Activities and Accomplishments Report

Fiscal Year 2019 | August 22, 2019

WASATCH FRONT REGIONAL COUNCIL
Mission Statement

The Wasatch Front Regional Council builds consensus and enhances quality of life by developing and implementing visions and plans for a well-functioning multi-modal transportation system, livable communities, a strong economy, and a healthy environment.
Goal One

Collaboratively develop and implement the Wasatch Choice 2050 Vision for regional transportation, land use, and economic development.
Goal One: Wasatch Choice 2050 Vision

Wasatch Choice Map

Key Strategies
The Wasatch Choice 2050 Vision is built on four key strategies:
1. Provide transportation choices
2. Support housing options
3. Preserve open space
4. Link economic development with transportation and housing decisions

Benefits of the Vision
Implementing the Wasatch Choice 2050 Vision promotes high quality of life now and for generations to come.
- Liveable and healthy communities
- Access to economic and educational opportunities
- Manageable and reliable traffic conditions
- Quality transportation choices
- Safe, user friendly streets
- Clean air
- Housing choices and affordable living expenses
- Fiscally responsible communities and infrastructure
Goal One: Wasatch Choice 2050 Vision

Key Strategies:

1. Provide transportation choices.
2. Support housing options.
3. Preserve open space.
4. Link economic development with transportation and housing decisions.
Goal One: Adopt 2019-2050 RTP
Goal One: Adopt TIP
Goal One: Adopt CEDS
Goal One: Funding Programs

- **CMAQ**
- **STP**
- **TAP**
Goal One: Public Engagement

@WasatchCouncil in conjunction with @UtahDOT and @RideUTA will be hosting an open house TOMORROW NIGHT at the Salt Lake Central Station (250 S. 600 W.) for the public comment period on the Draft 2020-2025 Transportation Improvement Program (TIP). Come and give us your feedback!
Goal Two

Advance transportation, land use, and economic development policy-making and projects.
Goal Two: Senate Bill 34
Goal Two: Projects & Studies

- Little Cottonwood Canyon EIS
- Point of the Mountain visioning
- Inland Port analysis
- Mountain View/5600 West Corridor EIS
- I-80/I-215 Parley’s Interchange EIS
- UTA Service Choices Study
- TOD System Plan
- Future of FrontRunner Rail Study
- Ogden-Weber State Bus Rapid Transit Corridor
- South Davis–Salt Lake City Bus Rapid Transit Community Connector
- Box Elder-Cache-Weber County Transit Analysis
- Tooele Valley Rural Planning Organization
- Morgan County-Ogden Valley Rural Planning Organization
Goal Three

Strive for organizational excellence.
Goal Three: Enhance Technical Capabilities

Data Resources for Coordinating Housing & Transportation (SB34)

1. New General Plan Requirements for 2019
   
   Senate Bill 34 (SB34) “Affordable Housing Modifications” encourages local communities to plan for housing for residents of all income levels and to coordinate that housing with transportation and job opportunities.

2. 2019 - 2050 Regional Transportation Plan (RTP) Projects

3. Major Transit Investment Corridors and Stations

4. How Accessible are Places of Work?

5. Population Projections

6. Employment Projections
Goal Three: Office Move
FUNDING PROGRAMS
FISCAL YEAR 2020

WASATCH FRONT REGIONAL COUNCIL
WFRC Funding Programs

• Wasatch Front Economic Development District
• Community Development Block Grant Program
• Transportation & Land Use Connection Program
• Surface Transportation Program
• Congestion Mitigation Air Quality
• Transportation Alternatives Program
Mission: Support economic development plans, promote long-term economic competitiveness, and attract federal monies in order to implement local plans.

**Expand Employment**
- Planning Request
  - $100,000
  - Develop strategies to expand employment in Utah’s advanced composites manufacturing industry and supply chain

**Encourage Entrepreneurship**
- Construction Request
  - $2,000,000
  - Grow creative industries and connect people and organization to space, technology, and opportunity

**Workforce Training**
- Workforce Training Request
  - $614,000
  - Provide workforce training to disadvantaged youth in the green construction industry
Mission: Support economic development plans, promote long-term economic competitiveness, and attract federal monies in order to implement local plans.

U.S. Economic Development Administration Funding Programs

<table>
<thead>
<tr>
<th>PUBLIC WORKS &amp; ECONOMIC ADJUSTMENT ASSISTANCE</th>
<th>REGIONAL INNOVATION STRATEGIES</th>
<th>LOCAL TECHNICAL ASSISTANCE</th>
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<tbody>
<tr>
<td>$100,000 - $3,000,000</td>
<td>$0 – $500,000</td>
<td>$0 – $300,000</td>
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<tr>
<td>• Job Creation</td>
<td>• Innovation Centers</td>
<td>• Economic Development Plans</td>
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<tr>
<td>• Job Retention</td>
<td>• Entrepreneurial Centers</td>
<td>• Feasibility Studies</td>
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<td>• Construction</td>
<td>• Cluster-Based Startups</td>
<td>• Impact Analyses</td>
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<td>• Global Competitiveness</td>
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<td>• Leverage Private Capital</td>
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<td>• Coal Impacted</td>
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<td>• Communities</td>
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<tr>
<td>• Build Regional Capacity</td>
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</tbody>
</table>
Program Purpose
The purpose of the CDBG Program is to assist in developing viable urban communities by providing decent housing and a suitable living environment, principally for persons of low and moderate income.

Program Eligibility
Morgan, Tooele, and Weber Counties
Community Development Block Grant (CDBG) Program

ELIGIBLE PROJECT TYPES

- Planning
- Building Rehabilitation
- Removal of ADA Barriers
- Public Safety Equipment
- Property Acquisition for Public Purposes
- Promotion of Neighborhood Centers
- Create/Rehab. Recreation Facilities
- Demolish Buildings to Reduce Slum/Blight
- Install/Modify Public Works Infrastructure
- Construct/Reconstruct Streets, Water, Sewer Facilities
- Housing Lot Acquisition for Multiple-Family Housing Construction
Community Development Block Grant (CDBG) Program

HOUSING and COMMUNITY DEVELOPMENT

Total Funding for FY 2019
$870,000

ADA Upgrades
Morgan County $210,000

Curb, Gutter, Sidewalk
Marriott-Slaterville $323,152

Culinary Water Project
Uintah City $36,848
Maximize the value of investment in public infrastructure

Enhance access to opportunities

Increase travel options to optimize mobility

Create communities with opportunities to live, work, and play
TLC PROJECTS

PLANS
- Visions
- Community Engagement
- Downtown Master Plans
- Active Transportation

POLICIES
- Zoning Ordinances
- Design Standards
- Transportation Priorities

PRODUCTS
- Financing Options
- Implementation Strategies
- RDA Support

STUDIES AND ANALYSES (Parking, Market, etc.)
FEDERAL FUNDING PROGRAMS

SURFACE TRANSPORTATION PROGRAM (STP)

CONGESTION MITIGATION/AIR QUALITY (CMAQ)

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

FEDERAL FUNDING PROGRAMS
SURFACE TRANSPORTATION PROGRAM (STP)
Eligible STP Project Types

• Street widening or new construction
• Improve or reconstruct existing streets
• Bridge replacement
• Projects that reduce traffic demand
• Intersection improvements
5600 West – 6200 South to 7000 South
Reconstruct & Widen
CONGESTION MITIGATION/AIR QUALITY (CMAQ)
Eligible CMAQ Project Types

• Projects that improve Air Quality
• Construct or purchase public transportation facilities and equipment
• Commuter bicycle & pedestrian facilities
• Intelligent Transportation Systems (ITS)
• Projects that reduce traffic demand
• Intersection improvements
Construct/ Purchase Public Transportation Facilities and Equipment

Intelligent Transportation Systems (ITS)

Urban Area – Signal Interconnect

Commuter Bicycle and Pedestrian Facilities
TRANSPORTATION ALTERNATIVES PROGRAM (TAP)
Eligible TAP Project Types

- Construction, planning, and design
- Pedestrian, bicyclists, & other non-motorized forms of transportation
- Improvements could include:
  - Sidewalks
  - Bicycle infrastructure
  - Traffic calming techniques
  - Lighting and safety-related infrastructure for non-drivers
- Safe Routes to School projects
D&RGW Rail/Trail
WFRC Funding Program Deadlines

We’re Here

- Funding Programs Announced: August 2019
- Notice for Letters of Intent Sent: August 2019
- Letters of Intent Due: September 2019
- Applications Due: December 2019
- Projects Recommended: Spring 2020
For More Information

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Wasatch Choice 2050 Implementation
Preview // Wasatch Choice Interactive Map

Wasatch Choice Map

Vision | Transportation | Land Use | Economic Development | Amenities

WASATCH CHOICE 2050
VISION FOR OUR FUTURE

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

Key Strategies

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

Benefits of the Vision

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

- Livable and healthy communities
- Access to affordable and educational opportunities
- Manageable and reliable traffic conditions
- Quality transportation choices
- Safe, user friendly streets
- Clean air
- Housing choices and affordable living expenses
- Fiscal responsibility communities and infrastructure
State of the Centers // Cities // Region

**Area**
- Population and population density
- Employment and employment density
- Commercial market value
- Access to opportunities
- Percent of center vacant or underutilized
- Housing plus transportation costs
- Percent of housing that is affordable

**Housing mix**
- Land use mix
- Access to open space and recreation
- Physical inactivity
- Public amenities

**Mobility**
- Mode share
- Street connectivity
- Walkability
- Miles of bicycle facilities

**Economic Vitality**
- Access to opportunities - auto
- Access to opportunity - transit
- Housing plus transportation
- Commercial market value
Breakout Sessions

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

- Drill-down best practices
- Local case studies
- New legislation
- New tools
Wasatch Choice Implementation Workshops

- Detail your Wasatch Choice Vision
- Explore implementation opportunities & challenges
- Highlight implications of new state planning standards
- Capitalize on new ways to compete for funding
The Transportation Improvement Program
Transportation Improvement Program - Today . . .

5a. Report on Approved Board Modification
   • Trans Com – June 20, 2019

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

5c. Approve the 2020-2025 TIP and
   • Air Quality Conformity Determination
5a - 2019-2024 TIP
Board Modification #8

Trans Com Approved on
June 20, 2019

Ben Wuthrich
Wasatch Front Regional Council
## 2019-2024 Transportation Improvement Program (TIP) (Amendment Eight)

### Board Modification

### Additional Funding

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
<th>PIN</th>
<th>Project Location</th>
<th>Concept/ Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
<th>Currently Funded Amount</th>
<th>Action</th>
<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salt Lake</td>
<td>Bluffdale</td>
<td>Porter</td>
<td>11986</td>
<td>Porter Rockwell Blvd (Fifth Segment); Redwood Road to 0.46 miles east</td>
<td>New Construction</td>
<td>STP_URB_SL</td>
<td>$5,236,150</td>
<td>$650,000</td>
<td>Additional Funding</td>
<td></td>
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<td></td>
<td></td>
<td>Rockwell</td>
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<td>LOCAL_GOV</td>
<td>$6,966,379</td>
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<td></td>
<td>$350,000</td>
<td>2019</td>
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<td></td>
<td></td>
<td>Blvd</td>
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<td>ST_PVMT</td>
<td>$380,229</td>
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<td>$350,000</td>
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</tbody>
</table>

When completed, this project will construct a new facility from Redwood Road eastward for about 0.5 miles where it will align with a new (yet to be built) bridge structure. This request is for additional funds to cover the additional costs that have occurred during construction of a detention basin, conflicts with utility reparation, embankment borrow deficiency, and various other costs. The additional funding is available from other project cost savings.

### Project Scope Change

<table>
<thead>
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</tr>
</thead>
<tbody>
<tr>
<td>Salt Lake</td>
<td>Taylorsville</td>
<td>Redwood</td>
<td>11082</td>
<td>Redwood Road; 4100 South to 5400 South and 1780 Bus Rapid Transit (BRT) Connector Road; Buin Blvd to 4700 South</td>
<td>Access Management/ Safety Improvements and New Construction including curb, gutter, sidewalk, and shoulder improvements</td>
<td>STP_URB_SL</td>
<td>$11,504,328</td>
<td>$655,762</td>
<td>Combine Projects and extend Scope on Redwood Road</td>
<td>No Additional Funding</td>
<td>2019</td>
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<tr>
<td></td>
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<td>Road</td>
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<td>LOCAL_GOV</td>
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<td>ST_PVMT</td>
<td>$1,260,672</td>
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</table>

When completed, this project will construct a new facility from Redwood Road eastward for about 0.5 miles where it will align with a new (yet to be built) bridge structure. This request is for additional funds to cover the additional costs that have occurred during construction of a detention basin, conflicts with utility reparation, embankment borrow deficiency, and various other costs. The additional funding is available from other project cost savings.

The Redwood Road project will implement access management strategies and improve safety along the corridor while the 1780 BRT Connector will align transit needs with the Community College and mitigate traffic congestion and conflict points in and around Redwood Road and the Campus. This request is to eliminate raised medians initially identified for Redwood Road, combine both projects to eliminate duplication of transit and related improvements around the campus, and the street lighting all along the Redwood Road corridor through Taylorsville City. Other benefits include minimizing impacts to the traveling public and existing traffic, and project cost savings.
## Project Removed

### Salt Lake/ West Valley Urban Area

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
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<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salt Lake</td>
<td>Riverton</td>
<td>12600 South</td>
<td>14051</td>
<td>12600 South Bicycle Lanes; Bangerter Highway to Mountain View Corridor</td>
<td>Widen 12600 South to include 5-foot bike lanes on either side</td>
<td>CMAQ_WFRC (Congestion Mitigation/ Air Quality - (WFRC))</td>
<td>$2,712,600</td>
<td>$1,750,000</td>
<td>Funding Removed</td>
<td>$1,750,000</td>
<td>2021</td>
</tr>
<tr>
<td>Riverton City requests that this project be removed from the program. Preliminary reviews indicate that additional capacity including bike lanes will be required to accommodate the predicted exponential growth. Once the city better understands the growth, the City will prepare an application for the proper funding to widen this section and add the required capacity, both bike and road. Until that time the City will continue to secure Right of Way and limit access with other resources. The funds will be returned to the program for reprogramming.</td>
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| Salt Lake | Herriman | 13400 South | 14943 | 13400 South, 5600 West, and Herriman Parkway | Increase Safety & Encourage Bicycle and Pedestrian Safety on Herriman Major Corridor Bike Lanes | TAP_URB_WFRC (Transportation Alternatives Program - (WFRC)) | $100,000 | $50,000 | Funding Removed | $50,000 | 2019 |
| After careful study and some preliminary project development, the City has determined that they can build this project with their own resources. The funds will be returned to the program for reprogramming. |

| Salt Lake | Murray/ UDOT | US-89 | 16942 | State Street (US-89) and 5300 South Intersection | Intersection Improvements | CMAQ_WFRC (Congestion Mitigation/ Air Quality - (WFRC)) | $525,000 | $489,458 | Funding Removed | $489,458 | 2023 |
| The City has recently completed an asphalt overlay project on 5300 South. As part of this project the City was able to re-stripe the east leg of the intersection to accommodate a westbound right turn. The new lane configuration is working well and there is no reason for additional widening at this location. The funds will be returned to the program for reprogramming. |

| Salt Lake | Bluffdale | Redwood Road | 16926 | 14600 South & Redwood Road | Construct a New High-T Intersection | STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake (WFRC)) | $600,000 | $550,000 | Funding Removed | $550,000 | 2021 |
| After careful review and preliminary project engineering, it has been determined that the City will be able to construct this intersection earlier and for less money if they were to construct with their own resources, so the City requests that this project be withdrawn from the program. The funds will be returned to the program for reprogramming. |
5b - 2019-2024 TIP Board Modification

Wasatch Front Regional Council
August 22, 2019

Ben Wuthrich
Wasatch Front Regional Council
### Additional Funding

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
<th>PIN</th>
<th>Project Location</th>
<th>Concept/ Type of Improvement</th>
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<th>Currently Funded Amount</th>
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<th>Funding Amount</th>
<th>Year</th>
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</thead>
<tbody>
<tr>
<td>Salt Lake</td>
<td>Salt Lake County</td>
<td>Grit Mill</td>
<td>14944</td>
<td>Grit Mill and Climbing Master Plan; Little Cottonwood Canyon Park &amp; Ride</td>
<td>Construction of Parking Lot/ Trailhead and Restroom and realign SR-210 for access improvements</td>
<td>LOCAL_GOVT Local Government Funds</td>
<td>$141,000</td>
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<td>ST_CONT_R2 State Construction - Region 2 Contingency</td>
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<td>TAP_URB_WFRC (Transportation Alternatives Program - Urban Area (WFRC))</td>
<td>$387,927</td>
<td>Additional Funding</td>
<td>$186,200</td>
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When completed, this project will reconstruct 2200 West including improvements to curb, gutter, sidewalk, bike lanes, and shoulders. The request for additional funding is a result of rising construction costs, increase in right of way costs the number of right of way takes, and the improvements to two canal crossings that at the time of initial application, no significant structural work was anticipated. The additional funding is available from other project cost savings.

<table>
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<tr>
<th>County</th>
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<th>Year</th>
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<tr>
<td>Salt Lake City</td>
<td>Salt Lake City</td>
<td>1300 East</td>
<td>11083</td>
<td>1300 East; 1300 South to 2100 South</td>
<td>Reconstruction with minor improvements to Drainage, Curb, Gutter and Sidewalk</td>
<td>LOCAL_GOVT Local Government Funds</td>
<td>$3,013,784</td>
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<td>2019</td>
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<td>LOCAL_INKIND Local In Kind (Soft Match)</td>
<td>$26,868</td>
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<td>STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake (WFRC))</td>
<td>$2,330,750</td>
<td>Additional Funding</td>
<td>$2,330,750</td>
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</table>

When completed, this project will construct a parking lot and improve road conditions on SR-210 and Wasatch Resort Road. Safety will be improved by removing cars that park along the roadway and improve the sight distance for travelers as well as the constructing of a center turn lane at the intersection. This request is for additional funding identified during final design and increased construction costs. The additional funding is available from other project cost savings.

<table>
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<tr>
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<th>Funding Source</th>
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<th>Currently Funded Amount</th>
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<th>Funding Amount</th>
<th>Year</th>
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<tbody>
<tr>
<td>Salt Lake</td>
<td>South Jordan</td>
<td>2200 West</td>
<td>14040</td>
<td>2200 West; 9400 South to 11400 South</td>
<td>Reconstruction with minor widening including improvements to Drainage, Curb, Gutter and Sidewalk</td>
<td>LOCAL_GOVT Local Government Funds</td>
<td>$7,872,000</td>
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<td>2019</td>
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<td>LOCAL_INKIND Local In Kind (Soft Match)</td>
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<td></td>
<td>STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake (WFRC))</td>
<td>$2,230,750</td>
<td>Additional Funding</td>
<td>$2,230,750</td>
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</table>

When completed, this project will reconstruct 1300 East including improvements to curb, gutter, sidewalk, bike lanes, and bus stops. The request for additional funding has been generated by a 2-D fiber optic duct bank that was originally intended to be protected in place. At the commencement of construction this duct bank was found to be shallower than expected. The project now needs to replace roughly 6,000 feet of new 2-D duct bank and associated fiber optic cable. The additional funding is available from other project cost savings.
The existing project is scoped to remove and replace 1.5 inches of pavement. Due to poor pavement conditions it is recommended that the project incorporate the adjacent SR-186/I-215/I-80 interchange ramps improvements, rather than come back at a future date to rehabilitate the Interchange ramp sections. The additional funding is available from other project cost savings.

Region Two has received the signed agreement from Union Pacific Railroad (UPRR). In the agreement UPRR agrees to pay UDOT a total of $6,909,045 for making this a grade separated structure and expanding the bridge to accommodate an additional future track.

The existing bridge was constructed in 1934 and is currently owned by Morgan County. It has substandard geometry, limited sight distance, and the Weber River frequently overtops it. The bridge experiences significant truck traffic servicing the Holcim Cement Plant adjacent to the project site. The new bridge will be constructed to current geometrical standards with wider shoulders, and the hydraulic opening will be increased to reduce the frequency of overtopping. Vertical constraints imposed by adjacent RR bridges eliminate the ability to meet current hydraulic requirements. The new bridge will be constructed with precast elements to minimize the required closure. The bridge replacement project is scheduled to advertise mid-October, 2019, and to be constructed in 2020. The additional funding is available through cost savings on other projects in the Bridge Program.
### 2019-2024 Transportation Improvement Program (TIP) (Amendment Nine)

#### Board Modification

### New Project

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
<th>PIN</th>
<th>Project Location</th>
<th>Concept/ Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
<th>Currently Funded Amount</th>
<th>Action</th>
<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salt Lake</td>
<td>UDOT</td>
<td>SR-201</td>
<td>17992</td>
<td>SR-201, MP 1.9 to MP 2.7 Project</td>
<td>Pavement Reconstruction &amp; Drainage Improvements</td>
<td>STP-FLX ST Surface Transportation Program - Flexible (Any Area) Statewide</td>
<td>$2,700,000</td>
<td>$0</td>
<td>New Project</td>
<td>$2,700,000</td>
<td>2019</td>
</tr>
</tbody>
</table>

This section of SR-201 has experienced a degradation of the pavement section due to water seeping into the subgrade. The project will address the drainage issues along with reconstructing the pavement by milling 7" and replacing with 7" HMA (hot mix asphalt). The available funding comes from the Region Two 2020 Pavement Program.

### New Projects (FY 2020 Recreational Trails Program)

The federal Recreational Trails Program was authorized by Congress as part of the Intermodal Surface Transportation Efficiency Act of 1991. This program has been continued through the current FAST Act transportation authorization. ● These projects are selected and administered through the Utah State Parks and Recreation Division. ● Funds may be used to provide and maintain trails for motorized and nonmotorized recreational uses, including trailside and trailhead facilities, and also provisions to facilitate access for people with disabilities. ● For the 2020 Program, Utah has 38 projects totaling $1,803,802 in Federal Aid Funds and $8,340,429 of Sponsor Matching Funds for a total of $10,144,231 in New Project Value (16 projects totaling $7,781,496 in the WFRC Area.)

<table>
<thead>
<tr>
<th>WFRC Area</th>
<th>Sponsor</th>
<th>Concept/ Type of Improvement/ Location</th>
<th>Funding Amount</th>
<th>Total Project Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Non-Motorized</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Salt Lake Climbers Alliance</td>
<td>Gate Buttress Infrastructure Phase II: Rehabilitation of user created trails and have them built by professional trail crews on the 140 acres of leased land from the LDS Church as well as replacing old fixed anchors with stainless steel hardware. Phase two of this project focuses on stewardship of the recreational resources.</td>
<td>$50,000</td>
<td>$206,000</td>
<td></td>
</tr>
<tr>
<td>Salt Lake City Corporation</td>
<td>Foothills Trail System Phase I: Trail construction of approximately 6 miles of trail along with corresponding wayfinding signage.</td>
<td>$100,000</td>
<td>$250,000</td>
<td></td>
</tr>
<tr>
<td>UWC NF &amp; Salt Lake RD</td>
<td>Adams Canyon Trail Work: Construct retaining walls, rock stairs, rebuilding tread, rock removal and causeways on four eroded sections of side-hill along the creek to make it safer and more sustainable. This project will also involve the installation of three new directional signs at intersecting paths along the trail.</td>
<td>$24,914</td>
<td>$49,831</td>
<td></td>
</tr>
<tr>
<td>Trails Utah</td>
<td>Hardick Trails: Creating a network of downhill trails and an uphill mountain bike climbing trail totaling 3 miles. These trails will eventually connect to a newly completed 7-mile Eric's trail as well as new sections of the Bonneville Shoreline trail.</td>
<td>$30,000</td>
<td>$64,000</td>
<td></td>
</tr>
<tr>
<td>Salt Lake County Parks &amp; Recreation</td>
<td>Parleys Trail - 900 W to Jordan River Trail: Completing the final gap of the Parley's Trail from 900 West to the Jordan River Trail by installing a half mile, 10' wide concrete paved pedestrian/bicycle trail which will include a ramp and bridge. Once completed, this trail will link to a larger network of regional trails connecting users to Utah and Davis County.</td>
<td>$100,000</td>
<td>$5,210,789</td>
<td></td>
</tr>
</tbody>
</table>

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**Notes:**
- UDOT: Utah Department of Transportation
- STP-FLX ST: Surface Transportation Program - Flexible (Any Area) Statewide
- WFRC Area: West Central Region of Counties
- SR-201: State Route 201
- MP: Milepost
- HMA: Hot Mix Asphalt
Salt Lake – Grit Mill Parking Facility
Construct Parking Lot/ Trailhead, Restroom, and Roadway Improvements

Additional funding is available from other project cost savings

Additional Federal Funding
$ 186,200

Total Project Cost Estimate $ 899,202

Project improvements include:
- New Construction of a parking lot
- Improve road conditions on SR-210 & on Wasatch Resort Road
- Remove on-street parking
- Improve sight distance
Salt Lake – 1300 East; 1300 South to 2100 South
Reconstruct with minor Improvements to Drainage, Curb, Gutter, and Sidewalk

Additional funding is available from other project cost savings

Additional Federal Funding
$ 396,868

- - -

Total Project Cost Estimate $ 10,519,961

Additional Funding is needed to . .

-- Relocate a Fiber Optic Duct Bank
- Replace roughly 6,000 feet of new Duct and associated fiber cable
Additional funding is available from other project cost savings.

Salt Lake – 2200 West; 9400 South to 11400 South
Reconstruct w/ minor widening - including improvements to Drainage, Curb, Gutter and Sidewalk

Additional Federal Funding
$ 2,330,750
-
-
Total Project Cost Estimate $ 7,872,000

Additional Funding is necessary because:
-- Rising construction costs
- Increase in the amount of right of way needed
- Right of way cost increases
- and improvements to two canal crossings
Due to poor pavement conditions, the project will include work on the interchange ramps SR-186/ I-215/ I-80.

Additional funding is available from other project cost savings.

Additional Funding $950,000

Total Project Cost Estimate $3,750,000
Project improvements include:

- Widening of 5600 West from 2 lanes to 5 lanes
- Construct viaduct over rail crossing
- Drainage, shoulders, curb & gutter, sidewalk & lighting

Additional Funding
$6,909,045

Total Project Cost Estimate $93,735,126

Additional funding is available from UPRR to widen Grade Separated Structure for Future Track.
Additional funding is available from project cost savings in the Bridge Program.

Additional Funding $1,400,000

Total Project Cost Estimate $2,200,000

Project improvements include:

-- New Bridge constructed to standards, wide shoulders, wider hydraulic clearance, improved clearance & improved sight distance
Due to poor pavement conditions, the project will reconstruct existing pavement and address the drainage issues along the facility.

Additional funding is available from Region Two’s 2020 Pavement Program.

New Funding
$2,700,000

Total Project Cost Estimate $2,700,000
Recreational Trails Program
Recreational Trails Program (RTP)

• Administered by Utah State Parks
• Motorized and non-motorized
• May be combined use
• Revenue from federal motor fuel tax;
• apportioned to each state
• Utah annually receives about $1.5 M
RTP Funding Amounts
2020 - $1,803,802, 38 projects
Totaling $10,144,231 with Match
16 Projects totaling $7,781,496
In the WFRC Area
5c - Action on the 2020-2025 Transportation Improvement Program (TIP) & the Corresponding Air Quality Conformity Finding
The Transportation Improvement Program 2019 - 2024

2019 - 2024

19 - 24
2020 - 2025
Transportation Improvement Program is . . .

1. Six Year Program of Highway, Transit and Active Transportation Projects
   • Four Years Funded - Two Years Concept

2. In the Urban Areas
   • Salt Lake/ West Valley - Ogden/ Layton

3. Funded by
   • Federal, State, & Local Programs

4. For All Cities, Counties, UDOT & UTA
Transportation Improvement Program will . . .

1. Implement the Long Range Plans
   • Highway/Transit & Active Transportation Projects for the Region

2. Help Meet the Short Range Needs
   • Of the Wasatch Front Area

3. Provide for the Maintenance
   • Of the Existing Transportation System
Transportation Improvement Program Contains . . . .

- Lists of Projects
- Including;
  - New Construction
  - Rehab & Maintenance
  - Operations & Safety
  - Transit
  - Bike & Pedestrian
New Construction
West Davis Corridor

Including Sidewalks, Trails, Bike Facilities, Roadway and Traffic Adaptions
Rehab and Maintenance
Operations and Safety

Everyone Buckle Up

ZeroFatalities.com

A Goal We Can All Live With

Zero Fatalities

Alert, Our Parents Are At Work.

A UDOT & DPS Program

Snow Slow Down
Transit Projects – Various Locations
Capital Improvements & Operation/ Preventive Maintenance

Layton Station to Snowbasin via Layton Hills Mall/ Hotels and Park and Ride lots
TIGER 8 First/ Last Mile Program

Program will construct multiple First/ Last Mile type projects.
Pedestrian and Bicycle Projects

Various Locations

Including Sidewalks, Trails, Bike Facilities, Roadway and Traffic Adaptations
Projects in the TIP:

- Represent $ Millions
- Thousands of Jobs
- Economic Growth & Development
- Mobility/ Access
- Preservation of Life
- And Promote the Quality Of Life
Federal Law Requires:

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

REPORT NO. 394 – DRAFT
DATE May 24, 2019
SUBJECT CONFORMITY ANALYSIS FOR THE WFRS 2020-2025 TRANSPORTATION IMPROVEMENT PROGRAM

ABSTRACT The Fixing America’s Surface Transportation Act (FAST Act) and the Clean Air Act Amendments (CAA) require that all regionally significant highway and transit projects in air quality non-attainment and maintenance areas be derived from a “conforming” Regional Transportation Plan and Transportation Improvement Program. A conforming Plan or Program is one that has been analyzed for emissions of controlled air pollutants and found to be within the emission limits established in the State Implementation Plan (SIP) or within guidelines established by the Environmental Protection Agency (EPA) until such time that a SIP is approved. This conformity analysis is made by the Wasatch Front Regional Council (WFRS), as the Metropolitan Planning Organization for the region, and submitted to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for their concurrence. This conformity analysis is being prepared according to the transportation conformity guidelines promulgated by the Environmental Protection Agency (EPA) as of March 2010 and according to FHWA guidelines found in the FAST Act legislation.

Section 93.122(g)(1) of the Transportation Conformity Rule (40 CFR part 93) states that a new TIP may be demonstrated to conform “without new regional emissions analysis if the previous regional emissions analysis also applies to the new TIP.” Section 93.122 includes the following four conditions. First, the TIP must include all projects that must be started within the TIP time frame in order to achieve the transportation network envisioned in the plan. Second, all regionally significant projects in the TIP must be included in the regional emissions analysis. Third, the design concept and scope for TIP projects must not have changed significantly from the plan. And fourth, the previous regional emissions analysis is consistent with all conformity requirements. As discussed below, the WFRS 2020-2025 TIP meets the conditions of CFR 93.122(g)(1) and therefore conforms to the State Implementation Plan and the EPA guidelines for interim conformity for all applicable non-attainment and maintenance areas and pollutants. Therefore, all the transportation projects in Weber, Davis, and Salt Lake Counties included in the 2020-2025 TIP are found to conform.
Draft 2020-2025 Transportation Improvement Program
Public Comment Interactive Map

LEAVE A PROJECT COMMENT - To leave a project-specific comment, please click on a project line within the map or a project name within the project list (on the right). Next, click on the heart icon to "like" a project or the talk bubble icon to leave a comment. After providing the requested information, click the "Submit" button.

FILTER PROJECTS - Please note that when you zoom in and out of the map, the project list will filter accordingly. Additionally, if there are duplicative projects listed, it is typically indicative of multiple funding sources. Please click on any of the options to provide your project-specific comment.

To provide a general comment that is not project-specific, please access the general comment form.
The TIP provides a thoughtful and balanced approach that seeks to implement critical projects, including those identified in the WFRC Regional Transportation Plan. These projects help our local communities and our region meet the challenge of Utah’s rapidly growing population while simultaneously promoting a strong economy, good air quality, and high quality of life.

### TIP Public Comments and Responses

<table>
<thead>
<tr>
<th>Comment</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Several requests were made to increase or improve specific transit service or operations.</td>
<td>WFRC will work with UTA and local governments to ensure these requests are considered as transit improvements are evaluated. The ability to enhance transit service is contingent on the availability of funding.</td>
</tr>
<tr>
<td>Suggestions were given about the design of a few specific highway and transit projects.</td>
<td>These suggestions will be considered during the project development process as WFRC meets with project sponsors – local governments, UDOT, and/or UTA.</td>
</tr>
<tr>
<td>There were several requests that bike lanes or paths be included in funded projects or as new, independent projects.</td>
<td>Progress is occurring in addressing the need for safe and effective transportation for cyclists in the region. WFRC will continue to work with local governments, transportation agencies, and other stakeholders to identify potential funding and facilitate solutions. This can include both existing and new projects.</td>
</tr>
<tr>
<td>A few commenters asked that more funding be spent on bicycle and transit improvements instead of on road widening or new construction.</td>
<td>The 2020-2025 TIP provides projects that include transportation investments across all modes of travel, including transit, biking, walking, and driving. These investments will help address concerns regarding air quality, mobility, and quality of life. The ability to make improvements is contingent on the availability of funding. A significant portion of the TIP funding is restricted for particular transportation modes.</td>
</tr>
<tr>
<td>Comments were made in favor of several specific highway and transit projects.</td>
<td>Thank you.</td>
</tr>
<tr>
<td>Double tracking of FrontRunner was requested by a few individuals.</td>
<td>WFRC understands the need to double track FrontRunner. This project is included in the adopted 2019-2050 Regional Transportation Plan, but funding has not yet been identified.</td>
</tr>
</tbody>
</table>