

STRATEGIES | OBJECTIVES | ACTIONS | EVALUATION



2018-2023

COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY



The WC2050 Vision ten goals directly tie to and impact economic development opportunities across the region through the four key strategies within the 2018-2023 CEDS:

- 1. Link Development with Transportation and Other Infrastructure** - Coordinated transportation, infrastructure, and land-use decisions to enhance household's access to jobs and educational opportunities and employer's access to workforce and customers.
- 2. Create Fiscally Sustainable Places** - Revenues and expenses are balanced and sustainable for households, communities, and the region.
- 3. Provide Amenities** - Maintain quality of life elements that attract skilled labor by encouraging more walkable cities, open space preservation, and improved air and water quality.
- 4. Attract and Retain Businesses, and Encourage Innovation** - Support and encourage business retention, job creation, workforce development, and innovation by partnering and information sharing.

STRATEGIES | OBJECTIVES | ACTIONS | EVALUATION



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wfrc.org/edd 



Wasatch Choice Vision

2019-2050 Regional Transportation Plan



WASATCH CHOICE

2050

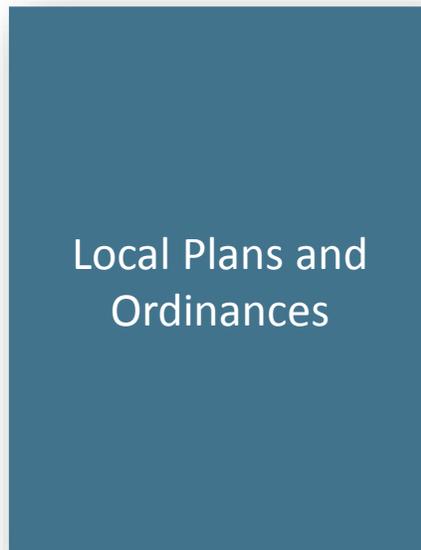
Economic Development

Comprehensive
Economic Development
Strategy



Land Use

Transportation
and Land Use
Connection



Transportation

Regional
Transportation
Plan



Wasatch Choice Key Strategies



1. Provide Transportation Choices



2. Support Housing Options



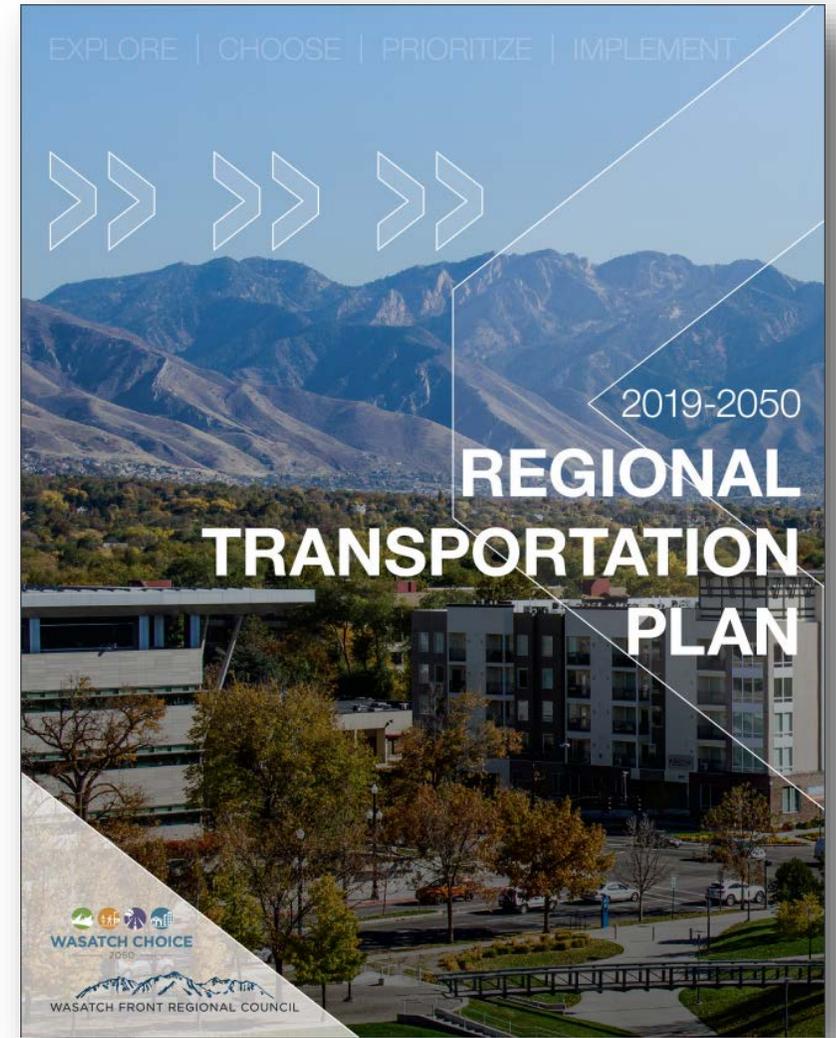
3. Preserve Open Space



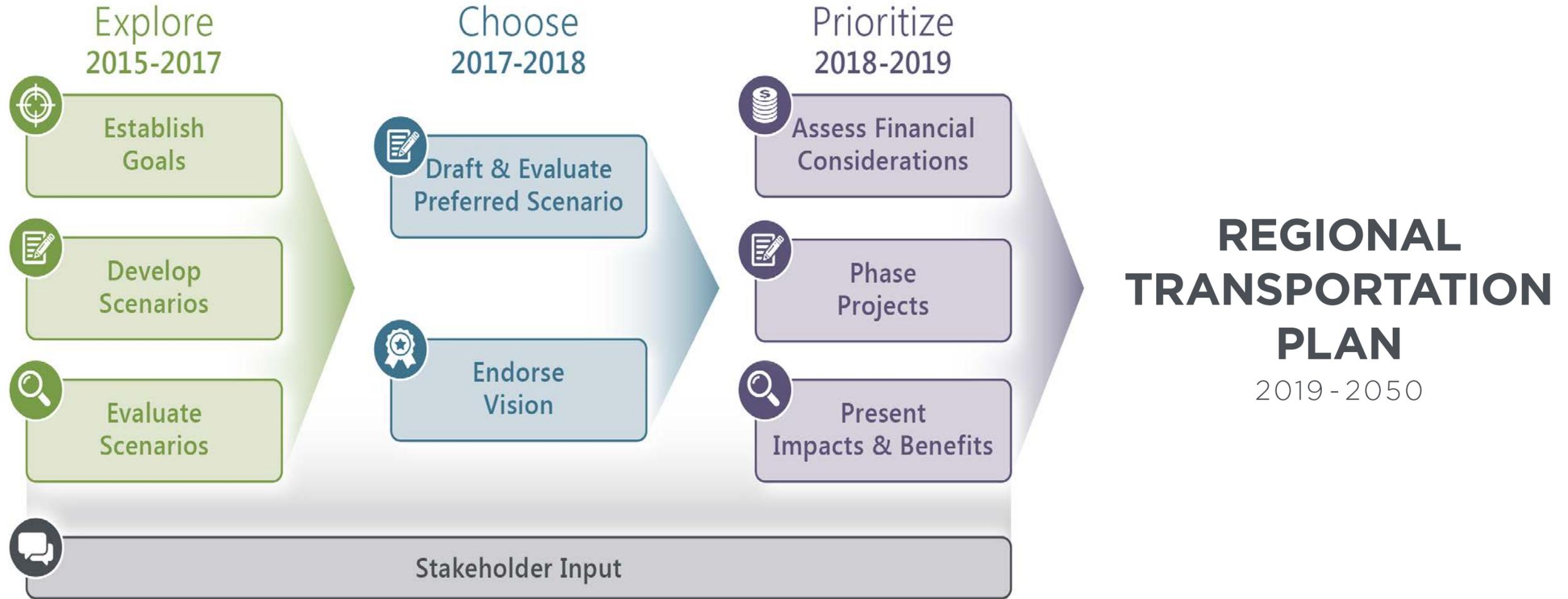
4. Link Economic Development with Transportation and Housing Decisions

Regional Transportation Plan Requirements

- Comprehensive, multimodal
- Updated every four years
- Planning horizon 20+ years
- Based on Wasatch Choice Vision
- Financially constrained
- Developed with partners
- Air quality conformity
- Amendment process



Wasatch Choice and RTP Process

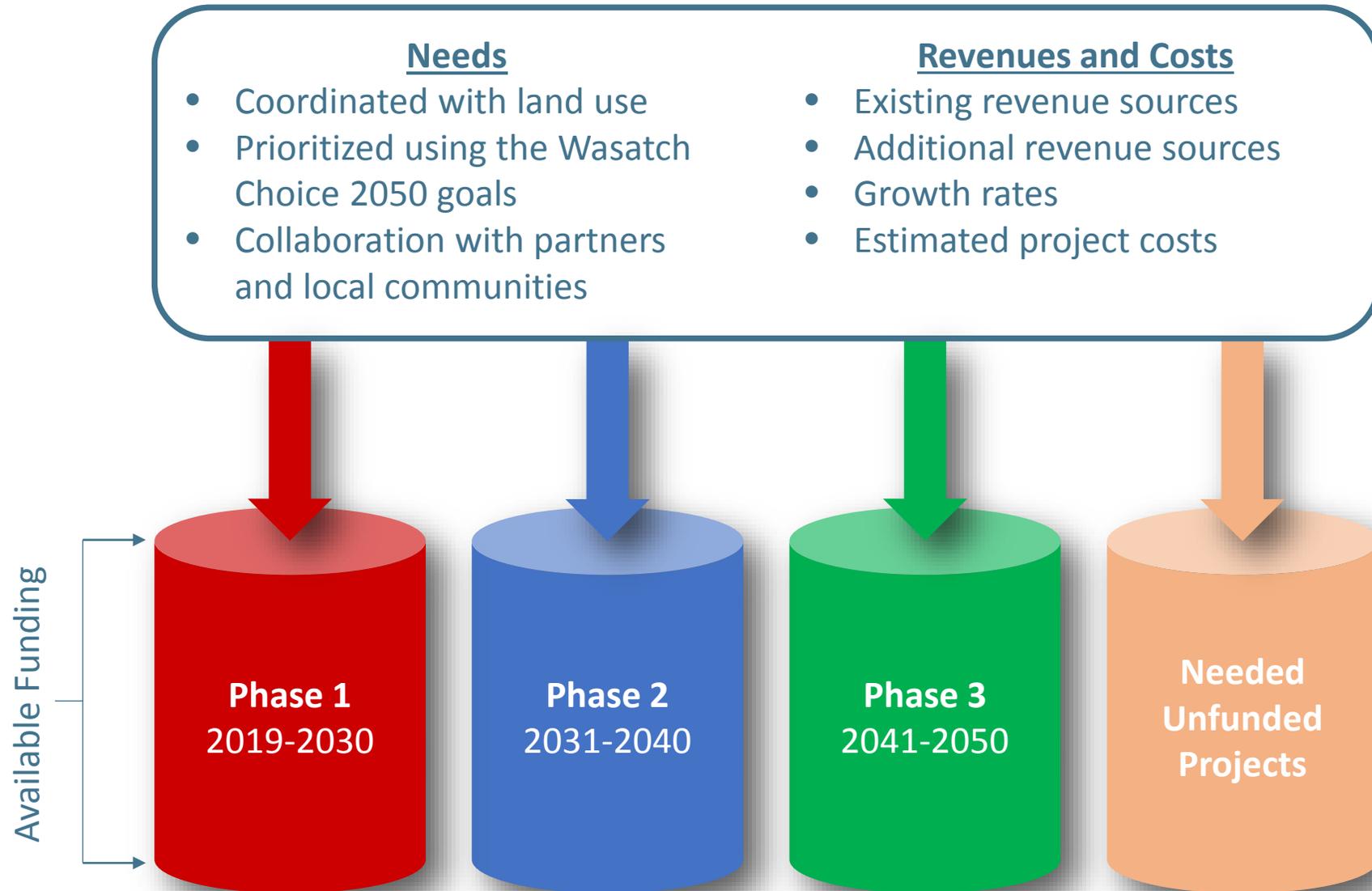


RTP Enhancements

- Engagement efforts
- Coordinated with land use and transportation
- Identified new centers and timing
- Real Estate Market Model (REMM)
- Interactive GIS maps
- Performance measures
- Phased bike projects



Phasing: Needs and Financial Constraint



Project Highlights

Roadway

- Needed: 396 projects, 955 miles, \$18.4 B
- Constrained: 384 projects, 880 miles, \$15.7 B

Transit

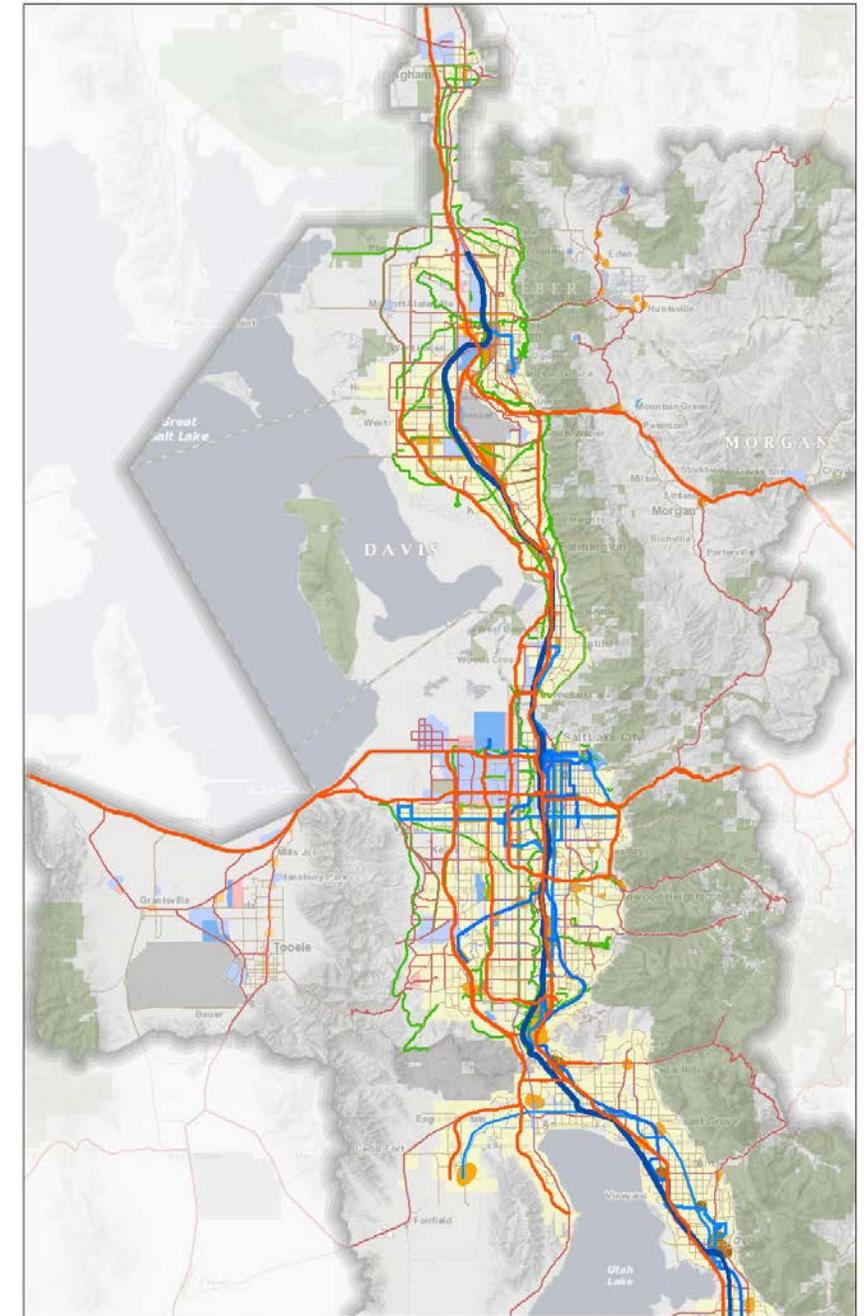
- Needed: 111 projects, 838 miles, \$12.1 B
- Constrained: 82 projects, 595 miles, \$5.3 B

Active Transportation

- 633 projects, 1002 miles, \$461 M

Regional Centers and Job Areas

- 275



Benefits of the RTP

Performance Measure	2015	2050	
	Today	No Action to 2050	Wasatch Choice Path to 2050



Destination Access

The number of jobs accessible to the average Wasatch Front household. Better access means a bigger labor pool for businesses and opportunities for employment and interaction with friends and family for residents. Access can be increased through transportation improvements, locating development near high-speed transportation, and locating homes near jobs (and vice versa).

180K 

35K 

130K 

38K 

226K 

58K 

Formal Motion and Next Steps

- WFRC Action Item

I move that the Wasatch Front Regional Council adopt the final phased and financially constrained 2019-2050 Regional Transportation Plan and approve the Air Quality Conformity Memorandum Number 39 determination.

- FHWA/FTA Approval – June 2019

Wasatch Choice 2050 Vision

- WFRC Endorsed Wasatch Choice 2050 Vision - May 2018
- Vision map, website update, tools, resources, progress measures, community outreach – Beginning in August 2019

WASATCH CHOICE 2050 VISION FOR OUR FUTURE

Our future quality of life depends on the choices we make today. The Wasatch Choice 2050 Vision is a blueprint for growth in our region. The Vision map and Key Strategies show how transportation investments, development patterns, and economic opportunities can enhance quality of life now and for generations to come.

Key Strategies

The Wasatch Choice 2050 Vision is built on four key strategies:

1. **Provide** transportation choices
2. **Support** housing options
3. **Provide** open space
4. **Link** economic development with transportation and housing decisions

Benefits of the Vision

Implementing the Wasatch Choice 2050 Vision provides high quality of life now and for generations to come.

- **livable and healthy communities**
- Access to economic and educational opportunities
- Manageable and reliable traffic conditions
- Quality transportation choices
- Safe, user-friendly streets
- Clean air
- Housing choices and affordable living expenses
- Locally responsible communities and infrastructure
- Sustainable environment
- Ample open space and recreational opportunities

Regional Land Uses

A thriving region requires great places, from a bustling metropolitan center to quiet open spaces.

 METROPOLITAN CENTER	 URBAN CENTER
 CITY CENTER	 NEIGHBORHOOD CENTER
 RESIDENTIAL	 OPEN SPACE
 EMPLOYMENT	 INDUSTRIAL

Transportation Modes

As our region continues to grow, we need choices for how to move around.

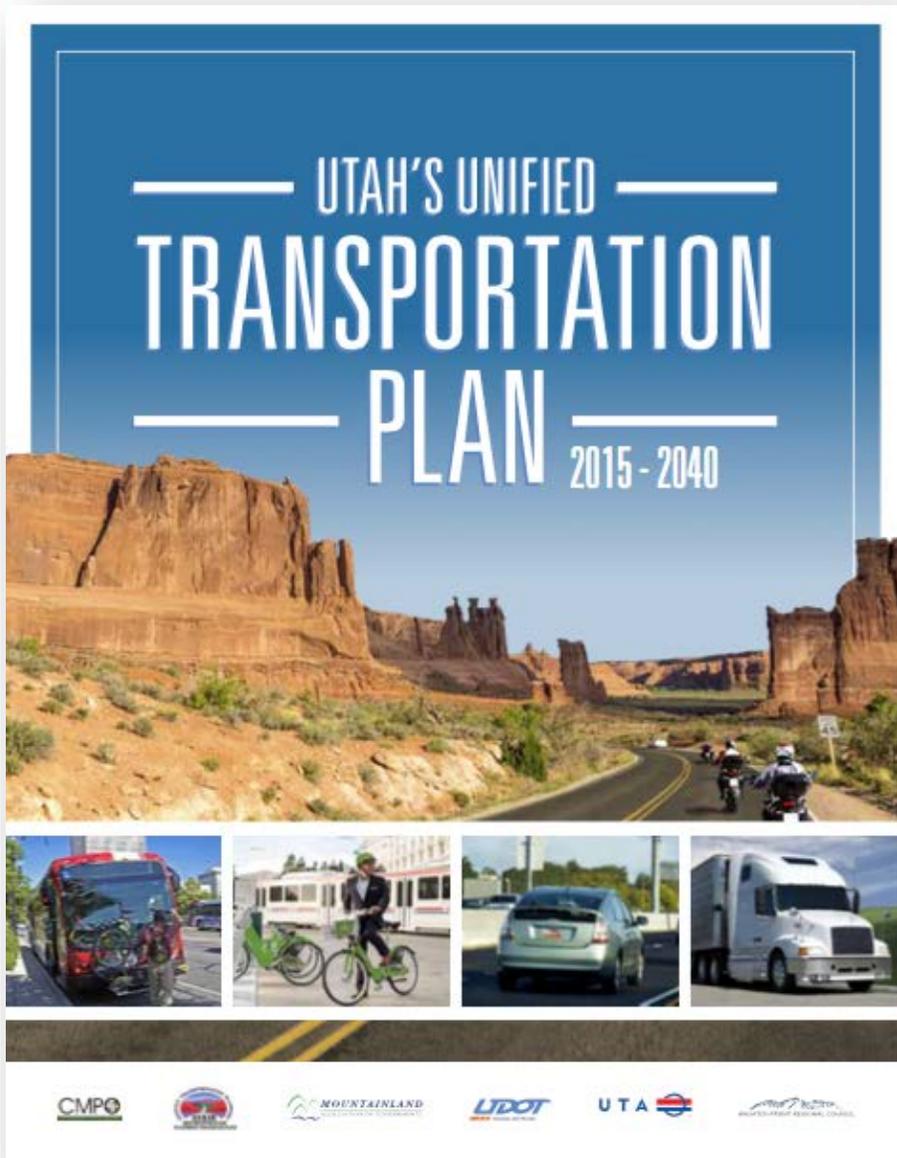
Partners of the Vision

The Wasatch Choice 2050 Vision is built on community values and public input, shaping the regional future for the region. The following organizations facilitated this process:

- Wasatch Front Regional Council
- Chambers of Commerce
- Emvision Utah
- Utah State Center for Policy Institute
- Metropolitan Research Center at The University of Utah
- Mountainland Association of Governments
- Utah Association of Counties
- Utah Department of Transportation
- Utah League of Cities and Towns
- Utah Transit Authority

wfrc.org/wc2050

2019-2050 Utah's Unified Transportation Plan



- Unified effort by UDOT, UTA, and MPOs – Coordinating all RTPs
- Past efforts in 2007, 2011, and 2015
- Collaborative
 - Timing
 - Financial assumptions
 - Performance measures
 - Safety
 - Active Transportation
- New Unified Plan – October 2019



Wasatch Choice Vision

2019-2050 Regional Transportation Plan



TIP



Transportation Improvement Program - Today . . .

- 5a. Report on Approved Board Modification
 - Trans Com – April 17, 2019

- 5b. Approve New Board Modification
 - To the 2019-2024 TIP

- 5c. Approve New Projects
 - To Be Included in the Draft Programs
 - STP, CMAQ, and TAP
 - *for the* Draft 2020-2025 TIP

5a - Report on 2019-2024 TIP Board Modification #6

Trans Com Meeting
April 17, 2019



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

Board Modification

Additional Funding\ Change in Scope

Ogden/ Layton Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Weber	West Haven	River Parkway Trail	12166	River Parkway Trail; D&RGW Rail to 1800 South	New Construction of Bike/ Ped Trail	CMAQ_WFRC (Congestion Mitigation\ Air Quality - WFRC)	\$1,697,712	\$136,009	Additional Funding	\$389,000	2019
						Local_Govt (Local Government Funds)		\$107,975		\$28,248	
						TAP_URB_WFRC (Transportation Alternatives Program - WFRC)		\$1,036,481			

This project will complete the section of trail that will connect D&RGW Trail to the Ogden/ Weber River Parkway Trail System. The northern half of the trail has been completed and it is anticipated that this, the southern portion of the trail, will begin construction this summer. Reasons for the additional funding include project design & development, inflation in property values increasing the right of way costs, increase to labor and material cost, challenges in finalizing alignment, and installation of a pedestrian signalized crossing. The additional funds for this request are available from the unprogrammed balance in the CMAQ program.

Salt Lake\ West Valley Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	West Valley City	4100 South	14831	4100 South; Bangert Highway to 5460 West	Roadway Reconstruction including curb, gutter, sidewalk, storm drain system, water lines, and signals	Local_Govt (Local Government Funds)	\$26,118,479	\$4,230,000	Additional Funding	\$5,400,000	2019
						Local_Match (Local Government Matching Funds)		\$815,311			
						L_Betterment (Local Government Betterment CO-OP)		\$4,445,485			
						STP_HIF_SL (Highway Infrastructure - Salt Lake)		\$3,421,462			
						STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake - WFRC)		\$7,806,221			

This project will fully reconstruct the roadway, the storm drain system, water lines, and signals. Bids were opened on March 19, 2019 and the bid exceeded the estimate by 29%. Additional funds are required due to escalation in construction costs and cost increases on items associated with working in an urban corridor. West Valley City will provide the additional funding.

Salt Lake	UTA	U of U	16932	University of Utah Hospital Stop Expansion Project	Change of Project Scope Prior - Expand the Bus Parking for End of Line at the Hospital Proposed - Construct End of Line Bus Parking at Student Union Building	STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake - WFRC)	\$399,400	\$372,361	Change in Scope	No Additional Funding	2019
						Local_Match (Local Government Matching Funds)		\$27,039			

This project was originally programmed to expand the bus parking facilities at the University of Utah Medical Center for the end of line bus layovers. However, the Medical Center is proposing to cease bus layovers and reduce bus parking at the Hospital Loop location. This proposed project scope change will not change funding amounts but will now construct the improvements near the Student Union Building on the U of U campus. The improvements will provide the following: space for 7 buses to layover at one time, - twenty-four hour restroom access for the bus operators - seven days a week, - space for UTA standard hub signage and amenities such as shelters and benches, - ADA accessible sidewalks and bus stop drop-off/ pick-up areas, etc.

The University is supporting the project with matching funds.



5b - 2019-2024 TIP Board Modification

Regional Council Meeting

May 23, 2019



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

Board Modification

Additional Funding

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	14344	I-80; State Street to 1300 East	Remove and Replace Transition Joints at Several Structures	STP_FLX_ST (Surface Transportation Program - Flexible (Any Area) Statewide)	\$3,449,112	\$1,649,000			2019
						NHPP_BR (National Highway Performance Program - Bridge On)		\$878,112			
						STP_BRIDGE (Surface Transportation Program - Bridge Funds for State Projects)		\$0	Additional Funding	\$650,000	
						ST_BRIDGE (State Construction - Bridge Program)		\$272,000			

The project scope is to remove and replace transition joints at several structures along the I-80 corridor between State Street and 1300 East. This section of I-80 has high volumes of traffic with limited options for traffic control. To limit the impacts to the traveling public rapid set concrete along with hydro demolition of the bridge approach slabs was allowed. Bids for these two items along with traffic control and maintenance of traffic have come in much higher than anticipated. This is the second time advertising this project with both bids coming in over 110% of the Engineer's Estimate. In order to award the project we request an additional \$650,000 be added. The additional funds for this request are available from the unprogrammed balance of Region Two's Transportation Solutions Program.

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
Box Elder	UDOT	I-15	16663	I-15; I-15/ SR-13 Interchange SB On-Ramp Widening	Widen the Southbound On-Ramps	STP_FLX_ST (Surface Transportation Program - Flexible (Any Area) Statewide)	\$6,600,000	\$5,000,000	Additional Funding	\$1,250,000	2019
						HSIP (Highway Safety Improvement Program)		\$350,000			

The southbound on-ramp at the Corinne Interchange has a very short acceleration and merge distance. The project scope is to widen the bridge over SR-13 to the west and lengthen the acceleration ramp down the grade to allow vehicles (especially large trucks) sufficient width and length to accelerate before merging into the travel lane on I-15. This area currently has a high percentage of trucks and the growth is projected to continue as industry develops in this area. The cost to widen the I-15 structure to provide the standard acceleration width and lane was higher than previously scoped in the concept phase. The additional funds for this request are available from the unprogrammed balance of Region One's Transportation Solutions Program.

Weber	UDOT	SR-97	16668	5500 South (SR-97); Intersection Improvements at 5100 West	Widening and Intersection Improvements	ST_TRANS_SOL (State Transportation Solutions)	\$2,500,000	\$1,000,000	Additional Funding	\$1,500,000	2019
						ST_PVMT (State Construction - Pavement Preservation)					

The initial intersection improvement was originally scoped to only replace the canal structure, providing adequate roadway clearance and width. During the later planning phase the traffic numbers supported a warrant for left and right hand turn pockets at the intersection. This request is to widen 5500 South (SR-97) to include the construction of turn pockets at this intersection. The additional funds for this request are available from the unprogrammed balance of Region One's Transportation Solutions Program.

Salt Lake – I-80; State Street to 1300 East, Repair Bridge Joints



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



**Additional
Funding**



Project will repair bridge joints
along a heavily traveled commuter
section of I-80



Additional Funding
\$ 650,000



Total Project Cost
Estimate \$ 3,449,112

Box Elder – I-15 / SR-13 Interchange Widen Southbound On-ramps

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

**Additional
Funding**

Project will widen the bridge over
SR-13 and lengthen and widen the
ramp to provide acceleration and
additional room for merging

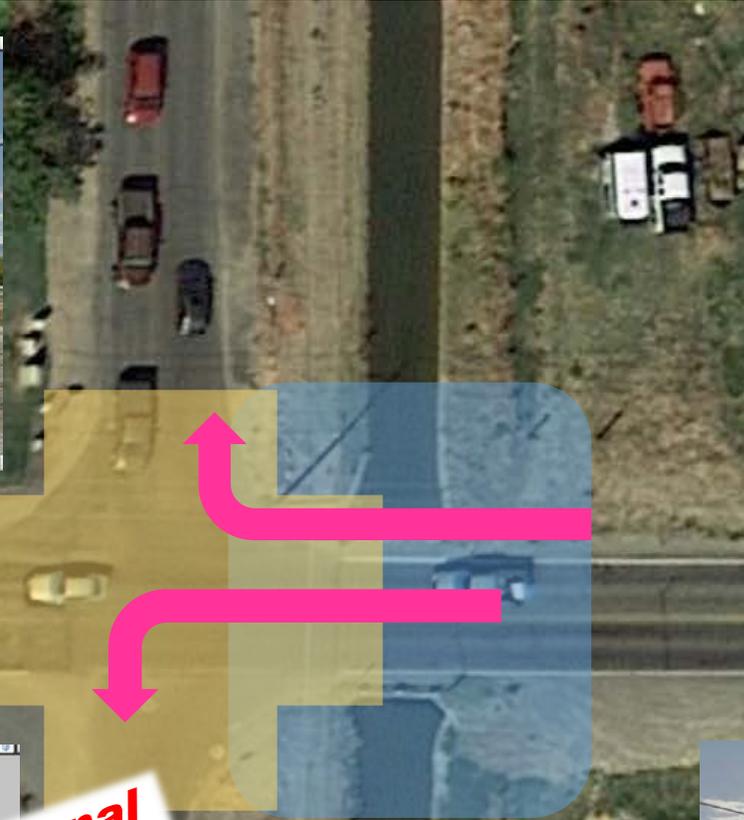
Additional Funding
\$ 1,250,000

Total Project Cost
Estimate \$ 6,600,000

Weber – 5500 South (SR-97) & 5100 West Widening and Intersection Improvements



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



Additional Funding
\$ 1,500,000

Total Project Cost
Estimate \$ 2,500,000



**Additional
Funding**

Project will widen the
intersection to provide adequate
room for left & right turn lanes
and replace canal structure



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

Board Modification

Funding Adjustment

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	Millcreek	3900 South	16930	3900 South; 2300 East to Wasatch Blvd	Reconstruct and widen to include center turn lane, curb, gutter, sidewalk, and shoulders	STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake (WFRC))	\$8,652,500	\$4,000,000	Advance Funding from Concept Development to Federal Fiscal Year 2020		2020
						LOCAL_GOVT (Local Gov - Project Sponsor Local Match)		\$290,464.44			
						LOCAL_GOVT_SLCO (Local Gov - Salt Lake County - Transportation Choice Fund (4th Quarter))		\$4,409,536			

This project will create a safer environment for all users including the construction of curb, gutter, sidewalk, ADA ramps, enhanced bus stops, eliminate open ditch and pipe irrigation, improve storm drainage, a bicycle facility, lighting; and relocate utility poles out of asphalt, along 3900 South from 2300 East to Wasatch Blvd. The request to advance the Urban STP funds will enable this project to advertise this winter.

New Programs and Program Reset

Statewide Programs

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Various	UDOT	Various	New	Various Statewide Programs	State Funded Programs	ST_GF (State General Fund)	\$144,800,000	\$0	<i>New Funding</i>	\$144,800,000	2020

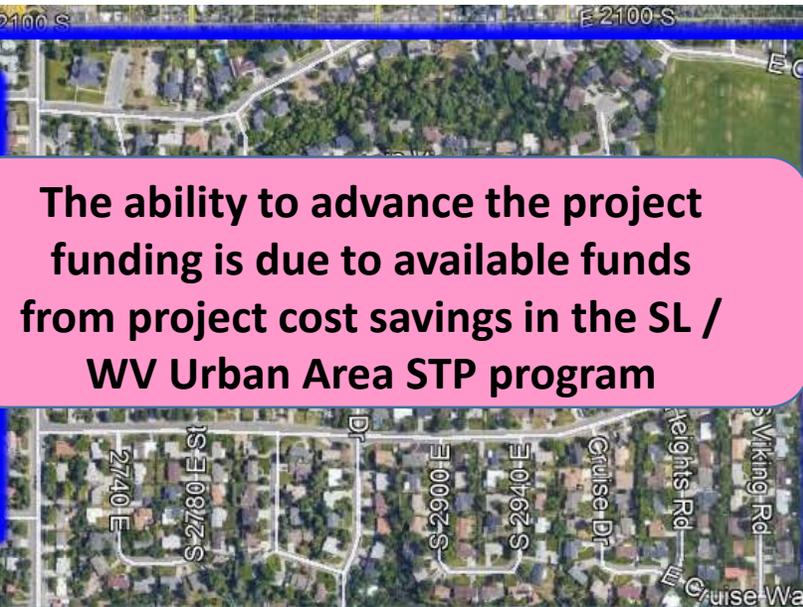
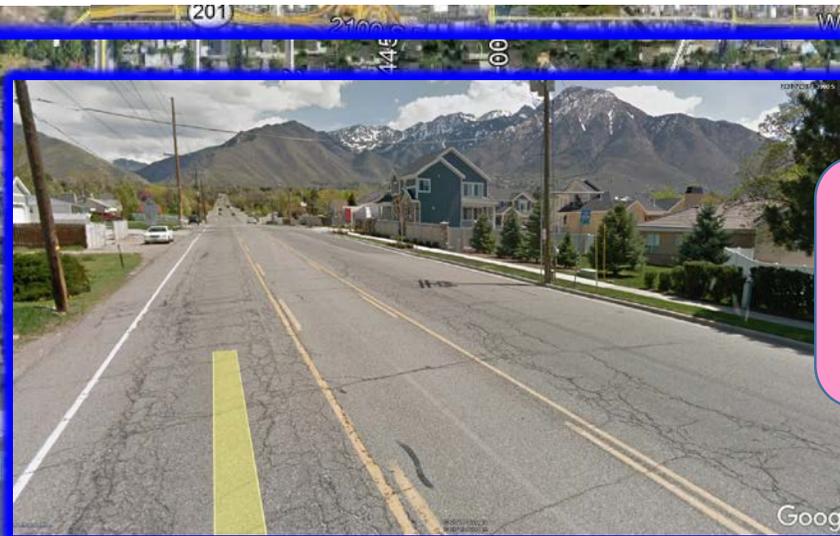
The funding levels for the State Funded Programs are amended into the existing TIP each year in May prior to the new State Fiscal Year which begins July 1. These programs include funding levels for Operations & Safety Programs, System Preservation Programs, Region Contingency Funds, other programs, and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

Statewide - Transportation Investment Funds - (TIF) - Reset

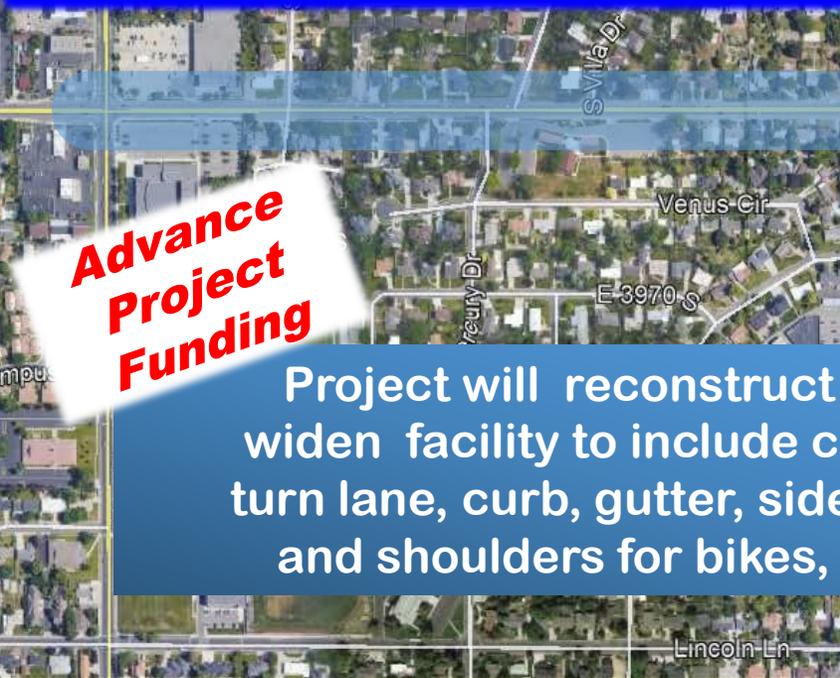
County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Projects Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Various	UDOT	Various	Various	Various Locations	New Construction/ Capacity Improvements	Transportation Investment Program	\$1,495,814,935	\$1,044,564,935	<i>Fund Reset Amount</i>	\$451,250,000	2019-2024

During the March 2019 Transportation Commission Staff Update meeting, the Transportation Investment Funds Program and associated projects were discussed. Due to the size and types of projects in this program, often times there are project savings as well as increased project costs. The discussion presented several millions in project cost savings and several projects in need of additional funds. The intent is to reset the TIF program, moving the cost savings to those projects and to program the remaining FY2024 unprogrammed funds onto the projects that are in need of additional funds and to program two new studies for future priority projects. During April 2019, the list of TIF Projects was approved by the Transportation Commission to include in the 2019-2024 Statewide Transportation Improvement Program (STIP). (For specific project please refer to the TIF-Reset Table)

Salt Lake – 3900 South; 2300 East to Wasatch Blvd Reconstruct with Minor Widening

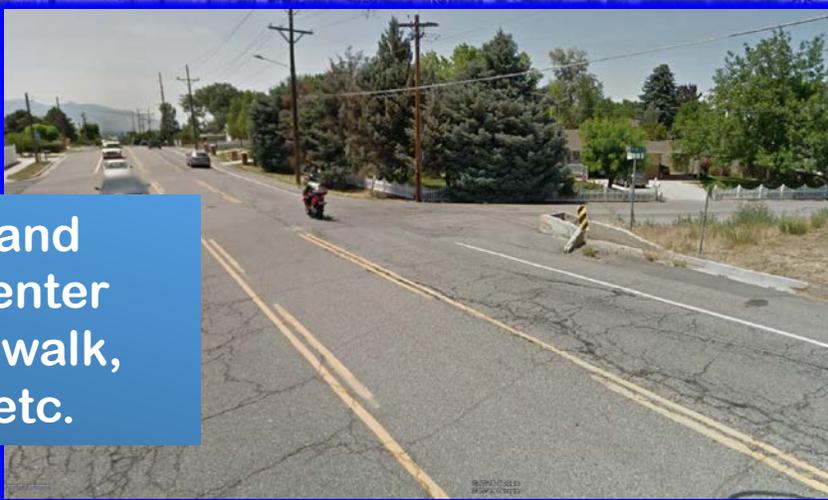


The ability to advance the project funding is due to available funds from project cost savings in the SL / WV Urban Area STP program



Advance Project Funding

Project will reconstruct and widen facility to include center turn lane, curb, gutter, sidewalk, and shoulders for bikes, etc.

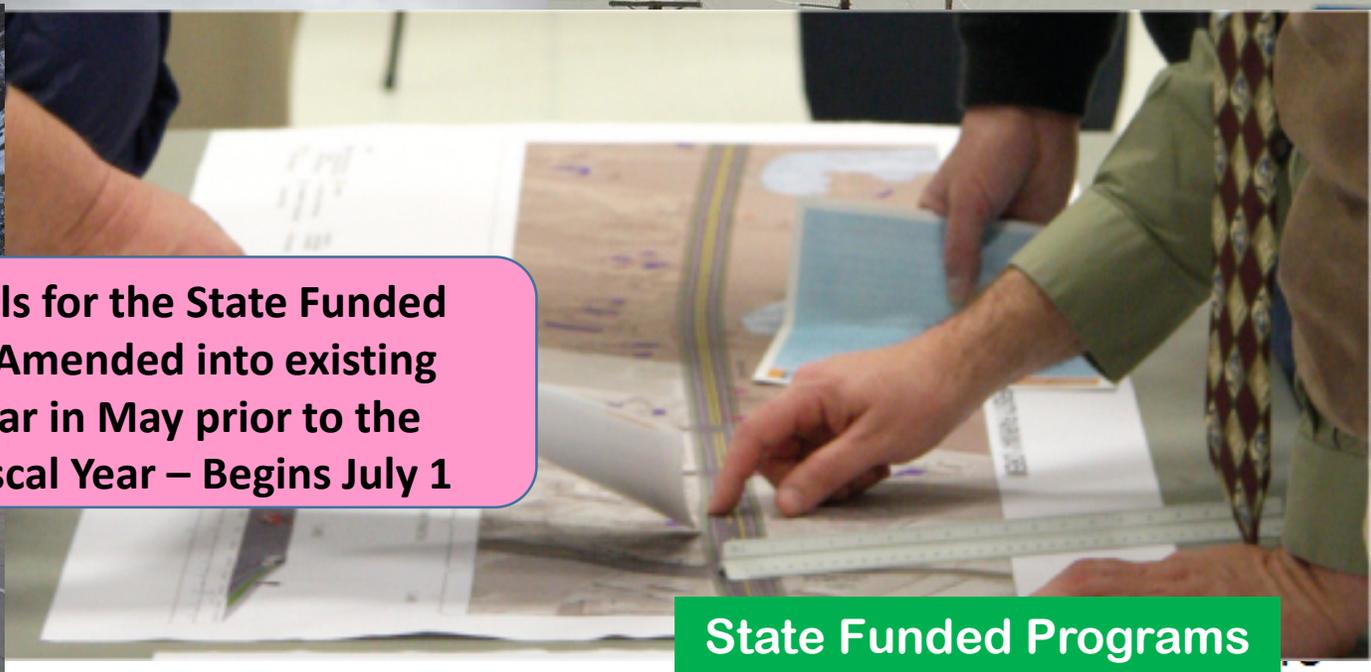


No additional funding
STP - \$4,000,000
SL Co - \$4,409,536

Total Project Cost Estimate \$ 8,652,500



Funding levels for the State Funded Programs – Amended into existing TIP each year in May prior to the new State Fiscal Year – Begins July 1



State Funded Programs for 2020 \$144,800,000

Advance Project Funding

Program includes funding levels for Operation & Safety, System Preservation, Region Contingency, and Other Programs



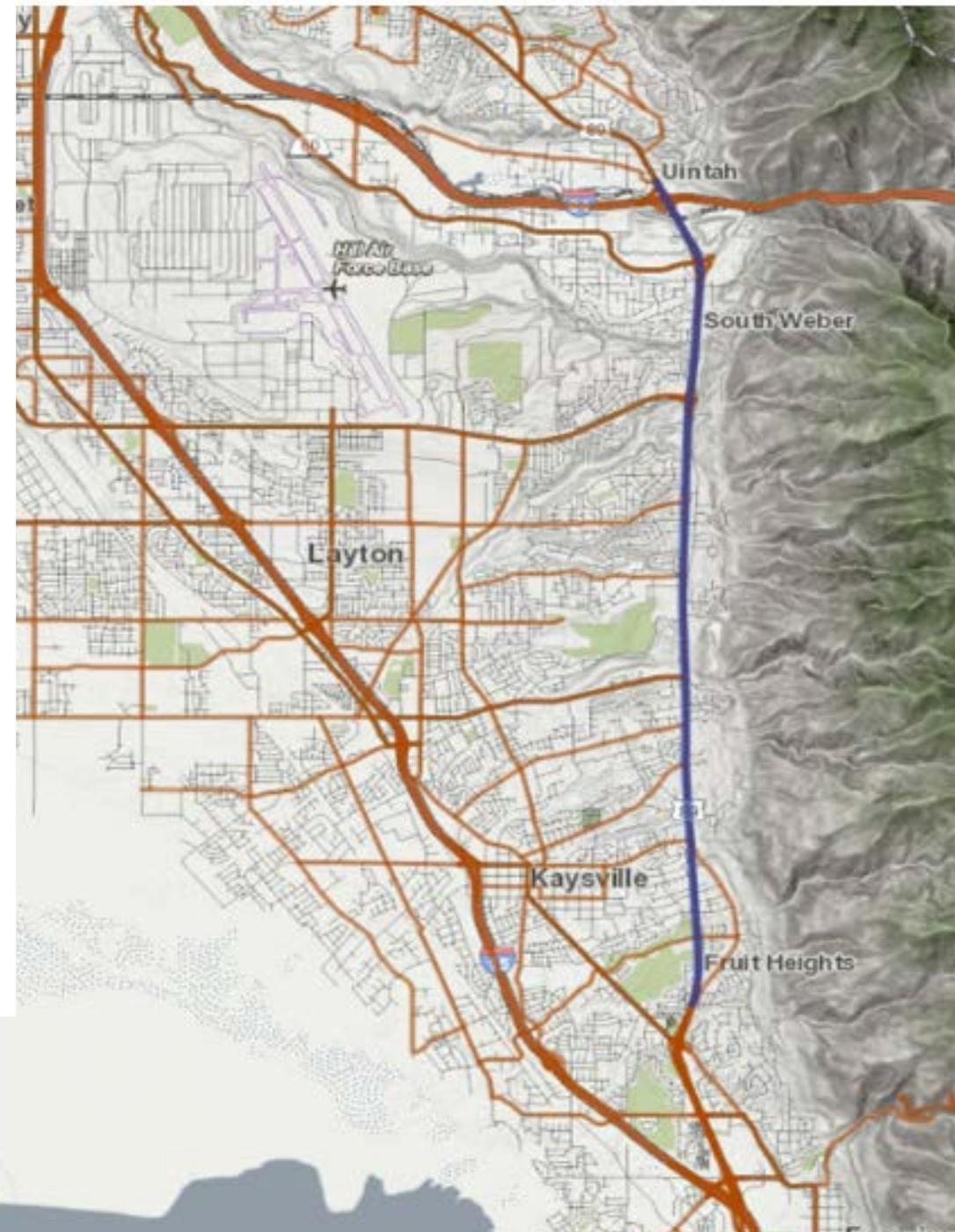
These additional funds are -

- to meet the needs outlined in the 2040 environmental document and**
- to respond to feedback received from the communities, that were not included in the original cost estimate.**

These changes items include:

- 6 lanes with shifts at intersections**
- 85% new drainage system**
- Add 5 miles of noise walls**
- Provide a frontage road along the entire route**
- Construct a new bridge at Nicholls Road**
- Construct a trail crossing and extension in South Weber**

**Proj
estim**





Agenda Item – 5c

Surface Transportation Program (STP) Congestion Mitigation/ Air Quality (CMAQ) Transportation Alternative Program (TAP) Projects Recommended

for the

2020 - 2025 TIP

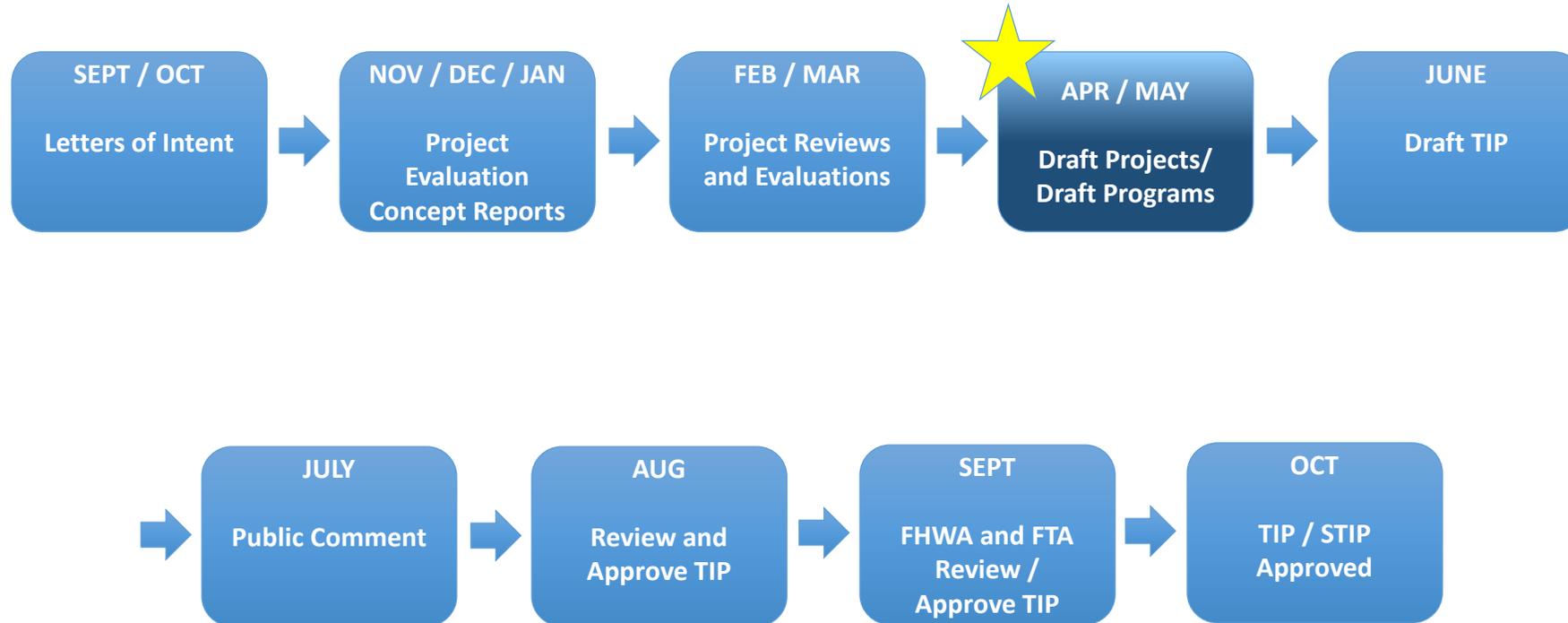
Regional Council

May 23, 2019



WASATCH FRONT REGIONAL COUNCIL

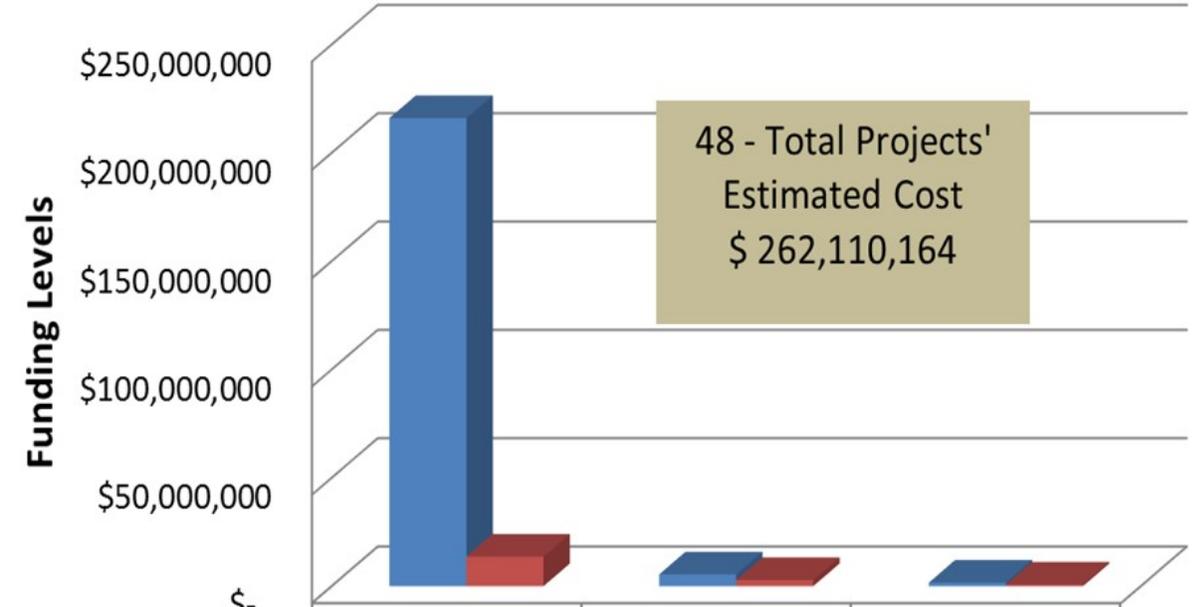
Process for New Projects & The Draft TIP



- CMAQ
- STP
- TAP



Ogden/ Layton Urban Area

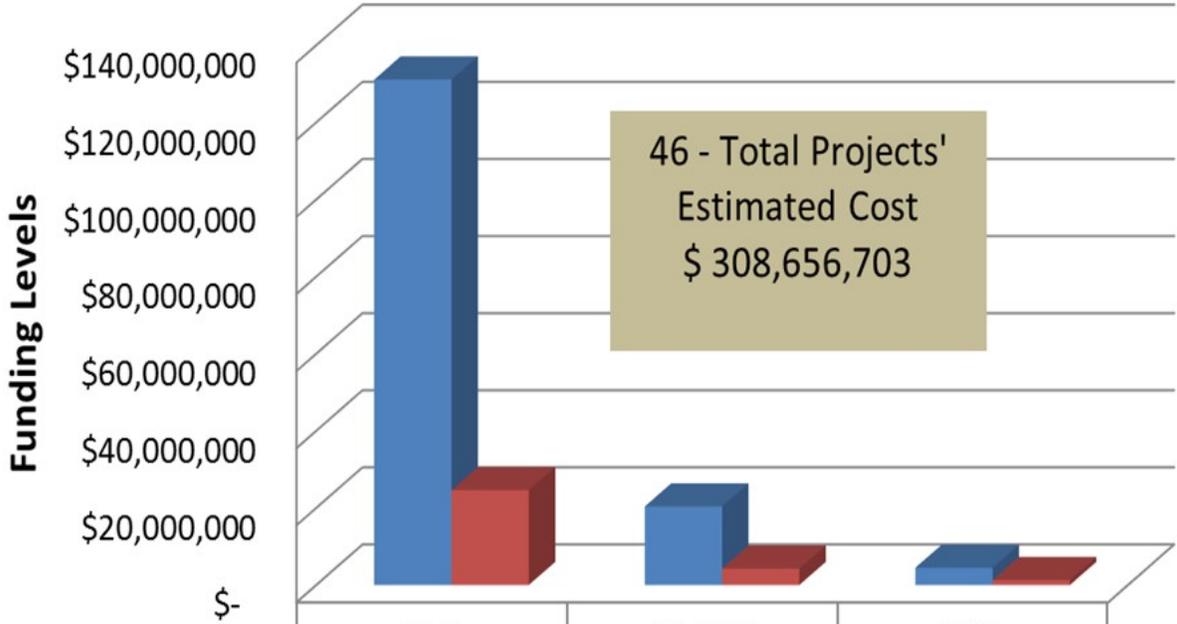


	STP	CMAQ	TAP
■ Requested	\$216,067,695	\$5,397,998	\$1,634,307
■ Available	\$13,622,935	\$2,772,568	\$693,000



- CMAQ
- STP
- TAP

Salt Lake/ West Valley Urban Area



	STP	CMAQ	TAP
■ Requested	\$131,105,187	\$20,371,768	\$4,470,209
■ Available	\$24,600,000	\$4,241,976	\$1,260,376

The Evaluation Process

- **Letters of intent, concept reports, field reviews:**
All provide data for project evaluation and scoring
- **Other relevant professional considerations...**
- **Provide information and recommendations to the Technical Advisory Committees (TACs) to prioritize projects**
- **TACs recommend projects to Trans Com**
- **Trans Com review & recommend projects to WFRC**

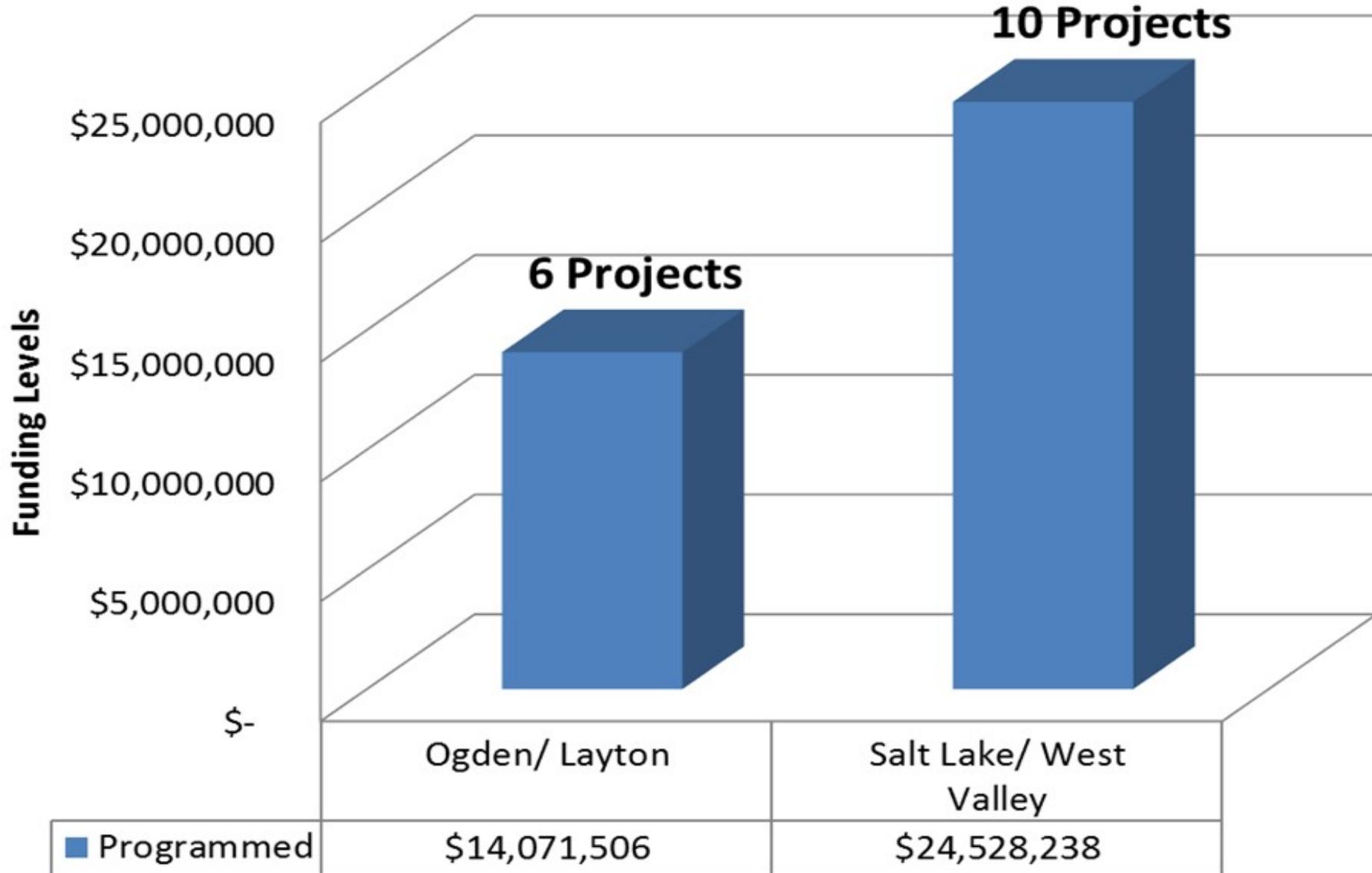


Resources for Project Selection

- Distribution of Project Scores, such as:
 - Congestion
 - Access
 - Pavement condition
 - Safety
 - Emissions / Air quality
- Other relevant professional considerations, such as:
 - Field Review Comments
 - Equity of Funding
 - Sponsor's Project History
 - Project Synergy
 - Project Timing Efficiencies
 - Complete Systems
 - Project Costs



Surface Transportation Program (STP) Funds



Surface Transportation Program (STP)

Agency	Name of Project	Project Improvement	Funding Amount Recommended
Ogden \ Layton Urban Area			
Farmington City	SR - 106 (Main Street) - West Side Improvements	Roadway & Pedestrian Improvements	\$ 2,053,670
Utah Transit Authority	Ogden - WSU BRT Construction	New Construction	\$ 1,500,000
Syracuse City	500 West Street Phase 2	Roadway & Pedestrian Improvements	\$ 3,720,623
Washington Terrace City	300 West Reconstruction	Reconstruction	\$ 2,702,831
Woods Cross City	800 West 1500 South Signal Project	Intersection Improvements & Signal Installation	\$ 984,975
Harrisville City	West Harrisville Road Widening Project	Roadway & Pedestrian Improvements	\$ 3,109,407

Surface Transportation Program (STP)			
Agency	Name of Project	Project Improvement	Funding Amount Recommended
Salt Lake\ West Valley Urban Area			
Kearns Metro/West Valley City	4700 South Reconstruction and Widening	Roadway & Pedestrian Improvements	\$ 2,300,000
West Jordan	1300 West: 6600 South - 9400 South	Roadway & Pedestrian Improvements	\$ 4,800,000
West Valley City	Parkway Blvd (2700 S) Widening	Roadway & Pedestrian Improvements	\$ 5,300,000
Draper City	Lone Peak Parkway Widening & Realignment	Roadway & Pedestrian Improvements	\$ 3,980,000
City of South Jordan	Bacchus Highway	Roadway Capacity and Safety Improvements	\$ 2,145,502
South Salt Lake/ UDOT Region 2	3300 South and 900 West	Pedestrian and Signal Improvement	\$ 783,132
Murray City	Winchester and 700 West	Intersection and Pedestrian Improvements	\$ 2,567,461
Taylorsville/ UDOT Region 2	5400 South and 1900 West Intersection	Intersections & Signals	\$ 364,995
Midvale/ UDOT Region 2	7200 South and 300 West Intersection	Intersections & Signals	\$ 287,148
Taylorsville	Midvalley Connector BRT Bus Rapid Transit	New Construction	\$ 2,000,000

**Project Cost –
\$ 5,767,800**

**Funds Request –
\$ 5,344,689**

West Valley – Parkway Blvd. (2700 South) - Widening

Project Type – New Capacity

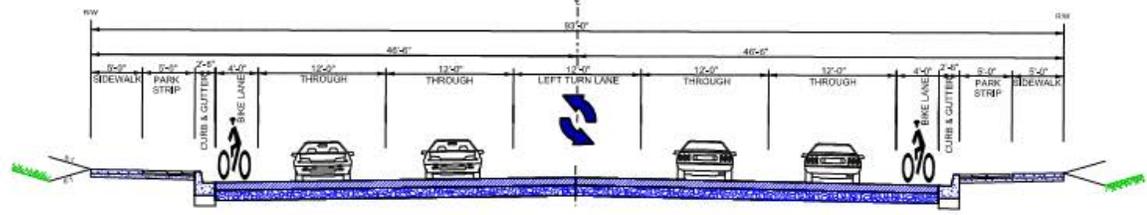
Mountain View Corridor to 6400 West – (0.5 miles)



Recommended Funding \$ 5,300,000



**PARKWAY BLVD
RECONSTRUCTION AND WIDENING**
MOUNTAIN VIEW CORRIDOR TO 6400 WEST
WEST VALLEY CITY



The purpose of this project is to build additional capacity to meet current and future traffic demand on Parkway Blvd.



UTA – Ogden-WSU Bus Rapid Transit (Construction)

Project Type - Transit

Ogden Intermodal Hub (23rd/Wall) to McKay Dee Hospital (48th/Harrison) – (5.3 miles)

Connects major destinations in Ogden to FrontRunner

Promotes economic development

Helps reduce congestion and parking demand at WSU

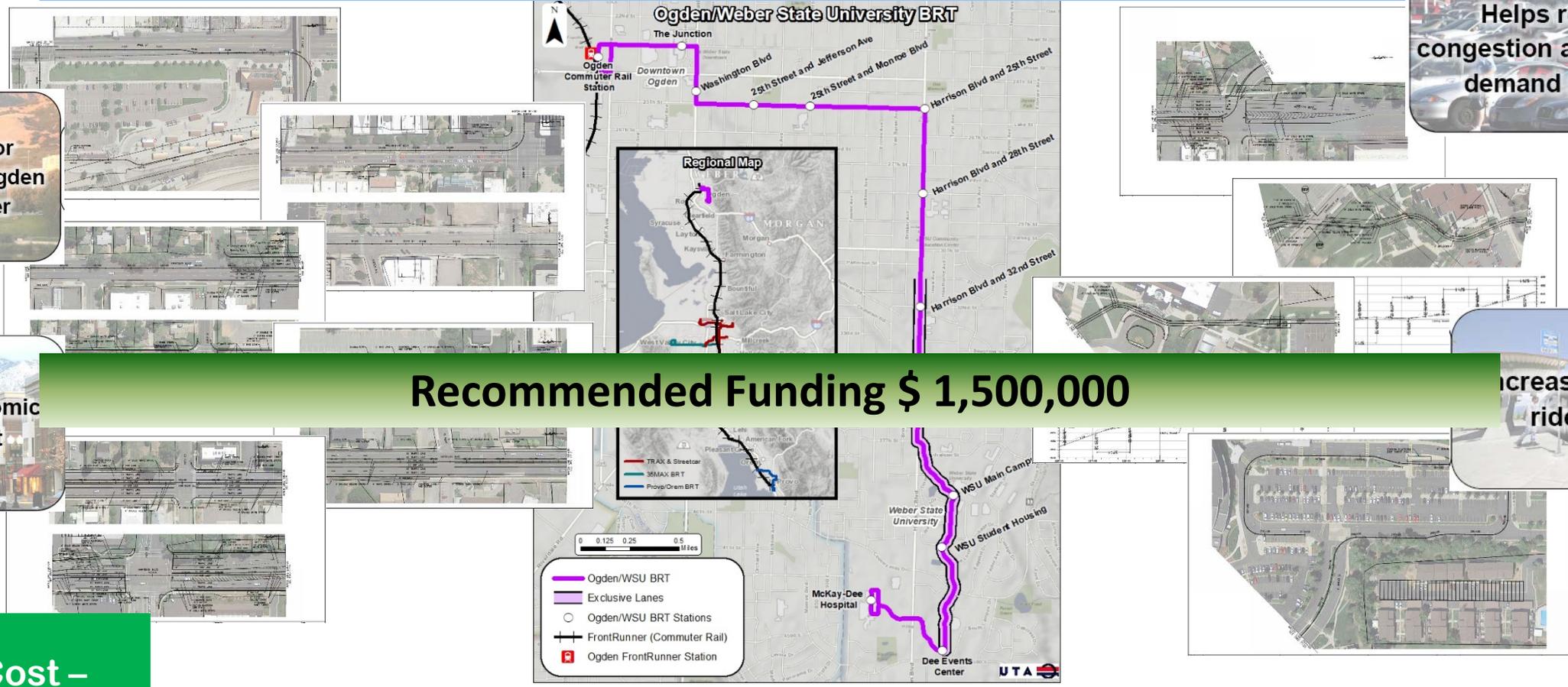
Increases transit ridership

Recommended Funding \$ 1,500,000

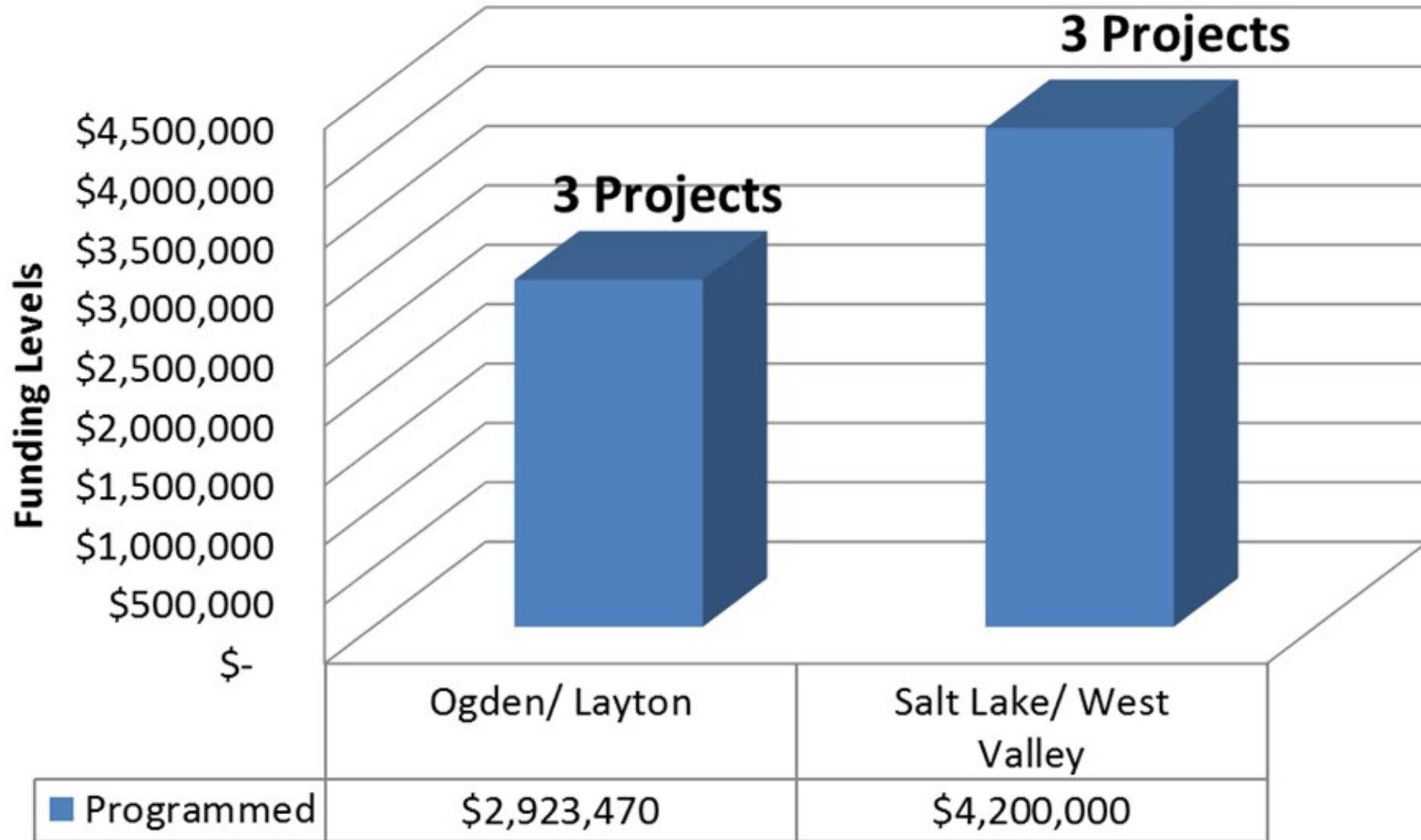
**Project Cost –
\$ 79,000,000**

**Funds Request –
\$ 1,500,000**

This request is for the construction of the Ogden/WSU Bus Rapid Transit Project. UTA is seeking an FTA Small Starts grant to fund just over 60% of the total project cost of \$79 Million, with the remainder of the costs coming from this request along with programmed local and state funding.



Congestion Mitigation/ Air Quality (CMAQ) Funds



Congestion Mitigation\ Air Quality (CMAQ)

Agency	Name of Project	Short Description	Funding Amount Recommended
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Ogden\ Layton Urban Area

Centerville City	Marketplace Dr. & Parrish Lane	Intersection & Pedestrian Improvements	\$1,400,000
Roy City	6000 South & 3100 West	Intersection & Pedestrian Improvements	\$673,470
Clinton City	1500 West & 1300 North	Intersection & Pedestrian Improvements	\$850,000

Salt Lake\ West Valley Urban Area

Salt Lake City	GreenBike	Green Bike Expansion	\$200,000
Utah Transit Authority (UTA)	Salt Lake City - West Intermodal	Construct intermodal hub near Redwood / North Temple.	\$1,400,000
Sandy City	9400 South & 700 East	Intersection & Pedestrian Improvements	\$2,600,000

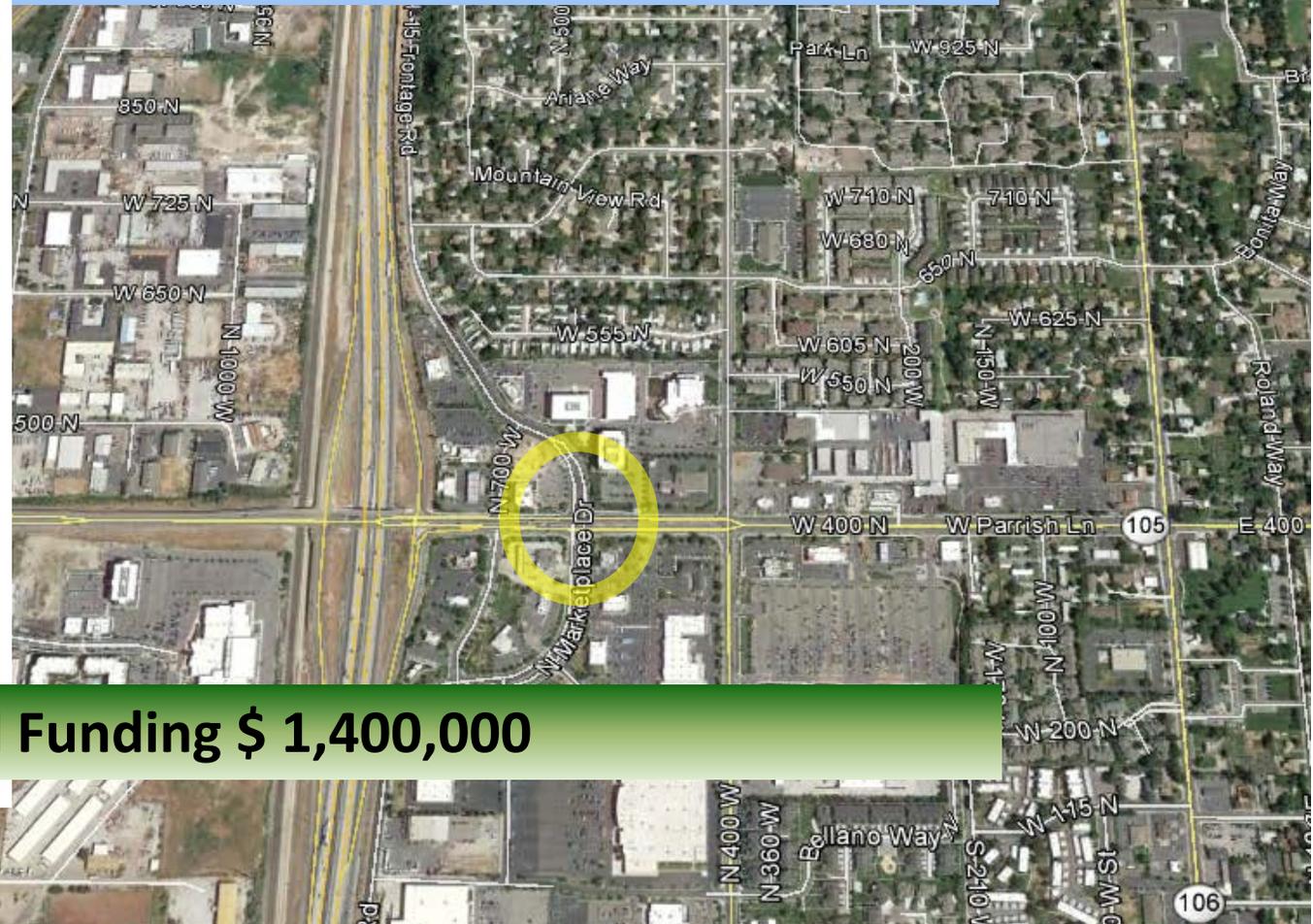
Centerville City – Parrish Lane & Market Place Dr - Intersections Improvement Project Type – Operations

Frontage Road to Market Place Drive

MARKET PLACE DRIVE & PARRISH LANE

October 25, 2018

CONCEPTUAL DESIGN - DUAL LEFT TURN
NORTHBOUND



Recommended Funding \$ 1,400,000

**Project Cost –
\$ 1,757,800**

**Funds Request –
\$ 1,638,797**

The Parrish Lane - Market Place Intersection is extremely congested. This project is an essential project for Centerville City and UDOT Region 1 in order to reduce congestion along Parrish Lane. This project will be built to the 2040 traffic model prepared by UDOT Region 1 traffic engineers and is in coordination with the UDOT Region 1 plans to improve the Parrish Lane - I-15 Interchange.

Salt Lake City – Bike Share Program

Project Type – Bicycle

Salt Lake City Proper – (6 sq miles)



LEGEND

FOOD/DRINK	HOTEL
SHOPPING & ENTERTAINMENT	RESIDENTIAL

GREENbike
SLC'S NON-PROFIT BIKE SHARE
75 Stations / 700 Bikes: 2019



Recommended Funding \$ 200,000

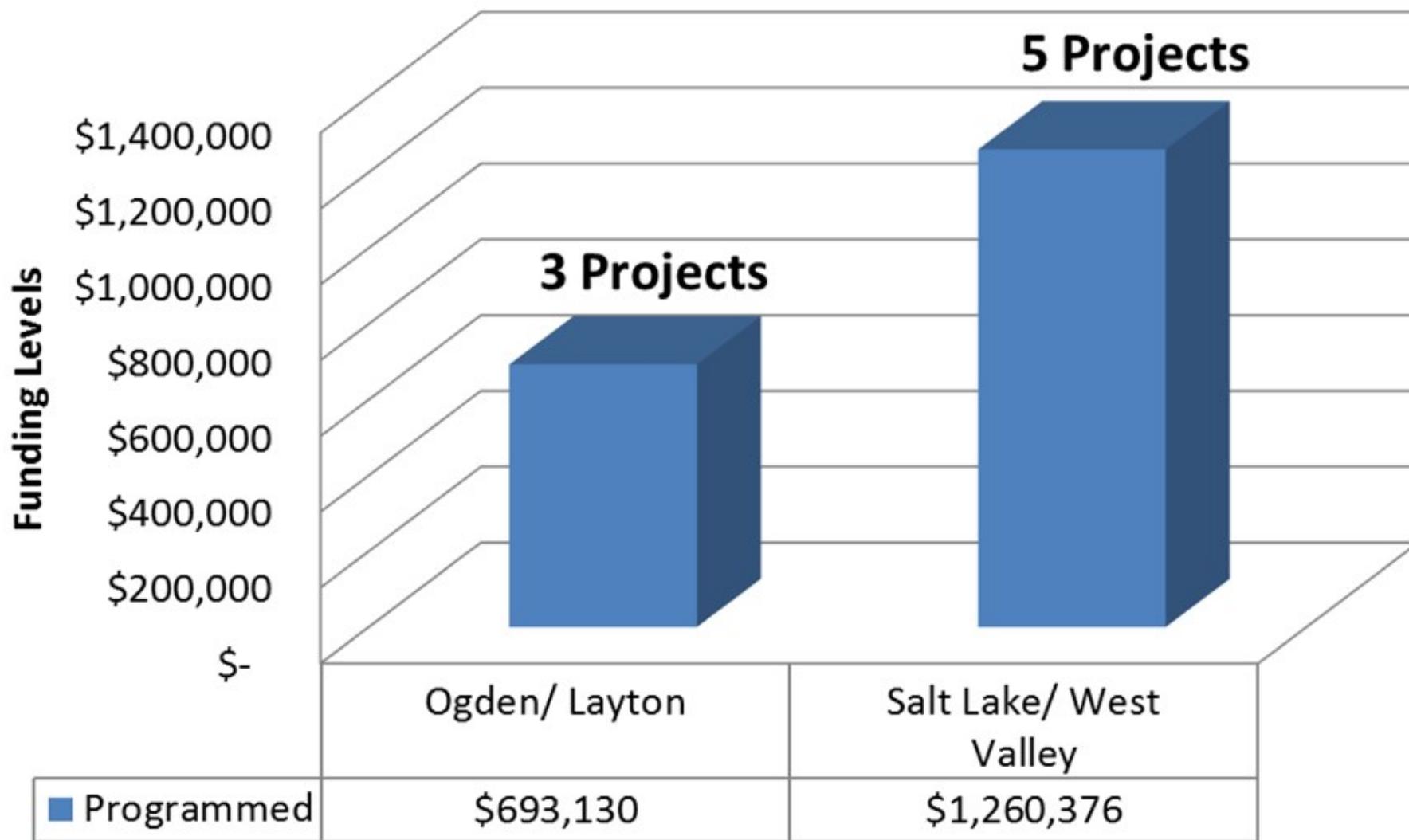


**Project Cost –
\$ 643,570**

**Funds
Request –
\$ 600,000**

The bike share program provides an option for commuters to link local destinations with regional transit via bicycle and reduce short car trips in the downtown area. GREENbike works to improve the community's health and reduce carbon emissions and vehicle miles traveled by providing alternatives to automobile trips, and is the most successful small (less than 50 stations) bike share program in the country. In 2016, GREENbike users removed nearly 741,000 lbs of CO2 by biking instead of driving.

Transportation Alternatives Program (TAP) Funds



Transportation Alternatives Program (TAP)

Agency	Project Name	Project Improvement	Funding Amount Recommended
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Ogden \ Layton Urban Area

City of North Salt Lake	Redwood Road west side path connections	Construct Missing Sidewalk	\$ 182,600
Ogden City	20th @ Lincoln Traffic Signal	Intersection, Bike & Ped Improvements	\$ 239,000
Roy City	3100 West Sidewalk	Safe Routes to School - Construct Missing Sidewalk	\$ 271,530

Salt Lake \ West Valley Urban Area

Magna Metro Township	2820 South Sidewalk	Safe Routes to School - Construct Missing Sidewalk	\$ 185,528
Magna Metro Township	Utah & Salt Lake Canal Trail, Phase 5	New Trail Construction	\$ 90,000
West Valley City	Cross Towne Trail	New Trail Construction	\$ 451,458
Millcreek	4500 South (SR-266): 1500 East to 1630 East	Construct Missing Sidewalk	\$ 333,390
Salt Lake City	SLC Bike Share (GREENbike) Expansion	Green Bike Expansion	\$ 200,000

Millcreek – 4500 South (SR-266) – Construct Sidewalk

Project Type – Capital Improvement

1500 East to 1630 East – (0.133 miles)

**Project Cost –
\$ 357,600**

**Funds Request –
\$ 333,390**

Recommended Funding \$ 333,390



Construct sidewalk, curb and gutter on the south side of 4500 South between 1500 East and 1630 East. There is little to no shoulder and pedestrians are often seen close to the travel lane.

Magna Metro Township – Utah & Salt Lake Canal - Trail Extension

Project Type – Capital Improvement

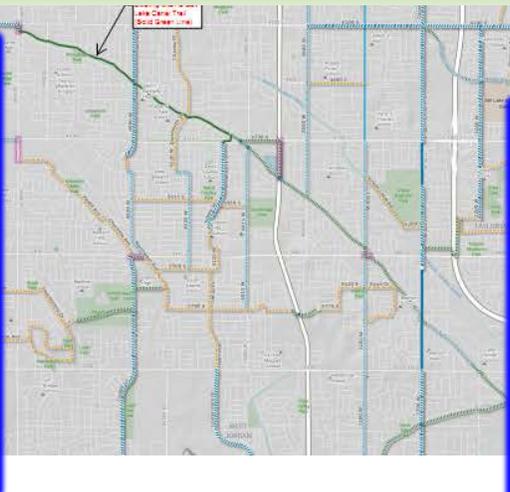
7200 W/ 3930 S to 8575 W/ 3680 S – (1.85 miles)

Project Cost –
\$ 100,000

Funds Request –
\$ 90,000



Recommended Funding \$ 90,000



This project will develop a 10-foot wide asphalt paved pedestrian/bicycle path along and within the Utah and Salt Lake Canal corridor right-of-way. The project is intended to extend the trail northwest to the Elk Run Subdivision in the Magna Metro Township. Users of the trail will be able to access their neighborhoods, schools, parks, and local retail centers, as well as the recently completed Mountain View Corridor trail system



26

18-21 %

\$ 8.5M - \$9.9M

Fiscal Year 2020 Goals

1. Collaboratively advance the Wasatch Choice 2050 Vision as a regional framework for integrating transportation, land use, and economic development, to best address growth-related opportunities and challenges

- a. **Engage, inform and facilitate collaboration** among local governments, transportation agencies, and other public and private sector stakeholders.
- b. **Support community-level planning with technical and financial resources**, utilizing the Transportation and Land Use Connection Program (TLC) and other resources.
- c. **Communicate the needs and benefits of investment in Utah's multi-modal transportation system.**
- d. **Support the housing affordability work of local communities** with high-quality data and analysis as they align their general plans with regional/statewide transportation plans and population/employment projections, per SB34 (passed 2019).
- e. Work with UDOT, UTA and other stakeholders to **update transportation policies and project prioritization processes**, per SB136 (passed 2018).

2. Develop and implement plans and programs

- a. **Finalize the 2019-2050 Utah's Unified Transportation Plan**, in collaboration with transportation partners (adopt fall 2019).
- b. **Initiate development of the 2023-2050 Regional Transportation Plan (RTP)**, including enhanced consideration of planning/environmental linkages, multi-modal project prioritization, technological innovations (e.g. connected, autonomous, shared and electric mobility options), and use of "access to opportunities" as a measure for planning and programming.
- c. **Develop the 2021-2026 Transportation Improvement Program (TIP)**, compiling prioritized road, transit, and active transportation projects (adopt summer 2020).
- d. **Provide funding and technical support to communities** through programs including: Surface Transportation Program (STP), Congestion Mitigation and Air Quality Program (CMAQ), and Transportation Alternatives Program (TAP) (approve awards spring/summer 2020).
- e. **Implement the regional 2018-2023 Comprehensive Economic Development Strategy (CEDS)**, linking economic development with transportation and land use planning, working through the Wasatch Front Economic Development District (WFEDD).
- f. **Refine the performance-based approach for WFRC plans and programs**, with a focus on finalizing a system to monitor and share progress towards the adopted Wasatch Choice 2050 goals.
- g. **Develop the 2020-2025 Community Development Block Grant (CDBG) Consolidated Plan** for the small cities CDBG program, identifying local community housing and community development needs tied to local and regional goals and objectives.

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.

ROLES

To accomplish our mission, the Wasatch Front Regional Council serves the following roles.



Convener

We facilitate collaboration with our communities and partners.



Technical Expert

We are trusted subject-matter experts.



Planner

We proactively plan for the future of our region.



Implementer

We put visions and plans into action.

3. Provide subject-matter expertise to federal, state, and local officials and policymakers

- a. Work with national associations and Utah partners to advance **reauthorization of federal transportation funding and policies**, focusing on funding stability with continued strong local and regional voice.
- b. Evaluate **transportation funding and financing** strategies at the state and local level, including local option transportation sales tax implementation, value capture, and tax reform.
- c. Enhance forecasting and modeling of travel behavior and land use markets, including improvements to forecasting bicycling use.
- d. Participate in transportation and growth-related projects and activities including but not limited to Point of the Mountain, Southwest Salt Lake County Vision, Central Wasatch Commission, Box Elder/Cache/Weber Transit Analysis, Ogden BRT/TOD, Davis-SL Connector BRT/TOD, Northwest Quadrant/Inland Port, Mid-Valley Active Transportation Plan, Commission on Housing Affordability, Housing Gap Coalition, UVision, I-15 statewide analysis, Census 2020, regional parking analysis, and other regional and local efforts.
- e. Improve air quality by assisting communities and partners in their efforts to reduce mobile source emissions through technological changes, transportation choices, and development patterns.

4. Strive for organizational excellence

- a. Ensure **accountability and transparency** to WFRC members in policy making and prudent, efficient use of resources. Maintain budget stability.
- b. Create a work environment that maximizes the health, happiness, and productivity of an **excellent staff**. Provide meaningful, constructive feedback to employees through performance evaluations. Encourage priority professional development opportunities.
- c. Ensure **compliance** with applicable laws, regulations, and best practices.

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Wasatch Choice 2050 Regional Goals

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Access to economic and educational opportunities



Manageable and reliable traffic conditions



Quality transportation choices



Livable and healthy communities



Safe, user friendly streets



Clean air



Housing choices and affordable living expenses



Fiscally responsible communities and infrastructure



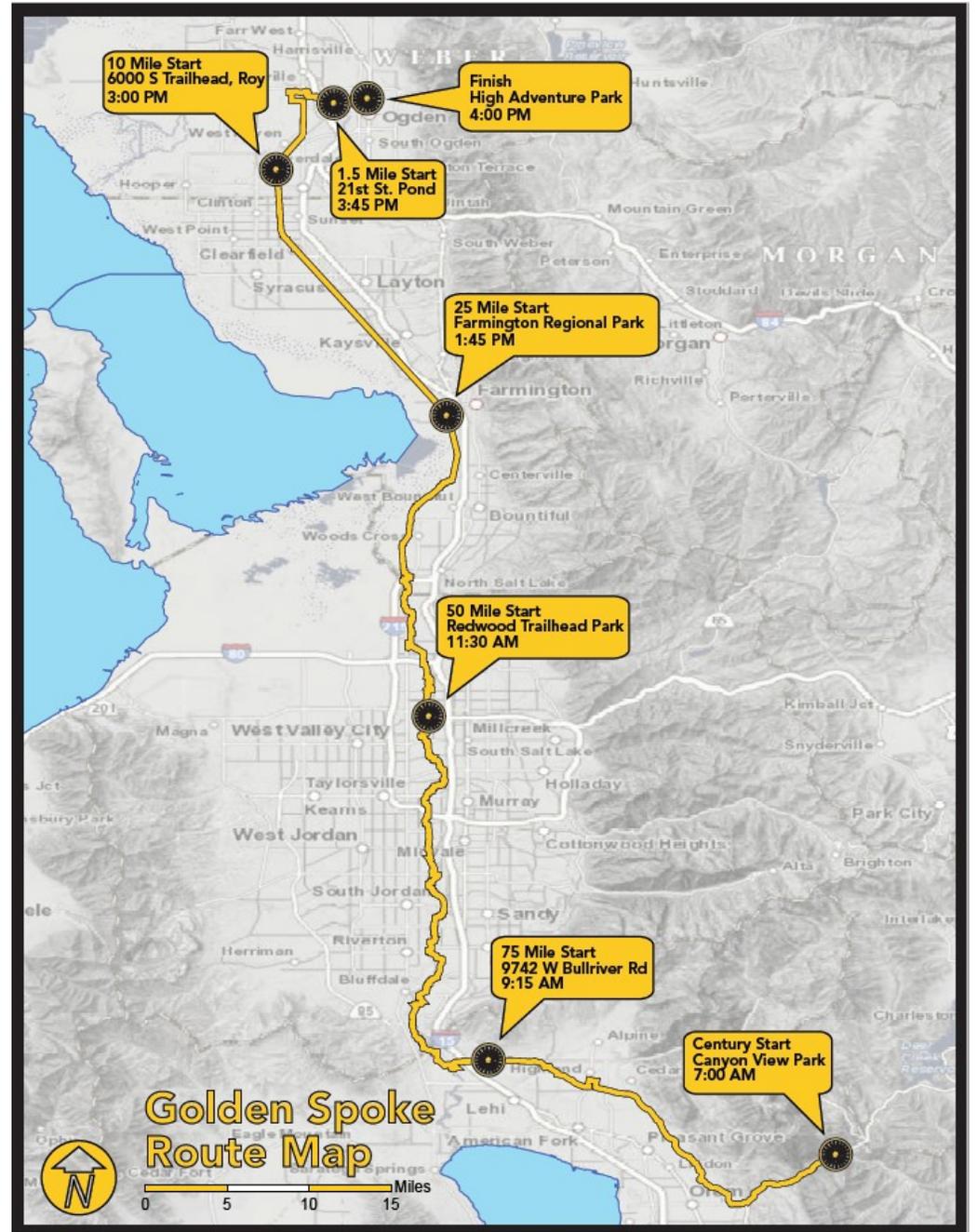
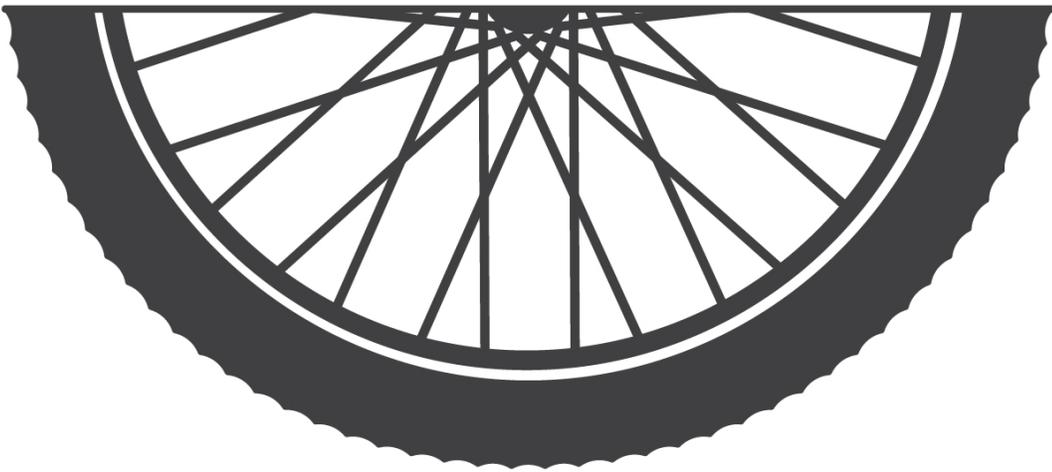
Ample parks, open spaces, and recreational opportunities



Sustainable environment, including water, agricultural, and other natural resources



GOLDEN SPOKE



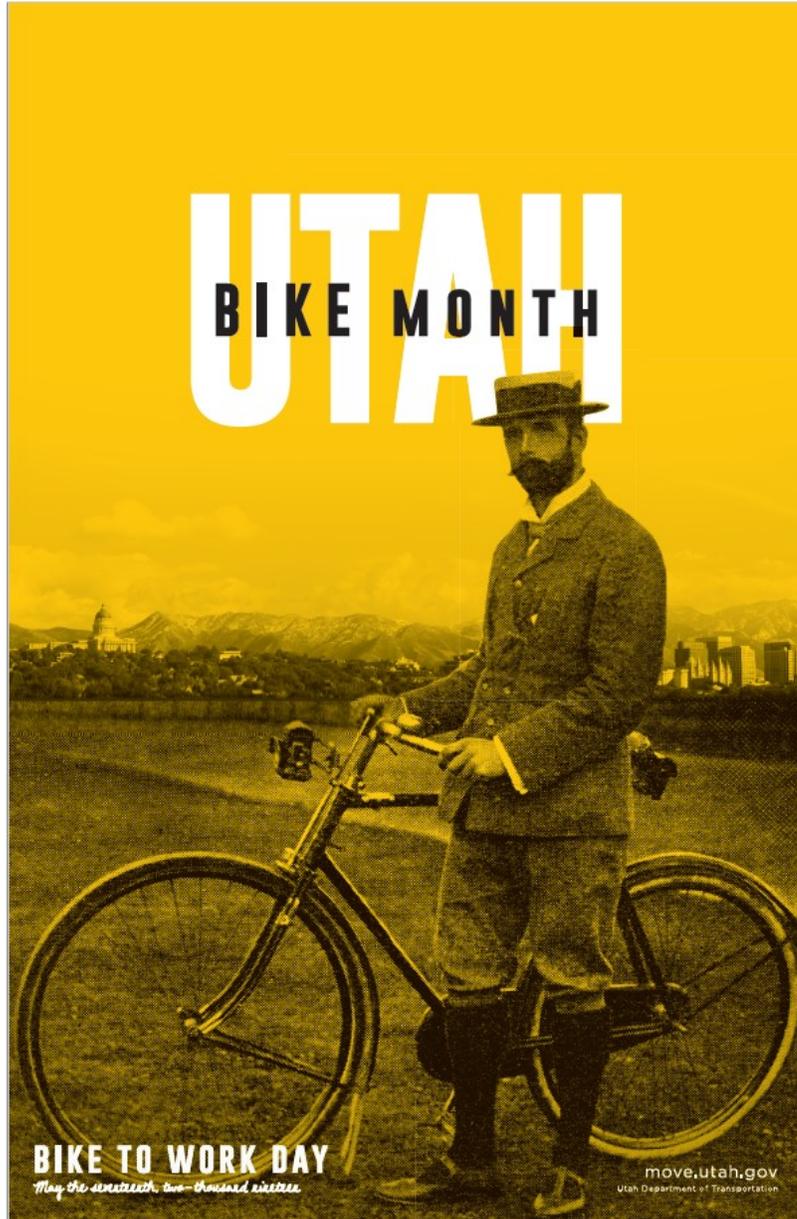
Golden Spoke 2019



Golden Spoke 2019



May is Bike Month



BIKE MONTH

B I N G O

Logged my miles in the National Bike Challenge	Biked in the rain	Rode someplace I'd never ridden before	Said hello to another bicyclist	Added air to tires
Biked at least 10 miles in one day	Encouraged a friend to start riding	Rode to school or work	Rode to the grocery store	Rode to a community meeting
Joined a group ride	Participated in a special Bike Month event!		Rode to a date	Rode with kids
Rode on a trail	Rode on a velodrome	Rode farther than I ever have before	Changed a bike tire	Went mountain biking
Visited bikeleague.org	Tweeted about biking	Lubed my chain	Visited my local bike shop	I'm a member of the League