



Mike Caldwell, Chair
Mayor, Ogden

Bret Millburn, Vice Chair
Commissioner, Davis County

Mark Allen
Mayor, Washington Terrace

Bill Applegarth
Mayor, Riverton

Len Arave
Mayor, North Salt Lake

John Barber
Councilman, Morgan County

Jackie Biskupski
Mayor, Salt Lake City

Don Carroll
Mayor, Fruit Heights

Karen Cronin
Mayor, Perry

Kelvyn Cullimore
Mayor, Cottonwood Heights

Tom Dolan
Mayor, Sandy

James Ebert
Commissioner, Weber County

Kerry Gibson
Commissioner, Weber County

Michael Jensen
Councilman, Salt Lake County

Ben McAdams
Mayor, Salt Lake County

Brad Pratt
Councilman, Tooele City

JoAnn Seghini
Mayor, Midvale

Bob Stevenson
Mayor, Layton

Derk Timothy
Mayor, Bluffdale

Senator Stuart Adams
Utah State Senate

Representative Mike Schultz
Utah House of Representatives

Jerry Benson
Utah Transit Authority

Carlos Braceras
Utah Department of Transportation

Beth Holbrook
Utah League of Cities & Towns

Jim Smith
Utah Association of Counties

Robert Grow
Envision Utah

Evan Curtis
State Planning Coordinator

Andrew Gruber
Executive Director

WASATCH FRONT REGIONAL COUNCIL
Meeting of January 23, 2018
AGENDA

There will be a meeting of the Wasatch Front Regional Council on **Tuesday, January 23, 2018 at 3:00 p.m. at the Salt Palace Convention Center, Salt Lake City, Utah.** The agenda for the meeting will be as follows:

1. **Consent Agenda**
 - a. ACTION: Minutes of the WFRC meeting held October 26, 2017
 - b. ACTION: Financial statements and check registers for October, November and December 2017 and Budget/Expenditure Report
2. **Chairman's Report**
 - a. Welcome new members
 - b. ACTION: Endorse appointments to WFRC Committees
 - c. ACTION: Creation of Utah Communications Authority Regional Advisory Committee and ratification of WFRC Appointments
 - d. Federal Transportation Planning Certification Review Results
3. **Public Comment**
4. **Regional Growth Committee (RGC)**
 - a. ACTION: Approval of 2015-2040 RTP Amendment #5
 - b. Preview of Wasatch Choice Vision Workshops
5. **Transportation Committee (Trans Com)**
 - a. ACTION: Board modifications to the 2018-2023 Transportation Improvement Program (TIP)
 - b. Report on Board modifications to the 2018-2023 TIP
6. **Active Transportation Committee (ATC) Report**
7. **Executive Director's Report**
8. **Other Business**

Next WFRC Council meeting: March 22, 2018, WFRC offices

Upcoming events:

New Member Orientation, WFRC offices, Thursday, Feb 22, 2018, 2-3:30pm
Wasatch Choice Vision Workshops, various locations and times, Jan 30 through March 5, 2018
WFRC Weekly Legislative meetings, Aspen Room at State Capitol, 8-9:30am, Thursdays during legislative session

Note: Informational materials can be located on WFRC's website at www.wfrc.org

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

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



MINUTES
 Wasatch Front Regional Council
 Meeting of October 26, 2017

Mayor Mike Caldwell, Council Chair, called the meeting of the Wasatch Front Regional Council to order at 2:06 p.m. in the offices of the Wasatch Front Regional Council located at 295 North Jimmy Doolittle Road, Salt Lake City, Utah.

2017 WFRC MEMBERS		IN ATTENDANCE
BOX ELDER COUNTY		
Member - Karen Cronin	Perry	yes
DAVIS COUNTY MEMBERS		
Len Arave	North Salt Lake	yes
Bret Millburn	Davis County	yes
Don Carroll	Fruit Heights	no
Bob Stevenson	Layton	yes
DAVIS COUNTY ALTERNATES		
Tamara Long	South Weber	yes
MORGAN COUNTY		
Member - John Barber	Morgan County	no
SALT LAKE COUNTY MEMBERS		
Ben McAdams	Salt Lake County	no
Jackie Biskupski	Salt Lake City	no
Tom Dolan	Sandy	yes
Michael Jensen	Salt Lake County	no
Kelvyn Cullimore	Cottonwood Heights	yes
JoAnn Seghini	Midvale	yes
Bill Applegarth	Riverton	yes
Derk Timothy	Bluffdale	yes
SALT LAKE COUNTY ALTERNATES		
Carmen Freeman	Herriman	yes
Dirk Burton	W.Jordan City Council	yes
Jeff Silvestrini	Millcreek	yes
TOOELE COUNTY		
Member - Brad Pratt	Tooele City	no
Alternate - Shawn Milne	Tooele County	yes
WEBER COUNTY MEMBERS		
James Ebert	Weber County	no
Kerry Gibson	Weber County	yes
Mark Allen	Washington Terrace	yes
Mike Caldwell	Ogden	yes
WEBER COUNTY ALTERNATES		
UDOT & UTA		
Member - Carlos Braceras	UDOT	yes
Member - Jerry Benson	UTA	yes

NON-VOTING MEMBERS		
Jim Smith	Utah Association of Counties	yes
Beth Holbrook	Utah League of Cities & Towns	yes
WFRC Appointments from other organizations:		
Robert Grow	Envision Utah	no
Stuart Adams	State Senate	no
Mike Schultz	State House of Representatives	no
Evan Curtis	State Planning Coordinator	yes
OTHERS IN ATTENDANCE		
Tina Cannon, Morgan County	Devon Murphy, Representative Rob Bishop	
Stephen Lyon, Morgan County	Brooke Stewart, Weber EDP	
Robert Hale, Midvale City Mayoral candidate	Ivan Marrero, FHWA	
Steve Call, FHWA	Cameron Diehl, ULCT	
John Hiskey, ULCT	Russell Weeks, SLC Council Staff	
Nathan Lee, UDOT	Tim Rees, KHSA	
Matt Sibul, Utah Transit Authority	Scott Hess, WFRC	
Andrew Gruber, WFRC	Alex Roy, WFRC	
Loveit Baumgardner, WFRC	Jory Johner, WFRC	
Wayne Bennion, WFRC	Christy Dahlberg, WFRC	
Kip Billings, WFRC	Ted Knowlton, WFRC	
Rob Jolley, WFRC	Callie New, WFRC	
Julie Bjornstad, WFRC	Heather McLaughlin-Kolb, WFRC	
LaNiece Davenport, WFRC	Ben Wuthrich, WFRC	
Ned Hacker, WFRC	Muriel Xochimitl, WFRC	
Andrea Pearson, WFRC		

Welcome [00:00:20]

Mayor Mike Caldwell welcomed Wasatch Front Regional Council members and guests. Mayor Caldwell also reminded the group that, in working to reduce paper waste, only a few packets were printed and encouraged the use of personal electronic devices to access the meeting materials. Introductions were made. Cameron Diehl was recognized as the newly appointed Executive Director of Utah League of Cities and Towns.

1. Consent Agenda [00:03:39]

1a. ACTION: Approve Minutes from previous meeting

Mayor Tom Dolan moved to approve the minutes of the WFRC meeting held August 24, 2017 and Mayor Kelvyn Cullimore seconded the motion. The minutes were accepted unanimously.

1b. ACTION: Approve Financial Statements [00:03:58]

Mayor Tom Dolan moved to approve the Financial Statements and Check Registers for August and September and Budget/Expenditure Report as of September 30, 2017. Commissioner Bret Millburn seconded the motion and they were accepted unanimously.

2. Chairman's Report [00:04:15]

2a. Community Spotlight – Morgan County / Ogden Valley Rural Planning Organization

Councilmember Tina Cannon, Morgan County, shared information about the RPO and the area it is intended to serve. In September 2017 Morgan City, Huntsville Township, Morgan County, Weber County and WFRC signed an interlocal agreement establishing the Morgan County – Ogden Valley Rural Planning Organization (RPO) in order to cooperatively plan transportation system improvements and priorities. UDOT is initially providing most of the funding for the work by WFRC staff to assist these local jurisdictions in developing plans and priorities.

2b. Transportation Governance and Funding Task Force update [00:15:22]

Muriel Xochimitl, WFRC, provided an update on the ongoing work of the Task Force, which represents an opportunity to build on Utah's success in collaborative transportation planning. The

Task Force is evaluating best practices for integrating transportation and land use decisions to promote economic development and enhance overall quality of life. The working groups have provided preliminary recommendations to the Task Force for their consideration. The Funding Working Group's top recommendation is to maintain and enhance the state's commitment to transportation infrastructure investment while increasing flexibility in the use of those funds. The Economic Development and Land Use Working Group's recommendations include an enhanced focus on integrating transportation investment, land use decisions, and economic development considerations. The Governance Working Group is considering whether there should be a greater role for the state in funding and delivering transit projects. It is anticipated that the Legislature will consider potential legislation that incorporates elements of the Task Force recommendations. It is anticipated that the Legislature will consider potential legislation that incorporates elements of the Task Force recommendations.

2c. WFRC Programs for Local Governments [00:41:50]

LaNiece Davenport and Wayne Bennion, both with WFRC, briefly discussed the STP, CMAQ, TAP, and TLC programs and reminded the Council that letters of intent are due October 30, 2017. WFRC will award approximately \$35 million in funding and technical assistance to recipients, through six programs that provide resources for local governments. These programs include:

- Surface Transportation Program (STP)
- Congestion Mitigation-Air Quality (CMAQ)
- Transportation Alternatives Program (TAP)
- Transportation and Land Use Connection (TLC)
- Community Development Block Grant (CDBG)
- Wasatch Front Economic Development District (WFEDD)

[00:43:11] Mayor Caldwell gave special recognition to two long serving Council members who will be leaving public office at the end of 2017. Mayor JoAnn Seghini has been involved with WFRC for 20 years, and Mayor Kelvyn Cullimore, for seven years.

3. Public Comment [00:50:22]

Mayor Caldwell opened the meeting up to public comment. Cameron Diehl, ULCT, commented on the Transportation Governance and Funding Task Force and data gathered during the survey. ULCT has members on all three Working Groups and has been supportive of the dialog in each group. Mr. Diehl mentioned that ULCT has some concerns, and will continue to discuss and collaborate on these concerns in upcoming Task Force work.

4. Budget Committee Report [00:53:52]

Mayor Tom Dolan, WFRC Budget Committee chair, reported that the committee met on October 12, 2017 and discussed several items that were recommended to come before the Council.

4a. ACTION: Approve WFRC Personnel Policy [00:54:08]

Andrew Gruber, WFRC, reviewed two modifications to WFRC's Personnel Policy as outlined in the memo and document included in the packet. Proposed modifications are (1) the Funeral Leave policy being modified to allow for "compassionate leave" and, (2) eliminating the current waiting period, to provide a new benefit of up to 80 hours (i.e., two weeks) at 2/3 pay for any FMLA-qualifying event. There was discussion regarding these changes, and it was recommended that the vote be bifurcated. **[01:03:59] ACTION** on the compassionate leave modification: Mayor Tom Dolan motioned to approve and Mayor JoAnn Seghini seconded the motion. The vote was unanimous. **[01:04:22] ACTION** on the modification to eliminate the waiting period for FMLA-qualifying event: Mayor Tom Dolan motioned to approve and Mayor Derk Timothy seconded the motion. Although there were some members that do not support the modification to enhance this benefit, the majority was affirmative. **[01:05:00] ACTION** to approve the overall WFRC Personnel Policy as presented: Mayor Bob Stevenson motioned to approve and Commissioner Bret Millburn seconded the motion. The vote was unanimous.

4b. ACTION: Approve WFRC Accounting and Administrative Policy [01:05:11]

Andrew Gruber, WFRC, informed the Council of proposed changes to WFRC's Accounting and Administrative Policy as outlined in the memo and document included in the packet. The four proposed changes are (1) Appointment of a Treasurer and a Clerk, (2) Addition of Records Management and Retention policy, (3) Appointment of a staff person to act as a Compliance Administrator and, (4) Addition of a statement on Ethics. [01:08:35] Mayor Tom Dolan motioned to approve the Accounting and Administrative Policy as presented, and Mayor Derk Timothy seconded the motion. The vote was unanimous.

4c. PUBLIC HEARING AND ACTION: Approve FY'18 Budget and Unified Planning Work Program (UPWP) Amendments [01:08:48]

Mayor Tom Dolan motioned to open the public hearing on the FY'18 Budget and UPWP. Mayor Karen Cronin seconded the motion and the vote was unanimous. Andrew Gruber, WFRC, informed the Council of the proposed amendments to the draft budget as outlined in the memo and documents included in the packet. After the explanation, there was no discussion nor any public comment. [01:15:07] Mayor Tom Dolan motioned to close the public hearing on the FY'18 Budget and UPWP. Mayor Carmen Freeman seconded the motion and the vote was unanimous. [01:15:56] Mayor Tom Dolan then motioned to amend the WFRC FY'18 Budget and Unified Planning Work Program as proposed. Mayor Derk Timothy seconded the motion and the vote was unanimous.

4d. ACTION: Acceptance of the FY'17 Audit Report [01:16:14]

Tim Rees from the auditing firm of Karren Hendrix Stagg & Allen, performed the annual audit of the Council's financial records. The auditors have issued an unqualified opinion with no findings. A summary of the audit results may be found on page 44 of the report. [01:16:52] Mayor Tom Dolan motioned that the Council take action to accept the WFRC FY'17 Audit Report as presented. The motion was seconded by Mayor Carmen Freeman and the affirmative vote was unanimous.

5. Regional Growth Committee (RGC) Report [01:17:35]

5a. Wasatch Choice 2050 Preferred Scenario update

Ted Knowlton, WFRC, presented information about Wasatch Choice 2050. In collaboration with member communities and transportation partners, WFRC is developing the Wasatch Front's Regional Vision, known as Wasatch Choice 2050 (WC2050). WC2050 creates a vision for coordinated transportation infrastructure, land development, and economic development. One element of WC2050 is the 2019-2050 Regional Transportation Plan (RTP) - the formal long-range plan for regional roads, transit, and active transportation.

6. Transportation Committee (Trans Com) Report [01:22:29]

Mayor Karen Cronin, Trans Com chair, informed the group that staff has proposed some modifications to the evaluation criteria used for the Surface Transportation Program (STP). The changes are to improve consideration of access to opportunity and economic development in the evaluation process, and to ensure that the criteria fully align with the WC2050 goals adopted last year by the Council. Trans Com will be reviewing and acting on these modifications during the meeting to be held on November 9, 2017.

[01:23:15] ACTION: Board Modifications to the 2018-2023 Transportation Improvement Program (TIP)

Ben Wuthrich, WFRC, reported that WFRC has received a request to modify the current 2018-2023 Transportation Improvement Program (TIP). The modification requires action from the Transportation Commission and Wasatch Front Regional Council. He briefly explained each modification and referred members to the packet for detailed information. [01:29:00] Mayor Karen Cronin motioned to approve the attached resolution to modify the 2018-2023 TIP as requested. The motion was seconded by Mayor Bob Stevenson, and the vote was unanimous.

7. Active Transportation Committee (ATC) Report [01:30:54]

Mayor Bill Applegarth presented information on the Active Transportation Committee goals and the accomplishments for 2017. Mayor Applegarth also shared slides of the Mobile Active Transportation Tour (MATT) that several staff attended in September 2017, in Minneapolis, MN. It was a very informative way to learn about the active transportation infrastructures in other locations, to help improve the active transportation planning and implementation along the Wasatch Front. Mayor Applegarth also encouraged cities that would like to sponsor a MATT in 2018 to get in touch with WFRC staff. Mayor Applegarth then informed the group of the upcoming Golden Spoke Trail celebration that will occur in May 2018. More information will be forthcoming.

8. Air Quality Committee (AQC) Report [01:47:47]

Mayor JoAnn Seghini, Air Quality Committee chair, informed the Council that it has been recommended that the WFRC Air Quality Committee be suspended and that air quality matters be communicated regularly to the Council and its committees as needed or requested.

8a. Local Government Air Quality Strategies [01:48:41]

Kip Billings, WFRC, presented a brief review of air quality trends for the Wasatch Front Region, followed by some suggestions for air quality improvement strategies that can be implemented at the local government level. Mr. Billings highlighted the “Provo Clean Air Toolkit,” which was developed with a grant from Utah Clean Air (UCAIR). Provo City worked with Envision Utah and Alta Planning to develop this user-friendly public website – www.provocleanair.org. It contains numerous strategies for improving air quality that can be applied at various levels by local government, businesses, or residents.

8b. Air Quality Committee direction [02:00:35]

Andrew Gruber, WFRC, requested that action be taken by the Council in order to acknowledge the suspension of the AQC. This action is intended to allow WFRC staff to work with groups such as Utah Clean Air Partnership (UCAIR) and Governor’s Clean Air Action Team (CAAT), to communicate more broadly and comprehensively to a larger audience, rather than duplicate efforts. Mayor JoAnne Seghini motioned to support the suspension of the AQC. The motion was seconded by Mayor Mark Allen and the vote was unanimous.

9. Executive Director’s Report [02:01:42]

Andrew Gruber, WFRC, updated the Council on the following items:

- (1) WFRC’s review from the US DOT regarding our planning processes was positive and WFRC again received certification.
- (2) Utah Communications Authority is now is required to implement a Regional Advisory Committee. Mr. Gruber brought attention to the application included in the packet and asked the Council to recommend appointees for this committee.
- (3) Mr. Gruber acknowledged the departure of Muriel Xochimitl and Jon Larsen, who are both moving on to different opportunities, and thanked them for their significant contributions to WFRC. The Council was invited to share the job descriptions for these open positions, Government Affairs Director and Modeling, Forecasting and Information Services Manager, with potential candidates.
- (4) Mr. Gruber then mentioned the draft 2018 WFRC Meeting Schedule that was included in the packet and asked the members to advise WFRC staff if they see any potential conflicts.

10. Other Business [02:03:42]

Mayor Mike Caldwell asked if there were any other items to discuss. With no further business, Mayor Caldwell moved that the meeting be adjourned at 4:10pm. Commissioner Bret Millburn seconded the motion and the voting was unanimous.

Balance Sheet
As of 10-31-17

ASSETS

Cash	\$ 1,252,056.69		
Accounts Receivable	936,492.17		\$ 1,252,056.69
Prepaid Expense	16,565.00		\$ 936,492.17
			\$ 16,565.00
			\$ 0.00
			\$ 2,205,113.86
			=====

LIABILITIES & FUND BALANCE

Accounts Payable	234,786.03		
Accrued Payroll & Taxes	287.35		
Accrued Vacation/Sick Leave	271,179.14		
Total Liabilities			\$ 506,252.52
State and Local	1,164,627.18		
General Fund	1,917.59		
Special Projects Fund	532,316.57		
Total Fund Balances			\$ 1,698,861.34
			\$ 2,205,113.86
			=====

Check Register
(A) WELLS FARGO BANK
10-31-17

Check#	Date	Vendor	Amount
11056	10-10-17	CUT001 CUTLERS	51.96
11057	10-10-17	FEH001 FEHR & PEERS	7449.09
11058	10-10-17	ICM001 ICMA RETIREMENT TRUST	880.15
11059	10-10-17	JIV001 JIVE COMMUNICATIONS INC	571.33
11060	10-10-17	OFF001 OFFICE DEPOT	289.99
11061	10-10-17	PAR001 PARAMETRIX	12580.25
11062	10-10-17	PEH001 PEHP FLEX BENEFITS	1416.19
11063	10-10-17	REP001 REPUBLIC SERVICES #864	209.06
11064	10-10-17	STA002 STAPLES ADVANTAGE DEPT DAL	160.00
11065	10-10-17	TER001 TERMINIX	369.00
11066	10-10-17	USL001 U S LAWNS	561.00
11067	10-19-17	ADV001 ADVANTAGE UTAH	283.59
11068	10-19-17	BIO001 BIO-WEST, INC.	689.03
11069	10-19-17	CIP001 CIPHER TECHNOLOGIES LLC	7450.30
11070	10-19-17	CIV001 CIVIL SOLUTIONS GROUP, INC	7000.00
11071	10-19-17	COM004 COMFORT SYSTEMS USA	1642.56
11072	10-19-17	ELE001 ELECTRIC LIGHTWAVE	1625.60
11073	10-19-17	ELP001 EL PERIODICO DE UTAH	200.00
11074	10-19-17	FRE001 FREGONESE ASSOCIATES	32107.97
11075	10-19-17	GSB001 GSBS CONSULTING	5250.00
11076	10-19-17	LOG001 LOGAN SIMPSON DESIGN INC	5125.00
11077	10-19-17	PEN001 PENNA POWERS	438.75
11078	10-19-17	PSC001 PS COMMERCIAL CLEANING	600.00
11079	10-19-17	ROC001 ROCKY MOUNTAIN POWER	1042.40
11080	10-19-17	RRJ001 RRJ CONSULTING, LLC	2000.00
11081	10-19-17	SLI001 SLICCAMA	338.25
11082	10-19-17	STA002 STAPLES ADVANTAGE DEPT DAL	89.43
11083	10-19-17	STR001 STRINDBERG & SCHOLNICK, LL	1571.67
11084	10-19-17	TYC001 TYCO INTEGRATED SECURITY L	626.22
11085	10-19-17	UNU001 UNUM LIFE INSURANCE CO	350.85
11086	10-19-17	UTA003 UTAH LOCAL GOVERNMENT TRUS	511.63
11087	10-19-17	UTA019 UTAH DIV OF PURCHASING AND	7567.96
11088	10-19-17	ZIO002 ZIONS BANK PUBLIC FINANCE	1275.00
11089	10-19-17	INT002 INTERMOUNTAIN EAP - MISC A	256.65

Total Of Register

102580.88
=====

Licensed User: ACCOUNTING DEPARTMENT

Balance Sheet
As of 11-30-17

ASSETS

Cash	\$ 1,018,505.64	
		\$ 1,018,505.64
Accounts Receivable	1,195,115.24	
		\$ 1,195,115.24
Prepaid Expense	15,318.37	
		\$ 15,318.37
		\$ 0.00
		\$ 2,228,939.25
		=====

LIABILITIES & FUND BALANCE

Accounts Payable	111,508.15	
Other Liabilities	6.28	
Accrued Payroll & Taxes	595.41	
Accrued Vacation/Sick Leave	276,164.83	
		\$ 388,274.67
Total Liabilities		
State and Local	1,301,528.14	
General Fund	6,819.87	
Special Projects Fund	532,316.57	
		\$ 1,840,664.58
Total Fund Balances		
		\$ 2,228,939.25
		=====

Check Register
(A) WELLS FARGO BANK
11-30-17

Check#	Date	Vendor	Amount
11090	11-07-17	APP001 APPLE SPICE JUNCTION	52.79
11091	11-07-17	BIK001 BIKE UTAH	1000.00
11092	11-07-17	CYM001 CYMA SYSTEMS, INC	1550.00
11093	11-07-17	FEH001 FEHR & PEERS	14056.60
11094	11-07-17	ICM001 ICMA RETIREMENT TRUST	20640.64
11095	11-07-17	JIV001 JIVE COMMUNICATIONS INC	571.33
11096	11-07-17	KAR001 KARREN HENDRIX STAGG ALLEN	9000.00
11097	11-07-17	LIN001 LINCOLN NATIONAL LIFE INS	1812.82
11098	11-07-17	LOG001 LOGAN SIMPSON DESIGN INC	15701.40
11099	11-07-17	PAR001 PARAMETRIX	12314.50
11100	11-07-17	PEH001 PEHP FLEX BENEFITS	1416.19
11101	11-07-17	PET001 SCOTT FESTIN	69.59
11102	11-07-17	PUB001 PUBLIC EMPLOYEES HEALTH PR	35032.26
11103	11-07-17	REP001 REPUBLIC SERVICES #864	208.99
11104	11-07-17	SAL001 SLC CORPORATION - PUBLIC U	625.29
11105	11-07-17	SNE001 SNELL & WILMER LLP	4400.00
11106	11-07-17	STA001 STANDARD EXAMINER	108.25
11107	11-07-17	STA002 STAPLES ADVANTAGE DEPT DAL	982.60
11108	11-07-17	TER001 TERMINIX	234.00
11109	11-07-17	UNI005 UNIVERSITY OF ARIZONA	2500.00
11110	11-07-17	USL001 U S LAWNS	641.00
11111	11-07-17	VOD001 VODA	6435.00
11112	11-07-17	WSP001 WSP USA, INC	6025.36
11113	11-21-17	ALL003 ALLSTREAM	1625.60
11114	11-21-17	CIV001 CIVIL SOLUTIONS GROUP, INC	7000.00
11115	11-21-17	CUT001 CUTLERS	38.99
11116	11-21-17	FEH001 FEHR & PEERS	16423.70
11117	11-21-17	GSB001 GSBS CONSULTING	17250.00
11118	11-21-17	ICM001 ICMA RETIREMENT TRUST	880.15
11119	11-21-17	MOU001 MOUNTAINLAND ASSN OF GOVTS	3474.08
11120	11-21-17	OLS002 LES OLSON COMPANY	2043.99
11121	11-21-17	PEH001 PEHP FLEX BENEFITS	VOID
11122	11-21-17	PEN001 PENNA POWERS	5195.00
11123	11-21-17	PEO001 PEOPLE & PLACE LLC	43438.41
11124	11-21-17	PSC001 PS COMMERCIAL CLEANING	600.00
11125	11-21-17	PUB001 PUBLIC EMPLOYEES HEALTH PR	31810.46
11126	11-21-17	ROC001 ROCKY MOUNTAIN POWER	733.47
11127	11-21-17	RRJ001 RRJ CONSULTING, LLC	2000.00
11128	11-21-17	UTA016 UTAH MEDIA GROUP	156.20
11129	11-21-17	UTA019 UTAH DIV OF PURCHASING AND	1672.45
11130	11-21-17	VOD001 VODA	5225.00
11131	11-28-17	CYM001 CYMA SYSTEMS, INC	159.95
11132	11-28-17	FEH001 FEHR & PEERS	640.35
11133	11-28-17	FRE001 FREGONESE ASSOCIATES	7000.00
11134	11-28-17	ICM001 ICMA RETIREMENT TRUST	19415.88
11135	11-28-17	NAT001 NATIONAL ASSN DEVEL ORGANI	855.00
11136	11-28-17	PAR001 PARAMETRIX	23251.31
11137	11-28-17	PEH001 PEHP FLEX BENEFITS	1949.06
11138	11-28-17	SNE001 SNELL & WILMER LLP	1716.00
11139	11-28-17	UTA003 UTAH LOCAL GOVERNMENT TRUS	511.63

Check Register
(A) WELLS FARGO BANK
11-30-17

Check#	Date	Vendor	Amount
11140	11-28-17	XOC001 MURIEL XOCHIMITL	427.04
		Total Of Register	----- 330872.33 =====

Licensed User: ACCOUNTING DEPARTMENT

Balance Sheet
As of 12-31-17

ASSETS

Cash	\$ 1,242,808.36		
			\$ 1,242,808.36
Accounts Receivable	974,493.85		
			\$ 974,493.85
Prepaid Expense	13,992.54		
			\$ 13,992.54
			\$ 0.00
			\$ 2,231,294.75
			=====

LIABILITIES & FUND BALANCE

Accounts Payable	79,276.08		
Accrued Payroll & Taxes	482.31		
Accrued Vacation/Sick Leave	273,496.03		
			\$ 353,254.42
Total Liabilities			
State and Local	1,338,903.89		
General Fund	6,819.87		
Special Projects Fund	532,316.57		
			\$ 1,878,040.33
Total Fund Balances			
			\$ 2,231,294.75
			=====

Check Register
(A) WELLS FARGO BANK
12-31-17

Check#	Date	Vendor	Amount
11141	12-18-17	ALL003 ALLSTREAM	1625.60
11142	12-18-17	AME002 AMERICAN PUBLIC TRANSIT AS	297.54
11143	12-18-17	CIP001 CIPHER TECHNOLOGIES LLC	7549.65
11144	12-18-17	COM004 COMFORT SYSTEMS USA	708.75
11145	12-18-17	FEH001 FEHR & PEERS	1205.20
11146	12-18-17	ICM001 ICMA RETIREMENT TRUST	880.15
11147	12-18-17	JIV001 JIVE COMMUNICATIONS INC	571.33
11148	12-18-17	KAR001 KAREN HENDRIX STAGG ALLEN	3500.00
11149	12-18-17	LIN001 LINCOLN NATIONAL LIFE INS	1472.85
11150	12-18-17	LOG001 LOGAN SIMPSON DESIGN INC	12892.00
11151	12-18-17	PAR001 PARAMETRIX	10133.95
11152	12-18-17	PEH001 PEHP FLEX BENEFITS	974.53
11153	12-18-17	PEN001 PENNA POWERS	5665.00
11154	12-18-17	PEO001 PEOPLE & PLACE LLC	26217.24
11155	12-18-17	PET001 SCOTT FESTIN	106.37
11156	12-18-17	PSC001 PS COMMERCIAL CLEANING	600.00
11157	12-18-17	REP001 REPUBLIC SERVICES #864	209.61
11158	12-18-17	ROC001 ROCKY MOUNTAIN POWER	734.56
11159	12-18-17	RRJ001 RRJ CONSULTING, LLC	2000.00
11160	12-18-17	SAL001 SLC CORPORATION - PUBLIC U	116.41
11161	12-18-17	UTA019 UTAH DIV OF PURCHASING AND	4386.19
11162	12-18-17	WSP001 WSP USA, INC	18738.48
11163	12-18-17	ZIO002 ZIONS BANK PUBLIC FINANCE	3750.00
11164	12-20-17	PUB001 PUBLIC EMPLOYEES HEALTH PR	31108.80
11165	12-20-17	UNU001 UNUM LIFE INSURANCE CO	33.90

Total Of Register

135478.11
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Licensed User: ACCOUNTING DEPARTMENT

**Wasatch Front Regional Council FY 2018
Budget/Expense Report**

7/1/2017
6/30/2018

Expenditure by Function

Expenditure	Budget	Expended	Balance	%
	As amended Oct 26, 2017	12/31/2017	Unspent	Expended
Salaries/Employee Benefits	3,789,224	1,629,504	2,159,720	43%
Contractual	2,402,847	468,692	1,934,155	20%
Audit and Accounting	16,000	13,494	2,506	84%
Dues and Subscriptions	23,505	14,117	9,388	60%
Equipment Depreciation	30,100	15,334	14,766	51%
Equipment Maintenance	16,100	9,958	6,142	62%
Insurance	14,000	7,819	6,181	56%
Legal	50,000	13,735	36,265	27%
Printing & Publication	8,650	2,248	6,402	26%
Rent	250,000	29,414	220,586	12%
Building Operation/R & M	90,000	26,422	63,578	29%
Supplies/Software & Licenses	90,900	37,724	53,176	42%
Telephone/Data	35,300	17,275	18,025	49%
Travel	70,050	23,469	46,581	34%
Training	42,000	23,881	18,119	57%
Equipment Purchase	295,000	11,390	283,610	4%
Amounts expected to carry forward into next FY	795,787	0	795,787	0%
TOTAL EXPENDITURES	8,019,464	2,344,476	5,674,987	29%
Excluding Carry Forward	7,223,677	2,344,476	4,879,200	32%
% Time Expended				50%

Expenditure by Program

Program	Budget	Expended	Balance	%
	As amended Oct 26, 2017	12/31/2017	Unspent	Expended
Consolidated Transportation Planning Grant	4,988,101	1,558,088	3,430,013	31%
UTA Project Support	109,739	34,808	74,931	32%
Tooele Valley RPO	8,031	5,237	2,794	65%
Local Government Service	43,943	1,842	42,101	4%
Community Impact Board \$2K	2,000	0	2,000	0%
Mobility Management	10,000	603	9,397	6%
Economic Development	190,000	71,128	118,872	37%
CDBG - Tooele	50,000	22,092	27,908	44%
Transportation and Land Use Connection	2,025,333	580,681	1,444,652	29%
WC2050 Consortium	50,000	0	50,000	0%
Utah State Legislative Consultant	50,000	12,000	38,000	24%
Model Development	147,000	46,607	100,393	32%
Morgan RPO	30,000	0	30,000	0%
GPI Decision Support	1,757	0	1,757	0%
Oquirrh Connection	18,561	0	18,561	0%
Equipment Purchases	295,000	11,390	283,610	4%
TOTAL EXPENDITURES	8,019,464	2,344,476	5,674,990	29%

Footnotes to the Budget/Expense Report

December 2017

In this report 50% of the fiscal year (time) has passed. Of the total amount budgeted for the year 29% was expended through the end of December 2017. The budget in this report is the budget that was amended on October 26, 2017 but excludes fiscal year end entries to the fund balance. At the fund level the Council records expenditures for capital purchases and bank fees. The Council records revenue when depreciation is charged to the programs as rent and equipment usage fees and when interest is earned on funds not immediately needed for operations. At the end of the fiscal year the net effect of those transactions represent a change to the fund balance.

This information contained in this report is useful in that it shows rates of expenditure by line item and by program and allows the Council and staff to analyze rates of expenditure and progress of the various programs and address any areas of concern. It is not unusual for budget spent versus time to show variations. Some expenses such as Audit/Accounting and Dues/Subscriptions are paid at the beginning of the fiscal year causing the percentage of budget spent versus time expended to go up. However, as the year progresses that percentage drops and the line item and program will finish the year within budget. Overall expenditures show a slower rate than time (29% vs 50%). This is due to amounts included in this budget for consultants that are expected to carry forward into the next fiscal year and expenditures budgeted in connection with the office move that have not yet been expensed but are anticipated to be spent later in this fiscal year. The expenditure rate for Salaries/Benefits lags time due, in part, to vacancies in staff that will be filled in the coming months.

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

DATE: January 12, 2018
AGENDA ITEMS: 2a and 2b
SUBJECTS: Welcome new members
ACTION: Endorse Appointments to WFRC and Committees
PREPARED BY: Andrew Gruber

BACKGROUND:

- a. The Regional Council has several new members to welcome in 2018.
- b. The WFRC Chairman makes appointments of WFRC Members to the Regional Growth Committee (RGC), Trans Com, the Budget Committee, the Active Transportation Committee (ATC), and the Joint Policy Advisory Committee (JPAC). Appointments to WFRC and its Committees are also made by the County Councils of Governments (COGs). Updated WFRC and Committee membership lists reflecting any changes will be distributed at the WFRC meeting on January 23.

RECOMMENDATION:

The Regional Council endorses the appointments to WFRC Committees.

CONTACT PERSON:

Andrew Gruber, agruber@wfr.org, (801) 824-0055

DATE: January 16, 2018
AGENDA ITEM: 2c
SUBJECT: **ACTION:** Creation of Utah Communications Authority Regional Advisory Committee and ratification of WFRC Appointments
PREPARED BY: Wayne Bennion

BACKGROUND:

The State Legislature passed [Senate Bill 198](#) in 2017 that modifies the structure of the Utah Communications Authority (UCA). The UCA is responsible for establishing and maintaining a public safety communications network. Each Association of Governments (AOG) in the State, including WFRC, is now responsible for appointing a Regional Advisory Committee (RAC), comprised of up to 12 members with expertise in the public safety communications arena. The RAC will meet at least twice per year.

The role of the RAC is to review, discuss, and make recommendations to the UCA regarding issues including the public safety communications network; the interoperability of emergency response systems; the trends and standards in the public safety industry and in public safety technology.

RECOMMENDATION:

The Regional Council should adopt the attached resolution creating the WFRC Regional Advisory Committee and ratify the appointments to that Committee.

CONTACT PERSON:

Wayne Bennion, wbennion@wfr.org or (801) 363-4230 x1112

EXHIBITS:

Resolution Creating the WFRC Regional Advisory Committee
List of Individuals Appointed to RAC

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
CREATING THE REGIONAL ADVISORY COMMITTEE
TO THE UTAH COMMUNICATIONS AUTHORITY

WHEREAS, the Utah State Legislature in their 2017 session enacted Senate Bill 198 requiring each Association of Governments in the State to create a Regional Advisory Committee to the Utah Communications Authority, and

WHEREAS, the Wasatch Front Regional Council supports the maintenance and improvement of the statewide public safety communications network,

NOW, THEREFORE BE IT RESOLVED that the Wasatch Front Regional Council, meeting on January 23, 2018 approves the creation of the Regional Advisory Committee, an advisory committee to the Utah Communications Authority.

THEREFORE BE IT RESOLVED that the chairman of the Wasatch Front Regional Council shall appoint members that satisfy the statutory requirements to the Regional Advisory Committee.

Mike Caldwell
Chair
Wasatch Front Regional Council

Andrew Gruber
Executive Director
Wasatch Front Regional Council

Individuals Appointed to WFRC Regional Advisory Committee

Blaine Breshears, Morgan County Sheriff

Mike Brown, Salt Lake City Police Chief

Kevin Burns, Weber County Sheriff's Office, Investigations Commander

Jon Fassett, Police Captain, Unified Police Department of Greater Salt Lake

Karl Kuehn, Layton City Police Communications Manager

Mike Mathieu, Ogden City Fire Chief

Regina Nelson, Tooele County Sheriff's Office Public Safety Communications Manager

Paul Pitts, Layton City Network Administrator

Ryan Shosted, Administrative Sergeant, Cottonwood Heights Police

Jon Tait, Motorola Solutions, Inc, Senior Account Executive

Bucky Whitehouse, Tooele County Emergency Services Director

DATE: January 16, 2018
AGENDA ITEMS: 2d
SUBJECT: Federal Transportation Planning Certification Review Results
PREPARED BY: Wayne Bennion

BACKGROUND:

At four year intervals, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conduct a review of the regional transportation planning process led by each Metropolitan Planning Organization (MPO) in the country. As noted at the Regional Council meeting last August, FHWA and FTA conducted such a review last summer, concluding with a public open house and on-site review in August. The purpose of the review is to ensure compliance with federal requirements, and also to add value to the planning process carried out by the MPO, the state department of transportation and the public transit agency. Ivan Marrero, FHWA Utah Division Administrator, will share the results of the 2017 review with the Council.

RECOMMENDATION:

This item is for information only.

CONTACT PERSON:

Wayne Bennion, wbennion@wfrc.org or (801) 363-4230 x1112

DATE: January 16, 2018
AGENDA ITEM: 4a
SUBJECT: **ACTION:** Recommendation of Adoption of 2015-2040 Regional Transportation Plan (RTP) Amendment 5
PREPARED BY: Jory Johner

At the Wasatch Front Regional Council (WFRC) meeting, WFRC staff will present the proposed Amendment Number 5 to the current 2015-2040 Regional Transportation Plan (2015-2040 RTP), along with Draft Air Quality Memorandum 37. The action requested is to formally adopt these modifications and related conformity analysis. This proposed amendment was presented to and discussed at the October 12th Regional Growth Committee (RGC) meeting, then public comments were solicited from October 20, 2017 to November 20, 2017, and the RGC will consider the amendment on January 18th. One comment was received on Wasatch Boulevard and was responded to by the Utah Department of Transportation (UDOT). WFRC staff and UDOT have also included in this Amendment 5 a project that was considered by RGC in May 2016 and received public comment and further analysis: Redwood Road from 9000 South to 12600 South. No other changes have taken place from what RGC reviewed in October. The RGC will consider making a recommendation that the Regional Council approve Amendment 5 during its meeting on January 18, 2018.

BACKGROUND:

Every four years the WFRC prepares and adopts a Regional Transportation Plan (RTP). WFRC adopted the current 2015-2040 RTP in May 2015. While the RTP receives considerable review before being formally adopted, the identification of new funding sources, the determination of final environmental impact statements, or the rapid development of certain projects may warrant a change to the RTP. A process for amending the RTP has been reviewed by the RGC and was formally adopted by WFRC. This process was last updated in March 2016.

Amendment 5 includes nine requests from the Utah Transit Authority (UTA), Salt Lake County, Weber County, Cottonwood Heights, Harrisville, Plain City, and UDOT to amend the 2015-2040 RTP. Three of the proposed amendments need to be included in the RTP because of requirements for local Weber County sales tax funding eligibility. The remaining six projects need to be included in Phase 1 or 2 of the 2015-2040 RTP because they are capacity projects. One of the amendments has received partial State funding and could utilize funding from the WFRC-administered Surface Transportation Program (STP) funds, two others are anticipating revenues from Utah State Correctional Facilities funding, and two projects have yet to identify revenue sources.

PROCESS:

The WFRC staff has discussed each of the nine amendment requests with their respective sponsors, analyzed the potential financial implications of these proposed amendments and determined that the 2015-2040 RTP is able to maintain its fiscal constraint while accommodating construction of these projects in all Phases. The WFRC staff reviewed the air quality impacts, found in the Draft Air Quality Memorandum 37, to ensure that all applicable air quality conformity requirements are met and results were provided during the comment period.

The Redwood Road widening project from 9000 South to 12600 South, originally proposed in Amendment 2 – May 2016, has been brought back for a recommendation in this amendment package. A request for approval was delayed on the project segment north of 12600 South to allow comments to be reviewed and additional analysis to be considered from three studies. UDOT, UTA, and WFRC along with the local communities have completed the following studies – Redwood Road Multimodal Study, the Salt Lake County Westside Bicycle Study, and the Redwood Road Travel demand study – with additional information provided in the attachment. UDOT and WFRC asks that the WFRC review and consider the recommendations at this time.

The WFRC staff presented these amendments, less the Redwood Road project, to the RGC's Salt Lake County PlanTAC and the Ogden-Layton RGC TAC on September 20, 2017 and to the RGC on October 12, 2017. Presentations were also made to the Weber County Council of Governments (COG) on November 6, 2017. Salt Lake County COG members received the amendment information on November 9, 2017 via an email. The formal public review and comment period took place from October 20, 2017 to November 20, 2017 and one comment was received on Wasatch Boulevard and was responded to by UDOT.

No changes have taken place to the original eight projects from what RGC reviewed in October. The Redwood Road project was presented to the TACs on April 20, 2016, to the RGC on May 12, 2016, with a public comment period from May 23, 2016 to June 24, 2016 and RGC. At the January 18, 2018 RGC meeting, the members will consider a recommendation to the Wasatch Front Regional Council for the formal adoption of the requested Amendment Number 5, along with the accompanying Air Quality Memorandum 37, during the Regional Council's January 23, 2018 meeting.

RECOMMENDATION:

The Regional Growth Committee and the WFRC staff requests that the Wasatch Front Regional Council recommend approval of Amendment Number 5 and Air Quality Memorandum 37.

Suggested motion language: *I make a motion to recommend that the Wasatch Front Regional Council approve Amendment Number 5 to the 2015-2040 RTP and the Amendment's air quality conformity determination as found in Air Quality Memorandum 37.*

CONTACT PERSON:

Jory Johner (801) 363-4250 x1110, jjohner@wfr.org

ATTACHMENT:

Amendment Number 5 Project Overviews

Air Quality Memorandum 37

Resolution of the Wasatch Front Regional Council Approving Amendment 5 to the Wasatch Front Regional Transportation Plan: 2015 - 2040

AMENDMENT NUMBER 5 PROJECT OVERVIEWS

PROJECTS SEEKING WEBER COUNTY SALES TAX FUNDING

HARRISVILLE CITY

1. New Construction on 1100 North

Cost: \$420,000

This request is for the new construction of a three-lane facility to connect existing streets located at 140 West and 140 East. If amended into the RTP, this project would provide a link between two arterial streets and help decrease the amount of traffic between existing residential neighborhoods. The new road would also provide access to Highway 89 on the west and Washington Boulevard on the east. This is a Phase 1 project.

PLAIN CITY

2. Operational Improvements on 3600 West

Cost: \$3.5 Million

This amendment request is for operational improvements to 3600 West from 2600 North to 1975 North. Improvements would provide added shoulders, a consistent cross-section with the existing roadway, safety improvements, improved access for adjoining properties, and a center turn lane at intersections. This is a Phase 1 project.

WEBER COUNTY

3. New Construction on Depot Drive

Cost: \$1.6 Million

This amendment request is for the new construction of Depot Drive from 12th Street to the Weber County Sheriff's Complex and Jail. This road will also provide a direct connection to the Weber Area Juvenile Justice Multi-Use Facility, which is currently under construction by the Utah Department of Facility and Construction Management. The project will redesign the intersection of 12th Street (SR-39) and Depot Road and will include a deceleration lane. This is a Phase 1 project.

PROJECT FUNDING SOURCES HAVE NOT BEEN IDENTIFIED

UTAH TRANSIT AUTHORITY

4. 5600 West Transit Line

Cost: \$22.6 Million – Roadside Improvements

\$11.9 Million – Buses

\$ 6.7 Million – Operating Costs

A recent environmental assessment, sponsored by UDOT and UTA, made specific recommendations that require an update to the existing 2015-2040 RTP. This request is to replace the Phase 1 Bus Rapid Transit on 5600 West, from 6200 South to 2700 South, with a Phase 1 Express Bus / Core Route. This service would start at the Old Bingham Highway Light Rail Station to the Salt Lake International Center, then to the Salt Lake International Airport, and finally to downtown Salt Lake City. Costs have been provided for needed roadside improvements, buses, and operating costs. This is a Phase 1 project.

SALT LAKE COUNTY

5. New Construction on 7200 West

Cost: ~\$100 Million

This amendment request is for the new construction of 7200 West from 700 North to State Route 201. The project is a three-lane facility with preservation of right-of-way for an eventual five-lane roadway. The extension of 7200 West to the north will provide access to the new Utah State Correctional Facility and the Northwest Quadrant. To date, a funding source has not been identified. This is a Phase 2 project.

UTAH STATE CORRECTIONAL FACILITY FUNDING

SALT LAKE COUNTY

6. New Construction on 8000 West

Cost: \$15 Million

This amendment request is for the new construction of 8000 West from 1400 North to the northern frontage road of I-80. The project is a three-lane facility that would provide access to the new Utah State Correctional Facility. This is a Phase 1 project.

SALT LAKE COUNTY

7. New Construction on 700 North, 7200 West, and 1400 North

Cost: \$15 Million

This amendment request is for the following new three-lane facilities to provide access to the new Utah State Correctional Facility:

- 700 North from 5600 West to 7200 West
- 7200 West from 700 North to 1400 North
- 1400 North from 7200 West to 8000 West

These three improvements are all Phase 1 projects.

PROJECTS PARTIALLY FUNDED and SEEKING SURFACE TRANSPORTATION PROGRAM (STP) FUNDING

CITY OF COTTONWOOD HEIGHTS

8. Widening of Wasatch Boulevard

Cost: \$24 Million

This amendment request is for the widening of Wasatch Boulevard from two to four lanes between Bengal Boulevard to 9600 South. This improvement would allow for more efficient traffic circulation, especially between the mouths of Big and Little Cottonwood Canyons. The project would also help increase access to both the existing Knudsen Corners development and the proposed commercial and residential development planned at the gravel pit. The request is for this project to be moved from Phase 2 to Phase 1. Revenue for the northbound lanes has been secured with state funds with addition revenue potentially coming from STP funding.

UTAH DEPARTMENT OF TRANSPORTATION

9. Widening on Redwood Road From 9000 South to 12600 South

Cost: \$2.3 Million

This request is for moving a widening project from 5 to 7 lanes from Phase 3 to Phase 1 between 9000 South and 12600 South. There is a funded Phase 1 widening project from 3 to 7 lanes between 12600 South and Bangerter Highway with right-of-way being purchased and pavement being constructed to accommodate a 7 lane cross-section at a cost of approximately \$38 million. The additional lanes from 9000 South to 12600 South would be added not through additional pavement, but through restriping, at an additional cost of \$2.3 million which has been secured by UDOT. The total project cost is estimated to be \$41 million.

The originally proposed widening of Redwood Road may have required removal of bike lanes on Redwood Road between South Jordan Parkway and 12600 South. Comments were received from the public that opposed the removal of bicycle lanes on Redwood Road. To enable additional analysis, no action was taken in May 2016 on the project segment from 9000 South to 12600 South. This allowed more time to address the comments received and for a review and evaluation of specific recommendations from three different studies encompassing this section of Redwood Road. Over the last year and a half UDOT, UTA, and WFRC have worked together with local communities on the following studies: the Redwood Road Multimodal Study, the Salt Lake County Westside Bicycle Study, and the Redwood Road Travel Demand Study. Recommendations from these studies are summarized below and recommend moving the Redwood Road project from Phase 3 to Phase 1, recommends near term bicycle improvements on 1300 West, supports a future vision separated bicycle facility on Redwood Road, and will not impact future planned transit projects. UDOT Region 2 and UDOT Planning staff have met with West Jordan, Riverton and South Jordan staff to ask

about city support of the project. All cities have indicated that they support the studies outcomes and recommendations for the proposed active transportation solutions.

Salt Lake County Westside Bicycle Study

This study was funded through UDOT Region 2 and included engagement with local jurisdictions, the cycling community, and the general public. The public and cyclists find that it feels unsafe to ride along Redwood Road with high speed traffic. Their preference is to have “Low Stress” facilities to ride bikes for commuting and general health. As a result of this finding, other roads were explored within the area. The recommendation from the study is that the bike facility be moved from Redwood Road to 1300 West. UDOT Region 2 is planning to spend over \$1 Million dollars of Transportation Alternative Program (TAP) monies to make this “Low Stress” biking facility a reality on 1300 west.

Redwood Road Travel Demand Study

According to a recently completed Traffic Analysis that looked at Redwood Road and included the travel benefits from the improvements to Bangerter Highway and I-15 improvements, the conclusion is that travel demand will continue to increase for Redwood Road. The study projected failure of major intersections beginning in 2019 without the improvements to Redwood Road.

Redwood Road Multimodal Transportation Study

This study did not recommend nor preclude the future widening of Redwood Road for automobile travel. According to UTA there is not a need to have an exclusive transit travel lane on Redwood Road. The transit recommendation is to identify Redwood Road as a “Core Route” which included improvements to transit stations, and other low cost capital projects. Core Routes are focused on improving service levels and making a commitment to a level of service. Recent research by the University of Utah makes it clear that increasing frequency is very beneficial to increasing ridership. This study has a recommendation for creating a multi-use path along Redwood Road. UDOT does not believe this widening precludes any future actions from taking place. However, those future actions would need to be carefully analyzed and coordinated with the local communities.

**RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
APPROVING AMENDMENT 5 TO THE WASATCH FRONT
REGIONAL TRANSPORTATION PLAN: 2015 - 2040**

WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake City - West Valley City and Ogden - Layton Urbanized Areas and, as such, has the responsibility for developing Regional Transportation Plans for both Areas, and

WHEREAS, the Wasatch Front Regional Transportation Plan: 2015 - 2040 recommends improvements to the highway, transit, and non-motorized transportation systems through the year 2040 for both the Salt Lake City - West Valley City and Ogden - Layton Urbanized Areas, and

WHEREAS, the Salt Lake City - West Valley City and Ogden - Layton Area Technical Advisory Committees, Salt Lake and Weber County Councils of Governments, and the Regional Growth Committee have been involved in developing and evaluating the proposed amendment to the Wasatch Front Regional Transportation Plan: 2015-2040, and

WHEREAS, based on the evaluation of the proposed amendment the Wasatch Front Regional Council desires to adopt *Amendment 5 to the Wasatch Front Regional Transportation Plan: 2015 - 2040*, as shown in the attachment to this resolution, and

WHEREAS, *Amendment 5 to the Wasatch Front Regional Transportation Plan: 2015 - 2040* includes regionally-significant projects, and

WHEREAS, the State Implementation Plan includes goals and objectives for reducing air pollution emissions from mobile sources for the Wasatch Front Urban Area, and

WHEREAS, the new air quality conformity finding has determined that the amended Regional Transportation Plan will continue to conform to the Utah State Air Quality Implementation Plan for the Wasatch Front Urban Region, and

WHEREAS, the Wasatch Front Regional Council has developed a Financial Plan for *Amendment 5 to the Wasatch Front Regional Transportation Plan: 2015 - 2040*, and

WHEREAS, *Amendment 5 to the Wasatch Front Regional Transportation Plan: 2015 - 2040* addresses all pertinent federal requirements for the development of regional transportation plans, and

WHEREAS, public comment was invited on the Wasatch Front Regional Council website, at a Regional Growth Committee meeting, and at the Regional Council meeting,

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

- (1) Approves *Amendment 5 to the Wasatch Front Regional Transportation Plan: 2015 - 2040*, and
- (2) Finds that *Amendment 5 to the Wasatch Front Regional Transportation Plan: 2015 – 2040* includes a reasonable Financial Plan, and
- (3) Addresses all federal requirements, and
- (4) Finds that the Wasatch Front Regional Transportation Plan: 2015 - 2040 conforms to the State Implementation Plan.

Mayor Michael Caldwell, Chairman
Wasatch Front Regional Council

Andrew S. Gruber, Executive Director
Wasatch Front Regional Council

Air Quality Memorandum

REPORT NO. 37

DATE January 23, 2018

SUBJECT CONFORMITY ANALYSIS FOR AMENDMENT #5 OF THE WFRC 2015-2040 REGIONAL TRANSPORTATION PLAN.

ABSTRACT The 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 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 Salt Lake- West Valley and Ogden-Layton Urbanized Areas, 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 EPA as of March 2010 and according to FHWA final rulemakings found in the FAST legislation. The EPA approved MOVES model for estimating vehicle emissions was used for this conformity analysis.

This conformity analysis addresses the emissions impact of the November 2017 amendments to 2015-2040 RTP which are described in detail in Appendix 4. The projected vehicle activity is based on Version 8.1 of the WFRC travel demand model and the 2012 Household Travel Survey of trip making activity. For a detailed description of projects included in the 2040 RTP, see http://www.wfrc.org/new_wfrc/index.php/projects/project-lists and select the link for “Highway Projects List” or “Transit Projects List”. Refer to Appendices 2 and 3 of this document for projects in Box Elder and Tooele Counties.

Wasatch Front Regional Council

295 North Jimmy Doolittle Road
Salt Lake City, Utah 84116

Based on the analysis presented in this document, the amended WFRC 2015-2040 RTP conforms to the State Implementation Plan or the Environmental Protection Agency interim conformity guidelines for all pollutants in applicable non-attainment or maintenance areas. Therefore, all transportation projects in Box Elder, Weber, Davis, Salt Lake, and Tooele Counties included in the amended 2015-2040 RTP are found to conform.

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A. Conformity Requirements

Conformity Process

Since the commencement of the federal transportation planning requirements in the late 1960s, further requirements (most recently the 2015 Fixing America’s Surface Transportation Act (FAST) and the 1990 Clean Air Act Amendments) have added to the responsibilities and the decision making powers of local governments through the Metropolitan Planning Organization. The Wasatch Front Regional Council (WFRC) is the Metropolitan Planning Organization for the Salt Lake/West Valley and Ogden / Layton Urbanized Areas. This report summarizes WFRC’s conformity analysis of the 2015-2040 RTP with the Division of Air Quality’s State Implementation Plan (SIP) and the Environmental Protection Agency’s interim conformity guidelines. This conformity analysis is subject to public and agency review, and requires the concurrence of the Federal Highway Administration and Federal Transit Administration.

In November, 1993, the Environmental Protection Agency and the U.S. Department of Transportation issued rules establishing the procedures to be used to show that transportation plans and programs conform to the SIP. The conformity rules establish that federal funds may not be used for transportation projects that add capacity in areas designated as “non-attainment (or maintenance) with respect to the National Ambient Air Quality Standards”, until and unless a regional emissions analysis of the Plan and TIP demonstrates that the projects conform to the SIP. This restriction also applies to “regionally significant” transportation projects sponsored by recipients of federal funds even if the regionally significant transportation project uses local funds exclusively.

Davis and Salt Lake Counties, Salt Lake City, Ogden City and portions of Weber, Box Elder and Tooele Counties are designated as non-attainment (or maintenance) for one or more air pollutants. Specifically, there are four areas in the Wasatch Front region for which the conformity rules apply. These areas are listed in Table 1 below.

**Table 1
Wasatch Front Region Non-attainment Designations**

Area	Designation	Pollutant
Salt Lake City	Maintenance Area	Carbon Monoxide (CO)
Ogden City	Maintenance Area	Carbon Monoxide (CO)
	Moderate Non-Attainment Area	Particulate Matter (PM ₁₀)
Salt Lake County	Moderate Non-Attainment Area	Particulate Matter (PM ₁₀)
Salt Lake (including Davis, Salt Lake, and portions of Weber, Box Elder, and Tooele Counties)	Serious Non-Attainment Area	Particulate Matter (PM _{2.5})

The CAAA established requirements for conformity. These requirements are outlined in 40 CFR 93.109 and include the following:

- Latest planning assumptions
- Transportation Control Measures (TCM)
- Emissions budget
- Project from a conforming plan and TIP
- PM₁₀ control measures
- Latest emissions model
- Consultation
- Currently conforming plan and TIP
- CO and PM₁₀ “hot spots”

Each of these requirements will be discussed in the following paragraphs.

Latest Planning Assumptions

Current travel models are based on socioeconomic data and forecasts from local building permits, the Utah Division of Workforce Services, and the Governor’s Office of Management and Budget (GOMB). Base year socioeconomic data are for calendar year 2011. Forecasts of population and employment by traffic analysis zone were developed by WFRC in 2013 and are controlled to county-level forecasts published by GOMB in October, 2012.

Latest Emissions Model

The conformity analysis presented in this document is based on EPA mobile source emissions models: MOVES2014a for tailpipe emissions and AP-42 section 13.2.1 for paved road dust emissions. The application of these models will be discussed in greater detail in the Emissions Model section of this document.

Consultation Process

Section 105 of 40 CFR Part 93 (Conformity Rule) requires, among other things, interagency consultation in the development of conformity determinations. To satisfy this requirement, the State Division of Air Quality (DAQ) prepared a Conformity SIP to outline the consultation procedures to be used in air quality and transportation planning. The Conformity SIP also defines the membership of the Interagency Consultation Team (ICT) as representatives from DAQ, WFRC, Mountainland Association of Governments, Utah Department of Transportation, Utah Transit Authority, EPA, FHWA, and the FTA. The Conformity SIP has been approved by EPA. WFRC followed the consultation procedures as outlined in the Conformity SIP in the preparation of this conformity analysis. As part of the public involvement procedures referenced in the Conformity SIP, WFRC presented this report to the Regional Growth Committee for review and comment. The TransCom committee includes a member of the Utah Air Quality Board as well as representatives of UDOT, UTA, and FHWA. Management level staff members from the Utah Division of Air Quality are notified of meetings and agendas of the above committees. The Utah Division of Air Quality and other members of the ICT were also provided with a copy of this report during the public comment period for the 2015-2040 RTP.

This Conformity Analysis for the 2015-2040 RTP was made available for public inspection and comment for a 30-day period in accordance with EPA conformity regulations. This analysis was also posted on the WFRC website during the comment period. Notification of the comment period was sent by electronic mail to interested stakeholders. In addition, public comment was taken during various committee meetings of the Wasatch Front Regional Council.

TCM Implementation

A conformity analysis for the 2015-2040 RTP must certify that the RTP does not interfere with the implementation of any Transportation Control Measure (TCM) identified in the applicable State Implementation Plan (SIP). There is one TCM from the original SIP section for the 1-hour ozone standard which has been carried forward to the current ozone maintenance plan, even though the 1-hour ozone standard has been revoked. This TCM, the employer-based trip reduction program, applies to local, state, and federal government employers. The program emphasizes measures to reduce the drive-alone rate such as subsidized bus passes, carpooling, telecommuting, and flexible work schedules. UTA has in place the ECO pass discount for a number of large employers including the University of Utah and Weber State University. Ridesharing, telecommuting, and flexible work schedules are programs currently managed, promoted, or operated by UTA Rideshare and the UDOT Travelwise program. Congestion Mitigation and Air Quality (CMAQ) funds and other transportation funds are used to support these ongoing programs.

Emissions Budget

A comparison of mobile source emission estimates to emission budgets defined in the SIP is outlined in this document in Section D - Conformity Determination.

Currently Conforming Plan and TIP

The existing 2040 RTP for the Wasatch Front Area conforms to State air quality goals and objectives as noted in a letter from FHWA and FTA dated September 11, 2017. The existing 2018-2023 TIP for the Wasatch Front Area was also found to conform and this was noted in a letter from FHWA and FTA also dated September 11, 2017.

Projects from a Conforming Plan and TIP

TIP Time Frame - All projects which must be started no later than 2023 in order to achieve the transportation system envisioned by the 2015-2040 RTP are included in the 2018-2023 TIP. The TIP is fiscally constrained, meaning that only those projects with an identified source of funds are included in the TIP. Estimated funding availability is based on current funding levels and reasonable assumptions that these funds will continue to be available. Conformity for the 2018-2023 TIP is addressed separately in Air Quality Memorandum 36a.

Regionally Significant

All regionally significant projects, regardless of funding source (federal, state, or local) are included in the RTP. All regionally significant projects are also included in the regional emissions analysis of the RTP. Regionally significant projects are identified as those projects functionally classified as a principal arterial or higher order facility, and certain minor arterials as identified through the interagency consultation process (see Appendix 1 for a complete definition of regionally significant projects). The latest Utah Department of Transportation Functional Classification map is used to identify functional classification. Interstate highways, freeways, expressways, principal arterials, certain minor arterials, light rail, and commuter rail are treated as regionally significant projects.

Because of their relative impact on air quality, all regionally significant projects regardless of funding source must be included in the regional emissions analysis, and any significant change in the

design or scope of a regionally significant project must also be reflected in the analysis. All regionally significant projects have been included in the regional emissions analysis, and the modeling parameters used for these projects are consistent with the design and scope of these projects as defined in the RTP. In order to improve the quality of the travel model, minor arterials and collectors, as well as local transit service, are also included in the regional travel model (and thus the regional emissions analysis) but these facilities are not considered regionally significant since they do not serve regional transportation needs as defined by EPA. For a list of projects included in this conformity analysis, see http://www.wfrc.org/new_wfrc/index.php/projects/project-lists and select the link for “Highway Projects List” or “Transit Projects List”. Refer to Appendices 2 and 3 of this document for projects in Box Elder and Tooele Counties.

CO, PM₁₀ and PM_{2.5} “Hot Spot” Analysis

In addition to the regional emissions conformity analysis presented in this document, specific projects within carbon monoxide (CO) and particulate matter (PM₁₀ and PM_{2.5}) non-attainment areas are required to prepare a “hot spot” analysis of emissions. The “hot spot” analysis serves to verify whether localized emissions from a specific project will meet air quality standards. This requirement is addressed during the NEPA phase of project development before FHWA or FTA can issue final project approval.

FHWA has issued guidance on quantitative PM₁₀ and PM_{2.5} “hot spot” analysis to be used for the NEPA process. This guidance can be found at:

<http://www.epa.gov/otaq/stateresources/transconf/projectlevel-hotspot.htm>.

PM₁₀ Control Measures

Construction-related Fugitive Dust - Construction-related dust is not identified in the Utah SIP as a contributor to the PM₁₀ non-attainment area. Therefore, there is no conformity requirement for construction dust. Section 93.122(d) (1) of 40 CFR reads as follows:

“For areas in which the implementation plan does not identify construction-related fugitive PM₁₀ as a contributor to the non-attainment problem, the fugitive PM₁₀ emissions associated with highway and transit project construction are not required to be considered in the regional emissions analysis.”

In the Utah PM₁₀ SIP, construction-related PM₁₀ is not included in the inventory, nor is it included in the attainment demonstration or control strategies. Control of construction-related PM₁₀ emissions are mentioned in qualitative terms in Section IX.A.7 of the SIP as a maintenance measure to preserve attainment of the PM₁₀ standard achieved by application of the control strategies identified in the SIP. Section IX.A.7.d of the SIP requires UDOT and local planning agencies to cooperate and review all proposed construction projects for impacts on the PM₁₀ standard. This SIP requirement is satisfied through the Utah State Air Quality Rules. R307-309-4 requires that sponsors of any construction activity file a dust control plan with the State Division of Air Quality.

Other Conformity Requirements

Transit Fares - Transit fares have increased periodically and will continue to increase in response to rising operating costs. The RTP assumes that transit fare revenues will cover a constant percentage of all transit operating cost, so future fare increases are consistent with the Plan. With any price increase some market reaction is expected. While there have been some short term fluctuations in transit patronage in response to fare increases, the implementation of light rail service and other transit improvements has retained and increased transit patronage consistent with the levels anticipated by the RTP.

Plans to expand light rail service, to increase and enhance bus service, and to extend commuter rail operations are moving forward. These transit projects are envisioned in the Plan and the steps necessary to implement these projects are moving forward including various voter approved sales tax increases for transit funding.

B. Transportation Modeling

Improvement to the WFRC travel demand model practice and procedure is an ongoing process. This conformity analysis is based on the latest version (8.1) of the travel demand model. Version 8.1 of the travel demand model updates the former 2007 base year with socio-economic data and transportation networks for the new 2011 base year. The new model also incorporates the results of the 2012 Household Travel Survey conducted by WFRC. Version 8.1 of the model adds more traffic analysis zones, and the transit mode choice portion of the model has been enhanced. Details of Version 8.1 of the travel model are documented in a report titled “WFRC/MAG Version 8.1 Travel Demand Model Documentation” which is available upon request.

Planning Process

Federal funding for transportation improvements in urban areas requires that these improvements be developed through a comprehensive, coordinated, and continuous planning process involving all affected local governments and transportation planning agencies. The planning process is certified annually by the Regional Council and reported to the Federal Highway Administration and Federal Transit Administration. Every four years FHWA and FTA conduct a comprehensive certification review. The certification review of August 2013 found that the WFRC planning process meets federal requirements. Recommendations were made to improve WFRC’s planning process and these are being addressed.

The documentation of the planning process includes at a minimum, a twenty-year Regional Transportation Plan updated at least every four years; and a four-year Transportation Improvement Program (capital improvement program) updated and adopted at least every four years. The planning process includes the involvement of local elected officials, state agencies, and the general public.

Travel Characteristics

The WFRC travel model is used to estimate and forecast highway Vehicle Miles Traveled (VMT) and vehicle speeds for Weber, Davis, and Salt Lake Counties. A separate travel model is used to estimate VMT and speed in Tooele County. For VMT and speed estimates in Box Elder County, WFRC relied on forecasts provided by the Utah Department of Transportation. The WFRC travel demand model is based on the latest available planning assumptions and a computerized representation of the transportation network of highways and transit service. The base data for the travel demand model is reviewed regularly for accuracy and updates. The travel model files used for this conformity analysis are available upon request.

Shown below in Table 2 is a summary of weekday VMT for the cities and counties in designated non-attainment areas. Totals for VMT are given for various air quality analysis years from 2019 to 2040. Note that the VMT values for Box Elder and Tooele Counties are not for the entire county but only that portion of the county designated as non-attainment for a criteria pollutant.

Table 2

Vehicle Miles Traveled (HPMS Adjusted Average Winter Weekday)

	2019	2024	2034	2040
Salt Lake City	6,958,685	7,406,200	8,301,230	8,732,972
Ogden City	1,524,886	1,645,496	1,838,034	1,955,595
Salt Lake County	31,323,413	33,380,866	38,670,273	41,666,107
Davis County	8,109,488	8,841,503	9,872,390	10,401,947
Weber County	5,459,687	5,760,571	6,775,625	7,274,467
Box Elder County*	2,582,199	2,846,983	3,378,619	3,738,885
Tooele County*	2,336,172	2,621,722	3,379,647	4,158,310

**non-attainment portion of the county*

Peak and Off-Peak Trip Distribution

The modeled VMT and the modeled vehicle speed depend on the number of vehicle trips assigned for each time period (AM, midday, PM, and evening) defined in the travel demand model. The percentage of trips by purpose varies for each time period. The percentages in Table 3 and Table 4 below are based on data from the 2012 Household Travel Survey.

Table 3
Percent of Trips by Time of Day

Trip Purpose	AM	Mid Day	PM	Evening	Grand Total
Home Based - Other	11%	27%	24%	37%	100%
Home Based - Personal Business	9%	50%	25%	16%	100%
Home Based - School	40%	29%	26%	5%	100%
Home Based - Shopping	2%	43%	26%	29%	100%
Home Based - Work	35%	18%	28%	19%	100%
Non-home Based - Non-work	6%	46%	25%	23%	100%
Non-home Based - Work	13%	49%	29%	9%	100%
Grand Total	15%	34%	26%	25%	100%

Table 4
Percent of Trips by Purpose

Trip Purpose	AM	Mid Day	PM	Evening	Grand Total
Home Based - Other	25%	26%	31%	50%	33%
Home Based - Personal Business	3%	8%	5%	4%	5%
Home Based - School	19%	6%	7%	1%	7%
Home Based - Shopping	1%	13%	10%	12%	10%
Home Based - Work	37%	8%	17%	12%	16%
Non-home Based - Non-work	7%	25%	18%	18%	19%
Non-home Based - Work	8%	13%	11%	3%	9%
Grand Total	100%	100%	100%	100%	100%

Comparison of Modeled Speeds with Observed Data

WFRC continues to adjust modeled speeds to improve consistency with samples of observed speeds. Observed speed data were collected in 2013 through a FHWA program known as “Here Data” that uses cell phone signals to track vehicle movements. The observed speeds for freeways and arterials during AM and PM periods of congestion were compared to speeds estimated using the WFRC travel demand model for the 2011 base year. A review of median speeds for the three-county WFRC model area is shown in Table 5. WFRC area modeled speeds are within -3.2% to 3.1% of observed Here Data speeds.

Table 5
WFRC Planning Area Modeled Speeds Compared to Observed Speeds

	Arterial		Freeway	
	AM Peak	PM Peak	AM Peak	PM Peak
2011 Modeled Speeds (mph)	33	30	66	63
2013 Observed Speeds (mph)	32	31	64	64
Percent Difference	3.1%	-3.2%	3.1%	-1.6%

C. Emission Modeling

I/M Programs

Assumptions for the input files for EPA's MOVES vehicle emissions model include I/M programs in Salt Lake, Davis, and Weber Counties. Box Elder and Tooele Counties do not presently have I/M programs.

VMT Mix

The VMT mix describes how much a particular vehicle type is used in the transportation network. While no longer a required input for the MOVES model as it was for MOBILE6.2, VMT mix is used in several instances to generate the input files required to run the MOVES model. The national default VMT mix found in the MOVES database was used to disaggregate local vehicle type data collected in 2014. The local vehicle type data is collected by UDOT as part of the federal HPMS data collection system and is based on automated counters which classify vehicles based on vehicle length. The UDOT classification is used to calculate control percentages for light duty (LD) vehicles and heavy duty (HD) vehicles for each facility type. The EPA default VMT mix is then applied to disaggregate the two UDOT control percentages into detailed percentages for the thirteen vehicle classes used in MOVES.

Vehicle Weights

Facility specific VMT mix data described above was also used to estimate the average vehicle weight on each facility type. Since vehicle weight affects the rate of re-entrained road dust emissions estimated using the AP-42 method, vehicle weight variations on different facilities will affect the amount of fugitive dust created. The VMT mix for each facility type was used to estimate an average vehicle weight for each facility type with the following results:

<u>Facility</u>	<u>Average Vehicle Weight</u>
Urban - Freeway	6,500 lbs, or 3.25 tons
Urban - Arterial	6,100 lbs, or 3.05 tons
Urban - Local	3,900 lbs, or 1.95 tons

Post Model Adjustments

For conformity analyses prior to 2000, the WFRC applied post model adjustments to vehicle emission estimates. Emission credits for work trips were modeled for reductions in single occupant vehicle rates based primarily on increased investments in transit service and rideshare programs, and the projected increase in telecommuting. Other less significant post model adjustments were also estimated for incident management, pavement re-striping, and signal coordination. Additional emission reducing programs and projects supported by CMAQ funds such as park and ride lots, bicycle facilities, transit vehicles, intelligent transportation systems (ITS), and intersection improvements have also been implemented.

WFRC believes that these programs have a positive effect in reducing vehicle emissions. In practice, however, WFRC has found that documenting the air quality benefits of these programs can be challenging. WFRC will continue to support these emission reduction programs, but credits from these programs have not been included in this conformity analysis.

MOVES Inputs

The MOVES model is a very data intensive computer program based on the MySQL database software. Through the interagency consultation process the required MOVES inputs reflecting local conditions have been established.

Data files defining local conditions by county and year are required inputs to the MOVES model including vehicle population, emission testing programs, fuel supply, fuel formulation, meteorological conditions, and vehicle age. Vehicle population estimates are based on 2014 registration data by county and the estimated VMT for the same year. This vehicle population to VMT ratio is then applied to model projections of VMT to estimate future year vehicle population. By estimating vehicle population in this way the calculation considers the effects of human population and employment projections, as well as mode choice options that are included in the travel demand model.

Vehicle activity input files for the MOVES model are generated by the WFRC travel demand model using a customized in-house program for this purpose. The MOVES input files required include data for ramp fractions, road distribution, speed distribution, and VMT by vehicle type for each county (Box Elder, Davis, Salt Lake, Tooele, and Weber) and analysis year (PM_{2.5} base year for interim conformity 2008, 2019, 2024, 2034, and 2040) as required for operating the MOVES model.

The input files listed above are read into the MOVES program as database files. The input database folders in Table 6 below contain the database files used for each county and year modeled using MOVES2014a for this conformity analysis. The results of the MOVES model are stored in the output database “Conf17_out” for each county and analysis year identified in Table 6.

Table 6
MOVES Data – Input Database Folders

Box Elder	Weber	Davis	Salt Lake	Tooele	Salt Lake City	Ogden
conf17_be_2008w_IN	conf17_we_2008w_IN	conf17_da_2008w_IN	conf17_sl_2008w_IN	conf17_to_2008w_IN		
conf17_be_2019w_IN	conf17_we_2019w_IN	conf17_da_2019w_IN	conf17_sl_2019w_IN	conf17_to_2019w_IN	conf17_sc_2019w_IN	conf17_og_2019w_IN
Conf17_be_2024w_IN	Conf17a_we_2024wa_IN	Conf17a_da_2024w_IN	Conf17a_sl_2024w_IN	Conf17a_to_2024w_IN	Conf17a_sc_2024w_IN	Conf17a_og_2024w_IN
Conf17_be_2034w_IN	Conf17a_we_2034w_IN	Conf17a_da_2034w_IN	Conf17a_sl_2034w_IN	Conf17a_to_2034w_IN	Conf17a_sc_2034w_IN	Conf17a_og_2034w_IN
Conf17_be_2040w_IN	Conf17a_we_2040w_IN	Conf17a_da_2040w_IN	Conf17a_sl_2040w_IN	Conf17a_to_2040w_IN	Conf17a_sc_2040w_IN	Conf17a_og_2040w_IN

Road Dust Estimates

In January 2011, the EPA released new guidance for estimating dust emissions from paved roads. These guidelines are published in Chapter 13.2.1 of the AP-42 document. The new formula is

$$E = k (sL)^{0.91} \times (W)^{1.02}$$

where: E = particulate emission factor (grams/mile),
 k = particle size multiplier for particle size range and units of interest (for PM₁₀, k=1.0 and for PM_{2.5} k=0.25),
 sL = road surface silt loading (grams per square meter - g/m²), and
 W = average weight (tons) of the vehicles traveling the road.

Based on vehicle type counts on roads in the WFRC region, average vehicle weights for local roads, arterials, and freeways are 1.95, 3.05, and 3.25 tons respectively. The silt load (sL) factor varies by highway functional class and by traffic volume. The default silt load factors found in Table 13.2.1-2 of the AP-42 document are summarized below.

Traffic Volume	Functional Class	Silt Load (grams/meter²)
500-5,000	local roads	0.200
5,000-10,000	arterial roads	0.060
limited access	freeways	0.015

A precipitation reduction factor is also applied to the above equation using the following expression:

$$(1 - P/4N)$$

Where: P = number of "wet" days with at least 0.254 mm (0.01 in) of precipitation during the averaging period, and
 N = number of days in the averaging period (e.g., 365 for annual, 91 for seasonal, 30 for monthly).

The AP-42 guidance recommends a value of 90 precipitation days per year for the Wasatch Front region. Using these values, the precipitation reduction factor yields a value of 0.9384. Combined with the basic road dust emission rate, the net PM_{2.5} and PM₁₀ road dust factors by highway functional class are as follows:

Functional Class	PM₁₀ Road Dust Rate (grams/mile)	PM_{2.5} Road Dust Rate (grams/mile)
local roads	0.429	0.107
arterials	0.226	0.057
freeways	0.068	0.017

D. Conformity Determination

The following conformity findings for the 2015-2040 Regional Transportation Plan for the Wasatch Front are based on the transportation systems and planning assumptions described in this report and the EPA approved vehicle emissions model (MOVES2014).

Salt Lake City CO Conformity

The carbon monoxide maintenance plan for Salt Lake City was approved by EPA effective September 30, 2005 as recorded in the Federal Register (Vol. 70, No. 146, August 1, 2005). The maintenance plan defines a motor vehicle emission budget for the years 2005 and 2019 of 278.62 tons/day. Table 7 below demonstrates that projected mobile source emissions are within the emission budget defined in the maintenance plan for the 2019 budget year. The other years listed in Table 7 are in accordance with requirements of the Conformity Rule (40 CFR Part 93) as noted in the table.

From this demonstration it is concluded that the Amended RTP conforms to the applicable controls and goals of the State Implementation Plan (Maintenance Plan) for Carbon Monoxide in Salt Lake City.

Table 7

Salt Lake City - CO Conformity Determination

Year	<i>b</i>	<i>b</i>	<i>c</i>	<i>c</i>
Year	2019	2024	2034	2040
Budget[#] (tons/day)	278.62	278.62	278.62	278.62
<i>emission rate (grams/mile)</i>	5.30	4.86	2.19	1.76
<i>seasonal VMT</i>	6,958,685	7,406,200	8,301,230	8,732,972
Projection* (tons/day)	40.67	39.70	20.05	16.97
Conformity (Projection < Budget?)	Pass	Pass	Pass	Pass

a - attainment year, *b* - budget year, *c* - 10-year rule, *d* - no budget 5-year rule, *e* - last year of Plan,

[#] Federal Register Vol. 70 No. 146, August 1, 2005, Table V-2.

* Projection = Emission Rate x Seasonal VMT / 453.6 grams per pound / 2,000 pounds per ton.

Ogden CO Conformity

The carbon monoxide maintenance plan for Ogden City was approved by EPA effective November 14, 2005 as recorded in the Federal Register (Vol. 70, No. 177, September 14, 2005). The maintenance plan defines a motor vehicle emission budget for the years 2005 and 2021 of 75.36 and 73.02 tons/day respectively. Table 8 below demonstrates that projected mobile source emissions are within the emission budget defined in the maintenance plan for the 2021 budget year. The other years listed in Table 8 are in accordance with requirements of the Conformity Rule (40 CFR Part 93) as noted in the table.

From this demonstration it is concluded that the 2015-2040 RTP conforms to the applicable controls and goals of the State Implementation Plan (Maintenance Plan) for Carbon Monoxide in Ogden City.

Table 8
Ogden City - CO
Conformity Determination

	<i>c</i>	<i>b</i>	<i>c</i>	<i>c</i>	<i>e</i>
Year	2019	2021	2024	2034	2040
Budget[#] (tons/day)	75.36	73.02	73.02	73.02	73.02
<i>emission rate (grams/mile)</i>	<i>6.01</i>	<i>5.40</i>	<i>4.55</i>	<i>2.43</i>	<i>1.88</i>
<i>seasonal VMT</i>	<i>1,524,886</i>	<i>1,573,130</i>	<i>1,645,496</i>	<i>1,838,034</i>	<i>1,955,595</i>
Projection* (tons/day)	10.10	9.36	8.25	4.92	4.06
Conformity (Projection < Budget?)	Pass	Pass	Pass	Pass	Pass

a - attainment year, b - budget year, c - 10-year rule, d - no budget 5-year rule, e - last year of Plan,

[#] *Federal Register Vol. 70 No. 177, September 14, 2005, Table V-2.*

^{*} *Projection = Emission Rate x Seasonal VMT / 453.6 grams per pound / 2,000 pounds per ton.*

Ogden PM10 Conformity

Ogden City was designated as a PM₁₀ non-attainment area in August of 1995 based on PM₁₀ violations in 1993 or earlier. Since a PM₁₀ SIP for Ogden has not yet been approved by EPA, it must be demonstrated that Ogden PM₁₀ emissions are either less than 1990 emissions or less than “no-build” emissions. The analysis years 2019, 2024, 2034, and 2040 were selected in accordance with the requirements of 40 CFR Section 93.119(e).

PM₁₀ emissions are present in two varieties referred to as primary and secondary PM₁₀. Primary PM₁₀ consists mostly of fugitive road dust but also includes particles from brake wear and tire wear and some “soot” particles emitted directly from the vehicle tailpipe. The methods defined in the January 2011 version of the EPA publication known as “AP-42” were used to estimate dust from paved roads. Secondary PM₁₀ consists of gaseous tailpipe emissions that take on a particulate form through subsequent chemical reactions in the atmosphere. Nitrogen oxides are the main component of secondary PM₁₀ emissions with sulfur oxides a distant second.

As summarized in Tables 9a and 9b, emission estimates for the 2015-2040 RTP satisfy the “Build < 1990” test for secondary PM₁₀ (NO_x precursors) and primary PM₁₀ (direct tailpipe particulates, brake wear, tire wear, and road dust) in Ogden City. The 1990 emission estimates based on the Mobile6.2 vehicle emissions model for the 2003 conformity analysis have been updated for this conformity analysis using the MOVES model and the January 2011 AP-42 road dust methodology for consistency with current emission modeling requirements. Specifically, the NO_x precursor budget (1990 emission estimate) changes from 4.57 tons/day to 6.92 tons/day, and the direct PM₁₀ budget (1990 estimate) changes from 2.28 tons/day to 1.28 tons/day. The 1990 primary PM₁₀ estimate for Ogden City includes emissions from the unpaved access road to the Ogden landfill which was closed in 1998.

For projections of primary PM₁₀ emissions, no credit was taken for a number of programs adopted since Ogden City last violated the PM₁₀ standard. These particulate reducing programs include covered load ordinances, increased frequency of street sweeping, and reduced application of deicing and skid resistant materials (salt and sand). Documentation of these programs has been provided by Ogden City but the actual benefits of these programs are not included in the emission projections below. Other areas that have estimated the benefit of these programs have found a silt load reduction of over 30% for effective street sweeping programs and a 5% silt load reduction when limiting the amount of sand and salt applied to the roads. Ogden City has also implemented a number of specific projects that have a positive effect in reducing particulate emissions including park and ride lots, storm water improvements, shoulder widening and edge striping, and addition of curb and gutter on several projects.

From this demonstration it is concluded that the 2015-2040 RTP conforms under the Emission Reductions Criteria for areas without motor vehicle emissions budgets for PM₁₀ in Ogden City.

Table 9a

**Ogden City - PM10 (NO_x Precursor)
Conformity Determination**

Year	<i>d</i> 2019	<i>c</i> 2024	<i>c</i> 2034	<i>e</i> 2040
1990 Emissions (tons/day)	6.92	6.92	6.92	6.92
<i>emission rate (grams/mile)</i>	0.93	0.54	0.26	0.21
<i>seasonal VMT</i>	1,524,886	1,645,496	1,838,034	1,955,595
Projection* (tons/day)	1.57	0.97	0.52	0.46
Conformity (Projection < 1990 Emissions?)	Pass	Pass	Pass	Pass

a - attainment year, b - budget year, c - 10-year rule, d - no budget 5-year rule, e - last year of Plan,

** Projection = Emission Rate x Seasonal VMT / 453.6 grams per pound / 2,000 pounds per ton.*

Table 9b

Ogden City - PM10 (Primary Particulates)
Conformity Determination**

Year	<i>d</i> 2019	<i>c</i> 2024	<i>c</i> 2034	<i>e</i> 2040
1990 Emissions (tons/day)	1.28	1.28	1.28	1.28
<i>emission rates (grams/mile)</i>				
<i>total exhaust particulates</i>	0.0335	0.0180	0.0090	0.0079
<i>brake particulates</i>	0.0605	0.0614	0.0620	0.0628
<i>tire particulates</i>	0.0131	0.0127	0.0128	0.0128
<i>road dust particulates</i>	0.2618	0.2619	0.2578	0.2569
<i>seasonal VMT</i>	1,524,886	1,645,496	1,838,034	1,955,595
Projection* (tons/day)	0.62	0.64	0.69	0.73
Conformity (Projection < 1990 Emissions?)	Pass	Pass	Pass	Pass

** Includes total PM10 exhaust particulates, road dust, tire wear, and brake wear.

a - attainment year, b - budget year, c - 10-year rule, d - no budget 5-year rule, e - last year of Plan,

* Projection = Emission Rate x Seasonal VMT / 453.6 grams per pound / 2,000 pounds per ton.

Salt Lake County PM10 Conformity

The PM₁₀ SIP for Salt Lake County does not define a budget beyond the year 2003. Therefore, conformity tests are required only for analysis years which are identified in accordance with 40 CFR 93.118. All analysis years after 2003 must meet the 2003 budgets for primary particulates and secondary particulates (see the discussion above under Ogden PM₁₀ Conformity for an explanation of primary and secondary PM₁₀ emissions). The State air quality rule R307-310 allows a portion of the surplus primary PM₁₀ budget to be applied to the secondary PM₁₀ budget for conformity purposes. However, for the analysis years 2019, 2024, 2034, and 2040, no budget adjustments were necessary.

Table 10
Salt Lake County - PM10 Budgets
Direct (Dust) and Precursor (NOx) PM10 Emission Budgets
 (tons/day)

Year	2019	2024	2034	2040
Total PM10 Budget[#]	72.60	72.60	72.60	72.60
<i>Direct PM10 Budget to be Traded</i>	<i>0.00</i>	<i>0.00</i>	<i>0.00</i>	<i>0.00</i>
Direct PM10 Budget	40.30	40.30	40.30	40.30
NOx Precursor PM10 Budget	32.30	32.30	32.30	32.30

Table 11a and Table 11b below demonstrate that projected mobile source emissions are within the emission budget defined in the SIP. The years listed in Table 10a and Table 10b are in accordance with requirements of the Conformity Rule (40 CFR Part 93) as noted in the tables.

From this demonstration it is concluded that the 2015-2040 RTP conforms to the applicable controls and goals of the State Implementation Plan for PM₁₀ in Salt Lake County.

Table 11a
Salt Lake County - PM10 (NOx Precursor)
Conformity Determination

Year	^c 2019	^c 2024	^c 2034	^e 2040
Budget[#] (tons/day)	32.30	32.30	32.30	32.30
<i>emission rate (grams/mile)</i>	<i>0.66</i>	<i>0.47</i>	<i>0.24</i>	<i>0.20</i>
<i>seasonal VMT</i>	<i>31,323,413</i>	<i>33,380,866</i>	<i>38,670,273</i>	<i>41,666,107</i>
Projection* (tons/day)	22.77	17.15	10.25	9.39
Conformity (Projection < Budget?)	Pass	Pass	Pass	Pass

a - attainment year, b - budget year, c - 10-year rule, d - no budget 5-year rule, e - last year of Plan,

[#] WFRM Memo to Jeff Houk of EPA, April 15, 1994.

* Projection = Emission Rate x Seasonal VMT / 453.6 grams per pound / 2,000 pounds per ton.

Table 11b
Salt Lake County - PM10 (Primary Particulates)**
Conformity Determination

Year	<i>c</i>	<i>c</i>	<i>c</i>	<i>e</i>
Year	2019	2024	2034	2040
Budget[#] (tons/day)	40.30	40.30	40.30	40.30
<i>emission rates (grams/mile)</i>				
<i>total exhaust particulates</i>	0.0304	0.0202	0.0099	0.0088
<i>brake particulates</i>	0.0446	0.0495	0.0516	0.0509
<i>tire particulates</i>	0.0112	0.0116	0.0117	0.0116
<i>road dust particulates</i>	0.2101	0.2053	0.2008	0.1971
<i>seasonal VMT</i>	31,323,413	33,380,866	38,670,273	41,666,107
Projection* (tons/day)	10.23	10.54	11.68	12.32
Conformity (Projection < Budget?)	Pass	Pass	Pass	Pass

** Includes total PM10 exhaust particulates, road dust, tire wear, and brake wear.

WFRM Memo to Jeff Houk of EPA, April 15, 1994.

a - attainment year, b - budget year, c - 10-year rule, d - no budget 5-year rule, e - last year of Plan,

* Projection = Emission Rate x Seasonal VMT / 453.6 grams per pound / 2,000 pounds per ton.

Salt Lake PM_{2.5} Conformity

Davis, Salt Lake, and portions of Weber, Tooele, and Box Elder Counties have been designated as a non-attainment area under the new PM_{2.5} standard (35 µg/m³) that was established in 2006. Work has begun on a PM_{2.5} section of the State Implementation Plan which will establish a motor vehicle emission budget for emissions associated with PM_{2.5}. Until the PM_{2.5} SIP is completed and approved by EPA, PM_{2.5} interim conformity requirements apply. EPA interim conformity for PM_{2.5} emissions requires that future NOx emissions (a precursor to PM_{2.5}) and primary particulate emissions not exceed 2008 levels.

Table 12a below demonstrates that projected mobile source emissions of NOx (a precursor to PM_{2.5} emissions) in the five-county PM_{2.5} non-attainment area are less than 2008 NOx emissions. Table 12b below demonstrates that projected mobile source emissions of VOC (also a precursor to PM_{2.5} emissions) in the five-county PM_{2.5} non-attainment area are less than 2008 VOC emissions. Table 12c below demonstrates that direct particle emissions of PM_{2.5} in the five-county PM_{2.5} non-attainment area are also less than 2008 direct particle emissions. Direct particle emissions include exhaust emissions of elemental carbon, organic carbon, and sulfates (SO₄); and mechanical emissions from brake wear and tire wear.

From this demonstration it is concluded that the RTP conforms under the interim conformity guidelines for PM_{2.5} areas without an approved motor vehicle emissions budget for the Salt Lake PM_{2.5} non-attainment area.

Table 12a

**Salt Lake Area[#] - PM2.5 (NOx Precursor)
Conformity Determination**

Year	^c 2019	^c 2024	^c 2034	^e 2040
2008 Emissions (tons/day)	97.98	97.98	97.98	97.98
<i>emission rate (grams/mile)</i>	0.75	0.50	0.26	0.22
<i>seasonal VMT</i>	49,810,959	53,451,645	62,076,554	67,239,716
Projection* (tons/day)	41.44	29.70	17.77	16.55
Conformity (Projection < Budget?)	Pass	Pass	Pass	Pass

Salt Lake PM2.5 Non-Attainment Area includes: Davis, Salt Lake, and portions of Weber, Box Elder and Tooele Counties.

a - attainment year, b - budget year, c - 10-year rule, d - no budget 5-year rule, e - last year of Plan,

* Projection = Emission Rate x Seasonal VMT / 453.6 grams per pound / 2,000 pounds per ton.

Table 12b

**Salt Lake Area[#] - PM2.5 (VOC Precursor)
Conformity Determination**

Year	^c 2019	^c 2024	^c 2034	^e 2040
2008 Emissions (tons/day)	61.35	61.35	61.35	61.35
<i>emission rate (grams/mile)</i>	0.54	0.40	0.27	0.25
<i>seasonal VMT</i>	49,810,959	53,451,645	62,076,554	67,239,716
Projection* (tons/day)	29.42	23.86	18.73	18.34
Conformity (Projection < Budget?)	Pass	Pass	Pass	Pass

Salt Lake PM2.5 Non-Attainment Area includes: Davis, Salt Lake, and portions of Weber, Box Elder and Tooele Counties.

a - attainment year, b - budget year, c - 10-year rule, d - no budget 5-year rule, e - last year of Plan,

* Projection = Emission Rate x Seasonal VMT / 453.6 grams per pound / 2,000 pounds per ton.

Table 12c

Salt Lake Area[#] - PM2.5 (Direct PM Emissions^{})
Conformity Determination**

Year	<i>c</i> 2019	<i>c</i> 2024	<i>c</i> 2034	<i>e</i> 2040
2008 Emissions (tons/day)	7.33	7.33	7.33	7.33
<i>emission rate (grams/mile)</i>	0.09	0.08	0.07	0.07
<i>seasonal VMT</i>	49,810,959	53,451,645	62,076,554	67,239,716
Projection* (tons/day)	4.94	4.60	4.63	4.84
Conformity (Projection < Budget?)	Pass	Pass	Pass	Pass

Salt Lake PM2.5 Non-Attainment Area includes: Weber, Davis, Salt Lake, and portions of Box Elder and Tooele Counties.

a - attainment year, b - budget year, c - 10-year rule, d - no budget 5-year rule, e - last year of Plan,

** Projection = Emission Rate x Seasonal VMT / 453.6 grams per pound / 2,000 pounds per ton.*

*** Direct PM for interim conformity includes total PM2.5 exhaust particulates, brake wear, tire wear, and road dust.*

Salt Lake and Davis County Ozone Conformity

The 1-hour ozone standard was revoked on June 19, 2005. Therefore, a conformity analysis under the 1-hour ozone standard in Salt Lake and Davis Counties is no longer required.

The previous 8-hour ozone standard was 75 ppb. All counties within the Wasatch Front area are in attainment of the previous 8-hour ozone standard.

A new ozone standard of 70 ppb was approved October 2015. Areas of non-attainment for the new ozone standard will be designated by EPA in October 2017. Any designated non-attainment areas will be required to demonstrate conformity for ozone precursor emissions beginning October 2018.

Appendix – 1

Definition of Regionally Significant Projects

**Process for Determining Regionally Significant Facilities
for Purposes of Regional Emissions Analysis (see CFR 93.105.2.c.1.ii)**

Background: 40 FR 93.101 defines “regionally significant project” and associated facilities for the purpose of transportation conformity. The federal definition does not specifically include minor arterials. The following definitions and processes will be used by the Wasatch Front Regional Council (WFRC) and Mountainlands Association of Governments (MAG) in consultation with DAQ, UDOT, UTA, FHWA, FTA, and EPA to determine which facilities shall be considered regionally significant for purposes of regional emissions analysis. It is the practice of the MPO to include minor arterials and collectors in the travel model for the purpose of accurately modeling regional VMT and associated vehicle emissions. The inclusion of minor arterials and collectors in the travel model, however, does not identify these facilities as regionally significant.

1. Any new or existing facility with a functional classification of principal arterial or higher on the latest UDOT Functional Classification Map shall be considered regionally significant (see <http://www.dot.utah.gov/index.php/m=c/tid=1228>).
2. Any fixed guide-way transit service including light rail, commuter rail, or portions of bus rapid transit that involve exclusive right-of-way shall be considered regionally significant.
3. As traffic conditions change in the future, the MPO’s - in consultation with DAQ, UDOT, FHWA, and EPA (and UTA and FTA in cases involving transit facilities) - will consider 1) the relative importance of minor arterials serving major activity centers, and 2) the absence of principal arterials in the vicinity to determine if any minor arterials in addition to those listed in Exhibit A should be considered as regionally significant for purposes of regional emissions analysis.

Exhibit A
Minor Arterials Determined to be Regionally Significant
for Purposes of Regional Emissions Analysis

40 FR 93.105(c)(ii), “Consultation – Interagency consultation procedures: Specific processes” specifies that Interagency Consultation shall include a process to identify which minor arterials should be considered as “regionally significant” for the purpose of regional emissions analysis. In consultation with DAQ, UDOT, FHWA, and EPA; and based on inspection and engineering judgment of current traffic conditions; and based on application of the “Process for Determining Regionally Significant Facilities for Purposes of Regional Emissions Analysis” agreed upon by the aforementioned agencies; the WFRC designated eight minor arterials as regionally significant.

Since 2015, all but one of the minor arterials referenced above have been reclassified with the functional type of principal arterial and are therefore by definition regionally significant. The remaining minor arterial to be considered as regionally significant for emissions analysis is listed below. It should also be noted that all collectors, minor arterials, and principal arterials are included in the highway network used in the WFRC travel demand model.

Davis County

none

Salt Lake County

none

Weber County

SR-79 (Hinckley Drive): SR-108 to I-15

**Process for Determining Significant Change in Design Concept and Scope
for Purposes of Regional Emissions Analysis (see CFR 93.105.2.c.1.ii)**

Changes to regionally significant projects may or may not necessitate a new regional emissions analysis. The following definitions and processes will be used to determine what changes to project concept and scope are to be considered significant or not for purposes of regional emissions analysis.

1. Adding or extending freeway auxiliary lanes or weaving lanes between interchanges is not considered a significant change in concept and scope since these lanes are not normally included in the travel model.
2. Adding or extending freeway auxiliary/weaving lanes from one interchange to a point beyond the next interchange is considered a significant change in concept and scope.
3. A change to a regionally significant project defined in the Regional Transportation Plan that does not change how the project is defined in the travel model is not considered a significant change in concept and scope. These changes include but are not limited to lane or shoulder widening, cross section (other than the number of through lanes), alignment, interchange configuration, intersection traffic control, turn lanes, continuous or center turn lanes, and storage lanes.
4. A change to a regionally significant project defined in the Regional Transportation Plan that does alter the number of through lanes, lane capacity, or speed classification as defined in the travel model is considered a significant change in concept and scope.
5. Advancing or delaying the planned implementation of a regionally significant project that does not result in a change in the transportation network described in the travel model for any horizon year (as defined in CFR 93.101) is not considered a significant change in concept and scope.
6. Advancing or delaying the planned implementation of a regionally significant project that does result in a change in the transportation network described in the travel model for any horizon year (as defined in CFR 93.101) is considered a significant change in concept and scope.
7. Project changes not addressed in the above statements will be decided on a case by case basis through consultation by representatives from DAQ, WFRC, MAG, UDOT, UTA, FHWA, FTA, and EPA.

Appendix-2

Box Elder County Highway and Transit Projects 2040 RTP

Box Elder County

Box Elder County
Regionally Significant Project List – January 2015

Line	Source	County	Need Phase	Constrained Phase	Capacity Need	Priority Score	Improvement Type	Project Name	Project Description	Cost 2014	Route	Begin	End
1	LRP	Box Elder/Cache	STIP 2016	1	Before 2012	44	Passing Lane	SR-30 MP 97 to MP 101	Add one travel lane in each direction	\$5,000,000	0030	97.00	101.34
9	LRP	Box Elder/Cache	3	2	begin by Phase 1	27	Widening	SR 30 MP 95.1 to MP 102.3, SR 38 to SR 23	Add one travel lane in each direction	\$32,040,000	0030	95.10	102.30
10	LRP	Box Elder	4	2		36	Passing Lane	I 84 Widen WB from MP 17.3 to MP 19.9	Add one travel lane in WB direction	\$7,150,000	0084	17.30	19.90
11	LRP	Box Elder	4	2		43	Passing Lane	I 84 Widen EB from MP 6.8 to MP 17.7	Add one travel lane in EB direction	\$29,975,000	0084	6.80	17.70
13	LRP	Box Elder	2	2	before 2012	28	Widening	SR 30 MP 90.7 to MP 95.1, I 15 to SR 38 (Collinston)	Add one travel lane in each direction	\$19,580,000	0030	90.70	95.10
14	Model	Box Elder	3	3		25	Widening	I 15 Widen from MP 365.7 to MP 372.6, SR 13 to Honeyville (WFRC boundary from MP 365.7 to 368.3)	Add one travel lane in each direction	\$22,145,000	0015	368.30	372.60
15	LRP	Box Elder	4	3		43	Passing Lane	I 84 Widen WB from MP 29.3 to MP 32.3	Add one travel lane in WB direction	\$8,250,000	0084	29.30	32.30
16	LRP	Box Elder	4	3		37	Passing Lane	I 84 Widen EB from MP 25.3 to MP 29.7	Add one travel lane in EB direction	\$12,100,000	0084	25.30	29.70
17	LRP	Box Elder	4	3		46	Passing Lane	I 84 Widen WB from MP 33.5 to MP 35.6	Add one travel lane in WB direction	\$5,775,000	0084	33.50	35.60
22	Model	Box Elder	4	4		37	Widening	I 15 Widen from MP 372.6 to MP 379.5, Honeyville to Tremonton	Add one travel lane in each direction	\$35,535,000	0015	372.60	379.50

Appendix-3
Highway and Transit Projects
2040 RTP
Tooele County

**Tooele Valley RPO Long Range Plan Highway Projects
February 9, 2015**

Phase 1 (To be built by 2025)

Main Street (SR-138) in Grantsville (West St – Center St, and Bowery St – SR-112)
Widen from 1 lane to 2 lanes per direction

SR-36 (Stockton Town – Skyline Drive)
Widen from 1 lane to 2 lanes per direction

Tooele Parkway (SR-112 – Droubay Road)
New collector, 1 lane per direction

Midvalley Highway (SR-138 – I-80)
New freeway, 2 lanes per direction

Midvalley Highway (SR-36 – Utah Avenue)
New principal arterial, 2 lanes per direction

SR-112 (Sheep Lane - Utah Ave)
Widen from 1 lane to 2 lanes per direction

Sheep Lane (SR-112 – SR-138)
Widen from 1 lane to 2 lanes per direction

SR-138 (SR-112 – Midvalley Highway)
Widen from 1 lane to 2 lanes per direction

I-80 (SR-36 – SR-201)
Widen from 2 lanes to 3 lanes per direction

SR-112 (SR-138 – Sheep Lane)
Widen from 1 lane to 2 lanes per direction

400 West (2000 North – Village Blvd)
New collector, 1 lane per direction

1000 North (SR-36 – Droubay Road)
Widen from 1 lane to 2 lanes per direction

Tooele Boulevard (SR-36 – Vine St)
New collector, 1 lane per direction

Bates Canyon Road (1200 West – 400 West)
New collector, 1 lane per direction

Village Boulevard (SR-138 – current western terminus)
New collector, 1 lane per direction

Appendix-4

RTP Amendments

2015 – 2040 Regional Transportation Plan WFRC Proposed 2040 RTP Amendment #5

1. **Needs Conformity** - 5600 W BRT may be considered a "fixed guideway" so removing it from Phase 1 would be a significant change in scope.
 - a. 5600 West Transit (Salt Lake County)
 - i. Remove Phase 1 BRT from 6200 South to 2700 South
 - ii. Add Phase 1 Express Bus/Core Route from Old Bingham LRT Station to the International Center to the SLCIA to downtown SLC (latest discussion was this part on North Temple). Ivan Hooper, Avenue Consultants will have frequency, hours of operation, station location, etc...
2. *Does NOT need Conformity* - 7200 W is not a principal arterial
 - a. 7200 West (Salt Lake County)
 - i. Add Phase 2 New Construction from 700 North to SR-201 as a 3 lane facility
3. *Does NOT need Conformity* - 700 N is not a principal arterial
 - a. 700 North/7200 West/1400 North (Salt Lake County)
 - i. Add Phase 1 New Construction on 700 North from 5600 West to 7200 West, 7200 West from 700 North to 1400 North, and 1400 North from 7200 West to 8000 West as a 3 lane facilities
4. *Does NOT need Conformity* - 8000 W is not a principal arterial
 - a. 8000 West (Salt Lake County)
 - i. Add Phase 1 New Construction from 1400 North to the north I-80 Frontage Road
5. **Needs Conformity** - Wasatch Blvd. is a principal arterial so moving from Phase 2 to Phase 1 would be a significant change in scope.
 - a. Wasatch Blvd. (Cottonwood Heights) (this project may be removed if funding hasn't been allocated yet)
 - i. Change from Phase 2 to Phase 1 from Bengal Blvd to 9600 South
6. *Does NOT need Conformity* - 1100 N is not a principal arterial
 - a. 1100 North (Harrisville City)
 - i. Add Phase 1 New Construction from 140 West to 140 East as a 3 lane facility
7. *Does NOT need Conformity* - 3600 W is not a principal arterial
 - a. 3600 West (Plain City)
 - i. Add Phase 1 Operational from 2600 North to 1975 North
8. *Does NOT need Conformity* - Depot Drive is not a principal arterial
 - a. Depot Drive (Weber County)
 - i. Add Phase 1 New Construction from 12th Street to the Weber County Sheriff Office and Juvenile Multi-Use Facility as a 2 lane facility

AMENDMENT NUMBER 4 PROJECT OVERVIEWS

PROJECTS GUIDED BY STATE REQUIREMENTS FOR INCLUSION IN THE REGIONAL TRANSPORTATION PLAN (RTP)

Projects Seeking Corridor Preservation Funding

The following amendment requests are based on the State requirement that community applicants who are interested in utilizing local Corridor Preservation Funds must first have their project as part of the WFRC's RTP. Funding for these amendment projects has not yet been determined, but amendment into the RTP is the first step to allow communities to pursue local corridor preservation funds to finance these improvements.

HERRIMAN CITY

1. Operational Improvements on 6000 West

Cost: \$2.5 Million

This project calls for a new Phase 2 operational improvement along 6000 West from Herriman Parkway to Herriman Main Street. Benefits of this amendment would include the completion of the road cross-section, including curb, gutter, sidewalks, and storm drain improvements.

2. Operational Improvements on 6400 West

Cost: \$1.9 Million

This request is for a new Phase 1 operational improvement project on 6400 West from Herriman Main Street to 13400 South to help reduce traffic congestion and complete the road's cross-section, including curb, gutter, sidewalks, and storm drain improvements.

3. Operational Improvements on 7300 West

Cost: \$2.5 Million

This is a new Phase 3 operational improvement project on 7300 West from Herriman Main Street and Rose Canyon Road. Operational improvements would help complete the road cross-section, including curb, gutter, sidewalks, and storm drainage.

SOUTH JORDAN CITY

4. Widening of Riverfront Parkway

Cost: \$1.8 Million

This request is for a new Phase 1 widening project on Riverfront Parkway between 11050 South and 11400 South from three to five lanes. Benefits of this amendment include a consistent cross-section to 11400 South, along with accommodating increased traffic volumes along Riverfront Parkway.

5. Operation Improvements on 2700 West

Cost: \$4 Million

This request is for a new Phase 1 operational improvement on 2700 West from 9800 South to 11400 South. The widening of 2700 West will allow for a center turn lane to be added to the road's cross-section. This, in turn, will improve traffic flow which adding needed curb, gutter, sidewalks, and storm drainage improvements.

COTTONWOOD HEIGHTS

6. Operational Improvements on Bengal Boulevard

Cost: \$2.6 Million

This request is for a new Phase 1 operational improvement on Bengal Boulevard from Highland Drive to 2325 East. This would include a roundabout joining both 2300 East and 2325 East.

Benefits would include improved traffic safety and flow, especially for pedestrians traveling to and from a nearby school. This project would complete the road's cross-section with curb, gutter, sidewalks, and storm drain improvements.

7. Widening of Fort Union Boulevard

Cost: \$3.6 Million

This request is for a new Phase 1 widening project on Fort Union Boulevard between 3000 East and Wasatch Boulevard from two to four lanes. Benefits of this amendment include a consistent cross-section on Fort Union to Wasatch Boulevard, along with addressing increased traffic volumes along Fort Union Boulevard.

MURRAY CITY

8. Widening of Vine Street

Cost: \$10 Million

This project calls for the widening of Vine Street in Murray City between 900 East and the Van Winkle Expressway as a new, Phase 1 project. Benefits of this amendment include a consistent cross-section on Vine Street, along with addressing increased traffic volumes and the completion of the road cross-section, including curb, gutter, sidewalks, and storm drain improvements.

CLEARFIELD CITY

9. New Construction of Depot Street

Cost: \$2 Million

This request is for the extension of Depot Street from SR-193 (700 South) to the Clearfield FrontRunner Station (approximately 1250 South). This new Phase 1 project would be a three lane major collector facility providing improved street connectivity, better connection to the transit via the FrontRunner Station and would serve a planned major economic development project creating hundreds of new jobs.

SALT LAKE COUNTY

10. Operational Improvements on 8000 West

Cost: \$2 Million

This is a new Phase 1 project that would widen 8000 West between SR-201 and 3100 South. The project would realign the intersection at 2700 South, resulting safety and traffic congestion improvements, along with improving local street connectivity.

Projects Seeking Weber County Sales Tax Funding

The following amendment request is based on the State requirement that community applicants who are interested in utilizing 3rd quarter local sales tax funds must first have their project as part of the WFRC's Regional Transportation Plan. Funding for this amendment project has not yet been determined, but this first step will allow communities to pursue this avenue of possible revenues to finance these improvements.

CITY OF MARRIOTT-SLATERVILLE

11. Operation Improvement on 1200 West

Cost: \$5.6 Million

This request is for an extension of a current Phase 1 operational improvement on 1200 West in the City of Marriott-Slaterville from 1200 South to 2700 North. The amendment would provide better traffic flow along 1200 West and would deliver a consistent cross-section including curb, gutter, sidewalks, and storm drain improvements.

MAJOR CAPACITY PROJECTS

Projects Seeking STP Funding

The following amendment requests are major capacity projects that must be included in Phase 1 of the RTP in order to be eligible for Urban Surface Transportation Program (STP) funding administered by the Wasatch Front Regional Council. Funding for these amendment projects has not yet been determined, but this first step will allow communities to pursue this avenue of possible revenues to finance these improvements.

DRAPER CITY

12. Widening of Lone Peak Parkway

Cost: \$6 Million

This request is to move the widening project on Lone Peak Parkway from 12300 South to 12650 South from three to five lanes from Phase 2 to Phase 1. The widening and realignment will provide a consistent cross-section to Bangerter Highway, provide better traffic flow along Lone Peak Parkway, and will support a direct connection to the FrontRunner Station.

TAYLORSVILLE CITY

13. New Construction of I-215 Frontage Road

Cost: \$14.5 Million

This request is to move the new southbound I-215 Frontage Road between 4100 South and 4700 South from Phase 2 to Phase 1. This facility would provide congestion and safety improvement on both 4700 South and 2700 West, along with providing improved access to development between 2700 West and I-215.

KAYSVILLE AND LAYTON CITY

14. Widening of Main Street

Cost: \$3.1 Million

This request is for the widening of Main Street from three to five lanes from 300 West in Kaysville City to Layton Parkway in Layton City. The amendment would be for a new Phase 1 project that would provide a consistent cross-section. The project would address increased traffic volumes along Main Street.

Projects to Utilize TIF Funding

The following amendment requests are major capacity projects that must be included in Phase 1 of the RTP in order to be eligible for the Transportation Investment Fund (TIF) Program administered by the Utah Department of Transportation (UDOT).

UTAH DEPARTMENT OF TRANSPORTATION

15. Bangerter Highway Interchange at 4700 South

Cost: \$44.3 Million

The Utah Department of Transportation is requesting that the current intersection at Bangerter Highway and 4700 South be replaced with a freeway interchange and moved from Unfunded to Phase 1. This improvement will provide a continuous freeway cross-section from 4700 South to I-15. East and West traffic flow will improve, along with an increase in safety.

16. Bangerter Highway Interchange at 13400 South

Cost: \$43.2 Million

The Utah Department of Transportation is requesting that the current intersection at Bangerter Highway and 13400 South be replaced with a freeway interchange and moved from Phase 2 to Phase 1. This improvement will provide a continuous freeway cross-section from 4700 South to I-15. East and West traffic flow will improve, along with an increase in safety.

17. Widening of US Highway 89

Cost: Currently Funded

This request from the Utah Department of Transportation is to extend the currently funded US-89 project from Farmington City to Antelope Drive to now extend to I-84. The amendment would include the widening from four to six lanes and move this project from the unfunded portion of the RTP to Phase 1. Benefits of this improvement would help traffic flow along this major arterial, increase safety, and is part of an overall plan to upgrade this facility to a north / south freeway.

For Information Only

Finally, two additional UDOT projects may be funded with the TIF. Neither project requires amendment into the 2015-2040 RTP; both are included for information only.

UTAH DEPARTMENT OF TRANSPORTATION

18. Construction of Interstate 15 Braided Ramp

Cost: \$130 Million

The Utah Department of Transportation anticipates the new construction of a northbound braided ramp on I-15 between 9000 South and I-215. An existing operational project is already in the 2015-2040 RTP making an amendment unnecessary. However, the project details are provided for member information. This type of improvement will provide better traffic flow and helps to address increased northbound traffic volumes along I-15. This project will also provide relief to congestion at the 7200 South and 9000 South interchanges.

19. Construction of SR-201 Extension

Cost: \$100 Million

This request is outside the geographic purview of the WFRC Regional Transportation Plan, but is included for information to WFRC members due to its interaction with the 2015-2040 RTP. The project calls for extending and new construction of SR-201 from the SR-201/I-80 connection to the I-80/SR-36 connection. This project is a parallel facility alongside of I-80 and would allow for an emergency bypass, provide better traffic flow, and addresses increased traffic volumes on I-80.

2015 – 2040 Regional Transportation Plan Amendment Number 3 – November 2016

Amendment #3 proposed projects changes for the 2015-2040 RTP

- S-140 - Bangerter Highway Interchange @ 6200 South - Move from Phase 3 to Phase 1
- S-147 - Bangerter Highway Interchange @ 12600 South - Move from Phase 2 to Phase 1
- S-144 - Bangerter Highway Interchange @ 9800 South - Move from Phase 2 to Phase 1
- S-5 - I-80 from I-215 (East) to Lambs Canyon - Move from Phase 1 to Phase 2

2015 – 2040 Regional Transportation Plan Amendment Number 2 – May 2016

UTAH DEPARTMENT OF TRANSPORTATION

1. SR-209, 9000 South; From I-15 to 700 East - This project is currently in Phase 1 and is listed as an “operational” project. The proposed change is to make it a “widening” project.
2. SR-68, Redwood Road – There are two proposed changes:
 - From 9000 South to 11400 South - This project is an operational project and is currently in Phase 2. The proposed change would be to move the project forward to Phase 1
 - From 9000 South to Bangerter Highway - This project is a widening of the road and is currently in Phase 3. The proposed change would move the project forward to Phase 1

OGDEN CITY

3. Valley Drive; From 20th Street to SR-39 - Since funding is being sought through the local option sales tax, this proposed change would be to include this new project in the current RTP.
4. 2nd Street; From Washington Blvd. to Monroe Street - Since funding is being sought through the local option sales tax, this proposed change would be to include this new project in the current RTP.
5. 17th Street; From Wall Avenue to Washington Blvd. - Since funding is being sought through the local option sales tax, this proposed change would be to include this new project in the current RTP.
6. 26th Street; From Wall Avenue to Washington Blvd. - Since funding is being sought through the local option sales tax, this proposed change would be to include this new project in the current RTP.

NORTH OGDEN CITY

7. 2600 North; From Washington Blvd. to approximately Fruitland Drive - This is a new widening project, and since funding is being sought, this proposed change would be to include this project in the current RTP.

HARRISVILLE CITY

8. Wall Avenue Extension; North from Larsen Lane. This request is for this project to be removed from the current RTP.

BLUFFDALE CITY

9. 14000 South Road; From 2700 West to 3600 West - Since funding is being sought, this proposed change would be to include this new project in the current RTP.

2015-2040 Regional Transportation Plan Amendment Number 1 - October 2015

BACKGROUND:

Every four years the Wasatch Front Regional Council (WFRC) prepares and adopts a regional transportation plan (RTP) to identify and implement needed transportation improvements. The WFRC adopted the current RTP in May 2015. While the RTP receives considerable review before being formally adopted, the identification of new funding sources, the determination of the final environmental impact statements, or the rapid development of certain projects, may warrant a change to the RTP. A process has been formally adopted by WFRC to consider periodic revisions.

Recently, the WFRC received requests from the Utah Department of Transportation (UDOT), the Utah Transit Authority (UTA), and Layton City to amend the 2015-2040 RTP to consider the changes listed below.

WFRC staff has analyzed the potential financial implications of including these projects in Phase 1 and determined that there are adequate resources available and potential cost savings from a reprioritization of projects. The plan is able to maintain its fiscal constraint while accommodating construction of these projects in phase I. WFRC is reviewing the air quality impacts to ensure that all applicable air quality conformity requirements are met; results will be provided at the meeting.

The formal public comment period will take place from November 2 to December 1. The WFRC staff, UDOT, UTA, and Layton City representatives will present these amendments to the Regional Growth Committee's Ogden-Layton Technical Advisory Committee and the Salt Lake County PlanTac on December 16, 2015. The Regional Growth Committee and the Regional Council will review all comments and make a final recommendation in January 2016.

UDOT PROPOSED MODIFICATIONS TO THE 2015-2040 RTP

US-89 Improvements

Total Cost: \$275 million

The Utah Department of Transportation is making a request to amend the current 2015-2040 RTP for (1) construction of new interchanges at Antelope Drive, Gordon Avenue, Oak Hills Drive and 400 North, (2) construction of frontage roads from Oak Hills Drive to Eagle Way, (3) construction of two overpasses at Crestwood Road and Nicholls Road, (4) potential widening of US-89 from 4 to 6 lanes from just north of the US-89/I-15 interchange in Farmington to Antelope Drive. The 2015-2040 RTP includes the Interchange at 400 North, the overpass at Nicholls Road, and frontage roads from Oak Hills Drive to Nicholls Road in Phase 1. The proposed amendment includes the following modifications to the RTP.

- 1. New Construction of US-89 Interchange @ Antelope Drive**
This project will be moved from Phase 2 to Phase 1.
- 2. New Construction of US-89 Interchange @ Gordon Avenue**
This project will be moved from Phase 2 to Phase 1.
- 3. New Construction of US-89 Interchange @ Oak Hills Drive**
This project will be moved from Phase 2 to Phase 1.
- 4. Widening of US-89 from Antelope Drive to I-15 (Farmington)**
This project will be moved from Phase 3 to Phase 1.

5. New Construction of US-89 Frontage from Eagle Way to Oak Hills Drive

The frontage road project limits will be extended to Eagle Way in the south. This project is currently in Phase 1.

6. New Construction of Crestwood Road Overpass @ US-89

This new project provides connectivity for pedestrians, bicycles, and vehicular traffic across US-89 and is requested to be included in Phase 1.

While these elements are presented as separate projects in the current RTP and proposed amendment, they are part of the preferred alternative developed for the US-89 Environmental Impact Statement (EIS) completed in 1996. Since the completion of the EIS, UDOT has worked to construct elements of the preferred alternative. With this project, there is an opportunity to complete most of the remaining elements of the preferred alternative. The priority components include the construction of the interchanges, the overpasses, and the frontage roads. The widening project is included in the amendment because UDOT believes a favorable bidding climate could result in enough project savings to complete the widening from Antelope Drive to I-15 in Farmington. The widening from 4 to 6 lanes from I-84 to Antelope Drive is not part of this project. The current cost estimate for the US-89 project is \$275 million and is funded from UDOT's Transportation Improvement Fund (TIF).

Project benefits include costs savings due to project efficiencies and future inflation costs, improved traffic flow, delay reductions from the elimination of at-grade intersections, and improved access and connectivity with the development of the frontage road system and overpasses.

UTA PROPOSED MODIFICATIONS TO THE 2015-2040 RTP

7. Ogden-Weber State University Corridor - Transit Project 11

Cost: \$ 41.0 million

The Utah Transit Authority is making a request to amend the current 2015-2040 RTP to include 25th Street as the approved alignment in Ogden City with the project mode as a modern Bus Rapid Transit (BRT) system in mixed flow traffic and with exclusive lanes. Currently, the RTP indicates that 30th Street would be the preferred alignment, with the mode undetermined. On July 28, 2015, the Ogden City Council and Mayor adopted Resolution #2015-24 approving a locally preferred alternative (LPA) for the Ogden/WSU Transit Project Study. This project is in Phase 1 of the RTP and the Environmental Assessment is expecting to be completed in 2016/2017.

Layton City PROPOSED MODIFICATIONS TO THE 2015-2040 RTP

8. Gordon Avenue from 1600 East to US-89

Cost: \$ 28.7 million

Layton City is coordinating with UDOT on the US-89 improvements from Antelope Drive to I-15 in Farmington. As part of the US-89 project, an interchange at Gordon Avenue will be constructed. This project is a new facility and will connect US-89 with the existing Gordon Avenue at 1600 East in Layton. The construction of Gordon Avenue is a vital component of the US-89 improvement project and will improve safety, connectivity and accessibility for state and local emergency services, citizens and pedestrians and bicyclist. The project is currently in Phase 2, and Layton City is requesting this project be moved to Phase 1 due to the change in the US-89 project. Layton City does not have full funds for this project but is planning on utilizing impact fees and pursuing alternative sources.

PROPOSED ADDITIONS TO THE 2015-2040 RTP

9. I-15 Improvements

Total Cost: \$250 million

The entire I-15 project includes the (1) construction of southbound auxiliary lanes from SR-201 to SR-71 (12300 South), (2) construction of an additional southbound general purpose lane from SR-201 to 12300 South (SR-71), (3) upgrade of the I-215/I-15 Interchange, and (4) construction of Managed Motorways along the corridor. The 2015-2040 RTP includes an operational project on I-15 throughout Salt Lake County and an Interchange upgrade at I-215/I-15 in Phase 1. The proposed amendment calls for an additional southbound general purpose lane in Phase 1 from SR-201 to 12300 South (SR-71).

This project was originally programmed for construction in FY 2015-2016. UDOT put the project on hold to evaluate additional alternatives, including advanced ramp metering (Managed Motorways), freeway to freeway ramp meeting, whether to include a GP lane and whether to extend the project to 12300 South (SR-71) from its original terminus of 9000 South (SR-209). The evaluation concluded that the project should move forward with the components outlined above. The current cost estimate for the Salt Lake County I-15 project as outlined above is \$250 million and is funded from UDOT's Transportation Improvement Fund (TIF).

Project benefits include congestion/delay reduction, safety improvements, the elimination of physical choke points, and improved main-line capacity to handle traffic inflow from adjacent facilities including I-80, SR-201, and I-215.

10. I-15 Operational Projects in Weber County

Total Cost: \$80 million

11. I-15 Operational Projects in Davis County

Operational improvements can include a variety of different project types including axillary lanes, ramp extensions and technology enhancements. One technology enhancement UDOT is evaluating is the concept of Managed Motorways. Managed Motorways are smart freeways that prevent congestion by continuously monitoring traffic flows and controlling access to the freeway with state-of-the-art ramp metering signal technologies that are more precise and sophisticated than other applications currently in use. Current project estimates for managed motorways in Davis and Weber Counties is \$80 million. Project benefits include improved facility capacity, travel reliability and safety performance during heavy traffic demand periods by effectively preventing congestion. Preliminary analysis indicates that freeway facilities with these improvements could see a 20% increase vehicle carrying capacity and a 30% reduction in crashes. UDOT requests that this project be included in Phase 1.

DATE: January 16, 2018
AGENDA ITEM: 4b
SUBJECT: Preview of Wasatch Choice Vision Workshops
PREPARED BY: Ted Knowlton

Staff will preview the draft Wasatch Choice 2050 Vision. This will include an overview of how the draft Vision performs in working to achieve WFRC adopted regional goals. Feedback on the draft Vision will be sought at the “Wasatch Choice 2050 and Mayor’s Metro Solutions” joint event to be held on January 23rd, ten Vision Workshops held throughout the region, and an online public input tool, among other forums.

BACKGROUND:

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

Wasatch Choice 2050 aims to find solutions that are at the nexus of transportation, land use, and economic development planning: how can plans and strategies within these spheres work together to improve the region as outlined by the 10 WFRC regional goals:

http://www.wfrc.org/new_wfrc/index.php/regional-transportation-plan/future-plan/goals

Wasatch Choice 2050 seeks to provide enough geographic detail to be of value to local planning efforts, while also developing the key regional planning products of the 2019-2050 RTP, http://wfrc.org/new_wfrc/index.php/plans/regional-transportation-plan, and the 2018-2023 Comprehensive Economic Development Strategy.

RECOMMENDATION:

This item is for information and discussion.

CONTACT PERSON:

Ted Knowlton (801) 363-4250 x1201, ted@wfrc.org

ATTACHMENTS:

Wasatch Choice 2050 and Mayor’s Metro Solutions Flier
Vision Workshops Map

DATE: January 11, 2018
AGENDA ITEM: 5a
SUBJECT: **ACTION:** Board Modifications to the 2018-2023 Transportation Improvement Program (TIP)
PREPARED BY: Ben Wuthrich

BACKGROUND:

The Wasatch Front Regional Council (WFRC) has received a request from UDOT to modify the current 2018-2023 Transportation Improvement Program (TIP) with the attached list of projects. This modification requires action from the Regional Council and the Transportation Commission. The requested modification is listed with the attached resolution.

RECOMMENDATIONS:

WFRC staff recommend that the Regional Council make a motion “to approve the attached resolution to modify the 2018-2023 TIP as requested.”

CONTACT PERSON:

Ben Wuthrich (801) 363-4230 ext 1121

EXHIBITS:

Resolution adopting Amendment Three to the 2018-2023 TIP

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
AMENDING THE 2018 - 2023
TRANSPORTATION IMPROVEMENT PROGRAM

- WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas and, as such, has the responsibility for developing a Transportation Improvement Program, and
- WHEREAS, a Transportation Improvement Program is to include all federally funded highway and transit projects scheduled for the next six years, and
- WHEREAS, the Utah Department of Transportation, the State Transportation Commission, the Utah Transit Authority, and the Wasatch Front Regional Council and its local jurisdictions desire to amend the 2018-2023 Transportation Improvement Program (TIP) to include and / or modify the projects on the attached project description list, and
- WHEREAS, the U.S. Department of Transportation Metropolitan Planning Regulations Paragraph 450.326(a) requires that “the TIP . . . be updated at least every four years, and be approved by the MPO and the Governor,” and
- WHEREAS, the Statewide Air Quality Implementation Plan includes traffic control measures for reducing air pollutant emissions for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas and budgets for mobile source emissions, and
- WHEREAS, the projects included in the proposed Transportation Improvement Program amendment are either included in Phase 1 of the Regional Transportation Plan or are not regionally significant, or are included in the 2018-2023 TIP or are exempt projects that do not need to be reviewed for air quality conformity and consistency with the State Implementation Plan according to 40 CFR Part 93.126 Table 2 Exempt Projects, and
- WHEREAS, the proposed Transportation Improvement Program amendment had a public review and comment opportunity at the Regional Council meeting on January 23, 2018, and all comments were carefully considered,

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

- (1) Approves Amendment Three to the 2018-2023 Transportation Improvement Program as attached,
- (2) Finds that the TIP conforms to and is consistent with the State Implementation Plan for Salt Lake, Davis, western Weber, and southern Box Elder Counties, and
- (3) Finds that the development of the Transportation Improvement Program is based on a currently certified transportation planning process.

Mayor Mike Caldwell, Chairman
Wasatch Front Regional Council

Andrew S. Gruber
Executive Director
Wasatch Front Regional Council

Date: January 23, 2018

2018-2023 Transportation Improvement Program (TIP) (Amendment Three)

Board Modification

Additional Funding

Salt Lake/ West Valley Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	I-15	15669	I-15 NB; 9000 South to I-215	Eliminate some of the weaving movement - braided ramp concept	ST_TIF (State Transportation Investment Funds)	\$150,000,000	\$130,000,000	<i>Additional Funding</i>	\$20,000,000	2018
						ST_TIF (State Transportation Investment Funds)					

The I-15 NB project will improve some of the movements between 9000 South and the I-215 exit, and relocate others, to provide a safer and more efficient transition for motorists entering and exiting I-15, between the 9000 South on-ramp and I-215 off-ramp. Additional traffic studies are showing that making those improvements at 9000 south, would shift the traffic congestion further south. Based on the traffic study, adding auxiliary lanes Northbound, from Bangerter Highway to 10000 South, as well as adding a Collector-Distributor System from 10000 South to I-215, will address the congestion issue and improve peak hour travel. The additional funding comes from unprogrammed balances in the Region Pavement Programs and from their Transportation Solutions Funding.

New Project

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	Various	15587	Region One Guardrail Replacement	Replace substandard end treatments and guardrail	HSIP (Highway Safety Improvement Program)	\$1,200,000	\$0	<i>New Project</i>	\$565,000	2018
						HSIP_HRRR (Highway Safety Improvement Program - High Risk Rural Roads)		\$0		\$635,000	

This project is planned to be designed and advertised this federal fiscal year using \$1.2 Million of 2018 Highway Safety Improvement Program (HSIP), funds. (\$635K of HSIP High Risk Rural Road funds and \$565K HSIP). The scope of work is to replace substandard end treatments and guardrail with standard treatments.

DATE: January 11, 2018
AGENDA ITEM: 5b
SUBJECT: Report on Board Modifications to the 2018-2023 TIP
PREPARED BY: Ben Wuthrich

BACKGROUND:

Since the last meeting of the Wasatch Front Regional Council (WFRC), WFRC received requests to modify the current 2018-2023 TIP. The modification required action from Trans Com (since WFRC was not meeting) and the UDOT Transportation Commission, but did not require a new air quality conformity analysis or a 30-day public comment period. The modification is attached to the approved resolution.

RECOMMENDATION:

This item is for information only.

CONTACT PERSON:

Ben Wuthrich (801) 363-4230 ext. 1121

EXHIBIT:

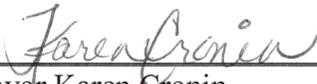
Resolution adopting Amendment Two to the 2018-2023 TIP

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
AMENDING THE 2018 - 2023
TRANSPORTATION IMPROVEMENT PROGRAM

- WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake / West Valley and the Ogden/ Layton Urbanized Areas and, as such, has the responsibility for developing a Transportation Improvement Program, and
- WHEREAS, a Transportation Improvement Program is to include all federally funded highway and transit projects scheduled for the next six years, and
- WHEREAS, the Utah Department of Transportation, the State Transportation Commission, the Utah Transit Authority, and the Wasatch Front Regional Council and its local jurisdictions desire to amend the 2018-2023 Transportation Improvement Program (TIP) to include the projects on the attached project description list, and
- WHEREAS, the U.S. Department of Transportation Metropolitan Planning Regulations Paragraph 450.324(a) requires that "the TIP . . . be updated at least every four years, and be approved by the MPO and the Governor," and
- WHEREAS, the Statewide Air Quality Implementation Plan includes traffic control measures for reducing air pollutant emissions for the Salt Lake/ West Valley and the Ogden/ Layton Areas and budgets for mobile source emissions, and
- WHEREAS, the projects included in the proposed Transportation Improvement Program amendment are either included in Phase 1 of the Regional Transportation Plan or not regionally significant, or are included in the 2018-2023 TIP or are exempt projects that do not need to be reviewed for conformity and consistency with the State Implementation Plan according to 40 CFR Part 93.126 Table 2 Exempt Projects, and
- WHEREAS, the proposed Transportation Improvement Program amendment had a public review and comment opportunity at the Trans Com meeting on November 9, 2017, and all comments were carefully considered,

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

- (1) Approves Amendment Two to the 2018-2023 Transportation Improvement Program as attached,
- (2) Finds that the TIP conforms to and is consistent with the State Implementation Plan for Salt Lake, Davis, western Weber, and southern Box Elder Counties, and
- (3) Finds that the development of the Transportation Improvement Program is based on a currently certified transportation planning process.



Mayor Karen Cronin
Chair
Trans Com



Andrew S. Gruber
Executive Director
Wasatch Front Regional Council

Date: November 9, 2017

2018-2023 Transportation Improvement Program (TIP) (Amendment Two)

Board Modification

Project Scope Change

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	Clearfield	Var	14053	Clearfield City TOD Ped/ Bike Bridge; FrontRunner Station to Freeport Center	New Construction - Pedestrian/ Bicycle Bridge	CMAQ_WFRC (Congestion Mitigation/ Air Quality (WFRC))	\$2,653,800	\$1,650,000	<i>No Funding Increase</i>	\$1,650,000	2019-2021

Initially, Clearfield City envisioned a bridge which would come over the tracks to connect to the manufacturing businesses on the other side, as well as the D&RGW Rail/ Trail. Unfortunately as the plan progressed, the owner of the land just opposite of the station, was preparing to construct a new building which limited the room for the bridge landing and increased safety concerns with having pedestrian and bike traffic near large trucks servicing the facility. This made the bridge a less feasible option. Upon further evaluation, Clearfield has identified an alternative to the ped/ bike bridge that would improve mobility for first/ last mile connections between the Freeport Center, the D&RGW Rail/ Trail, and the Clearfield FrontRunner Station connecting people to jobs, schools, and other locations. The new project scope would include a surface trail from the station moving south to Antelope Drive accessing the D&RGW Rail/ Trail and continuing into the Freeport Center by multiple routes.

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/ Cottonwood Heights	SR-210	14431	SR-210 at Wasatch Drive	Construction of a High-T intersection	STP_FLX_ST (STP Flexible (Any Area) Statewide)	\$2,054,157	\$10,000,000	<i>Funding Reduction</i>	\$7,945,843	2018

The original project was to add a second Northbound lane to SR-210, along with the construction of the High-T intersection. It was determined early on, that it would take longer than a year and cost more than \$10 million to do both. The Region and Cottonwood Heights City prefer to construct the High-T intersection now, in order to bring immediate improvement to the area while the region is actively working on a new concept report for the second NB lane project on SR-210. It is anticipated that a new project in the future would be created to do the NB lane project when it's ready. The reduction in scope allows for the return of \$7,945,843 in STP_FLX_ST funds to Region Two's De-Obligation - Master PIN for other priorities to be presented at a later date.

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-39	12446	SR-39; Ogden to Pineview Reservoir Bridge Rehab Project	Project involves a bridge replacement and two minor bridge rehabilitations	NHPP_BR (National Hwy Perf. Prog - Bridge)	\$4,680,000	\$700,000	<i>New Funding</i>		2018
						STP_BRIDGE (STP Bridge Funds for State Projects)		\$1,130,000		\$2,100,000	
						ST_SPOT_SFTY (State Constr - Safety Spot Improve)				\$350,000	
						ST_PVMT (State Constr - Pavement Preservation)				\$400,000	

Due to the constraints of bridge geometry, the existing retaining wall, the river channel, and adjacent roads, the cost of the bridge replacement is higher than originally anticipated. Additional costs are due to the necessity of an additional girder, construction phasing requirements, existing bridge removal, granular borrow, rip-rap, and pile driving equipment, as well as the need for pre-cast deck panels to facilitate construction without impacting the river, with an additional guardrail and concrete barrier on the bridge approaches.

2018-2023 Transportation Improvement Program (TIP) (Amendment Two)

Board Modification

New Project

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/ Weber	UDOT	I-15	New	I-15; Centerville to Ogden PCCP Slab Replacements	Remove and Replace the shattered and broken concrete pavement panels on mainline I-15 in the Layton & Ogden area.	STP_FLX_ST (STP Flexible (Any Area) Statewide)	\$750,000	\$0	<i>New Funding</i>	\$750,000	2018

Due to the severity and location of these broken slabs, the Region is concerned with the risk of leaving these slabs in-place prior to the I-15 Express Lane Project, which is scheduled to begin in early 2019. The Express Lane project will shift traffic for maintenance of traffic purposes during its construction and the risk to the Department is that these slabs will fail at that time. The Region's plan is to advertise and replace these slabs in 2018 prior to the Express Lane Project. The available funding comes from the remaining balance in the I-15; South Davis Express Lane 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	Herriman	Anthem Park Blvd	16148	Anthem Park Blvd; Mountain View Corridor to Herriman Main Street	Construct Section of Missing Sidewalk	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	\$31,433	\$0	<i>New Funding</i>	\$23,432	2018

UDOT TAP Contribution \$23,432, Local Contribution \$8,000, Total Project Cost \$31,433

Salt Lake	Salt Lake County & West Valley	5900 West	16166	5900 West & 4100 South Canal Trail	Construct Section of Missing Bike/ Pedestrian Trail	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	\$600,000	\$0	<i>New Funding</i>	\$250,000	2018
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UDOT TAP Contribution \$250,000, Local Contribution \$350,000, Total Project Cost \$600,000

Salt Lake	Holliday	Various	16167	Sidewalks - Multiple Locations	Construct Sections of Missing Sidewalk	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	\$276,121	\$0	<i>New Funding</i>	\$207,091	2018
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UDOT TAP Contribution \$207,091, Local Contribution \$69,030, Total Project Cost \$276,121

Salt Lake	Cottonwood Heights	Fort Union Blvd	16168	Cottonwood Canyon Trail to the Fort Union Park & Ride lot	Construct Section of Missing Bike/ Pedestrian Trail	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	\$131,200	\$0	<i>New Funding</i>	\$98,400	2018
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UDOT TAP Contribution \$98,400, Local Contribution \$32,800, Total Project Cost \$131,200

2018-2023 Transportation Improvement Program (TIP) (Amendment Two)

Board Modification

New Project

Salt Lake/ West Valley Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	South Jordan	Welby Jacob Trail	16169	Welby Jacob Trail (4800 West) from 9800 South to 10200 South	Construct Section of Missing Bike/ Pedestrian Trail	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	\$142,025	\$0	<i>New Funding</i>	\$106,519	2018

UDOT TAP Contribution \$106,519, Local Contribution \$35,506, Total Project Cost \$142,025

Salt Lake	Salt Lake County	Mesa Drive	16170	Mesa Drive(1600 East); 8400 South to 8600 South	Provide Sidewalks for Elementry School Children	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	\$148,000	\$0	<i>New Funding</i>	\$111,000	2018
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UDOT TAP Contribution \$111,000, Local Contribution \$37,000, Total Project Cost \$148,000