REGIONAL TRANSPORTATION PLAN
2019 - 2050

The Regional Transportation Plan is an element of

WASATCH CHOICE 2050
136: Land Use and Economic Development Considerations

1. TIF/TTIF prioritization criteria

2. UDOT’s statewide “strategic initiatives”
Wasatch Choice 2050 Key Strategies

1. Provide Transportation Choices
2. Support Housing Options
3. Preserve Open Space
4. Link Development and Transportation Decisions
Key Strategy: Link Development & Transportation Decisions
Wasatch Choice 2050 Draft Vision

Centers
Job Areas
Open Space
Roadways
Transit
Active Transportation

To learn how to provide feedback, please click on the information icon located at the top right corner of the screen.
Improving Access to Opportunity: “where can I get to soon”

Transportation Improvement

Housing Locations
Improving Access to Opportunity: “where can I get to soon”

Transportation Improvement

Housing Locations

Job Locations
Improving Access to Opportunity: “where can I get to soon”
Milestones for 2018

April 18: TAC reviews Vision Workshop results

May 17: RGC reviews proposed final Vision Scenario

May 24: Council adopts final Vision Scenario

October/November: local workshops to review project phasing
WASATCH CHOICE 2050

Economic Development
- Comprehensive Economic Development Strategy

Transportation
- Transportation and Land Use Connection

Regional Transportation Plan

Your Plans and Ordinances

Regional Transportation Plan 2015-2040
Wasatch Choice 2050 Update
March 22, 2018
Performance Measures and Targets
## Performance Measures

<table>
<thead>
<tr>
<th>Goals</th>
<th>Key Objectives</th>
<th>Key Performance Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
<td>Reduce the number of fatal and serious injuries on the transportation system</td>
<td>Fatalities + serious injuries per capita</td>
</tr>
<tr>
<td>Economic Vitality</td>
<td>Increase the number of jobs and services that Utahns can reach within a certain travel time</td>
<td>Increase the number of jobs and services that Utahns can reach within a certain travel time</td>
</tr>
<tr>
<td>State of Good Repair</td>
<td>Keep infrastructure in good condition</td>
<td>Cost/benefit savings from proper maintenance</td>
</tr>
<tr>
<td>Air Quality</td>
<td>Reduce emissions that adversely affect health, quality of life and the economy</td>
<td>Key mobile source ozone and PM$_{2.5}$ emissions</td>
</tr>
<tr>
<td>Mobility &amp; Accessibility</td>
<td>Reduce the likelihood of driving long distances daily</td>
<td>Vehicle miles traveled per capita</td>
</tr>
<tr>
<td></td>
<td>Increase the share of trips using non-single-occupant vehicle modes</td>
<td>Commute mode split percentages</td>
</tr>
</tbody>
</table>
• The FAST Act is the latest federal transportation act that funds transportation and dictates transportation planning policy.

• A element of the FAST Act is performance measures.

• WFRC and UDOT are required to report on specific performance measures and set targets for those measures.
Performance Measures

- Safety
- Infrastructure Condition
  - Pavement
  - Bridge
- Congestion Reduction
- System Reliability
- Freight Movement & Economic Vitality
- Environmental Sustainability
<table>
<thead>
<tr>
<th>Performance Measure Topic</th>
<th>FHWA Measures</th>
<th>Threshold (level of performance)</th>
<th>UDOT's Target for 2018</th>
<th>% occurring within WFRC</th>
<th>Penalty</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
<td>Number of fatalities</td>
<td>5-year average</td>
<td>271</td>
<td>40%</td>
<td>If not met, use obligation authority equal to the 2018 HSIP for only highway safety improvement projects &amp; an implementation plan for FY 2021</td>
</tr>
<tr>
<td></td>
<td>Rate of fatalities per 100M VMT</td>
<td>5-year average</td>
<td>0.91</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Number of serious injuries</td>
<td>5-year average</td>
<td>1.445</td>
<td>51%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Rate of serious injuries per 100M VMT</td>
<td>5-year average</td>
<td>4.87</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Number of non-motorized fatalities and non-motorized serious injuries</td>
<td>5-year average</td>
<td>Fatalities – 46</td>
<td>Fatalities – 66%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Serious Injuries - 162</td>
<td></td>
<td></td>
<td>Serious Injuries – 69%</td>
<td></td>
</tr>
<tr>
<td>Infrastructure Condition - Pavement</td>
<td>GOOD/ INTERSTATE Percentage of pavement (lane miles) condition using Smoothness (IRI), Cracking, Rutting or Faulting</td>
<td>2-year: 60% 4-year: 60%</td>
<td></td>
<td>24.3% of state-wide NHS interstate occurs within WFRC</td>
<td>If minimum condition level is not met for three consecutive years, State DOT must obligate NHPP &amp; transfer STP funds not less than 2009 Interstate maintenance with a 2% increase after 2009 into the next fiscal year.</td>
</tr>
<tr>
<td></td>
<td>POOR/ INTERSTATE Percentage of pavement (lane miles) condition using Smoothness (IRI), Cracking, Rutting or Faulting</td>
<td>Not to exceed 5%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>GOOD/ NHS- Non- interstate Percentage of pavement (lane miles) condition using Smoothness (IRI), Cracking, Rutting or Faulting</td>
<td>2-year: 35% 4-year: 35%</td>
<td></td>
<td>27.8% of state-wide NHS non-interstate occurs within WFRC</td>
<td></td>
</tr>
<tr>
<td></td>
<td>POOR/ NHS-Non- interstate Percentage of pavement (lane miles) condition using Smoothness (IRI), Cracking, Rutting or Faulting</td>
<td>2-year: 5% 4-year: 5%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Infrastructure Condition - Bridge</td>
<td>Percentage of bridge deck area in good condition (NHS)</td>
<td>2-year: 40% 4-year: 40%</td>
<td></td>
<td>42.1% of state-wide NHS bridges are within WFRC</td>
<td>If minimum condition level is not met for three consecutive years, State DOT will set aside and obligate NHPP funds for eligible bridge projects equal to 2009 Bridge program.</td>
</tr>
<tr>
<td></td>
<td>Percentage of bridge deck area in poor condition (NHS)</td>
<td>Not to exceed 10%</td>
<td></td>
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</tr>
</tbody>
</table>
WFRC staff recommends Council agrees to the statewide targets set by UDOT for:

1. Safety
2. Infrastructure Condition – Bridge
3. Infrastructure Condition - Pavement
Performance Measures and Targets
TRANSPORTATION AND LAND USE CONNECTION

2018 Awards

March 22\textsuperscript{nd}, 2018 | Megan Townsend

[Logos for UDOT, UTA, Salt Lake County, Regional Development, and Wasatch Front Regional Council]
PROGRAM GOALS

Mission: TLC supports local governments in their planning efforts, implementing the Wasatch Choice Vision.

Goals:
- Maximize the value of investment in public infrastructure.
- Enhance access to opportunity.
- Increase travel options to optimize mobility.
- Create communities with opportunities to live, work, and play.
2018 AWARDS

- 13 awards
  - 7 Salt Lake Urbanized Area
  - 5 Ogden/Layton Urbanized Area
  - 1 Tooele County
- 3 multi-jurisdictional

$904,922
2018 Region-Wide TLC Funding

$281,525
2018 Region-Wide Match

$1,186,447
Total 2018 Region-Wide Funding
## 2018 AWARDS

<table>
<thead>
<tr>
<th>Ogden/Layton Urbanized Area</th>
<th>Salt Lake Urbanized Area</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Ogden Railyard Master Plan Study</strong></td>
<td><strong>Holladay Canal Trails Study</strong></td>
</tr>
<tr>
<td><strong>Plain Transportation and Trails Master Plan</strong></td>
<td><strong>Salt Lake County + Jordan River Commission Blueprint Jordan Plan Update</strong></td>
</tr>
<tr>
<td><strong>Roy Ordinance and General Plan Update</strong></td>
<td><strong>Millcreek Town Center Plan</strong></td>
</tr>
<tr>
<td><strong>South Davis (North Salt Lake, Centerville, Bountiful) Active Transportation Plan</strong></td>
<td><strong>Salt Lake City Street Typology Plan</strong></td>
</tr>
<tr>
<td><strong>Woods Cross Station Area Plan</strong></td>
<td><strong>South Jordan + West Jordan Active Transportation Plan (Phase 2)</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Tooele County</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Grantsville City General Plan Update</strong></td>
<td><strong>West Jordan Center Station Area Plan</strong></td>
</tr>
<tr>
<td></td>
<td><strong>West Valley Active Transportation Plan</strong></td>
</tr>
</tbody>
</table>
Focus Roy City
Roy City

- Demographics
  - 38,000 Population
  - Land Area of Nearly 8 Square Miles
  - Median Property Value $156,900
  - Median Household Income $62,598
  - Median Age 30.5
  - The population density is 4,830 per sq mi
    - 14,256% higher than the Utah average (37)
    - 5,231% higher than the national average (93).
Background

- **Challenge:** Move the City’s Economic Development, Housing Development, and Transportation Development forward after many years of a perception that we have always been a bedroom community and always will be.
Focus Roy City Objective

- Focus Roy City is a vision and action plan to enhance Roy, support prolonged economic prosperity in the city, and build a more attractive place for the Roy community to live, work and play.
Focus Roy City Assessment

- Existing Land Use Patterns
- Existing Housing
- Existing Transportation
- Existing Economic Conditions and Market Trends
Community and Stakeholder Engagement
Implementation Strategies and Recommendations

- Update General Plan to Support Mixed Use Activity Centers
- Promote the Frontrunner Station as a Site for Transit-Oriented Development
- Implement Pedestrian & Transit Friendly Development Standards
- Soft Transitions Between Single Family Zones and Other Uses
- Create Open Spaces Alongside Development in Activity Centers
Implementation Strategies and Recommendations

• Improve Safety Conditions for Bicyclists and Pedestrians Along Major Corridors
• Implement Traffic Calming Interventions
• Improve Connectivity to the Denver and Rio Grande Western Rail Trail
• Improve Wayfinding at Key Gateways
• Complete Regional Trail and Bike Network
• Develop Neighborhood Greenway Network
TLC Program

Megan Townsend, Program Lead
mtownsend@wfrc.org
(801)363-4250 x. 1101
http://www.wfrc.org/tlc
2018-2023 TIP
Board Modification

Wasatch Front Regional Council
March 22, 2018

Ben Wuthrich
Wasatch Front Regional Council
### Scope Adjustments and Additional Funding

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
<th>PIN</th>
<th>Project Location</th>
<th>Concept/ Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
<th>Currently Funded Amount</th>
<th>Action</th>
<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weber</td>
<td>UDOT and North Ogden</td>
<td>450/400 East</td>
<td>14842</td>
<td>450 East/400 East; 2600 North to Elberta Drive</td>
<td>Widen existing roadway from 3-lane to 5-lane including improvements to curb, gutter, and sidewalks</td>
<td>STP_URB_O/L (Surface Transportation Program (STP) - Ogden/Layton Urban Area)</td>
<td>$13,786,000</td>
<td>$3,600,000</td>
<td>Additional Funding</td>
<td>$1,000,000</td>
<td>2017-2019</td>
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<td></td>
<td></td>
<td>STP_FLX_ST (STP Flexible (Any Area) Statewide)</td>
<td>Local Funds (Weber Area Council of Government (WACOG) Funds)</td>
<td>$13,786,000</td>
<td>$3,600,000</td>
<td>Additional Funding</td>
<td>$2,466,000</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Local Funds (North Ogden City Funds)</td>
<td>$13,786,000</td>
<td>$3,600,000</td>
<td>Additional Funding</td>
<td>$2,070,000</td>
<td></td>
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</tbody>
</table>

In addition to the widening and improvements to 450 E/400 East and the intersection at Elberta Drive, UDOT has a project to widen and improve the intersection at Washington Blvd (450 E/400 East) and 2600 North, adding dual turn lanes and traffic flow improvements by widening and aligning all legs of the intersection with the adjacent City streets. In addition, North Ogden has a city project to widen and improve 2600 North east of the intersection adding an additional EB and WB lane to the City Hall and the Library. When UDOT was performing the latest studies in preparation for the project to begin, it was determined that unless more turning movement capacity (dual lefts on all legs) was part of the scope, the project would not benefit from the programmed improvements. Thus, this project needs to add a left turn lane in each direction and with the additional funding now, UDOT will advance construct all of the projects at the same time in 2019 to eliminate duplicate efforts, minimize impacts, and improve traffic management and safety for the surrounding area by constructing at one time rather than several different projects.

| Davis         | UDOT               | SR-60            | 15154  | South Weber Drive (SR-60); Riverdale Road (SR-26) to 1150 West (SR-168) | Pavement Rehabilitation and Sidewalk Construction | STP_FLX_ST (STP Flexible (Any Area) Statewide)                                  | $1,006,790            | $675,000               | Additional Funding     | $331,790 | 2018      |

The existing pavement on this section of road has deteriorated faster than expected and while rehabilitating the road Region One desires to add scope to this project by extending the sidewalk under the I-84 structure on the east side of SR-60, contingent upon the execution of a betterment agreement with Riverdale City. A sidewalk currently exists on the west side of SR-60. The proposed additional funding will come from Region One's 2017 Pavement Rehabilitation Program.

<table>
<thead>
<tr>
<th>Salt Lake/ West Valley Urban Area</th>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
<th>PIN</th>
<th>Project Location</th>
<th>Concept/ Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
<th>Currently Funded Amount</th>
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<tr>
<td>Salt Lake</td>
<td>UDOT</td>
<td>Little Cottonwood Canyon</td>
<td>16092</td>
<td>Little Cottonwood Canyon</td>
<td>Environmental Impact Study, Phase II - Scope and Funding Addition</td>
<td>ST_TIF (State Transportation Investment Funds)</td>
<td>$5,000,000</td>
<td>$2,000,000</td>
<td>Additional Funding</td>
<td>$3,000,000</td>
<td>2018</td>
<td></td>
</tr>
</tbody>
</table>

Phase I began the environmental impact study (EIS) process up through Alternatives Development. This phase of the study is scheduled to be completed by August, 2018. Phase II will complete the EIS process from Alternatives Development through the final Record Of Decision (ROD). Funding in the amount of $3,000,000 is requested from the Recreational Hotspot - Transportation Investment Fund (TIF) Program.
North Ogden – 450 East/ 400 East; 2600 North to Elberta Drive
Widen Existing Roadway from 3 to 5-Lane - Including Curb, Gutter and Sidewalk

Additional Needed Funding

Amount Being Requested
$ 1,000,000

Additional Funding
$ 2,466,000

Total Project Cost Estimate $ 13,796,000
Riverdale – South Weber Drive (SR-60) – Pavement Rehab & Sidewalk Construction
Between Riverdale Road (SR-26) and 1150 West (SR-168)

Amount Being Requested
$331,790

Total Project Cost Estimate $1,006,790
Salt Lake – Little Cottonwood Canyon
Environmental Impact Study, Phase II – Scope and Funding Addition

Amount Being Requested
$3,000,000

Total Project Cost Estimate $5,000,000
This project will construct a tunnel under SR-138 to address a growing safety concern with school kids and other pedestrians crossing in this area of increasing density and population. This project is a local government partnership with a total project value of ~$1.8 Million. Funding is requested from Transportation Alternative Program funds.

### 2018-2023 Transportation Improvement Program (TIP) (Amendment Five)

#### Board Modification

### New Projects

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
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<th>Funding Source</th>
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<th>Funded Amount</th>
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<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salt Lake</td>
<td>UDOT</td>
<td>SR-68</td>
<td>16424</td>
<td>Redwood Road (SR-68); 9000 South to 12600 South</td>
<td>Restripe Redwood Road from 5 Lanes to 7 Lanes - Eliminate Choke Point</td>
<td>STP_FLX_ST (STP Flexible (Any Area) Statewide)</td>
<td>$2,000,000</td>
<td>$0</td>
<td>New Project</td>
<td>$2,000,000</td>
<td>2018</td>
</tr>
<tr>
<td>Tooele</td>
<td>UDOT</td>
<td>SR-138</td>
<td>15578</td>
<td>SR-138, Stansbury Park Underpass Partnership</td>
<td>Construct Pedestrian/ Bicycle Underpass</td>
<td>STP_TAP_ST (Converted TAP Funds to STP)</td>
<td>$1,800,000</td>
<td>$0</td>
<td>New Project</td>
<td>$400,000</td>
<td>2018</td>
</tr>
</tbody>
</table>

Because the roadway width is already sufficient, this project scope will only include grinding off the existing striping and re-striping to a 7 lane configuration. It does not include any work beyond the existing curb and gutter on either side of the street. The estimate includes the grinding, the replacement of the pavement markings at the existing intersections, repair of areas where the pavement is distressed, several utility access adjustments, and both the air and noise analysis for the environmental document. The available funds will come from Region Two's de-obligation funds (funds that are returned to the Regions because of project cost savings and favorable bids).
Salt Lake – Redwood Road (SR-68) – Re-striping
9000 South to 12600 South

Amount Being Programmed
$2,000,000

Total Estimated Project Cost
$2,000,000
Tooele – SR-138, Stansbury Park Underpass Partnership
Construct Pedestrian/ Bicycle Underpass

Amount Being Programmed
$ 400,000

Total Estimated Project Cost
$ 1,800,000