

WFRC Funding Programs

Wasatch Front Economic Development District	Up to \$3,000,000
Community Development Block Grant Program	\$762,697 FY19
Transportation & Land Use Connection Program	\$1,300,000 FY19
Surface Transportation Program	\$9,000,000 \$18,000,000 FY25
Congestion Mitigation Air Quality	\$3,000,000 \$5,000,000 FY25
Transportation Alternatives Program	\$500,000 \$900,000 FY21

Letters of Intent Due October 29, 2018



Utah's Housing Affordability Gap and Wasatch Choice 2050

Regional Growth Committee | October 11, 2018



WASATCH CHOICE

— 2050 —

Key Strategies



1. Provide Transportation Choices



2. Support Housing Options

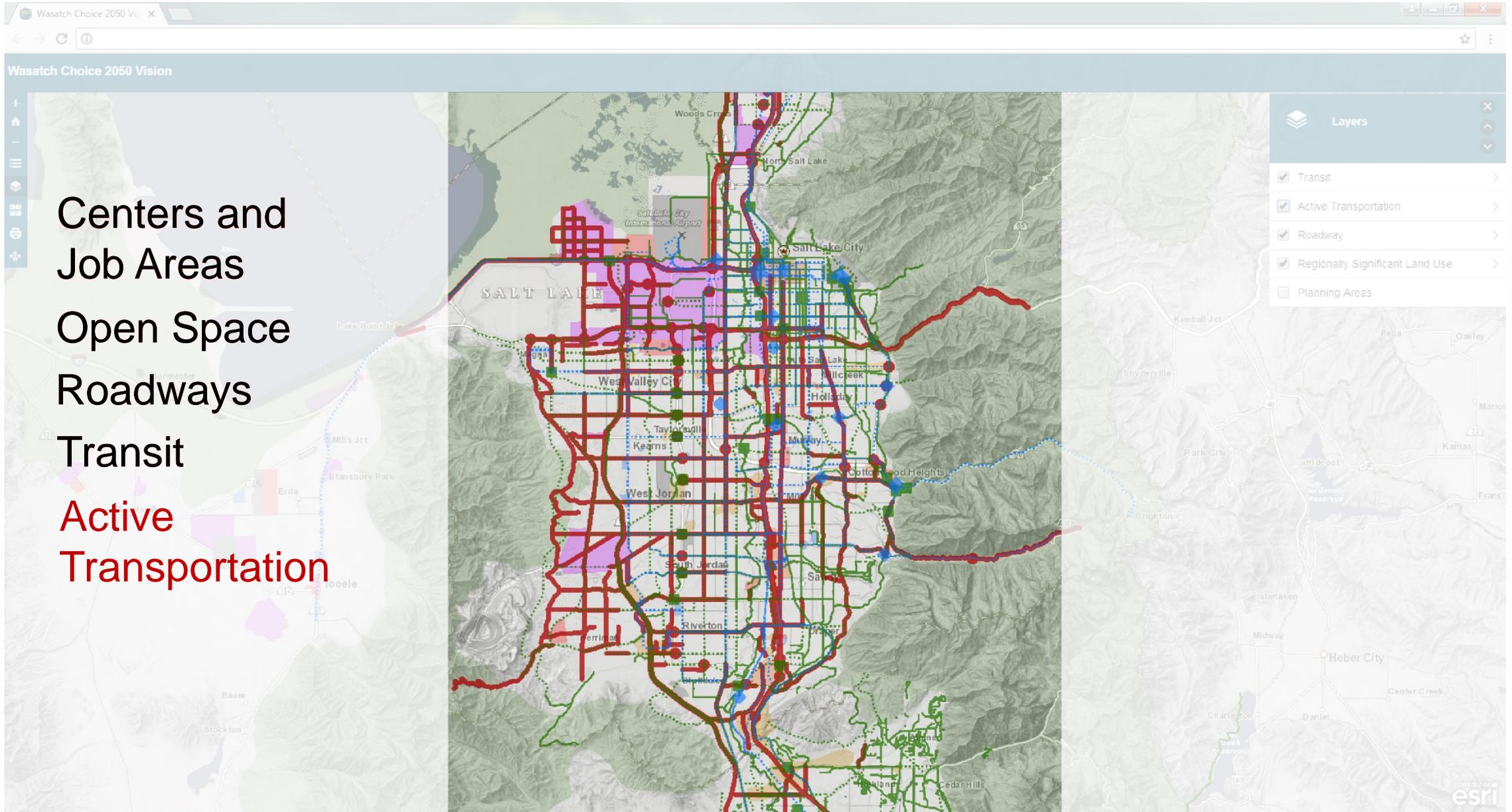


3. Preserve Open Space



4. Link Economic Development with
Transportation and Housing Decisions

Wasatch Choice Draft Vision





Link Economic Development with Transportation and Housing Decisions



What is a “center?”



Fireclay, Murray



Main Street, Bountiful



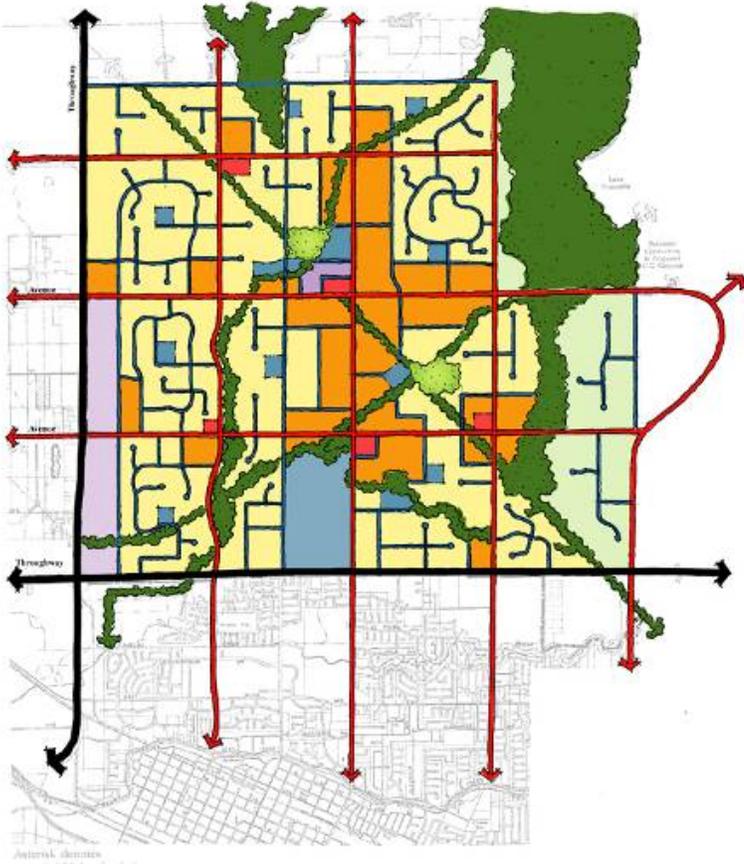
Downtown, Sandy



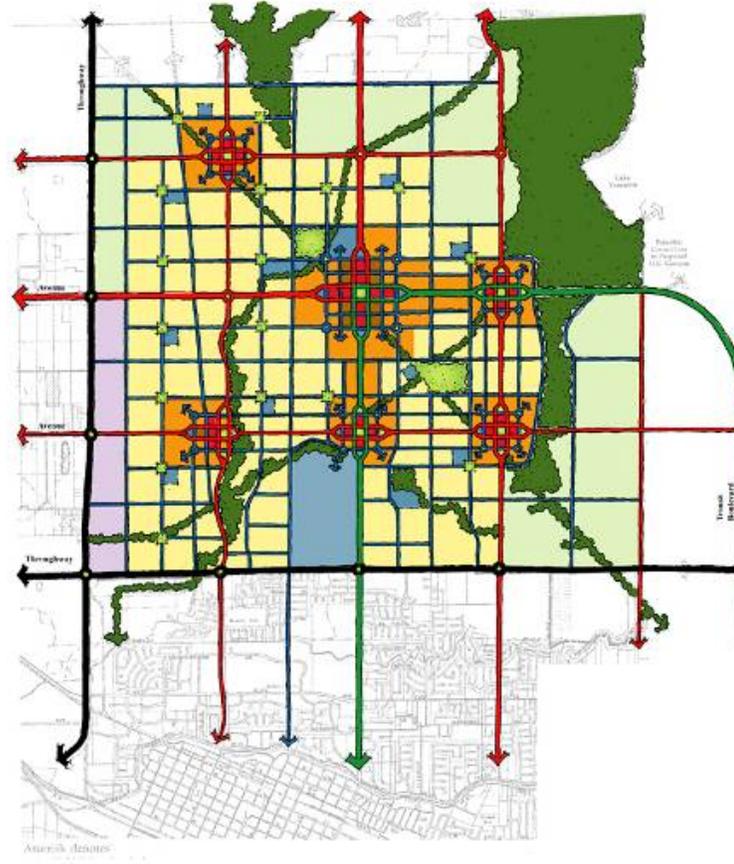
Downtown, Ogden

Centered Growth: Benefits for Individuals

Less Centered



More Centered



- More transportation and housing choices
- Easier to get there
- Reduces growth pressure elsewhere
- Cleaner air

Questions

- What should WFRC do with the findings.
 - What information would help you?

- What is consistent/inconsistent or missing from the Wasatch Choice 2050 centered growth concept



Utah's Housing Affordability Gap and Wasatch Choice 2050

Regional Growth Committee | October 11, 2018



Wasatch Choice 2050 Phasing and Funding

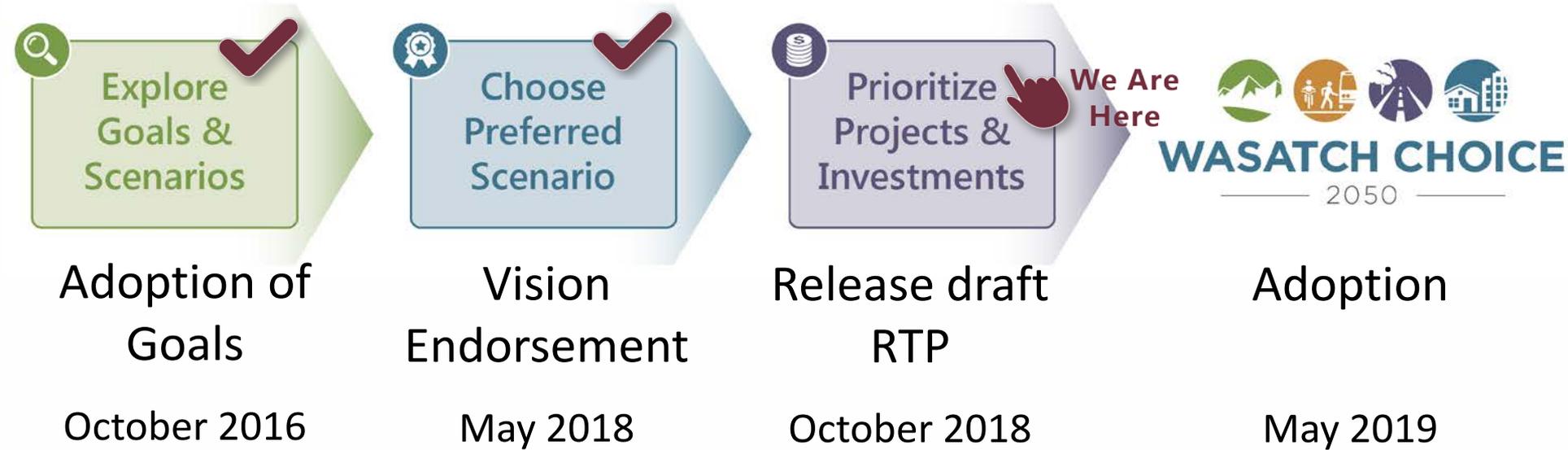
WFRC Council Meeting, October 25, 2018



Better outcomes by working together



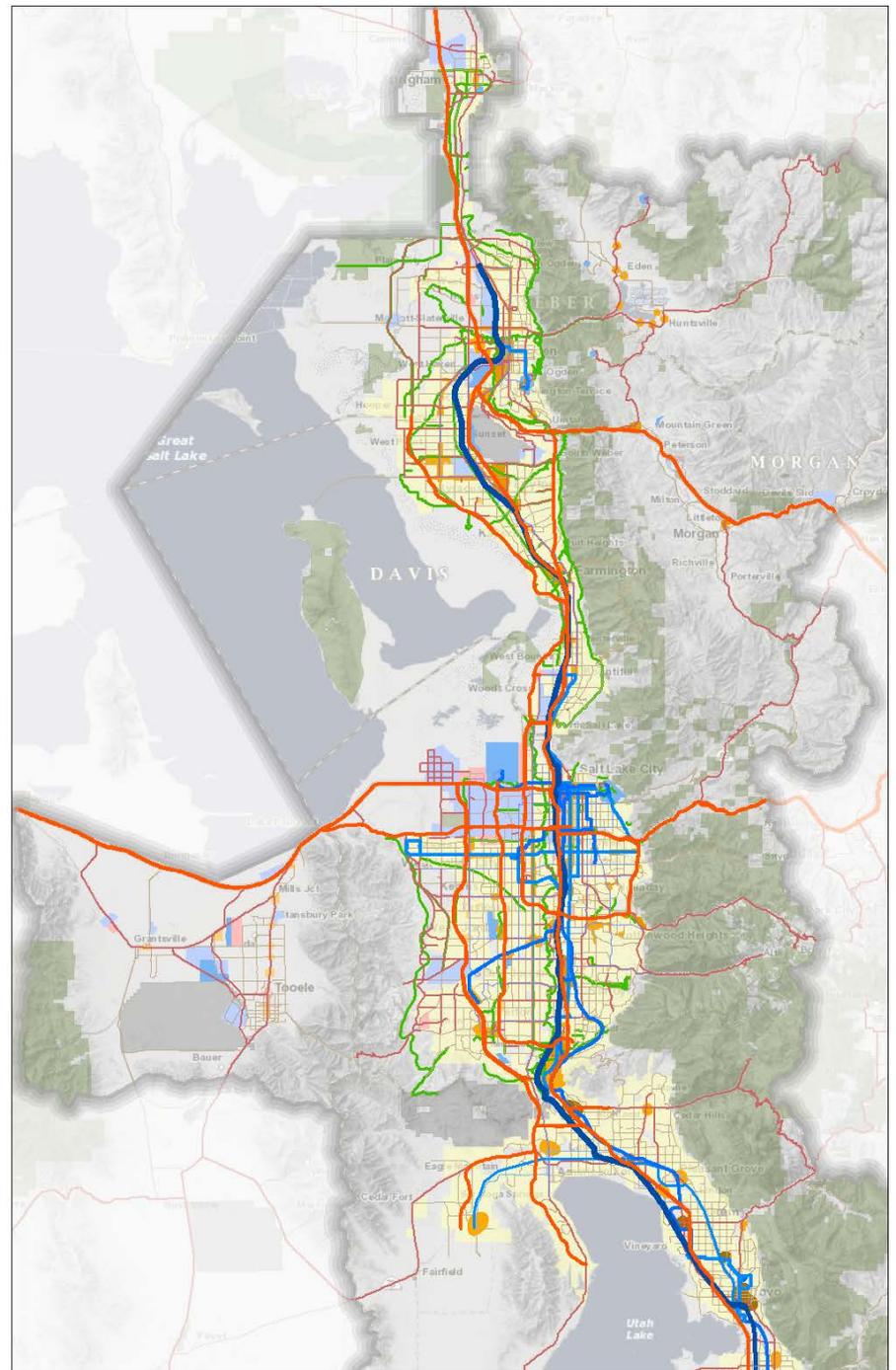
Council Milestones





WASATCH CHOICE

— 2050 —



The Regional Transportation Plan

- The shared blueprint for regional transportation investment
- All major transportation projects are born here

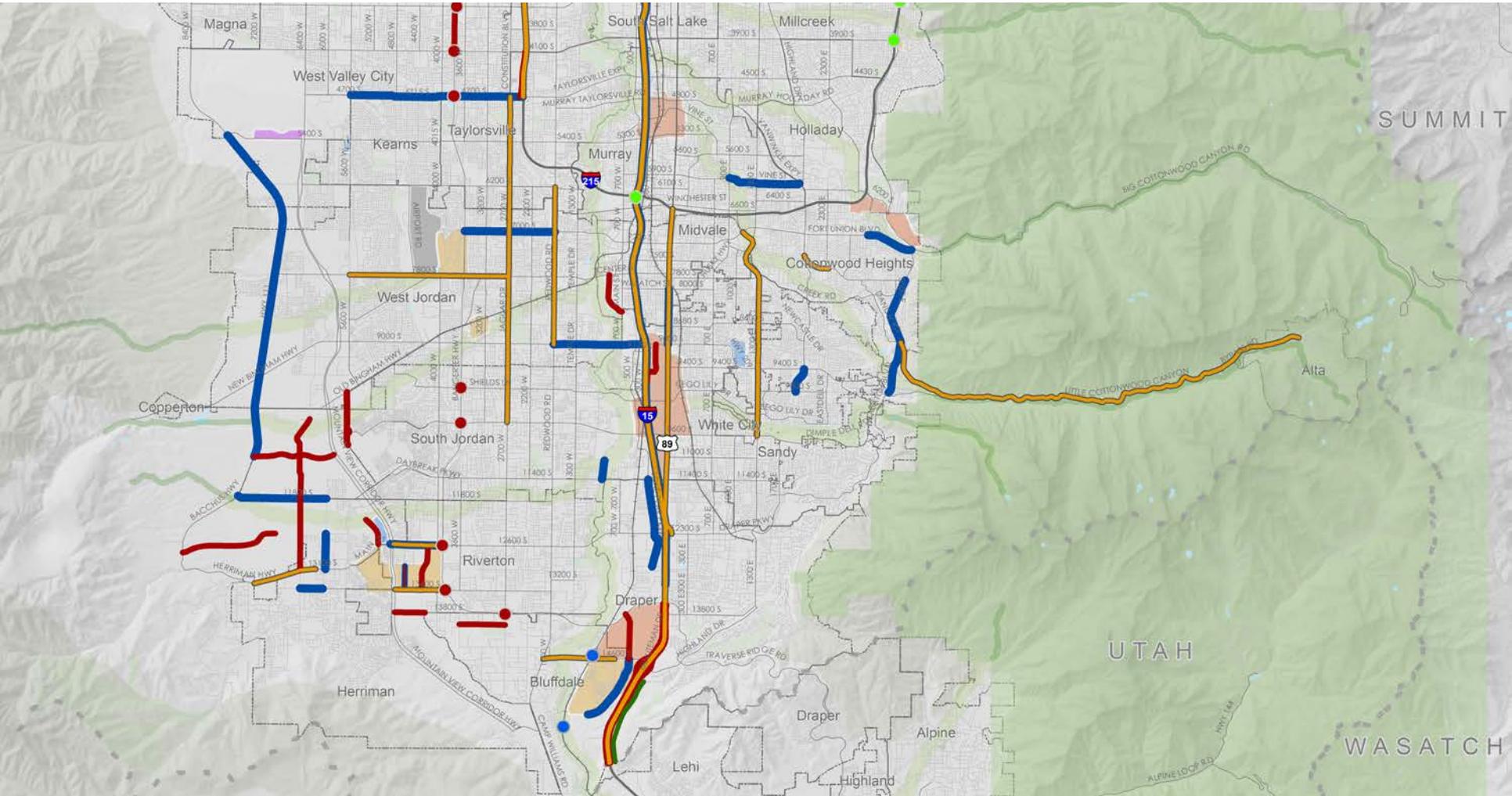


Phasing: Timing of Anticipated Construction

- **Phase 1: 2019-2030**
- **Phase 2: 2031-2040**
- **Phase 3: 2041-2050**
- **Unfunded**

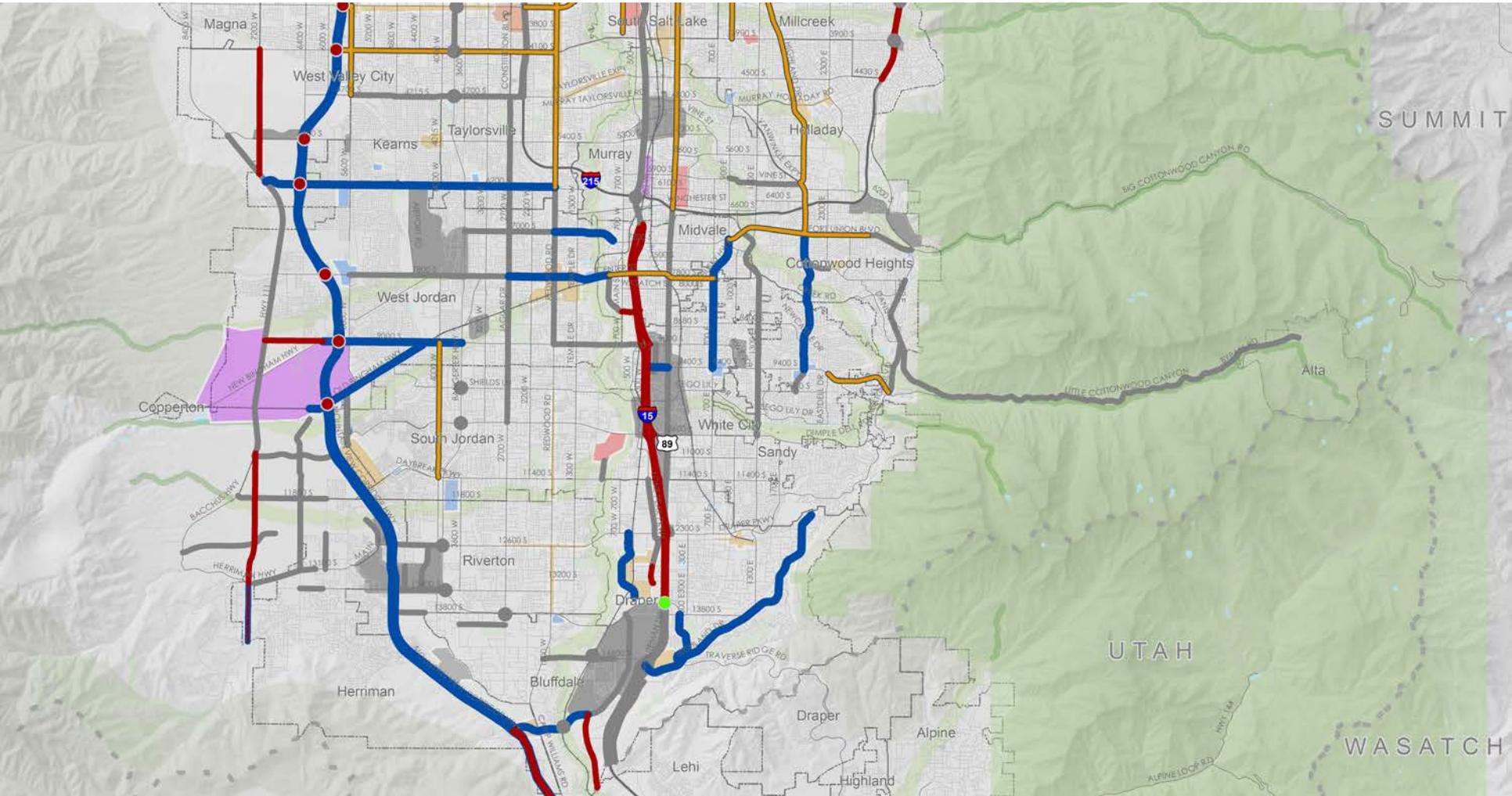


Road phasing example: phase 1



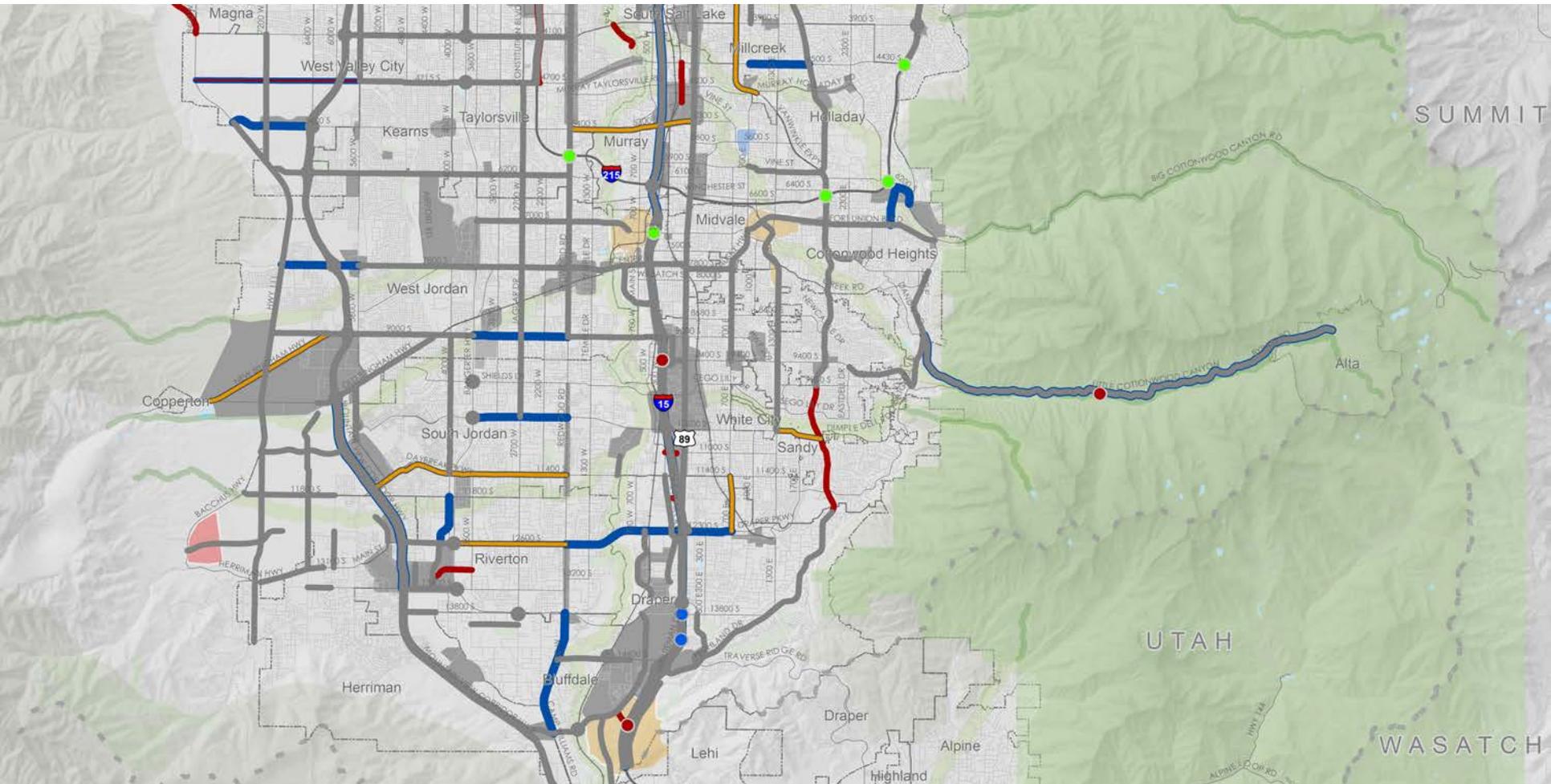
wfrc.org/rtp-2019-phasing

Road phasing example: phase 2



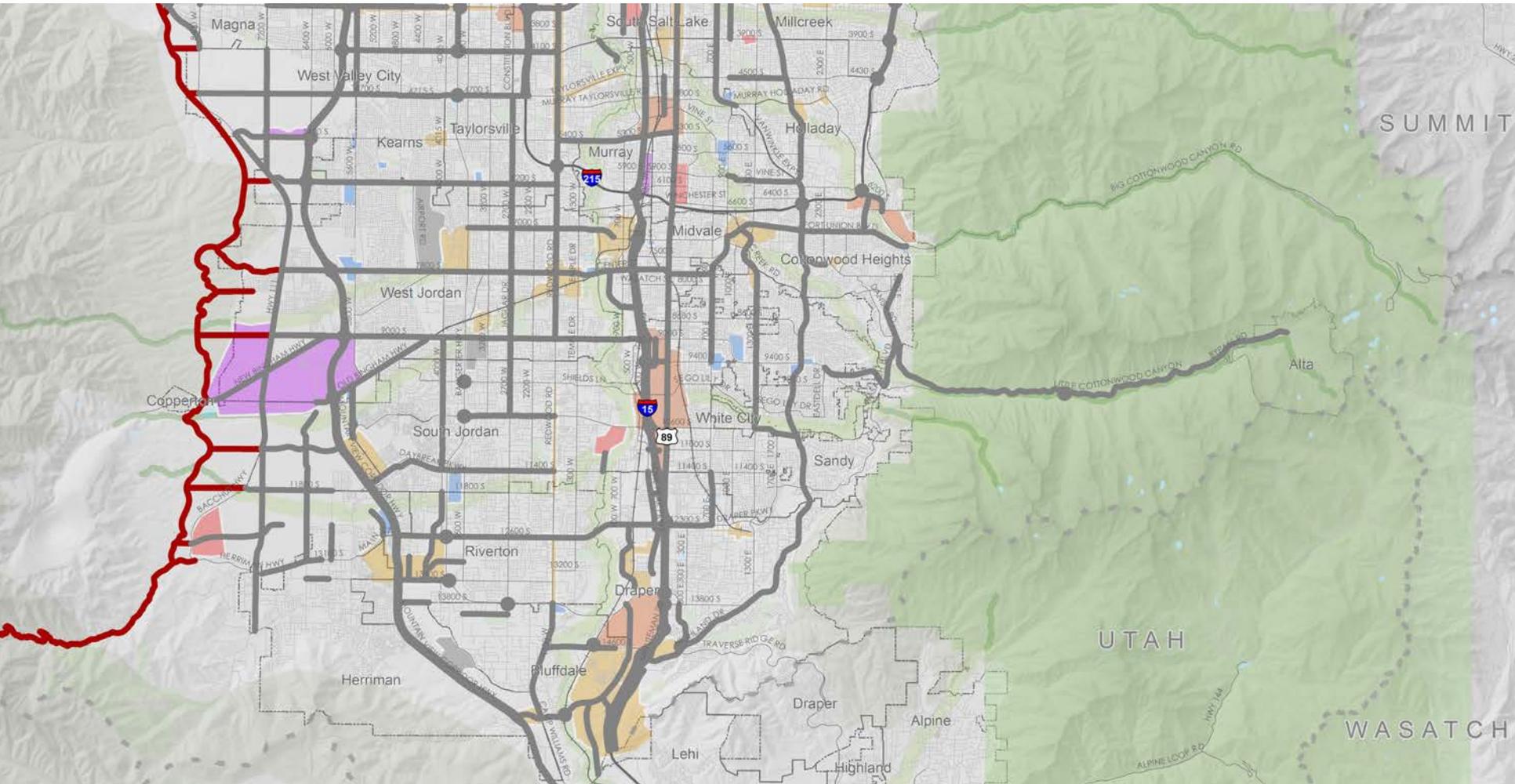
wfrc.org/rtp-2019-phasing

Road phasing example: phase 3



wfrc.org/rtp-2019-phasing

Road phasing example: unfunded



wfrc.org/rtp-2019-phasing

Phasing is related to the timing of local planning



Phasing is related to the timing
of local planning

...illustrative example



Phasing is related to the timing
of local planning

...illustrative example



Phase by need

Goals

- Scoring projects as they relate to goals



Collaboration

- City and county staff
- UDOT
- UTA
- Today
- Public

Technical evaluation

- Air quality analysis
- Transportation and land development modeling

Assume future revenue

From existing revenue sources

- Local option sales taxes
- Vehicle registration fees
- Motor fuel taxes (or equivalent)
- Federal funds

Plus additional revenue assumptions (in line with trend)

- Authorized local option sales taxes
- Vehicle registration fees
- Other driver user fees

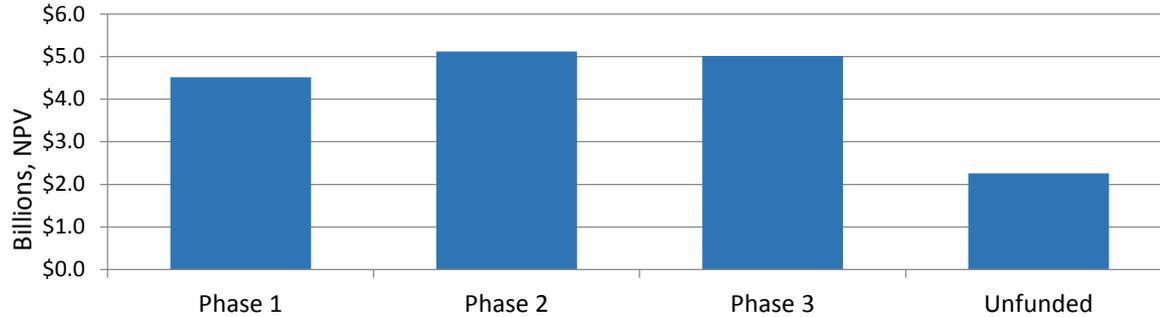
Or equivalent

*Developed with UDOT and UTA

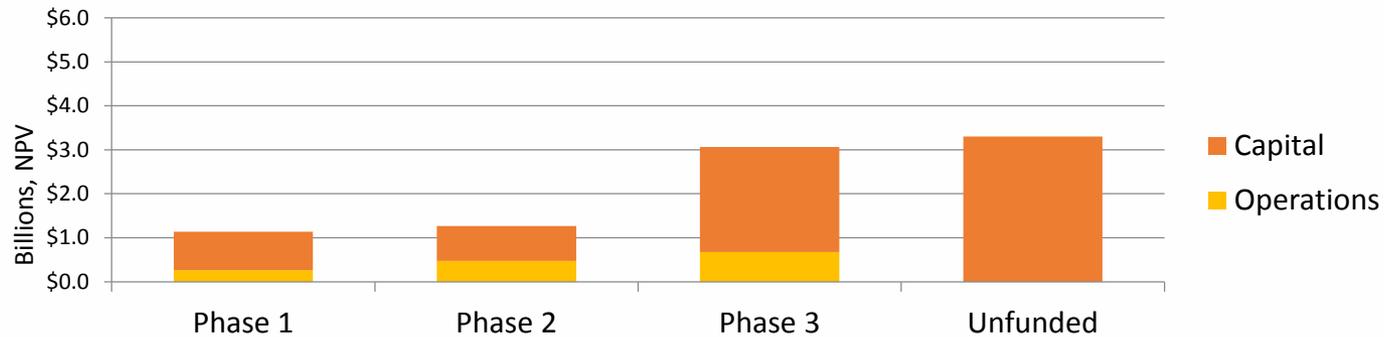
Phased RTP Overview

Regionally Significant Transportation Projects

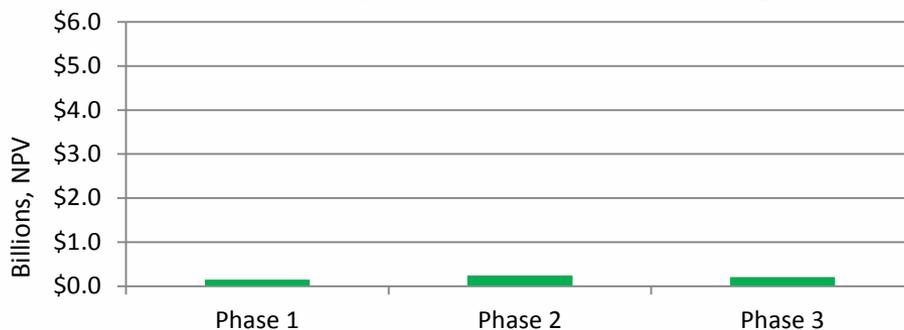
Roadway Investment by Phase



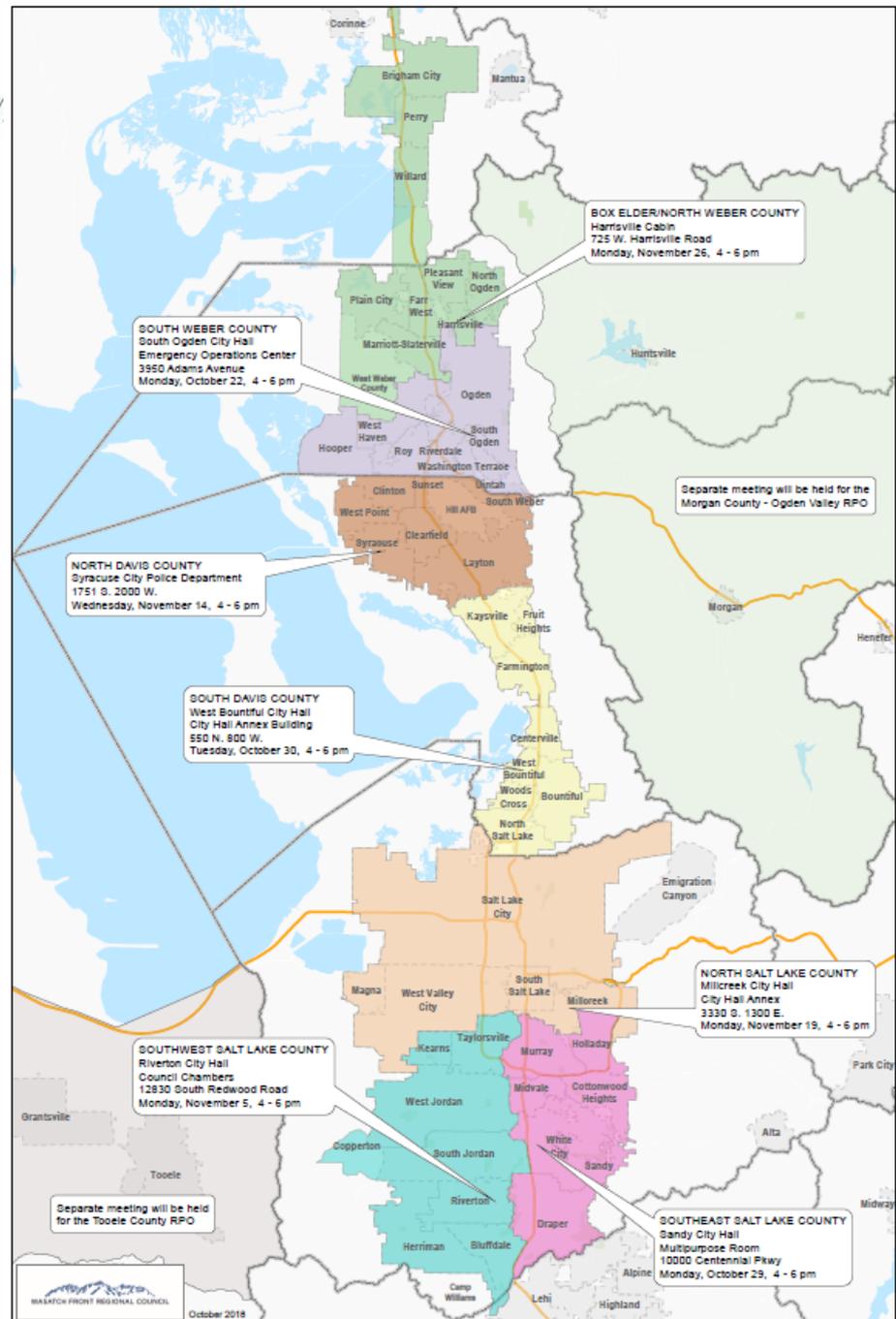
Transit Investment by Phase



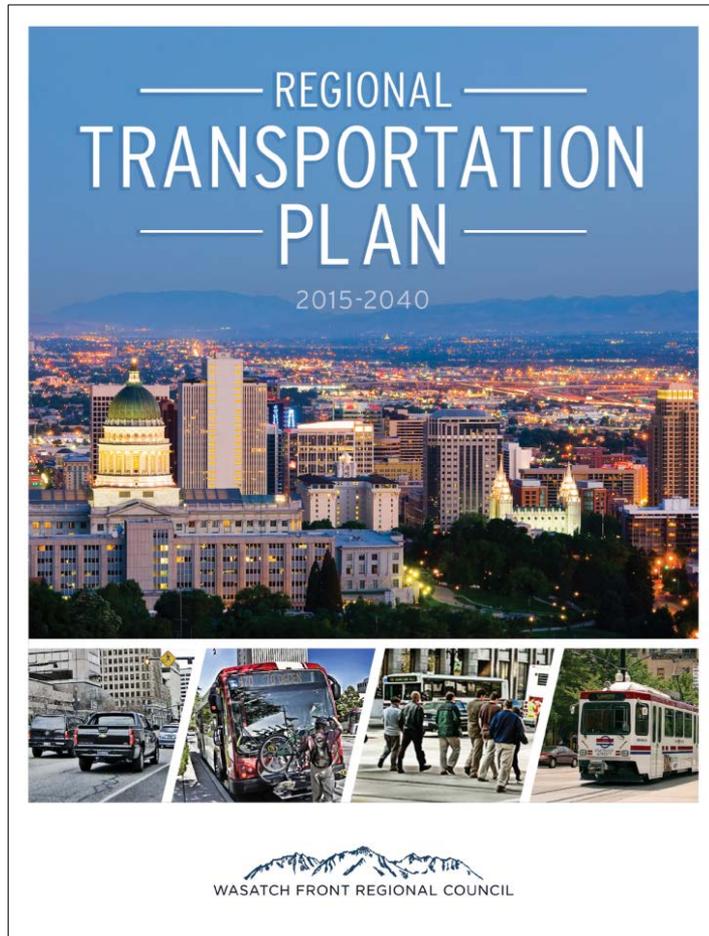
Active Transportation Investment by Phase



Wasatch Choice Phasing Workshops



Next steps



- wfrc.org/rtp-2019-phasing
- Public Input
 - October 29 to November 30
- Adoption of the RTP
 - May 2019



Wasatch Choice 2050 Phasing and Funding

WFRC Council Meeting, October 25, 2018



2019-2024 TIP Board Modification

Regional Council
October 25, 2018

Ben Wuthrich
Wasatch Front Regional Council





Transportation Improvement Program is . . .

1. Six Year Program of Highway, Transit and Alternative 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, and Alternative 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

2019-2024 Transportation Improvement Program (TIP) (Amendment One)

Board Modification

Additional Funding

Ogden/ Layton Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Davis	UDOT	SR-127	16717	Syracuse Road (SR-127); West Davis Corridor to 2000 West	Environmental Impact Study	ST_CONST (State Construction Funds)	\$735,000	\$35,000	<i>Additional Funding</i>	\$700,000	2019

With the construction of the West Davis Corridor in western Davis County, the traffic volumes on Syracuse Road (SR-127), an east/west corridor in the area, are projected to significantly increase. UDOT has begun the study to determine the level of environmental documentation that will be required for the improvements on Syracuse Road. The requested funds are necessary to fund the State Environmental Document. The funding is available from the cost savings on the SR-193 Extension between 2000 West and I-15.

Davis	UDOT	SR-193	16518	SR-193; 4500 West to 3000 West	Environmental Impact Study	ST_CONST (State Construction Funds)	\$530,000	\$300,000	<i>Additional Funding</i>	\$230,000	2019
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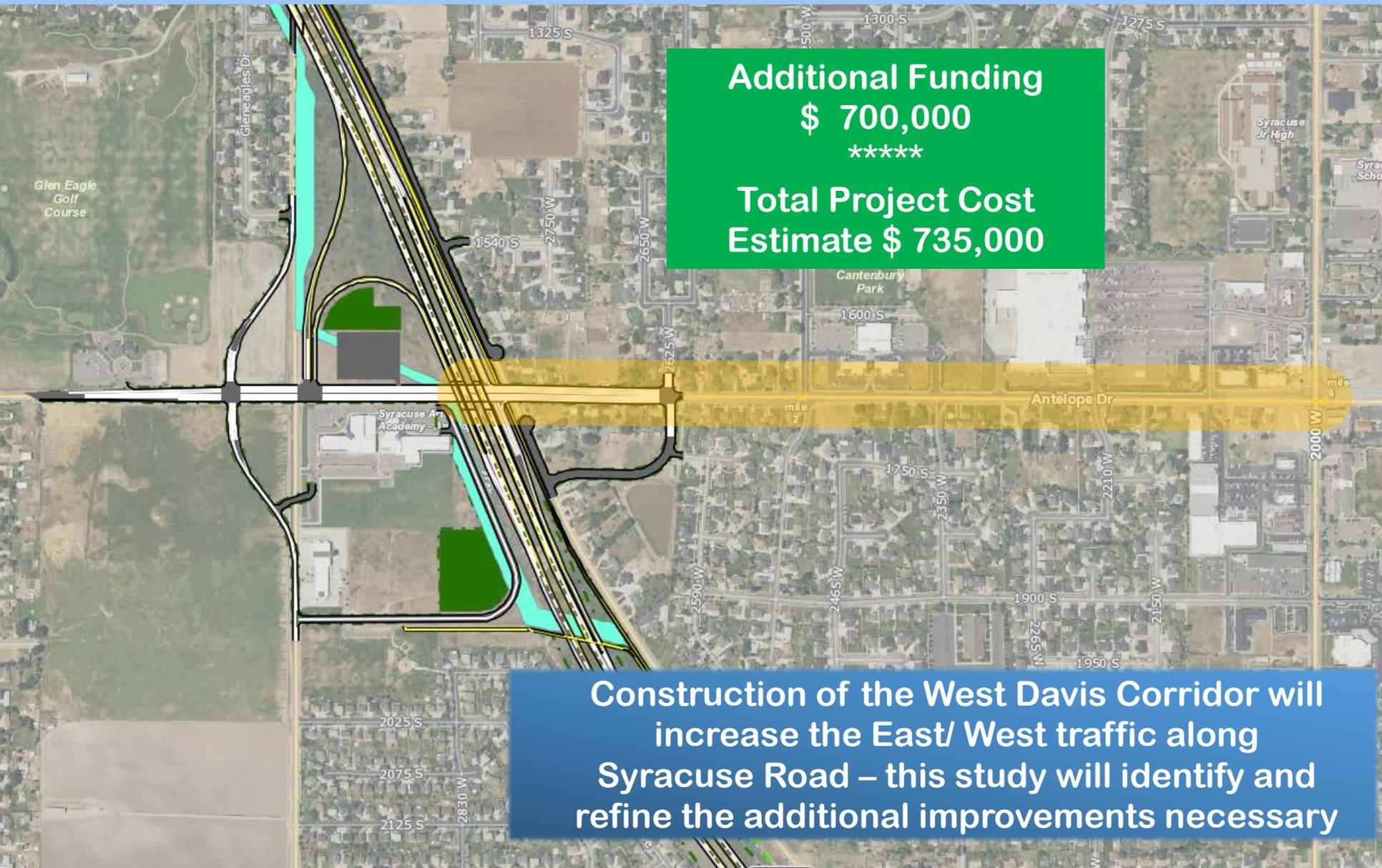
With the construction of the West Davis Corridor in western Davis County, the traffic volumes on SR-193, an east/west corridor in the area, are projected to significantly increase. UDOT has begun the study to determine the level of environmental documentation that will be required for the improvements on SR-193 between 3000 West and the West Davis Corridor. The requested funds are necessary to fund the State Environmental Document. The funding is available from the cost savings on the SR-193 Extension project between 2000 West and I-15.

Salt Lake/ West Valley Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	I-80	13323	I-80; Structure Replacement at Black Rock and SR-36	Bridge Reconstruction	NHPP_BR (National Highway Performance Program - Bridge)	\$36,500,000	\$3,489,532	<i>Additional Funding</i>	\$4,000,000	2019
						NHPP_IM (National Highway Performance Program - Interstate Maintenance)		\$0	<i>Additional Funding</i>	\$5,500,000	
						STP_BRIDGE (Surface Transportation Program - Bridge Funds for State Projects)		\$5,000,000			
						STP_FLX_ST (Surface Transportation Program - Flexible (Any Area) Statewide)		\$16,625,177			
						ST_BRIDGE (State Construction - Bridge Program)		\$900,000			
						ST_RET_ROW (State Funds Retained from Right of Way)		\$985,290			

The Black Rock and SR-36 Project is in need of additional funds due to the escalation of construction costs, UPRR permitting requirements, and additional maintenance of traffic (MOT) costs. The Black Rock project is ready to award. Various methods will be used to reduce overall impacts and delay to commuters on I-80 in Tooele County. The additional funding is made available from excess funds from the I-215; 300 East to SR-201 and the remaining amount comes from the Bridge program.

Davis County – Syracuse Road (SR-127); West Davis Corridor to 2000 West Environmental Study

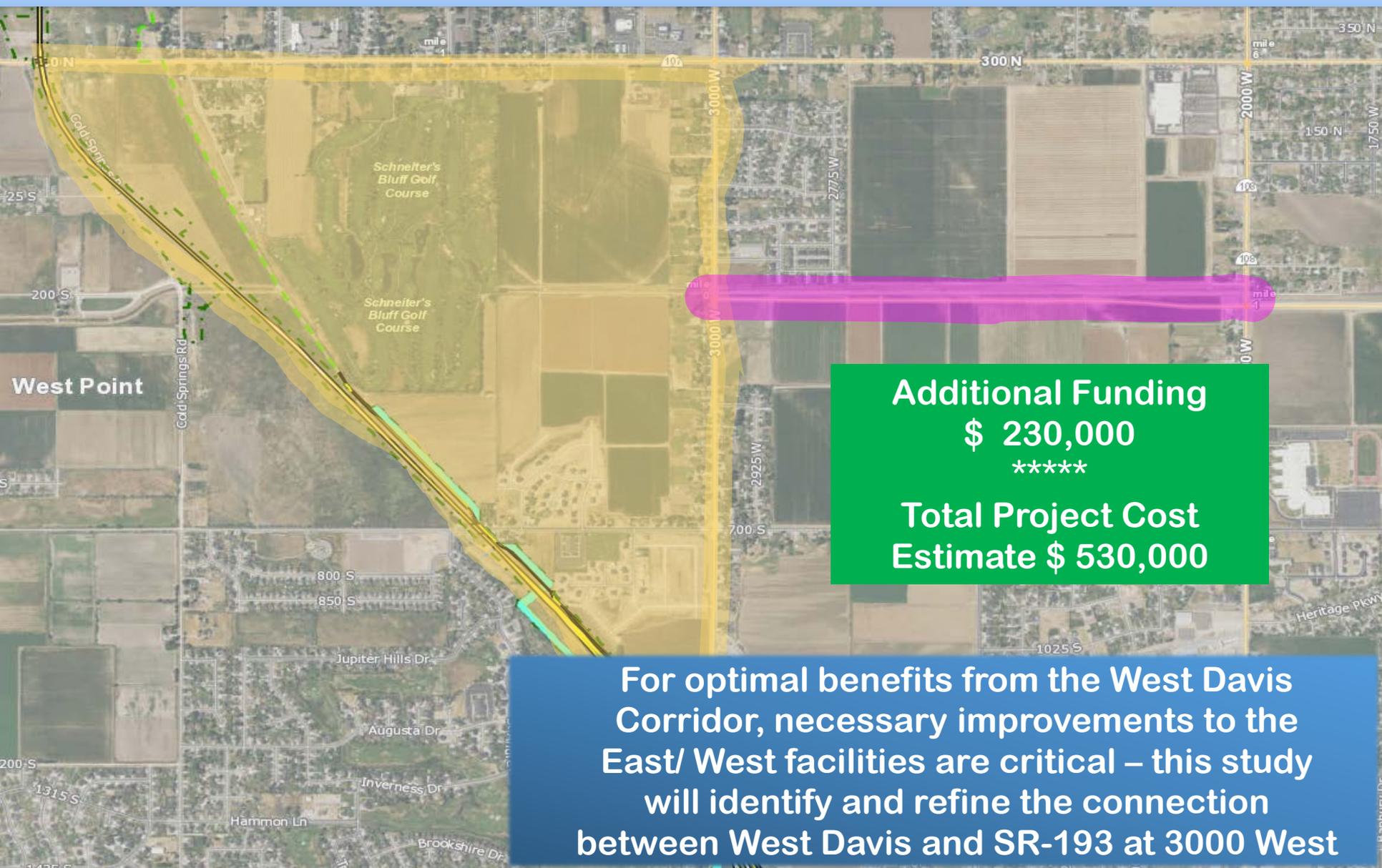


**Additional Funding
\$ 700,000**

**Total Project Cost
Estimate \$ 735,000**

Construction of the West Davis Corridor will increase the East/ West traffic along Syracuse Road – this study will identify and refine the additional improvements necessary

Davis County – SR-193; 4500 West to 3000 West Environmental Study



Additional Funding
\$ 230,000

Total Project Cost
Estimate \$ 530,000

For optimal benefits from the West Davis Corridor, necessary improvements to the East/ West facilities are critical – this study will identify and refine the connection between West Davis and SR-193 at 3000 West

Salt Lake/ Tooele – I-80 Blackrock EB/WB Bridges & SR-36 over I-80 Bridge Rehabilitation or Replacement and Expansion

Project will extend/ rehabilitate 3 bridge structures to meet the future design requirements without modification.

Additional Funding

is a result of the . . .

- Escalation of Construction Costs
- UPRR Permitting Requirements
- Maintenance of Traffic (MOT)

**Additional Funding
\$ 9,500,000**

**Total Project Cost
Estimate \$ 36,500,000**



2019-2024 Transportation Improvement Program (TIP) (Amendment One)

Board Modification

New Project

Salt Lake/ West Valley Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	Various	New	Connected Vehicle Data Eco-System	Develop a Partnership to develop the Connected Vehicle Data Eco-System	ST_CONST (State Construction Funds)	\$8,000,000	\$0	<i>New Funding</i>	\$8,000,000	2019

UDOT has several pilot projects in which Connected and Autonomous Vehicles (CAV), technology has been used. Over the past four years, UDOT has worked to deploy an operational, connected vehicle corridor on Redwood Road in Salt Lake County, and another in Provo-Orem is about to become operational. A third project, involving 4 additional corridors is being planned in Salt Lake County. These deployments have given UDOT the experience and insight to understand the value of connected vehicle technology and prepare for a scaled-up deployment scenario. This request is to approve phase 1 of a project to involve partnerships to develop the Connected and Autonomous Vehicles (CAV) Eco-System. The contract will be a multi-phase severable contract, with future phases exploring new technologies and broader implementation of technologies developed.

2019-2024 Transportation Improvement Program (TIP) (Amendment One)

Board Modification

New Projects (FY 2019 Recreational Trails Program)

The federal Recreational Trails Program (RTP) was authorized by Congress as part of the Intermodal Surface Transportation Efficiency Act of 1991. This program has been continued through the current FAST ACT transportation authorization. • These projects are selected and administered through the Utah State Parks and Recreation Division. • Funds may be used to provide and maintain trails for motorized and nonmotorized recreational uses, including trailside and trailhead facilities, and also provisions to facilitate access for people with disabilities. • For the 2019 Program, Utah has 32 projects totaling \$1,723,894 in Federal Aid Funds and \$6,921,302 of Sponsors Matching Funds for a total of \$8,645,196 in New Project Value (projects totaling \$667,000 in the WFRC Area.)

WFRC Area

Sponsor	Concept/ Type of Improvement/ Location	Funding Amount	Total Project Value
Non-Motorized			
SLCA	<u>Gate Buttress Recreation Infrastructure Project Phase I, Little Cottonwood Canyon (\$37,740 RTP Requested, Non-Moto):</u> Rehabilitate user created trails and have them built by professional trail crews on the 140 acres of leased land from the LDS Church as well as replacing old fixed anchors with stainless steel hardware.	\$37,740	\$165,740
USDA FS, U-W-C NF, Logan RD	<u>Murray Farm Trailhead (\$100,000 RTP Requested, Non-Moto):</u> Construction and installation of a parking lot to accommodate 12 vehicles, new aggregate trailhead pathway, signage, vault toilet and road closure gates. Deconstruction of 430' of post and rail wood fencing as well as clearing vegetation.	\$75,000	\$243,905
Layton CC	<u>Kay's Creek Trail Hwy 89 Underpass (\$100,000 RTP Requested, Non-Moto):</u> Installation of a 200' long, 14' wide, 10' tall pre-cut concrete culvert underpass.	\$75,000	\$991,302

Additional Signal Priority Deployments

Snow Plow Pre-emption Project

- Salt Lake Valley – portions of 5 corridors
- About 100 Intersections
- Operational Winter '18-'19

Provo-Orem BRT Project - UVX

- 47 Intersections
- 25 buses
- Operational mid-November 2018

The CV Ecosystem Project will represent a significant “scale-up” of these technologies



Phase 1

- Expanding CAV Technology
- Massive Scale Up of Infrastructure & Data Collection
- Involve Partnerships to develop

Project Funding
\$ 8,000,000

Total Project Cost
Estimate \$ 8,000,000

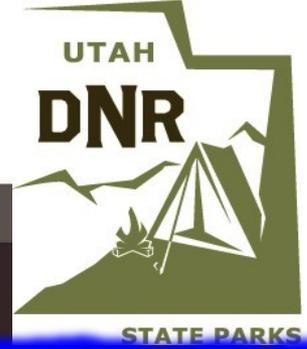
2019-2024 Transportation Improvement Program (TIP) (Amendment One)

Board Modification

New Projects (FY 2019 Recreational Trails Program) - *Continued*

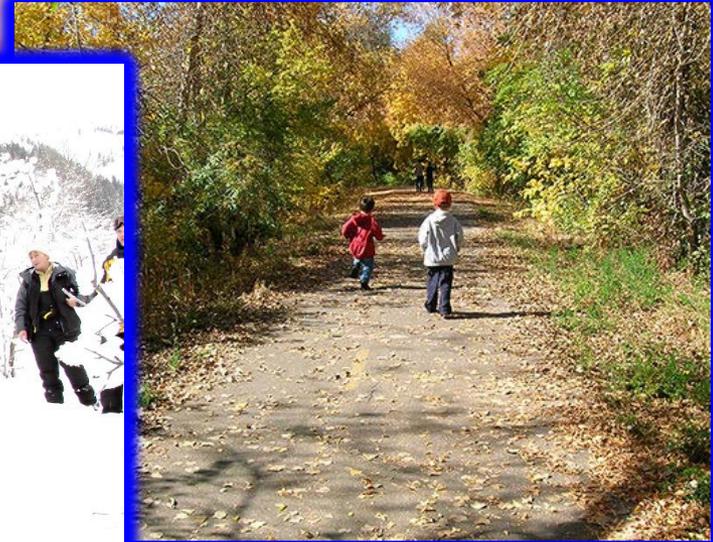
WFRC Area					
Sponsor	Concept/ Type of Improvement/ Location			Funding Amount	Total Project Value
Motorized					
Utah State Parks	<u>Snowmobile Trail Grooming, Maintenance and Trailhead Snow Removal (\$180,000 RTP Requested, Motorized):</u> Provide snowmobile grooming, maintenance, trail signage, and trailhead snow removal. Replace and/or repair trail blazers, markers, t-posts, and clearing of groomed trails.			\$180,000	\$360,000
Utah State Parks	<u>Snowcat Purchase (\$90,000 RTP Requested, Motorized):</u> Replace an existing snowcat that will allow OHV Program to groom snowmobiles for the 18 recognized complexes across the state.			\$90,000	\$180,000
Uinta-Wasatch-Cache NF	<u>2019 OHV/Single Track Motorized Trail Maintenance (\$100,000 RTP Requested, Motorized):</u> General maintenance on 127 miles of OHV/ATV trails and 287 miles of single track trails, as well as heavy maintenance focusing on tread work to improve tread prism (width, flow, and drainage) of specific trails in need.			\$100,000	\$201,200
BLM Utah State Office	<u>Utah Trail Host/OHV Volunteer Specialist (\$40,000 RTP Requested, Motorized):</u> Increase amount of Trail Host sponsored projects, monitor efforts, and education/outreach opportunities that occur in public land statewide.			\$48,986	\$143,000
Utah State Parks	<u>OHV Great Trails Workshop (\$25,590 RTP Requested, Motorized):</u> Allow the OHV Program of Utah State Parks to host two trail-training workshops in separate locations.			\$60,000	\$120,000
Non-Motorized					
SLCA	<u>Gate Buttress Recreation Infrastructure Project Phase I, Little Cottonwood Canyon (\$37,740 RTP Requested, Non-Moto):</u> Rehabilitate user created trails and have them built by professional trail crews on the 140 acres of leased land from the LDS Church as well as replacing old fixed anchors with stainless steel hardware.			\$37,740	\$165,740
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Recreational Trails Program



RESOURCES

SEARCH



Recreational Trails Program (RTP)



- Administered by Utah State Parks
- Motorized and non-motorized
- May be combined use
- Revenue from federal motor fuel tax;
- apportioned to each state
- Utah annually receives about \$1.4 M



RTP Funding Amounts

2019 - \$1,723,894, 32 projects

8 Projects totaling \$667,000

In the WFRC Area





UTAH DEPARTMENT of
ENVIRONMENTAL QUALITY
**AIR
QUALITY**

VW Settlement



vw.utah.gov

Opportunities for Government Entities

Nearly 85% of the VW Settlement for Utah is allocated to government entities for:

- Replacing or repowering Class 4-8 local freight trucks
- Replacing or repowering Class 4-8 school buses, shuttle buses, or transit buses
- Purchasing, installing, and maintaining light-duty electric-vehicle supply equipment (EVSE)



Available Funding Amounts

Vehicle or Engine Replacements:

- Up to 50% of the cost for new diesel or alternative fuels
- Up to 55% for new vehicles or engines certified to the California Air Resources Board's (CARB) Optional Low-NO_x Standards
- Up to 65% for new all-electric replacement vehicles or engines
 - Charging infrastructure may be included



Light-Duty, EVSE:

- Up to 100% of the cost to purchase, install, and maintain EVSEs available to the public at government-owned facilities
- Up to 60% of the cost to purchase, install, and maintain EVSEs available at a government workplace but not to the general public

Application Information

- The Division of Air Quality will accept applications October 1 – November 30, 2018
- Applications and required supplemental documents are available for download at vw.utah.gov
- Successful applicants will have three years from the time of the award to complete projects
- Future funding opportunities through the VW Settlement will depend on the number and amounts of successful projects that receive awards through this current funding opportunity



Email Applications to vw@utah.gov

Contacts: Lisa Burr: 801-536-4019, lburr@utah.gov
or
Courtney Ehrlich: 801-536-4430, cehrlich@utah.gov

For EVSE questions, contact:
Mat Carlile: 801-536-4116, mcarlile@utah.gov

vw.utah.gov



UTAH DEPARTMENT *of*
ENVIRONMENTAL QUALITY

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QUALITY





A3 FLOOR PLAN



SCALE: 1/8"=1'-0"









A3 FLOOR PLAN



SCALE: 1/8"=1'-0"





