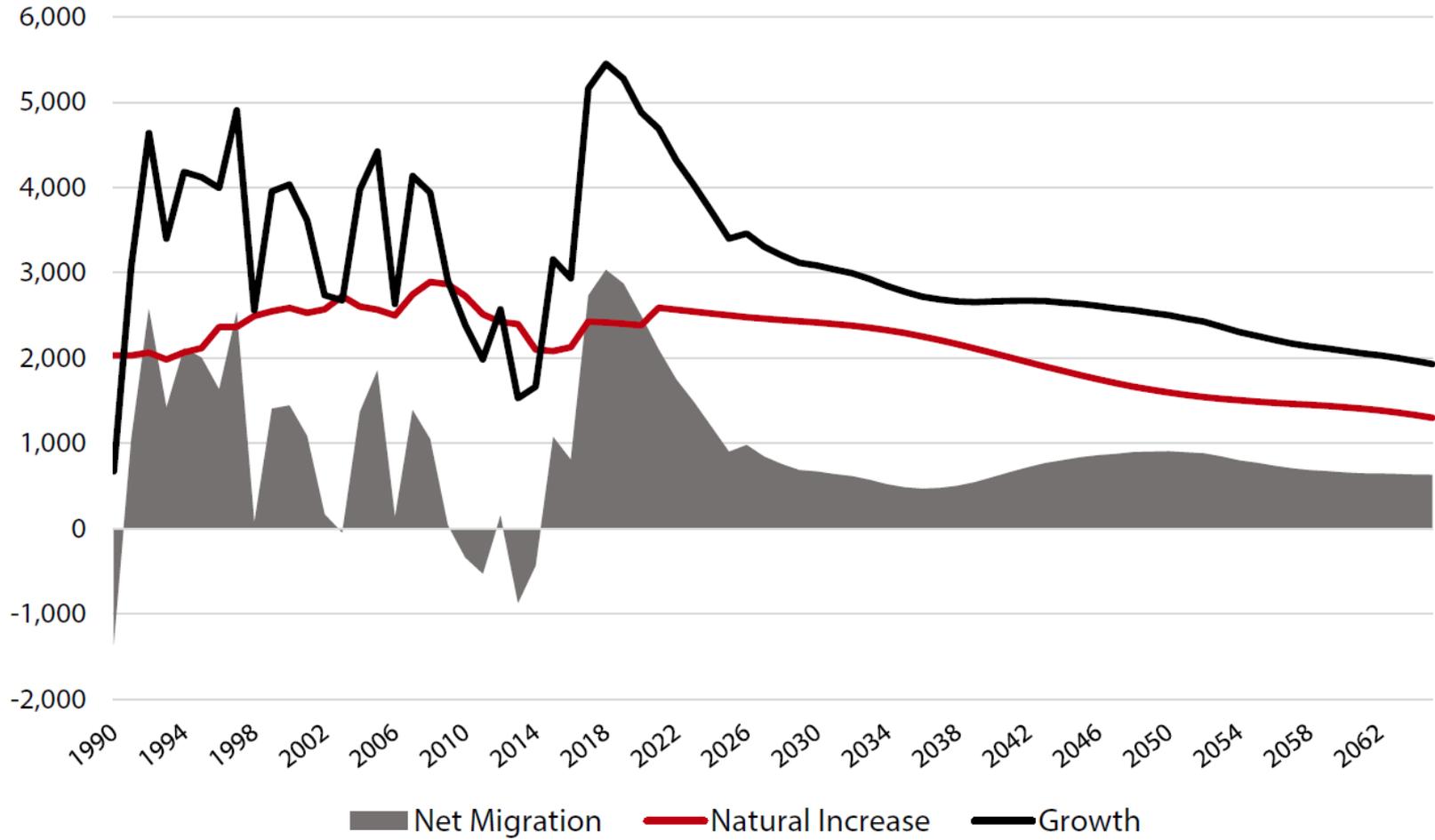
Weber: 2010 Population Pyramid



Weber: 2065 Population Pyramid



Weber: Components of Change



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Activities and Accomplishments Report

Fiscal Year 2017



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- 9 Develop Utah's Unified Transportation Plan (2019-2050).
- 10 Develop the 2018-2023 Transportation Improvement Program (TIP).
- 11 Participate in regionally significant transportation-related projects and studies including the Wasatch Front Central Corridor, Mountain Accord/ Central Wasatch Commission, Point of the Mountain Development Commission, First/Last Mile TIGER Grant, etc.
- 14 Assist local communities with funding and technical support through WFRC programs.

Goal Two

Integrate the consideration of transportation, land use, and economic development through a performance-based approach.

- 16 Work with members, partners, and stakeholders to develop and adopt integrated regional goals, performance measures, targets, and reporting for the Wasatch Choice 2050 Vision and RTP, Unified Transportation Plan, TIP, and other WFRC programs.
- 18 Consider economic development in all WFRC programs using strategies developed through the WFEDD.
- 19 Ensure coordination among WFRC programs, through performance measurement, project development, and community engagement.

Goal Three

Support transportation policy-making.

- 21 Provide subject-matter expertise to local governments and other stakeholders as they consider transportation funding needs and options, at the federal, state, and local levels.
- 22 Address requirements from the federal transportation authorization law.
- 22 Assist with implementation of transportation-related air quality strategies.
- 23 Evaluate and communicate the needs and benefits of investing in Utah's multi-modal transportation system.

Goal Four

Strive for organizational excellence.

- 24 Create a work environment that maximizes the job satisfaction, productivity and retention of an excellent staff.
- 25 Enhance integration of WFRC Mission and Roles and Annual Goals into the employee performance evaluation process.
- 25 Incorporate individual professional development program(s) into employee performance plans.
- 25 Move WFRC offices to a more central, accessible location.



Executive Summary

The Wasatch Front Regional Council (WFRC) achieved several important milestones this past year, accomplishing the goals and priorities adopted by the Council. This report highlights those achievements.

Goal Number One: Collaboratively develop long- and short-range plans and programs, and assist local communities to implement those plans.

The Wasatch Front Regional Council adopted the Wasatch Choice 2050 (WC2050) goals in October 2016. These goals informed the development of three WC2050 scenarios that articulated the trade-offs associated with different approaches to transportation and land use investments. WFRC staff created a cutting-edge online tool that visualized these scenarios and hosted workshops in cities and counties across the region to solicit feedback from local officials regarding their preferences for growth. The process resulted in hundreds of constructive comments that are helping to shape the WC2050 preferred scenario and ultimately, the 2019-2050 Regional Transportation Plan (RTP). After four years of development, using the Real Estate Market Model (REMM) for projects and the RTP. This model allows for a robust forecast of land use and socio-economic conditions, and is sensitive to travel demand, transportation investment, market forces, and local land use policy.

Totaling more than \$5 billion in investment throughout the region, WFRC developed the Draft 2018-2023 Transportation Improvement Program (TIP) in close collaboration with the Utah Department of Transportation, the Utah Transit Authority, and local communities. Every major newspaper in the region covered the TIP and several hundred stakeholders provided comments.

WFRC's programs provided funding, technical assistance, and consultant resources directly to local communities in FY'17. The Transportation and Land Use Connection (TLC) program funded projects in 16 communities, including station area plans, active transportation implementation plans, strategic mobility plans, and form-based codes. Funding from WFRC will complete the last section needed to connect over 100 miles of trail spanning the entire Wasatch Front, improve air quality by funding technology upgrades for two FrontRunner engines, and increase safety and mobility through a number of road improvements across the region.

Goal Number Two: Integrate the consideration of transportation, land use, and economic development through a performance-based approach.

WFRC continued to enhance the use of performance measurement in FY'17 to ensure taxpayer dollars were used efficiently to meet stated goals and objectives with measurable outcomes. Staff developed performance measures for the WC2050 scenarios, RTP, TIP, TLC, Utah's Unified Transportation Plan, Comprehensive Economic Development Strategy, and other efforts.

Performance measures considered goals such as accessibility, mobility, state of good repair, fiscal responsibility, safety, economic development, energy, livability, environment, air quality, and equity.

**FISCAL YEAR
2017 GOALS**

 **Goal Number One**

Collaboratively develop long- and short-range plans and programs, and assist local communities to implement those plans.

 **Goal Number Two**

Integrate the consideration of transportation, land use, and economic development through a performance-based approach.

 **Goal Number Three**

Support transportation policy-making.

 **Goal Number Four**

Strive for organizational excellence.



MISSION STATEMENT

The Wasatch Front Regional Council builds consensus and enhances quality of life by developing and implementing visions and plans for a well-functioning multi-modal transportation system, livable communities, a strong economy, and a healthy environment.

ROLES

To accomplish our mission, the Wasatch Front Regional Council serves the following roles.



Convener

We facilitate collaboration with our communities and partners.



Technical Expert

We are trusted subject-matter experts.



Planner

We proactively plan for the future of our region.



Implementer

We put visions and plans into action.

In FY'17, staff with support of the Wasatch Front Economic Development District (WFEDD), worked to integrate Three Key Strategies which include economic clusters, access to opportunity, and fiscal sustainability. For example, staff provided direction supporting current and new economic clusters with transportation investments, ensuring that economic development decisions were considered in the development of the WC2050 scenarios and the Draft 2018-2023 TIP.

The TLC program helped communities develop implementable local projects coordinated well with land use and transportation infrastructure in a way that has aligned them with the WC2050 goals and made them stronger candidates for future transportation investments.

Goal Number Three: Support transportation policy-making.

WFRC regularly supports transportation policy-making in the state. WFRC members and staff were integrally involved in providing expert advice and information to state legislators as they considered and ultimately passed legislation that directly impacted transportation funding. Legislation during the 2017 Session included the bill that created the Transportation Governance and Funding Task Force, a bill that modified the statewide motor fuel tax formula so that revenues keep pace with inflation, and a bill that authorized \$1 billion in bonding to accelerate major highway capacity projects in the Statewide Transportation Improvement Program (STIP).

WFRC staff have also provided expert advice to Governor Gary Herbert's administration regarding Utah Life Elevated 2020, a statewide initiative to improve the quality of life for all Utahns through implementable and measurable objectives achieved by 2020. WFRC staff worked specifically on the goal of Thriving Communities to promote a pattern of well-planned and dispersed regional centers with a vibrant mix of jobs and affordable, market-driven housing choices.

Goal Number Four: Strive for organizational excellence.

WFRC's executive staff undertook a robust process to identify a strategic direction for the agency over the next several years. This process resulted in a number of recommendations, including aligning individual employee performance plans with the Council-adopted mission and roles.

During this past year, WFRC also addressed new regulatory administrative and accounting requirements, updating several policies, and made strides in identifying a new WFRC office location. In addition, WFRC continued the practice of providing professional development opportunities and trainings as a means of reinforcing employee job satisfaction and the recruitment and retention of excellent staff.

Goal Number One

Collaboratively develop long- and short-range plans and programs, and assist local communities to implement those plans.

Develop the Wasatch Choice 2050 Vision.

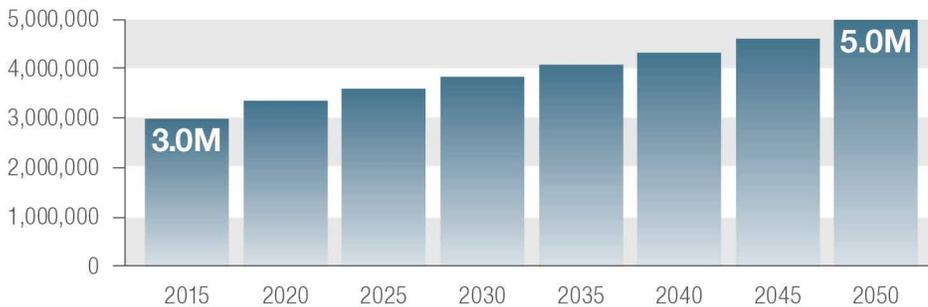


Wasatch Choice has been the shared regional vision for over a decade. WFRC is currently working to update the Wasatch Choice Vision to 2050. Building on community values through an extensive public input process, Wasatch

Choice established a blueprint for growth that supports a well-functioning economy, improves air quality, and enhances the overall quality of life for Utahns living across the Wasatch Front.

The Wasatch Front population will increase significantly in the coming decades. WFRC's work to collaboratively bring local communities, transportation agencies, stakeholder groups, and the public together to proactively plan for the future is vitally important today and for future generations.

Utah's Population Growth



Source: Kem C. Gardner Policy Institute at The University of Utah. <http://gardner.utah.edu/population-projections>.



Wasatch Choice 2050 Goals

-  Livable and healthy communities

-  Access to economic and educational opportunities

-  Manageable and reliable traffic conditions

-  Quality transportation choices

-  Safe, user friendly streets

-  Clean air

-  Housing choices and affordable living expenses

-  Fiscally responsible communities and infrastructure

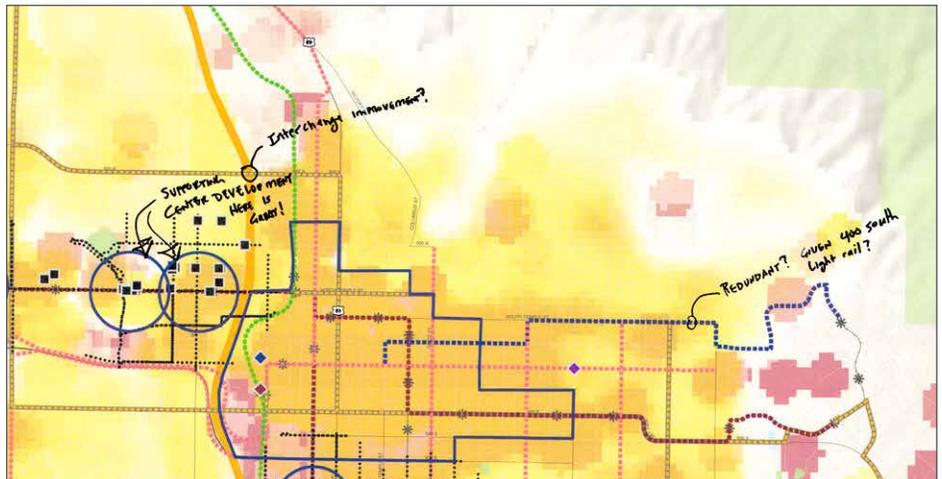
-  Sustainable environment, including water, agricultural, and other natural resources

-  Ample parks, open spaces, and recreational opportunities

The Wasatch Front Regional Council (WFRC) adopted ten goals for WC2050 on October 27, 2016. These goals are informing how future transportation investments across the region will be evaluated, selected, and prioritized.

The adoption of the WC2050 goals represented an essential step in the overall planning process. This past year, WFRC used innovative performance-based planning and new analytical models to develop three scenarios that explored different approaches to transportation and land use investments. Each of the three land use and transportation scenarios were designed as viable alternatives to address anticipated growth in population, employment, and travel demand.

The WFRC staff analyzed and evaluated each of the three scenarios and compared their performance using measures developed based on the WC2050 goals. These measures were walkability, destination access, freight, auto travel time, transportation choices, transit, air quality, land consumption, cost of living, local budget impacts, access to recreation, and water use. The three scenarios were also compared to a 2014 existing conditions and a no-action scenario.



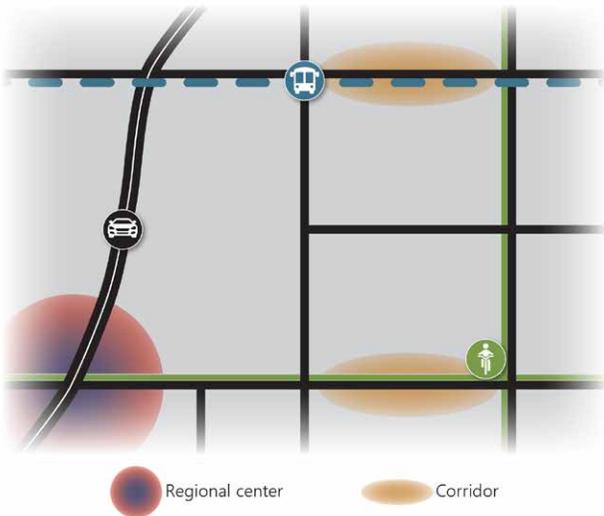
In close collaboration with UDOT and UTA, WFRC hosted a series of scenario workshops with community planners, engineers, economic development staff, city managers, mayors, city councilmembers, planning commissioners, county commissioners, and others to get feedback regarding the three Wasatch Choice 2050 scenarios. These workshops were conducted in February and March of 2017. These hands-on, interactive meetings provided a unique opportunity for local community leaders to articulate their ideas for growth to WFRC staff through real-time key pad polling questions, specific corridor review, and written comments on each of the scenario maps.

Local community feedback received during the workshops is helping to inform the technical process currently undertaken by WFRC staff to refine various elements of the three scenarios into one draft WC2050 preferred scenario.

WFRC is constantly considering innovative ways to engage stakeholders in the planning process. This outside-of-the-box thinking helped staff create an interactive online engagement tool that easily distilled the nuanced details associated with each of the WC2050 scenarios.

This visualization tool provided a detailed map and explanation of key differences in each scenario, performance measures to gauge each scenario's effectiveness, and compared those scenarios to current conditions and a hypothetical future in which no transportation investments occurred. The tool gave stakeholders the opportunity to comment directly on the various elements identified on the scenario maps and a way for them to have their voice heard through a survey with a series of questions deliberately tailored to garner specific and

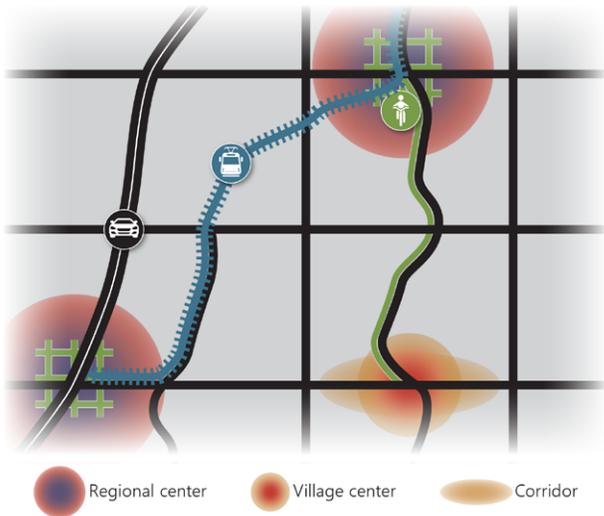
Scenario 1



The future based on current plans and trends.

Incorporates all currently adopted city and county general plans, as well as the WFRC 2015-2040 Regional Transportation Plan (RTP). Includes all RTP projects and land use changes based on existing city general plans, extrapolating the plans through 2050. Assumes build out of the priority bicycle routes.

Scenario 2

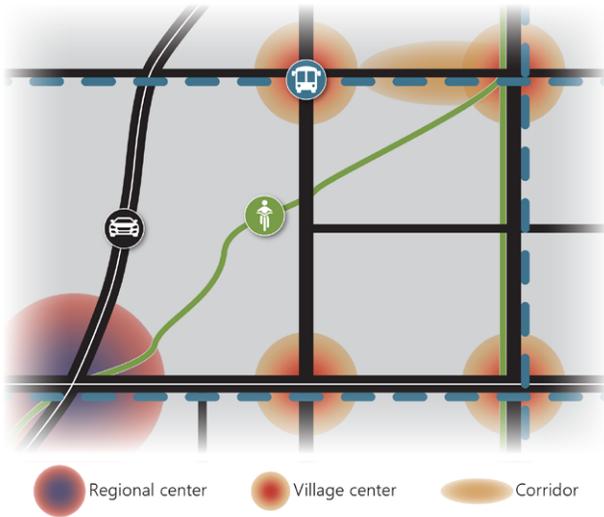


Focuses growth in large regional centers and expands local streets and regional rail.

Concentrates future population and employment growth in regional centers strategically placed throughout the region. Because the centers are larger, the transit system improvements are more focused on high-capacity rail and fixed bus lines. The roadway improvements are focused on local street connectivity to improve access to transit and the centers. The active transportation network primarily consists of local bicycle connectivity.

Scenario 3

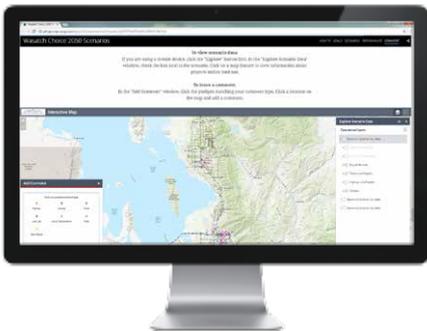
Three WC2050 scenarios.



Creates small village and town centers while expanding regional roads and local buses.

Spreads future population and employment growth into targeted, dispersed, and smaller centers. Because the centers are more dispersed, the transit system improvements are more focused on bus service, including additional routes, increased frequency, and expanded service throughout the day. Because roadway improvements are focused on capacity, the active transportation network primarily consists of trails and protected bike lanes.





WC2050 Scenarios visualization tool.



WC2050 webinar.

usable stakeholder feedback that is being meaningfully incorporated into the development of the WC2050 preferred scenario.

The visualization tool proved to be a resounding success, with more than 2,000 page views and over 150 comments from across the region. Hundreds more stakeholders have provided comments to WFRC through the scenario workshops, emails, letters, and social media.

More information can be found at wasatchchoice.com/scenarios.

Given the significant amount of information included in the scenarios, WFRC staff produced a free, informative 45-minute [webinar](#) to educate stakeholders about the process to develop the scenarios, and how to provide meaningful feedback.

WFRC worked diligently this past year to not only provide subject-matter expertise on behalf of local communities in developing the WC2050 Vision and 2019-2050 RTP but also to assist communities in communicating to their constituencies about it.

WFRC staff created original content tailored for a city/county community newsletter, mayor's message, website, mass emails, and social media posts. This information was then sent to the communications leads for each city and county in the WFRC region so that they could disseminate it via their respective communications channels. Utilizing the existing means through which cities and counties already communicate with their residents, businesses, and community organizations helped to significantly amplify WFRC's ability to reach more stakeholders and solicit feedback.

Flyer advertising free webinar.

WFRC staff understands the value of annual partner conferences that bring together hundreds of key stakeholders like the UDOT Conference, the Utah League of Cities and Towns Annual Conference, the Utah Association of Counties Annual Convention, the American Planning Association, Utah Chapter Annual Conference, etc. With this in mind, staff produced exhibit booths for WC2050 and Utah's Unified Transportation Plan that include a highly-visible

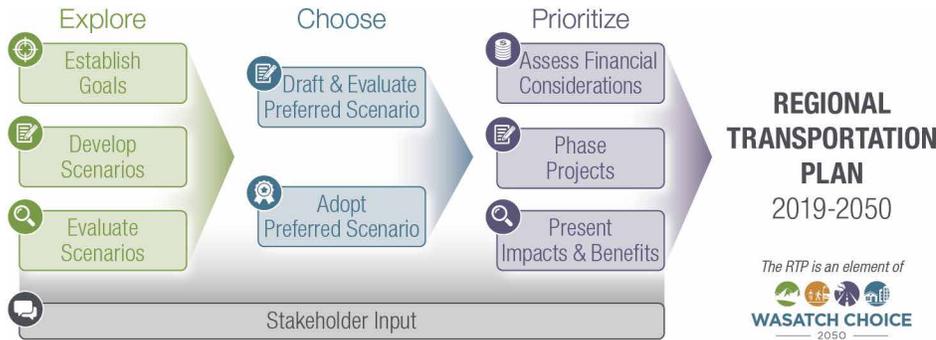
backdrop and the latest technology as a means for interacting with stakeholders at conference venues.

Develop the Regional Transportation Plan (RTP).

Given the complexities of regional transportation planning and the need to be responsive and flexible to the fast-paced, changing dynamics occurring in local communities and the transportation industry, WFRC staff understands that work is never done. The Council adopted the 2015-2040 RTP in May 2015. While this action represented the culmination of four years of work to develop the current plan, it also signaled that efforts would begin to develop the next plan looking out to 2050.

The three WC2050 scenarios that WFRC developed this past year showing different approaches to transportation and land use investments are being reviewed. Select elements from each or some of the scenarios will be combined into a Preferred Scenario. The Preferred Scenario will provide the blueprint for selecting RTP projects. Once projects are selected, they will be prioritized based on when the project is needed and when funding can reasonably be assumed to pay for it.

RTP Process Graphic



WFRC is known nationally as a leader in long-range planning for many reasons, including the data-driven approach used to identify where billions of dollars in transportation investments should be spent. Dubbed the “Awesome Team” by their peers at WFRC, the Modeling, Forecasting, and Information Services Group at WFRC continued their track record of ground-breaking work this past year.

The team updated the travel demand model (TDM) base year to 2015, renumbered the Transportation Analysis Zone (TAZ) system, incorporated the urbanized area of Box Elder into the TDM, updated the home-based school trip parameters, and calibrated all TDM model parameters to reflect the new base year 2015 conditions.

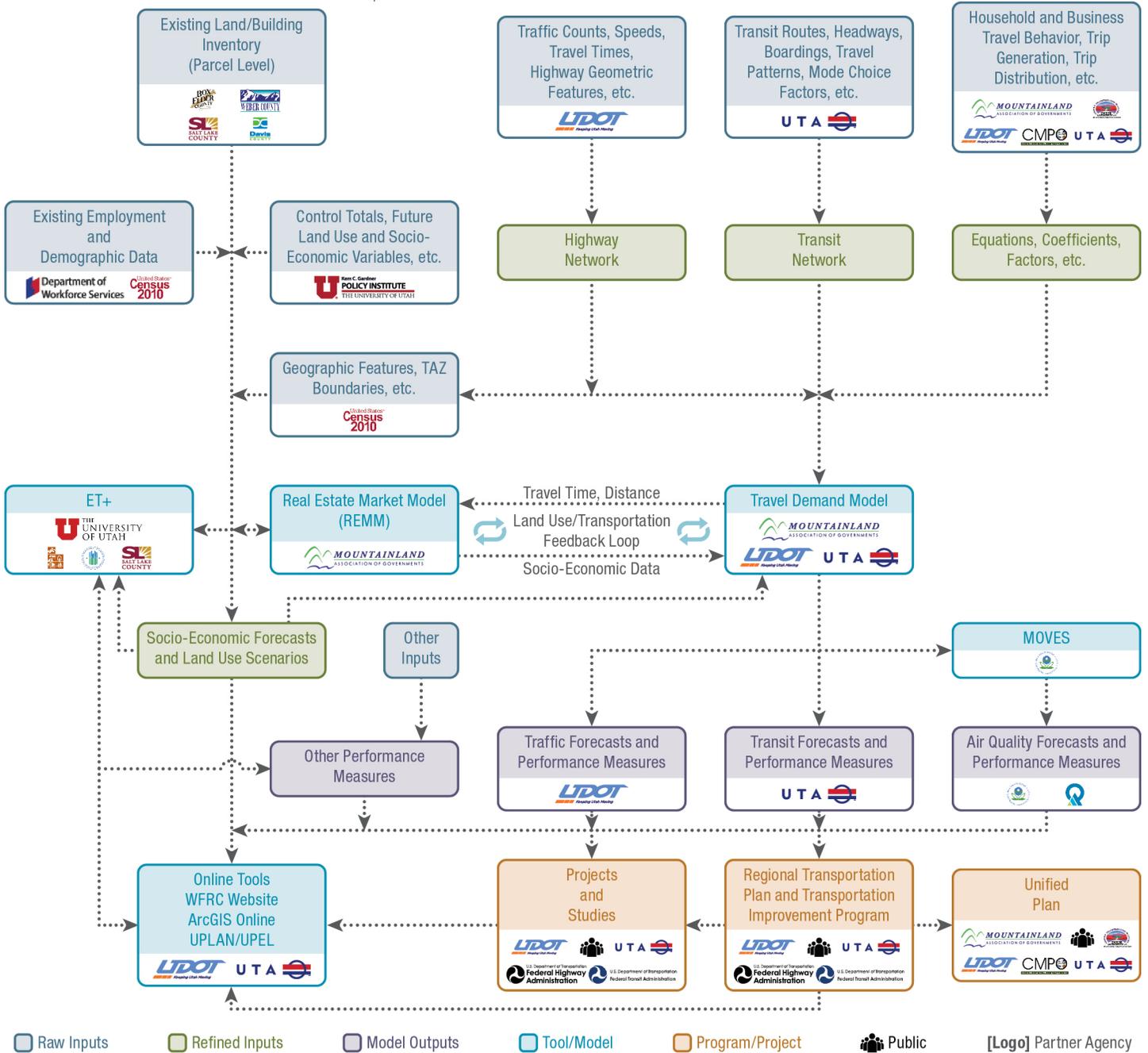
After launching the Real Estate Market Model (REMM) last year in a noteworthy advancement to WFRC’s modeling capacity, the modeling team has been using this robust tool to significantly enhance how WFRC considers transportation, land use, and economic development impacts together.

REMM provides an objective forecast of land development and socioeconomic growth that incorporates the impact that development patterns and transportation decisions have on each other. REMM provides robust projections of potential outcomes that different types of transportation investments and land use policies could have in local communities across the region. The model bases such analysis in market realities to ensure it is responsive to the dynamics on the ground.



Exhibit booth with Utah's Unified Transportation Plan graphic.

High Level Modeling and Data Flow Chart



Inputs to REMM include rent costs; school enrollment; land values; and detailed building, parcel, and zoning data. Using these inputs, REMM anticipates when and where development could occur and the intensities associated with that growth.

This past year, WFRC has used this state-of-the-art model via a number of regionally significant projects, such as the Point of the Mountain Development Commission, the Wasatch Front Central Corridor Study, the West Davis Corridor Environmental Impact Statement, and many others.

REMM has also been instrumental in providing real-world data of existing and future conditions for land use that was integrated into the WC2050 scenarios.

While the modeling team's data is crucial to the RTP technical process, WFRC considers stakeholder feedback as an important input as well. WFRC staff met with several regional stakeholders and transportation groups this past year, including Utahns for Better Transportation (UBET), Property Reserve, Inc., Farmland Reserve, Inc., Suburban Land Reserve, Inc., the Salt Lake, Davis, and Weber County Chambers of Commerce Transportation Subcommittees, and the University of Utah City and Metropolitan Planning staff and students.

Two community organization workshops were held for organizations that support and represent the disabled, senior citizens, minority populations, at risk or vulnerable populations, victims of domestic violence, and homeless and mental health providers. In addition, multiple presentations seeking input on the three scenarios were made to local and state resource agencies, city councils and planning commissions, large land owners, and other special interest groups. Additional stakeholder outreach meetings are planned during FY18.

WFRC's RTP seeks to stay ahead of future growth through proactive planning that integrates multiple transportation modes and enhances the capacity of the transportation system overall. WFRC coordinates closely with cities, counties, UDOT, and UTA to understand the needs of transportation partners and communities. Regional Transportation planning is a dynamic process in which amendments to the RTP ensure the plan appropriately reflects the evolving nature of the transportation system. This past year, WFRC staff has worked closely with UDOT, UTA, and cities and counties to amend the 2015-2040 RTP three times. More information regarding the amendments can be found at wfrc.org/rtpamendments. Using the latest GIS server technology, future amendment updates can now go live the day an amendment is approved.

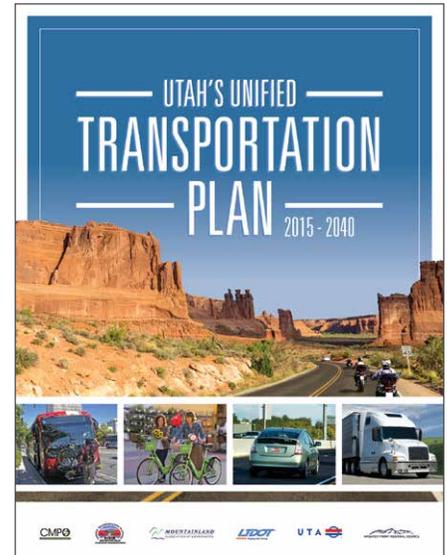
Develop Utah's Unified Transportation Plan (2019-2050).

Utah's transportation agencies know that planning and implementing transportation improvements cannot happen in a vacuum. Proper planning requires not only coordination, but also collaboration.

[Utah's Unified Transportation Plan](#), the first-of-its-kind nationally, is founded upon principles of good stewardship. The Plan identifies the balanced investments in road, transit, bike, and pedestrian infrastructure that are needed across Utah to stay ahead of future growth and take care of the infrastructure investments already made.

The Unified Plan does not presume that resources are unlimited. Instead, it carefully and prudently prioritizes the most critical construction and maintenance needs, providing a blueprint for continuing a track record of sound leadership and prudent investment.

All of the state's transportation agencies are working together to develop the 2019-2050 Utah's Unified Transportation Plan. This will be the fourth iteration of the Unified Plan, with each agency using shared growth projections, time



2015-2040 Utah's Unified Transportation Plan.



horizons and financial assumptions to assemble complementary regional transportation plans that integrate seamlessly with the Unified Plan.

The transportation agencies have created subcommittees dedicated to addressing specific Unified Plan elements, including finance, safety, active transportation, modeling, performance measurement, communications, and mapping. In addition, the Policy Committee that oversees all subcommittees met regularly this past year to provide direction from agency executives. The 2019-2050 Unified Plan is on schedule to be completed by the fall of 2019. This significant interagency collaboration is helping to ensure taxpayer dollars are being used efficiently in meeting Utah's priority transportation needs.

Develop the 2018-2023 Transportation Improvement Program (TIP).

Totaling more than \$5 billion in vital transportation funding, the draft 2018-2023 Transportation Improvement Program (TIP) identifies a balance of investments in road, transit, bike, and pedestrian infrastructure that are needed in Salt Lake, Davis, Weber, Tooele, Morgan, and Box Elder counties. The Draft 2018-2023 TIP helps the region meet current transportation needs while simultaneously addressing critical future priorities. The TIP is updated every year and identifies projects funded with federal, state, and local resources for the next six years. Major capacity projects in the TIP are selected from Utah's Unified Transportation Plan. WFRC worked in close collaboration with UDOT, UTA, and cities and counties across the Wasatch Front to develop the 2018-2023 TIP.

Throughout the year, WFRC staff presented recommended projects and the corresponding data to the Technical Advisory Committees (TAC) of the WFRC Transportation Coordinating Committee (Trans Com). The TACs and Trans Com reviewed the projects and developed recommendations for the approximately \$50 million in funding through the WFRC Surface Transportation Program (STP), Congestion Mitigation Air Quality (CMAQ) program, and the Transportation Alternatives Program.

As part of the review process for project selection, WFRC staff scored projects based on approved technical criteria, an on-site field review of each project, and other professional measurements and considerations. The on-site field review enabled staff from WFRC, UDOT, FHWA, UTA, FTA, and local governments the opportunity to meet with each project sponsor on-site to review the project concept, ask questions, and identify possible concerns or alternative solutions. Once the WFRC approved the draft programs, in close collaboration with UDOT and UTA staff, prepared the draft 2018-2023 TIP for public review and comment.

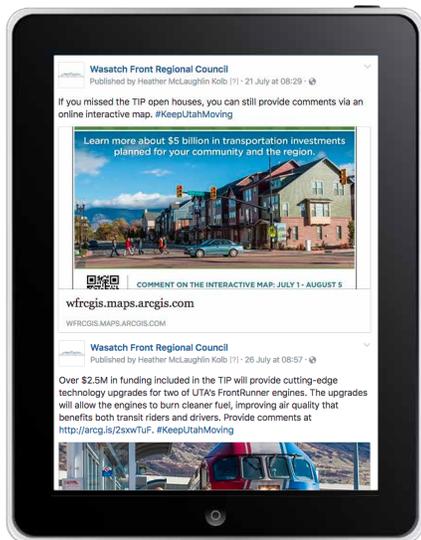
With over \$5 billion in transportation infrastructure priorities identified in the TIP, Staff knew it was important to engage the public meaningfully. WFRC leveraged a variety of innovative communication tools to augment the opportunity for comment and the public responded in an unprecedented way.

WFRC created an online interactive map that allowed members of the public to easily access project information and comment directly on the map. Made available during the six-week public comment period and covered by every major newspaper in the region, this tool facilitated unprecedented public engagement. The map was viewed over 1,633 times and garnered nearly 300 comments. In addition, the WFRC website had 4,231 visits, a substantial up tick compared to the usual traffic for the website.

In addition to utilizing online and traditional media, staff from WFRC, UTA, and UDOT hosted open houses at the Ogden and the Salt Lake intermodal hubs. These two locations were strategically selected to meet with people while they were using various forms of transportation to get around. During the open



2018-2023 TIP interactive map.



Sample Facebook posts.



houses, staff also live streamed portions of the events to disseminate information to stakeholders who could not attend in-person. Those videos were viewed nearly 800 times.

WFRC used Facebook, Instagram, and Twitter to promote TIP-related information, generating a combined 86,778 impressions and reaching over 22,481 people across the region.

Participate in regionally significant transportation-related projects and studies including the Wasatch Front Central Corridor, Mountain Accord/ Central Wasatch Commission, Point of the Mountain Development Commission, First/Last Mile TIGER Grant, etc.

WFRC staff were integrally involved in providing subject-matter expertise and resources to myriad regionally-significant projects throughout the region. A few of those projects are highlighted below.

Wasatch Front Central Corridor Study

The Wasatch Front Central Corridor Study (WFCCS) looked at the most heavily-traveled corridor in the state. The primary study area encompassed the I-15/ FrontRunner corridor from northern Utah County to southern Davis County and from Redwood Road to 700 East.

Through the study, WFRC, Mountainland Association of Governments, UDOT, and UTA pushed the state of the planning practice forward nationally, using more flexible, comprehensive and integrated planning approaches that adapt to anticipated changes coming in the next 35 years. These approaches considered more than just population and job projections. The agencies accounted for changing technologies and market trends, producing study results that are more multi-modal than ever before. Study elements will be integrated into WFRC and MAG's 2019-2050 Regional Transportation Plans (RTPs), and ultimately Utah's Unified Transportation Plan.

For more information about the study, visit wfcstudy.org.

Mountain Accord

The Mountain Accord has created a new context to address longstanding contentious issues that have muddled decision-making for decades. The Accord is the culmination of years of public feedback and an unprecedented locally-led process among government agencies, environmental advocacy groups, ski resorts and private landholders. Its visions, directives, and principles will guide future decision-making in the Central Wasatch and help build a legacy of good stewardship for the future.

As directed by the Mountain Accord Executive Board, the Central Wasatch Commission (CWC) was created this year. WFRC administered the contract for the Mountain Accord and was very involved in the work of the Accord and its transition to a Commission.

CWC is an interlocal agency and a political subdivision of the State of Utah. The CWC will formalize collaboration and streamline decision-making among the multiple jurisdictions with authorities in the Central Wasatch Mountains. The area of focus will be between I-80 and the Salt Lake County line south of Little Cottonwood Canyon. CWC's mission is to implement the actions outlined in the Accord and continue Mountain Accord's tradition of public engagement, transparency and consensus building.

More information can be found at mountainaccord.com.



Wasatch Front Central Corridor Study

HYBRID MOBILITY SCENARIO MAP

I-15

-  Expanded Collector-Distributor System
-  Barrier Separated Carpool/Premium Lanes
-  Variable-Pricing on All Lanes During Rush Hours
-  Managed Lanes Networks*

Surface Streets

-  Bike/Ped/Vehicle Overpasses
-  Driveway Consolidation on Select Arterials

Transit

-  New FrontRunner Stations
-  Doubletrack and Electrify FrontRunner
- No-Fare Transit*
- Double Bus Services - Increase Frequency*
- Double TRAX Frequency - Extend TRAX Stations* (Longer Trains)

Active Transportation

-  Cycle Super Highways
-  Buffered Bike Lanes
-  East-West Salt Lake County Trails
-  First-Last Mile Connections
-  Bicycle/Pedestrian Only Overpasses

Programs

-  Mobility Hubs
- Choice Architecture/Comprehensive and Voluntary Travel Demand Management (TDM) Strategies*

* = Elements not represented on map, as they encompass the entire study area

The study includes  Mobility Hubs and  New FrontRunner Stations in Weber, Northern Davis and Utah Counties.



Point of the Mountain Development Commission

The Point of the Mountain area, extending from Sandy to Lehi, is well situated to become an economic powerhouse for a growing high-tech economy. Already home to many technology firms, the area is located between the University of Utah and Brigham Young University, surrounded by rapidly expanding housing, and outdoor recreational opportunities. With the right vision, this location could generate billions of dollars in economic growth, reduce driving, and improve air quality.

WFRC staff worked closely with the Envision Utah as the Point of the Mountain Development Commission's lead consultant agency, and with UDOT, UTA, and MAG to develop the scope, schedule, and budget for the transportation analysis being conducted in conjunction with the project.

In addition, WFRC provided travel demand modeling support and other subject-matter data and information and resources for the **first phase** of the project this past year. This first phase emphasized stakeholder input and public outreach to identify the assets, challenges, and opportunities in the Point of the Mountain area.

More information can be found at pointofthemountainfuture.org.

TIGER

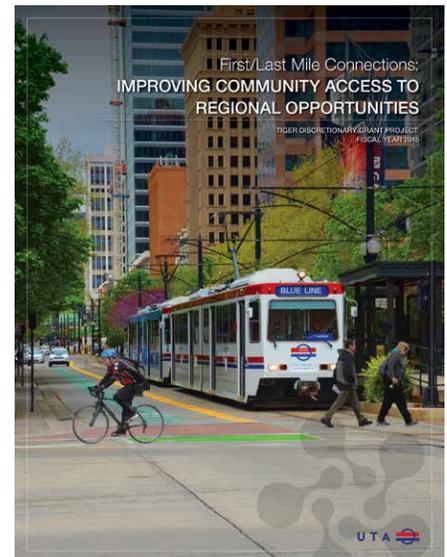
Last year, the United States Department of Transportation (USDOT) awarded the region \$20 million through the highly competitive national grant program, Transportation Investment Generating Economic Recovery (TIGER). The TIGER award provides critical funding for active transportation connections to UTA's 148-mile commuter rail and light rail system, improving transit access in 26 cities and six counties. When fully funded and implemented with committed funds from local communities and transportation partners, the project would represent a nearly \$90 million total investment in active transportation over the next five years.

No other area in the country has ever applied for a project of this type and regional magnitude, showcasing once again that the collaborative spirit for which Utah is known yields direct benefits to local residents. Among other major benefits, funding for these projects provide the last connections needed to ride over 100 miles of continuously connected trails along the entire Wasatch Front Region from Ogden to Provo without ever needing to use a road.

This project is a watershed advancement in implementing innovative solutions to address the region's transportation needs. WFRC staff participated in grant discussions, served on the project's executive committee, coordinated the integration of TIGER awarded projects into the 2018-2023 TIP, participated in meetings with local communities and UTA to develop their top priority projects, etc.

In addition to the aforementioned projects, WFRC staff participated in the following:

- FTA Mid-Jordan Light Rail Line Before and After Study
- UTA Ridership Growth Revenue Tests
- Foothill Drive Implementation Study
- Oquirrh Connection Project
- Future of FrontRunner
- Ogden/Weber State Transit Study
- West Davis Corridor
- Southwest Salt Lake County Transit
- Street Connectivity Study



First/Last Mile Connections: Improving Community Access to Regional Opportunities; project narrative cover for the TIGER Discretionary Grant application.



- Redwood Road Multi-Modal and Bicycle Studies
- Murray/Taylorville Bus Rapid Transit
- South Davis/SLC BRT connector project,
- 5600 West Bus Project
- Box Elder County Transit Analysis
- 2700 South TRAX Stations Feasibility Study
- Jordan River Wayfinding
- Utah Planners 4 Health Grant
- Active Transportation Benefits Study
- Mobile Active Transportation Tours (MATT)
- SLC 300 North Pedestrian Bridge Environmental Study
- Regional Bike Share Regionalization Study
- MVC/5600 West Environmental Study
- Highway 89 Environmental Study
- SR-201 and Tooele County Coordination

Assist local communities with funding and technical support through WFRC programs, including the Surface Transportation Program (STP), Congestion Mitigation and Air Quality Program (CMAQ), Transportation Alternatives Program (TAP), Transportation and Land Use Connection Program (TLC), Community Development Block Grant (CDBG), and Wasatch Front Economic Development District (WFEDD).

A top priority for WFRC is to support local communities in the region. The Council provides tens of millions of dollars directly to cities and counties to help meet their needs. The Surface Transportation Program (STP) provides funding for new streets, widening, improving, or reconstructing existing streets, bridge replacement, and intersection improvements. In addition, projects that reduce traffic demand such as transit capital improvements and active transportation facilities are STP eligible.

The Congestion Management/Air Quality (CMAQ) program funds projects that improve air quality, including public transportation, bicycle or pedestrian facilities, ridesharing, traffic signal coordination, etc. This past year, WFRC funded \$7.9 million worth of projects through the CMAQ program through a robust technical process that considered the air quality cost/benefit of each project. Applications for other \$30 million were submitted, highlighting a substantial need for transportation investment that improves the region's air quality.

The Transportation Alternatives Program (TAP) funds active transportation and non-motorized forms of transportation, including sidewalks, trails, bike lanes, etc. WFRC staff worked closely with local communities this year to understand their active transportation-related priorities. As a result, the Council funded future projects like a sidewalk near schools in Cottonwood Heights and Farmington, bicycle signage in Kerns, and pedestrian crossings in Millcreek and Layton.

The Transportation and Land Use Connection (TLC) program is a joint partnership with Salt Lake County, UDOT, and UTA. The program provides technical assistance to local communities to help them achieve their goals and plan for growth. TLC helps communities implement changes to the built environment that reduce traffic on roads and enable more people to easily walk, bike, and use transit. This approach is consistent with the Wasatch Choice Vision and helps residents living throughout the region enjoy a high quality of life through enhanced mobility, better air quality, and improved economic opportunities.



The CMAQ program will provide funds to rebuild four locomotive prime mover engines to Tier 2+ emission standards, ultimately reducing the total emissions of criteria air pollutants. Photo courtesy of Vxla via Flickr.



This year, the TLC program funded projects in 16 communities, including station area plans, active transportation implementation plans, strategic mobility plans, and form-based codes. The TLC team worked diligently with the partners to identify additional funding for local communities through the program. With three zoning code updates adopted and several more in progress, the direct impacts of the program's efforts are becoming visible on the ground. Several developments are underway along the streetcar corridor in South Salt Lake City where the East Streetcar and Downtown Form-Based Codes are in place, and in South Ogden, where the City is working to extend the boundary of the City Center and 40th Street Corridor Form-Based Code adopted in 2016. As more TLC projects are completed and adopted, the team will measure project outcomes to track the program's impact throughout the region.



Front Economic Development District (WFEDD)'s mission is to support economic development plans, promote long-term economic competitiveness, and attract federal monies to help implement local plans.

The District has six regional economic goals:

- Attract businesses that offer higher wage
- Retain and expand existing Utah businesses
- Build on and improve the region's growth centers
- Encourage entrepreneurship and innovation
- Increase economic development capacity
- Maintain and improve a high-quality of life

This year, the WFEDD assisted with the application of a number of noteworthy projects. These projects were included in the Comprehensive Economic Development Strategy (CEDS). The CEDS is a plan that analyzes the region's economic conditions, outlines strengths, weaknesses, opportunities, and challenges, and highlights activities that promote economic vitality.

The following projects have been identified in the CEDS and the WFEDD will continue to assist in whatever way benefits the region and applicant the most.

Salt Lake County will create a vision and plan to consider how portions of western Salt Lake County along the Mountain View Corridor could develop.

Ogden City, Weber County, will create a community based "maker space," resulting in a highly collaborative open access art and fabrication facility called "The Market" located at the historic Ben Lomond Hotel.

Morgan County along with WFEDD staff participated in robust discussions with the County regarding funding opportunities to facilitate development in the area of Mountain Green that surrounds a freeway interchange.

Powder Mountain, Weber County, is developing an innovative and sustainable village that includes homes and several cutting-edge technology companies. Their CEDS project will assist this large effort.

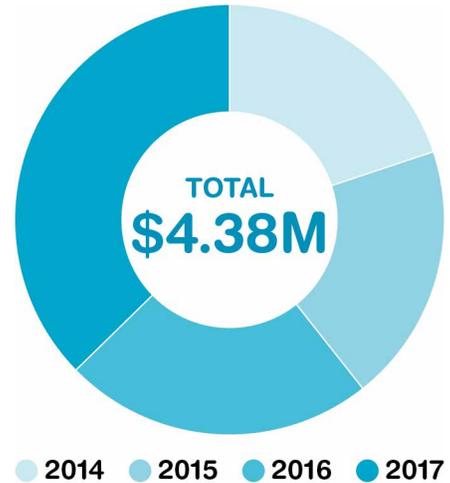
International Center for Appropriate and Sustainable Technology (iCAST) project will provide opportunity and training programs at Utah's colleges and universities for green industry construction training and jobs.

Utah's Advanced Manufacturing and Materials initiative (UAMMI) will develop a plan and strategy for Utah's fast-growing composites industry.

WFRC, with support of its member communities, takes a regional approach to economic development. The Wasatch

INVESTMENT

Cities, counties, and transportation agencies are partnering together to fund implementation focused planning efforts through the TLC program. The cumulative amount of investment in fiscal years 2014 through 2017 is shown below.



2017 YOUR UTAH YOUR FUTURE AWARD

Governor Herbert and Envision Utah honored a TLC project that keeps Utah "beautiful, healthy, prosperous, and neighborly."



South Salt Lake EAST STREETCAR NEIGHBORHOOD
 Category: A Network of Quality Communities





Goal Number Two

Integrate the consideration of transportation, land use, and economic development through a performance-based approach.

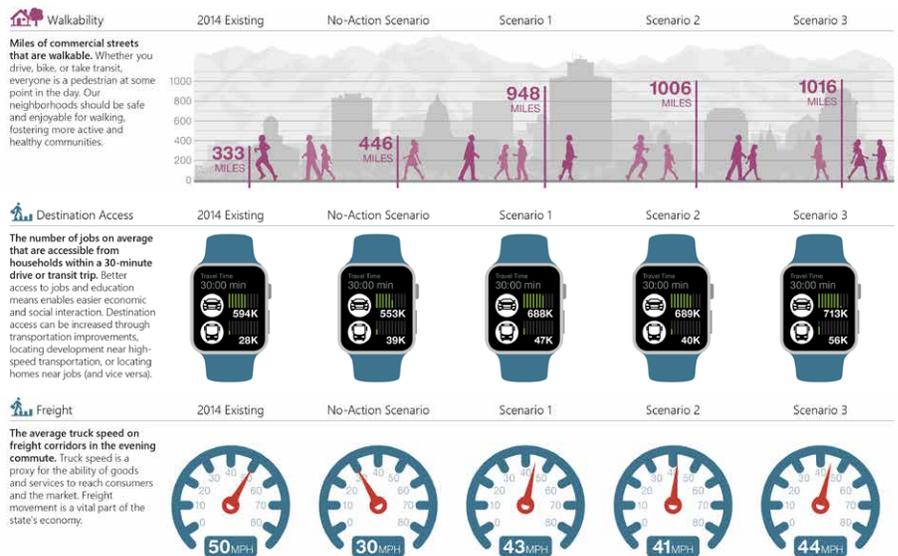
Work with members, partners, and stakeholders to develop and adopt integrated regional goals, performance measures, targets, and reporting for the Wasatch Choice 2050 Vision and RTP, Unified Transportation Plan, TIP, and other WFRC programs.

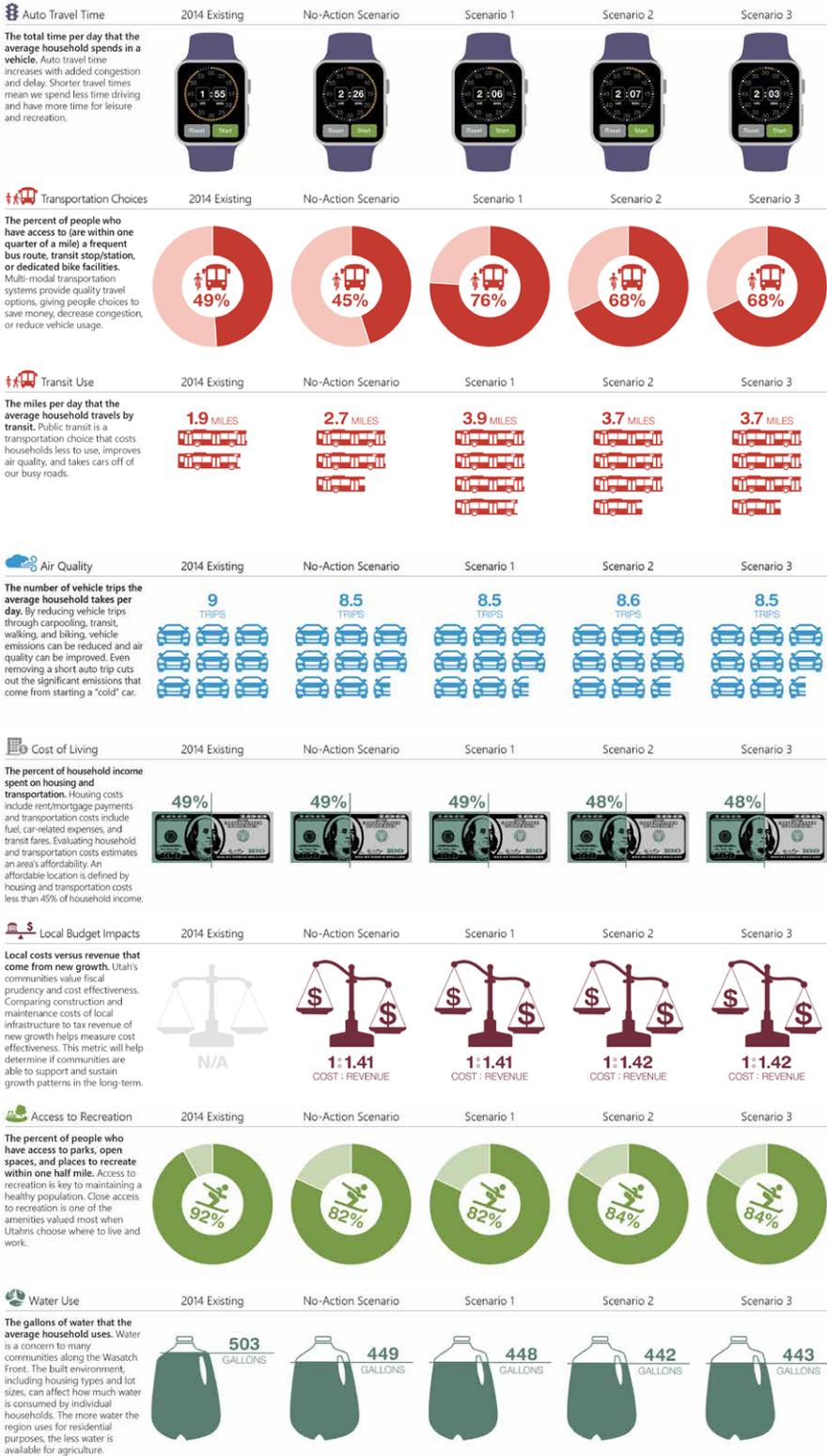
Through a performance-based approach, WFRC seeks to ensure taxpayer dollars are being used efficiently to achieve desired outcomes for the region. Performance measurement helps tie transportation investments to agreed-upon goals and objectives. During the WC2050 scenario development, evaluation criteria were established to measure the performance of the scenarios in meeting the WC2050 goals.

WFRC worked internally to establish analysis and automation methods that make the performance measure process more efficient. Inputs used to develop the criteria included travel model networks, REMM land use and socioeconomic data, and geographic boundaries. Staff worked closely with UDOT and UTA to develop and review the scenarios and their associated performance measures, presenting the information to cities, counties, and dozens of stakeholder groups across the region through a series of scenario workshops, presentations, and online engagement tools.

WFRC also chaired the Unified Plan performance measures subcommittee, making significant progress in identifying statewide performance measures for long-range planning.

Performance Measures





Safety
Economic Vitality
State of Good Repair
Air Quality
Mobility & Accessibility

Utah's Unified Transportation Plan goals.

THREE STRATEGIES



Consider the needs of Utah's economic clusters when planning and investing in transportation and community development.



Facilitate opportunities for centered development, infill and redevelopment and maximize the use of existing infrastructure.



Coordinate transportation investments and land use decisions to enhance households' access to jobs and educational opportunities and employers' access to workforce and customers.

Consider economic development in all WFRC programs using strategies developed through the WFEDD.

WFRC made great strides this year in integrating economic development considerations into transportation and land use planning through the three strategies adopted by the WFEDD.

Strategy 1 - Support Utah's strategic economic clusters.

Staff, with support of the WFEDD, researched the transportation infrastructure needs of Utah's six economic clusters, finding that three clusters may rely more heavily on road and rail, which include Aerospace, and Defense, Energy and Natural Resources, and Outdoor Product. We also found that three clusters tend to prefer transit and active transportation, which include Financial Services, Software Development and Information Technology, and Life Sciences.

WFRC is identifying a subset of the strategic clusters to help inform transportation infrastructure decisions. These priority clusters will be mapped using size and intensity data. WFRC will work closely with economic development stakeholders, transportation partners, and local communities to Further vet these priority clusters and their transportation needs and then develop evaluation metrics that include data such as employment, wages, job creation, and firm size.

Strategy 2- Fiscal Sustainability

The shared Wasatch Choice Vision identifies an approach to growth that facilitates development in job and population centers. This approach utilizes existing infrastructure more efficiently, saving taxpayer dollars and making high-quality, lower-cost services accessible to more residents.

WFRC worked this year through the WFEDD to align planning and programming decisions to support economic development and maximize existing infrastructure in Wasatch Choice centers and infill areas. This approach can reduce travel demand and driving distances while supporting multiple modes of transportation.

Strategy 3- Access to Opportunities

Additionally, WFRC worked to develop a better understanding of how an "Access to Opportunity" approach would apply in the region for decisions related to economic development, land use, and transportation.

Accessibility is the ability of people to efficiently reach jobs, goods and services in a reasonable amount of time, and reflects both the performance of the system (travel speed), as well as location (proximity). It is measured in two ways: the number of jobs or educational opportunities a household can access within a reasonable commute time and the number of workers or customers a business can access within a reasonable amount of time.

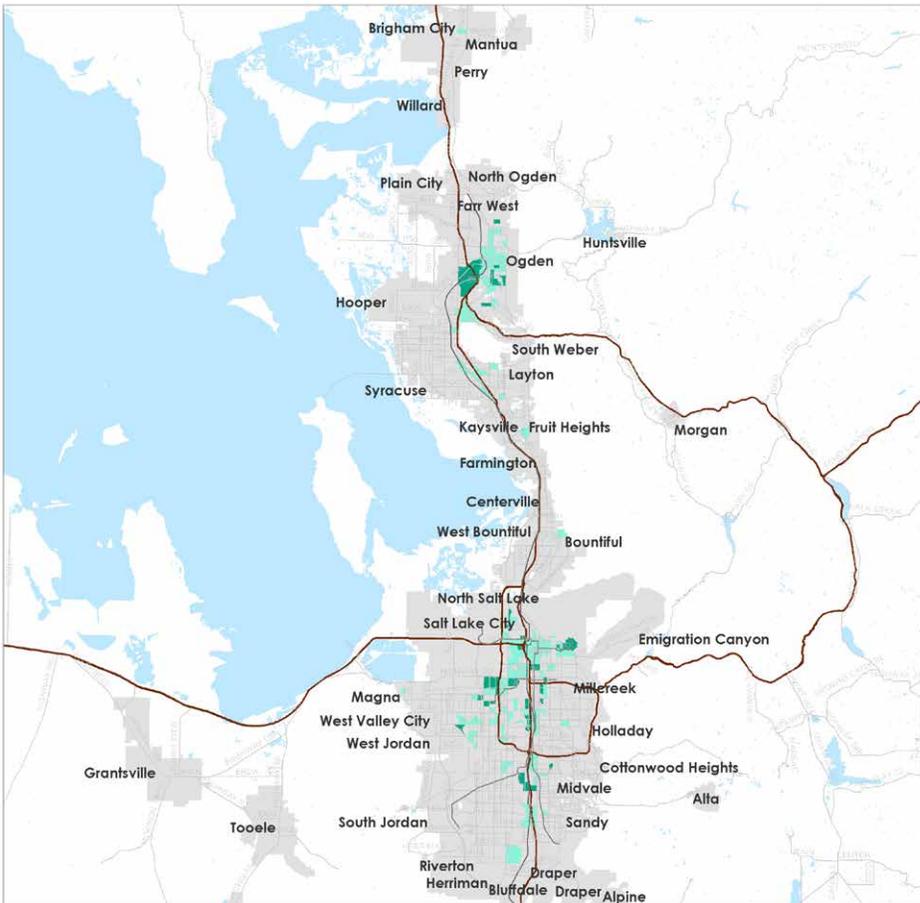
Access to Opportunity functions as a proxy for an area's economic activity potential by measuring the ability of an individual or a business to participate in the economy. Access to Opportunity helps to make the best decisions concerning integrated land use, economic development, and transportation efforts.

It is a broader measure than traditional transportation performance measures such as congestion, delay, or ridership. These traditional measures are generally mode-specific (i.e. specific to roads or transit), while access can be thought of as mode-neutral. Access to Opportunity is more meaningful than using traditional measures alone because it shows the interaction between strategies and broadens the solutions needed to improve the system comprehensively. The power of the "Access to Opportunity" concept is that improvements can be made either through transportation or land use decisions.

Ensure coordination among WFRC programs, through performance measurement, project development, and community engagement.

This year, WFRC worked diligently to integrate programs, where applicable. The managers for the respective funding programs met often to discuss coordinated evaluation criteria for project selection, complementary performance measures, and consistent communication to stakeholders regarding funding opportunities and associated deadlines. WFRC streamlined the application process, making it easier for cities, counties, and transportation partners to apply for funding. Instead of separate deadlines for each program, WFRC now has a uniform process that allows local communities to submit a 'letter of intent' while staff works with the applicant to determine the appropriate funding opportunity for the proposed project. In total, WFRC allocated approximately \$50 million through the organization's funding programs and provided thousands of hours of staff time to local communities for critical needs.

In addition to streamlining the project application and delivery process, WFRC worked to develop criteria that identifies areas throughout the region with above average concentrations of low-income households and/or above average concentrations of minority populations, and households with no cars. These areas were identified as "vulnerable communities."



Concentrations of low income, minority, and zero-car households in Salt Lake, Davis, Weber, and Box Elder counties.



Wasatch Choice 2050: Feedback from the Community

Report from Community Organization Workshops

On April 28 and 29 the Wasatch Front Regional Council (WFRC) held two community meetings in Salt Lake and Weber counties. The purpose of these meetings was to receive input from diverse advocates on three draft growth and transportation scenarios. The goal of the discussion was to learn how these scenarios might increase the quality of life and opportunities for all people who live in the region. The meetings allowed representatives from diverse organizations and communities to share existing transportation challenges and ideas to improve access to jobs, services, and educational opportunities.

This report summarizes the main findings of the meetings, which were led by Andrew Gruber, WFRC's Executive Director, and facilitated by Fraser Nelson, Managing Director for Strategic Partnerships, at the Sorenson Impact Center.

Participants

A total of 30 community members were in attendance, representing 23 organizations along the Wasatch Front. In addition to the community members, staff from Utah Transit Authority (UTA), Utah Department of Transportation (UDOT) and WFRC were on hand to listen to the discussion. A full list of attendees is provided in the Appendix.

The community members were asked to select their primary interest. The sole area with no representation in either group was economic development.

Populations and issues represented:	
Salt Lake County	Weber County
Services for ethnic minorities - 29%	Education - 69%
Services for low income people / families - 23%	Services for low income people / families - 23%
Affordable housing - 14%	Social services - 13%
Services for seniors - 14%	Homelessness - 6%
Education - 9%	Affordable housing - 6%

Report from the Wasatch Choice 2050 Community Organization Workshops | Page 3

WC2050 Community Organization Workshops Report.

WFRC then pushed the state of the planning practice forward through an innovative approach to mapping in which vulnerable communities and the jobs those communities can access were overlaid together. This effort provided crucial information to inform land use and transportation strategies to reduce barriers experienced by the region's most vulnerable community members who stand to benefit from improved job and service accessibility.

In addition to this data-driven approach to identify and plan for vulnerable communities, WFRC held two community meetings this spring in Salt Lake and Weber counties to gather input from a diverse set of advocates representing 22 vulnerable community-based organizations. The goal of the discussion was to learn from community advocates directly how the WC2050 scenarios could impact their stakeholders. The meetings allowed representatives from diverse organizations and communities to share existing transportation challenges and ideas to improve access to jobs, services, and educational opportunities.

Goal Number Three

Support transportation policy-making.

Provide subject-matter expertise to local governments and other stakeholders as they consider transportation funding needs and options, at the federal, state, and local levels.

WFRC members and staff made significant contributions this year to support transportation policy-making at the federal, state, and local levels. WFRC was integrally involved in providing expert advice and information to state legislators as they considered and ultimately passed legislation that directly impacted transportation funding. This legislation during the 2017 Session included the bill that created the Transportation Governance and Funding Task Force, a bill that modified the statewide motor fuel tax formula so that revenues keep pace with inflation, and a bill that authorized \$1 billion in bonding to accelerate major highway capacity projects in the Statewide Transportation Improvement Program.

1	PUBLIC TRANSIT AND TRANSPORTATION
2	GOVERNANCE AMENDMENTS
3	2017 GENERAL SESSION
4	STATE OF UTAH
5	Chief Sponsor: Wayne A. Harper
6	House Sponsor: Mike Schultz
7	
8	LONG TITLE
9	General Description:
10	This bill amends the governance of certain public transit districts, restricts powers of
11	some public transit districts, and creates a task force.
12	Highlighted Provisions:
13	This bill
14	• amends provisions relating to the authority of a public service district that serves a
15	population over 200,000 people to develop transit oriented developments;
16	• requires a public transit district that serves a population over 200,000 people to have
17	a citizen advisory board, an office of consultant services, and an office of
18	coordinated mobility;
19	• creates the Transportation Governance and Funding Task Force;
20	• provides an automatic repeal date for the task force; and
21	• makes technical changes.
22	Money Appropriated in this Bill:
23	None
24	Other Special Sections:
25	None
26	Utah Code Sections Affected:
27	AMENDS:
28	17B-2a-504, as last amended by Laws of Utah 2016, Chapter 387
29	53-2-372, as last amended by Laws of Utah 2016, Fourth Special Session, Chapter 2
30	ENACTS:
31	17B-2a-526, Utah Code Annotated 1993
32	73-34-101, Utah Code Annotated 1993
33	
34	Be it enacted by the Legislature of the state of Utah:
35	Section 1, Section 17B-2a-504 is amended to read:
36	17B-2a-504. Additional public transit district powers.
37	(1) In addition to the powers conferred on a public transit district under Section
38	17B-2-103, a public transit district may
39	(a) provide a public transit system for the transportation of passengers and their
40	incidental baggage;
41	(b) notwithstanding Subsection 17B-2-103(2)(g) and subject to Section 17B-2a-817,
42	levy and collect property taxes only for the purpose of paying
43	(i) principal and interest of bonded indebtedness of the public transit district; or
44	(ii) a final judgment against the public transit district if

[Senate Bill 174](#) - Created a Transportation Governance and Funding Task Force with appointments from the Legislature, Governor, local governments, and metropolitan planning organizations (MPOs). This Task Force is providing an excellent opportunity to build on Utah's success in collaboratively planning and investing in Utah's multi-modal transportation system. WFRC is an integral participant at Task Force meetings. WFRC's appointment to the Task Force is Regional Council Chair and Ogden City Mayor Mike Caldwell.

[Senate Bill 276](#) - Modified the motor fuel tax formula so that revenues will keep pace with inflation. This will help cities, counties and UDOT to proactively

maintain their transportation infrastructure. Under SB 276, cities and counties will see their revenues grow with inflation beginning in 2019. An amount equivalent to half of UDOT's future increases under SB276 will be reduced from the state sales tax that would otherwise go to UDOT for their TIF program.





[Senate Bill 277](#) - Authorized \$1 billion in state bonding to be paid with revenues from UDOT's Transportation Investment Fund (TIF). Revenues will be used to accelerate projects already identified for funding in the STIP and advance currently unfunded state priorities from Utah's Unified Transportation Plan.

In addition to supporting legislative decision-making, WFRC staff also provided expert advice to Governor Gary Herbert's administration regarding Utah Life Elevated 2020. This statewide initiative is working to improve the quality of life for all Utahns through achieving measurable objectives by 2020. WFRC staff worked specifically on the goal of "Thriving Communities" to promote a pattern of well-planned and dispersed regional centers with a vibrant mix of jobs and affordable, market-driven housing choices.

Address requirements from the federal transportation authorization law.

WFRC staff has worked this year to ensure compliance with federal rulemaking on all performance measures required under the Fixing America's Surface Transportation Act (FAST).

WFRC's performance-based planning and programming is consistent with federal performance measures as defined by FHWA and FTA. WFRC continues to coordinate with UDOT and UTA to establish both state and MPO targets for each of the defined performance metrics as the rulemaking is finalized. In addition, WFRC will continue to be engaged with our member associations, the Association of Metropolitan Planning Organizations, and the National Association of Regional Councils to submit feedback regarding proposed federal rulemaking. WFRC is working to incorporate federal requirements into regional planning and programming, and collaborate with UDOT and UTA to ensure the plans and programs assist in meeting established targets.

WFRC worked to ensure compliance with other federal requirements, including the Congestion Management Process required by FHWA. WFRC staff completed an analysis of future congestion conditions and made recommendations for the RTP to address these conditions first with Transportation System Management (TSM) and Transportation Demand Management (TDM) strategies and then with additional transportation capacity, if needed.

WFRC staff met with project sponsors in West Valley City, Riverton, Murray, Salt Lake, and South Jordan cities to encourage the use of TSM and TDM strategies, where appropriate.

Assist with implementation of transportation-related air quality strategies.

Since everyone has to breathe, good air quality is essential to the quality of life residents in the region desire. WFRC understands the impact that vehicle emissions have on air quality and works tirelessly to mitigate those impacts where possible.

WFRC has an air quality expert on staff that conducts regular analyses to ensure the RTP and its amendments, as well as the TIP, meet air quality standards and comply with the State Implementation Plan (SIP).

Considerable work was required this past year to updated the SIP to address PM2.5 emissions in the Salt Lake non-attainment area. Detailed vehicle emission estimates were required for the years 2014, 2017, 2019, 2020, 2023, 2024, and 2026. Preparation of these inventories required considerable effort to update input files for vehicle population, vehicle age, vehicle miles traveled, and vehicle fuel type; as well as new travel demand model results and the vehicle activity data extracted from those files.

WFRC staff reported air quality conditions and vehicle emission trends to the Trans Com Technical Advisory Committee, with committee members comprised of engineers and planners from cities and counties across the region. WFRC also collaborated on air quality issues by regularly attending meetings of the Utah Air Quality Board and the Utah Clean Air partnership.

WFRC's Air Quality Committee met three times in the past year to hear presentations on the progress of UTA's Transit Oriented Development and implementation of federal Tier3 fuel and vehicle standards in Utah.

Staff not only provided technical expertise this year that helped to improve the region's air quality but also committed to doing their part to reduce personal and work-related vehicle trips as part of the 2016 Clear the Air Challenge. Staff members eliminated 504 trips and reduced their vehicle miles traveled by 5,481 in the month of July 2016 alone.

Evaluate and communicate the needs and benefits of investing in Utah's multi-modal transportation system.

WFRC staff created and shared content regularly to communicate the needs and benefits of investing in Utah's multi-modal transportation system this year. Leveraging a number of innovative online engagement tools such as the [WC2050 scenario map](#) and the [Draft 2018-2023 TIP interactive map](#) showcasing an integrated public comment layer, WFRC diligently sought feedback from the public and key stakeholders.

In addition to online tools, WFRC utilized social media to efficiently disseminate information to thousands of stakeholders. Over the last six months of FY'17, WFRC sent an average of 31 tweets a month, generating a total of 9,400 impressions. Efforts during the Draft 2018-2023 TIP public comment period reached tens of thousands of people. By strategically combining the use of mobile compatible online engagement tools with social media this year, WFRC significantly augmented the ability of the public and stakeholder groups to provide meaningful input into the development of the regional vision and the TIP.

As part of its efforts to strengthen outreach via online tools, WFRC has managed the development of a new, easily navigable, and informative website this year. The anticipated launch date of the new website is spring 2018.

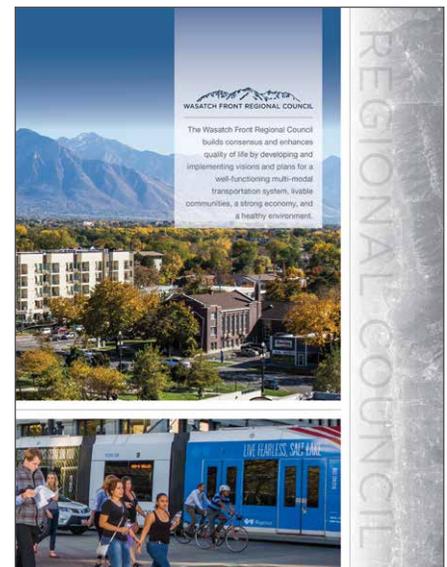
While outreach via social media has benefits, WFRC understands the importance of working with traditional media outlets to disseminate information. This year, WFRC issued numerous press releases to highlight the agency's work. 20 stories either mentioned WFRC directly or work the agency was involved in.

WFRC staff gave presentations to dozens of stakeholder groups, including Utahns for Better Transportation (UBET), the NAACP, the Utah Transit Riders Union, area Chambers of Commerce, city councils and planning commissions, etc. throughout the year and developed a robust internal process to review, consider, and integrate stakeholder feedback into the WC2050 scenario development process and the Draft 2018-2023 TIP.

To further inform relevant stakeholders of various programs, initiatives, and efforts, WFRC produced a visually appealing, educational brochure about the agency, and distributed 20 separate email campaigns to thousands of stakeholders.



Future WFRC website home page.



WFRC brochure.





Goal Number Four

Strive for organizational excellence.

For the past twenty-two years, WFRC has received Unqualified Audit Opinions with no audit adjustments and no deficiencies noted to management. This year was no exception. The quality of WFRC financial records provides certain assurances to those organizations that provide funding for the programs. It is important that WFRC not only has sufficient resources to operate for the current fiscal year, but also a sustainable financial plan for the future. Staff routinely evaluates long-term financial projections that include federal funding levels as defined in the FAST Act and other anticipated funding sources.

The staff responsible for financial and accounting services for the organization developed, maintained, and monitored the WFRC budget; maintained all financial records according to professional standards; and ensured the organization had sufficient resources to sustain day-to-day operations.

Create a work environment that maximizes the job satisfaction, productivity and retention of an excellent staff.

A productive and satisfied staff starts with their good health and overall wellbeing. To that end the WFRC has for the third year in a row won first place in the Public Employee Health Program (PEHP) Work Well Being Challenge. The WFRC wellness program committee challenges the staff regularly to maintain a healthy and active lifestyle through better eating and regular exercise.

The staff who provide administrative support are the lifeblood of the agency. Without them, the important work of WFRC's various committees would not get documented. The administrative team this year has provided invaluable assistance in managing this documentation, including meeting agendas, meeting minutes, action items, announcements, etc. for all WFRC committees:

- Wasatch Front Regional Council (WFRC)
- Regional Growth Committee (RGC)
- Transportation Coordinating Committee (Trans Com)
- Air Quality Committee (AQC)
- Active Transportation Committee (ATC)
- Regional Growth Committee, Technical Advisory Committee (RGC TAC)
- Transportation Coordination Committee, Technical Advisory Committee (Trans Com TAC)
- Wasatch Front Economic Development District (WFEDD)

The Administrative Team also supports the Human Resource function. During the year several learning opportunities were organized on issues that included retirement, work/life balance and health and welfare for the staff. This supported WFRC's goal of attracting and maintaining high quality staff members at their highest level of performance.

During the year staff drafted updated personnel policies that addressed several new regulatory requirements. That draft personnel policy is being reviewed by legal counsel and is scheduled to be presented to the Council for adoption in October 2017.

Enhance integration of WFRC Mission and Roles and Annual Goals into the employee performance evaluation process.

In FY'16, the Council adopted an updated mission statement and roles for the agency. WFRC's executive staff finalized a robust process that identified the agency's strategic direction over the next several years. This process resulted in a number of recommendations, including aligning individual employee performance plans with the mission and roles.

WFRC staff made a concerted effort to better incorporate the mission and roles, as well as the FY'17 Goals adopted by the Council into employee performance evaluations. This process has provided the opportunity to better align and focus the staff's efforts to achieving the agency's stated mission.

Incorporate individual professional development program(s) into employee performance plans.

As part of the aforementioned process to align individual employee performance evaluations with the WFRC mission, staff leadership incorporated professional development as a new element of employee performance evaluations. Adding professional development to each employee's performance evaluation has provided important educational and training opportunities uniquely tailored to an individual staff members' needs. This approach affords professional development that closely aligns with WFRC's mission while simultaneously increasing staff expertise and increased job satisfaction.

Move WFRC offices to a more central, accessible location.

During the past year, WFRC has made significant progress in moving to a more central, accessible office location. Locating to an area served by multiple modes of transportation is a top priority for WFRC. Over the past year the staff has toured nearly 20 potential sites to relocate the WFRC offices. The WFRC Budget Committee is fully engaged in the review of options for WFRC's move, including careful analysis and evaluation of the costs and locations for potential properties and the sale of WFRC's current offices.



Employee performance evaluation.



Potential new office location.



295 North Jimmy Doolittle Rd.
Salt Lake City, UT 84116

801.363.4250

wfrc.org

wfrc@wfrc.org

WasatchFrontRegionalCouncil

@WasatchCouncil

WasatchFrontRegionalCouncil

WFRCvideo



Fiscal Year 2018 Goals

Collaboratively develop long- and short-range plans and programs, and assist local communities to implement those plans.

- Work with members, partners, and stakeholders to develop the Wasatch Choice 2050 Vision to integrate regional transportation, land use, and economic development.
 - » Continue to develop the 2019-2050 Regional Transportation Plan (RTP).
 - Adopt the preferred transportation/land use scenario for 2050.
 - Initiate the prioritization of road, transit, and active transportation projects by phase and financial constraints.
 - Collaborate with UDOT, UTA, MAG, and Utah's other MPOs to continue to develop the 2019-2050 Utah's Unified Transportation Plan.
 - » Develop the 2019-2024 Transportation Improvement Program (TIP).
 - Allocate funding to priority road, transit, and active transportation projects.
 - Provide funding and technical support to local communities through WFRC programs, including the Surface Transportation Program (STP), Congestion Mitigation and Air Quality Program (CMAQ), and Transportation Alternatives Program (TAP).
 - » Develop community and economic development plans and strategies.
 - Update the regional Comprehensive Economic Development Strategy (CEDS).
 - Provide funding and technical support to local communities through WFRC programs, including the Transportation and Land Use Connection Program (TLC), Community Development Block Grant (CDBG), and Wasatch Front Economic Development District (WFEDD).
- Utilize a performance-based approach for WFRC plans and programs, including measures, targets, and reporting, based on the adopted Wasatch Choice 2050 goals.
- Continuously improve technical capabilities, including:
 - » Integrate bicycle forecasting into modeling.
 - » Explore and plan for disruptive technologies, including shared, electric, and autonomous vehicles.
 - » Refresh the Wasatch Choice Toolbox of best practices and performance evaluation tools.
 - » Launch the new, easily navigable WFRC website with access to enhanced maps and data.

Support transportation and related land use and economic development policy-making and projects.

- Provide subject-matter expertise to federal, state, and local officials regarding transportation funding and policies, including the Transportation Governance and Funding Task Force and Utah Life Elevated 2020. Promote outcomes that are consistent with our organizational mission, e.g., planning and funding for multi-modal solutions, ensuring collaboration, maintaining strong local and regional voice in decision-making.
- Participate in regionally significant transportation-related projects and studies including the Central Wasatch Commission, Point of the Mountain Development Commission, Box Elder Transit Analysis, First/Last Mile TIGER Grant, Ogden-WSU and Davis-SLC Bus Rapid Transit, and others.
- Assist with the identification and evaluation of transportation-related air quality strategies.
- Communicate the benefits of implementing the Wasatch Choice 2050 Vision and Utah's Unified Transportation Plan.

Strive for organizational excellence.

- Create a work environment that maximizes the job satisfaction, productivity, and retention of an excellent staff.
- Review and update personnel policies.
- Refine employee performance evaluation process by enhancing integration of WFRC mission and roles and annual goals.
- Maintain budget stability and use resources prudently and efficiently.
- Ensure compliance with applicable laws, regulations, and best practices.
- Move WFRC offices to a more central, accessible location.

MISSION STATEMENT

The Wasatch Front Regional Council builds consensus and enhances quality of life by developing and implementing visions and plans for a well-functioning multi-modal transportation system, livable communities, a strong economy, and a healthy environment.

ROLES

To accomplish our mission, the Wasatch Front Regional Council serves the following roles.

Convener

We facilitate collaboration with our communities and partners.

Technical Expert

We are trusted subject-matter experts.

Planner

We proactively plan for the future of our region.

Implementer

We put visions and plans into action.



FUNDING PROGRAMS

FISCAL YEAR 2018



WASATCH FRONT REGIONAL COUNCIL

WFRC Funding Programs

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

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

Expand Employment



Planning Request
\$100,000

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

Encourage Entrepreneurship



Construction Request
\$2,000,000

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

Workforce Training



Workforce Training Request
\$614,000

Provide workforce training to disadvantaged youth in the green construction industry

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

U.S. Economic Development Administration Funding Programs

PUBLIC WORKS & ECONOMIC ADJUSTMENT ASSISTANCE

\$100,000 - \$3,000,000

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

REGIONAL INNOVATION STRATEGIES

\$0 – \$500,000

- Innovation Centers
- Entrepreneurial Centers
- Cluster-Based Startups

LOCAL TECHNICAL ASSISTANCE

\$0 – \$300,000

- Economic Development Plans
- Feasibility Studies
- Impact Analyses

Community Development Block Grant (CDBG) Small Cities Program



Program Purpose

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

Program Eligibility

Morgan, Tooele, and Weber Counties

Community Development Block Grant (CDBG) Program

HOUSING and COMMUNITY DEVELOPMENT

Rental Assistance
Housing Authority \$33,000



Sewer Line Replacement
Washington Terrace City \$200,000



Public Safety Equipment
Uintah City Fire Department \$31,000



Public Infrastructure
Waterline Replacement \$200,000



TLC Program



- Support local governments
- Coordinate land use and regional transportation
- Implement Wasatch Choice growth principles, e.g.
 - Reduce travel demand
 - Increase access to opportunity
 - Create livable communities

Website: <http://wfrc.org/tlc>





**SURFACE TRANSPORTATION
PROGRAM (STP)**



**CONGESTION MITIGATION/
AIR QUALITY (CMAQ)**



**TRANSPORTATION
ALTERNATIVES PROGRAM (TAP)**

**FEDERAL
FUNDING
PROGRAMS**



SURFACE TRANSPORTATION PROGRAM (STP)

Eligible STP Project Types

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





5600 West – 6200 South to 7000 South
Reconstruct & Widen





CONGESTION MITIGATION/ AIR QUALITY (CMAQ)

Eligible CMAQ Project Types

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



Urban Area – Signal Interconnect Facilities and Equipment





TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

Eligible TAP Project Types

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



D&RGW Rail/ Trail



WFRC Funding Program Deadlines

We're Here



**August
2017**



**September
2017**



**October
2017**



**January
2018**



**Spring
2018**

For More Information

Wasatch Front Regional Council

www.wfrc.org

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2015-2040 RTP

Recommendation for Approval of Amendment #4

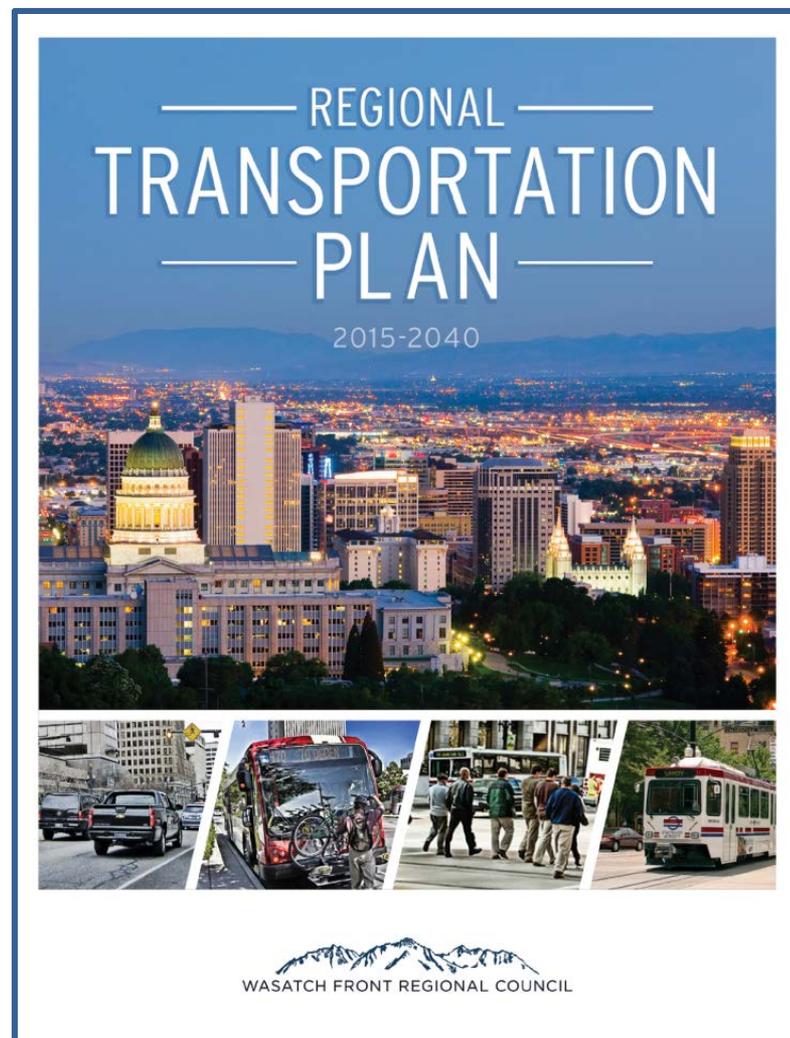
———— August 24, 2017 ————



WASATCH FRONT REGIONAL COUNCIL

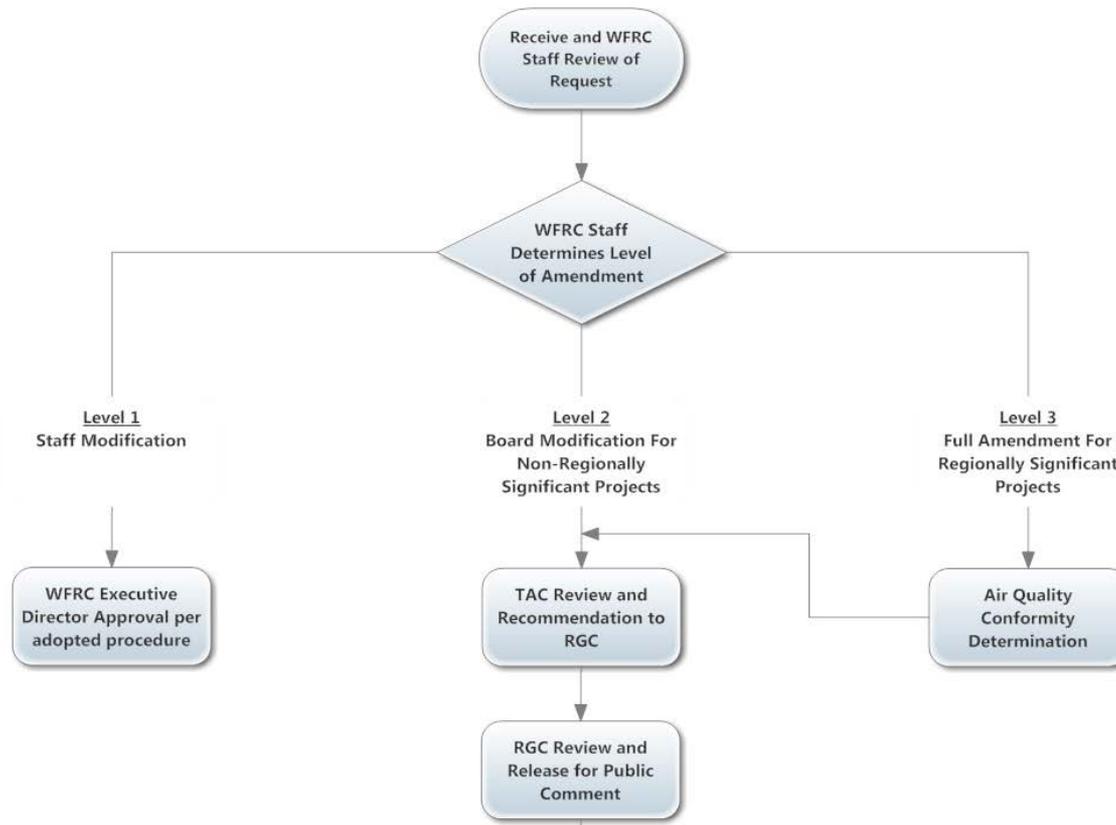
RTP And Amendment Process Overview

- RTP is updated every four years
 - Recently adopted May 2015
- Periodic adjustments are needed between adoption cycles
- WFRC's RTP amendment process
 - Financial constraints
 - Public review and input
 - Modeling and Air quality conformity
- Proposed requests reviewed annually beginning in March

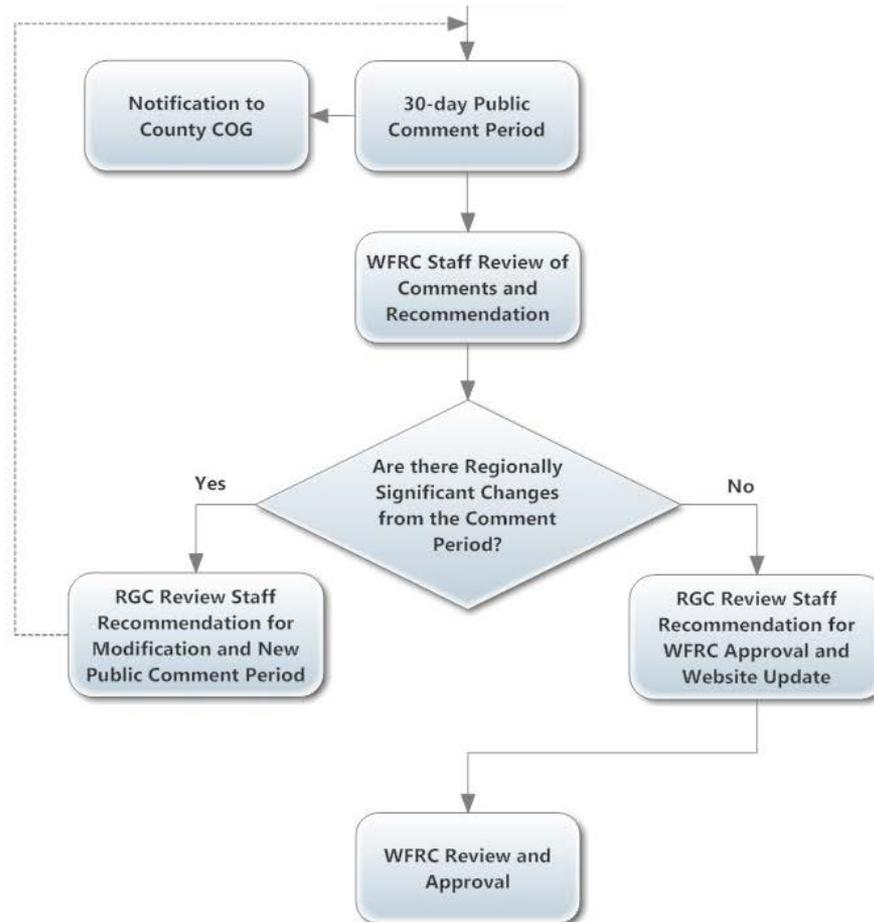


RTP And Amendment Process Overview

REGIONAL TRANSPORTATION PLAN AMENDMENT PROCESS



RTP And Amendment Process Overview



Technical Considerations for Future Amendments

Why Technical Considerations?

- Will provide additional information to inform decisions
- Tied to the WC2050 Goals and the RTP evaluation and phasing criteria
- Considerations will be reviewed by UDOT, UTA, RGC TAC, and RGC in September and October
- Examples of Technical Considerations:
 - Safety
 - Connection to Centers
 - Multimodal Elements



Amendment #4 Overview

- 17 total requests for approximately \$150 million
- Projects guided by State requirements
 - Ten seeking Corridor Preservation Funds. (~\$35 million)
 - One seeking Weber County-administered sales tax revenue. (~\$5 million)
- Major capacity projects
 - Three could utilize funding from the WFRC-administered Surface Transportation Program (STP) funds. (~\$24 million)
 - Three UDOT projects could be financed through the Transportation Investment Fund (TIF). (~\$88 million)
- For information only
 - Two additional UDOT projects may also be funded with the TIF. Neither requires amendment into the 2015-2040 RTP; both are included for information only.

Projects Guided by State Requirements for Inclusion in the RTP



Local funding

Corridor Preservation Requests

1. Operational Improvements on 6000 West – Herriman City
2. Operational Improvements on 6400 West – Herriman City
3. Operational Improvements and New Construction on 7300 West – Herriman City
4. Widening of Riverfront Parkway – South Jordan
5. Operational Improvements on 2700 West – South Jordan
6. Operational Improvements on Bengal Blvd. – Cottonwood Heights
7. Widening of Fort Union Blvd. – Cottonwood Heights
8. Widening of Vine Street – Murray
9. New Construction of Depot Street – Clearfield
10. Operational Improvements on 8000 West - Salt Lake County

Weber County Sales Tax

11. Operational Improvements on 1200 West – Marriott-Slaterville



Major Capacity Overview

Surface Transportation Fund and Transportation Investment Fund

12. Widening on Lone Peak Parkway – Draper City
13. New I-215 Frontage Road – Taylorsville
14. Widening of Main Street – Kaysville and Layton
15. New Bangerter Highway Interchanges at 4700 South – UDOT
16. New Bangerter Highway Interchanges at 13400 South – UDOT
17. Widening of Highway 89 in Davis County – UDOT

For Information Only

18. I-15 Braided Ramp in Salt Lake County – UDOT
19. SR-201 Extension in Tooele County – UDOT



2015-2040 RTP

Recommendation for Approval of Amendment #4

———— August 24, 2017 ————



WASATCH FRONT REGIONAL COUNCIL



WASATCH CHOICE

— 2050 —

Update

August 24, 2017

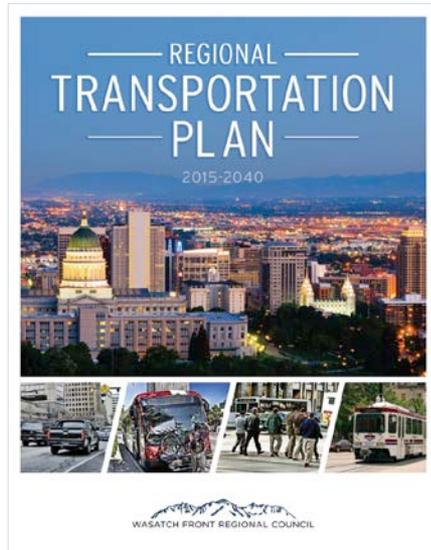


WASATCH FRONT REGIONAL COUNCIL



WASATCH CHOICE

2050



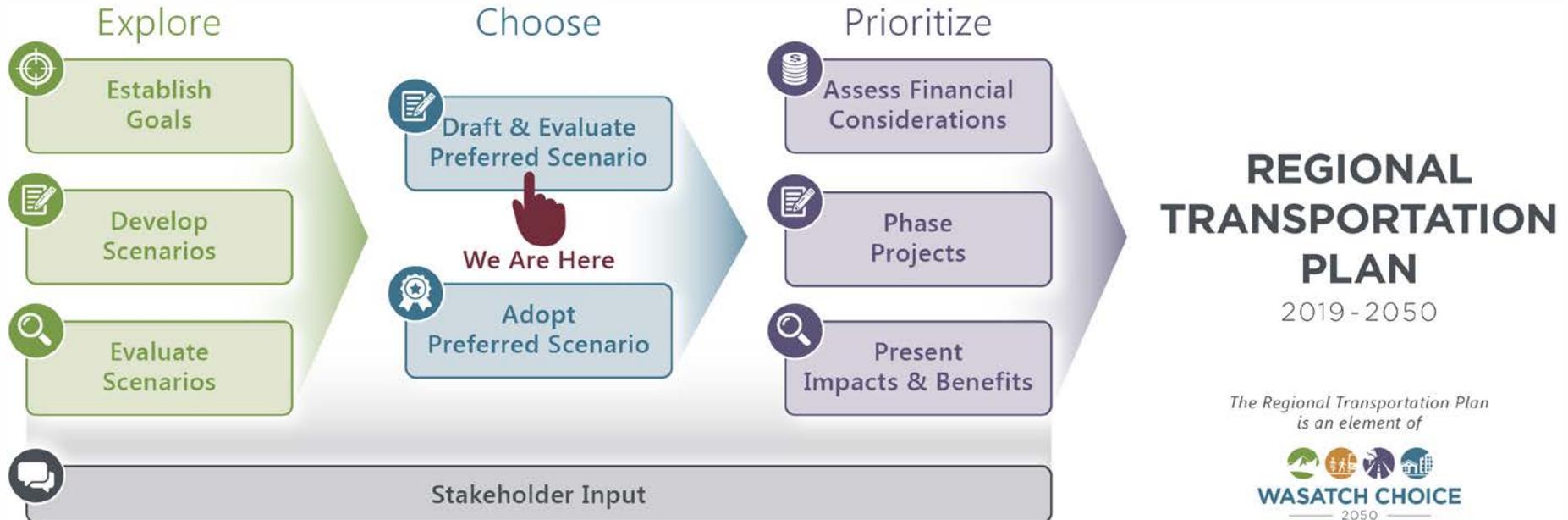
Wasatch Choice 2050

- Grassroots-developed growth strategy



- How we want centers and transportation projects to work together

Planning Process

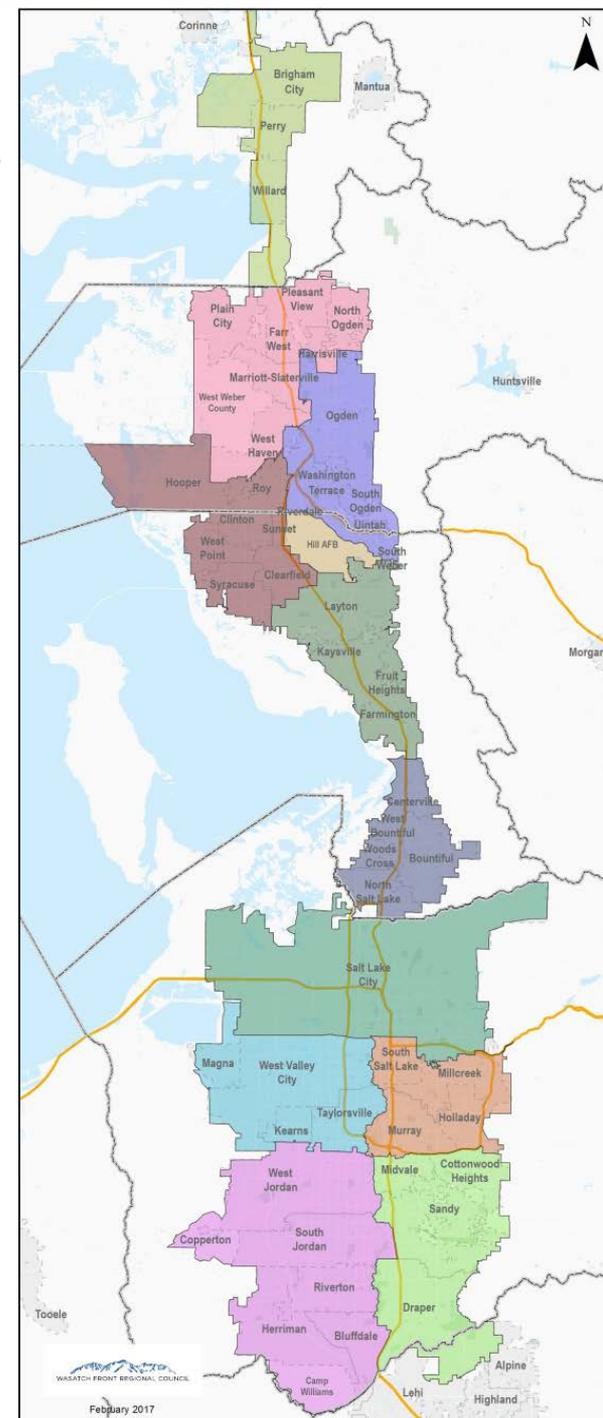


Wasatch Choice 2050

Process update

1. Feedback received on three land use and transportation scenarios
2. Preferred scenario being developed with local planners and partners
3. Evaluation of projects being based on new goals
4. Local workshops on Preferred Scenario in Spring 2018

Key issues update



WC2050 Goals: Informing Project Decisions



Livable and healthy communities



Access to economic and educational opportunities



Manageable and reliable traffic conditions



Quality transportation choices



Safe, user friendly streets



Housing choices and affordable living expenses



Clean air



Ample parks, open spaces, and recreational opportunities



Sustainable environment, including water, agricultural, and other natural resources



Fiscally responsible communities and infrastructure

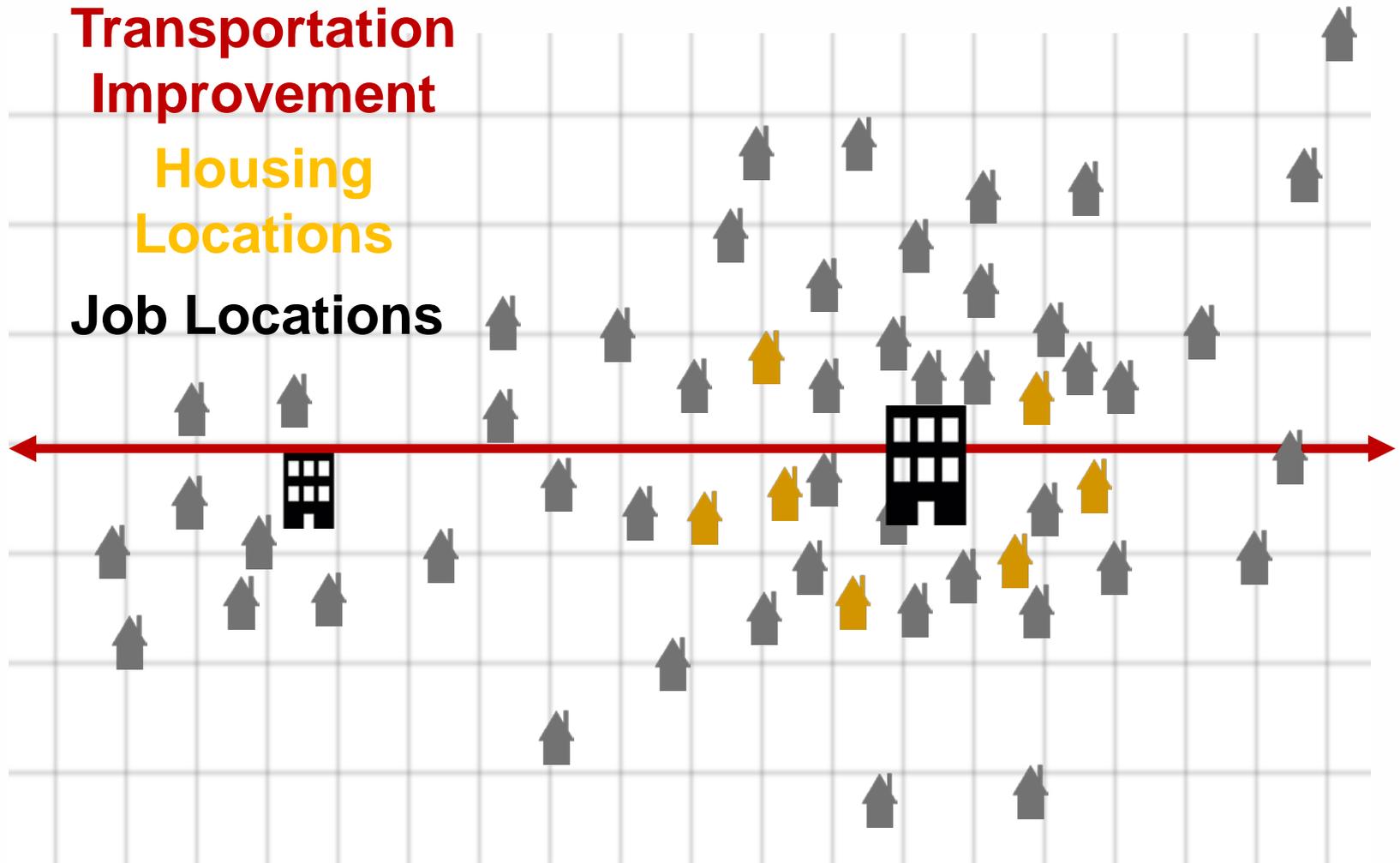
Access to Opportunity: Improvement

**Transportation
Improvement**

**Housing
Locations**

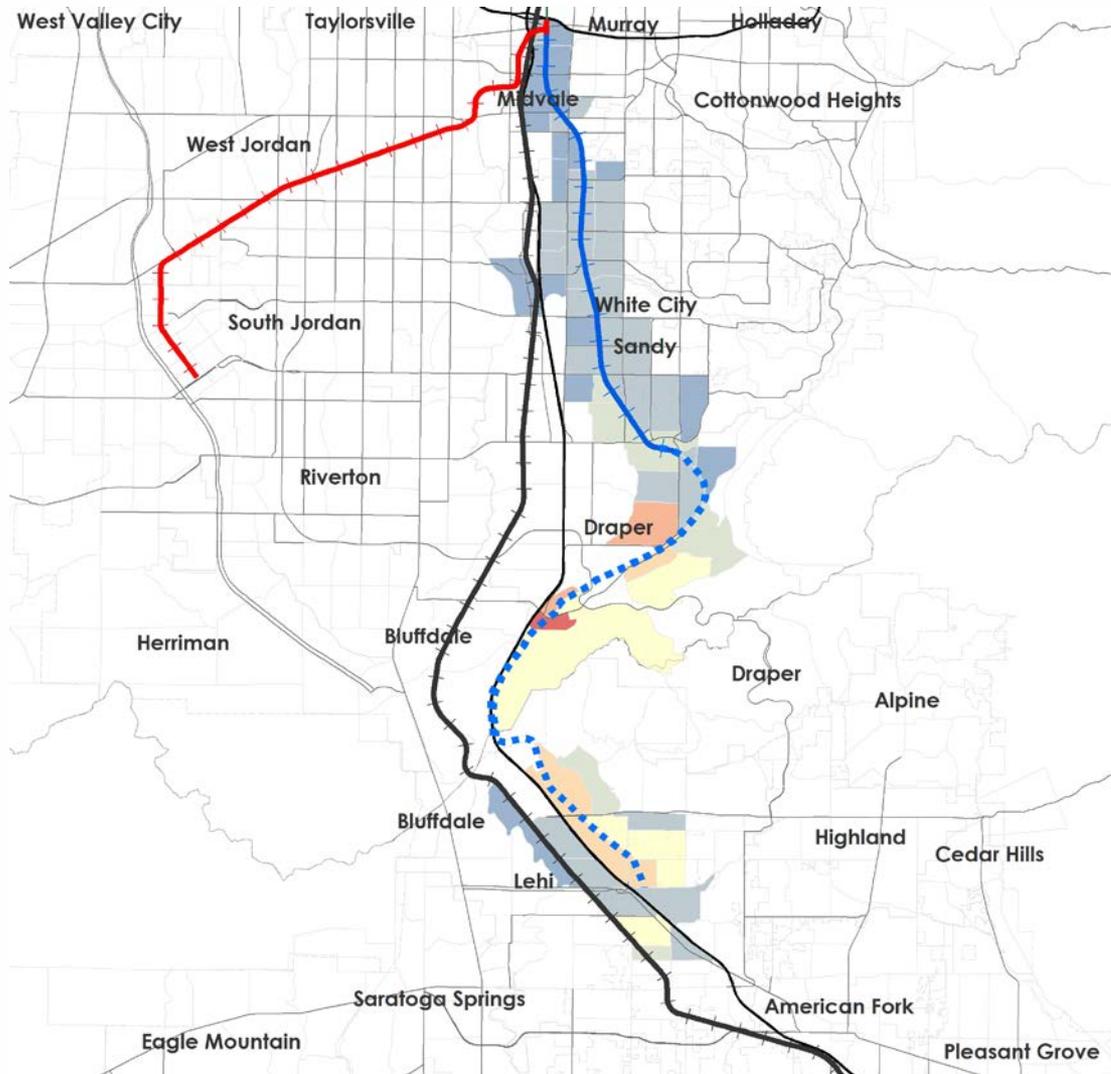


Access to Opportunity: Improvement



Understanding *Added* access (example from TRAX Extension)

How many more jobs can I now get to within 40 minutes by transit?



Households able to access an additional:

- Few – 1,000 jobs
- 1,001 – 5,000 jobs
- 5,001 – 10,000 jobs
- 10,001 – 20,000 jobs
- 20,001 – 30,000 jobs
- 30,001 – 40,000 jobs
- 40,000 – 50,000 jobs
- 50,000 – 62,000 jobs

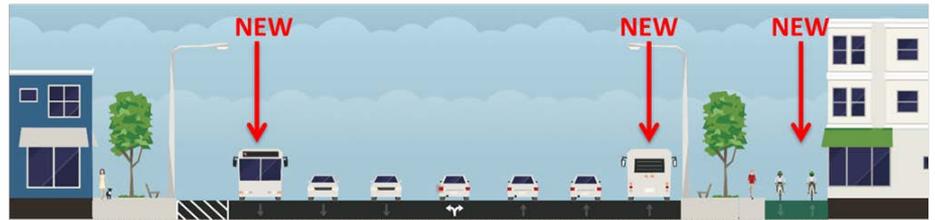
Source: WFRC

Wasatch Choice 2050

Process update

Key issues update

1. Does the preferred scenario match your long-term vision?
2. Approach to meeting specific corridor and area needs
3. Nurturing job clusters
4. Davis County runs out of room



Wasatch Choice 2050

Process update

1. Feedback received on three land use and transportation scenarios
2. Preferred scenario being developed
3. Evaluation of projects being based on new goals
4. Local workshops on Preferred Scenario in Spring 2018

Key issues update

1. Does the preferred scenario match your long-term vision?
2. Approach to meeting specific corridor and area needs
3. Nurturing job clusters
4. Davis County runs out of room



WASATCH CHOICE

— 2050 —

Update

August 24, 2017



WASATCH FRONT REGIONAL COUNCIL

2017-2022 TIP Board Modification #8

Trans Com
June 15, 2017

Ben Wuthrich
Wasatch Front Regional Council

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

Board Modification

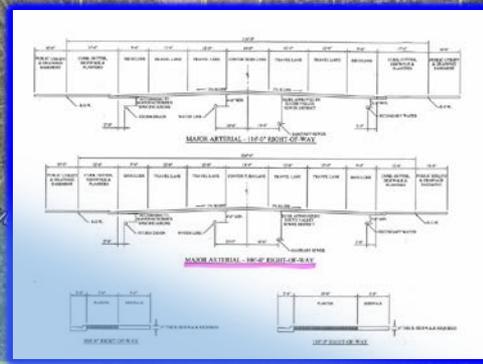
Funding Exchange

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	Herriman	Herriman Parkway	14937	Herriman Parkway; 6400 West to 6800 West	New Construction - 5-lane facility with shoulders, curb, gutter, and sidewalks	STP_URB_SL (STP - Urban Area Salt Lake/ West Valley (WFRC))	\$5,364,600	\$2,000,000	<i>Exchanged Funding</i>	\$1,700,000	2017
						ST_GF_TIF (General Fund - Transportation Investment Fund)		\$0			

This project will construct the next section of the 5-lane facility with shoulders, curb, gutter, park strips, and sidewalks. By exchanging the \$1,700,000 of State funds for the \$2,000,000 of Urban Surface Transportation Program (STP) federal funds, Herriman will be able to advance the project and utilize other city and local resources without federalizing all participating funding and components of the new facility and surrounding infrastructure.

Herriman Parkway; 6400 West to 6800 West New Construction – 5-Lane Facility



Project Cost
\$ 5,364,600

Funds Requested
\$ 2,000,000

Request for Funding Exchange	Estimated Cost	\$ 5,364,600
	Federal Funding	\$ 2,000,000
	Exchanged Funding	\$ 1,700,000

W 12600 S (principal arterial) and initially will be the only transportation route connecting new development currently in planning.

2017-2022 TIP Board Modification

Regional Council
August 24, 2017

Ben Wuthrich
Wasatch Front Regional Council

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

Board Modification

Additional Funding/ Project Scope

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	Salt Lake City & UTA	Sugar House Streetcar	13125	Sugar House Steetcar Double Track; 500 East to 600 East	Construct a Double Track	CMAQ_WFRC Congestion Mitigation\ Air Quality Urban Area Sal Lake\ West Valley (WFRC)	\$3,016,100	\$900,000	Combine Projects and Change Project Limits	CMAQ Funding Amount Programmed - Remains the Same (\$ 1,900,000)	2019-2020
Salt Lake	Salt Lake City & UTA	Sugar House Streetcar	14047	Sugar House Steetcar Double Track; 600 East to 700 East	Construct a Double Track	CMAQ_WFRC Congestion Mitigation\ Air Quality Urban Area Sal Lake\ West Valley (WFRC)	\$3,016,100	\$1,000,000			2020-2021
Salt Lake	UTA	Sugar House Streetcar	13125	Sugar House Steetcar Double Track - 300 East to 500 East	Construct a Double Track	CMAQ_WFRC Congestion Mitigation\ Air Quality Urban Area Sal Lake\ West Valley (WFRC)	\$3,016,100	\$900,000			2019-2020
Salt Lake	UTA	Sugar House Streetcar	13125	Sugar House Steetcar Double Track - 300 East to 500 East	Construct a Double Track	Salt Lake County	\$6,032,200	\$0	New Funding	\$4,000,000	2018

This project will double track the S-Line to enable the Sugar House Streetcars to pass each other, thereby improving the reliability and Streetcar frequency from 20 plus minute headways to 15 minutes. To maximize the service the track needs to be widened at the route mid point (300 East to 500 East), minimizing one car waiting for the other vehicle to pass at the current limited location. This project has been identified as a priority for Salt Lake City, Salt Lake County, South Salt Lake, and UTA. Salt Lake County has recently approved \$ 4 million to make up the short fall for this project to move forward.

Ogden/ Layton Urban Area

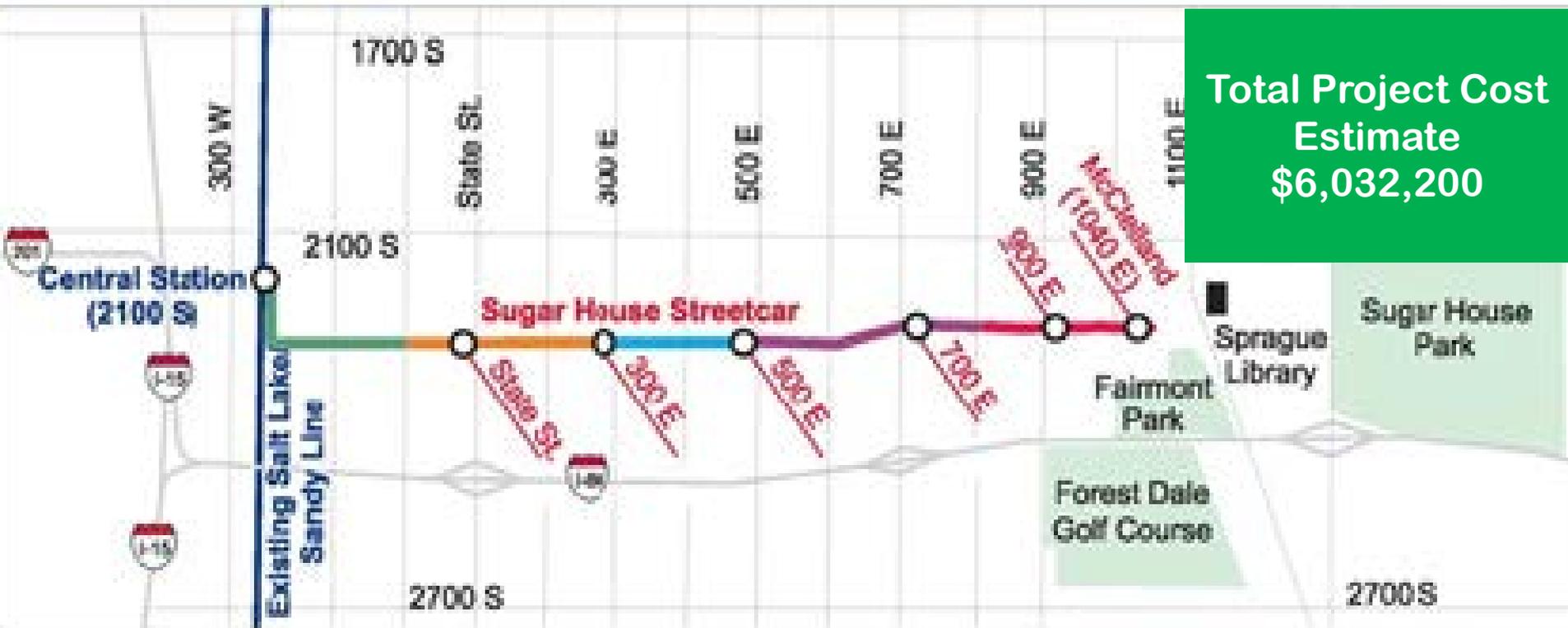
County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Davis	UDOT	I-215	13737	I-215; 2100 North to I-15 Project	Roadway Reconstruction	NHPP_IM (National Highway Performance Program - Interstate Maintenance)	\$21,000,000	\$14,000,000	Additional Funding	\$7,000,000	2019
Davis	UDOT	SR-68	15155	SR-68; Salt Lake/ Davis County Line to 500 South	Pavement Rehabilitation (Purple Book)	NHPP_NHS (National Highway Performance Program - National Highway Systems)	\$3,300,000	\$3,300,000	Combine All Three Projects into the SR-68; I-215 to Center Street Proj (PIN 12674)	\$7,000,000	2018
Davis	UDOT	SR-68	12674	SR-68; I-215 to Center Street	Widen Structure over I-215 and widen Redwood Road	CMAQ_WFRC	\$19,072,616	\$1,072,616			2017
						NHPP_NHS	\$15,612,178	2018			
						NHS	\$128,436	2017			
						STP_FLX_ST	\$2,000,000	2017			
ST_RET_ROW	\$259,386	2017									

By combining the projects, the impact to the motoring public will be reduced, project mobilization and traffic control cost will be reduced and project construction coordination will enable the project to be completed in a shorter time frame. The additional funding will come from cost savings from the South Davis Operational Upgrades and De-obligation funds from project cost savings in Region Two. The total project cost estimate with the additional funding is \$43,372,616 million.

Sugar House Streetcar Double Track

Construct a Double Track

Sugar House Streetcar



Modification will combine projects, change project limits from 500 East/ 700 East to 300 East/ 500 East and add the additional Local Funding from Salt Lake County

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

Board Modification

Funding Swap/ 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	UDOT	SR-37	13037	4000 South (SR-37); 5100 West to Midland Dr. (SR-108)	Widen to 3 lanes from 5100 W to 4700 W and widen to 5 lanes from 4700 West to Midland Dr	LOCAL_GOVT	\$27,039,189	\$6,800,000	Funding Reduced	\$2,500,000	2017
						L_BETTERMENT		\$512,600			2017
						L_CORR-WEBER		\$10,663			2016
						STP_URB_O/L		\$7,070,034			2018
						ST_CONT_R1		\$230,226			2017
						ST_TIF		\$12,415,666	Additional Funding	\$2,500,000	2018

Region 1 request approval to replace \$2.5 million of Weber County funds with an equivalent amount of TIF funding on SR-37. Weber County committed \$6.8 million to this project which has an overall project value of \$27,039,189. The \$6.8 million came out of the Weber County Corridor Preservation and Local Option Sales Tax funds. As the project progressed through several design refinements, the project was able to minimize the amount of ROW needed for the project, which subsequently reduced the total ROW costs for the project. The overall project budget is balanced; however, due to the restrictions on the county's ROW and construction funds, there is a surplus of ROW funds and a deficit of construction funding. Additionally, Weber County does not have available funding to swap ROW for Construction. This leaves up to a \$2.5M deficit. Region One is proposing to make up the difference of this deficit by using \$2.5M of ST_TIF funds returned from the SR-193 improvements and up to \$2.5M in excess ROW funding will be returned to Weber County.

Statewide	UDOT	Various	SNAP	Student Neighborhood Access Program (SNAP)	Assist with presentations & resources for the Zero Fatalities Parent Night Program and the Student Neighborhood Access Program	Transportation Solutions Funds	\$300,000	\$0	New Funding	\$300,000	2017/18 School Year
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The Traffic and Safety Division is seeking approval to add \$300,000 in Transportation Solutions Funds for the Zero Fatalities Parent Night Program (\$245,000) and to fund additional presentations and resources to support the Student Neighborhood Access Program (SNAP) (\$55,000). The Zero Fatalities Parent Nights are a key component of the Zero Fatalities Program. Getting parents involved is so critical to a new driver's learning experience. They would like to implement this program in at least 80% of all Utah high schools - reaching at least 99 of all 124 schools for the 2017/18 school year. The Student Neighborhood Access Program (SNAP) is aimed at providing resources to educate elementary students about safe behaviors while using active transportation to and from school. This program also provides resources for school districts to plan safe routing for students.

New Project

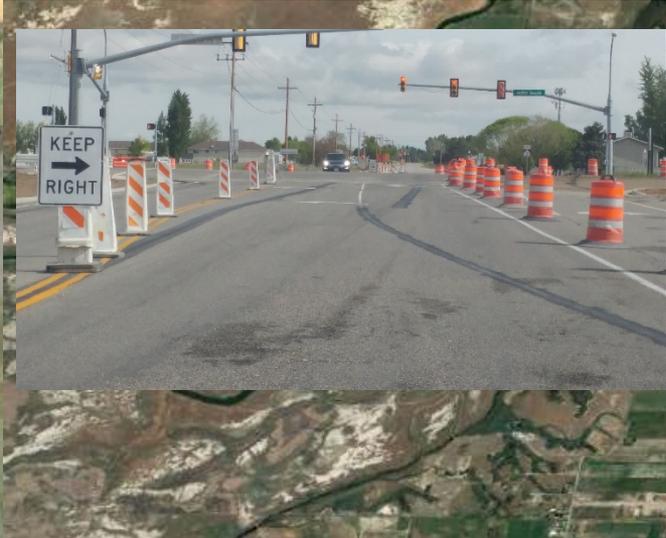
Salt Lake/ West Valley Urban Area

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-80	New	I-80 over the Surplus Canal MP116.4 (approx. 3000 West)	Bridge Deck Replacement	NHPP_BR (National Highway Performance Program Bridge On)	\$2,100,000	\$0	New Funding	\$2,100,000	2018

This bridge was originally funded in the Bridge Preservation Program. As the scope was further developed and refined it became evident that a deck replacement was the most beneficial treatment to extend the life of the bridge. Structures Division is requesting this project be funded as a 2018 project in the Rehabilitation and Replacement Program. Funding will come from unprogrammed bridge funds in FY2018.

4000 South (SR-37); 5100 West to Midland Dr. (SR-108)

Widen to 3 lanes from 5100 W to 4700 W and Widen to 5 lanes 4700 W to Midland Drive



Funding Swap
\$2,500,000 County
Corridor Preservation
Funds

State Transportation
Investment Funds

Total Project Cost
Estimate \$27,039,189



Board Modification will swap County Corridor Funds for State Construction Funds

Student Neighborhood Access Program

Promoting Parental Involvement with New Drivers

New Funding
\$300,000



BE SMART. BE SAFE.
A PARENT'S GUIDE TO SMART TEEN DRIVING



zero
Fatalities
A Goal We Can All Live With



Funding will Promote Zero Fatalities Parent Night Program and Educate students about safe Behaviors with Active Transportation

I-80 over the Surplus Canal (approx. 3000 West)

Bridge Deck Replacement



New Funding
\$2,100,000

Total Project Cost
Estimate
\$2,100,000



Project will Rehabilitate and Replace Section of I-80 over Canal

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

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
Weber, Davis, Salt Lake, Tooele, Utah and Summit	UTA	Various	New	TIGER 8 First/Last Mile Program	First/ Last Mile Improvements at or around UTA rail stations	TIGER (Transportation Investment Generating Economic Recovery) Program	\$20,000,000	\$0	<i>New Funding</i>	\$20,000,000	2016

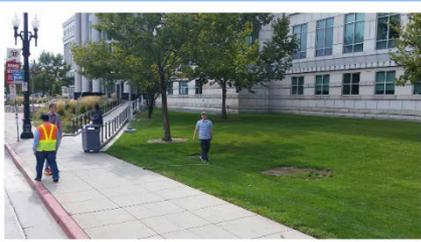
UTA and more than 30 cities and counties, non-profit groups and state and local organizations worked closely together to secure the Transportation Investment Generating Economic Recovery (TIGER) grant funding. Because of these efforts, the U.S. Department of Transportation has awarded the region a \$20 million grant that will be used, along with matching funds, to build projects like new sidewalks, bike lanes, ADA ramps and bike and pedestrian bridges, as well as expand bike sharing programs, to allow people to more easily reach transit.

Weber, Davis, Salt Lake, and Utah	UTA	Various	New	UTA's FrontRunner	Enhanced Automated Train Control System (E-ATC) PTC	Fixing America's Surface Transportation (FAST) Act (Section 3028)	\$33,800,000	\$30,280,000	<i>New Funding</i>	\$3,520,000	2018
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Project will design and test a two-step No-Code Proceed system to assure the safe operation of UTA's FrontRunner Enhanced Automated Train Control (E-ATC) PTC (Positive Train Control) system on its two mainline track segments from Provo to Pleasant View. The system will prevent a single point of failure for any movement of a train through a work zone or malfunctioning grade crossing when the system has imposed a positive stop. The project also includes onboard modifications to the locomotive's vital software required to ensure that E-ATC functions on UTA's upgraded system, integration testing, and a locomotive operator simulator. The local match and the remaining project amount for the PTC implementation will be funded by UTA local dollars.

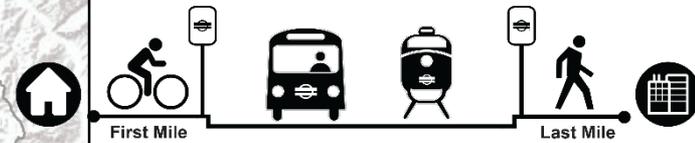
TIGER 8 First/ Last Mile Program

Build projects like, New Sidewalks, Bike Lanes, ADA Ramps, Ped/ Bike Bridges



**New Funding
\$20,000,000**

First and Last Mile



Journey from Home To Work



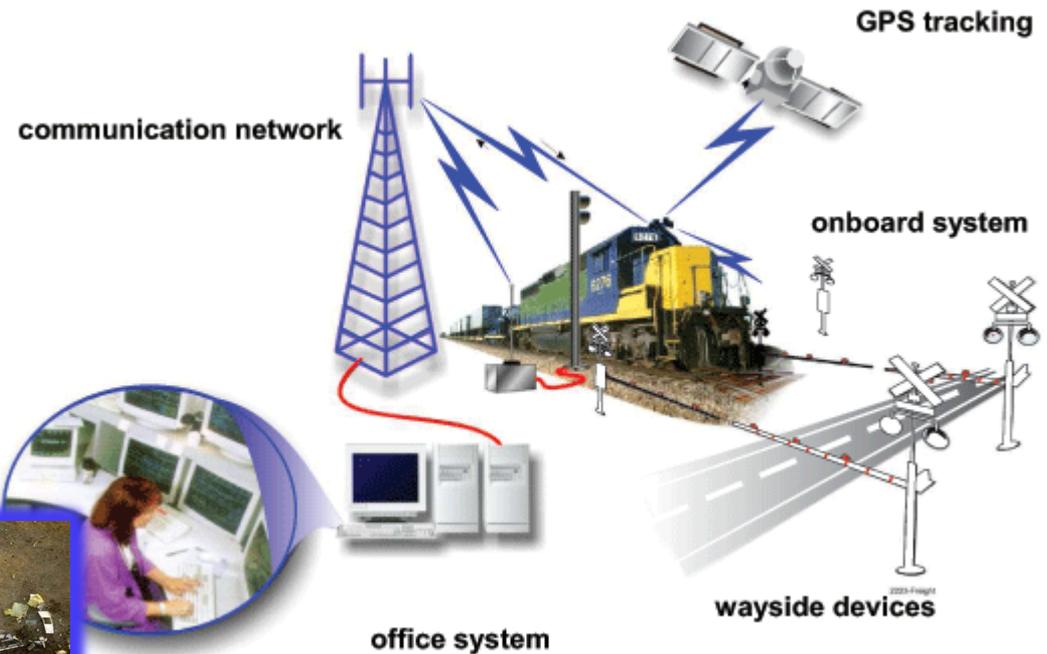
Program will construct multiple First/ Last Mile type projects

Enhanced Automated Train Control

Implementation of Positive Train Control (PTC) System

New Funding
\$3,520,000

Total Project Cost
Estimate
\$33,800,000



System will prevent a single point of failure for any movement of a train through a work zone or malfunctioning grade crossing when the system has imposed a positive stop



Provo Central Orem Central American Fork Lehi Draper South Jordan Murray Central Salt Lake Central North Temple Woods Cross Farmington Layton Clearfield Roy Ogden Pleasant View



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

Board Modification

New Projects (FY 2018 Recreational Trails Program)

The federal Recreational Trails Program (RTP) was authorized by Congress as part of the Intermodal Surface Transportation Efficiency Act of 1991. This program has been continued through the current FAST ACT transportation authorization. ● These projects are selected and administered through the Utah State Parks and Recreation Division. ● Funds may be used to provide and maintain trails for motorized and nonmotorized recreational uses, including trailside and trailhead facilities, and also provisions to facilitate access for people with disabilities. ● For the 2018 Program, Utah has 54 projects totaling \$2,256,134 in Federal Aid Funds and \$7,987,829 of Sponsors Matching Funds for a total of \$10,513,963 in New Project Value (16 projects totaling \$2,747,145 in the WFRCA Area.)

WFRCA Area				
Sponsor	Concept/ Type of Improvement/ Location	Funding Amount	Total Project Value	
Non-Motorized				
Friends of Wasatch Mt. State Park	Wild Aware Utah Program (\$1,257 RTP requested, non-motorized): Recipient parks will each receive two signs to be placed on existing kiosks or near a trailhead on a metal pole. These parks include: Rockport State Park, Wasatch Mountain State Park (would like 14 signs), Gooseneck State Park, Antelope Island State Park, and East Canyon State Park.	\$1,257	\$2,710	
Salt Lake County	Fujiyte Parcels BST (\$85,000 RTP requested, non-motorized): Purchase two parcels of land that the IRS is auctioning free of interests and liens. These pieces of land are located between I-80 and Millcreek Canyon Road allowing residents opportunity for exercise, recreation, and will assure that the land is not developed.	\$85,000	\$212,000	
Salt Lake County Parks & Recreation	Cardiff Fork Trail (\$75,000 RTP requested, non-motorized): Part of the re-alignment/extension of the trail to Donut Falls from the Cardiff Fork Trailhead. The proposed trail will move hiking traffic off Cardiff Road onto a shared trail that parallels the road. An 8' wide boardwalk will cross 350' of wetland to connect the re-aligned position of the Donut Falls trail.	\$75,000	\$382,600	
Salt Lake City Department of Public Utilities	Mormon Pioneer Trail Restoration (\$55,665 RTP requested, non-motorized): Reroute several sections of trail to more sustainable grades, regrade existing trail to enhance drainage while reducing annual maintenance.	\$55,665	\$111,385	
City of Cottonwood Heights	Big Cottonwood Canyon Connector Trail (\$45,000 RTP requested, non-motorized): Construct 560 linear feet of a 10' wide trail connecting the Fort Union Park and Ride with the Big Cottonwood Canyon Trail at the Wasatch Blvd./Fort Union Interchange.	\$45,000	\$107,000	

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

Board Modification

New Projects (FY 2018 Recreational Trails Program) - Continued

WFRCA Area				
Sponsor	Concept/ Type of Improvement/ Location	Funding Amount	Total Project Value	
Motorized - Continued				
Utah Snowmobile Association	Economic Impact Study for Snowmobiling in Utah: Up-to-date	Utah Division of Parks & Recreation - OHV Program	Utah Trail Host/OHV Volunteer Specialist: Increase amount of Trail Host sponsored projects, monitor efforts, and education/outreach opportunities that occur in public land statewide.	\$80,000 \$212,200
Utah Division of Parks & Recreation - OHV Program	OHV Volunteer Service Project Trail Tools: Service project	Utah Division of Parks & Recreation - OHV Program	Snowcat Purchase: Replace snowcat that will allow OHV Program to groom snowmobiles trails for the 18 recognized across the state.	\$88,000 \$176,000
		Forest Service Utah Avalanche Center	Saving Lives with Avalanche Education: Providing life-saving and time-critical avalanche information and forecasts, formal education and training in communities as well as at trailheads, gas stations, and in the field.	\$46,000 \$128,000
		Friends of the Utah Avalanche Center	Know Before You Go Avalanche Awareness and Education: Revise KBYG avalanche awareness video. Create a series of 10-15 per season, short videos for release throughout the winter featuring well known riders sharing helpful tips about potential dangers. Reach out through venues to riders that have not recieved much avalanche awareness as well as showing videos at family-oriented venues. Give away promotional logo items with avalanche awareness.	\$30,000 \$86,500
		Uinta-Wasatch-Cache National Forest (UWC)	Maintenance of OHV/Single Track Routes: General maintenance on 110 miles of OHV/ATV trails and 227 miles of single track trails, as well as heavy maintenance focusing on tread work to improve tread prism (width, flow, and drainage) of specific trails in need.	\$78,500 \$163,900
		Utah Division of Parks & Recreation - OHV Program	Snowmobile Trail Grooming, Maintenance and Trailhead Snow Removal: Provide snowmobile trail grooming, maintenance, signage, and trailhead snow removal. Replace and/or repair trail blazers, markers, t-posts, and clearing trails.	\$230,000 \$460,000
		Tread Lightly!	Ride on Utah: Coordinate 6-8 meetings to assess highest priority maintenance projects, bi-monthly clean up projects, Tread training, maintain website, digital advertisement, and create "How To" videos that emphasize ethics and safety.	\$68,877 \$208,740
		Ride with Respect	Moab-Area Tools, Trails, and Trail Patrol: Specialized tools and trailers to work safely, efficiently, and effectively.	\$30,000 \$60,000

Recreational Trails Program



PARKS

ACTIVITIES

RESOURCES

SEARCH



2018-2023 TIP Review and Approval

Regional Council
August 24, 2017

Ben Wuthrich
Wasatch Front Regional Council

T



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Transportation Improvement Program is . . .

- **Six Year Program of Highway & Transit**
 - **Four Years Funded - Two Years Concept**
- **In the Urban Areas**
 - **Salt Lake/ West Valley - Ogden/ Layton**
- **Funded by**
 - **Federal, State, & Local Programs**
- **For All Cities, Counties, UDOT & UTA**



Transportation Improvement Program will . . .

- **Implement the Long Range Plans**
 - **Highway/ Transit Projects for the Region**
- **Help Meet the Short Range Needs**
 - **Of the Wasatch Front Area**
- **Provide for the Maintenance**
 - **Of the Existing Transportation System**

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
DRAFT - 2018-2023 PROJECTS

For the

WASATCH FRONT REGIONAL COUNCIL (WFRC) AREA

Including a separate listing of the following programs

Urban Surface Transportation Program (STP),
 Congestion Mitigation/ Air Quality Program (CMAQ),
 Transportation Alternatives Program (TAP)

Other Federal Highway Administration Funds	Federal Transit Administration Funds	State Funds
National Highway Performance Interstate Maintenance (IM)	<u>Sec. 5303</u> – MPO & Statewide Planning	
National Highway System (NHS)	<u>Sec. 5307</u> – Urbanized Area Formula	
Bridge On State System	<u>Sec. 5309</u> – Capital Investment Program – New Starts	State Construction
Bridge Replacement Off System – Local	<u>Sec. 5309</u> – Capital Investment Program – Bus	Centennial Highway Funds
Off System – Optional Minimum Guarantee	<u>Sec. 5309</u> – Capital Investment –Fixed Guide-way Modernization	Critical Highway Need Funds
Highway Safety Improvement Safety Any Area	<u>Sec. 5310</u> – Elderly Persons and Persons with Disabilities	Highway Construction - Program
Rail/ Highway Crossing – Hazard Elimination	<u>Sec. 5320</u> – Transit in Parks Program	State General Funds
Recreational Trails Program	<u>Sec. 5337</u> – State of Good Repair	State Traffic Corridor - Preservation
Safe Routes to School	<u>Sec. 5339</u> – Buses and Bus Facilities	Transportation Investment - Fund (TIF)
STP - Any Area Statewide		
TIGER Discretionary Funds		
Other Federal Funds		

Section includes;

- Glossary of Federal Funding Types
- Projects included in the Draft 2018-2023 Transportation Improvement Program (TIP)
 - Urban Surface Transportation Program (STP) Projects
 - Congestion Mitigation/ Air Quality Program (CMAQ) Projects
 - Transportation Alternatives Program (TAP) Projects
 - Other Federal-Aid Funded and State Funded Projects
 - Transit Funded Projects



Transportation Improvement Program Contains

- **Lists of Projects**
- **Including;**
 - **New Construction**
 - **Rehab & Maintenance**
 - **Safety/ ITS**
 - **Transit, O & M**
 - **Pedestrian & Bike**

TIP Projects in the **TIP**:



- **Represent \$ Millions**
- **Thousands of Jobs**
- **Economic Growth & Development**
- **Mobility/ Access**
- **Preservation of Life**
- **And Promote the Quality Of Life**



Federal Law

Requires:

- **Financially Constrained**
- **Conform To Air Quality**
- **Reviewed By the Public**
- **Approved by Regional Council**



**Federal Programs Administered by WFRC
(STP, CMAQ, and TAP)
Funds for the WFRC Area FY2018 - FY2023**

Table 4.1 SALT LAKE/WEST VALLEY AREA Surface Transportation Program

	2018	2019	2020	2021	2022	2023
Apportioned STP Funds	18,590,000	19,240,000	19,240,000	19,240,000		
Available STP Funds	20,744,400	22,778,600	27,579,400	29,840,600		
Scheduled STP Funds	17,205,800	14,439,200	16,978,800	21,437,000		
Balance of Funds	3,538,600	8,339,400	10,600,600	8,403,600		
Local Match Funds	1,249,400	1,048,500	1,332,900	1,500,000		
Total Program Funds	18,455,300	15,487,700	18,211,700	22,937,000		

**Transit Funding
Programmed within the WFRC Area
FY2018 - FY2023**

Planning Fund	Prior Obligation	TOTAL 2018	TOTAL 2019	TOTAL 2020	TOTAL 2021	TOTAL 2022	TOTAL 2023
FTA Section 5307 SLJ/WV	\$ 24,940,475.00	\$ 26,480,456.00	\$ 27,033,643.00	\$ 27,598,312.00	\$ 27,598,312.00	\$ 27,598,312.00	\$ 27,598,312.00
FTA Section 5307 O/L	\$ 12,403,189.00	\$ 12,822,381.00	\$ 13,090,248.00	\$ 13,363,670.00	\$ 13,363,670.00	\$ 13,363,670.00	\$ 13,363,670.00
FTA 5307 SLJ/WV Related Locality Funds/Transit Enhancements	\$ 374,689.40	\$ 529,809.56	\$ 540,872.43	\$ 551,965.12	\$ 551,965.12	\$ 551,965.12	\$ 551,965.12
FTA 5307 O/L Related Locality Funds/Transit Enhancements	\$ 249,316.69	\$ 256,447.81	\$ 261,804.46	\$ 267,273.70	\$ 267,273.70	\$ 267,273.70	\$ 267,273.70
FTA Section 5337 State of Good Repair	\$ 13,091,336.00	\$ 13,317,889.00	\$ 13,380,506.00	\$ 13,431,320.00	\$ 13,431,320.00	\$ 13,431,320.00	\$ 13,431,320.00
FTA Section 5339 Bus and Bus Facilities	\$ 2,283,439.00	\$ 1,035,156.00	\$ 1,055,860.00	\$ 1,076,977.00	\$ 1,076,977.00	\$ 1,076,977.00	\$ 1,076,977.00
FTA Section 5310 Sp Needs - Elderly w/Disabilities	\$ 7,328,608.00	\$ 10,000,000.00	\$ 10,000,000.00	\$ 10,000,000.00	\$ 10,000,000.00	\$ 10,000,000.00	\$ 10,000,000.00
Capital Investment Program Discretionary Grants	\$ 7,328,608.00	\$ 10,000,000.00	\$ 10,000,000.00	\$ 10,000,000.00	\$ 10,000,000.00	\$ 10,000,000.00	\$ 10,000,000.00
Capital Investment Program Local Funds	\$ 60,671,053.12	\$ 61,710,478.37	\$ 62,385,160.89	\$ 63,059,850.00	\$ 63,734,540.00	\$ 64,409,230.00	\$ 65,083,920.00

**Other Federal Funding
Programmed within the WFRC Area
FY2018 - FY2023**

Planning Fund	Prior Obligation	TOTAL 2018	TOTAL 2019	TOTAL 2020	TOTAL 2021	TOTAL 2022	TOTAL 2023	Total CD
SL OFF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STP	\$ 167,397.09	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CMAQ	\$ 91,204.24	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CMAQ 2042 S	\$ 12,487,593.08	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FAHAWK	\$ 2,388,380.00	\$ 3,484,046.48	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TC/BONUS/MS	\$ 5,897,470.31	\$ 5,812,392.00	\$ 7,861,798.00	\$ 9,309,019.00	\$ -	\$ -	\$ -	\$ -
FA 5339_BD	\$ 2,925,252.78	\$ 3,116,810.88	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PTAC 5339	\$ 968,887.50	\$ 129,796.42	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TRIP	\$ -	\$ 277,350.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TR	\$ -	\$ 12,800,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SETTLEMENT	\$ 17,680,167.28	\$ 11,541,287.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,870,408.00

Air Quality Memorandum

REPORT NO. 36a [DRAFT]

DATE June 2, 2017

SUBJECT CONFORMITY ANALYSIS FOR THE WFRC 2018-2023 TRANSPORTATION IMPROVEMENT PROGRAM.

ABSTRACT The Fixing America's Surface Transportation (FAST) Act and the Clean Air Act Amendments (CAAA) require that all regionally significant highway and transit projects in air quality non-attainment and maintenance areas be derived from a "conforming" Regional Transportation Plan and Transportation Improvement Program. A conforming Plan or Program is one that has been analyzed for emissions of controlled air pollutants and found to be within the emission limits established in the State Implementation Plan (SIP) or within guidelines established by the Environmental Protection Agency (EPA) until such time that a SIP is approved. This conformity analysis is made by the Wasatch Front Regional Council (WFRC), as the Metropolitan Planning Organization for the region, and submitted to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for their concurrence. This conformity analysis is being prepared according to the transportation conformity rulemakings promulgated by the Environmental Protection Agency (EPA) as of March 2010 and according to FHWA guidelines found in the FAST Act legislation.

Section 93.122(g)(1) of the Transportation Conformity Rule (40 CFR part 93) states that a new TIP may be demonstrated to conform "... without new regional emissions analysis if the previous regional emissions analysis also applies to the ... TIP." Section 93.122 includes the following four conditions. First, the TIP must include all projects that must be started within the TIP time frame in order to achieve the transportation network envisioned in the plan. Second, all regionally significant projects in the TIP must be included in the regional emissions analysis. Third, the design concept and scope for TIP projects must not have changed significantly from the plan. And fourth, the previous regional emissions analysis is consistent with all conformity requirements. As discussed below, the WFRC 2018-2023 TIP meets the conditions of CFR 93.122(g)(1) and therefore conforms to the State Implementation Plan and the EPA guidelines for interim conformity for all applicable non-attainment and maintenance areas and pollutants. Therefore, all the transportation projects in Box Elder, Weber, Davis, Salt Lake and Tooele Counties included in the 2018-2023 TIP are found to conform.

Wasatch Front Regional Council
295 North Jimmy Doolittle Road
Salt Lake City, Utah 84116

The TIP provides a thoughtful and balanced approach that seeks to implement critical projects, including those identified in the WFRC Regional Transportation Plan. These projects help our local communities and our region meet the challenge of Utah's rapidly growing population while simultaneously promoting a strong economy, good air quality, and high quality of life.

TIP Public Comments and Responses

Comment	Response
There were concerns that the TIP did not place sufficient emphasis on transit and active transportation.	While significant investment has been made for transportation in Utah, there are needs across all modes of transportation that remain unmet. Presently, investment is largely based on mode-specific funding sources and there is limited dedicated funding for transit and active transportation projects. WFRC will continue to work with its partners to explore various means of additional investment in transit and active transportation.
There were several comments regarding the need for bicycle facilities in various parts of the region.	WFRC understands the need for additional bike facilities in the region. WFRC will continue to work with the Utah Department of Transportation, the Utah Transit Authority, local governments, and other stakeholders to facilitate solutions that address the needs. However, funding has not yet been identified for many of the specific needs mentioned.
The Mountain View Corridor should be completed and then upgraded to freeway status as soon as possible.	Funding for the Mountain View Corridor (MVC) is currently programmed to extend the road to SR-201. Some of the work is already taking place from 5400 South to 4100 South. Funding for the upgrade to freeway status has not been identified and is planned in Phase 2 of the 2015-2040 Regional Transportation Plan.
Comments were received both for and against converting US-89 in North Davis County to a freeway.	UDOT is in the process of conducting an additional environmental study regarding the US-89 corridor in North Davis County. These comments will be considered as part of that process.
Several comments were received regarding the need for additional capacity and/or an alternate route to I-80 between Lake Point and Salt Lake County.	WFRC understands the need for an alternate to I-80. Concepts for addressing this need are being evaluated but funding has not yet been identified.
Multiple comments were received regarding perceived safety and operational improvement needs in various parts of the region.	Safety and operational service upgrades are evaluated largely based on technical criteria. WFRC will continue to work with UDOT, UTA and local governments to develop projects that meet established eligibility criteria and address needed improvements.
There were requests for additional transit capacity primarily in the form of double tracking and/or electrifying FrontRunner.	A study is currently being conducted by UTA to assess the costs and benefits of double tracking FrontRunner. In addition, potential transit improvements are regularly evaluated in terms of ridership benefits, costs, and other relevant considerations.
Concerns with a few projects in the TIP were identified.	WFRC staff will work with each project sponsor to address these concerns.
Multiple comments were received regarding perceived pavement improvement needs.	WFRC staff will refer those who submitted these comments to the UDOT Click N Fix app, which will allow the commenters to have their concerns addressed through a consistent process that is already in place to address pavement needs identified by the public.



WASATCH FRONT REGIONAL COUNCIL

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www.wfrc.org

The Wasatch Front Regional Council builds consensus and enhances quality of life by developing and implementing visions and plans for a well-functioning multi-modal transportation system, livable communities, a strong economy, and a healthy environment.

Community Assistance from the
National Park Service

**CONSERVATION & OUTDOOR RECREATION
COMMUNITY ASSISTANCE**

[WASATCH CHOICE 2050 SCENARIOS](#)[INTERACTIVE MAP GALLERY](#)

MAJOR PLANS, PROGRAMS, PUBLICATIONS & NEWS

REGIONAL
**TRANSPORTATION
PLAN**

2015-2040

**REGIONAL TRANSPORTATION
PLAN**

A PLAN THAT PROVIDES A CRITICAL BLUEPRINT FOR THE FUTURE OF TRANSPORTATION IN OUR LOCAL COMMUNITIES AND ACROSS THE REGION



**TRANSPORTATION
IMPROVEMENT PROGRAM**

THE REGION'S PLAN FOR FUNDING TRANSPORTATION IMPROVEMENTS OVER THE NEXT 6 YEARS



**TRANSPORTATION
AND
LAND USE CONNECTION**

**TRANSPORTATION AND LAND
USE CONNECTION**

IN PARTNERSHIP WITH SALT LAKE COUNTY AND OTHERS, ASSISTS LOCAL GOVERNMENTS TO DESIGN AND CREATE GREAT COMMUNITIES

Process for New Projects & The Draft TIP





**Self-Certification
of the
Transportation
Planning Process**