Mission Statement

The Wasatch Front Regional Council builds consensus and enhances quality of life by developing and implementing visions and plans for a well-functioning multi-modal transportation system, livable communities, a strong economy, and a healthy environment.
Goal One
Collaboratively develop long- and short-range plans and programs, and assist local communities to implement those plans.
Goal One: Wasatch Choice 2050
Goal One: Wasatch Choice 2050

1. Provide transportation choices.
2. Support housing options.
3. Preserve open space.
4. Link economic development with transportation and housing decisions.
Goal One: TIP
Goal One: Funding Programs

CMAQ  
STP  
TAP

TRANSPORTATION AND LAND USE CONNECTION

Community Development Block Grant

Homeownership Assistance  Community Development  Public Services

WASATCH FRONT ECONOMIC DEVELOPMENT DISTRICT
Goal One: Performance-Based Approach

Average Number of Jobs Within 30-Minute Trip

+57%
+166K Jobs
Goal One: Public Engagement
Goal Two

Support transportation and related land use and economic development policy-making and projects.
Goal Two: Senate Bill 136
Goal Two: Wasatch Choice 2050 Event
Goal Two: Golden Spoke Event
Goal Two: Salt Lake Chamber Partner of the Year
Goal Three

Strive for organizational excellence.
Amended October 26, 2017

WASATCH FRONT REGIONAL COUNCIL/WASATCH FRONT ECONOMIC DEVELOPMENT DISTRICT
ACCOUNTING AND ADMINISTRATIVE POLICY
10/26/2017 (revised)

DESIGNATION OF THE TREASURER AND CLERK

In compliance with Utah Code 17B-1-633 (1) and Utah Code 17B-1-631 (1) the Wasatch Front Regional Council/Wasatch Front Economic Development District (WFRC) designates the Budget Committee Chair as its Treasurer and the Council’s Chief Financial Officer as its Clerk.

The duties of the Treasurer include:

- Maintain custody of all money
- Deposit and invest all money in accordance with the Utah State Money Management Act
- Receive all public funds and money payable to the Council
- Keep an accurate, detailed account of all money received
- Issue a receipt for money received

The Treasurer must be bonded in an amount not less than 5% of the annual budget.

The duties of the Clerk include:
Goal Three: Office Move
Fiscal Year 2019 Goals

1. Collaboratively develop and implement the Wasatch Choice 2050 Vision for regional transportation, land use, and economic development.

2. Advance transportation, land use, and economic development policy-making and projects.

3. Strive for organizational excellence.
FUNDING PROGRAMS
FISCAL YEAR 2019

WASATCH FRONT REGIONAL COUNCIL
<table>
<thead>
<tr>
<th>Program</th>
<th>Amount</th>
<th>Fiscal Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wasatch Front Economic Development District</td>
<td>Up to $3,000,000</td>
<td></td>
</tr>
<tr>
<td>Community Development Block Grant Program</td>
<td>$762,697</td>
<td>FY18</td>
</tr>
<tr>
<td>Transportation &amp; Land Use Connection Program</td>
<td>$1,300,000</td>
<td>FY19</td>
</tr>
<tr>
<td>Surface Transportation Program</td>
<td>$9,000,000</td>
<td></td>
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<tr>
<td></td>
<td>$18,000,000</td>
<td></td>
</tr>
<tr>
<td>Congestion Mitigation Air Quality</td>
<td>$3,000,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>$5,000,000</td>
<td></td>
</tr>
<tr>
<td>Transportation Alternatives Program</td>
<td>$500,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>$900,000</td>
<td></td>
</tr>
</tbody>
</table>
Mission: Support economic development plans, promote long-term economic competitiveness, and attract federal monies in order to implement local plans.

Expand Employment

Planning Request
$100,000

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

Encourage Entrepreneurship

Construction Request
$2,000,000

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

Workforce Training

Workforce Training Request
$614,000

Provide workforce training to disadvantaged youth in the green construction industry

ADVANCED COMPOSITES

MAKERSPACE

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

### U.S. Economic Development Administration Funding Programs

#### PUBLIC WORKS & ECONOMIC ADJUSTMENT ASSISTANCE

- $100,000 - $3,000,000
  - Job Creation
  - Job Retention
  - Construction
  - Global Competitiveness
  - Leverage Private Capital
  - Coal Impacted Communities
  - Build Regional Capacity

#### REGIONAL INNOVATION STRATEGIES

- $0 – $500,000
  - Innovation Centers
  - Entrepreneurial Centers
  - Cluster-Based Startups

#### LOCAL TECHNICAL ASSISTANCE

- $0 – $300,000
  - Economic Development Plans
  - Feasibility Studies
  - Impact Analyses
Community Development Block Grant (CDBG) Small Cities Program

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

Program Eligibility
Morgan, Tooele, and Weber Counties
HOUSING and COMMUNITY DEVELOPMENT

FY 2019 Total Budget: $762,697

Water Storage Tank Updates
Washington Terrace $232,503

Sewer Line Replacement
City of Wendover $192,417

Waterline Replacement
City of Wendover $250,000
Community Development Block Grant (CDBG) Program

ELIGIBLE PROJECT TYPES

• Planning
• Building Rehabilitation
• Removal of ADA Barriers
• Public Safety Equipment
• Property Acquisition for Public Purposes
• Promotion of Neighborhood Centers
• Create/Rehab. Recreation Facilities
• Demolish Buildings to Reduce Slum/Blight
• Install/Modify Public Works Infrastructure
• Construct/Reconstruct Streets, Water, Sewer Facilities
• Housing Lot Acquisition for Multiple-Family Housing Construction
Community Development Block Grant (CDBG) Program

Timeline

October
- Attend “How to Apply Workshop”

October-December
- Hold 1st Public Hearing

January
- Capital Investment Plan Deadline
- WebGrants Application Deadline

April
- Grantees announced
Maximize the **value of investment** in public infrastructure

Enhance **access to opportunity**

Increase **travel options** to optimize mobility

Create **communities** with opportunities to **live, work, and play**

**TRANSPORTATION AND LAND USE CONNECTION**
TLC PROJECTS

Ordinances
Transportation/Active Transportation
Master Plans
Complete Streets & Street Connectivity
First/Last Mile Implementation
Station & Small Area Plans
Corridor Plans
Studies (such as market, redevelopment)
Visioning
Parking Reform

WWW.WFRC.ORG/TLC
FEDERAL FUNDING PROGRAMS

SURFACE TRANSPORTATION PROGRAM (STP)

CONGESTION MITIGATION/AIR QUALITY (CMAQ)

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

FEDERAL FUNDING PROGRAMS
SURFACE TRANSPORTATION PROGRAM (STP)
Eligible STP Project Types

• Street widening or new construction
• Improve or reconstruct existing streets
• Bridge replacement
• Projects that reduce traffic demand
• Intersection improvements
5600 West – 6200 South to 7000 South Reconstruct & Widen
CONGESTION MITIGATION/ AIR QUALITY (CMAQ)
Eligible CMAQ Project Types

• Projects that improve Air Quality

• Construct or purchase public transportation facilities and equipment

• Commuter bicycle & pedestrian facilities

• Intelligent Transportation Systems (ITS)

• Projects that reduce traffic demand

• Intersection improvements
Construct/ Purchase Public Transportation Facilities and Equipment
TRANSPORTATION ALTERNATIVES PROGRAM (TAP)
Eligible TAP Project Types

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

We’re Here

August 2018

Notice for Letters of Intent Sent

September 2018

Letters of Intent Due

October 2018

Applications Due

January 2019

Projects Recommended

Spring 2019
For More Information

Wasatch Front Regional Council

www.wfrc.org

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Megan Townsend
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Ben Wuthrich
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bwuthrich@wfrc.org
Wasatch Choice 2050 Regional Vision and Housing Affordability

Council Meeting | August 23, 2018
WASATCH CHOICE
2050
WASATCH CHOICE 2050

Economic Development
Comprehensive Economic Development Strategy

Land Use
Transportation and Land Use Connection

Transportation
Regional Transportation Plan

City Plans and Ordinances

Regional Transportation Plan 2019-2040
Wasatch Choice Vision: Process

Explore
- Establish Goals
- Develop Scenarios
- Evaluate Scenarios

Choose
- Draft & Evaluate Preferred Scenario
- Endorse Vision

Prioritize
- Assess Financial Considerations
- Phase Projects
- Present Impacts & Benefits

Stakeholder Input

REGIONAL TRANSPORTATION PLAN
2019-2050

The Regional Transportation Plan is an element of WASATCH CHOICE 2050
Regional Transportation Plan Next Steps

• Phasing: prioritizing projects into 10-year increments

• Local Government Workshops – October/November

• Public comment period: 10/22 to 11/21

• WFRC Council adoption: May 2019
Key Strategies

1. Provide Transportation Choices
2. Support Housing Options
3. Preserve Open Space
4. Link Economic Development with Transportation and Housing Decisions
Demand is exceeding supply

Figure 2: Increase in Households Compared to Increase in Housing Units for Utah

Source: Ivory-Boyer Construction Database, Kem C. Gardner Policy Institute
Figure 1: Percent Change in Housing Price Index by State – Purchase Only
1991 to third quarter 2017

Source: Federal Housing Finance Agency.
Construction Cost increases

• 22% increase in the last 2 years
  • Labor
  • Materials
Little vacant land in Weber, Davis and Salt Lake Counties

In 15 years, remaining major pieces of vacant land may be under development.

Source: WFRC using county assessor data
Key Strategy: Support Housing Options

Today

- Single-Family: 75%
- Multi-Family/Townhouse: 25%

Wasatch Choice Vision

- Single-Family: 60%
- Multi-Family/Townhouse: 40%

+15%
Shifting housing types

Single-family units % of housing construction

Wasatch Front

Source: Ivory-Boyer Construction Database
Kem C. Gardner Policy Institute
Wasatch Choice Draft Vision

Centers and Job Areas
Open Space
Roadways
Transit
Active Transportation
Link Economic Development with Transportation and Housing Decisions
What is a “center?”

- Fireclay, Murray
- Main Street, Bountiful
- Downtown, Sandy
- Downtown, Ogden
Centered Growth: Benefits for Individuals

- More housing choices
- More people with viable transit, walk, and bike options
- Affordability
- Easier access to jobs and destinations
What is access to opportunity (ATO)?

How many valued destinations can be reached in a reasonable period of time?
How do you improve ATO?
How do you improve ATO?
Centered Growth: Benefits for Communities

- More accepted density
- Helps preserve suburban neighborhoods and rural land
- More people near transit and jobs = reduced driving and better air

20% fewer auto trips and 30% shorter driving distances
Questions

• What are you experiencing in your community with regard to growth and affordability issues?
• What are you experiencing in your community with regard to growth and affordability issues?
Questions

• What are you experiencing in your community with regard to growth and affordability issues?

• What information would help you and your community’s residents as you discuss growth and affordability?
2015-2040 RTP
2015-2040 RTP Amendment 6
Presentation to the Wasatch Front Regional Council

August 23, 2018
RTP And Amendment Process Overview

• RTP is updated every four years
  – Recently adopted May 2015

• Periodic adjustments are needed between adoption cycles

• WFRC’s RTP amendment process
  – Financial constraints
  – Public review and input
  – Modeling and Air quality conformity

• Proposed requests reviewed annually beginning in March
RTP And Amendment Process Overview
RTP And Amendment Process Overview

1. Notification to County COG
2. 30-day Public Comment Period
3. WFRC Staff Review of Comments and Recommendation
4. Are there Regionally Significant Changes from the Comment Period?
   - Yes: RGC Review Staff Recommendation for Modification and New Public Comment Period
   - No: RGC Review Staff Recommendation for WFRC Approval and Website Update
5. WFRC Review and Approval
Level 3 Request

1-15 – UDOT

Scope:

• Widening of one additional general purpose lane northbound on I-15 from Bangerter Highway to I-215.

• New Project to the RTP - Phase 1.

Benefits:

• The additional lane is needed to ensure the safe movement of autos as they change lanes along I-15.

• The additional lane will be part of the planned I-15 connector / distributor system.

Funding Source:

This project is funded through the Transportation Investment Fund (TIF).

Cost:

$135 Million
Level 3 Request

4700 South – West Valley City and Kearns

Scope:

• Widening of 4700 South to 5 lanes from 4000 West to 5600 West.
• New construction – Move from Phase 2 to Phase 1.

Benefits:

• Capacity improvement for east / west traffic flow.
• Four lanes in each direction with a center turn lane.
• Uniform geometrics and horizontal geometry. Improvements to steep 12 percent cross slopes.
• Shoulder and bicycle lane are also planned.
• Project is being developed multi-jurisdictionally.

Funding Source:
Possible local and STP funds.

Cost:
$15 Million
Level 2 Request

14600 South – Bluffdale City

Scope:
• Operational improvements on 14600 South from Redwood Road to Porter Rockwell Blvd.
• Redefine the project from widening to operational improvements and a new construction segment.
• Modified project – Move from unfunded to Phase 1.

Benefits:
• Major collector that connects Redwood Road to I-15 Freeway at 14600 South interchange.
• Will include center turn lanes, bicycle, and pedestrian elements.
• Links communities and commuters, along with recreational traffic.
• Improvements to existing geometric configuration and improved safety.

Funding Source:
Possible Salt Lake County preservation, STP, and local funds.

Cost:
$6.12 million
Level 2 Request
700 South – Salt Lake City

Scope:
- New construction of the 700 South railroad bridge near 4800 West.
- New construction and realignment of 700 South from 5600 West to approximately 5300 West.
- New Project to the RTP - Phase 1.

Benefits:
- A new bridge on 700 South and 4800 West will improve safety for both automobiles and trains.
- No future stopping of auto traffic by train traffic that has come to a complete stop.
- Realignment of 700 South will move the intersection approximately 400 feet to the north improving sight lines and safety.

Funding Source:
Possible UP Railroad, Salt Lake City, Salt Lake County, or other grant funds.

Cost:
$21.3 million
Level 2 Request
5500 West – Hooper City

Scope:
• Operational improvements on 5500 West from 3500 South to 5500 South.
• Functional classification change to Major Collector.
• New Project to the RTP - Phase 1.

Benefits:
• Widening of a country roadway from two narrow travel lanes to 12-foot lanes.
• Widening will also include 9-foot paved shoulders and curb, gutter, and sidewalk.
• This facility will help address near and future traffic and safety concerns in a growing area of the City.

Funding Source:
Possible Local and STP funding sources.

Cost:
$3.9 million
Level 2 Request

2800 North / North Plain City Rd. – Plain City

Scope:

• Operational improvements on 2800 North and North Plain City Road from 4200 West to SR-126.
• Functional classification change to a Minor Collector.
• New Project to the RTP - Phase 1.

Benefits:

• This project will provide for increased safety with the addition of shoulder and the reconfiguration of the street cross-section.
• Center turn-lane at intersections will improve mobility and traffic flow.
• Project is being developed in close cooperation with Farr West City.

Funding Source:

Possible local and STP funds.

Cost:

$7.4 Million
## Technical Considerations for Level 3 Requests

<table>
<thead>
<tr>
<th>Project</th>
<th>Safety Index</th>
<th>Vehicle Hours Traveled</th>
<th>Project Readiness</th>
<th>Support WC2050</th>
<th>Connections to Clusters</th>
<th>Job and Education Training (ATO)</th>
<th>Multimodal Transportation Choices</th>
<th>Vulnerable Communities</th>
<th>Air Quality Conformity</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-15 North Bound UDOT</td>
<td>7.5 of 10</td>
<td>NB 1,403,430 Build 1,393,320 -10,110</td>
<td>Preliminary engineering complete. Some right-of-way will need to be acquired.</td>
<td>Supports Village and Town Centers near I-15.</td>
<td>Economic Clusters include Energy, Finance Service, Life Sciences, Software and IT.</td>
<td>Draper Crossing, SLCC Miller Campus, Sandy Downtown, South Town Mall and Auto Mall.</td>
<td>Within Proximity to UTA Front Runner service and east/west Core Bus Routes.</td>
<td>Impacts Vulnerable Communities</td>
<td>Required</td>
</tr>
<tr>
<td>4700 South West Valley City</td>
<td>6 of 10</td>
<td>NB Build 893,930 890,330 -3,600</td>
<td>Preliminary engineering complete. Some right-of-way will need to be acquired. EIS approved.</td>
<td>Supports a Village Center at 5600 West.</td>
<td>None.</td>
<td>Mostly residential land use with some small commercial businesses located at intersections.</td>
<td>Supports Core Bus Route on 5600 West. Proposed bicycle route.</td>
<td>Impacts Vulnerable Communities</td>
<td>Required</td>
</tr>
</tbody>
</table>
### Technical Considerations for Level 2 Requests

<table>
<thead>
<tr>
<th>Project</th>
<th>Safety Index</th>
<th>Vehicle Hours Traveled</th>
<th>Connectivity</th>
<th>Project Readiness</th>
<th>Support WC2050</th>
</tr>
</thead>
<tbody>
<tr>
<td>14600 South Bluffdale City</td>
<td>4 of 10</td>
<td>No Build</td>
<td>Connects Redwood Road with I-15 at 14600 South.</td>
<td>Preliminary engineering complete. Some right-of-way will need to be acquired.</td>
<td>Connection to Jordan River Parkway and Urban Center in Draper City.</td>
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<tr>
<td></td>
<td></td>
<td>Build</td>
<td>192,740 VHT</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>192,490 VHT</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>-250 VHT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>700 South Salt Lake City</td>
<td>3 of 10</td>
<td>NA</td>
<td>East / West connectivity will improve with new bridge.</td>
<td>Preliminary engineering. Some right-of-way will need to be acquired.</td>
<td>Connection to Industrial Area in Salt Lake City.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>NA</td>
<td>NA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5500 West Hooper City</td>
<td>2 of 10</td>
<td>No Build</td>
<td>Connects North / South portions of Hooper City.</td>
<td>Preliminary engineering completed. No right-of-way needed.</td>
<td>Passes near Village Center in Hooper City</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Build</td>
<td>50,460 VHT</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>50,390 VHT</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>-70 VHT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2800 North / North Plain City Road Plain City</td>
<td>1.5 of 10</td>
<td>No Build</td>
<td>Connects Plain City to SR-126.</td>
<td>No engineering completed to date. Some additional right-of-way will need to be acquired.</td>
<td>Terminates near Industrial Center between I-15 and US-89.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Build</td>
<td>44,950 VHT</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>44,920 VHT</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>-30 VHT</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Air quality conformity not required for level 2 requests.
Process - Amendment 6

• **Review by Councils of Government**
  - Salt Lake County COG - May 24
  - Weber County COG - June 4

• **30-Day Public Review and Comment Period**
  - June 30 through August 4

• **Review by Regional Growth Committee**
  - August 16

• **Recommended adoption by the Regional Council**
  - August 23
The Transportation Improvement Program
Transportation Improvement Program is . . .

1. Six Year Program of Highway & Transit
   • Four Years Funded - Two Years Concept

2. In the Urban Areas
   • Salt Lake/ West Valley - Ogden/ Layton

3. Funded by
   • Federal, State, & Local Programs

4. For All Cities, Counties, UDOT & UTA
Transportation Improvement Program will . . .

1. Implement the Long Range Plans
   • Highway, Transit, & Active Transportation Projects for the Region

2. Help Meet the Short Range Needs
   • Of the Wasatch Front Area

3. Provide for the Maintenance
   • Of the Existing Transportation System
Transportation Improvement Program’s Dynamics . . .

1. Periodic Modifications due to
   • Project Timing & Funding Amounts

2. Modifications Require Board Action
   • WFRC or Trans Com as Delegated

3. Updated Annually with
   • New Projects/ Funding Strategies
5a. Report on Approved Board Modification
   • Trans Com – June 14, 2018

5b. Approve New Board Modification
   • To the 2018-2023 TIP

5c. Approve the 2019-2024 TIP and
   • Air Quality Conformity Determination

5d. Approve the Self-Certification Planning Process
5a - 2018-2023 TIP Board Modification #8

Trans Com Approved on June 14, 2018

Ben Wuthrich
Wasatch Front Regional Council
## Additional Funding

### Ogden / Layton Urbanized Area

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility PIN</th>
<th>County Sponsor Facility PIN</th>
<th>Project Location</th>
<th>Concept/ Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
<th>Currently Funded Amount</th>
<th>Action</th>
<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Davis</td>
<td>UDOT</td>
<td>SR-110 &amp; SR-107 16526</td>
<td>4500 West (SR-110); Syracuse Rd (SR-127) to 1800 N (SR-37) and 300 North (SR-107); 4500 W (SR-110) to 3000 West</td>
<td>Pavement Preservation - (Orange Book) 1.5” Overlay</td>
<td>STP_FLX_ST (STP Flexible (Any Area) Statewide)</td>
<td>$2,500,000</td>
<td>$1,750,000</td>
<td>Additional Funding</td>
<td>$750,000</td>
<td>2018</td>
<td></td>
</tr>
</tbody>
</table>

This project is currently in design and preparing for final review. The engineer’s estimate is showing a shortage of funds due to an increase in material cost. The additional funding will come from cost savings from a project that received a better than expected bid.

### Box Elder, Davis, & Weber

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility PIN</th>
<th>County Sponsor Facility PIN</th>
<th>Project Location</th>
<th>Concept/ Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
<th>Currently Funded Amount</th>
<th>Action</th>
<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Davis</td>
<td>UDOT</td>
<td>I-15, I-84, &amp; US-89 16041</td>
<td>I-15 Brigham City Area, I-15 Willard Area, I-15 Kaysville Area, I-84 Weber Canyon Area, and Us-89 Farmington Area</td>
<td>Variable Message Sign (VMS) Installations at various locations</td>
<td>CMAQ_WFRC (Congestion Mitigation/ Air Quality (CMAQ)-WFRC Funding) STP_FLX_ST (STP Flexible (Any Area) Statewide)</td>
<td>$3,551,000</td>
<td>$2,951,000</td>
<td>Additional Funding</td>
<td>$600,000</td>
<td>2018</td>
<td></td>
</tr>
</tbody>
</table>

This project will expand the Advanced Traffic Management System (ATMS) (cameras, variable message signs, road weather information systems, etc.) to minimize traffic congestion and improve safety. During the design of the US-89 at Shepard Lane VMS foundation it was discovered that the section of existing concrete barrier that would protect the new VMS foundation is sub-standard. These funds will replace this barrier with new precast concrete barrier. The additional funding will come from cost savings from another project.

## New Project

### Ogden / Layton Urbanized Area

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility PIN</th>
<th>County Sponsor Facility PIN</th>
<th>Project Location</th>
<th>Concept/ Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
<th>Currently Funded Amount</th>
<th>Action</th>
<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Davis</td>
<td>UDOT</td>
<td>I-15 16857</td>
<td>I-15 Centerville Concrete Slab Repair</td>
<td>Replace damaged concrete slabs</td>
<td>STP_FLX_ST (STP Flexible (Any Area) Statewide)</td>
<td>$1,500,000</td>
<td>$0</td>
<td>New Funding</td>
<td>$1,500,000</td>
<td>2018</td>
<td></td>
</tr>
</tbody>
</table>

The existing concrete pavement in this area has various concrete slabs that are broken and need to be replaced. The additional funding will come from cost savings from a project that received a better than expected bid.

### Salt Lake/ West Valley Urbanized Area

<table>
<thead>
<tr>
<th>County</th>
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<th>Project Estimated Cost</th>
<th>Currently Funded Amount</th>
<th>Action</th>
<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salt Lake</td>
<td>Salt Lake County 2550 South</td>
<td>New</td>
<td>2550 South; 5600 West to 8000 West</td>
<td>New Construction (complete the connection)</td>
<td>ST_TIF (Statewide - Transportation Investment Funds and Local Match)</td>
<td>$2,000,000</td>
<td>$0</td>
<td>New Funding</td>
<td>$2,000,000</td>
<td>2018</td>
<td></td>
</tr>
</tbody>
</table>

The project is to complete 2550 South from 5600 West to 8000 West. Senate Bill 234 designated $2.0 Million of ST_TIF funds be programmed to this project in addition to the matching funds from the County. The County shall also study a connection of 7200 West between SR-201 and I-80.

## Remove Project

<table>
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<tbody>
<tr>
<td>Salt Lake</td>
<td>UDOT</td>
<td>4100 South 14355</td>
<td>4100 South Bridge over I-215</td>
<td>Retrofit the pin and hanger assembly on the bridge</td>
<td>STP_Bridge (Surface Transportation Program - Bridge Program)</td>
<td>$1,000,000</td>
<td>$1,000,000</td>
<td>Remove Project</td>
<td>$0</td>
<td>2018</td>
<td></td>
</tr>
</tbody>
</table>

The primary objective of this project was to retrofit the pin and hanger assembly to allow the bridge to carry legal loads; however, the bridge is in otherwise good condition. The request is to remove this project from the 2019 Bridge Replacement & Rehabilitation Program. The bridge will be posted as load restricted. The road system around 4100 South has adequate redundancy to allow for heavy loads to be rerouted. The $1.0M will be reprogrammed to other more critical bridge improvement needs. The bridge condition will continue to be monitored through the Bridge Inspection Program and will be programmed for a project at a later date when the bridge condition warrants a more robust rehabilitation, thus utilizing bridge funding more efficiently.
5b - 2018-2024 TIP
Board Modification

Wasatch Front Regional Council
August 23, 2018

Ben Wuthrich
Wasatch Front Regional Council
### 2018-2023 Transportation Improvement Program (TIP) (Amendment Nine)

#### Board Modification

### Project Scope Change

#### Salt Lake/ West Valley Urban Area

<table>
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<tr>
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<tbody>
<tr>
<td>Salt Lake</td>
<td>West Jordan</td>
<td>1300 West</td>
<td>14039</td>
<td>1300 West; 6600 South to 9400 South</td>
<td><strong>Was</strong> - Operational Improvements to Major Intersections with Minor roadway Improvements  <strong>Proposed</strong> - Operational Improvements to include Bike/ Ped and Intersection Improvements</td>
<td>STP_URB_SL (Surface Transportation Program - Salt Lake/ West Valley Urban Area (STP)Program)</td>
<td>$15,571,300</td>
<td>$6,000,000</td>
<td>Project Scope Change</td>
<td>No additional Funds Requested at this time</td>
</tr>
</tbody>
</table>

The original project was to construct a two way left turn lane on 1300 W and right turn lanes at 7000 S, 7800 S, and 8600 S, and construct a "high T" intersection at Winchester Street (6685 S). Since the time of approval several of these intersections have been improved and 1300 West has been identified as a priority north-south bike/ ped route in the Salt Lake Valley. Thus the request to amend the project scope to include "Improve roadway conditions to provide safe and adequate capacity for bicycle and pedestrian transportation along the 1300 West Corridor including operational improvements through intersections".

| Salt Lake   | Salt Lake City | Various | 15927 | **Was** - Transit Stop Improvements; City Wide | **Proposed** - Transit Stop Improvements to Major Bus Stops - City Wide  **Proposed** - Reconstruction with minor improvements to Drainage, Curb, Gutter and Sidewalk and Improve Bus Stops on 1300 East | TAP_URB_WFRC (Transportation Alternatives Program - WFRC Area)  STP_URB_SL (Surface Transportation Program - Salt Lake/ West Valley Urban Area (STP)Program)  LOCAL_INKIND (Local In Kind (Soft Match))  LOCAL_GOVT (Local Government Funds) | $186,000 | $6,426,097 | $130,000 | $3,337,903 | 2018-2023 TIP |

The original project was to improve high priority bus stops throughout Salt Lake City. Earlier this year Salt Lake City updated their Transit Master Plan and 1300 East was identified as a Tier 1 route (high transit priority route). The City requests that this project scope be changed to improve the bus stops along 1300 East in conjunction with a reconstruction project programmed to advertise within the year. By combining the two projects the City will be able to improve almost twice the number of bus stops.
Add a two way left turn lane on 1300 W and right turn lanes at 7000 S, 7800 S, and 8600 S. A "high T" intersection will be constructed at Winchester Street (6685 S).
UDOT\ West Jordan – 1300 West – Reconstruct w/ Minor Widening
Project Type – Operational / Intersection, Bike and Ped Improvements

9400 South to 6600 South

Improve roadway conditions to provide safe and adequate capacity for all modes of transportation along the 1300 West Corridor including operational improvements through intersections.

Estimated Project Cost – $15,571,300
No additional funding is being requested at this time.
Redwood Road bus routes would connect to TRAX stations.

Alternative service models to be considered west of Redwood Road.
1300 South and 2100 South

Reconstruct a deteriorated street: replace C & G/ driveway approaches/ ADA pedestrian ramps; mill the existing asphalt surface from the concrete pavement, stabilize that material, and install new asphalt surfacing; improve drainage (replacement and new piping and inlet structures); and upgrade traffic & pedestrian signals and improve intersection lighting, Including Transit Stop Improvements

Estimated Project Cost - $10,080,000
Programmed $10,080,000
Action on the 2019-2024 Transportation Improvement & Corresponding Air Quality Conformity Finding
Transportation Improvement Program is . . .

1. Six Year Program of Highway, Transit and Active Transportation Projects
   • Four Years Funded - Two Years Concept

2. In the Urban Areas
   • Salt Lake/ West Valley - Ogden/ Layton

3. Funded by
   • Federal, State, & Local Programs

4. For All Cities, Counties, UDOT & UTA
Transportation Improvement Program will . . .

1. Implement the Long Range Plans
   • Highway/ Transit & Active Transportation Projects for the Region

2. Help Meet the Short Range Needs
   • Of the Wasatch Front Area

3. Provide for the Maintenance
   • Of the Existing Transportation System
Transportation Improvement Program Contains . . . .

- Lists of Projects
- Including:
  - New Construction
  - Rehab & Maintenance
  - Safety/ ITS
  - Transit, O & M
  - Pedestrian & Bike
New Construction or Reconstruction

Various Locations

Including Sidewalks, Trails, Ped & Bike Facilities, Roadway and Transit
Rebuilding locomotive prime mover engines to reduce particulate matter emissions and the formation of ozone.
Layton City, Davis County, Snow Basin, and UTA have established seasonal local bus service from Layton City to ski areas via Trappers Loop. This now uses older ski buses from the SLC area that have met the requirements for retirement. New buses are needed as this service continues.
Pedestrian and Bicycle Projects

Various Locations

Including Sidewalks, Trails, Bike Facilities, Roadway and Traffic Adaptions
Projects in the TIP:

• Represent $ Millions
• Thousands of Jobs
• Economic Growth & Development
• Mobility/ Access
• Preservation of Life
• And Promote the Quality Of Life
Federal Law Requires:

• Financially Constrained
• Conform To Air Quality
• Reviewed By the Public
• Approved By the Regional Council
Air Quality Memorandum

REPORT NO. 38a [DRAFT]
DATE May 29, 2018

SUBJECT CONFORMITY ANALYSIS FOR THE WFRC [DRAFT] 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM.

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

Section 93.122(g)(1) of the Transportation Conformity Rule (40 CFR part 93) states that a new TIP may be demonstrated to conform “... without new regional emissions analysis if the previous regional emissions analysis also applies to the … TIP.” Section 93.122 includes the following four conditions. First, the TIP must include all projects that must be started within the TIP time frame in order to achieve the transportation network envisioned in the plan. Second, all regionally significant projects in the TIP must be included in the regional emissions analysis. Third, the design concept and scope for TIP projects must not have changed significantly from the plan. And fourth, the previous regional emissions analysis is consistent with all conformity requirements. As discussed below, the [DRAFT] WFRC 2019-2024 TIP meets the conditions of CFR 93.122(g)(1) and therefore conforms to the State Implementation Plan and the EPA guidelines for interim conformity for all applicable non-attainment and maintenance areas and pollutants. Therefore, all the transportation projects in Weber, Davis, and Salt Lake Counties included in the [DRAFT] 2019-2024 TIP are found to conform.

Wasatch Front Regional Council
295 North Jimmy Doolittle Road
Salt Lake City, Utah 84116
The TIP provides a thoughtful and balanced approach that seeks to implement critical projects, including those identified in WFRC's Regional Transportation Plan. These projects help our local communities and our region meet the challenge of Utah's rapidly growing population while simultaneously promoting a strong economy, good air quality, and high quality of life.

### TIP Public Comments and Responses

<table>
<thead>
<tr>
<th>Comment</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>There were concerns that the TIP did not place sufficient emphasis on transit and active transportation.</td>
<td>The 2019-2024 TIP provides projects that balance transportation investments across all modes of travel, including transit, biking, walking, and driving. Through a comprehensive approach that addresses all modes of travel in an integrated way, WFRC believes the TIP will help to address concerns regarding air quality, mobility, and quality of life.</td>
</tr>
<tr>
<td>There were many comments in support of, and included suggestions for, projects to address the needs of cyclists for safe and effective transportation.</td>
<td>WFRC understands the need for safe and effective transportation for cyclists in the region and will continue to work with Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), local governments, and other stakeholders to facilitate solutions to address the needs. However, funding has not yet been identified for many of the specific needs mentioned.</td>
</tr>
<tr>
<td>When considering travel in and to/from Little Cottonwood Canyon, commenters emphasized transit and active transportation, including more park-and-ride facilities located away from the mouth of the canyon.</td>
<td>WFRC and its transportation partners will work together to ensure these comments are evaluated in the Little Cottonwood Canyon Environmental Study and in regional planning.</td>
</tr>
<tr>
<td>Several comments received regarded the need for additional capacity and/or an alternate route to I-80, between Lake Point and Salt Lake County.</td>
<td>WFRC is aware of the need for an alternate to I-80, between Lake Point and Salt Lake County. Progress is occurring in the evaluation of concepts to address this need, but funding has not yet been identified.</td>
</tr>
<tr>
<td>There were requests for additional, as well as extending the hours of, bus service.</td>
<td>WFRC will collaborate with UTA and local governments to ensure these requests are considered as transit improvements are evaluated, during the joint development of UTA's Five Year Mobility Plan and other planning processes.</td>
</tr>
<tr>
<td>Several suggestions were made about the design of specific projects in the TIP.</td>
<td>WFRC staff will work with each project sponsor to ensure that these suggestions are considered in the project development process.</td>
</tr>
</tbody>
</table>
WFRC COMMENT SUMMARY

KEY THEMES (372 Comments)

- Support for More Bicycle Infrastructure & Active Transportation: 86
- Connectivity & Accessibility: 62
- Safety: 44
- Support for Additional Roadway Infrastructure: 35
- Support for More Connected Multi-Modal Infrastructure & Services: 28
OVERALL COMMENT SUMMARY

Total Number Of Commenters: 254
- DMPO: 43 (17%)
- MAG: 27 (11%)
- WFRC: 184 (72%)

Total Number of Comments Received: 539
- DMPO: 95
- MAG: 72
- WFRC: 372
Help Shape Our Transportation Future

DRAFT 2019-2024 TIP | JUNE 30 - AUGUST 4

PROVIDE INPUT

Our Mission

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