

Mike Caldwell, Chair  
Mayor, Ogden

Bret Millburn, Vice Chair  
Commissioner, Davis County

Mark Allen  
Mayor, Washington Terrace

Len Arave  
Mayor, North Salt Lake

John Barber  
Councilman, Morgan County

Ron Bigelow  
Mayor, West Valley

Jackie Biskupski  
Mayor, Salt Lake City

Robert Dahle  
Mayor, Holladay

James Ebert  
Commissioner, Weber County

Kerry Gibson  
Commissioner, Weber County

Michael Jensen  
Councilman, Salt Lake County

Randy Lewis  
Mayor, Bountiful

Ben McAdams  
Mayor, Salt Lake County

Shawn Milne  
Commissioner, Tooele County

Jeff Scott  
Commissioner, Box Elder County

Jeff Silvestrini  
Mayor, Millcreek

Bob Stevenson  
Mayor, Layton

Derk Timothy  
Mayor, Bluffdale

Troy Walker  
Mayor, Draper

Senator Stuart Adams  
Utah State Senate

Representative Mike Schultz  
Utah House of Representatives

Jerry Benson  
Utah Transit Authority

Carlos Braceras  
Utah Department of Transportation

Beth Holbrook  
Utah League of Cities & Towns

Jim Smith  
Utah Association of Counties

Robert Grow  
Envision Utah

Evan Curtis  
State Planning Coordinator

Andrew Gruber  
Executive Director

**WASATCH FRONT REGIONAL COUNCIL**  
**Meeting of May 24, 2018**  
**AGENDA**

There will be a meeting of the Wasatch Front Regional Council on **Thursday, May 24, 2018 at 2:00 p.m. in the WFRC offices located at 295 North Jimmy Doolittle Road, Salt Lake City, Utah.** The agenda for the meeting will be as follows:

**1. Consent Agenda**

- a. **ACTION:** Minutes of the WFRC meeting held March 22, 2018
- b. **ACTION:** Financial statements and check registers for February and March 2018 and Budget/Expenditure Report

**2. Chairman's Report**

**3. Public Comment**

**4. Budget Committee**

- a. **PUBLIC HEARING and ACTION:** Approve amendment to FY18 Budget
- b. **PUBLIC HEARING and ACTION:** Approve FY19 Budget and Unified Planning Work Program (UPWP)
- c. **ACTION:** Designate authorized users for WFRC's Public Treasurer's Investment Fund (PTIF) account

**5. Regional Growth Committee (RGC)**

- a. **ACTION:** Endorsement of the Wasatch Choice 2050 Vision

**6. Transportation Committee (Trans Com)**

- a. Report on Board modifications to the 2018-2023 Transportation Improvement Program (TIP)
- b. **ACTION:** Board modifications to the 2018-2023 TIP
- c. **ACTION:** Approve Surface Transportation Program (STP), Congestion Mitigation/Air Quality (CMAQ), and Transportation Alternatives Program (TAP) projects for 2019-2024 TIP

**7. Active Transportation Committee (ATC) report**

**8. Air Quality report**

**9. Executive Director's Report**

**10. Other Business**

Next meeting: August 23, 2018

Upcoming events:

- *Golden Spoke Event, June 2, 2018, more information at <http://wfrc.org/programs/active-transportation/golden-spoke/>*

Informational materials can be located on WFRC's website at [www.wfrc.org](http://www.wfrc.org)

*Wasatch Front Regional Council is an Equal Opportunity program. Public participation is solicited without regard to age, sex, disability, race, color or national origin. Auxiliary aids or translation services are available upon request by contacting WFRC's Title VI Administrator. Call 801-363-4250 (Hearing impaired individuals may use Relay Utah by dialing 711) or email [apearson@wfrc.org](mailto:apearson@wfrc.org) at least 72 hours in advance.*

*El Wasatch Front Regional Council es una organización de Oportunidad Igual. 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 al Administrador de Título VI de WFRC por teléfono a 801-363-4250 (personas con discapacidad auditiva pueden llamar a Spanish Relay Utah - 1-888-346-3162) o por correo electrónico [apearson@wfrc.org](mailto:apearson@wfrc.org), por lo menos 72 horas antes de la reunión.*

**MINUTES**

Wasatch Front Regional Council  
Meeting of March 22, 2018

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

| <b>WFRC COUNCIL MEMBERS - 2018</b>  |               |   |
|-------------------------------------|---------------|---|
| <b>BOX ELDER COUNTY</b>             | <b>Yes/No</b> | <b>Davis, Salt Lake and Weber County Alternates / Others in attendance:</b> |
| Member - Jeff Scott                 | <b>yes</b>    | Wayne Niederhauser, UT Senate President                                     |
| <b>DAVIS COUNTY MEMBERS</b>         |               | Michael Gailey, Mayor, Syracuse City  |
| Len Arave                           | <b>yes</b>    | Mike Peterson, Mayor, Cottonwood Heights                                    |
| Bret Millburn ( <i>Vice Chair</i> ) | <b>yes</b>    | David Watts, Mayor, Herriman City   |
| Randy Lewis                         | <b>yes</b>    | Robert Dandoy, Mayor, Roy City  |
| Bob Stevenson                       | <b>no</b>     | Dawn Ramsey, Mayor, South Jordan City                                       |
| <b>MORGAN COUNTY</b>                |               | David Brickey, West Jordan City   |
| Member - John Barber                | <b>no</b>     | Russell Weeks, SL City Council staff  |
| Alternate - Ned Mecham              | <b>yes</b>    | Russell Fox, Draper City  |
| <b>SALT LAKE COUNTY MEMBERS</b>     |               | Evelyn Everton, Sandy City  |
| Ben McAdams                         | <b>yes</b>    | Gary Whatcott, South Jordan City  |
| Jackie Biskupski                    | <b>no</b>     | Brad Klavano, South Jordan City   |
| Troy Walker                         | <b>no</b>     | Blake Thomas, Herriman City   |
| Michael Jensen                      | <b>yes</b>    | Vaughn Pickell, Bluffdale City  |
| Jeff Silvestrini                    | <b>yes</b>    | Bruce Kartchner, Bluffdale City   |
| Robert Dahle                        | <b>yes</b>    | Matt Sibul, UTA   |
| Ron Bigelow                         | <b>yes</b>    | Ari Bruning, Envision Utah  |
| Derk Timothy                        | <b>no</b>     | Muriel Xochimitl, X-Factor Communications                                   |
| <b>TOOELE COUNTY</b>                |               | Andrew Gruber, WFRC   |
| Member - Shawn Milne                | <b>yes</b>    | Ned Hacker, WFRC  |
| <b>WEBER COUNTY MEMBERS</b>         |               | Suzie Swim, WFRC  |
| James Ebert                         | <b>yes</b>    | Wayne Bennion, WFRC   |
| Kerry Gibson                        | <b>yes</b>    | LaNiece Davenport, WFRC   |
| Mark Allen                          | <b>yes</b>    | Megan Townsend, WFRC  |
| Mike Caldwell ( <i>Chair</i> )      | <b>yes</b>    | Ted Knowlton, WFRC  |
| <b>UDOT &amp; UTA</b>               |               | Ben Wuthrich, WFRC  |
| Member - Carlos Braceras, UDOT      | <b>yes</b>    | Bert Granberg, WFRC   |
| Alternate - Shane Marshall, UDOT    | <b>yes</b>    | Andy Li, WFRC   |
| Member - Jerry Benson, UTA          | <b>no</b>     | Julie Bjornstad, WFRC   |
| Alternate - Nichol Bourdeaux, UTA   | <b>yes</b>    | Andrea Pearson, WFRC  |

| <b>NON-VOTING MEMBERS</b>                       |            |
|---|------------|
| Jim Smith - Utah Association of Counties        | <b>yes</b> |
| Beth Holbrook - Utah League of Cities and Towns | <b>yes</b> |
| Robert Grow - Envision Utah                     | <b>no</b>  |
| Stuart Adams - State Senate                     | <b>yes</b> |
| Mike Schultz - State House of Representatives   | <b>yes</b> |
| Evan Curtis – State Planning Coordinator        | <b>no</b>  |

**Welcome [00:00:08]**

Mayor Mike Caldwell, Chair, welcomed Wasatch Front Regional Council members and guests and introductions were made.

**1. Consent Agenda [00:02:20]**

**1a. and 1b. ACTION: Minutes and Financial Statements**

Councilmember Michael Jensen moved to approve the minutes of the Council meeting held January 23, 2018 and financial statements and check register from January 2018. Commissioner Bret Millburn seconded the motion. The minutes and financial statements were unanimously approved.

**2. Chairman’s Report [00:02:45]**

**2a. 2018 Legislative Session Report**

WFRC members, and legislative leaders for transportation Senate President Wayne Niederhauser, Senator Stuart Adams and Representative Mike Schultz, discussed key outcomes of the recently concluded 2018 legislative session.

**[00:04:00]** President Wayne Niederhauser spoke about S.B. 71 Substitute 4 Road Tolls Provisions.

**[00:15:23]** Representative Mike Schultz reviewed S.B. 136 Substitute 6 Transportation Governance Amendments.

**[00:40:55]** Senator Stuart Adams expressed appreciation for President Niederhauser’s leadership as President of the Utah Senate, since he will retire at the end of the year. Senator Adams provided some comments and presented the opportunity for questions. **[00:43:41]**

**[00:56:36]** Andrew Gruber, WFRC, briefly discussed three documents, prepared by WFRC staff, that were provided with the meeting material in hard copy and are also located at [www.wfrc.org](http://www.wfrc.org). One document is a 2018 Legislative Wrap-up, with highlights of several bills. The second document is a summary of Senate Bill 136, Sub. 6. The third document is a chart providing information on implementing the Local Option Transportation Sales Tax that is described in SB136 Sub6. Mr. Gruber noted that the progress achieved during this Legislative session created significant, positive steps forward for the future of our region and state. The approved bills authorize funding for transit and local needs, and enhance the coordination of transportation, land use, and economic development.

**2b. ACTION: Ratify appointments to WFRC Committees [01:22:15]**

Mayor Mike Caldwell informed the Council that action needed to be taken regarding ratification of the appointments of WFRC Members to the Regional Growth Committee (RGC), Transportation Coordination Committee (Trans Com), Budget Committee, Active Transportation Committee (ATC), and the Joint Policy Advisory Committee (JPAC) for 2018. Appointments to WFRC and its Committees were also made by the County Councils of Governments (COGs). All the COGs, except Salt Lake County COG, had convened and made their appointments prior to the January 23 Council meeting, where these appointments were endorsed to date. Included in this packet are the updated WFRC and Committee membership lists, with the Salt Lake County appointees added. **[01:22:53]** Commissioner Bret Millburn motioned that the members of the Council ratify

the appointments to WFRC Committees as listed. Commissioner Kerry Gibson seconded the motion and the vote was unanimous.

**3. Public Comment [01:23:07]**

Mayor Mike Caldwell opened the meeting for public comment. There were no public comments.

**4. Budget Committee [01:23:18]**

**4a. ACTION: Release for review and comment – WFRC FY19 draft Budget and draft Unified Planning Work Program (UPWP)**

Commissioner Bret Millburn reported that the WFRC Budget Committee reviewed the draft FY19 budget and the draft Unified Planning Work Program (UPWP) at their meeting held on March 12, 2018. [01:24:34] Andrew Gruber, WFRC, reviewed the proposed FY19 budget, which shows a 1% overall increase in expenditures from FY18. The major expenditure is for staff salary/benefits, including a new entry-level communications/public outreach position and a new full-time accounting position for transition/succession of existing accounting staff over the course of a year. Another expected expenditure in FY19 is a minimal adjustment to building operations and maintenance due to the anticipated office move. The move is planned for June 2018. Mr. Gruber then continued the update by providing an overview of WFRC's funding sources. The FY19 Budget will include the 1% increase of funding contributions from each local county, as determined by the policy established during the FY18 process. There was group discussion, with the Council supporting the steps being taken that ensure the ongoing financial stability of WFRC.

[01:34:15] Commissioner Bret Millburn motioned to release the WFRC draft budget and the draft UPWP for fiscal year 2019 for review and comment. Commissioner Jeff Scott seconded the motion and the vote was unanimous in the affirmative. WFRC staff will make this information available for review by the public and by the County Councils of Governments (COGs). After considering any comments received, the documents will be brought before the Regional Council for adoption at their meeting in May 2018.

**5. Regional Growth Committee (RGC) [01:00:23]**

Mayor Ben McAdams briefly reviewed the outcomes of the Regional Growth Committee (RGC) meeting held on March 15, 2018.

**5a. Wasatch Choice Vision Workshops [01:01:00]**

Ted Knowlton, WFRC, provided an overview of next steps toward the development of Wasatch Choice 2050. Recently, ten Wasatch Choice Vision Workshops were completed around the region where feedback was gathered and used to refine the Vision scenario. Mr. Knowlton briefly discussed the next steps towards the approval of a finalized Vision scenario and the development of the 2019-2050 Regional Transportation Plan.

**5b. ACTION: Federal Performance Measures and Targets [01:05:45]**

Julie Bjornstad, WFRC, informed the Council that WFRC staff have been working closely with UDOT, UTA, and the state's other MPOs in implementing performance-based planning as part of Utah's Unified Transportation Plan. Ms. Bjornstad referred to the table in the meeting materials, prepared by UDOT staff, that discusses two performance measures. [01:08:45] Councilmember Michael Jensen motioned to agree to the statewide safety and infrastructure (pavement and bridge) condition targets set by UDOT for the required federal performance measures. Mayor Jeff Silvestrini seconded the motion. The affirmative vote was unanimous.

**5c. Transportation and Land Use Connection Program Awards for 2018 [01:09:10]**

Ted Knowlton, WFRC, brought attention to the projects in the 2018 Project Descriptions document, that were selected from dozens of quality applications from around the Wasatch Front Region. The Transportation and Land Use Connection (TLC) Program is a partnership between WFRC, Salt Lake County, UDOT, and UTA to support local governments in their planning efforts, implementing the Wasatch Choice Vision. The Program provides staff time, consulting, and training to local communities for planning, implementation, and visioning efforts. [01:15:08] Mayor

Robert Dandoy discussed the Roy General Plan and Ordinance Update project that was developed for Roy City. Mayor Dandoy anticipates this plan will aid in creating priorities to assist in Roy's future growth and provide direction to accomplish the planned strategies.

**6. Transportation Coordination Committee (Trans Com) [01:34:41]**

Commissioner James Ebert informed the Council of the items that are to be discussed.

**6a. ACTION: Board Modifications to 2018-2023 Transportation Improvement Program [01:35:30]**

Ben Wuthrich, WFRC, reported that WFRC has received a request from UDOT to modify the current 2018-2023 Transportation Improvement Program (TIP) with the list of projects included in the meeting materials. Mr. Wuthrich briefly discussed each project. [01:44:03] Commissioner James Ebert moved to approve the resolution to modify the 2018-2023 TIP as requested. Commissioner Bret Millburn seconded the motion and the voting was unanimous.

**6b. Report on Board Modifications to the 2018-2023 TIP [01:44:20]**

Commissioner James Ebert then noted the information regarding additional requests to modify the current 2018-2023 TIP. This modification required action from Trans Com (since Council 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. This modification and approved resolution has been included in the packet for informational purposes.

**6c. Obligations of Federal Transportation Funds during FY2017 [01:44:40]**

Ben Wuthrich, WFRC, briefly pointed out that the amount of federal funds obligated statewide, for FY17, exceeded \$390 million with more than \$194 million being obligated within the WFRC area. Mr. Wuthrich said these amounts have been consistent over the past few years with the majority of the funding addressing and expanding the existing facilities for all modes of transportation including transit and active transportation.

**7. Active Transportation Committee Report [01:45:15]**

Mayor Jeff Silvestrini reported on the following items regarding the Active Transportation Committee. The Utah Bike Summit, held on March 13, was a successful, well-attended event. The Golden Spoke Event is being planned for Saturday, June 2, 2018. The intent is to involve as many cities and communities as possible to celebrate active transportation with the completion of about 100 miles of bike trails running north-south along the Wasatch Front.

**8. Executive Director's Report [01:48:43]**

Andrew Gruber, WFRC, discussed the open Community Economic Development position, that will be filled as soon as possible. Mr. Gruber also briefly discussed the pending implementation of the Federal Budget for FY19. Due to time constraints today, the Air Quality Report will be postponed until the meeting in May 2018.

**9. Other Business [01:51:47]**

Mayor Mike Caldwell asked if there were any other items of business. There were none. Mayor Caldwell confirmed that the next meeting of the WFRC Council will be held on May 24, 2018. [01:51:47] It was proposed that the Council meeting adjourn at the conclusion of Item 10 on the agenda. Commissioner Bret Millburn made the motion and Mayor Len Arave seconded, with a unanimous affirmative vote.

**10. Overview of Utah Open and Public Meetings Act [01:53:00]**

Utah State law requires that elected officials serving on committees such as those of the Wasatch Front Regional Council receive training regarding the Utah Open and Public Meetings Act. An 11-minute training video was presented and will also be shown at other appropriate WFRC committee meetings, in order to comply with this requirement. [02:04:13] The video concluded and the meeting was adjourned.

Balance Sheet  
As of 02-28-18

ASSETS

|                     |                 |  |                 |
|---------------------|-----------------|--|-----------------|
| Cash                | \$ 1,083,567.72 |  |                 |
|                     |                 |  |                 |
| Accounts Receivable | 1,048,202.49    |  | \$ 1,083,567.72 |
|                     |                 |  |                 |
| Prepaid Expense     | 13,389.95       |  | \$ 1,048,202.49 |
|                     |                 |  |                 |
|                     |                 |  | \$ 13,389.95    |
|                     |                 |  | \$ 0.00         |
|                     |                 |  | \$ 2,145,160.16 |
|                     |                 |  | =====           |

LIABILITIES & FUND BALANCE

|                             |              |  |                 |
|-----------------------------|--------------|--|-----------------|
| Accounts Payable            | 110,030.59   |  |                 |
| Other Liabilities           | 1.46         |  |                 |
| Accrued Payroll & Taxes     | -182.72      |  |                 |
| Accrued Vacation/Sick Leave | 297,705.93   |  |                 |
|                             |              |  |                 |
| Total Liabilities           |              |  | \$ 407,555.26   |
|                             |              |  |                 |
| State and Local             | 1,198,468.46 |  |                 |
| General Fund                | 6,819.87     |  |                 |
| Special Projects Fund       | 532,316.57   |  |                 |
|                             |              |  |                 |
| Total Fund Balances         |              |  | \$ 1,737,604.90 |
|                             |              |  |                 |
|                             |              |  | \$ 2,145,160.16 |
|                             |              |  | =====           |

Check Register  
(A) WELLS FARGO BANK  
02-28-18

| Check#            | Date     | Vendor                            | Amount    |
|-------------------|----------|-----------------------------------|-----------|
| 11206             | 02-08-18 | ADV001 ADVANTAGE UTAH             | 339.70    |
| 11207             | 02-08-18 | CIP001 CIPHER TECHNOLOGIES LLC    | 1900.00   |
| 11208             | 02-08-18 | COM004 COMFORT SYSTEMS USA        | 708.75    |
| 11209             | 02-08-18 | GSB001 GSBS CONSULTING            | 26647.68  |
| 11210             | 02-08-18 | IBI001 IBI GROUP                  | 13480.58  |
| 11211             | 02-08-18 | INT004 INTNTL TRANSLATING COMPANY | 887.48    |
| 11212             | 02-08-18 | JIV001 JIVE COMMUNICATIONS INC    | 571.67    |
| 11213             | 02-08-18 | LAS001 LASER EXPERTS              | 254.00    |
| 11214             | 02-08-18 | LIN001 LINCOLN NATIONAL LIFE INS  | 1790.46   |
| 11215             | 02-08-18 | LIN002 CONSORTIUM FOR SCENARIO PL | 3000.00   |
| 11216             | 02-08-18 | PAR001 PARAMETRIX                 | 13645.96  |
| 11217             | 02-08-18 | PET001 SCOTT FESTIN               | 141.61    |
| 11218             | 02-08-18 | REP001 REPUBLIC SERVICES #864     | 235.91    |
| 11219             | 02-08-18 | RRJ001 RRJ CONSULTING, LLC        | 15000.00  |
| 11220             | 02-08-18 | SAL001 SLC CORPORATION - PUBLIC U | 119.72    |
| 11221             | 02-08-18 | STA001 STANDARD EXAMINER          | 180.25    |
| 11222             | 02-08-18 | STA002 STAPLES BUSINESS CREDIT    | 1264.33   |
| 11223             | 02-08-18 | UNI006 U OF U CITY & METRO PLANNI | 7500.00   |
| 11224             | 02-08-18 | UTA017 UTAH DEPT OF TECHONOLOGY S | 3000.00   |
| 11225             | 02-08-18 | WSP001 WSP USA, INC               | 14076.61  |
| 11226             | 02-08-18 | ICM001 ICMA RETIREMENT TRUST      | 586.17    |
| 11227             | 02-08-18 | PEH001 PEHP FLEX BENEFITS         | 987.48    |
| 11228             | 02-27-18 | ALL003 ALLSTREAM                  | 1625.82   |
| 11229             | 02-27-18 | BRE001 MIKE BREWER SNOW REMOVAL   | 350.00    |
| 11230             | 02-27-18 | CIV001 CIVIL SOLUTIONS GROUP, INC | 14000.00  |
| 11231             | 02-27-18 | GSB001 GSBS CONSULTING            | 7513.08   |
| 11232             | 02-27-18 | IBI001 IBI GROUP                  | 200.00    |
| 11233             | 02-27-18 | LIN001 LINCOLN NATIONAL LIFE INS  | 1696.84   |
| 11234             | 02-27-18 | LOG001 LOGAN SIMPSON DESIGN INC   | 11137.60  |
| 11235             | 02-27-18 | OLS002 LES OLSON COMPANY          | 1359.23   |
| 11236             | 02-27-18 | PAR001 PARAMETRIX                 | 6123.00   |
| 11237             | 02-27-18 | PEH001 PEHP FLEX BENEFITS         | 2134.96   |
| 11238             | 02-27-18 | PEN001 PENNA POWERS               | 6925.00   |
| 11239             | 02-27-18 | PSC001 PS COMMERCIAL CLEANING     | 600.00    |
| 11240             | 02-27-18 | PSO001 PSOMAS                     | 1655.75   |
| 11241             | 02-27-18 | PUB001 PUBLIC EMPLOYEES HEALTH PR | 33091.32  |
| 11242             | 02-27-18 | ROC001 ROCKY MOUNTAIN POWER       | 682.91    |
| 11243             | 02-27-18 | SAL001 SLC CORPORATION - PUBLIC U | 148.41    |
| 11244             | 02-27-18 | SNE001 SNELL & WILMER LLP         | 3326.00   |
| 11245             | 02-27-18 | TYC002 TYCO SIMPLEX GRINNELL      | 426.97    |
| 11246             | 02-27-18 | UNU001 UNUM LIFE INSURANCE CO     | 120.15    |
| 11247             | 02-27-18 | UTA003 UTAH LOCAL GOVERNMENT TRUS | 511.63    |
| 11248             | 02-27-18 | UTA015 UTAH OFFICE PLANNING       | 1720.96   |
| 11249             | 02-27-18 | UTA016 UTAH MEDIA GROUP           | 159.56    |
| 11250             | 02-27-18 | VOD001 VODA                       | 10550.00  |
| Total Of Register |          |                                   | 212377.55 |

Licensed User: ACCOUNTING DEPARTMENT

Balance Sheet  
As of 03-31-18

ASSETS

|                     |                 |  |                 |
|---------------------|-----------------|--|-----------------|
| Cash                | \$ 1,377,537.71 |  |                 |
|                     |                 |  |                 |
| Accounts Receivable | 738,877.83      |  | \$ 1,377,537.71 |
|                     |                 |  |                 |
| Prepaid Expense     | 12,567.09       |  | \$ 738,877.83   |
|                     |                 |  |                 |
|                     |                 |  | \$ 12,567.09    |
|                     |                 |  | \$ 0.00         |
|                     |                 |  | \$ 2,128,982.63 |
|                     |                 |  | =====           |

LIABILITIES & FUND BALANCE

|                             |              |  |                 |
|-----------------------------|--------------|--|-----------------|
| Accounts Payable            | 96,988.13    |  |                 |
| Other Liabilities           | 1.46         |  |                 |
| Accrued Payroll & Taxes     | 135.02       |  |                 |
| Accrued Vacation/Sick Leave | 306,221.95   |  |                 |
|                             |              |  |                 |
| Total Liabilities           |              |  | \$ 403,346.56   |
|                             |              |  |                 |
| State and Local             | 1,186,499.63 |  |                 |
| General Fund                | 6,819.87     |  |                 |
| Special Projects Fund       | 532,316.57   |  |                 |
|                             |              |  |                 |
| Total Fund Balances         |              |  | \$ 1,725,636.07 |
|                             |              |  |                 |
|                             |              |  | \$ 2,128,982.63 |
|                             |              |  | =====           |

Check Register  
(A) WELLS FARGO BANK  
03-31-18

| Check# | Date     | Vendor                            | Amount   |
|--------|----------|-----------------------------------|----------|
| 11251  | 03-22-18 | ALL003 ALLSTREAM                  | 1635.70  |
| 11252  | 03-22-18 | BRE001 MIKE BREWER SNOW REMOVAL   | 525.00   |
| 11253  | 03-22-18 | CAR001 CARR PRINTING COMPANY, INC | 60.00    |
| 11254  | 03-22-18 | CIP001 CIPHER TECHNOLOGIES LLC    | 950.00   |
| 11255  | 03-22-18 | CIV001 CIVIL SOLUTIONS GROUP, INC | 9100.00  |
| 11256  | 03-22-18 | GRE001 GREENBIKE                  | 270.00   |
| 11257  | 03-22-18 | MON001 MONSEN ENGINEERING         | 518.05   |
| 11258  | 03-22-18 | MOU001 MOUNTAINLAND ASSN OF GOVTS | 8960.48  |
| 11259  | 03-22-18 | PAR001 PARAMETRIX                 | 3850.03  |
| 11260  | 03-22-18 | PEH001 PEHP FLEX BENEFITS         | 1067.48  |
| 11261  | 03-22-18 | PEN001 PENNA POWERS               | 5631.58  |
| 11262  | 03-22-18 | PET001 SCOTT FESTIN               | 188.15   |
| 11263  | 03-22-18 | PSC001 PS COMMERCIAL CLEANING     | 600.00   |
| 11264  | 03-22-18 | PUB001 PUBLIC EMPLOYEES HEALTH PR | 33091.32 |
| 11265  | 03-22-18 | REP001 REPUBLIC SERVICES #864     | 226.24   |
| 11266  | 03-22-18 | RES002 RESCUE ROOTER              | 985.00   |
| 11267  | 03-22-18 | ROC001 ROCKY MOUNTAIN POWER       | 663.30   |
| 11268  | 03-22-18 | RRJ001 RRJ CONSULTING, LLC        | 2000.00  |
| 11269  | 03-22-18 | STA002 STAPLES BUSINESS CREDIT    | 1142.92  |
| 11270  | 03-22-18 | UNU001 UNUM LIFE INSURANCE CO     | 134.25   |
| 11271  | 03-22-18 | URB001 URBAN PLANNING INTERNATION | 10180.30 |
| 11272  | 03-22-18 | UTA003 UTAH LOCAL GOVERNMENT TRUS | 511.63   |
| 11273  | 03-22-18 | UTA005 UTAH STATE RETIREMENT SYST | 1172.34  |
| 11274  | 03-22-18 | UTA015 UTAH OFFICE PLANNING       | 160.00   |
| 11275  | 03-22-18 | UTA019 UTAH DIV OF PURCHASING AND | 5882.28  |
| 11276  | 03-22-18 | WSP001 WSP USA, INC               | 19574.97 |

Total Of Register

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109081.02  
=====

Licensed User: ACCOUNTING DEPARTMENT

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

7/1/2017  
6/30/2018

**Expenditure by Function**

| <b>Expenditure</b>                             | <b>Budget</b><br>As amended Oct 26, 2017 | <b>Expended</b><br>3/31/2018 | <b>Balance<br/>Unspent</b> | <b>%<br/>Expended</b> |
|--|--|------------------------------|----------------------------|-----------------------|
| Salaries/Employee Benefits                     | 3,789,224                                | 2,444,455                    | 1,344,769                  | 65%                   |
| Contractual                                    | 2,402,847                                | 808,052                      | 1,594,795                  | 34%                   |
| Audit and Accounting                           | 16,000                                   | 15,043                       | 957                        | 94%                   |
| Dues and Subscriptions                         | 23,505                                   | 14,657                       | 8,848                      | 62%                   |
| Equipment Depreciation                         | 30,100                                   | 22,206                       | 7,894                      | 74%                   |
| Equipment Maintenance                          | 16,100                                   | 14,167                       | 1,933                      | 88%                   |
| Insurance                                      | 14,000                                   | 11,675                       | 2,325                      | 83%                   |
| Legal  | 50,000                                   | 18,009                       | 31,991                     | 36%                   |
| Printing & Publication                         | 8,650                                    | 6,664                        | 1,986                      | 77%                   |
| Rent   | 250,000                                  | 44,121                       | 205,879                    | 18%                   |
| Building Operation/R & M                       | 90,000                                   | 41,809                       | 48,191                     | 46%                   |
| Supplies/Software & Licenses                   | 90,900                                   | 49,767                       | 41,133                     | 55%                   |
| Telephone/Data                                 | 35,300                                   | 25,241                       | 10,059                     | 72%                   |
| Travel   | 70,050                                   | 42,835                       | 27,215                     | 61%                   |
| Training                                       | 42,000                                   | 33,825                       | 8,175                      | 81%                   |
| Equipment Purchase                             | 295,000                                  | 13,541                       | 281,459                    | 5%                    |
| Amounts expected to carry forward into next FY | 795,787                                  | 0                            | 795,787                    | 0%                    |
| <b>TOTAL EXPENDITURES</b>                      | <b>8,019,464</b>                         | <b>3,606,069</b>             | <b>4,413,394</b>           | <b>45%</b>            |
| <b>Excluding Carry Forward</b>                 | <b>7,223,677</b>                         | <b>3,606,069</b>             | <b>3,617,607</b>           | <b>50%</b>            |
| <b>% Time Expended</b>                         |  |                              |                            | <b>75%</b>            |

**Expenditure by Program**

| <b>Program</b>                             | <b>Budget</b><br>As amended Oct 26, 2017 | <b>Expended</b><br>3/31/2018 | <b>Balance<br/>Unspent</b> | <b>%<br/>Expended</b> |
|--|--|------------------------------|----------------------------|-----------------------|
| Consolidated Transportation Planning Grant | 4,988,101                                | 2,374,983                    | 2,613,118                  | 48%                   |
| UTA Project Support                        | 109,739                                  | 52,023                       | 57,716                     | 47%                   |
| Tooele Valley RPO                          | 8,031                                    | 5,900                        | 2,131                      | 73%                   |
| Local Government Service                   | 43,943                                   | 5,187                        | 38,756                     | 12%                   |
| Community Impact Board \$2K                | 2,000                                    | 0                            | 2,000                      | 0%                    |
| Mobility Management                        | 10,000                                   | 655                          | 9,345                      | 7%                    |
| Economic Development                       | 190,000                                  | 77,669                       | 112,331                    | 41%                   |
| CDBG - Tooele                              | 50,000                                   | 35,883                       | 14,117                     | 72%                   |
| Transportation and Land Use Connection     | 2,025,333                                | 903,778                      | 1,121,555                  | 45%                   |
| Morgan RPO                                 | 30,000                                   | 3,863                        | 26,137                     | 13%                   |
| Davis County Prioritization                | 0  | 10,000                       | -10,000                    | To be amended 5/18    |
| WC2050 Consortium                          | 50,000                                   | 0                            | 50,000                     | 0%                    |
| Utah State Legislative Consultant          | 50,000                                   | 44,000                       | 6,000                      | 88%                   |
| Model Development                          | 147,000                                  | 78,588                       | 68,412                     | 53%                   |
| GPI Decision Support                       | 1,757                                    | 0                            | 1,757                      | 0%                    |
| Oquirrh Connection                         | 18,561                                   | 0                            | 18,561                     | 0%                    |
| Equipment Purchases                        | 295,000                                  | 13,541                       | 281,459                    | 5%                    |
| <b>TOTAL EXPENDITURES</b>                  | <b>8,019,464</b>                         | <b>3,606,069</b>             | <b>4,413,397</b>           | <b>45%</b>            |

## Footnotes to the Budget/Expense Report

March 2018

In this report 75% of the fiscal year (time) has passed. Of the total amount budgeted for the year 45% was expended through the end of March 2018. 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 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. Insurance shows expenditures outpacing time, however, due to changes in the way we purchase the Treasurer's bond I believe this one will finish the year within budget. Equipment Maintenance and Training are being expended faster than expected for this time of the year. These two items may require a line item adjustment approved by the chairs of the Council and Budget Committee prior to fiscal year end.

Overall expenditures show a slower rate than time (45% vs 75%). 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:** May 17, 2018  
**AGENDA ITEM:** 4a  
**SUBJECT:** **PUBLIC HEARING AND ACTION:** Amend FY18 Budget  
**PREPARED BY:** Loveit Baumgardner

**BACKGROUND:**

HB 362 passed during the 2015 State Legislative Session gave authorization for counties in Utah to put on the ballot, and if passed, impose a 0.25% sales tax for transportation, of which 0.05% goes to the Counties. In the fall of 2015, Davis County voters approved this local option sales tax. In order to optimize the impact of this sales tax revenue, Davis County desired to make a portion of this revenue available for application by the cities within Davis County and to other transportation agencies. Recognizing that WFRC has experience in soliciting and evaluating such applications for transportation improvement projects, Davis County requested the assistance of WFRC staff in establishing and conducting their process for evaluating and funding applications and in coordinating that process and the projects with other transportation funding programs.

Davis County is providing \$10,000 for this effort, to cover WFRC staff time.

**RECOMMENDATION:**

The WFRC Budget Committee and staff recommend that the Council take action to "amend the WFRC FY18 Budget to increase revenue and expenditures as presented."

**CONTACT PERSON:**

Loveit Baumgardner, 801-363-4250, x 1102, [loveit@wfr.org](mailto:loveit@wfr.org)

**EXHIBIT:**

Draft Amended Budget FY2018

**Draft Amended  
Wasatch Front Regional Council FY 2018 Budget**

**Source of Funds**

|  | <b>FY 2018</b><br><small>As approved Oct 26, 2017</small> | <b>FY 2018</b><br><small>As proposed</small> | <b>FY 2018</b><br><small>Difference</small> |           |
|--|---|--|---|-----------|
| <b>Federal Sources:</b>                |   |  |   |           |
| Federal Highway Administration - PL    | 3,114,381   | 3,114,381                                    | 0   | 0%        |
| Federal Highway Administration - STP   | 1,768,718   | 1,768,718                                    | 0   | 0%        |
| Federal Transit Administration         | 646,026   | 646,026                                      | 0   | 0%        |
| Dept. of Housing and Urban Development | 50,000  | 50,000                                       | 0   | 0%        |
| Economic Development Administration    | 120,000   | 120,000                                      | 0   | 0%        |
| <b>Total Federal Sources</b>           | <b>5,699,124</b>  | <b>5,699,124</b>                             | <b>0</b>                                    | <b>0%</b> |
| <b>State Sources:</b>                  |   |  |   |           |
| Utah GOMB (CPG match)                  | 140,000   | 140,000                                      | 0   | 0%        |
| Community Impact Board                 | 2,000   | 2,000  | 0   | 0%        |
| UDOT - TLC                             | 300,000   | 300,000                                      | 0   | 0%        |
| UDOT - Model Development               | 72,000  | 72,000                                       | 0   | 0%        |
| UDOT - Morgan RPO                      | 20,000  | 20,000                                       | 0   | 0%        |
| <b>Total State Sources</b>             | <b>534,000</b>  | <b>534,000</b>                               | <b>0</b>                                    | <b>0%</b> |
| <b>Local Sources:</b>                  |   |  |   |           |
| Dedicated Project Funds                | 849,964   | 859,964                                      | 10,000                                      | 1%        |
| UTA - TLC                              | 140,000   | 140,000                                      | 0   | 0%        |
| UTA - Transit Sales Tax                | 152,798   | 152,798                                      | 0   | 0%        |
| Local Contribution                     | 348,578   | 348,578                                      | 0   | 0%        |
| <b>Total Local Sources</b>             | <b>1,491,340</b>  | <b>1,501,340</b>                             | <b>10,000</b>                               | <b>1%</b> |
| <b>TOTAL SOURCES</b>                   | <b>7,724,464</b>  | <b>7,734,464</b>                             | <b>10,000</b>                               | <b>0%</b> |

**Draft Amended  
Wasatch Front Regional Council FY 2018 Budget**

**Expenditure by Function**

| Expenditure                            | FY 2018                  | FY 2018          | FY 2018       |           |
|--|--------------------------|------------------|---------------|-----------|
|  | As approved Oct 26, 2017 | As proposed      | Difference    |           |
| Salaries/Employee Benefits             | 3,789,224                | 3,789,224        | 0             | 0%        |
| Contractual                            | 2,402,847                | 2,402,847        | 0             | 0%        |
| Equipment Maintenance                  | 16,100                   | 16,100           | 0             | 0%        |
| Equipment Depreciation                 | 30,100                   | 30,100           | 0             | 0%        |
| Rent                                   | 250,000                  | 250,000          | 0             | 0%        |
| Building Operation/R & M               | 90,000                   | 90,000           | 0             | 0%        |
| Travel                                 | 70,050                   | 70,050           | 0             | 0%        |
| Training                               | 42,000                   | 42,000           | 0             | 0%        |
| Printing and Publication               | 8,650                    | 8,650            | 0             | 0%        |
| Supplies/Software & Licenses           | 90,900                   | 90,900           | 0             | 0%        |
| Telephone/Data                         | 35,300                   | 35,300           | 0             | 0%        |
| Audit and Accounting                   | 16,000                   | 16,000           | 0             | 0%        |
| Dues & Subscriptions                   | 23,505                   | 23,505           | 0             | 0%        |
| Insurance                              | 14,000                   | 14,000           | 0             | 0%        |
| Legal                                  | 50,000                   | 50,000           | 0             | 0%        |
|  |                          |                  | 0             |           |
| Total Expenditures                     | 6,928,675                | 6,928,675        | 0             | 0%        |
| Amounts expected to carry into next FY | 795,789                  | 805,789          | 10,000        | 1%        |
| <b>TOTAL BUDGET</b>                    | <b>7,724,464</b>         | <b>7,734,464</b> | <b>10,000</b> | <b>0%</b> |

**Draft Amended  
Wasatch Front Regional Council FY 2018 Budget**

**Expenditure by Program**

| <b>Program</b>                             | <b>FY 2018</b><br><small>As approved Oct 26, 2017</small> | <b>FY 2018</b><br><small>As proposed</small> | <b>FY 2018</b><br><small>Difference</small> |           |
|--|---|--|---|-----------|
| Consolidated Transportation Planning Grant | 4,988,101   | 4,988,101                                    | 0   | 0%        |
| Transportation & Land Use Connection       | 2,025,333   | 2,025,333                                    | 0   | 0%        |
| Economic Development                       | 190,000   | 190,000                                      | 0   | 0%        |
| Local Government Service                   | 43,943  | 43,943                                       | 0   | 0%        |
| UTA Project Support                        | 109,739   | 109,739                                      | 0   | 0%        |
| Model Development                          | 147,000   | 147,000                                      | 0   | 0%        |
| Utah State Legislative Consultant          | 50,000  | 50,000                                       | 0   | 0%        |
| CDBG - Tooele                              | 50,000  | 50,000                                       | 0   | 0%        |
| Davis County Evaluation Assistance         | 0   | 10,000                                       | 10,000                                      | 100%      |
| Mobility Management                        | 10,000  | 10,000                                       | 0   | 0%        |
| Tooele Valley RPO                          | 8,031   | 8,031  | 0   | 0%        |
| Morgan RPO                                 | 30,000  | 30,000                                       | 0   | 0%        |
| Community Impact Board                     | 2,000   | 2,000  | 0   | 0%        |
| WC2050 Consortium                          | 50,000  | 50,000                                       | 0   | 0%        |
| GPI Decision Support                       | 1,757   | 1,757  | 0   | 0%        |
| Oquirrh Connection                         | 18,561  | 18,561                                       | 0   | 0%        |
| <b>TOTAL EXPENDITURES</b>                  | <b>7,724,464</b>  | <b>7,734,464</b>                             | <b>10,000</b>                               | <b>0%</b> |

**Draft Amended  
Wasatch Front Regional Council FY 2018 Budget**

**Local Contributions**

| <b>County</b>               | <b>FY 2018</b><br>As approved Oct 26, 2017 | <b>FY 2018</b><br>As proposed | <b>FY 2018</b><br>Difference |
|-----------------------------|--|-------------------------------|------------------------------|
| Box Elder, 1 voting member  | 12,533                                     | 12,533                        | 0                            |
| Davis, 4 voting members     | 66,842                                     | 66,842                        | 0                            |
| Morgan, 1 voting member     | 12,533                                     | 12,533                        | 0                            |
| Salt Lake, 8 voting members | 133,682                                    | 133,682                       | 0                            |
| Tooele, 1 voting member     | 12,533                                     | 12,533                        | 0                            |
| Weber, 4 voting members     | 66,842                                     | 66,842                        | 0                            |
| <b>TOTAL</b>                | <b>304,965</b>                             | <b>304,965</b>                | <b>0</b>                     |

**Draft Amended  
Wasatch Front Regional Council FY 2018 Budget**

**General Fund**

|  | <b>FY 2018</b>                          | <b>FY 2018</b>             | <b>FY 2018</b>            |
|--|---|----------------------------|---------------------------|
|  | <small>As approved Oct 26, 2017</small> | <small>As proposed</small> | <small>Difference</small> |
| Revenue  |   |                            |                           |
| Federal Sources  | 44,342                                  | 44,342                     | 0                         |
| State Sources  | 4,155                                   | 4,155                      | 0                         |
| Local Sources  | 71,920                                  | 71,920                     | 0                         |
| Interest   | 6,000                                   | 6,000                      | 0                         |
| Total revenue  | <u>126,417</u>                          | <u>126,417</u>             | <u>0</u>                  |
| Expenditures   |   |                            |                           |
| Operating expenses   | 1,700                                   | 1,700                      | 0                         |
| Capital outlay   | 295,000                                 | 295,000                    | 0                         |
| Total expenditures   | <u>296,700</u>                          | <u>296,700</u>             | <u>0</u>                  |
| Excess of revenue over expenditures<br>(usage of fund balance) | -170,283                                | -170,283                   | 0                         |
| Other sources  |   |                            |                           |
| Transfers in   | 189,683                                 | 189,683                    | 0                         |
| Transfers out  | <u>0</u>                                | <u>0</u>                   | <u>0</u>                  |
| Net change in fund balance                                     | 19,400                                  | 19,400                     | 0                         |

**Special Projects Fund**

|  | <b>FY 2018</b>                          | <b>FY 2018</b>             | <b>FY 2018</b>            |
|--|---|----------------------------|---------------------------|
|  | <small>As approved Oct 26, 2017</small> | <small>As proposed</small> | <small>Difference</small> |
| Revenue  |   |                            |                           |
| Federal Sources  | 5,654,782                               | 5,654,782                  | 0                         |
| State Sources  | 529,845                                 | 529,845                    | 0                         |
| Local Sources  | 1,419,420                               | 1,429,420                  | 10,000                    |
| Total revenue  | <u>7,604,047</u>                        | <u>7,614,047</u>           | <u>10,000</u>             |
| Expenditures   |   |                            |                           |
| Planning   | 7,604,047                               | 7,614,047                  | 10,000                    |
| Total expenditures   | <u>7,604,047</u>                        | <u>7,614,047</u>           | <u>10,000</u>             |
| Excess of revenue over expenditures<br>(usage of fund balance) | 0                                       | 0                          | 0                         |
| Other sources  |   |                            |                           |
| Transfers in   | 0                                       | 0                          | 0                         |
| Transfers out  | <u>189,683</u>                          | <u>189,683</u>             | <u>0</u>                  |
| Net change in fund balance                                     | -189,683                                | -189,683                   | 0                         |

**DATE:** May 17, 2018  
**AGENDA ITEM:** 4b  
**SUBJECT:** **PUBLIC HEARING AND ACTION:** Approve FY19 Budget and Unified Planning Work Program (UPWP)  
**PREPARED BY:** Loveit Baumgardner and Ned Hacker

**BACKGROUND:**

At its meeting on March 22, 2018, the WFRC Council discussed and then voted unanimously to release for comment a draft FY19 WFRC Budget and Unified Planning Work Program (UPWP) summary. That Budget and UPWP summary were made available to the public and provided to the Councils of Governments for their review and comment. No comments were received by WFRC.

The budget presented here for approval is the same as the draft previously provided and reviewed by the Council in March. The WFRC Budget Committee reviewed the draft budget and UPWP again on May 10, 2018 and is bringing it to the Council for approval.

Below is a discussion of the UPWP and some specific aspects of the budget.

**Unified Planning Work Program**

The UPWP outlines the work tasks that the WFRC will pursue during fiscal year 2019 in collaboration with cities, counties, UDOT, UTA, and other partners. Among the primary tasks are assisting local communities with growth, transportation and planning issues; developing a phased and financially constrained 2019-2050 Regional Transportation Plan, Utah Unified Transportation Plan, and Wasatch Choice 2050 vision; continuing efforts to update and implement the Transportation Improvement Program; assisting in the development of air quality plans and promoting transportation strategies to improve air quality; and providing outreach to the public and local, state, and federal officials.

**Budget Overview**

**Expenditures:**

The draft budget shows a modest overall increase of 1% from FY18 estimated expenditures to FY19.

The major expenditure in the budget is for staff salary/benefits. The budget includes funding to maintain the current full-time staff of 28, the addition of one new entry-level, full-time position to work on communications and public outreach, and one new full-time accounting position to be filled in the fourth quarter of FY19. The communications position will support WFRC's ongoing effort to enhance engagement of local communities and officials in our plans and programs. The new accounting position is part of the plan for succession for existing accounting staff and to ensure full compliance with additional accounting and administrative requirements. The budget includes an overall increase of five percent for salaries and benefits, including any health insurance cost increases.

Anticipated consultant contracts represent the second largest expenditure in the budget. The majority of consulting expenditures are for planning and technical assistance on Transportation and Land Use Connection (TLC) program projects, which are supported by contributions from several partner agencies. The footnotes to the budget provide detail of anticipated consulting contracts.

Over the past several years the Budget Committee and the Council discussed extensively and took action to move the Council offices to a new location more easily accessible by all modes of transportation. A lease agreement was signed and the Council is expected to begin occupancy by late summer 2018. The new office space rent includes building operations and maintenance costs thereby reducing those costs the Council now pays for the old office building. This budget includes \$100,000 of additional STP funds to be used to pay for the new office space, per the Budget Committee and Council direction. The old office building is being actively marketed and although we have had some buyer interest it has not sold yet. When the old office building sells, the Council will need to amend the budget and place the proceeds from that sale in a dedicated "Office Building Fund".

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

#### **Funding Sources:**

Federal transportation funds continue to be WFRC's main source of revenue and are expected to increase modestly in FY19.

The budget includes continuing funding from the Small Cities Community Development Block Grant (CDBG) program at \$50,000 a year and from the Economic Development Administration for the Wasatch Front Economic Development District (WFEDD) at \$70,000 a year.

For WFRC FY19 the local county contributions increase by 1%. Consistent with the policy established in the FY18 budget process, in WFRC fiscal year 2019 the local county contributions are expected to increase by a factor representative of the change in the Consumer Price Index (CPI) averaged over the prior three completed WFRC fiscal years, July 1, 2014 through June 30, 2017. This projected increase supports the ongoing financial stability of the Council.

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

#### **RECOMMENDATION:**

The WFRC Budget Committee recommends and moves that the Council "approve the UPWP and budget for fiscal year 2019."

#### **CONTACT INFORMATION:**

Loveit Baumgardner, 801-363-4250, x1102, [loveit@wfr.org](mailto:loveit@wfr.org)  
Ned Hacker, 801-363-4250, x1120, [nhacker@wfr.org](mailto:nhacker@wfr.org)

#### **EXHIBITS:**

Draft budget for fiscal year 2019 and footnotes  
Draft UPWP Summary

**Draft**  
**Wasatch Front Regional Council FY 2019 Budget**

**Source of Funds**

|  | FY 2017<br>Actual | FY 2018<br>Estimated | FY 2019<br>Proposed |             |   |
|--|-------------------|----------------------|---------------------|-------------|---|
| <b>Federal Sources:</b>                  |                   |                      |                     |             |   |
| Federal Highway Administration - PL      | 1,509,574         | 2,111,589            | 2,222,725           | 5%          | 1 |
| Federal Highway Administration - STP     | 1,245,365         | 1,600,000            | 1,748,000           | 9%          | 2 |
| Federal Transit Administration           | 639,510           | 641,023              | 652,734             | 2%          | 3 |
| Dept. of Housing and Urban Development   | 50,000            | 50,000               | 50,000              | 0%          |   |
| Economic Development Administration      | 66,000            | 70,000               | 70,000              | 0%          |   |
| <b>Total Federal Sources</b>             | <b>3,510,448</b>  | <b>4,472,612</b>     | <b>4,743,459</b>    | <b>6%</b>   |   |
| <b>State Sources:</b>                    |                   |                      |                     |             |   |
| Utah GOMB (CPG match)                    | 140,000           | 140,000              | 140,000             | 0%          |   |
| Community Impact Board                   | 2,000             | 2,000                | 2,000               | 0%          |   |
| UDOT - TLC                               | 0                 | 300,000              | 309,000             | 3%          | 4 |
| UDOT - Model Development                 | 0                 | 72,000               | 72,000              | 0%          |   |
| UDOT - Morgan RPO                        | 0                 | 10,000               | 20,000              | 100%        | 5 |
| UDOT - Tooele Valley RTP Update          | 3,197             | 0                    | 0                   |             |   |
| UDOT - Joint Planning Projects           | 31,302            | 0                    | 0                   |             |   |
| UDOT - Corridor Preservation SL County   | 8,114             | 0                    | 0                   |             |   |
| UTA - Mountain Accord Project Management | 1,281,073         | 0                    | 0                   |             |   |
| <b>Total State Sources</b>               | <b>1,465,686</b>  | <b>524,000</b>       | <b>543,000</b>      | <b>4%</b>   |   |
| <b>Local Sources:</b>                    |                   |                      |                     |             |   |
| Dedicated Project Funds                  | 626,535           | 889,964              | 653,700             | -27%        | 6 |
| UTA - TLC                                | 0                 | 100,000              | 131,250             | 31%         | 4 |
| UTA - Transit Sales Tax                  | 107,965           | 152,798              | 160,684             | 5%          | 7 |
| Local Contribution                       | 255,392           | 304,965              | 308,015             | 1%          | 8 |
| <b>Total Local Sources</b>               | <b>989,892</b>    | <b>1,447,727</b>     | <b>1,253,649</b>    | <b>-13%</b> |   |
| <b>TOTAL SOURCES</b>                     | <b>5,966,026</b>  | <b>6,444,339</b>     | <b>6,540,108</b>    | <b>1%</b>   |   |

**Draft**  
**Wasatch Front Regional Council FY 2019 Budget**

**Expenditure by Function**

| <b>Expenditure</b>                     | <b>FY 2017</b>   | <b>FY 2018</b>   | <b>FY 2019</b>   |           |
|--|------------------|------------------|------------------|-----------|
|  | Actual           | Estimated        | Proposed         |           |
| Salaries/Employee Benefits             | 3,269,050        | 3,500,000        | 3,882,097        | 11% 9     |
| Contractual                            | 2,273,157        | 1,768,718        | 1,810,800        | 2% 10     |
| Equipment Maintenance                  | 17,428           | 18,700           | 19,635           | 5% 11     |
| Equipment Depreciation                 | 30,126           | 29,914           | 81,409           | 172% 12   |
| Rent                                   | 64,808           | 58,827           | 314,408          | 434% 13   |
| Building Operation/R & M               | 68,133           | 52,281           | 15,383           | -71% 14   |
| Travel                                 | 63,546           | 52,133           | 54,739           | 5% 11     |
| Training                               | 29,790           | 44,228           | 54,000           | 22% 15    |
| Printing and Publication               | 6,088            | 6,609            | 11,690           | 77% 16    |
| Supplies/Software & Licenses           | 65,812           | 69,553           | 89,676           | 29% 17    |
| Telephone/Data                         | 33,037           | 34,904           | 36,649           | 5% 11     |
| Audit and Accounting                   | 15,017           | 18,000           | 18,000           | 0% 11     |
| Dues & Subscriptions                   | 12,380           | 25,127           | 26,383           | 5% 11     |
| Insurance                              | 14,371           | 15,990           | 16,789           | 5% 11     |
| Legal                                  | 3,284            | 24,075           | 25,278           | 5% 11     |
| Total Expenditures                     | 5,966,026        | 5,719,059        | 6,456,938        | 13%       |
| Amounts expected to carry into next FY | 0                | 725,280          | 83,170           | -89% 18   |
| <b>TOTAL BUDGET</b>                    | <b>5,966,026</b> | <b>6,444,339</b> | <b>6,540,108</b> | <b>1%</b> |

**Draft**  
**Wasatch Front Regional Council FY 2019 Budget**

**Expenditure by Program**

| Program                                    | FY 2017          | FY 2018          | FY 2019          |           |
|--|------------------|------------------|------------------|-----------|
|  | Actual           | Estimated        | Proposed         |           |
| Consolidated Transportation Planning Grant | 3,266,756        | 3,835,793        | 4,175,115        | 9%        |
| Transportation & Land Use Connection       | 612,623          | 2,025,333        | 1,667,250        | -18% 19   |
| Economic Development                       | 132,000          | 140,000          | 140,000          | 0%        |
| Local Government Service                   | 101,291          | 43,943           | 88,873           | 102% 20   |
| UTA Project Support                        | 64,906           | 109,739          | 117,170          | 7%        |
| Model Development                          | 54,990           | 147,000          | 149,700          | 2%        |
| Utah State Legislative Consultant          | 50,000           | 50,000           | 50,000           | 0%        |
| CDBG - Tooele                              | 50,000           | 50,000           | 50,000           | 0%        |
| Mobility Management                        | 3,487            | 10,000           | 10,000           | 0%        |
| Tooele Valley RPO                          | 5,681            | 8,031            | 10,000           | 25%       |
| Morgan RPO                                 | 0                | 15,000           | 30,000           | 100% 5    |
| Community Impact Board                     | 2,000            | 2,000            | 2,000            | 0%        |
| WC2050 Consortium                          | 0                | 7,500            | 50,000           | 567% 21   |
| Corridor Preservation - Salt Lake County   | 8,114            | 0                | 0                |           |
| Salt Lake County Council of Governments    | 64,821           | 0                | 0                |           |
| Mountain Accord Project Management         | 1,281,073        | 0                | 0                |           |
| Joint Planning Projects                    | 39,302           | 0                | 0                |           |
| GPI Decision Support                       | 47,543           | 0                | 0                |           |
| Oquirrh Connection                         | 181,439          | 0                | 0                |           |
| <b>TOTAL EXPENDITURES</b>                  | <b>5,966,026</b> | <b>6,444,339</b> | <b>6,540,108</b> | <b>1%</b> |

**Draft  
Wasatch Front Regional Council FY 2019 Budget**

**Local Contributions**

| <b>County</b>               | <b>FY 2017</b><br>Actual | <b>FY 2018</b><br>Estimated | <b>FY 2019</b><br>Proposed |           |
|-----------------------------|--------------------------|-----------------------------|----------------------------|-----------|
| Box Elder, 1 voting member  | 12,533                   | 12,533                      | 12,658                     | 1% 8      |
| Davis, 4 voting members     | 66,842                   | 66,842                      | 67,510                     | 1% 8      |
| Morgan, 1 voting member     | 12,533                   | 12,533                      | 12,658                     | 1% 8      |
| Salt Lake, 8 voting members | 133,682                  | 133,682                     | 135,019                    | 1% 8      |
| Tooele, 1 voting member     | 12,533                   | 12,533                      | 12,658                     | 1% 8      |
| Weber, 4 voting members     | 66,842                   | 66,842                      | 67,510                     | 1% 8      |
| <b>TOTAL</b>                | <b>304,965</b>           | <b>304,965</b>              | <b>308,015</b>             | <b>1%</b> |

**Draft**  
**Wasatch Front Regional Council FY 2019 Budget**

**General Fund**

|  | <b>FY 2017</b> | <b>FY 2018</b> | <b>FY 2019</b> |         |
|--|----------------|----------------|----------------|---------|
|  | Actual         | Estimated      | Proposed       |         |
| Revenue  |                |                |                |         |
| Federal Sources  | 82,182         | 64,658         | 59,429         | -8%     |
| State Sources  | 4,049          | 7,086          | 6,513          | -8%     |
| Local Sources  | 185,274        | 206,512        | 15,468         | -93% 22 |
| Interest   | 15,856         | 10,438         | 10,500         | 1%      |
| Total revenue  | <u>287,361</u> | <u>288,694</u> | <u>91,910</u>  |         |
| Expenditures   |                |                |                |         |
| Operating expenses   | 1,659          | 1,541          | 1,700          | 10%     |
| Capital outlay   | 28,937         | 270,000        | 45,000         | -83% 22 |
| Debt Service - Principal                                       | 376,000        | 0              | 0              | 22      |
| Debt Service - Interest  | 5,746          | 0              | 0              |         |
| Total expenditures   | <u>412,342</u> | <u>271,541</u> | <u>46,700</u>  |         |
| Excess of revenue over expenditures<br>(usage of fund balance) | -124,981       | 17,152         | 45,210         | 22      |
| Other sources  |                |                |                |         |
| Transfers in   | 124,914        | 0              | 0              | 22      |
| Transfers out  |                |                |                |         |
| Net change in fund balance                                     | -67            | 17,152         | 45,210         |         |

**Special Projects Fund**

|  | <b>FY 2017</b>   | <b>FY 2018</b>   | <b>FY 2019</b>   |      |
|--|------------------|------------------|------------------|------|
|  | Actual           | Estimated        | Proposed         |      |
| Revenue  |                  |                  |                  |      |
| Federal Sources  | 3,491,256        | 4,407,954        | 4,684,030        | 6%   |
| State Sources  | 1,461,637        | 516,914          | 536,487          | 4%   |
| Local Sources  | 742,567          | 1,519,471        | 1,319,591        | -13% |
| Total revenue  | <u>5,695,460</u> | <u>6,444,339</u> | <u>6,540,108</u> |      |
| Expenditures   |                  |                  |                  |      |
| Planning   | 5,937,306        | 6,444,339        | 6,540,108        | 1%   |
| Total expenditures   | <u>5,937,306</u> | <u>6,444,339</u> | <u>6,540,108</u> |      |
| Excess of revenue over expenditures<br>(usage of fund balance) | -241,846         | 0                | 0                | 22   |
| Other sources  |                  |                  |                  |      |
| Transfers in   | 0                | 0                | 0                |      |
| Transfers out  | 124,914          | 0                | 0                | 22   |
| Net change in fund balance                                     | -366,760         | 0                | 0                |      |

## Draft FY 2019 Budget Footnotes

1. The increase in Federal Highway Administration PL funds from FY17 to FY18 is due to consulting contracts that were in process but not completed by the end of FY17 and were carried forward to FY18. The increase from FY18 to FY19 reflects amounts needed for ongoing efforts funded with federal PL funds.
2. The increase in Federal Highway Administration Surface Transportation Planning (STP) funds from FY17 to FY18 reflects Transportation and Land Use Connection (TLC) program projects that were in process but not completed by the end of FY17 and were carried forward to FY18. The increase in STP funds from FY18 to FY19 reflect a 3% increase in STP funds used for TLC projects and transportation planning. It also includes an additional \$100,000 to be used for lease expenses associated with the new office space.
3. Federal Transit Administration funding includes \$642,734 in funds for the Consolidated Planning Grant (CPG) program and \$10,000 for Mobility Management.
4. Utah Department of Transportation (UDOT) and Utah Transit Authority (UTA) provide general support for the TLC program. This budget shows an increase of 3% for UDOT contributions and increased contributions from UTA according to their agreement with WFRC.
5. The Morgan RPO program includes \$20,000 per calendar year from UDOT. FY18 reflects one-half year of expenses as the program was initiated mid-year FY18.
6. FY19 Dedicated Project Funds include:
  - a. \$10,000 – Tooele Valley RPO
  - b. \$50,000 – Wasatch Choice 2050 Consortium sponsorships
  - c. \$77,700 – Model Development (MAG)
  - d. \$10,000 – Local funds for Morgan RPO
  - e. \$206,000 – Salt Lake County for TLC program
  - f. \$300,000 – Local match for TLC awarded projects

The increase from FY17 to FY18 reflects projects that were in process but not completed by the end of FY17 and were carried forward to FY18.
7. WFRC receives Transit Sales Tax that is used to match the Consolidated Planning Grant and for other transit related planning. This program amount reflects an increase from 18% to the historic level of 20% of the FTA 5303 portion of the CPG by agreement with Utah Transit Authority.
8. Consistent with the policy established during the FY18 budget process, the FY19 budget includes a 1% increase in local contributions. This increase represents a three-year average of the change in Consumer Price Index as measured from July 2014 through June 2017.
9. The Salaries/Benefits cost estimated for FY18 reflect several positions that were temporarily vacant due to voluntary terminations and new staff that was hired later in the fiscal year than originally anticipated causing the amount to be lower than was anticipated. The FY19 budget assumes the temporarily vacated positions will be filled and includes the addition of: 1) a new, entry-level communications employee to support WFRC's ongoing

effort to enhance engagement of local communities and officials in our plans and programs; 2) a new accounting employee to be hired in the third quarter of FY19 as part of the plan for succession and ensure full compliance with additional accounting and administrative requirements; and 3) eighteen person-months of interns. The budget also includes an overall 5% increase in payroll and benefits (including health care) costs.

10. FY19 Contractual includes:

- a. \$50,000 – Access to Opportunity requirements study
- b. \$50,000 – WC2050 Toolbox improvements
- c. \$88,000 – Travel Demand Model Development
- d. \$20,000 – Tech Study GIS Building Footprint
- e. \$75,000 – Communications and public outreach
- f. \$50,000 – Wasatch Choice 2050 Consortium event
- g. \$50,000 – Legislative consulting
- h. \$122,000 – Planning Studies undesignated
- i. \$1,305,800 – Transportation and Land Use Connection program

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

11. The FY19 Budget uses FY18 estimated expenditures and applies a growth factor of 5% on these line items.
12. In FY18, the Council set aside \$250,000 to purchase furnishings and equipment for the new office space. These assets are anticipated to be purchased by the end of FY18 and this amount reflects depreciation on these assets over a 3-5 year period.
13. In FY18 the Council entered into a lease agreement for new office space in a central location accessible by all modes of transportation. Construction of tenant improvements is underway and is anticipated to be completed with occupation to begin by the end of FY18. The amount included for rent in this budget is based on rents specified in the lease agreement. The increases in rent cost have been planned for over several years, using a small portion of increased federal funding under the FAST Act, pursuant to discussion with and approval of the WFRC Budget Committee and Council.
14. The decrease in Building Operation/R&M reflects idle asset maintenance costs associated with the vacated building on Jimmy Doolittle Road. The building on Jimmy Doolittle Road is being actively marketed for sale and while there has been some interest from buyers it has not been sold as yet. The amount shown in this budget is what is anticipated to be needed to preserve the value of this asset while under WFRC ownership. Upon sale, WFRC will no longer need to expend funds for repairs and maintenance.
15. The increase in Training reflects WFRC's commitment to staff development in accordance with the Council's adopted goal of organizational excellence. Specific training opportunities are identified as part of each employee's performance plan.
16. The increase in Printing & Publication reflects expanded social media efforts for public outreach.

17. The increase in Supplies and software includes additional software licenses for GIS software and supplies for creating exhibits for public outreach events.
18. Amounts expected to carry forward into the next FY reflect ongoing projects that are expected to be completed in the following fiscal year.
19. FY18 included Transportation and Land Use Connection projects that were in process at the end of FY17 but not completed prior to fiscal year end and were carried forward into FY18. It also included an expanded list of projects funded with additional funding provided by partner agencies and local community matching funds. Many of these projects will not be completed prior to fiscal year FY18 and will carry forward to FY19. An amendment to the FY19 budget will be made in October 2018 to include these ongoing projects that are expected to be completed in FY19.
20. The Local Government Service program uses funds from local contributions for expenditures that do not qualify for other funding. For example, planning projects in non-urbanized areas do not qualify for federal planning dollars and WFRC may use these funds for that work. In FY18, the Council elected to use a portion of the local contributions for capital outlay to purchase furnishings and equipment for the new office space. These funds for capital outlay were recorded as a one-time local contribution to the General Fund in FY18. In FY19, those local funds are budgeted for local project support.
21. In FY18 Salt Lake County hosted the WC2050 Consortium and WFRC contributed \$7,500 in support of the event. The FY19 budget assumes that WFRC will host the next Consortium. Funds to support the next planned Wasatch Choice 2050 Consortium event are anticipated to come from sponsorships, and be reflected as revenue and as expenditures.
22. The budget is prepared on a program or grant level. The final page of the budget table shows changes at the Fund level. The section for General Fund shows Local Sources decreasing in FY19 from those in FY17 and FY18. This is because in FY17 WFRC used local funds and other funds to retire the bonds issued for the purchase of the current office building and in FY18 WFRC plans to use local funds to purchase furnishings and equipment for the new office space. Ongoing, the General Fund will show revenue from equipment use (depreciation) charged to the programs and interest income from investment of funds not immediately needed for operations.

The Special Projects Fund includes all other programs and activities of the Council.

**SUMMARY OF  
DRAFT FY 2019 UNIFIED PLANNING WORK PROGRAM  
Ogden-Layton and Salt Lake-West Valley Urbanized Areas**

**A. ADMINISTRATION AND COORDINATION**

**A.1 WASATCH FRONT REGIONAL COUNCIL**

**OBJECTIVES:**

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

To provide administrative support.

**ANTICIPATED PRODUCTS:**

- Self-certification of the Transportation Planning Process
- Regular meetings of the Wasatch Front Regional Council (WFRC) and its advisory committees and documentation of those meetings
- Coordination with partner agencies, including Mountainland Association of Governments, Utah Transit Authority (UTA), Utah Department of Transportation (UDOT), State Division of Air Quality (DAQ), other MPOs, Utah League of Cities and Towns, Utah Association of Counties, Chambers of Commerce, Envision Utah, Governor's Office of Management and Budget, and others
- Monthly Financial Reports
- Annual Audit
- Annual Contract between WFRC and UDOT, WFRC and UTA
- End of year Unified Planning Work Program (UPWP) completion report
- FY 2019 UPWP and budget amendments
- FY 2020 Unified Planning Work Program and budget

**A.2 UTAH DEPARTMENT OF TRANSPORTATION**

**OBJECTIVE:**

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

## **ANTICIPATED PRODUCTS:**

- Review of the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP) developed by the WFRC to provide coordination with statewide transportation plans and programs.
- Monitor WFRC's expenditures of Planning (PL), Surface Transportation Program (STP) and FTA Section 5303 funds, which are deposited into the Consolidated Planning Grant (CPG). Assist WFRC in completing the 2019 FY Federal Aid Agreement for the MPO Area.
- Participation in Technical Advisory Committee, Trans Com and Regional Growth Committee meetings.
- Assistance to the WFRC in developing the FY 2020 UPWP
- UDOT will assign a single point of contact to help WFRC manage and administer the Transportation and Land Use Connection Program Partnership.
- Assistance to WFRC in interpreting and complying with updated air quality rules and regulations.
- Review of requests to revise the Functionally Classified Highway System and update the Functional Classification maps.
- Assistance to WFRC in completing special studies within the planning area. These studies may include coordinating travel demand modeling, joint corridor planning, preparing air quality studies or reports, economic development planning, Geographic Information Systems (GIS) analysis, performance measures, and others.
- Coordination of the completion of the Congestion Mitigation Air Quality (CMAQ) annual reporting to FHWA.
- Coordinate the development and implementation of State and MPO CMAQ Performance Plans and establish both 2-yr and 4-yr targets for the on-road source emissions measure.
- Work with WFRC to implement corridor plans that include local communities' transportation solutions.
- Coordinate the implementation of 2018 legislative directives for transportation products between UDOT and UTA and Local entities.

## **A.3 UTAH TRANSIT AUTHORITY**

### **OBJECTIVE:**

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

### **ANTICIPATED PRODUCTS:**

- Annual Grants Status Report
- Interlocal Cooperative Agreements
- Grant Applications
- Grants Management Committee Recommendations
- FTA 5310 Program Management Plan

- Documentation for Audits
- FTA Annual Certifications and Assurances
- Title VI Report
- Project Concept Reports for CMAQ, STP and TAP
- Dissemination of Grant Opportunities Information
- Collection and Distribution of Grants Financial Information
- Participation in Technical and Other Planning Meetings
- National Transit Database (NTD) Data Collection and Reports

## **B. TRANSIT PLANNING**

### **B.1 UTA TRANSIT PLANNING**

#### **OBJECTIVES:**

To provide effective transit services within available resources.

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

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

To promote and implement technology that will enhance transit service.

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

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

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

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

#### **ANTICIPATED PRODUCTS:**

- Strategic Planning
- Service Standards
- Transit Development Financial Plan (TDP)/Equity Analysis
- Bus Stop Master Plan
- Intelligent Transportation Systems (ITS)/Technology Plan
- Transit Oriented Development (TOD)/Station Area Planning
- Active Transportation Planning
- Emergency Preparedness Planning

- Safety Planning
- Rideshare Program Planning
- Special Services/American Disability Act (ADA) Planning
- Regional Air Quality Initiatives
- Asset Management Planning for State of Good Repair Initiatives
- GREENBike Regionalization
- Environmental Sustainability Travel Demand and TBEST Modeling

## **B.2 MOBILITY MANAGEMENT**

### **OBJECTIVES:**

To identify opportunities for and increase coordination of transportation services for transportation disadvantaged populations in order to increase efficiency and equity.

To actively engage in outreach to persons who are at a transportation disadvantage including seniors, persons with disabilities, persons with low income, and veterans, and to those agencies that perform work on their behalf.

To identify and promote methods of reducing environmental barriers including increasing path and road network connectivity and the quality of connections between modes.

To increase coordination between human service transportation providers through technology and policy initiatives in order to maximize the transportation options available to transportation disadvantaged populations.

### **ANTICIPATED PRODUCTS:**

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

## **C. LONG RANGE PLANNING**

### **C.1 REGIONAL TRANSPORTATION PLAN**

#### **OBJECTIVES:**

To continue to cooperate and coordinate with Utah's other three MPOs, FHWA, FTA, UDOT, UTA, local governments, and other interested agencies and stakeholders for the development of the Wasatch Choice 2050 (WC2050) and the WFRC Regional Transportation Plan: 2019-2050 (2019-2050 RTP) and Utah's Unified Transportation Plan 2019-2050.

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

To use identified RTP performance measures to evaluate how well-planned improvements in the 2019-2050 RTP are meeting the adopted WC2050 Regional Goals.

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

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

To phase the preferred vision and financially constrain it into ten-year groups for transit, roadway, and bicycle projects for the 2019-2050 RTP based on needs, anticipated revenues, and local community, transportation partners, and stakeholder input.

To adopt the 2019–2050 RTP in May 2019 and develop an online document and website.

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

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

#### **ANTICIPATED PRODUCTS:**

- A financially constrained RTP coordinated with UDOT, UTA, local governments, and other interested agencies, and approved by the WFRC A revised brochure summarizing the Wasatch Choice for 2050 Vision and the 2019-2050 RTP
- A revised or new Utah's Unified Transportation Plan 2019-2050, coordinated among Utah's four MPO's, FHWA, UDOT, UTA, and other interested agencies
- Online documentation of the development of the 2019-2050 RTP
- Amendments to the 2015-2040 RTP
- Development of a statewide financial model

## **C.2 GROWTH PLANNING**

### **OBJECTIVES:**

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

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

To continue to promote awareness of regional and long-term issues and solutions, related to the WFRC adopted Regional Goals and the Wasatch Choice 2050 Vision.

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

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

### **ANTICIPATED PRODUCTS:**

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

## **C.3 LOCAL GOVERNMENT PLANNING SUPPORT**

### **OBJECTIVES:**

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

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

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

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

**ANTICIPATED PRODUCTS:**

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

## **D. SHORT RANGE PLANNING AND PROGRAMMING**

### **D.1 TRANSPORTATION MANAGEMENT SYSTEMS**

#### **OBJECTIVES:**

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

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

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

#### **ANTICIPATED PRODUCTS:**

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

### **D.2 PLAN REFINEMENT AND SPECIAL STUDIES**

#### **OBJECTIVES:**

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

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

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

#### **ANTICIPATED PRODUCTS:**

- Ogden-Weber State University BRT Corridor –Transit Oriented Development Study
- Core Route Transit Study
- TOD System Plan
- Future of Commuter Rail Study

- Box Elder-Cache-Weber County Transit Analysis
- Fiscal Impacts Tool Development
- Parking Best Practices
- Joint Projects Studies
- Other Planning Studies

### **D.3 TRANSPORTATION IMPROVEMENT PROGRAM**

#### **OBJECTIVES:**

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

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

#### **ANTICIPATED PRODUCTS:**

- An evaluation process that will help coordinate the implementation of the Regional Transportation Plan (RTP) for highways, transit, and bicycles, meet the short range needs of the area, and provide for the maintenance of the existing transportation system
- Surface Transportation Program (STP), Congestion Mitigation/ Air Quality (CMAQ) program, and Transportation Alternatives Program (TAP)
- A six-year Transportation Improvement Program containing highway, transit, and other modal projects programmed for the region
- Status reports of STP, CMAQ, and TAP projects
- Support for project implementation and completion
- Listings of obligations of federal highway and transit funds for fiscal year 2018

## **E. PROJECT COORDINATION AND SUPPORT**

### **E.1 UDOT ENVIRONMENTAL STUDIES**

#### **OBJECTIVES:**

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

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

#### **ANTICIPATED PRODUCTS:**

- Little Cottonwood Canyon Environmental Impact Statement (EIS)
- I-80/ I-215 Parley's Interchange Environmental Impact Statement (EIS)
- Other Environmental Studies

### **E.2 UTA ENVIRONMENTAL STUDIES**

#### **OBJECTIVES:**

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

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

#### **ANTICIPATED PRODUCTS:**

- Ogden - Weber State Transit Corridor Environmental Assessment (EA)
- Davis - Salt Lake City Community Connector EA or CatEx
- Other Environmental Studies

## **F. TRAVEL FORECASTING**

### **OBJECTIVES:**

To develop and maintain the Wasatch Front Travel Demand Model (TDM) and Real Estate Market Model (REMM), along with their associated input data, for regional planning applications.

To apply and assist users in applying the TDM and REMM models for studies and projects throughout the region as well as to provide training opportunities to agency staff and private sector consultants.

To increase the consistency and transparency of model-related tools and their use.

To increase coordination and team building in the modeling community.

To continue best practices in model development and model application given available resources.

### **ANTICIPATED PRODUCTS:**

- Wasatch Front TDM bike model
- Updated Wasatch Front TDM free flow speed and volume delay processes
- An assessment of the Wasatch Front TDM mode choice model with recommend improvements
- Wasatch Front TDM version 8.3 model documentation
- Updated process for developing REMM base year data sets
- Updated REMM input data
- An update to the REMM developer model using dynamic density determination
- An incremental improvement to the REMM model structure
- A better understanding of the REMM model behavior when maximum capacity is assumed
- TDM and REMM model application and technical support for various transportation projects
- Continued automation of model outputs for mapping and performance measures
- Tooele Valley travel demand model update

## **G. TECHNICAL SUPPORT AND SERVICES**

### **G.1 AIR QUALITY ANALYSIS AND COORDINATION**

#### **OBJECTIVES:**

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

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

#### **ANTICIPATED PRODUCTS:**

- Conformity determination for the TIP, RTP, and any amendments
- Technical support for air quality analysis
- Regular meetings of the Interagency Consultation Team
- Coordination with DAQ, UDOT, UTA, MAG, Cache MPO, EPA and FHWA regarding air quality issues
- Air quality performance measures and reporting
- Support to DAQ for PM<sub>2.5</sub> and Ozone SIP Development
- Transportation Control Measures as needed

### **G.2 SOCIOECONOMIC AND TRANSPORTATION DATA**

#### **OBJECTIVES:**

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

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

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

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

To provide data and analysis that support refinement of the Wasatch Choice 2050 Vision and development of the Regional Transportation Plan.

To provide assistance in anticipation of the 2020 US Census.

#### **ANTICIPATED PRODUCTS:**

- Annual socioeconomic estimates
- Analysis of socioeconomic data and forecasts

- Input to short and long-range planning studies
- Continually updated REMM base data set
- Speed data and analysis
- Traffic volume data, including but not limited to, annual statistics, containing adjusted counts from permanent recorders and coverage stations
- Transit ridership, park and ride lot usage, and other data
- Finalized socioeconomic projections to 2050
- Development of Census Tracts for Census 2020

### **G.3 GIS AND DATABASE MANAGEMENT**

#### **OBJECTIVES:**

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

To maintain a reliable, up-to-date inventory of authoritative spatial datasets, reducing internal and external data redundancy.

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

To promote visualization of geographic information using interactive web mapping.

#### **ANTICIPATED PRODUCTS:**

- Authoritative, up-to-date geospatial datasets available for external clients
- Technical documentation/metadata for authoritative geospatial datasets
- Geospatial datasets and maps in support of developing the Wasatch Choice Vision and Regional Transportation Plan (RTP)
- Performance metrics derived from GIS and model analysis
- Model outputs from the Travel Demand Model (TDM) and Real Estate Market Model (REMM) that inform decision-making and further model development
- Interactive internal and external web maps, with light customization as needed
- Maps and supporting analyses for TIP, TLC, EDD, CDBG, special studies, and other purposes

### **G.4 TECHNICAL SUPPORT TO LOCAL GOVERNMENTS**

#### **OBJECTIVES:**

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

#### **ANTICIPATED PRODUCTS:**

- Assistance and information to local governments and others

#### **G.5 TOOELE VALLEY RURAL PLANNING ORGANIZATION**

##### **OBJECTIVES:**

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

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

To provide a public involvement process.

##### **ANTICIPATED PRODUCTS:**

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

#### **G.6 MORGAN COUNTY-OGDEN VALLEY RURAL PLANNING ORGANIZATION**

##### **OBJECTIVES:**

To work with local governments and UDOT to provide a structured transportation planning process for Morgan County and Ogden Valley.

To create a Morgan County-Ogden Valley Regional Long Range Transportation Plan and advance transportation priorities for Morgan County and Ogden Valley.

To provide a public involvement process.

##### **ANTICIPATED PRODUCTS:**

- Morgan County and Ogden Valley Regional Long Range Transportation Plan
- Updated priorities for consideration in the STIP
- A public involvement process

## **H. PUBLIC INVOLVEMENT**

### **OBJECTIVES:**

To provide early, on-going, and two-way communication with special interest groups, elected and appointed government officials, other government agencies, and private citizens regarding Wasatch Front Regional Council (WFRC) projects, plans, studies, and processes.

To provide forums in which this communication takes place, via public events, written communication, email campaigns, website pages, social media posts, online interactive maps and/or visualization tools, and other methods. To be performed in coordination with the Utah Department of Transportation (UDOT), Mountainland Association of Governments (MAG), Utah Transit Authority (UTA), Envision Utah, and local government staff, to ensure that the public is well informed about the Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), Wasatch Choice 2050 (WC2050) Vision, Transportation and Land Use Connection (TLC) program, Wasatch Front Economic Development District (WFEDD), and other issues.

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

### **ANTICIPATED PRODUCTS:**

- Public events, including:
  - Online and/or in-person open houses;
  - Informational webinars;
  - WC2050 Consortium or similar combined event;
  - RTP and TIP processes;
  - Project-specific public events, many of which will be held in conjunction with other public agencies, including UDOT, UTA, etc.
- Communication content, in both English and Spanish formats;
- Email campaigns;
- Website pages;
- Social media posts;
- Online interactive maps and/or visualization tools; Maintenance and use of a stakeholders email distribution list, which currently includes over 3,300 contacts;
- General and program-specific brochures and report cards;
- Speaking engagements at chambers of commerce, and university and college classes, as well as senior, community, environmental, vulnerable community, minority, and disadvantaged groups, etc.;
- Briefings to the news media;
- Publication of RTP and TIP public open houses and/or comment periods in local and regional newspaper ads;
- Visits with environmental justice and other special interest groups, as well as the natural resource agency to receive input on RTP development;

- Presentations to the legislature;
- Distribution of the statewide Utah's Unified Transportation Plan; and
- Documentation of all public involvement efforts

## **I. COMMUNITY DEVELOPMENT**

### **I.1 COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) PROGRAM**

#### **OBJECTIVES:**

To assist in the development of viable urban communities by providing decent housing and a suitable living environment, principally for persons of low and moderate income.

To provide data, planning, technical assistance, management, and other information and services for the Small Cities CDBG Program of the Wasatch Front Region within Morgan, Tooele, and Weber Counties.

#### **ANTICIPATED PRODUCTS:**

##### **Regionwide:**

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

##### **Municipality:**

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

## **I.2 ECONOMIC DEVELOPMENT**

### **OBJECTIVES:**

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

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

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

### **ANTICIPATED PRODUCTS:**

- A Comprehensive Economic Development Strategy (CEDS)

**DATE:** May 17, 2018  
**AGENDA ITEM:** 4c  
**SUBJECT:** **ACTION:** Adopt resolution designating PTIF users  
**PREPARED BY:** Loveit Baumgardner

**BACKGROUND:**

The Council participates in the Utah State Treasurer Public Treasurer's Investment Fund (PTIF) pool. When the Council has funds that are not immediately needed for operations they are deposited by way of direct transfer from the Council's checking account to the Council's PTIF account. When funds are needed they are returned to the Council's checking account by way of direct transfer. The funds are secure in that they are not directly disbursed but may only be transferred to the Council's checking account and disbursed under the Council's adopted internal control procedures. The PTIF account provides the Council with a greater return on invested funds than may be earned in a traditional checking account.

The Utah Office of the State Treasurer is updating its online Public Treasurer's Investment Fund (PTIF) account management platform. In preparation for this update the State Treasurer is requiring entities with PTIF accounts to adopt a resolution authorizing at least two individuals from WFRC to manage the PTIF accounts that include 1) adding or deleting users, 2) adding or deleting accounts tied to PTIF accounts, 3) open or close PTIF accounts and 4) complete necessary forms in connection with these actions.

The Budget Committee and staff are recommending that the Council authorize the Council Chair, the Council Treasurer, and the Executive Director to manage the PTIF account using the Utah State Treasurer's on-line management platform.

**RECOMMENDATION:**

The WFRC Budget Committee and staff recommend that the Council take action to adopt a resolution authorizing PTIF account users as presented.

**CONTACT PERSON:**

Loveit Baumgardner, 801-363-4250, x1102, [loveit@wfr.org](mailto:loveit@wfr.org)

**EXHIBIT:**

Resolution authorizing PTIF account users



1. Certification of Authorized Individuals

I, Mayor Mike Caldwell (Name) hereby certify that the following are authorized: to add or delete users to access and/or transact with PTIF accounts; to add, delete, or make changes to bank accounts tied to PTIF accounts; to open or close PTIF accounts; and to execute any necessary forms in connection with such changes on behalf of Wasatch Front Regional Council (Name of Legal Entity). Please list at least two individuals.

| Name          | Title              | Email                | Signature(s) |
|---------------|--------------------|----------------------|--------------|
| Mike Caldwell | Chairman           | mikecaldwell@ogdnec  |              |
| Bret Millburn | Treasurer          | bret@daviscountyutah |              |
| Andrew Gruber | Executive Director | agruber@wfrc.org     |              |

The authority of the named individuals to act on behalf of Wasatch Front Regional Council (Name of Legal Entity) shall remain in full force and effect until written revocation from Wasatch Front Regional Cou (Name of Legal Entity) is delivered to the Office of the State Treasurer.

2. Signature of Authorization

I, the undersigned, Chairman (Title) of the above named entity, do hereby certify that the forgoing is a true copy of a resolution adopted by the governing body for banking and investments of said entity on the 24 day of May, 2018, at which a quorum was present and voted; that said resolution is now in full force and effect; and that the signatures as shown above are genuine.

| Signature | Date       | Printed Name        | Title    |
|-----------|------------|---------------------|----------|
|           | 05/24/2018 | Mayor Mike Caldwell | Chairman |

STATE OF UTAH )
COUNTY OF \_\_\_\_\_ ) §

Subscribed and sworn to me on this 24 day of May, 2018, by Mayor Mike Caldwell (Name), as Chairman (Title) of Wasatch Front Regional Council (Name of Entity), proved to me on the basis of satisfactory evidence to be the person(s) who appeared before me.

Signature \_\_\_\_\_

(seal)

**DATE:** May 17, 2018  
**AGENDA ITEM:** 5a  
**SUBJECT:** **ACTION:** Endorse the Wasatch Choice 2050  
**PREPARED BY:** Vision Ted Knowlton

On May 24<sup>th</sup>, WFRC will consider endorsement of the Wasatch Choice 2050 Vision.

**BACKGROUND:**

Wasatch Choice 2050 (WC2050) provides a long-range blueprint for regional transportation as it dovetails with regional growth and economic development concepts.

WC2050 has been developed in collaboration with member communities and transportation partners over more than two years. Most recently communities refined the draft Vision map through Vision Workshops and in consultation with Regional Growth Committee Technical Advisory Committees (composed of local planners). All told, the Vision has been built through extensive engagement with local governments, stakeholders and the public.

The Wasatch Choice 2050 Vision is the foundation for the 2019-2050 Regional Transportation Plan (RTP), the 2019 Comprehensive Economic Development Strategy (CEDS), and will be considered for local land use and economic development implementation. Before we all turn our attention to preparation of the details of the RTP and CEDS we are looking for an endorsement from the Council of the Wasatch Choice 2050 Vision.

Here are the components of the [Wasatch Choice 2050 Vision](#):

- A) 10 [Regional Goals](#) (previously adopted by WFRC)
- B) Vision Map, which articulates long-term changes to regional transportation, regional land use, and regional open space and how these changes work together.
- C) Key Strategies, which articulate the overarching strategies represented in the map and which help achieve the regional goals. The Key Strategies are:
  - 1. Provide Transportation Choices
  - 2. Support Housing Options
  - 3. Preserve Open Space
  - 4. Link Economic Development with Transportation and Housing Decisions

**RECOMMENDATION:**

Suggested Motion: I move that the Council endorse the Wasatch Choice 2050 Vision as presented, as the foundation for the next Regional Transportation Plan and Comprehensive Economic Development Strategy.

**CONTACT PERSON:**

Ted Knowlton, 801-363-4250, x1201, [ted@wfr.org](mailto:ted@wfr.org)

**DATE:** May 17, 2018  
**AGENDA ITEM:** 6a  
**SUBJECT:** Report on Board Modifications to the 2018-2023 Transportation Improvement Program (TIP)  
**PREPARED BY:** Ben Wuthrich

**BACKGROUND:**

Since the last meeting of the Wasatch Front Regional Council (WFRC), WFRC received requests to modify the current 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 x1121, [bwuthrich@wfr.org](mailto:bwuthrich@wfr.org)

**EXHIBIT:**

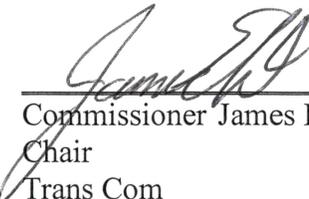
Resolution adopting Amendment Six to the 2018-2023 TIP

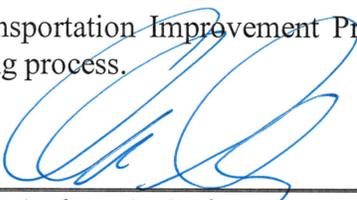
RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL  
AMENDING THE 2018 - 2023  
TRANSPORTATION IMPROVEMENT PROGRAM

- 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 April 19, 2018, and all comments were carefully considered,

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

- (1) Approves Amendment Six to the 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.

  
\_\_\_\_\_  
Commissioner James Ebert  
Chair  
Trans Com

  
\_\_\_\_\_  
Andrew S. Gruber  
Executive Director  
Wasatch Front Regional Council

Date: April 19, 2018

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

### Board Modification

#### Project Scope Change

##### Salt Lake/ West Valley Urban Area

| County    | Sponsor        | Facility | PIN   | Project Location     | Concept/ Type of Improvement  | Funding Source   | Project Estimated Cost | Currently Funded Amount | Action                     | Funding Amount   | Year |
|-----------|----------------|----------|-------|----------------------|---|--|------------------------|-------------------------|----------------------------|------------------|------|
| Salt Lake | Salt Lake City | Var      | 13631 | Bike Share Expansion | - Original Scope - Construct Additional Bike Docking Stations and Purchase Additional Bikes<br>- Scope Change to include the Purchase of a Re-balancing Vehicle | TAP_URB_WFRC<br>(Transportation Alternatives Program - (WFRC)) | \$150,000              | \$150,000               | <i>No Funding Increase</i> | <b>\$150,000</b> | 2018 |

This request is to enable SLC Bike Share to use some of the TAP funds to purchase a rebalancing vehicle in addition to the construction of the new bike stations and the purchasing of additional bicycles. The existing vehicle used by SLC Bike Share is an old renovated repurposed UTA van and is long overdue for replacement. The existing vehicle is experiencing mechanical issues and is too small to adequately perform the duties required for rebalancing the bike share stations. The vehicle holds approximately eight bicycles, and is responsible for aiding bike share staff in rebalancing 33 stations and over 300 bicycles in the system. This poses a hardship on staff time and budget constraints, as many of the stations need upwards of 10 to 15 bicycles removed and reallocated at peak times.

#### New Project

##### Ogden / Layton Urbanized Area

| County    | Sponsor | Facility | PIN   | Project Location                        | Concept/ Type of Improvement                | Funding Source   | Project Estimated Cost | Currently Funded Amount | Action             | Funding Amount   | Year |
|-----------|---------|----------|-------|---|---|--|------------------------|-------------------------|--------------------|------------------|------|
| Box Elder | UDOT    | I-84     | 16666 | I-84; Fence Repairs in Box Elder County | Replace damaged or missing fence along I-84 | STP_FLX_ST<br>(STP Flexible (Any Area) Statewide)<br><br>Transportation Solutions Program<br>(UDOT Region One TSP Balance) | \$900,000              | \$0                     | <i>New Funding</i> | <b>\$900,000</b> | 2018 |

There are several locations along I-84 in Box Elder County between milepost 20 and milepost 42 where the fence placed with the original construction of the Interstate has fulfilled its service life. Many of these sections potentially allow both wildlife and livestock to enter the right of way. The proposed improvements will replace the existing fence with new fence in coordination with Utah Division of Wildlife Resources (DWR) the fence will be replaced with Deer Fence in prioritized locations. The requested funds will come from Region One's Transportation Solutions Program's unfunded balance.

#### Additional Funding

##### Ogden / Layton Urbanized 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-134   | 12508 | SR-134 (2700 North): Interchange Modifications | Construct additional lanes on 2700 North | HSIP<br>(Highway Safety Improvement Program)<br><br>STP_FLX_ST<br>(STP Flexible (Any Area) Statewide)<br><br>Transportation Solutions Program<br>(UDOT Region One TSP Balance) | \$8,200,000            | \$6,200,000             | <i>Additional Funding</i> | <b>\$2,000,000</b> | 2018 |

The funded scope of the project is to provide additional lanes on SR-134 to help increase operations around the SR-134 and I-15 Interchange. Operations are improved by adding an additional lane east and west bound on SR-134 from I-15 to Rulon White. The additional funds will provide a mill and fill to remove the existing seal coat and place a new one that aligns with the proposed lane lines. The additional funding would come from the Region One's 2018 Transportation Solutions Program's unfunded balance.

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

### Board Modification

#### Additional Funding

##### Ogden / Layton Urbanized Area

| County | Sponsor | Facility | PIN   | Project Location                          | Concept/ Type of Improvement  | Funding Source   | Project Estimated Cost | Currently Funded Amount | Action                    | Funding Amount   | Year |
|--------|---------|----------|-------|---|-------------------------------|--|------------------------|-------------------------|---------------------------|------------------|------|
| Davis  | UDOT    | I-15     | 16124 | I-15; 200 North Kaysville Southbound Ramp | Widen the South-bound on Ramp | NHPP_IM<br>(National Highway Performance Program - Interstate Maintenance) | \$850,000              | \$500,000               | <b>Additional Funding</b> | <b>\$350,000</b> | 2018 |

The Region request approval to add funding to the I-15; 200 North Kaysville South Bound Ramp Meter project. The additional funds are need to provide sufficient ramp widening to provide adequate storage for the ramp meters to avoid backing onto 200 North. The requested funds are available from unprogrammed balance in the Region One Transportation Solutions Program.

##### 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 | Bluffdale | Porter Rockwell Blvd | 11986 | Porter Rockwell Blvd (Fifth Segment); Redwood Road to 0.46 miles east | New Construction             | STP_ URB_SL<br>(Surface Transportation Program (Salt Lake Urban Area (WFRC))) | \$5,916,379            | \$5,116,379             | <b>Additional Funding</b> | <b>\$500,000</b> | 2018 |
|           |           |                      |       |   |                              | ST_TIF<br>(State Transportation Investment Funds)                             |                        |                         |                           | <b>\$300,000</b> |      |

This project will construct Segment 5 of a major arterial road that extends from Mountain View Corridor in Herriman to 14600 South and the interchange at I-15. Last year this project advertized and the bidding came in higher than the engineers estimate. The project was reworked and was readvertized this month and again came in over the engineers estimate. Bluffdale feels that to further reduce the project scope or readvertise would result in a similiar situation without the project necessary improvements. It is requested that WFRC approve an additional \$500,000 in Urban Surface Transportation Program (STP) funds and that an additional \$300,000 of State TIF funds be amended to this project.

|           |      |        |       |   |   |   |               |               |                           |                     |      |
|-----------|------|--------|-------|---|---|---|---------------|---------------|---------------------------|---------------------|------|
| Salt Lake | UDOT | SR-154 | 12566 | Bangerter Highway Interchanges at (5400 South, 7000 South, 9000 South, and 11400 South) | Replace existing signalized intersections with grade-separated interchanges | L_Betterment<br>(Local Government - Betterment CO-OP) | \$214,171,462 | \$201,371,462 | <b>Additional Funding</b> | <b>\$12,800,000</b> | 2018 |
|           |      |        |       |   |   | ST_TIF<br>(State Transportation Investment Funds)     |               |               |                           |                     |      |

The current funding allocated for this project was based on replacing existing four signalized intersections at 5400 South, 7000 South, 9000 South and 11400 South with freeway-type Interchanges. The cost of the project increased is based on (1) current real estate market value – Right-of-way acquisitions have increased by \$6M and (2) construction costs due to complexity of the four interchanges dealing with utilities. (i.e. The Bureau of Reclamation (BOR) 78-inch water aqueduct and the high transmission Rocky Mountain Power lines) totalling more than \$6.8 million. The request for the additional funding will come from unprogrammed Transportation Investment Funds (TIF).

|           |      |       |       |   |                            |   |              |              |                           |                    |      |
|-----------|------|-------|-------|---|----------------------------|---|--------------|--------------|---------------------------|--------------------|------|
| Salt Lake | UDOT | SR-68 | 11203 | SR-68; Redwood Road, Bangerter Highway to 12600 South | Widen to a 7-lane facility | L_Betterment<br>(Local Government - Betterment CO-OP) | \$47,563,060 | \$37,863,060 | <b>Additional Funding</b> | <b>\$9,700,000</b> | 2018 |
|           |      |       |       |   |                            | ST_CONCEPT_D2<br>(Region Two Concept Funds)           |              |              |                           |                    |      |
|           |      |       |       |   |                            | ST_Signals<br>(State Construction - Signal Program)   |              |              |                           |                    |      |
|           |      |       |       |   |                            | ST_TIF<br>(State Transportation Investment Funds)     |              |              |                           |                    |      |

This project was originally scoped and funded as a 5-lane cross section. Based on the traffic analysis during the project design, 7 lanes were ultimately needed to accommodate the projected increased capacity needs on Redwood Road. It was also determined that 2 intersections would need to be re-aligned and signalized for safety reasons and were included with the project. The project cost increase was a result of the expanded project scope and right of way negotiations extending the construction of the project into 2018.

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

### Board Modification

#### Additional Funding

##### Ogden / Layton Urbanized 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    | I-84     | 14264 | I-84 bridges over the Weber River and UPRR Project | Bridge Replacement  | NHPP_BR<br>(National Highway Performance Program - Bridge On) | \$36,000,000           | \$16,800,000            | <i>New Funding</i> | <b>\$19,200,000</b> | 2021-2023 |
|        |         |          |       |  | Transportation Solutions Program<br>(UDOT Region One TSP Balance) |   |                        |                         |                    |                     |           |

This project was approved for \$16,800,000 in 2020. A feasibility study was recently completed for these two bridges to determine best strategy for replacement. The outcome of the study indicated a need for more funding. This Request is to increase the project value to \$36,000,000, and to cash flow the funding over three years; \$5,000,000 in 2021 for design, \$15,500,000 in 2022 for first year of construction, and \$15,500,000 in 2023 for the second construction season. The additional funding is available from unprogrammed efficiency balance within the Structures program, \$6.58 million, and \$1.55 million from the Statewide Transportation Solutions program.

##### Statewide

| County | Sponsor | Facility | PIN  | Project Location  | Concept/ Type of Improvement   | Funding Source                                    | Project Estimated Cost | Currently Funded Amount | Action             | Funding Amount     | Year      |
|--------|---------|----------|------|---|--|---|------------------------|-------------------------|--------------------|--------------------|-----------|
| Var    | UDOT    | Var      | 9369 | The Bridge Inspection Program<br>Various Locations across the State | The Bridge Inspection Program  | STP_FLX_ST<br>(STP Flexible (Any Area) Statewide) | \$10,269,673           | \$0                     | <i>New Funding</i> | <b>\$2,200,000</b> | 2018-2021 |
|        |         |          |      |   | NHPP_BR<br>(National Highway Performance Program - Bridge On)              | \$3,456,000                                       |                        |                         |                    |                    |           |
|        |         |          |      |   | STP_Bridge<br>(Surface Transportation Program - Bridge for State Projects) | \$4,544,000                                       |                        |                         |                    |                    |           |
|        |         |          |      |   | Bridge_On/Off<br>(Bridge Rehab/ Replacement (On/Off))                      | \$69,673  |                        |                         |                    |                    |           |

Request to add \$400,000 for each of the years 2018 through 2021 to account for an increase in inspection costs due to inflation and due to additional condition-based-inspection requirements. Additionally, request to add an additional \$600,000 in the year 2019 for the Underwater Bridge Inspection Program which is required by FHWA every five years. This would add a total of \$2.2 million to this program.

|     |      |     |      |  |  |   |             |           |                    |                  |           |
|-----|------|-----|------|--|--|---|-------------|-----------|--------------------|------------------|-----------|
| Var | UDOT | Var | 9615 | The Structural Load Rating Maintenance Program<br>Various Locations across the State | The Structural Load Rating Maintenance Program   | NHPP_BR<br>(National Highway Performance Program - Bridge On) | \$1,330,000 | \$400,000 | <i>New Funding</i> | <b>\$900,000</b> | 2019-2021 |
|     |      |     |      |  | ST_Bridge<br>(State Construction Bridge Program) | \$30,000  |             |           |                    |                  |           |

Request to add \$300,000 for each of the years 2019 through 2021 to account for additional load ratings needed for emergency vehicles as mandated by FHWA and additional load ratings that are necessary as bridge conditions change due to aging. This would add a total of \$900,000 to this program.

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

### 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      |
|--------|---------|----------|-------|---|------------------------------------|---|------------------------|-------------------------|--------------------------|----------------|-----------|
| Weber  | UDOT    | SR-53    | 14263 | 24th Street (SR-53) - Viaduct Rehabilitation in Ogden Project | 24th Street Viaduct Rehabilitation | ST_Bridge<br>(State Construction Bridge Program)    | \$9,550,000            | \$12,152,000            | <b>Funding Reduction</b> | \$7,377,000    | 2019-2020 |
|        |         |          |       |   |                                    | STP_BRIDGE<br>(STP Bridge Funds for State Projects) |                        | \$14,151,000            |                          | \$9,376,000    |           |

This project was approved for \$26,300,000 in 2020. The original scope included a complete deck replacement. A recently completed feasibility study determined that a deck replacement is not necessary and the rehabilitation could be completed in a less expensive manner. Request is to reduce total project value to \$9,550,000, (a reduction of \$16.75 Million); with \$1,000,000 in 2019 for design and \$8,550,000 in 2020 for construction. \$1.55 million of the cost will be for an ADA ramp on the east side of the structure, using Statewide 2020 Transportation Solutions funds.

##### Salt Lake/ West Valley Urban Area

| County    | Sponsor | Facility | PIN   | Project Location                                   | Concept/ Type of Improvement   | Funding Source  | Project Estimated Cost | Currently Funded Amount | Action                     | Funding Amount | Year |
|-----------|---------|----------|-------|--|--|---|------------------------|-------------------------|----------------------------|----------------|------|
| Salt Lake | UDOT    | SR-266   | 13800 | Jordan River Bridge at SR-266 (4500 South) Project | Originally programmed to be Rehabilitated<br>Recommended that the Bridge needs to be evaluated for replacement | NHPP_BR<br>(National Highway Performance Program - Bridge On) | \$0                    | \$720,000               | <b>Remove from Program</b> | \$720,000      | 2018 |

This rehabilitation project was funded for 2019 with \$720,000. Due to continued deterioration, this bridge needs to be evaluated for replacement rather than rehabilitation. Request is to remove from the STIP and evaluate for a replacement project in the appropriate year.

#### New Project

##### Salt Lake/ West Valley Urban Area

| County    | Sponsor | Facility | PIN | Project Location  | Concept/ Type of Improvement   | Funding Source                              | Project Estimated Cost | Currently Funded Amount | Action             | Funding Amount | Year |
|-----------|---------|----------|-----|---|--|---|------------------------|-------------------------|--------------------|----------------|------|
| Salt Lake | UDOT    | I-80     | New | I-80 at Glendale Ave                                    | Sound Barrier  | 2018 State Legislative Session House Bill 2 | \$1,700,000            | \$0                     | <b>New Funding</b> | \$1,700,000    | 2018 |
| Salt Lake | UDOT    | SR-172   | New | 5600 West (SR-172) & Paulette Ave                       | Intersection Improvements (design, engineering, right-of-way acquisition and improvements) | 2018 State Legislative Session House Bill 3 | \$550,000              | \$0                     | <b>New Funding</b> | \$550,000      | 2018 |
| Weber     | UDOT    | SR-134   | New | 2700 North (SR-134); Adjacent to Canal in Pleasant View | Intersection Improvements (design, engineering, right-of-way acquisition and improvements) | 2018 State Legislative Session House Bill 3 | \$850,000              | \$0                     | <b>New Funding</b> | \$850,000      | 2018 |

During the 2018 State Legislative Session, House Bill 2 and 3 (New Fiscal Year Supplemental Appropriations Act, and Appropriations Adjustments), were passed. In these Bills it included language to use Transportation Funds to fund the following projects:

**DATE:** May 17, 2018  
**AGENDA ITEM:** 6b  
**SUBJECT:** **ACTION:** Board Modifications to the 2018-2023 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 recommends 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 x1121, [bwuthrich@wfrc.org](mailto:bwuthrich@wfrc.org)

**EXHIBIT:**

Resolution adopting Amendment Seven 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 May 24, 2018, and all comments were carefully considered,

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

- (1) Approves Amendment Seven 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.

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Mayor Mike Caldwell, Chairman  
Wasatch Front Regional Council

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Andrew S. Gruber  
Executive Director  
Wasatch Front Regional Council

Date: May 24, 2018

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

### Board Modification

#### New Programs and Projects

##### Statewide Programs

| County  | Sponsor | Facility | PIN | Project Location           | Concept/ Type of Improvement | Funding Source                | Project Estimated Cost | Currently Funded Amount | Action             | Funding Amount       | Year |
|---------|---------|----------|-----|----------------------------|------------------------------|-------------------------------|------------------------|-------------------------|--------------------|----------------------|------|
| Various | UDOT    | Various  | New | Various Statewide Programs | State Funded Programs        | ST_GF<br>(State General Fund) | \$167,400,000          | \$0                     | <i>New Funding</i> | <b>\$167,400,000</b> | 2019 |

The funding levels for the State Funded Programs are amended into the existing TIP each year in May prior to the State Fiscal Year which begins July 1. These programs include funding levels for; Operations & Safety Programs, System Preservation Programs, Region Contingency Funds, other programs, and Region Concept Development. (Please reference the attached table "Program Distribution of State Funds", for funding assignment and distribution.)

##### Statewide - Transportation Solutions Program

| County  | Sponsor | Facility | PIN | Project Location                 | Concept/ Type of Improvement   | Funding Source | Project Estimated Cost | Currently Funded Amount | Action              | Funding Amount      | Year      |
|---------|---------|----------|-----|----------------------------------|--|----------------|------------------------|-------------------------|---------------------|---------------------|-----------|
| Various | UDOT    | Various  | New | Transportation Solutions Program | Choke Point projects, Asset Management projects, and Transportation Priority Needs | Various Funds  | \$69,455,000           | \$0                     | <i>New Projects</i> | <b>\$69,455,000</b> | 2018-2021 |

During the March 2018 Transportation Commission Staff Update meeting the Transportation Solutions Program and associated projects were discussed. This program incorporates into it the Choke Point Program as well as the Asset Management projects. During April 2018, the list of Transportation Solutions Projects was presented to the Transportation Commission for their review and approval to include in the 2018-2023 Statewide Transportation Improvement Program (STIP). Distribution of the funding throughout the State: Statewide \$25,350,000, Region One - \$ 8,250,000, Region Two - \$ 2,955,000, Region Three - \$ 29,550,000, Region Four - \$ 3,350,000  
(For specific projects please refer to the Transportation Solutions Project Tables)

##### Statewide - Recreational Hotspot Projects Program

| County  | Sponsor | Facility | PIN | Project Location              | Concept/ Type of Improvement                          | Funding Source  | Project Estimated Cost | Currently Funded Amount | Action                      | Funding Amount      | Year        |
|---------|---------|----------|-----|-------------------------------|---|---|------------------------|-------------------------|-----------------------------|---------------------|-------------|
| Various | UDOT    | Various  | New | Recreational Hotspot Projects | Alleviate congestion at various recreational hotspots | ST_TIF<br>(Statewide - Transportation Investment Funds) | \$100,000,000          | \$5,700,000             | <i>Funding Distribution</i> | <b>\$94,300,000</b> | 2018 - 2021 |

The Utah State Legislature has requested that UDOT use \$100 million on projects prioritized by the Transportation Commission that have a significant economic development impact associated with recreation and tourism, and alleviate congestion. Studies are currently underway or near completion, identifying the most effective solutions in this phase. The following improvements have been identified; Cottonwood Canyons - \$61,000,000, Zion Area - \$15,000,000, Moab Area - \$10,000,000, and Bear Lake Area - \$8,300,000.

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

### Board Modification

#### New Projects

##### Tooele Valley RPO - CMAQ Projects

| County | Sponsor       | Facility | PIN   | Project Location          | Concept/ Type of Improvement  | Funding Source  | Project Estimated Cost | Currently Funded Amount | Action             | Funding Amount   | Year |
|--------|---------------|----------|-------|---------------------------|---|---|------------------------|-------------------------|--------------------|------------------|------|
| Tooele | Tooele County | Var      | 16768 | On-demand Transit Service | One Year of Operations (driver, dispatcher, vehicle, maintenance, and fuel) | CMAQ_Tooele (Congestion Mitigation/ Air Quality - Tooele) | \$250,417              | \$0                     | <i>New Project</i> | <b>\$233,464</b> | 2018 |

This project would provide for one year of operations by paying for a 3/4 time driver, 3/4 time dispatcher, a new vehicle, and for vehicle maintenance and fuel for one year. The federal CMAQ funds recommended are \$233,464 and the local match is \$16,953 for a total project cost of \$ 250,417.

|        |                              |     |       |                        |                              |   |           |     |                    |                  |      |
|--------|------------------------------|-----|-------|------------------------|------------------------------|---|-----------|-----|--------------------|------------------|------|
| Tooele | Utah Transit Authority (UTA) | Var | 16769 | Flex Route 402 Service | Operating costs for one year | CMAQ_Tooele (Congestion Mitigation/ Air Quality - Tooele) | \$120,000 | \$0 | <i>New Project</i> | <b>\$120,000</b> | 2018 |
|--------|------------------------------|-----|-------|------------------------|------------------------------|---|-----------|-----|--------------------|------------------|------|

This project would provide for one year of operations for the Flex Route 402 Bus route service in Tooele City. The federal CMAQ funds recommended are \$ 128,714 and the local match is \$ 8,714 for a total project cost of \$ 128,714.

|        |             |                     |       |                      |  |   |           |     |                    |                  |      |
|--------|-------------|---------------------|-------|----------------------|--|---|-----------|-----|--------------------|------------------|------|
| Tooele | Grantsville | Durfee & Center Str | 16770 | West Durfee Sidewalk | Construct new sidewalk on west Durfee Street between Center Street and Cooley Street | CMAQ_Tooele (Congestion Mitigation/ Air Quality - Tooele) | \$222,199 | \$0 | <i>New Project</i> | <b>\$207,157</b> | 2018 |
|--------|-------------|---------------------|-------|----------------------|--|---|-----------|-----|--------------------|------------------|------|

This project would construct sidewalk on portions of Durfee Street and Center Street where it currently does not exist. The federal CMAQ funds recommended are \$ 207,157 and the local match is \$ 15,042 for a total project cost of \$ 222,199.

##### Salt Lake/ West Valley Urban Area

| County    | Sponsor | Facility | PIN | Project Location              | Concept/ Type of Improvement                         | Funding Source                                       | Project Estimated Cost | Currently Funded Amount | Action             | Funding Amount     | Year |
|-----------|---------|----------|-----|-------------------------------|--|--|------------------------|-------------------------|--------------------|--------------------|------|
| Salt Lake | UDOT    | I-215    | New | I-215; 3900 South Interchange | Study - to determine improvements to the interchange | ST_TIF (Statewide - Transportation Investment Funds) | \$1,000,000            | \$0                     | <i>New Project</i> | <b>\$1,000,000</b> | 2018 |

This request is to begin looking at concepts and perform traffic modeling, environmental (EA) study and design for improvements at the 3900 South interchange, on the east side of the Salt Lake Valley.

|           |      |                                   |       |                                  |  |              |           |     |                    |                  |      |
|-----------|------|-----------------------------------|-------|----------------------------------|--|--------------|-----------|-----|--------------------|------------------|------|
| Salt Lake | UDOT | Big and Little Cottonwood Canyons | 16092 | Parking Structure Location Study | Evaluate Locations for a Parking Structure | House Bill 3 | \$500,000 | \$0 | <i>New Project</i> | <b>\$500,000</b> | 2018 |
|-----------|------|-----------------------------------|-------|----------------------------------|--|--------------|-----------|-----|--------------------|------------------|------|

House Bill 3 directed \$500,000 of General Funds be used to initiate a study for locating a parking structure in Salt Lake County (PIN 16092). UDOT will evaluate locations for a parking structure that will assist in increasing transit ridership, carpooling and vanpooling in the Big and Little Cottonwood Canyons area.

Draft Program Distribution of State Funds

Draft

As of March 14, 2018

| Line   | Plan Fund (ePM)  | Master PIN | Description   | Estimate FY 2019 \$Millions | Estimate FY 2020 \$Millions | Estimate FY 2021 \$Millions |
|--|--|------------|---|-----------------------------|-----------------------------|-----------------------------|
| <b>Transportation Solutions</b>              |  |            |   |                             |                             |                             |
|  | ST_TS  |            | Transportation Solutions                                    | \$47.45                     | \$17.55                     | \$19.55                     |
| <b>Operations &amp; Safety Programs</b>      |  |            |   |                             |                             |                             |
|  | ST_SIGNALS_M&O   | 10948      | Signals Maintenance & Operations                            | \$5.60                      | \$5.60                      | \$5.60                      |
|  | ST_ATMS  | 5954       | Traffic Management (ATMS) Deployment                        | \$3.00                      | \$3.00                      | \$3.00                      |
|  | ST_ATMS_AM   | 15046      | ATMS Asset Management (Life Cycle Replacement & Maint.)     | \$4.70                      | \$4.70                      | \$4.70                      |
|  | ST_T&S   | New        | Traffic and Safety  | \$3.85                      | \$3.85                      | \$3.85                      |
|  | ST_SIGNALS   | 5952       | New Traffic Signals   | \$9.00                      | \$9.00                      | \$9.00                      |
|  |  |            | <b>Subtotals</b>  | <b>\$26.15</b>              | <b>\$26.15</b>              | <b>\$26.15</b>              |
| <b>System Preservation Programs</b>          |  |            |   |                             |                             |                             |
|  | ST_PVMT  |            | Low Volume Roads - (Preservation, Rehabilitation & Support) | \$42.00                     | \$42.00                     | \$42.00                     |
|  | ST_BRIDGE  |            | Bridge (Preservation, Rehabilitation & Support)             | \$15.00                     | \$15.00                     | \$15.00                     |
|  |  |            | <b>Subtotals</b>  | <b>\$57.00</b>              | <b>\$57.00</b>              | <b>\$57.00</b>              |
| <b>Region Contingency</b>                    |  |            |   |                             |                             |                             |
|  | ST_CONT_R1   | 5599       | Region One Contingency                                      | \$1.50                      | \$1.50                      | \$1.50                      |
|  | ST_CONT_R2   | 5589       | Region Two Contingency                                      | \$1.50                      | \$1.50                      | \$1.50                      |
|  | ST_CONT_R3   | 5597       | Region Three Contingency                                    | \$1.50                      | \$1.50                      | \$1.50                      |
|  | ST_CONT_R4   | 5591       | Region Four Contingency                                     | \$1.50                      | \$1.50                      | \$1.50                      |
|  |  |            | <b>Subtotals</b>  | <b>\$6.00</b>               | <b>\$6.00</b>               | <b>\$6.00</b>               |
| <b>Other Programs</b>                        |  |            |   |                             |                             |                             |
|  | ST_CONT_PG   | 6062       | Programming Contingency                                     | \$0.50                      | \$0.50                      | \$0.50                      |
|  | ST_HWY_TRNSF   | 6672       | Jurisdictional Transfers                                    | \$0.30                      | \$0.30                      | \$0.30                      |
|  | ST_PR  | 8922       | Public Communication Efforts                                | \$0.80                      | \$0.80                      | \$0.80                      |
|  | ST_PK_ACCESS   |            | State Park Access   | \$0.50                      | \$0.50                      | \$0.50                      |
|  |  |            | <b>Subtotals</b>  | <b>\$2.10</b>               | <b>\$2.10</b>               | <b>\$2.10</b>               |
| <b>Region Concept Devel. &amp; OSR</b>       |  |            |   |                             |                             |                             |
|  | ST_CONCPT_D1   | 8752       | Region One  | \$0.15                      | \$0.15                      | \$0.15                      |
|  | ST_CONCPT_D2   | 8754       | Region Two  | \$0.15                      | \$0.15                      | \$0.15                      |
|  | ST_CONCPT_D3   | 8756       | Region Three  | \$0.15                      | \$0.15                      | \$0.15                      |
|  | ST_CONCPT_D4   | 8758       | Region Four   | \$0.15                      | \$0.15                      | \$0.15                      |
|  |  |            | <b>Subtotals</b>  | <b>\$0.60</b>               | <b>\$0.60</b>               | <b>\$0.60</b>               |
| <b>State Match &amp; Comptroller Reserve</b> |  |            |   |                             |                             |                             |
|  | State Match for the Federal Program                                |            |   | \$23.10                     | \$23.60                     | \$23.60                     |
|  | Comptroller's Reserve  |            |   | \$5.00                      | \$5.00                      | \$5.00                      |
|  | <b>Estimated State Transportation Funds (Net of Apportionment)</b> |            |   | <b>TOTAL</b>                | <b>\$167.40</b>             | <b>\$138.00</b>             |
|  |  |            |   |                             | <b>\$140.00</b>             |                             |

\*State funds available July 1, 2018

| 2018 Work Shop Category : Transportation Solutions |           |       |  |      |               |              |               |               |              |
|--|-----------|-------|--|------|---------------|--------------|---------------|---------------|--------------|
| Reg  | County    | Pin   | Project Name                                       | Plan | Project Value | 2018         | 2019          | 2020          | 2021         |
| 1  | WEBER     | 16669 | SR-134; Mill and Fill with Interchange Mod. Pin    | 2018 | \$ 2,000,000  | \$ 2,000,000 | -             | -             | -            |
| 1  | WEBER     | 16661 | Region One Sign Replacements FY 2019               | 2019 | \$ 250,000    |              | \$ 250,000    | -             | -            |
| 1  | BOX       | 16663 | I-15; I-15/SR-13 Interchange SB On-ramp Widening   | 2019 | \$ 5,000,000  |              | \$ 500,000    | \$ 4,500,000  | -            |
| 1  | WEBER     | 16668 | SR-97; Intersection Improvements at 5100 West      | 2019 | \$ 1,000,000  |              | \$ 1,000,000  | -             | -            |
|  |           |       |  |      | \$ 8,250,000  | \$ 2,000,000 | \$ 1,750,000  | \$ 4,500,000  | \$ 0         |
| 2  | TOOELE    | 13762 | Add to PIN 14621 (SR-138; Grantsville Main Street) | 2019 | \$ 250,000    |              | \$ 250,000    | -             | -            |
| 2  | TOOELE    | 13763 | Add to PIN 13463 (SR-36; SR-73 to 3 O'clock Drive) | 2019 | \$ 55,000     |              | \$ 55,000     | -             | -            |
| 2  | SALT LAKE | 16460 | Add to PIN 12521 (SR-173; Bangerter to 1500 W)     | 2019 | \$ 140,000    |              | \$ 140,000    | -             | -            |
| 2  | SALT LAKE | 16461 | Add to PIN 13462 (SR-152; SR-71 to I-215)          | 2019 | \$ 80,000     |              | \$ 80,000     | -             | -            |
| 2  | SALT LAKE | 16462 | Add to PIN 15249 (SR-171; State St. to Highland)   | 2019 | \$ 250,000    |              | \$ 250,000    | -             | -            |
| 2  | SALT LAKE | 16463 | Add to PIN 15255 (SR-269 & SR-270)                 | 2019 | \$ 180,000    |              | \$ 180,000    | -             | -            |
| 2  | SALT LAKE | 16446 | I-215, Over-Head Sign Replacement                  | 2021 | \$ 2,000,000  |              | -             | -             | \$ 2,000,000 |
|  |           |       |  |      | \$ 2,955,000  | \$ 0         | \$ 955,000    | \$ 0          | \$ 2,000,000 |
| 3  | UTAH      | 15454 | US-6; MP 200 Bridge Ride Fix                       | 2018 | \$ 1,000,000  | \$ 1,000,000 | -             | -             | -            |
| 3  | DUCHESNE  | 16201 | Duchesne River Erosion Control E of Tabiona        | 2018 | \$ 500,000    | \$ 500,000   | -             | -             | -            |
| 3  | WASATCH   | 16496 | SR-113 & Michie Lane Intersection                  | 2019 | \$ 500,000    |              | \$ 500,000    | -             | -            |
| 3  | VARIOUS   | 16501 | 2019 Regionwide Drainage Improvements              | 2019 | \$ 2,500,000  |              | \$ 2,500,000  | -             | -            |
| 3  | UTAH      | 16502 | US-6 and US-89 Barrier Replacement                 | 2019 | \$ 800,000    |              | \$ 800,000    | -             | -            |
| 3  | VARIOUS   | 16503 | I-15; VMS Boards Santaquin Area                    | 2019 | \$ 1,000,000  |              | \$ 1,000,000  | -             | -            |
| 3  | UTAH      | 16506 | US-189; Guardrail Replacement Provo Canyon         | 2019 | \$ 1,000,000  |              | \$ 1,000,000  | -             | -            |
| 3  | UTAH      | 15453 | Deer/Snow Fencing Along SR-73                      | 2019 | \$ 500,000    |              | \$ 500,000    | -             | -            |
| 3  | UINTAH    | 15082 | US-40; Vernal Drainage Project                     | 2019 | \$ 1,200,000  |              | \$ 1,200,000  | -             | -            |
| 3  | UTAH      | 16507 | SR-114; 1600 W Intersection Drainage               | 2019 | \$ 400,000    |              | \$ 400,000    | -             | -            |
| 3  | UTAH      | 16494 | Springville 400 S Capacity Improvements            | 2020 | \$ 1,100,000  |              | -             | \$ 1,100,000  | -            |
| 3  | UTAH      | 16495 | US-6; SF City Lane Extension                       | 2020 | \$ 1,050,000  |              | -             | \$ 1,050,000  | -            |
| 3  | UTAH      | 16509 | PG Interchange Area Capacity Improvements          | 2020 | \$ 9,100,000  |              | -             | \$ 9,100,000  | -            |
| 3  | UTAH      | 16497 | US-6; Intersection improvements in SF City         | 2021 | \$ 8,500,000  |              | -             | -             | \$ 8,500,000 |
| 3  | WASATCH   | 15903 | US-40; Strawberry Valley Snow Fencing              | 2021 | \$ 400,000    |              | -             | -             | \$ 400,000   |
|  |           |       |  |      | \$ 29,550,000 | \$ 1,500,000 | \$ 7,900,000  | \$ 11,250,000 | \$ 8,900,000 |
| 4  | VARIOUS   | 14332 | Region 4 Cattleguard Replacement, Phase 4          | 2019 | \$ 600,000    |              | \$ 600,000    | -             | -            |
| 4  | IRON      | 16427 | To Be Combined With PIN 13335, C&G Cedar Main      | 2019 | \$ 650,000    |              | \$ 650,000    | -             | -            |
| 4  | SAN JUAN  | 16428 | US-191; Wildlife Underpass and Fencing, Phase 2    | 2019 | \$ 1,500,000  |              | \$ 1,500,000  | -             | -            |
| 4  | SAN JUAN  | 16429 | Region 4 Culvert Program, Phase 7                  | 2019 | \$ 600,000    |              | \$ 600,000    | -             | -            |
|  |           |       |  |      | \$ 3,350,000  | \$ 0         | \$ 3,350,000  | \$ 0          | \$ 0         |
| S  | SAN JUAN  | 16740 | Monument Valley Round-a-Bout                       | 2019 | \$ 2,000,000  |              | \$ 2,000,000  | -             | -            |
| S  | SALT LAKE | 16723 | Wrong Way/Incident Detection System                | 2019 | \$ 500,000    |              | \$ 500,000    | -             | -            |
| S  | SALT LAKE | 16726 | Connected and Autonomous Vehicle Program           | 2019 | \$ 3,000,000  |              | \$ 3,000,000  | -             | -            |
| S  | VARIOUS   | 16732 | Logan Canyon Fiber Optic Communications            | 2019 | \$ 3,000,000  |              | \$ 3,000,000  | -             | -            |
| S  | VARIOUS   | 16733 | I-15 Santaquin to Fillmore Fiber Optic Comm        | 2019 | \$ 1,200,000  |              | \$ 1,200,000  | -             | -            |
| S  | CARBON    | 16739 | Peerless Port of Entry                             | 2019 | \$ 14,000,000 |              | \$ 14,000,000 | -             | -            |
| S  | VARIOUS   | 16456 | I-15; Fiber & Conduit, 2 Locations                 | 2020 | \$ 1,650,000  |              | -             | \$ 1,650,000  | -            |
|  |           |       |  |      | \$ 25,350,000 | \$ 0         | \$ 23,700,000 | \$ 1,650,000  | \$ 0         |

**DATE:** May 17, 2018  
**AGENDA ITEM:** 6c  
**SUBJECT:** **ACTION:** Approve Surface Transportation Program (STP), Congestion Mitigation Air Quality (CMAQ), & Transportation Alternatives Program (TAP) Projects for 2019-2024 Transportation Improvement Program (TIP)  
**PREPARED BY:** Ben Wuthrich

**BACKGROUND:**

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

Due to the significant transportation improvement needs within the Wasatch Front area, each year many projects are submitted for evaluation and consideration for federal funding participation. This year there were over 100 projects totaling approximately \$436 million in needed improvements submitted to the three federal programs. With a little less than \$58 million available to program, the Trans Com Technical Advisory Committees identified 41 projects that would provide great benefits from the federal funding available. This means that about 13% of the identified needs will be able to be addressed with these three programs.

The **Surface Transportation Program (STP)** provides funding that may be used for projects on any Federal-aid highway, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. The annual apportionments for the STP funds are projected to be approximately \$20,020,000 through the year 2024 in the Salt Lake/ West Valley Area and \$10,780,000 in the Ogden/ Layton Area. Due to the adjustments brought about by FAST Act, the new transportation authorization bill and project cost savings, there is an estimated \$30,758,000 available for the year 2024 in the Salt Lake/ West Valley Area to program, and \$17,437,000 available in the Ogden/ Layton Area.

The **Congestion Mitigation Air Quality (CMAQ)** funds are intended to fund transportation projects that improve air quality, except they are not eligible for through travel lanes. In the CMAQ, annual apportionments are projected to be approximately \$5,600,000 through the year 2024 with \$4,770,000 available to program in the Salt Lake/ West Valley Area for 2024. About \$3,000,000 in annual apportionments are anticipated in the Ogden/ Layton Area with \$3,640,000 available to program for 2024.

The **Transportation Alternatives Program (TAP)** funds are for construction and planning of bicycle and pedestrian facilities. The annual apportionments for TAP funds for FY2020 are projected to be approximately \$900,000 with \$990,000 available to program in the Salt Lake/ West Valley area. About \$500,000 in annual apportionments for the Ogden/ Layton Area is expected for FY2020 with \$591,000 available to program.

At their meeting on April 19, Trans Com reviewed the results of the evaluation process and the project recommendations from the Salt Lake/ West Valley and the Ogden/ Layton Technical Advisory Committees (TAC), as well as input from the Councils of Governments (COGs).

The attached tables "STP Projects Submitted for Consideration for the 2019-2024 Surface Transportation Program (STP) Program" show the projects submitted for consideration. The

highlighted projects with a recommended funding amount in the left-hand column indicate those recommended by Trans Com to be added to the draft STP program.

The attached tables “CMAQ Projects Submitted for Consideration for the 2019-2024 Congestion Mitigation/ Air Quality (CMAQ) Program” show the projects submitted for consideration. The highlighted projects indicate those recommended by Trans Com to be added to the draft CMAQ program with the recommended funding amount listed in the left-hand column.

The attached tables “Projects Submitted for Consideration for the FY 2020 Transportation Alternatives Program (TAP)” show the projects submitted for consideration. The highlighted projects with a recommended funding amount in the left-hand column indicate those recommended by Trans Com to be added to the draft TAP program.

**CONTACT PERSON:**

Ben Wuthrich (801) 363-4230 ext. 1121

**RECOMMENDATION:**

Trans Com recommends that the Regional Council make a motion “to approve the highlighted STP, CMAQ, and TAP projects as presented, be added to the draft FY 2019-2024 STP and CMAQ Programs, and the draft FY 2020 TAP Program.”

**EXHIBITS:**

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

**STP Projects Submitted for Consideration for the 2019-2024 Surface Transportation Program (STP) Program**  
**Projects (Highlighted in Yellow) represent those projects Recommended by Trans Com**

| Recommended Funding | Sort | Sort     | City                             | Agency                  | Project Name                                       | From Street                            | To Street                                    | Project Improvement     | Type of Project | Func Class         | Length | Description   | Tot Cost     | Fed Fund     | '09 ADT | '30 ADT | Sp Prior | Safety Score | Pavement Management Score | Cost Benefit Score | Delay Reduction Score | Growth Principles/Economic Imp | Existing ADT Score | Operation, TSM/TDM, ITS Imp Score | Traffic Growth Score | Existing Volume/Capacity Score | Total Score | Weighted Total |
|---------------------|------|----------|----------------------------------|-------------------------|--|--|--|-------------------------|-----------------|--------------------|--------|---|--------------|--------------|---------|---------|----------|--------------|---------------------------|--------------------|-----------------------|--------------------------------|--------------------|-----------------------------------|----------------------|--------------------------------|-------------|----------------|
| \$0                 | 1    | STP O 8  | Kaysville City                   | Kaysville City          | Sunset Drive                                       | Old Mill Lane                          | Western Drive                                | Widening                | Reconstruct     | Collector          | 1.05   | The project includes curb, gutter, sidewalk, and turning lanes with the widening of Sunset Drive from Old Mill Lane to Western Drive. Reduced risk, improved safety, and sidewalk consistency are a result of this project which is located in an area where there are three schools and heavy pedestrian and auto traffic.   | \$3,432,400  | \$3,200,000  | 2595    | 10000   | 1        | 5.0          | 25.0                      | 12.0               | 0.0                   | 3.6                            | 0.0                | 4.0                               | 6.0                  | 0.0                            | 40          | 55.6           |
| \$0                 | 2    | STP O 4  | Clinton                          | UDOT - Region 1         | Dual Left Turn Lanes on SR-108 at 1800 N - Clinton | MP 7.4                                 | MP 7.6                                       | Intersections & Signals | Operations      | Principal Arterial | 0.2    | This intersection is busy now and will be even more busy as both of these state routes are planned to be widened.   | \$3,000,000  | \$1,500,000  | 17000   | 43000   | 3        | 9.0          | 4.1                       | 15.0               | 0.0                   | 7.2                            | 1.0                | 6.7                               | 10.0                 | 1.0                            | 54.1        | 54.0           |
| \$0                 | 3    | STP O 13 | Syracuse                         | Syracuse City           | 500 West Street Phase 2                            | 1900 South                             | 2800 South                                   | Widening                | Reconstruct     | Collector          | 0.76   | Phase two of the 500 West project will complete the road widening from 1900 South to 2800 South, approximately one mile. A signalized intersection will be installed at 2700 South to increase safety and mobility on this important north-south collector.   | \$3,711,400  | \$3,460,000  | 4785    | 10000   | 1        | 6.0          | 25.0                      | 12.0               | 0.0                   | 3.6                            | 0.0                | 3.3                               | 4.0                  | 0.0                            | 38          | 53.9           |
| \$1,851,921         | 4    | STP O 6  | Farmington                       | Farmington City         | SR-106 (Main Street) Improvements                  | Park Lane                              | Shepard Lane                                 | Widening                | Reconstruct     | Principal Arterial | 0.76   | The proposed project is intended to improve drainage and add pedestrian facilities to the section of SR-106 (Farmington Main Street) between Park Lane and Shepard Lane on the east side of the road. The project will include storm drain, curb and gutter, sidewalk and pavement widening to allow for standard shoulder width.   | \$1,986,400  | \$1,851,921  | 7950    | 12000   | 1        | 4.0          | 21.0                      | 16.0               | 0.0                   | 5.2                            | 0.0                | 3.3                               | 4.0                  | 0.0                            | 42.2        | 53.5           |
| \$3,500,000         | 5    | STP O 22 | Ogden                            | Utah Transit Authority  | Ogden-WSU BRT Construction                         | Ogden Intermodal                       | WSU/McKay Dee Hospital                       | Transit Capital         | Transit         | Principal Arterial | 6      | The Ogden/Weber State University BRT will provide premium service between the Ogden intermodal and WSU/McKay Dee Hospital. The BRT will have 13 stations and operate on exclusive lanes from 30th and Harrison to the Dee Events Center.<br>The O/M of this line comes from funds currently used on route 603 and Prop 1 sales tax.   | \$75,000,000 | \$5,000,000  | 27525   | 43000   | 2        | 4.0          | 2.0                       | 16.0               | 0.0                   | 7.0                            | 2.0                | 10.7                              | 10.0                 | 1.0                            | 50          | 52.7           |
| \$4,300,000         | 6    | STP O 9  | Kaysville City / Farmington City | Kaysville City          | Kaysville/Farmington West Davis Connector          | West Davis Corridor                    | Shepard Lane and I-15                        | New Construction        | Capacity        | Collector          | 1.08   | This project will construct a new road connecting the proposed Shepard Lane interchange on I-15 to the West Davis Corridor and Sunset Drive. This new roadway will provide mobility and access to these two major transportation corridors. With this being a new roadway, 200 North in Kaysville was used for the traffic data.  | \$10,833,600 | \$10,100,000 | 9840    | 17000   | 2        | 8.0          | 4.6                       | 6.0                | 0.0                   | 19.0                           | 0.0                | 9.0                               | 6.0                  | 0.0                            | 52.6        | 52.6           |
| \$0                 | 7    | STP O 5  | Farmington                       | Farmington City         | East Park Lane ROW Acquisition                     | Northwest Corner of SR 2255 and SR 106 | 310 West Park Lane                           | Reconstruction          | Reconstruct     | Minor Arterial     | 0.019  | The north side of SR 225 is fully improved from Main St. to Lagoon Dr. except for a 100' gap which requires asphalt, curb & gutter, sidewalk, and additional ROW at 326 West Park Lane. The project will improve the street on the north side, and provide pedestrian access from Lagoon Dr. to the bus stops on SR 106.  | \$169,800    | \$158,305    | 6025    | 15000   | 4        | 1.0          | 17.5                      | 20.0               | 0.0                   | 4.4                            | 0.0                | 1.3                               | 8.0                  | 0.0                            | 40.5        | 52.2           |
| \$0                 | 8    | STP O 26 | Washington Terrace               | Washington Terrace City | 300 West Reconstruction                            | 5000 South                             | Washington Terrace / Riverdale Boundary Line | Reconstruction          | Reconstruct     | Collector          | 0.7    | 300 West in Washington Terrace is used as a major alternate route between Riverdale Road and Washington Boulevard--in addition to carrying local traffic; bus traffic; and high school, middle school, and grade school vehicles. Current traffic volume is significantly heavier than the road was designed for, requiring excessive maintenance. This project includes complete reconstruction of the pavement section from the north City limits to 5000 South with an adequate load capacity, storm water conveyance improvements to reduce flooding, and some minor contour adjustments. | \$4,034,700  | \$3,645,013  | 13960   | 20000   | 1        | 3.0          | 21.0                      | 16.0               | 0.0                   | 2.8                            | 1.0                | 0.7                               | 6.0                  | 0.0                            | 34.2        | 50.5           |
| \$0                 | 9    | STP O 7  | Kaysville City                   | Kaysville City          | Mutton Hollow                                      | Main Street                            | Fairfield Road                               | Intersections & Signals | Operations      | Collector          | 0.91   | Kaysville City plans to reduce traffic congestion and increase safety and mobility for pedestrians and bicyclists by installing traffic signals at the intersections of Main St/Mutton Hollow and Fairfield/Mutton Hollow. These intersections are on critical transportation corridors to residents, businesses and schools.   | \$5,278,000  | \$3,000,000  | 12885   | 17000   | 3        | 5.0          | 5.0                       | 12.0               | 0.0                   | 10.4                           | 1.0                | 12.0                              | 4.0                  | 0.0                            | 49          | 49.4           |
| \$4,000,000         | 10   | STP O 25 | South Ogden City                 | South Ogden City        | 40th St. and Chimes View Dr Reconstruction Project | Riverdale Road                         | Washington Blvd.                             | Reconstruction          | Reconstruct     | Minor Arterial     | 0.8    | 40th Street is a regional east-west corridor in Weber County that carries traffic to and from Weber State University, McKay Dee Hospital and shopping opportunities in Riverdale, South Ogden and Ogden City. The lower sections that will be improved as a part of this project are necessary in order for this corridor to be able to accommodate the increasing traffic.   | \$4,745,200  | \$4,423,950  | 32000   | 38000   | 1        | 1.0          | 15.0                      | 20.0               | 0.0                   | 3.2                            | 3.0                | 0.0                               | 6.0                  | 1.0                            | 37          | 49.2           |
| \$0                 | 11   | STP O 21 | Ogden                            | UDOT - Region 1         | Dual Left Turn Lanes on Wall Ave at 20th St        | MP 2.55                                | MP 2.75                                      | Intersections & Signals | Operations      | Principal Arterial | 0.2    | This project is to help improve traffic operations for NB traffic on Wall Ave to turn left onto 20th St which connects to I-15  | \$2,700,000  | \$2,500,000  | 23600   | 33000   | 4        | 9.0          | 3.7                       | 15.0               | 0.0                   | 7.2                            | 2.0                | 4.0                               | 8.0                  | 0.0                            | 49.7        | 48.9           |

**STP Projects Submitted for Consideration for the 2019-2024 Surface Transportation Program (STP) Program**  
**Projects (Highlighted in Yellow) represent those projects Recommended by Trans Com**

| Recommended Funding | Sort | Sort     | City             | Agency                       | Project Name                                      | From Street                           | To Street               | Project Improvement     | Type of Project | Func Class     | Length  | Description  | Tot Cost     | Fed Fund     | '09 ADT | '30 ADT | Sp Prior | Safety Score | Pavement Management Score | Cost Benefit Score | Delay Reduction Score | Growth Principles/Economic Imp | Existing ADT Score | Operation, TSM/TDM, ITS Imp Score | Traffic Growth Score | Existing Volume/Capacity Score | Total Score | Weighted Total |
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| \$0                 | 12   | STP O 17 | Harrisville City | Harrisville City Corporation | West Harrisville Road Widening                    | Highway 89                            | 750 West                | Widening                | Reconstruct     | Minor Arterial | 0.578   | This project will widen West Harrisville Road from Highway 89 to 750 West. This is a two lane road - one lane each direction with an inconsistent width of pavement. Widening the pavement to a consistent width would allow an additional lane for turning movements and increase safety and capacity.  | \$3,797,500  | \$3,423,872  | 9660    | 13000   | 1        | 4.0          | 21.0                      | 16.0               | 0.0                   | 4.0                            | 0.0                | 0.7                               | 2.0                  | 0.0                            | 33.2        | 47.7           |
| \$1,223,364         | 13   | STP O 12 | North Salt Lake  | North Salt Lake              | Main Street Reconstruction                        | Center Street                         | 350 North Street        | Reconstruction          | Reconstruct     | Collector      | 0.44    | This portion of Main Street is very old and is in desperate need of attention. Patching of the potholes has become a constant task and the asphalt is failing. The project is also needed to accommodate increased future traffic, as significant and rapid redevelopment is occurring in and around this neighborhood.  | \$1,312,200  | \$1,223,364  | 1925    | 5300    | 1        | 4.0          | 17.5                      | 16.0               | 0.0                   | 5.2                            | 0.0                | 2.7                               | 2.0                  | 0.0                            | 38.5        | 47.4           |
| \$0                 | 14   | STP O 18 | North Ogden      | UDOT - Region 1              | SR-235 (Washington Blvd) & SR-134 (2600 N)        | Roughly 1000 ft from the intersection | South and West Legs     | Intersections & Signals | Operations      | Minor Arterial | 0.5     | This intersection is projected to operate at LOS E in 2024 and LOS F in 2040 during the PM peak hour with significant queuing if no improvements are made. To maintain acceptable operations at this location this project is proposed along with improvement to the North and East legs (by North Ogden City).  | \$3,466,000  | \$1,000,000  | 22385   | 28000   | 1        | 7.0          | 4.1                       | 15.0               | 0.0                   | 7.2                            | 2.0                | 8.0                               | 4.0                  | 0.0                            | 47.1        | 47.3           |
| \$1,582,113         | 15   | STP O 1  | Brigham City     | Brigham city Corporation     | 1200 West Box Elder Creek Bridge Widening Project | 550 South                             | 650 North               | Widening                | Reconstruct     | Collector      | 0.22    | To widen an existing bridge on 1200 West over Box Elder Creek that will accommodate increasing traffic volumes from growing industrial and commercial uses. The project is part of planned improvements for 1200 West which will provide a north/south corridor between SR-13 in Brigham City and SR-315 in Willard.   | \$1,750,000  | \$1,582,113  | 1820    | 14000   | 1        | 2.0          | 13.0                      | 16.0               | 0.0                   | 4.0                            | 0.0                | 1.3                               | 10.0                 | 0.0                            | 38.6        | 46.3           |
| \$0                 | 16   | STP O 15 | Woods Cross      | Woods Cross City             | 800 West 1500 South Signal Project                | 800 W 1500 S Intersection             | 0                       | Intersections & Signals | Operations      | Collector      | 0.2     | 800 W and 1500 S provide access for pedestrians, bicyclists, and vehicles to schools, Hogan Park, local businesses, City Hall, and other community buildings. Woods Cross plans to reduce traffic congestion and increase safety and mobility for all users by installing a traffic signal at the intersection of 800 W and 1500 S.  | \$976,100    | \$910,000    | 4125    | 10000   | 1        | 3.0          | 5.0                       | 15.0               | 0.0                   | 10.4                           | 0.0                | 6.7                               | 4.0                  | 0.0                            | 45          | 44.1           |
| \$0                 | 17   | STP O 20 | Ogden            | Ogden City                   | 20th Street Reconstruction                        | Monroe Blvd                           | Harrison Blvd           | Reconstruction          | Reconstruct     | Minor Arterial | 0.625   | 20th Street has been on the RTP for nearly 2 decades. Structurally, the pavement is distressed and is rated as poor. Severe cross-slopes, deep gutters and antiquated storm drain inlets are out of standard and are liabilities. 20th is a "gateway road" into Ogden, an improved roadway would reflect well on the City.   | \$5,471,100  | \$4,654,508  | 7170    | 11000   | 2        | 4.0          | 15.0                      | 12.0               | 0.0                   | 5.2                            | 0.0                | 4.0                               | 2.0                  | 0.0                            | 37          | 42.2           |
| \$0                 | 18   | STP O 14 | West Point       | West Point City              | 300 North Widening                                | 2000 West                             | 3000 West               | Reconstruction          | Reconstruct     | Collector      | 1       | Widened to a three lane section and install curb, gutter and sidewalk. Provide turn lanes at all intersections   | \$3,787,200  | \$3,508,431  | 7500    | 10500   | 1        | 0.0          | 20.5                      | 12.0               | 0.0                   | 4.8                            | 0.0                | 2.0                               | 2.0                  | 0.0                            | 30.1        | 41.3           |
| \$0                 | 19   | STP O 16 | Various          | UDOT TOC                     | Connected Vehicle Infrastructure Deployment       | Ogden/Layton Metro Area               | Ogden/Layton Metro Area | ATMS or ITS             | Operations      | NA             | Various | Continue to develop connected vehicle technology using vehicle to infrastructure systems to help maintain bus schedules. This project will utilize dedicated short range communication radio between traffic signals and UTA buses. This technique is intended to allow a bus that is behind schedule to request an extended green light cycle in order to help the bus maintain schedule. | \$1,200,000  | \$1,124,000  | 20000   | 25000   | 1        | 0.0          | 0.0                       | 15.0               | 0.0                   | 2.4                            | 2.0                | 16.0                              | 4.0                  | 0.0                            | 36          | 39.4           |
| \$0                 | 20   | STP O 19 | North Ogden City | North Ogden City             | 450 East / 400 East widening - Phase II           | Elberta Drive                         | 3300 North              | Widening                | Capacity        | Minor Arterial | 0.597   | To widen the existing roadway from one lane of travel in each direction to two lanes in each direction. This is a major collector street in the City that receives and distributes traffic from other collector/arterial roads and does not currently provide the level of service necessary.  | \$10,508,400 | \$7,288,162  | 9265    | 15000   | 1        | 5.0          | 4.2                       | 9.0                | 0.0                   | 12.0                           | 0.0                | 4.0                               | 4.0                  | 0.0                            | 38.2        | 38.2           |
| \$0                 | 21   | STP O 2  | Brigham City     | Brigham City Corporation     | 1200 West Roadway Extension Project               | Forest Street                         | 750 South               | New Construction        | Reconstruct     | Collector      | 1.08    | Construction of about a one mile section of 1200 West between Forest Street and SR-91. The purpose of the project is to further the corridor connection between the 1100 West / SR-91 intersection and Forest Street.  | \$6,059,100  | \$5,532,361  | 100     | 7200    | 2        | 0.0          | 18.5                      | 8.0                | 0.0                   | 4.8                            | 0.0                | 0.0                               | 6.0                  | 0.0                            | 27.7        | 37.3           |
| \$0                 | 22   | STP O 11 | Layton           | Layton City Corporation      | West Davis Corridor Connection                    | Gentile and Layton Parkway            | West Davis Corridor     | New Construction        | Capacity        | Collector      | 1.3     | Construction of 2700 West from the West Davis Corridor (WDC) to Gentile Street and Layton Parkway from 2200 West to 2700 West will provide greater access and improve traffic flow for the area as well as provide economic benefits for the surrounding community by having additional travel routes to and from the WDC.   | \$15,921,100 | \$14,843,242 | 7220    | 15000   | 1        | 6.0          | 3.5                       | 6.0                | 0.0                   | 11.0                           | 0.0                | 3.0                               | 6.0                  | 0.0                            | 35.5        | 35.5           |

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| \$0                 | 23   | STP O 27 | West Haven             | West Haven City         | 3600 South                         | 3500 West                                 | Midland Drive                    | Widening                | Reconstruct     | Collector      | 1.24   | The project includes milling/filling. 3600 South is a collector road for West Haven City that continues to see increased use. The improvement proposed will increase driver and pedestrian safety. This project will connect to the recently completed improvements on both the east and west ends.   | \$10,631,000  | \$9,829,239 | 1700    | 5000    | 1        | 4.0                 | 20.5                      | 4.0                | 0.0                   | 2.8                            | 0.0                | 0.0                               | 2.0                  | 0.0                            | 20.1        | 33.3           |
| \$0                 | 24   | STP O 23 | Plain City             | Plain City Corporation  | North Plain City Road Project      | 3300 West                                 | 2800 West                        | widening                | Reconstruct     | Collector      | 0.89   | This project will widen North Plain City Road between 3300 West and approximately 2800 West to the city boundary. The project will include adding shoulders, reconstructing the existing asphalt section, and adding road improvements such as curb, gutter and sidewalk.   | \$7,360,800   | \$6,862,474 | 1621    | 2600    | 1        | 3.0                 | 20.5                      | 0.0                | 0.0                   | 3.6                            | 0.0                | 2.0                               | 0.0                  | 0.0                            | 19.1        | 29.1           |
| \$0                 | 25   | STP O 24 | South Ogden            | UDOT - Region 1         | US-89 & Skyline Dr Intersection    | 1000 ft from Intersection                 | On South, North, and East Legs   | Intersections & Signals | Operations      | Collector      | 0.5    | Additional green time is not available at this intersection. Dual left turn lanes can serve more traffic with less left turn green time on Skyline Dr. The existing auxiliary lane on US-89 is too short to make the lane attractive to drivers. Extending the auxiliary lane an additional 500 feet creates a more attractive lane, which evens out lane utilization through the intersection, improving operations. | \$2,515,600   | \$1,500,000 | 1005    | 1200    | 2        | 6.0                 | 4.1                       | 3.0                | 0.0                   | 7.2                            | 0.0                | 5.3                               | 0.0                  | 2.0                            | 28.1        | 27.6           |
| \$0                 | 26   | STP O 10 | Layton                 | Layton City Cooperation | Antelope Drive Pedestrian Overpass | Approx. 700 West                          | 650 West                         | Pedestrian              | Other           | Minor Arterial | 0.04   | With an ADT of nearly 30,000 vehicles per day, Antelope Drive proves dangerous for children ages 5 to 11 who make the north/south crossing to attend Lincoln Elementary at approximately 650 W. A pedestrian overpass will eliminate the daily risk that an estimated 385 students face at the Antelope Drive pedestrian crossing.  | \$2,800,000   | \$2,610,000 | 23515   | 20000   | 3        | 5.0                 | 3.7                       | 12.0               | 0.0                   | 2.0                            | 2.0                | 0.0                               | 0.0                  | 2.0                            | 26.7        | 26.7           |
| \$0                 | 27   | STP O 3  | Perry City             | Perry City Corporation  | Highway 89 Pedestrian Overpass     | West side of 89                           | East side of 89                  | Pedestrian              | Other           | NA             | 0.106  | The project will be to construct an overpass across Highway 89 at approximately 2500 south.   | \$5,672,700   | \$5,172,121 | 100     | 200     | 2        | 4.0                 | 3.0                       | 0.0                | 0.0                   | 6.0                            | 0.0                | 0.0                               | 0.0                  | 0.0                            | 13          | 13.0           |
| \$950,000           | 0    | CMAQ O 3 | Davis & Weber Counties | Utah Transit Authority  | UTA Locomotive Rebuild             | 120-128 W Center St., North Salt Lake, UT | 2700 N Hwy 89, Pleasant View, UT | Other CMAQ              | Transit         | NA             | 38.9   | UTA will be rebuilding 7 locomotive prime mover engines to EPA's standard of Tier 1+ at a cost of \$400k per locomotive. This grant request is for the incremental cost to rebuild to Tier 2+ which would reduce the emissions of criteria air pollutants (i.e. NOx, HC, CO and PM) by 18,965 kg annually.  | \$1,400,000   | \$1,305,220 | 8500    | 10000   | 3        | 0.0                 | 0.5                       | 16.0               | 0.0                   | 13.0                           | 0.0                | 0.0                               | 0.0                  | 0.0                            | 25.5        | 29.5           |
| <b>\$17,407,398</b> |      |          |                        |                         |                                    |   |                                  |                         |                 |                |        |   | <b>Total Ogden/ Layton Urban Area STP Funds Available to Program for FY2024</b> |             |         |         |          | <b>\$17,437,053</b> |                           |                    |                       |                                |                    |                                   |                      |                                |             |                |

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|---------------------|------|----------|--------------------------|-----------------------------------|---|--------------------------------------|--------------------------------------|-------------------------|-----------------|--------------------|--------|--|--------------|--------------|---------|---------|----------|--------------|---------------------------|--------------------|-----------------------|--------------------------------|--------------------|-----------------------------------|----------------------|--------------------------------|-------------|----------------|
| \$4,200,000         | 1    | STP S 20 | Sandy                    | UDOT Region Two                   | Monroe and SR-209 (90th S)                                    | Monroe                               | SR-209                               | Intersections & Signals | Operations      | Principal Arterial | 0.15   | The purpose of this project is to widen Monroe and SR-209 to provide dual left turn lanes in all directions. This improvement would allow for less congestion by removing turning movements from the thru lanes and by clearing the left turn queue more efficiently.  | \$6,145,100  | \$5,729,077  | 23275   | 38000   | 3        | 8.0          | 4.6                       | 12.0               | 0.0                   | 10.4                           | 2.0                | 12.0                              | 10.0                 | 1.0                            | 59.6        | 60.0           |
| \$1,000,000         | 2    | STP S 25 | West Jordan              | West Jordan City                  | 7000 South  | 1300 West                            | SR-154 Bangerter Highway             | Study                   | Other           | Minor Arterial     | 2.5    | This project is a valued portion of the overall WFRC plan for future traffic movement in the Salt Lake Valley. Presently there are 25,000 plus vehicles per day that use this important east-west arterial street. This traffic is projected to grow to up to 50,000 vehicles per day. This arterial therefore requires the widening as envisioned. This project will complete the NEPA documentation process to allow the future widening of 7000 South from an existing 4 and 5 lane roadway to a full 5 to 7 lanes with shoulders from 1300 West to SR-154.                                   | \$2,000,000  | \$1,860,000  | 22000   | 44000   | 2        | 10.0         | 4.2                       | 15.0               | 0.0                   | 8.0                            | 2.0                | 9.0                               | 10.0                 | 1.0                            | 59.2        | 59.2           |
| \$3,270,000         | 3    | STP S 7  | Draper                   | Draper City                       | 1300 East   | Wayne's World Dr                     | Nashi Ln                             | Reconstruction          | Reconstruct     | Minor Arterial     | 0.35   | Reconstruct and widen 1300 East to provide a continuous 3 lane section with shoulders/bike lanes, curb, gutter, and sidewalks, and improve the function of the intersection at Wayne's World Drive (13800 South).  | \$3,600,000  | \$3,270,000  | 11000   | 15000   | 2        | 8.0          | 25.0                      | 16.0               | 0.0                   | 3.6                            | 1.0                | 1.3                               | 4.0                  | 0.0                            | 41          | 58.9           |
| \$4,500,000         | 4    | STP S 28 | West Valley City, Kearns | Salt Lake County/West Valley City | 4700 South Reconstruction and Widening                        | 4000 West                            | 5600 West                            | Widening                | Capacity        | Principal Arterial | 2.01   | The project is needed to meet capacity needs, by improving capacity at the intersections, railroad crossings, reconstructing and widening canal bridges, and to reconstruct the existing pavement with its various deficiencies.   | \$16,367,300 | \$15,259,234 | 19000   | 38000   | 1        | 10.0         | 5.0                       | 9.0                | 0.0                   | 7.0                            | 1.0                | 10.0                              | 10.0                 | 1.0                            | 53          | 53.0           |
| \$4,300,000         | 5    | STP S 15 | Salt Lake City           | Salt Lake City                    | 1300 East/Richmond Street Reconstruction (Segment 2)          | 2100 South                           | Southern City Boundary               | Reconstruction          | Reconstruct     | Principal Arterial | 0.33   | This project encompasses pavement improvements for this deteriorated street, including removal and replacement of the pavement, curb and gutter, and pedestrian improvements. This project will incorporate Complete Streets concepts to make pedestrian, bicycle, & transit safety improvements.  | \$6,975,600  | \$6,503,352  | 32000   | 35000   | 1        | 4.0          | 13.8                      | 16.0               | 0.0                   | 5.2                            | 3.0                | 3.3                               | 2.0                  | 1.0                            | 42.75       | 48.3           |
| \$4,000,000         | 6    | STP S 22 | South Salt Lake          | South Salt Lake                   | 700 West Reconstruction; 3300 South to Carlisle Street (3655) | 3300 South                           | Carlisle Street (3655)               | Reconstruction          | Reconstruct     | Collector          | 0.57   | 700 West is a collector road that serves residential areas, the County Jail, a UTA maintenance facility, and light industrial businesses. 700 West carries a high volume of trucks, causing accelerating pavement deterioration. This project will replace the failing asphalt pavement with concrete pavement, and upgrade pedestrian and drainage facilities by filling in sidewalk, curb and gutter; and adding bike lanes.   | \$6,571,575  | \$6,118,032  | 6975    | 7500    | 1        | 6.0          | 25.0                      | 8.0                | 0.0                   | 3.2                            | 0.0                | 6.0                               | 0.0                  | 0.0                            | 34          | 48.2           |
| \$550,000           | 7    | STP S 2  | Bluffdale                | Bluffdale/UDOT                    | 14600 South Hi-T Intersection                                 | MP 39                                | MP 39                                | New Construction        | Operations      | Principal Arterial | 0.3    | This project scope is to install a new Hi-T intersection at Redwood Road and 14600 South, where the City of Bluffdale is planning to extend 14600 South. Currently, the intersection of 14400 South and Redwood Road is functioning at a level service F. The intersection is insufficient primarily because the geometry of the 14400 South and its connection to 1690 West and Loumis Parkway less than 300 feet from the intersection block vehicles on Redwood Road and on 14600 South. The left turn movement onto Loumis Parkway is dangerous because of poor sight distance and geometry. | \$600,000    | \$550,000    | 29155   | 43922   | 0        | 6.0          | 3.0                       | 15.0               | 0.0                   | 2.4                            | 2.0                | 6.7                               | 10.0                 | 1.0                            | 44.95       | 46.0           |
| \$0                 | 8    | STP S 14 | Murray                   | UDOT Region Two                   | SR-89 (State Street) and Vine Intersection                    | Poplar Street                        | SR-89                                | Intersections & Signals | Operations      | Minor Arterial     | 0.15   | The purpose of this project is to extend the left turn lanes for the EB to NB and NB to WB movements. This is a busy intersection and significant redevelopment is planned in the area. Extending the turn pockets will reduce congestion by removing turning traffic from thru lane.  | \$311,500    | \$290,411    | 27570   | 36000   | 1        | 7.0          | 4.1                       | 15.0               | 0.0                   | 7.2                            | 2.0                | 2.7                               | 8.0                  | 0.0                            | 47.1        | 46.0           |
| \$1,499,977         | 9    | STP S 24 | West Jordan              | West Jordan City                  | 7000 South and 1500 West Pedestrian Bridge                    | South Side of 7000 South (1500 West) | North Side of 7000 South (1500 West) | New Construction        | Other           | Minor Arterial     | 0.1    | Heartland Elementary School needs to have a pedestrian bridge for the safety of children crossing 7000 South, which is slated to expand from its present 4 lane configuration to seven lane configuration in the future. This project will salvage a bridge span from 10600 South an 1300 West to save on project costs.   | \$1,608,900  | \$1,499,977  | 23975   | 50000   | 1        | 5.0          | 3.7                       | 15.0               | 0.0                   | 9.0                            | 2.0                | 0.0                               | 10.0                 | 0.0                            | 44.7        | 44.7           |
| \$0                 | 10   | STP S 21 | South Jordan City        | South Jordan City                 | 1000 West   | 10000 South                          | 10200 South                          | Widening                | Reconstruct     | Local              | 0.25   | Reconstruct roadway with minor widening to 3-lanes, including center turn lane. Also curb & gutter, sidewalk, park strips, shoulder pavement, and if necessary, streetlights and utilities.  | \$1,217,300  | \$1,134,889  | 2000    | 4000    | 1        | 3.0          | 20.5                      | 16.0               | 0.0                   | 3.2                            | 0.0                | 0.0                               | 2.0                  | 0.0                            | 29.1        | 44.7           |

**STP Projects Submitted for Consideration for the 2019-2024 Surface Transportation Program (STP) Program**  
**Projects (Highlighted in Yellow) represent those projects Recommended by Trans Com**

| Recommended Funding | Sort | Sort     | City                 | Agency               | Project Name                                | From Street                             | To Street      | Project Improvement | Type of Project | Func Class         | Length  | Description   | Tot Cost    | Fed Fund    | '09 ADT | '30 ADT | Sp Prior | Safety Score | Pavement Management Score | Cost Benefit Score | Delay Reduction Score | Growth Principles/Economic Imp | Existing ADT Score | Operation, TSM/TDM, ITS Imp Score | Traffic Growth Score | Existing Volume/Capacity Score | Total Score | Weighted Total |
|---------------------|------|----------|----------------------|----------------------|---|---|----------------|---------------------|-----------------|--------------------|---------|---|-------------|-------------|---------|---------|----------|--------------|---------------------------|--------------------|-----------------------|--------------------------------|--------------------|-----------------------------------|----------------------|--------------------------------|-------------|----------------|
| \$0                 | 11   | STP S 6  | Cottonwood Heights   | Cottonwood Heights   | Highland Drive Reconstructon                | I-215                                   | Bengal Blvd    | Reconstruction      | Other           | Minor Arterial     | 1.25    | The purpose of this project is primarily a pavement rehabilitation project milling off 6-inches of asphalt and an overlay of 6-inches on the existing pavement. This project also includes the construction of ADA ramps and sidewalks to improve pedestrian access.  | \$3,611,700 | \$3,326,167 | 52195   | 58000   | 2        | 5.0          | 4.6                       | 15.0               | 0.0                   | 9.0                            | 5.0                | 1.0                               | 4.0                  | 0.0                            | 43.6        | 43.6           |
| \$0                 | 12   | STP S 19 | Sandy                | Sandy City           | Automall Drive Roundabout                   | 11000 South                             | State Street   | Reconstruction      | Operations      | Collector          | 0.355   | Sandy City/JUB completed a modeling analysis of Automall Dr. from 11000 South to State St in August of 2017. The goal of the analysis was to examine existing conditions and provide improvement recommendations. An additional lane in each direction and a roundabout at the Costco intersection was the recommended proposal.  | \$5,356,300 | \$4,980,626 | 10930   | 19110   | 1        | 4.0          | 3.7                       | 12.0               | 0.0                   | 10.4                           | 1.0                | 4.0                               | 8.0                  | 0.0                            | 44.7        | 43.1           |
| \$1,255,528         | 13   | STP S 9  | Magna Metro Township | Magna Metro Township | 8000 West Roadway Improvements              | 2600 South                              | 3100 South     | New Construction    | Reconstruct     | Collector          | 0.65    | Construct sidewalk, curb and gutter on the west side of 8000 West from the existing sidewalk at about 2600 South to the 3100 South intersection.  | \$1,346,700 | \$1,255,528 | 10000   | 12000   | 1        | 5.0          | 10.0                      | 20.0               | 0.0                   | 4.8                            | 1.0                | 0.0                               | 2.0                  | 0.0                            | 37          | 42.8           |
| \$0                 | 14   | STP S 10 | Millcreek            | Millcreek City       | 3300 South Sidewalk Safety                  | 2600 East                               | 2700 East      | New Construction    | Other           | Principal Arterial | 0.1     | Construct sidewalk, curb and gutter on the north side of 3300 S. There is little to no shoulder and pedestrians are often seen walking in the travel lane. Sidewalk here is identified as a critical need in the Walk Millcreek Plan (2015) and 3300 S Sidewalk Safety Study (2016)   | \$429,500   | \$400,423   | 18740   | 23000   | 2        | 8.0          | 0.5                       | 15.0               | 0.0                   | 13.0                           | 1.0                | 0.0                               | 4.0                  | 0.0                            | 41.5        | 41.5           |
| \$0                 | 15   | STP S 12 | Murray               | Murray City          | Winchester and 700 West                     | Intersection of Winchester and 700 West | 0              | Widening            | Operations      | Collector          | 0.25    | The purpose of this project is to improve safety and operation of the intersection by replacing an aging signal, widening lanes for right turns while improving curve radii and improving pedestrian access.  | \$2,257,700 | \$2,104,854 | 10790   | 17000   | 1        | 7.0          | 1.1                       | 12.0               | 0.0                   | 7.2                            | 1.0                | 5.3                               | 6.0                  | 0.0                            | 40.1        | 39.6           |
| \$119,894           | 16   | STP S 4  | Bluffdale            | Bluffdale/UDOT       | 14600 S Railroad Crossing                   | NA                                      | NA             | Study               | Other           | Minor Arterial     | 1       | Perform an engineering study of alternatives to replace the existing one-lane railroad crossing on 14600 South with a crossing that meets future geometry and aligns with 14600 South.  | \$128,600   | \$119,894   | 3760    | 11000   | 0        | 6.0          | 0.5                       | 15.0               | 0.0                   | 9.0                            | 0.0                | 2.0                               | 6.0                  | 1.0                            | 39.5        | 39.5           |
| \$4,000,000         | 17   | STP S 11 | Millcreek            | Millcreek City       | 3900 S: 2300 East to Wasatch Blvd           | 2300 East                               | Wasatch Blvd   | Reconstruction      | Reconstruct     | Minor Arterial     | 1.45    | Create a safer environment for all users including the construction of curb, gutter, sidewalk, ADA ramp, enhanced bus stops, eliminate open ditch and pipe irrigation/Storm Drainage, a bicycle facility, lighting and the relocation of utility poles out of asphalt, along 3900 South from 2300 East to Wasatch Blvd.   | \$8,652,500 | \$8,066,726 | 11067   | 13000   | 1        | 6.0          | 13.8                      | 8.0                | 0.0                   | 5.2                            | 1.0                | 5.3                               | 0.0                  | 0.0                            | 36.75       | 39.3           |
| \$0                 | 18   | STP S 3  | Bluffdale            | Bluffdale/UDOT       | 14600S Sidewalk and Bike Lanes              | MP0                                     | MP1            | Widening            | Other           | Minor Arterial     | 0.75    | 14600 South is a main east/west thorough way in Bluffdale City. The section of roadway between Redwood Road and the railroad trestle consists of two travel lanes with limited curb, sidewalk and gutter. To improve the level of service the City intends to widen the roadway, add bicycle lanes and sidewalk, curb and gutter. This will help accommodate a wide range of users and provide a safe mode of transport for pedestrians. The addition of the bicycle lanes with promote outdoor activities and decrease automobile pollution. | \$1,142,000 | \$1,064,687 | 3760    | 11000   | 3        | 4.0          | 4.6                       | 15.0               | 0.0                   | 9.0                            | 0.0                | 0.0                               | 6.0                  | 0.0                            | 38.6        | 38.6           |
| \$0                 | 19   | STP S 27 | West Valley City     | West Valley City     | Parkway Blvd (2700 S) Widening              | Mountain View Corridor                  | 6400 West      | Widening            | Capacity        | Collector          | 0.5     | The purpose of this project is to build additional capacity to meet current and future traffic demand on Parkway Blvd.  | \$5,392,000 | \$4,994,331 | 13269   | 15000   | 2        | 7.0          | 5.0                       | 9.0                | 0.0                   | 9.0                            | 1.0                | 6.0                               | 0.0                  | 0.0                            | 37          | 37.0           |
| \$0                 | 20   | STP S 29 | Various              | UDOT/TOC             | Connected Vehicle Infrastructure Deployment | Salt Lake City - Metro Area             | Salt Lake City | ATMS or ITS         | Operations      | NA                 | Various | Continue to develop connected vehicle technology using vehicle to infrastructure systems to help maintain bus schedules. This project will utilize dedicated short range communication radio between traffic signals and UTA buses. This technique is intended to allow a bus that is behind schedule to request an extended green light cycle in order to help the bus maintain schedule.  | \$1,200,000 | \$1,124,000 | 25000   | 35000   | 1        | 0.0          | 0.0                       | 15.0               | 0.0                   | 2.4                            | 2.0                | 16.0                              | 0.0                  | 0.0                            | 32          | 35.4           |

**STP Projects Submitted for Consideration for the 2019-2024 Surface Transportation Program (STP) Program**  
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| Recommended Funding | Sort | Sort     | City             | Agency                 | Project Name                                     | From Street                   | To Street                     | Project Improvement     | Type of Project | Func Class     | Length | Description  | Tot Cost   | Fed Fund    | '09 ADT | '30 ADT | Sp Prior | Safety Score | Pavement Management Score | Cost Benefit Score | Delay Reduction Score | Growth Principles/Economic Imp | Existing ADT Score | Operation, TSM/TDM, ITS Imp Score | Traffic Growth Score | Existing Volume/Capacity Score | Total Score | Weighted Total |
|---------------------|------|----------|------------------|------------------------|--|-------------------------------|-------------------------------|-------------------------|-----------------|----------------|--------|--|--|-------------|---------|---------|----------|--------------|---------------------------|--------------------|-----------------------|--------------------------------|--------------------|-----------------------------------|----------------------|--------------------------------|-------------|----------------|
| \$0                 | 21   | STP S 8  | Draper           | Draper City            | Lone Peak Parkway                                | 12650 South                   | 12300 South                   | Widening                | Capacity        | Minor Arterial | 0.4    | Lone Peak Parkway is a north/south minor arterial just west of I-15. Currently, Lone Peak Pkwy begins at the northern limits of Draper City at 11400 South and terminates at Golden Harvest Rd. The project under this request will reconstruct 0.4 miles of the existing road from 12650 S to 12300 S. This section has problematic geometry and is not wide enough to accommodate the planned 5-lane section. Lone Peak Pkwy is identified as a Phase 1 Highway Project in the WFRG Regional Transportation Plan.  | \$6,100,000  | \$4,870,000 | 12125   | 15000   | 1        | 5.0          | 5.0                       | 9.0                | 0.0                   | 10.0                           | 1.0                | 1.0                               | 2.0                  | 0.0                            | 33          | 33.0           |
| \$655,220           | 22   | STP S 23 | Taylorsville     | Taylorsville           | 1780 BRT Connector Road                          | Bruin Blvd                    | 4700 S                        | Transit Capital         | Transit         | Collector      | 0.15   | The Murray-Taylorsville-West Valley BRT project is a critical regional and local transit project for Salt Lake Valley. The Transit project's purpose is to provide a reliable, efficient transit system and connection between the Murray Central TRAX and FrontRunner stations, Taylorsville, Salt Lake Community College and the West Valley Central TRAX Station. As part of the overall BRT project 1780 W will allow the BRT to better access SLCC from 4700 S and leave SLCC via Redwood Road.   | \$1,002,800  | \$655,220   | 1700    | 3500    | 1        | 1.5          | 1.0                       | 16.0               | 0.0                   | 13.0                           | 0.0                | 1.3                               | 0.0                  | 0.0                            | 30          | 32.8           |
| \$700,000           | 23   | STP S 26 | West Jordan      | West Jordan City       | 8600 South Bridge over MVC                       | 5600 West                     | 6000 west                     | New Construction        | Capacity        | Minor Arterial | 0.5    | 8600 South is a major collector street on the west side of the Salt Lake Valley, and is projected to carry 15,000 to 25,000 VPD by the year 2030. This crossing connects to Ron Wood Park, a regional park for the entire west half of the City of West Jordan, serving approximately 50,000 residents. A major recreation center (\$45 to \$50 million) is designed and will be built within this park once full funding is secured. This bridge is the essential connector for that project, and to provide greater connectivity to the existing residents living west of the MVC. | \$17,900,000   | \$4,000,000 | 8000    | 10000   | 3        | 0.0          | 4.2                       | 9.0                | 0.0                   | 15.0                           | 0.0                | 2.0                               | 2.0                  | 0.0                            | 32.2        | 32.2           |
| \$372,361           | 24   | STP S 16 | Salt Lake City   | Utah Transit Authority | University of Utah Hospital Stop Expansion       | 0                             | 0                             | Transit Capital         | Transit         | NA             | 0      | The U of U is a large transit trip generator in Salt Lake City and one of the major stops is the Hospital. Currently there are limited bays for bus staging, which result in backups and traffic jams. This project would extend the bus bays and allow more buses to serve the area simultaneously.   | \$399,400  | \$372,361   | 1500    | 1750    | 4        | 0.0          | 0.5                       | 16.0               | 0.0                   | 12.0                           | 0.0                | 2.7                               | 0.0                  | 0.0                            | 26.5        | 31.2           |
| \$0                 | 25   | STP S 13 | Murray           | UDOT Region Two        | SR-89 (State Street) and 5300 South Intersection | SR-89                         | 5300 South                    | Intersections & Signals | Operations      | Minor Arterial | 0.06   | The purpose of this project is to add a WB to NB right turn lane at 5300 S and SR-89 (State Street). This is one of the busiest intersections in Murray and congestion is a problem throughout the day. The right turn lane will reduce congestion by removing right turn traffic from the thru lane.  | \$525,000  | \$489,458   | 10100   | 14000   | 2        | 7.0          | 0.6                       | 15.0               | 0.0                   | 2.4                            | 1.0                | 0.0                               | 2.0                  | 0.0                            | 28.6        | 28.0           |
| \$0                 | 26   | STP S 1  | Bluffdale        | City of Bluffdale      | 1950 West Sidewalk                               | MP0                           | MP1                           | Pedestrian              | Other           | Local          | 0.41   | This project will provide a pedestrian connection for a planned commercial center at the intersection of Redwood Road and 14000, and the surrounding neighborhood. Currently, there is no sidewalk and pedestrians must use the road. This project will install sidewalks with park strip that will allow residents to safely walk to the planned commercial center. This will reduce the total number of vehicle trips and increase the separation of vehicles and pedestrians, thereby increasing safety.  | \$232,000  | \$205,911   | 900     | 1500    | 3        | 1.0          | 4.5                       | 12.0               | 0.0                   | 8.0                            | 0.0                | 0.0                               | 0.0                  | 0.0                            | 25.5        | 25.5           |
| \$0                 | 27   | STP S 5  | Bluffdale        | Bluffdale/UDOT         | Pony Express Realignment                         | NA                            | NA                            | Reconstruction          | Operations      | Collector      | 0.75   | Realign Pony Express Road in Bluffdale to connect to Porter Rockwell Blvd. instead of 14600 South at the I-15 interchange. This will eliminate the existing Y-Intersection and divert most traffic accessing the I-15 interchange from the frontage road to Porter Rockwell Blvd.  | \$5,335,900  | \$4,974,660 | 3100    | 8700    | 2        | 5.0          | 0.0                       | 6.0                | 0.0                   | 5.6                            | 0.0                | 2.7                               | 4.0                  | 0.0                            | 24          | 23.3           |
| \$0                 | 28   | STP S 18 | Sandy            | Salt Lake County       | Galaxie Drive Safety Improvements                | 1300 E Galaxie Drive (8815 S) | 1300 E Galaxie Drive (8815 S) | Intersections & Signals | Operations      | Minor Arterial | 0      | Unincorporated Salt Lake County is requesting at Galaxie Drive/1300 East a signal to improve safety and the function of the intersection in Sandy Hills Community. Funding to install a signal at this intersection and removal of the median along 1300 East south of Galaxie Drive are the goals of the project.   | \$552,600  | \$515,189   | 13500   | 17000   | 0        | 1.0          | 0.7                       | 15.0               | 0.0                   | 2.4                            | 1.0                | 0.0                               | 2.0                  | 0.0                            | 22.7        | 22.1           |
| \$0                 | 29   | STP S 17 | Salt Lake County | Salt Lake County       | Emigration Canyon Retaining Wall                 | 4877 E Emigration Canyon Rd   | 5646 E Emigration Canyon Rd   | New Construction        | Other           | Collector      | 0.1    | An Emigration Canyon hazard study was completed in 2016, identifying safety issues in the canyon. The County is in the process of spending \$1.0M to address some of these issues. However, additional funding is necessary to construct two retaining walls the report identifies as top safety priorities.   | \$4,739,500  | \$4,418,636 | 3030    | 3500    | 1        | 2.0          | 4.1                       | 3.0                | 0.0                   | 12.0                           | 0.0                | 0.0                               | 0.0                  | 0.0                            | 21.1        | 21.1           |
| <b>\$30,422,980</b> |      |          |                  |                        |  |                               |                               |                         |                 |                |        |  | <b>Total Salt Lake/ West Valley Urban Area STP Funds Available to Program for FY2024</b> |             |         |         |          |              |                           |                    |                       |                                |                    |                                   |                      |                                |             |                |

**CMAQ Projects Submitted for Consideration for the 2019-2024 Congestion Mitigation/ Air Quality (CMAQ) Program**

| Recommended Funding | AQ Rank                         | Project                                 | Agency                       | Project Type       | Short Description   | Project Life | Annualized Emissions: (kg)/\$1,000 | Reduced Daily VHT | Reduced Daily Emissions (kg) | Total Cost    | Requested CMAQ \$ |
|---------------------|---------------------------------|---|------------------------------|--------------------|---|--------------|------------------------------------|-------------------|------------------------------|---------------|-------------------|
|                     | <b>Ogden\ Layton Urban Area</b> |   |                              |                    |   |              |                                    |                   |                              |               |                   |
| \$ 130,522          | 1                               | UTA - Vanpool Management-WE             | Utah Transit Authority (UTA) | Vanpool Management | Manage 168 vanpools.  | 1            | 330.855                            | 1085.708          | 118.312                      | \$ 140,000    | \$ 130,522        |
| \$ 31,232           | 2                               | UTA - Carpool Management-WE             | Utah Transit Authority (UTA) | Carpool Management | Manage 176 carpools.  | 1            | 204.843                            | 150.228           | 17.528                       | \$ 33,500     | \$ 31,232         |
| 0                   | 3                               | UTA - Locomotive Upgrade                | Utah Transit Authority (UTA) | Locomotive Upgrade | Upgrade 7 Front Runner locomotives to Tier 3 emission standards.  | 10           | 162.649                            | 0.000             | 62.386                       | \$ 1,400,000  | \$ 1,305,220      |
| 0                   | 4                               | Washington & 2600 North Intersection    | Ogden \ UDOT                 | Intersection       | withdrawn   | 5            | 48.000                             | 448.260           | 26.301                       | \$ 3,466,000  | \$ 1,000,000      |
| \$ 1,400,000        | 5                               | US-89 & Skyline Drive Intersection      | South Ogden \ UDOT           | Intersection       | Add left turn lanes and extend right turn lane.   | 5            | 7.528                              | 105.451           | 6.187                        | \$ 2,515,600  | \$ 1,500,000      |
| 0                   | 6                               | Midland Drive & 1800 North Intersection | Clinton \ UDOT               | Intersection       | Dual Left Turn Lanes on SR-108 at 1800 N - Clinton  | 5            | 7.203                              | 100.904           | 5.920                        | \$ 3,000,000  | \$ 1,500,000      |
| \$ 555,000          | 7                               | Ogden - Pedestrian                      | Ogden City                   | Pedestrian         | Add sidewalk on Polk Ave. from 36th to Franklin leading to elementary school. Channelize large "Y" area for safety. | 10           | 3.639                              | 0.416             | 0.553                        | \$ 595,302    | \$ 555,000        |
| 0                   | 8                               | Ogden-WSU BRT Construction              | Utah Transit Authority (UTA) | BRT - WSU          | Capital costs to construct BRT service from the Ogden Intermodal Center to WSU.                                     | 10           | 1.641                              | 11.048            | 2.248                        | \$ 75,000,000 | \$ 5,000,000      |

**CMAQ Projects Submitted for Consideration for the 2019-2024 Congestion Mitigation/ Air Quality (CMAQ) Program**

| Recommended Funding             | AQ Rank | Project                                     | Agency       | Project Type | Short Description  | Project Life | Annualized Emissions: (kg)/\$1,000 | Reduced Daily VHT | Reduced Daily Emissions (kg) | Total Cost   | Requested CMAQ \$ |
|---------------------------------|---------|---|--------------|--------------|--|--------------|------------------------------------|-------------------|------------------------------|--------------|-------------------|
| <b>Ogden\ Layton Urban Area</b> |         |   |              |              |  |              |                                    |                   |                              |              |                   |
| 0                               | 9       | Perry - Pedestrian                          | Perry City   | Pedestrian   | Construct a walking/biking trail on 1200 W from 2700 S to 3300 S.  | 10           | 0.943                              | 0.282             | 0.172                        | \$ 839,800   | \$ 666,408        |
| \$ 1,500,000                    | 10      | Wall Av & 20th Street Intersection          | Ogden \ UDOT | Intersection | Add dual left turn lanes.  | 5            | 0.417                              | 9.747             | 0.572                        | \$ 2,700,000 | \$ 2,500,000      |
| 0                               | 11      | Connected Vehicle Infrastructure Deployment | UDOT TOC     | ATMS         | Continue to develop connected vehicle technology using vehicle to infrastructure systems to help maintain bus schedules. | 5            | 0.005                              | 0.051             | 0.003                        | \$ 1,200,000 | \$ 1,124,400      |

**\$ 3,616,754 Amount Programmed**

**Amount Available**

**\$ 3,648,415**

**CMAQ Projects Submitted for Consideration for the 2019-2024 Congestion Mitigation/ Air Quality (CMAQ) Program**

| Recommended Funding                | AQ Rank | Project  | Agency                       | Project Type                      | Short Description   | Project Life | Annualized Emissions: (kg)/\$1,000 | Reduced Daily VHT | Reduced Daily Emissions (kg) | Total Cost   | Requested CMAQ \$ |
|------------------------------------|---------|--|------------------------------|-----------------------------------|---|--------------|------------------------------------|-------------------|------------------------------|--------------|-------------------|
| <b>Salt Lake/ West Valley Area</b> |         |  |                              |                                   |   |              |                                    |                   |                              |              |                   |
| \$ 270,367                         | 1       | UTA - Vanpool Management-SL                      | Utah Transit Authority (UTA) | Vanpool Management                | Manage 118 vanpools in the Ogden/Layton area.   | 1            | 195.953                            | 1545.753          | 145.15                       | \$ 290,000   | \$ 270,367        |
| \$ 932,300                         | 2       | UTA - Locomotive Upgrade                         | Utah Transit Authority (UTA) | Locomotive Upgrade                | Upgrade 5 FrontRunner locomotives from Tier 0 to Tier 3 emission standards.   | 10           | 129.079                            | 0.000             | 35.36                        | \$ 1,000,000 | \$ 932,300        |
| \$ 55,938                          | 3       | UTA - Carpool Management-SL                      | Utah Transit Authority (UTA) | Carpool Management                | Manage 141 carpools in the Ogden?Layton area.   | 1            | 123.665                            | 187.519           | 18.95                        | \$ 60,000    | \$ 55,938         |
|                                    | 4       | SLC - Transportation Mgmt. Organization          | Salt Lake City               | Transportation Mgmt. Organization | Salt Lake City Transportation Management Organization for Research Park and Redwood Road commercial area. Hire personnel to work with employers to promote carpools, vanpools, transit use, telecommuting, walking, and biking. | 3            | 119.566                            | 817.456           | 48.04                        | \$ 500,000   | \$ 440,000        |
|                                    | 5       | 14600 South & Redwood Road High -T Intersection  | Bluffdale City               | Intersection                      | Reconfigure the intersection to a "High-T" to allow more turn lane storage and eliminate long queues,reduce turning collicts, and reduce overall delay.   | 5            | 58.301                             | 299.452           | 17.57                        | \$ 600,000   | \$ 550,000        |
| \$ 400,000                         | 6       | SLC Bike Share (GREENbike) Expansion             | Salt Lake City               | Bicycle                           | Add 120 bikes to Green Bike operation with stations.  | 10           | 17.199                             | 8.989             | 2.80                         | \$ 637,027   | \$ 593,900        |
|                                    | 7       | Big Cottonwood Canyon - Park & Ride Improvements | Cottonwood Heights           | Park & Ride                       | Reconfigure the bus access and operation at BCC Park & Ride. Replace some long term parking stalls with several pick-up/drop-off stalls. Add a pedestrian overpass.   | 30           | 9.128                              | 0.000             | 2.02                         | \$ 6,415,800 | \$ 2,424,726      |
|                                    | 8       | UTA - Bus Stop Improvements                      | Utah Transit Authority (UTA) | Bus Stop Upgrades                 | Bus stop enhancements, 20 locations.  | 10           | 5.616                              | 9.299             | 2.22                         | \$ 1,440,000 | \$ 1,342,512      |

**CMAQ Projects Submitted for Consideration for the 2019-2024 Congestion Mitigation/ Air Quality (CMAQ) Program**

| Recommended Funding                | AQ Rank | Project                                       | Agency           | Project Type | Short Description  | Project Life | Annualized Emissions: (kg)/\$1,000 | Reduced Daily VHT | Reduced Daily Emissions (kg) | Total Cost   | Requested CMAQ \$ |
|------------------------------------|---------|---|------------------|--------------|--|--------------|------------------------------------|-------------------|------------------------------|--------------|-------------------|
| <b>Salt Lake/ West Valley Area</b> |         |   |                  |              |  |              |                                    |                   |                              |              |                   |
| \$ 290,411                         | 9       | SR-89 (State Str) and Vine Intersection       | Murray/ UDOT     | Intersection | Extend storage length for left turn lanes.   | 5            | 5.149                              | 13.966            | 0.82                         | \$ 311,500   | \$ 290,411        |
|                                    | 10      | 7800 S & 6700 W Intersection                  | West Jordan City | Intersection | Signal installation is not eligible for CMAQ.  | 5            | 4.782                              | 22.329            | 1.31                         | \$ 1,000,000 | \$ 500,000        |
| \$ 489,458                         | 11      | SR-89 (State Str) and 5300 South Intersection | Murray/ UDOT     | Intersection | Add right turn lanes.  | 5            | 3.514                              | 16.062            | 0.94                         | \$ 525,000   | \$ 489,458        |
| \$ 1,064,687                       | 12      | 14600 South Sidewalk and Bike Lanes           | Bluffdale City   | Bicycle      | Add ped/bike path on 14600 S from RR bridge to Redwood Rd.   | 10           | 2.780                              | 1.691             | 0.81                         | \$ 1,142,000 | \$ 1,064,687      |
|                                    | 13      | 7000 S & 2700 W Intersection                  | West Jordan City | Intersection | Add right turn lanes.  | 5            | 1.031                              | 9.589             | 0.56                         | \$ 1,318,100 | \$ 995,790        |
|                                    | 14      | Monroe & 9000 South (SR-209) Intersection     | Sandy/ UDOT      | Intersection | Add left turn lanes on three legs of the intersection (4th leg already has dual lefts).                                  | 5            | 0.835                              | 44.658            | 2.62                         | \$ 6,145,100 | \$ 5,729,077      |
| \$ 1,200,000                       | 15      | Highland & 4500 South Intersection            | Holladay City    | Intersection | Add right turn and left turn lanes on all legs.  | 5            | 0.062                              | 1.356             | 0.08                         | \$ 2,597,900 | \$ 2,328,792      |
|                                    | 16      | Connected Vehicle Infrastructure              | UDOT             | ATMS         | Continue to develop connected vehicle technology using vehicle to infrastructure systems to help maintain bus schedules. | 5            | 0.020                              | 0.214             | 0.01                         | \$ 1,200,000 | \$ 1,124,400      |

**\$ 4,703,161**

**Amount Programmed**

**Amount Available**

**\$ 4,781,317**







**DATE:** May 17, 2018  
**AGENDA ITEM:** 8  
**SUBJECT:** Air Quality Report  
**PREPARED BY:** Kip Billings

**BACKGROUND:**

The Clean Air Act requires that transportation plans conform to air quality goals and regulations. Because of this transportation planning and air quality connection, WFRC staff reports regularly to the Council regarding air quality conditions and issues.

Air quality conditions for the Wasatch Front are steadily improving and reduction in vehicle emissions is a primary reason for the improvement. But pollution standards are continually changing and becoming more restrictive requiring further improvements in vehicle emissions and other sources of pollution.

Winter season inversions continue to present a challenge to meet particulate matter (PM2.5) pollution standards. WFRC continues to work with the Utah Division of Air Quality to develop a State Implementation Plan (SIP) to control PM2.5 pollution. The PM2.5 SIP must be approved by EPA.

Summer season presents a different challenge with ozone pollution. The EPA recently designated an area they call the Northern Wasatch Front area (Salt Lake County, Davis County, west Weber County, and portions of Tooele County) as a “marginal” non-attainment area for ozone when the standard was changed from 75 ppb to 70 ppb. As a “marginal” area, a SIP is not required, but WFRC may need to include an analysis of ozone precursor emissions as part of the required air quality conformity analysis with each Regional Transportation Plan, Plan Amendment, or Transportation Improvement Program.

**RECOMMENDATION:**

This item is for information only.

**CONTACT PERSON:**

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