



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 Braceras
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

WASATCH FRONT REGIONAL COUNCIL

May 28, 2020

AGENDA

A meeting of the Wasatch Front Regional Council will be held on **Thursday, May 28, 2020 at 2:00 p.m. via Zoom.** <https://us02web.zoom.us/j/82984865996>

Meeting ID: 829 8486 5996

One tap mobile [+13462487799](tel:+13462487799), 82984865996#

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

1. **Consent Agenda (2:00)**
 - a. **ACTION:** Minutes of the WFRC meeting held March 26, 2020
 - b. **ACTION:** Financial statements for February, March, and April 2020 and current Budget/Expenditure Report
2. **Chair Report (2:05)**
3. **Public Comment (2:15)**
4. **Regional Growth Committee (RGC) (2:20)**
 - a. COVID19 Impacts on Transportation and Communities
5. **Transportation Committee (Trans Com) (2:35)**
 - a. Report on Board modifications to the 2020-2025 Transportation Improvement Program (TIP)
 - b. **ACTION:** Board modifications to the 2020-2025 TIP
 - c. **ACTION:** Approve Surface Transportation Program (STP), Congestion Mitigation / Air Quality (CMAQ), and Transportation Alternatives Program (TAP) projects for the 2021-2026 TIP
6. **Budget Committee (2:50)**
 - a. **PUBLIC HEARING and ACTION:** Fiscal Year 2021 WFRC Goals, Budget and Unified Planning Work Program (UPWP)
7. **Active Transportation Committee (ATC) report (3:00)**
8. **Wasatch Front Economic Development District (WFEDD) report (3:05)**
9. **Executive Director Report (3:10)**
10. **Other Business**

Next meeting: August 27, 2020
11. **Adjournment**

Upcoming events:

- *Active Transportation Committee (ATC) meeting, June 10*
- *Transportation Coordinating (Trans Com) meeting, June 18*

Informational materials can be located on WFRC's website at 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 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, por lo menos 72 horas antes de la reunion.



MINUTES

Wasatch Front Regional Council
March 26, 2020

Commissioner Bob Stevenson, Chair, called the meeting of the Wasatch Front Regional Council to order at 2:04 p.m. on Thursday, March 26, 2020. The meeting was held via remote connection, due to the safety restrictions put in place by the Utah Governor's Office, in response to COVID-19 concerns, in Salt Lake City, Utah.

The following were present:

WFRC COUNCIL MEMBERS - 2020			
BOX ELDER COUNTY	Yes/No	Alternates / Others in attendance:	
Member - Jeff Scott	yes	Mitch Adams, Clinton City Mayor	
Alternate – Tyler Vincent	no	Jo Sjoblom, South Weber City Mayor	
DAVIS COUNTY MEMBERS		Joy Petro, Layton City Mayor	
Len Arave	yes	Robert Hale, Midvale City Mayor	
Mark Shepherd	yes	Shayne Scott, ULCT alternate	
Randy Lewis	yes	Steve Call, FHWA	
Bob Stevenson	yes	Jeannie Lambert, Penna Powers/WFRC	
MORGAN COUNTY		Andrew Gruber, WFRC	
Member - Tina Cannon	yes	Ned Hacker, WFRC	
Alternate - Robert Kilmer	no	Ben Wuthrich, WFRC	
Alternate - Mike Newton	no	Jory Johner, WFRC	
SALT LAKE COUNTY MEMBERS		Julie Bjornstad, WFRC	
Jenny Wilson	no	Christy Dahlberg, WFRC	
Erin Mendenhall	no	Loveit Baumgardner, WFRC	
Troy Walker	yes	Ted Knowlton, WFRC	
Michael Jensen	no	Katie Gerard, WFRC	
Jeff Silvestrini	yes	Rosie Hernandez, WFRC	
Robert Dahle	yes	LaNiece Davenport, WFRC	
Ron Bigelow	no	Megan Townsend, WFRC	
Derk Timothy	yes	Wayne Bennion, WFRC	
TOOELE COUNTY		Nicole Proulx, WFRC	
Member - Shawn Milne	yes	Matthew Silski, WFRC	
Alternate – Debbie Winn	yes	Amber Gonzales, WFRC	
WEBER COUNTY MEMBERS		Bert Granberg, WFRC	
Scott Jenkins	yes	Hugh Van Wagenen, WFRC	
Jim Harvey	yes	Josh Reynolds, WFRC	
Mark Allen	yes	Suzie Swim, WFRC	
Mike Caldwell	yes	Chad Worthen, WFRC	
UDOT & UTA		NON-VOTING MEMBERS	
Member - Carlos Bracerias, UDOT	yes	Lorene Kamalu, UAC	yes
Alternate - Teri Newell, UDOT	no	Dawn Ramsey, ULCT	yes
Member - Carlton Christensen, UTA Board of Trustees	yes	Ari Bruening, Envision Utah	yes
Alternate - Beth Holbrook, UTA Board of Trustees	yes	Gregg Buxton, State Senate	yes
		Mike Schultz, State House of Reps	yes
		Evan Curtis – Utah State Planning	yes

Welcome [00:00:01]

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

1. Consent Agenda [00:08:48]

1a. ACTION: Minutes

Commissioner Bob Stevenson made a motion to approve the minutes of the WFRC meeting held January 23, 2020, and Mayor Derk Timothy seconded the motion. The minutes were accepted unanimously.

1b. ACTION: Financial Statements

Commissioner Bob Stevenson made a motion to approve the Financial Statements and Check Registers for December 2019 and January 2020, and the current Budget/Expenditure Report. Mayor Mark Shepherd seconded the motion and the financial statements were accepted unanimously.

2. Chair's Report [00:10:21]

2a. ACTION: WFRC's Participation in Electronic Meetings

Andrew Gruber, WFRC, stated that, following the declaration of a state of emergency due to the global COVID-19 pandemic, 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). The Order also authorized public bodies to adopt an electronic meeting policy, and provided that such policy could itself be adopted at an electronic meeting. **[00:12:57]** Commissioner Bob Stevenson made a motion to adopt the electronic meetings policy as presented. Mayor Randy Lewis seconded the motion and the affirmative vote was unanimous.

2b. ACTION: Approve Revised WFRC Bylaws, Personnel Policy, and Accounting and Administrative Policy [00:13:20]

Mr. Gruber then explained that, in response to the COVID-19 national emergency WFRC employees are now working remotely. As a result, staff members have been reviewing the bylaws and policies and are recommending appropriate revisions that will enable us to continue the work of WFRC as efficiently and effectively as possible, while maintaining all established levels of oversight and internal control as required. All three documents can be found on WFRC's website. **[00:15:08]** Commissioner Bob Stevenson made a motion that the Council take action to amend the WFRC Bylaws, Personnel Policy, and Accounting and Administrative Policy as presented. Mayor Mitch Adams seconded the motion and the affirmative vote was unanimous.

3. Public Comment [00:15:37]

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

4. Regional Growth Committee (RGC) [00:15:55]

Mayor Dawn Ramsey, RGC Chair, briefly reviewed the outcomes of the Regional Growth Committee (RGC) meeting held on March 19, 2020.

4a. Wasatch Choice Regional Vision implementation [00:16:52]

Ted Knowlton, WFRC, discussed the plans for WFRC member local governments along with partner agencies including UDOT, UTA, ULCT, and UAC, to continue to develop resources to help communities as they seek to implement their 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).

Four examples of resources/assistance that are available are:

1. Technical assistance: providing staff and consultant assistance in updating general plans, zoning, or market analyses, through the Transportation and Land Use Connection program.
2. Public engagement: encouraging community engagement and innovative communications strategies after a large project has been proposed within a city.
3. Communications: for example, creating videos that highlight regional quality of life.
4. Information and analyses: providing support and deeper-dive discussions around the economic and fiscal impacts of various growth patterns.

4b. ACTION: Modification to the Regional Transportation Plan amendment process [00:22:13]

Jory Johner, WFRC, introduced proposed modifications to the Regional Transportation Plan amendment process and asked for the WFRC Regional Council to approve these modifications. [00:26:47] Mayor Dawn Ramsey made a motion to approve the proposed modifications to the amendment process as outlined. Commissioner Bob Stevenson seconded the motion and it was unanimously approved.

5. Transportation Coordinating Committee (Trans Com) [00:27:10]

Commissioner Jeff Scott, Trans Com Chair, informed the Council of the items that were discussed in the Trans Com meeting held on February 20, 2020.

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 [00:28:09]

Mr. Wuthrich reported that WFRC has received a request to modify the current 2020-2025 TIP with the list of projects included in the meeting materials. Mr. Wuthrich briefly discussed the two projects. [00:34:07] Commissioner Jeff Scott made a motion to approve the resolution to modify the 2020-2025 TIP as requested. Commissioner Bob Stevenson seconded the motion and the voting was unanimous in the affirmative.

5c. Obligations of Federal Transportation Funds during FY2019 [00:37:20]

Commissioner Jeff Scott continued, by discussing the amount of federal funds obligated statewide, for FY19. Overall the amount obligated exceeded \$438 million with more than \$267 million being obligated within the WFRC area. Commissioner Scott stated that if there were any questions on this information, Ben Wuthrich, with WFRC, would be willing to discuss, so feel free to reach out to him.

6. Budget Committee [00:37:55]

Commissioner Shawn Milne, WFRC Budget Committee Chair, discussed with the Council the items that were reviewed in the Budget Committee meeting held on March 12, 2020.

6a. ACTION: Release for public comment – WFRC draft FY21 Goals, draft Budget and draft Unified Planning Work Program (UPWP) [00:39:23]

Andrew Gruber, WFRC, presented three draft documents: potential agency goals, FY21 proposed budget and the Unified Planning Work Program (UPWP), which describes the activities that WFRC plans to undertake in fiscal year 2021. Mr. Gruber briefly outlined each document.

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

[00:42:20] Mr. Gruber reviewed the proposed FY21 Budget, which shows a 12% overall decrease in expenditures from FY20. The major expenditure is for staff salary/benefits. Consultant contracts represent the second largest expenditure in the budget. 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. The move to the new office was planned, budgeted, and paid for with specific new funding. All other expenditures were estimated based on past experience and anticipated changes. Federal transportation funds continue to be WFRC's main source of revenue and are expected to increase modestly in FY21.

[00:45:07] Mr. Gruber then presented the draft 2021 Unified Planning Work Program document. The UPWP outlines the work tasks that the WFRC will pursue during fiscal year 2021 in collaboration with cities, counties, UDOT, UTA, and other partners. **[00:46:00]** Commissioner Shawn Milne made a motion that the Council release for review and public comment the draft Goals, budget and UPWP for fiscal year 2021. Commissioner Bob Stevenson seconded the motion and the vote was unanimous in the affirmative.

7. Reports [00:46:31]

Mayor Jo Sjoblom, Chair of the Active Transportation Committee, reported that the group adopted 2020 goals at the last meeting of the ATC, held on March 11, 2020. Mayor Sjoblom reminded everyone that May is Bike Month and emphasized the importance of outside activities for our wellbeing, while following all established safety guidelines.

[00:48:20] Christy Dahlberg, WFRC, announced that the WFRC Community Development Block Grant (CDBG) Regional Rating and Ranking Committee made several CDBG Awards for 2020. The awarded projects list is at <https://wfr.org/programs/community-development-block-grant/>

[00:50:30] LaNiece Davenport, WFRC, provided a brief review of two pertinent bills related to issues impacting the Wasatch Front Region, that were discussed in the 2020 Legislative Session. <https://wfr.org/billtracker/>

[00:54:13] Andrew Gruber, WFRC, invited Carlton Christensen, UTA Board of Trustees, to give an update on changes that are occurring in UTA service offerings due to the COVID-19 safety restrictions.

8. Other Business [00:57:57]

Commissioner Bob Stevenson reminded the group that the next Council meeting will be on May 28, 2020 and asked if there were any other items to discuss. As there were no other items brought forward, Commissioner Stevenson made a motion to adjourn the meeting and Mayor Mike Caldwell seconded. The vote was unanimous in the affirmative, and the meeting adjourned at 3:02pm

Balance Sheet
As of 02-29-20

ASSETS

Cash	\$ 2,680,745.34		
Accounts Receivable	1,178,153.40		\$ 2,680,745.34
Prepaid Expense	29,128.96		\$ 1,178,153.40
			\$ 29,128.96
			\$ 0.00
			\$ 3,888,027.70
			=====

LIABILITIES & FUND BALANCE

Accounts Payable	276,781.66		
Accrued Payroll & Taxes	0.09		
Accrued Vacation/Sick Leave	320,244.08		
Total Liabilities			\$ 597,025.83
State and Local	1,522,386.17		
General Fund	1,236,333.33		
Special Projects Fund	532,282.37		
Total Fund Balances			\$ 3,291,001.87
			\$ 3,888,027.70
			=====

Wasatch Front Regional
AP Check Register (Current by Bank)
 Check Dates: 2/1/2020 to 2/29/2020

Check No.	Date	Status*	Vendor ID	Payee Name	Amount
BANK ID: WFO - WELLS FARGO OPERATING					01,1001.00
12079	02/12/20	P	AEC001	Aecom	\$16,285.00
12080	02/12/20	P	ALT001	Alta Planning and Design	\$2,908.35
12081	02/12/20	P	AVE001	Avenue Consultants	\$8,653.75
12082	02/12/20	P	FEH001	Fehr & Peers	\$7,625.00
12083	02/12/20	P	FIE001	Fielding Group LLC	\$35,110.71
12084	02/12/20	P	FIR001	First Digital	\$540.30
12085	02/12/20	P	INT002	Intermountain EAP - Misc A/R	\$256.65
12086	02/12/20	P	MON001	Monsen Engineering	\$211.00
12087	02/12/20	P	OFF001	Office Depot	\$45.82
12088	02/12/20	P	PEH001	PEHP Flex Benefits	\$1,187.48
12089	02/12/20	P	PEN001	Penna Powers	\$17,427.50
12090	02/12/20	P	PET001	Andrea Pearson	\$176.00
12091	02/12/20	P	UTA002	Utah Department of Technology	\$190.56
12092	02/12/20	P	UTA004	Utah Division of Finance	\$11,355.49
BANK WFO REGISTER TOTAL:					\$101,973.61
GRAND TOTAL :					\$101,973.61

* Check Status Types: "P" - Printed ; "M" - Manual ; "V" - Void (Void Date) ; "A" - Application; "E" - EFT
 ** Denotes broken check sequence.

Balance Sheet
As of 03-31-20

ASSETS

Cash	\$ 2,720,308.89	
		\$ 2,720,308.89
Accounts Receivable	1,061,022.20	
		\$ 1,061,022.20
Prepaid Expense	28,160.09	
		\$ 28,160.09
		\$ 0.00
		\$ 3,809,491.18
		=====

LIABILITIES & FUND BALANCE

Accounts Payable	322,395.91	
Accrued Payroll & Taxes	0.08	
Accrued Vacation/Sick Leave	334,185.37	
		\$ 656,581.36
Total Liabilities		
State and Local	1,372,733.28	
General Fund	1,247,894.17	
Special Projects Fund	532,282.37	
		\$ 3,152,909.82
Total Fund Balances		
		\$ 3,809,491.18
		=====

Wasatch Front Regional
AP Check Register (Current by Bank)
 Check Dates: 3/1/2020 to 3/31/2020

Check No.	Date	Status*	Vendor ID	Payee Name	Amount
BANK ID: WFO - WELLS FARGO OPERATING					01.1001.00
12093	03/04/20	P	AEC001	Aecom	\$9,500.00
12094	03/04/20	P	CYM001	CYMA Systems, Inc.	\$683.99
12095	03/04/20	P	DEL001	Dell Marketing, L.P.	\$1,214.46
12096	03/04/20	P	FEH001	Fehr & Peers	\$11,618.64
12097	03/04/20	P	FIE001	Fielding Group LLC	\$35,110.71
12098	03/04/20	P	KIM001	Kimley Horn and Associates, In	\$15,205.00
12099	03/04/20	P	LIN001	Lincoln Land Institute - Conso	\$1,762.18
12099	03/04/20	V 3/4/20	LIN001	Lincoln Land Institute - Conso	(\$1,762.18)
12100	03/04/20	P	MET001	Metro Analytics	\$5,683.00
12101	03/04/20	P	OFF001	Office Depot	\$64.41
12102	03/04/20	P	OLS001	Les Olson Company	\$1,006.90
12103	03/04/20	P	PAR001	Parametrix	\$25,928.40
12104	03/04/20	P	PEH001	PEHP Flex Benefits	\$962.48
12105	03/04/20	P	PEN001	Penna Powers	\$13,515.64
12106	03/04/20	P	PET001	Andrea Pearson	\$11.52
12107	03/04/20	P	PUB001	Public Employees Health Progra	\$36,639.99
12108	03/04/20	P	RES001	Resource Systems Group, Inc.	\$5,600.08
12109	03/04/20	P	RRJ001	RRJ Consulting, LLC	\$15,000.00
12110	03/04/20	P	SPP001	SP Plus Corporation	\$500.00
12111	03/04/20	P	STR001	Strindberg & Scholnick, LLC	\$855.00
12112	03/04/20	P	UNU001	UNUM Life Insurance Company	\$120.30
12113	03/04/20	P	UTA007	Utah Local Governments Trust	\$628.77
12114	03/04/20	P	VOD001	VODA	\$9,450.00
12115	03/04/20	P	WTS001	WTS - Northern Utah Chapter	\$2,190.00
12116	03/04/20	P	LIN002	Lincoln National Life Insuranc	\$1,762.18
BANK WFO REGISTER TOTAL:					\$193,251.47
GRAND TOTAL :					\$193,251.47

* Check Status Types: "P" - Printed ; "M" - Manual ; "V" - Void (Void Date) ; "A" - Application; "E" - EFT
 ** Denotes broken check sequence.

Balance Sheet
As of 04-30-20

ASSETS

Cash	\$ 2,724,125.72		
Accounts Receivable	1,148,644.52		\$ 2,724,125.72
Prepaid Expense	27,404.92		\$ 1,148,644.52
			\$ 27,404.92
			\$ 0.00
			\$ 3,900,175.16
			=====

LIABILITIES & FUND BALANCE

Accounts Payable	277,515.09		
Accrued Payroll & Taxes	0.10		
Accrued Vacation/Sick Leave	349,561.17		
Total Liabilities			\$ 627,076.36
State and Local	1,482,175.46		
General Fund	1,258,640.97		
Special Projects Fund	532,282.37		
Total Fund Balances			\$ 3,273,098.80
			\$ 3,900,175.16
			=====

Wasatch Front Regional
AP Check Register (Current by Bank)
Check Dates: 4/1/2020 to 4/30/2020

Check No.	Date	Status*	Vendor ID	Payee Name	Amount
BANK ID: EFT - EFT					01,1001.00
1024	04/16/20	E	AEC001	Aecom	\$12,240.00
1025	04/16/20	E	ALT001	Alta Planning and Design	\$1,615.75
1026	04/16/20	E	AVE001	Avenue Consultants	\$60,690.02
1027	04/16/20	E	BAR001	Barker Leavitt	\$4,000.00
1028	04/16/20	E	CYM001	CYMA Systems, Inc.	\$532.74
1029	04/16/20	E	ENV001	Environmental Planning Group	\$1,360.00
1030	04/16/20	E	FEH001	Fehr & Peers	\$2,533.60
1031	04/16/20	E	IBI001	IBI Group	\$25,292.87
1032	04/16/20	E	KIM001	Kimley Horn and Associates, In	\$7,055.72
1033	04/16/20	E	LIN002	Lincoln National Life Insuranc	\$2,236.48
1033	04/23/20	V 4/23/20	LIN002	Lincoln National Life Insuranc	(\$2,236.48)
1034	04/16/20	E	MOU001	Mountainland Association of Go	\$2,100.00
1035	04/16/20	E	PAR001	Parametrix	\$1,116.00
1036	04/16/20	E	PEH001	PEHP Flex Benefits	\$2,987.44
1037	04/16/20	E	PEN001	Penna Powers	\$20,489.13
1038	04/16/20	E	PUB001	Public Employees Health Progra	\$36,758.24
1039	04/16/20	E	RES001	Resource Systems Group, Inc.	\$1,736.04
1040	04/16/20	E	RRJ001	RRJ Consulting, LLC	\$4,000.00
1041	04/16/20	E	STE001	Robert Stevenson	\$1,362.42
1042	04/16/20	E	UNU001	UNUM Life Insurance Company	\$96.15
1043	04/16/20	E	UTA004	Utah Division of Finance	\$9,045.23
1044	04/16/20	E	UTA007	Utah Local Governments Trust	\$628.77
1045	04/16/20	E	VOD001	VODA	\$18,560.00
BANK EFT REGISTER TOTAL:					\$214,200.12
GRAND TOTAL :					\$214,200.12

* Check Status Types: "P" - Printed ; "M" - Manual ; "V" - Void (Void Date) ; "A" - Application ; "E" - EFT
** Denotes broken check sequence.

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

7/1/2019
6/30/2020

Expenditure by Function

Expenditure	Budget	Expended	Balance	%
	As amended October 24, 2019	4/30/2020	Unspent	Expended
Salaries/Employee Benefits	4,381,640	3,052,815	1,328,825	70%
Contractual	4,068,689	1,284,293	2,784,396	32%
Audit and Accounting	20,000	16,711	3,289	84%
Equipment Depreciation	111,884	86,467	25,417	77%
Equipment Maintenance	20,000	5,536	14,464	28%
Dues and Subscriptions	20,100	19,861	239	99%
Insurance	12,000	8,234	3,766	69%
Legal	10,000	2,110	7,890	21%
Printing & Publication	10,950	0	10,950	0%
Rent	411,839	345,870	65,969	84%
Supplies/Software/Sponsoships	109,000	84,061	24,939	77%
Telephone/Data	38,000	23,016	14,984	61%
Travel	57,500	53,801	3,699	94%
Training	56,700	44,365	12,335	78%
Equipment Purchase	45,000	26,523	18,477	59%
Amounts expected to carry forward into next F	250,569	0	250,569	0%
TOTAL EXPENDITURES	9,623,870	5,053,662	4,570,210	53%
Excluding Carry Forward	9,373,302	5,053,662	4,319,641	54%
% Time Expended				83%

Expenditure by Program

Program	Budget	Expended	Balance	%
	As amended October 24, 2019	4/30/2020	Unspent	Expended
Consolidated Transportation Planning Grant	5,190,506	3,227,459	1,963,047	62%
UTA Project Support	82,170	70,333	11,837	86%
Tooele Valley RPO	10,000	4,111	5,889	41%
Local Government Service	243,103	26,218	216,885	11%
Community Impact Board \$2K	2,000	0	2,000	0%
Mobility Management	10,000	1,883	8,117	19%
Joint Projects	302,644	85,497	217,147	0%
Economic Development	140,000	140,000	0	100%
CDBG - Tooele	50,000	50,000	0	100%
Transportation and Land Use Connection	3,286,139	1,265,985	2,020,154	39%
Morgan RPO	25,000	7,274	17,726	29%
Legislative Consulting	90,000	46,000	44,000	51%
Model Development	118,748	102,307	16,441	86%
Davis County Prop 1 Assistance	10,000	0	10,000	0%
Oquirrh Connection	18,561	71	18,490	0%
Equipment Purchases	45,000	26,523	18,477	59%
TOTAL EXPENDITURES	9,623,870	5,053,662	4,570,209	53%

Notes to the Budget/Expense Report
April 2020

In this report 83% of the fiscal year (time) has passed. Of the total amount budgeted for the year 53% was expended through the end of April 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.

We anticipate that most of the consulting contract budget that is not spent by the end of this fiscal year will carry forward to next year. The Council customarily amends its budget in October each year to add these contracts in process, the majority of which are for the Transportation and Land Use Connection program projects.

Salaries and Benefits are expected to complete the year under budget. This is due to turnover and positions being filled later in the year than was anticipated.

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: May 12, 2020
AGENDA ITEM: 4a
SUBJECT: COVID19 Impacts on Transportation and Communities
PREPARED BY: Ted Knowlton

BACKGROUND:

As we know, the COVID19 pandemic is affecting communities in significant ways. This includes changes to the way people live, work, play and travel. WFRC, with partners, has compiled data to quantify current shifts. At the Council meeting we will address three components.

- **Short-term data on impacts of the “Stay Home” phase.** We will start by outlining data on current COVID19 shifts in behavior and impacts on transportation and air quality. This information is tied to an analysis that WFRC prepared and distributed, which can be accessed [here](#). Building on that information we will then discuss...
- **Long-term risks and opportunities after COVID19.** We would then have a short discussion about the long-term shifts we may see in communities after the COVID19 pandemic eventually subsides. Residents and businesses are trying new ways of conducting business, reaching customers, and even spending free time that may well persist. Communities are not passive observers of these long-term changes, but rather can help shape them to maximize benefits.
- **Local policy approaches.** This agenda item will conclude with a set of policy approaches that may be appropriate when the recovery begins. Communities will be thinking through the implications on community development to inform effective development of general plans. With the disruption of “business as usual” we are currently experiencing, this is also a time to reflect on what kind of communities we want to develop and be poised for long-term recovery and enhanced community resilience.

Local governments of WFRC along with partner agencies including UDOT, UTA, ULCT, and UAC are also developing resources to help communities as they seek to address changes from COVID19, implement their 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).

RECOMMENDATION:

This item is for information only.

CONTACT PERSON:

Ted Knowlton, WFRC 801-363-4250 ext 1201, ted@wfr.org

DATE: May 21, 2020
AGENDA ITEM: 5a
SUBJECT: **Information:** Report on Board Modifications to the 2020-2025 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 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 Six 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 April 16, 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 Six 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: April 16, 2020

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

Board Modification

New Project

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	600 North	18459	600 N over I-15 & UPRR Bridge	Bridge Deck Preservation	STP_BRIDGE (Surface Transportation Program - Bridge Program)	\$7,200,000	\$0	<i>New Project</i>	\$7,200,000	2020

Structures located over I-15 and a UPRR line, currently have bare decks and are exhibiting cracking with some minor spalling and exposed reinforcing steel. This project will repair these spalls, apply a polyester concrete overlay across the decks, and seal the existing parapets. This work will preserve the existing decks and slow the infiltration of water and chlorides into the deck. This is a new project that will cost \$7.2 million and will be funded with unspent STP_BRIDGE funds from program years 2016 – 2020.

Additional Funding

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	Sandy	SR-209	16921	Monroe and 90th Street (SR-209) Intersection Improvement	Construct Dual Left Turn Lanes in each direction	STP_URB_SL (Surface Transportation Program - WFRC SL Urban Area Program)	\$8,969,963	\$4,504,988	<i>New Funding</i>	\$2,824,863	2020
						Local Government (Local Government Funding)		\$1,640,112			

The purpose of this project is to widen SR-209 (9000 S) and Monroe St to provide dual left turn lanes in each direction. During the design phase of the project it was determined that the impacts to Holiday Oil, on the southwest corner of the intersection, would require a full acquisition to accommodate the needed road widening. Also, during ROW negotiations, Sandy City and the property owner of AtHome agreed upon a thru-turn concept, on the south leg of the intersection, to minimize left-turn access impacts. Adding this additional scope will avoid a condemnation situation which will save time and money to the project. Sandy City is requesting to add \$2,824,863 of Local Government funds for the project to address these Right-of-Way (ROW) issues.

Project Scope Change

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	Taylorsville	Redwood Road	11082	Redwood Road; 4100 So to 5400 So <i>Request is to</i> Remove the 1780 Bus Rapid Transit (BRT) Connector Road; Bruin Blvd to 4700 South	Access Management/ Safety Improvements and New Construction including curb, gutter, sidewalk, and shoulder improvements	STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake (WFRC))	\$13,112,580	\$12,159,548	<i>Separate the Two Projects</i>	No Additional Funding	2020
						LOCAL_GOVT Local Government Funds		\$953,032			

The Redwood Road project will implement access management strategies and improve safety along the corridor, eliminate duplication of transit and related improvements around the campus, and improve the street lighting all along the Redwood Road corridor through Taylorsville City while the 1780 BRT Connector will align transit needs with the Community College and mitigate traffic congestion and conflict points in and around Redwood Road and the Campus.

This request is to remove the 1780 BRT Connector Road from the Redwood Road Project, to be constructed as a separate stand alone City project with City resources, at a different time.

DATE: May 21, 2020
AGENDA ITEM: 5b
SUBJECT: **ACTION:** Board Modifications to the 2020-2025 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 Seven 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 May 28, 2020, and all comments were carefully considered,

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

- (1) Approves Amendment Seven 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 Bob Stevenson, Chairman
Wasatch Front Regional Council

Andrew S. Gruber
Executive Director
Wasatch Front Regional Council

Date: May 28, 2020

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

Board Modification

New Project

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	18708	SR-154; Cast-In-Place Barrier	Cast-in-place barrier	R2_TSP (Region 2 - Transportation Solutions Program)	\$160,000	\$0	<i>New Project</i>	\$160,000	2020

Region Two requested to add the SR-154; Cast-In-Place Barrier project to the current STIP. Just north of 11400 South on northbound Bangerter Highway several vehicles have departed the roadway, crashing into fencing along the backyards of homes adjacent to the Highway. To prevent these crashes, cast-in-place barrier will be installed to prevent vehicles from leaving the roadway. These additional funds will come from Region Two's Transportation Solutions Program.

Additional Funding

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	I-15	12587	I-15 SB; 12300 South to SR-201	UDOT is adding a lane to southbound I-15 as well as widening 7200 South from I-15 west to Bingham Junction in Midvale and modifying the I-15 interchange at I-215	ST_TIF (Transportation Investment Fund)	\$203,109,000	\$184,609,000	<i>New Funding</i>	\$18,500,000	2020

The purpose of this project is to improve traffic flow and reduce congestion along the corridor and improve safety. Region Two requests adding funds to the I-15 SB; 12300 South to SR-201 project to cover additional costs incurred due to delays to the Contractor. A majority of the delay costs were incurred in overhead costs to the Contractor and Traffic Control for the additional 15 months of construction. The cost of this change order will be funded with unprogrammed TIF funds.

New Programs and Program Reset

Statewide Programs

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Various	UDOT	Various	New	Various Statewide Programs	State Funded Programs	ST_GF (State General Fund)	\$505,200,000	\$0	<i>2021 Program</i>	\$505,200,000	2021

The funding levels for the State Funded Programs are amended into the existing TIP each year in May prior to the new State Fiscal Year which begins July 1. These programs include funding levels for Operations & Safety Programs, System Preservation Programs, Region Contingency Funds, other programs, and Region Concept Development. (Please reference the attached table "State Funds (TF) and Federal Highway Funds (FHF)", for funding assignment and distribution.)

State Transportation Fund (TF) and Federal Highway Fund (FHF)			
Programs*	FY 2021	FY 2022	FY 2023
High Volume Roads	161.5	161.5	161.5
Reconstruction	50.0	50.0	50.0
Low Volume Roads	40.0	40.0	40.0
Pavement Management	2.0		
Structures	57.0	48.0	48.0
Traffic & Safety	40.9		
Traffic Management	15.0		
Freight	13.9	13.9	13.9
Planning & Research	7.2	7.2	7.2
Transportation Alternatives	2.8	2.8	2.8
Contingency	6.5		
Jurisdictional Transfers	-		
Public Communication	0.8		
State Park Access	0.5		
Concept Development	0.6		
Planning Studies	0.8		
Transportation Solutions	105.7		
TOTAL	505.2		

* Values shown in Millions

Program Level Approval for Preservation / Project Level Approval for Rehabilitation

Project Level Approval

Program Level Approval

Previously Approved

Requesting Approval

Requesting Modification of Previously Approved Amount

Projects Submitted for Consideration for the 2021-2026 Surface Transportation Program (STP)

Project Number	Amount Recommended	Sort	UDOT Region	County	City	Agency	Funding Type	Name of Project	From	To	Project Improvement	Type of Project	Func Class	Project Length	Description	2025 Estimated Project Cost	Federal Funds Requested	Local Funds	Average Daily Traffic Daily Transit Ridership	Proj ADT	Proj Sub	Sponsor Priority	Access to Opportunity (ATO)	Facility Condition/ Management Practices	Benefit Cost	Operation, TSM/ TDM, & ITS Improvements	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Values	Safety	Existing Volume/ Capacity	Total	Weighted Total
Ogden/ Layton Urbanized Area																																	
1	\$ 200,000	O_STP_27	1	Weber	Weber and Davis Counties	Utah Transit Authority	STP	On-Board Technology System	UTA System-wide		Transit Capital	Transit	NA	0.001	UTA's current Mobile Data Computer has reached the end of its functional life. Costs to maintain the current system are starting to rise. UTA will develop a technology that results in a new level of efficiency; a new system controlling data that will increase route efficiency and vehicle monitoring and dispatching.	\$ 5,000,000	\$ 200,000	\$4,000,000 + funds to be req. in other UZAs	12000	16000	5	5	16.00	2.50	20.00	9.33	0.00	2.00	2.00	1.50	1.00	48.5	54.33
2	\$ 466,150	O_STP_15	1	Davis	Weber and Davis Counties	UDOT TOC	STP	Traffic Signal Priority/Preemption for Transit, Freight, and Snow Plows	(1) US-89 (Washington Blvd) from SR-235 (Highway Dr) to SR-108 (Antelope Dr) from 2000 W (Syracuse)	(1) US-89 (Washington Blvd) from SR-235 (Highway Dr) to Fairfield Rd (Layton)	ATMS or ITS	Operations	Principal Arterial	11	This project will expand connected vehicle technology to additional key corridors in the Ogden/Layton Metro Area. This technology has proven effective in optimizing transit movement and snowplow operations on multiple corridors in Salt Lake and Utah counties. This project will further expand benefits to freight movement.	\$ 500,000	\$ 466,150	\$ 33,850	24000	28000	0	0	6.00	1.50	15.00	18.67	0.00	3.81	2.00	3.00	1.00	49.5	50.98
3	\$ 79,245	O_STP_26	1	Weber	Various	Utah Transit Authority	STP	Traffic Signal Priority/Preemption for Additional Transit Vehicles	(1) US-89 (Washington Blvd) from SR-235 (Highway Dr) to SR-108 (Antelope Dr) from 2000 W (Syracuse)	(1) US-89 (Washington Blvd) from SR-235 (Highway Dr) to Fairfield Rd (Layton)	ATMS or ITS	Operations	Principal Arterial	11	This project will expand connected vehicle technology to additional key corridors in the Ogden/Layton Metro Area. This technology has proven effective in optimizing transit movement and snowplow operations on multiple corridors in Salt Lake and Utah counties. This project will further expand benefits to freight movement.	\$ 85,000	\$ 79,245	\$ 5,755	24000	28000	5	4	6.00	1.50	15.00	18.67	0.00	3.81	2.00	3.00	1.00	49.5	50.98
4		O_STP_1	1	Box Elder	Brigham City	Brigham City	STP	900 N. Main Street (SR 13/38) Intersection	N/A	N/A	Study	Study	Principal Arterial	0.25	900 N. Main St is a key intersection on the S.R. 13/38 corridor serving traffic internal to Brigham City as well as connection to I-15 and large employers west of the City. The project will analyze the need for restructuring of the intersection with either a 4-way signalized intersection or a roundabout.	\$ 100,000	\$ 80,000	\$ 20,000	16000	16000	2	1	5.00	3.50	15.00	5.00	0.00	12.00	1.00	7.00	1.00	49.5	49.50
5		O_STP_16	1	Davis	Weber and Davis Counties	UTA	STP	UTA Bus Stop Improvement Program	Ogden-Layton MSA	Ogden-Layton MSA	Transit Capital	Transit	NA	0.5	UTA has a Master Wayfinding and Bus Stop Improvement Plan in order to make the bus stop system more recognizable and to improve many of the UTA stops which are still out of ADA compliance. This grant will help facilitate the implementation of the plan to provide upgrades to more bus stops.	\$ 571,000	\$ 532,343	\$ 38,657	12000	16000	5	3	15.00	1.00	20.00	4.00	0.00	4.00	2.00	2.50	1.00	46	49.50
6	\$ 3,000,000	O_STP_8	1	Davis	Farmington	Farmington City	STP	Commerce Drive Road	Burke Lane	950 North	New Construction	Capacity	Minor Arterial	0.542	Commerce Drive is a planned 5 lane road connecting Park Lane interchange to the new I-15 interchange on Shepard Lane and the new West Davis Corridor interchange on 950 North Street. Construction includes pavement, curb, gutter, sidewalk, ADA crossings, utility lines, and acquiring right of way.	\$ 8,122,500	\$ 7,572,607	\$ 549,893	0	14000	2	1	14.00	2.00	9.00	7.00	0.00	4.00	4.00	7.00	0.00	47	47.00
7	\$ 3,500,000	O_STP_23	1	Weber	Plain City	Plain City	STP	North Plain City Road Phase 2 - North Side	2917 West	3350 West	Widening	Reconstruct	Collector	0.48	This is phase 2 of a project to add a shoulder, and curb, gutter & sidewalk, a bike lane, improve drainage and to complete a walking route to the new school. This phase is on the north side of the road only	\$ 3,988,900	\$ 3,716,851	\$ 270,049	4300	7500	1	1	0.67	22.50	12.00	1.33	0.00	3.33	2.00	5.00	0.00	30.5	46.83
8	\$ 2,981,216	O_STP_17	1	Davis	West Point	West Point City	STP	300 North	2000 West	3000 West	Reconstruction	Reconstruct	Collector	1	Widen to a three land section and install curb, gutter and sidewalk. Provide turn lanes at all intersections	\$ 3,312,700	\$ 2,981,216	\$ 331,484	6100	11000	1	1	4.00	12.50	16.00	1.33	0.00	4.29	2.00	5.00	1.00	39.5	46.12
9		O_STP_12	1	Davis	North Salt Lake	North Salt Lake	STP	1100 North Bridge Design	220 East	95 West	Other STP	Study	Minor Arterial	0.35	The rail crossings in North Salt Lake have proven to be extremely dangerous with increasing accidents, in addition to being the cause of heavy delays decreasing emergency response times and contributing to poor air quality. A grade separated crossing needs to be constructed at 1100 North to resolve those issues.	\$ 5,000,000	\$ 1,500,000	\$ 3,500,000	9800	12000	4	1	5.00	4.00	12.00	5.00	0.00	10.00	1.00	7.00	1.00	45	45.00
10	\$ 1,846,980	O_STP_20	1	Weber	Hooper	Hooper City Corporation	STP	5500 West Improvements - 5500 S. to County Line	5500 South (SR-87)	Weber/Davis County Line	Widening	Reconstruct	Collector	0.77	The purpose of this project is to fund another phase in continuation of Hooper City's efforts to improve a key collector road which provides critical north-south access through the city. This route will provide the closest access available from the north to the future West Davis Highway terminus at 1800 North (SR-37).	\$ 2,471,100	\$ 1,846,980	\$ 624,120	2600	4020	1	1	1.33	15.00	12.00	2.67	0.00	5.71	1.00	5.00	0.00	36	42.71
11		O_STP_9	1	Davis	Farmington	Farmington City	STP	SR - 106 (200 East) Improvements	Glovers Lane	Lund Lane	Widening	Reconstruct	Minor Arterial	0.86	The proposed project is intended to improve drainage and add pedestrian facilities to the section of SR-106 (200 East Street) between Glovers Lane and Lund Lane on the east side of the road. The project includes acquiring right of way, storm drain, curb and gutter, sidewalk, retaining walls, and pavement widening.	\$ 2,293,000	\$ 2,119,118	\$ 153,882	7400	10000	2	2	0.00	10.00	16.00	3.33	0.00	6.19	2.00	5.00	0.00	39	42.52
																\$ 2,293,000	\$ 2,119,118	\$ 153,882	7400	10000	2	2	0.00	10.00	16.00	3.33	0.00	6.19	2.00	5.00	0.00	39	42.52
																\$ 5,000,000	\$ 4,661,150	\$ 33,850	24000	28000	0	0	6.00	1.50	15.00	18.67	0.00	3.81	2.00	3.00	1.00	49.5	50.98
																\$ 85,000	\$ 79,245	\$ 5,755	24000	28000	5	4	6.00	1.50	15.00	18.67	0.00	3.81	2.00	3.00	1.00	49.5	50.98
																\$ 100,000	\$ 80,000	\$ 20,000	16000	16000	2	1	5.00	3.50	15.00	5.00	0.00	12.00	1.00	7.00	1.00	49.5	49.50
																\$ 571,000	\$ 532,343	\$ 38,657	12000	16000	5	3	15.00	1.00	20.00	4.00	0.00	4.00	2.00	2.50	1.00	46	49.50
																\$ 8,122,500	\$ 7,572,607	\$ 549,893	0	14000	2	1	14.00	2.00	9.00	7.00	0.00	4.00	4.00	7.00	0.00	47	47.00
																\$ 3,988,900	\$ 3,716,851	\$ 270,049	4300	7500	1	1	0.67	22.50	12.00	1.33	0.00	3.33	2.00	5.00	0.00	30.5	46.83
																\$ 3,312,700	\$ 2,981,216	\$ 331,484	6100	11000	1	1	4.00	12.50	16.00	1.33	0.00	4.29	2.00	5.00	1.00	39.5	46.12
																\$ 5,000,000	\$ 1,500,000	\$ 3,500,000	9800	12000	4	1	5.00	4.00	12.00	5.00	0.00	10.00	1.00	7.00	1.00	45	45.00
																\$ 2,471,100	\$ 1,846,980	\$ 624,120	2600	4020	1	1	1.33	15.00	12.00	2.67	0.00	5.71	1.00	5.00	0.00	36	42.71
																\$ 2,293,000	\$ 2,119,118	\$ 153,882	7400	10000	2	2	0.00	10.00	16.00	3.33	0.00	6.19	2.00	5.00	0.00	39	42.52
																\$ 5,000,000	\$ 4,661,150	\$ 33,850	24000	28000	0	0	6.00	1.50	15.00	18.67	0.00	3.81	2.00	3.00	1.00	49.5	50.98
																\$ 85,000	\$ 79,245	\$ 5,755	24000	28000	5	4	6.00	1.50	15.00	18.67	0.00	3.81	2.00	3.00	1.00	49.5	50.98
																\$ 100,000	\$ 80,000	\$ 20,000	16000	16000	2	1	5.00	3.50	15.00	5.00	0.00	12.00	1.00	7.00	1.00	49.5	49.50
																\$ 571,000	\$ 532,343	\$ 38,657	12000	16000	5	3	15.00	1.00	20.00	4.00	0.00	4.00	2.00	2.50	1.00	46	49.50
																\$ 8,122,500	\$ 7,572,607	\$ 549,893	0	14000	2	1	14.00	2.00	9.00	7.00	0.00	4.00	4.00	7.00	0.00	47	47.00
																\$ 3,988,900	\$ 3,716,851	\$ 270,049	4300	7500	1	1	0.67	22.50	12.00	1.33	0.00	3.33	2.00	5.00	0.00	30.5	46.83
																\$ 3,312,700	\$ 2,981,216	\$ 331,484	6100	11000	1	1	4.00	12.50	16.00	1.33	0.00	4.29	2.00	5.00	1.00	39.5	46.12
																\$ 5,000,000	\$ 1,500,000	\$ 3,500,000	9800	12000	4	1	5.00	4.00	12.00	5.00	0.00	10.00	1.00	7.00	1.00	45	45.00
																\$ 2,471,100	\$ 1,846,980	\$ 624,120	2600	4020	1	1	1.33	15.00	12.00	2.67	0.00	5.71	1.00	5.00	0.00	36	42.71
																\$ 2,293,000	\$ 2,119,118	\$ 153,882	7400	10000	2	2	0.00	10.00	16.00	3.33	0.00	6.19	2.00	5.00	0.00	39	42.52
																\$ 5,000,000	\$ 4,661,150	\$ 33,850	24000	28000	0	0	6.00	1.50	15.00	18.67	0.00	3.81	2.00	3.00	1.00	49.5	50.98
																\$ 85,000	\$ 79,245	\$ 5,755	24000	28000	5	4	6.00	1.50	15.00	18.67	0.00	3.81	2.00	3.00	1.00	49.5	50.98
																\$ 100,000	\$ 80,000	\$ 20,000	16000	16000	2	1	5.00	3.50	15.00	5.00	0.00	12.00	1.00	7.00	1.00	49.5	49.50
																\$ 571,000	\$ 532,343	\$ 38,657	12000	16000	5	3	15.00	1.00	20.00	4.00	0.00	4.00	2.00	2.50	1.00	46	49.50
																\$ 8,122,500	\$ 7,572,607	\$ 549,893	0	14000	2	1	14.00	2.00	9.00	7.00	0.00	4.00	4.00	7.00	0.00	47	47.00
																\$ 3,988,900	\$ 3,716,851	\$ 270,049	4300	7500	1	1	0.67	22.50	12.00	1.33	0.00	3.33	2.00	5.00	0.00	30.5	46.83
																\$ 3,312,700	\$ 2,981,216	\$ 331,484	6100	11000	1	1	4.00	12.50	16.00	1.33	0.00	4.29	2.00	5.00	1.00	39.5	46.12
																\$ 5,000,000	\$ 1,500,000	\$ 3,500,000	9800	12000	4	1	5.00	4.00	12.00	5.00	0.00	10.00	1.00	7.00	1.00	45	45.00
																\$ 2,471,100	\$ 1,846,980	\$ 624,120	2600	4020	1	1	1.33	15.00	12.00	2.67	0.00	5.71	1.00	5.00	0.00	36	42.71
																\$ 2,293,000	\$ 2,119,118	\$ 153,882	7400	10000	2	2	0.00	10.00	16.00	3.33	0.00	6.19	2.00	5.00	0.00	39	42.52
																\$ 5,000,000	\$ 4,661,150	\$ 33,850	24000	28000	0	0	6.00	1.50	15.00	18.67	0.00	3.81	2.00	3.00	1.00	49.5	50.98
																\$ 85,000	\$ 79,245	\$ 5,755	24000	28000	5	4	6.00	1.50	15.00	18.67	0.00	3.81	2.00	3.00	1.00	49.5	50.98
																\$ 100,000	\$ 80,000	\$ 20,000	16000	16000	2	1	5.00	3.50	15.00	5.00	0.00	12.00	1.00	7.00	1.00	49.5	49.50
																\$ 571,000	\$ 532,343	\$ 38,657	12000	16000	5	3	15.00	1.00	20.00	4.00	0.00	4.00	2.00	2.50	1.00	46	49.50
																\$ 8,122,500	\$ 7,572,607	\$ 549,893	0	14000	2	1	14.00	2.00	9.00	7.00	0.00	4.00	4.00	7.00	0.00		

Projects Submitted for Consideration for the 2021-2026 Surface Transportation Program (STP)

Project Number	Amount Recommended	Sort	UDOT Region	County	City	Agency	Funding Type	Name of Project	From	To	Project Improvement	Type of Project	Func Class	Project Length	Description	2025 Estimated Project Cost	Federal Funds Requested	Local Funds	Average Daily Traffic Daily Transit Ridership	Proj ADT	Proj Sub	Sponsor Priority	Access to Opportunity (ATO)	Facility Condition/Management Practices	Benefit Cost	Operation, TSM/TDM, & ITS Improvements	Delay Reduction	Growth Principles/Economic Improvements	Traffic Values	Safety	Existing Volume/Capacity	Total	Weighted Total		
12	\$ 439,579	O_STP_30	1	Weber	Roy City	Roy City Corporation	STP	4800 South Widening and Pedestrian Access	Midland Drive	Layton Canal	Other STP	Active Transportation	Collector	0.1	The existing canal crossing was constructed when the areas surrounding 4800 South were used for agricultural purposes. The development of this area requires a wider canal crossing. The widening of 4800 South near the Layton Canal crossing will allow the construction of a sidewalk and bike lanes over the canal.	\$ 471,500	\$ 439,579	\$ 31,921	5400	8000	2	1	5.00	3.00	15.00	1.00	0.00	10.00	2.00	5.00	1.00	42	42.00		
13		O_STP_14	1	Davis	North Salt Lake	North Salt Lake	STP	Main Street Widening and Reconstruction	Pacific Avenue	1001 North	Widening	Reconstruct	Collector	0.36	The pavement condition on Main Street is very poor. The rail crossing is unsafe because the tracks are at an oblique angle, so the road needs to be widened to improve safety. Nearby commercial growth and a developing Town Center require that pedestrian and cyclist facilities be constructed.	\$ 3,231,600	\$ 3,005,388	\$ 226,212	4800	7000	4	2	4.67	7.50	12.00	3.33	0.00	4.76	1.00	7.00	1.00	1.00	41.5	41.26	
14	\$ 274,650	O_STP_13	1	Davis	North Salt Lake	North Salt Lake	STP	Main Street Sidewalk	I-15 Overpass	Pacific Avenue	Pedestrian	Active Transportation	Collector	0.25	There are currently no pedestrian facilities in this location which is located near a developing Town Center, a residential neighborhood (vulnerable community), and along a bus route. Pedestrians have been observed walking in the street, which is extremely unsafe, particularly with semi-truck traffic sharing the roadway.	\$ 366,200	\$ 274,650	\$ 91,550	4800	7000	4	3	7.00	1.00	15.00	4.00	0.00	9.00	1.00	3.00	0.00	40	40.00		
15		O_STP_10	1	Davis	Clinton	Clinton	STP	1300 North: 1000 W to 1500 W	1000 W	1500 W	Widening	Reconstruct	Collector	0.7	This project will widen 1300 N between 1000 W to 1500 W and will connect onto a CMAQ funded project at the intersection of 1500 West. Curb, Gutter, sidewalks will be added for increased pedestrian safety and mobility. The street will be reconstructed, and center turn lanes will be added at intersections.	\$ 3,002,300	\$ 2,799,044	\$ 203,256	4200	5000	1	1	2.00	12.50	12.00	3.33	0.00	4.76	0.00	5.00	0.00	0.00	34.5	39.60	
16		O_STP_22	1	Weber	Ogden	Ogden City Corporation	STP	20th Street Reconstruction Phase 2	Quincy Avenue	Harrison Boulevard	Reconstruction	Reconstruct	Minor Arterial	0.473	20th Street has been on the RTP for nearly 2 decades. Structurally, the pavement is distressed and is rated as poor. Severe cross-slopes, deep gutters and antiquated storm drain inlets are out of standard and are liabilities. 20th is a "gateway road" into Ogden, an improved roadway would reflect well on the City.	\$ 4,482,539	\$ 4,179,071	\$ 303,468	7900	11000	3	3	2.00	10.00	12.00	1.33	0.00	4.76	2.00	7.00	0.00	0.00	35	39.10	
17		O_STP_11	1	Davis	Kaysville	Kaysville City	STP	Crestwood Rd	400 East	US-89	Widening	Reconstruct	Collector	1.3	Crestwood Rd will serve as one of Kaysville's two accesses for the future US-89 freeway/frontage road system. Kaysville plans to widen Crestwood and install curb/sidewalk to enhance vehicle and pedestrian traffic efficiency and to provide access to the east frontage road bike route.	\$ 2,260,400	\$ 2,107,371	\$ 153,029	4000	5000	2	1	1.33	15.00	12.00	0.00	0.00	4.76	1.00	3.00	0.00	0.00	28	37.10	
18	\$ 2,700,000	O_STP_19	1	Weber	Fair West City	Fair West City Corporation	STP	4000 North Roadway Widening	SR-126	2800 West	Widening	Reconstruct	Collector	0.625	This project proposes to widen the 4000 North corridor and includes a bike lane. The corridor is on the northern edge of the city and is widely used for for access by Plain City and is a connection for a trail head west of project location. UDOT is also working on improving the 400 North and SR-126 intersection.	\$ 7,100,600	\$ 2,844,046	\$ 206,524	2100	4000	2	1	2.00	15.00	8.00	0.67	0.00	0.00	4.29	1.00	5.00	0.00	0.00	28	35.95
19		O_STP_18	1	Weber	Ogden	Utah Transit Authority	STP	Edvalson Roundabout	Edvalson Street	Skyline Drive	Intersections & Signals	Operations	Collector	0.25	This project will replace the two-way stop intersection at Edvalson Street and Skyline Drive. Doing so will improve the safety at the intersection and allow for needed routing changes for the buses that serve Weber State University.	\$ 699,871	\$ 652,490	\$ 47,381	4365	5000	5	1	1.33	2.50	12.00	2.67	0.00	10.48	0.00	5.00	0.00	0.00	34.5	33.98	
20		O_STP_21	1	Weber	Marriott-Slaterville	Marriott-Slaterville	STP	1700 South Improvement Project	1200 South (12th Street)	Marriott-Slaterville/Ogden City Boundary Line	Reconstruction	Reconstruct	Collector	1.2	The purpose of the 1700 South Improvement project is to continue the widening done by Ogden City along 1700 South. The project will provide curb and gutter and a slightly wider roadway and eliminate the dangerous bend south of the train tracks	\$ 5,075,200	\$ 4,615,071	\$ 335,129	8700	11000	1	1	1.33	7.50	12.00	0.67	0.00	1.90	1.00	5.00	0.00	0.00	23.5	29.40	
21		O_STP_3	1	Box Elder	Perry City	Perry City	STP	1100 West Roadway Connection to 1200 West	1100 South	1600 South	New Construction	Capacity	Collector	0.389	This project proposes to extend 1100 West from 1100 South intersection to Perry's 1200 West Corridor. This corridor is a critical connective element, will improve north/south movement, help alleviate congestion on US-89, connects SR-315 in Willard to SR-13 in north Brigham City, and joins Wasatch Front's trail systems.	\$ 6,878,900	\$ 6,296,661	\$ 457,239	220	6000	6	1	3.00	1.50	6.00	1.00	0.00	11.00	3.00	3.00	0.00	0.00	28.5	28.50	
22		O_STP_5	1	Box Elder	Perry City	Perry City	STP	1200 West Roadway Widening Phase 2	2250 South	2700 South	Widening	Reconstruct	Collector	0.393	This project proposes to widen the 1200 West corridor. This corridor is a critical connective element, will improve north/south movement, help alleviate congestion on US-89, connects SR-315 in Willard to SR-13 in north Brigham City, and joins Wasatch Front's trail systems.	\$ 2,894,500	\$ 2,562,005	\$ 187,495	220	3000	6	3	0.67	10.00	8.00	0.67	0.00	3.33	0.00	3.00	0.00	0.00	22	27.67	

Projects Submitted for Consideration for the 2021-2026 Surface Transportation Program (STP)

Project Number	Amount Recommended	Sort	UDOT Region	County	City	Agency	Funding Type	Name of Project	From	To	Project Improvement	Type of Project	Func Class	Project Length	Description	2025 Estimated Project Cost	Federal Funds Requested	Local Funds	Average Daily Traffic Transit Ridership	Proj ADT	Proj Sub	Sponsor Priority	Access to Opportunity (ATO)	Facility Condition/Management Practices	Benefit Cost	Operation, TSM/TDM, & ITS Improvements	Delay Reduction	Growth Principles/Economic Improvements	Traffic Values	Safety	Existing Volume/Capacity	Total	Weighted Total
23		O_STP_6	1	Box Elder	Perry City	Perry City	STP	1200 West Roadway Widening Phase 3	2700 South	3000 South	Widening	Reconstruct	Collector	0.459	This project proposes to widen the 1200 West corridor. This corridor is a critical connective element, will improve north/south movement, help alleviate congestion on US-89, connects SR-315 in Willard to SR-13 in north Brigham City, and joins Wasatch Front's trail systems.	\$ 2,276,200	\$ 2,005,564	\$ 145,636	220	3000	6	4	0.67	10.00	8.00	0.00	0.00	3.33	2.00	3.00	0.00	21	27.00
24		O_STP_7	1	Box Elder	Perry City	Perry City	STP	1200 West Roadway Widening Phase 4	3000 South	3600 South	Widening	Reconstruct	Collector	0.793	This project proposes to widen the 1200 West corridor. This corridor is a critical connective element, will improve north/south movement, help alleviate congestion on US-89, connects SR-315 in Willard to SR-13 in north Brigham City, and joins Wasatch Front's trail systems.	\$ 3,486,600	\$ 3,134,020	\$ 227,580	220	3000	6	5	0.67	10.00	8.00	0.00	0.00	3.33	2.00	3.00	0.00	21	27.00
25		O_STP_24	1	Weber	Pleasant View	Pleasant View City	STP	Skyline Drive	US-89	1100 West	New Construction	Capacity	Minor Arterial	1.45	Skyline Dr is a three-lane minor arterial road with an 80-foot right-of-way in Pleasant View. A portion of Skyline Dr is an important new roadway that will link several minor collectors throughout PV and North Ogden. This new roadway will be a corridor extension of 4300 North in PV and Mountain Rd in North Ogden. This project will provide an alternative truck route for construction trucks coming and going from Tower's Sand and Gravel. This project will provide another route for residents from PV and North Ogden to access Hwy 89.	\$ 32,338,200	\$ 26,956,544	\$ 1,957,479	100	4000	1	1	3.00	1.50	0.00	0.00	0.00	13.00	2.00	5.00	0.00	24.5	24.50
26		O_STP_25	1	Weber	Uintah City	Uintah City Corporation	STP	6600 South Roadway Widening Project	West city limits (838 East)	Highway 88 (2425 East)	Widening	Reconstruct	Collector	2.366	Project consists of widening 6600 South to include a seperated pedestrian/bicycle lane. Some of the areas of the roadway will be realigned to a more consistant alignemnts along the railroad for a better use of the combined corridor.	\$ 9,527,300	\$ 8,624,055	\$ 626,245	2000	3000	1	1	1.33	12.50	0.00	0.00	0.00	4.29	1.00	3.00	0.00	17.5	22.12
27		O_STP_2	1	Box Elder	Brigham City	Brigham City	STP	1200 West Roadway Widening & Extension Project Phase 1	Forest Street	750 South	New Construction	Capacity	Collector	1.08	Construction of about a one mile section of 1200 West between Forest Street and SR-91. The purpose of the projet is to further the corridor between the 1100 West / SR-91 intersection and Forest Street.	\$ 8,720,800	\$ 8,013,864	\$ 581,936	100	7000	2	1	1.00	3.00	3.00	0.00	0.00	9.00	3.00	3.00	0.00	22	22.00
28		O_STP_28	1	Weber	West Haven City	West Haven City	STP	1800/2100 South Connector	2100 South and 1900 West	1800 South and 2550 West	New Construction	Capacity	Minor Arterial	0.88	In an effort to provide better connection between the east/west corridors in Western Weber County and I-15, between 1800 South and 2100 South. This connection will provide access from 1800 South all the way to I-15 by transitioning 1800 South into 2100 South between 2700 West and 1900 West. This proposed road would improve regional transportation by adding a direct connection.	\$ 6,495,100	\$ 6,055,382	\$ 439,718	3000	5000	2	1	3.00	2.00	3.00	0.00	0.00	5.00	1.00	7.00	0.00	21	21.00
29		O_STP_4	1	Box Elder	Perry City	Perry City	STP	1200 West Roadway Widening Phase 1	1600 South	2250 South	Widening	Capacity	Collector	0.521	This project proposes to widen the 1200 West corridor and includes a 10' wide pedestrian/biking path. This corridor is a critical connective element, will improve north/south movement, help alleviate congestion on US-89, connects SR-315 in Willard to SR-13 in north Brigham City, and joins Wasatch Front's trail systems.	\$ 4,987,800	\$ 4,533,588	\$ 329,212	220	3000	5	2	2.00	2.00	3.00	1.00	0.00	7.00	2.00	3.00	0.00	20	20.00
30		O_STP_29	1	Weber	West Haven City	West Haven City	STP	3300-3600 South Connector	3300 South and 3500 West	3600 South and 2700 West	New Construction	Capacity	Minor Arterial	1.16	To provide better connection between the east/west corridors in Western Weber County & I-15, West Haven City proposes to construct a connection between 3300 South & 3600 South. This connection will provide access from 3300 South all the way to I-15 by transitioning 3300 South into 3600 South between 3500 West & 2700 West.	\$ 10,101,200	\$ 9,417,349	\$ 683,851	2000	3000	2	2	1.00	2.00	0.00	2.00	6.00	1.00	7.00	0.00	19	19.00	
Amount Programmed				\$ 15,487,820	Available to Program		\$ 15,487,803	Total Project Cost		\$ 145,841,010	Amount Requested		\$ 119,632,252																				

Projects Submitted for Consideration for the 2021-2026 Surface Transportation Program (STP)

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10	\$ 2,570,000	S_STP_34	2	Salt Lake	West Valley City	West Valley City	STP	3650 South Reconstruction	2700 West	3200 West	3650 South is an important collector into the very busy West Valley Intermodal Hub. The road condition is very poor, and safety and mobility for all modes would be greatly improved by reconstructing the road.	\$ 5,869,100	\$ 5,471,762	\$ 301,989	6952	8000	4	1	8.00	15.00	8.00	4.00	0.00	2.86	1.00	7.00	0.00	41	45.86																							
11		S_STP_32	2	Salt Lake	West Jordan	West Jordan	STP	6400 W 7800 S Roundabout	Intersection of 6400 W 7800 S	Intersection of 6400 W 7800 S	The project will allow traffic on 6400 W to safely enter onto 7800 S. without the delay of a fully signalized intersection. Development around 7800 S will increase the traffic load on this intersection in the years to come. This will also serve as a safe intersection for the Fire Station adjacent to the intersection.	\$ 1,428,600	\$ 1,331,884	\$ 96,716	16000	22000	3	3	1.33	1.50	15.00	2.67	0.00	9.52	3.00	10.00	1.00	44.5	44.02																							
12		S_STP_20	2	Salt Lake	South Jordan	South Jordan	STP	Parkway Road Extension	Mountain View Corridor	Kitty Hawk Road	Complete the 5-Lane roadway with curb, gutter, park strips, bike lanes. This road will connect development to the west with Mountain View Corridor.	\$ 6,996,400	\$ 6,522,744	\$ 473,656	1000	32000	2	2	8.00	2.00	12.00	0.00	0.00	12.00	5.00	5.00	0.00	44	44.00																							
13		S_STP_3	2	Salt Lake	Draper	Draper City	STP	Pioneer Rd	1300 East	Highland Drive	Pioneer Rd is an East-West collector road that provides access from the valley to the east bench areas of the city. The existing road has two lanes and lacks continuous curb and gutter. Consequently there are frequent flooding issues. It is also designated as a safe walking route to nearby schools but does not have continuous sidewalks. The proposed project would reconstruct and widen this section of road to include two travel lanes, paved shoulders, curb and gutter, park strips, and sidewalks. This will provide a safer travel corridor for vehicles and pedestrians. Pioneer Rd is classified in the UDOT Functional Class system as a Major Collector.	\$ 7,480,000	\$ 5,770,000	\$ 1,710,000	9400	10000	2	2	3.33	22.50	8.00	0.00	0.00	4.76	0.00	5.00	5.00	0.00	30.5	43.60																						
14	\$ 3,000,000	S_STP_31	2	Salt Lake	West Jordan	West Jordan	STP	9000 South	New Bingham Hwy	SR-111	The project is for design and construction for a 126 foot arterial street running from NBH to SR-111. There is development pressure in this area presently and the need for this roadway will be immediate if concept plans are approved. This roadway is master planned as a major east west arterial for the City.	\$ 15,174,900	\$ 3,000,000	\$ 217,848	4500	32000	3	1	2.00	0.50	15.00	0.00	0.00	10.00	5.00	10.00	1.00	43.5	43.50																							
15	\$ 2,270,092	S_STP_36	2	Salt Lake	Salt Lake City	Salt Lake City	STP	SLC Westside Multimodal Hub	North Temple from 900 West	Redwood Road	Salt Lake City's recently adopted Transit Master Plan calls for increased service and related capital improvements, to which the City Council has allocated funding. Much of the service will have lines ending in the Redwood Road and North Temple area. To facilitate these connections between bus routes as well as connections to the TRAX Green Line, an intermodal center/bus hub is needed. Possible locations are being considered with UTA and partnering entities in the area that may have property available.	\$ 3,936,600	\$ 3,670,092	\$ 266,508	5400	8000	5	1	9.00	1.00	12.00	8.00	0.00	8.00	0.00	8.00	2.00	2.50	1.00	41	43.50																					
16	\$ 1,000,000	S_STP_24	2	Salt Lake	Troy/Carville	UDOT Region 2	STP	SR-68 (Redwood Rd) 6200 S to I-215	6200 W.	WB I-215 On Ramp	Add an additional NB lane on Redwood Rd from 6200 S. to WB I-215 On-Ramp. Includes option/entrance lanes at both EB and WB On-Ramps and CFI features on the east and south legs of the intersection. Improves the LOS in each intersectoin form F to Cor D through 2040.	\$ 9,858,600	\$ 1,000,000	\$ 0	73000	78000	3	1	2.67	3.00	15.00	4.00	0.00	4.76	3.00	9.00	2.00	44	43.43																							
17		S_STP_8	2	Salt Lake	Millcreek	Millcreek	STP	1300 East: 3300 South to 3900 South	3300 South	3900 South	1300 East is a major North/South cooridor through the East side of the Salt Lake Valley. This project will create a safer environment for all users including the construction of curb, gutter, sidewalk, ADA ramps, enhanced bus stops, and installation of new storm drain along 1300 East from 3300 South to 3900 South.	\$ 7,432,900	\$ 6,929,693	\$ 503,207	20000	22000	3	2	4.67	10.00	12.00	0.00	0.00	4.76	1.00	7.00	1.00	37	40.43																							
18	\$ 2,497,632	S_STP_17	2	Magna	Salt Lake County	Salt Lake County	STP	8000 West Widening	SR-201	3100 South	This widening project is needed to meet anticipated capacity requirements, future transportation projects and several large developments in the area. This project is also needed to complete the curb, gutter and sidewalk through this corridor and is listed on the Capital Facilities Plan in the Magna Master Transportation Plan. This project is intended to be a part of the previously awarded 8000 West Sidewalk Project.	\$ 2,679,000	\$ 2,497,632	\$ 181,368	1100	3000	3	1	0.67	20.00	8.00	0.00	0.00	4.76	1.00	3.00	1.00	1.00	26	38.43																						
																										26	37	44	41	44	30.5	43.5	44	44.5	41	30.5	43.5	44	44.5	41	44	41	44.5	44	44.5	41	44	41	44.5	44	44.5	
																										38.43	40.43	43.43	43.50	43.43	43.60	43.50	44	44.02	43.60	43.60	43.50	43.50	44	44.02	43.60	43.50	44	44.02	43.60	43.50	44	44.02	43.60	43.50	44	44.02

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Project Number	Amount Recommended	Sort	UDOT Region	County	City	Agency	Funding Type	Name of Project	From	To	Description	2025 Estimated Project Cost	Federal Funds Requested	Local Funds	Average Daily Traffic Daily Transit Ridership	Proj ADT	Proj Sub	Sponsor Priority	Access to Opportunity (ATO)	Facility Condition/Management Practices	Benefit Cost	Operation, TSM/TDM, & ITS Improvements	Delay Reduction	Growth Principles/Economic Improvements	Traffic Values	Safety	Existing Volume/Capacity	Total	Weighted Total		
19		S_STP_27	2	Salt Lake	Salt Lake City	Utah Transit Authority	STP	Salt Lake Central Parking Garage	669 West 200 South		The current leased Park and Ride lot that UTA uses for the Salt Lake Central Station is being sold. Park-and-Ride stalls for transit customers will be needed for reverse commute peak times. The need is estimated at 450 stalls for all uses in the development. Transit related uses will need at least 100 of those stalls.	\$ 9,000,000	\$ 2,000,000	\$ 7,000,000	3100	7100	6	4	9.00	1.00	12.00	1.33	0.00	9.00	2.00	2.50	1.00	37	37.83		
20		S_STP_33	2	Salt Lake	West Valley City	West Valley City	STP	Widening (Bike lanes, sidewalk)	3300 S.	3900 S.	The project widens shoulders and adds buffered bike lanes on a corridor identified as a bike connection between Utah and Davis Counties, and improves pedestrian safety with the addition of sidewalks.	\$ 4,610,000	\$ 4,297,903	\$ 312,097	6000	7000	4	3	6.00	4.50	6.00	4.00	0.00	10.00	1.00	5.00	1.00	37.5	37.50		
21		S_STP_18	2	Salt Lake	Magna and West Valley City	Salt Lake County	STP	7200 West Widening and Reconstruction	3500 South	4100 South	This project is necessary to meet current needs and to accommodate future growth in the southwest portion of Magna. This project will improve safety at the intersection of 4100 S. and the Railroad Crossing, and will complete curb, gutter, and sidewalk through this corridor. The user experience will be enhanced through pavement improvements.	\$ 10,577,700	\$ 9,861,690	\$ 716,110	4500	10000	3	3	2.00	10.00	8.00	1.33	0.00	4.76	3.00	7.00	1.00	34	37.10		
22		S_STP_30	2	Salt Lake	West Jordan	West Jordan	STP	Old Bingham Hwy from MVC to U-111	Mountain View Corridor	U-111	This project will improve a severely deficient East-West arterial for future build-out. Industrial and residential growth on the West Bench will continue to increase traffic load on Old Bingham Hwy. This project will improve the ROW to a more appropriate width to meet the expected demand.	\$ 19,422,300	\$ 5,000,000	\$ 363,081	13000	21000	3	2	1.00	1.00	12.00	0.00	12.00	0.00	10.00	3.00	9.00	1.00	37	37.00	
23		S_STP_12	2	Salt Lake	Salt Lake City	Salt Lake City	STP	1300 East Reconstruction	South Temple	500 South	This project encompasses pavement improvements for this deteriorated street, including removal and replacement of the pavement, curb and gutter, and transit safety improvements. This project will incorporate Complete Streets concepts to make pedestrian, bicycle, & transit safety improvements.	\$ 15,998,900	\$ 14,915,774	\$ 1,083,126	12440	22000	5	5	6.67	5.00	8.00	3.33	0.00	4.76	3.00	5.00	0.00	5.00	0.00	40	35.76
24	\$ 1,801,204	S_STP_9	2	Salt Lake	Millcreek	Millcreek	STP	3800 South Skyline HS	3800 South Virginia Way	3800 South Birch Dr	3800 South / Virginia Way fails during the AM Peak hour due to heavy high school traffic. Because of the close proximity to I-215, the traffic causes EB congestion at I-215 NB / 3800 South on-ramp. This project proposes converting Birch Drive/3800 South to a three quarter access (restricting NB Left-turns) and add a roundabout at Virginia Way/3800 South. This solution also addresses the increased volume of traffic projected by the New Skyline HS Rebuild scheduled to open in 2022.	\$ 2,082,000	\$ 1,801,204	\$ 280,796	2220	2250	3	1	2.67	3.50	6.00	8.00	0.00	8.57	0.00	8.00	0.00	5.00	0.00	33.5	33.74
25		S_STP_23	2	Salt Lake	Magna and West Valley	UDOT Region 2	STP	SR-171 (3500 S) Sidewalk Improvements	5600 W.	8400 W.	To improve the sidewalk and pedestrian facilities on SR-171 (3500 S) between 6000 W. and 8400 W. The overall scope for this project would be to construct missing sections of sidewalk and either add or reconstruct pedestrian ADA ramps.	\$ 2,054,100	\$ 500,000	\$ 0	18000	24000	3	2	4.00	3.50	15.00	0.00	15.00	0.00	4.00	3.00	3.00	1.00	33.5	33.50	
26		S_STP_13	2	Salt Lake	Salt Lake City	Salt Lake City	STP	Parleys Way Reconstruction	2300 East	Wilshire Drive	This project encompasses pavement improvements for this deteriorated street, including removal and replacement of the pavement, curb and gutter, and pedestrian improvements. This project will incorporate Complete Streets concepts to make pedestrian, bicycle, & transit safety improvements.	\$ 9,501,100	\$ 8,771,172	\$ 729,928	12000	13000	5	3	5.33	5.00	8.00	3.33	0.00	4.76	0.00	4.00	1.00	5.00	1.00	37	33.43
27		S_STP_7	2	Salt Lake	Kearns	Kearns	STP	Cougar Lane Widening	Niagara Way	Kearns High Drive	The project would extend the second southbound lane on Cougar Lane from Niagara Way to Kearns High Drive. Cougar Lane would be widened through this section to accommodate a second travel lane and maintain the existing bike lane.	\$ 3,508,300	\$ 3,270,788	\$ 237,512	14000	18000	2	2	4.00	3.00	12.00	0.00	12.00	0.00	3.81	2.00	7.00	1.00	35	32.81	
28		S_STP_26	2	Various	Utah Transit Authority	Utah Transit Authority	STP	UTA Bus Stop Improvement Program	Salt Lake City- West Valley MSA	Salt Lake City- West Valley MSA	UTA has a Master Wayfinding and Bus Stop Improvement Plan in order to make the bus stop system more recognizable and to improve many of the UTA stops which are still out of ADA compliance. This grant will help facilitate the implementation of the plan to provide upgrades to more bus stops.	\$ 650,000	\$ 605,995	\$ 44,005	984	1107	6	2	15.00	1.00	8.00	0.00	8.00	0.00	4.00	0.00	2.50	1.00	32	31.50	

Projects Submitted for Consideration for the 2021-2026 Surface Transportation Program (STP)

Project Number	Amount Recommended	Sort	UDOT Region	County	City	Agency	Funding Type	Name of Project	From	To	Project Improvement	Type of Project	Func Class	Project Length	Description	2025 Estimated Project Cost	Federal Funds Requested	Local Funds	Average Daily Traffic Transit Ridership	Proj ADT	Proj Sub	Sponsor Priority	Access to Opportunity (ATO)	Facility Condition/Management Practices	Benefit Cost	Operation, TSM/TDM, & ITS Improvements	Delay Reduction	Growth Principles/Economic Improvements	Traffic Values	Safety	Existing Volume/Capacity	Total	Weighted Total									
29		S_STP_22	2	Salt Lake	South Jordan	UDOT Region 2	STP	Beckstead Canal Trail Extension	10700 South	SR-171 (10600 South)	Bicycle	Active Transportation	NA	0.1	Construct new shared use path to connect the existing Beckstead Canal Trail to 10600 S.	\$ 239,100	\$ 222,913	\$ 16,187	4000	5000	3	3	7.00	1.00	15.00	0.00	0.00	3.00	1.00	3.00	1.00	31	31.00									
30		S_STP_5	2	Salt Lake	Herriman	Herriman City	STP	7300 W Extension	Herriman Highway	Herriman City Boundary (Approx. 13050 S)	New Construction	Capacity	Collector	0.45	This project is to construct an extension of 7300 W from Herriman Highway to the Herriman City boundary (Approx. 13050 S). It will be a Major Collector with 80' ROW. This project will include several structures. ROW has already been acquired by the City.	\$ 11,830,000	\$ 10,330,000	\$ 1,500,000	100	12000	2	1	1.00	0.50	6.00	1.00	0.00	12.00	4.00	5.00	0.00	0.00	29.5	29.50								
31		S_STP_16	2	Salt Lake	Emigration Metro	Salt Lake County	STP	Emigration Canyon Road Safety Improvements	6265 Emigration Canyon Road	9895 Emigration Canyon Road	Other STP	Active Transportation	Collector	0.947	This project will address a number of safety concerns that have been identified in the Emigration Canyon Corridor Study by widening selected sections of Emigration Canyon Road that are currently suffering from geometric deficiencies and traffic issues that affect both vehicular and bicyclists.	\$ 2,578,000	\$ 2,403,469	\$ 174,531	3400	4000	3	1	5.00	4.00	6.00	2.00	0.00	9.00	0.00	3.00	0.00	0.00	29	29.00								
32		S_STP_19	2	Salt Lake	Sandy	Sandy City	STP	Automall Drive Roundabout	11000 South	State Street	Reconstruction	Operations	Collector	0.395	Automall has become increasingly congested and drivers find it difficult to make lefts in the 11100 S intersection. Increased capacity and efficiency are priority's for Sandy's Engineering Division. Thus, JUB was hired to complete a corridor analysis to examine existing conditions and provide improvement recommendations.	\$ 4,648,200	\$ 4,325,592	\$ 314,108	1350	2400	2	1	2.67	2.50	3.00	4.00	0.00	9.52	1.00	5.00	1.00	1.00	1.00	28.69	28.69							
33		S_STP_6	2	Salt Lake	Kearns	Kearns	STP	Westsam's Boulevard	4715 South	5415 South	Reconstruction	Operations	Collector	1.2	This project would add traffic calming elements to this street to slow traffic down by adding raised crosswalks and striping to narrow travel lanes. The narrow the travel lanes allows the addition of bike lanes for the length of the project, on street parking will remain.	\$ 548,300	\$ 511,180	\$ 37,120	5300	10000	2	1	3.33	1.50	15.00	0.00	0.00	3.81	2.00	3.00	0.00	0.00	0.00	0.00	3.00	0.00	30.5	28.64				
34		S_STP_11	2	Salt Lake	Salt Lake City	Salt Lake City	STP	300 North Reconstruction	300 West	1000 West	Reconstruction	Reconstruct	Collector	1.05	This project encompasses pavement improvements for this deteriorated street, including removal and replacement of the pavement, curb and gutter, and pedestrian improvements. This project will incorporate Complete Streets concepts to make pedestrian, bicycle, & transit safety improvements.	\$ 10,792,000	\$ 9,969,084	\$ 822,916	2900	2900	5	2	6.67	7.50	0.00	3.33	0.00	4.76	0.00	5.00	0.00	5.00	0.00	0.00	0.00	0.00	31.5	27.26				
35		S_STP_14	2	Salt Lake	Emigration Metro	Salt Lake County	STP	Emigration Canyon Slope Mitigation - 4909 E	4858 E Emigration Canyon Road	4909 E Emigration Canyon Road	Other STP	Other	Collector	0.06	The purpose of the project is to provide safer access for pedestrians, bike users, and vehicle operators. Rocks and debris fall from the existing cliff face, which roll out into the road creating dangers for road users. The project provides slope stabilization to reduce these hazards on this frequently used bike network.	\$ 3,574,300	\$ 3,332,320	\$ 241,980	3400	4000	3	3	5.00	4.00	6.00	0.00	0.00	9.00	0.00	3.00	0.00	3.00	0.00	0.00	0.00	27	27.00					
36		S_STP_15	2	Salt Lake	Emigration Metro	Salt Lake County	STP	Emigration Canyon Slope Mitigation - 5647 E	5647 E Emigration Canyon Road	5695 E Emigration Canyon Road	Other STP	Other	Collector	0.06	The purpose of the project is to provide safer access for pedestrians, bike users, and vehicle operators. Rocks and debris fall from the existing cliff face, which roll out into the road creating dangers for road users. The project provides slope stabilization to reduce these hazards on this frequently used bike network.	\$ 3,067,800	\$ 2,860,110	\$ 207,690	3400	4000	3	2	5.00	4.00	6.00	0.00	0.00	9.00	0.00	3.00	0.00	3.00	0.00	0.00	0.00	0.00	27	27.00				
37		S_STP_4	2	Salt Lake	Herriman	Herriman City	STP	Herriman Parking Structure	n/a	n/a	Other CMAQ	Other	NA	0.001	This will be a public parking structure shared between office, hotel, and transit. It is anticipated that a park & ride will be instituted at this location.	\$ 7,400,000	\$ 5,200,000	\$ 2,200,000	110	300	2	2	1.00	1.00	0.00	0.00	0.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	0.00	6	6.00					
Amount Programmed									\$ 26,456,774		Available to Program		\$ 26,455,980		Total Project Cost										\$ 213,916,705		Amount Requested										\$ 146,710,612					

DATE: May 18, 2020
AGENDA ITEM: 5c
SUBJECT: **ACTION:** Approve STP, CMAQ, & TAP Projects for 2021-2026 TIP
PREPARED BY: Ben Wuthrich

BACKGROUND:

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

Due to the significant transportation improvement needs within the Wasatch Front area, each year many projects are submitted for evaluation and consideration for federal funding participation. This year there were 96 projects totaling approximately \$391 million submitted to the three federal programs. With \$51 million available to program, the Trans Com Technical Advisory Committees identified 35 projects that would provide great benefits from the federal funding available. This means that about 13% of the identified needs will be able to be addressed with these three programs in this programming cycle.

The **Surface Transportation Program (STP)** provides funding that may be used for projects on any Federal-aid eligible highways, bridge projects on any public road, transit capital projects, and intra-city and intercity bus terminals and facilities. The annual apportionments for STP funds are projected to be approximately \$20,020,000 through the year 2026 in the Salt Lake/ West Valley Area and \$10,780,000 in the Ogden/ Layton Area. Due to project cost savings, programming efficiencies, and federal funding allocations, there is an estimated \$26,455,980 available for the year 2026 in the Salt Lake/ West Valley Area to program, and \$15,487,800 available in the Ogden/ Layton Area.

The **Congestion Mitigation Air Quality (CMAQ)** funds are intended to fund transportation projects that improve air quality, except they are not eligible for through travel lanes. The annual apportionments for CMAQ funds are projected to be approximately \$5,600,000 through the year 2026 in the Salt Lake/ West Valley Urban Area, with \$5,000,000 available to program in the year 2026, and about \$3,034,000 in annual apportionments anticipated in the Ogden/ Layton Area with \$2,900,000 available to program in the year 2026.

The **Transportation Alternatives Program (TAP)** funds are for construction and planning of bicycle and pedestrian facilities. The annual apportionments for TAP funds through the year 2022 in the Salt Lake/ West Valley Area are projected to be approximately \$900,000 with \$827,561 available to program in the year 2022. About \$500,000 in annual apportionments for the Ogden/ Layton Area are expected through the year 2022 with \$830,160 available to program in the year 2022.

At their meeting on April 16, Trans Com reviewed the results of the evaluation process and the project recommendations from the Salt Lake/ West Valley and the Ogden/ Layton Technical Advisory Committees (TAC), as well as input from the Councils of Governments (COGs).

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

CONTACT PERSON:

Ben Wuthrich (801) 363-4230 ext. 1121

RECOMMENDATIONS:

Trans Com recommends that the Regional Council make a motion “to approve the highlighted STP, CMAQ, and TAP projects be added to the draft FY 2021-2026 STP and CMAQ Programs, and the draft FY 2022 TAP Program.”

EXHIBITS:

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

Projects Submitted for Consideration for the 2021-2026 Congestion Mitigation/ Air Quality (CMAQ) Program

Recommended Funding	AQ Rank	Project Name	Sponsor	Project Type	Short Description	Project Life	Annualized Emissions: (kg)/\$1,000	Reduced Daily VHT	Reduced Daily Emissions	Total Project Cost	Requested CMAQ \$
Ogden-Layton Area											
\$1,147,382	1	Bus Rapid Transit Service Subsidy	UTA/Ogden	Bus Service Subsidy	Operating cost subsidy for 3 years for the Ogden/WSU BRT.	3	19.54	114.3	22.0	\$ 1,230,700	\$ 1,147,382
\$1,398,450	2	On Route Electric Bus Charging Infrastructure	UTA - E-bus Chargers-WE	E-bus Chargers	Add electric charging station for 10 electric buses.	12	11.10	0.0	3.8	\$ 1,500,000	\$ 1,398,450
\$405,737	3	Ogden City Corporation - Bicycle	Ogden City	Bicycle Share Program	Expand the Bike Share Program by adding 24 bikes and 4 kiosks	10	3.69	0.9	0.4	\$ 435,200	\$ 405,737
\$0	4	Midland Drive & 1900 West (SR-126) Intersection	UDOT-Region One	Intersection	Add dual left turns East-bound Midland Dr.	20	3.50	94.8	1.7	\$ 3,564,000	\$ 3,322,717
\$ 2,951,569		Amount Programmed	Amount Available to Program	\$ 2,900,000	Total Project Cost	\$ 6,729,900		Amount Requested	\$6,274,286		

Projects Submitted for Consideration for the 2021-2026 Congestion Mitigation/ Air Quality (CMAQ) Program

Recommende d Funding	AQ Rank	Project Name	Sponsor	Project Type	Short Description	Project Life	Annualized Emissions: (kg)/\$1,000	Reduced Daily VHT	Reduced Daily Emissions	Total Project Cost	Requested CMAQ \$
Salt Lake Area											
\$1,984,867	1	450 West & 9000 South/ Parkland Dr Inntersection	Sandy City	Intersection Improvements	Thru-U turn at 450 West and 9000 South.	20	16.00	265.8	4.8	\$ 2,185,000	\$ 1,984,867
\$2,500,000	2	On Route Electric Bus Charging Inmrastructure	UTA - E-bus Chargers-SL	E-bus Chargers	Add 2 electric charging station for 20 electric buses.	12	14.16	0.0	9.7	\$ 3,000,000	\$ 2,796,900
\$0	3	Salt Lake Westside Multimodal Hub	SLC/UTA	Transit Capital	North Temple transit hub construction. NOTE: \$1.4M CMAQ was approved last year for this project.	20	10.09	35.2	5.4	\$ 3,936,600	\$ 3,670,092
\$0	4	7800 South & 6400 West	West Jordan	Intersection Improvements	Replace 2-way stop with a round-a-bout at 7800 S/ 6400 W.	20	5.43	59.0	1.1	\$ 1,428,600	\$ 1,331,884
\$0	5	Beckstead Canal Trail Extension	UDOT Region Two	Bike/ Ped Trail	Construct one block of bicycle path on UDOT property along Beckstead Canal.	20	3.33	0.2	0.1	\$ 239,100	\$ 222,913

Projects Submitted for Consideration for the 2021-2026 Congestion Mitigation/ Air Quality (CMAQ) Program

Recommended Funding	AQ Rank	Project Name	Sponsor	Project Type	Short Description	Project Life	Annualized Emissions: (kg)/\$1,000	Reduced Daily VHT	Reduced Daily Emissions	Total Project Cost	Requested CMAQ \$
\$0	6	Bengal Blvd & Highland Dr. Intersection	Cottonwood Heights	Intersection Improvements	Add dual left turns at West-bound Bengal Blvd./ Highland Drive.	20	2.30	29.0	0.5	\$ 1,657,000	\$ 1,544,821
\$500,000	7	3500 South (SR-171) Sidewalk Improvements	UDOT Region Two	Pedestrian Facilities	Complete sections of missing sidewalk along 3500 South from 6000 W to 8400 W.	20	1.35	1.4	0.4	\$ 2,054,100	\$ 500,000
\$0	8	Day Ranch Jordan River Parkway Trail Connection	Bluffdale	Bike/Pedestrian Facility	Pedestrian bridge from Bonneville Trail to Jordan River Trail.	20	1.24	4.0	1.1	\$ 6,341,700	\$ 4,528,834
\$ 4,984,867		Amount Programmed	Amount Available to Program	\$ 5,000,000	Total Project Cost	\$ 20,842,100		Amount Requested	\$16,580,311		

Projects Submitted for Consideration for the 2022 Transportation Alternatives Program (TAP)

Project Number	Amount Recommended	Sort	Region	County	City	Agency	Project Name	From Street	To Street	Project Improvement	Project Objective	Length	Description	Tot Cost	Fed Fund	Sponsor Priority	Regional Priority	Fills Gap	Provides Access	Wasatch Choices	Add Safety	Sponsors Match	Innovative	Com Support	Diverse Users	Cost Per User	Cost per Mile	Capital Score	Regional Goals	Financial Feasibility	Safety/ Connections	Com w/ Public	Plan Guide	Sponsors Match	Plan Total Score	Prox to Schools	Fills Gap	Provides Access	Other than Sch Number of Study that Could Bike or Walk Child In or of Stud Use	Provide Add Safety	Spon Match	Deg of Safe Need	Walk/ Bike Promo	Cost Per User	Cost per Mile	SR2S Score	Project Score	
Ogden / Layton Urbanized Area																																																
1		O_TAP_5	1	Weber	Farr West	Farr West City	Willard Canal Corridor Trail System (gates)	1400 N Willard Canal	4000 N Willard Canal	Capital Improvement	On-road or Off-road Trail Facilities	4.2	The purpose of applying for these funds is to assist in the development of an important corridor, the Willard Canal Corridor Trail System; it is also identified in the WFRC Wasatch Choice Regional Transportation Plan as Golden Spoke Extension Central (Project ID: A-W-94). It is proposed as a shared use path that would use a natural pathway along the shores of the Willard Canal for approximately 4.2 miles (for this section). We want to build access points in 8 locations by replacing locked gates with Bike/Ped friendly openings along with new lockable gates for maintenance vehicles.	\$ 40,000	\$ 30,000	1	15	10	1	5	4	5	5	5	5	8	5	68	15	15	0	20	0	5	55	10	10	5	10	10	3	6	0	3	1	5	63	68
2	\$ 480,000	O_TAP_8	1	Weber	Riverdale City	Riverdale City	1050 West & I-84 Sidewalk, Curb and overpass Reconfig	1050 West Street	Intersect with Interstate 84 overpass structure	Safe Routes to School	Safe Route To School	0.1	Construct new curb/gutter with sidewalk under the I-84 overpass structure. Project would require modification of overpass structure retaining slope to provide space for new sidewalk installation.	\$ 507,525	\$ 480,000	1	5	10	8	0	8	1	5	0	5	10	1	53	5	0	12	0	10	1	28	10	10	5	10	3	7	1	10	3	1	1	61	61
3	\$ 395,250	O_TAP_3	1	Davis	Layton	Layton City Parks & Recreation Department	East & West Trail Connections for Kay's Creek Trail Highway 89 Underpass	slightly north of 2700 North, along Hobbs's Creek Drive (between UDOT Highway Markers 403 and 404)	slightly north of 2700 North, along Valley View Drive (between UDOT Highway Markers 403 and 404)	Capital Improvement	On-road or Off-road Trail Facilities	0.037	Kay's Creek Trail is a regional connecting, 10' wide asphalt trail which purpose is to serve as a commuter route, recreational trail and safe-routes-to-school. The proposed east & west trail connections to the underpass is an important part of infrastructure needed to provide a safe, grade-separated crossing across Highway 89.	\$ 790,500	\$ 395,250	1	10	10	1	0	8	10	5	5	5	4	1	59	10	8	12	20	0	10	60	5	10	3	0	0	6	12	15	10	1	1	63	59
4		O_TAP_9	1	Weber	Roy City	Roy City Corporation	4800 South Widening and Pedestrian Access	Midland Drive	Layton Canal	Safe Routes to School	Infrastructure-related Projects	0.15	The existing canal crossing was constructed when the areas surrounding 4800 South were used for agricultural purposes. The development of this area requires a wider canal crossing. The widening of 4800 South near the Layton Canal crossing will allow the construction of a sidewalk and bike lanes over the canal.	\$ 426,100	\$ 397,253	1	10	10	8	0	10	1	5	2	5	10	1	62	10	8	12	10	0	1	41	10	10	5	0	10	8	1	10	3	1	1	59	59
5		O_TAP_1	1	Davis	Centerville	Centerville City	1250 West - Parrish Ln to 1275 North Multi-Use Trail	Parrish Lane (SR 105)	1275 North	Capital Improvement	On-road or Off-road Trail Facilities	0.8	This trail is needed to complete the connection from the recently constructed pedestrian bridge over I-15 and walkway along Parrish Lane with the walkway over the Legacy Bridge and over to the Legacy Trail system. The timing for this project is very good and there is much synergy at this time for this project as a development has recently been approved for the NW corner of 1250 West and Parrish Lane. The developer will be required to construct the multi-use trail along his frontage on 1250 West in the next year or two. This project will complete the City's trail system through their business / commercial area.	\$ 466,200	\$ 378,700	1	5	10	4	0	8	3	5	5	3	8	3	54	5	15	12	20	10	3	65	3	10	3	0	0	7	3	10	10	1	3	50	54
6		O_TAP_4	1	Davis	North Salt Lake	City of North Salt Lake	Orchard Drive Sidewalk (west side)	3800 South	Eaglewood Drive	Capital Improvement	On-road or Off-road Trail Facilities	0.1	Currently, there are pedestrian facilities for the entire length of Orchard Drive in North Salt Lake with the exception of the proposed project area, which contains a bus stop and is nearby a local elementary school. Sidewalk is needed to provide pedestrian access to those facilities.	\$ 55,900	\$ 37,900	4	5	10	1	0	6	5	5	2	5	10	3	52	5	15	0	10	0	5	35	10	10	5	0	0	2	9	15	3	4	3	61	52
7		O_TAP_10	1	Weber	Roy City	Roy City Corporation	Midland Drive Widening and Pedestrian Access	4850 South	Layton Canal	Safe Routes to School	Infrastructure-related Projects	0.15	The existing canal crossing was constructed when the areas surrounding Midland Drive were predominately used for agricultural purposes. The widening of Midland Drive near the Layton Canal crossing will allow the construction of a sidewalk and bike lanes over the canal, which will improve pedestrian safety along Midland Drive.	\$ 335,100	\$ 312,414	1	10	10	8	0	8	1	5	2	5	10	1	60	10	8	12	10	0	1	41	10	10	5	0	10	6	1	0	3	1	1	47	47

Projects Submitted for Consideration for the 2022 Transportation Alternatives Program (TAP)

Project Number	Amount Recommended	Sort	Region	County	City	Agency	Project Name	From Street	To Street	Project Improvement	Project Objective	Length	Description	Tot Cost	Fed Fund	Sponsor Priority	Regional Priority	Fills Gap	Provides Access	Wasatch Choices	Add Safety	Sponsors Match	Innovative	Com Support	Diverse Users	Cost Per User	Cost per Mile	Capital Score	Regional Goals	Financial Feasibility	Safety/ Connections	Com w/ Public	Plan Guide	Sponsors Match	Plan Total Score	Prox to Schools	Fills Gap	Provides Access	Other than Sch Num of Stud that Could Bike or Walk	Provide Add Safety	Spon Match	Deg of Safe Need	Walk/ Bike Promo	Cost Per User	Cost per Mile	SR2S Score	Project Score	
8		O_TAP_2	1	Davis	Kaysville City	Kaysville City	Flint Street and Webb Lane Trailhead	Flint Street at Webb Lane	Flint Street at Old Mill Lane	Capital Improvement	On-road or Off-road Trail Facilities	0.23	A parking lot and right of way improvements to create a trailhead at the D&RGW rail trail in Kaysville City.	\$ 209,500	\$ 195,317	2	5	10	1	0	8	1	5	0	5	10	2	47	5	0	12	0	0	1	18	10	10	5	0	0	7	1	10	3	1	2	49	47
		O_TAP_6	1	Weber	Ogden	Ogden City Corporation	Ogden City Bike Share Phase II	CBD Area (Various)	CBD Area (Various)	Capital Improvement	Infrastructure-related Projects	0.5	After investigating SLC "Greenbike" and completion of the Ogden Bicycle Master Plan, Ogden is prepared for a bikeshare program. Ogden bikeshare would be an option to resolve the "first/last" mile transit challenge while supporting economic activity in the CBD area of the City. A bikeshare program will also promote physical activity while offering a zero-emission transportation option to visitors and residents.	\$ 435,200	\$ 405,737	2	5	10	8	0	2	1	5	2	3	2	2	40	5	15	0	10	10	1	41	10	10	5	5	3	5	1	10	3	1	2	55	40
10		O_TAP_7	1	weber	Riverdale	Riverdale and South Weber City(s)	SR-60 Parallel Trail	475 East in South Weber City	1050 West in Riverdale City	Planning/ Study	On-road or Off-road Trail Facilities	4	Planning study/Feasibility Study of parrallel trail system to SR-60 South Weber Drive	\$ 75,000	\$ 69,923	2	5	10	1	0	4	1	5	2	5	10	5	48	5	8	0	10	0	1	24	0	10	0	0	0	3	1	15	3	1	5	38	24
Amount Recommended		\$ 875,250		Amount Available		\$ 830,160		Total Project Cost		\$ 3,341,025		Amount Requested		\$ 2,702,494																																		

Projects Submitted for Consideration for the 2022 Transportation Alternatives Program (TAP)

Project Number	Amount Recommended	Sort	Region	County	City	Agency	Project Name	From Street	To Street	Project Improvement	Project Objective	Length	Description	Tot Cost	Fed Fund	Sponsor Priority	Regional Priority	Fills Gap	Provides Access	Wasatch Choices	Add Safety	Sponsors Match	Innovative	Com Support	Diverse Users	Cost Per User	Cost per Mile	Capital Score	Regional Goals	Financial Feasibility	Safety/ Connections	Com w/ Public	Plan Guide	Sponsors Match	Plan Total Score	Prox to Schools	Fills Gap	Provides Access	Other than School or Street that Could Bike or Walk	Provide Add Safety	Spon Match	Deg of Safe Need	Walk/ Bike Promo	Cost Per User	Cost per Mile	SR2S Score	Project Score	
Salt Lake / West Valley Urbanized Area																																																
1		S_TAP_6	2	Salt Lake	South Jordan	City of South Jordan	1300 West Traffic Signal	1300 West	White Peach Drive (11170 South)	Safe Routes to School	Safe Route To School	0.1	The purpose of the project is to increase the safety of the uncontrolled, mid-block school crossing on a major collector road (1300 W). Currently, all the vehicular traffic accessing South Jordan Elementary goes through a single T-intersection located at 1300 W and White Peach Dr (11170 S). The intersection is controlled by a single stop sign on White Peach Drive. This configuration creates conflicting movements between the vehicles and pedestrians and is a major safety concern for the School District, City and Community. The City has counted 118 kids using this crosswalk and the time they use the crosswalk coincides with the pick/up-drop/off at the school - making this a dangerous intersection.	\$ 460,800	\$ 429,604	1	5	0	1	0	10	1	5	5	5	6	1	39	5	15	25	20	10	1	76	10	10	3	10	10	5	1	15	10	1	1	76	76
2	\$ 204,706	S_TAP_3	2	Salt Lake	Magna Metro Township	Salt Lake County Eng.	2820 South Sidewalk	7563 West	7440 West	Safe Routes to School	Safe Route To School	0.1	Construct sidewalk, curb, and gutter on the North side of 2820 South Street from existing sidewalk at 7440 W to 7563 W. Sidewalk will improve safety of access for students walking to Lake Ridge Elementary and Entheos Academy charter school and to the proposed Riter Canal Trail.	\$ 224,900	\$ 209,674	2	5	10	4	0	6	1	5	5	5	8	1	50	5	15	0	20	0	1	41	10	10	5	10	5	5	1	10	10	1	1	68	68
3	\$ 300,000	S_TAP_5	2	Salt Lake	Salt Lake City	Salt Lake City Transportation	Kensington East-West Neighborhood Byway	West Temple	600 East (existing Neighborhood Byway)	Capital Improvement	Infrastructure-related Projects	1.1	This project will enhance bike /ped use of and connectivity on low volume local streets as a through route, improving crossings at larger streets. The all ages & abilities route is in SLC's ATIP and SLC's Ped Bike Master Plan. An east-west route is needed as parallel arterial routes are not comfortable walking or biking.	\$ 538,600	\$ 502,137	4	5	10	12	0	6	1	5	5	5	8	3	60	5	8	12	20	0	1	46	5	10	3	10	3	5	1	0	10	1	3	51	60
4		S_TAP_9	2	Salt Lake	West Valley City	West Valley City	3100 South Bike Lanes	7200 West	5600 West	Capital Improvement	Infrastructure-related Projects	2	This project repurposes existing shoulder as a buffered bike lane, addition to sidewalk widening in areas with no shoulder.	\$ 1,533,100	\$ 1,429,309	4	15	10	8	5	8	1	5	0	3	2	2	59	15	0	12	0	10	1	38	10	10	5	0	0	4	1	15	3	1	2	51	59
5	\$ 322,855	S_TAP_7	2	Salt Lake	Unincorporated - Salt Lake	Salt Lake County	8425 South Sidewalk	1300 East	1475 East	Safe Routes to School	Safe Route To School	0.2	Construct sidewalk, curb, and gutter on the north side of 8425 South from 1300 East to 1475 East. Sidewalk will improve safe walking area for students going to and from the school.	\$ 396,200	\$ 322,855	1	5	10	4	0	6	3	5	5	5	10	1	54	5	15	0	20	10	3	53	10	10	5	3	5	5	3	0	10	1	1	53	53
6		S_TAP_4	2	Salt Lake	Millcreek	Millcreek	1300 East: 4240 South to 4400 South Sidewalk	4240 South	4400 South	Capital Improvement	Other TAP Project	0.2	This project completes missing sidewalk, curb and gutter on the East side of 1300 East near Big Cottonwood Regional Park and Softball Complex. This sidewalk allows for pedestrian access to the largest park in the Millcreek/Holladay area. Park users frequently park on the East side of 1300 East when parkinglot is full. The is no pedestrian sidewalk to traverse along this side. Although sidewalk is not on any current SNAP plans, the park is frequented by numerous school age children throughout the year. Examples being field trips, cross country training or meets for the local area high schools, etc.	\$ 431,200	\$ 402,008	3	5	10	4	0	6	1	5	5	5	10	1	52	5	15	0	20	10	1	51	0	10	5	0	0	5	1	0	10	1	1	33	52
7		S_TAP_2	2	Salt Lake	Cottonwood Heights	Cottonwood Heights	Creek Road Sidewalk Project	2680 East Creek Road	2780 East Creek Road	Capital Improvement	Infrastructure-related Projects	0.1	Project will install sidewalk on north side of Creek Road along a steep hill. Project will widen the existing roadway on Creek Road to install continuous Type II Bike Lanes on both sides of the road.	\$ 291,400	\$ 271,672	2	5	10	1	0	6	1	5	5	5	10	1	49	5	15	0	20	0	1	41	10	10	3	0	0	5	1	15	10	1	1	56	49

DATE: May 26, 2020
AGENDA ITEM: 6
SUBJECT: **ACTION:** Recommend for approval: 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 agency goals and prepared a 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, the Regional Council reviewed these three items on March 26, 2020, and recommended to make them available for review by the public and by the County Councils of Governments (COGs). There have been no comments received from members of the COGs, nor the public, on any of the items. The WFRC Budget Committee and staff recommend that the Regional Council approve the goals and adopt the final budget and UPWP for fiscal year 2021. The goals, budget and UPWP presented here for approval are the same as the draft previously provided and reviewed by the Council in March.

COVID-19:

The COVID19 pandemic and associated economic downturn create uncertainties in budgeting, for WFRC and all its member entities. The largest uncertainty for WFRC is tied to its largest source of revenues – the federal government, through the USDOT. As of the writing of this memo, there have not been any direct impacts to the federal funding that comes to WFRC. However, the current federal funding and policy authorization legislation, the FAST Act, expires on September 30, 2020. The preexisting uncertainty around Congress’ ability to timely reauthorize federal transportation legislation has been exacerbated by the COVID19 pandemic. Will federal funding for transportation, and for metropolitan planning organizations such as WFRC, be reduced? Will it be increased as economic stimulus? It is too early to know. The uncertainties warrant a cautious approach to WFRC’s budget and expenditures.

Therefore, while the proposed budget for FY21 has not been modified from the budget that was considered in March, WFRC has instituted and will continue to institute cost-saving measures. In other words, while the budget acts as a legal limit on the level of expenditure, it does not *require* expenditures at the level in the budget, and WFRC is taking steps to hold expenditures flat or bring them down given the current circumstances. This includes: delaying or cancelling new consultant or other contracts and utilizing WFRC staff to the greatest extent possible to complete essential work; freezing any new hires; potentially delaying or cancelling cola or merit increases; limiting travel and training costs; and generally reducing or deferring expenditures. WFRC’s budgetary focus is to continue to provide excellent service to our communities and region, and maintain stability for our existing staff.

The budget situation will continue to be closely monitored and discussed with the WFRC Budget Committee.

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) 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's 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 increase supports the ongoing financial stability of the Council.

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

EXHIBITS:

FY21 WFRC Goals
Budget for FY21 and footnotes
FY21 UPWP Summary

RECOMMENDATION AND MOTION:

The WFRC Budget Committee recommends and moves that the Council adopt WFRC's 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.

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Wasatch Choice 2050 Regional Goals

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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

Wasatch Front Regional Council FY 2021 Budget

Source of Funds

	FY 2019 Actual	FY 2020 Estimated	FY 2021 Proposed		
Federal Sources:					
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%	
Total Federal Sources	4,233,502	6,643,976	5,944,345	-11%	
State Sources:					
Utah GOMB (CPG match)	140,000	140,000	140,000	0%	
Community Impact Board	2,000	2,000	2,000	0%	
UDOT - TLC	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
Total State Sources	376,704	836,914	550,372	-34%	
Local Sources:					
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
Total Local Sources	1,039,361	2,097,981	1,950,405	-7%	
TOTAL SOURCES	5,649,566	9,578,871	8,445,123	-12%	

Wasatch Front Regional Council FY 2021 Budget

Expenditure by Function

Expenditure	FY 2019	FY 2020	FY 2021		
	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
TOTAL	5,649,566	9,578,871	8,445,123	-12%	

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
TOTAL EXPENDITURES	5,649,566	9,578,871	8,445,123	-12%	

Wasatch Front Regional Council FY 2021 Budget

Local Contributions

County	FY 2019	FY 2020	FY 2021		
	Actual	Estimated	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
TOTAL	304,965	314,174	320,772	2.1%	10

Wasatch Front Regional Council FY 2021 Budget

General Fund

	FY 2019 Actual	FY 2020 Estimated	FY 2021 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	24,657	1,521	1,600		
Expenditures					
Administration	1,483	1,521	1,600	5%	27
Capital outlay	290,000	0	0	0%	27
Total expenditures	291,483	1,521	1,600		
Excess of revenue over expenditures (usage of fund balance)	-266,826	0	0		
Other sources					
Transfers in	0	0	0		
Transfers out	71,415		0		27
Net change in fund balance	-338,241	0	0		

Special Projects Fund

	FY 2019 Actual	FY 2020 Estimated	FY 2021 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	5,673,273	9,578,871	8,445,123		
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	5,649,031	9,578,871	8,490,123		
Excess of revenue over expenditures (usage of fund balance)	24,242	0	-45,000	0%	
Other sources					
Transfers in	71,415	0	0	0%	
Transfers out	0	0	0	0%	
Net change in fund balance	95,657	0	-45,000		

Wasatch Front Regional Council FY 2021 Budget

Office Building Fund

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

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 were 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 -1st 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_{2.5} and Ozone SIP Development
- Transportation Control Measures as needed

G.2 SOCIOECONOMIC AND TRANSPORTATION DATA

OBJECTIVES:

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

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

To maintain various other databases that support the Regional Travel Demand Model, the regional Real Estate Market Model (REMM), and studies/plans prepared by WFRC and

others, including, but not limited to, existing and historical socioeconomic and transportation data.

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

To coordinate with 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)