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Mark Allen
Mayor, Washington Terrace

Len Arave
Mayor, North Salt Lake

Ron Bigelow
Mayor, West Valley

Jackie Biskupski
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Mayor, Ogden

Tina Cannon
Councilmember, Morgan County

Robert Dahle
Mayor, Holladay

Jim Harvey
Commissioner, Weber County

Scott Jenkins
Commissioner, Weber County

Michael Jensen
Councilmember, Salt Lake County

Randy Lewis
Mayor, Bountiful

Shawn Milne
Commissioner, Tooele County

Jeff Scott
Commissioner, Box Elder County

Mark Shepherd
Mayor, Clearfield

Derk Timothy
Mayor, Bluffdale

Troy Walker
Mayor, Draper

Jenny Wilson
Mayor, Salt Lake County

Senator Gregg Buxton
Utah State Senate

Representative Mike Schultz
Utah House of Representatives

Carlton Christensen
Utah Transit Authority

Carlos Bracerias
Utah Department of Transportation

Dawn Ramsey
Utah League of Cities & Towns

Lorene Kamalu
Utah Association of Counties

Robert Grow
Envision Utah

Evan Curtis
State Planning Coordinator

Andrew Gruber
Executive Director

WASATCH FRONT REGIONAL COUNCIL AGENDA for meeting on May 23, 2019

There will be a meeting of the Wasatch Front Regional Council on **Thursday, May 23, 2019 at 2:00 p.m. at the WFRC offices located at 41 N. Rio Grande Street, Salt Lake City, Utah.** The agenda for the meeting will be as follows:

1. **Consent Agenda (2:00)**
 - a. **ACTION:** Minutes of the WFRC meeting held March 28, 2019
 - b. **ACTION:** Financial statements and check register for February, March, and April 2019 and current Budget/Expenditure Report
2. **Chair's Report (2:05)**
 - a. WFEDD presentation of 2018-2023 Comprehensive Economic Development Strategy (CEDs)
 - b. Presentation by Hill Air Force Base
3. **Public Comment (2:35)**
4. **Regional Growth Committee (RGC) (2:40)**
 - a. **ACTION:** Wasatch Choice Vision - 2019-2050 Regional Transportation Plan
5. **Transportation Committee (Trans Com) (2:55)**
 - a. Report on Board modifications to the 2019-2024 Transportation Improvement Program (TIP)
 - b. **ACTION:** Board modifications to the 2019-2024 TIP
 - c. **ACTION:** Approve Surface Transportation Program (STP), Congestion Mitigation/Air Quality (CMAQ), and Transportation Alternatives Program (TAP) projects for 2020-2025 TIP
6. **Budget Committee (3:15)**
 - a. **PUBLIC HEARING AND ACTION:** Amend FY19 Budget
 - b. **ACTION:** WFRC 2020 Goals
 - c. **PUBLIC HEARING AND ACTION:** Fiscal Year 2020 Budget and Unified Planning Work Program (UPWP)
7. **Active Transportation Committee (ATC) report (3:40)**
8. **Executive Director's Report (3:45)**
9. **Other Business (3:50)**
Next meeting: August 22, 2019

Informational materials can be located on WFRC's website at www.wfrc.org

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El Wasatch Front Regional Council es una organización de Oportunidad Igual. Se solicita la participación del público, sin importar la edad, el sexo, la discapacidad, la raza, color o nacionalidad. Personas que requieren servicios de traducción deben contactar al Administrador de Título VI de WFRC por teléfono a 801-363-4250 (personas con discapacidad auditiva pueden llamar a Spanish Relay Utah - 1-888-346-3162) o por correo electrónico apearson@wfrc.org, por lo menos 72 horas antes de la reunión.



MINUTES
 Wasatch Front Regional Council
 Meeting of March 28, 2019

Note: Due to technical difficulties and mechanical failure, the audio recording of this meeting is not available.

Commissioner Bob Stevenson, Chair, called the meeting of the Wasatch Front Regional Council to order at 2:04 p.m. in the offices of the Wasatch Front Regional Council located at 41 N. Rio Grande Street, Salt Lake City, Utah.

WFRC COUNCIL MEMBERS - 2019		
BOX ELDER COUNTY	Yes/No	Alternates / Others in attendance:
Member - Jeff Scott	yes	Christian Mower, Rep. Ben McAdams
DAVIS COUNTY MEMBERS		Travis Campbell, Rep. Rob Bishop
Len Arave	yes	Kristie Overson, Taylorsville City Mayor
Mark Shepherd	yes	Robert Hale, Midvale City Mayor
Randy Lewis	yes	Mike Peterson, Cttwood Heights Mayor
Bob Stevenson	yes	Kendall Thomas, Tooele County
MORGAN COUNTY		Tom Tripp, Tooele County
Member - Tina Cannon	yes	Rachelle Custer, Tooele County
SALT LAKE COUNTY MEMBERS		Nancy Volmer, SLC Dept of Airports
Jenny Wilson	yes	Patrick Leary, Salt Lake City
Jackie Biskupski	no	Roger Borgenicht, UBET
Troy Walker	yes	Nicole Zinnanti, ASSIST, Inc
Michael Jensen	no	Mike Reberg, Salt Lake County
Jeff Silvestrini	yes	Trevor Ovenden, SL City Council staff
Robert Dahle	yes	Steve Call, FHWA
Ron Bigelow	no	Ivan Marrero, FHWA
Derk Timothy	yes	John Hiskey, Taylorsville City
TOOELE COUNTY		Shayne Scott, ULCT/Kaysville
Member - Shawn Milne	yes	Karen Lang, West Valley City Council
WEBER COUNTY MEMBERS		Dirk Burton, West Jordan City Council
Scott Jenkins	yes	Ben Huot, UDOT
Jim Harvey	yes	Andrew Gruber, WFRC
Mark Allen	yes	LaNiece Davenport, WFRC
Mike Caldwell	no	Megan Townsend, WFRC
UDOT & UTA		Christy Dahlberg, WFRC
Member - Carlos Braceras, UDOT	yes	Hugh Van Wagenen, WFRC
Alternate - Teri Newell, UDOT	yes	Scott Hess, WFRC
Member - Carlton Christensen, UTA Board of Trustees	yes	Ted Knowlton, WFRC
Alternate - Beth Holbrook, UTA Board of Trustees	yes	Ben Wuthrich, WFRC
NON-VOTING MEMBERS		Ned Hacker, WFRC
Lorene Kamalu - Utah Association of Counties	yes	Jory Johner, WFRC
Dawn Ramsey - Utah League of Cities and Towns	yes	Wayne Bennion, WFRC
Robert Grow - Envision Utah	no	Scott Festin, WFRC

Gregg Buxton - State Senate	yes	Julie Bjornstad, WFRC
Mike Schultz - State House of Representatives	yes	Heather McLaughlin-Kolb, WFRC
Evan Curtis – State Planning Coordinator	no	Alex Roy, WFRC
Andrea Pearson, WFRC		Suzie Swim, WFRC
Loveit Baumgardner, WFRC		Chad Worthen, WFRC
Nicole Proulx, WFRC		Bert Granberg, WFRC
Guilin (Andy) Li, WFRC		Justin Smart, WFRC
Dustin Willard, Cache Valley Electric		Katie Gerard, WFRC
Jim Nielson, Axis Architects		Amber Gonzalez, WFRC

Welcome

Commissioner Stevenson welcomed Wasatch Front Regional Council members and guests and introductions were made. Commissioner Stevenson also reminded the group that this meeting would be followed immediately by WFRC's 50th Anniversary and Open house to celebrate the new office space.

1. Consent Agenda

1a. and 1b. ACTION: Minutes and Financial Statements

Mayor Derk Timothy moved to approve the minutes of the Council meeting held January 24, 2019 and financial statements and check register from January 2019. Commissioner Shawn Milne seconded the motion. The minutes and financial statements were unanimously approved.

2. Chair's Report

2a. 2019 Legislative report

Senator D. Gregg Buxton, Representative Mike Shultz, and LaNiece Davenport, WFRC, discussed the outcomes of the 2019 legislative session to date. WFRC staff continues to hold weekly updates at the Capitol on Thursdays - in the Aspen Room in the Senate Building, 8-9am. Members in all levels of government and our partners are invited to join. Weekly emails are also sent, which includes WFRC's bill tracker, in an effort to promote and support legislative priorities and work towards helping to implement policies for transportation and related topics such as land use, housing, economic development, and air quality.

2b. Update on redevelopment of the Salt Lake International Airport

Nancy Volmer, Director of Communications for the Airport, provided the Council with an update on the Airport Redevelopment Program. Ms. Volmer discussed not only why SLC is building a new airport, but how the project is being funded and what passengers can expect when the new SLC Airport opens in 2020.

3. Public Comment

Commissioner Stevenson opened the meeting up to public comment. There were none.

4. Regional Growth Committee (RGC)

Mayor Dawn Ramsey, RGC Chair, briefly reviewed the outcomes of the Regional Growth Committee (RGC) meeting held on March 21, 2019.

4a. Wasatch Choice 2050 Vision & 2019-2050 Regional Transportation Plan (RTP) update

The Wasatch Choice 2050 Vision dovetails a long-range plan for regional transportation with local visions for growth and economic development. The Vision has been developed collaboratively with member communities and transportation partners over the last four years. The 2019-2050 Regional Transportation Plan (RTP) is a key element of the Wasatch Choice Vision. During the last two months the final public comment period has ended on the RTP and WFRC staff has been preparing final documentation. Air quality conformity and recent legislation was also discussed. WFRC analyzes present and future traffic and the resulting emissions to verify that the goals of the SIP are met before the RTP can be approved.

A final status update will be provided at the May Council meeting when the new 2019-2050 RTP is scheduled for adoption.

5. Transportation Coordinating Committee (Trans Com)

Commissioner Jeff Scott, Trans Com Chair, informed the Council of the items that were discussed in the Trans Com meeting held on February 21, 2019.

5a. Report on Board Modifications to the 2019-2024 Transportation Improvement Program (TIP)

Ben Wuthrich, WFRC, presented information regarding additional requests to modify the current 2019-2024 TIP. The modification required action from Trans Com (since WFRC was not meeting) and the UDOT Transportation Commission but did not require a new air quality conformity analysis or a 30-day public comment period. The modification and approved resolution have been included in the packet materials.

5b. ACTION: Board Modifications to 2019-2024 TIP

Mr. Wuthrich then reported that WFRC has received a request from UDOT to modify the current 2019-2024 TIP. Mr. Wuthrich briefly discussed the proposed modification - a new safety project on the Mountain View Corridor (SR-85). Commissioner Jeff Scott moved to approve the resolution to modify the 2019-2024 TIP as requested. Mayor Dawn Ramsey seconded the motion and the voting was unanimous in the affirmative.

5c. Obligations of Federal Transportation Funds during FY2018

Mr. Wuthrich continued, by briefly pointing out that the amount of federal funds obligated statewide, for FY18, exceeded \$407 million with more than \$225 million being obligated within the WFRC area. Mr. Wuthrich said these amounts have been consistent over the past few years with the majority of the funding addressing and expanding the existing facilities for all modes of transportation including transit and active transportation.

6. Budget Committee Report

6a. ACTION: Recommend releasing for comment – WFRC draft FY20 Budget and draft Unified Planning Work Program (UPWP)

Commissioner Shawn Milne Budget Committee Chair noted that WFRC staff, in coordination with the WFRC Budget Committee, has prepared a draft budget and Unified Planning Work Program (UPWP) that outline the activities that WFRC plans to undertake in fiscal year 2020.

Andrew Gruber, WFRC, presented the draft 2020 Unified Planning Work Program document. The UPWP outlines the work tasks that the WFRC will pursue during fiscal year 2020 in collaboration with cities, counties, UDOT, UTA, and other partners.

Mr. Gruber then reviewed the proposed FY20 Budget, which shows a 4% overall decrease in expenditures from FY19. The major expenditure is for staff salary/benefits. The budget includes funding to maintain the current full-time staff of 29, and for the addition of three positions, including a full-time accounting position for transition/succession of existing accounting staff over the course of a year, an analytical/planning position, and a position in the Transportation and Land Use Connection (TLC) program.

Anticipated consultant contracts represent the second largest expenditure in the budget. The budget also includes an overall increase of five percent that functions as a cap for salary adjustments and benefit cost increases, including group health insurance. All other expenditures were estimated based on past experience and anticipated changes.

In FY19 the Council completed the move to a new office space in a location more easily accessed by all modes of transportation. The FY20 budget includes a full year of lease payments for that space; the rent is full service including all costs of tenant improvements, operating costs, and common areas. In past years' budgets WFRC included costs for Building Operation/R & M and

real property insurance for the old office building. With the move to the new office those building expenses are now replaced by rent for the new office space, so those costs are eliminated in the FY20 budget. This budget utilizes \$30,000 of additional STP funds for the new office space, per previous Budget Committee and Council direction.

WFRC received an offer to purchase the old office building in February of this year. The purchasing entity is in the process of performing their due diligence as defined in the contract. We anticipate that a sale of the old office building will be completed prior to the end of FY19. Once the sale is completed the Council will need to amend the FY19 budget to account for the proceeds of the sale and will place the proceeds in a dedicated "Office Building Fund", pursuant to previous Budget Committee and Council direction.

Commissioner Shawn Milne motioned to recommend that the Council release for review and public comment the draft UPWP and budget for fiscal year 2020. Mayor Jeff Silvestrini seconded the motion and the vote was unanimous in the affirmative.

6b. ACTION: Recommend for approval the WFRC draft Accounting and Administrative Policy (revised 3/28/2019)

Loveit Baumgardner, WFRC, explained that the Utah State Code regarding bonding for Public Treasurers was recently revised to allow for either a fidelity bond OR crime insurance. WFRC purchases general liability insurance from the Utah Local Governments Trust which includes enhanced liability coverage that provides crime insurance in an amount that satisfies the state requirement for Public Treasurers. It is no longer necessary for WFRC to purchase a Treasurer's bond. The proposed amended Accounting and Administrative Policy adjusts the language to reflect the change in state code and the means by which WFRC meets the new requirement.

Commissioner Shawn Milne moved to recommend that the Council approve the amended Accounting and Administrative Policy. Mayor Jeff Silvestrini seconded the motion and the vote was unanimous in the affirmative.

7. Active Transportation Committee (ATC) Report

Mayor Jeff Silvestrini, past Chair of the ATC, provided a brief overview of several bills and funding appropriations dealing with active transportation that were approved during the 2019 Legislative Session. Mayor Silvestrini continued, with an update on the number of Transportation Improvement Program (TIP) applications received by WFRC that had an active transportation component. The Mayor then made a "Save the Date" announcement for the 2019 Golden Spoke all-abilities bike ride, which is upcoming in May, during National Bike Month.

8. Air Quality update

This update was provided during the discussion of Agenda Item 4a.

9. Executive Director's Report

Andrew Gruber, WFRC, expressed appreciation to Andy Li, Senior Transportation Engineer and Modeler on WFRC's Analytics team, for his 15 years of employment with WFRC.

Mr. Gruber then conveyed his gratitude for all the support WFRC has received over the past 50 years as an organization, from elected officials, partner agencies, and community members, and again extended the invitation to the celebration at the conclusion of the Council meeting.

10. Other Business

Commissioner Bob Stevenson asked if there were any other items to discuss. There were no other items brought forward. With no further business, Commissioner Stevenson stated that the meeting was adjourned at 4:04pm.

**Wasatch Front Regional Council FY 2019
Budget/Expense Report**

7/1/2018
6/30/2019

Expenditure by Function

Expenditure	Budget	Expended	Balance	%
	As amended 12/31/18	4/30/2019	Unspent	Expended
Salaries/Employee Benefits	3,851,097	2,981,808	869,290	77%
Contractual	3,012,312	970,726	2,041,586	32%
Audit and Accounting	18,000	15,856	2,144	88%
Equipment Depreciation	81,409	26,156	55,253	32%
Equipment Maintenance	19,635	14,469	5,166	74%
Dues and Subscriptions	26,383	19,162	7,221	73%
Insurance	16,789	11,899	4,890	71%
Legal	25,278	11,779	13,499	47%
Printing & Publication	11,690	3,250	8,440	28%
Rent	356,340	253,746	102,594	71%
Building Operation/R & M	36,419	35,699	720	98%
Supplies/Software & Licenses	89,676	77,757	11,919	87%
Telephone/Data	37,649	33,261	4,388	88%
Travel	75,739	68,007	7,733	90%
Training	54,000	31,588	22,412	58%
Equipment Purchase	380,000	337,254	42,746	89%
Amounts expected to carry forward into next F	312,345	0	312,345	0%
TOTAL EXPENDITURES	8,404,762	4,892,416	3,512,347	58%
Excluding Carry Forward	8,092,417	4,892,416	3,200,002	60%
% Time Expended				83%

Expenditure by Program

Program	Budget	Expended	Balance	%
	As amended 12/31/18	4/30/2019	Unspent	Expended
Consolidated Transportation Planning Grant	4,482,971	3,041,953	1,441,018	68%
UTA Project Support	115,948	115,948	0	100%
Tooele Valley RPO	11,211	6,753	4,458	60%
Local Government Service	100,297	11,826	88,471	12%
Community Impact Board \$2K	2,000	2,000	0	100%
Mobility Management	10,000	2,930	7,070	29%
Economic Development	140,000	137,350	2,650	98%
EDA Revolving Loan Study	50,000	0	50,000	0%
CDBG - Tooele	50,000	41,996	8,004	84%
Transportation and Land Use Connection	2,763,593	1,025,706	1,737,887	37%
Morgan RPO	30,000	16,816	13,184	56%
WC2050 Consortium	50,000	0	50,000	0%
Utah State Legislative Consultant	50,000	46,000	4,000	92%
Model Development	149,700	105,403	44,297	70%
GPI Decision Support	481	481	0	0%
Oquirrh Connection	18,561	0	18,561	0%
Equipment Purchases	380,000	337,254	42,746	89%
TOTAL EXPENDITURES	8,404,762	4,892,416	3,512,346	58%

Notes to the Budget/Expense Report

April 2019

In this report 83% of the fiscal year (time) has passed. Of the total amount budgeted for the year 58% was expended through the end of April 2019. The budget in this report is the budget that was approved by the Council on October 25, 2018 with a few line item modifications: 1) adjustments for capital outlay 2) adjustments for travel, building operating expense, and telephone/data expenses. These adjustments moved budgeted funds from one line-item to another to allow for expenses associated with furnishing and equipping the new office space, final maintenance expenses on the old building, and travel expenses in support of public and partner outreach efforts. These modifications did not increase the overall budget and were approved by the Council Chair and the WFRC Budget Committee Chair in December 2018 and May 2019, consistent with the Council's adopted Accounting and Administrative Policy.

The information contained in this report is useful in that it shows rates of expenditure by line-item and by program and allows the Council and staff to analyze rates of expenditure and progress of the various programs and address any areas of concern. It is not unusual for budget spent versus time to show variations. Some expenses such as audit fees are paid at the beginning of the fiscal year causing the percentage of budget spent versus time expended to go up. However, as the year progresses that percentage drops and the line item and program will finish the year within budget.

The Contractual line-item shows that only 32% of the budget was expended as of April 2019. The majority of the Contractual budget is for consulting work for Transportation and Land Use Connection projects. Many of these projects are multi-year projects that begin in one fiscal year but complete in a subsequent fiscal year. In October 2019, when final FY19 accounting is completed, staff will recommend a budget amendment to move the unspent, ongoing project funds from FY19 to FY20.

Variances in the rate of expenditure by program are considered normal and include some programs that are expected to carry forward into the next fiscal year.

Balance Sheet
As of 02-28-19

ASSETS

Cash	\$ 1,031,510.38	
	<hr/>	\$ 1,031,510.38
Accounts Receivable	1,080,212.06	
	<hr/>	\$ 1,080,212.06
Prepaid Expense	30,380.37	
	<hr/>	\$ 30,380.37
		\$ 0.00
		<hr/>
		\$ 2,142,102.81
		=====

LIABILITIES & FUND BALANCE

Accounts Payable	174,204.11	
Accrued Payroll & Taxes	901.76	
Accrued Vacation/Sick Leave	343,810.55	
	<hr/>	\$ 518,916.42
Total Liabilities		
State and Local	995,109.80	
General Fund	95,760.02	
Special Projects Fund	532,316.57	
	<hr/>	\$ 1,623,186.39
Total Fund Balances		
		<hr/>
		\$ 2,142,102.81
		=====

Check Register
(A) WELLS FARGO BANK
02-28-19

Check#	Date	Vendor	Amount
11677	02-13-19	BRE001 MIKE BREWER SNOW REMOVAL	130.83
11678	02-13-19	CIP001 CIPHER TECHNOLOGIES LLC	2353.00
11679	02-13-19	CON001 CONSTRUCTION MONITOR	594.00
11680	02-13-19	CRA001 CRANDALL ARAMBULA	8050.00
11681	02-13-19	FEH001 FEHR & PEERS	5457.14
11682	02-13-19	FIE001 FIELDING GROUP LLC	22330.09
11683	02-13-19	INT002 INTERMOUNTAIN EAP - MISC A	247.80
11684	02-13-19	JIV001 JIVE COMMUNICATIONS INC	1070.69
11685	02-13-19	JOH001 JOHNSON CONTROLS SECURITY	417.47
11686	02-13-19	LAN001 LANDMARK DESIGN	5280.00
11687	02-13-19	LIN001 LINCOLN NATIONAL LIFE INS	1997.32
11688	02-13-19	MHN001 MHTN ARCHITECTS	11666.66
11689	02-13-19	MOU001 MOUNTAINLAND ASSN OF GOVTS	6105.17
11690	02-13-19	PEH001 PEHP FLEX BENEFITS	807.51
11691	02-13-19	PEO001 PEOPLE & PLACE LLC	1025.00
11692	02-13-19	PET001 SCOTT FESTIN	102.66
11693	02-13-19	PSC001 PS COMMERCIAL CLEANING	600.00
11694	02-13-19	RES001 RESOURCE SYSTEMS GROUP, IN	728.57
11695	02-13-19	STE001 ROBERT STEVENSON	VOID
11696	02-13-19	UNU001 UNUM LIFE INSURANCE CO	130.80
11697	02-13-19	UTA017 UTAH DEPT OF TECHONOLOGY S	4626.50
11698	02-19-19	STE001 ROBERT STEVENSON	558.60
11699	02-25-19	ALL003 ALLSTREAM	1639.10
11700	02-25-19	ALP001 ALPHA MEDIA	200.00
11701	02-25-19	CAR001 CARR PRINTING COMPANY, INC	594.00
11702	02-25-19	OLS002 LES OLSON COMPANY	1236.57
11703	02-25-19	PEH001 PEHP FLEX BENEFITS	807.51
11704	02-25-19	PUB001 PUBLIC EMPLOYEES HEALTH PR	36777.68
11705	02-25-19	ROC001 ROCKY MOUNTAIN POWER	696.44
11706	02-25-19	RRJ001 RRJ CONSULTING, LLC	15000.00
11707	02-25-19	UNU001 UNUM LIFE INSURANCE CO	130.80

Total Of Register

131361.91
=====

Licensed User: ACCOUNTING DEPARTMENT

Balance Sheet
As of 03-31-19

ASSETS

Cash	\$ 928,353.34		
			\$ 928,353.34
Accounts Receivable	1,058,220.86		
			\$ 1,058,220.86
Prepaid Expense	29,161.87		
			\$ 29,161.87
			\$ 0.00
			\$ 2,015,736.07
			=====

LIABILITIES & FUND BALANCE

Accounts Payable	211,392.19		
Accrued Payroll & Taxes	-477.61		
Accrued Vacation/Sick Leave	358,346.32		
			\$ 569,260.90
Total Liabilities			
State and Local	886,138.05		
General Fund	28,020.55		
Special Projects Fund	532,316.57		
			\$ 1,446,475.17
Total Fund Balances			
			\$ 2,015,736.07
			=====

Check Register
(A) WELLS FARGO BANK
03-31-19

Check#	Date	Vendor	Amount
11708	03-13-19	ALT001 ALTA PLANNING AND DESIGN	8088.00
11709	03-13-19	AXI001 AXIS ARCHITECTS LLC	6514.75
11710	03-13-19	BRE001 MIKE BREWER SNOW REMOVAL	373.32
11711	03-13-19	CAR001 CARR PRINTING COMPANY, INC	68.00
11712	03-13-19	CRA001 CRANDALL ARAMBULA	11650.00
11713	03-13-19	FIE001 FIELDING GROUP LLC	22330.09
11714	03-13-19	IBI001 IBI GROUP	12233.99
11715	03-13-19	LAN001 LANDMARK DESIGN	20572.50
11716	03-13-19	LIN001 LINCOLN NATIONAL LIFE INS	1997.39
11717	03-13-19	LIN002 CONSORTIUM FOR SCENARIO PL	3000.00
11718	03-13-19	LOG001 LOGAN SIMPSON DESIGN INC	2691.50
11719	03-13-19	MES001 GEORGE MESA	50.00
11720	03-13-19	MHN001 MHTN ARCHITECTS	VOID
11721	03-13-19	OFF001 OFFICE DEPOT	501.34
11722	03-13-19	PEH001 PEHP FLEX BENEFITS	807.51
11723	03-13-19	PEN001 PENNA POWERS	4653.75
11724	03-13-19	PET001 SCOTT FESTIN	24.94
11725	03-13-19	PSC001 PS COMMERCIAL CLEANING	600.00
11726	03-13-19	RIV002 RIVERTON CITY	6000.00
11727	03-13-19	RUR001 RURAL COMMUNITY CONSULTANT	29700.00
11728	03-13-19	SAL001 SLC CORPORATION - PUBLIC U	158.66
11729	03-13-19	STA001 STANDARD EXAMINER	207.25
11730	03-13-19	UTA003 UTAH LOCAL GOVERNMENT TRUS	531.39
11731	03-13-19	ZIO002 ZIONS BANK PUBLIC FINANCE	17500.00
11732	03-21-19	ALT001 ALTA PLANNING AND DESIGN	7323.90
11733	03-21-19	CHE001 CHENEY LAW GROUP	2576.00
11734	03-21-19	COM004 COMFORT SYSTEMS USA	190.00
11735	03-21-19	CYM001 CYMA SYSTEMS, INC	683.99
11736	03-21-19	FEH001 FEHR & PEERS	5282.07
11737	03-21-19	OFF001 OFFICE DEPOT	87.21
11738	03-21-19	PEH001 PEHP FLEX BENEFITS	837.51
11739	03-21-19	PEN001 PENNA POWERS	4440.00
11740	03-21-19	PLA001 PLANNING AND DEVELOPMENT S	9770.00
11741	03-21-19	PUB001 PUBLIC EMPLOYEES HEALTH PR	36777.68
11742	03-21-19	ROC001 ROCKY MOUNTAIN POWER	614.03
11743	03-21-19	RRJ001 RRJ CONSULTING, LLC	2000.00
11744	03-21-19	STE001 ROBERT STEVENSON	VOID
11745	03-21-19	TER001 TERMINIX	374.00
11746	03-21-19	UNU001 UNUM LIFE INSURANCE CO	130.80
11747	03-21-19	UTA016 UTAH MEDIA GROUP	183.08
11748	03-21-19	UTA019 UTAH DIV OF PURCHASING AND	27530.66
Total Of Register			----- 249055.31 =====

Licensed User: ACCOUNTING DEPARTMENT

Balance Sheet
As of 04-30-19

ASSETS

Cash	\$ 1,799,870.66		
		\$	1,799,870.66
Accounts Receivable	1,224,729.99		
		\$	1,224,729.99
Prepaid Expense	27,062.46		
		\$	27,062.46
		\$	0.00
		\$	3,051,663.11

LIABILITIES & FUND BALANCE

Accounts Payable	40,058.54		
Accrued Payroll & Taxes	-497.08		
Accrued Vacation/Sick Leave	361,712.84		
		\$	401,274.30
Total Liabilities			
State and Local	957,984.41		
General Fund	1,160,087.83		
Special Projects Fund	532,316.57		
		\$	2,650,388.81
Total Fund Balances			
		\$	3,051,663.11

Check Register
 (A) WELLS FARGO BANK
 04-30-19

Check#	Date	Vendor	Amount
11749	04-09-19	ALL003 ALLSTREAM	1594.07
11750	04-09-19	AVE001 AVENUE CONSULTANTS	13541.49
11751	04-09-19	CAC001 CACHE VALLEY ELECTRIC	20026.40
11752	04-09-19	CAR001 CARR PRINTING COMPANY, INC	260.00
11753	04-09-19	CIP001 CIPHER TECHNOLOGIES LLC	21937.10
11754	04-09-19	CRA001 CRANDALL ARAMBULA	24015.50
11755	04-09-19	CUT001 CUTLERS	51.96
11756	04-09-19	FEH001 FEHR & PEERS	5931.20
11757	04-09-19	FIE001 FIELDING GROUP LLC	25840.09
11758	04-09-19	LAN001 LANDMARK DESIGN	10340.00
11759	04-09-19	LIN001 LINCOLN NATIONAL LIFE INS	2027.35
11760	04-09-19	MGB001 MGB & A THE GRASSLI GROUP	7483.50
11761	04-09-19	MHN001 MHTN ARCHITECTS	16206.67
11762	04-09-19	NIE001 A R NIELSON LANDSCAPING	562.00
11763	04-09-19	OFF001 OFFICE DEPOT	1292.40
11764	04-09-19	OLS002 LES OLSON COMPANY	650.00
11765	04-09-19	PEH001 PEHP FLEX BENEFITS	837.51
11766	04-09-19	QUI001 QUICK TURN CONCEPTS	37500.00
11767	04-09-19	RES001 RESOURCE SYSTEMS GROUP, IN	7826.60
11768	04-09-19	RUR001 RURAL COMMUNITY CONSULTANT	13200.00
11769	04-09-19	SAL001 SLC CORPORATION - PUBLIC U	121.06
11770	04-09-19	STA001 STANDARD EXAMINER	189.25
11771	04-09-19	STE001 ROBERT STEVENSON	230.83
11772	04-09-19	UTA003 UTAH LOCAL GOVERNMENT TRUS	531.39
11773	04-09-19	UTA017 UTAH DEPT OF TECHONOLOGY S	7000.00
11774	04-29-19	ALT001 ALTA PLANNING AND DESIGN	10686.20
11775	04-29-19	AVE001 AVENUE CONSULTANTS	4687.50
11776	04-29-19	CHE001 CHENEY LAW GROUP	3326.00
11777	04-29-19	CRA001 CRANDALL ARAMBULA	15775.00
11778	04-29-19	FEH001 FEHR & PEERS	17663.37
11779	04-29-19	MOU001 MOUNTAINLAND ASSN OF GOVTS	2321.00
11780	04-29-19	NAT002 NATIONAL ASSOC OF REG COUN	8000.00
11781	04-29-19	OFF001 OFFICE DEPOT	240.19
11782	04-29-19	PEH001 PEHP FLEX BENEFITS	837.51
11783	04-29-19	PEN001 PENNA POWERS	4290.00
11784	04-29-19	PUB001 PUBLIC EMPLOYEES HEALTH PR	37426.16
11785	04-29-19	ROC001 ROCKY MOUNTAIN POWER	456.89
11786	04-29-19	RRJ001 RRJ CONSULTING, LLC	2000.00
11787	04-29-19	RUR001 RURAL COMMUNITY CONSULTANT	6600.00
11788	04-29-19	SAL001 SLC CORPORATION - PUBLIC U	50.85
11789	04-29-19	SCO001 SCOTVALE ELECTRICAL SYSTEM	337.41
11790	04-29-19	UNU001 UNUM LIFE INSURANCE CO	168.00
11791	04-29-19	UTA016 UTAH MEDIA GROUP	156.20
11792	04-29-19	UTA019 UTAH DIV OF PURCHASING AND	9068.74
11793	04-29-19	SPP001 SP PLUS CORPORATION	600.00

Total Of Register

 343887.39
 =====

Licensed User: ACCOUNTING DEPARTMENT

DATE: May 23, 2019
AGENDA ITEM: 2a
SUBJECT: 2018-2023 Comprehensive Economic Development Strategy update
PREPARED BY: Scott Hess

BACKGROUND:

On May 20, 2019, the Wasatch Front Economic Development District (WFEDD) will consider the [2018-2023 Comprehensive Economic Development Strategy](#) (CEDS) for adoption. The CEDS provides a framework for improving and maintaining the regional economies of Davis, Morgan, Salt Lake, Tooele, and Weber Counties. The CEDS is one element of the Wasatch Choice 2050 Vision.

The CEDS focuses on four key strategies:

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 the 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.

The CEDS was developed with input from the WFEDD Board and Strategy Committee, as well as through surveys, meetings, and feedback gathered from WFEDD member communities, staff, educational institutions, and the public.

The final CEDS will be submitted to the U.S. Economic Development Administration for their review on June 1, 2019.

RECOMMENDATION:

This item is for informational purposes only

CONTACT PERSON:

Scott Hess, shess@wfr.org, 801 363 4250, ext 1104

EXHIBIT:

2018-2023 Comprehensive Economic Development Strategy

DATE: May 15, 2019
AGENDA ITEM: 2b
SUBJECT: Hill Air Force Base update
PREPARED BY: Andrew Gruber

BACKGROUND:

Hill Air Force Base is a major U.S. Air Force base located in northern Utah, just south of the city of Ogden, and near the towns of Layton, Clearfield, Riverdale, Roy, and Sunset. It is about 30 miles north of Salt Lake City. There are 25,709 total personnel within Hill Air Force Base, including 5,788 military, 3,621 military dependents and 16,300 civilians. Hill AFB has an annual federal payroll of \$1.43 billion and annual expenditures of \$760 million. Annually, Hill AFB creates approximately \$1.38 billion in jobs created with a \$3.6 billion total annual economic impact.

At the Council meeting, Colonel Jon A. Eberlan, Commander, 75th Air Base Wing, Hill Air Force Base, will provide the Council with an update on the Base, with an outlook to future development.

RECOMMENDATION:

This item is for information only.

CONTACT PERSON:

Bob Stevenson, b Stevenson@daviscountyutah.gov, 801 451 3201
Andrew Gruber, agruber@wfr.org, 801 824 0055

DATE: May 16, 2019
AGENDA ITEM: 4a
SUBJECT: **ACTION:** Wasatch Choice Vision - 2019-2050 Regional Transportation Plan
PREPARED BY: Jory Johner

The 2019-2050 Regional Transportation Plan (2019-2050 RTP) is the region's long-range blueprint for transportation based on the Wasatch Choice 2050 Vision and Goals. The RTP is adopted every four years. The May meeting's anticipated approval is the final milestone for the Regional Council in this four-year planning cycle. At the conclusion of this agenda item, the Regional Council will be asked to make a motion to adopt the final 2019-2050 RTP.

Before the motion, WFRC staff will provide an overview of the process that led to the 2019-2050 RTP, the investments it contains, and a summary of projected impacts and benefits.

The WFRC staff invites you to familiarize yourself with the document, interactive map, and air quality conformity determination by visiting the [2019-2050 RTP](#) website page.

BACKGROUND:

On May 24, 2018, the Regional Council endorsed the Wasatch Choice 2050 Preferred Vision Scenario, which addressed roadway, transit, and bicycle needs from 2019 to 2050 (unconstrained by available financial resources). This endorsement directed staff, working with transportation agency partners and stakeholders, to phase these projects (phase one: 2019-2030, phase two: 2031-2040, phase three: 2041-2050, and unfunded projects).

On October 25, 2018, the Regional Council authorized release of the draft phased, financially constrained 2019-2050 RTP for public comment. The phased, financially constrained 2019-2050 RTP has been reviewed and commented on by the local governments, UDOT, UTA, stakeholders, and the general public during the public comment period held between October 29, 2018 and November 30, 2018.

The WFRC staff reviewed the comments to respond to the input from the local governments, transportation partners, stakeholders and the public during the following months.

A second public comment period was held between February 11, 2019 and March 13, 2019, in response to regionally significant changes made.

At the May 16, 2019, the Regional Growth Committee (RGC), made a motion to recommend that the Regional Council adopt the 2019-2050 RTP and Air Quality conformity determination.

RECOMMENDATION:

The WFRC staff recommends that the Wasatch Front Regional Council make the following motion:

"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."

CONTACT PERSON:

Jory Johner (WFRC) (801) 363-4250, Ext. 1110, or jjohner@wfr.org

DATE: May 16, 2019
AGENDA ITEM: 5a
SUBJECT: Report on Board Modifications to the 2019-2024 TIP
PREPARED BY: Ben Wuthrich

BACKGROUND:

Since the last meeting of the Wasatch Front Regional Council (WFRC), WFRC received requests to modify the current 2019-2024 TIP. The modification required action from Trans Com (since WFRC was not meeting) and the UDOT Transportation Commission but did not require a new air quality conformity analysis or a 30-day public comment period. The modification is attached to the approved resolution.

RECOMMENDATION:

This item is for information only.

CONTACT PERSON:

Ben Wuthrich (801) 363-4230 ext. 1121

EXHIBIT:

Resolution adopting Amendment Six to the 2019-2024 TIP

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
AMENDING THE 2019 - 2024
TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake / West Valley and the Ogden/ Layton Urbanized Areas and, as such, has the responsibility for developing a Transportation Improvement Program, and

WHEREAS, a Transportation Improvement Program is to include all federally funded highway and transit projects scheduled for the next six years, and

WHEREAS, the Utah Department of Transportation, the State Transportation Commission, the Utah Transit Authority, and the Wasatch Front Regional Council and its local jurisdictions desire to amend the 2019-2024 Transportation Improvement Program (TIP) to include the projects on the attached project description list, and

WHEREAS, the U.S. Department of Transportation Metropolitan Planning Regulations Paragraph 450.324(a) requires that "the TIP . . . be updated at least every four years, and be approved by the MPO and the Governor," and

WHEREAS, the Statewide Air Quality Implementation Plan includes traffic control measures for reducing air pollutant emissions for the Salt Lake/ West Valley and the Ogden/ Layton Areas and budgets for mobile source emissions, and

WHEREAS, the projects included in the proposed Transportation Improvement Program amendment are either included in Phase 1 of the Regional Transportation Plan or not regionally significant, or are included in the 2019-2024 TIP or are exempt projects that do not need to be reviewed for conformity and consistency with the State Implementation Plan according to 40 CFR Part 93.126 Table 2 Exempt Projects, and

WHEREAS, the proposed Transportation Improvement Program amendment had a public review and comment opportunity at the Trans Com meeting on April 17, 2019, and all comments were carefully considered,

NOW THEREFORE LET IT BE RESOLVED, that Trans Com as delegated by the Wasatch Front Regional Council

- (1) Approves Amendment Six to the 2019-2024 Transportation Improvement Program as attached,
- (2) Finds that the TIP conforms to and is consistent with the State Implementation Plan for Salt Lake, Davis, western Weber, and southern Box Elder Counties, and
- (3) Finds that the development of the Transportation Improvement Program is based on a currently certified transportation planning process.



Commissioner Jeff Scott
Chair
Trans Com



Andrew S. Gruber
Executive Director
Wasatch Front Regional Council

Date: 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.

DATE: May 16, 2019
AGENDA ITEM: 5b
SUBJECT: **ACTION:** Board Modifications to the 2019-2024 TIP
PREPARED BY: Ben Wuthrich

BACKGROUND:

The Wasatch Front Regional Council (WFRC) has received several requests to modify the current 2019-2024 Transportation Improvement Program (TIP) with the attached list of projects. This modification requires action from the Regional Council and the Transportation Commission. The requested modification is listed with the attached resolution.

RECOMMENDATIONS:

WFRC staff recommends that the Regional Council make a motion “to approve the attached resolution to modify the 2019-2024 TIP as requested.”

CONTACT PERSON:

Ben Wuthrich (801) 363-4230 ext 1121

EXHIBIT:

Resolution adopting Amendment Seven to the 2019-2024 TIP

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
AMENDING THE 2019 - 2024
TRANSPORTATION IMPROVEMENT PROGRAM

- WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas and, as such, has the responsibility for developing a Transportation Improvement Program, and
- WHEREAS, a Transportation Improvement Program is to include all federally funded highway and transit projects scheduled for the next six years, and
- WHEREAS, the Utah Department of Transportation, the State Transportation Commission, the Utah Transit Authority, and the Wasatch Front Regional Council and its local jurisdictions desire to amend the 2019-2024 Transportation Improvement Program (TIP) to include and / or modify the projects on the attached project description list, and
- WHEREAS, the U.S. Department of Transportation Metropolitan Planning Regulations Paragraph 450.326(a) requires that “the TIP . . . be updated at least every four years, and be approved by the MPO and the Governor,” and
- WHEREAS, the Statewide Air Quality Implementation Plan includes traffic control measures for reducing air pollutant emissions for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas and budgets for mobile source emissions, and
- WHEREAS, the projects included in the proposed Transportation Improvement Program amendment are either included in Phase 1 of the Regional Transportation Plan or are not regionally significant, or are included in the 2019-2024 TIP or are exempt projects that do not need to be reviewed for air quality conformity and consistency with the State Implementation Plan according to 40 CFR Part 93.126 Table 2 Exempt Projects, and
- WHEREAS, the proposed Transportation Improvement Program amendment had a public review and comment opportunity at the Regional Council meeting on May 23, 2019, and all comments were carefully considered,

NOW THEREFORE LET IT BE RESOLVED, that the Wasatch Front Regional Council

- (1) Approves Amendment Seven to the 2019-2024 Transportation Improvement Program as attached,
- (2) Finds that the TIP conforms to and is consistent with the State Implementation Plan for Salt Lake, Davis, western Weber, and southern Box Elder Counties, and
- (3) Finds that the development of the Transportation Improvement Program is based on a currently certified transportation planning process.

Commissioner Bob Stevenson, Chairman
Wasatch Front Regional Council

Andrew S. Gruber
Executive Director
Wasatch Front Regional Council

Date: 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.

**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			2020
						LOCAL_GOV (Local Gov - Project Sponsor Local Match)		\$290,464.44			
						LOCAL_GOV_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, improvem 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)

Utah Transportation Commission Meeting Agenda Item Fact Sheet

Commission Meeting Date: May 17, 2019

Agenda Item #: 9B

Agenda Item Title: 2019 STIP Amendment #8
Approval of STATE Funded Programs for FY 2020

Presented By: Ivan Hartle

Program Distribution of State Funds (as of April 18, 2019)

Line	Plan Fund (ePM)	Master PIN	Description	FY 2020 \$Millions
1	Transportation Solutions			
2	ST_TRANS_SOL		Transportation Solutions	\$20.85
3	Operations & Safety Programs			
4	ST_SIGNALS_M&O	10948	Signals Maintenance & Operations	\$5.60
5	ST_ATMS	5954	Traffic Management (ATMS) Deployment	\$3.00
6	ST_ATMS_AM	15046	ATMS Asset Management (Life Cycle Replacement & Maint.)	\$4.70
7		17583	Connected Autonomous Vehicle Ops	\$1.00
8	ST_T&S	14862	Traffic and Safety	\$4.05
12	ST_SIGNALS	5952	New Traffic Signals	\$9.00
			Subtotals	\$27.35
13	System Preservation Programs			
17	ST_PVMT		Low Volume Roads - (Preservation, Rehabilitation & Support)	\$42.00
18	ST_BRIDGE		Bridge (Preservation, Rehabilitation & Support)	\$15.00
			Subtotals	\$57.00
19	Region Contingency			
20	ST_CONT_R1	5599	Region One Contingency	\$1.50
21	ST_CONT_R2	5589	Region Two Contingency	\$1.50
22	ST_CONT_R3	5597	Region Three Contingency	\$1.50
23	ST_CONT_R4	5591	Region Four Contingency	\$1.50
			Subtotals	\$6.00
24	Other Programs			
25	ST_CONT_PG	6062	Programming Contingency	\$0.50
26	ST_HWY_TRNSF	6672	Jurisdictional Transfers	\$0.30
27	ST_PR	8922	Public Communication Efforts	\$0.80
28	ST_PK_ACCESS		State Park Access	\$0.50
			Subtotals	\$2.10
29	Region Concept Devel. & OSR			
30	ST_CONCPT_D1	8752	Region One	\$0.15
31	ST_CONCPT_D2	8754	Region Two	\$0.15
32	ST_CONCPT_D3	8756	Region Three	\$0.15
33	ST_CONCPT_D4	8758	Region Four	\$0.15
			Subtotals	\$0.60
34	State Match, Comptroller Reserve & Other			
35	State Match for the Federal Program			\$25.00
36	Comptroller's Reserve			\$0.00
37	Legislative Apportionments			\$5.90
38	Estimated State Transportation Funds (Net of Apportionment)			TOTAL \$144.80

*State funds available July 1, 2019

**Utah Transportation Commission Meeting
Agenda Item Fact Sheet**

Commission Meeting Date: April 19, 2019

Agenda Item #: 6A-1

Agenda Item Title: 2019 STIP Amendment #7
TIF Reset - Funding Adjustments

Presented By: Ivan Hartle

Background:

	Region	PIN	Description	Action	Fund	Amount
A.	Statewide	17523	I-15; Statewide Study	New Project	TIF	\$1,000,000
B.	2	14413	SR-172; 5600 West Railroad Crossing	Add Funding	TIF	\$3,350,000
C.	3	17523	Heber Valley Parkway Study	New Project	TIF	\$4,000,000
D.	1	15681	SR-30; SR-23 to SR-252	Add Funding	TIF	\$10,000,000
E.	2	15670	Porter Rockwell Bridge	Add Funding	TIF	\$17,000,000
F.	1	11268	West Davis Highway	Add Funding	TIF	\$190,750,000
G.	1	13821	US-89; Farmington to I-84	Add Funding	TIF	\$200,000,000
H.	3	15153	I-15; Springville/Spanish Fork Interchange	Add Funding	TIF	\$25,000,000
Proposed Additional TIF Added Value						\$451,250,000

DATE: May 23, 2019
AGENDA ITEM: 5c
SUBJECT: **ACTION:** Approve the Surface Transportation Program (STP), Congestion Mitigation / Air Quality Program (CMAQ), and Transportation Alternatives Program (TAP) Projects for 2020-2025 TIP
PREPARED BY: Ben Wuthrich

BACKGROUND:

Each year the Wasatch Front Regional Council is responsible for programming three sources of Federal Highway Administration (FHWA) funding and coordinating those federal programs in the Transportation Improvement Program (TIP) for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas. The three federal sources of funding are the Surface Transportation Program (STP), the Congestion Mitigation/ Air Quality (CMAQ) program, and the Transportation Alternatives Program (TAP).

Due to the significant transportation improvement needs within the Wasatch Front area, each year many projects are submitted for evaluation and consideration for federal funding participation. This year there were 94 projects totaling approximately \$571 million submitted for the three federal programs. With \$47 million available to program, the Trans Com Technical Advisory Committees identified 30 projects that would maximize the benefits from the federal funding available. This means that about 8.3% of the identified needs will be able to be addressed with these three programs.

The **Surface Transportation Program (STP)** provides funding that may be used for projects on any Federal-aid highway, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. The annual apportionments for the STP funds are projected to be approximately \$20,020,000 through the year 2025 in the Salt Lake/ West Valley Area and \$10,780,000 in the Ogden/ Layton Area. Due to federal legislation and project cost savings, there is an estimated \$24,600,000 available for the year 2025 in the Salt Lake/ West Valley Area to program, and \$13,623,000 available in the Ogden/ Layton Area.

The **Congestion Mitigation / Air Quality (CMAQ)** funds are intended to fund transportation projects that improve air quality, except they are not eligible for through-travel lanes. For CMAQ, annual apportionments are projected to be approximately \$5,600,000 through the year 2025 with \$4,242,000 available to program in the Salt Lake/ West Valley Area for 2025. About \$3,000,000 in annual apportionments are anticipated in the Ogden/ Layton Area with \$2,773,000 available to program for 2025.

The **Transportation Alternatives Program (TAP)** funds are for construction and planning of bicycle and pedestrian facilities. The annual apportionments for TAP funds for FY2021 are projected to be approximately \$900,000 with \$1,260,000 available to program in the Salt Lake/ West Valley area. About \$500,000 in annual apportionments for the Ogden/ Layton Area is expected for FY2021 with \$693,000 available to program.

At their meeting on April 17, Trans Com reviewed the results of the evaluation process and the project recommendations from the Salt Lake/ West Valley and the Ogden/ Layton Technical Advisory Committees (TAC), as well as input from the Councils of Governments (COGs).

The attached tables show the projects submitted for consideration. The highlighted projects with a recommended funding amount in the left-hand column indicate those recommended by Trans Com to be added to the draft STP, CMAQ, and TAP programs.

CONTACT PERSON:

Ben Wuthrich (801) 363-4230 ext. 1121

RECOMMENDATIONS:

Trans Com recommends that the Regional Council make a motion “to approve the highlighted STP, CMAQ, and TAP projects be added to the draft FY 2020-2025 STP and CMAQ Programs, and the draft FY 2021 TAP Program.”

EXHIBITS:

Spreadsheets showing recommended new STP, CMAQ, and TAP Projects for the Salt Lake/ West Valley and the Ogden/Layton Urbanized Areas

Projects Submitted for Consideration for the 2020-2025 Surface Transportation Program (STP)

Recommended Funding	List	Sort	UDOT Region	County	City	Agency	Funding Type	Name of Project	From	To	Project Improvement	Type of Project	Func Class	Project Length	Description	2025 Estimated Project Cost	Federal Funds Requested	Local Funds	Projects Submitted	Sponsor Priority	Access to Opportunity	Facility Condition/ Management Practice	Benefit Cost	Operation, TSM/ TDM & ITS	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Values	Existing Average Daily Traffic	Safety/ Improvements	Existing Volume/ Capacity	Total	Weighted Total
Ogden \ Layton Urban Area																																
\$ 2,053,670	1	OG STP O 10	1	Davis	Farmington	Farmington City	STP	SR - 106 (Main Street) - West Side Improvements	Park Lane	Sheppard Lane	Widening	Reconstruct	Principal Arterial	0.61	The proposed project is intended to improve drainage and add pedestrian facilities to the section of SR-106 (Farmington Main Street) between Park Lane and Shepard Lane on the west side of the road. The project will include storm drain, curb and gutter, sidewalk and pavement widening to allow for standard shoulder width.	\$ 2,287,800	\$ 2,053,670	\$ 149,130	3	1	4.00	22.50	16.00	4.67	0.00	4.76	1.00	5.00	5.00	0.00	45.5	57.93
\$ 1,500,000	2	OG STP O 29	1	Weber	Ogden	Utah Transit Authority	STP	Ogden - WSU BRT Construction	Ogden Intermodal Hub	McKayDee Hospital and Weber State University	Transit Capital	Transit	Principal Arterial	5.3	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 programed local and state funding.	\$ 1,608,924	\$ 1,500,000	\$ 108,924	2	1	12.00	3.50	12.00	16.00	0.00	4.00	1.00	5.00	2.50	5.00	51.5	56.00
\$ 3,720,623	3	OG STP O 19	1	Davis	Syracuse	Syracuse City	STP	500 West Street Phase 2	2010 South	2800 South	Widening	Reconstruct	Collector	0.6	Phase 2 of the 500 West Project will complete the widening of 500 West from 2010 South to 2800 South and add a signalized intersection at 2700 South. This project increases safety and mobility as it connects to Phase 1, a previously STP funded project, and completes a 2.5 mile connection between 2 arterials and 3 cities.	\$ 3,990,800	\$ 3,720,623	\$ 270,177	1	1	2.67	15.00	12.00	6.00	0.00	4.76	3.00	5.00	7.00	0.00	45	50.43
\$ 2,702,831	4	OG STP O 33	1	weber	Washington Terrace	Washington Terrace City	STP	300 West Reconstruction	5000 South (Washington Terrace)	Washington Terrace/Riverdale City Boundary Line	Reconstruction	Reconstruct	Collector	0.7	300 W is used as a major alt route between Riverdale Rd and Washington Blvd-in addition to carrying local traffic; bus traffic; medical vehicles, and high school, middle school, and grade school vehicles. Current traffic volume is significantly heavier than the road was designed for, requiring excessive maintenance.	\$ 3,024,100	\$ 2,702,831	\$ 196,269	1	1	2.67	22.50	16.00	0.67	0.00	1.90	3.00	5.00	3.00	0.00	31.5	49.74
\$ 984,975	5	OG STP O 21	1	Davis	Woods Cross	Woods Cross City	STP	800 West 1500 South Signal Project	800 W 1500 S Intersection	0	Intersections & Signals	Operations	Collector	0.2	800 W and 1500 S provide access for pedestrians, bicyclists, and vehicles to schools, Hogan Park, local businesses, City Hall, and other community buildings. Woods Cross plans to reduce traffic congestion and increase safety and mobility for all users by installing a traffic signal at the intersection of 800 W and 1500 S.	\$ 1,056,500	\$ 984,975	\$ 71,525	1	1	3.33	2.50	15.00	9.33	0.00	9.52	1.00	5.00	5.00	1.00	46.5	46.69
\$ 3,109,407	6	OG STP O 22	1	Weber	Harrisville	Harrisville City	STP	West Harrisville Road Widening Project	West Harrisville Road at Highway 89	West Harrisville Road at 750 West	Widening	Reconstruct	Collector	0.62	Widening of the south side of the existing West Harrisville Road. This is a two lane road - one lane each direction with an inconsistent width of pavement. Widening the pavement to a consistent width would allow an additional lane for turning movements, bike lanes, and increase safety and capacity.	\$ 3,460,200	\$ 3,109,407	\$ 225,793	1	1	0.67	15.00	16.00	0.00	0.00	5.24	3.00	5.00	5.00	1.00	36	45.90
	7	OG STP O 11	1	Davis	Farmington	Farmington City	STP	SR - 106 (200 East) Improvements	Glovers Lane	Lund Lane	Widening	Reconstruct	Minor Arterial	0.88	The proposed project is intended to improve drainage and add pedestrian facilities to the section of SR-106 (200 East Street) between Glovers Lane and Lund Lane on the east side of the road. The project includes acquiring right of way, storm drain, curb and gutter, sidewalk, retaining walls, and pavement widening.	\$ 2,405,400	\$ 2,223,908	\$ 161,492	3	3	0.00	15.00	16.00	3.33	0.00	5.24	2.00	5.00	3.00	0.00	36	44.57
	8	OG STP O 8	1	Davis	Clinton	Clinton City	STP	1300 North 1000 West Roundabout	1300 North 1000 West Intersection	0	Intersections & Signals	Operations	Collector	0.2	The present roundabout at 1300 N and 1000 W is too small and has reached the end of its useful life. A full-size roundabout will be constructed to provide for better mobility for vehicles and added protection and safety for pedestrians and bikers as they travel to schools, parks, businesses, and residential areas.	\$ 1,140,900	\$ 550,000	\$ 590,900	2	1	2.00	2.50	15.00	5.33	0.00	9.52	1.00	5.00	7.00	1.00	43.5	43.36
	9	OG STP O 20	1	Davis	West Point	West Point City	STP	300 North Widening	2000 West	3000 West	Reconstruction	Reconstruct	Collector	1	Widen to a three lane section and install curb, gutter and sidewalk. Provide turn lanes at all intersections.	\$ 3,914,200	\$ 3,626,833	\$ 287,367	2	1	4.00	12.50	12.00	1.33	0.00	4.29	2.00	5.00	5.00	1.00	36.5	42.12
	10	OG STP O 9	1	Davis	Clinton	Clinton City	STP	1300 North 1500 West Roundabout	1300 North 1500 West Intersection	0	Intersections & Signals	Operations	Collector	0.3	The 1300 N 1500 W intersection is a 4-way stop controlled intersection. Sight distance on the southeast corner is obstructed due a hill. The project would remove the obstructions and construct a roundabout at the intersection to improve safety, and mobility for pedestrians, bicyclists, vehicles, and improve air quality.	\$ 2,190,100	\$ 1,000,000	\$ 1,190,100	2	2	2.00	2.50	12.00	5.33	0.00	9.52	1.00	5.00	7.00	1.00	40.5	40.36

Projects Submitted for Consideration for the 2020-2025 Surface Transportation Program (STP)

Recommended Funding	List	Sort	UDOT Region	County	City	Agency	Funding Type	Name of Project	From	To	Project Improvement	Type of Project	Func Class	Project Length	Description	2025 Estimated Project Cost	Federal Funds Requested	Local Funds	Projects Submitted	Sponsor Priority	Access to Opportunity	Facility Condition/ Management Practice	Benefit Cost	Operation, TSM/ TDM & ITS	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Values	Existing Average Daily Traffic	Safety/ Improvements	Existing Volume/ Capacity	Total	Weighted Total
	11	OG STP O 27	1	Weber	Ogden	Ogden City	STP	20th Street Reconstruction	Monroe Blvd	Harrison Blvd	Reconstruction	Reconstruct	Minor Arterial	0.625	20th Street has been on the RTP for nearly 2 decades. Structurally, the pavement is distressed and is rated as poor. Severe cross-slopes, deep gutters and antiquated storm drain inlets are out of standard and are liabilities. 20th is a "gateway road" into Ogden, an improved roadway would reflect well on the City.	\$ 5,401,191	\$ 5,035,463	\$ 365,656	3	3	1.33	10.00	12.00	2.00	0.00	4.76	2.00	5.00	7.00	0.00	35	39.10
	12	OG STP O 34	1	Weber	West Haven	West Haven City	STP	3600 South	3500 West	Midland Drive	Widening	Reconstruct	Collector	1.24	The project includes road widening and reconstruction. 3600 South is a collector road for West Haven City that continues to see increased use. The improvements proposed will increase driver and pedestrian safety. This project will connect to the recently completed improvements on both the east and west ends of 3600 S.	\$ 11,408,100	\$ 10,553,729	\$ 854,371	1	1	0.67	17.50	8.00	0.00	0.00	1.43	3.00	5.00	7.00	0.00	23.5	37.60
	13	OG STP O 13	1	Davis	Kaysville City	Kaysville City	STP	Mutton Hollow	Main Street	Fairfield Road	Intersections & Signals	Operations	Collector	0.91	Kaysville City plans to reduce traffic congestion and increase safety and mobility for pedestrians and bicyclists by installing traffic signals at the intersections of Main St./Mutton Hollow and Fairfield/Mutton Hollow. These intersections are on critical transportation corridors to residents, businesses and schools.	\$ 5,278,000	\$ 3,000,000	\$ 2,278,000	3	2	2.00	3.00	9.00	8.00	0.00	8.57	1.00	5.00	5.00	0.00	36	36.57
	14	OG STP O 16	1	Davis	North Salt Lake	City of North Salt Lake	STP	Main Street Widening and Reconstruction	Pacific Avenue	1100 North	Widening	Reconstruct	Collector	0.5	The pavement condition on Main Street is very poor. The rail crossing is unsafe because the tracks are at an oblique angle, so the road needs to be widened to improve safety. Nearby commercial growth and a developing Town Center require that pedestrian and cyclist facilities be constructed.	\$ 3,645,300	\$ 3,280,300	\$ 365,000	3	1	4.67	5.00	12.00	3.33	0.00	4.29	1.00	5.00	5.00	1.00	38	36.29
	15	OG STP O 28	1	Weber	Ogden	Ogden City Corporation	STP	North Street (West)	Wall Avenue	Harrisville Road	Widening	Reconstruct	Collector	0.15	Propose to widen roadway from 22 feet w/unimproved shoulders to 40' of pavement, c&g, sidewalk and utility work. An open secondary/storm drainage ditch runs along the north shoulder for half the roadway length and is proposed to be piped. Align lanes and provide sufficient queue lengths at intersections.	\$ 1,414,400	\$ 1,318,645	\$ 95,755	3	2	0.67	5.00	16.00	0.00	0.00	4.76	2.00	5.00	5.00	0.00	31	33.43
	16	OG STP O 30	1	Weber	Plain City	Plain City Corporation	STP	North Plain City Road Project	2917 North	3300 West	Other STP	Reconstruct	Collector	0.413	This project will widen North Plain City Road between approximately 2917 West and to the city boundary. The project will include adding shoulders, reconstructing the existing asphalt section, and adding road improvements such as curb, gutter and sidewalk.	\$ 4,155,100	\$ 3,873,800	\$ 281,300	1	1	0.67	17.50	4.00	0.67	0.00	4.29	0.00	5.00	5.00	0.00	22.5	32.12
	17	OG STP O 23	1	Weber	Marriott-Slaterville	Jones and Associates	STP	1700 South Improvement Project	1200 South	Marriott-Slaterville/Ogden City Boundary Line	Reconstruction	Reconstruct	Collector	1.2	The purpose of the 1700 South Improvement project is to continue the widening done by Ogden City along 1700 South. The project will provide curb and gutter and a slightly wider roadway and eliminate the dangerous bend south of the train tracks.	\$ 4,928,200	\$ 4,478,023	\$ 325,177	1	1	2.00	5.00	12.00	0.67	0.00	1.90	3.00	5.00	5.00	0.00	26	29.57
	18	OG STP O 6	1	Box Elder	Perry City	Perry City Corporation	STP	1200 West Roadway Widening Phase 3	2700 South	3000 South	Widening	Reconstruct	Collector	0.459	This project proposes to widen the 1200 West corridor. This corridor is a critical connective element, will improve north/south movement, help alleviate congestion on US-89, connects SR-315 in Willard to SR-13 in north Brigham City, and joins Wasatch Front's trail systems.	\$ 2,385,000	\$ 2,106,998	\$ 217,114	6	4	0.67	10.00	8.00	0.00	0.00	4.29	1.00	5.00	3.00	0.00	22	26.95
	19	OG STP O 12	1	Davis	Kaysville / Farmington	Kaysville City	STP	West Davis Connector	Angel Street	West Davis Corridor and I-15 at Shepard Lane	New Construction	Capacity	Minor Arterial	2.32	This application seeks additional funding for the Kaysville/Farmington West Davis Corridor Connector project. While some funding has been awarded, additional monies are needed to complete the proposed scope.	\$ 17,975,000	\$ 12,458,093	\$ 834,692	3	1	3.00	2.50	3.00	1.00	0.00	9.00	4.00	0.00	3.00	1.00	26.5	26.50
	20	OG STP O 14	1	Davis	Layton	Layton City	STP	2700 West -West Davis Corridor Connection	Gentile Street	Layton Parkway	New Construction	Capacity	Collector	0.74	The 2700 West -WDC project will provide increased access to the WDC, reduce out of direction travel, and improve traffic flow during peak times in the era. The improved access will also provide economic benefits for the surrounding community by encouraging the development of a planned business park.	\$ 10,681,700	\$ 7,681,700	\$ 3,000,000	3	3	0.00	2.50	6.00	3.00	0.00	7.00	3.00	0.00	5.00	0.00	26.5	26.50
	21	OG STP O 15	1	Davis	Layton	Layton City	STP	Layton Parkway -West Davis Corridor Connection	2200 West	2700 West	New Construction	Capacity	Minor Arterial	0.64	The Layton Parkway -WDC Connection is a critical component of the transportation network for residents to access the Corridor. This project will provide a needed connection between I-15 and WDC, resulting in greater mobility and improved traffic flow during peak times in the area.	\$ 6,159,100	\$ 4,659,100	\$ 1,500,000	3	2	0.00	2.50	9.00	1.00	0.00	3.00	4.00	0.00	7.00	0.00	26.5	26.50

Projects Submitted for Consideration for the 2020-2025 Surface Transportation Program (STP)

Recommended Funding	List	Sort	UDOT Region	County	City	Agency	Funding Type	Name of Project	From	To	Project Improvement	Type of Project	Func Class	Project Length	Description	2025 Estimated Project Cost	Federal Funds Requested	Local Funds	Projects Submitted	Sponsor Priority	Access to Opportunity	Facility Condition/ Management Practice	Benefit Cost	Operation, TSM/ TDM & ITS	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Values	Existing Average Daily Traffic	Safety/ Improvements	Existing Volume/ Capacity	Total	Weighted Total	
	22	OG STP O 32	1	Weber	Uintah City	Uintah City Corporation	STP	6600 South Roadway Widening Project	West city limits (838 East)	Highway 89 (2425 East)	Widening	Reconstruct	Collector	2.386	Project consists of widening 6600 South to include a seperated pedestrian/bicycle lane. Some of the areas of the roadway will be realigned to a more consistant alignemnts along the railroad for a better use of the combined corridor.	\$ 8,175,200	\$ 7,363,492	\$ 626,245	1	1	1.33	12.50	4.00	0.00	0.00	4.29	1.00	5.00	3.00	0.00	20.5	26.12	
	23	OG STP O 31	1	Weber	Pleasant View	Pleasant View City	STP	Skyline Drive	US-89	1100 West	New Construction	Capacity	Minor Arterial	1.45	Skyline Dr is a three-lane minor arterial road with an 80-foot right-of-way in Pleasant View (PV), Utah. A portion of Skyline Dr is an important new roadway that will link several minor collectors throughout PV and North Ogden. This new roadway will be a corridor extension of 4300 North in PV and Mountain Rd in North Ogden. Due to traffic conflicts between haul trucks, vehicles, and pedestrian, the primary purpose of the project is to create safer pedestrian and vehicular travel conditions along existing streets. This project will provide an alternative truck route for haul trucks.	\$ 32,338,200	\$ 26,956,544	\$ 1,957,479	1	1	3.00	2.00	0.00	0.00	0.00	13.00	2.00	0.00	5.00	0.00	0.00	25	25.00
	24	OG STP O 3	1	Box Elder	Perry City	Perry City Corporation	STP	1100 West Roadway Connection to 1200 West	1100 South	1600 South	New Construction	Capacity	Collector	0.389	This project proposes to extend 1100 West from 1100 South intersection to Perry's 1200 West Corridor. This corridor is a critical connective element, will improve north/south movement, help alleviate congestion on US-89, connects SR-315 in Willard to SR-13 in north Brigham City, and joins Wasatch Front's trail systems.	\$ 8,241,100	\$ 7,566,640	\$ 668,192	6	1	2.00	1.50	3.00	0.00	0.00	11.00	2.00	0.00	5.00	0.00	0.00	24.5	24.50
	25	OG STP O 18	1	Davis	South Weber	South Weber City	STP	South Bench Drive Intersection Project	South Weber Drive (SR-60)	Approx 825 East	New Construction	Operations	Principal Arterial	0.19	Construction of a new intersection on South Weber Drive (SR-60) for the new South Bench Drive, at approximately 825 East.	\$ 3,741,900	\$ 3,372,036	\$ 314,006	2	1	0.00	2.00	9.00	1.33	0.00	4.76	2.00	5.00	5.00	0.00	24	24.10	
	26	OG STP O 24	1	Weber	North Ogden	North Ogden City	STP	450 East / 400 East Widening - Phase II	Elberta Drive	3300 North	Widening	Capacity	Minor Arterial	0.6	To widen the existing roadway from one lane of travel in each direction to two lanes in each direction. This is a major collector street in the City that receives and distributes traffic from other collector/arterial roads and does not currently provide the level of service necessary.	\$ 13,653,500	\$ 10,225,000	\$ 3,360,610	3	1	0.00	3.00	6.00	0.00	0.00	7.00	3.00	5.00	5.00	0.00	24	24.00	
	27	OG STP O 25	1	Weber	North Ogden	North Ogden City	STP	450 East / 400 East Widening - Phase III	3300 North	4050 North	Widening	Capacity	Collector	0.6	To widen the existing roadway from one lane of travel in each direction to two lanes in each direction. This is a major collector street in the City that receives and distributes traffic from other collector/arterial roads and does not currently provide the level of service necessary.	\$ 11,914,400	\$ 10,991,258	\$ 835,283	3	2	0.00	3.00	6.00	0.00	0.00	7.00	3.00	5.00	5.00	0.00	24	24.00	
	28	OG STP O 26	1	Weber	North Ogden	North Ogden City	STP	Lakeview Drive and 4300 South Connection	4050 North	stub of 4300 South	New Construction	Capacity	Collector	0.6	To construct a roadway continueing with similar planned projects. This is a major collector street in the City that receives and distributes traffic from other collector/arterial roads and does not currently provide the level of service necessary.	\$ 8,116,900	\$ 7,450,848	\$ 637,511	3	3	0.00	2.50	6.00	0.00	0.00	7.00	3.00	0.00	5.00	0.00	0.00	23.5	23.50
	29	OG STP O 7	1	Box Elder	Perry City	Perry City Corporation	STP	1200 West Roadway Widening Phase 4	3000 South	3600 South	Widening	Reconstruct	Collector	0.753	This project proposes to widen the 1200 West corridor. This corridor is a critical connective element, will improve north/south movement, help alleviate congestion on US-89, connects SR-315 in Willard to SR-13 in north Brigham City, and joins Wasatch Front's trail systems.	\$ 3,608,900	\$ 3,248,040	\$ 334,140	6	5	0.67	10.00	4.00	0.00	0.00	4.29	1.00	5.00	3.00	0.00	19	22.95	
	30	OG STP O 5	1	Box Elder	Perry City	Perry City Corporation	STP	1200 West Roadway Widening Phase 2	2250 South	2700 South	Widening	Reconstruct	Collector	0.393	This project proposes to widen the 1200 West corridor. This corridor is a critical connective element, will improve north/south movement, help alleviate congestion on US-89, connects SR-315 in Willard to SR-13 in north Brigham City, and joins Wasatch Front's trail systems.	\$ 3,109,800	\$ 2,782,729	\$ 261,173	6	3	0.67	10.00	4.00	0.00	0.00	3.33	1.00	5.00	3.00	0.00	17	22.00	
	31	OG STP O 17	1	Davis	South Weber	South Weber City	STP	South Bench Drive Connection to Layton	1075 East	Layton City Boundary	New Construction	Capacity	Collector	1.46	Construction of a new 78' ROW that will connect South Weber to the Layton City boundary. The present condition and configuration does not meet the City Standard cross section and cannot safely accommodate current and future vehicle and pedestrian traffic.	\$ 16,713,400	\$ 15,465,365	\$ 1,259,173	2	2	1.00	2.00	3.00	0.00	0.00	5.00	4.00	0.00	5.00	0.00	2.00	22	22.00

Projects Submitted for Consideration for the 2020-2025 Surface Transportation Program (STP)

Recommended Funding	List	Sort	UDOT Region	County	City	Agency	Funding Type	Name of Project	From	To	Project Improvement	Type of Project	Func Class	Project Length	Description	2025 Estimated Project Cost	Federal Funds Requested	Local Funds	Projects Submitted	Sponsor Priority	Access to Opportunity	Facility Condition/ Management Practice	Benefit Cost	Operation, TSM/ TDM & ITS	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Values	Existing Average Daily Traffic	Safety/ Improvements	Existing Volume/ Capacity	Total	Weighted Total
		32	OG STP O 4	1	Box Elder	Perry City	Perry City Corporation	STP	1200 West Roadway Widening Phase 1	1600 South	2250 South	Widening	Reconstruct	Collector	0.521	This project proposes to widen the 1200 West corridor and includes a 10' wide pedestrian/biking path. This corridor is a critical connective element, will improve north/south movement, help alleviate congestion on US-89, connects SR-315 in Willard to SR-13 in north Brigham City, and joins Wasatch Front's trail systems.	\$ 6,559,600	\$ 5,997,978	\$ 435,622	6	3	0.67	10.00	0.00	0.00	0.00	3.33	1.00	5.00	3.00	0.00	14
	33	OG STP O 1	1	Box Elder	Brigham City	Brigham City Corporation	STP	1200 West Roadway Widening & Extension Project Phase 1	Forest Street	750 South	New Construction	Capacity	Collector	1.08	Construction of about a one mile section of 1200 West between Forest Street and SR-91. The purpose of the projet is to further the corridor between the 1100 West / SR-91 intersection and Forest Street.	\$ 8,672,525	\$ 7,992,142	\$ 790,154	2	1	1.00	3.00	0.00	0.00	0.00	9.00	1.00	5.00	3.00	0.00	17	17.00
	34	OG STP O 2	1	Box Elder	Brigham City	Brigham City Corporation	STP	1200 West Roadway Extension Project Phase 2	750 South	1100 South	New Construction	Capacity	Collector	0	Construction of 1200 West between Forest Street and SR-91. The purpose of the projet is to further the corridor between the 1100 West / SR-91 intersection and Forest Street.	\$ 28,679,100	\$ 26,737,525	\$ 3,133,278	2	2	1.00	2.50	0.00	0.00	0.00	5.00	2.00	0.00	3.00	0.00	13.5	13.50
Recommended Funding	\$ 14,071,506						Available Funding	\$ 13,622,935						Amount Requested	\$ 216,067,695						Total Project Estimated Cost	\$ 252,034,540										

Projects Submitted for Consideration for the 2020-2025 Surface Transportation Program (STP)

Recommended Funding	List	Sort	UDOT Region	County	City	Agency	Funding Type	Name of Project	From	To	Project Improvement	Type of Project	Func Class	Project Length	Description	2025 Estimated Project Cost	Federal Funds Requested	Local Funds	Projects Submitted	Sponsor Priority	Access to Opportunity	Facility Condition/ Management Practice	Benefit Cost	Operation, TSM/ TDM & ITS	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Values	Existing Average Daily Traffic	Safety/ Improvements	Existing Volume/ Capacity	Total	Weighted Total
Salt Lake\ West Valley Urban Area																																
\$ 2,300,000	1	SL STP S 9	2	Salt Lake	Kearns, West Valley City	Keams Metro/West Valley City	STP	4700 South Reconstruction and Widening	4000 West	5600 West	Widening	Capacity	Principal Arterial	2.01	The project is needed to meet capacity needs, by improving capacity at the intersections, railroad crossings, reconstructing and widening canal bridges and to reconstruct the existing pavements with its various deficiencies	\$ 16,367,300	\$ 2,300,000	\$ 1,108,066	1	1	5.00	2.50	15.00	13.00	0.00	8.00	4.00	5.00	10.00	2.00	59.5	59.50
	2	SL STP S 24	2	Salt Lake	West Jordan	West Jordan	STP	8600 South	Redwood Road	0	Intersections & Signals	Operations	Principal Arterial	0.1	This project is for intersection signal improvement on Redwood Road (State Corridor). Presently there are 35,000 plus vehicles per day projected to grow to up to 50,000 vehicles per day. Currently there is no east leg of the intersection however, once construction to the subdivision is completed on the east side the east leg will be opened.	\$ 1,328,400	\$ 1,238,467	\$ 89,993	7	4	0.67	2.50	15.00	8.00	0.00	13.33	4.00	5.00	8.00	1.00	51.5	52.50
	3	SL STP S 22	2	Salt Lake	West Jordan	West Jordan	STP	6720 South	Redwood Road	0	Intersections & Signals	Operations	Principal Arterial	0.1	This project is for intersection signal improvement on Redwood Road (State Corridor). Presently there are 35,000 plus vehicles per day projected to grow to up to 50,000 vehicles per day. Currently there is no east leg of the intersection however, once construction to the subdivision is completed on the east side the east leg will be opened.	\$ 1,328,400	\$ 1,238,467	\$ 89,993	7	6	1.33	2.50	15.00	8.00	0.00	9.52	4.00	5.00	10.00	1.00	50.5	51.36
\$ 4,800,000	4	SL STP S 25	2	Salt Lake	West Jordan	West Jordan	STP	1300 West: 6600 S - 9400 S	9400 S.	6600 S.	Widening	Reconstruct	Collector	3.452	Widen to 80 -foot right of way corridor, adding a two way left turn on 1300 West and right turn lanes at 7000 South, 7800 South, and 8600 South. A potential "high T" intersection will be evaluated at Winchester Street (6685 S.). Bike lanes will be added through the entire alignment.	\$ 17,161,600	\$ 4,800,000	\$ 1,200,000	7	1	5.33	17.50	12.00	0.00	0.00	2.38	3.00	5.00	10.00	1.00	39.5	51.21
	5	SL STP S 32	2	Salt Lake	West Valley City	West Valley City	STP	Parkway Blvd (2700 S) Widening	Mountain View Corridor	6400 West	Widening	Capacity	Collector	0.5	The purpose of this project is to build additional capacity to meet current and future traffic demand on Parkway Blvd.	\$ 5,767,800	\$ 5,344,689	\$ 388,111	8	1	6.00	3.00	9.00	11.00	0.00	10.00	3.00	5.00	7.00	1.00	50	50.00
\$ 5,300,000	6	SL STP S 5	2	Salt Lake	Draper	Draper City	STP	Pioneer Road	1300 East	Highland Drive	Widening	Reconstruct	Collector	1	The existing road has two lanes and lacks continuous curb and gutter. Consequently there are frequent flooding issues. It is also designated as a safe walking route to nearby schools but does not have continuous sidewalks. The proposed project would reconstruct and widen this section of road to include two travel lanes, paved shoulders, curb and gutter, park strips, and sidewalks. This will provide a safer travel corridor for vehicles and pedestrians.	\$ 7,600,000	\$ 7,000,000	\$ 600,000	2	2	2.67	22.50	12.00	0.00	0.00	4.76	2.00	5.00	5.00	1.00	35.5	49.93
	7	SL STP S 20	2	Salt Lake	West Valley City	Taylorville	STP	4700 South/2700 West Intersection Improvements	4700 South and I-215 ramps; 2700 West and 4660 South	2700 West; 2700 West and 4800 South	Intersections & Signals	Operations	Principal Arterial	0.879	The intersection of 2700 West and 4700 South has been identified by UDOT as one of the top 3 most congested and dangerous intersections in Utah. Projected population and economic growth within the area will exacerbate the congestion and mobility issues.	\$ 10,600,000	\$ 7,750,000	\$ 2,500,000	3	2	5.33	3.50	12.00	8.00	0.00	4.76	4.00	5.00	5.00	4.00	47.5	46.60
	8	SL STP S 29	2	Salt Lake	West Valley City	West Valley City	STP	3650 South Reconstruction	3200 West	2700 West	Reconstruction	Reconstruct	Collector	0.5	3650 South is an important collector into the very busy West Valley Intermodal Hub. The road condition is very poor, and safety and mobility for all modes would be greatly improved by reconstructing the road.	\$ 5,173,600	\$ 4,823,347	\$ 350,253	8	2	8.00	15.00	8.00	4.00	0.00	2.86	1.00	5.00	7.00	0.00	41	45.86
	9	SL STP S 30	2	Salt Lake	West Valley City	West Valley City	STP	4000 West Reconstruction	4100 South	4700 South	Reconstruction	Reconstruct	Collector	1	4000 West functions as a collector, connecting the communities of West Valley City, Taylorville City, West Jordan City, and Kearns Township. The condition of this roadway has deteriorated significantly over time, and is in need of a complete reconstruction, together with safety improvements.	\$ 10,732,700	\$ 10,006,096	\$ 726,604	8	5	5.33	12.50	8.00	6.00	0.00	4.76	1.00	5.00	7.00	1.00	44.5	45.60
	10	SL STP S 4	2	Salt Lake	Draper	Draper City	STP	Lone Peak Parkway	12650 South	12300 South	Widening	Capacity	Minor Arterial	0.4	Lone Peak Parkway is a north/south minor arterial just west of I-15. The existing 0.4 mile segment of Lone Peak Parkway from 12650 South to 12300 South has a problematic alignment and is too narrow to accommodate the planned 5-lane section. Draper City has already budgeted for and initiated right of way acquisition for this project. Lone Peak Parkway is identified as a Phase 1 project in the RTP from Bangerter Hwy to 11400 South.	\$ 5,140,000	\$ 3,980,000	\$ 1,160,000	2	1	8.00	1.50	12.00	1.00	0.00	11.00	4.00	5.00	5.00	2.00	44.5	44.50
11	SL STP S 26	2	Salt Lake	West Jordan	West Jordan	STP	9000 South	NBH	SR-111	New Construction	Capacity	Principal Arterial	1.2	The project is for design and construction for a 126 foot arterial street running from NBH to SR-111. There is development pressure in this area presently and the need for this roadway will be immediate if concept plans are approved. This roadway is master planned as a major east west arterial for the City.	\$ 15,527,400	\$ 3,000,000	\$ 217,848	7	5	1.00	2.00	15.00	0.00	0.00	10.00	5.00	5.00	10.00	1.00	44	44.00	

Projects Submitted for Consideration for the 2020-2025 Surface Transportation Program (STP)

Recommended Funding	List	Sort	UDOT Region	County	City	Agency	Funding Type	Name of Project	From	To	Project Improvement	Type of Project	Func Class	Project Length	Description	2025 Estimated Project Cost	Federal Funds Requested	Local Funds	Projects Submitted	Sponsor Priority	Access to Opportunity	Facility Condition/ Management Practice	Benefit Cost	Operation, TSM/ TDM & ITS	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Values	Existing Average Daily Traffic	Safety/ Improvements	Existing Volume/ Capacity	Total	Weighted Total
	12	SL STP S 27	2	Salt Lake	West Valley City	West Valley City	STP	1300 West Bike Lane and Sidewalk Project	3900 South	3300 South	Pedestrian	Other	Collector	1	The project widens shoulders and adds buffered bike lanes on a corridor identified as a bike connection between Utah and Davis Counties, and improves pedestrian safety with the addition of sidewalks.	\$ 4,558,000	\$ 4,216,793	\$ 306,207	8	3	8.00	4.50	9.00	5.00	0.00	10.00	1.00	5.00	5.00	1.00	43.5	43.50
	13	SL STP S 28	2	Salt Lake	West Valley City	West Valley City	STP	2400 South Connection	3200 West	2700 West	New Construction	Capacity	Collector	0.52	2400 South is an important collector to the region, as it provides relief to the heavily congested SPUI at 3200 West and SR-201. This road also provides an important connection between 3200 West and 2700 West in a heavily used industrial area.	\$ 7,825,000	\$ 7,295,248	\$ 529,753	8	4	5.00	2.50	6.00	7.00	0.00	10.00	3.00	0.00	7.00	1.00	41.5	41.50
	14	SL STP S 16	2	Salt Lake	South Jordan	City of South Jordan	STP	1000 West	10000 South	10200 South	Widening	Reconstruct	Local	0.25	Reconstruct roadway with minor widening to 3-lanes, including center turn lane. Also curb & gutter, sidewalk, park strips, shoulder pavement, and if necessary, streetlights and utilities.	\$ 1,253,100	\$ 1,168,265	\$ 84,834	2	1	0.67	17.50	12.00	0.00	0.00	4.76	1.00	5.00	5.00	0.00	29.5	40.93
	15	SL STP S 3	2	Salt Lake	Cottonwood Heights	Cottonwood Heights	STP	Danish Road - Road Widening and Safety Project	Creek Road	Oak Hollow Circle	Widening	Reconstruct	Collector	1.2	Danish Road is a major east/west connector road, connecting Wasatch Blvd to Bengal Blvd in Cottonwood Heights. This Project will widen the existing roadway to improve vehicular and pedestrian safety, install sidewalk, curb and gutter, and Type II bike lanes	\$ 2,987,600	\$ 2,724,740	\$ 262,860	2	2	0.67	20.00	8.00	0.00	0.00	4.76	0.00	5.00	5.00	1.00	27	39.43
	16	SL STP S 17	2	Salt Lake	South Jordan	City of South Jordan	STP	Bacchus Highway	10200 South	10700 South	Other STP	Reconstruct	Principal Arterial	0.6	Reconstruct existing roadway and raise sag vertical curve to increase sight distance to intersection of 10200 South Bacchus Highway.	\$ 2,301,300	\$ 2,145,502	\$ 155,798	2	2	0.00	10.00	20.00	0.00	0.00	1.43	5.00	5.00	3.00	0.00	28	39.43
	17	SL STP S 18	2	Salt Lake	South Salt Lake	UDOT Region 2	STP	3300 S. and 900 W. Pedestrian and Signal Improvement Project	3300 S. (SR-171) MP 9.0	3300 S. (SR-171) MP 9.4	Pedestrian	Operations	Principal Arterial	0.4	The overall scope for this project is to realign lanes, improve pedestrian mobility crossing, and upgrade and install signals. Funding would look at replacing sidewalk, installing a HAWK System, adding pedestrian ramps, and adding raised medians. The anticipated opening of the new Homeless Resource Center at 3380 S. and 1000 W. necessitates these improved pedestrian safety facilities. Other items outside this would come from other funding sources.	\$ 840,000	\$ 783,132	\$ 0	3	1	4.00	4.00	15.00	0.00	0.00	4.76	4.00	5.00	6.00	1.00	41	38.76
	18	SL STP S 12	2	Salt Lake	Millcreek	Millcreek	STP	1300 East: 3300 South to 3900 South	3300 South	3900 South	Reconstruction	Reconstruct	Minor Arterial	0.9	1300 East is a major North/South corridor through the East side of the Salt Lake Valley. This project will create a safer environment for all users including the construction of curb, gutter, sidewalk, ADA ramps, enhanced bus stops, and installation of new storm drain along 1300 East from 3300 South to 3900 South.	\$ 7,245,400	\$ 6,754,886	\$ 490,514	3	1	4.67	10.00	12.00	0.00	0.00	4.76	1.00	5.00	5.00	1.00	35	38.43
	19	SL STP S 14	2	Salt Lake	Salt Lake City	Salt Lake City Corporation	STP	2100 South	700 East	1300 East	Reconstruction	Reconstruct	Minor Arterial	0.9	This project encompasses pavement improvements for this deteriorated street, including removal and replacement of the pavement, curb and gutter, and pedestrian improvements. This project will incorporate Complete Streets concepts to make pedestrian, bicycle, & transit safety improvements.	\$ 13,456,700	\$ 5,956,700	\$ 7,500,000	3	1	8.00	5.00	16.00	2.00	0.00	1.43	0.00	5.00	5.00	1.00	37	38.43
	20	SL STP S 13	2	Salt Lake	Murray	Murray City	STP	Winchester and 700 West	Intersection of Winchester and 700 West		Widening	Operations	Collector	0.25	The purpose of this project is to improve safety and operation of this intersection by replacing an aging signal, widening lanes for right turns while improving curve radii and improving pedestrian access.	\$ 2,753,900	\$ 2,567,461	\$ 186,439	1	1	2.67	2.00	12.00	5.33	0.00	5.71	3.00	5.00	5.00	2.00	38	37.71
	21	SL STP S 23	2	Salt Lake	West Jordan	West Jordan	STP	7000 South	1300 West	SR-154 Bangerter Highway	Widening	Capacity	Minor Arterial	2.5	This project is a valued portion of the overall WFRC plan for future traffic movement in the Salt Lake Valley. This project will complete the NEPA documentation process to allow the future widening of 7000 South from an existing 4 and 5 lane roadway to a full 5 to 7 lanes with shoulders from 1300 West to RS-154.	\$ 49,184,700	\$ 9,300,000	\$ 675,350	7	3	1.00	3.00	12.00	0.00	0.00	4.00	5.00	5.00	10.00	1.00	36	36.00
	22	SL STP S 8	2	Salt Lake	Herriman	Herriman City	STP	Herriman Blvd Extension (12600 S)	6800 W	7300 W	New Construction	Capacity	Principal Arterial	0.6	Required roadway to serve new development.	\$ 6,104,700	\$ 3,000,000	\$ 3,104,700	1	1	6.00	2.50	12.00	1.00	0.00	3.00	4.00	0.00	7.00	0.00	35.5	35.50

Projects Submitted for Consideration for the 2020-2025 Surface Transportation Program (STP)

Recommended Funding	List	Sort	UDOT Region	County	City	Agency	Funding Type	Name of Project	From	To	Project Improvement	Type of Project	Func Class	Project Length	Description	2025 Estimated Project Cost	Federal Funds Requested	Local Funds	Projects Submitted	Sponsor Priority	Access to Opportunity	Facility Condition/ Management Practice	Benefit Cost	Operation, TSM/ TDM & ITS	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Values	Existing Average Daily Traffic	Safety/ Improvements	Existing Volume/ Capacity	Total	Weighted Total
\$ 364,995	23	SL STP S 19	2	Salt Lake	Taylorsville	UDOT Region 2	STP	5400 S and 1900 W Intersection	5400 S. (SR-173) MP 7.0	5400 S. (SR-173) MP 7.1	Intersections & Signals	Operations	Principal Arterial	0.1	There is a waterway on the north leg of the intersection which impacts the flow of traffic leaving the area. The scope would be to improve traffic flow by removing the waterway and connecting the drainage system via pipes and inlets across the intersection leg.	\$ 406,500	\$ 364,995	\$ 0	3	3	2.00	3.00	15.00	2.67	0.00	2.86	5.00	5.00	3.00	1.00	35	34.52
	\$ 287,148	24	SL STP S 11	2	Salt Lake	Midvale City	UDOT Region 2	STP	7200 S. and 300 W. Intersection	7200 S. (SR-48) MP 4.05	7200 S. (SR-48) MP 4.15	Intersections & Signals	Operations	Principal Arterial	0.1	There is a waterway on the south leg of the intersection which impacts the flow of traffic leaving the area. The scope would be to improve traffic flow by removing the waterway and connecting the drainage system via pipes and inlets across the intersection leg.	\$ 323,000	\$ 287,148	\$ 0	3	2	3.33	3.00	15.00	2.67	0.00	2.86	3.00	5.00	3.00	1.00	35
	25	SL STP S 2	2	Salt Lake	City of Bluffdale	UDOT/City of Bluffdale	STP	Pony Express Realignment	NA	NA	Reconstruction	Reconstruct	Collector	0.75	Realign Pony Express Road in Bluffdale to connect to Porter Rockwell Blvd. instead of 14600 South at the I-15 interchange. This will eliminate the existing Y-Intersection and divert most traffic accessing the I-15 interchange from the frontage road to Porter Rockwell Blvd.	\$ 5,806,400	\$ 5,413,307	\$ 393,093	3	1	1.33	10.00	8.00	1.33	0.00	3.81	3.00	5.00	5.00	0.00	28	32.48
\$ 2,000,000	26	SL STP S 21	2	Salt Lake	Taylorsville and West Valley City	Taylorsville	STP	Midvalley Connector BRT	4700 South and Atherton Drive	4700 South and 2700 West	Bus Service	Transit	Principal Arterial	7	The Midvalley Connector BRT will provide a local and regional connection for destinations from the Murray Central TRAX station to the West Valley Central TRAX Station; Improve transit service frequency, visibility, and reliability to attract riders; Increase mobility and provide an alternative mode of transportation for future population and travel demand growth.	\$ 40,400,000	\$ 6,520,000	\$ 10,000,000	3	1	11.00	0.50	0.00	10.67	0.00	5.00	0.00	5.00	3.50	1.00	32.5	31.67
	27	SL STP S 31	2	Salt Lake	West Valley City	West Valley City	STP	MVC Frontage Road (5900 West)	Parkway Blvd (2700 South)	2400 South	New Construction	Capacity	Collector	0.5	Provide connectivity between the industrial areas north of the Riter Canal to Parkway Blvd (2700 S) and Mountain View Corridor.	\$ 4,519,800	\$ 4,164,398	\$ 302,402	8	6	1.00	2.50	6.00	4.00	0.00	5.00	3.00	0.00	7.00	2.00	30.5	30.50
	28	SL STP S 10	2	Salt Lake	Magna Metro Township	Magna Metro Township	STP	2700 South Sidewalk	8000 West	8400 West	New Construction	Other	Collector	0.5	The installation of sidewalk on the north side of 2700 S from 8000 W to 8400 W. There is an elementary school off 2700 S between 8000 W and 8400 W and there is no existing sidewalk on the north side of 2700 S. Installing sidewalk in this area is would increase the pedestrian safety near the elementary school.	\$ 2,192,500	\$ 2,044,068	\$ 148,432	2	2	4.00	2.50	9.00	0.00	0.00	9.00	1.00	5.00	3.00	0.00	28.5	28.50
	29	SL STP S 6	2	Salt Lake	Emigration Metro	Salt Lake County	STP	Emigration Canyon Slope Mitigation - 4909 E	4858 E Emigration Canyon Road	4909 E Emigration Canyon Road	Other STP	Other	Collector	0.06	The purpose of the project is to provide safer access for pedestrians, bike users, and vehicle operators. Rocks and debris fall from the existing cliff face, which roll out into the road creating dangers for road users. The project provides slope stabilization to reduce these hazards on this frequently used bike network.	\$ 3,093,100	\$ 2,783,790	\$ 309,310	2	2	5.00	4.00	6.00	0.00	0.00	10.00	0.00	5.00	3.00	0.00	28	28.00
	30	SL STP S 7	2	Salt Lake	Emigration Metro	Salt Lake County	STP	Emigration Canyon Slope Mitigation - 5647 E	5647 E Emigration Canyon Road	5696 E Emigration Canyon Road	Other STP	Other	Collector	0.06	The purpose of the project is to provide safer access for pedestrians, bike users, and vehicle operators. Rocks and debris fall from the existing cliff face, which roll out into the road creating dangers for road users. The project provides slope stabilization to reduce these hazards on this frequently used bike network.	\$ 3,028,100	\$ 2,725,290	\$ 302,810	2	1	5.00	4.00	6.00	0.00	0.00	10.00	0.00	5.00	3.00	0.00	28	28.00
	31	SL STP S 15	2	Salt Lake	Sandy	Sandy City	STP	Automall Drive Roundabout	11000 South	State Street	Intersections & Signals	Operations	Collector	0.355	Sandy City/JUB completed a modeling analysis of Automall Dr. from 11000 South to State St in August of 2017. The goal of the analysis was to examine existing conditions and provide improvement recommendations. An additional lane in each direction and a roundabout at the Costco intersection was the recommended proposal.	\$ 5,954,100	\$ 5,509,986	\$ 444,114	2	1	2.67	2.50	0.00	5.33	0.00	9.52	0.00	5.00	5.00	1.00	26.5	26.02
	32	SL STP S 1	2	Salt Lake	City of Bluffdale	City of Bluffdale	STP	14000 South	2950 West	3600 West	New Construction	Capacity	Collector	0.75	This project will allow the extension of 14000 South to 3600 West to create an east-west collector to serve the redeveloping area of 2700 West between Bangerter Highway and 14400 South. Extending 14000 South to 3600 West will connect the surrounding residential areas with this developing area and allow more of the surrounding area to easily access the regional park.	\$ 4,181,500	\$ 3,898,412	\$ 283,088	3	2	1.00	2.00	6.00	0.00	0.00	6.00	1.00	5.00	3.00	0.00	19	19.00
Recommended Funding					\$ 24,528,238		Available Funding				\$ 24,600,000				Amount Requested		\$ 117,903,501						Total Project Estimated Cost				\$ 466,763,382					

Projects Submitted for Consideration for the 2020-2025 Congestion Mitigation/ Air Quality (CMAQ) Program

Recommended Funding	AQ Rank	Name of Project	Sponsor -	Project Type	Short Description	Project Life	Annualized Emissions: (kg)/\$1,000	Reduced Daily VHT	Reduced Daily Emissions (kg)	Total Project Cost	Requested CMAQ \$
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Ogden\ Layton Urban Area

\$1,400,000	1	Marketplace Dr. & Parrish Lane Intersection	Centerville City	Intersection	Add turn lanes Marketplace Drive/Parrish Lane.	20	13.9	149.0	3.1	\$ 1,757,800	\$1,638,797
\$673,470	2	6000 S & 3100 W Intersection	Roy City	Intersection	Replace 2-way stop with a round-a-bout.	20	13.2	58.4	1.2	\$ 748,300	\$673,470
\$850,000	3	1500 W & 1300 N Intersection	Clinton City	Intersection	Replace 4-way stop with a round-a-bout.	20	2.4	15.6	0.3	\$ 2,190,100	\$1,000,000
	4	WSU BRT Construction	Utah Transit Authority (UTA)	Transit Capital	Ogden/WSU BRT construction. Total cost \$75M for 1500 new riders.	20	2.1	121.1	21.8	\$ 79,000,000	\$1,500,000

Recommended Funding	\$ 2,923,470	Available Funding	\$ 2,772,568	Amount Requested	\$ 5,397,998	Total Project Estimated Cost	\$ 5,397,998
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CMAQ Projects Submitted for Consideration for the 2020-2025 Congestion Mitigation/ Air Quality (CMAQ) Program

Recommended Funding	AQ Rank	Name of Project	Sponsor -	Project Type	Short Description	Project Life	Annualized Emissions: (kg)/\$1,000	Reduced Daily VHT	Reduced Daily Emissions (kg)	Total Project Cost	Requested CMAQ \$
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Salt Lake\ West Valley Urban Area

\$200,000	1	GreenBike	SLC - Bicycle	Bicycle	Expand Green Bike in SLC.	10	12.5	7.3	2.0	\$ 643,570	\$600,000
	2	UTA - Transit Capital-SL	UTA - Transit Capital-SL	Transit Capital	Bus stop upgrades, 50 locations.	10	11.3	19.0	3.1	\$ 1,517,900	\$1,000,000
	3	WJ - Int. @ 7800 S & 5490 W	WJ - Int. @ 7800 S & 5490 W	Intersection	Replace 2-way stop with a round-a-bout at 7800 S/ 5490 W.	20	7.6	55.4	1.2	\$ 1,197,200	\$1,116,000
\$1,400,000	4	Salt Lake City West Intermodal (Vicinity of North Temple & Redwood Road)	UTA - Transit Capital-SL	Transit Capital	Construct intermodal hub near Redwood / North Temple.	20	6.6	21.8	3.6	\$ 4,200,300	\$3,915,940
\$2,600,000	5	Sandy - Int. @ 9400 S & 700 E	Sandy - Int. @ 9400 S & 700 E	Intersection	Add dual left turn lanes at 9400 S/SR-71 (700 E).	20	5.1	97.4	2.0	\$ 3,446,300	\$2,895,631
	6	WVC - Int. @ 3100 S & 5600 W	WVC - Int. @ 3100 S & 5600 W	Intersection	Add dual left turns for WB traffic at 3100 S/5600 W.	20	2.8	23.7	0.5	\$ 1,408,500	\$1,292,000

Recommended Funding	\$ 4,200,000	Available Funding	\$ 4,241,976	Amount Requested	\$ 20,371,768	Total Project Estimated Cost	\$ 21,968,087
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Projects Submitted for Consideration for the FY 2021 Transportation Alternatives Program (TAP) Funds

Recommended Funding	Ogden\ Layton Urban Area										Tot Cost	Fed Fund Requested	Sponsor Priority	Regional Priority	Fills Gap	Provides Access	Wasatch Choice 2040	Add Safety	Sponsor Match	Innovative	Com Support	Diverse Users	Cost Per User	Cost per Mile	Capital Score	Regional Goals	Financial Feasibility	Safety/ Connections	Com w/ Public	Plan Guide	Sponsors Match	Plan Total Score	Prox to Schools	Fills Gap	Provides Access	Other than Sch Num of Stud that Could Bike or Walk	Ant Incre of Stud Use	Provide Add Safety Ben	Spon Match	Deg of Safe Need	Walk/ Bike Promo	Cost Per User	Cost per Mile	SR25 Score	Project Highest Score	Project Score			
	List	Sort	Region	County	City	Agency	Project Name	From Street	To Street	Project Improvement																																					Project Objective	Length	Description
\$ 182,600	1	I-TAP-5	1	Davis	Layton	Layton City Parks & Recreation Department	Kay's Creek Trail Highway 89 Underpass	2700 North along Hobbs Creek Drive	2700 North along Valley View Drive	Capital Improvement	On-road or Off-road Trail Facilities	0.037	Kay's Creek Trail is a regional connecting, 10' wide asphalt trail which purpose is to serve as a commuter route, recreational trail and safe-routes-to-school. The proposed underpass is an important part of infrastructure needed to provide a safe, grade-separated crossing across Highway 89.	\$ 1,029,100	\$ 200,000	1	15	10	12	5	8	15	0	5	5	8	1	89	15	8	25	20	0	15	83	5	10	5	10	10	8	12	10	10	1	1	82	89	89
\$ 182,600	2	I-TAP-2	1	Davis	City of North Salt Lake	City of North Salt Lake	Redwood Road west side path connections	Center Street	1100 North	Capital Improvement	On-road or Off-road Trail Facilities	0.34	There is no continuous pedestrian/cyclist route on Redwood Road, and due to traffic speeds it is unsafe to cycle on the road. Several sections of a multi-use trail have been installed, but there are still about 0.34 miles of trail missing, making the trail unusable in its current state.	\$ 229,600	\$ 182,600	2	15	10	12	5	2	3	0	2	5	10	2	71	15	8	25	10	0	3	61	10	10	5	0	0	6	3	10	0	1	2	47	71	71
	3	I-TAP-6	1	Davis	West Point	West Point City	300 North Sidewalk	4000 W	4050 W	Safe Routes to School	Safe Route To School	0.04	Replace a dangerous section of sidewalk that was constructed on a steep embankment. The hillside will be cut back and a retaining wall will be installed.	\$ 200,100	\$ 183,756	2	5	10	12	0	2	1	0	5	5	8	1	54	0	8	25	20	0	1	54	10	10	5	10	10	6	1	15	0	1	1	69	69	69
\$ 239,000	4	I-TAP-8	1	Weber	Ogden	Ogden City	20th @ Lincoln Traffic Signal	150' NBS of intersection	150' S&W of intersection	Capital Improvement	Infrastructure-related Projects	0.03	During the WACOG 20th Street- Wall to Washington Improvement Project, this intersection was evaluated for a traffic signal warrant. At the time it did not pass, but projections indicated with nearby development, a signal would be needed in a few years. Current analysis of the intersection shows it passing warrants for accidents and coordination; counts put it very close to passing the 4 hour warrant also.	\$ 407,100	\$ 379,539	1	15	10	4	5	8	1	0	2	5	10	1	66	15	8	25	10	10	1	69	10	10	5	3	5	4	1	10	10	1	1	60	69	66
	5	I-TAP-3	1	Davis	Farmington	Farmington City	East Park Lane Road Completion ROW Acquisition	Northwest Corner of SR 2255 and SR 106	310 West Park Lane	Capital Improvement	Community Improvement Activities	0.019	The north side of SR 225 is fully improved from Main St. to Lagoon Dr. except for a 100' gap which requires asphalt, curb & gutter, sidewalk and additional ROW at 326 West Park Lane. The project will purchase ROW on the north side to install the improvements with already approved funds.	\$ 191,400	\$ 178,442	2	5	10	8	0	6	1	0	5	5	10	1	56	0	8	25	20	0	1	54	5	10	5	0	0	6	1	10	0	1	1	39	56	56
\$ 271,530	6	I-TAP-9	1	Weber	Roy	Roy	3100 West Sidewalk	4800 South	6000 South	Safe Routes to School	Safe Route To School	2.12	The project consists of constructing sidewalk along the west side of 3100 West between 4100 south and 6000 South. The construction of this sidewalk will improve pedestrian access throughout this portion of the city consistent with the Complete Streets Plan and Transportation Masterplan.	\$ 301,700	\$ 271,530	1	0	10	8	0	6	1	0	5	5	8	4	52	0	8	25	20	10	1	64	10	10	5	10	0	6	0	10	0	1	4	56	64	56

Projects Submitted for Consideration for the FY 2021 Transportation Alternatives Program (TAP) Funds

Recommended Funding	List										Project Name	From Street	To Street	Project Improvement	Project Objective	Length	Description	Tot Cost	Fed Fund Requested	Sponsor Priority	Regional Priority	Fills Gap	Provides Access	Wasatch Choice 2040	Add Safety	Sponsor Match	Innovative	Com Support	Diverse Users	Cost Per User	Cost per Mile	Capital Score	Regional Goals	Financial Feasibility	Safety/ Connections	Com w/ Public	Plan Guide	Sponsors Match	Plan Total Score	Prox to Schools	Fills Gap	Provides Access	Other than Sch Num of Stud that Could Bike or Walk	Ant Incre of Stud Use	Provide Add Safety Ben	Spon Match	Deg of Safe Need	Walk/ Bike Promo	Cost Per User	Cost per Mile	SR2S Score	Project Highest Score	Project Score																			
	7	2-TAP-1	2	Salt Lake	Cottonwood Heights	Cottonwood Heights	Danish Road Sidewalk	Monte Luca Way (8335 South) , 8500 South	8430 South, English Way (8625 South)	Capital Improvement																																												Infrastructure-related Projects	0.19	Major sidewalk gap exists on west side of Danish Rd. between 8335 S. and 8430 S. and between 8500 S. and 8625 S. The existing roadway has no sidewalk between 8335 South and 8430 S. and the narrow travel lanes make pedestrian travel dangerous. Sidewalk gap exists between 8500 S. and 8625 S.	\$ 935,600	\$ 813,525	1	5	10	4	0	10	3	0	5	5	4	1	52	0
8	2-TAP-3	2	Salt Lake	Millcreek	Millcreek	1300 East: 4240 South to 4400 South Sidewalk	4240 South	4400 South	Capital Improvement	Other TAP Project	0.2	This project completes missing sidewalk, curb and gutter on the East side of 1300 East near Big Cottonwood Regional Park and Softball Complex. This sidewalk allows for pedestrian access to the largest park in the Millcreek/Holladay area. Park users frequently park on the East side of 1300 East when parkinglot is full. The is no pedestrian sidewalk to traverse along this side. Although sidewalk is not on any current SNAP plans, the park is frequented by numerous school age children throughout the year. Examples being field trips, cross country training or meets for the local area high schools, etc.	\$ 425,500	\$ 396,694	3	5	10	8	0	4	1	0	5	5	8	1	52	0	8	25	20	0	1	54	0	10	5	10	3	8	1	10	10	1	1	59	59	52																								
Recommended Funding												\$ 1,260,376	Available Funding										\$ 1,260,376										Amount Requested										\$ 4,470,209										Total Project Estimated Cost										\$ 21,546,016									

DATE: May 9, 2019
AGENDA ITEM: 6a
SUBJECT: **ACTION:** Recommend approval of the FY19 Budget Amendment
PREPARED BY: Loveit Baumgardner

BACKGROUND:

On April 1, 2019, WFRC completed the sale of its office building located at 295 N. Jimmy Doolittle Road in Salt Lake City. Net proceeds of the sale were \$1,124,066.75 and were received by WFRC on April 1, 2019. The effect of this transaction on WFRC's financial position is to increase cash by \$1,124,066.75, decrease net fixed assets (building, improvements, and land) by \$142,047.27, and recognize a gain on the sale (revenue) of \$982,019.48. This will be reflected in the annual audit report in the Balance Sheet Governmental Funds statement.

The Budget Committee and the Council have had extensive discussions over the past several years regarding the proceeds from the eventual sale of the Jimmy Doolittle building. The result of those discussions is that WFRC should create a separate governmental fund (Building Fund) and a separate investment account (PTIF) to account for and hold the proceeds from the sale that will be assigned for future capital expenditures.

The FY19 budget needs to be amended to recognize the revenue from the sale of the building and for the creation of a dedicated fund and account to hold the proceeds.

RECOMMENDATION AND MOTION:

The WFRC Budget Committee recommends and moves that "the Council approve the amendment of the FY19 budget and the creation of a dedicated fund and authorize setting up a separate investment account to hold the assigned proceeds from the sale of the building."

CONTACT INFORMATION:

Loveit Baumgardner, (801) 363-4230 x 1102
Andrew Gruber, (801) 824-0055

DATE: May 14, 2019
AGENDA ITEM: 6b
SUBJECT: **ACTION:** WFRC FY20 Goals and Priorities
PREPARED BY: Andrew Gruber

BACKGROUND:

Each year the Wasatch Front Regional Council adopts a high-level set of goals and priorities to help shape its activities for the next year. These goals are developed through review of the WFRC's adopted Mission & Roles, reflection on the agency activities and accomplishments for the previous year, and a collaborative and full discussion among the WFRC staff, in consultation with the WFRC Council leadership. The goals are not meant to be a comprehensive list of all of WFRC's activities, but rather to articulate priority activities for the agency in FY20. The WFRC FY20 Unified Planning Work Program (UPWP), to be adopted by the Regional Council at its meeting in May 2019, comprehensively lists all of WFRC's activities. These goals are intended for WFRC as an organization -- what we hope to accomplish in the year ahead. They are not intended to be goals for the condition of the region. The Wasatch Choice 2050 goals, adopted by the Council in October 2016, serve that purpose.

Not surprisingly, the FY20 goals are similar to the FY19 goals. This reflects the continuity in our organizational mission and roles, and the fact that most of our activities are ongoing and span multiple years. At the Council meeting on May 23, we will discuss the goals, ask for your feedback and request that the Council vote to approve them.

RECOMMENDATION:

WFRC staff recommends that the Council "make a motion to approve the WFRC Fiscal Year 2020 Goals and Priorities."

CONTACT PERSON:

Andrew Gruber, agruber@wfr.org; 801-824-0055

EXHIBIT: Draft WFRC FY20 Goals and Priorities

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

DATE: May 9, 2019
AGENDA ITEM: 6c
SUBJECT: **ACTION:** Recommend approval of the FY20 Budget and Unified Planning Work (UPWP)
PREPARED BY: Loveit Baumgardner and Wayne Bennion

BACKGROUND:

WFRC staff, in coordination with the WFRC Budget Committee, has prepared a draft budget and Unified Planning Work Program (UPWP) for the activities that WFRC plans to undertake in fiscal year 2020.

At its meeting on March 28, 2019, the Council discussed and then voted unanimously to release for comment a draft FY20 Budget and Unified Planning Work Program (UPWP) summary. That budget and UPWP summary were made available to the public and provided to the Councils of Government for their review and comment.

The budget and work program presented here is the same as the draft previously provided and reviewed by the Council in March, with one exception: the draft FY20 budget adjusts the mix of federal Planning (PL) funds and federal Surface Transportation Planning (STP) funds. This is explained in the Funding Sources section of this memo.

The Budget Committee reviewed the draft budget and UPWP again on May 9, 2019 prior to presenting it to the Council for approval.

Unified Planning Work Program

The UPWP outlines the work tasks that WFRC will pursue during fiscal year 2020 in collaboration with cities, counties, UDOT, UTA, and other partners. Among the primary tasks are assisting local communities with growth, transportation and planning issues; ongoing development of the Regional Transportation Plan, Utah Unified Transportation Plan, and Wasatch Choice 2050 vision; continuing efforts to update and implement the Transportation Improvement Program; assisting in the development of air quality plans; continuing to utilize and improve analytical capabilities; and engaging with the public and local, state, and federal officials.

Budget Overview

Expenditures:

The draft budget shows an overall decrease of 4% from FY19 estimated expenditures to FY20. However, it is anticipated that some of the projects that are included in FY19 will not be completed by the end of the fiscal year and will carry forward to FY20. That adjustment will be made in October 2019 when the final accounting for FY19 is completed.

The major expenditure in the budget is for staff salary/benefits. The budget includes funding to maintain the current full-time staff of 29, and for the addition of three positions:

- Accounting position to be filled in the second quarter of FY20. This position is part of the plan for succession and to ensure full compliance with additional accounting and administrative requirements.
- Planning position to enable WFRC to maintain and enhance its analytical, GIS and modeling capacity, in anticipation of some staff turnover in FY20.

- Transportation and Land Use Connection (TLC) program position to be filled in the third quarter of FY20. This position is paid for with additional federal Surface Transportation Program (STP) funds awarded to our area.

The budget also includes an overall increase of five percent that functions as a cap for salary adjustments and benefit cost increases, including group health insurance.

Anticipated consultant contracts represent the second largest expenditure in the budget. The majority of consulting expenditures are for planning and technical assistance on Transportation and Land Use Connection (TLC) program projects funded with STP funds and by increasing contributions from several partner agencies. The footnotes to the budget provide detail of anticipated consulting contracts.

In FY19 the Council completed the move to a new office space in a location more easily accessed by all modes of transportation. The FY20 budget includes a full year of lease payments for that space; the rent is full service including all costs of tenant improvements, operating costs, and common areas. In past years' budgets WFRC included costs for Building Operation/R & M and real property insurance for the old office building. With the move to the new office those building expenses are now replaced by rent for the new office space, so those costs are eliminated in the FY20 budget. This budget utilizes \$30,000 of additional STP funds for the new office space, per previous Budget Committee and Council direction.

WFRC received and accepted an offer to purchase the Jimmy Doolittle office building in February of this year. The sale was completed and the proceeds received by WFRC on April 1, 2019. During this Council meeting, under agenda item 6a an amendment to the FY19 budget was presented to the Council for approval. That amendment recognizes a gain on the sale of the building and assigns the proceeds from the sale to a dedicated Building Fund that may be used in the future for capital expenditures.

All other expenditures were estimated based on past experience and anticipated changes. The footnotes to the budget provide additional detail on these costs.

Funding Sources:

Federal transportation funds continue to be WFRC's main source of revenue and are expected to increase modestly in FY20.

The draft FY20 budget adjusts the mix of federal Planning (PL) funds and federal Surface Transportation Planning (STP) funds.

- WFRC funds the majority of its operating costs using a mix of PL and STP funds. Those funds are apportioned each October at the beginning of the federal fiscal year.
- WFRC made the strategic financial decision many years ago to use PL funds apportioned in the previous federal fiscal year to fund our current year expenditures. This has the effect of creating a time-lag, so that WFRC always maintains a partial-year "unobligated" (i.e., available but not drawn-down) balance of PL funds.
- The rationale for maintaining this rolling unobligated balance of PL funds is so that any delays by federal government to fund transportation planning will allow WFRC to continue to operate for approximately six months without disruption until such time as new funding becomes available.

- This year, however, the Federal Highway Administration has advised WFRC that a possible rescission of unobligated PL funds is expected to occur at the end of September 2019.
- Therefore, staff is recommending that we modify the mix of federal funds used for the FY20 budget, to draw down all PL funds available, offset by a reduction of STP funds in the same amount. We would increase the PL draw-down by approximately \$1 million and reduce the STP draw-down by the same amount.
- This would be done with the plan that in the FY21 budget process this action would be reversed (drawing down less PL offset by additional STP funds) thereby restoring the balance.
- This change in the mix of funding does not affect what the funds are being expended on, nor does it increase overall revenue or expenditures.

The budget includes continuing funding from the Small Cities Community Development Block Grant (CDBG) program at \$50,000 a year and from the Economic Development Administration for the Wasatch Front Economic Development District (WFEDD) at \$70,000 a year.

For WFRC FY20 the local county contributions increase by 1.6%. Consistent with the policy established in the FY18 budget process, in WFRC FY20 the local county contributions are expected to increase by a factor representative of the change in the Consumer Price Index (CPI) averaged over the prior three completed WFRC fiscal years, July 1, 2015 through June 30, 2018. This projected increase supports the ongoing financial stability of the Council.

The state contribution remains level at \$140,000.

EXHIBITS:

Draft budget for FY20 and footnotes
Draft FY20 UPWP Summary

RECOMMENDATION AND MOTION:

The WFRC Budget Committee recommends that the Council approve the draft FY20 budget and UPWP.

CONTACT INFORMATION:

Loveit Baumgardner, (801) 363-4230 x 1102
Wayne Bennion, (801) 363-4230 x 1112
Andrew Gruber, (801) 824-0055

Draft
Wasatch Front Regional Council FY 2020 Budget

Source of Funds

	FY 2018	FY 2019	FY 2020		
	Actual	Estimated	Proposed		
Federal Sources:					
Federal Highway Administration - PL	2,222,725	2,432,340	3,862,041	59%	1
Federal Highway Administration - STP	766,622	2,420,956	1,085,607	-55%	2
Federal Transit Administration	644,923	652,734	652,734	0%	3
Dept. of Housing and Urban Development	49,940	50,000	50,000	0%	
Economic Development Administration	70,000	70,000	70,000	0%	
Total Federal Sources	3,754,210	5,626,030	5,720,382	2%	
State Sources:					
Utah GOMB (CPG match)	140,000	140,000	140,000	0%	
Community Impact Board	2,000	2,000	2,000	0%	
UDOT - TLC	234,634	365,366	303,300	-17%	4
UDOT - Model Development	70,602	72,000	122,000	69%	5
UDOT - Morgan RPO	9,395	20,000	15,000	-25%	6
Total State Sources	456,631	599,366	582,300	-3%	
Local Sources:					
Dedicated Project Funds	539,167	1,058,015	659,900	-38%	7
UTA - TLC	74,461	185,180	150,000	-19%	4
UTA - Model Development	0	0	35,000	100%	5
UTA - Transit Sales Tax	152,798	160,684	160,684	0%	8
Local Contribution	201,877	308,015	312,943	1.6%	9
Total Local Sources	968,303	1,711,894	1,318,527	-23%	
TOTAL SOURCES	5,179,144	7,937,290	7,621,209	-4%	

Draft
Wasatch Front Regional Council FY 2020 Budget

Expenditure by Function

Expenditure	FY 2018	FY 2019	FY 2020		
	Actual	Estimated	Proposed		
Salaries/Employee Benefits	3,290,862	3,807,097	4,381,640	15%	10
Contractual	1,400,837	2,412,313	2,340,837	-3%	11
Audit and Accounting	16,377	18,000	20,000	11%	12
Building Operation/R & M	55,575	32,419	0	-100%	13
Dues & Subscriptions	14,762	26,383	20,100	-24%	14
Equipment Depreciation	28,424	81,409	111,884	37%	15
Equipment Maintenance	19,424	19,000	20,000	5%	
Insurance	16,499	16,789	12,000	-29%	16
Legal	19,810	25,278	10,000	-60%	17
Printing and Publication	8,497	10,403	10,950	5%	
Rent	105,702	356,340	411,839	16%	18
Supplies/Software & Licenses	63,840	89,676	94,000	5%	
Telephone/Data	34,918	36,100	38,000	5%	
Training	40,987	54,000	56,700	5%	
Travel	62,630	54,739	57,500	5%	
Total Expenditures	5,179,144	7,039,945	7,585,451	8%	
Amounts expected to carry into next FY	0	897,345	35,758	-96%	19
TOTAL	5,179,144	7,937,290	7,621,209	-4%	

Draft
Wasatch Front Regional Council FY 2020 Budget

Expenditure by Program

Program	FY 2018	FY 2019	FY 2020		
	Actual	Estimated	Proposed		
Consolidated Transportation Planning Grant	3,213,610	4,405,488	4,923,718	12%	20
Transportation & Land Use Connection	1,450,105	2,763,593	1,955,500	-29%	21
Economic Development	140,000	140,000	140,000	0%	
Local Government Service	10,142	190,297	38,121	-80%	22
UTA Project Support	109,739	117,171	82,170	-30%	23
Model Development	123,219	149,700	234,700	57%	24
Legislative Consulting	50,000	50,000	90,000	80%	25
CDBG - Tooele	49,940	50,000	50,000	0%	
Mobility Management	2,897	10,000	10,000	0%	
Tooele Valley RPO	6,820	10,000	10,000	0%	
Morgan RPO	9,395	30,000	25,000	-17%	6
Community Impact Board	2,000	2,000	2,000	0%	
Davis County Prop 1 Assistance	10,000	0	10,000	100%	
WC2050 Consortium	0	0	50,000	100%	26
GPI Decision Support	1,277	480	0	-100%	27
Oquirrh Connection	0	18,561	0	-100%	27
TOTAL EXPENDITURES	5,179,144	7,937,290	7,621,209	-4%	

**Draft
Wasatch Front Regional Council FY 2020 Budget**

Local Contributions

County	FY 2018 Actual	FY 2019 Estimated	FY 2020 Proposed		
Box Elder, 1 voting member	12,533	12,658	12,911	1.6%	9
Davis, 4 voting members	66,842	67,510	68,861	1.6%	9
Morgan, 1 voting member	12,533	12,658	12,911	1.6%	9
Salt Lake, 8 voting members	133,682	135,019	137,719	1.6%	9
Tooele, 1 voting member	12,533	12,658	12,911	1.6%	9
Weber, 4 voting members	66,842	67,510	68,861	1.6%	9
TOTAL	304,965	308,015	312,943	1.6%	9

Draft
Wasatch Front Regional Council FY 2020 Budget

General Fund

	FY 2018	FY 2019	FY 2020	
	Actual	Estimated	Proposed	
Revenue				
Federal Sources	0	0	0	0%
State Sources	0	0	0	0%
Local Sources	0	0	0	0%
Other	200,030			
Interest	12,941	12,445	12,500	0%
Total revenue	<u>212,971</u>	<u>12,445</u>	<u>12,500</u>	
Expenditures				
Administration	1,585	3,636	3,600	-1%
Capital outlay	16,032	290,000	0	-100% 28
Total expenditures	<u>17,617</u>	<u>293,636</u>	<u>3,600</u>	
Excess of revenue over expenditures (usage of fund balance)	195,354	-281,191	8,900	
Other sources				
Transfers in	52,521	0	0	
Transfers out	<u> </u>	<u> </u>	<u>0</u>	
Net change in fund balance	247,875	-281,191	8,900	

Special Projects Fund

	FY 2018	FY 2019	FY 2020	
	Actual	Estimated	Proposed	
Revenue				
Federal Sources	3,877,430	5,626,030	5,720,382	2% 28
State Sources	386,029	599,366	582,300	-3% 28
Local Sources	915,656	1,711,894	1,318,527	-23% 28
Other	30,129	0	0	0%
Total revenue	<u>5,209,244</u>	<u>7,937,290</u>	<u>7,621,209</u>	
Expenditures				
Capital outlay	0	85,000	45,000	-47% 28
Planning	4,964,569	7,937,290	7,621,209	-4%
Total expenditures	<u>4,964,569</u>	<u>7,937,290</u>	<u>7,621,209</u>	
Excess of revenue over expenditures (usage of fund balance)	244,675	0	0	
Other sources				
Transfers in	0	0	0	
Transfers out	<u>52,521</u>	<u>0</u>	<u>0</u>	
Net change in fund balance	192,154	0	0	

Draft FY20 Budget Footnotes

1. The increase in Federal Highway Administration PL funds from FY18 to FY19 is due to consulting contracts that were in process but not completed by the end of FY18 and were carried forward to FY19. The increase from FY19 to FY20 reflects amounts needed for ongoing efforts funded with federal PL funds and includes funding for staffing adjustments detailed in footnote 10. Also, for FY20, in order to avoid WFRC losing funds due to the possible future rescission of federal PL funding, the budget draws down an additional \$1M in PL funding – representing all available FHWA PL funding – in exchange for drawing down \$1M less in FHWA Surface Transportation Planning (STP) funds.
2. The increase in Federal Highway Administration Surface Transportation Planning (STP) funds from FY18 to FY19 reflects Transportation and Land Use Connection (TLC) program projects that were in process but not completed by the end of FY18 and were carried forward to FY19. The FY20 budget reflects a 3% increase in STP funds used for transportation planning. It also includes an additional \$150,000 for TLC projects and \$30,000 for lease expenses associated with the new office space consistent with additional STP funds awarded to our region as a result of the federal FAST Act and federal budget, as previously discussed with and directed by the Budget Committee and the Council. It is anticipated that an adjustment to STP funds will be made in October 2019 to reflect FY19 projects not completed by the end of FY19 to be carried forward to FY20. See footnote 1 for explanation of possible federal funding rescissions as it applies to FY20 STP funding.
3. Federal Transit Administration funding includes \$642,734 in funds for the Consolidated Planning Grant (CPG) program and \$10,000 for Mobility Management.
4. Utah Department of Transportation (UDOT) and Utah Transit Authority (UTA) provide funding for the TLC program. This budget shows an increase of 3% for UDOT contributions and increased contributions from UTA according to their agreement with WFRC. The variance from year-to-year reflects ongoing TLC projects that do not complete before the end of a fiscal year and are carried forward to the next fiscal year. It is anticipated that an adjustment will be made in October 2019 that will reflect these ongoing projects.
5. The increase in UDOT and UTA Model Development from FY19 to FY20 reflects additional model development contractual expenses for data resource consulting, bike prioritization model development, and mode choice model update. WFRC, MAG, UDOT and UTA collaborate on travel demand model and real estate market model development activities.
6. The Morgan RPO program includes \$15,000 per calendar year from UDOT. The initial phase of this project is nearing completion and this budget shows a corresponding decrease in funding for the project. FY18 reflects one-half year of expenses as the program was initiated mid-year FY18.
7. FY19 Dedicated Project Funds include:
 - a. \$10,000 – Tooele Valley RPO
 - b. \$50,000 – Wasatch Choice 2050 Consortium sponsorships
 - c. \$77,700 – Model Development (MAG)
 - d. \$10,000 – Local funds for Morgan RPO
 - e. \$211,000 – Salt Lake County for TLC program
 - f. \$300,000 – Local match for TLC awarded projects

g. \$10,000 – Davis County “Prop 1” assistance

The increase from FY18 to FY19 reflects projects that were in process but not completed by the end of FY18 and were carried forward to FY19. A similar adjustment is anticipated in October 2019 for FY19 projects to be carried forward to FY20.

8. WFRC receives Transit Sales Tax that is used to match the Consolidated Planning Grant and for other transit-related planning. This line item amount reflects 20% of the FTA 5303 portion of the CPG by agreement with Utah Transit Authority. These funds are used to match federal CPG funds and also to support transit-related work.
9. Consistent with the approach established by the Council during the FY18 budget process, the FY20 budget includes a 1.6% increase in local contributions. This increase represents a three-year average of the change in Consumer Price Index as measured from July 2015 through June 2018.
10. In FY18 actual expenditures were lower than anticipated due to several staff vacancies that were filled toward the end of the fiscal year. The Salaries/Benefits cost estimated for FY19 reflect several positions that experienced a temporary voluntary reduction in hours and new staff that was hired later in the fiscal year than originally anticipated causing the amount to be lower than was anticipated. The FY20 budget assumes: 1) full staffing for the existing 29 positions; 2) the addition of a new accounting employee to be hired in the second quarter of FY20 as part of the plan for succession and for ensuring full compliance with additional accounting and administrative requirements; 3) the addition of a new Transportation and Land Use Connection program employee paid for with additional STP funds awarded to our area as a result of the FAST Act and additional partner contributions; 4) the addition of a new planning employee to maintain and enhance analytical, planning, GIS and modeling capacity, in anticipation of some staff turnover in FY20; 5) a 5% overall increase that functions as a cap to be used for salary adjustments and increases in the cost of benefits, including group health insurance.
11. FY20 Contractual includes:
 - a. \$75,000 – RTP uncertainty scenarios study
 - b. \$50,000 – Planning/environmental linkage study
 - c. \$3,000 – Consortium for Scenario Planning
 - d. \$50,000 – Access to opportunity Graphical User Interface (GUI)
 - e. \$75,000 – Communications and public outreach
 - f. \$50,000 – Wasatch Choice 2050 Consortium event
 - g. \$90,000 – State and federal legislative consulting
 - h. \$130,000 – Planning studies undesignated
 - i. \$1,522,837– Transportation and Land Use Connection program
 - j. \$20,000 – Data resource consulting
 - k. \$80,000 – Bike prioritization model development
 - l. \$150,000 – Mode choice model update
 - m. \$25,000 – Estimating tool for bike facilities
 - n. \$20,000 – Unified Financial Plan update

The increase in contractual expense from FY18 to FY19 is due to projects in process that were not completed before the end of FY18 and were carried forward into FY19. This budget shows a decrease in contractual expense from FY19 to FY20, however it is anticipated that some projects will not be complete by the end of FY19 and will carry forward to FY20. The

adjustment to the budget for these projects to be carried forward will be made in October 2019 when the actual final amount becomes known, after close out of FY19.

12. The increase in Accounting and Audit fees reflects costs associated with additional personnel payroll processing costs.
13. All Building Operation/R&M costs are eliminated and replaced by the lease for the new office space. It is anticipated that the sale of the old office building will be completed prior to the end of FY19 and therefore there are no Building Operation/R&M expenses in FY20.
14. Dues and Subscriptions expense decreases as a result of the dissolution of the Western Regional Alliance of which WFRC has been a member in past fiscal years.
15. The increase in Equipment Depreciation is due to the cost of new furnishings and equipment for the new office space. Furniture is depreciated over 5 years and electronic equipment (computers and audio/visual equipment) is depreciated over 3 years in accordance with WFRC's Accounting and Administrative Policy.
16. Insurance expense decreases because WFRC will no longer need to insure the old office building. All operating costs are included in the rent for the new office space.
17. The decrease in Legal expense is due to the completion of the transactions for the sale of the old office building and the finalization of the lease on the new office space.
18. The increase in Rent reflects the full year of lease payments in FY20. The FY19 budget included a partial year in the new office. The increases in rent cost have been anticipated and carefully planned for several years, using a small portion of increased federal funding under the FAST Act, pursuant to discussion with and approval of the WFRC Budget Committee and Council. The lease is "full service" and includes base rent, amortized tenant improvements, building operations, and common area maintenance.
19. Amounts expected to carry forward into the next fiscal year reflect ongoing projects that are fully budgeted in the current fiscal year and are expected to be completed in the following fiscal year. These amounts will be adjusted in October when the final accounting for FY19 is completed and the on-going projects in process are carried forward into the next fiscal year.
20. The increase from FY18 to FY19 includes projects that were not completed before the end of FY18 and were carried forward to FY19. It also includes staffing adjustments and consulting assistance related to the current Regional Transportation Plan (RTP) update. The increase from FY19 to FY20 includes staffing adjustments for accounting functions and to maintain and enhance planning, GIS, analytics and modeling capacity, and the use of specialized consultants related to the RTP and Unified Transportation Plan development.
21. FY19 included Transportation and Land Use Connection projects that were in process at the end of FY18 but not completed prior to fiscal year end and were carried forward into FY19. It also included an expanded list of projects funded by an increase in federal STP funds and an increase in contributions from partner agencies and local community matching funds. Many of these projects will not be completed prior to fiscal year FY19 and will carry forward to FY20. A final amendment to the FY19 budget will be made in October 2019 after close out of FY19 to reflect these ongoing projects that are expected to be completed in FY20.

22. Local Government Service uses funds from local contributions for expenditures that do not qualify for other funding. For example, planning projects in non-urbanized areas do not qualify for the federal planning dollars WFRC receives and WFRC may use these funds for that work. In FY19, the Council used reserved local contributions for capital outlay to purchase furnishings and equipment for the new office space. These funds for capital outlay were recorded as a one-time local contribution to the General Fund in FY19. In FY20, those local funds are budgeted for local project support.
23. UTA provides transit sales tax funds that are used to support transit-related work. Some of these funds are used to match federal CPG funding. The amount shown in this line item is the amount not applied to CPG match and is used for transit related work.
24. The increase in the Model Development program reflects additional model development contractual expenses for data resource consulting, bike prioritization model development, and mode choice model update. WFRC, MAG, UDOT and UTA collaborate on travel demand model and real estate market model development activities.
25. The increase in Legislative Consulting includes the potential addition of a consultant to assist with federal legislative matters, given the upcoming federal transportation legislation reauthorization.
26. The FY20 budget assumes that WFRC will host the next Wasatch Choice Consortium event. Funds to support the next event are anticipated to come from sponsorships and be reflected as revenue and as expenditures.
27. The FY20 Budget anticipates that the GPI Decision Support and Oquirrh Connection projects will be completed in FY19.
28. The budget is prepared on a program or grant level. The final page of the budget table shows changes at the Fund level. The General Fund includes administrative activities that are not associated with the planning programs. The Special Projects Fund includes all programs (grants) and other activities.

In FY19 the Council used \$290,000 previously reserved from the General Fund and an additional \$85,000 from the Special Projects Fund for capital outlay to furnish and equip the new office space. In FY20 the capital outlay shown in Special Projects Fund is for routine replacement of electronic and other equipment. The revenue and expenditures shown in the Special Projects Fund are a direct reflection of the budget as prepared on the program or grant level.

**SUMMARY OF
DRAFT FY 2020 UNIFIED PLANNING WORK PROGRAM
Ogden-Layton and Salt Lake-West Valley Urbanized Areas**

A. ADMINISTRATION AND COORDINATION

A.1 WASATCH FRONT REGIONAL COUNCIL

OBJECTIVES:

To provide work program and personnel management, interagency coordination, and financial management and control.

To provide administrative support.

ANTICIPATED PRODUCTS:

- Self-certification of the Transportation Planning Process
- Regular meetings of the Wasatch Front Regional Council (WFRC) and its advisory committees and documentation of those meetings
- Coordination with partner agencies, including Mountainland Association of Governments, Utah Transit Authority (UTA), Utah Department of Transportation (UDOT), State Division of Air Quality (DAQ), other MPOs, Utah League of Cities and Towns, Utah Association of Counties, Chambers of Commerce, Envision Utah, Governor's Office of Management and Budget, and others
- Monthly Financial Reports
- Annual Audit
- Annual Contract between WFRC and UDOT, WFRC and UTA
- End of year Unified Planning Work Program (UPWP) completion report
- FY 2020 UPWP and budget amendments
- FY 2021 Unified Planning Work Program and budget

A.2 UTAH DEPARTMENT OF TRANSPORTATION

OBJECTIVE:

To coordinate with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), DAQ, UTA, and WFRC in managing the Salt Lake-West Valley and Ogden-Layton Area transportation planning process.

ANTICIPATED PRODUCTS:

- Review of the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP) developed by the WFRC to provide coordination with statewide transportation plans and programs.

- Monitor WFRC's expenditures of Planning (PL), Surface Transportation Program (STP) and FTA Section 5303 funds, which are deposited into the Consolidated Planning Grant (CPG). Assist WFRC in completing the 2019 FY Federal Aid Agreement for the MPO Area.
- Participation in Technical Advisory Committee, Trans Com, Regional Growth Committee, and WFRC Council meetings.
- Assistance to the WFRC in developing the FY 2020 UPWP
- UDOT will assign a single, principal point of contact to help WFRC manage and administer the Transportation and Land Use Connection Program Partnership.
- Assistance to WFRC in interpreting and complying with updated air quality rules and regulations.
- Review of requests to revise the Functionally Classified Highway System and update the Functional Classification maps.
- Assistance to WFRC in completing special studies within the planning area. These studies may include coordinating travel demand modeling, joint corridor planning, preparing air quality studies or reports, economic development planning, Geographic Information Systems (GIS) analysis, performance measures, and others.
- Coordination of the completion of the Congestion Mitigation Air Quality (CMAQ) annual reporting to FHWA.
- Coordinate the development and implementation of State and MPO CMAQ Performance Plans and establish both 2-yr and 4-yr targets for the on-road source emissions measure.
- Work with WFRC to implement corridor plans that include local communities' transportation solutions.
- Coordinate the implementation of legislative directives for transportation products between UDOT and UTA and Local entities.
- Other collaboration that may benefit the residents of the region.

A.3 UTAH TRANSIT AUTHORITY

OBJECTIVE:

To coordinate transit planning with the Wasatch Front Regional Council, UDOT, cities, counties, FTA, FHWA, DAQ and other stakeholders throughout the Utah Transit Authority service area.

ANTICIPATED PRODUCTS:

- Annual Grants Status Report
- Interlocal Cooperative Agreements
- Grant Applications
- Grants Management Committee Recommendations
- FTA 5310 Program Management Plan
- Documentation for Audits
- FTA Annual Certifications and Assurances
- Title VI Report
- Project Concept Reports for CMAQ, STP and TAP
- Dissemination of Grant Opportunities Information

- Collection and Distribution of Grants Financial Information
- Participation in Technical and Other Planning Meetings
- National Transit Database (NTD) Data Collection and Reports

B. TRANSIT PLANNING

B.1 UTA TRANSIT PLANNING

OBJECTIVES:

To provide effective transit services within available resources.

To actively participate in transportation studies, community developments and master plan efforts to incorporate transit elements.

To improve multi-modal transportation options for the region in cooperation with WFRC, UDOT, airports and other stakeholders.

To promote and implement technology that will enhance transit service.

To plan and implement safety and security measures to increase comfort levels of current and future customers.

To work with key agencies for more effective use of transportation resources that will serve persons with disabilities and other transportation disadvantaged persons in the service area.

To promote ridesharing, telecommuting, flextime, bicycling, walking and discount programs to encourage more efficient use of the transportation system.

To encourage and work with stakeholders on transit-oriented developments and more transit-supportive land use.

ANTICIPATED PRODUCTS:

- Service Standards
- Transit Financial Plan (TFP)/Equity Analysis
- Bus Stop Master Plan
- Intelligent Transportation Systems (ITS)/Technology Plan
- Transit Oriented Development (TOD)/Station Area Planning
- Active Transportation Planning
- Emergency Preparedness Planning
- Safety Planning
- Rideshare Program Planning
- Special Services/American Disability Act (ADA) Planning
- Regional Air Quality Initiatives
- Asset Management Planning for State of Good Repair Initiatives
- Environmental Sustainability

- Travel Demand and TBEST Modeling

B.2 MOBILITY MANAGEMENT

OBJECTIVES:

To identify opportunities for and increase coordination of transportation services for transportation disadvantaged populations in order to increase efficiency and equity.

To actively engage in outreach to persons who are at a transportation disadvantage including seniors, persons with disabilities, persons with low income, and veterans, and to those agencies that perform work on their behalf.

To increase coordination between human service transportation providers through technology and policy initiatives in order to maximize the transportation options available to transportation disadvantaged populations.

ANTICIPATED PRODUCTS:

- Sustainable and active Mobility Councils in Davis, Tooele, Salt Lake, Utah, and Weber counties to improve outreach and provide guidance on implementing local projects
- Expanded use of UtahRideLink, the regional One Call – One Click trip scheduling website
- Expanded Volunteer Driver Programs in Weber, Davis and Utah counties
- Expanded functionality and deployment of RidePilot, the no-cost scheduling, dispatch, and grant reporting software for regional human services transportation providers
- Coordination with Bear River Association of Governments mobility management in Box Elder County
- Ongoing outreach to underrepresented populations
- Integration of the updated Coordinated Human Services Transportation Plans for Davis, Salt Lake, Tooele, Utah, and Weber counties into the Regional Transportation Plans.

C. LONG RANGE PLANNING

C.1 REGIONAL TRANSPORTATION PLAN

OBJECTIVES:

To further communication and next steps to implementation of the WC2050 Vision.

To continue coordination, communications, and implementation efforts for Utah's Unified Transportation Plan: 2019-2050.

To continue to cooperate and coordinate with Utah's other three MPOs, FHWA, FTA, UDOT, UTA, local governments, and other interested agencies and stakeholders for the update of the Wasatch Choice 2050 (WC2050) and the update and development of the WFRC Regional Transportation Plan: 2023-2050 (2023-2050 RTP) and Utah's Unified Transportation Plan 2023-2050.

To continue to develop and refine the WFRC's regional transportation planning process to ensure that the Wasatch Choice Vision is incorporated into the overall 2023-2050 RTP process with local communities, transportation partners, and stakeholders

To use identified RTP performance measures to evaluate how well planned improvements in the 2023-2050 RTP are meeting the adopted WC2050 Regional Goals.

To plan for transportation while understanding the effects of and impacts upon land use and regional development patterns.

To review, discuss, and incorporate all existing and new federal requirements found in national surface transportation authorization legislation (FAST Act and its successor).

To increase active transportation emphasis in the 2023-2050 RTP.

To be responsive to local community and transportation partner requests for amendments to the 2019-2050 RTP.

ANTICIPATED PRODUCTS:

- A revised brochure summarizing the Wasatch Choice for 2050 Vision and the 2019-2050 RTP.
- A new Utah's Unified Transportation Plan 2019-2050, coordinated among Utah's four MPOs, FHWA, UDOT, UTA, and other interested agencies.
- Amendments to the 2019-2050 RTP.

C.2 GROWTH PLANNING

OBJECTIVES:

To identify, evaluate, and address issues and concerns associated with growth throughout the Wasatch Front Region.

To provide greater integration, cooperation, and coordination between municipal, township, and county transportation, land use and economic development planning / implementation efforts and the WFRC transportation planning / programming process.

To continue to promote awareness of regional and long-term issues and solutions related to the WFRC adopted Regional Goals and the Wasatch Choice 2050 Vision.

To reduce growth in transportation demand by enabling and encouraging growth patterns that have lower per capita transportation demands.

To identify priority transportation corridors for which corridor preservation activities are needed, participate in UDOT's (Revolving Loan Fund) Corridor Preservation Advisory Council and Local Corridor Preservation Fund processes, and assist local governments with corridor preservation tools and implementation of corridor preservation measures.

ANTICIPATED PRODUCTS:

- Incorporation of overall growth projections, concerns, and solutions into the region's transportation planning and programming processes
- Coordination of local growth plans with regional infrastructure in the Wasatch Choice 2050 Vision
- Assistance to local governments in preserving transportation corridors
- Incorporation of the green infrastructure and critical lands considerations into the Wasatch Choice for 2050 Vision, and the 2019 – 2050 Regional Transportation Plan.

C.3 LOCAL GOVERNMENT PLANNING SUPPORT

OBJECTIVES:

To provide support to cities, counties, and other planning agencies as they consider incorporating the Regional Growth Principles and the Wasatch Choice for 2050 Vision into their plans.

To support local planning efforts that shape development encouraging alternative modes of transportation, producing less travel demand, and furthering the Wasatch Choice for 2050 Growth Principles.

To support utilization of implementation planning tools, such as ET+, for local governments, other planning agencies, and the development community by which they can improve growth planning.

To provide assistance to local governments in the areas of general planning and specialized planning studies.

ANTICIPATED PRODUCTS:

- The Transportation and Land Use Connection, a program developed to support local governments in creating desired and livable communities, and in coordinating their land use plans with existing or planned regional transportation
- Planning assistance and coordination

D. SHORT RANGE PLANNING AND PROGRAMMING

D.1 TRANSPORTATION MANAGEMENT SYSTEMS

OBJECTIVES:

To develop, maintain and improve a congestion management process for the Salt Lake-West Valley and Ogden-Layton Urbanized Areas that is integrated with the urban transportation planning process.

To continue partnerships with UDOT, UTA, cities and counties regarding expansion of both transportation demand management and transportation system management programs including Intelligent Transportation Systems (ITS) technologies. Part of this effort will include working with the TravelWise and UTA Rideshare programs.

To incorporate safety into the urban transportation planning process through emphasis at all levels of planning and programming.

ANTICIPATED PRODUCTS:

- A Congestion Management Process (CMP)
- Annual CMP Report
- Promotion of Transportation Demand Management (TDM) and Transportation System Management (TSM) strategies
- Incorporation of UDOT's Pavement and Bridge Management System results in the Transportation Improvement Program (TIP)
- Incorporation of Safety Improvements in the TIP

D.2 PLAN REFINEMENT AND SPECIAL STUDIES

OBJECTIVES:

To analyze and recommend long-term policies and short to medium range actions for implementation of the Regional Transportation Plan.

To conduct special studies of highway and transit systems as they relate to the Regional Transportation Plan and UTA, UDOT or local plans and projects.

To develop complete street standards and tools so that future road projects more fully consider non-auto modes and plans in their design.

ANTICIPATED PRODUCTS:

- Tooele Valley Transit Feasibility Study
- Service Choices Study
- TOD System Analysis
- Future of TRAX Study
- Box Elder-Cache-Weber Transit Analysis

- Station Access Design Guidelines
- Park & Ride Master Plan Update
- Fiscal Impacts Tool Development
- Utah Parking Modernization
- Joint Projects Studies
- Other Planning Studies

D.3 TRANSPORTATION IMPROVEMENT PROGRAM

OBJECTIVES:

To develop a financially constrained Transportation Improvement Program (TIP) that covers a broad range of transportation improvements and conforms with the State Implementation Plan for air quality (SIP).

To prepare and maintain the urban Surface Transportation Program, the Congestion Mitigation Air Quality Program, and the Transportation Alternatives Program for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas.

ANTICIPATED PRODUCTS:

- An evaluation process that will help coordinate the implementation of the Regional Transportation Plan (RTP) for highways, transit, and bicycles, meet the short range needs of the area, and provide for the maintenance of the existing transportation system
- Surface Transportation Program (STP), Congestion Mitigation/ Air Quality (CMAQ) program, and Transportation Alternatives Program (TAP)
- A six-year Transportation Improvement Program containing highway, transit, and other modal projects programmed for the region
- Status reports of STP, CMAQ, and TAP projects
- Support for project implementation and completion
- Listings of obligations of federal highway and transit funds for fiscal year 2019

E. PROJECT COORDINATION AND SUPPORT

E.1 UDOT ENVIRONMENTAL STUDIES

OBJECTIVES:

To accomplish environmental analysis requirements for federal approval of regional highway facilities.

To provide technical support to environmental studies and ensure that planning work is considered in them. WFRC will also provide general support to these projects through other elements of the UPWP.

ANTICIPATED PRODUCTS:

- Little Cottonwood Canyon Environmental Impact Statement (EIS)
- I-80/ I-215 Parley's Interchange Environmental Impact Statement (EIS)
- Other Environmental Studies

E.2 UTA ENVIRONMENTAL STUDIES

OBJECTIVES:

To accomplish environmental analysis requirements for federal approval of regional transit facilities.

To provide technical support to environmental studies and ensure that planning work is considered in them. WFRC will also provide general support to these projects through other elements of the UPWP.

ANTICIPATED PRODUCTS:

- Davis - Salt Lake City Community Connector EA or CatEx
- Blue Line Alternatives Analysis
- Other Environmental Studies

F. TRAVEL FORECASTING

OBJECTIVES:

To develop and maintain the Wasatch Front Travel Demand Model (WF TDM) and Real Estate Market Model (REMM), along with their associated input data, for regional planning applications. Work will begin toward a two-year cycle of further model development of the WF TDM (forthcoming v8.4) and REMM (forthcoming v1.1) with completion targeted for June of 2021.

To support internal and external application of the WF TDM and REMM models for studies and projects throughout the region, including providing training opportunities to transportation agency staff and private sector consultants.

To increase the consistency and transparency of model-related tools and their use.

To increase coordination and team building in the modeling community.

To continue best practices in model development and application given available resources.

ANTICIPATED PRODUCTS:

- Continued stakeholder engagement in modeling decisions through the existing Interagency Model Policy Committee and Interagency Model Technical Committee
- Updated free flow speed and volume delay functions for WF TDM v8.4
- Updated Mode Choice Model for forthcoming WF TDM v8.4
- Development of a WF Bike Model and methodology for integration with WF TDM v8.4
- Tooele Valley travel demand model update
- Enhancements for WF TDM v8.4 that improve the model's sensitivity to the built environment, handling of external trips, non-home-based work trips, and future school locations and their associated travel
- Peer review of REMM 1.0 model structure, input data, and results
- Updated general plan layer, add Brigham City, Perry, and Willard area to REMM model space
- Update of 2018 intermediary year input datasets and integration of this data and other regionally significant development using REMM's 'pipeline projects' capability
- Continued automation of model output into formats that support visual assessment, mapping and calculation of performance measures
- Furthered understanding of the REMM developer module's ability to allocate development incrementally
- Unconstrained county-wide job and household projections shared to Gardner Policy Institute (GPI) to inform their update of county-wide control numbers that guide REMM forecast analysis
- Enhanced understanding of the REMM model behavior when maximum capacity is assumed
- Incremental improvements to the REMM model structure and coefficients
- Further exploration of cloud computing for scalable REMM and TDM operation
- Technical support for TDM and REMM model application and various transportation projects

G. TECHNICAL SUPPORT AND SERVICES

G.1 AIR QUALITY ANALYSIS AND COORDINATION

OBJECTIVES:

To coordinate transportation plans at the system and project level with the goals, policies, and specific actions of the Statewide Implementation Plan (SIP) for air quality.

To identify and help implement strategies for improving air quality in the region.

ANTICIPATED PRODUCTS:

- Conformity determination for the TIP, RTP, and any amendments
- Technical support for air quality analysis
- Regular meetings of the Interagency Consultation Team

- Coordination with DAQ, UDOT, UTA, MAG, Cache MPO, EPA, FTA and FHWA regarding air quality issues
- Air quality performance measures and reporting
- Support to DAQ for PM_{2.5} and Ozone SIP Development
- Transportation Control Measures as needed

G.2 SOCIOECONOMIC AND TRANSPORTATION DATA

OBJECTIVES:

To develop, verify and maintain socioeconomic estimate and forecast data at the county, place, and TAZ levels.

To collect detailed input data for the development and enhancement of the regional travel and land use models.

To maintain various other databases that support the Regional Travel Demand Model, the regional Real Estate Market Model (REMM), and studies/plans prepared by WFRC and others, including, but not limited to, existing and historical socioeconomic and transportation data.

To perform analysis to assist regional planning efforts, such as the Wasatch Choice 2050 Vision, the Regional Transportation Plan, and the Transportation Improvement Program.

To coordinate with and otherwise assist the US Census Bureau with communications, analysis, and development/distribution of data resources so as to best position Utah for a complete count and best quality data products resulting from the 2020 Census.

To collect, process, and analyze highway, transit, and active transportation data.

ANTICIPATED PRODUCTS:

- Annual socioeconomic estimates
- Analysis of socioeconomic data and forecasts
- Input to short and long-range planning studies
- Continually updated REMM base data set
- Speed data and analysis
- Traffic volume data, including but not limited to, annual statistics, containing adjusted counts from permanent recorders and coverage stations
- Transit ridership, park and ride lot usage, and other data
- Verification of changes to census statistical boundaries

G.3 GIS AND DATABASE MANAGEMENT

OBJECTIVES:

To expand the database and mapping capabilities of the agency to better accommodate the collection, use, and presentation of spatial data and information in transportation and land use planning.

To maintain a reliable, up-to-date inventory of authoritative spatial datasets, reducing internal and external data redundancy.

To empower GIS users to more easily retrieve data and create maps for analysis and decision-making support.

To promote visualization of geographic information using interactive web map applications.

ANTICIPATED PRODUCTS:

- Geospatial datasets, spatial analysis, and maps in support of the Wasatch Choice Vision, Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), and Transportation Land Use Connection (TLC) goals and activities
- Authoritative geospatial datasets that are appropriately accessible to both internal and external clients via local and web connections
- Technical documentation/metadata for authoritative geospatial datasets
- Performance metrics derived from GIS and analysis of the travel demand model (TDM) and Real Estate Market Model (REMM) land use model
- GIS map layers, interactive web maps, and web services depicting mobility, access to opportunity, and other results from TDM and REMM
- A data management inventory, repository, and best practices guidance document for management of WFRC spatial data

G.4 TECHNICAL SUPPORT TO LOCAL GOVERNMENTS

OBJECTIVES:

To provide assistance to state and local agencies, as well as the public in developing projects, plans, and programs which are part of or relate to the transportation system.

ANTICIPATED PRODUCTS:

- Assistance and information to local governments and others

G.5 TOOELE VALLEY RURAL PLANNING ORGANIZATION

OBJECTIVES:

To work with local governments, UDOT and UTA to provide a structured transportation planning process for Tooele Valley.

To refine the Tooele Valley Regional Long-Range Transportation Plan and advance transportation priorities for Tooele Valley.

To provide a public involvement process.

ANTICIPATED PRODUCTS:

- Refinements to the Tooele Valley Regional Long-Range Transportation Plan
- Updated priorities for consideration in the STIP
- A public involvement process

G.6 MORGAN COUNTY-OGDEN VALLEY RURAL PLANNING ORGANIZATION

OBJECTIVES:

To work with local governments and UDOT to provide a structured transportation planning process for Morgan County and Ogden Valley.

To refine a Morgan County-Ogden Valley Regional Long Range Transportation Plan and advance transportation priorities for Morgan County and Ogden Valley.

To provide a public involvement process.

ANTICIPATED PRODUCTS:

- Refinements to the Morgan County and Ogden Valley Regional Long Range Transportation Plan
- Updated priorities for consideration in the STIP
- A public involvement process

H. PUBLIC INVOLVEMENT

OBJECTIVES:

To provide early, on-going, and two-way communication with stakeholder groups, elected and appointed government officials, other government agencies, and private citizens regarding Wasatch Front Regional Council (WFRC) projects, plans, studies, and processes.

To provide forums in which this communication takes place, via public events, written communication, email campaigns, website pages, social media posts, online interactive

maps and/or visualization tools, and other methods. To be performed in coordination with the Utah Department of Transportation (UDOT), Mountainland Association of Governments (MAG), Utah Transit Authority (UTA), Envision Utah, and local governments, to ensure that the public is well informed about the Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), Wasatch Choice 2050 (WC2050) Vision, Transportation and Land Use Connection (TLC) program, Wasatch Front Economic Development District (WFEDD), and other plans and programs.

To comply with the public involvement provisions of the Fixing America's Surface Transportation (FAST) Act federal legislation and the requirements of Title VI for inclusionary efforts for the transportation disadvantaged and those with limited English proficiency.

ANTICIPATED PRODUCTS:

- Public events, including:
 - Online and/or in-person open houses;
 - WC2050 event or similar combined event;
 - RTP and TIP processes;
 - Project-specific public events, many of which will be held in conjunction with other public agencies, including UDOT, UTA, etc.
- Communications content, in both English and Spanish formats;
- Email campaigns;
- Website pages;
- Social media posts;
- Online interactive maps and/or visualization tools; maintenance and use of a stakeholders email distribution list, which currently includes over 3,500 contacts;
- General and program-specific brochures and report cards;
- Speaking engagements at chambers of commerce, and university and college classes, as well as senior, community, environmental, vulnerable community, minority, and disadvantaged groups, etc.;
- Briefings to the news media;
- Publication of RTP and TIP public open houses and/or comment periods in local and regional newspaper ads;
- Visits with environmental justice and other special interest groups, as well as the natural resource agency to receive input on RTP development;
- Presentations to the legislature;
- Distribution of the statewide Utah's Unified Transportation Plan; and
- Documentation of all public involvement efforts

I. COMMUNITY DEVELOPMENT

I.1 COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) PROGRAM

OBJECTIVES:

To assist in the development of viable urban communities by providing decent housing and a suitable living environment, principally for persons of low and moderate income.

To provide data, planning, technical assistance, management, and other information and services through the Small Cities CDBG Program of the Wasatch Front Region within Morgan, Tooele, and Weber Counties, excluding Ogden City.

ANTICIPATED PRODUCTS:

Regionwide:

- Updated regional Consolidated Plan Annual Action Plan for the Wasatch Front Region
- Updated Rating and Ranking Criteria to comply with local and regional goals and priorities for funding
- Assistance to the Regional Review Committee for meetings, consolidated plan information and Rating and Ranking Criteria.
- Assistance to the State CDBG policy committee representative for the region in order to better facilitate representation of local interests with state agencies
- Assistance to the Councils of Governments from Morgan, Tooele and Weber Counties along with other local elected officials in order to familiarize and inform them of program requirements and responsibilities
- Technical assistance to any interested entity to ensure access and participation in the program. Assistance may be provided not only to municipalities, but also non-profit agencies, social service providers, local special service improvement districts, and other organizations
- Coordination between the State, as the program administrator, and each local entity (applicants) to ensure program awareness and compliance

Municipality:

- Assistance to jurisdictions in updating their capital improvement plans that prioritize needs and identify projects to help mitigate the needs
- Promotion of community and public service-related activities such as the Continuum of Care program, the State's Plan to End Chronic Homelessness, and planning for affordable housing

I.2 ECONOMIC DEVELOPMENT

OBJECTIVES:

To continue to administer the Economic Development District (EDD) in order to better support the region and remain eligible for funding from the U.S. Economic Development Administration (EDA)

To annually update the region's Comprehensive Economic Development Strategy (CEDS), a study that brings together public and private sectors to create an economic roadmap that strengthens regional economies

To integrate economic development plans, programs, and activities with the WFRC including the transportation planning process and Wasatch Choice for 2050 Vision

ANTICIPATED PRODUCTS:

- A Comprehensive Economic Development Strategy (CEDS)