

Activities and Accomplishments Report

Fiscal Year 2018 | August 23, 2018

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.

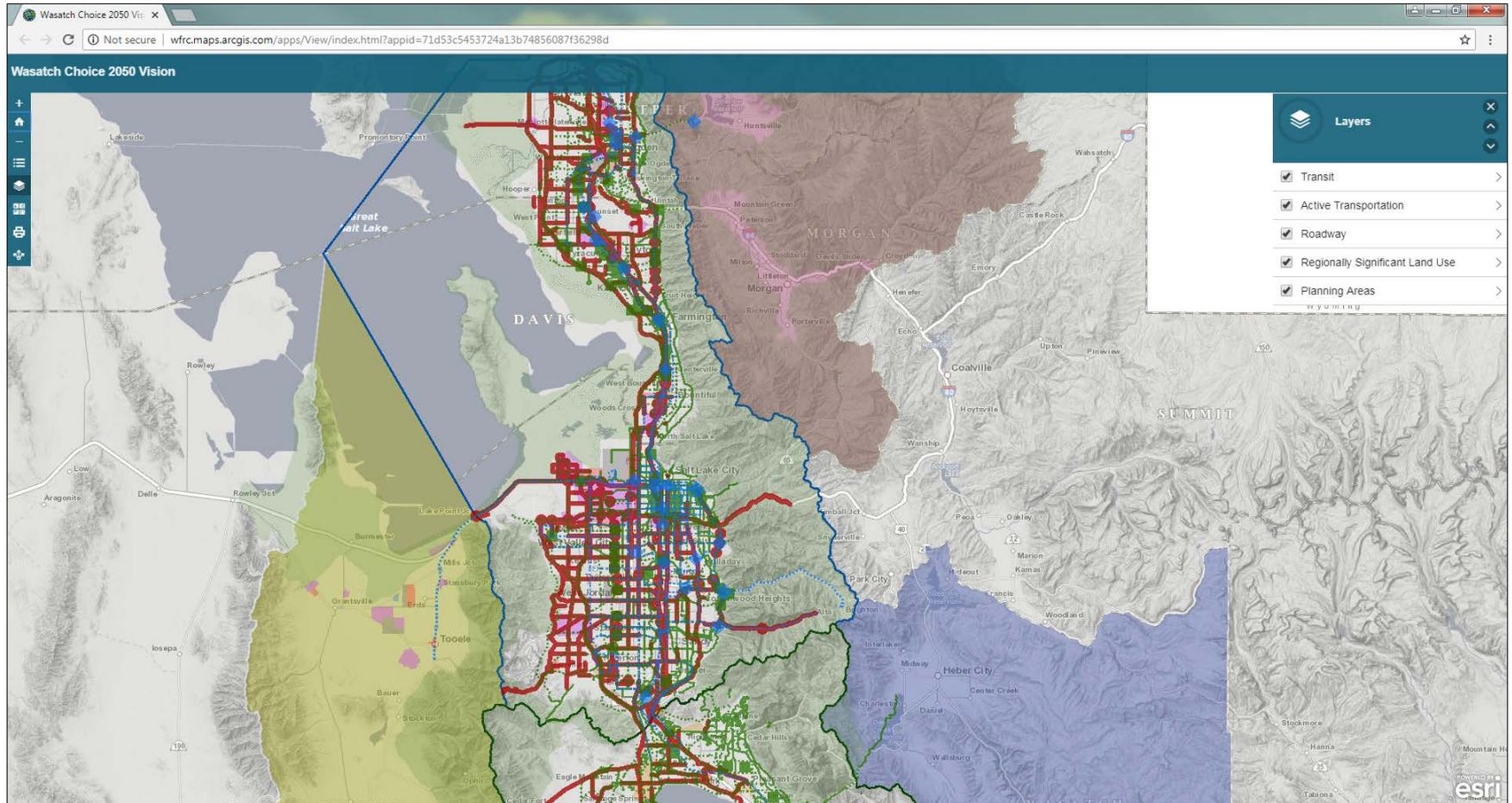


Goal One

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.



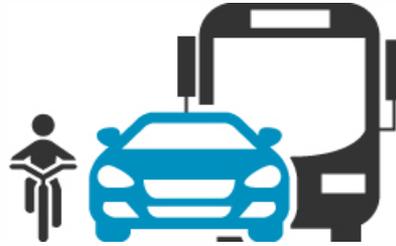
Goal One: TIP



Goal One: Funding Programs



CMAQ



STP



TAP



WASATCH FRONT ECONOMIC DEVELOPMENT DISTRICT



Goal One: Performance-Based Approach



Average Number of Jobs
Within 30-Minute Trip



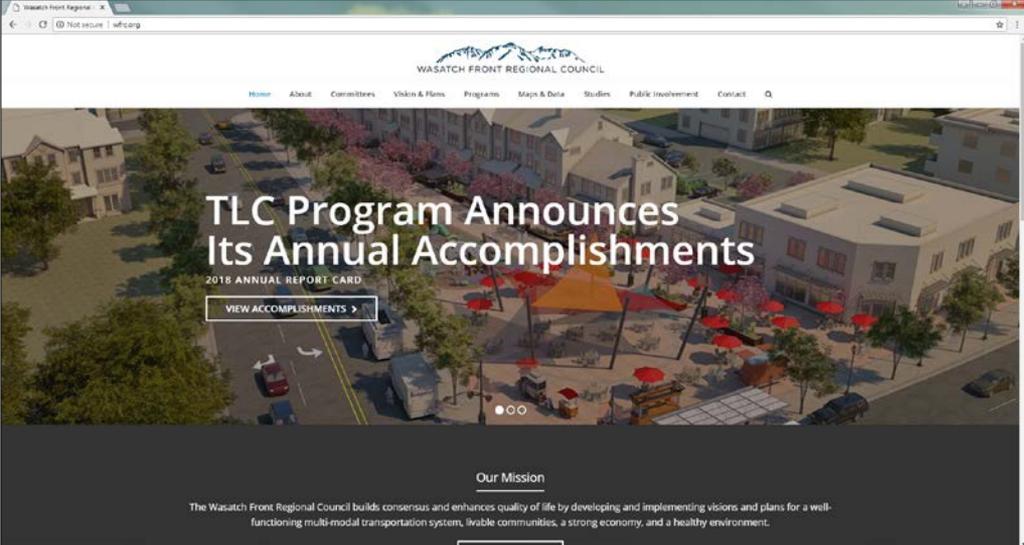
Goal One: Public Engagement



DELE FORMA AL FUTURO



OBTENGA MÁS INFORMACIÓN SOBRE LOS PLANES DE INVERSIÓN EN TRANSPORTE PARA SU COMUNIDAD Y REGIÓN.
Deje sus comentarios hasta el 4 de agosto en wfr.org/TIP20192024ES.



TLC Program Announces Its Annual Accomplishments
2018 ANNUAL REPORT CARD
[VIEW ACCOMPLISHMENTS](#)

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.





Goal Two

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



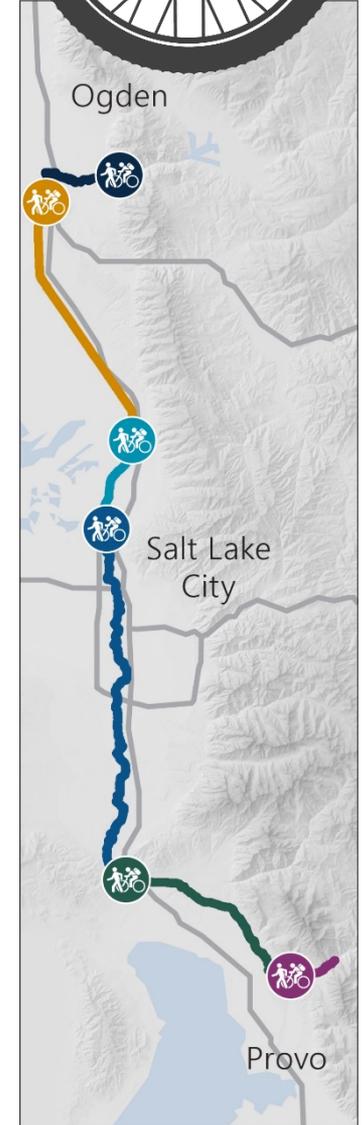
Goal Two: Senate Bill 136



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.



Goal Three: Updated Policies

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

WFRC Funding Programs

Wasatch Front Economic Development District	Up to \$3,000,000
Community Development Block Grant Program	\$762,697 FY18
Transportation & Land Use Connection Program	\$1,300,000 FY19
Surface Transportation Program	\$9,000,000 \$18,000,000
Congestion Mitigation Air Quality	\$3,000,000 \$5,000,000
Transportation Alternatives Program	\$500,000 \$900,000

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

Expand Employment



Planning Request
\$100,000

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

Encourage Entrepreneurship



Construction Request
\$2,000,000

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

Workforce Training



Workforce Training Request
\$614,000

Provide workforce training to disadvantaged youth in the green construction industry

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

U.S. Economic Development Administration Funding Programs

PUBLIC WORKS & ECONOMIC ADJUSTMENT ASSISTANCE

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

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

REGIONAL INNOVATION STRATEGIES

\$0 – \$500,000

- Innovation Centers
- Entrepreneurial Centers
- Cluster-Based Startups

LOCAL TECHNICAL ASSISTANCE

\$0 – \$300,000

- Economic Development Plans
- Feasibility Studies
- Impact Analyses

Community Development Block Grant (CDBG) Small Cities Program



Program Purpose

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

Program Eligibility

Morgan, Tooele, and Weber Counties

Community Development Block Grant (CDBG) Program

HOUSING and COMMUNITY DEVELOPMENT

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



TRANSPORTATION
AND
LAND USE CONNECTION



PROGRAM GOALS



Maximize the **value of investment** in public infrastructure

Enhance **access to opportunity**

Increase **travel options** to **optimize mobility**

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

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

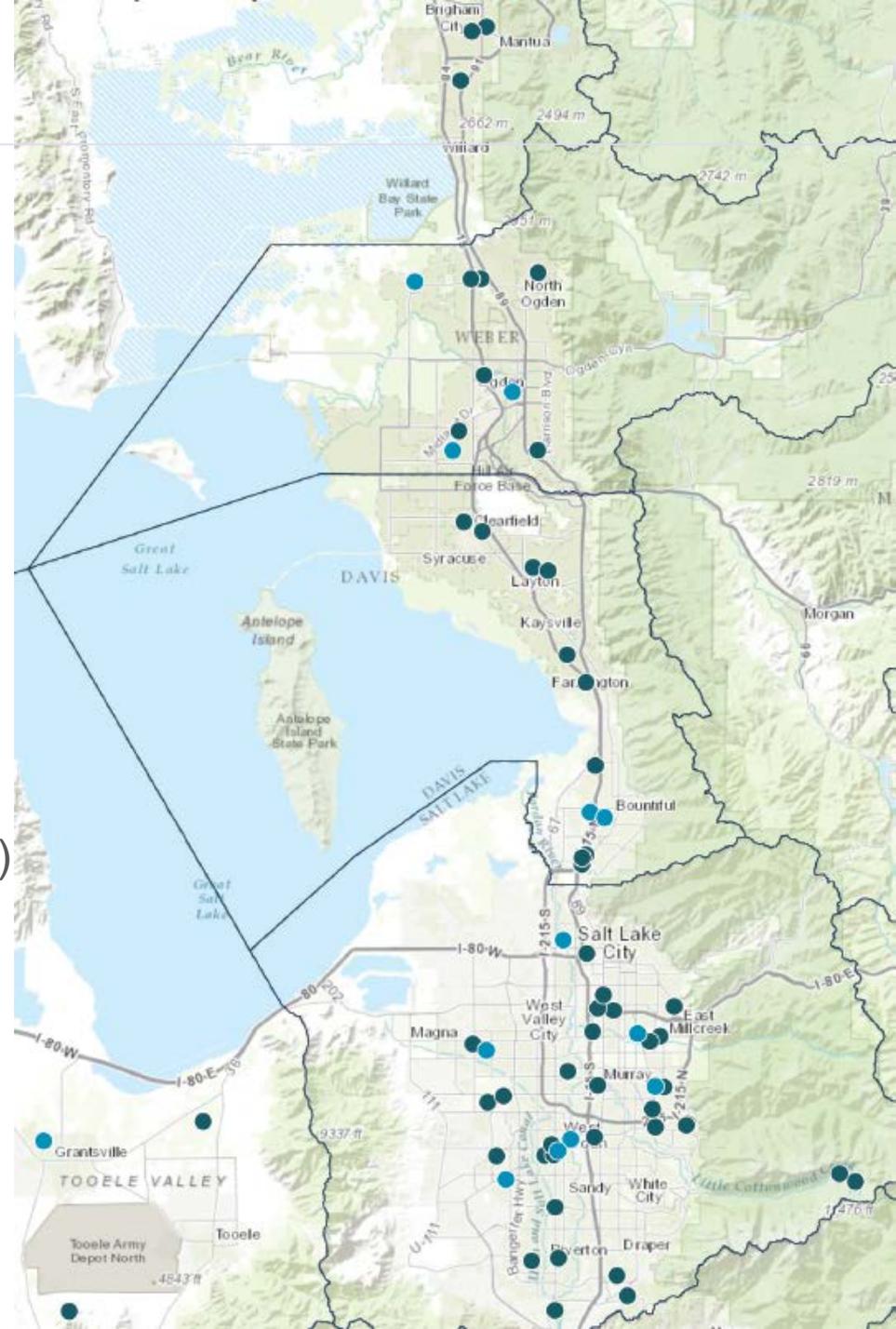
Corridor Plans

Studies (such as market, redevelopment)

Visioning

Parking Reform

WWW.WFRC.ORG/TLC





**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

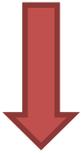


D&RGW Rail/ Trail



WFRC Funding Program Deadlines

We're Here



**August
2018**



**September
2018**



**October
2018**



**January
2019**



**Spring
2019**

For More Information

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Wasatch Choice 2050 Regional Vision and Housing Affordability

Council Meeting | August 23, 2018



WASATCH CHOICE

— 2050 —

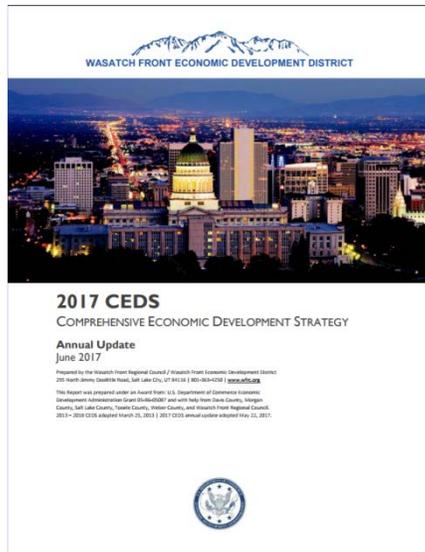


WASATCH CHOICE

— 2050 —

Economic Development

Comprehensive
Economic Development
Strategy



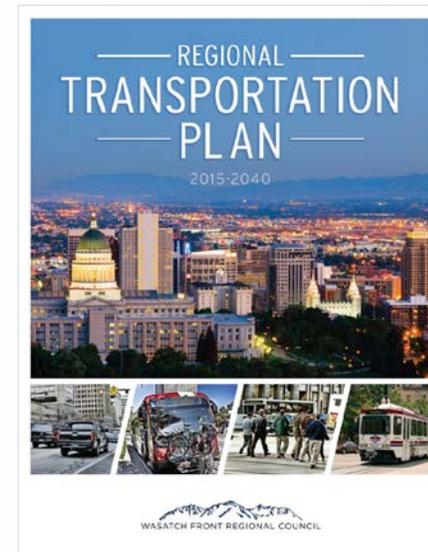
Land Use

Transportation
and Land Use
Connection

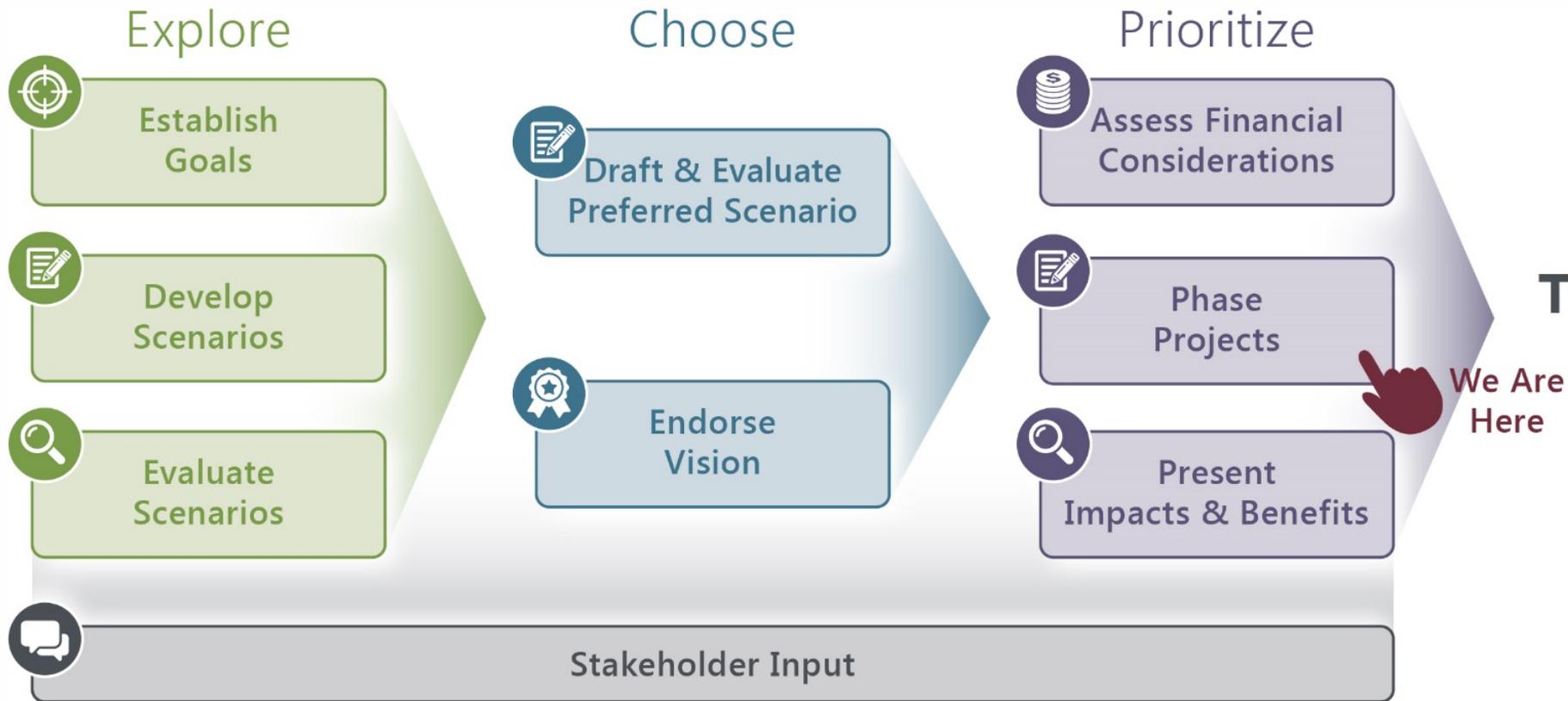


Transportation

Regional
Transportation
Plan



Wasatch Choice Vision: Process



REGIONAL TRANSPORTATION PLAN

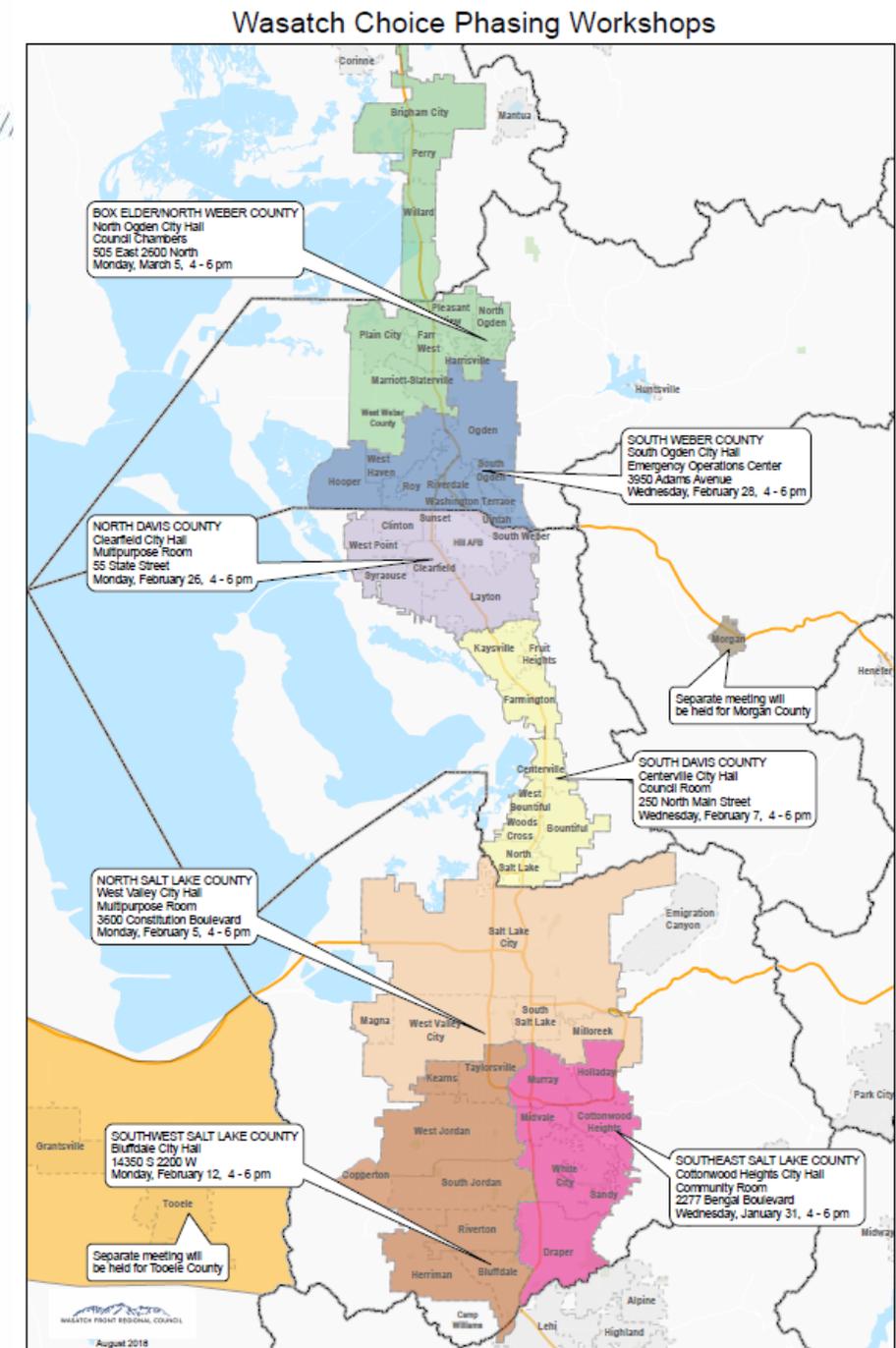
2019 - 2050

*The Regional Transportation Plan
is an element of*



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

UNAFFORDABLE UTAH



UNAFFORDABLE
UTAH

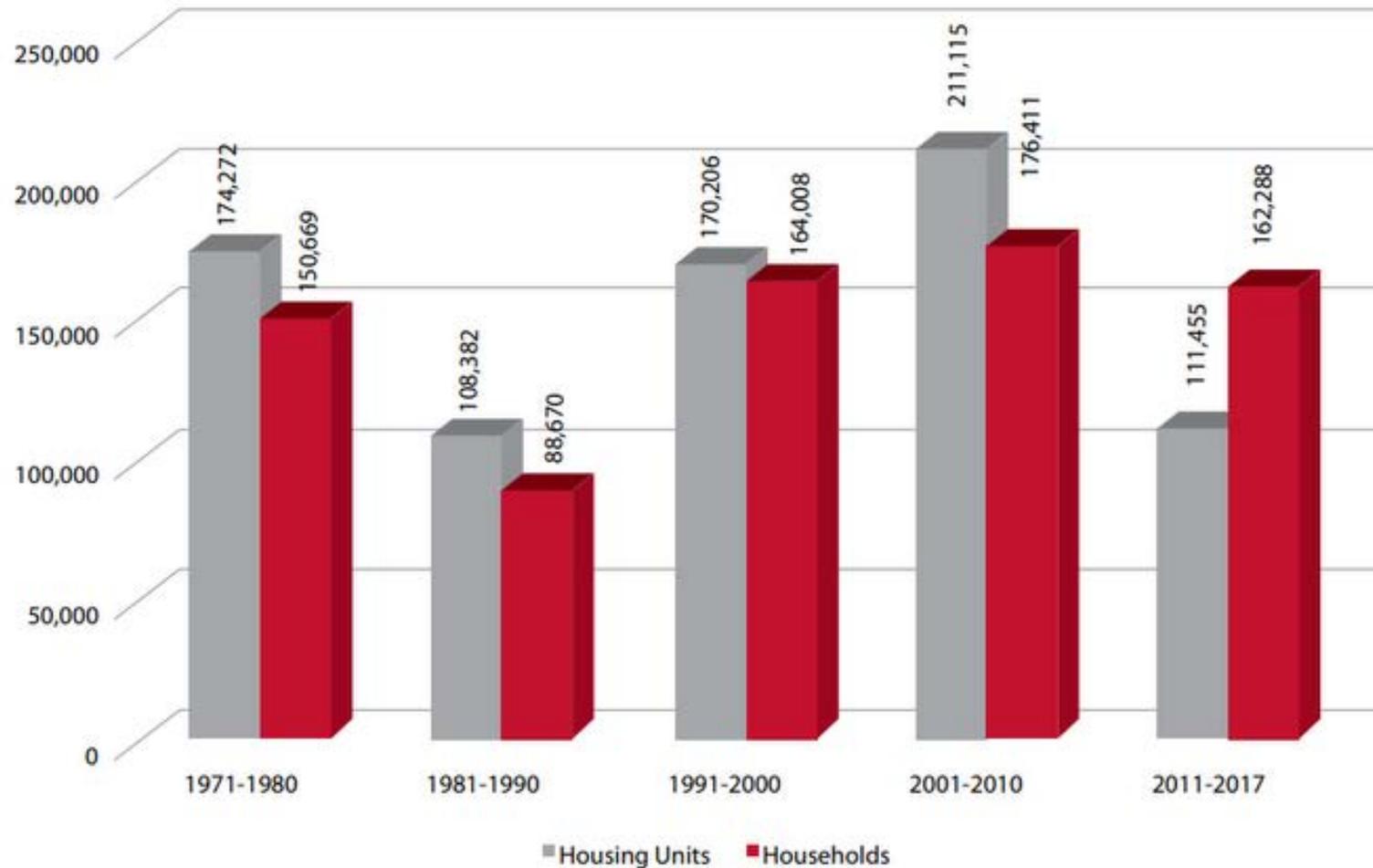


10:14
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#KSLLive

Demand is exceeding supply

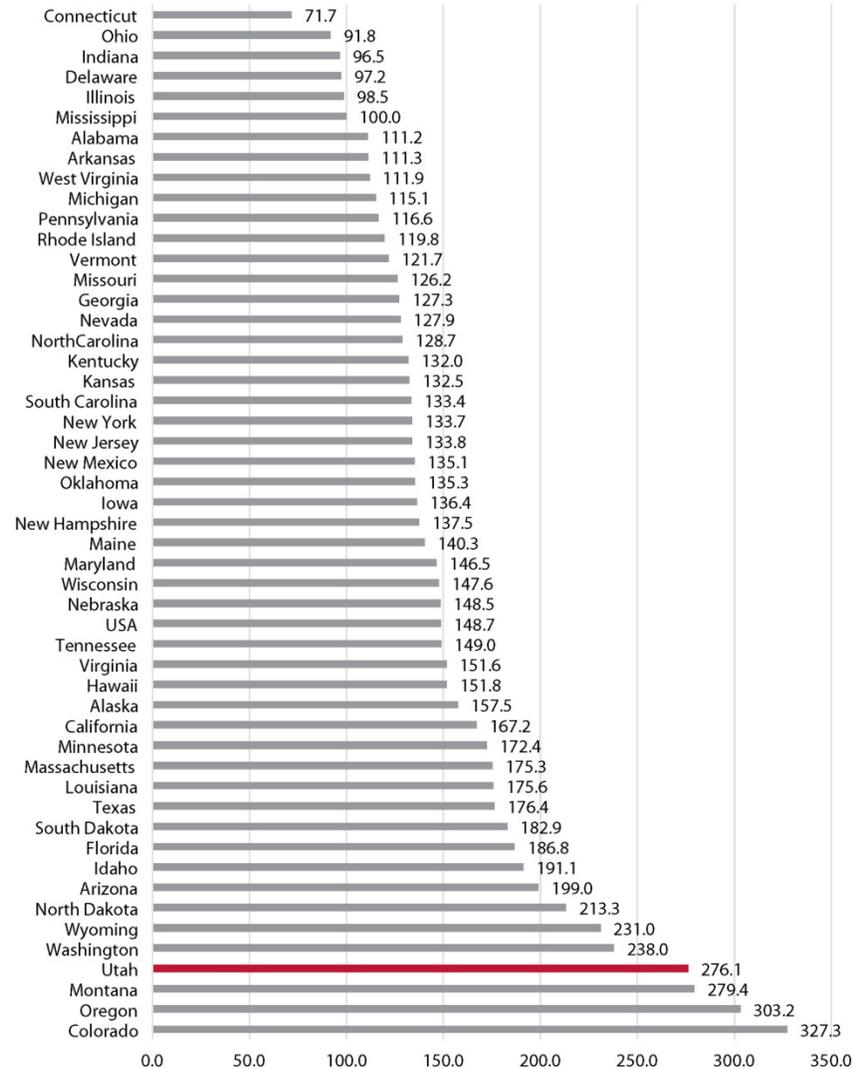
Figure 2: Increase in Households Compared to Increase in Housing Units for Utah



Source: Ivory-Boyer Construction Database, Kem C. Gardner Policy Institute

More Expensive

Figure 1: Percent Change in Housing Price Index by State – Purchase Only
1991 to third quarter 2017



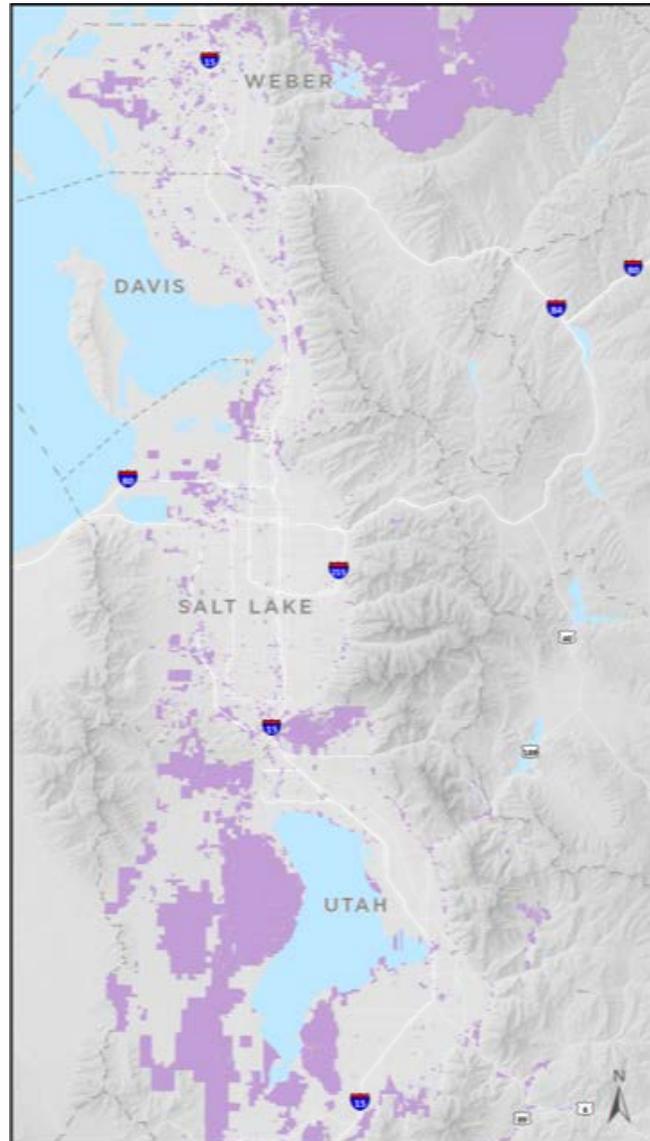
Source: Federal Housing Finance Agency.

Construction Cost increases

- 22% increase in the last 2 years
 - Labor
 - Materials



Little vacant land in Weber, Davis and Salt Lake Counties

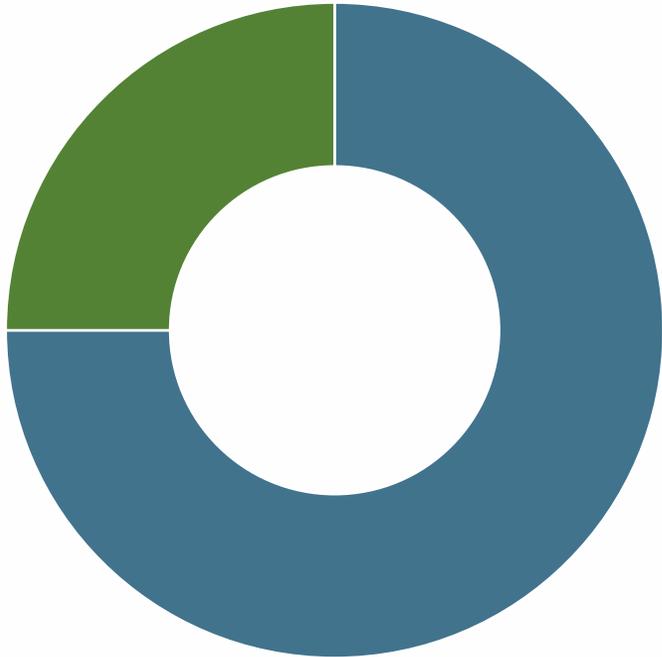


In 15 years, remaining major pieces of vacant land may be under development.

Source: WFRC using county assessor data

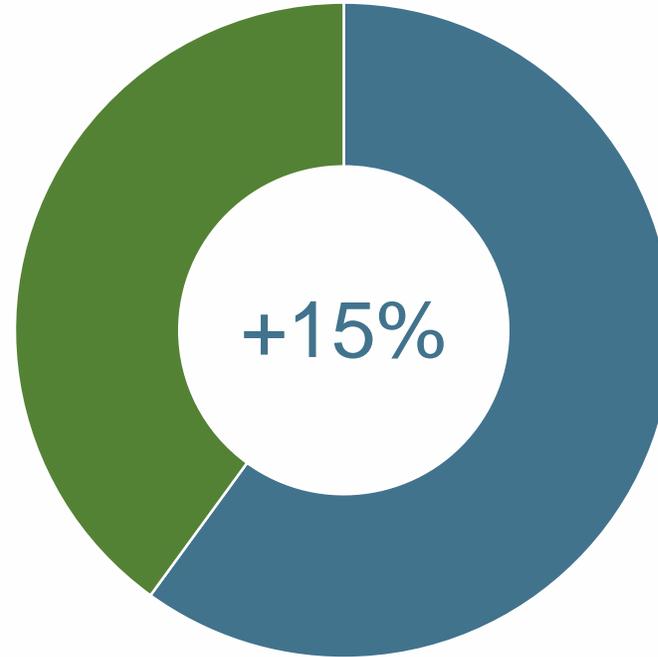
Key Strategy: Support Housing Options

Today



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

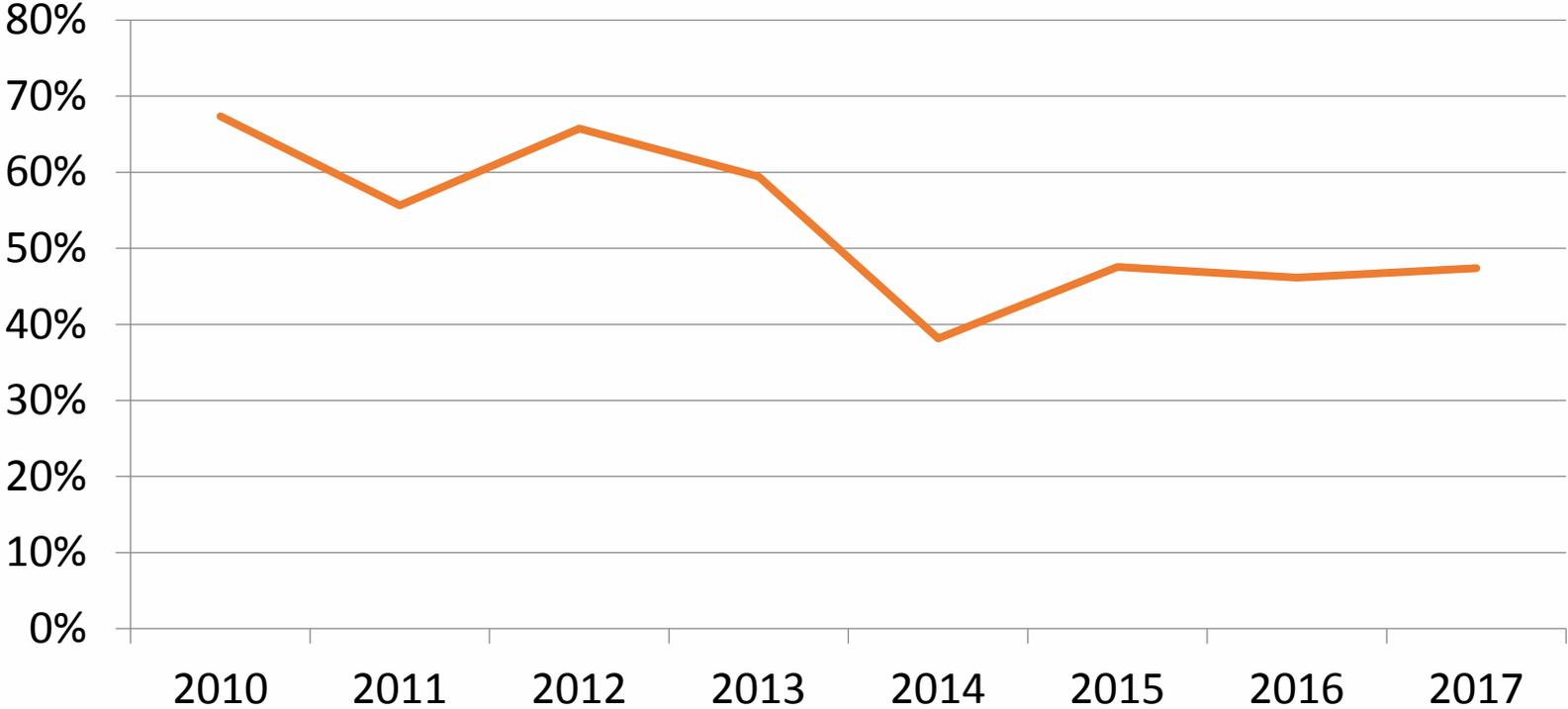
Wasatch Choice Vision



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

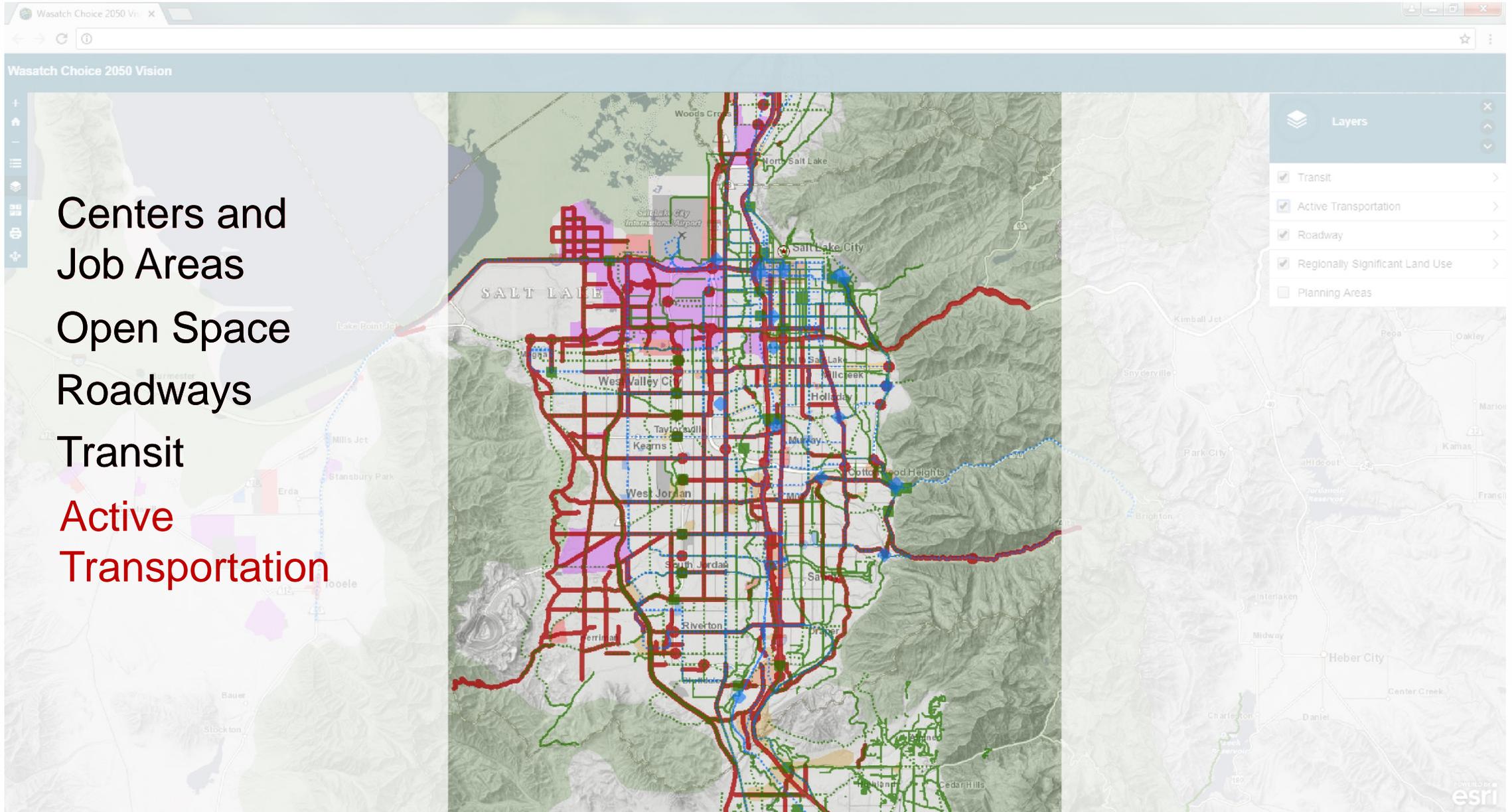
Shifting housing types

Single-family units % of housing construction Wasatch Front



Source: Ivory-Boyer Construction Database
Kem C. Gardner Policy Institute

Wasatch Choice Draft Vision





Link Economic Development with Transportation and Housing Decisions



What is a “center?”



Fireclay, Murray



Main Street, Bountiful



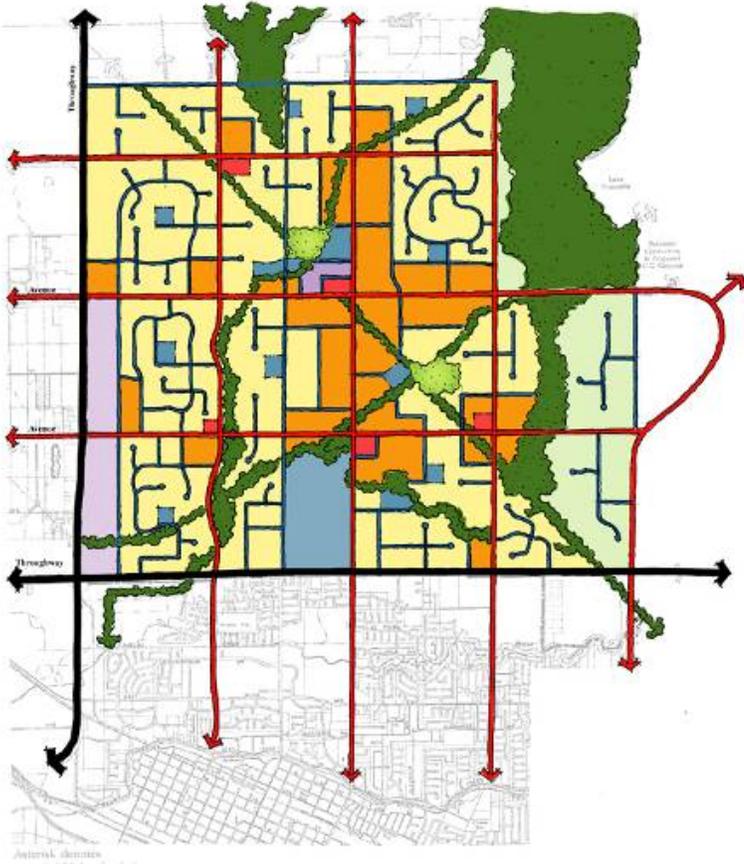
Downtown, Sandy



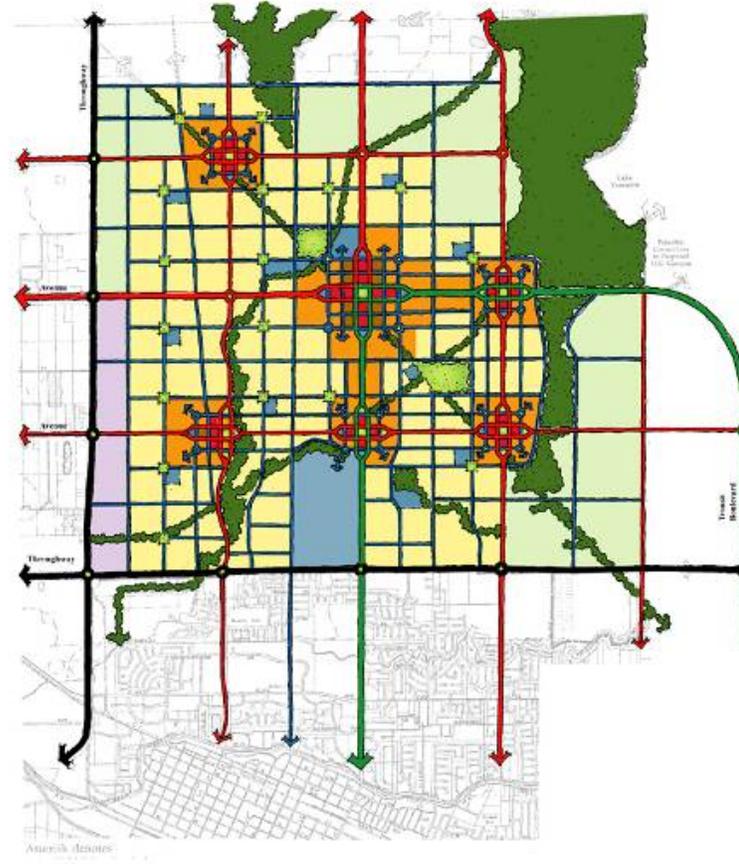
Downtown, Ogden

Centered Growth: Benefits for Individuals

Less Centered



More Centered



- More housing choices
- More people with viable transit, walk, and bike options
- Affordability
- Easier access to jobs and destinations

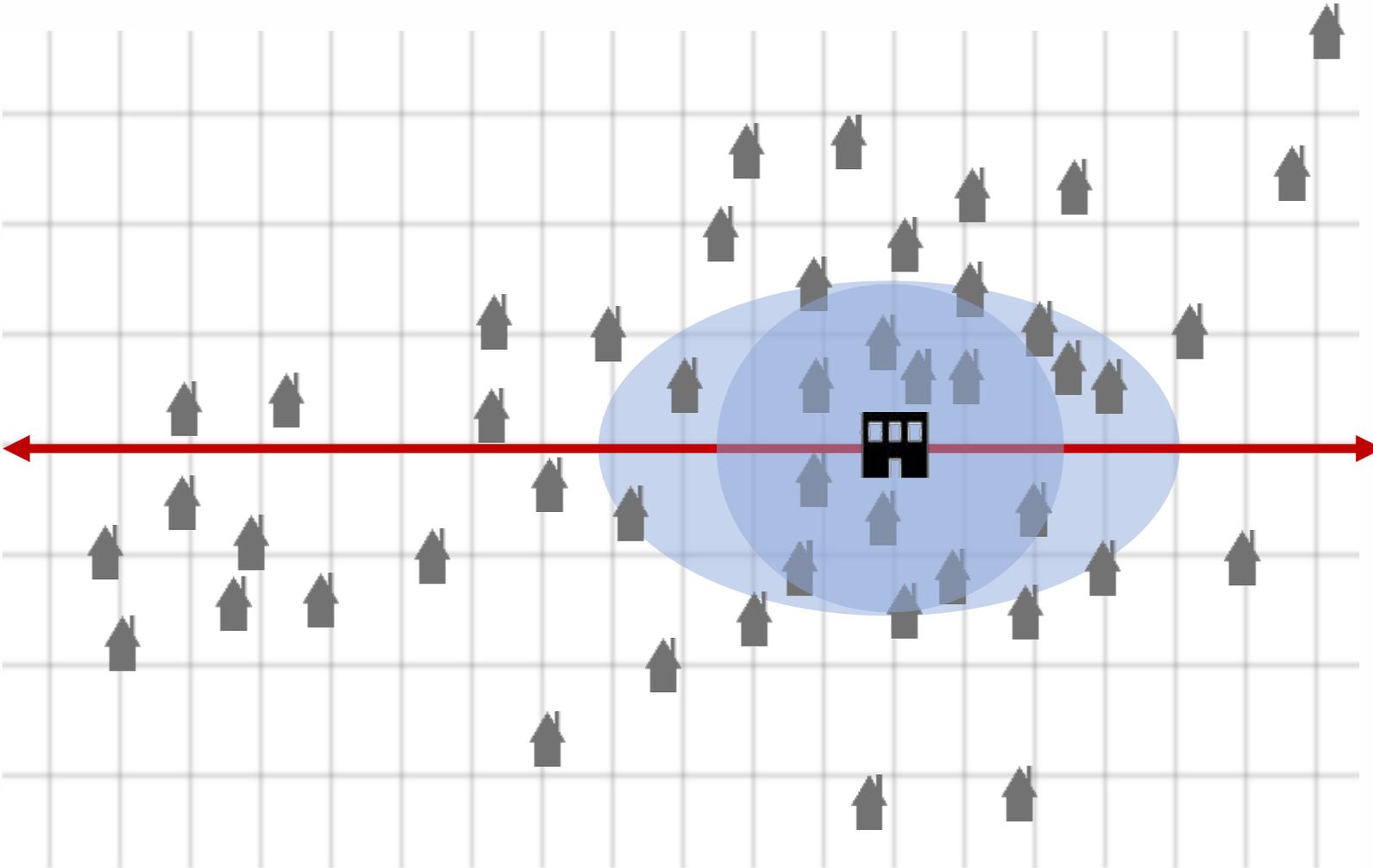
What is access to opportunity (ATO)?

How many valued destinations can be reached in a reasonable period of time?



How do you improve ATO?

**Transportation
Improvement**



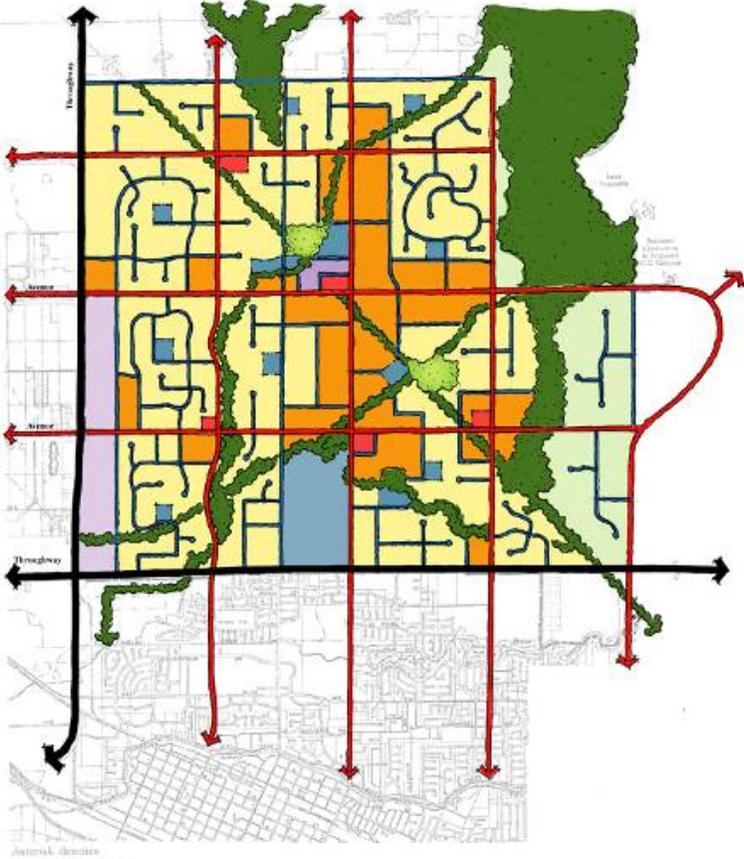
How do you improve ATO?

**Transportation
Improvement
Development
Decisions**

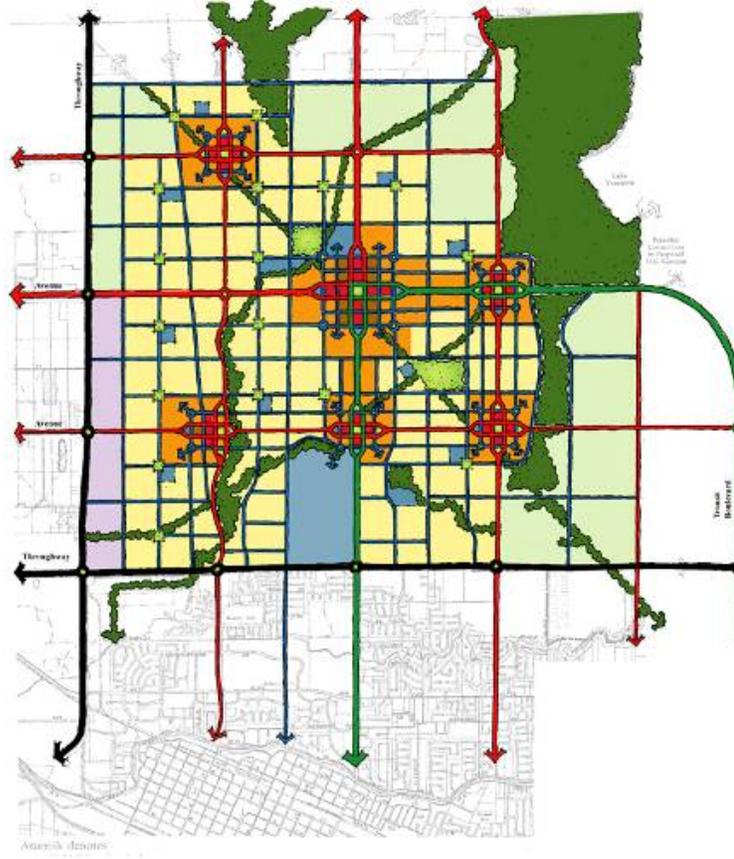


Centered Growth: Benefits for Communities

Less Centered



More Centered



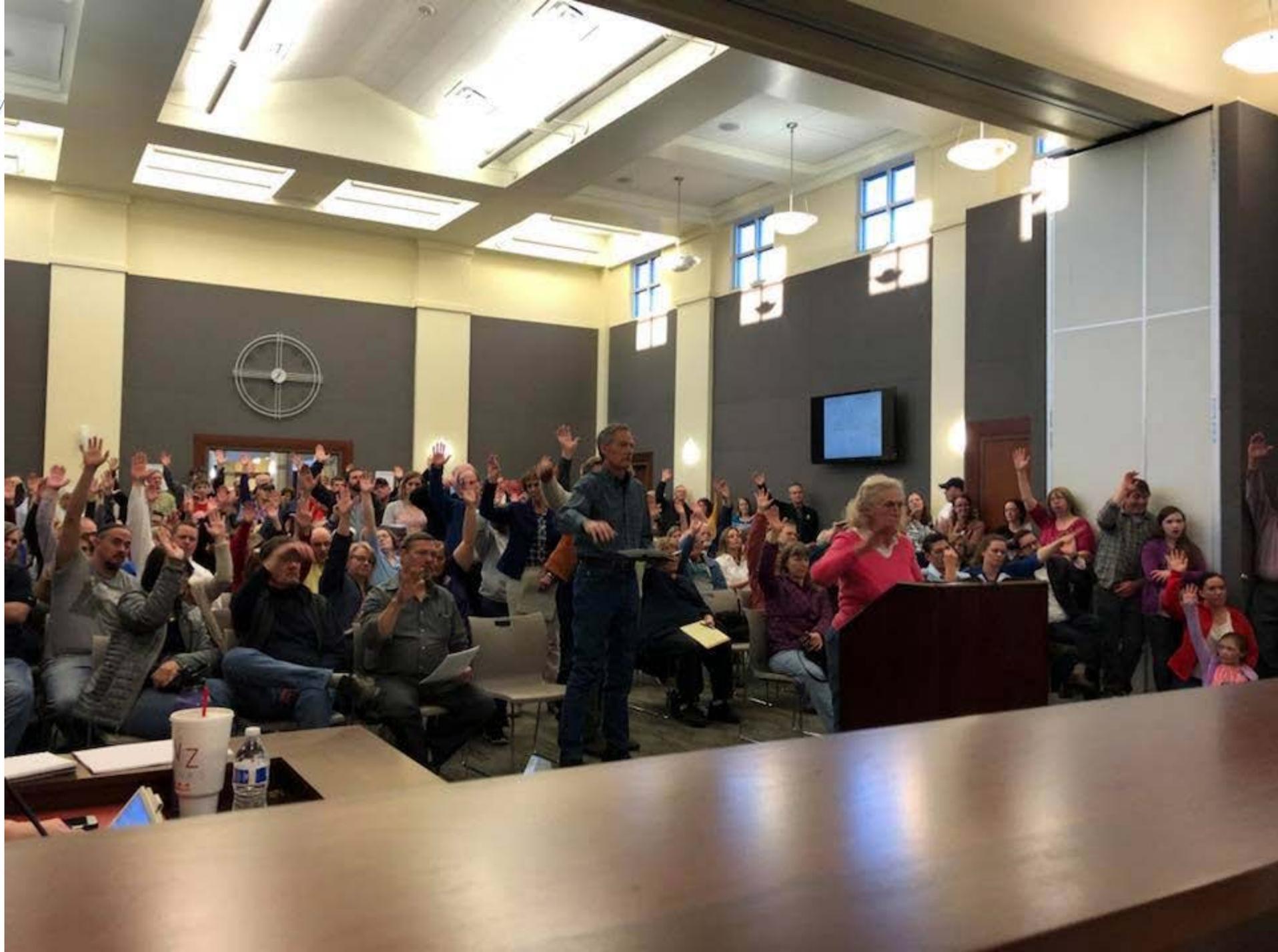
- More accepted density
- Helps preserve suburban neighborhoods and rural land
- More people near transit and jobs = reduced driving and better air

20% fewer auto trips and
30% shorter driving distances

Questions

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





Questions

- 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?



Wasatch Choice 2050 Regional Vision and Housing Affordability

Council Meeting | August 23, 2018

2015-2040 RTP

2015-2040 RTP Amendment 6

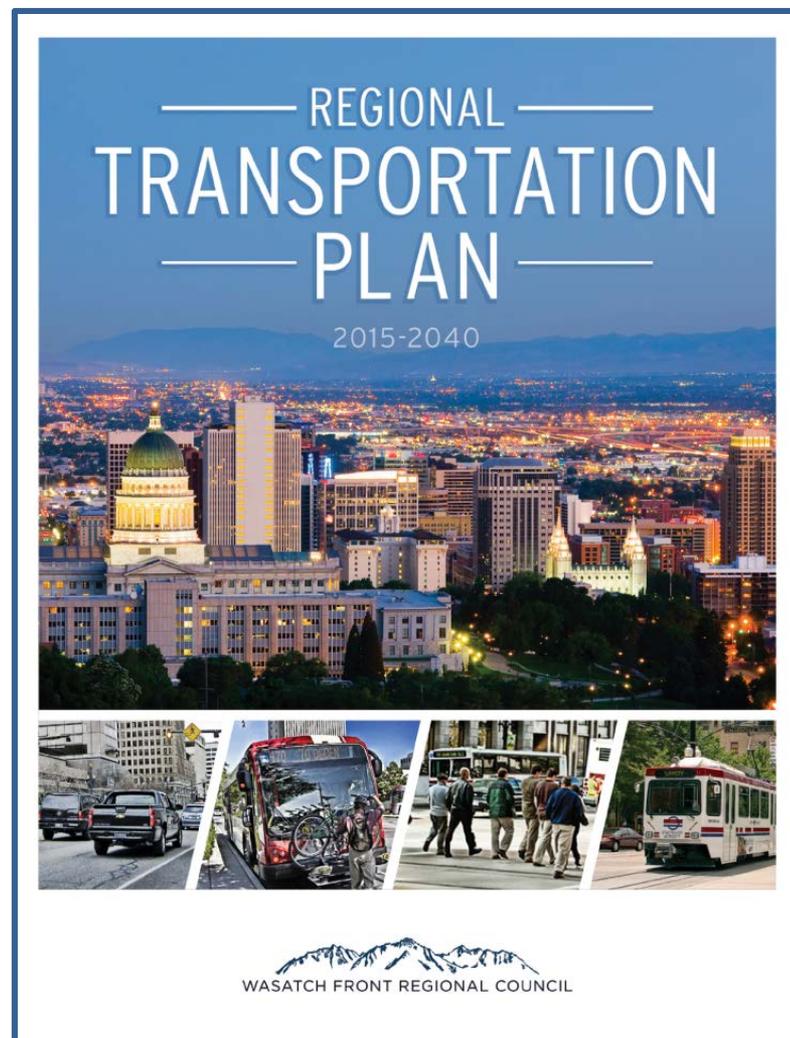
Presentation to the Wasatch Front Regional Council

———— August 23, 2018 ————



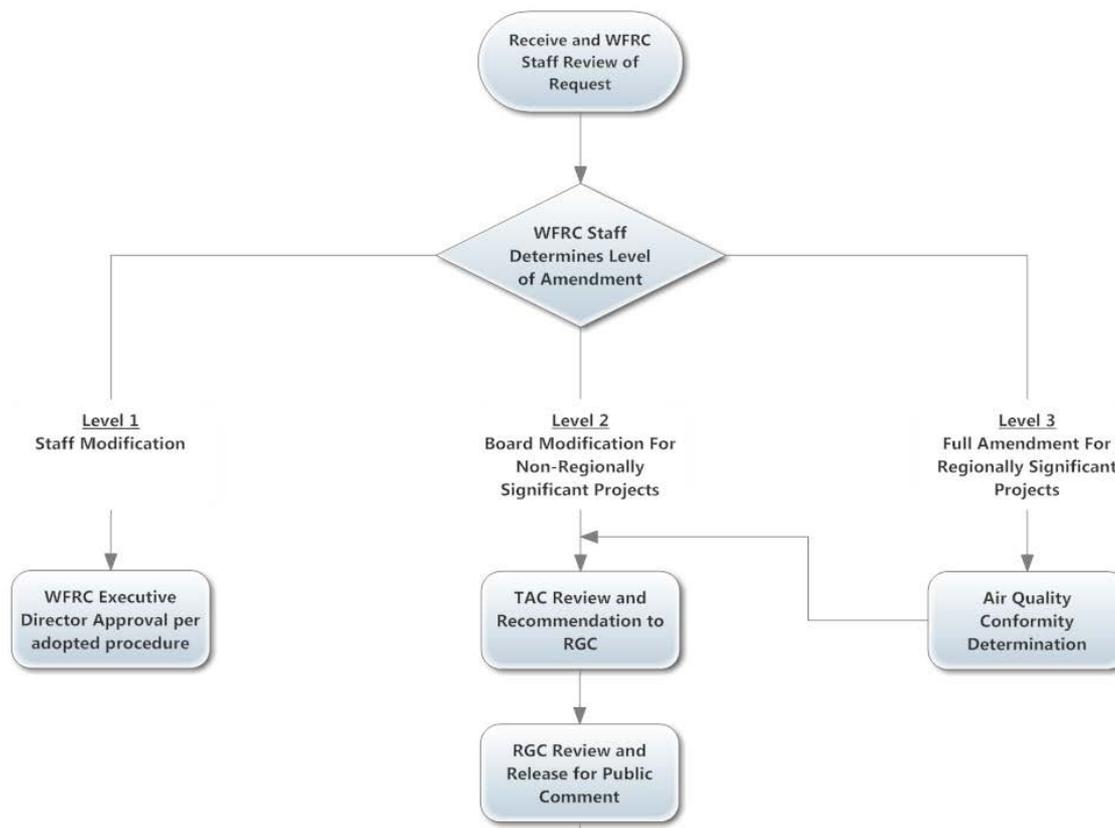
RTP And Amendment Process Overview

- 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

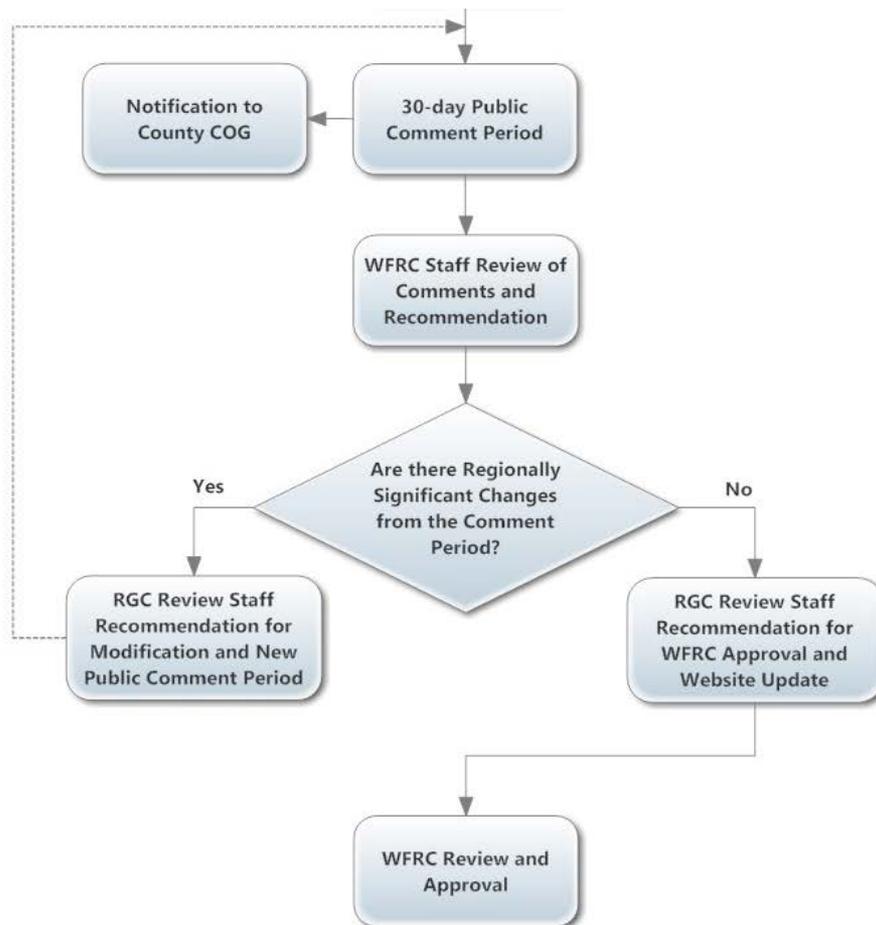


RTP And Amendment Process Overview

REGIONAL TRANSPORTATION PLAN AMENDMENT PROCESS



RTP And Amendment Process Overview



Level 3 Request

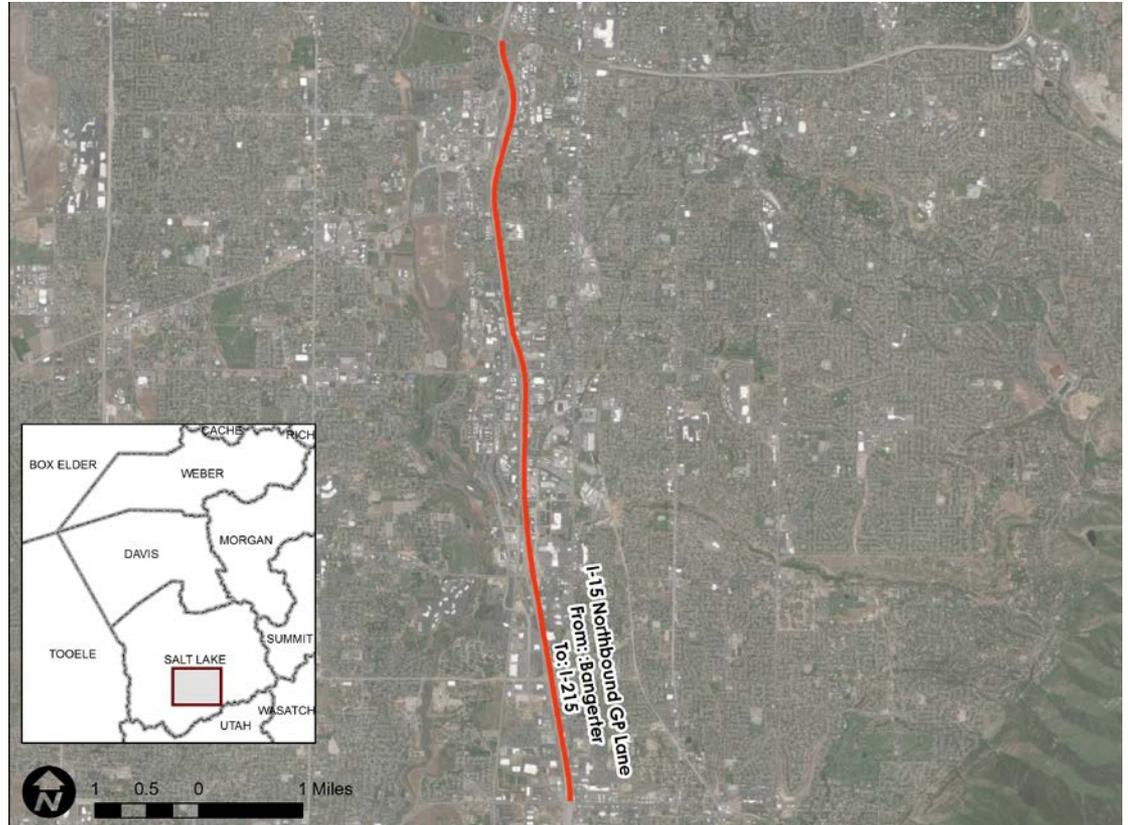
1-15 – UDOT

Scope:

- Widening of one additional general purpose lane northbound on I-15 from Bangarter 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

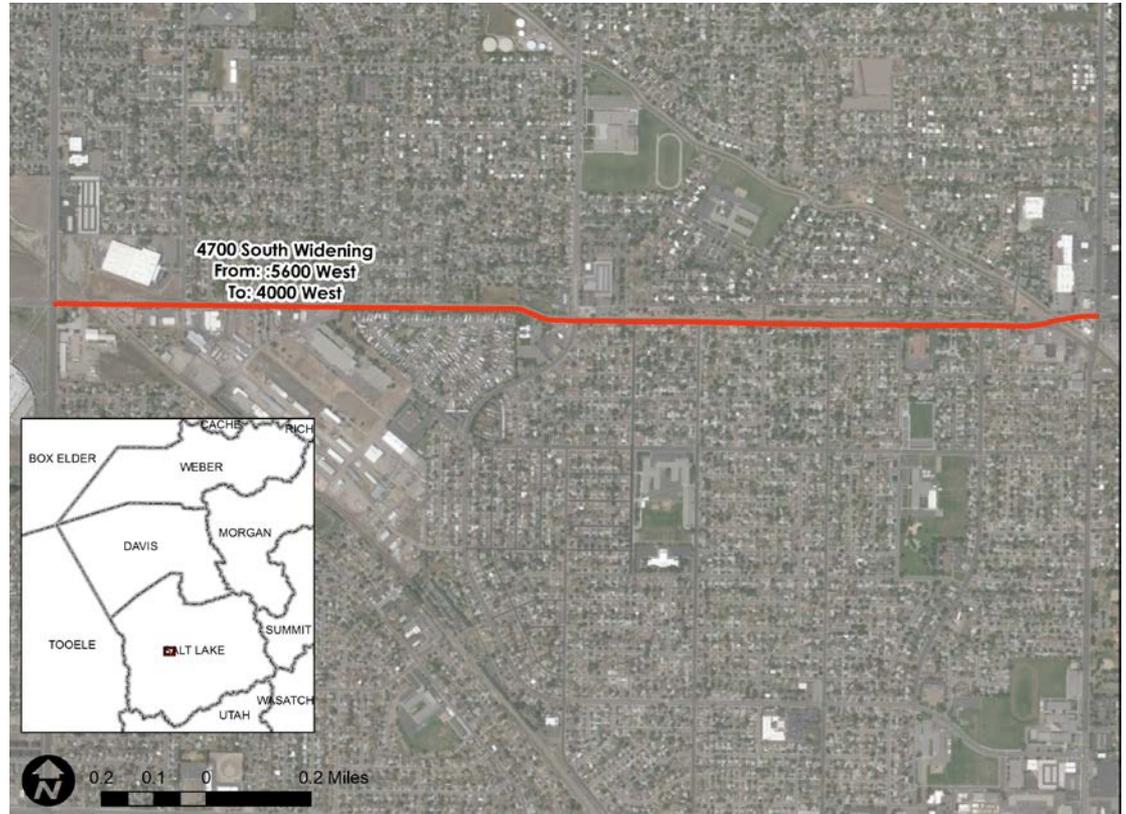
4700 South – West Valley City and Kearns

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

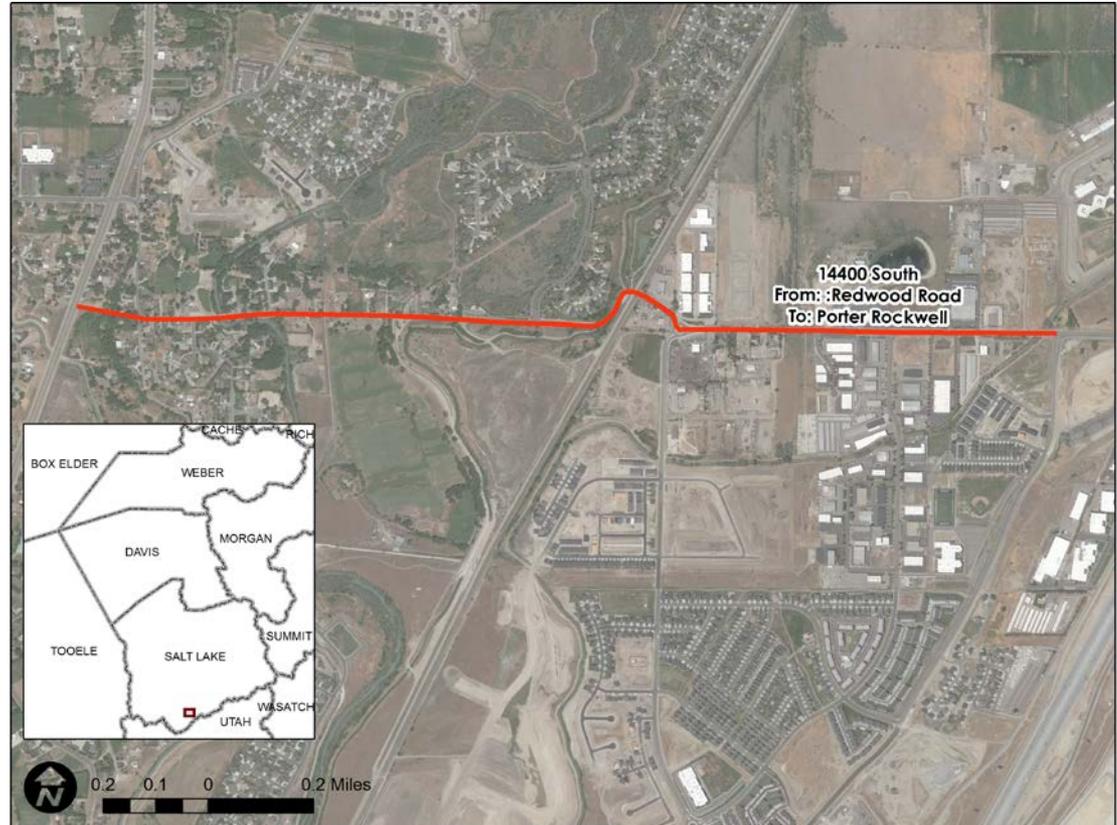
14600 South – Bluffdale City

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

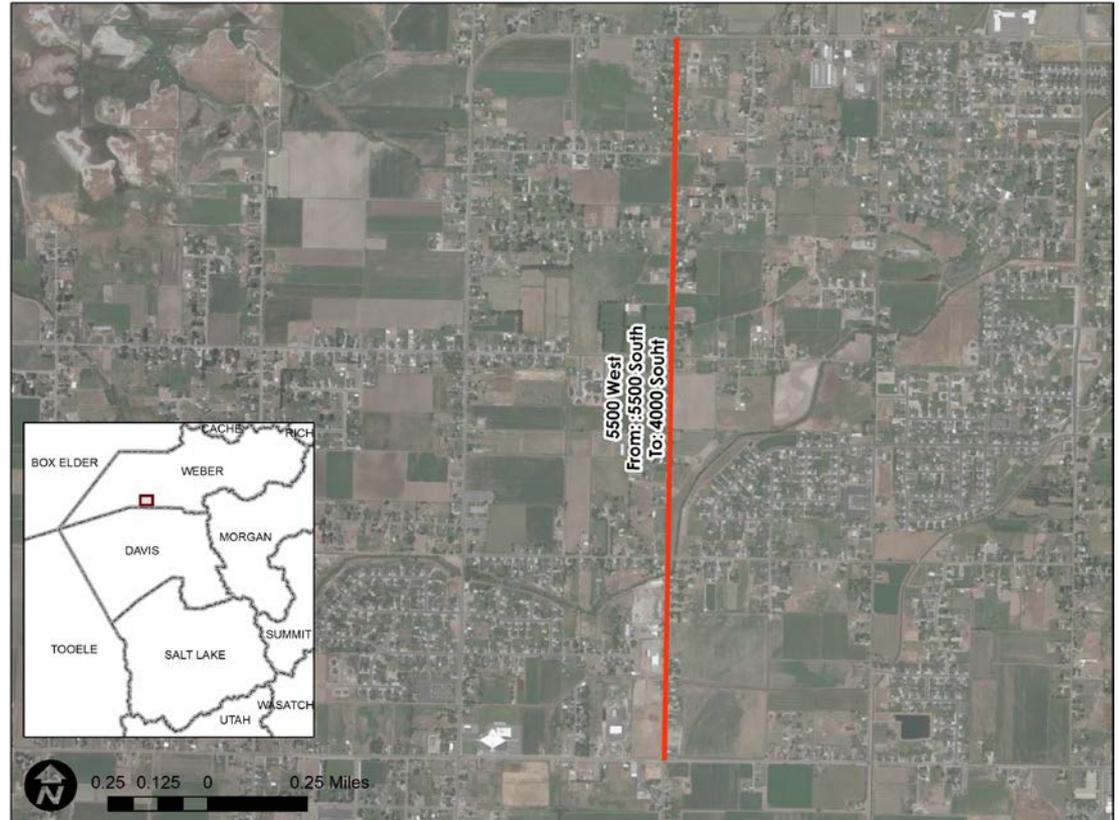
5500 West – Hooper City

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

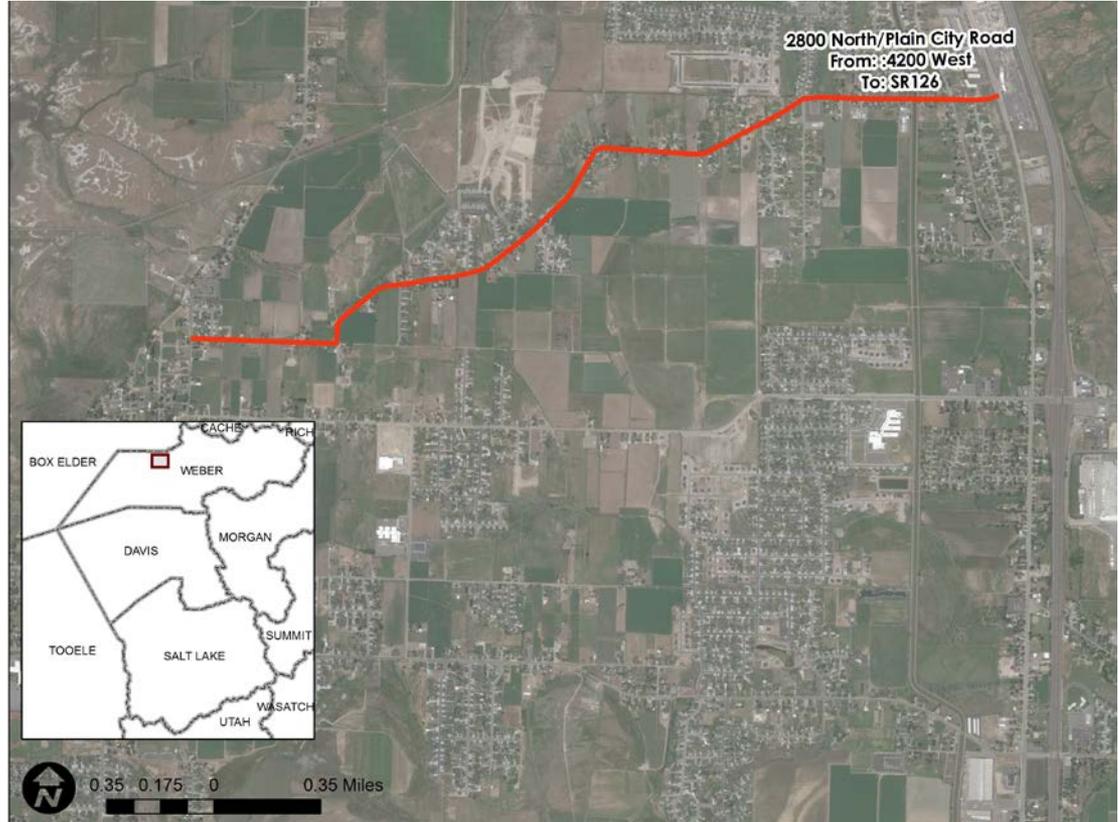
2800 North / North Plain City Rd. – Plain City

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

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

Technical Considerations for Level 2 Requests

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



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

2015-2040 RTP

2015-2040 RTP Amendment 6

Presentation to the Wasatch Front Regional Council

———— August 23, 2018 ————



T



P



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



Transportation Improvement Program - Today . . .

- 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

2018-2023 Transportation Improvement Program (TIP) (Amendment Eight) 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	SR-110 & SR-107	16526	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	Pavement Preservation - (Orange Book) 1.5" Overlay	STP_FLX_ST (STP Flexible (Any Area) Statewide)	\$2,500,000	\$1,750,000	Additional Funding	\$750,000	2018

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	UDOT	I-15, I-84, & US-89	16041	I-15 Brigham City Area, I-15 Willard Area, I-15 Kaysville Area, I-84 Weber Canyon Area, and Us-89 Farmington Area	Variable Message Sign (VMS) Installations at various locations	CMAQ_WFRC (Congestion Mitigation/ Air Quality (CMAQ) WFRC Funding)	\$3,551,000	\$2,951,000			2018
						STP_FLX_ST (STP Flexible (Any Area) Statewide)			Additional Funding	\$600,000	

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

Davis	UDOT	I-15	16857	I-15 Centerville Concrete Slab Repair	Replace damaged concrete slabs	STP_FLX_ST (STP Flexible (Any Area) Statewide)	\$1,500,000	\$0	New Funding	\$1,500,000	2018
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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

Salt Lake	Salt Lake County	2550 South	New	2550 South; 5600 West to 8000 West	New Construction (complete the connection)	ST_TIF (Statewide - Transportation Investment Funds) and Local Match	\$2,000,000	\$0	New Funding	\$2,000,000	2018
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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

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

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	West Jordan	1300 West	14039	1300 West; 6600 South to 9400 South	<p><u>Was</u> - Operational Improvements to Major Intersections with Minor roadway Improvements</p> <p><u>Proposed</u> - Operational Improvements to include Bike/ Ped and Intersection Improvements</p>	STP_URB_SL (Surface Transportation Program - Salt Lake\ West Valley Urban Area (STP)Program)	\$15,571,300	\$6,000,000	<i>Project Scope Change</i>	No additional Funds Requested at this time	2018-2023 TIP

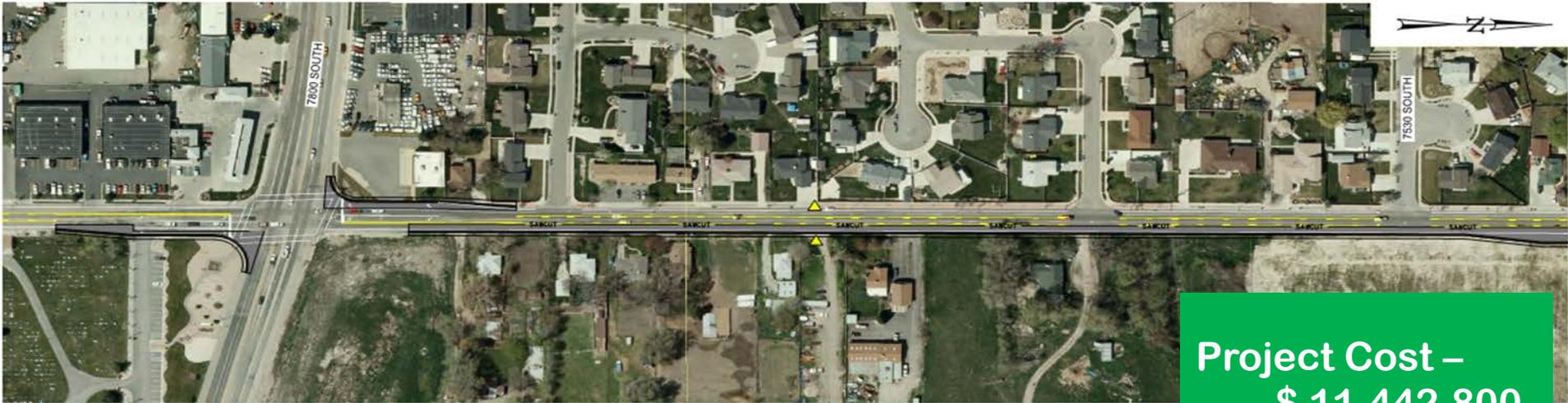
The original project was to construct a two way left turn lane on 1300 W and right turn lanes at 7000 S, 7800 S, and 8600 S, and construct a "high T" intersection at Winchester Street (6685 S). Since the time of approval several of these intersections have been improved and 1300 West has been identified 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	<p><u>Was</u> - Transit Stop Improvements; City Wide</p> <p><u>Proposed</u> - 1300 East; 1300 South to 2100 South</p>	<p><u>Was</u> - Transit Stop Improvements to Major Bus Stops - City Wide</p> <p><u>Proposed</u> - Reconstruction with minor improvements to Drainage, Curb, Gutter and Sidewalk <u>and</u> Improve Bus Stops on 1300 East</p>	TAP_URB_WFRC (Transportation Alternatives Program - WFRC Area)	\$10,080,000	\$186,000	<i>Project Scope Change</i>	No additional Funds Requested at this time	2018-2023 TIP
			11083			STP_URB_SL (Surface Transportation Program - Salt Lake\ West Valley Urban Area (STP)Program)		\$6,426,097			
						LOCAL_INKIND (Local In Kind (Soft Match))		\$130,000			
						LOCAL_GOVT (Local Government Funds)		\$3,337,903			

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.

UDOT\ West Jordan – 1300 West – Reconstruct w\ Minor Widening Project Type – Operational / Intersection Improvements

9400 South to 6600 South



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).

**Project Cost –
\$ 11,442,800**

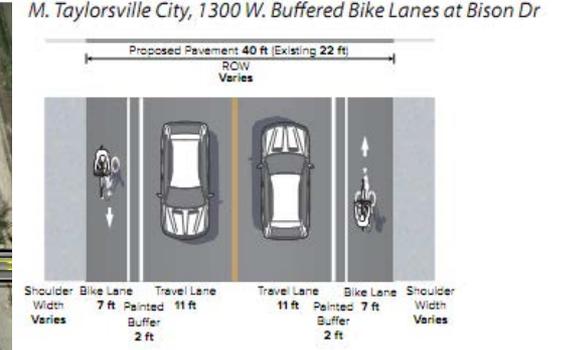
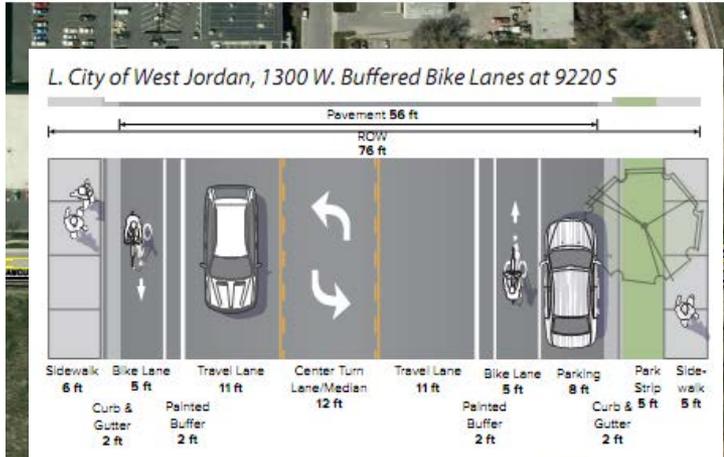
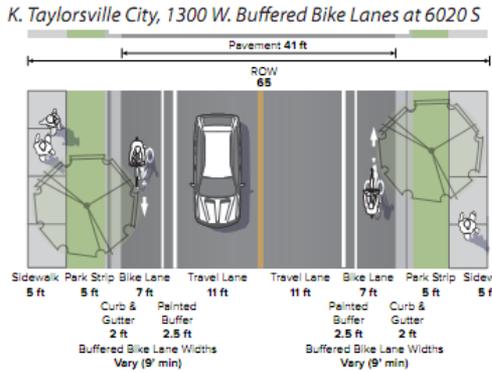
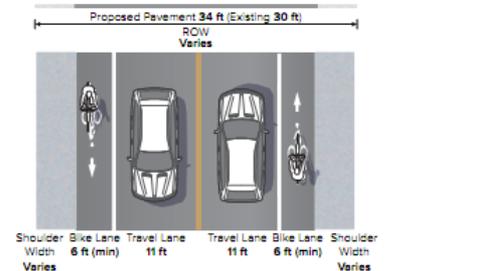
**Recommended –
\$ 6,000,000**

UDOT\ West Jordan – 1300 West – Reconstruct w\ Minor Widening

Project Type – Operational / Intersection, Bike and Ped Improvements

9400 South to 6600 South

- **Impacts:** Road widening in certain sections



Estimated Project Cost – \$ 15,571,300

No additional funding is being requested at this time

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

Salt Lake City TRANSIT MASTER PLAN

North
Salt Lake

Frequent Transit Network

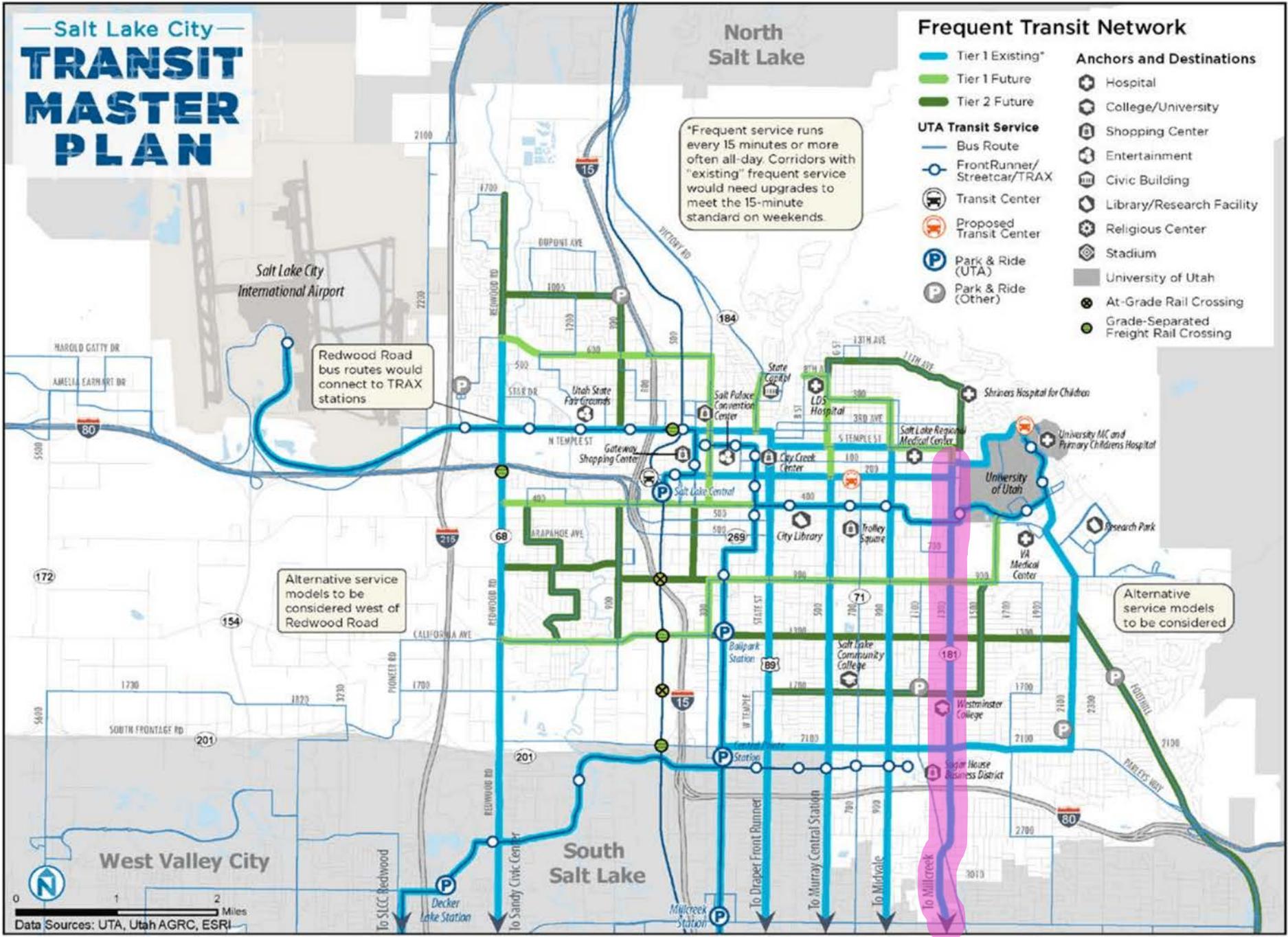
- Tier 1 Existing*
 - Tier 1 Future
 - Tier 2 Future
- UTA Transit Service**
- Bus Route
 - FrontRunner/Streetcar/TRAX
 - Transit Center
 - Proposed Transit Center
 - P Park & Ride (UTA)
 - P Park & Ride (Other)
- Anchors and Destinations**
- + Hospital
 - + College/University
 - + Shopping Center
 - + Entertainment
 - + Civic Building
 - + Library/Research Facility
 - + Religious Center
 - + Stadium
 - + University of Utah
 - + At-Grade Rail Crossing
 - + Grade-Separated Freight Rail Crossing

*Frequent service runs every 15 minutes or more often all-day. Corridors with "existing" frequent service would need upgrades to meet the 15-minute standard on weekends.

Redwood Road bus routes would connect to TRAX stations

Alternative service models to be considered west of Redwood Road

Alternative service models to be considered



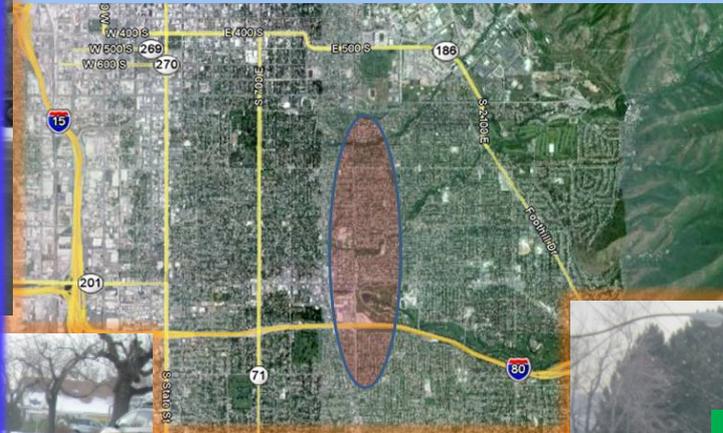
Salt Lake City – 1300 East – Reconstruction

Project Type - Reconstruction

BEFORE IMPROVEMENTS:



1300 South and 2100 South



AFTER IMPROVEMENTS:



**Estimated
Project Cost -
\$ 10,080,000

Programmed
\$ 10,080,000**

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**



5c

**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

UTA – Locomotive Over Haul

Project Type – Transit

Rebuilding Locomotive Prime Mover Engines



Rebuilding locomotive prime mover engines to reduce particulate matter emissions and the formation of ozone.

Davis County Ski Buses - Bus Purchase for Two Buses

Project Type - Transit

Layton Station to Snowbasin via Layton Hills Mall/ Hotels and Park and Ride lots



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

TIP Projects in the **TIP**:



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



Federal Law

Requires:

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



Federal Programs Administered by WFRC (STP, CMAQ, and TAP) Funds for the WFRC Area FY2019-2024

Table 4.1 SALT LAKE WEST VALLEY AREA Surface Transportation Program

	2019	2020	2021	2022	2023	2024
Appropriated STP Funds	19,240,000	20,020,000	20,020,000		20,020,000	20,020,000
Available STP Funds	0,170,100	25,291,200	20,206,100			10,552,000
Scheduled STP Funds	795,900	18,205,200	22,871,700			
Balance	71,220	10,186,100	6,224,400			
	0,000	1,222,000	1,722,500			
	900	19,227,100	25,605,100			

Transit Funding Programmed within the WFRC Area FY2019-2024

Planning Fund	Prior Obligation	TOTAL 2019	TOTAL 2020	TOTAL 2021	TOTAL 2022	Total CD	Local Share
FTA Section 5307 SL/WV	\$ 26,764,286	\$ 27,033,643	\$ 27,598,312	\$ 27,598,312	\$ 27,598,312	\$ 65,220,624	\$ 50,478,397
FTA Section 5307 O/L	\$ 12,438,142	\$ 13,090,246	\$ 13,363,670	\$ 13,363,670	\$ 13,363,670		
FTA 5307 SL/WV Related Locally-Funded Transit Enhancements	\$ 398,644	\$ 546,021	\$ 551,668	\$ 551,668	\$ 551,668		\$ 551,668
FTA 5307 O/L Related Locally-Funded Transit Enhancements	\$ 424,281	\$ 264,394	\$ 267,129	\$ 267,129	\$ 267,129		\$ 267,129
FTA Section 5309 New Starts	\$ -	\$ 6,450,000	\$ 2,300,000	\$ 1,250,000	\$ 1,250,000		\$ 470,000
FTA Section 5337 State of Good Repair	\$ 15,311,264	\$ 17,330,506	\$ 21,431,200	\$ 23,738,730	\$ 23,738,730		
FTA Section 5319 Bus and Bus Facilities	\$ 6,992,131	\$ 3,042,579	\$ 3,121,022	\$ 3,121,022	\$ 3,121,022		\$ 3,152,233
FTA Section 5310 Sp/Needs - Elderly w/Disabilities	\$ 1,035,156	\$ 1,055,860	\$ 1,076,977	\$ 1,076,977	\$ 1,076,977		\$ 1,098,000
Capital Investment Program Discretionary Grants	\$ 7,048,000	\$ 13,500,000	\$ 450,000	\$ 450,000	\$ 450,000		
Capital Investment Program Local Funds	\$ -	\$ 33,030,850	\$ 26,354,290	\$ 26,354,290	\$ 26,354,290		
Total	\$ 70,412,104	\$ 115,394,099	\$ 102,514,388	\$ 102,514,388	\$ 102,514,388		

Other Federal and State Funding Programmed within the WFRC Area FY2019-2024

Planning Fund	Prior Obligation	TOTAL 2019	TOTAL 2020	TOTAL 2021	TOTAL 2022	Total CD
BR OFF	\$167,397.09	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
BRD F	\$51,204.24	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
CMAQ BOX ELD	\$390,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$698,000.00
CMAQ PAE S	\$1,392,336.27	\$594,156.37	\$0.00	\$0.00	\$0.00	\$0.00
CMAQ TOGELE	\$411,875.61	\$3,681,133.00	\$0.00	\$0.00	\$0.00	\$3,681,133.00
EM 2005 IM	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2005 M	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2005 P	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2005 R	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2005 S	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2005 T	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2005 U	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2005 V	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2005 W	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2005 X	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2005 Y	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2005 Z	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2006 A	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2006 B	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2006 C	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2006 D	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2006 E	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2006 F	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2006 G	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2006 H	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2006 I	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2006 J	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2006 K	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2006 L	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2006 M	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2006 N	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2006 O	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2006 P	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2006 Q	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2006 R	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2006 S	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2006 T	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2006 U	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2006 V	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2006 W	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2006 X	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2006 Y	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2006 Z	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2007 A	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2007 B	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2007 C	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2007 D	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2007 E	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2007 F	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2007 G	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2007 H	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2007 I	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2007 J	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2007 K	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2007 L	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2007 M	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2007 N	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2007 O	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2007 P	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2007 Q	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2007 R	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2007 S	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2007 T	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2007 U	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2007 V	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2007 W	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2007 X	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2007 Y	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2007 Z	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2008 A	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2008 B	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2008 C	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2008 D	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2008 E	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2008 F	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2008 G	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2008 H	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2008 I	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2008 J	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2008 K	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2008 L	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2008 M	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2008 N	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2008 O	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2008 P	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2008 Q	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2008 R	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2008 S	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2008 T	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2008 U	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2008 V	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2008 W	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2008 X	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2008 Y	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2008 Z	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2009 A	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2009 B	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2009 C	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2009 D	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2009 E	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2009 F	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2009 G	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2009 H	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2009 I	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2009 J	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2009 K	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2009 L	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2009 M	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2009 N	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2009 O	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2009 P	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2009 Q	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2009 R	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2009 S	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2009 T	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2009 U	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2009 V	\$11,0					

2019 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM PUBLIC COMMENT SUMMARY

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.

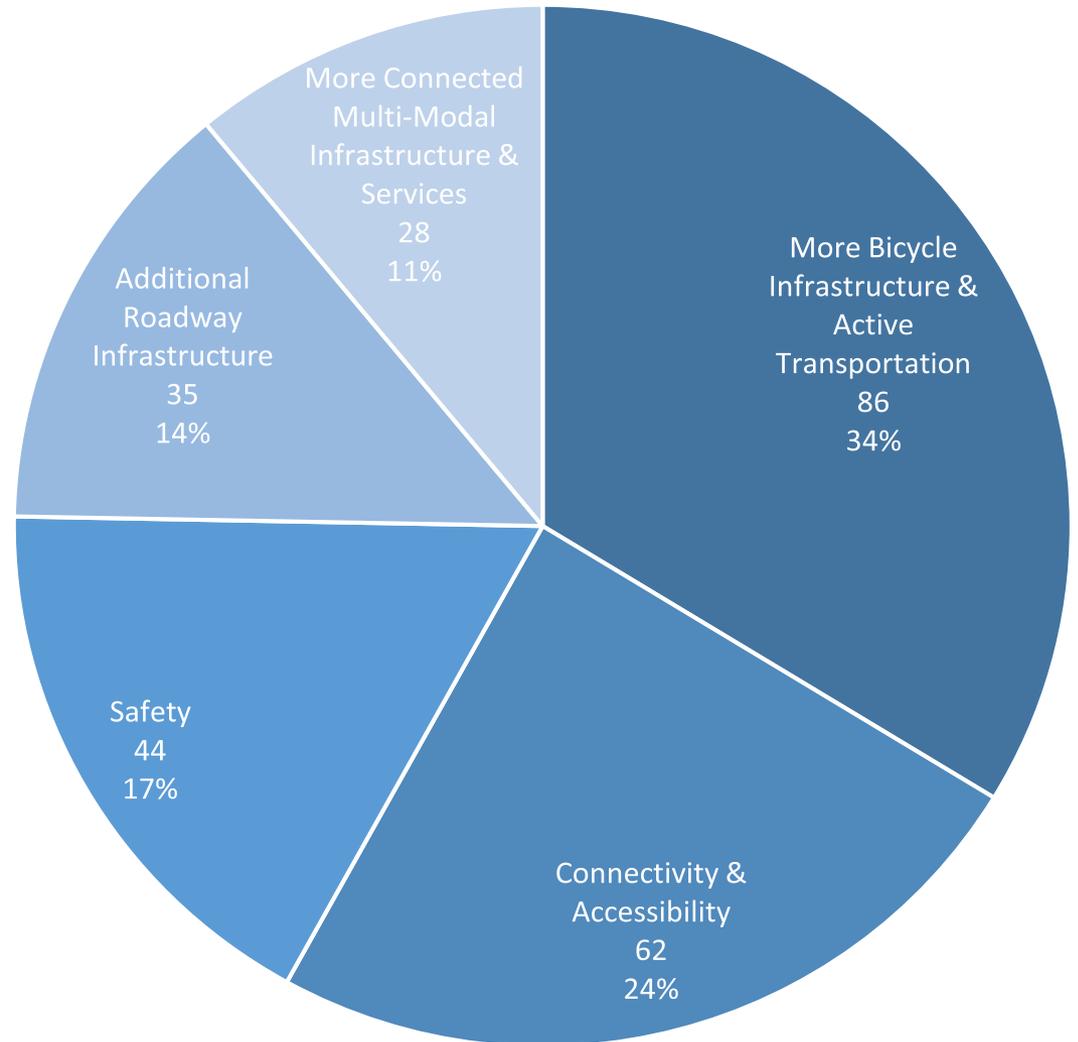
TIP Public Comments and Responses

Comment	Response
There were concerns that the TIP did not place sufficient emphasis on transit and active transportation.	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.
There were many comments in support of, and included suggestions for, projects to address the needs of cyclists for safe and effective transportation.	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.
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.	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.
Several comments received regarded the need for additional capacity and/or an alternate route to I-80, between Lake Point and Salt Lake County.	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.
There were requests for additional, as well as extending the hours of, bus service.	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.
Several suggestions were made about the design of specific projects in the TIP.	WFRC staff will work with each project sponsor to ensure that these suggestions are considered in the project development process.

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



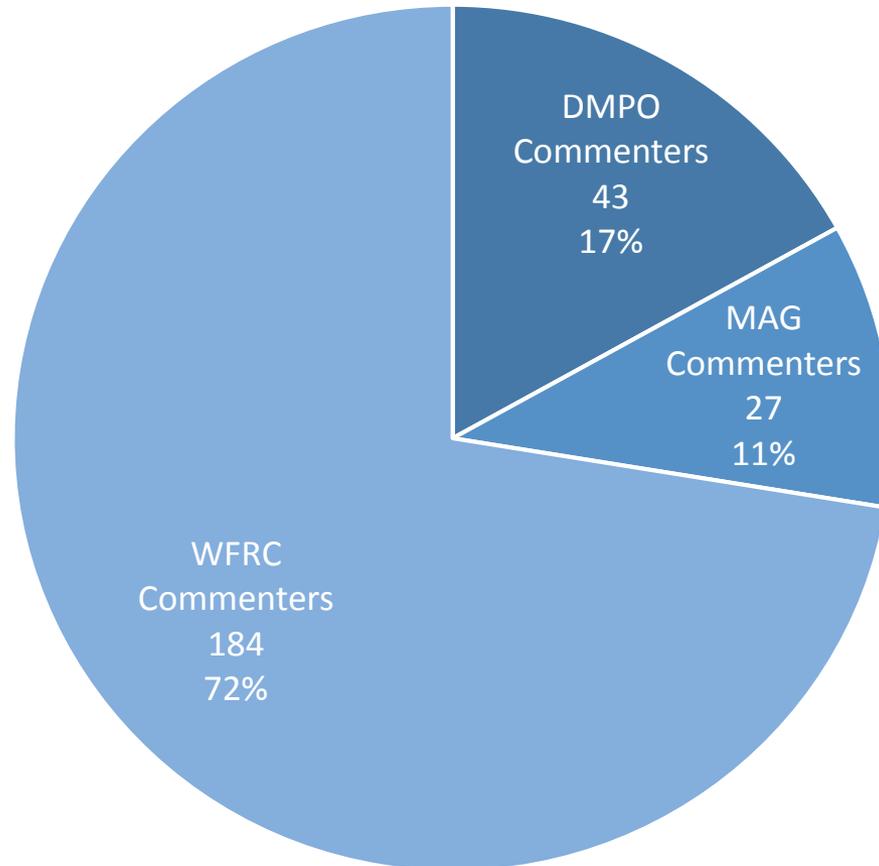
OVERALL COMMENT SUMMARY

Total Number Of Commenters: 254

- DMPO: 43
- MAG: 27
- WFRC: 184

Total Number of Comments Received: 539

- DMPO: 95
- MAG: 72
- WFRC: 372

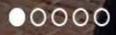




Help Shape Our Transportation Future

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.