

## FUNDING PROGRAMS FISCAL YEAR 2020



#### **WFRC Funding Programs**

- Surface Transportation Program
- Congestion Mitigation Air Quality
- Transportation Alternatives Program
- Transportation & Land Use Connection Program
- Wasatch Front Economic Development District
- Community Development Block Grant Program





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







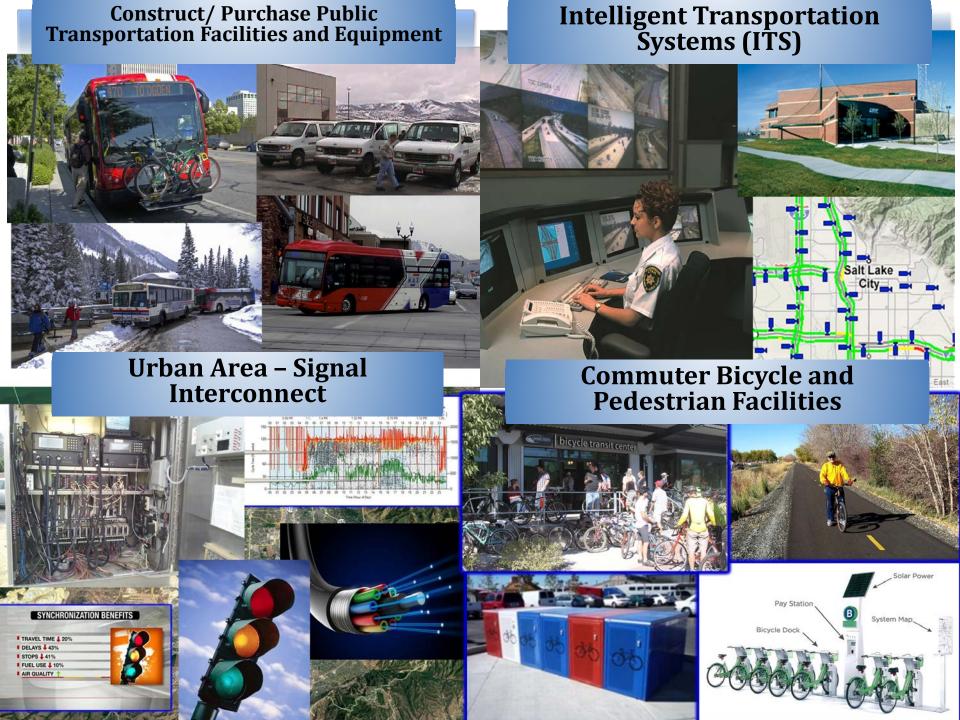
### CONGESTION MITIGATION/ AIR QUALITY (CMAQ)

#### **Eligible CMAQ Project Types**

- 1. Diesel Engine Retrofits
- 2. Idle Reduction
- 3. Traffic Flow Improvements
- 4. Freight/Intermodal
- 5. Transportation Control Measures
- 6. Transit Improvements
- 7. Bike & Ped Facilities
- 8. Travel Demand Management
- 9. Public Outreach

- 10. Transportation Management Associations
- 11. Carpools & Vanpools
- 12. Carsharing
- 13. Extreme Cold Starts
- 14. Training
- 15. I/M Programs
- 16. Innovative Projects
- 17. Alternative Fuels & Vehicles





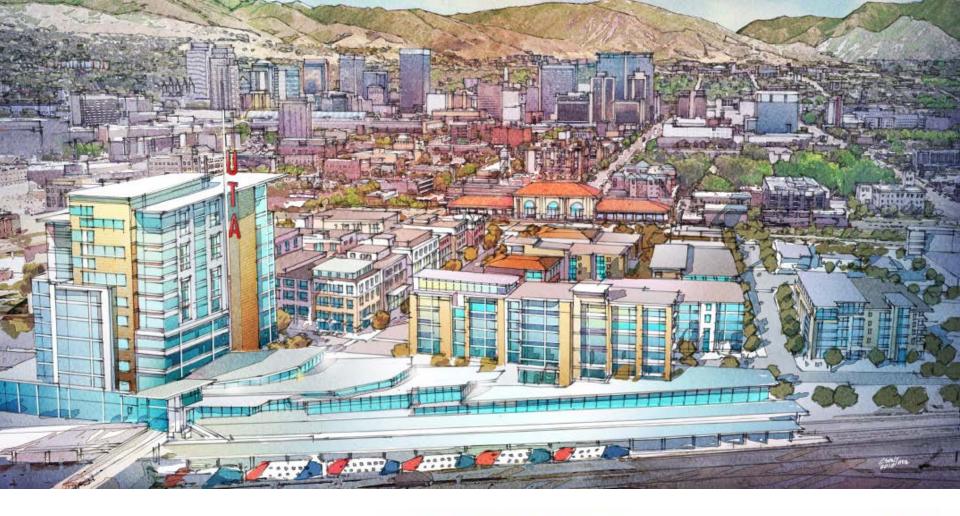


# TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

#### **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















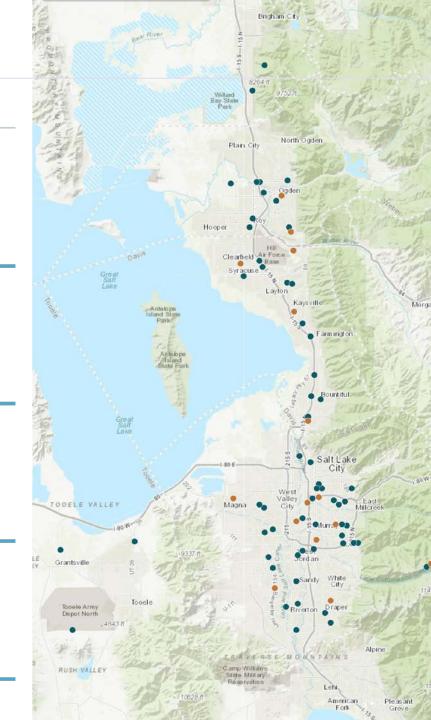
#### **TLC PROGRAM GOALS**

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**



#### **POLICIES**

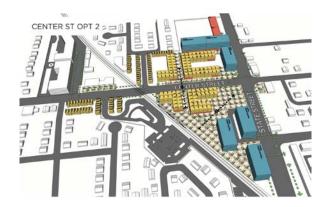


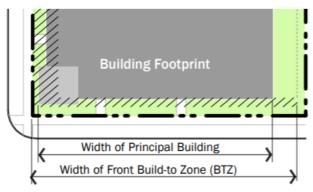
#### **PRODUCTS**

Visions
Community Engagement
Downtown Master Plans
Active Transportation

Zoning Ordinances
Design Standards
Transportation Priorities

Financing Options
Implementation Strategies
RDA Support







STUDIES AND ANALYSES (Parking, Market, etc.)



# 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**



\$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

PUBLIC WORKS & ECONOMIC ADJUSTMENT ASSISTANCE

\$100,000 - \$3,000,000

- Job Creation
- Job Retention
- Construction
- Global Competitiveness
- Leverage Private Capital
- Coal Impacted
   Communities
- Build Regional Capacity

REGIONAL INNOVATION STRATEGIES

\$0 - \$500,000

- Innovation Centers
- Entrepreneurial Centers
- Cluster-Based Startups

LOCAL TECHNICAL ASSISTANCE

\$0 - \$300,000

- Economic Development Plans
- Feasibility Studies
- Impact Analyses



### Community Development Block Grant (CDBG) Small Cities Program



#### **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 2020** \$996,547

Water Tank/Line Upgrades
Washington Terrace City \$236,606



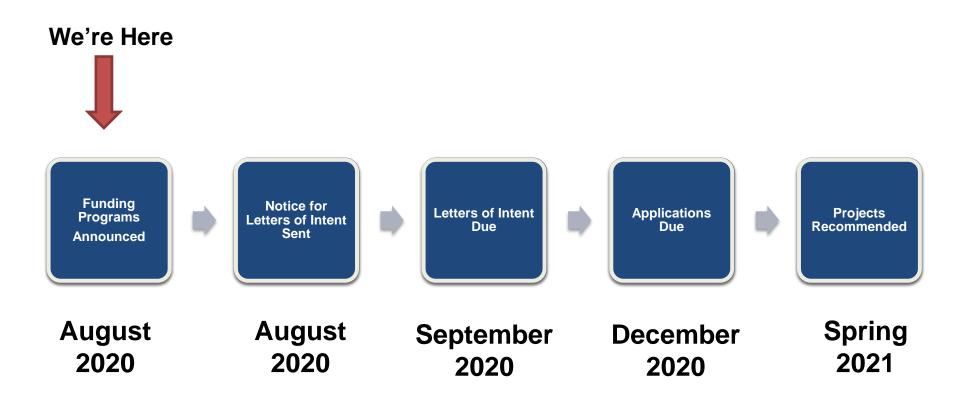
Curb, Gutter, Sidewalk Marriott-Slaterville \$76,848



Waterline Replacement Uintah City \$178,493



#### **WFRC Funding Program Deadlines**



#### For More Information

Wasatch Front Regional Council <a href="https://www.wfrc.org">www.wfrc.org</a> 801-363-4250

Economic Development District Scott Hess x1104 <a href="mailto:shess@wfrc.org">shess@wfrc.org</a>

Community Development Block Grant Christy Dahlberg x5005 <a href="mailto:christy@wfrc.org">christy@wfrc.org</a>

Transportation and Land Use Connection

Megan Townsend x1101 <a href="mailto:mtownsend@wfrc.org">mtownsend@wfrc.org</a>

Surface Transportation, Congestion Mitigation Air Quality,
Transportation Alternatives
Ben Wuthrich x1121 <a href="mailto:bwuthrich@wfrc.org">bwuthrich@wfrc.org</a>

# The Transportation mprovement Program

# TP 20-25



### Transportation Improvement Program - Today . . .

- Report on Board Modification
  - To the 2020-2025 TIP
- Action on the Board Modification
  - To the 2020-2025 TIP
- **4c.** Action to Recommend the Approval of the 2021-2026 Transportation Improvement Program (TIP) & Corresponding Air Quality Conformity Finding

# 4b - Action on the Board Modification to the 2020-2025 TIP

Regional Council August 27, 2020

Ben Wuthrich Wasatch Front Regional Council



#### 2020-2025 Transportation Improvement Program (TIP) (Amendment Nine)

#### **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
Cak Lala		9270 South		9270 South & State Street; 150 East	t	STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake (WFRC))	45.000	\$5,996,554	Additional Funding	\$800,000	2021
Salt Lake Sandy	9270 South	h 13114	to State Street	Intersection Improvements and Signal Installation	LOCAL_GOVT Local Government Funds	\$7,332,000	\$435,446	Additional Funding	\$100,000	2021	

This project will realign the intersection at 9270 South between State Street and 150 East and install a traffic signal. By realigning this intersection, mobility and safety will improve in all directions for vehicle, pedestrian, and bicycle traffic. The project cost increase is a result of additional right of way and inflated construction cost associated with project delay due to environmental issues. Sandy City requests additional Salt Lake/ West Valley Urban Surface Transportation Program (STP) funds for the 9270 South intersection realignment project. The additional funding would come from the Salt Lake/ West Valley Urban Area STP funds and Sandy City.

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	16092	Little Cottonwood Canyon (EIS)	To find long term solutions to improve the safety, reliability, and mobility of SR-210	ST_TIF (Transportation Investment Funds)	\$10,980,884	\$8,480,884	Additional Funding	\$2,500,000	2020
Salt Lake	UDOT	Cottonwoo d Canyons	17374	Cottonwood Canyons Rec Hot Spot	Project construction to improve the safety, reliability, and mobility throughout the Canyons	ST_TIF (Transportation Investment Funds)	\$45,740,000	\$48,240,000	Funding Reduction	\$2,500,000	2020

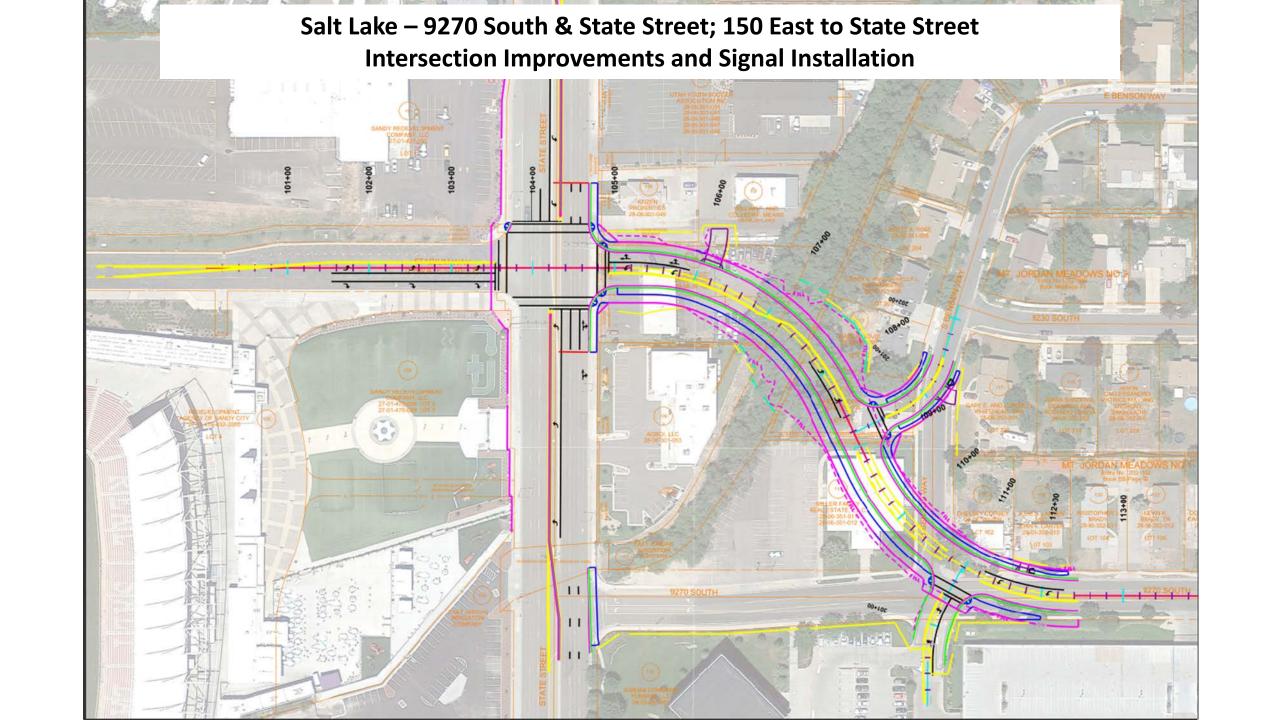
The Little Cottonwood Canyon EIS project was funded from the Recreational Hot Spots program to find long term solutions to improve the safety, reliability, and mobility of SR-210. The project began in 2018 to develop alternatives to meet these goals. However, meeting these goals, while meeting the needs of local stakeholders, proved to be very complex. In 2019 the project added additional alternatives to ensure stakeholder concerns were heard and addressed while seeking the most viable solution. The work for these additional alternatives includes: - The development, design, and screening of additional alternatives. - Additional public outreach such as council meetings, open houses, stakeholder meetings, etc. - Travel demand modeling for the screening of additional alternatives. - Developing the draft and final EIS including the Record of Decision. To complete these activities, it was determined that the project will need additional funds from the Little Cottonwood Canyon Rec HotSpot Project.

#### New Project

Salt Lake/ West Valley Urban Area

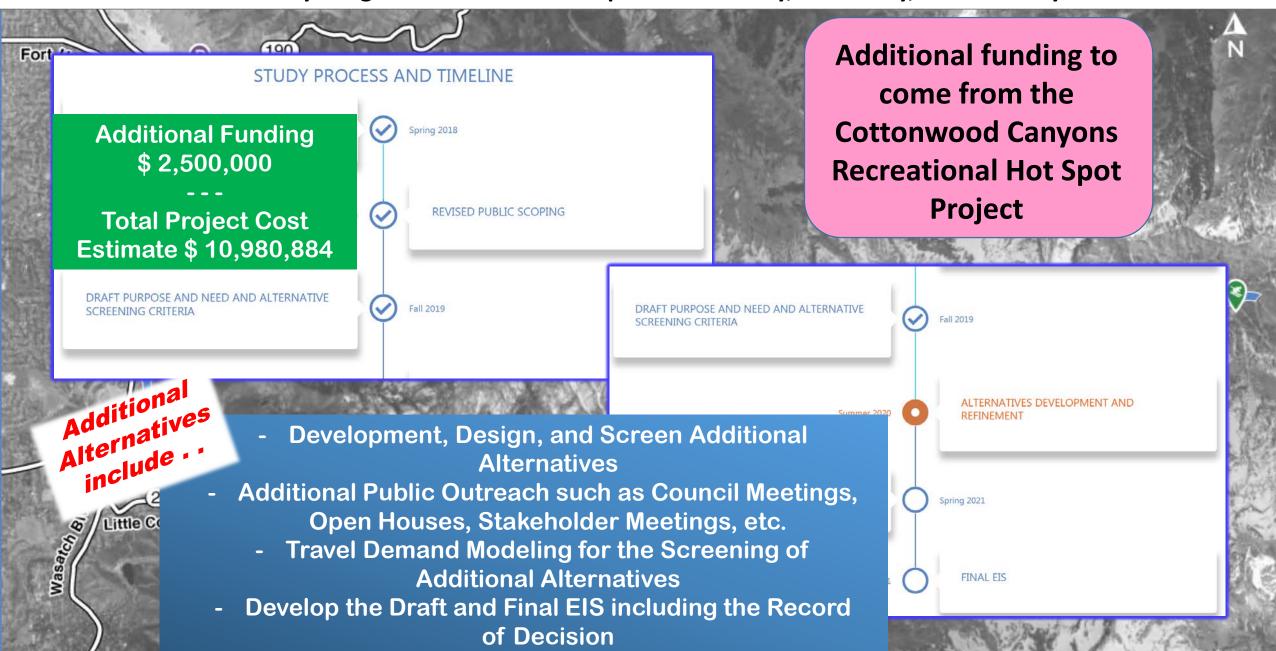
County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	Various	18866	Emergency Earthquake Bridge Inspection & Repair	Emergency Inspections and Repairs that occurred Immediately after the Earthquake	Emergency Bridge Repair	\$2,186,000	\$0	New Funding	\$2,186,000	2020

Originally funded through the Bridge Preservation Program, Region Two and the Structures Division began work on these activities after the earthquake occurred on March 18, 2020. These activities consist of three projects. The first project will be for the reimbursement of funds for emergency inspections that occurred immediately after the earthquake and emergency repairs that were completed to reopen a closed structure. The second project will consist of reimbursement for the repairs to two structures with the most critical damage. The third project will include reimbursement for the repair of the remaining four structures that had damage resulting from the earthquake. In the June 26th Transportation Commission meeting, the Utah Division of the Federal Highway Administration announced approval of up to \$2,068,212 in federal reimbursement for activities related to the earthquake damage. This will programmatically approve the remaining structure repairs due to the March 18, 2020 earthquake, and allow for federal emergency funds to reimburse the Bridge Preservation Program for prior emergency expenditures.

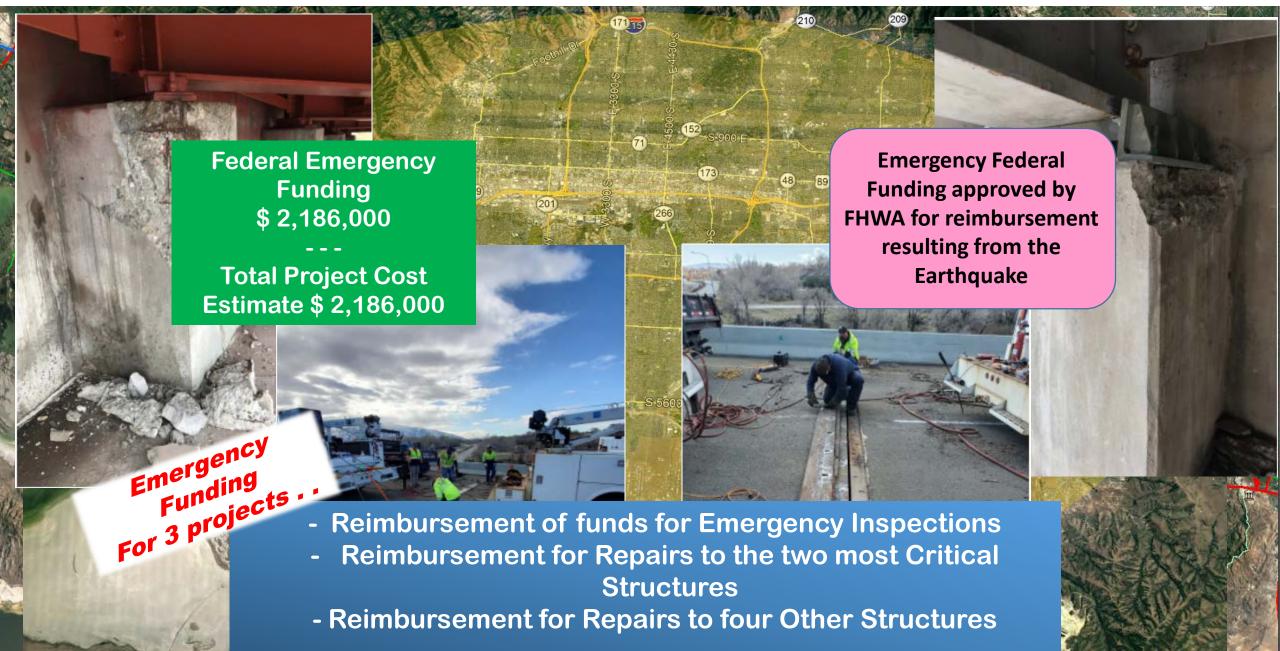




### Salt Lake – Little Cottonwood Canyon (EIS) Identify Long Term Solutions to Improve the Safety, Reliability, and Mobility



#### Salt Lake – Emergency Earthquake Bridge Inspection & Repair Emergency Inspections and Repairs that occurred Immediately after the Earthquake



#### 2020-2025 Transportation Improvement Program (TIP) (Amendment Nine)

#### **Board Modification**

#### New Project

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County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Tooele	Grantsville	Various			Construct Sidewalk on the south side of Durfee Street, from Willow Street to LDS Chapel	CMAQ_TOOELE (Congestion Mitigation/ Air Quality (CMAQ) Program - Tooele Area)	- \$328,000	\$0		\$305,794	- 2020-2021
Tooele	Grantsvine	various	New	Durfee Street Sidewalk		LOCAL_GOVT Local Government Funds		\$0	New Project	\$22,206	

This project will construct missing sidewalk on the south side of Durfee Street between Willow Street and the LDS Chapel. This project is funded with unprogrammed Congestion Mitigation/Air Quality (CMAQ) funds allocated to the Tooele Area for the federal fiscal year 2020-2021 and was recommended by the Tooele Valley RPO at their meeting in March 2020.

Tooele	Grantsville	Various	New	South Quirk Street Sidewalk	Construct Sidewalk on the east side of Quirk	CMAQ_TOOELE (Congestion Mitigation/ Air Quality (CMAQ) Program - Tooele Area)	\$228,000	\$0	New Project	\$212,564	2020-2021
Todele	Orantsvine	various	New	South Quirk Street Sidewaik	Street, from Pear Street to Durfee Street	LOCAL_GOVT Local Government Funds	\$228,000	\$0	New 1 rojeci	\$15,436	2020-2021

This project will construct missing sidewalk on the east side of Quirk Street between Pear Street to Durfee Street. This project is funded with unprogrammed Congestion Mitigation/ Air Quality (CMAQ) funds allocated to the Tooele Area for the federal fiscal year 2020-2021 and was recommended by the Tooele Valley RPO at their meeting in March 2020.

Tooele	Grantsville Va	Various	New	Grants ville East Park & Ride	Construct a park & ride lot west of Lamb Lane and north of SR-138	CMAQ_TOOELE (Congestion Mitigation/ Air Quality (CMAQ) Program - Tooele Area)	\$482,000	\$0	New Project	\$449,369	2020-2021
					iolii of Six 130	LOCAL_GOVT Local Government Funds		\$0		\$32,631	

This project will construct a park & ride lot west of Lamb Lane and north of SR-138. This project is funded with unprogrammed Congestion Mitigation/ Air Quality (CMAQ) funds allocated to the Tooele Area for the federal fiscal year 2020-2021 and was recommended by the Tooele Valley RPO at their meeting on 8 June 2020.

#### **Tooele County – Grantsville – Construct Missing Sidewalk Durfee Street; Willow Street to LDS Chapel**

Construct sidewalk where it currently does not exist



### Tooele County – Grantsville – Construct Missing Sidewalk South Quirk; Pear Street to Durfee Street

Construct sidewalk where it currently does not exist



#### Tooele County – Grantsville – Construct Park & Ride Lot Lamb Lane and SR-138

Construct Park & Ride Lot west of Lamb Lane and North of SR-138



# 2020-2025 Transportation Improvement Program (TIP) (Amendment Nine)

# **Board Modification**

### **New Projects (FY 2021 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 2021 Program, Utah has 44 projects totaling \$2,202,980 in Federal Aid Funds and \$5,563,744 of Sponsor Matching Funds for a total of \$7,766,724 in New Project Value (22 projects totaling \$6,307,972 in the WFRC Area.)

WFRC Area	nds for a total of \$7,766,724 in New Project Value (22 projects totaling \$6,307,972 in the WFRC Area.)							
Sponsor	Concept/ Type of Improvement/ Location	Funding Amount	Total Project Value					
Non-Motorized								
Salt Lake County Parks & Recreation	UTAH AND SALT LAKE CANAL TRAIL, PHASE 4: Development of a 10-foot wide asphalt paved pedestrian/bicycle path to allow users to access the soon to be Magna Regional Park, a neighborhood park in the Elk Run subdivision and other regional trails.	\$100,000	\$938,000					
Salt Lake County Parks & Recreation	CARDIFF FORK BOARDWALK AND BRIDGE: Re-align/extend Donut Falls from the Cardiff Fork trailhead by moving hikers off Cardiff road and onto a shaded trail that brings users to Donut Falls. Adding an 8-foot wide boardwalk that will cross 350' of wetland.	\$100,000	\$475,000					
Friends of Utah Avalanche Forecast	TRAILHEAD AVALANCHE CONDITION REPORTING PROJECT: Prevent avalanche fatalities by providing avalanche forecasting and awareness throughout the state. TAEP will offer free avalanche and trail condition reports to both motorized and non-motorized backcountry winter users at high-use trailheads in Utah's Uinta-Wasatch-Cache and Manti-La Sal National Forest.	\$13,189	\$26,436					
Wasatch Mountain Institute	EASTERN GATEWAY TRAIL PROJECT AT JORDANELLE STATE PARK (ORIGINALLY ASKING FOR \$100,000): Facilitate the restoration, rehabilitation, and the re-opening of trailhead and trail system at the Rock Cliff Recreation Area of Jordanelle State Park. The intended work includes repairing damaged boardwalk networks which will provide access to the Rock Cliff Nature Center. The installation of vaulted toilets in the parking area and restore utilities and upgrade interior portions of the shuttered Rock Cliff Nature Center.							
Salt Lake County Parks & Recreation	WHITE CITY CANAL TRAIL - PHASE 2 (ORIGINALLY ASKING FOR \$100,000): Developing .5 miles of 12' wide asphalt paved pedestrian/bicycle multi-use trail with the potential of an additional 6' wide soft gravel running trail along the Sandy Canal corridor.	\$70,000	\$767,821					
US Forest Service, Uinta Wasatch Cache National Forest & Ogden Ranger District	WHEELER CREEK TRAIL RESTORATION - PHASE 2 (ORIGINALLY ASKING FOR \$39,920): Reconstruction of Wheeler Creek trail to its junction with Middle Fork Wheeler Creek. Intended to improve 3.3 miles of non-motorized trail to class three Forest Service trail standards.  Improvements include re-alignment to reduce grades and improve drainage.	\$37,000	\$96,124					
Salt Lake Climbers Alliance	JACOB'S LADDER TRAIL REROUTE TO LONE PEAK CIRQUE: Reroute a steep section of the unsustainable trail to Lone Peak Cirque known as Jacob's Ladder. This proposal intends to stabilize this highly impacted section that is closed in protected watersheds and borders Lone Peak Wilderness by the rehabilitation of the current alignment and construction of a new alignment. This will greatly reduce the watershed caused by the trail.							
Mountain Trails Foundation	wintain Trails Foundation  WINTER GROOMING SNOWMOBILE PURCHASE (ORIGINALLY ASKING FOR \$6,915): The purchase of a 2021 Ski-Doo Expedition  Snowmobile to assist with winter grooming in Round Valley.							
Trails Utah	\$55,000	\$150,000						

# 2020-2025 Transportation Improvement Program (TIP) (Amendment Nine) Board Modification

# New Projects (FY 2021 Recreational Trails Program) - Continued

WFRC Area									
Sponsor	Concept/ Type of Improvement/ Location	Funding Amount	Total Project Value						
Non-Motorized									
Salt Lake Ranger District & Uinta Wasatch Cache National Forest	SPRUCES WINTER SKI AND SNOWSHOE TRAIL: Funds would be used to establish 5 miles of cross-country ski and snowshoe trails at Spruce Campground in Big Cottonwood Canyon. The first year, 2.5 miles of road in Spruce Campground would be marked and groomed to their full width and during the summer, work will be done on the Spruce/Donut Falls trail to extend the trail network. The second year, the remaining miles of single-track trails would be marked and groomed to connect Spruce to the winter camping at Jordan Pines Campground, the sledding hills at Cardiff Fork and the Donut Falls trail.	\$41,454	\$84,156						
Uinta Wasatch Cache National Forest	UINTA-WASATCH-CACHE NON-MOTORIZED TRAIL RESTORATION: Funding will be utilized to complete heavy maintenance on 133 miles of high priority trails located across the U-W-C National Forest. Heavy Maintenance includes replacing five minor bridges, repair of two boardwalks, rerouting several sections of unsustainable trail, and the creation of one new access trail. Additional maintenance includes heavy tread, brushing, hazardous tree removal, down tree clearing, drainage work, closures of switchback shortcuts, and retaining walls where needed.	\$100,000	\$400,000						
Trails Foundation of Northern Utah (TFNU)	WEBER RIVER PARKWAY FISHERMAN'S POINT EXTENSION: Creation of 1.44 miles of non-motorized multi-use pathways along the Weber River, including three bridges and an underpass under I-84. This proposal intends to provide a connection to the mouth of the Weber Canyon and the Bonneville Shoreline Trail.	\$97,770	\$597,770						
WFRC Area									
Sponsor									
Motorized									
Utah Division of Parks & Recreation	OHV TRAIL CREW: Hire two seasonal employees to work on a statewide OHV trail crew that will help assist agencies and partners complete trail work.	\$35,000	\$70,000						
Utah Division of Parks & Recreation	UTAH TRAIL HOST/OHV VOLUNTEER SPECIALIST: Asking for additional support for the current Utah Trail Host/OHV Volunteer Specialist position to help increase the amount of sponsored projects, monitor efforts, and outreach opportunities that occur on public land statewide.	\$50,000	\$139,968						
Utah Division of Parks & Recreation	SNOWMOBILE GROOMING EQUIPMENT MAINTENANCE: Maintenance of previously purchased RTP grooming equipment which grooms the 13 snowmobile complexes located in Utah.	\$110,000	\$240,000						
Utah Division of Parks & Recreation	SNOWMOBILE TRAIL GROOMING, MAINTENANCE, AND TRAILHEAD SNOW REMOVAL: Provide snowmobile grooming, maintenance, trail signage, and trailhead snow removal. Replace and/or repair trailblazers, markers, t-posts, and clearing of trails.	\$190,000	\$383,840						
Utah Division of Parks & Recreation	OHV GREAT TRAILS WORKSHOP (ORIGINALLY ASKING FOR \$60,000): Allow the OHV Program for the Division of Utah State Parks to host four trail training workshops. Funding is intended to be used to conduct one day in the classroom and two days in the field. The curriculum will be based on NOHVCC's Great Trails publication, with emphasis on seeing the principals firsthand.	\$124,668	\$249,336						
Friends of Utah Avalanche Forecast	TRAILHEAD AVALANCHE CONDITION REPORTING PROJECT: Prevent avalanche fatalities by providing avalanche forecasting and awareness throughout the state. TAEP will offer free avalanche and trail condition reports to both motorized and non-motorized backcountry winter users at high-use trailheads in Utah's Uinta-Wasatch-Cache and Manti-La Sal National Forest.	\$18,456	\$37,196						
Forest Service Utah Avalanche Center	CENTRAL UTAH AVALANCHE FORECASTING - MATI-SKYLINE MOUNTAINS: Data collection and fieldwork to monitor snow conditions estimating 160 days over the next two years. This data will be published and used to forecast current and future winter trail conditions.	\$30,000	\$117,817						

# 2020-2025 Transportation Improvement Program (TIP) (Amendment Nine)

**Total Project** 

Funding

# **Board Modification**

# New Projects (FY 2021 Recreational Trails Program) - Continued

# WFRC Area

Sponsor	Concept/ Type of Improvement/ Location	Amount	Value
Motorized			
Salt Lake Ranger District	STANSBURY MOUNTAINS MOTORIZED TRAIL SIGNAGE IMPROVEMENT: Funding will be used to purchase and install road signs, motorized trail signs, travel management, and regulation signs, large trailhead maps, and an informational kiosk.	\$21,639	\$43,530
Uinta Wasatch Cache National Forest	2021 UINTA-WASATCH-CACHE NATIONAL FOREST MOTORIZED GRANT PROGRAM (ORIGINALLY ASKED \$100,000): 456 miles of trail will receive general maintenance including corridor clearing, light tread, and drainage work, as well as minor sign and trail structure maintenance. Heavy maintenance will include reestablishing tread prism, heavy brushing to re-establish corridors, installing new drainage, repairing boardwalks, and/or repairing switchbacks or implementing minor reroutes.	\$187,500	\$375,500
Jordan River OHV Recreation Area	FY21 JORDAN RIVER OHV RECREATION AREA TRACK GROOMING AND PARK IMPROVEMENT: Daily track grooming that includes: jumps, berms, turns and obstacles, and the installation of informational and regulatory signs.	\$70,000	\$730,048

# Recreational Trails Program

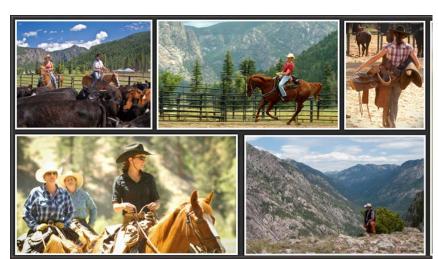


# Recreational Trails Program (RTP)

DNR

- 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 \$1.7 M













Transportation Improvement Program (TIP) & the Corresponding Air Quality

Conformity Finding

# 



# Transportation Improvement Program . . .

- 1. Six Year Program of Highway, Transit and Active Transportation Projects
- 2. Implements the Long Range Plans and Meets
  The Short Range Needs of the Wasatch Front
- 3. Periodic Modifications Due to the Dynamic Nature of Project Timing & Funding

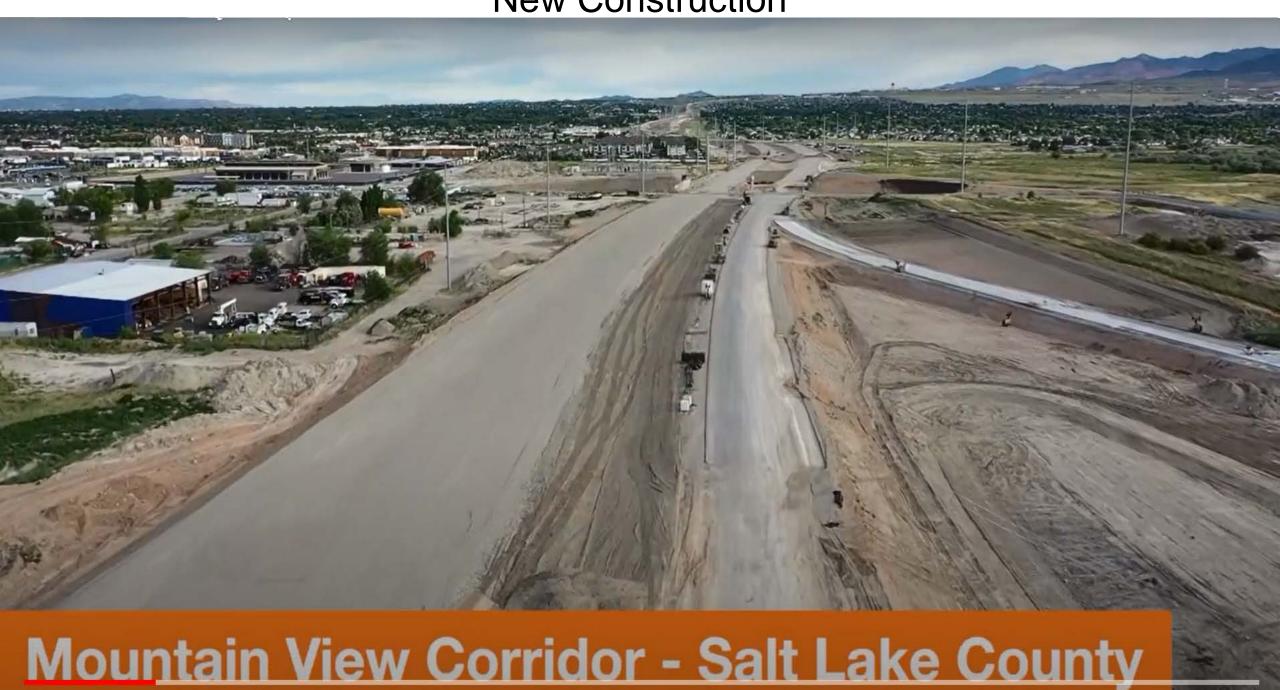




# Transportation Improvement Program Contains . . . .

- Lists of Projects
- Including;
  - New Construction
  - Rehab & Maintenance
  - Safety/ ITS
  - Transit, O & M
  - Pedestrian & Bike

# **New Construction**



# Rehab and Maintenance

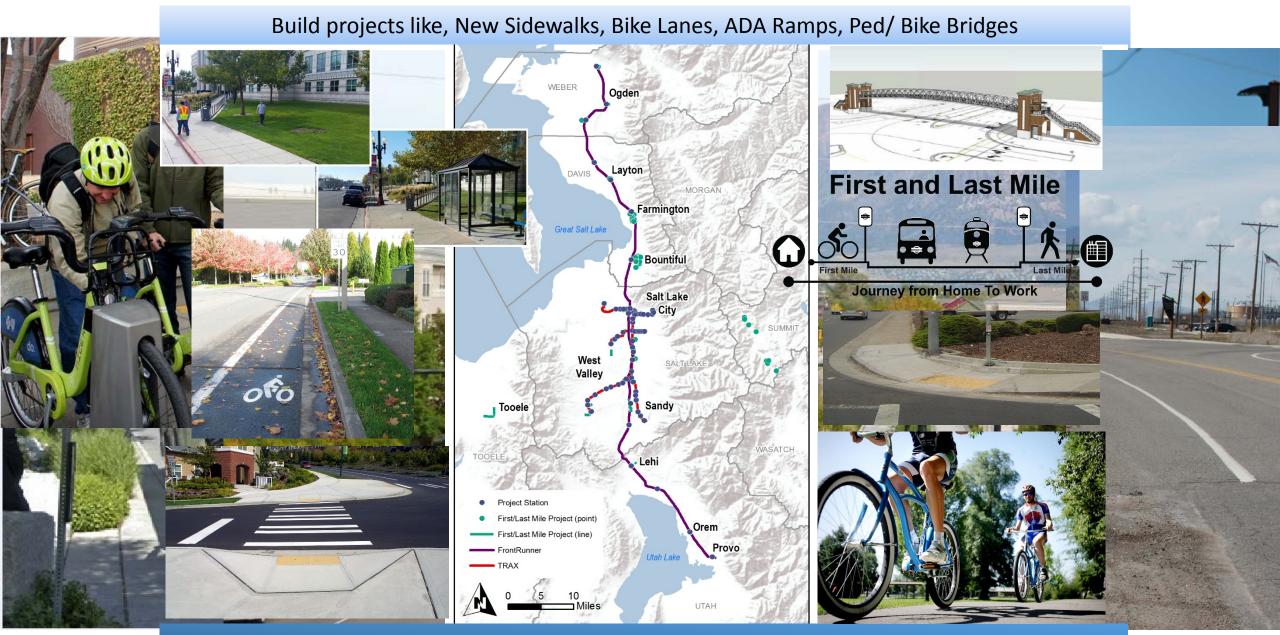


# **Operations and Safety**



# **Transit Projects – Various Locations Capital Improvements & Operation/ Preventive Maintenance** Layton Station to Snowbasin via Layton Hills Mall/ Hotels and Park and Ride lots Route 677 Layton/Snowbasin Ski Service

# TIGER 8 First/ Last Mile Program



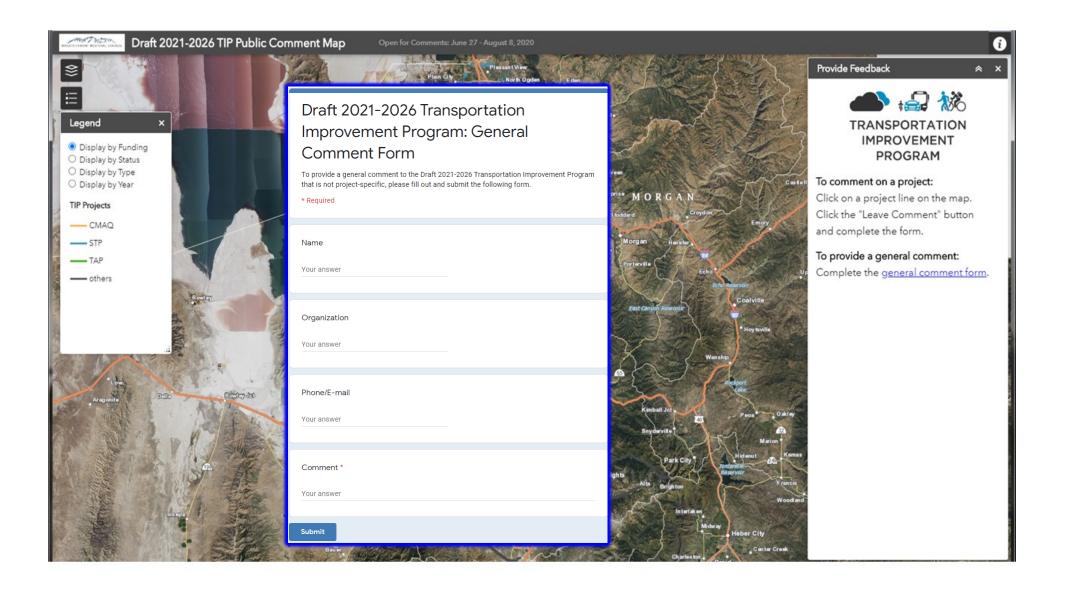
Program will construct multiple First/ Last Mile type projects



# Projects in the TIP:

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

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		1	2	3	4	5					1	2	3	1	2	3	4	5	6	7			1	2	3	4	5
6	7	8	9	10	11	12	4	5	6	7	8	9	10	8	9	10	11	12	13	14	6	7	8	9	10	11	12
13	14	15	16	17	18	19	11	12	13	14	15	16	17	15	16	17	18	19	20	21	13	14	15	16	17	18	19
20	21	22	23	24	25	26	18	19	20	21	22	23	24	22	23	24	25	26	27	28	20	21	22	23	24	25	26
27	28	29	30				25	26	27	28	29	30	31	29	30						27	28	29	30	31		



The TIP provides a balanced approach to implement critical road, transit, and active transportation 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 promoting a strong economy, good air quality, and high quality of life.

### TIP Public Comments and Responses - Summary

TIP Public Comments and Responses - Summary	
Comment	Response
Suggestions were given about the design of specific highway and transit projects.	WFRC will share these suggestions with project sponsors – local governments, UDOT, and/ or UTA – so they can be considered during the project development process.
Requests were made that bike lanes or paths be included in funded projects or as new, independent projects.	WFRC, working with local governments, transportation agencies, and other stakeholders, has identified and planned for priority active transportation projects throughout the region that are needed to provide safe and effective options for cyclists. Progress is being made, and additional funding is needed to establish an interconnected regional system.
Comments were made in favor of several planned and programmed highway projects, including acceleration of some of these.	WFRC appreciates the efforts of the transportation agencies and local governments to improve the transportation system, and will continue to work with them to move projects along as quickly as possible. Project timing is tied to and often limited by the availability of funding and the need to complete environmental and engineering review.
Several commenters asked that more funding be spent on bicycle and transit improvements instead of on road widening or new construction.	The TIP includes transportation investments across all modes of travel, including transit, biking, walking, and driving. 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. This in particular limits the ability to enhance transit and active transportation.
Numerous commenters expressed concern about the idea of widening Wasatch Boulevard and the roads in the Cottonwood Canyons as transportation improvements are considered in relation to accessing these canyons, and expressed a preference for transit and biking options.	WFRC will work with UDOT, UTA and local governments to ensure these concerns are considered as transportation improvements are evaluated in this area. UDOT is currently conducting an environmental impact process evaluating options for this area. WFRC will share relevant TIP comments with UDOT and continue to encourage balanced solutions in the area.

# TIP/ STIP Public Comment Themes

- Safety considerations, including speed.
- Environmental consideration, including community, economic, historic, farmland, open space, air quality, and natural environment
- Racial justice considerations in transportation design and operations
- Art, beauty, and landscaping as part of project delivery
- Commercial vehicle size and electric vehicle restrictions were suggested on specific canyon facilities