



## WASATCH FRONT REGIONAL COUNCIL

March 26, 2020

### AGENDA

A meeting of the Wasatch Front Regional Council will be held on **Thursday, March 26, 2020 at 2:00 p.m. via remote teleconference. (1-443-354-8827, PIN: 441 575 252#)**

The agenda, with approximate times, will be as follows:

1. **Consent Agenda (2:00)**
  - a. **ACTION:** Minutes of the WFRC meeting held January 23, 2020
  - b. **ACTION:** Financial statements and check register for December 2019 and January 2020 and current Budget/Expenditure Report
2. **Chair's Report (2:05)**
  - a. **ACTION:** Approve WFRC Policy for Electronic Meetings
  - b. **ACTION:** Approve revised WFRC Bylaws, Accounting and Administrative Policy, and Personnel Policy
3. **Public Comment (2:15)**
4. **Regional Growth Committee (RGC) (2:20)**
  - a. Wasatch Choice Regional Vision implementation
  - b. **ACTION:** Modification to the Regional Transportation Plan amendment process
5. **Transportation Committee (Trans Com) (2:30)**
  - a. Report on Board modifications to the 2020-2025 Transportation Improvement Program (TIP)
  - b. **ACTION:** Board modifications to the 2020-2025 TIP
  - c. Obligations of federal transportation funds during FY2019
6. **Budget Committee (2:35)**
  - a. **ACTION:** Release for public comment - *Draft* WFRC Goals, Budget and Unified Planning Work Program for FY21
7. **Reports (2:40)**
  - a. Active Transportation Committee (ATC) report
  - b. Community Development Block Grant (CDBG) awards announcement
  - c. Legislative Debrief
  - d. Executive Director's report
8. **Other Business (2:45)**

Next meeting: May 28, 2020

*Upcoming events (subject to change given developing circumstances):*

- *WFRC Active Transportation Committee (ATC) Meeting - April 8*
- *WFRC Transportation Coordinating Committee (Trans Com) Meeting - April 16*

Informational materials can be located on WFRC's website at [www.wfrc.org](http://www.wfrc.org)

*Wasatch Front Regional Council is an Equal Opportunity program. Public participation is solicited without regard to age, sex, disability, race, color or national origin. Auxiliary aids or translation services are available upon request by contacting WFRC's Title VI Administrator. Call 801-363-4250 (Hearing impaired individuals may use Relay Utah by dialing 711) or email [apearson@wfrc.org](mailto:apearson@wfrc.org) at least 72 hours in advance.*

*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](mailto:apearson@wfrc.org), por lo menos 72 horas antes de la reunión.*

Bob Stevenson, Chair  
Commissioner, Davis County

Jeff Silvestrini, Vice Chair  
Mayor, Millcreek

Mark Allen  
Mayor, Washington Terrace

Len Arave  
Mayor, North Salt Lake

Ron Bigelow  
Mayor, West Valley City

Mike Caldwell  
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

Erin Mendenhall  
Mayor, Salt Lake City

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 and Towns

Lorene Kamalu  
Utah Association of Counties

Ari Bruening  
Envision Utah

Evan Curtis  
State Planning Coordinator

Andrew Gruber  
Executive Director



## MINUTES

Wasatch Front Regional Council  
Meeting of January 23, 2020

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 North Rio Grande Street, Salt Lake City, Utah.

| <b>WFRC COUNCIL MEMBERS - 2020</b>                  |               |  |
|---|---------------|--|
| <b>BOX ELDER COUNTY</b>                             | <b>Yes/No</b> | <b>Alternates / Others in attendance:</b>  |
| Member - Jeff Scott                                 | yes           | Travis Campbell, Representative Rob Bishop |
| Alternate – Tyler Vincent                           | no            | Catherine Kanter, SL County                |
| <b>DAVIS COUNTY MEMBERS</b>                         |               | Evelyn Everton, Sandy City                 |
| Len Arave   | yes           | Dirk Burton, West Jordan City Mayor        |
| Mark Shepherd                                       | yes           | Robert Hale, Midvale City Mayor            |
| Randy Lewis   | no            | Victoria Ashby, ULCT                       |
| Bob Stevenson                                       | yes           | Cameron Diehl, ULCT                        |
| <b>MORGAN COUNTY</b>                                |               | Kaitlyn Pieper, SL Chamber                 |
| Member - Tina Cannon                                | yes           | Jacey Skinner, SL Chamber                  |
| Alternate - Robert Kilmer                           | no            | Shule Bishop, UTA                          |
| Alternate - Mike Newton                             | no            | Carolyn Gonot, UTA                         |
| <b>SALT LAKE COUNTY MEMBERS</b>                     |               | Steve Call, FHWA                           |
| Jenny Wilson  | no            | Russell Weeks, SL City Council staff       |
| Erin Mendenhall                                     | yes           | Mike Gottfredson, Horrocks Engineers       |
| Troy Walker   | yes           | Andrea Olson, UDOT                         |
| Michael Jensen                                      | yes           | Jay Aguilar, UDOT                          |
| Jeff Silvestrini                                    | yes           | Andrew Gruber, WFRC                        |
| Robert Dahle  | yes           | Ned Hacker, WFRC                           |
| Ron Bigelow   | yes           | Ted Knowlton, WFRC                         |
| Derk Timothy  | yes           | Wayne Bennion, WFRC                        |
| <b>TOOELE COUNTY</b>                                |               | Jory Johner, WFRC                          |
| Member - Shawn Milne                                | yes           | LaNiece Davenport, WFRC                    |
| Alternate – Debbie Winn                             | yes           | Ben Wuthrich, WFRC                         |
| <b>WEBER COUNTY MEMBERS</b>                         |               | Bert Granberg, WFRC                        |
| Scott Jenkins                                       | yes           | Lauren Victor, WFRC                        |
| Jim Harvey  | yes           | Scott Hess, WFRC                           |
| Mark Allen  | yes           | Matthew Silski, WFRC                       |
| Mike Caldwell                                       | yes           | Megan Townsend, WFRC                       |
| <b>UDOT &amp; UTA</b>                               |               | Christy Dahlberg, WFRC                     |
| Member - Carlos Bracerias, UDOT                     | no            | Nicole Proulx, WFRC                        |
| Alternate - Teri Newell, UDOT                       | no            | Amber Gonzales, WFRC                       |
| Member - Carlton Christensen, UTA Board of Trustees | yes           | Andrea Pearson, WFRC                       |
| Alternate - Beth Holbrook, UTA Board of Trustees    | yes           | Rob Jolley, WFRC                           |
| <b>NON-VOTING MEMBERS</b>                           |               | Justin Smart, WFRC                         |
| Lorene Kamalu - Utah Association of Counties        | yes           | Kate Smart, Resident                       |
| Dawn Ramsey - Utah League of Cities and Towns       | no            |  |
| Ari Bruening - Envision Utah                        | yes           |  |

| <b>NON-VOTING MEMBERS, continued</b>          |     |  |
|---|-----|--|
| Gregg Buxton - State Senate                   | no  |  |
| Mike Schultz - State House of Representatives | yes |  |
| Evan Curtis – State Planning Coordinator      | yes |  |

### **Welcome [00:00:21]**

Commissioner Bob Stevenson welcomed Wasatch Front Regional Council members and guests and introductions were made.

### **1. Consent Agenda [00:04:35]**

#### **1a. ACTION: Minutes**

Mayor Derk Timothy made a motion to approve the minutes of the WFRC meeting held October 24, 2019, and Councilmember Michael Jensen seconded the motion. The minutes were accepted unanimously.

#### **1b. ACTION: Financial Statements**

Councilmember Michael Jensen made a motion to approve the Financial Statements and Check Registers for October, and November 2019, and the current Budget/Expenditure Report. Mayor Troy Walker seconded the motion and the financial statements were accepted unanimously.

### **2. Chairman's Report [00:05:21]**

#### **2a. ACTION: Endorse appointments to WFRC Committees**

The WFRC Chair has made appointments of WFRC Members to the Regional Growth Committee (RGC), Transportation Coordinating Committee (Trans Com), WFRC Budget Committee, Active Transportation Committee (ATC), and Joint Policy Advisory Committee (JPAC). Appointments to WFRC and its Committees have also been made by the County Councils of Governments (COGs) and other appointing authorities that partner with WFRC. Updated WFRC Council and Committee membership lists were distributed at the meeting. [00:07:10] Councilmember Michael Jensen made a motion that the members of the Council endorse the appointments to WFRC Council and other Committees as listed. Mayor Troy Walker seconded the motion and the vote was unanimous.

#### **2b. 2020 Legislative preview [00:08:10]**

LaNiece Davenport, WFRC, discussed the upcoming 2020 legislative session. Also, Utah Representative Mike Schultz summarized what is happening with tax reform and transit funding. Several key legislative items that WFRC staff are following are:

- Eliminate UTA Transit Oriented Development (TOD) cap
- Enhanced land use and housing coordination by UTA at new TOD sites
- Funding for transit expansion
- Potential bond bill for road and transit projects
- Potential enhancements to Transportation Reinvestment Zones (TRZ)
- Ongoing funding for Technical Planning Assistance
- Promote affordable housing at TOD sites (SB39)

WFRC staff holds weekly updates at the Capitol on Thursdays during the session. Members in all levels of government and our partners are invited to join - in the Aspen Room in the Senate Building, 8-9:30am. Weekly emails will also be sent, which will include a bill tracker.

### **3. Public Comment [00:38:57]**

Commissioner Stevenson opened the meeting for public comment. There were no comments.

### **4. Regional Growth Committee (RGC) [00:39:12]**

Councilmember Tina Cannon, RGC Vice-Chair, briefly reviewed the outcomes of the Regional Growth Committee (RGC) meeting held on January 16, 2020.

#### **4a. Utah's Unified Transportation Plan 2019-2050**

Andrew Gruber, WFRC, explained that, together with all of Utah's state or regional transportation

agencies (UDOT, UTA, Mountainland AOG, Cache MPO and Dixie MPO) WFRC worked to develop Utah's Unified Transportation Plan. Each agency used shared growth projections, time horizons, goals and performance measures, and financial assumptions to assemble complementary plans that integrate seamlessly to become Utah's Unified Plan. This approach to creating a statewide unified plan is unique in the nation and has been nationally recognized as state-of-the-art practice. Utah's Unified Plan is presented through [utahunifiedplan.org](http://utahunifiedplan.org), with an interactive map and includes all project details of the Unified Plan.

**4b. Discussion on Growth Issues [00:55:10]**

WFRC's Chair, Commissioner Bob Stevenson, and Vice Chair, Mayor Jeff Silvestrini, facilitated a conversation with the Council on our region's growth issues with a focus on how to implement Wasatch Choice 2050, based on conversations at recent community workshops and at the WFRC Regional Growth Committee on January 16. Councilmember Cannon recapped the discussion from RGC as a shared desire to focus on proactive approaches to address growth and enhance quality of life. Ms. Cannon stressed the need for providing more community education and engagement and noted that there are and will continue to be infrastructure funding challenges.

**5. Transportation Coordinating Committee (Trans Com) [01:33:47]**

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

**5a. Report on Board Modifications to the 2020-2025 Transportation Improvement Program (TIP)**

Ben Wuthrich, WFRC, presented information regarding requests to modify the current 2020-2025 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 meeting materials.

**5b. ACTION: Board Modifications to 2020-2025 TIP [01:37:15]**

Mr. Wuthrich reported that WFRC has received several requests to modify the current 2020-2025 TIP with the list of projects included in the meeting materials. Mr. Wuthrich briefly discussed each project. **[01:55:07]** Commissioner Jeff Scott made a motion to approve the resolution to modify the 2020-2025 TIP as requested. Mayor Mark Shepherd seconded the motion and the voting was unanimous in the affirmative.

**6. Executive Director's Report [01:55:24]**

**[00:54:33]** Andrew Gruber, WFRC, recognized Jory Johner for 20 years at WFRC, and thanked him for his current position as Long-Range Planning Director.

**7. Other Business [01:55:39]**

Commissioner Bob Stevenson reminded the group that the next Council meeting will be on March 26, 2020 and asked if there were any other items to discuss. There were no other items brought forward.

**8. Overview of Utah Open and Public Meetings Act [02:05:15]**

With no further business, Commissioner Stevenson stated that Utah State law requires that elected officials serving on committees such as those of the Wasatch Front Regional Council receive training regarding the Utah Open and Public Meetings Act. Commissioner Stevenson said that an 8-minute video would be shown in order to comply with this requirement and asked for a motion to adjourn the meeting upon completion of the training video. **[01:56:00]** Mayor Mike Caldwell made a motion to adjourn the Council meeting upon conclusion of the video, and Mayor Mark Shepherd seconded. The affirmative vote was unanimous. **[02:04:30]** The video concluded, and the meeting adjourned at 4:08pm.

Balance Sheet  
As of 12-31-19

ASSETS

|                     |                 |                 |
|---------------------|-----------------|-----------------|
| Cash                | \$ 2,608,078.18 |                 |
|                     |                 | \$ 2,608,078.18 |
| Accounts Receivable | 1,040,412.46    |                 |
|                     |                 | \$ 1,040,412.46 |
| Prepaid Expense     | 30,565.38       |                 |
|                     |                 | \$ 30,565.38    |
|                     |                 | \$ 0.00         |
|                     |                 | \$ 3,679,056.02 |
|                     |                 | =====           |

LIABILITIES & FUND BALANCE

|                             |              |                 |
|-----------------------------|--------------|-----------------|
| Accounts Payable            | 135,839.93   |                 |
| Accrued Vacation/Sick Leave | 300,093.94   |                 |
| Total Liabilities           |              | \$ 435,933.87   |
| State and Local             | 1,497,917.61 |                 |
| General Fund                | 1,212,922.17 |                 |
| Special Projects Fund       | 532,282.37   |                 |
| Total Fund Balances         |              | \$ 3,243,122.15 |
|                             |              | \$ 3,679,056.02 |
|                             |              | =====           |

2/11/20  
12:27:12 PM

**Wasatch Front Regional**  
**AP Check Register (Current by Bank)**  
Check Dates: 12/1/2019 to 12/31/2019

Page: 1

| Check No.                                   | Date     | Status* | Vendor ID | Payee Name                     | Amount              |
|---|----------|---------|-----------|--------------------------------|---------------------|
| <b>BANK ID: WFO - WELLS FARGO OPERATING</b> |          |         |           |                                | <b>01.1001.00</b>   |
| 12023                                       | 12/18/19 | P       | ALT001    | Alta Planning and Design       | \$12,077.55         |
| 12024                                       | 12/18/19 | P       | CRA001    | Crandall Arambula              | \$2,250.00          |
| 12025                                       | 12/18/19 | P       | DEL001    | Dell Marketing, L.P.           | \$1,214.46          |
| 12026                                       | 12/18/19 | P       | FEH001    | Fehr & Peers                   | \$3,439.66          |
| 12027                                       | 12/18/19 | P       | FIE001    | Fielding Group LLC             | \$34,371.29         |
| 12028                                       | 12/18/19 | P       | FIR001    | First Digital                  | \$540.30            |
| 12029                                       | 12/18/19 | P       | IBI001    | IBI Group                      | \$3,212.30          |
| 12030                                       | 12/18/19 | P       | LAN001    | Landmark Design                | \$137.50            |
| 12031                                       | 12/18/19 | P       | LIN002    | Lincoln National Life Insuranc | \$2,061.94          |
| 12032                                       | 12/18/19 | P       | LOG001    | Logan Simpson Design Inc.      | \$37,284.19         |
| 12033                                       | 12/18/19 | P       | MHT001    | MHTN Architects                | \$42,500.00         |
| 12034                                       | 12/18/19 | P       | OFF001    | Office Depot                   | \$92.47             |
| 12035                                       | 12/18/19 | P       | PEH001    | PEHP Flex Benefits             | \$857.51            |
| 12036                                       | 12/18/19 | P       | PEN001    | Penna Powers                   | \$13,363.75         |
| 12037                                       | 12/18/19 | P       | PLA001    | Planning and Development Servi | \$8,500.00          |
| 12038                                       | 12/18/19 | P       | UTA004    | Utah Division of Finance       | \$3,724.18          |
| <b>BANK WFO REGISTER TOTAL:</b>             |          |         |           |                                | <b>\$165,627.10</b> |
| <b>GRAND TOTAL :</b>                        |          |         |           |                                | <b>\$165,627.10</b> |

\* Check Status Types: "P" - Printed ; "M" - Manual ; "V" - Void ( Void Date ) ; "A" - Application; "E" - EFT

\*\* Denotes broken check sequence.

Balance Sheet  
As of 01-31-20

ASSETS

|                     |                 |                 |
|---------------------|-----------------|-----------------|
| Cash                | \$ 2,738,340.18 |                 |
|                     |                 | \$ 2,738,340.18 |
| Accounts Receivable | 975,566.78      |                 |
|                     |                 | \$ 975,566.78   |
| Prepaid Expense     | 32,186.47       |                 |
|                     |                 | \$ 32,186.47    |
|                     |                 | \$ 0.00         |
|                     |                 | \$ 3,746,093.43 |
|                     |                 | =====           |

LIABILITIES & FUND BALANCE

|                             |              |                 |
|-----------------------------|--------------|-----------------|
| Accounts Payable            | 58,045.53    |                 |
| Other Liabilities           | 2,190.00     |                 |
| Accrued Payroll & Taxes     | -61.86       |                 |
| Accrued Vacation/Sick Leave | 307,258.24   |                 |
| Total Liabilities           |              | \$ 367,431.91   |
|                             |              |                 |
| State and Local             | 1,621,026.34 |                 |
| General Fund                | 1,225,352.78 |                 |
| Special Projects Fund       | 532,282.37   |                 |
| Total Fund Balances         |              | \$ 3,378,661.49 |
|                             |              |                 |
|                             |              | \$ 3,746,093.40 |
|                             |              | =====           |



**Wasatch Front Regional**  
AP Check Register (Current by Bank)  
Check Dates: 1/1/2020 to 1/31/2020

| Check No.                                   | Date     | Status*   | Vendor ID | Payee Name                     | Amount              |
|---|----------|-----------|-----------|--------------------------------|---------------------|
| <b>BANK ID: WFO - WELLS FARGO OPERATING</b> |          |           |           |                                | <b>01.1001.00</b>   |
| 12039                                       | 01/23/20 | P         | AEC001    | Aecom                          | \$14,130.00         |
| 12040                                       | 01/23/20 | P         | ALT001    | Alta Planning and Design       | \$6,007.05          |
| 12041                                       | 01/23/20 | P         | AVE001    | Avenue Consultants             | \$4,220.18          |
| 12042                                       | 01/23/20 | P         | BIK001    | Bike Utah                      | \$1,000.00          |
| 12043                                       | 01/23/20 | P         | CON001    | Construction Monitor           | \$594.00            |
| 12044                                       | 01/23/20 | P         | FEH001    | Fehr & Peers                   | \$2,054.35          |
| 12045                                       | 01/23/20 | P         | FIE001    | Fielding Group LLC             | \$34,436.09         |
| 12046                                       | 01/23/20 | P         | FIR001    | First Digital                  | \$540.30            |
| 12047                                       | 01/23/20 | P         | FUS001    | Fusion Imaging                 | \$1,120.61          |
| 12048                                       | 01/23/20 | P         | GRE001    | Greenbike                      | \$300.00            |
| 12049                                       | 01/23/20 | P         | IBI001    | IBI Group                      | \$16,365.03         |
| 12050                                       | 01/23/20 | P         | LIN001    | Lincoln Land Institute - Conso | \$2,218.79          |
| 12050                                       | 01/23/20 | V 1/23/20 | LIN001    | Lincoln Land Institute - Conso | (\$2,218.79)        |
| 12051                                       | 01/23/20 | P         | LOG001    | Logan Simpson Design Inc.      | \$53,689.64         |
| 12052                                       | 01/23/20 | P         | MET001    | Metro Analytics                | \$34,317.00         |
| 12053                                       | 01/23/20 | P         | MGB001    | MGB & A - The Grassli Group    | \$3,270.50          |
| 12054                                       | 01/23/20 | P         | MON001    | Monsen Engineering             | \$177.35            |
| 12055                                       | 01/23/20 | P         | OFF001    | Office Depot                   | \$293.84            |
| 12056                                       | 01/23/20 | P         | PAR001    | Parametrix                     | \$5,310.30          |
| 12057                                       | 01/23/20 | P         | PEH001    | PEHP Flex Benefits             | \$1,882.97          |
| 12058                                       | 01/23/20 | P         | PUB001    | Public Employees Health Progra | \$72,124.34         |
| 12059                                       | 01/23/20 | P         | RES001    | Resource Systems Group, Inc.   | \$2,386.93          |
| 12060                                       | 01/23/20 | P         | RRJ001    | RRJ Consulting, LLC            | \$2,000.00          |
| 12061                                       | 01/23/20 | P         | SMA001    | SmartMouth Communications      | \$4,500.00          |
| 12062                                       | 01/23/20 | P         | SPP001    | SP Plus Corporation            | \$300.00            |
| 12063                                       | 01/23/20 | P         | UNU001    | UNUM Life Insurance Company    | \$275.40            |
| 12064                                       | 01/23/20 | P         | UTA002    | Utah Department of Technology  | \$2,286.72          |
| 12065                                       | 01/23/20 | P         | UTA004    | Utah Division of Finance       | \$2,402.71          |
| 12066                                       | 01/23/20 | P         | UTA007    | Utah Local Governments Trust   | \$1,257.54          |
| 12067                                       | 01/23/20 | P         | UTA010    | Utah Transit Authority         | \$11,760.00         |
| 12068                                       | 01/23/20 | P         | LIN002    | Lincoln National Life Insuranc | \$2,218.79          |
| 12069                                       | 01/30/20 | P         | CAR001    | Carr Printing Company, Inc.    | \$83.00             |
| 12070                                       | 01/30/20 | P         | CUT001    | Cutlers                        | \$51.96             |
| 12071                                       | 01/30/20 | P         | IBI001    | IBI Group                      | \$13,881.44         |
| 12072                                       | 01/30/20 | P         | LIN002    | Lincoln National Life Insuranc | \$2,268.11          |
| 12073                                       | 01/30/20 | P         | MHT001    | MHTN Architects                | \$21,250.00         |
| 12074                                       | 01/30/20 | P         | NEW001    | Callie New                     | \$315.00            |
| 12075                                       | 01/30/20 | P         | PEH001    | PEHP Flex Benefits             | \$1,074.98          |
| 12076                                       | 01/30/20 | P         | RRJ001    | RRJ Consulting, LLC            | \$15,000.00         |
| 12077                                       | 01/30/20 | P         | URB003    | Michael James Clay             | \$6,277.50          |
| 12077                                       | 01/30/20 | V 1/30/20 | URB003    | Michael James Clay             | (\$6,277.50)        |
| 12078                                       | 01/30/20 | P         | URB003    | Urban Planning International L | \$6,277.50          |
| <b>BANK WFO REGISTER TOTAL:</b>             |          |           |           |                                | <b>\$341,423.63</b> |
| <b>GRAND TOTAL :</b>                        |          |           |           |                                | <b>\$341,423.63</b> |



**Wasatch Front Regional Council FY 2020  
Budget/Expense Report**

7/1/2019  
6/30/2020

**Expenditure by Function**

| <b>Expenditure</b>                            | <b>Budget</b><br>As amended October 24, 2019 | <b>Expended</b><br>1/31/2020 | <b>Balance<br/>Unspent</b> | <b>%<br/>Expended</b> |
|---|--|------------------------------|----------------------------|-----------------------|
| Salaries/Employee Benefits                    | 4,381,640                                    | 2,117,448                    | 2,264,192                  | 48%                   |
| Contractual                                   | 4,068,689                                    | 814,389                      | 3,254,300                  | 20%                   |
| Audit and Accounting                          | 20,000                                       | 15,110                       | 4,890                      | 76%                   |
| Equipment Depreciation                        | 111,884                                      | 61,909                       | 49,975                     | 55%                   |
| Equipment Maintenance                         | 20,000                                       | 4,529                        | 15,471                     | 23%                   |
| Dues and Subscriptions                        | 20,100                                       | 18,711                       | 1,389                      | 93%                   |
| Insurance                                     | 12,000                                       | 5,593                        | 6,407                      | 47%                   |
| Legal   | 10,000                                       | 1,255                        | 8,745                      | 13%                   |
| Printing & Publication                        | 10,950                                       | 0                            | 10,950                     | 0%                    |
| Rent  | 411,839                                      | 240,538                      | 171,301                    | 58%                   |
| Supplies/Software/Sponsoships                 | 109,000                                      | 72,008                       | 36,992                     | 66%                   |
| Telephone/Data                                | 38,000                                       | 16,601                       | 21,399                     | 44%                   |
| Travel  | 57,500                                       | 42,321                       | 15,179                     | 74%                   |
| Training                                      | 56,700                                       | 36,746                       | 19,954                     | 65%                   |
| Equipment Purchase                            | 45,000                                       | 25,309                       | 19,691                     | 56%                   |
| Amounts expected to carry forward into next F | 250,569                                      | 0                            | 250,569                    | 0%                    |
| <b>TOTAL EXPENDITURES</b>                     | <b>9,623,870</b>                             | <b>3,472,467</b>             | <b>6,151,405</b>           | <b>36%</b>            |
| <b>Excluding Carry Forward</b>                | <b>9,373,302</b>                             | <b>3,472,467</b>             | <b>5,900,836</b>           | <b>37%</b>            |
| <b>% Time Expended</b>                        |  |                              |                            | <b>59%</b>            |

**Expenditure by Program**

| <b>Program</b>                             | <b>Budget</b><br>As amended October 24, 2019 | <b>Expended</b><br>1/31/2020 | <b>Balance<br/>Unspent</b> | <b>%<br/>Expended</b> |
|--|--|------------------------------|----------------------------|-----------------------|
| Consolidated Transportation Planning Grant | 5,190,506                                    | 2,273,825                    | 2,916,681                  | 44%                   |
| UTA Project Support                        | 82,170                                       | 49,304                       | 32,867                     | 60%                   |
| Tooele Valley RPO                          | 10,000                                       | 3,750                        | 6,250                      | 37%                   |
| Local Government Service                   | 243,103                                      | 4,596                        | 238,507                    | 2%                    |
| Community Impact Board \$2K                | 2,000  | 0                            | 2,000                      | 0%                    |
| Mobility Management                        | 10,000                                       | 1,290                        | 8,710                      | 13%                   |
| Joint Projects                             | 302,644                                      | 55,410                       | 247,234                    | 0%                    |
| Economic Development                       | 140,000                                      | 103,031                      | 36,969                     | 74%                   |
| CDBG - Tooele                              | 50,000                                       | 37,564                       | 12,436                     | 75%                   |
| Transportation and Land Use Connection     | 3,286,139                                    | 812,629                      | 2,473,510                  | 25%                   |
| Morgan RPO                                 | 25,000                                       | 5,136                        | 19,864                     | 21%                   |
| Legislative Consulting                     | 90,000                                       | 27,000                       | 63,000                     | 30%                   |
| Model Development                          | 118,748                                      | 73,553                       | 45,195                     | 62%                   |
| Davis County Prop 1 Assistance             | 10,000                                       | 0                            | 10,000                     | 0%                    |
| Oquirrh Connection                         | 18,561                                       | 71                           | 18,490                     | 0%                    |
| Equipment Purchases                        | 45,000                                       | 25,309                       | 19,691                     | 56%                   |
| <b>TOTAL EXPENDITURES</b>                  | <b>9,623,870</b>                             | <b>3,472,467</b>             | <b>6,151,404</b>           | <b>36%</b>            |

Notes to the Budget/Expense Report  
January 2020

In this report 59% of the fiscal year (time) has passed. Of the total amount budgeted for the year 36% was expended through the end of January 2020. The budget in this report is the budget that was amended by the Council on October 24, 2019.

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 accounting/audit fees, software licenses and dues 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.

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.

**DATE:** March 24, 2020  
**AGENDA ITEM:** 2a  
**SUBJECT:** **ACTION:** Adoption of WFRC electronic meetings policy  
**PREPARED BY:** Andrew Gruber / Andrea Pearson

**BACKGROUND:**

On March 18, 2020, following the declaration of a state of emergency due to the global Covid-19 pandemic, Utah Governor Gary Herbert issued an Executive Order authorizing public entities to hold electronic meetings, waiving compliance with several requirements of the Open and Public Meetings Act (OPMA) that would otherwise require in-person participation (such as having a physical anchor location). That Executive Order also authorized public bodies to adopt an electronic meeting policy, and provided that such policy could itself be adopted at an electronic meeting.

**RECOMMENDATION:**

WFRC Staff recommends that the Council adopt the attached electronic meetings policy. This policy, in conjunction with the Executive Order, will allow WFRC and its committees to continue meeting while observing appropriate public health guidance.

**CONTACT PERSON:**

Andrew Gruber, agruber@wfrf.org, 801-824-0055  
Andrea Pearson, apearson@wfrf.org, 801-363-4250

**EXHIBITS:**

Resolution of the Wasatch Front Regional Council, providing for Participation in Electronic Meetings

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL (WFRC)  
PROVIDING FOR THE WFRC COUNCIL AND COMMITTEES  
TO CONVENE AND CONDUCT ELECTRONIC MEETINGS  
IN ACCORDANCE WITH UTAH CODE 52-4-207

Whereas, the Wasatch Front Regional Council (WFRC) or other public body may hold an electronic meeting if the public body has adopted a resolution, rule, or ordinance governing the use of electronic meetings; and

Whereas, the WFRC wishes to adopt standards and procedures for electronic meetings of its Council and other Committees to be held under limited circumstances.

NOW THEREFORE BE IT RESOLVED BY THE WASATCH FRONT REGIONAL COUNCIL AS FOLLOWS:

**Section I. Definitions.**

For the purpose of this resolution the following definitions shall apply.

“Anchor location” means the physical location from which an electronic meeting originates, or the participants are connected.

“Chair” means the duly selected Chair of the Council or, in the absence of incapacity of the Chair, the Vice-Chair of the Council.

“Council” shall mean the Council as the governing body of WFRC, as well as other Committees of WFRC, as appropriate.

“Electronic meeting” shall mean a public meeting convened or conducted by means of a conference using electronic communications.

“Executive Director” shall mean the WFRC Executive Director or, in the absence or incapacity of the Executive Director, the WFRC Deputy Director.

“WFRC Staff” shall mean those employees of WFRC assigned by the Executive Director of WFRC to carry out the functions of noticing, organizing, and setting up meetings for the Council.

“Monitor” means to hear or observe, live, by audio or video equipment, all of the public statements of each member of the Council who is participating in a meeting.

“Participate” means the ability to communicate with all of the members of the Council, either verbally or electronically, so that each member of the Council can hear or observe the communication.

## **Section II. Electronic Meeting Requirements.**

No meeting of the WFRC Council may be convened and held as an electronic meeting except on the following conditions.

1. A request for an electronic meeting has been made by a member of the Council to the WFRC Executive Director, or by a member of a committee to the WFRC Executive Director, at least 24 hours prior to the date of the meeting to allow for arrangements to be made for the electronic meeting; and
2. The Council Chair, or the chair of the relevant committee, has approved conducting the meeting electronically; and
3. Notice of the electronic meeting has been given as provided herein.

## **Section III. Notice of Electronic Meetings.**

The WFRC Executive Director, upon receiving a request from a member of the Council for a meeting to be convened as an electronic meeting, and with the approval of the Chair, shall ensure that WFRC staff give public notice of the meeting as required by Utah Code section 52-4-202 of the Utah Open and Public Meetings Act; and post written notice at the anchor location for the meeting. The WFRC staff shall in addition to giving the public notice required by Utah Code section 52-4-202, provide notice of the electronic meeting to the members of the Council at least 24 hours before the meeting so that they may participate in and be counted as present for all purposes, including the determination that a quorum is present. The notice to the members of the Council shall give a description of how the members will be connected to the electronic meeting.

## **Section IV. Place of meeting.**

The WFRC Staff shall establish one or more anchor locations for the public meeting, at least one of which shall be where the Council would normally meet if they were not holding an electronic meeting.

## **Section V. Meeting Facilities.**

The WFRC staff shall see that space and facilities are provided at the anchor location so that interested persons and the public may attend and monitor the open portions of the meeting; and if the meeting includes a public hearing, provide space and facilities at the anchor location so that interested persons and the public may attend, monitor, and participate in the open portions of the meeting.

**This Resolution shall take effect immediately upon passing.**

Dated and passed on the 26th of March 2020.

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**Commissioner Bob Stevenson**  
Chair  
Wasatch Front Regional Council

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**Andrew S. Gruber**  
Executive Director  
Wasatch Front Regional Council

**DATE:** March 26, 2020  
**AGENDA ITEM:** 2b  
**SUBJECT:** **ACTION:** Approve amendments to the WFRC Bylaws, Accounting and Administrative Policy, and Personnel Policy  
**PREPARED BY:** Loveit Baumgardner

**BACKGROUND:**

In response to the COVID-19 national emergency WFRC employees are now working remotely. As a result, we have been reviewing the bylaws and policies and are recommending the following revisions that will enable us to continue the work of WFRC as efficiently and effectively as possible.

**WFRC Bylaws amendment**

The WFRC Bylaws address the finances and property of the agency. Article V, Section A, paragraph six, states,

“Regional Council funds may be disbursed with two **signatures** including those of the chair, vice-chair, or budget committee chair, if a budget committee has been created by the Regional Council. One of the two **signatures** can be of the executive director or deputy director if such a position has been created. This function cannot be delegated.”

To enable WFRC to transmit funds electronically we are proposing to change the word ‘**signatures**’ to ‘**authorizations**’ in both of the highlighted places. We are also proposing changes to our Accounting and Administrative policy that will ensure we maintain our established levels of oversight and internal control over all disbursements. Those changes are discussed in the following paragraph.

**Accounting and Administrative Policy amendment**

To ensure the health and safety of WFRC staff we are doing all we can to find ways to accomplish our accounting and administrative tasks while working remotely. Although these are unusual times, it remains critically important that we maintain the currently established levels of review and oversight of the Council’s finances and assets. We are proposing changes to the Accounting and Administrative policy that enable the Council to pay its vendors by check **or electronically**. Electronic disbursements will require the same level of documentation, review and approval as disbursements made by check.

There are also a few minor changes to the Accounts Receivable section of the policy. These changes are made to reflect the updated manner in which WFRC makes deposits to the bank.

**Personnel Policy amendment**

We are proposing to add a section to the Personnel Policy that defines Administrative and Emergency leave. Section 2 CFR 200.431 of the Code of Federal Regulations defines Administrative leave as an allowable cost provided that the benefit is reasonable and established by policy. While it is our intention and expectation that all of our employees will be able to continue to be productive while working remotely, there may be times, due to circumstances beyond our control, that an employee may be unable to perform the duties of their job. This could occur due

to a major snowstorm, an earthquake, or a global pandemic, for example. In the sole discretion of the Executive Director, Administrative leave may be granted as needed until the situation can be resolved. Adding this language to Chapter V, Section 8 of our personnel policy enables WFRC to be reimbursed by the federal government for this type of leave. Many public agencies around the nation and state are making a similar policy modification.

There is also a minor change to Chapter V, Section 2.1 that states, "Employees are allowed to convert unused sick leave to paid health insurance benefits or cash payments upon termination of employment." We are proposing to eliminate the option to convert unused sick leave to paid health insurance benefits. Allowing employees to convert unused sick leave to paid health insurance benefits would require WFRC to establish a post-employment benefit plan that was not intended. The employee would still have the option to use cash payments received for unused sick leave to pay for health insurance.

#### **EXHIBITS:**

Proposed amended [WFRC Bylaws](#)  
Proposed amended [Accounting and Administrative Policy](#)  
Proposed amended [Personnel Policy](#)

#### **RECOMMENDATION AND MOTION:**

The Council take action to "amend the WFRC Bylaws, Accounting and Administrative Policy. and Personnel Policy as presented."

#### **CONTACT INFORMATION:**

Loveit Baumgardner, (801) 363-4250 x 1102  
Andrew Gruber, (801) 824-0055



**DATE:** March 23, 2020  
**AGENDA ITEM:** 4a  
**SUBJECT:** Wasatch Choice Vision Implementation  
**PREPARED BY:** Ted Knowlton

WFRC member local governments along with partner agencies including UDOT, UTA, ULCT, and UAC are developing resources to help communities as they seek to implement their local visions, as embodied in the [Wasatch Choice Regional Vision](#), and to address statutory requirements in their General Plans from [SB34](#) (2019, housing, transportation and land use).

Staff will outline four types of resources or assistance being explored to help communities in efforts to update their General Plans and implement local plans:

1. Technical assistance
  - For example, staff and consultant assistance in updating general plans, zoning, or market analyses, through the [Transportation and Land Use Connection program](#) (a partnership program with WFRC, Salt Lake County, UDOT, and UTA).
2. Public engagement
  - For example, community engagement strategies after a large project has been proposed within your community.
3. Communications
  - For example, videos that highlight regional quality of life issues.
4. Information and analyses
  - For example, economic and fiscal impacts of various growth patterns

Guidance on the selection of resources to develop will be sought over time from the WFRC Council and Regional Growth Committee with advice from local planners that serve in the RGC Technical Advisory Committees.

## **BACKGROUND:**

In the Fall of 2019, WFRC held Wasatch Choice Implementation Workshops across the region with support from ULCT, UDOT, and UTA. Community representatives stated that one of the top two challenges they face in implementing visions and plans is (i) the difficulty of effectively responding to community concerns about growth pressures and community change, and (ii) financial resources for needed infrastructure improvements.

## **RECOMMENDATION:**

This item is to provide an informational update.

## **CONTACT PERSON:**

Ted Knowlton, 801-425-3534. [ted@wfrc.org](mailto:ted@wfrc.org)  
Scott Hess, 801-363-4250 ext. 1104, [shess@wfrc.org](mailto:shess@wfrc.org)

# Regional Transportation Plan Amendment Process

(Proposed to be adopted by the Wasatch Front Regional Council on March 26, 2020)

## Overview

The establishment of a process to address periodic requests to revise the Wasatch Front Regional Transportation Plan (RTP) and the Wasatch Choice Regional Vision will help reduce the time needed to review and determine whether an amendment should be made. There are three general sources for RTP or Wasatch Choice Regional Vision amendment requests: (1) local request from city or county elected officials that usually involve collector roads, minor arterials, general land use centers, or regionally significant centers; (2) environmental impact statements (EIS) or Transportation Improvement Program (TIP) amendments that make specific recommendations that change the RTP project listing or phasing; and (3) periodic requests from the Utah State Legislature, the Utah Department of Transportation (UDOT), and the Utah Transit Authority (UTA) that require an amendment to the RTP for specific projects or the phasing of existing projects.

Some minor modifications can be made by the Wasatch Front Regional Council (WFRC) staff without action by the Regional Council. Others do not require a new air quality conformity finding but do need an opportunity for public comment and approval by the Regional Growth Committee (RGC). Finally, some changes are significant enough to require a new air quality conformity finding and a full 30-day public comment period before Regional Council approval. These three levels of amendments are described below.

## Level 1: Staff Modification

These types of amendments are minor in nature and would include:

- » any change to the existing RTP functional classification
- » any change or addition of an individual active transportation project
- » any change or clarification needed of the RTP's project description
- » any change to existing project right-of-way or addition of roadway or transit corridor preservation projects
- » any change to existing or addition of collector and minor arterial operational projects
- » any change to existing or addition of collector and minor arterial new construction or widening roadway projects less than \$10 million
- » any change to existing or addition of a core bus route or express bus route less than \$5 million

## LEVEL 1 - PROCESS

These types of RTP amendments would be reviewed by WFRC staff members. If staff determines that a change is warranted, the amendment could be implemented without additional process beyond that listed below. Level 1 amendments would require approval by the WFRC Executive Director in consultation with the RGC Chair and Vice-Chair, with the RGC Technical Advisory Committees (TACs) and the RGC informed of changes. The WFRC staff and/or RGC Chair/Vice-Chair can recommend a project be elevated to Level 2 based on factors including: potential impacts, professional judgment, or lack of consensus. The approval of Level 1 amendments would require the following procedure:

- A. Formal request submitted by local community elected official or transportation agency planning or regional director
- B. WFRC staff review and coordination with sponsoring agency representatives – planners, engineers, and/or elected officials
- C. WFRC staff recommendation and review with the RGC Chair and Vice-Chair
- D. WFRC Executive Director approval



- E. Inform RGC TAC and RGC
- F. Respective entities may be notified of the change
- G. Update and notification of amendment changes on the WFRC website including any tables, spreadsheets, and/or maps

## Level 2: Board Modification for Non-Regionally Significant Projects

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These types of RTP and Wasatch Choice Regional Vision amendments may include the following:

- » full city-wide active transportation plan updates – including both regional or base bicycle routes
- » any change to existing or addition of principal arterial or freeway operational projects
- » any change to existing or addition of collector and minor arterial new construction or widening roadway projects, \$10 million or more
- » any change to existing or addition of a core bus route or express bus route, \$5 million or more
- » any change or addition to the Wasatch Choice Regional Vision land use centers

## LEVEL 2 - PROCESS

These types of RTP modifications would be reviewed by WFRC staff, sponsoring local community planners, engineers, and/or elected officials, TACs, the RGC, and the general public. The WFRC delegates approval of these modifications to the RGC. The RGC could recommend a formal 30-day public comment period if desired. The approval of Level 2 amendments would require the following procedure:

- A. Formal request submitted by local community elected official or transportation agency planning director or regional director
- B. WFRC staff review and coordination with sponsoring agency representatives – planners, engineers, and/or elected officials
- C. WFRC staff financial constraint analysis in coordination with sponsoring agency
- D. WFRC staff data collection, travel demand modeling, and technical considerations requested by the RGC
- E. Review and recommendation by the appropriate RGC TAC
- F. Recommendation and approval by the RGC
- G. Respective entities may be notified of the change
- H. Update and notification of amendment changes on the WFRC website including any tables, spreadsheets, and/or maps

## Level 3: Full Amendment for Regionally Significant Projects

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These types of RTP amendments would involve any change or modification to a regionally significant project as defined by either the RTP or through inter-agency consultation. The RTP defines a project to be regionally significant if it serves regional transportation needs, such as access to or from areas outside of the region, major activity centers, major planned developments, or transportation terminals. Included as regionally significant projects would be projects on principal arterial highways and fixed guideway transit facilities that offer an alternative to regional highway travel. The WFRC may identify a few minor arterial streets which are considered regionally significant. These designations have been arrived at by inter-agency consultation. A regionally significant project could also be determined by inter-agency consultation or based on the results and analysis provided by the WFRC travel model. This level of RTP amendment would also require a new air quality conformity determination and may require evaluation of WFRC's Congestion Management Process. Level 3 amendments may include all of the following circumstances:



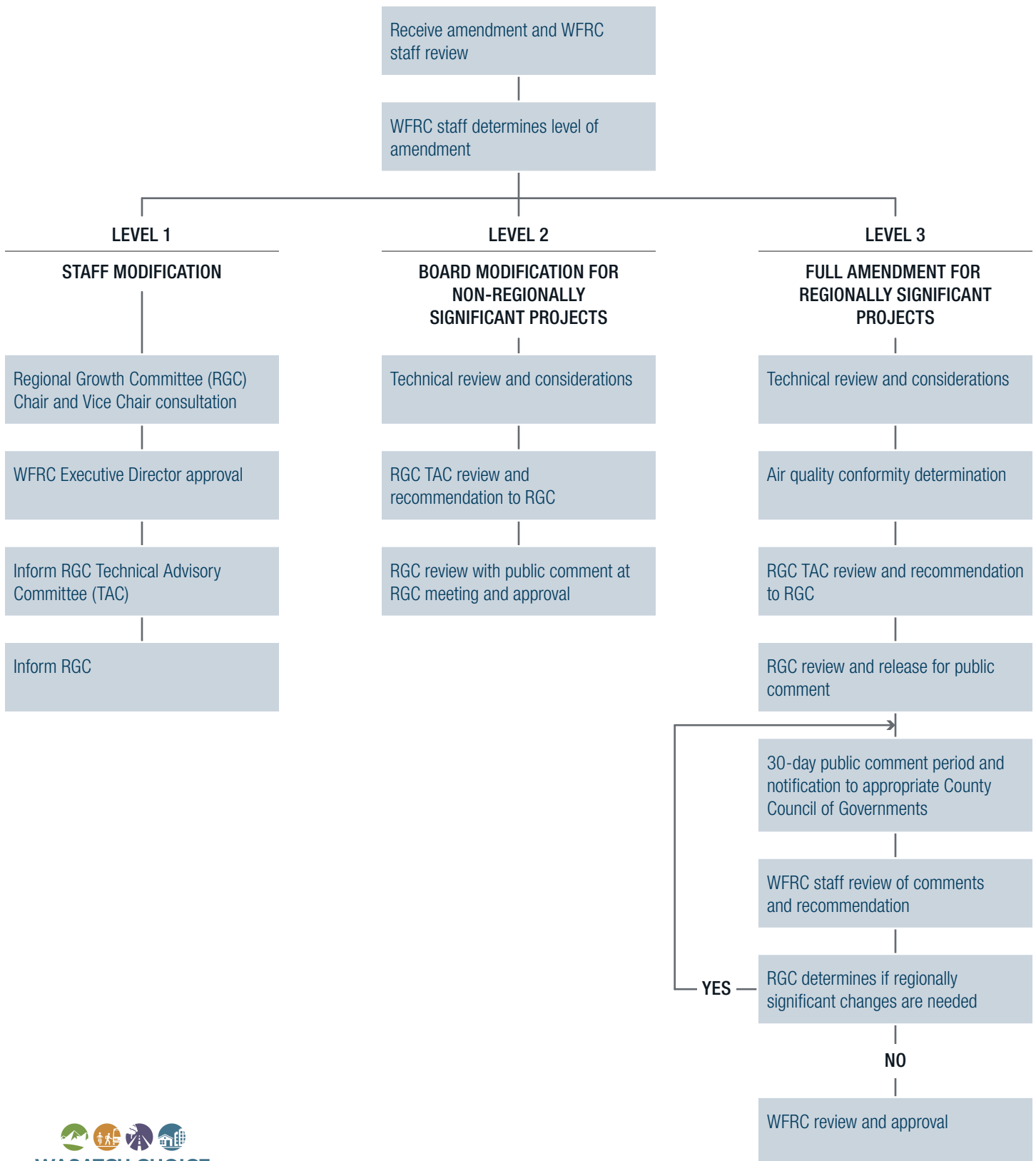
- » any change or modification of a regionally significant transportation project, such as number of lanes, alignment, length, and/or deletion
- » a significant change in the location, type, or size of a fixed guideway transit facility or stop
- » any change in the recommended financially constrained phasing of a regionally significant transportation project
- » the addition of any regionally significant transportation project to the RTP

### LEVEL 3 - PROCESS

These types of RTP amendment would be reviewed by city planners, elected officials, the TACs, the County Council of Governments (COGs), the RGC, and the Wasatch Front Regional Council. The approval of Level 3 amendments would require the following procedures:

- A. Formal request submitted by local community elected official or transportation agency planning director or regional director
- B. WFRC staff review and coordination with sponsoring agency representatives – planners, engineers, and/or elected officials
- C. WFRC staff financial constraint analysis in coordination with sponsoring agency
- D. WFRC staff data collection, travel demand modeling, and technical considerations
- E. A new air quality conformity determination as per current modeling procedures
- F. Review and recommendation by the appropriate RGC TAC
- G. Review and recommendation by the RGC for public comment
- H. 30-day public comment would be noticed and a staff report provided to the appropriate COGs
- I. A written staff response within 30-days to all public comments received
- J. Review and recommendation by the RGC (if additional significant modifications are necessary as a result of the comment period, then a new 30-day comment period would be warranted)
- K. Review and approval by the Wasatch Front Regional Council
- L. Respective entities may be notified of the change
- M. Update and notification of amendment changes on the WFRC website including any tables, spreadsheets, and/or maps

# Regional Transportation Plan Amendment Process



# Regional Transportation Plan Amendment Process Levels

|                       |  | LEVEL 1<br>STAFF MODIFICATION  | LEVEL 2<br>BOARD MODIFICATION  | LEVEL 3<br>FULL AMENDMENT            |
|-----------------------|--|--|--|--------------------------------------|
|                       |  | Staff or Regional Growth Committee Chair/Vice Chair could recommend elevating to Level 2 | Regional Growth Committee could recommend 30-day public comment period | -                                    |
| Roadway               | Ownership change                                 | All ownership changes  | -  | -                                    |
|                       | Corridor preservation                            | All corridor preservation projects   | -  | -                                    |
|                       | Operational projects                             | Collectors and minor arterials   | Principal arterial and freeways  | -                                    |
|                       | New construction or widening projects            | Collectors and minor arterials, less than \$10 Million                                   | Collectors and minor arterials, \$10 Million or more                   | Principal arterials and freeways     |
| Transit               | Corridor preservation                            | All corridor preservation projects   | -  | -                                    |
|                       | New construction, operational, or point projects | Core route and express bus, less than \$5 Million  | Core route and express bus, \$5 Million or more                        | Fixed guideway and bus rapid transit |
| Active Transportation |  | Individual active transportation facilities  | Full city-wide active transportation plan updates                      | -                                    |
| Land Use              |  | -  | Wasatch Choice 2050 land use centers                                   | -                                    |



# Regional Transportation Plan Amendment Process Timeline

## Level 1 - Staff Modification

|                     | ACTIVITY   | TIME REQUIRED                                   |
|---------------------|--|---|
| Pre-Month 1/Month 1 | Receive and review with applicant (including discussion and refinement of application) | Due to WFRC staff by end of 2nd week of Month 1 |
|                     | Staff determines amendment level   | 3rd week of Month 1                             |
| Month 2             | Staff coordination with Regional Growth Committee (RGC) Chair and Vice Chair           | 1st week of Month 2                             |
|                     | Executive Director approval  | 2nd week of Month 2                             |
|                     | Inform RGC Technical Advisory Committees (TAC)   | 3rd Wednesday of Month 2                        |
| Month 3             | Inform RGC   | 3rd Thursday of Month 3                         |

## Level 2 - Board Modification

|                     | ACTIVITY   | TIME REQUIRED                                   |
|---------------------|--|---|
| Pre-Month 1/Month 1 | Receive and review with applicant (including discussion and refinement of application)   | Due to WFRC staff by end of 2nd week of Month 1 |
|                     | Staff determines amendment level   | 3rd week of Month 1                             |
|                     | Data collection, travel demand modeling, and technical considerations                    | 3rd and 4th week of Month 1                     |
| Month 2             | Regional Growth Committee (RGC) Technical Advisory Committee (TAC) recommendation to RGC | 3rd Wednesday of Month 2                        |
| Month 3             | Internal coordination  | 1st and 2nd weeks of Month 3                    |
|                     | RGC review with public comment and approval  | 3rd Thursday of Month 3                         |

For Levels 1 and 2, there are five possible amendment cycles:

|   | MONTH 1  | MONTH 2   | MONTH 3 |
|---|----------|-----------|---------|
| 1 | January  | February  | March   |
| 2 | March    | April     | May     |
| 3 | June     | July      | August  |
| 4 | August   | September | October |
| 5 | November | December  | January |



## Level 3 - Full Amendment

|                 | ACTIVITY   | TIME REQUIRED   |
|-----------------|--|---|
| Pre-March/March | Receive and review with applicant (including discussion and refinement of application)   | Due to WFRC staff by end of 2nd week of March   |
|                 | Staff determines amendment level   | 3rd week of March   |
|                 | Data collection, travel demand modeling, and technical considerations  | 3rd and 4th week of March   |
| April           | Preliminary air quality determination  | Month of April  |
|                 | Regional Growth Committee (RGC) Technical Advisory Committee (TAC) recommendation to RGC   | 3rd Wednesday of April  |
| May             | Draft air quality memorandum   | 1st of April to the 1st week of May   |
|                 | Internal coordination  | 1st and 2nd weeks of May  |
|                 | RGC review and approval for public comment   | 3rd Thursday of May   |
|                 | Council of Government (COG) review (as needed)   |   |
|                 | <ul style="list-style-type: none"> <li>• Salt Lake County</li> <li>• Weber County</li> <li>• Davis County</li> <li>• Box Elder County</li> </ul> | 4th Thursday of May<br>1st Monday of June<br>2nd Wednesday of June<br>Quarterly as needed (January, April, July, October) |
|                 |  |   |
| June            | 30-day public comment period   | Month of June   |
| July            | Staff review comments with applicants  | Month of July   |
|                 | Optional TAC presentation  | 3rd Wednesday of July   |
| August          | Internal coordination  | 1st and 2nd weeks of August   |
|                 | RGC review and recommendation  | 3rd Thursday of August  |
|                 | Internal coordination  | 2nd and 3rd weeks of August   |
|                 | WFRC review and approval with final air quality memorandum   | 4th Thursday of August  |



# Regional Transportation Plan Amendment Technical Considerations

## Process and Screening

1. Review each project and determine the level of amendment needed as per the Regional Transportation Plan Amendment Process adopted by the Wasatch Front Regional Council on March 26, 2020.
2. Determine which of the following requirements are applicable for each project:

### **DATA REQUIREMENTS (REQUIRED INFORMATION FROM PROJECT SPONSOR)**

- » Type of project (capacity improvement, operational improvement, etc.)
- » Type of functional classification and regional significance
- » Cost of project
- » Length of project
- » Sponsor identified issues and benefits
- » Project phase requested
- » Requested or secured funding source (corridor preservation request, sales tax revenue, TIF, STP, etc.)

### **PRE-SCREENING REQUIREMENTS (REVIEWED WITH PROJECT SPONSOR PRIOR TO “GOAL ORIENTED TECHNICAL CONSIDERATIONS FOR RTP AMENDMENTS” BELOW)**

- » Assess impacts on existing or planned road, transit, or active transportation facilities
- » Assess any impacts to community character
- » Supports environmental sustainability
- » Supports access to parks, open space, and recreation

### **REVIEW PUBLIC COMMENTS**

- » Review any public comments for amendment projects

## Goal-Oriented Technical Considers for RTP Amendments

**LEVEL 1:** Projects exempt from the following Technical Considerations

**LEVEL 2:** Projects are evaluated using only the Technical Consideration indicated by a yellow dot •

**LEVEL 3:** Projects are evaluated using all of the following Technical Considerations

**SAFE, USER-FRIENDLY STREETS •**

|                                 |   |
|---------------------------------|---|
| <b>Objective</b>                | Mitigates safety issues   |
| <b>Technical Considerations</b> | <b>Roadway:</b> UDOT's safety index average or actual number of fatalities and serious injuries |
|                                 | <b>Transit:</b> Reported bus and fixed guideway crashes   |
|                                 | <b>Transit:</b> Existing and planned first- and last-mile connections to stations or stops      |

**MANAGEABLE AND RELIABLE TRAFFIC CONDITIONS •**

|                                 |   |
|---------------------------------|---|
| <b>Objective</b>                | Improves traffic conditions through management and reliability  |
| <b>Technical Considerations</b> | <b>Roadway:</b> Change in vehicle hours of delay from existing traffic conditions or vehicle hours traveled (VHT) |
|                                 | <b>Roadway:</b> Increases connectivity  |

**FISCALLY EFFICIENT COMMUNITIES AND INFRASTRUCTURE •**

|                                 |   |
|---------------------------------|---|
| <b>Objective</b>                | Project readiness   |
| <b>Technical Considerations</b> | <b>Roadway/transit:</b> Is part of a planning or environmental study        |
|                                 | <b>Roadway/transit:</b> Efforts underway to preserve the project's corridor |

**LIVABLE AND HEALTHY COMMUNITIES •**

|                                 |   |
|---------------------------------|---|
| <b>Objective</b>                | Supports the Wasatch Choice 2050  |
| <b>Technical Considerations</b> | <b>Roadway/transit:</b> Provides improved access to urban, town, or job centers (as per GIS outputs and map review) |

**ACCESS TO ECONOMIC AND EDUCATIONAL OPPORTUNITIES**

|                                 |  |
|---------------------------------|--|
| <b>Objective</b>                | Improves access to job and educational opportunities   |
| <b>Technical Considerations</b> | <b>Roadway/transit:</b> Connection to strategic clusters, freight centers, or on freight plan                      |
|                                 | <b>Roadway/transit:</b> Access to jobs and educational centers ("access to opportunities" as per modeling outputs) |

**QUALITY TRANSPORTATION CHOICES**

|                                 |   |
|---------------------------------|---|
| <b>Objective</b>                | Supports transportation choices   |
| <b>Technical Considerations</b> | <b>Roadway:</b> Supports multi-modal choices (transit, bicycle, and pedestrian) |
|                                 | <b>Transit:</b> Existing and projected ridership                                |

**CLEAN AIR**

|                                 |  |
|---------------------------------|--|
| <b>Objective</b>                | Supports on-going efforts to maintain air quality standards  |
| <b>Technical Considerations</b> | <b>Roadway/transit:</b> Separate process (i.e. air quality modeling and conformity determination on a regional level for Level 3 projects) |



**HOUSING CHOICES AND AFFORDABLE LIVING**

|                                 |   |
|---------------------------------|---|
| <b>Objective</b>                | Provide housing for people in all life stages and incomes   |
| <b>Technical Considerations</b> | <b>Roadway/transit:</b> Serves or does not adversely impact (roadway) identified vulnerable communities (low income, minority, or zero-car households) and/or areas with concentrated elderly populations |

**AMPLE PARKS, OPEN SPACE, AND RECREATIONAL OPPORTUNITIES**

|                                 |                                     |
|---------------------------------|-------------------------------------|
| <b>Technical Considerations</b> | Determined in project pre-screening |
|---------------------------------|-------------------------------------|

**A SUSTAINABLE ENVIRONMENT INCLUDING WATER, AGRICULTURE, AND OTHER NATURAL RESOURCES**

|                                 |                                     |
|---------------------------------|-------------------------------------|
| <b>Technical Considerations</b> | Determined in project pre-screening |
|---------------------------------|-------------------------------------|

**DATE:** March 19, 2020  
**AGENDA ITEM:** 4b  
**SUBJECT:** **ACTION: Modifications to the Regional Transportation Plan (RTP) Amendment Process**  
**PREPARED BY:** Jory Johner

At the March 26<sup>th</sup> Wasatch Front Regional Council (WFRC) meeting, the WFRC staff will review the current Regional Transportation Plan (RTP) amendment process, discuss proposed modifications to the process, and ask for approval from the Regional Council to approve the updated amendment process.

## **BACKGROUND:**

Every four years WFRC prepares and adopts the RTP to identify and implement needed transportation improvements (last adopted May 2019). While the RTP receives considerable review before being formally adopted, changes are sometimes needed to accommodate new funding sources or conditions.

WFRC follows a process to amend the RTP based on the significance and impact of the proposed change. The current RTP amendment process was last adopted by the Regional Council in 2016. In 2017, the RGC approved complementary technical considerations related to the Wasatch Choice 2050 Vision Goals.

The Regional Growth Committee (RGC) reviewed the process at the March 19<sup>th</sup> meeting and unanimously recommends that the Regional Council approve the modified process. WFRC staff also reviewed the existing amendment process and solicited input from the RGC Technical Advisory Committees (TACs) in February. WFRC staff has also consulted with the Utah Department of Transportation (UDOT) and the Utah Transit Authority (UTA) staff during the same months and incorporated suggestions into the Draft RTP amendment process.

The proposed modifications are designed to streamline the amendment process while maintaining or increasing the rigor of technical review. The proposed amendment process would vary based on the size and impact of a potential project. There are three different levels:

*Level 3:* Addresses changes to regionally significant projects, such as principle arterials, freeways, or fixed guideway transit. This category requires a 30-day public comment process and an air-quality conformity analysis. It remains consistent with the previous version approved in 2016.

*Level 2:* Addresses projects larger than \$10 million that are not considered regionally significant. The Level 2 category streamlines the process by requiring amendments to be considered at one, rather than two, RGC and RGC TAC meeting. It also allows for the public comment period during the RGC meeting and allows the RGC to approve the amendment during the meeting. RGC does have the opportunity to elevate a Level 2 project to Level 3, requiring the standard 30-day comment period.

*Level 1:* Addresses minor projects such as road improvements less than \$10 million, corridor preservation, or bus improvements. Level 1 amendments would require consultation with the RGC Chair and Vice-chair. Level 1 projects can be elevated to Level 2 if more review is warranted.

## **RECOMMENDATION:**

The WFRC staff recommends the Regional Council make a motion to “approve the updated process for amending the Regional Transportation Plan.”

## **CONTACT PERSON:**

Jory Johner, 801-363-4250 ext. 1110, [jjohner@wfr.org](mailto:jjohner@wfr.org)

## **EXHIBIT:**

Draft RTP Amendment Process

**DATE:** March 22, 2020  
**AGENDA ITEM:** 5a  
**SUBJECT:** Report on Board Modifications to the 2020-2025 Transportation Improvement Program (TIP)  
**PREPARED BY:** Ben Wuthrich

**BACKGROUND:**

Since the last meeting of the Wasatch Front Regional Council (WFRC), WFRC received requests to modify the current 2020-2025 Transportation Improvement Program (TIP). The modification required action from Trans Com (since WFRC was not meeting) and the Utah 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:**

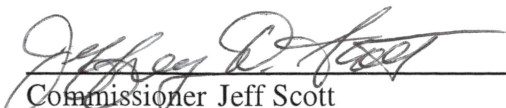
Resolution adopting Amendment Four to the 2020-2025 TIP

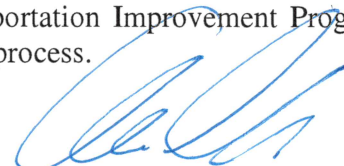
RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL  
AMENDING THE 2020 - 2025  
TRANSPORTATION IMPROVEMENT PROGRAM

- 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 2020-2025 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, are not regionally significant, are included in the 2020-2025 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 February 20, 2020, 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 Four to the 2020-2025 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: February 20, 2020



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

### Board Modification

#### New Project

##### Ogden/ Layton Urbanized Area

| County | Sponsor | Facility | PIN   | Project Location         | Concept/ Type of Improvement | Funding Source  | Project Estimated Cost | Currently Funded Amount | Action             | Funding Amount     | Year |
|--------|---------|----------|-------|--------------------------|------------------------------|---|------------------------|-------------------------|--------------------|--------------------|------|
| Davis  | UDOT    | SR-67    | 18370 | SR-67; Various Locations | Construct New Cable Barrier  | R1_TSP<br>(Region 1 - Transportation Solutions Program) | \$1,000,000            | \$0                     | <i>New Funding</i> | <b>\$1,000,000</b> | 2020 |

This project will construct a cable barrier between the outside traffic lane and the existing Legacy Trail in various locations. The new cable barrier will provide positive separation between vehicular traffic and the trail in specific locations. These additional funds will come from Region One's Transportation Solutions Program.

#### Additional Funding

##### Salt Lake/ West Valley Urbanized 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-154   | 14415 | Three Interchanges on Bangerter Highway<br>"Bangerter Three Interchanges" | Replace 3 existing intersections (6200 South, 10400 South, and 12600 South) with New (Freeway type) Grade Separated Interchanges | L_Betterment<br>(Local Government - Betterment)                     | \$224,400,000          | \$6,000,000             |                       |                     | 2020 |
|           |         |          |       |   |  | Transfer "Back" Funds<br>ST_TIF<br>(Transportation Investment Fund) |                        | \$0                     | <i>Transfer Funds</i> | <b>\$3,000,000</b>  |      |
|           |         |          |       |   |  | Local Government<br>(Local Government Funding)                      |                        | \$0                     | <i>New Funding</i>    | <b>\$2,000,000</b>  |      |
|           |         |          |       |   |  | ST_CONST<br>(State Construction Funds)                              |                        | \$0                     | <i>New Funding</i>    | <b>\$10,000,000</b> |      |
|           |         |          |       |   |  | ST_TIF<br>(Transportation Investment Fund)                          |                        | \$174,400,000           | <i>New Funding</i>    | <b>\$29,000,000</b> |      |

As an early action project (PIN 17153) \$10,000,000 was pulled out of the Bangerter Three Interchanges project to relocate the Jordan Valley Aqueduct near 6200 South. Construction on the aqueduct project is wrapping up with \$3,000,000 remaining. Region Two requests transferring these funds back into the Bangerter Three Interchanges project.

Additionally, South Jordan and Riverton (with financial support from Salt Lake County) have requested the interchanges at 10400 S and 12600 S be constructed as near the existing ground level as possible to avoid being a visible obstruction through their communities. UDOT has a new initiative to work closely with local governments to provide a "Community of our Dreams" where feasible. As part of that initiative Region Two has been able to progress the designs of both interchanges to meet this request. Initially, each local government agreed to pay a portion of the cost to take Bangerter Highway under the cross street as follows; **10400 South:** South Jordan contributes \$2,000,000, Salt Lake County contributes \$4,000,000 (previously approved), on **12600 South:** Riverton City contributes \$1,000,000, Salt Lake County contributes \$1,000,000, and UDOT to add an additional \$8,000,000. However when bids were reviewed, the low bid exceeded the project budget due to an escalation of material costs, a significant shortage of labor, and the construction cost of going under cross streets.

Region Two is requesting to return the \$3,000,000 from the aqueduct project, and add \$2,000,000 of Local Government funds, \$10,000,000 of unprogrammed State Construction funds, and \$29,000,000 of TIF funds from the 9000 South (SR-209); Redwood Road to 700 West project, with a request that applicable TIF funds be returned to the 9000 South project as funds become available.

**DATE:** March 22, 2020  
**AGENDA ITEM:** 5b  
**SUBJECT:** **ACTION** - Board Modifications to the 2020-2025 Transportation Improvement Program (TIP)  
**PREPARED BY:** Ben Wuthrich

**BACKGROUND:**

The Wasatch Front Regional Council (WFRC) has received several requests to modify the current 2020-2025 Transportation Improvement Program (TIP) with the attached list of projects. This modification requires action from the Regional Council and the Transportation Commission but does not require a new air quality conformity analysis or a 30-day public comment period. 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 2020-2025 TIP as requested.”

**CONTACT PERSON:**

Ben Wuthrich (801) 363-4230 ext 1121

**EXHIBITS:**

Resolution adopting Amendment Five to the 2020-2025 TIP

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL  
AMENDING THE 2020 - 2025  
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 2020-2025 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 2020-2025 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 March 26, 2020, and all comments were carefully considered,

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

- (1) Approves Amendment Five to the 2020-2025 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.

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Commissioner Bob Stevenson  
Chair  
Wasatch Front Regional Council

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Andrew S. Gruber  
Executive Director  
Wasatch Front Regional Council

Date: March 26, 2020

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

### 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 | Salt Lake County | Grit Mill | 14944 | Grit Mill and Climbing Master Plan; Little Cottonwood Canyon Park & Ride | Construction of Parking Lot/ Trailhead and Restroom and realign SR-210 for access improvements | LOCAL_GOVT<br>Local Government Funds                                      | \$1,013,008            | \$141,000               | <i>Additional Funding</i> | <b>\$10,155</b>  | 2020 |
|           |                  |           |       |  |  | Utah Outdoor Recreation Grant   |                        | \$0                     | <i>Additional Funding</i> | <b>\$150,000</b> |      |
|           |                  |           |       |  |  | LOCAL_INKIND<br>Local In Kind (Soft Match)                                |                        | \$14,720                |                           |                  |      |
|           |                  |           |       |  |  | Other   |                        | \$44,361                |                           |                  |      |
|           |                  |           |       |  |  | ST_CONT_R2<br>State Construction - Region 2 Contingency                   |                        | \$125,000               |                           |                  |      |
|           |                  |           |       |  |  | TAP_URB_WFRC<br>(Transportation Alternatives Program - Urban Area (WFRC)) |                        | \$387,927               | <i>Additional Funding</i> | <b>\$139,845</b> |      |

This project will construct a 34 stall parking lot, a restroom facility, and improve road conditions on SR-210 and Wasatch Resort Road including a center two-way left turn lane at the intersection. Safety will be improved by removing cars that park along the roadway and increasing the sight distance for travelers, as well as providing better access and egress. This request is for additional funding identified during final design and also due to increased construction costs. The additional funding is available from other project cost savings, Salt Lake County, and the Utah Outdoor Recreation Grant awarded to the Greater Salt Lake Municipal Services District.

##### Ogden/ Layton 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 |
|--------|---------|------------|-------|---------------------------------|------------------------------|--|------------------------|-------------------------|---------------------------|------------------|------|
| Davis  | Clinton | 1300 North | 14849 | 2000 West (SR-108) & 1300 North | Intersection Improvements    | LOCAL_GOVT<br>Local Government Funds   | \$1,351,500            | \$39,984                | <i>Additional Funding</i> | <b>\$311,516</b> | 2020 |
|        |         |            |       |                                 |                              | STP_URB_OG<br>(Surface Transportation Program - Urban Area Ogden/ Layton (WFRC)) |                        | \$550,616               | <i>Additional Funding</i> | <b>\$449,384</b> |      |

When completed, this project will widen the east and west legs of the intersection to include dedicated left turn lanes, dedicated right turn lanes, and a thru lane on each leg. Improvements will include bike lanes, curb, gutter, and sidewalk and will tie into the future improvements on 2000 West (SR-108) to be constructed by UDOT within the next couple of years. The additional funding is available from other project cost savings and local government contributions.

**DATE:** March 22, 2020  
**AGENDA ITEM:** 5c  
**SUBJECT:** Obligations of federal transportation funds during FFY 2019  
**PREPARED BY:** Ben Wuthrich

**BACKGROUND:**

The Fixing America's Surface Transportation (FAST) Act requires each metropolitan planning organization (MPO), the State Department of Transportation, and public transportation operator(s) to cooperate in preparing a report of federal funds obligated during the immediately preceding year. The Wasatch Front Regional Council (WFRC) staff with the help of the Utah Department of Transportation (UDOT) and the Utah Transit Authority (UTA) have prepared a report of obligated federal funding during fiscal year 2019 (October 1, 2018, through September 30, 2019).

Overall the amount of federal funds obligated statewide exceeded \$438 million with more than \$267 million being obligated within the WFRC area (*refer to the attached graphs and charts*). These amounts have been fairly consistent over the past few years.

**RECOMMENDATION:**

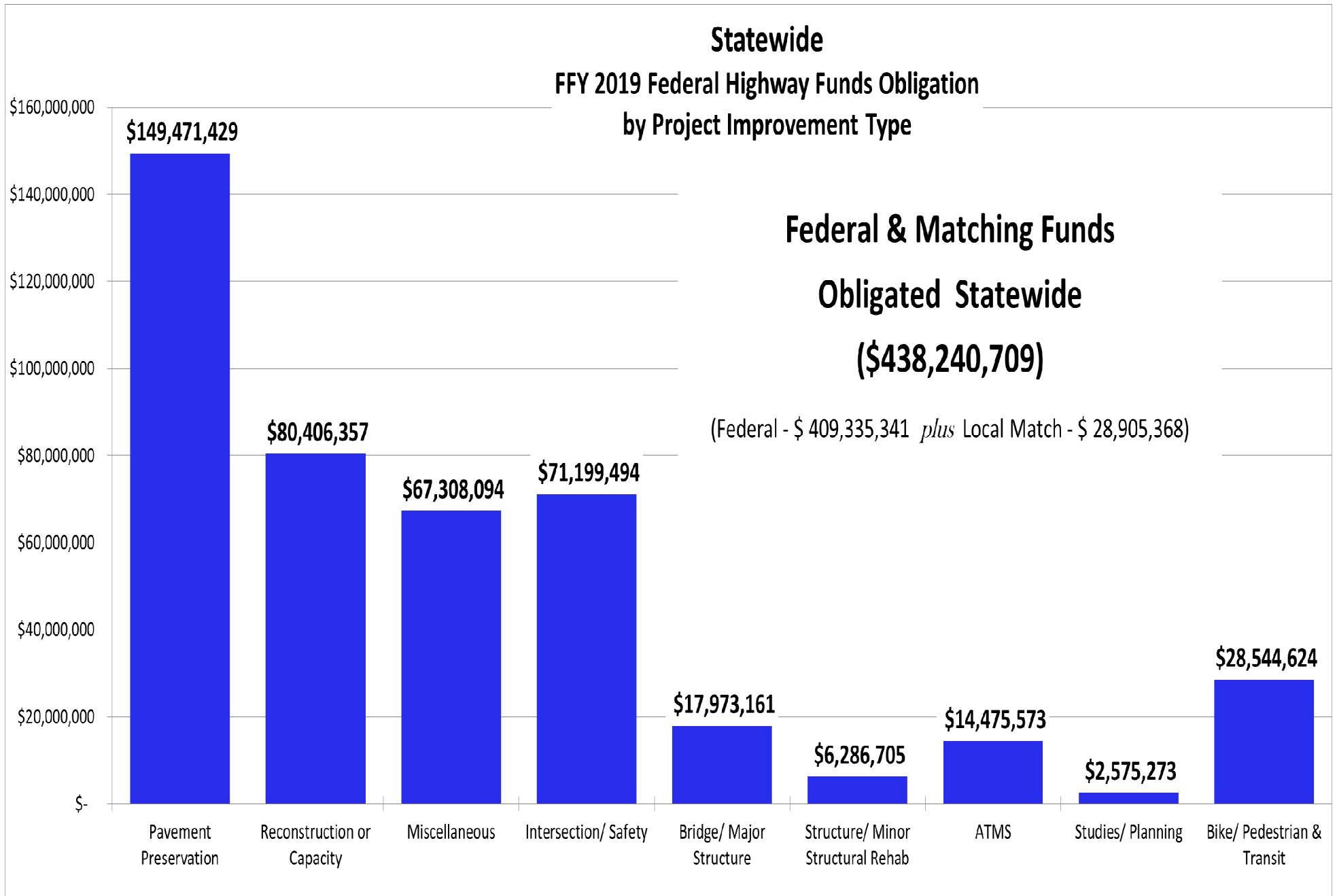
This item is for information only.

**CONTACT PERSON:**

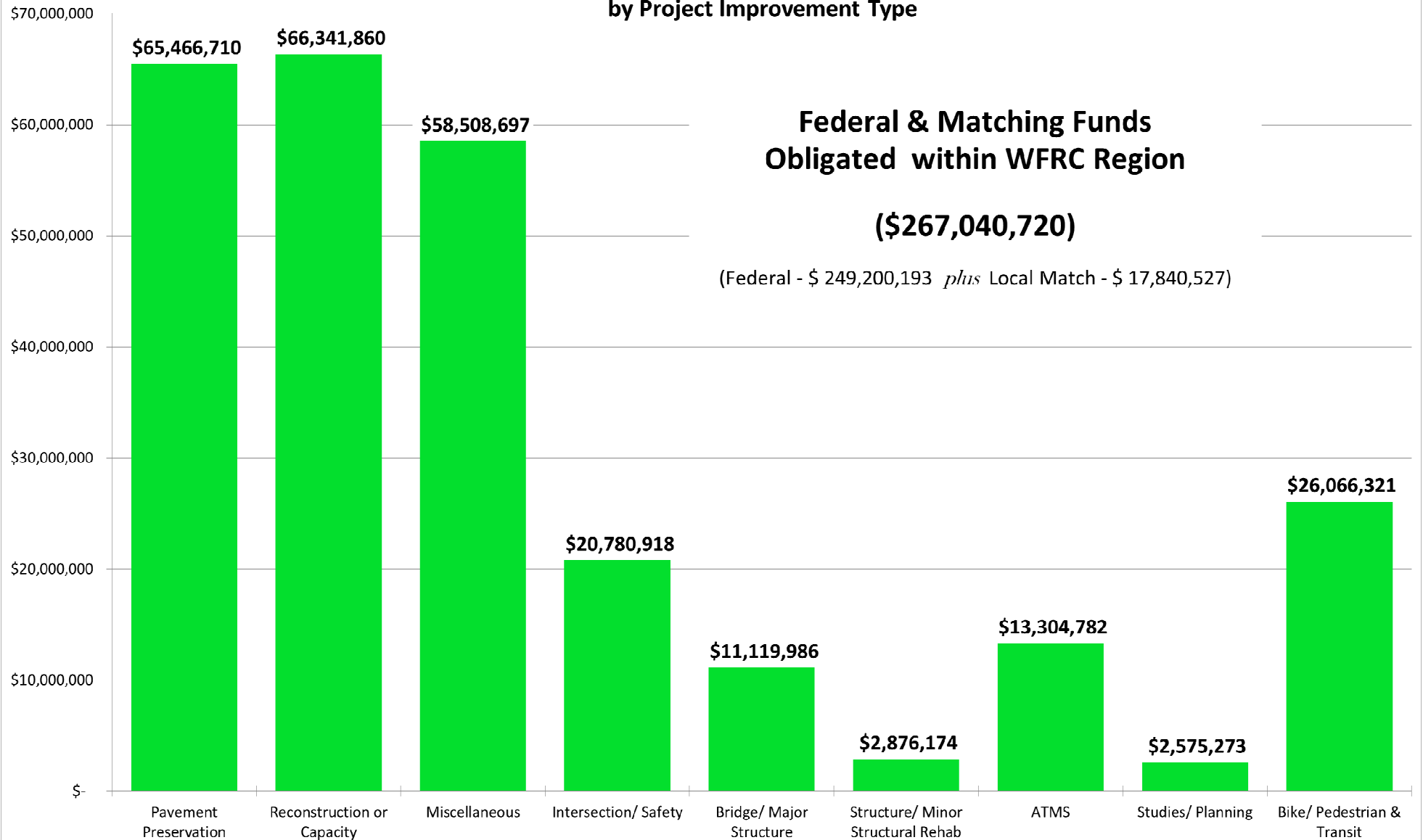
Ben Wuthrich (801) 363-4230 ext 1121

**EXHIBITS:**

Summary of FFY 2019 Funds Obligated



**WFRC Region**  
**FFY 2019 Federal Highway Funds Obligation**  
**by Project Improvement Type**





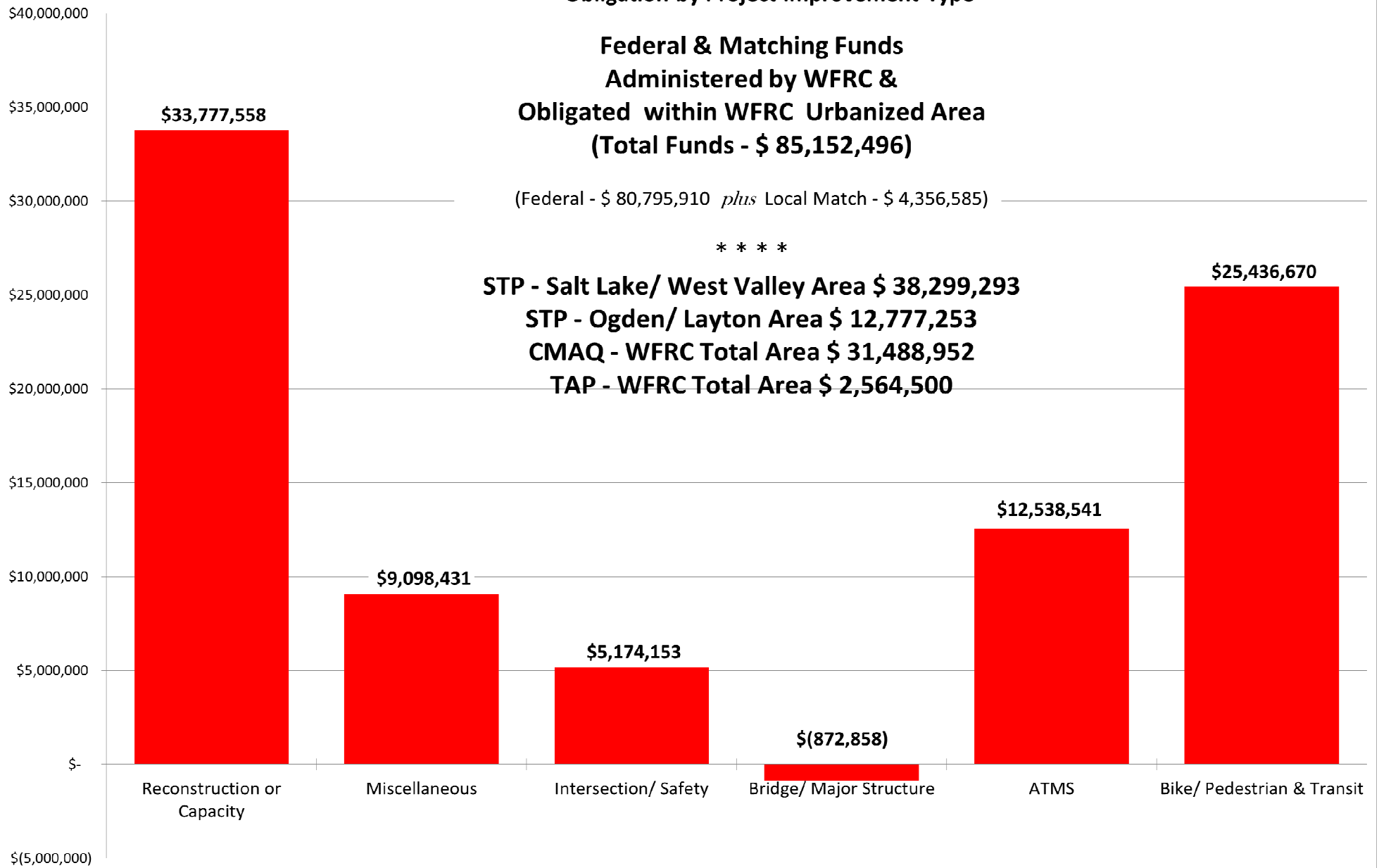
**WFRC FFY 2019 STP, CMAQ, & TAP Funds  
Obligation by Project Improvement Type**

**Federal & Matching Funds  
Administered by WFRC &  
Obligated within WFRC Urbanized Area  
(Total Funds - \$ 85,152,496)**

(Federal - \$ 80,795,910 *plus* Local Match - \$ 4,356,585)

\* \* \* \*

**STP - Salt Lake/ West Valley Area \$ 38,299,293  
STP - Ogden/ Layton Area \$ 12,777,253  
CMAQ - WFRC Total Area \$ 31,488,952  
TAP - WFRC Total Area \$ 2,564,500**



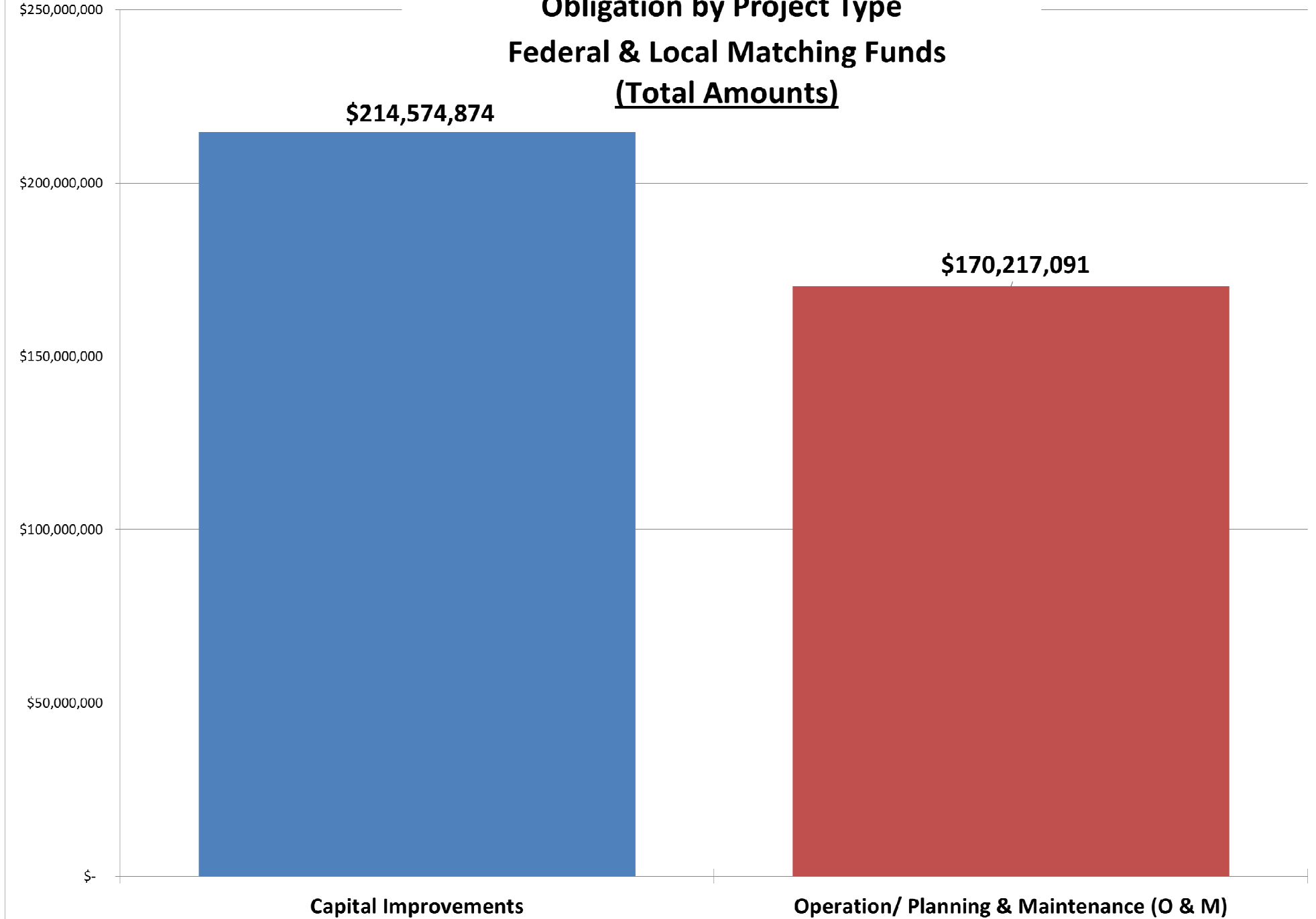
**\*\* Note\*\*** - Almost all Reconstruction and Capacity projects include active transportation components.

# FFY 2019 Federal Transit Administration Funds

## Obligation by Project Type

### Federal & Local Matching Funds

#### (Total Amounts)



**Salt Lake/ West Valley Urban Surface Transportation Program (STP) Funds**  
**Obligated Federal Fiscal Year 2019**

| PIN   | PIN Status          | Category                                 | Project Location   | County    | Total Obl.   | FA           | STATE      | LOCAL      | TOTAL        |
|---|---------------------|--|--|-----------|--------------|--------------|------------|------------|--------------|
| <b>STP - URBAN AREA SALT LAKE (WFRC) STP_URB_SL</b> |                     |  |  |           |              |              |            |            |              |
| 6621  | Closed              | Structures Bridge Rehabilitation         | 1300 SOUTH; 500 W. TO 700 W. & Cnty:FA-2290; MP 6.04 - 6.34                                | SALT LAKE | (\$813,765)  | (\$813,765)  | \$ 0       | (\$59,092) | (\$872,858)  |
| 10009   | Close Out           | Roadway Reconstruct - With Widening      | Cnty:FA-2123; MP .00 - 1.00 & 5600 West from 7800 South to 8600 South                      | SALT LAKE | \$ 0         | \$ 0         | \$ 0       | \$ 4,695   | \$ 4,695     |
| 11082   | Scoping             | Spot Improvement - Safety                | SR-68; MP 52.31 - 53.31  | SALT LAKE | \$ 1,855,277 | \$ 1,855,277 | \$ 0       | \$ 134,723 | \$ 1,990,000 |
| 11083   | Under Construction  | Roadway Reconstruct - With Widening      | Cnty:FA-2076; MP 4.53 - 5.77 & 1300 East; 1300 South to 2100 South                         | SALT LAKE | \$ 4,098,832 | \$ 4,098,832 | \$ 0       | \$ 297,641 | \$ 4,396,473 |
| 11083   | Under Construction  | Roadway Reconstruct - With Widening      | Cnty:FA-2076; MP 4.53 - 5.77 & 1300 East; 1300 South to 2100 South                         | SALT LAKE | \$ 1,790,236 | \$ 1,790,236 | \$ 0       | \$ 0       | \$ 1,790,236 |
| 11984   | Active              | Transit                                  | Salt Lake Central Bus Maintenance Facility   | Salt Lake | \$ 3,217,848 | \$ 3,000,000 | \$ 0       | \$ 217,848 | \$ 3,217,848 |
| 11986   | Substantially Compl | Roadway Reconstruct - With Widening      | Porter Rockwell Blvd (Fifth Segment); Redwood Road to 0.46 miles east                      | SALT LAKE | \$ 128,288   | \$ 128,288   | \$ 9,316   | \$ 0       | \$ 137,604   |
| 11986   | Substantially Compl | Roadway Reconstruct - With Widening      | Porter Rockwell Blvd (Fifth Segment); Redwood Road to 0.46 miles east                      | SALT LAKE | \$ 477,707   | \$ 477,707   | (\$43,166) | \$ 0       | \$ 434,541   |
| 11987   | Under Construction  | Roadway Reconstruct - With Widening      | Cnty:FA-2102; MP 2.34 - 3.02 & Vine Street; 900 East to 1300 East                          | SALT LAKE | \$ 3,053,715 | \$ 3,053,715 | \$ 0       | \$ 221,749 | \$ 3,275,464 |
| 13112   | Under Construction  | Roadway New Construction (New Alignment) | Porter Rockwell Blvd (4th Seg); East Jordan Canal  | SALT LAKE | \$ 8,500,290 | \$ 8,500,290 | \$ 0       | \$ 0       | \$ 8,500,290 |
| 13114   | Active              | Intersection Improvements                | US-89; MP 366.42 - 366.62 & 9270 South between State St. to 150 East; Length = 0.280 Miles | SALT LAKE | \$ 153,830   | \$ 153,830   | \$ 0       | \$ 11,171  | \$ 165,000   |
| 13116   | Advertised          | Roadway Reconstruct - With Widening      | Cnty:FA-2094; MP 1.48 - 1.71 & 3200 West; 10431 South to 10600 South                       | SALT LAKE | \$ 144,507   | \$ 144,507   | \$ 0       | \$ 10,494  | \$ 155,000   |
| 14036   | Awarded             | ATMS Project                             | Salt Lake County Area Signal Detection Upgrade   | SALT LAKE | \$ 302,998   | \$ 302,998   | \$ 0       | \$ 22,003  | \$ 325,000   |

## Salt Lake/ West Valley Urban Surface Transportation Program (STP) Funds

### Obligated Federal Fiscal Year 2019

| PIN   | PIN Status            | Category                               | Project Location  | County    | Total Obl.    | FA            | STATE      | LOCAL        | TOTAL         |
|---|-----------------------|--|---|-----------|---------------|---------------|------------|--------------|---------------|
| <b>STP - URBAN AREA SALT LAKE (WFRC) STP_URB_SL</b> |                       |  |   |           |               |               |            |              |               |
| 14040   | Active                | Roadway Reconstruct -<br>With Widening | Cnty:FA-2085; MP .00 - 2.49 & 2200 West; 9400<br>South to 11400 South | SALT LAKE | \$ 581,442    | \$ 581,442    | \$ 0       | \$ 42,222    | \$ 623,664    |
| 14041   | Active                | Roadway Reconstruct -<br>With Widening | Highland Drive; Spring Lane to Fardown Avenue                         | SALT LAKE | \$ 90,801     | \$ 90,801     | \$ 0       | \$ 6,594     | \$ 97,395     |
| 14831   | Under<br>Construction | Roadway Reconstruct -<br>With Widening | Cnty:FA-2172; MP 3.53 - 5.79 & Cnty FA-2172;<br>MP 3.707 - 5.579      | SALT LAKE | \$ 4,561,431  | \$ 4,561,431  | \$ 0       | \$ 0         | \$ 4,561,431  |
| 14932   | Active                | Ped & Bike                             | 300 North& 500 West   | Salt Lake | \$ 2,681,540  | \$ 2,500,000  | \$ 0       | \$ 181,540   | \$ 2,681,540  |
| 15854   | Closed                | other                                  | N/A Annual Work Program   | SALT LAKE | (\$585,000)   | (\$585,000)   | \$ 0       | \$ 0         | (\$585,000)   |
| 16921   | Active                | Intersection Improvements              | SR-209; MP 11.92 - 11.92  | SALT LAKE | \$ 2,481,678  | \$ 2,481,678  | \$ 0       | \$ 180,210   | \$ 2,661,888  |
| 16930   | Active                | Roadway Minor Rehab -<br>Purple Book   | Cnty:FA-2172; MP 14.03 - 15.53  | SALT LAKE | \$ 466,150    | \$ 466,150    | \$ 0       | \$ 33,850    | \$ 500,000    |
| 16932   | Active                | Transit                                | University of Utah Hospital Stop Expansion                            | Salt Lake | \$ 399,400    | \$ 372,361    | \$ 0       | \$ 27,039    | \$ 399,400    |
| 17773   | Active                | Other                                  | N/A Annual Work Plan  | SALT LAKE | \$ 53,076     | \$ 53,076     | \$ 0       | \$ 0         | \$ 53,076     |
| Totals  |                       |  |   |           | \$ 33,640,281 | \$ 33,213,853 | (\$33,850) | \$ 1,332,685 | \$ 34,512,688 |

**Ogden/ Layton Urban Surface Transportation Program (STP) Funds**  
**Obligated Federal Fiscal Year 2019**

| PIN   | PIN Status         | Category                              | Project Location  | County  | Total Obl.    | FA            | STATE       | LOCAL      | TOTAL         |
|---|--------------------|---------------------------------------|---|---------|---------------|---------------|-------------|------------|---------------|
| <b>STP - URBAN AREA OGDEN / LAYTON (WFRC) STP_URB_O/L</b> |                    |                                       |   |         |               |               |             |            |               |
| 6552  | Scoping            | Environmental Document Prep (EA, EIS) | SR-37; MP .00 - 2.00  | DAVIS   | \$ 70,330     | \$ 70,330     | \$ 5,107    | \$ 0       | \$ 75,437     |
| 6568  | Closed             | Other                                 | Skyline Drive; 1100 West to 4300 North ( Pleasand View)                             | WEBER   | (\$9,323)     | (\$9,323)     | \$ 0        | (\$677)    | (\$10,000)    |
| 10944   | Close Out          | Roadway Reconstruct - With Widening   | I-15; MP 313.00 - 340.50  | VARIOUS | (\$1,627,250) | (\$1,627,250) | (\$118,165) | \$ 0       | (\$1,745,414) |
| 11993   | Awarded            | Roadway Reconstruct - With Widening   | Larsen Lane; North Harrisville Road to Washington Blvd                              | WEBER   | \$ 347,861    | \$ 347,861    | \$ 0        | \$ 0       | \$ 347,861    |
| 13122   | Closed             | Roadway Reconstruct - With Widening   | Cnty:FA-1392; MP .66 - 1.23 & Center Street; Legacy Parkway to Redwood Road         | DAVIS   | (\$251,653)   | (\$251,653)   | \$ 0        | (\$18,274) | (\$269,927)   |
| 13470   | Closed             | Roadway Preventative Maintenance      | SR-204; MP .00 - .92 & SR-204; MP 2.23 - 5.42                                       | WEBER   | (\$216,624)   | (\$216,624)   | (\$15,730)  | \$ 0       | (\$232,354)   |
| 13740   | Closed             | Roadway Minor Rehab - Purple Book     | I-15; MP 332.66 - 338.64  | VARIOUS | (\$352,542)   | (\$352,542)   | (\$25,600)  | \$ 0       | (\$378,142)   |
| 13822   | Under Construction | Roadway Reconstruct - With Widening   | I-15; MP 329.79 - 340.71 & I-15; Hill Field Road to Davis/Weber County Line to I-84 | VARIOUS | \$ 10,422,250 | \$ 10,422,250 | \$ 756,823  | \$ 0       | \$ 11,179,073 |
| 14042   | Close Out          | Roadway Reconstruct - With Widening   | Cnty:FA-1410; MP .57 - .95 & 1500 South Phase 3; 1350 West to 1100 West             | DAVIS   | \$ 310,892    | \$ 310,892    | \$ 0        | \$ 22,576  | \$ 333,467    |
| 14043   | Advertised         | Roadway Reconstruct - With Widening   | Bluff Road; 550 West (on Gentile) to 1000 West                                      | DAVIS   | \$ 54,720     | \$ 54,720     | \$ 0        | \$ 3,974   | \$ 58,694     |
| 15854   | Closed             | other                                 | N/A Annual Work Program   | VARIOUS | (\$99,975)    | (\$99,975)    | \$ 0        | \$ 0       | (\$99,975)    |
| 15906   | Active             | Transit                               | Ogden-WSU BRT Project Design  | Weber   | \$ 1,608,924  | \$ 1,500,000  | \$ 0        | \$ 108,924 | \$ 1,608,924  |
| 16934   | Active             | Transit                               | Ogden-WSU BRT Project Construction  | Weber   | \$ 1,877,078  | \$ 1,750,000  | \$ 0        | \$ 127,078 | \$ 1,877,078  |
| 17773   | Active             | Other                                 | N/A Annual Work Plan  | VARIOUS | \$ 32,531     | \$ 32,531     | \$ 0        | \$ 0       | \$ 32,531     |
| <b>Totals</b>   |                    |                                       |   |         | \$ 12,167,220 | \$ 11,931,217 | \$ 602,435  | \$ 243,601 | \$ 12,777,253 |

**WFRC Urban Area Congestion Mitigation/ Air Quality Program (CMAQ) Funds**  
**Obligated Federal Fiscal Year 2019**

| PIN   | PIN Status          | Category                       | Project Location                                    | County    | Total Obl.    | FA            | STATE      | LOCAL      | TOTAL         |
|---|---------------------|--------------------------------|---|-----------|---------------|---------------|------------|------------|---------------|
| <b>CONGESTION MITIGATION/AIR QUALITY (WFRC) CMAQ_WFRC</b> |                     |                                |   |           |               |               |            |            |               |
| 2351  | Active              | Transit                        | Air Quality - Rideshare & Vanpool Management        | Salt Lake | \$ 341,878    | \$ 318,733    | \$ 0       | \$ 23,145  | \$ 341,878    |
| 7947  | Closed              | ATMS Project                   | TRAFFIC ADAPIVE CONTROL SYSTEM                      | SALT LAKE | (\$1,046,550) | (\$1,046,550) | (\$75,996) | \$ 0       | (\$1,122,547) |
| 8555  | Under Construction  | Signal and/or Lighting Project | Cnty:FA-2186; MP .09 - .09                          | SALT LAKE | \$ 1,470,943  | \$ 1,470,943  | \$ 0       | \$ 106,814 | \$ 1,577,757  |
| 10018   | Active              | ATMS Project                   | Other: STATEWIDE TRAVEL PROGRAM                     | VARIOUS   | \$ 200,000    | \$ 200,000    | \$ 14,523  | \$ 0       | \$ 214,523    |
| 11086   | Scoping             | ATMS Project                   | US-89; MP 369.05 - 372.93                           | SALT LAKE | \$ 290,411    | \$ 290,411    | \$ 21,089  | \$ 0       | \$ 311,500    |
| 11097   | Active              | Trails and Bikepaths           | Jordan River Trail - Gardner Village TRAX Station   | SALT LAKE | \$ 77,381     | \$ 77,381     | \$ 0       | \$ 5,619   | \$ 83,000     |
| 11641   | Active              | ATMS Project                   | Misc locations in SLCo metro area - connect signals | VARIOUS   | \$ 24,240     | \$ 24,240     | \$ 1,760   | \$ 0       | \$ 26,000     |
| 12000   | Scoping             | Intersection Improvements      | Bengal Blvd & 2300 East Round-About                 | SALT LAKE | \$ 125,394    | \$ 125,394    | \$ 0       | \$ 0       | \$ 125,394    |
| 12166   | Physically Complete | Trails and Bikepaths           | West Haven; D&RGW Rail to Ogden River Trail         | WEBER     | \$ 389,000    | \$ 389,000    | \$ 0       | \$ 0       | \$ 389,000    |
| 13125   | Active              | Transit                        | Sugar House Construct a Double Track                | Salt Lake | \$ 2,037,971  | \$ 1,900,000  | \$ 0       | \$ 137,971 | \$ 2,037,971  |
| 13127   | Active              | Transit                        | Construct the CNG Facilities of the DDSC            | Salt Lake | \$ 1,018,985  | \$ 950,000    | \$ 0       | \$ 68,985  | \$ 1,018,985  |
| 13131   | Advertised          | ATMS Project                   | SR-186; MP 7.90 - 8.25 & Foothill VMS; Southbound   | SALT LAKE | \$ 108,613    | \$ 108,613    | \$ 7,887   | \$ 0       | \$ 116,500    |

**WFRC Urban Area Congestion Mitigation/ Air Quality Program (CMAQ) Funds**  
**Obligated Federal Fiscal Year 2019**

| PIN   | PIN Status | Category                  | Project Location  | County    | Total Obl.   | FA           | STATE     | LOCAL      | TOTAL        |
|---|------------|---------------------------|---|-----------|--------------|--------------|-----------|------------|--------------|
| <b>CONGESTION MITIGATION/AIR QUALITY (WFRC) CMAQ_WFRC</b> |            |                           |   |           |              |              |           |            |              |
| 13929   | Closed     | Intersection Improvements | 500 W at 700 S. and Forest St., Brigham City                                    | BOX ELDER | (\$48,738)   | (\$48,738)   | \$ 0      | (\$3,539)  | (\$52,277)   |
| 14046   | Active     | Transit                   | Transit Service Expansion   | Salt Lake | \$ 3,003,325 | \$ 2,800,000 | \$ 0      | \$ 203,325 | \$ 3,003,325 |
| 14049   | Active     | Transit                   | Expansion of Route 54 and Route 220 to Reduce Headway & Expand Hours of Service | Salt Lake | \$ 568,538   | \$ 530,048   | \$ 0      | \$ 38,490  | \$ 568,538   |
| 14053   | Active     | Ped & Bike                | Clearfield City TOD Ped/ Bike; FrontRunner Station to Freeport Center           | Davis     | \$ 1,769,817 | \$ 1,650,000 | \$ 0      | \$ 119,817 | \$ 1,769,817 |
| 14588   | Closed     | Transit Service           | Tooele Flex Route Transit service in Tooele County                              | TOOELE    | \$ 120,000   | \$ 120,000   | \$ 0      | \$ 0       | \$ 120,000   |
| 14846   | Active     | Transit                   | Weber State University Intermodal Center  | Weber     | \$ 1,072,616 | \$ 1,000,000 | \$ 0      | \$ 72,616  | \$ 1,072,616 |
| 14847   | Scoping    | Ped & Bike                | Downtown Ogden  | WEBER     | \$ 45,188    | \$ 45,188    | \$ 3,281  | \$ 0       | \$ 48,469    |
| 14849   | Active     | Intersection Improvements | 2000 West & 1300 North, Clinton   | DAVIS     | \$ 112,342   | \$ 112,342   | \$ 0      | \$ 8,158   | \$ 120,500   |
| 14910   | Closed     | Intersection Improvements | Various signalized intersections throughout SL County                           | SALT LAKE | (\$111,686)  | (\$111,686)  | (\$8,110) | \$ 0       | (\$119,796)  |
| 14938   | Active     | Transit                   | New Construction - Intermodal Center on U of U Campus                           | Salt Lake | \$ 1,877,078 | \$ 1,750,000 | \$ 0      | \$ 127,078 | \$ 1,877,078 |
| 15565   | Closed     | Transit Service           | Tooele County   | TOOELE    | \$ 233,464   | \$ 233,464   | \$ 0      | \$ 0       | \$ 233,464   |
| 15915   | Active     | Transit                   | Davis County Ski Route Buses  | Davis     | \$ 979,116   | \$ 912,830   | \$ 0      | \$ 66,286  | \$ 979,116   |

**WFRC Urban Area Congestion Mitigation/ Air Quality Program (CMAQ) Funds**  
**Obligated Federal Fiscal Year 2019**

| PIN   | PIN Status | Category     | Project Location  | County    | Total Obl.   | FA           | STATE      | LOCAL      | TOTAL        |
|---|------------|--------------|---|-----------|--------------|--------------|------------|------------|--------------|
| <b>CONGESTION MITIGATION/AIR QUALITY (WFRC) CMAQ_WFRC</b> |            |              |   |           |              |              |            |            |              |
| 15918   | Active     | Transit      | Rebuild locomotive prime mover engines to EPA's standard of Tier 1+   | Various   | \$ 1,614,431 | \$ 1,505,134 | \$ 0       | \$ 109,297 | \$ 1,614,431 |
| 16934   | Active     | Transit      | Ogden-WSU Bus Rapid Transit (BRT); Intermodal HUB to McKay Dee Hospital - Construction  | Weber     | \$ 1,877,078 | \$ 1,750,000 | \$ 0       | \$ 127,078 | \$ 1,877,078 |
| 17563   | Awarded    | ATMS Project | SR-36; MP 62.50 - 63.00 & ; VMS NB SR-36 South of Mills Jct   | TOOELE    | \$ 285,348   | \$ 285,348   | \$ 20,721  | \$ 0       | \$ 306,069   |
| 17960   | Awarded    | ATMS Project | SR-97; MP .00 - 5.00 & SR-193; MP 5.00 - 8.00 & SR-13; MP .00 - 3.00 & SR-235; MP .00 - 3.20 & I-84; MP 81.04 - 89.00 & I-84; MP 81.04 - 89.00 & Ogden Urban Area - Various Locations   | VARIOUS   | \$ 3,360,632 | \$ 3,360,632 | \$ 244,036 | \$ 0       | \$ 3,604,668 |
| 17961   | Scoping    | ATMS Project | SR-111; MP 8.00 - 10.60 & SR-172; MP 2.00 - 3.00 & SR-171; MP .00 - 4.00 & SR-154; MP 22.00 - 24.00 & SR-154; MP 21.12 - 24.00 & SR-71; MP 12.50 - 22.00 & SR-209; MP 4.50 - 7.50 & SR-111; MP .00 - 2.50 & Various Locations in Salt Lake Urban Area | SALT LAKE | \$ 689,815   | \$ 689,815   | \$ 50,092  | \$ 0       | \$ 739,907   |
| 17961   | Scoping    | ATMS Project | SR-111; MP 8.00 - 10.60 & SR-172; MP 2.00 - 3.00 & SR-171; MP .00 - 4.00 & SR-154; MP 22.00 - 24.00 & SR-154; MP 21.12 - 24.00 & SR-71; MP 12.50 - 22.00 & SR-209; MP 4.50 - 7.50 & SR-111; MP .00 - 2.50 & Various Locations in Salt Lake Urban Area | SALT LAKE | \$ 4,642,232 | \$ 4,642,232 | \$ 337,101 | \$ 0       | \$ 4,979,333 |
| Transit Section   | Active     | Transit      | ITS/APTS Deployment in S L  | Salt Lake | \$ 536,308   | \$ 500,000   | \$ 0       | \$ 36,308  | \$ 536,308   |
| Transit Section   | Active     | Transit      | ITS/APTS Deployment in Weber Co   | Various   | \$ 923,522   | \$ 861,000   | \$ 0       | \$ 62,522  | \$ 923,522   |
| Transit Section   | Active     | Transit      | Air Quality - Rideshare & Vanpool Management  | Various   | \$ 168,540   | \$ 157,130   | \$ 0       | \$ 11,410  | \$ 168,540   |



**WFRC Urban Area Congestion Mitigation/ Air Quality Program (CMAQ) Funds**  
**Obligated Federal Fiscal Year 2019**

| PIN   | PIN Status | Category | Project Location                                       | County | Total Obl.    | FA            | STATE      | LOCAL        | TOTAL         |
|---|------------|----------|--|--------|---------------|---------------|------------|--------------|---------------|
| <b>CONGESTION MITIGATION/AIR QUALITY (WFRC) CMAQ_WFRC</b> |            |          |  |        |               |               |            |              |               |
| Transit<br>Section  | Active     | Transit  | Ski Bus Service from Downtown Ogden to Ogden<br>Valley | Weber  | \$ 1,998,284  | \$ 1,863,000  | \$ 0       | \$ 135,284   | \$ 1,998,284  |
|   |            |          | Totals   |        | \$ 30,755,517 | \$ 29,415,904 | \$ 616,383 | \$ 1,456,665 | \$ 31,488,952 |

**WFRC Urban Area Transportation Alternatives Program (TAP) Funds**  
**Obligated Federal Fiscal Year 2019**

| PIN   | PIN Status             | Category                            | Project Location   | County    | Total Obl.  | FA          | STATE | LOCAL     | TOTAL       |
|---|------------------------|-------------------------------------|--|-----------|-------------|-------------|-------|-----------|-------------|
| <b>TRANSPORTATION ALT PROGRAM - WFRC TAP_URB_WFRC</b> |                        |                                     |  |           |             |             |       |           |             |
| 11083   | Under Construction     | Roadway Reconstruct - With Widening | Cnty:FA-2076; MP 4.53 - 5.77 & 1300 East; 1300 South to 2100 South                               | SALT LAKE | \$ 186,000  | \$ 186,000  | \$ 0  | \$ 13,507 | \$ 199,507  |
| 12166   | Physically Complete    | Trails and Bikepaths                | West Haven; D&RGW Rail to Ogden River Trail  | WEBER     | \$ 771,353  | \$ 771,353  | \$ 0  | \$ 56,013 | \$ 827,366  |
| 13122   | Closed                 | Roadway Reconstruct - With Widening | Cnty:FA-1392; MP .66 - 1.23 & Center Street; Legacy Parkway to Redwood Road                      | DAVIS     | (\$192,000) | (\$192,000) | \$ 0  | \$ 0      | (\$192,000) |
| 14852   | Physically Complete    | Safe Sidewalk/ADA                   | Jefferson Ave, 4400 S. to 4500 S. then 4500 S., Jefferson Ave. to Madison.                       | WEBER     | \$ 212,047  | \$ 212,047  | \$ 0  | \$ 15,398 | \$ 227,445  |
| 14946   | Active                 | Trails and Bikepaths                | Smith Fields Park to Willow Creek Trail & Stokes Ave   | SALT LAKE | \$ 23,886   | \$ 23,886   | \$ 0  | \$ 0      | \$ 23,886   |
| 14947   | Scoping                | Trails and Bikepaths                | Cnty:FA-2105; MP .93 - .93   | SALT LAKE | \$ 32,416   | \$ 32,416   | \$ 0  | \$ 2,354  | \$ 34,770   |
| 14948   | Close Out              | Trails and Bikepaths                | SR-171; MP 14.98 - 15.02   | SALT LAKE | \$ 162,689  | \$ 162,689  | \$ 0  | \$ 0      | \$ 162,689  |
| 14949   | Active                 | Trails and Bikepaths                | TAYLORSVILLE REGIONAL TRAIL; 5140 South to 5400 South, MP 0.00 to MP 0.4023; LENGTH 0.4023 MILES | SALT LAKE | \$ 95,698   | \$ 95,698   | \$ 0  | \$ 0      | \$ 95,698   |
| 14950   | Under Construction     | Trails and Bikepaths                | Cnty:FA-2060; MP 3.32 - 3.32 & Cnty:FA-2060; MP 3.32 - 3.32                                      | SALT LAKE | \$ 241,162  | \$ 241,162  | \$ 0  | \$ 0      | \$ 241,162  |
| 14951   | Under Construction     | Trails and Bikepaths                | Cnty:FA-2148; MP 5.46 - 6.82   | SALT LAKE | \$ 139,830  | \$ 139,830  | \$ 0  | \$ 0      | \$ 139,830  |
| 15540   | Closed                 | Spot Improvement - Safety           | Various schools in Region 2  | VARIOUS   | (\$7,956)   | (\$7,956)   | \$ 0  | \$ 0      | (\$7,956)   |
| 15922   | Substantially Complete | Spot Improvement - Safety           | Cnty:FA-1380; MP .08 - .43   | DAVIS     | \$ 271,672  | \$ 271,672  | \$ 0  | \$ 19,728 | \$ 291,400  |

**WFRC Urban Area Transportation Alternatives Program (TAP) Funds**  
**Obligated Federal Fiscal Year 2019**

| PIN   | PIN Status | Category   | Project Location   | County    | Total Obl.   | FA           | STATE | LOCAL      | TOTAL        |
|---|------------|------------|--|-----------|--------------|--------------|-------|------------|--------------|
| <b>TRANSPORTATION ALT PROGRAM - WFRC TAP_URB_WFRC</b> |            |            |  |           |              |              |       |            |              |
| 15923   | Active     | Ped & Bike | Update Bike Cars on FrontRunner  | Various   | \$ 101,899   | \$ 95,000    | \$ 0  | \$ 6,899   | \$ 101,899   |
| 15926   | Scoping    | Ped & Bike | Kearns Bicycle Route Signing<br>Wayfinding - Kearns Metro<br>Boundaries      | SALT LAKE | \$ 13,985    | \$ 13,985    | \$ 0  | \$ 1,016   | \$ 15,000    |
| 15928   | Active     | Ped & Bike | Update Bike Cars on FrontRunner  | Various   | \$ 194,800   | \$ 181,612   | \$ 0  | \$ 13,188  | \$ 194,800   |
| 15929   | Scoping    | Ped & Bike | Salt Lake County Bicycle Counters -<br>Salt Lake Valley Metro Area           | SALT LAKE | \$ 32,631    | \$ 32,631    | \$ 0  | \$ 2,370   | \$ 35,000    |
| 16869   | Active     | Ped & Bike | SLC Bike Share Expansion -<br>GREENbike                                      | SALT LAKE | \$ 150,000   | \$ 150,000   | \$ 0  | \$ 10,892  | \$ 160,892   |
| 16950   | Active     | Ped & Bike | Replace UTA Bus Bike Racks for<br>two bikes to Bike Racks for three<br>bikes | Various   | \$ 35,609    | \$ 33,198    | \$ 0  | \$ 2,411   | \$ 35,609    |
|   |            | Totals     |  |           | \$ 2,465,721 | \$ 2,443,223 | \$ 0  | \$ 143,774 | \$ 2,586,997 |

## UTA FY 2019 GRANTS OVERVIEW

### Funds Allocated (awarded and executed) in Fed. FY 2019 (10/01/18 - 09/30/2019)

|                  | Fed. Amt       | Local Amt.     | Tot. Amt.      |   |                |              |              |
|------------------|----------------|----------------|----------------|---|----------------|--------------|--------------|
| Total Obligated  | \$ 266,292,139 | \$ 118,499,826 | \$ 384,791,965 | Improvement Type                          | Federal Amount | Local Amount | Total Amount |
| Improvement Type | \$ 130,252,759 | \$ 84,322,115  | \$ 214,574,874 | Capital Improvements                      | 49%            | 71%          | 56%          |
|                  | \$ 136,039,380 | \$ 34,177,711  | \$ 170,217,091 | Operation/ Planning & Maintenance (O & M) | 51%            | 29%          | 44%          |

### Program Details Listed Below

| Grant Number    | Fed. Amt      | Local Amt.    | Tot. Amt.      | Brief Description  | Award Date | Status         | Approx % Complete |
|-----------------|---------------|---------------|----------------|--|------------|----------------|-------------------|
| FTA Grants      |               |               |                |  |            |                |                   |
| UT-16-X006-01   | \$ 1,159,485  | \$ 467,630    | \$ 1,627,115   | 5310 Large Urbanized Areas FY2013                          | 42241      | Active         | 95                |
| UT-2017-001-00  | \$ 70,981,999 | \$ 70,982,001 | \$ 141,964,000 | UTA Provo-Orem Bus Rapid Transit - Small Starts            | 42723      | Active         | 100               |
| UT-2017-002-00  | \$ 5,899,741  | \$ 1,474,935  | \$ 7,374,676   | FY2015-16-5339 Depot District, Riverside, Provo Intermodal | 42723      | Active         | 100               |
| UT-2017-006-00  | \$ 250,000    | \$ 62,500     | \$ 312,500     | FY 2016 5309 Ogden TOD Planning                            | 42817      | Ready to close | 100               |
| UT-26-0008-02   | \$ 50,000     | \$ -          | \$ 50,000      | VTCLI Tooele Marketing/Outreach                            | 41838      | Ready to close | 100               |
| UT-2016-013-00D | \$ 661,632    | \$ 198,640    | \$ 860,272     | Sec 5310 Large UZA Area FY 2014 and FY 2015 O/L            | 42632      | Active         | 97                |
| UT-2016-013-00S | \$ 958,581    | \$ 352,340    | \$ 1,310,921   | Sec 5310 Large UZA Area FY 2014 and FY 2015 SL/WV          | 42632      | Active         | 93                |
| UT-2016-013-00U | \$ 350,245    | \$ 75,760     | \$ 426,005     | Sec 5310 Large UZA Area FY 2014 and FY 2015 P/O            | 42632      | Active         | 99                |
| UT-2017-015-00  | \$ 678,381    | \$ 267,921    | \$ 946,302     | FY15-17 5310 Ogden/Layton                                  | 42992      | Active         | 83                |
| UT-2017-016-00  | \$ 437,819    | \$ 101,515    | \$ 539,334     | FY15-17 5310 Provo/Orem                                    | 42992      | Active         | 39                |

| Grant Number   | Fed. Amt      | Local Amt.    | Tot. Amt.     | Brief Description   | Award Date | Status         | Approx % Complete |
|----------------|---------------|---------------|---------------|---|------------|----------------|-------------------|
| UT-2017-017-00 | \$ 1,588,868  | \$ 786,774    | \$ 2,375,642  | FY15-17 5310 Salt Lake/West Valley  | 42992      | Active         | 89                |
| UT-2017-012-00 | \$ 5,427,100  | \$ 891,400    | \$ 6,318,500  | FY 2015 5312 LoNo Electric Buses  | 43000      | Active         | 98                |
| UT-2017-011-00 | \$ 3,520,000  | \$ 880,000    | \$ 4,400,000  | FY 17 Section 3028 Positive Train Control   | 43000      | Ready to close | 100               |
| UT-2018-002-00 | \$ 20,000,000 | \$ 5,000,000  | \$ 25,000,000 | FY 16 TIGER UTA First Last Mile Connections Grant   | 43199      | Active         | 40                |
| UT-2018-005-00 | \$ 5,612,526  | \$ 407,563    | \$ 6,020,089  | FY2017-18 CMAQ, STP Capital & Operations (Rideshare/Vanpool, Expansion Routes 220 & 54, 2 Ski Buses, 3 Locomotive overhaul, Sandy TOD Parking Structure | 43308      | Active         | 64                |
| UT-2018-010-00 | \$ 3,925,974  | \$ 981,494    | \$ 4,907,468  | FY2018 5339(a) Formula for Depot District Construction  | 43363      | Active         | 79                |
| UT-2018-011-00 | \$ 2,600,000  | \$ 650,000    | \$ 3,250,000  | FY2018 5339(b) Discretionary for Depot District Construction  | 43363      | Active         | 0                 |
| UT-2019-001-00 | \$ 712,758    | \$ 331,944    | \$ 1,044,702  | FY 17-18 5310 SL/WV Capital, Operations and Admin   | 43567      | Active         | 32                |
| UT-2019-002-00 | \$ 488,754    | \$ 182,059    | \$ 670,813    | FY 17-18 5310 O/L Capital, Operations and Admin   | 43567      | Active         | 28                |
| UT-2019-003-00 | \$ 429,841    | \$ 117,518    | \$ 547,359    | FY 17-18 5310 P/O Capital, Operations and Admin   | 43567      | Active         | 6                 |
| UT-2020-001-00 | \$ 17,781,947 | \$ 4,445,487  | \$ 22,227,434 | FY 2019 SGR Fixed Guideway Preventive Maintenance   | 43803      | Active         | 100               |
| UT-2020-002-00 | \$ 49,086,478 | \$ 12,271,620 | \$ 61,358,098 | FY 2019 Preventive Maintenance (Bus,Rail & ADA Operating)   | 43803      | Active         | 89                |

#### Other Agency Grants

|                       |           |      |           |  |       |                |     |
|-----------------------|-----------|------|-----------|--|-------|----------------|-----|
| EMW-2017-RA-00042     | \$ 30,000 | \$ - | \$ 30,000 | Homeland Security -- Law Enforcement Anti Terrorism Training | 42996 | Active         | 18  |
| EMW-2018-RA-00046-S01 | \$ 6,000  | \$ - | \$ 6,000  | FY 2018 TSGP Canine  | 43360 | Ready to close | 100 |
| EMW-2019-RA-00040     | \$ 98,650 | \$ - | \$ 98,650 | PRD's Personal Radiation Detection                           | 43759 | Active         | 0   |

#### Non Federal Grants

|                    |            |            |              |                           |       |        |    |
|--------------------|------------|------------|--------------|---------------------------|-------|--------|----|
| 168642 (16-1589JH) | \$ 980,318 | \$ 245,080 | \$ 1,225,398 | JARC/New Freedom old UDOT | 42410 | Active | 97 |
|--------------------|------------|------------|--------------|---------------------------|-------|--------|----|

| Grant Number                   | Fed. Amt     | Local Amt.   | Tot. Amt.    | Brief Description                                  | Award Date | Status         | Approx % Complete |
|--------------------------------|--------------|--------------|--------------|--|------------|----------------|-------------------|
| 2018 Out and About             | \$ 25,000    | \$ -         | \$ 25,000    | Out and About                                      | 43294      | Active         | 0                 |
| 18-2862AB & Grant Amendment 1  | \$ 130,000   | \$ 43,333    | \$ 173,333   | UDDC - On Demand WAV                               | 43348      | Active         | 0                 |
| EVUT-252139                    | \$ 500,000   | \$ 1,405,612 | \$ 1,905,612 | RMP STEP - Plug-in Electric Vehicle Custom Project | 43451      | Active         | 0                 |
| American Dream Round 2         | \$ 30,000    | \$ -         | \$ 30,000    | American Dream - Round 2 Maas                      | 43433      | Ready to close | 100               |
| National Police Dog Foundation | \$ 4,500     | \$ -         | \$ 4,500     | 2 Police Canines                                   | 43550      | Ready to close | 100               |
| WACOG 18-2716JH                | \$ 2,500,000 | \$ -         | \$ 2,500,000 | Ogden BRT - Design                                 | 2018       | Active         | 0                 |
| WACOG 18-2717JH                | \$ 5,000,000 | \$ -         | \$ 5,000,000 | Ogden BRT - ROW Acquisition                        | 2018       | Active         | 0                 |

| Grants Closed Since Last Year-End Report |               |               |               |   |       |        |     |
|--|---------------|---------------|---------------|---|-------|--------|-----|
| UT-2016-007-00                           | \$ 250,500    | \$ 62,625     | \$ 313,125    | TOD Planning Grant P/O BRT                            | 42563 | Closed | 100 |
| UT-2018-004-00                           | \$ 15,311,264 | \$ 3,827,816  | \$ 19,139,080 | 5337 SGR Fixed Guidway Preventive Maintenance FY 2018 | 43312 | Closed | 100 |
| UT-2018-006-00                           | \$ 348,000    | \$ 25,270     | \$ 373,270    | FY 2018 TAP Ogden City Grant Promenade (TIGER)        | 43308 | Closed | 100 |
| UT-2018-009-00                           | \$ 47,733,036 | \$ 11,933,259 | \$ 59,666,295 | FY 2018 5307 Preventive Maintenance                   | 43350 | Closed | 100 |
| EMW-2015-RA-0035                         | \$ 100,000    | \$ -          | \$ 100,000    | Homeland Security -- Multi-Agency Exercise            | 42309 | Closed | 100 |
| EMW-2016-RA-00045                        | \$ 182,500    | \$ -          | \$ 182,500    | Homeland Security -- Awareness Campaign               | 42596 | Closed | 100 |
| 178508 (16-2085JH)                       | \$ 381,876    | \$ 27,730     | \$ 409,606    | Tooele Flex Route Operating                           | 42723 | Closed | 100 |
| 17-2342JH                                | \$ 68,366     | \$ -          | \$ 68,366     | SLCo CDBG - 3900 S ADA Bus Stop Improvements          | 42866 | Closed | 100 |
| 18-2891TP                                | \$ 10,000     | \$ -          | \$ 10,000     | American Dream Round 1                                | 43374 | Closed | 100 |

**DATE:** March 26, 2020  
**AGENDA ITEM:** 6a  
**SUBJECT:** **ACTION:** Release for review and comment: Draft FY21 WFRC Goals, Budget, and Unified Planning Work Program (UPWP)  
**PREPARED BY:** Loveit Baumgardner, Wayne Bennion and Ned Hacker

**BACKGROUND:**

Wasatch Front Regional Council (WFRC) staff, in coordination with the WFRC Budget Committee, has identified potential agency goals and prepared a draft budget and Unified Planning Work Program (UPWP) that outline the objectives and activities that WFRC plans to undertake in fiscal year 2021.

The WFRC Budget Committee reviewed the suggested goals, draft budget and UPWP on March 12, 2020 and the Regional Council will review these three items at its meeting on March 26, 2020. The Regional Council will then make these available for review by the public and by the County Councils of Governments (COGs). After considering any comments received, the Regional Council will approve the goals and adopt a final budget and UPWP in May 2020. Below is a description and list of the goals, a discussion of the UPWP and some specific aspects of the budget.

**WFRC Goals**

Each year WFRC 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 FY21. The WFRC Unified Planning Work Program (UPWP), to be presented to the Regional Council at its meeting in May 2020, comprehensively lists all of WFRC's activities. These goals are for WFRC as an organization; they are not intended to be goals for the condition of the region. The Wasatch Choice Regional Vision goals, adopted by the Council in October 2016, serve that purpose.

The proposed WFRC FY21 goals are as follows:

1. Collaboratively advance the Wasatch Choice regional vision as a framework for integrating transportation, land use, and economic development, to best address growth-related opportunities and challenges
2. Effectively administer ongoing plans and programs
3. Provide subject-matter expertise to federal, state, and local officials and policymakers
4. Strive for organizational excellence

Not surprisingly, the FY21 goals are similar to the FY20 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. The proposed goals, with more detailed descriptions, are included as exhibits to this memo.

## **Unified Planning Work Program**

The UPWP outlines the work tasks that WFRC will pursue during FY21 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 Regional 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.

One notable upcoming work effort is a state-wide travel survey. The regional travel demand model plays a significant role in WFRC's responsibilities to produce a Regional Transportation Plan and conduct air quality conformity analysis. Further, the model is critical to ensuring corridor analyses and environmental work are defensible for both highway and transit projects. To develop and maintain current and accurate travel demand models, periodically it is necessary to collect travel behavior data. One key method for data collection is a travel survey. WFRC, UDOT, UTA, Cache MPO, Dixie MPO, and Mountainland Association of Governments intend to conduct a statewide travel survey in FY21 and FY22, with subsequent recalibration of travel demand models occurring primarily in FY23. These agencies are proposing the following shared funding for this work:

| Travel Survey Funding Contributions |             |             |             |
|-------------------------------------|-------------|-------------|-------------|
|                                     | FY 2021     | FY 2022     | Total       |
| WFRC *                              | \$ 377,500  | \$ 377,500  | \$ 755,000  |
| Other Contributions**               | \$ 622,500  | \$ 622,500  | \$1,245,000 |
| Survey Total                        | \$1,000,000 | \$1,000,000 | \$2,000,000 |

Notes: \* WFRC will be managing the consultant contract.

\*\* Other Contributions are from UDOT, MAG, UTA, Dixie MPO, and Cache MPO.

The WFRC costs of the travel survey will be covered through federal Surface Transportation Program (STP) funding.

## **Budget Overview**

### **Expenditures:**

The draft budget shows an overall decrease of 12% from FY20 estimated expenditures to FY21. However, it is anticipated that some of the projects that are included in the FY20 budget will not be completed by the end of the fiscal year and will carry forward to FY21. That adjustment will be made in October 2020 when the final accounting for FY20 is completed.

The major expenditure in the budget is for staff salary and benefits. The budget includes funding to maintain the current full-time staff of 30, and for seven months for the outgoing CFO who will be retiring at the end of January 2021. Consistent with past practice, the budget also includes an overall personnel line item increase of five percent that functions as a cap for salary adjustments and benefit cost increases, including group health insurance. The budgeted increase from FY20 to FY21 reflects that personnel costs were lower than expected in FY20 due to staff turnover and recruitment that began later in the year than 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 WFRC's federal STP funds and contributions from UDOT, UTA, and Salt Lake County, as well as local matching funds. The footnotes to the budget provide detail of anticipated consulting contracts. It is worth noting the significant difference between FY19 and FY20 consulting expenses, reflecting the expansion of the Transportation and Land Use Connection (TLC) program. This was planned, budgeted, and paid for with specific new funding. Some of the TLC projects will not be completed before the end of FY20 and will be carried forward to FY21, with a budget amendment to be made in October 2020 when final accounting for FY20 is completed, reflecting the multi-year nature of the program.

In FY19, WFRC completed the move to a new office space in a location more easily accessed by all modes of transportation. The FY20 and FY21 budgets include 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 FY20 and FY21. The move to the new office was planned, budgeted, and paid for with specific new funding. WFRC sold the old office building in April 2019. The proceeds of the sale were placed in a dedicated "Office Building Fund" pursuant to previous Budget Committee and Council direction.

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 FY21. The mix of federal funding in the WFRC FY20 and FY21 budgets warrants some explanation. WFRC uses two principal federal funding sources: formula planning (PL) funds, and Surface Transportation Program (STP) funds. In FY20, facing the possibility of a rescission of certain federal funds due to uncertainty and delay in the adoption of the federal budget, the Council elected to accelerate the utilization of PL funds and delay the utilization of STP funds; with the plan to reverse and rebalance that utilization in FY21. This rebalancing action is reflected in the PL and STP funding line items as seen in the "Source of Funds" table.

The budget includes continuing federal 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 FY21 the local county contributions increase by 2.1%. Consistent with the policy established in the FY18 budget process, in WFRC FY21 the local county contributions 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, 2016 through June 30, 2019. This projected increase supports the ongoing financial stability of the Council.

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

**EXHIBITS:**

Draft FY21 WFRC Goals  
Draft budget for FY21 and footnotes  
Draft FY21 UPWP Summary

**RECOMMENDATION AND MOTION:**

The WFRC Budget Committee recommends and moves that the Council release for review and public comment the draft WFRC goals, UPWP, and budget for FY21.

**CONTACT INFORMATION:**

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# Fiscal Year 2021 Goals

1. Collaboratively advance the Wasatch Choice Regional Vision as a framework for integrating transportation, land use, and economic development, to best address growth-related opportunities and challenges
  - a. Support local communities to update their plans for growth and development.
    - Help communities to: (i) integrate their local transportation, land use, housing, and economic development plans; (ii) align with the Wasatch Choice Regional Vision; (iii) satisfy statutory requirements; and (iv) manage funding challenges, all while addressing community concerns.
    - Provide high-quality data and analysis, advice, and technical and financial resources.
    - Update the Wasatch Choice Regional Vision to reflect significant local planning and development decisions.
    - Engage, inform, and facilitate collaboration among local governments, transportation agencies, and other public and private sector stakeholders.
  - b. Communicate the needs and benefits of investment in Utah's multi-modal transportation system as reflected in Utah's Unified Transportation Plan 2019-2050.
2. Effectively administer ongoing plans and programs
  - a. Refine the performance-based approach for WFRC plans and programs, with a focus on (i) monitoring and sharing progress towards the adopted Wasatch Choice goals; (ii) streamlining and furthering the utilization of performance measurement; and (iii) using "access to opportunities" as a measure for planning and programming.
  - b. Continue development of the 2023-2050 Regional Transportation Plan (RTP), including enhanced consideration of (i) planning/ environmental linkages; (ii) multi-modal project prioritization; (iii) policy approaches to complement planned investments; (iv) innovative funding and financing strategies; and (v) external forces including technological innovations (e.g. connected, autonomous, shared, and electric mobility options).
  - c. Develop the 2022-2027 Transportation Improvement Program (TIP), compiling prioritized road, transit, and active transportation projects (adopt summer 2021).
  - d. Provide funding and technical support to communities through WFRC programs including: Surface Transportation Program (STP), Congestion Mitigation and Air Quality Program (CMAQ), Transportation Alternatives Program (TAP), Community Development Block Grant (CDBG), and Transportation and Land Use Connection Program (TLC) (project approvals spring 2021).
  - 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).

## 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 multi-modal funding stability with continued strong local and regional voice.
- b. Evaluate infrastructure funding and financing strategies at the state, regional, and local level.
- c. Enhance forecasting and modeling of travel behavior and land use markets, including: (i) prepare for 2022 Household Travel Survey; and (ii) improve modeling of transportation mode choices and impact of urban form on travel behavior.
- d. Collaborate with UDOT and other stakeholders to refine transportation project prioritization processes.
- e. Participate in regionally significant transportation and growth-related projects and activities including but not limited to: major development plans (Point of the Mountain, Southwest Salt Lake County Vision, Northwest Quadrant/ Inland Port, and Falcon Hill), regionally significant transit/ land use analyses (FrontRunner Strategic Business Plan, Future of TRAX, Ogden-Weber State University Bus Rapid Transit, Davis-Salt Lake Connector, and Midvalley Connector), multi-city active transportation plans, housing development and affordability, Central Wasatch Commission mountain transportation, I-15 statewide analysis, Census 2020, and regional parking analysis.
- f. Improve air quality by assisting communities and partners in their efforts to reduce emissions through technological changes, transportation choices, and development patterns.

### 4. Strive for organizational excellence

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

### Wasatch Choice 2050 Regional Goals



Access to economic and educational opportunities



Manageable and reliable traffic conditions



Quality transportation choices



Livable and healthy communities



Safe, user friendly streets



Clean air



Housing choices and affordable living expenses



Fiscally responsible communities and infrastructure



Ample parks, open spaces, and recreational opportunities



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

**Draft**  
**Wasatch Front Regional Council FY 2021 Budget**

**Source of Funds**

|  | <b>FY 2019</b>   | <b>FY 2020</b>   | <b>FY 2021</b>   |             |    |
|--|------------------|------------------|------------------|-------------|----|
|  | Actual           | Estimated        | Proposed         |             |    |
| <b>Federal Sources:</b>                |                  |                  |                  |             |    |
| Federal Highway Administration - PL    | 2,432,340        | 3,864,601        | 1,712,330        | -56%        | 1  |
| Federal Highway Administration - STP   | 1,028,513        | 1,984,063        | 3,436,703        | 73%         | 2  |
| Federal Transit Administration         | 652,734          | 675,312          | 675,312          | 0%          | 3  |
| Dept. of Housing and Urban Development | 49,915           | 50,000           | 50,000           | 0%          |    |
| Economic Development Administration    | 70,000           | 70,000           | 70,000           | 0%          |    |
| <b>Total Federal Sources</b>           | <b>4,233,502</b> | <b>6,643,976</b> | <b>5,944,345</b> | <b>-11%</b> |    |
| <b>State Sources:</b>                  |                  |                  |                  |             |    |
| Utah GOMB (CPG match)                  | 140,000          | 140,000          | 140,000          | 0%          |    |
| Community Impact Board                 | 2,000            | 2,000            | 2,000            | 0%          |    |
| UDOT - TLC                             | 142,015          | 479,528          | 309,000          | -36%        | 4  |
| UDOT - Joint Projects                  | 0                | 115,333          | 0                |             | 5  |
| UDOT - Model Development               | 82,083           | 85,053           | 89,372           | 5%          | 6  |
| UDOT - Morgan RPO                      | 10,605           | 15,000           | 10,000           | -33%        | 7  |
| <b>Total State Sources</b>             | <b>376,704</b>   | <b>836,914</b>   | <b>550,372</b>   | <b>-34%</b> |    |
| <b>Local Sources:</b>                  |                  |                  |                  |             |    |
| Dedicated Project Funds                | 366,993          | 1,206,876        | 1,313,305        | 9%          | 8  |
| MAG - Joint Projects                   | 0                | 86,978           | 0                |             | 5  |
| UTA - TLC                              | 134,289          | 228,936          | 150,000          | -34%        | 4  |
| UTA Joint Projects                     | 0                | 100,333          | 0                |             | 5  |
| UTA - Transit Sales Tax                | 159,007          | 160,684          | 166,328          | 4%          | 9  |
| Local Contribution                     | 308,014          | 314,174          | 320,772          | 2.1%        | 10 |
| <b>Total Local Sources</b>             | <b>1,039,361</b> | <b>2,097,981</b> | <b>1,950,405</b> | <b>-7%</b>  |    |
| <b>TOTAL SOURCES</b>                   | <b>5,649,566</b> | <b>9,578,871</b> | <b>8,445,123</b> | <b>-12%</b> |    |

**Draft**  
**Wasatch Front Regional Council FY 2021 Budget**

**Expenditure by Function**

| <b>Expenditure</b>                     | <b>FY 2019</b>   | <b>FY 2020</b>   | <b>FY 2021</b>   |             |    |
|--|------------------|------------------|------------------|-------------|----|
|  | Actual           | Estimated        | Proposed         |             |    |
| Salaries/Employee Benefits             | 3,576,269        | 3,688,894        | 4,337,739        | 18%         | 11 |
| Contractual                            | 1,341,966        | 4,740,071        | 3,153,521        | -33%        | 12 |
| Audit and Accounting                   | 17,069           | 19,100           | 20,000           | 5%          |    |
| Building Operation/R & M               | 36,291           | 0                | 0                | 0%          | 13 |
| Dues & Subscriptions                   | 20,047           | 20,100           | 20,336           | 1%          |    |
| Equipment Depreciation                 | 77,462           | 108,556          | 111,884          | 3%          | 14 |
| Equipment Maintenance                  | 17,349           | 19,100           | 20,000           | 5%          |    |
| Insurance                              | 14,001           | 11,400           | 12,000           | 5%          | 15 |
| Legal                                  | 12,567           | 9,500            | 10,000           | 5%          |    |
| Printing and Publication               | 3,250            | 10,400           | 10,950           | 5%          |    |
| Rent                                   | 284,150          | 407,691          | 432,190          | 6%          | 16 |
| Supplies/Software & Licenses           | 95,143           | 117,571          | 123,450          | 5%          |    |
| Telephone/Data                         | 37,582           | 37,100           | 35,000           | -6%         | 17 |
| Training                               | 42,884           | 62,857           | 66,000           | 5%          |    |
| Travel                                 | 73,534           | 75,962           | 79,760           | 5%          |    |
| Total Expenditures                     | 5,649,566        | 9,328,302        | 8,432,830        | -10%        |    |
| Amounts expected to carry into next FY | 0                | 250,568          | 12,293           | -95%        | 18 |
| <b>TOTAL</b>                           | <b>5,649,566</b> | <b>9,578,871</b> | <b>8,445,123</b> | <b>-12%</b> |    |

**Draft**  
**Wasatch Front Regional Council FY 2021 Budget**

**Expenditure by Program**

| Program                                    | FY 2019          | FY 2020          | FY 2021          |             |    |
|--|------------------|------------------|------------------|-------------|----|
|  | Actual           | Estimated        | Proposed         |             |    |
| Consolidated Transportation Planning Grant | 3,730,027        | 5,415,280        | 4,737,795        | -13%        | 19 |
| Transportation & Land Use Connection       | 1,384,433        | 3,286,139        | 2,107,000        | -36%        | 20 |
| Household Travel Survey                    | 0                | 0                | 1,000,000        |             | 21 |
| Economic Development                       | 140,000          | 140,000          | 140,000          | 0%          |    |
| Local Government Service                   | 19,440           | 18,329           | 18,125           | -1%         | 22 |
| UTA Project Support                        | 115,948          | 82,170           | 110,026          | 34%         | 23 |
| Model Development                          | 124,364          | 118,748          | 132,177          | 11%         | 24 |
| Joint Projects                             | 0                | 302,644          | 0                | -100%       | 5  |
| Legislative Consulting                     | 50,000           | 90,000           | 98,000           | 9%          | 25 |
| CDBG - Tooele                              | 49,915           | 50,000           | 50,000           | 0%          |    |
| Mobility Management                        | 3,208            | 10,000           | 10,000           | 0%          |    |
| Tooele Valley RPO                          | 7,941            | 10,000           | 10,000           | 0%          |    |
| Morgan RPO                                 | 21,809           | 25,000           | 20,000           | -20%        | 7  |
| Community Impact Board                     | 2,000            | 2,000            | 2,000            | 0%          |    |
| Davis County Prop 1 Assistance             | 0                | 10,000           | 10,000           | 100%        |    |
| GPI Decision Support                       | 481              | 0                | 0                | 0%          | 26 |
| Oquirrh Connection                         | 0                | 18,561           | 0                | -100%       | 26 |
| <b>TOTAL EXPENDITURES</b>                  | <b>5,649,566</b> | <b>9,578,871</b> | <b>8,445,123</b> | <b>-12%</b> |    |

**Draft**  
**Wasatch Front Regional Council FY 2021 Budget**

**Local Contributions**

| <b>County</b>               | <b>FY 2019</b><br>Actual | <b>FY 2020</b><br>Estimated | <b>FY 2021</b><br>Proposed |      |    |  |
|-----------------------------|--------------------------|-----------------------------|----------------------------|------|----|--|
| Box Elder, 1 voting member  | 12,533                   | 12,911                      | 13,182                     | 2.1% | 10 |  |
| Davis, 4 voting members     | 66,842                   | 68,861                      | 70,307                     | 2.1% | 10 |  |
| Morgan, 1 voting member     | 12,533                   | 12,911                      | 13,182                     | 2.1% | 10 |  |
| Salt Lake, 8 voting members | 133,682                  | 137,719                     | 140,611                    | 2.1% | 10 |  |
| Tooele, 1 voting member     | 12,533                   | 12,911                      | 13,182                     | 2.1% | 10 |  |
| Weber, 4 voting members     | 66,842                   | 68,861                      | 70,307                     | 2.1% | 10 |  |
| <b>TOTAL</b>                | 304,965                  | 314,174                     | 320,772                    | 2.1% | 10 |  |



**Draft**  
**Wasatch Front Regional Council FY 2021 Budget**

**General Fund**

|  | <b>FY 2019</b> | <b>FY 2020</b> | <b>FY 2021</b> |    |    |
|--|----------------|----------------|----------------|----|----|
|  | Actual         | Estimated      | Proposed       |    |    |
| Revenue  |                |                |                |    |    |
| Local Sources  | 20,889         | 0              | 0              | 0% | 27 |
| Other  | 3,768          | 1,521          | 1,600          | 5% | 27 |
| Interest   | 0              |                | 0              | 0% |    |
| Total revenue  | <u>24,657</u>  | <u>1,521</u>   | <u>1,600</u>   |    |    |
| Expenditures   |                |                |                |    |    |
| Administration   | 1,483          | 1,521          | 1,600          | 5% | 27 |
| Capital outlay   | 290,000        | 0              | 0              | 0% | 27 |
| Total expenditures   | <u>291,483</u> | <u>1,521</u>   | <u>1,600</u>   |    |    |
| Excess of revenue over expenditures<br>(usage of fund balance) | -266,826       | 0              | 0              |    |    |
| Other sources  |                |                |                |    |    |
| Transfers in   | 0              | 0              | 0              |    |    |
| Transfers out  | <u>71,415</u>  |                | <u>0</u>       |    | 27 |
| Net change in fund balance                                     | -338,241       | 0              | 0              |    |    |

**Special Projects Fund**

|  | <b>FY 2019</b>   | <b>FY 2020</b>   | <b>FY 2021</b>   |      |    |
|--|------------------|------------------|------------------|------|----|
|  | Actual           | Estimated        | Proposed         |      |    |
| Revenue  |                  |                  |                  |      |    |
| Federal Sources  | 4,357,866        | 6,643,976        | 5,944,345        | -11% | 27 |
| State Sources  | 294,620          | 836,914          | 550,372          | -34% | 27 |
| Local Sources  | 975,622          | 2,097,981        | 1,950,405        | -7%  | 27 |
| Other  | 24,276           | 0                | 0                | 0%   | 27 |
| Interest   | 20,889           | 0                | 0                | 0%   | 27 |
| Total revenue  | <u>5,673,273</u> | <u>9,578,871</u> | <u>8,445,123</u> |      |    |
| Expenditures   |                  |                  |                  |      |    |
| Capital outlay   | 77,047           | 85,000           | 45,000           | -47% | 27 |
| Planning   | 5,571,984        | 9,578,871        | 8,445,123        | -12% | 27 |
| Total expenditures   | <u>5,649,031</u> | <u>9,578,871</u> | <u>8,490,123</u> |      |    |
| Excess of revenue over expenditures<br>(usage of fund balance) | 24,242           | 0                | -45,000          | 0%   |    |
| Other sources  |                  |                  |                  |      |    |
| Transfers in   | 71,415           | 0                | 0                | 0%   |    |
| Transfers out  | <u>0</u>         | <u>0</u>         | <u>0</u>         | 0%   |    |
| Net change in fund balance                                     | 95,657           | 0                | -45,000          |      |    |

**Draft**  
**Wasatch Front Regional Council FY 2021 Budget**

**Office Building Fund**

|  | <b>FY 2019</b> | <b>FY 2020</b> | <b>FY 2021</b> |    |    |
|--|----------------|----------------|----------------|----|----|
|  | Actual         | Estimated      | Proposed       |    |    |
| Revenue  |                |                |                |    |    |
| Interest   | 7,000          | 29,793         | 30,500         | 2% | 27 |
| Total revenue  | <u>7,000</u>   | <u>29,793</u>  | <u>30,500</u>  |    |    |
| Expenditures   |                |                |                |    |    |
| Administration   | 0              | 0              | 0              | 0% |    |
| Total expenditures   | <u>0</u>       | <u>0</u>       | <u>0</u>       |    |    |
| Excess of revenue over expenditures<br>(usage of fund balance) | 7,000          | 29,793         | 30,500         | 2% | 27 |
| Other sources  |                |                |                |    |    |
| Transfers in   | 0              | 0              | 0              | 0% |    |
| Transfers out  | <u>0</u>       | <u>0</u>       | <u>0</u>       | 0% |    |
| Net change in fund balance                                     | 7,000          | 29,793         | 30,500         | 2% | 27 |

Draft FY21  
Budget Footnotes

1. The increase in Federal Highway Administration PL funds from FY19 to FY20 is due to consulting contracts that were in process but not completed by the end of FY19 and were carried forward to FY20. In FY20 a possible rescission of unobligated PL funds was announced. In order to mitigate this possible loss of PL funds the Council voted to obligate the entire balance of available PL funds in its FY20 budget with an offsetting reduction to STP funds that are typically used for planning. The Council planned to reverse this action in its FY21 budget; the result of that reversal is included here.
2. The increase in Federal Highway Administration Surface Transportation Program (STP) funds from FY19 to FY20 reflects Transportation and Land Use Connection (TLC) program projects that were in process but not completed by the end of FY19 and were carried forward to FY20. It is anticipated that an adjustment to STP funds will be made in October 2020 to reflect FY20 projects not completed by the end of FY20 to be carried forward to FY21. The FY21 budget reflects a 3% increase in STP funds used for transportation planning. It also includes the effect of the reversal of last year's action to substitute PL funds used for planning for STP funds to mitigate the effect of a possible rescission of unobligated PL funds (see footnote 1). The FY21 budget includes \$377,500 in STP funds for the first phase of a household travel survey that is expected to begin in the last half of FY21.
3. Federal Transit Administration funding includes \$665,312 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 Transportation and Land Use Connection (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 2020 that will reflect these ongoing projects.
5. Joint projects are those projects WFRC engages in that include support from UDOT, UTA and Mountainland Association of Governments (MAG). The budget will be amended for any projects that arise in FY21.
6. The increase in UDOT 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.
7. The Morgan Regional Planning Organization (RPO) program includes \$10,000 from UDOT. The initial phase of this project is nearing completion and this budget shows a corresponding decrease in funding for the project from FY20 to FY21.

8. FY21 Dedicated Project Funds include:

- a. \$10,000 – Tooele Valley RPO
- b. \$42,805 – Model Development (MAG)
- c. \$10,000 – Local funds for Morgan RPO
- d. \$309,000 – Salt Lake County for TLC program
- e. \$309,000 – Local match for TLC awarded projects
- f. \$10,000 – Davis County local option assistance
- g. \$622,500 – Household Travel Survey

The increase from FY19 to FY20 reflects projects that were in process but not completed by the end of FY19 and were carried forward to FY20. A similar adjustment is anticipated in October 2020 for FY20 projects to be carried forward to FY21.

9. WFRC receives Transit Sales Tax funds that are used to match the Consolidated Planning Grant and for other transit-related project support. This line item amount reflects 20% of the FTA 5303 portion of the CPG by agreement with Utah Transit Authority.

10. Consistent with the approach established by the Council during the FY18 budget process, the FY21 budget includes a 2.1% increase in local contributions. This increase represents a three-year average of the change in Consumer Price Index as measured from July 2016 through June 2019.

11. In FY20 the estimated salary and benefits will be lower than originally budgeted due to staff turnover that created vacancies that are expected to be filled late in the fiscal year. The FY21 budget assumes: 1) full staffing for the existing 30 positions; 2) seven months of overlap from the retiring CFO to work with the new CFO ensuring a smooth transition; and 3) a 5% overall line item increase that functions as a cap to be used for salary adjustments and increases in the cost of benefits, including group health insurance.

12. FY21 Contractual includes:

- a. \$100,000 – Regional freight study
- b. \$5,000 – Human Resource consulting
- c. \$40,000 – Multimodal grid analysis
- d. \$35,000 – Highway and Transit public subsidy analysis
- e. \$30,000 – Unified Plan financial model update
- f. \$75,000 – Communications and public outreach
- g. \$98,000 – State and federal legislative consulting
- h. \$136,500 – Planning studies undesignated
- i. \$1,520,021– Transportation and Land Use Connection (TLC) program
- j. \$39,000 – Joint modeling assistance
- k. \$25,000 – Web app development
- l. \$1,000,000 – Household travel survey -1<sup>st</sup> year
- m. \$50,000 – WC2050/SB34 communications tool

The increase in contractual expense from FY19 to FY20 is due to projects in process – principally through the TLC program – that were not completed before the end of FY19 and were carried forward into FY20. This budget shows a decrease in contractual expense from FY20 to FY21, however it is anticipated that some projects will not be complete by the end of FY20 and will carry forward to FY21. The adjustment to the budget for these projects to be

carried forward will be made in October 2020 when the actual final amount becomes known, after final accounting is completed for FY20.

13. When WFRC moved its offices at the end of FY19 all Building Operation expenses were eliminated and replaced by the rent for the new office space.
14. The increase in Equipment Depreciation from FY19 to FY20 was 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.
15. Insurance expense decreased from FY19 to FY20 because WFRC no longer needed to insure the old office building. All operating costs are included in the rent for the new office space.
16. The increase in Rent reflects the full year of lease payments in FY20 and FY21. The FY19 budget included a partial year in the new office. The lease provides for a 3% increase per year. The increase from FY20 to FY21 also includes amortization of final leasehold improvement construction that was completed early in FY20.
17. WFRC was able to negotiate lower costs for its data service thereby decreasing the Telephone/Data budget in FY21.
18. Amounts expected to carry forward into the next fiscal year reflect ongoing projects that are fully budgeted in the current fiscal year but are expected to be completed in the following fiscal year. These amounts will be adjusted in October when the final accounting for FY20 is completed and the on-going projects in process are carried forward into the next fiscal year.
19. The increase in the CPG program from FY19 to FY20 includes consulting expenses for projects that were not completed before the end of FY19 and were carried forward to FY20. This budget is expected to be adjusted in October 2020 for projects that are in process at the end of FY20 and will be carried forward to FY21.
20. Fiscal year 2020 included Transportation and Land Use Connection (TLC) program projects that were in process at the end of FY19 but not completed prior to fiscal year end and were carried forward into FY20. 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 by the end of fiscal year FY20 and will carry forward to FY21. A final amendment to the FY21 budget will be made in October 2020 after close out of FY20 to reflect these ongoing projects that are expected to be completed in FY21.
21. The FY21 budget includes \$1,000,000 for the first year of a two-year household travel survey project. The results of the household travel survey facilitate recalibration of travel demand models that are critical to ensuring corridor analyses and environmental work are defensible for highway and transit projects. In FY21 WFRC is contributing \$377,500 in federal STP funds with other planning partners (UDOT, MAG, UTA, Dixie MPO, and Cache MPO) contributing the remaining \$622,500 for the project. The project is expected to span two years with a total cost of \$2,000,000 for both years. WFRC is managing the project.

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 use of federal planning dollars and WFRC may use these funds for that work.
23. UTA provides transit sales tax funds that are used to support transit-related project support. 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 Model Development program includes funds received from UDOT and MAG to support model development staff and consulting services. The funding varies each year depending on needs.
25. The increase in Legislative Consulting from FY19 to FY20 included the addition of a consultant to advise on federal legislative matters related principally to assist with the upcoming federal transportation legislation reauthorization.
26. The GPI decision support project was completed in FY19. The FY21 Budget anticipates that the Oquirrh Connection project will be completed in FY20.
27. The budget is prepared on a program or grant level. The final pages of the budget table show 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. The Building Fund holds the proceeds from the sale of the old office building and any interest that is earned on the investment of those funds.

In FY21 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 2021 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, and Activities and Accomplishments report
- Fiscal Year (FY) 2021 UPWP and budget amendments
- FY 2022 Goals, 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 state-wide 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 FY 2020 Federal Aid Agreement for the MPO Area.
- Participation in Technical Advisory Committee, Trans Com and Regional Growth Committee meetings.
- Assistance to the WFRC in developing the FY 2021 UPWP.
- UDOT will assign a single 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 statutory directives for transportation products between UDOT and UTA and Local entities.

### **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, 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 Planning Standards, Design Guidelines, and System Analysis.
- Agency plan for the future Transit Financial Plan (TFP)/Equity Analysis
- Bus Stop Master Plan
- 2019 On-Board Survey
- Wayfinding Signage and Bus Stop Improvement
- Real-time Digital Signage for Bus
- Mobile Trip Planning
- Transit Oriented Development (TOD)/Station Area Planning
- Active Transportation Planning
- Emergency Preparedness Planning
- Transit Agency Safety Plan
- Special Services/American Disability Act (ADA) Planning

- Regional Air Quality Initiatives
- Transit Asset Management Plan
- 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 Local Coordinated Councils (LCCs) in Davis, Salt Lake, Tooele, Utah, and Weber counties to improve outreach and provide guidance on implementing local projects and partnerships
- Development of Local Coordinated Human Service Transportation Plans
- Integration of the updated Local Coordinated Human Services Transportation Plans for Davis, Salt Lake, Tooele, Utah, and Weber counties into the Regional Transportation Plans
- Expanded Statewide Volunteer Driver Programs administered through UTA as a fiscal pass through, contingent on State funding
- 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
- FTA 5310 Funding Administration
- Completion of Travel Training curriculum/training materials
- Electronic voucher (eVoucher) program development, testing and pilot deployment
- Completion of the Comprehensive Specialized Transportation Plan funded by the Utah State Legislature
- Legislative fiscal request during the Utah State Legislature Session for identified solutions from the completed Comprehensive Specialized Transportation Plan

## **C. LONG RANGE PLANNING**

### **C.1 REGIONAL TRANSPORTATION PLAN**

#### **OBJECTIVES:**

To further communication and next steps to implement the Wasatch Choice 2050 Vision.

To continue coordination and communications 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 Vision 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 2050 Vision is incorporated into the overall 2023-2050 RTP process with local communities, transportation partners, and stakeholders.

To continue to refine RTP performance measures, to evaluate individual and system-level improvements throughout the 2023-2050 RTP development process, and to work internally and with partner agencies to ensure continued compliance with federal requirements.

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

To develop shared approaches to locally and regionally address disruptive technologies and external uncertainties.

To identify and test policies that affect the transportation system from a land use, economic development, travel demand, and financial perspective.

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

To increase active transportation emphasis in the 2023-2050 RTP through improved cost and revenue estimation, funding identification, and facility identification that increases the number of trips taken by biking or walking.

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

#### **ANTICIPATED PRODUCTS:**

- Continued development of the 2023-2050 RTP, including enhanced consideration of the following:
  - Planning and environmental linkages
  - Multi-modal project prioritization
  - Policy approaches to complement planned investments

- Innovative funding and financing strategies
- External forces including technological innovations (e.g. connected, autonomous, shared, and electric mobility options)
- Land use/ transportation scenarios
- Assessment of performance and resiliency of scenarios
- Stakeholder evaluation of scenarios
- 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 identify actions in addition to transportation capacity improvements that improve regional quality of life.

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:**

- Refinement of the Wasatch Choice integrated transportation, land use, and economic development regional blueprint
- Incorporation of community development considerations into the region's transportation planning and programming processes
- Assistance to local governments in preserving transportation corridors
- Identification of local policies to further implement the Wasatch Choice Regional Vision
- Incorporation of green infrastructure and critical lands considerations into the Wasatch Choice for 2050 Vision, and the 2023 – 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 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 2050 Growth Principles and Regional Vision.

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
- Future of Light Rail Study
- FrontRunner Implementation Strategy Study
- Station Policy
- Park & Ride Master Plan Update
- Parking Modernization Initiative
- 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 2020

## **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)
- 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 continue 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 WF TDM v8.4
- Continued progress toward completion of a WF Bike Model and methodology for integration with WF TDM v8.4
- 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
- Implementation of peer review panel (September 2019) recommendations for enhancements to REMM 1.0 model structure, input data, visualization of results, model transparency, and collaboration with other MPO's.
- Updated REMM policy layer to reflect most current city general plans,
- Add Brigham City, Perry, and Willard area in Box Elder County into REMM's geographic coverage area
- 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
- Ongoing collaboration with the University of Utah Gardner Policy Institute (GPI) to inform their update of county-wide socioeconomic control numbers that guide REMM forecast analysis. This includes enhancing the GPI-specific REMM version that allocates regional growth without county-specific population and employment targets
- Enhanced understanding of the REMM model behavior when full capacity levels are reached
- Incremental improvements to the REMM model structure and coefficients
- Further exploration of cloud computing for scalable REMM and WF TDM operation
- Technical support for WF 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<sub>2.5</sub> 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 the US Census Bureau in support of quality 2020 Census data products that are accessible and utilized.

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

#### **ANTICIPATED PRODUCTS:**

- Biennial 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 transit data

### **G.3 GIS AND DATABASE MANAGEMENT**

#### **OBJECTIVES:**

To expand the data 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 Geographic Information System (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 and 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 Wasatch Front travel demand model (WF TDM) and Real Estate Market Model (REMM) land use model

- GIS map layers, interactive web maps, and web services depicting mobility, access to opportunities, and other results from WF 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 Statewide Transportation Improvement Program (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 special interest 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 government staff, to ensure that the public is well informed about the Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), Wasatch Choice 2050 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.

To provide subject-matter expertise and information in State legislative discussions on issues relating to transportation, growth planning, economic development, and other areas relevant to the work of WFRC and its partners and stakeholders.

### **ANTICIPATED PRODUCTS:**

- Public events, including:
  - Online and/or in-person open houses
  - Wasatch Choice 2050 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
- Federal and state legislation and policy
- Distribution of the statewide Utah's Unified Transportation Plan
- 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 5-Year Plan and 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 Wasatch Front Economic Development District (WFEDD) 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 2050 Vision

**ANTICIPATED PRODUCTS:**

- An annual update to the currently adopted 2018-2023 Comprehensive Economic Development Strategy (CEDS)

# Active Transportation Committee Goals - 2020



1. **Plan:** continue adoption and refinement of active transportation plans that coordinate local and regional plans



2. **Build:** fund and construct priority projects
  - through shared awareness of and advocacy for funding opportunities
  - through agency partnering
  - that incorporate ADA Accessible Design



3. **Educate:** increase support for AT through
  - choosing to bike and walk and inviting others to do the same (e.g. get out of your car challenge)
  - sharing successes
  - highlighting economic and health benefits



4. **Coordinate:** collaborate on policy issues including
  - micromobility adoption
  - facility maintenance
  - regional wayfinding
  - facility design best practices

**DATE:** March 24, 2020  
**AGENDA ITEM:** 7b  
**SUBJECT:** Community Development Block Grant (CDBG) awards announcement  
**PREPARED BY:** Christy Dahlberg

**BACKGROUND:**

In response the federal Housing and Urban Development Division's request for increased awareness and transparency in the expenditure of Utah's CDBG Small City funds, WFRC is bringing the 2020 CDBG awards to the Wasatch Front Regional Council for their information.

WFRC administers the Community Development Block Grant Small Cities Program for Morgan, Tooele, and Weber Counties (excluding Ogden City). This program provides funding to local governments to meet the needs of low to moderate-income residents. Eligible activities include capital infrastructure projects such as road, water, and sewer projects, affordable housing projects including property acquisition, housing rehab, and renter/homebuyer assistance programs, and special service projects including domestic violence shelters, senior centers, and Meals on Wheels.

The WFRC CDBG Regional Rating and Ranking Committee, which is made up of local officials and staff from Morgan, Tooele and Weber Counties, met and made the following CDBG Awards for 2020:

Awarded projects are shown on the below table. Additional information can be found on the WFRC website under the History of Recipients tab on the Community Development Block Grant Program page at <https://wfr.org/programs/community-development-block-grant/>.

**RECOMMENDATION:**

This item is for information only.

**CONTACT PERSON:**

Christy Dahlberg (801) 363-4230 ext 5005

**EXHIBITS:**

2020 CDBG Project Awards

| City               | Project Description                   | CDBG Award | Total Project Cost |
|--------------------|---------------------------------------|------------|--------------------|
| Washington Terrace | Water Tank/Line Upgrades              | \$236,606  | \$384,725          |
| Wendover City      | Water Line Upgrades                   | \$250,000  | \$250,000          |
| South Ogden        | Waterline Replacement and Road Repair | \$204,600  | \$919,846          |
| Uintah City        | Waterline Replacement                 | \$178,493  | \$293,624          |



**DATE:** March 20, 2020  
**AGENDA ITEM:** 7c  
**SUBJECT:** Legislative Debrief  
**PREPARED BY:** LaNiece Davenport

**BACKGROUND:**

WFRC staff and partners will discuss with Council members the outcomes from the recently concluded legislative session that are noteworthy for regional transportation and local governments.

**RECOMMENDATION:**

This item is for information only.

**CONTACT PERSON:**

LaNiece Davenport, 801-363-4250 ext. 1136, [ldavenport@wfrc.org](mailto:ldavenport@wfrc.org)

**EXHIBIT:**

<https://wfrc.org/billtracker/>