Better outcomes by working together
Wasatch Choice 2050 Goals

Community | Economy | Manageable Traffic | Choices
---|---|---|---
Safe | Affordable | Clean Air | Parks and Recreation
Environment | Fiscal Responsibility
Where growth occurs matters
Regionally Significant Centers and Districts

- Metropolitan Center
- Urban Center
- Town Center
- Neighborhood Center
- Employment District
- Industrial District
- Special District
- Residential
- Protected
- Military
Regionally Significant Active Transportation
RTP = Integrated Transportation & Land Use

Transportation:
- Freeway
- Highway
- Major Local Roads
- FrontRunner
- TRAX
- BRT New
- Core Bus
- Regional AT Paths
- Other Regional AT

Land Use:
- Metropolitan Center
- Urban Center
- Town Center
- Neighborhood Center
- Employment District
- Industrial District
- Special District
- Residential
- Protected
- Military
The Regional Transportation Plan

- Roads, transit, bike lanes, and trails
- Updated every four years
- Uses forecasts of future travel behavior
- Ensures air quality conformity
- Financially constrained

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

1. Explore Goals & Scenarios
2. Choose Preferred Scenario
3. Prioritize Projects & Investments

WASATCH CHOICE 2050

We Are Here
Unique Opportunities

» Northwest Quadrant

» Point of the Mountain
Phasing Outreach

Seven Phasing Workshops

» 260 Elected officials and staff
» 56 Partners
» 309 Comments

Interactive Map

» 503 Unique users / 1,129 Unique page views
» 145 Comments

Stakeholder Meetings

» UBET
» Rio Tinto
» LDS Church Land Holding Groups

Local Community Follow-up
**Next Steps**

**Today’s Meeting**
- Recap of workshops & public comment period
- Final public comment period

**March Meeting**
- Report back on final comment periods
- Overview of website and document

**May Meeting**
- Adoption of the RTP

**August Meeting**
- Broader Wasatch Choice strategies
- Approach to monitoring progress
WASATCH FRONT REGIONAL COUNCIL

WASATCH CHOICE
2050

WASATCH FRONT REGIONAL COUNCIL
January 24, 2019
TLC Appropriation

Wasatch Front Regional Council

JANUARY 24th, 2019

Megan Townsend, Planner and TLC Program Lead
Population and Job Growth in Utah

Utah Population Growth and Projection

Utah Employment Growth, Past Decade
Gardner Business Review

May 2018
Applied economic analysis by the
David Eccles School of Business

Since 2010, Utah has led the country in employment and demographic growth. This growth has produced exceptionally strong demand for housing, which in turn has put upward pressure on housing prices.

What Rapidly Rising Prices Mean for Housing Affordability

By James Wood, Dejan Eskic, and D.J. Benway
The TLC program provides technical assistance to local communities to help them achieve their goals and plan for growth. The program helps communities implement changes to the built environment that reduce traffic on roads and enable more people to easily walk, bike, and use transit.
TLC Projects

PLANS
Visions
Community Engagement
Downtown Master Plans
Active Transportation

POLICIES
Zoning Ordinances
Design Standards
Transportation Priorities

PRODUCTS
Financing Options
Implementation Strategies
RDA Support

STUDIES AND ANALYSES (Parking, Market, etc.)
Policy ▶ Product: South Salt Lake

New Residential Units: 2,676

The Zeller, Realtor

Moda S-Line
Program Partners & Growing Funds

Annual TLC Program Funding

- WFRC
- Salt Lake County
- UDOT
- UTA

Additional Resources

- Program demand has doubled!
- Maximize value of infrastructure investments, by helping communities coordinate local land use with transportation, as incentivized by SB136 (2018)
- Utilize innovative financing strategies, such as Transportation Reinvestment Zones (TRZs)
- Opportunity to provide more support to move toward the product phase
State Appropriation

- $2 Million ongoing statewide
- General Funds, through UDOT, MPOs and RPOs
- Infrastructure and General Government

Appropriation Committee
Proponents

...and local governments throughout the region
Megan Townsend
Planner and TLC Program Lead
801-363-4250 x. 1101
mtownsend@wfrc.org
The TIP
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 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...

1 - Report on an Approved Board Modification
   • Trans Com – November 8, 2018

2 - Approve a New Board Modification (BM3)
   • To the 2019-2024 TIP

3 – Review the Funding Programs Status
5a - Report on 2019-2024 TIP Board Modification #2

Trans Com Meeting
November 8, 2018
## 2019-2024 Transportation Improvement Program (TIP) (Amendment Two)

### Board Modification

#### Additional Funding

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
<th>PIN</th>
<th>Project Location</th>
<th>Concept/ Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
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<th>Action</th>
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<tr>
<td>Salt Lake</td>
<td>UDOT</td>
<td>I-80</td>
<td>15935</td>
<td>I-80 Over Surplus Canal Deck Replacement</td>
<td>Bridge Deck Replacement</td>
<td>NHPP_BR (National Highway Performance Program, Bridge On)</td>
<td>$2,100,000</td>
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<td>Additional</td>
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<td>2019</td>
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<td>NHPP_NHS (National Highway Performance Program, National Highway System)</td>
<td>$3,500,000</td>
<td>Additional Funding</td>
<td>$1,200,000</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>ST_Bridge (State Construction - Bridge Program)</td>
<td>Additional Funding</td>
<td>$2,500,000</td>
<td></td>
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</table>

This project was originally scoped as a deck rehabilitation project. During design State crews needed to repair extensive potholes on the structure which revealed that the deck was in need of replacement rather than rehabilitation. The additional funding requested for this project is replacing the bridge deck. The additional funding comes from $1,2000,000 of State Bridge funds, available from the I-80; 1700 East to East Canyon Bridge Rehab Project and the remaining $200,000 will be from Region 2’s Transportation Solutions Funds.

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
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<tbody>
<tr>
<td>Salt Lake</td>
<td>UDOT</td>
<td>SR-151</td>
<td>13585</td>
<td>SR-151 (10600 S) Redwood Road to Jordan Gateway</td>
<td>Reconstruct and Widening</td>
<td>NHPP_BR (National Highway Performance Program, Bridge On)</td>
<td>$88,000</td>
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<td>Additional</td>
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<td></td>
<td>NHPP_NHS (National Highway Performance Program, National Highway System)</td>
<td>$15,000,000</td>
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<td>$77,000</td>
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<td>STP_FLX_ST (Surface Transportation Program - Flexible (Any Area) Statewide)</td>
<td>Additional Funding</td>
<td>$17,665,000</td>
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<td>ST_ATMS (State Construction - ATMS Statewide)</td>
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When this project was originally awarded the bids were more than 10% over the Engineer’s Estimate. Contingency funds were used at the time of award (June 2017). During construction additional costs related to right of way and unknown utilities needing relocation were encountered. The utility relocations caused significant delays (150+ days) to the contractor. The additional $2,500,000 is available from unprogrammed funds in the Region Two Pavement Rehabilitation Program.
# 2019-2024 Transportation Improvement Program (TIP) (Amendment Two)

## Board Modification - continued

### Ogden/ Layton Urban Area

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
<th>PIN</th>
<th>Project Location</th>
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<th>Year</th>
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<tbody>
<tr>
<td>Davis/ Weber</td>
<td>UDOT</td>
<td>I-15</td>
<td>1382</td>
<td>I-15; SR-232 to I-84</td>
<td>Widen Existing Facility with Operational Improvements</td>
<td>NHPP_BR (National Highway Performance Program, Bridge On)</td>
<td>$175,165,000</td>
<td>$8,622,688</td>
<td>Additional Funding</td>
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<td>2019</td>
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<td>NHPP_IM (National Highway Performance Program, Interstate Maintenance)</td>
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<td>Additional Funding</td>
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<td>NHPP_NHS (National Highway Performance Program, National Highway System)</td>
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<td>STP_Bridge (Surface Transportation Program - Bridge Program)</td>
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<td>Additional Funding</td>
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<td>STP_URB_O/L (Surface Transportation Program - Ogden/ Layton Urban Area - Exchanged Funds)</td>
<td>Additional Funding</td>
<td>$3,000,000</td>
<td>Additional Funding</td>
<td>$3,000,000</td>
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<td>ST_TIF (State Transportation Investment Funds)</td>
<td>$950,000</td>
<td>$265,000</td>
<td>Additional Funding</td>
<td>$650,000</td>
<td>2019</td>
<td></td>
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</table>

This project will add an Express Lane while maintaining the existing number of travel lanes and will be constructed within existing right of way along I-15 to the extent possible with various improvements to pavement sections and structures including structure widenings. The additional funding comes from cost savings from the I-15; South Davis Express Lane Project and the State bridge program.

This project will install a queue cutter signal on Center Street to eliminate cars being backed up and stopped on the railroad tracks. Complications to adding the Queue Cutter Signal into the existing crossing infrastructure has increased the cost of the signal upgrade. The additional $650,000 is available from the unprogrammed balance of the Railroad Crossing Program.
5b - 2019-2024 TIP
Board Modification
Regional Council Meeting
January 24, 2019
West Valley City, in coordination with UDOT and WFRC, will fully reconstruct 4100 South between Bangerter Highway and 5460 West. The current project value is $12.3 million. ● Granger Hunter Improvement District will be adding $3.94 million as a betterment to replace water lines. ● West Valley City will be adding $426K as a betterment for landscaping and buried power. ● West Valley City will also be adding $4.23 million to complete the project as originally scoped.

Region Two is requesting to add $23,000,000 of ST_TIF funds to this project. Initial cost estimates for these intersection/interchanges were re-evaluated due to recent pricing that has been encountered on previous interchanges. The additional funds being requested are to address increased right-of-way costs, project material and labor escalation costs at all 3 interchanges. The projects will be combined into one project (PIN 14415). Combining these projects will allow for better coordination with work activities and impacts to the public. These projects are scheduled to be constructed in 2020. Projects include - (6200 South @ Bangerter Highway) with a project value of $64,000,000, - (10400 South @ Bangerter Highway) with a project value of $46,000,000, - (12600 South @ Bangerter Highway) with a project value of $49,000,000.

Region Two is requesting to add an additional $15,000,000 ST_TIF funds to the I-15 Northbound Bangerter Highway to I-215 project. The cost increase on this project is coming from escalations in Design-Build construction activities (labor and materials) and higher than anticipated right of way costs. The I-15 NB project will improve traffic operations on I-15 between Bangerter Highway and I-215. The improvements include a collector/distributor system between approximately 9400 South and I-215 and an additional general purpose lane from Bangerter Highway to 9400 South.
Salt Lake – 4100 South; Bangerter Hwy to 5460 West
Reconstruct with minor widening – West Valley City Project

-- Reconstruct Roadway, & needed Curb, Gutter, and Sidewalk
- Replace Water Lines
- Bury Power, Improve Landscape

Additional Local Funding
$8,675,484

Total Project Cost Estimate $20,718,478

Additional Funding from Granger Hunter Improvement District and West Valley City
Salt Lake – Bangerter Highway Intersections to Interchanges
6200 South, 10400 South, and 12600 South

Total Project Cost Estimate $182,000,000

Additional Funding $23,000,000

Total Additional Funding from Transportation Investment Funds (TIF) - Cost Savings from Other Projects

Project will construct Grade Separated Interchanges at each Intersection
Salt Lake – I-15 (NB); Bangerter Highway to I-215
Add a Lane and Construct a Collector/ Distributor System

Cost Increase due to;
- Escalations in Design-Build Activities (labor & materials)
- Higher than Anticipated Right of Way

Additional Funding
$ 15,000,000
-
-
Total Project Cost Estimate $ 165,000,000

Additional Funding from Transportation Investment Funds (TIF) - Cost Savings from Other Projects
## Additional Funding

### Salt Lake/ West Valley Urban Area

<table>
<thead>
<tr>
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<th>Funding Amount</th>
<th>Year</th>
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</thead>
<tbody>
<tr>
<td>Salt Lake</td>
<td>Bluffdale</td>
<td>Porter Rockwell Boulevard</td>
<td>13112</td>
<td>Porter Rockwell Blvd (Fourth Segment); East Jordan Canal and 15800 South to 0.5 miles east</td>
<td>New Construction of a 5-lane facility</td>
<td>STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake (WFRC))</td>
<td>$6,036,363</td>
<td>$3,000,000</td>
<td>Additional Funding</td>
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<td>2019</td>
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<td></td>
<td>LOCAL_INKIND (Local In Kind (Soft Match))</td>
<td>$438,337</td>
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<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>LOCAL_GOV_SLCO (Local Gov - Salt Lake County - Transportation Choice Fund (4th Quarter))</td>
<td>$12,161,100</td>
<td>$438,337</td>
<td></td>
<td></td>
<td>$2,000,000</td>
<td>2019</td>
</tr>
</tbody>
</table>

Bluffdale is requesting approval of additional funding for the Porter Rockwell Blvd - Segment 4. This segment will complete the section between Segment 5 and the bridge to be constructed following the completion of segment 4. The bridge is being funded through the Transportation Investment fund (TIF). Once completed this facility will function as a major arterial road that extends from Mountain View Corridor in Herriman to I-15. Reasons for the increased project cost include a much higher construction rate of inflation than originally estimated, an increased amount of roadway excavation for lowering the road profile, and the reduction of side slopes to a less steep slope because of poor soils. The City is currently coordinating with UDOT, Salt Lake County, and WFRC to remedy the project funding shortfall to enable the project to advertise as quickly as possible to minimize additional project cost inflation.

### Ogden/ Layton Urban Area

<table>
<thead>
<tr>
<th>County</th>
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<th>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-105</td>
<td>16434</td>
<td>Parrish Lane (SR-105); I-15 to Main Street (SR-106)</td>
<td>Pavement Rehabilitation</td>
<td>STP_FLX_ST (Surface Transportation Program - Flexible (Any Area) Statewide)</td>
<td>$1,900,000</td>
<td>$1,400,000</td>
<td>Additional Funding</td>
<td>$500,000</td>
<td>2019</td>
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</tbody>
</table>

Region One is requesting to add an additional $500,000 ST_FLX_ST funds to the Parrish Lane (SR-105) rehabilitation project. The additional funds for this request are available from the unprogrammed balance in Region One’s Transportation Solutions Program. The funding addition is needed to offset the increased cost of materials from the original Engineer’s Estimate.
Due to various project constraints including:
- Higher Construction - Rate of Inflation
- Roadway Excavation to lower Road Profile
- Side Slope Mitigation due to Poor Soils

Additional Funding from:
- Salt Lake Co – 4th Quarter
- WFRC – Un-programmed
SL/ WV Urban STP funds

Additional Funding $5,000,000

Total Project Cost Estimate $12,161,100
Davis – Parrish Lane (SR-105); I-15 to Main Street (SR-106)
Pavement Rehabilitation

Additional Funding from Un-programmed Transportation Solutions Program (TSP Funds)

Additional Funding
$ 500,000

Total Project Cost Estimate $ 1,900,000

This project will Rotomill 3 “ and Overlay with 3”
### Region One

**Davis**

**UDOT**

**SR-93**

**16664**

**SR-93 Intersection Improvements at Wildcat Way**

**Intersection Improvements**

**ST_TRANS_SOL** (State Transportation Solutions) $235,000

Currently Funded $0

**New Project**

**Funding Amount** $235,000

**Year** 2019

Region One is requesting to add a new project to improve the intersection at SR-93 and Wildcat Way. The additional funds for this request are available from the unprogrammed balance of Region One’s Transportation Solutions Program. This project is currently on the Region’s unfunded transportation priority list. The Region has developed a solution to increase the queue length for the left hand turn from SR-93 to northbound Wildcat Way. Currently the left hand turns are backing into thru traffic and this project will increase storage or provide dual left turns at this intersection, and will improve the overall intersection operation.

**Davis**

**UDOT**

**SR-227 & SR-225**

**17227**

**Farmington 200 West (SR-227); I-15 to Main Street and Park Lane (SR-225); Main Street to Lagoon Frontage Rd**

**Pavement Rehabilitation**

**STP_FLX_ST** (Surface Transportation Program - Flexible (Any Area) Statewide) $3,250,000

Currently Funded $0

**New Project**

**Funding Amount** $3,250,000

**Year** 2019

Region One is requesting to add a new project, to improve the pavement sections identified on 200 West and Park Lane. The pavement on these two sections of SR-227 and SR-225 is beginning to degrade faster than anticipated. The proposed pavement rehabilitation will prolong the overall life of the existing pavement sections. The $3,250,000 in additional STP_FLX_ST funds comes from the available unprogrammed balance of the Region One Transportation Solutions Program.
Davis – 2600 South (SR-93) and Wildcat Way (Woods Cross) Intersection Improvements

Project will increase the queue length for the left hand turn from 2600 South onto NB Wildcat Way

New Funding $235,000

Total Project Cost Estimate $235,000

Additional Funding from Un-programmed Transportation Solutions Program (TSP Funds)
Davis – Farmington 200 West; I-15 to Main Str & Park Ln; Main Str to Frontage Rd
Pavement Rehabilitation – Rotomill and Overlay

New Funding
$3,250,000

Total Project Cost Estimate $3,250,000

Additional Funding from Un-programmed Transportation Solutions Program (TSP Funds)

This project will Mill 2.5” and replace on Park Lane (SR-225) and will Mill 4” and replace on 200 West (SR-227)
5c - Funding Programs
Status

Regional Council Meeting
January 24, 2019
## Ogden/ Layton Urban Area

<table>
<thead>
<tr>
<th>Number of Projects</th>
<th>Estimated Project Cost</th>
<th>Federal Funds Requested</th>
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<tbody>
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<td><strong>STP</strong></td>
<td>$275,177,816</td>
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<td><strong>CMAQ</strong></td>
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<td><strong>TAP</strong></td>
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<td><strong>Total</strong></td>
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<td>Total</td>
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<td>$288,315,303</td>
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</table>
Process for New Projects & The Draft TIP

- SEPT / OCT: Letters of Intent
- NOV / DEC / JAN: Project Evaluation Concept Reports
- FEB / MAR: Project Reviews and Evaluations
- APR / MAY: Draft Projects / Draft Programs
- JUNE: Draft TIP

- JULY: Public Comment
- AUG: Review and Approve TIP
- SEPT: FHWA and FTA Review / Approve TIP
- OCT: TIP / STIP Approved
Draft Active Transportation Goals - 2019

1. **Regional Plan:** update shared Regional Bicycle Routes Plan/Map

2. **Local Plans:** cities and counties adopt Local Active Transportation Plans *(that align with Regional Priority Plan/Map)*

3. **Build:** fund and construct priority projects through
   - shared awareness of and advocacy for funding opportunities, and
   - partnering across agencies

4. **Educate:** increase support for AT through
   - effective engagement and outreach with a special focus on health related benefits of AT both for individuals and society

5. **Coordinate:** collaborate on technical issues of
   - shared mobility device regulation, and
   - data collection, e.g. bicycle/pedestrian counts
WFEDD Annual Objectives - 2019


2. Promote Wasatch Choice 2050 as a coordinated growth, quality of life, and economic development strategy.

3. Integrate state, regional, and local transportation decisions with economic development efforts to improve access between workforce, housing, and jobs.
   - Incorporate economic development into state, regional, and local transportation planning and funding
   - Incorporate growth patterns and transportation infrastructure into economic development decisions

4. Inform state, regional, and local stakeholders about economic development plans and strategies.
2020 Census
WFRC

Presenters: Sergio A. Martinez
Dallas Regional Census Center/Field Division/Denver Region
Thursday, January 24th 2019, Salt Lake City Utah
Decennial Census Overview

2020 Census In Utah

• Local outreach campaign is imperative to educate and motivate the profile of the region.
• Three methods to responding the questionnaire: Online, Phone and traditional paper questionnaire by mail.
• March 23rd 2020 Online portal opens
The Census is Confidential and Required by Law

1. The Census Bureau is required to keep information confidential. All responses provided on the 2020 Census questionnaire or to a Census Bureau employee are confidential and protected under Title 13 of the U.S. Code.

2. We will never share a respondents personal information with other government agencies.

3. Results from the census are reported in statistical format only.

4. Records are confidential for 72 years by law (Title 44, U.S. Code).

5. All Census Bureau employees swear a lifetime oath to protect respondent information.

6. Penalty for wrongful disclosure is up to 5 years imprisonment and/or a fine of $250,000.
Key Communications Phases

• The 2020 Census Phases
  – Education Phase – 2018-2019
  – Awareness Phase – April 2019
  – Motivation Phase – March – May 2020
  – Reminder Phase – May – July 2020

  – Local governments and community leaders throughout the nation participate in activities highlighting the message that the 2020 Census is imminent and that it is easy, important and safe to participate
Communications Campaign

• Key dates of the 2020 Census Operational Timeline:
  • Early Area Census Offices (ACO) opens -------- January 2019
  • Address Canvassing Conducted ----------------- August 2019
  • Area Census Offices ----------------------------- July 2019
  • CENSUS DAY ---------------------------------- April 1, 2020
  • NRFU ----------------------------------------- May 2020
  • Census Bureau delivers appointment counts
to the President of the United States December 31, 2020
  • Redistricting counts are delivered to states March 2021
What can the Council do?

- Create a CCC
- Empower CCC with resources
- Surpass the response rate of other regions