



Utah's Transportation Principles - Federal Transportation Reauthorization

1. Long-term and timely reauthorization
2. Sustainable funding mechanisms
3. Utilize existing formula-based programs with enhanced flexibility and multimodal funding
4. Streamline processes
5. Support and ensure state, regional, and local transportation agencies have the ability to harness innovation, data, and technology

Legislative Preview / Tax Reform Update

- ★ 45-day session starts on January 27, 2020
- ★ 800+ bill files already
 - ~30 transportation specific bills
- ★ Each Legislator has ability to pick 3 “priority” bills
 - 1st by Dec 5 | 2nd by Jan 2 | 3rd by Jan 30
- ★ What to expect from WFRC staff during the session
 - bill tracker; email updates; weekly breakfast meeting
- ★ Key legislative items
 - Statewide transportation bond bill
 - UTA Transit Oriented Development (TOD) sites bill
 - Transportation catch-all bill
 - Commission on Housing Affordability bill
 - Tax reform (Tax Restructuring and Equalization Task Force)



WASATCH CHOICE

— 2050 —

Implementation Update

WFRC Council Meeting | October 24, 2019

Utah is growing, and we have a plan



Partners of the Vision

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

- Wasatch Front Regional Council
- Mountainland Association of Governments
- Chambers of Commerce
- Envision Utah
- Kem C. Gardner Policy Institute
- Metropolitan Research Center at The University of Utah
- Utah Association of Counties
- Utah Department of Transportation
- Utah League of Cities and Towns
- Utah Transit Authority

Wasatch Choice Vision Key Strategies

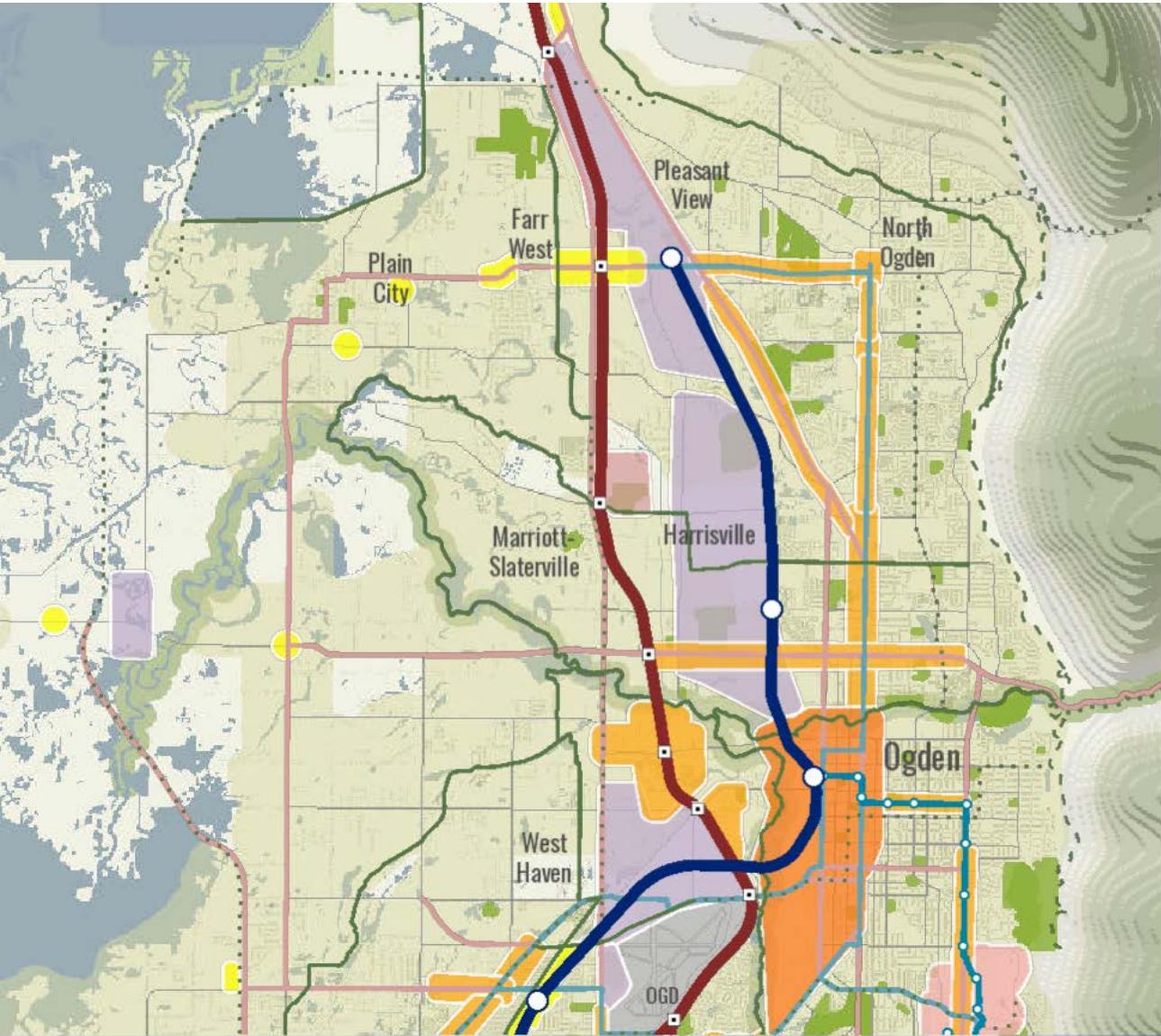
1 Provide transportation choices

3 Preserve open space

2 Support housing options

4 Link economic development with transportation and housing decisions

#WhereMatters



METROPOLITAN CENTER



URBAN CENTER



CITY CENTER



NEIGHBORHOOD CENTER



EMPLOYMENT



INDUSTRIAL



RESIDENTIAL



OPEN SPACE

Wasatch Choice Implementation Workshops

AGENDA

1. Wasatch Choice detailed in the area
2. Discuss implementation challenges
3. Analysis of opportunities
4. Key implementation tools



- Southern Weber ✓
- Northern Weber ✓
- Southern Box Elder ✓
- Northern Salt Lake ✓
- Southwest Salt Lake ✓
- Northern Davis ✓
- Southeast Salt Lake 10/28/19
- Southern Davis 10/30/19
- Tooele Valley RPO 11/18/19
- Morgan County RPO TBD

Challenges to Implementing the Vision: Options

1. NIMBY resistance
2. Staff capacity
3. Transportation agency cooperation
4. Funding for open space
5. Funding for regional roads
6. Funding for transit
7. Funding for local transportation
8. Housing affordability
9. Lack of available land
10. Multi-family development pressures

Key Implementation Challenges: Southern Weber

1. NIMBY resistance

Economic Development

2. Staff capacity

3. Transportation agency cooperation

4. Funding for open space

5. Funding for regional roads

6. Funding for transit

7. Funding for local transportation

8. Housing affordability

9. Lack of available land

10. Multi-family development pressures

Key Implementation Challenges: Northern Weber

1. NIMBY resistance
2. Staff capacity
3. Transportation agency cooperation
4. Funding for open space
5. Funding for regional roads
6. Funding for transit
7. Funding for local transportation
8. Housing affordability
9. Lack of available land
10. Multi-family development pressures

Water resources concerns

Key Implementation Challenges: Southern Box Elder

1. NIMBY resistance*

Having a common local vision

2. Staff capacity

3. Transportation agency cooperation

4. Funding for open space

5. Funding for regional roads

6. Funding for transit

7. Funding for local transportation

8. Housing affordability

9. Lack of available land

10. Multi-family development pressures

Key Implementation Challenges: Northern Salt Lake County

1. NIMBY resistance
2. Staff capacity
3. Transportation agency cooperation
4. Funding for open space
5. Funding for regional roads
6. Funding for transit
7. Funding for local transportation
8. Housing affordability
9. Lack of available land
10. Multi-family development pressures

Key Implementation Challenges: Southwest Salt Lake County

1. NIMBY resistance
2. Staff capacity
3. Transportation agency cooperation
4. Funding for open space
5. Funding for regional roads
6. Funding for transit
7. Funding for local transportation
8. Housing affordability
9. Lack of available land
10. Multi-family development pressures

East/west traffic flow

Key Implementation Challenges: Northern Davis County

1. NIMBY resistance*

/ Community Education

2. Staff capacity

3. Transportation agency cooperation

4. Funding for open space

5. Funding for regional roads

6. Funding for transit

7. Funding for local transportation

8. Housing affordability

9. Lack of available land

10. Multi-family development pressures

Aggregated top 3

1. NIMBY resistance

2. Staff capacity

3. Transportation agency cooperation

4. Funding for open space

5. Funding for regional roads

6. Funding for transit

7. Funding for local transportation

8. Housing affordability

9. Lack of available land

10. Multi-family development pressures

/ Community Education
*Common community vision



WASATCH FRONT REGIONAL COUNCIL



What is the #1 implementation challenge for local government?

- 10% 1. NIMBY resistance
- 10% 2. Staff capacity
- 10% 3. Transportation agency cooperation
- 10% 4. Funding for open space
- 10% 5. Funding for regional roads
- 10% 6. Funding for transit
- 10% 7. Funding for local transportation
- 10% 8. Housing affordability
- 10% 9. Lack of available land
- 10% 10. Multi-family development pressures

What is the #2 implementation challenge for local government?



What is the #3 implementation challenge for local government?



Next Steps

- Compile input on challenges and successes
- Put local status report data on the WFRC website
- Draft approaches to help our members address challenges





WASATCH CHOICE

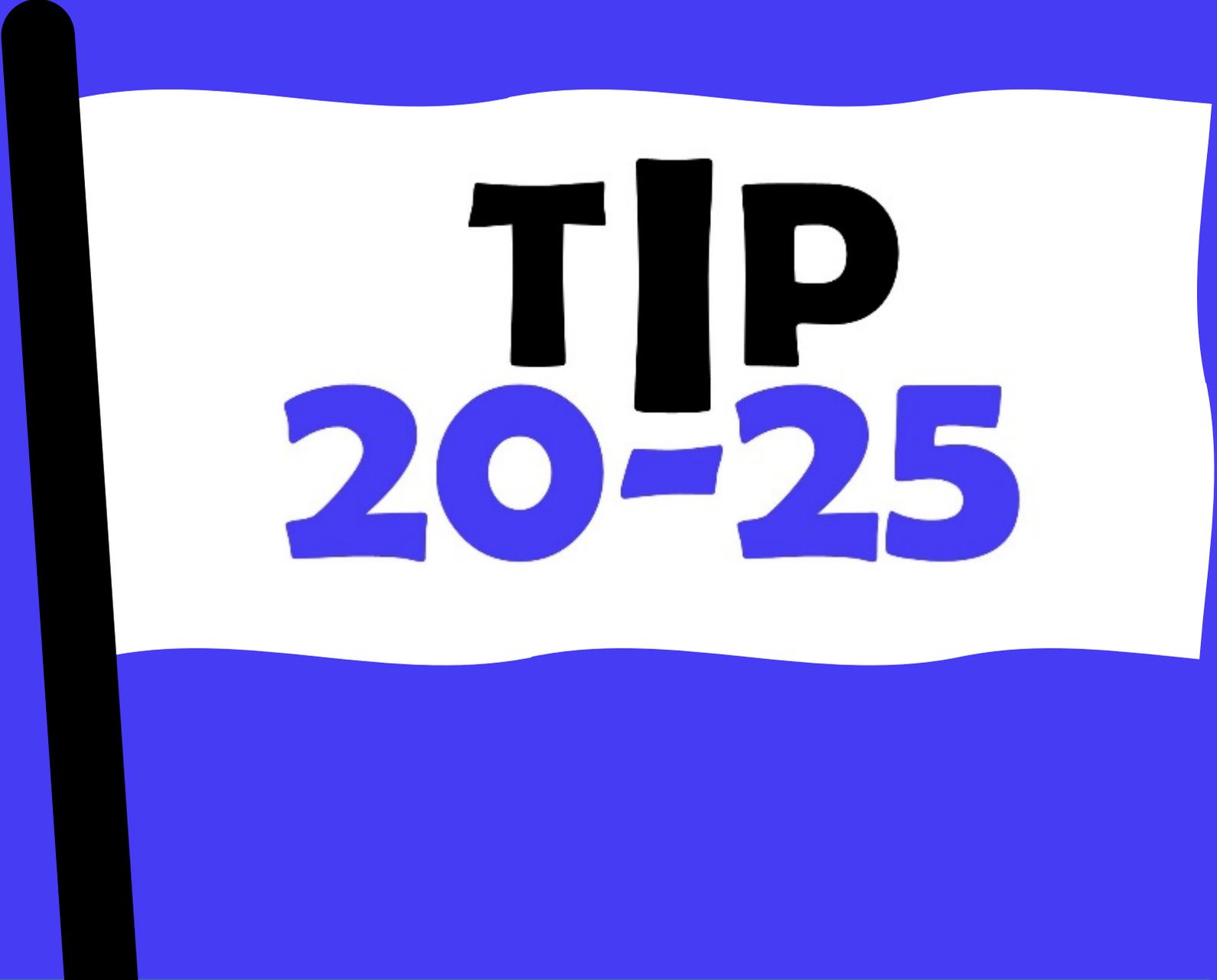
— 2050 —

Implementation Update

WFRC Council Meeting | October 24, 2019

Transportation Improvement Program



A white flag with a wavy top and bottom edge is attached to a black pole on the left. The flag features the word 'TIP' in large, bold, black capital letters, and the numbers '20-25' in large, bold, blue capital letters below it. The background is a solid blue color.

TIP
20-25

TIP 20-25

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

TIP 20-25

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

TIP
20-25

#1

2020-2025 TIP Board Modification

Regional Council
October 24, 2019

Ben Wuthrich
Wasatch Front Regional Council



2020-2025 Transportation Improvement Program (TIP) (Amendment One)

Board Modification

Funding Transfer & Scope Change

Ogden/ Layton Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year	
Davis/ Weber	UDOT	I-84	14348	I-84: Uintah Interchange	Deck Replacement Project	ST_Bridge (State Bridge Funds)	\$2,050,000	\$0	<i>Transfer Funds & Abandon</i>	\$0	2020-2025	
Davis	UDOT	US-89	13821	US-89; Farmington to I-84	Reconstruct and Widen Project to include the Rehabilitation of two bridges over the Weber River on US-89	Local_Govt (Local Government Funds)	\$476,786,658	\$86,658				2020-2025
						ST_TIF (Transportation Investment Funds)		\$471,650,000				
						ST_Trans_Sol (State Transportation Solutions)		\$3,000,000				
						ST_Bridge (State Bridge Funds)		\$0				

After the Uintah Interchange project was approved and funding was programmed, Region One completed a study with plans that will replace the existing interchange with a future interchange configuration to accommodate the expected growth and needs of this location. To address the immediate needs on the Uintah Interchange, pothole patching and a polymer bridge deck overlay was applied this past summer to preserve them until the future project can be funded.

The funds being added to the US-89; Farmington to I-84 project will be used to rehabilitate the two bridges over the Weber River on US-89. The original project scope included only striping an additional lane across both structures.

New Project

Salt Lake/ West Valley Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	SR-210	17985	SR-210; Little Cottonwood Canyon	Construct a High Tee Intersection	Hot Spot Funding - TIF (Transportation Investment Funds)	\$2,000,000	\$0	<i>New Funding</i>	\$2,000,000	2020-2025

As part of the Cottonwood Canyons Recreation HotSpot Project, Region 2 has identified an early action operational improvement that will assist with traffic congestion exiting Little Cottonwood Canyon by extending the existing High Tee intersection at Entry 1 and adding new High Tee intersectiona at Entry 4 (Alta Bypass Road) and the Wildcat Access (Ft Trail).

While these types of intersections are not common, a review of the National Crash Modification Factors indicates that a reduction of 13% of current crashes is likely. Studies show that after a High Tee intersection was installed, a survey of local road users was conducted and it indicated that users felt the roadway was safer to have this protected turn and driving lane, as well as the average delay through the intersection was reduced. The requested funds are part of the overall Hot Spot Funding program.

Weber/Davis – Bridge Rehabilitation

Rehabilitate Two Bridges over the Weber River on US-89

Additional funding is available from the Uintah Interchange Deck Rehab

Additional Funding
\$ 2,050,000

Total Project Cost
Estimate \$ 476,786,658

Project improvements include . . .

- Immediate Interchange Improvements were done this past Summer with other Pavement Maintenance Funding
- Rehabilitate the two bridges over the Weber River

Salt Lake – SR-210; Little Cottonwood Canyon Construct Two New High Tee Intersections

**Project
improvements
include . . .**

- Construction of an early action operational improvement that will assist with traffic congestion and improve safety for users exiting Little Cottonwood Canyon

Funding Available from
the Hot Spot Funding – TIF
Cottonwood Canyons
Recreation Hot Spot Funds

New Funding
\$ 2,000,000

Total Project Cost
Estimate \$ 2,000,000

2020-2025 Transportation Improvement Program (TIP) (Amendment One)

Board Modification

New Project

Salt Lake/ West Valley Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	SR-210	17985	SR-210; Little Cottonwood Canyon	Construct a Lane Merge Project	Hot Spot Funding - TIF (Transportation Investment Funds)	\$6,000,000	\$0	<i>New Funding</i>	\$6,000,000	2020-2025

As part of the Cottonwood Canyons Recreation HotSpot Project, Region 2 has identified an early action operational improvement project that will assist with traffic congestion entering Little Cottonwood Canyon by adding a merge lane at the intersection of SR-210 and SR-209.

A traffic analysis of this merge lane at the intersection of SR 210/SR 209 has been completed and the results show a reduction of a 2 mile long queue to 200 yards during peak times for travelers going up Little Cottonwood Canyon. The requested funds are part of the overall Hot Spot Funding program.

Salt Lake	Bluffdale	Porter Rockwell	18053	Porter Rockwell; 14600 S to Rising Star - Trail	Construct Section of Missing Bike/ Pedestrian Trail	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	\$49,886	\$0	<i>New Funding</i>	\$32,426	2020
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UDOT TAP Contribution \$32,426, Local Contribution \$17,460, Total Project Cost \$49,886

Salt Lake	Murray	Cedar Street	18052	Cedar Street; 6100 S to 6200 S - Sidewalk	Construct Sections of Missing Sidewalk	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	\$178,101	\$0	<i>New Funding</i>	\$115,766	2020
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UDOT TAP Contribution \$115,766, Local Contribution \$62,335, Total Project Cost \$178,101

Salt Lake	Sandy	11400 South	18051	11400 S; 1300 E to 1700 E - Bike Lanes	Construct Bike Lanes along 11400 South	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	\$274,940	\$0	<i>New Funding</i>	\$178,711	2020
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UDOT TAP Contribution \$178,711, Local Contribution \$96,229, Total Project Cost \$274,940

Salt Lake	White City	730 East	18050	730 E; Segoe Lily Dr to Tulip Dr - Sidewalk	Construct Sections of Missing Sidewalk	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	\$134,448	\$0	<i>New Funding</i>	\$87,392	2020
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UDOT TAP Contribution \$87,392, Local Contribution \$47,056, Total Project Cost \$134,448

Salt Lake – SR-210; Little Cottonwood Canyon Construct A Lane Merge

New Funding
\$ 6,000,000

Total Project Cost
Estimate \$ 6,000,000

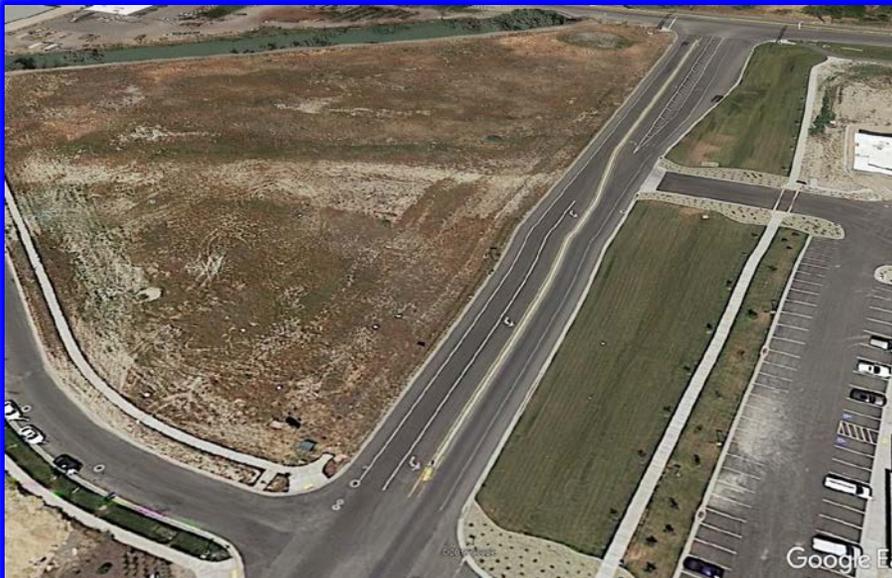
Funding Available from
the Hot Spot Funding – TIF
Cottonwood Canyons
Recreation Hot Spot Funds

**Project
improvements
include . . .**

- Construction of an early action
operational improvement that will assist
with traffic congestion and improve
safety for users entering Little
Cottonwood Canyon



Porter Rockwell; 14600 South to Rising Star Construct Section of Missing Bike/ Pedestrian Trail



Program Year 2020	Estimated Cost	\$ 49,886
	TAP Funding	\$ 32,426
	Local Funding	\$ 17,460

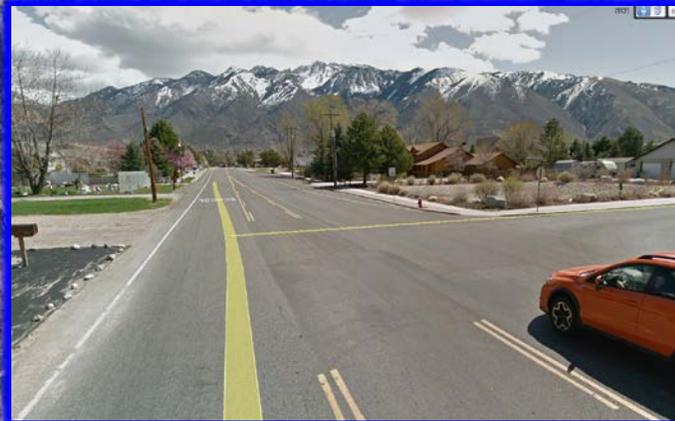
Cedar Street; 6100 South to 6200 South

Construct Sections of Missing Sidewalk



Program Year 2020	Estimated Cost	\$ 178,101
	TAP Funding	\$ 115,766
	Local Funding	\$ 62,335

11400 South; 1300 East to 1700 East Construct Bike Lanes along 11400 South



Program Year 2020	Estimated Cost	\$ 274,940
	TAP Funding	\$ 178,711
	Local Funding	\$ 96,229



730 E; Sego Lily Drive to Tulip Drive Construct Section of Missing Sidewalk

Program Year
2020

Estimated Cost

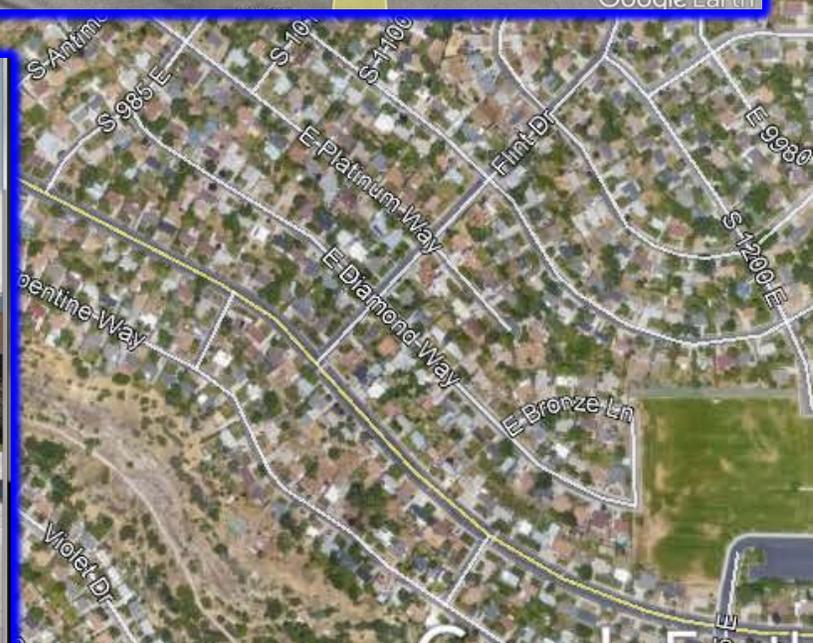
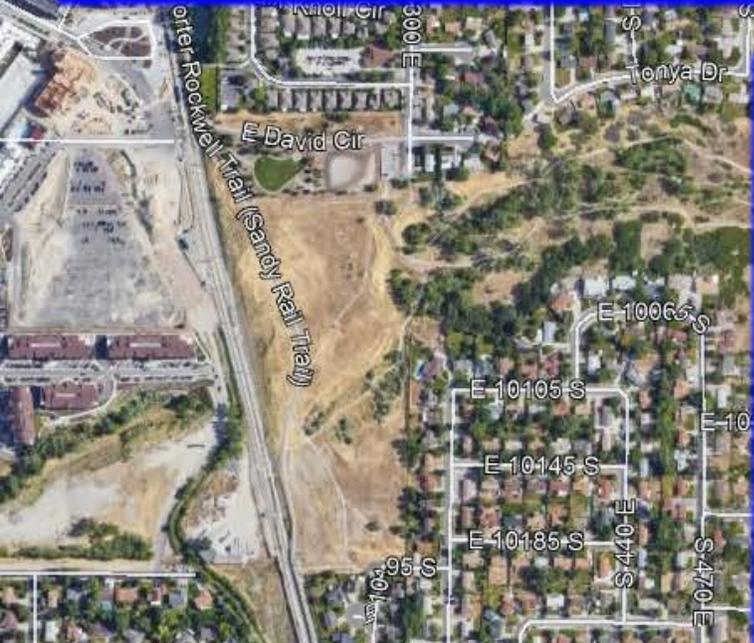
\$ 134,448

TAP Funding

\$ 87,392

Local Funding

\$ 47,056





Air Quality Report

Kip Billings, WFRC | October 2019

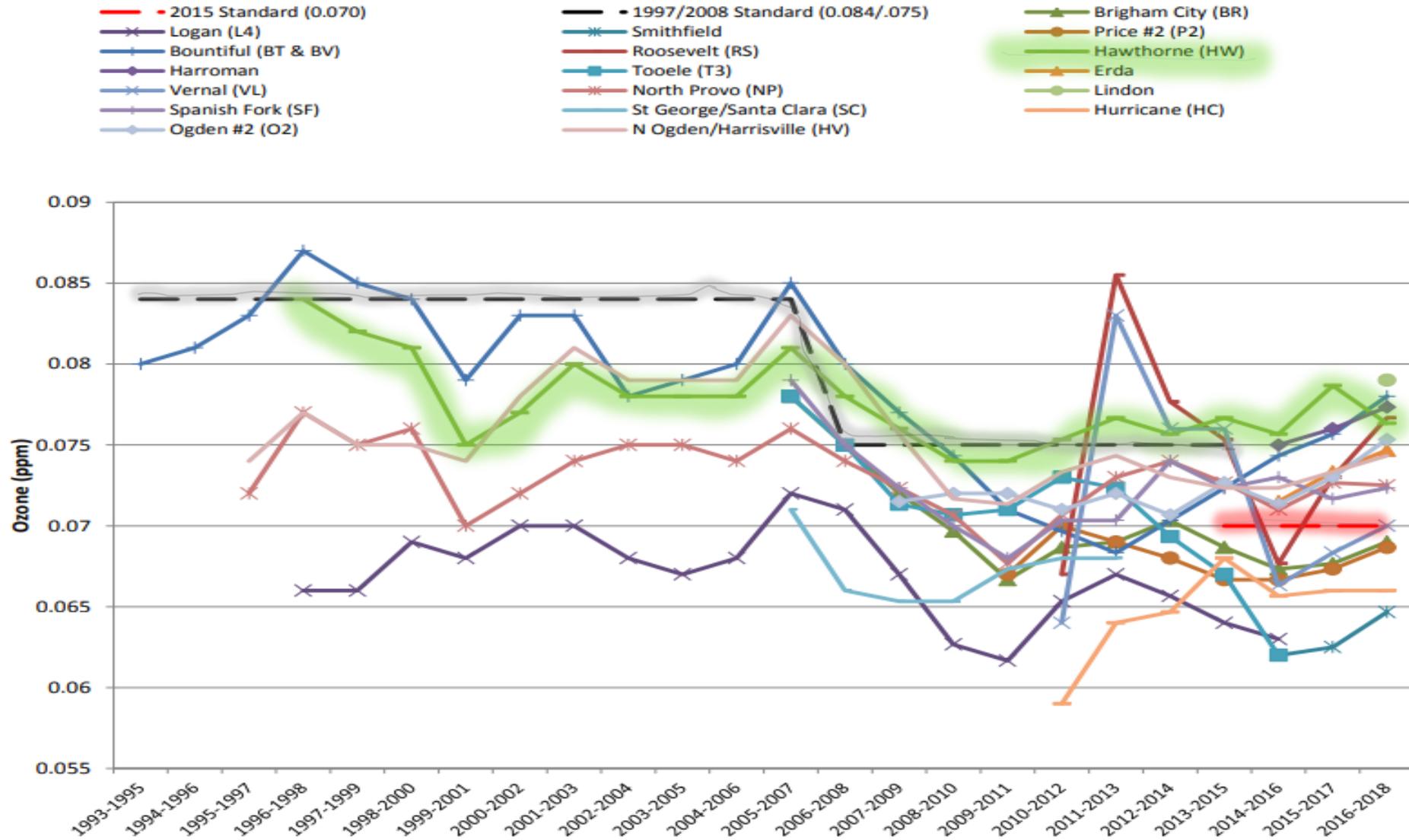


WASATCH FRONT REGIONAL COUNCIL



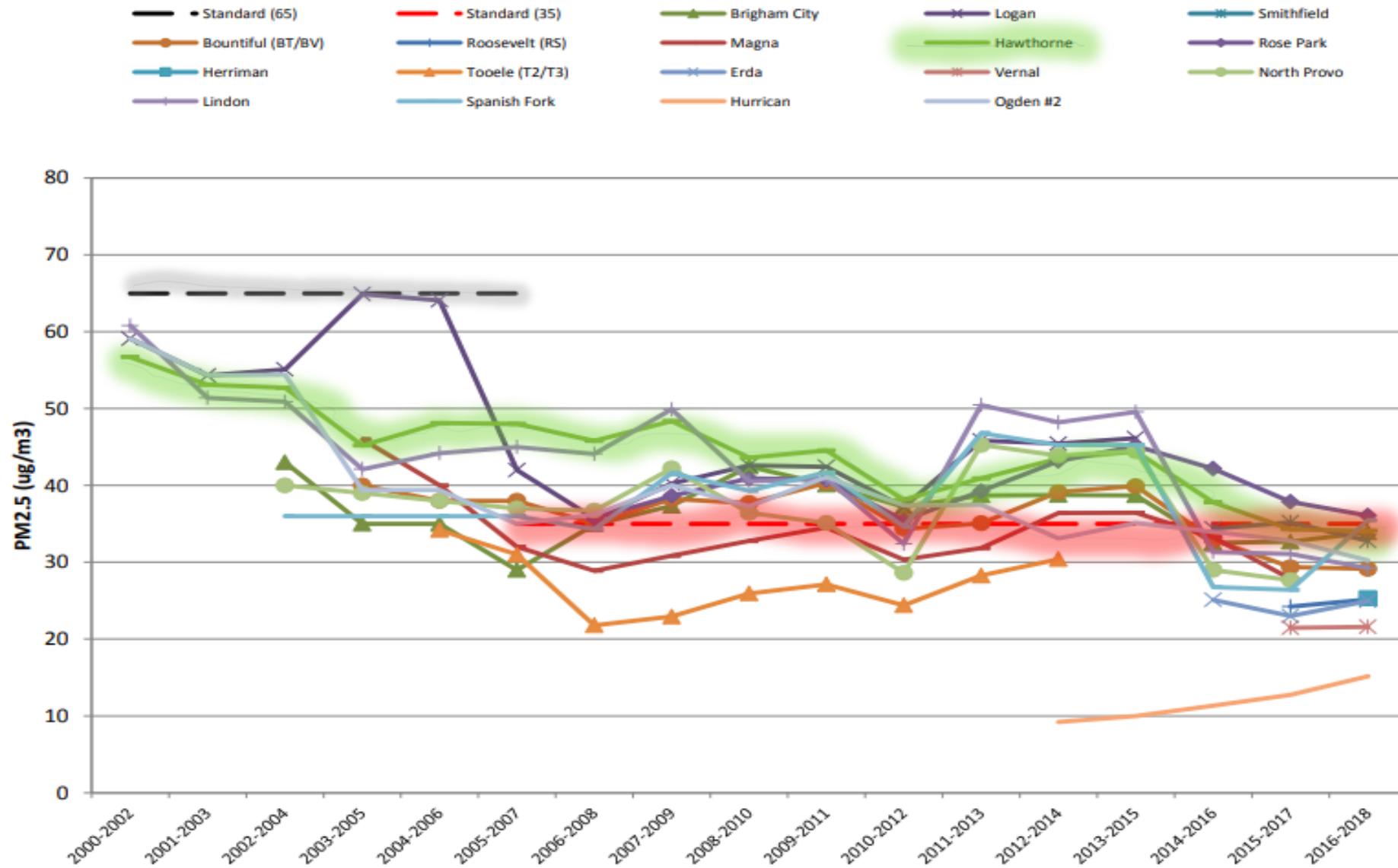
Ozone Pollution

Three-Year Average 4th Highest 8-Hour Concentration



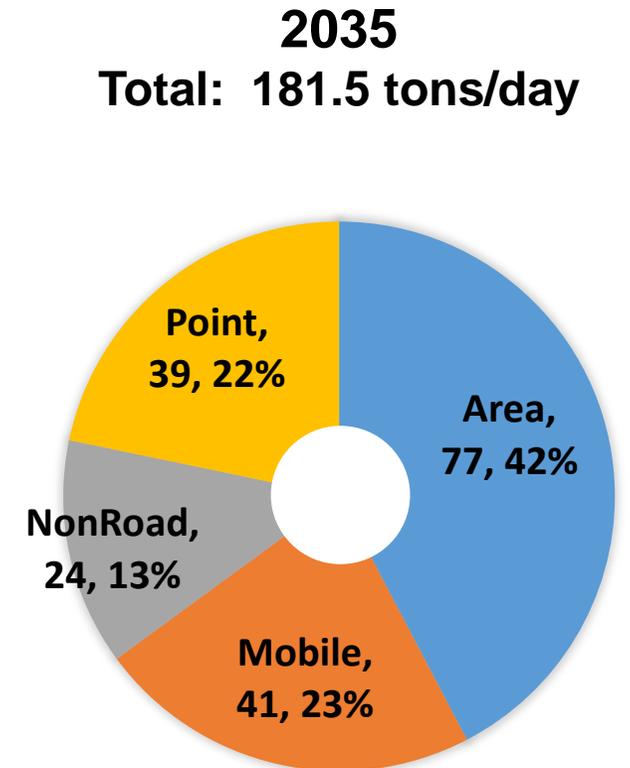
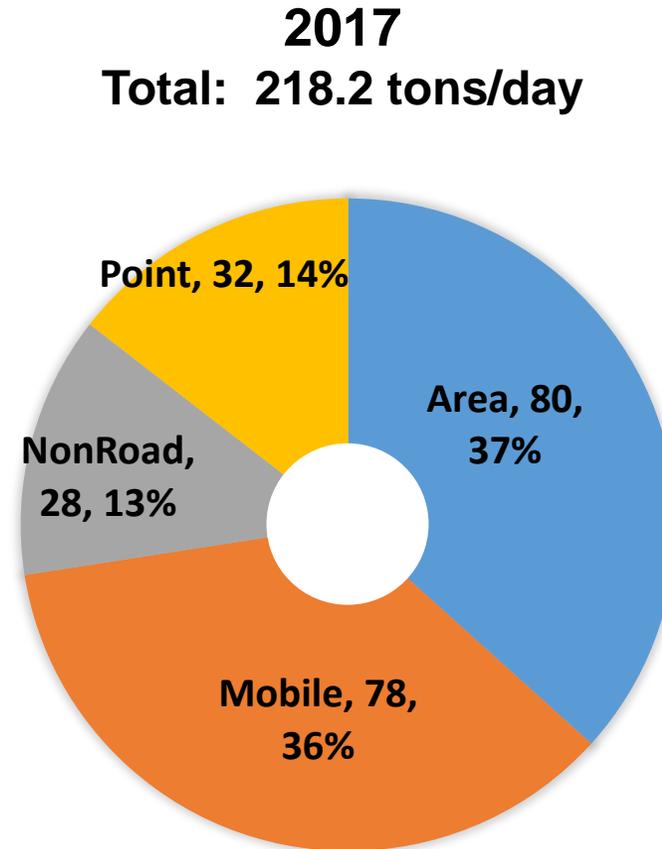
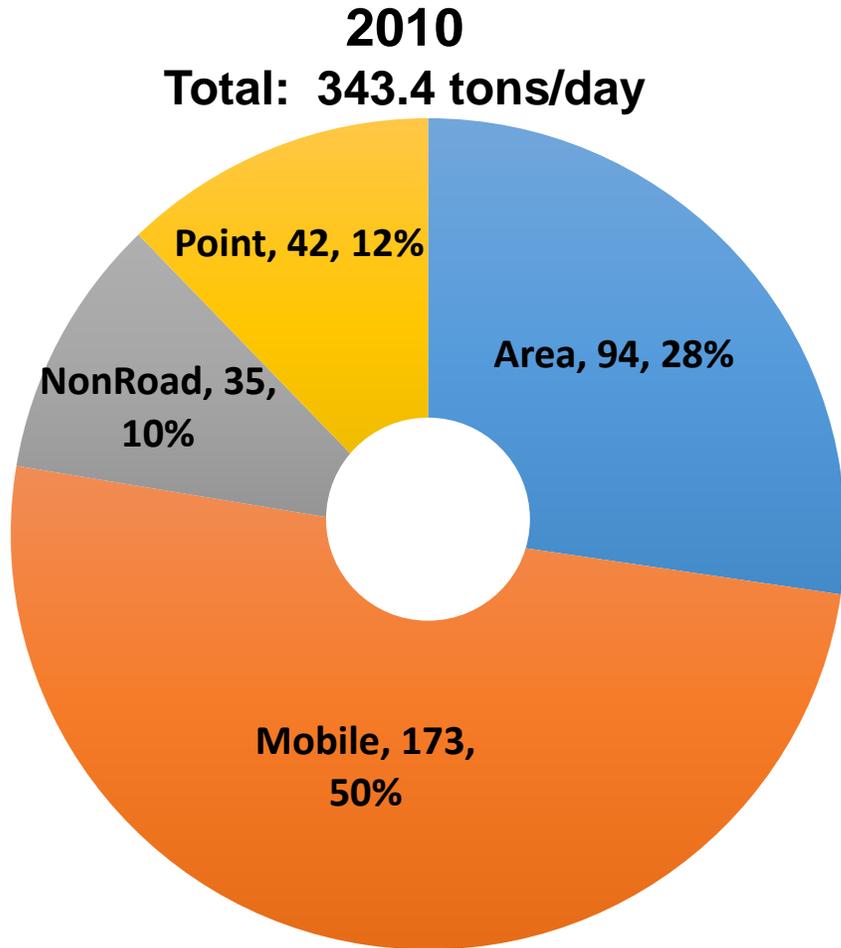
PM2.5 Pollution

Three-Year Average 98th Percentile 24-Hour Concentration



PM2.5 Emissions by Source

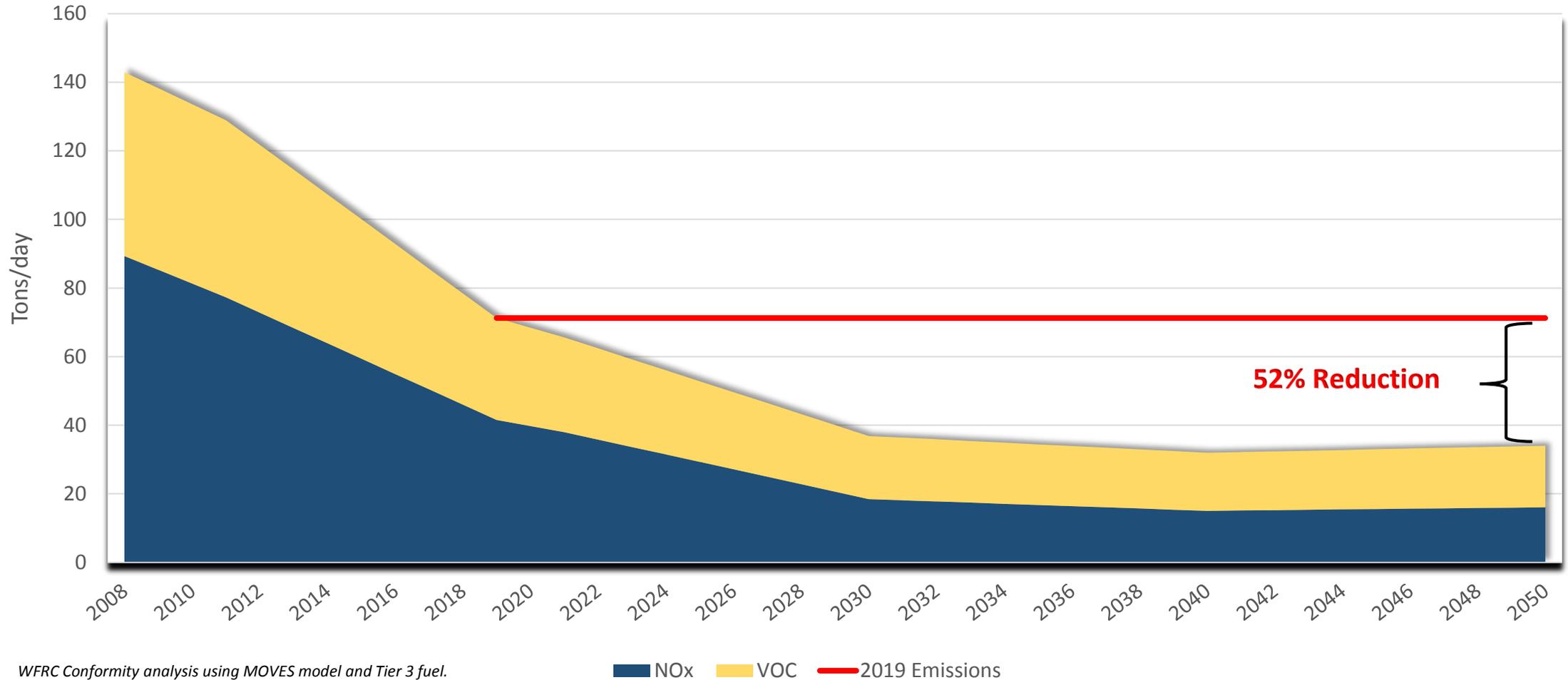
Tons/day: PM2.5, NOx, VOC, NH3, SO2



Source: Salt Lake PM2.5 Maintenance Plan 2019, Salt Lake PM2.5 SIP 2013.

Vehicle Emissions Reductions: 2019-2050

Weber, Davis, Salt Lake, Tooele, Box Elder



WFRC Conformity analysis using MOVES model and Tier 3 fuel.

Air Quality: Potential Actions for Drivers

Buy a new car

- MY2017, SMOG rating 8-10

Reduce the number of “cold starts”

- Telecommute
- Trip chain
- Skip a trip
- Walk to school/church

Use public transit

Walk / Bike

Reduce idling – Do NOT warm up your car!

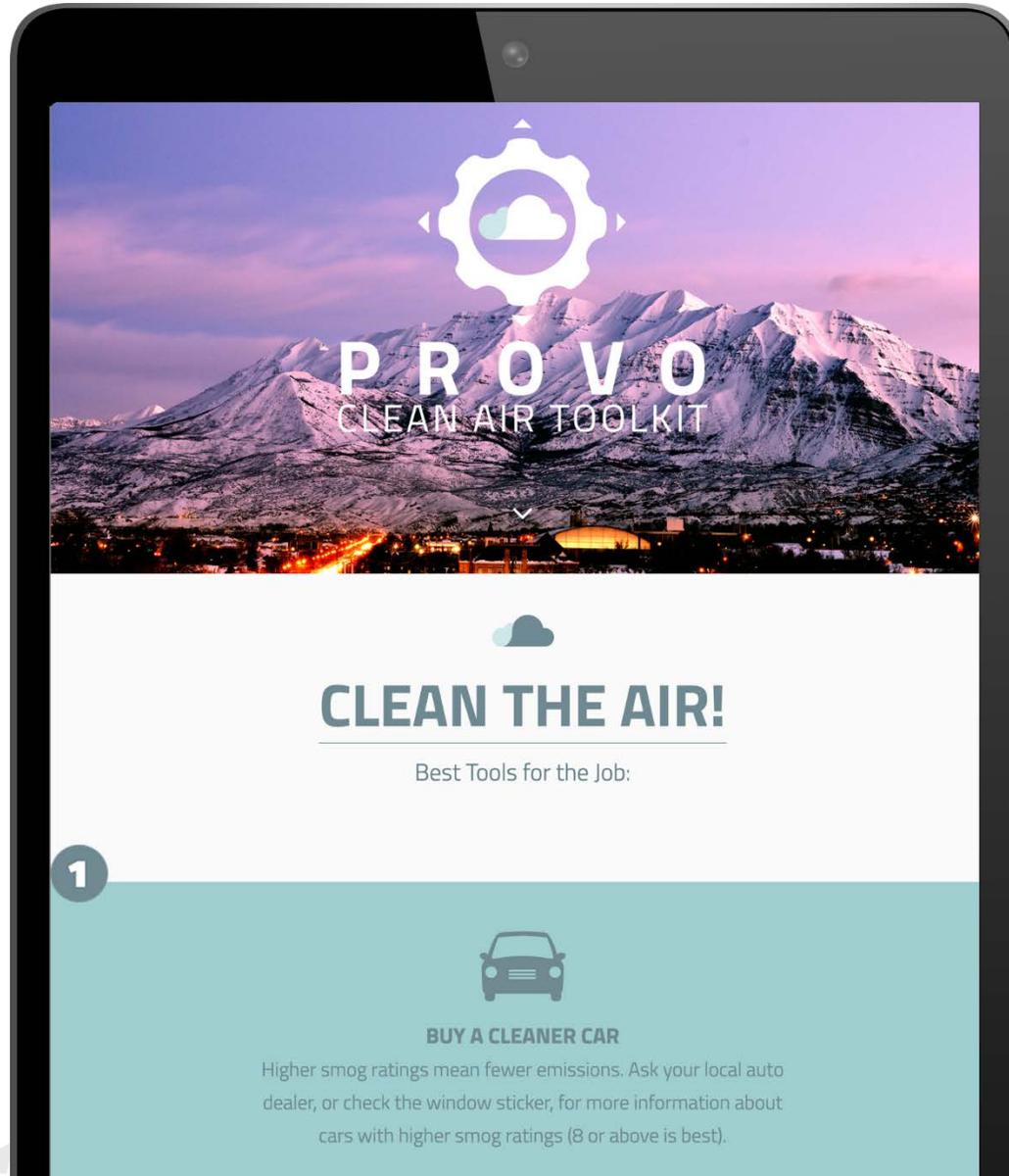
Carpool (“round-up” vs “rendez-vous”)

Flextime

Cruise control



Air Quality: Potential Actions for Local Leaders



Provo Clean Air Toolkit (Provocleanair.org)

Individuals | Business | City

- Local idling ordinance
- Convert city fleet to Tier3, CNG, or electric
- Transit oriented development
- Walkable communities
- *many more....*



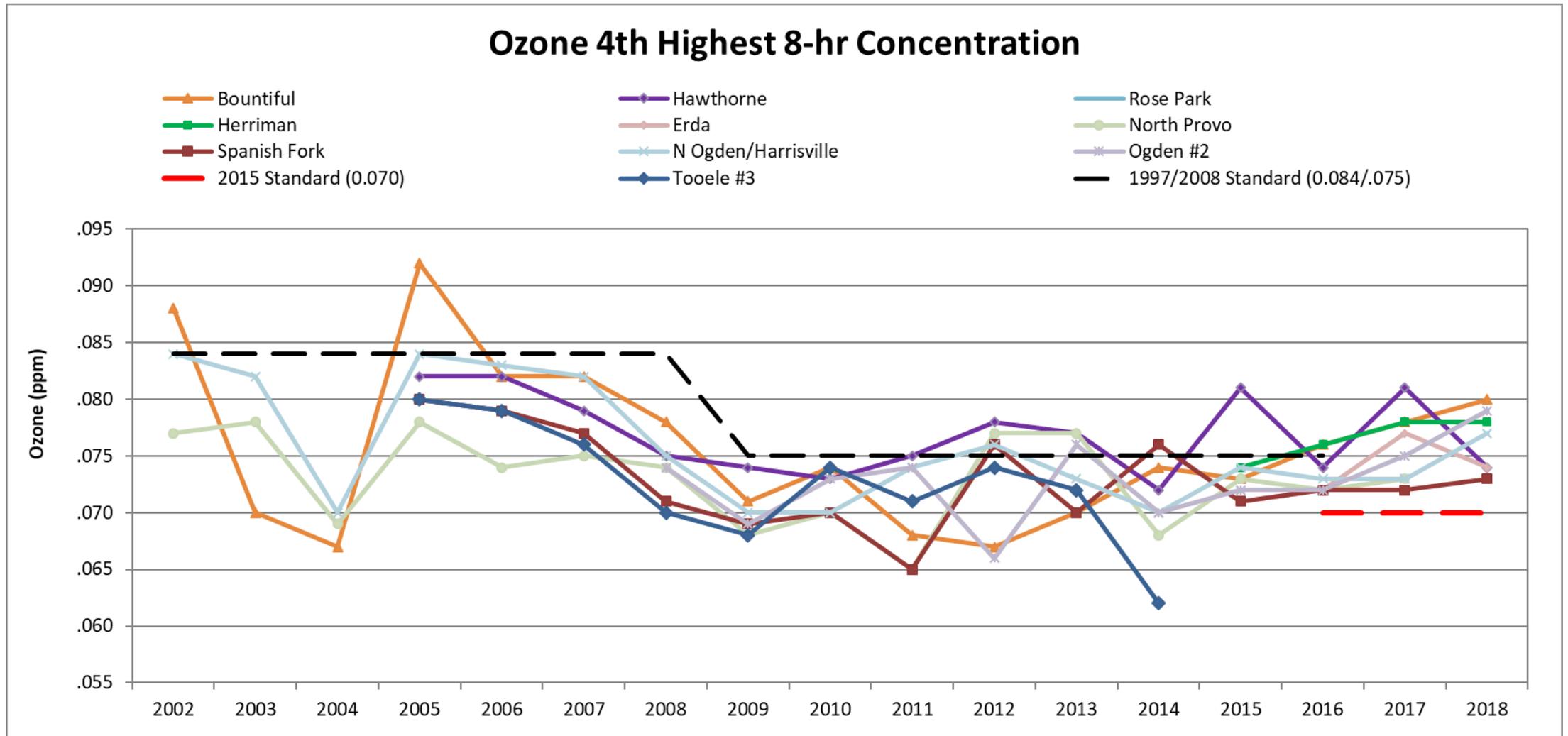
Air Quality Report

Kip Billings, WFRC | October 2019



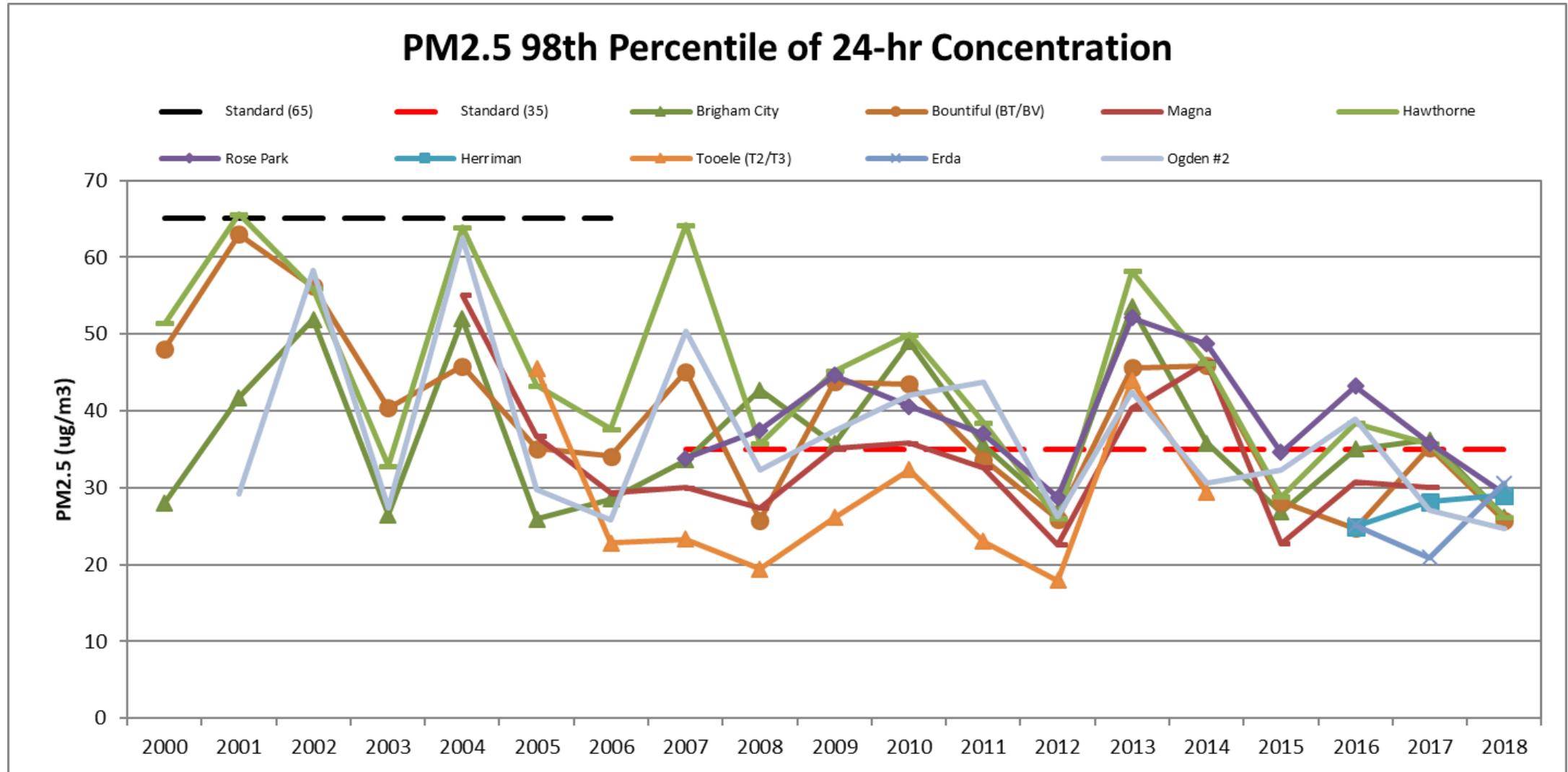
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PM2.5 Pollution

Three-Year Average 98th Percentile 24-Hour Concentration



Vehicle Emissions Reductions: 2019-2050

Weber, Davis, Salt Lake, Tooele, Box Elder

Tons/day

