



Jeff Silvestrini, Chair  
Mayor, Millcreek

Jeff Scott, Vice Chair  
Commissioner, Box Elder County

Mark Allen  
Mayor, Washington Terrace

Len Arave  
Mayor, North Salt Lake

Ron Bigelow  
Mayor, West Valley

Mike Caldwell  
Mayor, Ogden

Robert Dahle  
Mayor, Holladay

Jim Harvey  
Commissioner, Weber County

Scott Jenkins  
Commissioner, Weber County

Randy Lewis  
Mayor, Bountiful

Erin Mendenhall  
Mayor, Salt Lake City

Mike Newton  
Councilmember, Morgan County

Mark Shepherd  
Mayor, Clearfield

Bob Stevenson  
Commissioner, Davis County

Derk Timothy  
Mayor, Bluffdale

Troy Walker  
Mayor, Draper

Scott Wardle  
Councilmember, Tooele County

Jenny Wilson  
Mayor, Salt Lake County

Aimee Winder-Newton  
Councilmember, Salt Lake County

Senator Wayne Harper  
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 & Towns

Lorene Kamalu  
Utah Association of Counties

Ari Bruening  
Envision Utah

Laura Hanson  
State Planning Coordinator

Andrew Gruber  
Executive Director

## WASATCH FRONT REGIONAL COUNCIL

May 27, 2021

### AGENDA

A meeting of the WFRC Council will be held on **Thursday, May 27, 2021 at 2:00pm via Zoom.**

<https://us02web.zoom.us/j/88506620592?pwd=SmNOY3FxcE5MTDB1SEdXcHh1UnFsdz09>

Meeting ID: 885 0662 0592 Passcode: 725363 One tap mobile +12532158782,,88506620592#

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

1. **Consent Agenda (2:00)**
  - a. **ACTION:** Minutes of the WFRC meeting held March 25, 2021
  - b. **ACTION:** Financial statements for Feb, March, and April 2021 and current Budget/Expenditure Report
2. **Chair Report (2:05)**
  - a. State and Federal governmental affairs update
3. **Public Comment (2:25)**
4. **Budget Committee (2:30)**
  - a. **PUBLIC HEARING and ACTION:** Approve Fiscal Year 2022 WFRC Goals, Budget and Unified Planning Work Program (UPWP)
  - b. Fraud Risk Assessment FY21
5. **Transportation Committee (Trans Com) (2:40)**
  - a. Report on Board modifications to the 2021-2026 Transportation Improvement Program (TIP)
  - b. **ACTION:** Board modifications to the 2021-2026 TIP
  - c. **ACTION:** Approve Surface Transportation Program (STP), Congestion Mitigation/Air Quality (CMAQ), and Transportation Alternatives Program (TAP) projects for the 2022-2027 TIP
6. **Regional Growth Committee (RGC) (2:55)**
  - a. Wasatch Choice - the Regional Transportation Plan (RTP) key objectives
7. **Reports (3:15)**
  - a. Wasatch Front Economic Development District (WFEDD) update
  - b. Active Transportation Committee (ATC) update
  - c. Executive Director's update
8. **Other Business**

Next meeting: August 26, 2021
9. **Adjournment**

#### Upcoming events:

- Wasatch Front Economic Development District (WFEDD) meeting, June 2, 3pm
- Joint Policy Advisory Committee (JPAC) meeting, June 3, 11:30am
- Active Transportation Committee (ATC) meeting, June 9, 9:45am
- Transportation Coordinating (Trans Com) meeting, June 17, 2pm

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

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

Wasatch Front Regional Council is choosing to continue holding all public meetings electronically, without an anchor location, until it is deemed safe enough to hold public meetings in person.

Wasatch Front Regional Council es una organización de Oportunidad Igual. Se solicita la participación del público, sin importar la edad, el sexo, la discapacidad, la raza, color o nacionalidad. Personas que requieren servicios de traducción deben contactar al Administrador de Título VI de WFRC por teléfono a 801-363-4250 (personas con discapacidad auditiva pueden llamar a Spanish Relay Utah - 1-888-346-3162) o por correo electrónico [apearson@wfrc.org](mailto:apearson@wfrc.org), por lo menos 72 horas antes de la reunión.

Wasatch Front Regional Council ha elegido seguir manteniendo todas las juntas públicas electrónicamente, sin un lugar de anclaje, hasta que sea considerado lo suficientemente seguro para tener juntas públicas en persona.



**MINUTES**  
**Wasatch Front Regional Council**  
March 25, 2021

A meeting was held on Thursday, March 25, 2021, via Zoom connection, due to the safety restrictions put in place by the Utah Governor's Office, in response to continuing COVID-19 concerns. The following were present:

<b>WFRC COUNCIL MEMBERS - 2021</b>		
<b>BOX ELDER COUNTY</b>	<b>Yes/No</b>	<b>Alternates / Others in attendance:</b>
Member - Jeff Scott	yes	Governor Spencer Cox,
Alternate – Tyler Vincent	no	Sophia DiCaro, Michael Mower,
<b>DAVIS COUNTY MEMBERS</b>		Kendall Thomas,
Len Arave	yes	Dale Fowers,
Mark Shepherd	yes	Robert Hale, Nate Rockwood,
Randy Lewis	no	Karen Lang,
Bob Stevenson	yes	Kristie Overson,
<b>MORGAN COUNTY</b>		Gage Froerer,
Member - Mike Newton	yes	Joy Petro,
Alternate - Blaine Fackrell	yes	Shule Bishop,
<b>SALT LAKE COUNTY MEMBERS</b>		Nichol Bourdeaux,
Jenny Wilson	yes	Jeff Acerson,
Erin Mendenhall	no	Bret Millburn,
Troy Walker	yes	Shayne Scott,
Michael Jensen	yes	Dirk Burton,
Jeff Silvestrini	yes	Michelle Larsen,
Robert Dahle	yes	Clark Wilkinson,
Ron Bigelow	yes	Bob Dandoy,
Derk Timothy	yes	Nick Tarbet,
<b>TOOELE COUNTY</b>		Helen Peters,
Member - Scott Wardle	yes	Holin Wilbanks,
Alternate – Brent Marshall	no	Dina Blaes, Wayne Bradshaw,
<b>WEBER COUNTY MEMBERS</b>		Clint Smith, Tami Moody, Kris Nicholl,
Scott Jenkins	yes	Manjeet Ranu, Mary DeLoretto, Ben Huot,
Jim Harvey	yes	Jen Bruno, Ryan Beck, Victoria Ashby,
Mark Allen	yes	Jeannie Lambert, Justin Smart, Rob Jolley,
Mike Caldwell	yes	Ryan Leavitt, Steve Van Maren
<b>UDOT &amp; UTA</b>		WFRC:
Member - Carlos Braceras, UDOT	yes	Andrew Gruber,
Alternate - Teri Newell, UDOT	yes	Loveit Baumgardner, Wayne Bennion,
Member - Carlton Christensen, UTA Board of Trustees	yes	Megan Townsend, Ned Hacker,
Alternate - Beth Holbrook, UTA Board of Trustees	yes	Bert Granberg, Ben Wuthrich, Ted Knowlton,

<b>NON-VOTING MEMBERS</b>		Hugh Van Wagenen, Miranda Jones Cox,
Lorene Kamalu - Utah Association of Counties	yes	Nikki Navio, Christy Dahlberg, Jory Johner,
Dawn Ramsey - Utah League of Cities and Towns	yes	Kurt Mower, Matthew Silski, Lauren Victor,
Ari Bruening - Envision Utah	yes	Amber Gonzales, Nicole Mendelsohn,
<b>NON-VOTING MEMBERS, continued</b>		Josh Reynolds, Marcia White, Suzie Swim,
Wayne Harper - State Senate	yes	Andrea Pearson, Rosie Hernandez,
Mike Schultz - State House of Representatives	yes	Julie Bjornstad, Andy Li, Mikala Jordan
Evan Curtis – State Planning Coordinator	yes	

### **Welcome [00:00:15]**

At 2:02pm, Mayor Jeff Silvestrini, Chair, welcomed Wasatch Front Regional Council members and guests and introductions were made via roll call.

### **1. Consent Agenda [00:02:58]**

#### **1a. ACTION: Minutes and 1b. ACTION: Financial Statements**

Mayor Silvestrini called attention to the items on the Consent Agenda. Mayor Mike Caldwell made a motion to approve the minutes of the WFRC meeting held January 28, 2021, and to approve the Financial Statements and Check Registers for December 2020, and January 2021, as well as the current Budget/Expenditure Report. Mayor Mark Shepherd seconded the motion. The minutes and financial statement were approved and accepted unanimously.

### **2. Chairman's Report [00:03:38]**

#### **2a. Discussion with Utah Governor Spencer Cox**

Mayor Silvestrini noted the presence of Governor Cox, Sophia DiCaro, Executive Director of the Governor's Office of Planning and Budget (GOPB), and Mike Mower, the Governor's Senior Advisor. [00:05:00] Mayor Silvestrini turned the time to Mayor Dawn Ramsey, WFRC Regional Growth Committee Chair, and a member of Governor Cox' transition team for transportation, who introduced the Governor. [00:07:18] Governor Cox discussed the name change of his team, from the Governor's Office of Management and Budget to the Governor's Office of Planning and Budget. The Governor remarked on the shared vision for our region's growth and the great quality of life in Utah. [00:16:35] Sophia DiCaro shared her thoughts on the importance of planning collaboration with all governmental and transportation agencies statewide in order to continue our progress. [00:19:00] Governor Cox also remarked briefly on the American Rescue Plan funding that will be provided to Utah. The Governor stressed the need to "think big and think long-term" as we look toward the future of the state.

#### **2b. Legislative outcomes with Representative Mike Shultz and Senator Wayne Harper [00:25:15]**

Representative Shultz summarized HB433 and how it advances shared transportation principles.

- Investment in infrastructure: \$1.1 billion in Utah's infrastructure, coupled with the significant ongoing investment of State funds in Utah's transportation system.
- Support of multi-modal transportation choices: state roads, unprecedented investment of state funding in transit and active transportation.
- Utilizing the professional planning and prioritization process: projects and funding are from Utah's Unified Transportation Plan and the State Transportation Commission prioritization process.
- Remaining fiscally prudent - balancing current infrastructure investment needs with long-term fiscal stability: mix of one-time cash (general fund appropriations) and bonding against future transportation revenues.

[00:35:15] Senator Harper summarized SB217 and how it impacts Housing and Transit Reinvestment Zones (HTRZ).

- HTRZ and Wasatch Choice work together: emphasizing mixed-use and multifamily development around FrontRunner stations and capitalizing on FrontRunner enhancements.

### **3. Public Comment [00:47:18]**

Mayor Silvestrini opened the meeting for public comment. There were no comments.

### **4. Regional Growth Committee (RGC) [00:47:39]**

Mayor Dawn Ramsey, RGC Chair, briefly reviewed the outcomes of the RGC meeting held on March 18, 2021.

#### **4a. Wasatch Choice community progress update [00:49:39]**

Megan Townsend, WFRC, announced the Transportation and Land Use Connection (TLC) program 2021 awards. This year, the program, which provides technical assistance to local communities to help them achieve their goals and plan for growth, will fund 16 new projects for a total amount of \$1,639,000. This includes four communities that have not participated in the TLC program before now. The TLC goals consist of the following:

- Maximize the value of investment in public infrastructure.
- Enhance access to opportunities.
- Increase travel options to optimize mobility.
- Create communities with opportunities to live, work, and play.

**[00:52:19]** Mayor Bob Dandoy, Roy City, shared his thoughts regarding the success of the implementation of Roy's General Plan, and how the progress (over the past three years) has improved and revitalized the area. **[00:58:11]** Ted Knowlton, WFRC, provided information on the recent progress and path forward for the Wasatch Front region. Mr. Knowlton shared the compiled results of a survey that was distributed to cities in the region, regarding how they are being proactive to coordinate planning and meeting the demands of their growing populations.

### **5. Transportation Coordinating Committee (Trans Com) [01:02:00]**

Mayor Mark Shepherd, Trans Com Chair, informed the Council of the items that were discussed in the Trans Com meeting held on February 18, 2021.

#### **5a. Report on Board Modifications to the 2021-2026 Transportation Improvement Program (TIP)**

Ben Wuthrich, WFRC, presented information regarding requests to modify the current 2021-2026 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 2021-2026 TIP [01:05:15]**

Mr. Wuthrich reported that WFRC has received several requests to modify the current 2021-2026 TIP with the list of projects included in the meeting materials. Mr. Wuthrich briefly discussed each project. **[01:15:38]** Mayor Mark Shepherd made a motion to approve the resolution to modify the 2021-2026 TIP as requested. Commissioner Scott Jenkins seconded the motion and the voting was unanimous in the affirmative.

#### **5c. Obligations of Federal Transportation Funds during FY20 [00:37:20]**

Andrew Gruber, WFRC, discussed the federal Fixing America's Surface Transportation (FAST) Act, which requires each metropolitan planning organization (MPO), the State Department of Transportation, and public transportation operator(s) to cooperate in preparing a report of federal funds obligated during the immediately preceding year. WFRC staff with the help of the Utah Department of Transportation (UDOT) and the Utah Transit Authority (UTA) have prepared a report of obligated federal funding during fiscal year 2020 (October 1, 2019, through

September 30, 2020). For the State of Utah, these federal funds currently represent about twenty percent of the total highway and transit revenues. Mr. Gruber also informed the Council of the opportunity

for upcoming reauthorization legislation and earmark funding for future projects. More information will be forthcoming via email regarding the earmark funding.

## **6. Budget Committee [01:24:43]**

Mayor Mike Caldwell, WFRC Budget Committee Chair, discussed with the Council the items that were reviewed in the Budget Committee meeting held on March 11, 2021.

### **6a. ACTION: Release for public comment – WFRC draft FY22 Goals, draft Budget and draft Unified Planning Work Program (UPWP)**

WFRC staff, in coordination with the WFRC Budget Committee, has prepared a draft document with potential agency goals, a draft budget and a draft of the Unified Planning Work Program (UPWP), which outlines the activities that WFRC plans to undertake in fiscal year 2022.

**[01:26:00]** Andrew Gruber, WFRC, presented the draft 2022 WFRC Goals document.

The proposed WFRC FY22 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

**[01:30:53]** Mr. Gruber continued by presenting the budget for FY22, which shows an increase of 19% over estimated FY21 expenditures, as several categories of expenditures from FY21 were less than anticipated due to the COVID-19 pandemic. Uncertainty surrounding the fiscal impact of the pandemic led WFRC to institute several cost-saving measures, including delaying or deferring: 1) wage adjustments for staff, 2) hiring of the replacement for the outgoing CFO and a new TLC program planner, 3) filling vacancies that occurred during the year, and 4) entering into new consulting contracts. Other expenses such as travel and training were delayed or eliminated, making those significantly less than what had been planned before the pandemic. The FY22 budget also includes expenses for the Household Travel Survey and the Transportation and Land Use Connection (TLC) Program that were budgeted in FY21 but were delayed due to the pandemic or were initiated in FY21 but are anticipated to carry into FY22 as multi-year efforts. The FY22 budget generally assumes that expenditures will return to a pre-pandemic norm. As we move towards and into FY22, WFRC will continue to assess the economy and market and has the ability to make budget adjustments as may be warranted.

**[01:36:08]** Mayor Caldwell made a motion to recommend that the Council release for review and public comment the draft Goals, budget and UPWP for fiscal year 2022. Mayor Mark Shepherd seconded the motion and the vote was unanimous in the affirmative.

## **7. Reports**

**7b. [01:36:45]** Wasatch Front Economic Development District (WFEDD) update: important points of HB348 provided by WFEDD Chair, Commissioner Gage Froerer.

**7a. [01:41:54]** Active Transportation Committee (ATC) update: Mayor Troy Walker, ATC Vice-chair, reported on a \$35 million funding appropriation for active transportation projects in Utah. Mayor Walker also mentioned HB142, and promoted the Bike Summit, being held virtually in April.

**7c. [01:44:28]** Community Development Block Grant (CDBG) awards announcement: Christy Dahlberg, WFRC, presented the awards, just over \$1million, for this funding program.

**7d. [00:45:49]** Andrew Gruber, WFRC, introduced Miranda Jones Cox, who was recently hired to join the Wasatch Front Regional Council as the Government Affairs Manager. **[01:45:40]** Mr.

Gruber then recognized Amber Gonzales for five years at WFRC and thanked her for her dedication in her position as Human Resources and Accounting Support. **[01:47:33]** Mr. Gruber continued by announcing that Kurt Mower has been hired, starting April 1, 2021, as WFRC's new Comptroller, to take the position that Loveit Baumgardner will be leaving later this year.

**8. Other Business [01:51:30]**

Mayor Silvestrini reminded the group that the next Council meeting will be on May 20, 2021 and asked if there were any other items to discuss. There were no other items brought forward.

**9. Adjournment [02:05:15]**

Mayor Mike Caldwell made a motion to adjourn the Council meeting and Carlton Christensen, UTA Trustee, seconded. The affirmative vote was unanimous, and the meeting adjourned at 3:54pm.

*A recording of this meeting, as well as meeting packet materials, may be found on the WFRC website at [www.wfrc.org](http://www.wfrc.org)*



# Wasatch Front Regional Council

## BANK RECONCILIATION - WELLS FARGO

February 2021

BEGINNING BALANCE 779,112.31

### DEPOSITS:

ACCOUNTS RECEIVABLE 571,203.58  
NON-A/R DEPOSITS 1,169.53

572,373.11

### CHECKS:

A/P - WFC EFT 328,010.96  
A/P - WFC GENERAL 0.00  
USRS EFT 83,159.27

411,170.23

### ADDITIONS:

PTIF 0.00  
INTEREST 0.00

0.00

### DEDUCTIONS:

BANK CHARGES 126.16  
PAYROLL 139,449.57  
PTIF 300,000.00  
PAYROLL TAXES 33,136.61  
PAYCHEX 565.20

473,277.54

BALANCE PER GL 467,037.65

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BALANCE PER BANK STATEMENT 467,037.65

DEPOSITS IN TRANSIT: 0.00

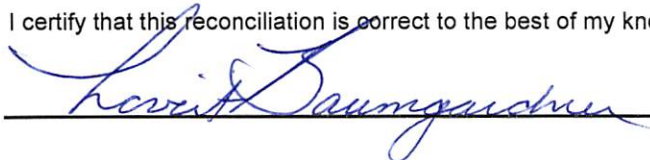
OUTSTANDING CHECKS: 0.00

BALANCE 467,037.65

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PTIF INTEREST - SPECIAL PROJECTS 382.64  
PTIF BALANCE - SPECIAL PROJECTS 1,134,552.00  
PTIF INTEREST - BUILDING FUND 399.40  
PTIF BALANCE - BUILDING FUND 1,161,859.64

I certify that this reconciliation is correct to the best of my knowledge.



**OUTSTANDING CHECKS**  
**February 2021**

USRS 15th transfer	0.00
USRS EOM transfer	0.00



Check Register  
(E) ACH TRANSFERS  
02-28-21

Page 1

Check#	Date	Vendor	Amount
1297	02-05-21	AVE001 AVENUE CONSULTANTS	971.25
1298	02-05-21	DES001 DESIGN WORKSHOP, INC	13472.50
1299	02-05-21	FEH001 FEHR & PEERS	23061.40
1300	02-05-21	FFK001 FFKR ARCHITECTS	6225.00
1301	02-05-21	FIE001 FIELDING GROUP LLC	35943.90
1302	02-05-21	GSB001 GSBS CONSULTING	22221.35
1303	02-05-21	INT002 INTERMOUNTAIN EAP - MISC A	256.65
1304	02-05-21	KIM001 KIMLEY HORN	1200.00
1305	02-05-21	LAN001 LANDMARK DESIGN	8870.75
1306	02-05-21	PEH001 PEHP FLEX BENEFITS	794.50
1307	02-05-21	PEN001 PENNA POWERS	6717.50
1308	02-05-21	PUB001 PUBLIC EMPLOYEES HEALTH PR	37864.65
1309	02-05-21	RES001 RESOURCE SYSTEMS GROUP, IN	9119.09
1310	02-05-21	UNU001 UNUM LIFE INSURANCE CO	116.70
1311	02-05-21	UTA019 UTAH DIVISION OF FINANCE	10669.82
1312	02-05-21	UTA003 UTAH LOCAL GOVERNMENT TRUS	469.54
1313	02-05-21	VOD001 VODA	13150.00
1314	02-16-21	BAR001 BARKER LEAVITT	6000.00
1315	02-16-21	DES001 DESIGN WORKSHOP, INC	13520.00
1316	02-16-21	FEH001 FEHR & PEERS	43668.30
1317	02-16-21	FFK001 FFKR ARCHITECTS	3045.00
1318	02-16-21	INT001 INTELITECHS	3150.00
1319	02-16-21	KIM001 KIMLEY HORN	9981.00
1320	02-16-21	LIN001 LINCOLN NATIONAL LIFE INS	4194.26
1321	02-16-21	PEH001 PEHP FLEX BENEFITS	1609.00
1322	02-16-21	RES001 RESOURCE SYSTEMS GROUP, IN	22225.04
1323	02-16-21	RRJ001 RRJ CONSULTING, LLC	15000.00
1324	02-16-21	UTA017 UTAH DEPT OF TECHONOLOGY S	1043.76
1325	02-16-21	VOD001 VODA	13450.00
Total Of Register			328010.96

Licensed User: ACCOUNTING DEPARTMENT

# Wasatch Front Regional Council

## BANK RECONCILIATION - WELLS FARGO

March 2021

BEGINNING BALANCE 467,037.65

### DEPOSITS:

ACCOUNTS RECEIVABLE 1,116,401.76  
NON-A/R DEPOSITS 0.00

1,116,401.76

### CHECKS:

A/P - WFC EFT 434,579.63  
A/P - WFC GENERAL 0.00  
USRS EFT 81,482.03

516,061.66

### ADDITIONS:

PTIF 0.00  
INTEREST 0.00

0.00

### DEDUCTIONS:

BANK CHARGES 148.96  
PAYROLL 143,955.74  
PTIF 300,000.00  
PAYROLL TAXES 34,196.30  
PAYCHEX 565.20

478,866.20

BALANCE PER GL 588,511.55

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BALANCE PER BANK STATEMENT 629,913.45

DEPOSITS IN TRANSIT: 0.00

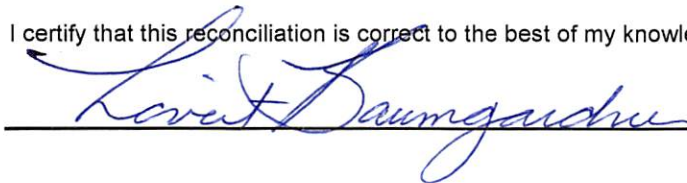
OUTSTANDING CHECKS: 41,401.90

BALANCE 588,511.55

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PTIF INTEREST - SPECIAL PROJECTS 434.13  
PTIF BALANCE - SPECIAL PROJECTS 1,434,986.13  
PTIF INTEREST - BUILDING FUND 419.53  
PTIF BALANCE - BUILDING FUND 1,162,279.17

I certify that this reconciliation is correct to the best of my knowledge.



## OUTSTANDING CHECKS

March 2021

USRS 15th transfer	0.00
USRS EOM transfer	41,401.90

4/2/21  
10:30:54 AM

**Wasatch Front Regional Council**  
**AP Check Register (Current by Bank)**  
Check Dates: 3/1/2021 to 3/31/2021

Page: 1

Check No.	Date	Status*	Vendor ID	Payee Name	Amount
<b>BANK ID: EFT - EFT</b>					<b>01,1001.00</b>
1342	03/11/21	E	AVE001	Avenue Consultants	\$11,363.60
1343	03/11/21	E	BAR001	Barker Leavitt	\$6,000.00
1344	03/11/21	E	FEH001	Fehr & Peers	\$32,909.50
1345	03/11/21	E	FIE001	Fielding Group LLC	\$35,943.90
1346	03/11/21	E	GSB001	GSBS Consulting	\$3,180.00
1347	03/11/21	E	IBI001	IBI Group	\$2,007.50
1348	03/11/21	E	LAN001	Landmark Design	\$1,445.00
1349	03/11/21	E	MGB001	MGB & A - The Grassli Group	\$2,997.50
1350	03/11/21	E	PEH001	PEHP Flex Benefits	\$854.50
1351	03/11/21	E	PEN001	Penna Powers	\$5,948.75
1352	03/11/21	E	PUB001	Public Employees Health Progra	\$37,945.80
1353	03/11/21	E	SEV001	Seven Canyons Trust	\$10,414.27
1354	03/11/21	E	STR001	Strindberg & Scholnick, LLC	\$90.00
1355	03/11/21	E	UNU001	UNUM Life Insurance Company	\$119.85
1356	03/11/21	E	UTA004	Utah Division of Finance	\$4,453.43
1357	03/11/21	E	UTA007	Utah Local Governments Trust	\$469.54
1358	03/24/21	E	AEC001	Aecom	\$5,110.00
1359	03/24/21	E	BAR001	Barker Leavitt	\$6,000.00
1360	03/24/21	E	BEN001	Bentley Systems, Inc	\$21,483.00
1361	03/24/21	E	CYM001	CYMA Systems, Inc.	\$901.44
1362	03/24/21	E	DEL001	Dell Marketing, L.P.	\$8,668.25
1363	03/24/21	E	DES001	Design Workshop, Inc.	\$11,152.50
1364	03/24/21	E	FEH001	Fehr & Peers	\$9,410.00
1365	03/24/21	E	FIE001	Fielding Group LLC	\$35,943.90
1366	03/24/21	E	GSB001	GSBS Consulting	\$47,500.38
1367	03/24/21	E	HIG001	High Street Consulting Group	\$7,372.50
1368	03/24/21	E	INT001	Intelitechs, LLC	\$15,442.42
1369	03/24/21	E	KIM001	Kimley Horn and Associates, In	\$10,800.00
1370	03/24/21	E	LAN001	Landmark Design	\$12,195.34
1371	03/24/21	E	LIN002	Lincoln National Life Insuranc	\$2,235.69
1372	03/24/21	E	MGB001	MGB & A - The Grassli Group	\$7,668.75
1373	03/24/21	E	MOU001	Mountainland Association of Go	\$1,209.53
1374	03/24/21	E	OLS001	Les Olson Company	\$330.75
1375	03/24/21	E	PEH001	PEHP Flex Benefits	\$824.50
1376	03/24/21	E	PEN001	Penna Powers	\$9,306.25
1377	03/24/21	E	PUB001	Public Employees Health Progra	\$33,233.28
1378	03/24/21	E	RES001	Resource Systems Group, Inc.	\$17,690.56
1379	03/24/21	E	RRJ001	RRJ Consulting, LLC	\$2,000.00
1380	03/24/21	E	UNU001	UNUM Life Insurance Company	\$158.10
1381	03/24/21	E	UTA004	Utah Division of Finance	\$8,089.81
1382	03/24/21	E	UTA007	Utah Local Governments Trust	\$469.54
1383	03/24/21	E	VOD001	VODA	\$3,240.00

**BANK EFT REGISTER TOTAL: \$434,679.63**

**GRAND TOTAL : \$434,679.63**

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

Balance Sheet  
As of 04-30-21

ASSETS

Cash	\$ 3,601,729.45	
	<hr/>	
Accounts Receivable	684,292.57	\$ 3,601,729.45
	<hr/>	
Prepaid Expense	26,515.85	\$ 684,292.57
	<hr/>	
		\$ 26,515.85
		\$ 0.00
		<hr/>
		\$ 4,312,537.87
		=====

LIABILITIES & FUND BALANCE

Accounts Payable	294,861.82	
Accrued Payroll & Taxes	253.47	
Accrued Vacation/Sick Leave	387,573.22	
	<hr/>	
Total Liabilities		\$ 682,688.51
State and Local	1,606,258.92	
General Fund	219,941.83	
Special Projects Fund	1,803,648.61	
	<hr/>	
Total Fund Balances		\$ 3,629,849.36
		<hr/>
		\$ 4,312,537.87
		=====

4/16/21  
5:24:06 AM

**Wasatch Front Regional Council**  
**AP Check Register (Current by Bank)**  
Check Date: 4/16/2021

Page: 1

Check No.	Date	Status*	Vendor ID	Payee Name	Amount
<b>BANK ID: EFT - EFT</b>					<b>01.1001.00</b>
1395	04/16/21	E	ENV001	Environmental Planning Design	\$2,720.00
1396	04/16/21	E	FEH001	Fehr & Peers	\$47,884.90
1397	04/16/21	E	GSB001	GSBS Consulting	\$32,995.30
1398	04/16/21	E	INT001	Intelitechs, LLC	\$6,342.39
1399	04/16/21	E	KIM001	Kimley Horn and Associates, In	\$16,800.00
1400	04/16/21	E	LIN002	Lincoln National Life Insuranc	\$1,866.02
1401	04/16/21	E	NAT001	National Association of Region	\$11,250.00
1402	04/16/21	E	PEH001	PEHP Flex Benefits	\$1,639.00
1403	04/16/21	E	PEN001	Penna Powers	\$7,942.50
1404	04/16/21	E	RRJ001	RRJ Consulting, LLC	\$2,000.00
1405	04/16/21	E	VOD001	VODA	\$24,875.00
<b>BANK EFT REGISTER TOTAL:</b>					<b>\$156,315.11</b>
<b>GRAND TOTAL :</b>					<b>\$156,315.11</b>

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



**Wasatch Front Regional Council FY 2021  
Budget/Expense Report**

7/1/2020  
6/30/2021

**Expenditure by Function**

<b>Expenditure</b>	<b>Budget As amended April 2021</b>	<b>Expended 4/30/2021</b>	<b>Balance Unspent</b>	<b>% Expended</b>
Salaries/Employee Benefits	4,337,739	3,131,993	1,205,746	72%
Contractual	5,666,626	1,585,010	4,081,616	28%
Audit and Accounting	20,000	17,253	2,747	86%
Equipment Depreciation	111,884	81,989	29,895	73%
Equipment Maintenance	32,000	27,412	4,588	86%
Dues and Subscriptions	37,725	26,150	11,575	69%
Insurance	13,000	10,723	2,277	82%
Legal	10,000	90	9,910	1%
Printing & Publication	10,950	0	10,950	0%
Rent	432,190	355,276	76,914	82%
Supplies/Software/Sponsoships	125,770	108,088	17,682	86%
Telephone/Data	35,000	25,701	9,299	73%
Travel	18,000	3,278	14,722	18%
Training	79,760	11,345	68,415	14%
Equipment Purchase	80,000	29,235	50,765	37%
Amounts expected to carry forward into next FY	216,287	0	216,287	0%
<b>TOTAL EXPENDITURES</b>	<b>11,226,930</b>	<b>5,413,544</b>	<b>5,813,388</b>	<b>48%</b>
<b>Excluding Carry Forward</b>	<b>11,010,644</b>	<b>5,413,544</b>	<b>5,597,101</b>	<b>49%</b>

**% Time Expended** 83%

**Expenditure by Program**

<b>Program</b>	<b>Budget As amended April 2021</b>	<b>Expended 4/30/2021</b>	<b>Balance Unspent</b>	<b>% Expended</b>
Consolidated Transportation Planning Grant	4,939,795	3,368,927	1,570,868	68%
UTA Project Support	118,391	60,132	58,259	51%
Household Travel Survey	811,250	0	811,250	0%
Tooele Valley RPO	10,000	7,256	2,744	73%
Local Government Service	149,442	7,757	141,685	5%
Community Impact Board \$2K	2,000	2,000	0	100%
Mobility Management	10,000	2,681	7,319	27%
Joint Projects	166,756	57,420	109,336	34%
Economic Development	140,000	98,600	41,400	70%
CDBG - Tooele	50,000	50,000	0	100%
Transportation and Land Use Connection	4,036,108	1,493,205	2,542,903	37%
Morgan RPO	19,022	6,839	12,183	36%
Legislative Consulting	122,000	102,000	20,000	84%
Model Development	132,177	105,262	26,915	80%
CDBG CARES Business Assistance	29,990	6,986	23,004	23%
Davis County Prop 1 Assistance	10,000	10,000	0	100%
EDA Economic Recovery	400,000	5,244	394,756	1%
Equipment Purchases	80,000	29,235	50,765	37%
<b>TOTAL EXPENDITURES</b>	<b>11,226,930</b>	<b>5,413,544</b>	<b>5,813,387</b>	<b>48%</b>

Notes to the Budget/Expense Report  
as of April 30, 2021

In this report 83% of the fiscal year (time) has passed. Of the total amount budgeted for the year 48% was expended through the end of March 2021. The budget in this report is the budget that was amended in October 2020 by the Council and also includes a few line-item adjustments described below.

The information contained in this report is useful in that it shows rates of expenditure by line-item and by program and allows the Council and staff to analyze rates of expenditure and progress of the various programs and address any areas of concern. It is not unusual for budget spent versus time to show variations. Some expenses such as accounting/audit fees, software licenses and dues are paid at the beginning of the fiscal year causing the percentage of budget spent versus time expended to go up. However, as the year progresses that percentage drops and the line item and program will finish the year within budget.

Variances in the rate of expenditure by program are considered normal and include some programs that are expected to carry forward into the next fiscal year.

The following line-item adjustments were approved by the Council chair and the Budget Committee chair in April 2021 and are consistent with provisions in the WFRC Accounting policy.

- At the time the FY21 budget was drafted the company that provided WFRC with computer and network support did not renew their contract with WFRC. WFRC temporarily filled the need with existing staff and the FY21 budget reflected that decision. In December of 2020 WFRC contracted with a new company to provide equipment and network support as well as IT security assistance. The cost of this additional service over the amount in the FY21 budget is estimated to be \$12,000.
- In FY20 the Council received a rebate on its liability and property insurance. A similar rebate for FY21 was anticipated but has not materialized. The budget for liability and property insurance increased by \$1,000.
- Significant acoustical issues were identified that affect the Council's boardroom. The cost to mitigate the issues is approximately \$70,000. The Council's landlord, Cicero, has agreed to pay half the cost of the project with WFRC paying the remaining half. The Capital Outlay budget increased \$35,000 to cover WFRC's share of these leasehold improvements.
- Savings from the Travel budget in the amount of \$48,000 were used to offset these line items.

The adjustments do not increase the overall budget for FY21.

**DATE:** May 20, 2021  
**AGENDA ITEM:** 2a  
**SUBJECT:** State and Federal governmental affairs update  
**PREPARED BY:** Miranda Jones Cox

**BACKGROUND:**

At the Wasatch Front Regional Council (WFRC) meeting, the Council will be briefed on a number of state and federal issues regarding transportation and infrastructure funding. In addition to a state legislative update from WFRC members, Representative Mike Shultz and Senator Wayne Harper, the Council will be joined by Erich Zimmermann, Deputy Director and Director of Transportation at the National Association of Regional Councils who will provide a brief update on the federal state of affairs.

Updates will include recent legislative appropriations of American Rescue Plan Act (ARPA) funds, proposed affordable housing and local match ARPA state grant programs, and the status of federal infrastructure deliberations including the reauthorization of the surface transportation act (or FAST act).

**RECOMMENDATION:**

This item is for information only.

**CONTACT PERSON:**

Miranda Jones Cox, 436-691-3043, [miranda@wfr.org](mailto:miranda@wfr.org)

**DATE:** May 18, 2021  
**AGENDA ITEM:** 4  
**SUBJECT:** **Public Hearing and ACTION:** Approve FY22 WFRC Goals, Budget, and Unified Planning Work Program (UPWP)  
**PREPARED BY:** Loveit Baumgardner, Kurt Mower, Wayne Bennion and Ned Hacker

**BACKGROUND:**

Wasatch Front Regional Council (WFRC) staff, in coordination with the WFRC Budget Committee, has identified proposed agency goals and prepared a draft budget and Unified Planning Work Program (UPWP) that outline the objectives and activities that WFRC plans to undertake in fiscal year 2022.

The WFRC Budget Committee reviewed the suggested goals, draft budget and UPWP on March 11, 2021 and the Regional Council reviewed these three items at its meeting on March 25, 2021 and recommended making them available for review by the public and by the County Councils of Government (COGs). There have been no comments received from members of the COGs, nor the public, on any of the items. The WFRC Budget Committee, which met again on May 3, and staff recommend that the Regional Council approve the goals and adopt the final budget and UPWP for fiscal year 2022. The goals, budget and UPWP presented here for approval are the same as the draft previously provided and reviewed by the Council in March. Below is a description and list of the goals, a summary of the UPWP, and discussion about key aspects of the budget.

**WFRC Goals**

Each year WFRC adopts a high-level set of goals and priorities to help shape its activities for the next year. These goals are developed through review of the WFRC's adopted Mission & Roles, reflection on the agency activities and accomplishments for the previous year, and a collaborative and full discussion among the WFRC staff, in consultation with the WFRC Council leadership. The goals are not meant to be a comprehensive list of all of WFRC's activities, but rather to articulate priority activities for the agency in FY22. The WFRC Unified Planning Work Program (UPWP), to be presented to the Regional Council at its meeting in May 2021, 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, as adopted by the Council, serve that purpose.

The proposed WFRC FY22 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 FY22 goals are similar to the FY21 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 FY22 in collaboration with cities, counties, UDOT, UTA, and other partners. Among the primary tasks are assisting local communities with growth, transportation, and planning issues; ongoing development of the Regional Transportation Plan, Utah Unified Transportation Plan, and Wasatch Choice Regional Vision; continuing efforts to update and implement the Transportation Improvement Program; assisting in the development of air quality plans; continuing to utilize and improve analytical capabilities; and engaging with the public and local, state, and federal officials.

## **Budget Overview**

### **Expenditures:**

The budget for FY22 shows an increase of 19% over estimated FY21 expenditures, as several categories of expenditures from FY21 were less than anticipated due to the COVID-19 pandemic. Uncertainty surrounding the fiscal impact of the pandemic led WFRC to institute several cost-saving measures, including delaying or deferring: 1) wage adjustments for staff, 2) hiring of the replacement for the outgoing CFO and a new TLC program planner, 3) filling vacancies that occurred during the year, and 4) entering into new consulting contracts. Other expenses such as travel and training were delayed or eliminated, making those significantly less than what had been planned before the pandemic. The FY22 budget also includes expenses for the Household Travel Survey and the Transportation and Land Use Connection (TLC) Program that were budgeted in FY21 but were delayed due to the pandemic or were initiated in FY21 but are anticipated to carry into FY22 as multi-year efforts.

The FY22 budget generally assumes that expenditures will return to a pre-pandemic norm. The budget functions as a legal limit on expenditures, and of course we do not have to spend everything that is budgeted; in fact we routinely come in under budget. As we move towards and into FY22, we will continue to assess the economy and market and have the ability to make budget adjustments as may be warranted.

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 four months for the outgoing CFO who will be retiring at the end of October 2021, and the addition of the new TLC planner whose hiring was delayed from FY21. Consistent with past practice, the budget also includes an overall personnel line item increase of five percent that functions as a cap for salary and employee benefit cost adjustments, including group health insurance.

Consultant contracts represent the second largest expenditure in the FY22 budget. The footnotes to the budget provide the detail of anticipated consulting contracts. The following are descriptions of two significant areas of consultant expense:

- The largest element of contractual expenditures (approximately \$1.5M in FY22) 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. Some of the TLC projects will not be completed before the end of FY21 and will be carried forward to FY22, with a budget amendment to be made in October 2021 when final accounting for FY21 is completed, reflecting the multi-year nature of the program. Much of the variation in the contractual line item reflects those TLC program consultant expenses, which are fully budgeted in one year and then often roll into the next, as well as the growth in the program. The expansion of TLC over time was planned, budgeted, and paid for with specific new funding.
- The other large item (approx. \$1.4M in FY22) is the Household Travel Survey, a significant data collection effort that is conducted roughly every ten years and is managed by WFRC and jointly funded by WFRC and its transportation agency partners. The WFRC costs of the travel survey will be covered through federal Surface Transportation Program (STP) funding. The Household Travel Survey was anticipated to start in FY21, but was largely deferred to FY22 given the disruptive effects of the pandemic on travel.

All other expenditures in other line items 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. Most of WFRC's federal funding comes through the U.S. Department of Transportation. The current multi-year federal transportation funding and policy authorization legislation, the FAST Act, expires on September 30, 2021. The reauthorization process is an uncertain one, and often results in temporary program and funding extensions as Congress and the President deliberate. While unlikely, there is a risk of the program expiring without extension, or funding being rescinded. This situation is not unprecedented, but the degree of risk warrants close monitoring of the situation.

The mix of federal funding in the WFRC FY20 and FY21 budgets requires 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. In FY22 the normal balance between the two funding sources is restored.

### **EXHIBITS:**

Draft FY22 WFRC Goals  
Draft budget for FY22 and footnotes  
Draft FY22 UPWP Summary

### **RECOMMENDATION AND MOTION:**

The WFRC Budget Committee recommends and moves that the Council approve the FY22 goals and adopt the FY22 budget and UPWP.



**CONTACT INFORMATION:**

Loveit Baumgardner, (801) 913-1838

Kurt Mower, (801) 455-0647

Wayne Bennion, (801) 363-4250 x 1112

Ned Hacker, (801) 363-4250 x 1120

Andrew Gruber, (801) 824-0055

# Fiscal Year 2022 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, and recovering and transitioning from the pandemic.
  - 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 multimodal 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, to (i) monitor and share progress towards the adopted Wasatch Choice goals; (ii) streamline and further the utilization of performance measurement; (iii) use "access to opportunities" as a measure for planning and programming; and (iv) promote inclusive engagement in transportation planning processes and equitable access to affordable and reliable transportation options.
- b. Continue refinement of the Wasatch Choice Regional Vision and 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 and policies based on pandemic recovery, automation, shared mobility, and telework/e-commerce.
- c. Develop the 2023-2028 Transportation Improvement Program (TIP), compiling prioritized road, transit, and active transportation projects (adopt summer 2022).
- 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 recommendations spring 2022).
- 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.



WASATCH FRONT REGIONAL COUNCIL

### 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) preparing for 2022 Household Travel Survey; and (ii) improving 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, Northwest Quadrant/ Inland Port, and Falcon Hill); regionally significant transit/ land use analyses (FrontRunner Forward, Future of LRT, Davis-Salt Lake Connector, Point of the Mountain Transit, Midvalley Connector, Local Link, and Mobility Hubs); multi-city active transportation plans; a variety of corridor studies linking roadways and land use, housing development and affordability; Central Wasatch Commission mountain transportation; I-15 statewide analysis; and Census 2020.
- 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.
- d. Adapt to a post-pandemic “new normal” in a way that strikes an appropriate balance between telecommuting for convenience in office work and gatherings, while maintaining the human connection from physical proximity.



**Draft**  
**Wasatch Front Regional Council FY 2022 Budget**

**Source of Funds**

	<b>FY 2020</b>	<b>FY2021</b>	<b>FY 2021</b>	<b>FY 2022</b>		
	Actual	Budget	Estimated	Proposed		
<b>Federal Sources:</b>						
Federal Highway Administration - PL	2,952,229	1,712,330	953,931	3,128,556	228%	1
Federal Highway Administration - STP	681,965	4,913,209	2,999,570	2,807,443	-6%	2
Federal Transit Administration	671,104	725,896	725,896	740,214	2%	3
Dept. of Housing and Urban Development	57,782	79,990	77,600	52,300	-33%	4
Economic Development Administration	70,000	470,000	134,668	405,431	201%	5
<b>Total Federal Sources</b>	<b>4,433,082</b>	<b>7,901,425</b>	<b>4,891,665</b>	<b>7,133,944</b>	<b>46%</b>	
<b>State Sources:</b>						
Utah GOMB (CPG match)	140,000	140,000	140,000	140,000	0%	
Community Impact Board	2,000	2,000	2,000	2,000	0%	
UDOT - TLC	305,042	495,461	488,162	307,200	-37%	6
UDOT - Joint Projects	76,699	61,832	61,832	0	-100%	7
UDOT - Tooele RPO	821	0	0	0		8
UDOT - Morgan RPO	7,274	12,726	12,726	0	-100%	8
UDOT - Model Development	85,504	89,372	89,372	92,597	4%	9
<b>Total State Sources</b>	<b>617,341</b>	<b>801,391</b>	<b>794,092</b>	<b>541,797</b>	<b>-32%</b>	
<b>Local Sources:</b>						
Dedicated Project Funds	767,739	1,555,206	1,555,206	1,378,145	-11%	10
MAG - Joint Projects	26,609	57,960	57,960	0	-100%	7
UTA - TLC	98,886	319,239	319,239	187,500	-41%	6
UTA Joint Projects	26,609	46,965	46,965	0	-100%	7
UTA - Transit Sales Tax	160,684	178,974	178,974	182,554	2%	11
Local Contribution	314,174	320,772	320,772	326,225	1.7%	12
<b>Total Local Sources</b>	<b>1,394,702</b>	<b>2,479,116</b>	<b>2,479,116</b>	<b>2,074,424</b>	<b>-16%</b>	
<b>TOTAL SOURCES</b>	<b>6,445,124</b>	<b>11,181,931</b>	<b>8,164,871</b>	<b>9,750,164</b>	<b>19%</b>	

**Draft**  
**Wasatch Front Regional Council FY 2022 Budget**

**Expenditure by Function**

<b>Expenditure</b>	<b>FY 2020</b>	<b>FY2021</b>	<b>FY 2021</b>	<b>FY 2022</b>		
	Actual	Budget	Estimated	Proposed		
Salaries/Employee Benefits	3,640,247	4,337,739	3,900,000	4,623,250	19%	13
Contractual	1,995,914	5,666,626	3,440,702	4,009,623	17%	14
Audit and Accounting	17,792	20,000	20,000	26,250	31%	
Dues & Subscriptions	19,861	37,725	37,725	26,475	-30%	15
Equipment Depreciation	102,640	111,884	108,300	114,000	5%	
Equipment Maintenance	9,394	20,000	40,000	55,000	38%	16
Insurance	10,242	12,000	13,000	13,000	0%	
Legal	2,110	10,000	500	10,000	1900%	17
Printing and Publication	0	10,950	1,000	10,950	995%	
Rent	416,231	432,190	432,190	435,000	1%	
Supplies/Software & Licenses	101,614	125,770	125,638	132,250	5%	
Telephone/Data	29,651	35,000	34,446	35,000	2%	
Training	45,392	66,000	10,151	66,000	550%	18
Travel	54,037	79,760	1,219	79,760	6445%	18
Total Expenditures	6,445,124	10,965,644	8,164,870	9,636,558	18%	
Amounts expected to carry into next FY	0	216,287		113,607		19
<b>TOTAL</b>	<b>6,445,124</b>	<b>11,181,931</b>	<b>8,164,871</b>	<b>9,750,164</b>	<b>19%</b>	

**Draft**  
**Wasatch Front Regional Council FY 2022 Budget**

**Expenditure by Program**

Program	FY 2020	FY2021	FY 2021	FY 2022		
	Actual	Budget	Estimated	Proposed		
Consolidated Transportation Planning Grant	3,964,147	5,058,185	4,466,127	5,270,868	18%	20
Transportation & Land Use Connection	1,921,037	4,036,108	2,680,613	2,155,600	-20%	21
Household Travel Survey	0	811,250	260,000	1,362,896	424%	22
Economic Development	140,000	140,000	140,000	140,000	0%	
Local Government - Other	19,473	184,442	8,200	110,225	1244%	23
Model Development	122,878	132,177	132,177	134,845	2%	24
Joint Projects	135,554	166,756	180,602	0	-100%	7
Legislative Consulting	66,000	122,000	122,000	146,000	20%	25
CDBG - Tooele	50,000	50,000	50,000	50,000	0%	
Mobility Management	3,233	10,000	9,405	10,000	6%	
Tooele Valley RPO	5,745	10,000	9,679	10,000	3%	
Morgan RPO	7,274	19,022	9,452	10,000	6%	
Community Impact Board	2,000	2,000	2,000	2,000	0%	
Davis County Prop 1 Assistance	0	10,000	10,000	10,000	0%	
EDA CARES Act Assistance	0	400,000	64,698	335,431	418%	5
CDBG CARES Act Assistance	7,782	29,990	19,918	2,300	-88%	4
<b>TOTAL EXPENDITURES</b>	<b>6,445,124</b>	<b>11,181,931</b>	<b>8,164,871</b>	<b>9,750,164</b>	<b>19%</b>	



**Draft**  
**Wasatch Front Regional Council FY 2022 Budget**

**Local Contributions**

<b>County</b>	<b>FY 2020</b> Actual	<b>FY2021</b> Budget	<b>FY 2021</b> Estimated	<b>FY 2022</b> Proposed		
Box Elder, 1 voting member	12,911	13,182	13,182	13,406	1.7%	12
Davis, 4 voting members	68,861	70,307	70,307	71,502	1.7%	12
Morgan, 1 voting member	12,911	13,182	13,182	13,406	1.7%	12
Salt Lake, 8 voting members	137,719	140,611	140,611	143,001	1.7%	12
Tooele, 1 voting member	12,911	13,182	13,182	13,406	1.7%	12
Weber, 4 voting members	68,861	70,307	70,307	71,502	1.7%	12
<b>TOTAL</b>	<b>314,174</b>	<b>320,772</b>	<b>320,772</b>	<b>326,225</b>	<b>1.7%</b>	<b>12</b>

**Draft**  
**Wasatch Front Regional Council FY 2022 Budget**

**General Fund**

	<b>FY 2020</b>	<b>FY2021</b>	<b>FY 2021</b>	<b>FY 2022</b>	
	Actual	Budget	Estimated	Proposed	
Revenue					
Local Sources	20,889	0	0	0	0%
Other	3,768	1,600	1,550	1,600	3%
Interest	0			0	0%
Total revenue	<u>24,657</u>	<u>1,600</u>	<u>1,550</u>	<u>1,600</u>	
Expenditures					
Administration	1,483	1,600	1,545	1,600	4%
Capital outlay	<u>290,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	0%
Total expenditures	<u>291,483</u>	<u>1,600</u>	<u>1,545</u>	<u>1,600</u>	
Excess of revenue over expenditures (usage of fund balance)	-266,826	0	5	0	
Other sources					
Transfers in	0	0	0	0	
Transfers out	<u>71,415</u>	<u></u>	<u></u>	<u>0</u>	
Net change in fund balance	-338,241	0	5	0	

**Special Projects Fund**

	<b>FY 2020</b>	<b>FY2021</b>	<b>FY 2021</b>	<b>FY 2022</b>	
	Actual	Budget	Estimated	Proposed	
Revenue					
Federal Sources	4,433,082	7,901,425	4,891,665	7,133,944	46%
State Sources	617,341	801,391	794,092	541,797	-32%
Local Sources	1,373,813	2,479,116	2,479,116	2,074,424	-16%
Other		0	0	0	0%
Interest		12,500	6,531	6,500	0%
Total revenue	<u>6,424,235</u>	<u>11,194,432</u>	<u>8,171,404</u>	<u>9,756,664</u>	
Expenditures					
Capital outlay	29,832	45,000	45,000	45,000	0%
Planning	<u>6,342,483</u>	<u>11,181,930</u>	<u>8,056,571</u>	<u>9,636,164</u>	20%
Total expenditures	<u>6,342,483</u>	<u>11,181,930</u>	<u>8,056,571</u>	<u>9,636,164</u>	
Excess of revenue over expenditures (usage of fund balance)	81,752	12,502	114,833	120,500	0%
Other sources					
Transfers in	0	0	0	0	0%
Transfers out	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	0%
Net change in fund balance	81,752	12,502	114,833	120,500	

**Draft**  
**Wasatch Front Regional Council FY 2022 Budget**

**Office Building Fund**

	<b>FY 2020</b>	<b>FY2021</b>	<b>FY 2021</b>	<b>FY 2022</b>	
	Actual	Budget	Estimated	Proposed	
Revenue					
Interest		12,000	6,395	6,400	0% 26
Total revenue	0	12,000	6,395	6,400	
Expenditures					
Administration	0	0	0	0	0%
Total expenditures	0	0	0	0	
Excess of revenue over expenditures (usage of fund balance)	0	12,000	6,395	6,400	0%
Other sources					
Transfers in	0	0	0	0	0%
Transfers out	0	0	0	0	0%
Net change in fund balance	0	12,000	6,395	6,400	0%

Draft FY22  
Budget Footnotes

1. Federal planning or “PL” funds are the largest single source of funding for WFRC’s budget. In FY20 a possible national rescission of unobligated federal PL funds was announced. The Council took action to mitigate this possible loss of PL by obligating the entire balance of available PL funds in its FY20 budget with an offsetting reduction to federal Surface Transportation Program (STP) funds that are typically used for planning. The Council reversed/rebalanced this action in its FY21 budget. The result of that reversal is shown in the decrease of PL funds from FY20 to FY21. The increase from FY21 to FY22 shows a return to the normal balance of funding between PL and STP funds used for planning. The FY21 use of PL funds is also lower due to cost-reduction measures instituted by WFRC during the pandemic.
2. The movement in Federal Highway Administration Surface Transportation Program (STP) funds from FY20 to FY21 to FY22 reflects the balancing actions described in footnote 1. The growth from FY20 to FY21 also reflects Transportation and Land Use Connection (TLC) program projects that were in process but not completed by the end of FY20 and were carried forward to FY21. The FY22 budget incorporates a 3% increase in STP funds used for transportation planning. The FY22 budget also includes \$657,500 in STP funds for the ongoing household travel survey that began in FY21 and will continue over the next two fiscal years. It is anticipated that an adjustment to STP funds will be made in October 2021 to reflect remaining FY21 projects not completed by the end of FY21 to be carried forward to FY22.
3. Federal Transit Administration funding includes \$730,214 in funds for the Consolidated Planning Grant (CPG) program and \$10,000 for Mobility Management through UTA.
4. The changes in funding from the Department of Housing and Urban Development between the three fiscal years shown here are due to a CARES Act grant WFRC received. This grant provided funding for local governments for pandemic relief efforts. WFRC received \$29,990 to administer the program. WFRC also receives \$50,000 each year to assist small cities to apply for CDBG funds.
5. The Economic Development Administration (EDA) provided WFRC with CARES Act assistance funding for economic recovery related projects. These projects, submitted by local governments in our region, are evaluated and the funds are awarded in conjunction with the TLC program process. WFRC also receives \$70,000 from EDA for a Planning Partnership grant to support the Wasatch Front Regional Economic Development District.
6. Utah Department of Transportation (UDOT) and Utah Transit Authority (UTA) provide funding for the TLC program. This budget shows a decrease of UDOT and UTA funding from estimated FY21 to FY22. This reflects the timing of expenditure of funds on TLC projects, but the actual annual contributions from UDOT and UTA remain consistent.
7. 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 FY22.
8. The State of Utah provided funds for the initial organization of the two regional planning organizations (RPOs) in Tooele and Morgan Counties, which are outside of the WFRC

metropolitan planning organization (MPO) boundaries. The initial RPO organization is complete and WFRC does not receive any further state funding for the RPOs. The RPOs are supported with funds from the cities and counties.

9. WFRC partners with UDOT and Mountainland Association of Governments for costs associated with Model Development including staff and consultant expenses.
10. FY22 Dedicated Project Funds include:
  - a. \$10,000 – Tooele Valley RPO
  - b. \$42,248 – Model Development (MAG)
  - c. \$10,000 – Local funds for Morgan RPO
  - d. \$300,000 – Salt Lake County for TLC program
  - e. \$300,000 – Local match for TLC awarded projects
  - f. \$10,000 – Davis County local option sales tax assistance
  - g. \$705,897 – Household Travel Survey

The increase from FY20 to FY21 reflects projects that were in process but not completed by the end of FY20 and were carried forward to FY21. A similar adjustment may be made in October 2021 for FY21 projects to be carried forward to FY22.

11. WFRC receives Transit Sales Tax funds that are used to match the federal Consolidated Planning Grant. This line item amount reflects 20% of the FTA 5303 portion of the CPG by agreement with Utah Transit Authority.
12. Consistent with the approach established by the Council during the FY18 budget process, the FY22 budget includes a 1.7% increase in local contributions. This increase represents a three-year average of the change in Consumer Price Index as measured from July 2017 through June 2020.
13. In FY20 actual salary and benefits expenditures were lower than budgeted due to several staff vacancies that were filled toward the end of the fiscal year. In FY21 the estimated salary and benefits will be lower than originally budgeted due to cost-saving measures instituted due to pandemic uncertainties, and staff turnover that created vacancies that are expected to be filled late in the fiscal year. The FY22 budget assumes: 1) full staffing for the existing 30 positions; 2) four months of overlap from the retiring CFO to work with the new Comptroller ensuring a smooth transition; 3) the addition of a new Accounting Specialist to assist the CFO with basic accounting and provide a level of redundancy in the case of turnover or other staffing changes within the accounting department; 4) the addition of a new TLC planner (initially intended to be hired at the beginning of FY21 but delayed) due to the planned expansion of the program; and 5) a 5% overall increase that functions as a cap for salary and employee benefit cost adjustments, including group health insurance.
14. FY22 Contractual includes the following anticipated activities:
  - a. \$1,362,896 – Household Travel Survey
  - b. \$75,000 – Communications and public outreach
  - c. \$143,325 – Planning studies undesignated
  - d. \$146,000 – State and federal legislative consulting
  - e. \$30,000 – Unified Financial Plan update
  - f. \$300,000 – EDA CARES Act recovery assistance
  - g. \$1,506,119 – Transportation and Land Use Connection program

- h. \$100,000 – Regional freight study
- i. \$25,000 – Human resource program assistance / development
- j. \$50,000 – Multimodal grid analysis
- k. \$50,000 – Regional street connectivity
- l. \$25,000 – Bike counter procurement, construction, maintenance program study
- m. \$49,283 – Street light data
- n. \$50,000 – Wasatch Bikeways initiative
- o. \$25,000 – Post-COVID Communities initiative
- p. \$32,000 – Joint modeling assistance
- q. \$25,000 – Bike facility estimating tool
- r. \$15,000 – Internal auditor

The increase in contractual expense from FY20 to FY21 is due to projects in process that were not completed before the end of FY20 and were carried forward into FY21, most notably through the TLC program.

The largest element of contractual expenditures (approximately \$1.5M in FY22) 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. Some of the TLC projects will not be completed before the end of FY21 and will be carried forward to FY22, with a budget amendment to be made in October 2021 when final accounting for FY21 is completed, reflecting the multi-year nature of the program. Much of the variation in the contractual line item reflects those TLC program consultant expenses, which are fully budgeted in one year and then often roll into the next, as well as the growth in the program. The expansion of TLC over time was planned, budgeted, and paid for with specific new funding.

The other large item (approx. \$1.4M in FY22) is the Household Travel Survey, a significant data collection effort that is conducted roughly every ten years and is managed by WFRC and jointly funded by WFRC and its transportation agency partners. The WFRC costs of the travel survey will be covered through federal Surface Transportation Program (STP) funding. The Household Travel Survey was anticipated to start in FY21, but was largely deferred to FY22 given the disruptive effects of the pandemic on travel.

It is anticipated that some projects will not be completed by the end of FY21 and will carry forward to FY22. The adjustment to the budget for these projects to be carried forward will be made in October 2021 when the actual final amount becomes known, after final accounting is completed for FY21.

15. The increase in Dues and Subscriptions from FY20 to FY21 is because WFRC needed to catch up on previously unpaid (prior to FY20) dues to the National Association of Regional Councils. The dues return to normal levels in FY22.
16. At the beginning of FY20 the company that provided WFRC with computer equipment and network support did not renew their contract with WFRC. Over the next several months WFRC attempted to fill the need with existing staff. In December of 2020 WFRC contracted with a company to provide equipment and network support as well as IT security assistance. The budget reflects this ongoing contract for service.
17. WFRC budgets an amount each year for contingent legal expenses.



18. During portions of FY20 and all of FY21, due to the COVID pandemic, WFRC staff did not expend much of its Travel and Training budget as most meetings and training were conducted virtually. The FY22 budget reflects the amount that was anticipated in FY21 but not expended due to the pandemic. Post-pandemic, it is uncertain whether meetings and training will continue to be held virtually or return to pre-pandemic levels or a level in between. The amount shown in the budget will function as a cap but will not be expended unless needed.
19. Amounts expected to carry forward into the next fiscal year reflect ongoing projects that are fully budgeted in the current fiscal year and are expected to be completed in the following fiscal year. These amounts will be adjusted in October when the final accounting for FY21 is completed and the on-going projects in process are carried forward into the next fiscal year.
20. The Consolidated Transportation Planning Grant (CPG) program incorporates the core of WFRC's planning work. The adjustments in the CPG program are due in part to staffing costs that were less than expected due to unfilled positions. It also reflects adjustments made in FY21 to cancel or delay certain expenditures due to the COVID 19 pandemic, such as employee compensation adjustments and hiring, and travel and training. It also reflects some on-going multi-year consulting contracts that carry forward from one year to the next. This budget is expected to be adjusted in October 2021 for projects that are in process at the end of FY21 and will be carried forward to FY22.
21. The pattern of budgeting for the Transportation and Land Use Connection (TLC) program reflects the multi-year nature of most of the TLC projects. FY21 included TLC program projects that were in process at the end of FY20 but not completed prior to fiscal year end and were carried forward and fully budgeted into FY21. Therefore, the FY21 budgeted figure includes both projects carried forward from FY20 and new program funds in FY21. The figures also reflect planned growth in the program. Many of these projects now budgeted in FY21 will not be completed prior to fiscal year FY21 and will carry forward to FY22. The current FY22 budgeted figure represents the annual contributions to the program plus anticipated local match. An amendment to the FY22 budget will be made in October 2021 after close out of FY21 to reflect these ongoing projects that are expected to be completed in FY22.
22. The FY22 budget includes \$1,362,896 for the second year of a three-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 FY22 WFRC is contributing \$656,999 in STP funds with other planning partners (UDOT, MAG, UTA, Dixie MPO, and Cache MPO) contributing the remaining \$705,897 for the project. The project is expected to span three years with a total cost of \$2,000,000. WFRC is managing the project. The Household Travel Survey was anticipated to start in FY21, but was largely deferred to FY22 given the disruptive effects of the pandemic on travel.
23. Local Government Other 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 the federal planning dollars allocated to WFRC as an MPO and WFRC may use these funds for that work.
24. The Model Development program includes funds received from UDOT and MAG to support model development staff and consulting services.

25. The increase in Legislative Consulting from FY20 to FY21 included the additional funding for a consultant to assist with federal legislative matters to assist with the upcoming federal transportation legislation reauthorization. The FY22 budget includes an increase in the cost of the federal legislative consultant.
26. 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 earned on the investment of those funds.

In FY22 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 2022 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) 2022 UPWP and budget amendments
- FY 2023 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 2022 Federal Aid Agreement for the MPO Area.
- Participation in Technical Advisory Committees for both WFRC's Trans Com and Regional Growth Committees.
- Assistance to the WFRC in developing the FY 2023 UPWP. Assistance to WFRC in interpreting and complying with updated air quality rules and regulations. 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 with WFRC to establish both 2-yr and 4-yr targets for the on-road source emissions measure.
- 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 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.
- Work with WFRC to implement corridor plans that include local communities' transportation solutions.
- Coordinate the implementation of State legislative 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:**

- Long Range Transit Plan (LRTP)
- Five-Year Service Plan
- Microtransit Pilot Program Evaluations
- Service Planning Standards, Design Guidelines, and System Analysis
- Transit Financial Plan (TFP)/Scenario Tool
- Wayfinding Signage and Bus Stop Improvement
- Real-time Digital Signage for Bus
- Mobile Trip Planning
- Transit Oriented Development (TOD)/Station Area Planning
- Emergency Preparedness Planning
- Rideshare Program Planning
- 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:**

- Final development of RidePilot lite for 5310 Grant sub-recipient reporting
- Sustainable and 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
- 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 and testing
- 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 continue to cooperate and coordinate with Utah's other three Metropolitan Planning Organizations (MPOs), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), local governments, and other interested agencies and stakeholders for the update of the Wasatch Choice Regional 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 review, discuss, and incorporate all existing and new federal requirements found in national surface transportation authorization legislation, including the Fixing America's Surface Transportation Act (FAST Act).

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

To continue to develop and refine WFRC's regional transportation planning process to ensure that the Wasatch Choice Regional Vision is incorporated into the overall 2023-2050 RTP process with local communities, transportation partners, and stakeholders.

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 continue to refine RTP performance measures, to evaluate individual and system-level improvements throughout the 2023-2050 RTP development process, to set appropriate performance measure targets, to monitor progress towards the Wasatch Choice Regional Vision, and to work internally and with partner agencies to ensure continued compliance with federal requirements.

To develop shared approaches to address local and regional disruptive technologies and external uncertainties.

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

To increase and coordinate efforts in planning related to safety with the most relevant and up to date data and tools.

To coordinate and increase emphasis with transportation partners and key stakeholders for statewide, regional, and local freight issues.

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

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

To continue coordination and communications efforts for Utah's Unified Transportation Plan 2023-2050.

## **ANTICIPATED PRODUCTS:**

- Continued development of the 2023-2050 RTP, including enhanced consideration of the following:
  - Innovative funding and financing strategies
  - Multi-modal project prioritization
  - Development of scenarios reflecting the external forces and policies based on automation, shared mobility, and e-living
  - Policy approaches to complement planned investments
  - Equity and impacts to underserved and underrepresented communities
  - Planning and environmental linkages
  - Safety data and tools
  - Regional and local freight focus
- 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 encourage greater cooperation and coordination among municipalities, townships, and counties.

To improve integration between transportation, land use and economic development planning / implementation efforts in relation to 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 and meet regional transportation needs.

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 their coordinated planning efforts, including preservation of transportation corridors
- Identification of local and regional strategies to improve resiliency of outcomes in the face of disruptive technologies, uncertain market dynamics, and environmental uncertainties.
- 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 Regional 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 Regional Vision Growth Principles.

To support utilization of Wasatch Choice implementation planning tools 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 Report on Highway and Transit Performance
- 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:**

- Active Transportation Master Plan
- FrontRunner Forward
- Future of Light Rail Study
- Station Access Policy
- Transit Oriented Development (TOD) Implementation
- Park & Ride Master Plan Update
- 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 2021

### **E. PROJECT COORDINATION AND SUPPORT**

#### **E.1 UDOT ENVIRONMENTAL STUDIES**

#### **OBJECTIVES:**

To accomplish environmental analysis requirements for federal approval of regional high-way 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)
- I-15 (600 North – Farmington) Environmental Study
- Bangerter Highway Corridor Environmental Study
- 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:**

- Midvalley Connector
- Davis - Salt Lake City Community Connector
- Point of the Mountain Transit
- Other Environmental Studies

## **F. TRAVEL DEMAND AND SOCIOECONOMIC 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 v9.0) and REMM (expected to be v1.2) with completions targeted for December of calendar year 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, transparency, and ease of use of model-related tools. 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 v9.0
- Updated Mode Choice Model for WF TDM v9.0 including overhaul of transit service handling
- Continued progress toward completion of a WF Bike Model and methodology for integration with WF TDM v9.0

- Enhancements for WF TDM v9.0 that improve the model's sensitivity to the built environment, handling of external trips, and non-home-based work trips
- Continued implementation of peer review panel recommendations (2019) for enhancements to REMM 1.1 model structure, input data, visualization of results, model transparency, and collaboration with other MPO's
- Continued data gathering and editing REMM policy layer to reflect most current city general plans
- Addition of Brigham City, Perry, and Willard area in Box Elder County into REMM's geographic coverage area
- Data resources developed and maintained to inform REMM's 'pipeline projects' capability
- Continued development of automated tools to translate output of the models into formats that better support visual assessment, mapping and calculation of performance measures
- Updated REMM input data models to improve the efficiency of maintaining and updating this information, and to enhance the utility of this information for other analyses
- Within-model-year metrics for REMM that indicate what portion of the model space develops for each year and the characteristics of that new and re-development
- Sensitivity testing to enhance understanding of the REMM model behavior when full capacity levels are reached
- Incremental improvements to the REMM model structure and coefficients
- Technical support for WF TDM, REMM, and other 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 PM2.5 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 Traffic Analysis Zone (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 and American Community Survey data products that are accessible and utilized within our region.

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-range programming, long-range planning studies and air quality analyses
- 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 DATA MANAGEMENT**

### **OBJECTIVES:**

To serve partners and the community through collecting, using, and presenting spatial data and information in transportation, land use, and economic development 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.

To respond to community needs by delivering timely information resources related to pandemic recovery, equity, and access to opportunities.

#### **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
- GIS map layers, interactive web maps, and web services depicting mobility, access to opportunities, and other results from the Wasatch Front travel demand model (WF TDM) and Real Estate Market Model (REMM) land use model
- Up-to-date input datasets for the WF TDM and REMM models, including a more efficient process for base year parcel updates and a detailed representation of multi-family housing units
- Performance metrics derived from GIS and analysis of the WF TDM and REMM in support of the RTP planning process
- Geospatial datasets, spatial analysis, and maps in support of relevant community issues and needs, such as pandemic recovery and equity, including continuation of WFRC's Map of the Month for WFRC's newsletter series
- Authoritative geospatial datasets that are appropriately accessible to both internal and external clients via local and web connections, including forthcoming decennial census data/analysis products
- Technical documentation/metadata for authoritative geospatial datasets

### **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 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.

#### **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
- 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 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 (RRC) 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
- Assistance to RRC to allocate CDBG funds received through the CARES Act and additional Coronavirus aid packages

### **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 Regional Vision

**ANTICIPATED PRODUCTS:**

- An annual update to the currently adopted 2018-2023 Comprehensive Economic Development Strategy (CEDS)
- Administration of WFEDD one-time EDA Cares Recovery Assistance funding in the form of technical assistance to member communities

**DATE:** May 18, 2021  
**AGENDA ITEM:** 4  
**SUBJECT:** Information: Fraud Risk Assessment FY21  
**PREPARED BY:** Kurt Mower and Loveit Baumgardner

**BACKGROUND:**

Wasatch Front Regional Council, along with all other Utah local governments, is required by the Utah State Auditor to conduct a Fraud Risk Assessment and present it to our board by the end of each fiscal year. This assessment is a self-scored questionnaire designed to evaluate existing policies, procedures, and personnel to determine a risk level to the entity for potential fraud. The score an entity receives, on the basis of this assessment, does not indicate fraud actually exists or doesn't exist within the organization.

Reducing the risk of fraud is fundamentally a combination of (1) a commitment to and a culture of ethical conduct within the organization that starts with a tone set by leadership, and (2) the development of and adherence to adequate policies that are governed by these high ethical standards. Therefore, of utmost importance at WFRC is the support of the Executive Director and the members of the Budget Committee in establishing and maintaining such policies. Beginning in 2017, WFRC went through an extensive review and update of all our accounting, administrative and personnel policies. As part of the update we included the best practices as defined by the Utah State Auditor's Office. The policies were reviewed by team members within the State Auditor's Office, WFRC's external independent auditors, outside legal counsel, some of our partner agencies, and of course WFRC staff and Budget Committee. These updated policies were adopted by the full WFRC Council. WFRC's Accounting, Administrative and Personnel Policies incorporate statements of ethical behavior as defined in the Utah Public Officers' and Employees' Ethics Act (Title 67, Chapter 16) and employees are trained on what is expected of them in this regard. The policies also reflect all other applicable state and federal laws and regulations.

In 2020 the Fraud Risk Assessment presented to the Council gave WFRC a score of 355 which put the agency in a "low risk" category. There were a few recommendations discussed with the Council that would further reduce the risk of fraud that included:

- The Council should take action to further define the role of the Budget Committee as the Council's Audit Committee and the financial oversight duties assigned thereto. This was completed in August 2020 through an amendment to WFRC's Accounting and Administrative Policy.
- When the Council hired a replacement for the retiring CFO it was recommended that they hire someone licensed or certified as a financial expert (CPA, CGFM, CMA, CIA, CGAP, or CPFO). WFRC hired Kurt Mower who has a degree in finance and is currently pursuing his CGFM certification.

- The WFRC Compliance Administrator should maintain proof of required State Auditor training for WFRC Council members. This is still being evaluated as most of our Council members receive this training as part of their role as elected officials in their cities and counties.
- The person who would be hired to replace the retiring CFO should receive at least 40 hours of formal training in budgeting, accounting or finance each year. This training was completed by Kurt Mower for fiscal year 2021.
- WFRC should consider contracting with a firm to perform the internal audit function for the Council. WFRC has issued a request for Statements of Qualification and will be selecting a firm in the next few weeks to perform periodic reviews of accounting transactions and WFRC policies.

During the year WFRC accounting staff participated in a round table discussion with the Utah State Auditor and other local government entities to discuss the Fraud Risk Assessment, its effectiveness, and possible improvements. Staff will continue to stay engaged in the process and are committed to ensuring WFRC's financial records are accurate and transparent.

Included in this packet is the internally scored Fraud Risk Assessment Questionnaire from the Utah State Auditor's Office for FY2021. Overall WFRC remains in the "low risk" category with a score of 355. Following is a line-by-line explanation of how the questionnaire was scored.

1. WFRC received the highest score possible on the issue of **separation of duties**, which the State Auditor identifies as the single most important policy to reduce the risk of fraud, and we agree. Although we are a small organization with a small staff we have ensured that those who have custody of assets are not the same as those who account for assets.
2. WFRC received the highest score possible on the list of **written policies** due to the extensive review and update of our policies from 2017 as well as continual review and updates when needed.
3. In April of 2021 WFRC hired a new Comptroller who will be replacing the outgoing CFO. The new Comptroller, although not a **licensed or certified** CPA, has a degree in Finance and is beginning pursuit of a Certified Government Financial Manager (CGFM) certification. WFRC accounting staff regularly consults with its external auditors on accounting and internal control matters as they arise.
4. Each January WFRC employees are required to sign a disclosure of potential conflicts of interest and an **Ethical Behavior** Pledge. These completed forms are on file.
5. Many of WFRC's board members complete **Fraud Risk training** through their primary public body, e.g., a city or county, and not through WFRC. It is recommended that board members view the Utah State Auditor's online training every four years.
6. The new Comptroller was hired at the beginning of April 2021 to replace the outgoing CFO. It is recommended that at least one member of the finance team receive at least 40 hours of **financial training** each year. The Comptroller received more than 40 hours of financial training while with his previous local government employer.

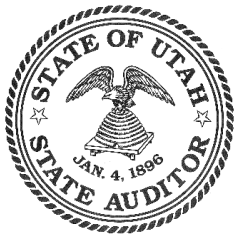
7. WFRC's personnel policy states that any employee who suspects or knows of any fraud, waste or abuse of resources must report such to any member of the Area Coordinator team, senior management, or the external independent auditor. WFRC has established an email **fraud "hotline"** for any person that knows of or suspects fraud to report such. Further, any person making such a report is subject to whistleblower protections.
8. WFRC is in the process of hiring a firm to assist us with **internal auditing**. This firm will review various aspects of our policies and financial operations and will report periodically any findings or recommendations to the Budget Committee.
9. The Council's Budget Committee acts as its **audit committee**. Each year they meet with the external independent auditor and discuss the results of the audit and any recommendations that arise from it. Certain members of the Budget Committee are interviewed individually by the independent audit team and asked to provide their input and perspective on the Council's financial statements, policies, procedures and accounting staff.

#### **EXHIBITS:**

Fraud Risk Assessment

#### **CONTACT INFORMATION:**

Kurt Mower, (801) 455-0647  
Loveit Baumgardner, (801) 913-1838  
Andrew Gruber, (801) 824-0055



OFFICE OF THE  
STATE AUDITOR

# Questionnaire

Revised December 2020

## Fraud Risk Assessment

### INSTRUCTIONS:

- Reference the *Fraud Risk Assessment Implementation Guide* to determine which of the following recommended measures have been implemented.
- Indicate successful implementation by marking “Yes” on each of the questions in the table. Partial points may not be earned on any individual question.
- Total the points of the questions marked “Yes” and enter the total on the “Total Points Earned” line.
- Based on the points earned, circle/highlight the risk level on the “Risk Level” line.
- Enter on the lines indicated the entity name, fiscal year for which the Fraud Risk Assessment was completed, and date the Fraud Risk Assessment was completed.
- Print CAO and CFO names on the lines indicated, then have the CAO and CFO provide required signatures on the lines indicated.

# Fraud Risk Assessment

Continued

\*Total Points Earned: 355 /395 \*Risk Level: Very Low Low Moderate High Very High  
> 355 316-355 276-315 200-275 < 200

	Yes	Pts
1. Does the entity have adequate basic separation of duties or mitigating controls as outlined in the attached Basic Separation of Duties Questionnaire?	X	200
2. Does the entity have governing body adopted written policies in the following areas:		
a. Conflict of interest?	X	5
b. Procurement?	X	5
c. Ethical behavior?	X	5
d. Reporting fraud and abuse?	X	5
e. Travel?	X	5
f. Credit/Purchasing cards (where applicable)?	X	5
g. Personal use of entity assets?	X	5
h. IT and computer security?	X	5
i. Cash receipting and deposits?	X	5
3. Does the entity have a licensed or certified (CPA, CGFM, CMA, CIA, CFE, CGAP, CPFO) expert as part of its management team?		20
a. Do any members of the management team have at least a bachelor's degree in accounting?	X	10
4. Are employees and elected officials required to annually commit in writing to abide by a statement of ethical behavior?	X	20
5. Have all governing body members completed entity specific (District Board Member Training for local/special service districts & interlocal entities, Introductory Training for Municipal Officials for cities & towns, etc.) online training ( <a href="http://training.auditor.utah.gov">training.auditor.utah.gov</a> ) within four years of term appointment/election date?		20
6. Regardless of license or formal education, does at least one member of the management team receive at least 40 hours of formal training related to accounting, budgeting, or other financial areas each year?	X	20
7. Does the entity have or promote a fraud hotline?	X	20
8. Does the entity have a formal internal audit function?	X	20
9. Does the entity have a formal audit committee?	X	20

\*Entity Name: Wasatch Front Regional Council

\*Completed for Fiscal Year Ending: 2022 \*Completion Date: April 20, 2021

\*CAO Name: Andrew Gruber

\*CFO Name: Kurt Mower

\*CAO Signature: 

\*CFO Signature: 

\*Required



# Basic Separation of Duties

See the following page for instructions and definitions.

	Yes	No	MC*	N/A
1. Does the entity have a board chair, clerk, and treasurer who are three separate people?	×			
2. Are all the people who are able to receive cash or check payments different from all of the people who are able to make general ledger entries?	×			
3. Are all the people who are able to collect cash or check payments different from all the people who are able to adjust customer accounts? If no customer accounts, check "N/A".	×			
4. Are all the people who have access to blank checks different from those who are authorized signers?	×			
5. Does someone other than the clerk and treasurer reconcile all bank accounts OR are original bank statements reviewed by a person other than the clerk to detect unauthorized disbursements?	×			
6. Does someone other than the clerk review periodic reports of all general ledger accounts to identify unauthorized payments recorded in those accounts?	×			
7. Are original credit/purchase card statements received directly from the card company by someone other than the card holder? If no credit/purchase cards, check "N/A".	×			
8. Does someone other than the credit/purchase card holder ensure that all card purchases are supported with receipts or other supporting documentation? If no credit/purchase cards, check "N/A".	×			
9. Does someone who is not a subordinate of the credit/purchase card holder review all card purchases for appropriateness (including the chief administrative officer and board members if they have a card)? If no credit/purchase cards, check "N/A".	×			
10. Does the person who authorizes payment for goods or services, who is not the clerk, verify the receipt of goods or services?	×			
11. Does someone authorize payroll payments who is separate from the person who prepares payroll payments? If no W-2 employees, check "N/A".	×			
12. Does someone review all payroll payments who is separate from the person who prepares payroll payments? If no W-2 employees, check "N/A".	×			

\* MC = Mitigating Control

# Basic Separation of Duties

## Continued

**Instructions:** Answer questions 1-12 on the Basic Separation of Duties Questionnaire using the definitions provided below.

☺ If all of the questions were answered “Yes” or “No” with mitigating controls (“MC”) in place, or “N/A,” the entity has achieved adequate basic separation of duties. Question 1 of the Fraud Risk Assessment Questionnaire will be answered “Yes.” 200 points will be awarded for question 1 of the Fraud Risk Assessment Questionnaire.

☹ If any of the questions were answered “No,” and mitigating controls are not in place, the entity has not achieved adequate basic separation of duties. Question 1 of the Fraud Risk Assessment Questionnaire will remain blank. 0 points will be awarded for question 1 of the Fraud Risk Assessment Questionnaire.

## Definitions:

**Board Chair** is the elected or appointed chairperson of an entity’s governing body, e.g. Mayor, Commissioner, Councilmember or Trustee. The official title will vary depending on the entity type and form of government.

**Clerk** is the bookkeeper for the entity, e.g. Controller, Accountant, Auditor or Finance Director. Though the title for this position may vary, they validate payment requests, ensure compliance with policy and budgetary restrictions, prepare checks, and record all financial transactions.

**Chief Administrative Officer (CAO)** is the person who directs the day-to-day operations of the entity. The CAO of most cities and towns is the mayor, except where the city has a city manager. The CAO of most local and special districts is the board chair, except where the district has an appointed director. In school districts, the CAO is the superintendent. In counties, the CAO is the commission or council chair, except where there is an elected or appointed manager or executive.

**General Ledger** is a general term for accounting books. A general ledger contains all financial transactions of an organization and may include sub-ledgers that are more detailed. A general ledger may be electronic or paper based. Financial records such as invoices, purchase orders, or depreciation schedules are not part of the general ledger, but rather support the transaction in the general ledger.

**Mitigating Controls** are systems or procedures that effectively mitigate a risk in lieu of separation of duties.

**Original Bank Statement** means a document that has been received directly from the bank. Direct receipt of the document could mean having the statement 1) mailed to an address or PO Box separate from the entity’s place of business, 2) remain in an unopened envelope at the entity offices, or 3) electronically downloaded from the bank website by the intended recipient. The key risk is that a treasurer or clerk who is intending to conceal an unauthorized transaction may be able to physically or electronically alter the statement before the independent reviewer sees it.

**Treasurer** is the custodian of all cash accounts and is responsible for overseeing the receipt of all payments made to the entity. A treasurer is always an authorized signer of all entity checks and is responsible for ensuring cash balances are adequate to cover all payments issued by the entity.

**DATE:** May 18, 2021  
**AGENDA ITEM:** 5a  
**SUBJECT:** Report on Board Modifications to the 2021-2026 TIP  
**PREPARED BY:** Ben Wuthrich

**BACKGROUND:**

Since the last meeting of the Wasatch Front Regional Council (WFRC), WFRC received requests to modify the current 2021-2026 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:**

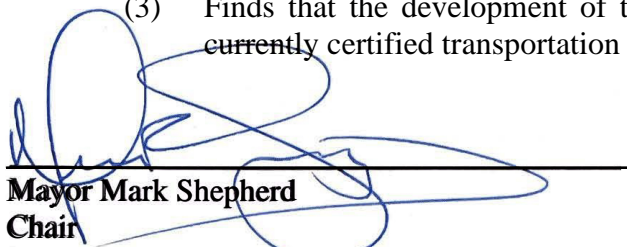
Resolution adopting Amendment Five to the 2021-2026 TIP

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL  
AMENDING THE 2021 - 2026  
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 2021-2026 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 2021-2026 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 15, 2021, 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 Five to the 2021-2026 Transportation Improvement Program as attached,
- (2) Finds that the TIP conforms to and is consistent with the State Implementation Plan for Salt Lake, Davis, western Weber, and southern Box Elder Counties, and
- (3) Finds that the development of the Transportation Improvement Program is based on a ~~currently~~ certified transportation planning process.



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Mayor Mark Shepherd  
Chair  
Trans Com



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Andrew S. Gruber  
Executive Director  
Wasatch Front Regional Council

Date: April 15, 2021

## 2021-2026 Transportation Improvement Program (TIP) (Amendment Five)

### Board Modification

#### Additional Funding

##### Salt Lake/ West Valley Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	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)	\$210,404,000	\$203,604,000	<i>New Funding</i>	<b>\$7,400,000</b>	2021

The purpose of this project is to improve traffic flow and reduce congestion along the corridor and improve safety. Recently contaminated soils were discovered within the project's limits which were left over from the Midvale Slag superfund site. The Midvale Slag site operated as a smelting facility from 1871 through 1958, during which time five smelters on the property processed lead and copper ore. Smelting operations and on-site disposal of untreated hazardous substances resulted in the contamination of soil and groundwater. The EPA removed this location from the superfund site in 2015. UDOT Region Two requests adding \$6.8 million of additional TIF funds to the I-15 SB; 12300 South to SR-201 project to cover the additional costs incurred by Hazardous Waste Removal (\$2.5M) in addition to adding Tiger Tail Striping throughout the project limits (\$350,000), addressing damage incurred by the 2019 Tanker Fire (\$450,000), and UPRR Delays to the project (\$3.5M)

##### Ogden/ Layton Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Davis	UDOT	SR-193	14422	SR-193; Extension, 2000 West to 3000 West	This project extended SR-193 with the new construction of a 5-lane facility between 2000 West and 3000 West	ST_TIF (Transportation Investment Fund)	\$6,871,136	\$5,151,136	<i>New Funding</i>	<b>\$1,720,000</b>	2021

In August of 2017 the SR-193 Extension project returned \$9.7 million of the originally programmed funds. This project needs \$1.72 million funded back to this project in order to finalize the purchase of property from the LDS church and close this project out. The LDS church signed a right of occupancy so that the SR-193 Extension project could proceed while the details of the purchase were finalized. UDOT ROW will manage the excess property acquired through this transaction.

# 2021-2026 Transportation Improvement Program (TIP) (Amendment Five) Board Modification

## New Project

## Salt Lake/ West Valley Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	Riverton	1300 West	19276	1300 West ; 13140 South to 13200 South	Adding Bike Lanes and Constructing Missing Sidewalk	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	\$531,092	\$0	<i>New Funding</i>	<b>\$150,000</b>	2021

UDOT TAP Contribution \$150,000, Local Contribution \$381,092, Total Project Cost \$531,092

Salt Lake	Holladay	Holladay Blvd	19278	Holladay Blvd; 5255 South to Hillsden Drive	Constructing Missing Sidewalk	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	\$183,072	\$0	<i>New Funding</i>	\$110,000	2021
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UDOT TAP Contribution \$110,000, Local Contribution \$73,072, Total Project Cost \$183,072

Salt Lake	Bluffdale	15000 South	19279	15000 South; 2375 West to 2500 West	Constructing Missing Sidewalk	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	\$64,219	\$0	<i>New Funding</i>	<b>\$38,531</b>	2021
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UDOT TAP Contribution \$38,531, Local Contribution \$25,688, Total Project Cost \$64,219

Salt Lake	Salt Lake County	Westsons Blvd	19280	Westsons Blvd; 4715 South to 5415 South	Adding Bike Lanes	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	\$231,000	\$0	<i>New Funding</i>	\$150,000	2021
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UDOT TAP Contribution \$150,000, Local Contribution \$81,000, Total Project Cost \$231,000

**DATE:** May 18, 2021  
**AGENDA ITEM:** 5b  
**SUBJECT:** ACTION - Board Modifications to the 2021-2026 TIP  
**PREPARED BY:** Ben Wuthrich

**BACKGROUND:**

The Wasatch Front Regional Council (WFRC) has received requests to modify the current 2021-2026 Transportation Improvement Program (TIP) with the attached list of programs and projects. This modification requires action from the Regional Council and the Utah Transportation Commission but does not require an air quality conformity analysis or 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 2021-2026 TIP as requested.”

**CONTACT PERSON:**

Ben Wuthrich (801) 363-4230 ext 1121

**EXHIBITS:**

Resolution adopting Amendment Six to the 2021-2026 TIP

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL  
AMENDING THE 2021 - 2026  
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 2021-2026 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 2021-2026 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 27, 2021, and all comments were carefully considered,

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

- (1) Approves Amendment Six to the 2021-2026 Transportation Improvement Program as attached,
- (2) Finds that the TIP conforms to and is consistent with the State Implementation Plan for Salt Lake, Davis, western Weber, and southern Box Elder Counties, and
- (3) Finds that the development of the Transportation Improvement Program is based on a currently certified transportation planning process.

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Mayor Jeff Silvestrini  
Chair  
Wasatch Front Regional Council

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Andrew S. Gruber  
Executive Director  
Wasatch Front Regional Council

Date: May 27, 2021



## 2021-2026 Transportation Improvement Program (TIP) (Amendment Six)

### Board Modification

#### Scope Adjustment & Additional Funding

##### Ogden/ Layton Urbanized Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Davis & Weber	UDOT	US-89	13821	US-89; Farmington to I-84	Initially the Project was to Reconstruct and Widen to include the Rehabilitation of two bridges over the Weber River on US-89  <b><u>Additional Scope includes:</u></b> Construct a new Single Point Urban Interchange (SPUI) at the I-84/ US-89 Junction, Including New On and Off ramps	Local_Govt (Local Government Funds)	\$554,703,129	\$86,658			2021
						L_BETTERMENT (Local Government Betterment CO-OP)		\$5,394,748			
						ST_Bridge (State Bridge Funds)		\$2,050,000			
						ST_TIF (Transportation Investment Funds)		\$482,046,723	<b><i>Additional Funding</i></b>	<b>\$60,000,000</b>	
						ST_Trans_Sol (State Transportation Solutions)		\$5,125,000			

The original scope for the US-89 project stopped short of the I-84 interchange due to funding constraints. The public has been very vocal about concerns of current and future traffic backup at the interchange at I-84. In response to the concerns, UDOT has done additional traffic analysis and has confirmed that the traffic can back up for more than a mile on Northbound US-89 during the PM peak and add more than 5 minutes of delay to commuters. This delay is only anticipated to increase with the completion of the US-89 reconstruct project. The additional scope proposes to add a new SPUI (Single Point Urban Interchange) at the I-84 / US-89 junction. New on and off ramps will be built to provide better sight distance, standard deceleration and acceleration lengths and improved storage. The bridge on I-84 over the Weber River will also be reconstructed as part of this project. The total request is to add \$60,000,000 of TIF to the project. The additional TIF funds come from program efficiency and new unprogrammed funding.

Davis	UDOT	I-15	15684	I-15; Shepard Lane Interchange	Construct a New Interchange	ST_TIF (Transportation Investment Funds)	\$89,000,000	\$47,000,000	<b><i>Additional Funding</i></b>	<b>\$42,000,000</b>	2021
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Prior to the environmental document being completed on this project, UDOT listed an estimate of \$47 million as a project place holder for the construction of the interchange until an updated project estimate could be determined during the environmental process. This estimate was based on the cost of a similar size but later determined, much simpler type of interchange. With the completion of the environmental document and the development of the project scope, the updated project cost indicates that the previous project estimates did not anticipate the project complexity, the increased cost of project materials and construction, nor did it provide for the inflation costs of the individual phases of the project. UDOT Region One requests that additional Transportation Investment Funds (TIF) be added to complete the current scope. The additional TIF funds come from program efficiency and new unprogrammed funding.

## 2021-2026 Transportation Improvement Program (TIP) (Amendment Six)

### Board Modification

#### Additional Funding

##### Salt Lake/ Tooele County

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-80	13323	I-80; Structure Replacement at Black Rock and SR-36	Bridge Reconstruction	ST_TRANS_SOL (Region 2 Transportation Solutions Funds)	\$41,501,200	\$0	<b>Additional Funding</b>	<b>\$4,500,000</b>	2021
						NHPP_BR ( National Highway Performance Program - Bridge)		\$7,489,532			
						NHPP_IM ( National Highway Performance Program - Interstate Maintenance)		\$5,995,000			
						STP_BRIDGE (Surface Transportation Program - Bridge Funds for State Projects)		\$5,000,000			
						STP_FLX_ST (Surface Transportation Program - Flexible (Any Area) Statewide)		\$16,600,177			
						ST_BRIDGE (State Construction - Bridge Program)		\$900,000			
						ST_PVMT (State Pavement Program)		\$31,200			
						ST_RET_ROW (State Funds Retained from Right of Way)		\$985,290			

Region Two requests adding \$4.5 million of Transportation Solutions funds to the I-80; Structure Replacement project, near Lake Point, to cover unexpected costs. The abutment walls for the westbound bridge experienced unanticipated settlement requiring additional design and reinforcement. The project also incurred delay costs associated with 3rd party utility providers. The project has been delayed 18 months which has increased the costs for: - Maintaining traffic control, - Construction Engineering, - Contractor overhead, - Resequencing work activities, The I-80 Structure Replacement project, located between MP 99 and 101, will replace three structures. The project is scheduled to be completed in the summer of 2021. The funding would come from project cost savings in the Region 2 Transportation Solutions Funds.

Tooele	UDOT	Midvalley Highway	19500	Midvalley Highway Environmental Re-evaluation	Re-evaluation of the Environmental Document	ST_TIF (Transportation Investment Funds)	\$1,000,000	\$0	<b>New Project</b>	<b>\$1,000,000</b>	2021
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An Environmental Impact Statement (EIS) for the Midvalley Highway was completed in 2011 for a new highway between I-80 and SR-36 south of Tooele City. The first phase of this new highway is currently under construction from I-80 to SR-138 and scheduled for completion in the fall of 2021. The recent and rapid growth within the Tooele Valley has changed the conditions within the Valley to a point that a re-evaluation of the environmental document is needed to identify if the preferred alignment should be adjusted between SR-138 and SR-36. Region Two requests adding the project to the current STIP and allocating \$1,000,000 of TIF. The additional TIF funds come from program efficiency and new unprogrammed funding.

## 2021-2026 Transportation Improvement Program (TIP) (Amendment Six)

### Board Modification

#### 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)	\$453,000,000	\$0	<b>2022 Program</b>	<b>\$453,000,000</b>	2022

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.)

#### New Projects

##### 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	Various	Various Locations	Projects that Improve Traffic Safety and Mobility	Transportation Solutions Program (TSP)	\$65,200,000	\$0	<b>Fund Program Amount</b>	<b>\$65,200,000</b>	2021

During the May 2021 Transportation Commission meeting, the Transportation Solutions Program (TSP) project list was reviewed, approved, and amended into the existing 2021-2026 Statewide Transportation Improvement Program (STIP). The Transportation Solutions Program (TSP), is a single year project list, and by amending the projects into the existing STIP and the TIP allows the work to begin on projects July 1, 2021 for State Transportation Funds, and October 1 for the Federal Funds. Due to the size and types of projects in this program, often times there are project cost savings as well as increased project costs which generates amendments to the TIP/ STIP throughout the year. The Transportation Solutions Program (TSP) funds projects that improve traffic safety and mobility. Project types include choke point improvements, sign modifications or replacement, lighting, barrier replacement or upgrades, and safety projects. (For specific projects please refer to the attached Transportation Solutions Program (TSP) Table)

State Transportation Fund (TF) and Federal Highway Fund (FHF)			
Programs*	FY 2022	FY 2023	FY 2024
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	53.0	63.0	78.0
Traffic & Safety	41.1		
Traffic Management	15.0		
Freight	13.7	13.7	13.7
Transportation Alternatives	2.8	2.8	2.8
Contingency	6.5		
Public Communication	0.8		
Concept Development	0.6		
Planning Studies	0.8		
Transportation Solutions	65.2		
<b>TOTAL</b>	<b>453.0</b>		
* 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			



## 2021 STIP Workshop, Part 2

Region	PIN	PIN Description	Primary Concept	Project Value	Projected Start Year
1	19141	I-15/I-84 Fence Replacement in Box Elder	Fencing	\$ 1,200,000	2022
1	19139	Region One Culvert Rating and Inspection Program	Drainage	\$ 2,000,000	2022
1	19137	Region One Small Sign Replacement Program	Sign Modification & Replacement	\$ 250,000	2022
1	16649	I-15; Barrier Upgrades Various Locations	Other-Roadway Project	\$ 1,000,000	2023
1	19134	SR-134; Left Turn Lanes at SR-39	Other-Roadway Project	\$ 1,200,000	2022
1	19135	SR-13; Turn Lanes at 1400 South	Other-Roadway Project	\$ 1,400,000	2022
1	19140	SR-108; Dual Left Turn Lane at SR-126	Other - Traffic Management & ITS Projects	\$ 2,500,000	2022
1	19142	Median and Striping Hot Spot Project	Other - Traffic Management & ITS Projects	\$ 500,000	2022
1	19138	SR-16; Culvert Replacements MP 8-8.3 Woodruff	Drainage	\$ 500,000	2022
2	15619	I-15 NB On-Ramp at SR-173	Choke Point	\$ 1,700,000	2022
2	18382	SR-266 at Atwood Blvd (Add to PIN 18863)	Intersection Modification	\$ 825,000	2022
2	18463	I-15 NB Overhead Sign Replacement	Sign Modification & Replacement	\$ 3,000,000	2022
2	18462	SR-173 at College Dr (Add to PIN 15921)	Intersection Modification	\$ 250,000	2022
2	17633	SR-68 Right Turn Pocket (Add to PIN 11082)	Choke Point	\$ 455,000	2022
2	17634	SR-171; Sidewalk (Add to PIN 18833)	Other-Roadway Project	\$ 1,000,000	2022
2	19188	I-80; Variable Speed Limit Improvements	ITS Communications	\$ 1,200,000	2022
2	16449	I-80; Parleys Pipe	Maintenance Spot Improvement	\$ 2,500,000	2022
2	18461	SR-154; I-15 to 200 W	Intersection Modification	\$ 750,000	2022
3	16497	US-6 Improvements in Spanish Fork	Choke Point	\$ 7,800,000	2022
3	19144	2022 Region 3 Lighting Maintenance	Other-Roadway Project	\$ 150,000	2022
3	19143	2022 Regionwide Drainage Improvements	Drainage	\$ 2,500,000	2022
3	16499	Santaquin Main St Imprvmnts Phase 4 (add to 17058)	Choke Point	\$ 308,000	2022
4	18226	US-191; Passing Lane, MP 154.5 to MP 157	Passing Lane	\$ 4,200,000	2022
4	17228	Northern Corridor, Washington County	New Capacity	\$ 2,000,000	2022
4	15524	US-6; Horse Canyon Rest Area Expansion	Other - Enhancement Project	\$ 500,000	2022
4	19449	US-50; Bridge (OC-733) Repair	Other structure item repair	\$ 650,000	2022
4	19335	I-70; Interstate Lighting Upgrades	Other - Traffic Management & ITS Projects	\$ 400,000	2022
4	19325	SR-24; MP 116.13 Bull Creek Box Culvert Ext.	Other - Structures Project	\$ 800,000	2022
4	19324	I-70; Drainage Improvements MP 61 to 84.5	Drainage	\$ 750,000	2022
4	19333	I-70; Box Beam Replacement Phase 1	Other-Roadway Project	\$ 2,000,000	2022
S	19494	ATCMTD Grant Match - CAV Ecosystem (add to 19207)	Connected Autonomous Vehicles	\$ 4,500,000	2022
S	19495	INFRA Grant Match - 5600 W Shared Use Path	Transportation Alternatives	\$ 7,000,000	2022
S	19496	Electronic Vehicle Charging Infrastructure	ATMS	\$ 2,500,000	2022
S	19497	Enhanced Striping	Signing - Maintenance	\$ 6,000,000	2022

**DATE:** May 18, 2021  
**AGENDA ITEM:** 5c  
**SUBJECT:** **ACTION:** Approve STP, CMAQ, & TAP Projects for 2022-2027 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 106 projects totaling approximately \$397 million submitted to WFRC for the three federal programs. With \$49 million available to program in the region, the Trans Com Technical Advisory Committees -- comprised principally of the local government engineers and public works directors -- identified 36 projects that would provide great benefits from the federal funding available. This means that about 25% 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 highway, 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 2027 in the Salt Lake/ West Valley Area and \$10,780,000 in the Ogden/ Layton Area. Given the mix of project cost overruns and project cost savings, programming efficiencies, and federal funding allocations (including regularly available funds and supplemental funding from the Coronavirus Response and Relief Supplemental Appropriations Act of 2021), there is an estimated \$24,234,095 available to program for the year 2027 in the Salt Lake/ West Valley Area, and \$14,570,301 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 in the Salt Lake/ West Valley Area and about \$3,034,000 in the Ogden/ Layton Area through the year 2027. Given the mix of project cost overruns and project cost savings during this past year, there is \$6,373,516 available to program in the Salt Lake/ West Valley Area and \$2,538,986 available in the Ogden/ Layton Area.

The **Transportation Alternatives Program (TAP)** funds are for construction and planning of bicycle and pedestrian facilities. The annual apportionments for TAP funds for the year 2023 are projected to be approximately \$900,000 in the Salt Lake/ West Valley area and approximately \$500,000 in the Ogden/ Layton Area. Given the mix of project cost overruns and project cost savings, programming efficiencies, and federal funding allocations, there is an estimated \$936,356 available to program in the Salt Lake/ West Valley area and the Ogden/ Layton Area is expected to have an estimated \$325,527 available to program.

At their meeting on April 15, 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) in the region.

The attached tables show the projects submitted for consideration. The yellow-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 recommended STP, CMAQ, and TAP projects be added to the draft FY 2022-2027 STP and CMAQ Programs, and the draft FY 2023 TAP Program.”

**EXHIBITS:**

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

## Summary of the Recommended Projects for the Surface Transportation Program (STP)

Sponsor	Project Information		Funding Amount Recommended
	Location/ Limits	Concept/ Type of Improvement	
<b>SALT LAKE/ WEST VALLEY URBAN AREA</b>			
West Jordan	7800 South; Mountain View Corridor to SR-111	Widen from 2-Lane to 5-Lane with Shoulders, Curb, Gutter, and Sidewalk	\$ 2,000,000
West Valley City	3650 South; 2700 West to 3200 West	Reconstruct & Minor Widening, including Shoulder, Curb, Gutter, Sidewalk, Parkstrips, and Bike Lanes	\$ 3,201,489
UDOT TOC	Traffic Signal Priority/Preemption for Transit, Freight, and Snow Plows	(1) SR-266 from I-215 West to I-215 East (2) 5400 So from MVC to Bangerter Hwy and 5400 So from Redwood Rd. to I-15 (3) SR-48 from MVC to Redwood Rd	\$ 736,517
Sandy, Midvale	9000 South & 700 West Southbound Dual Left Lanes	Construct dual left turn lanes from SB 700 West to EB 9000 South with 700 West Improvements	\$ 1,529,729
Millcreek	1300 East; 4220 South to 4500 South	Reconstruct including curb, gutter, sidewalk, enhanced bus stops, and storm drain	\$ 3,000,000
UDOT TOC	Salt lake City Metro- Signal Timing and Optimization 120 to 200 Signals	New Bingham Hwy (SR-48) from 5600 West to 7800 South at Redwood Rd	\$ 559,380
Salt Lake	700 North; 2200 West to Redwood Rd (1700 West)	Reconstruct including curb, gutter, sidewalk, enhanced bus stops, and storm drain	\$ 3,000,000
UDOT	North Bound - Acceleration Lane from Rosecrest Road to Mountain View Corridor	Construct a right turn acceleration lane from Rosecrest onto NB MVC	\$ 1,486,646
South Jordan	1300 West & Shield's Lane Intersection Improvements	Increase capacity of the Intersection by adding through lanes to three approaches and adding a right turn pocket to westbound approach and addressing North/South Bike lanes	\$ 3,020,272
Holladay/ Millcreek	Murray-Holladay Road Full Stop Pedestraian Crossing	Construct T-intersection and add a new full traffic stop pedestraian crossing	\$ 388,956
UTA/ Draper	Point of the Mountain Transit Environmental Study from Lehi to Draper	Environmental and Conceptual Engineering for a Gold Standard Bus Rapid Transit (BRT) Route	\$ 2,000,000
Kearns	Cougar Lane; Niagara Way to Kearns High Drive	Widen to accommodate a second travel lane and maintain existing bike lane	\$ 2,114,169
UTA	Davis/ Salt Lake Connector Design	Davis - SLC Community Connector Design for Essential Transit Connection between Davis County and Salt Lake County	\$ 750,000
Cottonwood Heights	Bengal Boulevard - Bike and Pedestrian Walkway	Construct 10-foot Shared-use path to provide dedicated space for Pedestrians and Cyclist	\$ 444,894
			<b>\$ 24,232,052</b>



## Summary of the Recommended Projects for the Surface Transportation Program (STP)

Sponsor	Project Information		Funding Amount Recommended
	Location/ Limits	Concept/ Type of Improvement	
<b>OGDEN/ LAYTON URBAN AREA</b>			
UDOT TOC	Traffic Signal Priority/Preemption for Transit, Freight, and Snow Plows	(1) Riverdale Rd (SR-26); 1900 W (in Roy) to Washington Blvd (2) Harrison Blvd (SR-203); 24th St to 36th St	\$ 624,641
West Point	300 North; 3000 West to 4000 West	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, and Bike Lanes	\$ 2,643,242
UDOT TOC	Ogden/ Layton Metro Area Signal Timing and Optimization	Wall Street (SR-204); 1200 S to Riverdale Rd	\$ 372,920
Marriott-Slaterville	1700 South; 12th Street to Marriott-Slaterville/ Ogden City Boundary Line	Reconstruct w/Minor Widening including curb, gutter, and eliminate the dangerous bend	\$ 2,307,536
Ogden	20th Street; Quincy Ave to Harrison Blvd	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, and Bike Lanes & Intersection Improvements	\$ 2,000,000
North Salt Lake	Main Street; Pacific Avenue to 1001 North	Reconstruct/ Widen with minor improvements to Drainage, Curb, Gutter, Sidewalk, Bike Lanes, and Railroad Crossing	\$ 2,536,702
Centerville	400 East; Pages Lane to Porter Lane	Reconstruct Roadway with improvements to bike and pedestrian facilities	\$ 1,697,710
Kaysville	Mutton Hollow; Main Street to Fairfield Road	Widen Main Str, Install traffic signals at Main St./Mutton Hollow and Fairfield/Mutton Hollow. Widen Mutton Hollow with bike and ped facilities	\$ 2,000,000
UTA	Davis/ Salt Lake Connector Design	Davis - SLC Community Connector Design for Essential Transit Connection between Davis County and Salt Lake County	\$ 750,000
Layton	Gentile Street Safe Routes To School; 3475 West to 3200 West	Roadway widening improvements including constructing missing sidewalk	\$ 162,550
Roy	4000 South Safe Routes To School Rail Crossing; 2550 West to 2350 West	Construct Consistant at-grade pedestrian rail crossing, curb, gutter, and sidewalk	\$ 225,000
			\$ 15,320,301

Projects Submitted for Consideration for the 2022-2027 Surface Transportation Program (STP)

Recommended Funding	List	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	Projects Submitted	Sponsor Priority	Access to Opportunities	Facility Condition/ Management Practice	Benefit Cost	Operation, TSM/ TDM & ITS	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Values	Existing Average Daily Traffic	Safety/ Improvements	Existing Volume/ Capacity	Total	Weighted Total
Ogden \ Layton Urban Area																																
		1					STP	Traffic Signal Priority/Preemption for Transit, Freight, Emergency Veh. and Snow Plows	(Corridor 1) 1900 West (in Roy) via SR26 - Riverdale Rd. (Corridor 2)	(Corridor 1) to Washington Blvd. (US 89) (Corridor 2) to 36th Street	ATMS or ITS	Operations	Principal Arterial	5.45	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.	\$ 670,000	\$ 624,641	\$ 45,359	0	1	4.67	2.00	15.00	18.67	0.00	3.81	5.00	5.00	6.00	1.00	54	56.14
		2					STP	300 N	3000 W	4000 W	Reconstruction	Reconstruct	Collector	1	Widen to a three lane section and install curb, gutter and sidewalk. Provide turn lanes at all intersections.	\$ 3,907,800	\$ 2,643,242	\$ 1,264,558	1	1	3.33	20.00	16.00	2.00	0.00	4.29	3.00	5.00	7.00	0.00	43	55.62
		3					STP	Ogen/Layton Metro Area Signal Timing and Optimization	SR 204 Wall St. (Typical Corr.) 1200 South (MP 3.56)	Riverdale Rd. (MP 0.00)	Intersections & Signals	Operations	Principal Arterial	3.56	The UDOT TMD is applying for CMAQ and STP funds for traffic signal operations. These proposed traffic signal optimization projects would retime signalized intersections across multi-jurisdictional boundaries. Optimizing traffic signal operations reduce air pollution by reducing vehicle delay at signalized intersections.	\$ 400,000	\$ 372,920	\$ 27,080	0	3	4.00	1.50	15.00	10.67	10.00	2.86	4.00	5.00	6.00	1.00	54.5	55.02
		4					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	\$ 2,307,536	\$ 2,767,665	1	1	3.33	12.50	16.00	2.67	0.00	5.24	2.00	5.00	7.00	0.00	43.5	48.74
		5					STP	20th Street Reconstruction Phase 2	Quincy Avenue	E/o Harrison Blvd	Reconstruction	Reconstruct	Minor Arterial	0.47	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.	\$ 5,300,000	\$ 2,000,000	\$ 3,300,000	3	1	2.67	7.50	16.00	6.00	0.00	5.24	2.00	5.00	7.00	0.00	46.5	46.40
		6					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.	\$ 3,604,000	\$ 2,536,702	\$ 1,067,298	3	1	4.67	10.00	12.00	2.67	0.00	4.29	2.00	5.00	7.00	1.00	41	43.62
	7	O_STP_19	1	Weber	Ogden	Ogden City Corporation	STP	2nd Street Reconstruction	E/o Washington Blvd	E/o Monroe Blvd	Reconstruction	Reconstruct	Collector	0.83	Average Daily Traffic (ADT) has increased on 2nd Street since the intersection of 2nd Street/Harrison Blvd in 2017. 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. Missing sidewalk, insufficient space for bike lanes and small queues at signalized intersections are also issues.	\$ 5,227,600	\$ 4,873,691	\$ 584,800	3	2	4.00	7.50	12.00	5.33	0.00	4.76	2.00	5.00	7.00	1.00	44.5	43.60

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\$ 1,697,710		8	O_STP_7	1	Davis	Centerville	Centerville City	STP	400 East - Pages Lane to Porter Lane	Pages Lane	Porter Lane	Reconstruction	Reconstruct	Collector	0.45	400 East in Centerville City from Pages Lane to Porter Lane is a major collector. The City plans to use 400 East as a designated bike way. 400 East is classified as a Federal Aid Eligible collector and an integral corridor of the City Transportation Plan. The roadway needs to be reconstructed in order to safely distribute traffic along the corridor.	\$ 2,425,300	\$ 1,697,710	\$ 727,590	2	1	4.67	10.00	16.00	0.00	0.00	4.76	3.00	5.00	5.00	0.00	39	43.43
\$ 2,000,000		9	O_STP_11	1	Davis	Kaysville City	Kaysville City	STP	Mutton Hollow	Main Street	Fairfield Road	Intersections & Signals	Operations	Collector	0.91	Kaysville City plans to reduce traffic congestion and increase safety and mobility for pedestrians and bicyclists by installing traffic signals at the intersections of Main St./Mutton Hollow and Fairfield/Mutton Hollow. These intersections are on critical transportation corridors to residents, businesses and schools.	\$ 5,050,400	\$ 2,000,000	\$ 2,050,400	2	1	2.00	4.00	12.00	6.67	0.00	9.52	2.00	5.00	5.00	1.00	42	42.19
		10	O_STP_16	1	Davis	Woods Cross	Woods Cross	STP	1100 West	2185 South	1100 North (2600 S)	Widening	Reconstruct	Collector	0.436	The project widens 1100 West from 2600 S to 2185 S. 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.	\$ 3,434,700	\$ 3,202,171	\$ 232,529	1	1	2.00	15.00	12.00	2.00	0.00	4.76	1.00	5.00	5.00	0.00	34	41.76
		11	O_STP_8	1	Davis	Clinton	Clinton City	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.	\$ 3,212,400	\$ 2,994,921	\$ 217,479	1	1	2.00	12.50	12.00	3.33	0.00	4.76	2.00	5.00	5.00	0.00	36.5	41.60
		12	O_STP_28	1	Weber	West Haven	West Haven	STP	1800/2100 South Connector	2100 South and 1900 West	1800 South and 2550 West	Other STP	Capacity	Collector	0.59	Provide a better connection between the east/west corridors in Western Weber County and I-15. West Haven proposes to construct a connection 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. Currently 1800 South connects to 1900 West through a misaligned intersection. South of 1200 South, none of the east/west roadways connect directly to I-15 without first turning onto 1900 West or Midland Dr. This road would improve regional transportation by adding a direct connection.	\$ 5,304,200	\$ 2,500,000	\$ 359,094	2	1	7.00	3.50	9.00	0.00	0.00	13.00	2.00	5.00	7.00	0.00	41.5	41.50
		13	O_STP_27	1	Weber	West Haven	UDOT - Region 1	STP	Dual Left Turn Lanes on Midland Drive at SR-126	MP 12.75	MP 13.03	Intersections & Signals	Operations	Principal Arterial	0.34	This project is to help improve traffic operations for NB traffic on SR-108 (Midland Drive) to turn left onto SR-126 (1900 West).	\$ 3,564,000	\$ 3,322,717	\$ 241,283	3	1	2.67	3.00	12.00	4.00	2.00	5.71	4.00	5.00	5.00	2.00	41	40.38
		14	O_STP_9	1	Davis	Farmington	Farmington City	STP	SR - 106 (200 East) Improvements	Glovers Lane	Lund Lane	Widening	Reconstruct	Minor Arterial	0.88	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.	\$ 2,406,900	\$ 2,225,307	\$ 161,593	2	2	0.00	10.00	16.00	3.33	0.00	5.24	1.00	5.00	3.00	0.00	34	38.57
		15	O_STP_26	1	Weber	Various in Weber and Davis Counties	Utah Transit Authority	STP	UTA Bus Stops - Routes 640 and 645 Plus	0	0	Transit Capital	Transit	Minor Arterial	0.25	UTA's Master Wayfinding and Bus Stop Improvement Plan will make the system more recognizable and improve many stops which are still out of ADA compliance. This grant will facilitate implementation of the plan, upgrading more bus stops. The focus for this request is on Monroe, 36th, and 2nd Streets (Routes 640 and 645).	\$ 508,500	\$ 474,075	\$ 34,425	3	3	9.00	2.00	4.00	8.00	0.00	10.00	0.00	5.00	2.50	1.00	36	36.50

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		16	O_STP_23	1	Weber	Unincorporated Weber County	Weber County	STP	Widen 2550 South	3500 West	5100 West	Other STP	Reconstruct	Collector	1	Currently there is no continuous turning lane or shoulder. With the planned reconfiguration of the interchange at 25th Street, this corridor will become a main west to east collector of the west. By improving the shoulder and drainage, pedestrian use will be safer.	\$ 6,000,000	\$ 1,500,000	\$ 1,200,000	3	1	0.67	5.00	16.00	0.00	0.00	3.33	2.00	5.00	5.00	0.00	28	32.00
		17	O_STP_24	1	Weber	Unincorporated Weber County	Weber County	STP	Widen 12th Street	10000 West	7100 West	Other STP	Capacity	Collector	3.48	Currently there is no continuous turning lane or shoulder. This is the last phase of the proposed widening from the end of the previous phase to Little Mountain. By improving the shoulder and drainage, pedestrian use will be safer.	\$ 20,233,807	\$ 9,833,807	\$ 10,400,000	3	3	3.00	3.50	6.00	0.00	0.00	12.00	2.00	5.00	5.00	0.00	31.5	31.50
\$ 750,000	18	O_STP_13	1	Davis	South Davis County to SLC	Utah Transit Authority		STP	Davis Salt Lake Connector Design - OL UZA	Davis County	Salt Lake City	Transit Capital	Transit	NA	12.4	The Davis-SLC Community Connector has been identified as a phase 1 project in the regional transportation plan. It will provide an essential transit connection between Davis and Salt Lake County, improving upon existing service. Environmental work is currently underway. The requested funds will be used for final design.	\$ 4,700,000	\$ 1,500,000	\$ 108,924	3	1	4.00	1.50	12.00	4.00	0.00	4.00	2.00	0.00	1.50	1.00	27.5	30.00
	19	O_STP_10	1	Davis	Farmington Utah	Farmington City		STP	Business Park RemoteTransit Hub Design	Farmington Front Runner Station	800 North	Study	Other	NA	1	The center of Farmington's business park is located one mile from the Front Runner Station with more than 1.2 million sf of planned office space and 2,600 high density residential units entitled by the City. The project will design a remote transit hub from the Front Runner Station to the business park to transport commuters from to their offices and homes.	\$ 140,700	\$ 131,175	\$ 9,525	2	1	1.00	3.00	9.00	5.00	0.00	6.00	0.00	0.00	3.00	1.00	28	28.00
	20	O_STP_3	1	Box Elder	Perry City	Perry City Corporation		STP	1200 West Roadway Widening Phase 1	1600 South	2250 South	Widening	Reconstruct	Collector	0.521	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.	\$ 5,116,100	\$ 4,653,203	\$ 462,897	5	2	2.67	7.50	8.00	0.67	0.00	3.33	2.00	5.00	3.00	0.00	24.5	27.17
	21	O_STP_2	1	Box Elder	Perry City	Perry City Corporation		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	6	1	5.00	1.00	3.00	1.00	0.00	11.00	3.00	5.00	3.00	0.00	27	27.00
	22	O_STP_4	1	Box Elder	Perry City	Perry City Corporation		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	\$ 2,582,005	\$ 187,495	6	3	2.00	7.50	8.00	0.67	0.00	3.33	2.00	5.00	3.00	0.00	23.5	26.50
	23	O_STP_6	1	Box Elder	Perry City	Perry City Corporation		STP	1200 West Roadway Widening Phase 4	3000 South	3600 South	Widening	Reconstruct	Collector	0.753	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.	\$ 3,696,505	\$ 3,334,371	\$ 362,134	6	5	2.00	7.50	8.00	0.67	0.00	3.33	2.00	5.00	3.00	0.00	23.5	26.50

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	24	O_STP_5	1	Box Elder	Perry City	Perry City Corporation	STP	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	6	4	2.00	7.50	8.00	0.00	0.00	3.33	2.00	5.00	3.00	0.00	22.5	25.83
	25	O_STP_21	1	Weber	Pleasant View	Pleasant View	STP	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 (PV), Utah. 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. Due to traffic conflicts between haul trucks, vehicles, and pedestrian, the primary purpose of the project is to create safer pedestrian and vehicular travel conditions along existing streets. This project will provide an alternative truck route for construction trucks coming and going from Tower's Sand and Gravel. This project will also preserve the pavement of roadways currently designated as haul truck routes. As a minor arterial, this roadway will provide another route for residents from PV and North Ogden to access Hwy 89.	\$ 37,409,800	\$ 34,770,874	\$ 2,524,926	1	1	3.00	1.00	0.00	0.00	0.00	13.00	3.00	0.00	5.00	0.00	25	25.00
	26	O_STP_22	1	Weber	Unincorporated Weber County	Weber County	STP	STP	Widen 3300 South	3300 West	4700 West	Other STP	Capacity	Collector	1.76	Currently there is no continuous turning lane or shoulder. With the planned reconfiguration of the interchange at 25th Street, this corridor will become a main west to east collector of the west. By improving the shoulder and drainage, pedestrian use will be safer.	\$ 16,011,200	\$ 13,552,099	\$ 984,101	3	2	1.00	3.50	0.00	0.00	0.00	10.00	2.00	5.00	5.00	0.00	21.5	21.50
	27	O_STP_29	1	Weber	West Haven	West Haven	STP	STP	Collector Roadway 3600 to 3300 South	3600 South 2700 West	3300 South 3500 West	Other STP	Capacity	Minor Arterial	1.105	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.	\$ 7,834,800	\$ 7,304,384	\$ 530,416	2	2	0.00	1.00	3.00	2.00	0.00	6.00	2.00	5.00	7.00	0.00	21	21.00
	28	O_STP_1	1	Box Elder	Brigham city	Brigham City Corporation	STP	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	1	1	1.00	2.50	3.00	0.00	0.00	9.00	2.00	5.00	3.00	0.00	20.5	20.50
	29	O_STP_14	1	Davis	South Weber	South Weber City Corporation	STP	STP	Cottonwood Drive Roadway Widening	I-84	Weber River Bridge Crossing	Widening	Reconstruct	Local	0.53	Widening of the existing asphalt roadway and install curb, gutter, and sidewalk. (trail) The new trail will connect the existing Weber River Parkway Trail system to the south and trail systems south to I-84 and the US-89 junction existing trailheads.	\$ 2,017,900	\$ 1,764,751	\$ 253,149	6	1	0.67	2.50	4.00	0.00	0.00	1.43	1.00	5.00	3.00	0.00	11.5	12.60

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The following recommended projects (30 & 31) were submitted as TAP projects so their data does not align with the STP data but, the projects were identified as priority "Safe Routes to School" projects eligible for STP funds																																
\$ 162,550	30	O_TAP_5	1	Davis	Layton	Layton City	TAP	Gentile Street SRTS Project	3475 West	3200 West	Safe Routes to School	Construct Missing Sidewalk	Major Collector	0.25	There was a recent change to the school boundary lines and the mid-block crosswalk, crossing guard, and reduced speed zone signs that were located at 3475 W and Gentile were relocated to serve the new elementary school. This path is indicated as a SRTS for Legacy Jr. High and the removal of the crosswalk eliminates a path for the elementary and Jr. high students. Students continue to cross Gentile to access the sidewalk on the north side; currently the path on the south side of Gentile is uneven and there are obstructions on the path that force the students to walk on the street.	\$ 174,800	\$ 162,550	\$ 12,250	2	1	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00
\$ 225,000	31	O_TAP_18	1	Weber	Roy	Roy City	TAP	4000 South Pedestrian Rail Crossing	2550 West	2350 West	Safe Routes to School	Construct Missing Sidewalk	Major Collector	0.12	The 4000 South Pedestrian Rail Crossing project will include the construction of an at-grade pedestrian rail crossing and the necessary curb, gutter, and sidewalk to connect the sidewalk to the east and west of the trail.	\$ 442,500	\$ 412,543	\$ 29,957	2	1	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00
Recommended Funding			\$ 15,320,301				Available Funding				\$ 14,570,301				Amount Requested				\$ 131,018,391				Total Project Estimated Cost				\$ 174,022,212					



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Salt Lake\ West Valley Urban Area																																
\$ 1,486,646	7	S_STP_9	2	Salt Lake	Herriman	UDOT - Region 2	STP	NB MVC; Rosecrest Rd. Acceleration Lane	Rosecrest Rd	Approximately 1300' north of Rosecrest Rd	Widening	Operations	Principal Arterial	0.25	The project will provide a free right turn movement from Rosecrest to northbound Mountain View Corridor. Currently there are delays in the westbound movement from Rosecrest to the northbound movement to Mountain View Corridor. This project will reduce the delays thus improving air quality impacts, reduce idle times and improve capacity.	\$ 1,599,600	\$ 1,486,646	\$ 107,954	2	1	0.67	3.00	15.00	10.67	0.00	10.48	5.00	5.00	7.00	1.00	51	52.81
\$ 2,000,000	6	S_STP_26	2	Salt Lake	West Jordan	City of West Jordan	STP	7800 South Widening	MVC	U-111	Widening	Capacity	Principal Arterial	1.3	The project will widen 7800 South from an existing two lane roadway to a full 5 lanes with shoulders from 6200 West to MVC and from MVC to 6700 West. Water utilities will be placed at City cost. Street lighting will be funded separately.	\$ 5,234,500	\$ 2,000,000	\$ 145,232	7	2	3.00	3.00	15.00	8.00	0.00	9.00	4.00	5.00	10.00	1.00	53	53.00
\$ 3,000,000	5	S_STP_14	2	Salt Lake	Salt Lake City	Salt Lake City Corporation	STP	700 North Corridor Transformation	2200 West	Redwood Road (1700 W)	Other STP	Reconstruct	Minor Arterial	0.74	A Salt Lake City corridor transformation and rebuild of 700 North will increase user safety and mobility and increase connectivity for low income residents and I-215 commuters to opportunities clustered on 2200 West, the airport, and Inland Port. The new design accommodates increased truck traffic and active transportation.	\$ 4,680,600	\$ 3,000,000	\$ 1,680,600	4	1	8.00	12.50	16.00	6.00	0.00	4.76	3.00	5.00	5.00	0.00	53.5	55.26
\$ 559,380	4	S_STP_27	2	Salt Lake	West Jordan	UDOT TOC	STP	Salt Lake City Metro - Signal Timing and Optimization 120-200 Signals	SR48 New Bingham Hwy at 5600 West (Typ. Corridor)	7800 South at Redwood Rd.	Intersections & Signals	Operations	Principal Arterial	4.74	The UDOT TMD is applying for CMAQ and STP funds for traffic signal operations. These proposed traffic signal optimization projects would retime signalized intersections across multi-jurisdictional boundaries. Optimizing traffic signal operations reduce air pollution by reducing vehicle delay at signalized intersections.	\$ 600,000	\$ 559,380	\$ 40,620	0	1	4.67	2.00	15.00	10.67	10.00	2.86	4.00	5.00	6.00	1.00	56	56.19
\$ 3,000,000	3	S_STP_12	2	Salt Lake	Millcreek	Millcreek	STP	1300 East: 4220 South to 4500 South	4220 South	4500 South	Other STP	Reconstruct	Minor Arterial	0.37	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 missing curb & gutter, sidewalk, OHFB, ADA ramps, pavement resurfacing (2" mill/replacement) enhanced bus stops, and replacement of failing storm drain along 1300 East from 4220 South to 4500 South.	\$ 3,485,800	\$ 3,249,811	\$ 235,989	2	1	4.67	22.50	16.00	0.00	0.00	4.76	2.00	5.00	7.00	1.00	43.5	57.93
\$ 1,529,729	2	S_STP_18	2	Salt Lake	Sandy City	Sandy City, Midvale City, TransJordan	STP	9000 South 700 West Southbound Dual Left Lanes	9000 South	8800 South	Intersections & Signals	Operations	Minor Arterial	0.27	700 West has and will continue to see heavily increasing traffic demands with existing and planned future developments in Sandy and Midvale Cities. Classified as a major collector road, 700 West currently sees an ADT of 8,820. Per the Hales View 78 TIS, the 700 W 9000 S signal will fail by 2025 unless mitigation is done.	\$ 6,831,560	\$ 5,729,729	\$ 416,071	2	1	3.33	4.00	15.00	10.67	10.00	8.57	4.00	5.00	7.00	1.00	63	63.57
\$ 736,517	1	S_STP_16	2	Salt Lake	Salt Lake City Metro	UDOT TOC	STP	Traffic Signal Priority/Preemption for Transit, Freight, Emergency Veh. and Snow Plows	(Corridor 1) SR 266 from I215 West - (Corridor 2) SR 173 5400 South (2 segments) (Corridor 1) SR 266 to I215 East - (Corridor 2 - SR173 - 5400 S, 2 segments) to Bangerter	ATMS or ITS	Operations	Principal Arterial	20	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.	\$ 790,000	\$ 736,517	\$ 53,403	0	1	6.00	2.50	15.00	18.67	0.00	9.52	4.00	5.00	6.00	2.00	62.5	63.69	

Projects Submitted for Consideration for the 2022-2027 Surface Transportation Program (STP)

Recommended Funding		List	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	Projects Submitted	Sponsor Priority	Access to Opportunities	Facility Condition/ Management Practice	Benefit Cost	Operation, TSM/ TDM & ITS	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Values	Existing Average Daily Traffic	Safety/ Improvements	Existing Volume/ Capacity	Total	Weighted Total
\$ 3,201,489		8	S_STP_30	2	Salt Lake	West Valley City	West Valley City	STP	3650 South Reconstruction	2700 West	3200 West	Reconstruction	Reconstruct	Collector	0.5	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 be reconstructing the roadway.	\$ 6,726,900	\$ 3,701,489	\$ 268,788	5	1	8.00	12.50	12.00	4.00	0.00	4.76	2.00	5.00	7.00	1.00	49.5	51.26
		9	S_STP_20	2	Salt Lake	South Jordan	South Jordan City	STP	4000 W / South Jordan Parkway Intersection Improvements	500ft each direction of intersection		Intersections & Signals	Operations	Principal Arterial	0.5	Project is needed to meet current needs and will reduce delay/increase capacity of the intersection by adding more through lanes in each direction and dual lefts for EB/WB traffic. This project was identified in the Trans. Master Plan and the intersection is currently operating at a LOS D in the PM peak.	\$ 5,346,800	\$ 4,984,822	\$ 361,978	3	2	2.67	2.00	12.00	9.33	4.00	5.71	4.00	5.00	10.00	1.00	50	50.71
\$ 3,020,272		10	S_STP_22	2	Salt Lake	South Jordan	South Jordan City	STP	1300 W / Shield's Ln Intersection Improvements	~500ft each direction of intersection		Intersections & Signals	Operations	Minor Arterial	0.5	Project is needed to meet current needs and will reduce delay/increase capacity of the intersection by adding through lanes to three approaches and adding a right turn pocket to the westbound approach This project was identified in the Trans. Master Plan and the intersection is currently operating at a LOS E in the PM peak.	\$ 3,775,900	\$ 3,520,272	\$ 255,628	3	1	3.33	3.00	12.00	6.67	2.00	9.52	2.00	5.00	10.00	1.00	50	49.52
\$ 388,956		11	S_STP_1	2	Salt Lake	Cities of Holladay and Millcreek	City of Holladay	STP	Murray-Holladay Rd Full Stop Pedestrian Crossing	at 4705 South (approx. 1500 E)		Intersections & Signals	Operations	Minor Arterial	0.04	Realigning Murray Holladay Road at 4705 South to a T-intersection and adding a new full traffic stop pedestrian crossing will improve safe routes to school; enhance access to the Mt Olympus Sr Ctr, Creekside Park, Holladay Lions Rec Ctr, and Big Cottonwood Park; and improve transit connections.	\$ 417,200	\$ 388,956	\$ 28,244	2	2	4.00	1.50	15.00	6.67	0.00	9.52	4.00	5.00	7.00	0.00	48.5	47.69
\$ 2,000,000		12	S_STP_4	2	Salt Lake	Draper	Utah Transit Authority	STP	Point of the Mountain Transit Environmental Study	Lehi	Draper	Study	Other	NA	8	Environmental and conceptual engineering for a proposed gold standard Bus Rapid Transit (BRT) route that will connect Draper FrontRunner to Lehi Traverse Mountain to support the major economic development and mobility goals for the Point of the Mountain area.	\$ 8,000,000	\$ 3,000,000	\$ 1,000,000	6	2	9.00	3.50	9.00	0.00	0.00	9.00	2.00	5.00	7.00	2.00	41.5	41.50
\$ 2,114,169		13	S_STP_10	2	Salt Lake	Kearns	Kearns Metro	STP	Cougar Lane Widening	Niagara Way	Kearns High Drive	Widening	Operations	Minor Arterial	0.12	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.	\$ 2,804,000	\$ 2,614,169	\$ 189,831	1	1	4.67	3.50	12.00	2.67	0.00	9.52	3.00	5.00	7.00	0.00	44.5	42.36
		14	S_STP_17	2	Salt Lake	Sandy	Sandy City	STP	7800 South 1300 East Intersection Capacity	1200 East, 7710 South	1300 East, 7900 South	Intersections & Signals	Operations	Principal Arterial	0.262	This project will install eastbound dual left turn lanes, convert the southbound right turn pocket into a through right lane, and add a third southbound lane south of the signal. This third lane will drop at the existing southbound right turn pocket at the commercial property across from Old Mission Road.	\$ 1,995,700	\$ 1,825,630	\$ 132,570	2	2	4.00	3.50	12.00	8.00	0.00	8.57	1.00	5.00	5.00	1.00	43.5	43.07
		15	S_STP_25	2	Salt Lake	West Jordan	City of West Jordan	STP	9000 South	6400 West	NBH	Widening	Capacity	Principal Arterial	0.53	The project will connect 9000 South from 6400 West to its proposed connection at 6200 West (NBH). 9000 South current alignment proceeds west from MVC curving southward towards Coppeton. New alignment will continue the grid pattern to SR-111. A new intesection at 9000 South and Duck Ridge will be created.	\$ 8,353,500	\$ 3,000,000	\$ 3,092,452	7	3	0.00	1.50	12.00	0.00	0.00	16.00	4.00	5.00	10.00	0.00	43.5	43.50



Projects Submitted for Consideration for the 2022-2027 Surface Transportation Program (STP)

Recommended Funding		List	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	Projects Submitted	Sponsor Priority	Access to Opportunities	Facility Condition/ Management Practice	Benefit Cost	Operation, TSM/ TDM & ITS	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Values	Existing Average Daily Traffic	Safety/ Improvements	Existing Volume/ Capacity	Total	Weighted Total
		16	S_STP_3	2	Salt Lake	Draper	Draper City	STP	Pioneer Rd	1300 East	Highland Dr	Reconstruction	Reconstruct	Collector	1	Pioneer Rd is an East-West collector road that provides access from the valley to the east bench areas of the city and the southerly continuation of Highland Drive. The existing road is two lanes and lacks continuous curb and gutter. Consequently there are frequent flooding issues. Pioneer Road is 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.	\$ 7,608,500	\$ 5,883,745	\$ 1,724,755	2	1	3.33	22.50	8.00	0.00	0.00	4.76	0.00	5.00	5.00	0.00	30.5	43.60
		17	S_STP_21	2	Salt Lake	South Jordan	South Jordan City	STP	Jordan Gateway / Shield's Ln Intersection Improvements	~500ft each direction of intersection		Intersections & Signals	Operations	Minor Arterial	0.5	Project is needed to meet current needs and will reduce delay/increase capacity of the intersection by adding a through lanes to the WB approach, right turn lane to WB approach and dual lefts for EB/WB approaches. This project will support the continued growth on the west side of South Jordan City.	\$ 3,881,900	\$ 3,619,095	\$ 262,805	3	3	6.00	2.00	12.00	6.67	0.00	3.81	3.00	5.00	10.00	1.00	46	44.48
		18	S_STP_2	2	Salt Lake	Draper	Draper City	STP	Fort Street	13200 South	13800 South	Reconstruction	Reconstruct	Collector	0.83	Fort Street is a north/south collector midway between 300 East and 1300 East, which begins at Pioneer Rd on the north and terminates at 13800 South. Fort Street runs through the heart of old Draper, as such it is only two lanes without continuous curb and gutter. It is 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 bike lanes, curb and gutter, park strips, and sidewalk. This will provide a safer travel corridor for all road users and will also improve drainage. Fort Street is classified in the UDOT Functional Class System as a major collector.	\$ 5,441,000	\$ 4,981,745	\$ 459,255	2	2	2.67	22.50	8.00	0.00	0.00	4.76	1.00	5.00	5.00	1.00	31.5	44.93
		19	S_STP_13	2	Salt Lake	Murray	Murray City	STP	5600 South Reconstruction	900 East	Van Winkle	Reconstruction	Reconstruct	Minor Arterial	0.89	This roadway from 900E to 1300E lacks continuous sidewalks and has an open ditch. The minimum right-of-way width of 66-feet with varied sections up to 80-feet. The project will create a uniform corridor with new pavement, curb and gutter, bike lanes, sidewalk, and storm drain. 1300 E to Van Winkle will be a mill and pave.	\$ 10,140,900	\$ 9,407,746	\$ 683,154	1	1	2.67	20.00	12.00	0.00	0.00	4.29	2.00	5.00	5.00	1.00	34	46.95
		20	S_STP_31	2	Salt Lake	West Valley City	West Valley City	STP	1300 W. Widening (Bike lanes, sidewalk)	3300 S.	3900 S.	Widening	Other	Collector	1.07	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.	\$ 5,067,200	\$ 4,724,151	\$ 343,049	5	4	8.00	3.50	9.00	4.00	0.00	10.00	1.00	5.00	5.00	1.00	41.5	41.50
		21	S_STP_29	2	Salt Lake	West Valley City	West Valley City	STP	2700 West Reconstruction and Bike Lanes	3100 South	2700 South	Reconstruction	Other	Collector	0.5	This project is necessary to improve accessibility and safety for pedestrians and bicyclists. The roadway will be narrowed and the bike lanes, park strip and sidewalks will be widened.	\$ 7,523,300	\$ 7,013,973	\$ 509,327	5	3	4.00	2.00	9.00	6.00	0.00	10.00	2.00	5.00	7.00	0.00	40	40.00
		22	S_STP_8	2	Salt Lake	Herriman	Herriman City	STP	7300 W	13000 South	13300 South	Other STP	Capacity	Collector	0.36	New Roadway construction to serve developing area.	\$ 10,330,700	\$ 8,830,700	\$ 1,500,000	3	1	6.00	3.00	6.00	1.00	0.00	13.00	3.00	5.00	7.00	0.00	39	39.00
		23	S_STP_24	2	Salt Lake	West Jordan	City of West Jordan	STP	1300 West: 6600 S - 9400 S	9400 S.	6600 S.	Widening	Other	Collector	3.542	Widen to 80 -foot right of way corridor, adding a two way left turn on 1300 West and right turn lanes at 7000 South, 7800 South, and 8600 South. A potential "high T" intersection will be evaluated at Winchester Street (6685 S.). Bike lanes will be added through the entire alignment.	\$ 25,000,000	\$ 4,000,000	\$ 276,800	7	1	8.00	3.00	9.00	0.00	0.00	5.00	2.00	5.00	10.00	1.00	38	38.00

Projects Submitted for Consideration for the 2022-2027 Surface Transportation Program (STP)

Recommended Funding		List	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	Projects Submitted	Sponsor Priority	Access to Opportunities	Facility Condition/ Management Practice	Benefit Cost	Operation, TSM/ TDM & ITS	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Values	Existing Average Daily Traffic	Safety/ Improvements	Existing Volume/ Capacity	Total	Weighted Total
		24	S_STP_15	2	Salt Lake	Salt Lake City	Utah Transit Authority	STP	Downtown SLC TRAX Extension Environmental Study	200 West & 1300 South	400 West & 200 South	Study	Other	NA	1.7	Environmental and conceptual engineering for a proposed rail connection that will extend along existing right of way from 400 West & 200 South to 200 West & 1300 South, connecting the Depot District and Granary District Redevelopment project areas. The new alignment will expand TRAX capacity through Downtown.	\$ 1,300,000	\$ 1,211,990	\$ 88,010	6	6	11.00	3.50	9.00	0.00	0.00	5.00	2.00	5.00	7.00	0.00	37.5	37.50
		25	S_STP_28	2	Salt Lake	West Valley and SLC	Utah Transit Authority	STP	On-Route Electric Bus Charging Infrastructure: Rnd. 2			Transit Capital	Transit	NA	0.1	Two on-route chargers at key hubs in UTA's SL County system. Last round of CMAQ funding awarded chargers at the proposed West SLC hub and Wasatch and 3900 South. The next two chargers would likely be at the West Valley Hub and a second charger at the Wasatch site. All four chargers support buses funded by the VW settlement.	\$ 2,681,540	\$ 2,500,000	\$ 181,540	6	3	6.00	3.00	12.00	2.67	0.00	8.00	2.00	5.00	1.50	1.00	34	36.17
		26	S_STP_32	2	Salt Lake	West Valley City and Magna	West Valley City	STP	7200 West Widening and Reconstruction	3500 South	4100 South	Reconstruction	Reconstruct	Minor Arterial	1	This project is necessary to meet current needs and to accommodate future growth in the southwest portion of West Valley City and 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.	\$ 11,582,800	\$ 10,798,644	\$ 784,156	5	2	2.00	10.00	8.00	1.33	0.00	4.76	2.00	5.00	7.00	1.00	33	36.10
		27	S_STP_23	2	Salt Lake	Various	Utah Transit Authority	STP	UTA Bus Stops Program - 5th and 9th East Corridors	SLC	Murray	Transit Capital	Transit	Minor Arterial	0.25	UTA's Master Wayfinding and Bus Stop Improvement Plan will make the bus stop system more recognizable and improve many stops which are still out of ADA compliance. This grant will facilitate implementation of the plan, upgrading more bus stops. The focus for this request is on the 900 and 500 East corridors in SL County.	\$ 686,500	\$ 640,024	\$ 46,476	6	4	11.00	3.50	0.00	8.00	0.00	10.00	0.00	5.00	2.50	1.00	36.5	36.00
		28	S_STP_11	2	Salt Lake	Magna Metro Township	Magna Metro Township	STP	2700 South Sidewalk	8000 W	8400 W	New Construction	Other	Collector	0.453	The installation of sidewalk on the north side of 2700 S from 8000 W to 8400 W. There is an elementary school off 2700 S between 8000 W and 8400 W and there is no existing sidewalk on the north side of 2700 S. Installing sidewalk in this area is would increase the pedestrian safety near the elementary school.	\$ 2,114,700	\$ 1,971,535	\$ 143,165	2	2	6.00	2.50	9.00	0.00	0.00	9.00	1.00	5.00	3.00	0.00	30.5	30.50
\$ 750,000		29	S_STP_13	2	Davis	South Davis County to SLC	Utah Transit Authority	STP	Davis Salt Lake Connector Design - OL UZA	Davis County	Salt Lake City	Transit Capital	Transit	NA	12.4	The Davis-SLC Community Connector has been identified as a phase 1 project in the regional transportation plan. It will provide an essential transit connection between Davis and Salt Lake County, improving upon existing service. Environmental work is currently underway. The requested funds will be used for final design.	\$ 4,700,000	\$ 1,500,000	\$ 108,924	3	1	4.00	1.50	12.00	4.00	0.00	4.00	2.00	0.00	1.50	1.00	27.5	30.00
		30	S_STP_5	2	Salt Lake	Emigration Canyon Metro Township	Emigration Canyon Metro Township	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.	\$ 3,401,100	\$ 3,170,846	\$ 230,254	3	3	5.00	3.00	6.00	0.00	0.00	10.00	0.00	5.00	3.00	0.00	27	27.00
		31	S_STP_6	2	Salt Lake	Emigration Metro	Salt Lake County	STP	Emigration Canyon Slope Mitigation - 5647 E	5647 E Emigration Canyon Road	5696 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.	\$ 3,536,800	\$ 3,297,359	\$ 239,441	3	2	5.00	3.00	6.00	0.00	0.00	10.00	0.00	5.00	3.00	0.00	27	27.00

Projects Submitted for Consideration for the 2022-2027 Surface Transportation Program (STP)

Recommended Funding	List	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	Projects Submitted	Sponsor Priority	Access to Opportunities	Facility Condition/ Management Practice	Benefit Cost	Operation, TSM/ TDM & ITS	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Values	Existing Average Daily Traffic	Safety/ Improvements	Existing Volume/ Capacity	Total	Weighted Total
	32	S_STP_7	2	Salt Lake	Emigration Metro Township	Salt Lake County	STP	Emigration Canyon Road Safety Improvements	6265 Emigration Canyon Road	9698 Emigration Canyon Road	Widening	Operations	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 vehicals and bicyclists.	\$ 4,785,400	\$ 4,461,428	\$ 323,972	3	1	3.33	3.00	3.00	0.00	0.00	8.57	0.00	5.00	3.00	0.00	23	20.90
The following recommended project (33) was submitted as a TAP project so its data does not align with the STP data but, the project was identified as a priority "Safe Routes to School" project eligible for STP funds																																
\$ 444,894	33	S_TAP_3	2	Salt Lake	Cottonwood Heights	Cottonwood Heights	TAP	Bengal Boulevard - Bike and Pedestrian Walkway	Highland Drive	2680 East	Safe Routes to School	Construct Missing Sidewalk	Minor Arterial	0.19	This project represents a major opportunity for active transportation in Cottonwood Heights. Despite being a major thoroughfare, Bengal Blvd's current condition does little to incentivize walking or cycling. This 10-foot shared-use path will provide dedicated space for pedestrians and cyclists, creating safer conditions for current and future users.	\$ 487,200	\$ 444,894	\$ 42,306	3	1	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00
Recommended Funding			\$ 24,232,052			Available Funding			\$ 24,234,095			Amount Requested			\$ 117,810,402						Total Project Estimated Cost			\$ 170,424,400								

## Summary of the Recommended Projects for the Congestion Mitigation/ Air Quality (CMAQ) Program

Sponsor	Project Information		Funding Amount Recommended
	Location/ Limits	Concept/ Type of Improvement	
<b>OGDEN/ LAYTON URBAN AREA</b>			
Brigham City	Brigham City Park n Ride Lot approx 1100 W on 1100 S (Hwy. 91)	Construct a park and ride to connect with UTA bus service and support ridesharing to Logan.	\$ 1,581,929
UDOT/ Kaysville	200 North / I-15 Interchange Left Turn Lanes (NB & SB)	The project will provide both eastbound and westbound dual left turns at the I-15 Interchange	\$ 845,000
			\$ 2,426,929
<b>SALT LAKE/ WEST VALLEY URBAN AREA</b>			
Salt Lake/ Utah Inland Port Authority	Electrified Truck Parking Facility (700 North John Glenn Road )	Construct Secure Truck Parking Electrification Facility	\$ 2,412,792
Salt Lake City/ UTA	East Downtown 200 South Transit Hub (400 East to 300 East)	Construct Bus Parking/ Layover infrastructure	\$ 1,000,000
West Jordan	5490 West 7800 South Roundabout	Construct the south side, center and sides of a roundabout. Access control is strict with midblock access provided with RCUT islands.	\$ 745,000
Sandy/ Midvale	9000 South 700 West Intersection	Construct dual left turn lanes on SB 700 West & Widen and Improve NB Leg 700 West	\$ 2,200,000
			\$ 6,357,792

Projects Submitted for Consideration for the 2022-2027 Congestion Mitigation/ Air Quality (CMAQ) Program

Recommended Funding	AQ Rank	Project Name	Sponsor	Project Type	Short Description	Other Benefits	Project Life	Reduced Daily VHT	Reduced Daily Emissions (kg)	Benefit/Cost: (kg/\$1,000)	Grand Total Project Cost	Requested CMAQ \$
Ogden-Layton Area												
\$ 1,581,929	1	Brigham City Park and Ride Lot	UTA	Transit	The project will construct a 90-stall park and ride to connect with UTA bus service and support ridesharing to Logan	* Future transit interface * Secure parking location	20	35.2	1.7	7.9	\$ 1,696,802	\$ 1,581,929
\$ 845,000	2	200 North I-15 Interchange Left Turn Lanes	UDOT - Region One	Intersection	The project will provide both eastbound and westbound dual left turns at the I-15 Interchange at 200 North	* Safety - alleviates excessive queues	20	28.1	0.5	4.0	\$ 906,118	\$ 845,000
	3	Midland Drive Dual Left Turn Lanes	UDOT - Region One	Intersection	This project will construct dual left turn lanes from Eastbound Midland to Northbound SR-126 (1900 West)	* Safety - reduced queues * Includes \$1M additional sponsor match	20	94.8	1.6	3.3	\$ 3,500,000	\$ 2,500,000
	4	Legacy 500 South Ramp Meters	UDOT - Region One	ATMS	The project will install ramp meters to both the northbound and southbound ramps at 500 South and Legacy Highway	* Safety - even freeway flow * Preserves operational integrity	10	74.5	0.5	1.5	\$ 1,286,795	\$ 1,200,000
Recommended	\$ 2,426,929			Amount Available	\$ 2,538,986		Total Project Cost		\$ 7,389,715		Amount Requested	\$ 6,126,929

## Projects Submitted for Consideration for the 2022-2027 Congestion Mitigation/ Air Quality (CMAQ) Program

Recommended Funding	AQ Rank	Project Name	Sponsor	Project Type	Short Description	Other Benefits	Project Life	Reduced Daily VHT	Reduced Daily Emissions (kg)	Benefit/Cost: (kg/\$1,000)	Grand Total Project Cost	Requested CMAQ \$
<b>\$ 2,412,792</b>	<b>1</b>	Electrified Truck Parking Facility	Salt Lake City/ Utah Inland Port Authority	Electrified Truck Parking	Proposed project would construct a publicly owned and operated, secure truck parking facility consisting of 228 truck parking spaces fully equipped with truck parking electrification pedestals capable of providing power to trucks during rest periods to eliminate overnight idling.	<ul style="list-style-type: none"> <li>* Economic development (UIPA)</li> <li>* Includes \$7.5M sponsor match</li> <li>* Eliminates makeshift roadside parking</li> <li>* Safety</li> <li>* Sanitation</li> <li>* Noise</li> <li>* Security</li> </ul>	20	1094.4	947.9	<b>714.7</b>	\$ 9,681,992	\$ 2,412,792
<b>\$ 1,000,000</b>	<b>2</b>	East Downtown 200 South Transit Hub	Salt Lake City/ UTA	Transit Capital	Construct an East Downtown Transit Hub that will establish bus parking/layover infrastructure to support transit operations serving Wasatch Choice 2050 metropolitan and urban centers.	<ul style="list-style-type: none"> <li>* Safer transit passenger interface</li> <li>* Efficient transit connections</li> <li>* Establish transit presence</li> </ul>	20	80.1	13.8	<b>54.4</b>	\$ 1,991,300	\$ 1,856,489
<b>\$ 745,000</b>	<b>3</b>	5490 West 7800 South Roundabout	West Jordan	Intersection	The project will construct the south side, center and sides of a roundabout. Part of asuper-street intersection design with 4 roundabouts connected by loop roads with a traffic signal in the center. Access control is strict with midblock access provided with RCUT islands.	<ul style="list-style-type: none"> <li>* Improved safety (less conflict points)</li> <li>* Traffic calming effect</li> <li>* Economic - completes commercial area roundabout circulation</li> </ul>	20	217.8	3.6	<b>17.7</b>	\$ 1,500,000	\$ 745,000
<b>\$ 2,200,000</b>	<b>4</b>	9000 South 700 West Southbound Dual Left Lanes	Sandy/ Midvale City/ TransJordan	Intersection	Construct dual left turn lanes on southbound 700 West to eastbound 9000 South to address heavily increasing traffic demands with existing and planned future developments in Sandy and Midvale Cities.	<ul style="list-style-type: none"> <li>* Safety - alleviates excessive queues</li> <li>* Economict - large commercial development planned</li> <li>* Improve 9000 S interchange operation</li> <li>* Includes \$1.8M sponsor match</li> </ul>	20	456.2	7.6	<b>15.0</b>	\$ 5,531,500	\$ 3,700,000
	<b>5</b>	2700 West 7000 South Intersection	West Jordan	Intersection	The project will widen east and west legs to provide dedicated right turn lanes and replace the existing outdated traffic signal, lighting and ped ramps.	<ul style="list-style-type: none"> <li>* Reduce peak period queues</li> </ul>	20	9.6	0.2	<b>1.9</b>	\$ 643,397	\$ 600,000
<b>Recommended</b>		<b>\$ 6,357,792</b>		<b>Amount Available</b>	<b>\$ 6,373,516</b>	<b>Total Project Cost</b>	<b>\$ 19,348,190</b>		<b>Amount Requested</b>		<b>\$ 9,314,281</b>	

## Summary of the Recommended Projects for the Transportation Alternatives Program (TAP)

Sponsor	Project Information		Funding Amount Recommended
	Location/ Limits	Concept/ Type of Improvement	
<b>OGDEN/ LAYTON URBAN AREA</b>			
South Weber	Weber River Parkway Trailhead Connection Phase 1 Fisherman's Trailhead and US-89 Crossing	Construct Phase I of Trail from US-89 Crossing	\$ 241,186
Clearfield	Clearfield Canal Trail; 200 So to 300 No (Clearfield)	Complete a Section of the Trail, Completing a 3 mile bike/ ped facility	\$ 135,650
			\$ 376,836
<b>SALT LAKE/ WEST VALLEY URBAN AREA</b>			
Salt Lake City	Kensington East-West Neighborhood Byway (Phase 2)	Enhance Bike/ Ped use of and connectivity for all ages & abilities	\$ 350,000
Magna	2820 South; 7630 West to 7736 West - Sidewalk	Safe Routes to School - Construct Missing Sidewalk	\$ 250,000
Herriman	Juniper Crest Crosswalk & Mt Ogden Peak Dr	This is an intersection crosswalk reconfiguration and Traffic Signal Installation and Reconfiguration of Intersection Crosswalks	\$ 250,000
West Jordan	TRAX Rail Trail Design	Project will design new trail in and near the UTA TRAX Redline.	\$ 120,000
			\$ 970,000



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Line 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	Ant Incr 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_3	1	Davis	Clearfield, Sunset, Roy	Military Installation Development Authority (MIDA)	3-Gate Trail	650 North in Clearfield	5850 South in Roy	Planning/ Study	Bike/ Ped - Plan/ Study	2.8	MIDA is requesting \$400,000 WFRC to complete a design and planning phase for a commuter trail that will be integrated into the interchange, gate, and surrounding road infrastructure outside of, but adjacent to HAFB. This trail will connect 3 gates on the western side of HAFB directly into an active transportation path.	\$ 8,875,354	\$ 400,000	1	10	10	15	5	9	15	5	5	5	8	4	91	10	15	25	20	0	15	85	10	10	3	0	0	8	12	15	5	1	4	68	85
2		O_TAP_6	1	Davis	Layton	Layton City	Rainbow Drive SRTS Project	Fort Lane	Gordon Avenue	Safe Routes to School	Safe Route To School	0.1	This project includes the construction of 850 ft of sidewalk on Rainbow Dr and includes curb, gutter, the relocation of irrigation structures to accommodate the new sidewalk, and the widening of a portion of the road. The proposed improvements would provide a continuous and safe path for both students and pedestrians.	\$ 194,000	\$ 180,500	2	0	10	15	5	9	1	0	5	5	10	1	61	0	8	12	20	0	1	41	10	10	5	10	10	8	1	15	5	2	1	77	77
4		O_TAP_19	1	Weber	Roy City	Roy City Corporation	6000 South Curb, Gutter, and Sidewalk	3100 West	1900 West	Safe Routes to School	Safe Route To School	3	The 6000 South Curb, Gutter, and Sidewalk project will include the construction of curb, gutter, and sidewalk along 6000 South between 3100 West and 1900 West. The proposed project will fill in the gaps where the curb, gutter, and sidewalk are missing.	\$ 1,025,000	\$ 205,665	2	5	10	4	5	9	15	0	2	5	10	5	70	5	15	12	10	0	15	57	10	7	3	0	10	6	12	15	3	2	5	73	73
3	\$ 241,186	O_TAP_9	1	Davis	South Weber	South Weber City Corporation	Weber River Parkway Trailhead Connection Phase 1	Fisherman's Trailhead (Weber River and I-84)	US-89 Crossing (Weber River and US-89)	Capital Improvement	On-road or Off-road Trail Facilities	0.455	The project will improve the surface and alignment of the trail for a more safe path. One of the hurdles with completing this section of trail has been a US-89 crossing. This is now being completed with the current U.S. 89; Farmington to I-84 project.	\$ 383,700	\$ 241,186	2	15	10	4	5	9	10	0	5	5	8	2	73	15	15	25	20	0	10	85	10	3	1	0	0	8	9	5	5	1	2	44	73
5		O_TAP_12	1	Davis	South Weber	South Weber City Corporation	Weber River Parkway Trailhead Connection Phase 4	North side of I-84 and Weber River	North side of I-84 and West of Weber River crossing	Capital Improvement	On-road or Off-road Trail Facilities	0.625	The project will improve the surface and alignment of the trail for a more safe path.	\$ 438,300	\$ 292,090	5	15	10	4	5	9	5	0	5	5	8	3	69	15	15	25	20	0	5	80	0	3	0	0	0	8	9	5	5	1	3	34	69



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13	\$ 135,650	O_TAP_2	1	Davis	Clearfield	Community Services	Clearfield Canal Trail	200 S Clearfield	300 N Clearfield	Capital Improvement	Infrastructure-related Projects	0.64	This project will complete a section of the Clearfield Canal Trail. Creating a 3 mile trail that is the only pedestrian trail that connects the neighborhoods of Layton, Clearfield, and Sunset to the schools, business, and city offices in Clearfield City.	\$ 145,500	\$ 135,650	1	5	10	15	5	9	1	0	5	5	10	4	69	5	8	25	20	0	1	59	10	10	5	10	10	8	1	10	5	3	4	76	69							
6		O_TAP_10	1	Davis	South Weber	South Weber City Corporation	Weber River Parkway Trailhead Connection Phase 2	US-89 Crossing (Weber River and US-89)	Weber Canyon Trailhead (Weber River and Cornia Dr)	Capital Improvement	On-road or Off-road Trail Facilities	0.663	The project will improve the surface and alignment of the trail for a more safe path. One of the hurdles with completing this section of trail has been a US-89 crossing. This is now being completed with the current U.S. 89; Farmington to I-84 project.	\$ 444,100	\$ 297,497	3	15	10	4	5	9	5	0	5	5	6	3	67	15	15	25	20	0	5	80	3	3	0	0	0	8	9	5	5	1	3	37	67							
7		O_TAP_11	1	Davis	South Weber	South Weber City Corporation	Weber River Parkway Trailhead Connection Phase 3	End of development just off of Cottonwood Drive	US-89 Crossing (Weber River and US-89)	Capital Improvement	On-road or Off-road Trail Facilities	0.417	The project will improve the surface and alignment of the trail for a more safe path.	\$ 457,000	\$ 309,524	4	15	10	4	5	9	5	0	5	5	6	2	66	15	15	25	20	0	5	80	0	3	0	0	0	8	9	5	5	1	2	33	66							
8		O_TAP_13	1	Davis	South Weber	South Weber City Corporation	Weber River Parkway Trailhead Connection Phase 5	End of phase 3	End of phase 4	Capital Improvement	On-road or Off-road Trail Facilities	1.193	The project will improve the surface and alignment of the trail for a more safe path.	\$ 829,700	\$ 656,992	6	15	10	4	5	9	3	0	5	5	6	2	64	15	15	25	20	0	3	78	0	3	0	0	0	8	3	5	5	1	2	27	64							
9		O_TAP_1	1	Davis	Centerville	Centerville City	1250 West - Parrish Ln to 1275 North Multi-Use Trail	Parrish Lane (SR105)	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 is planned 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.	\$ 714,100	\$ 665,755	2	5	10	15	5	5	1	0	5	5	6	2	63	5	8	25	20	10	1	69	5	8	25	20	10	1	69	5	10	3	0	0	8	1	10	10	1	2	50	63

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10		O_TAP_5	1	Davis	Layton	Layton City	Gentile Street SRTS Project	3475 West	3200 West	Safe Routes to School	Safe Route To School	0.25	There was a recent change to the school boundary lines and the mid-block crosswalk, crossing guard, and reduced speed zone signs that were located at 3475 W and Gentile were relocated to serve the new elementary school. This path is indicated as a SRTS for Legacy Jr. High and the removal of the crosswalk eliminates a path for the elementary and Jr. high students. Students continue to cross Gentile to access the sidewalk on the north side; currently the path on the south side of Gentile is uneven and there are obstructions on the path that force the students to walk on the street.	\$ 174,800	\$ 162,550	1	0	10	4	5	9	1	0	5	5	10	2	47	0	8	12	20	0	1	41	10	3	1	10	10	4	1	15	5	2	2	63	63
11		O_TAP_14	1	Davis	West Bountiful City	West Bountiful City	1100 West Sidewalk and Bicycle Lane Project	200 N / 1100 W	400 N / 1100 W	Capital Improvement	On-road or Off-road Trail Facilities	0.15	Completes alt. transportation route to the Woods Cross Frontrunner Station. The city and the refinery have already invested significantly by installing approximately 0.5 miles of new sidewalk and asphalt, and this project completes the final 0.15 miles of infrastructure.	\$ 547,300	\$ 493,466	1	10	10	8	5	9	1	0	5	5	6	1	60	10	8	12	20	0	1	51	10	10	3	0	5	7	1	15	5	1	1	58	60
12		O_TAP_18	1	Weber	Roy City	Roy City Corporation	4000 South Pedestrian Rail Crossing	2550 West	2350 West	Safe Routes to School	Safe Route To School	0.12	The 4000 South Pedestrian Rail Crossing project will include the construction of an at-grade pedestrian rail crossing and the necessary curb, gutter, and sidewalk to connect the sidewalk to the east and west of the trail.	\$ 442,500	\$ 412,543	1	10	10	8	5	9	1	0	2	5	8	1	59	10	8	12	10	0	1	41	10	7	3	0	10	8	1	15	3	1	1	59	59
14		O_TAP_15	1	Weber	Ogden	Ogden City Corporation	Country Hills Drive Shared Use Path~ CHD-SUP	E/o Taylor Avenue	Skyline Drive Roundabout	Capital Improvement	On-road or Off-road Trail Facilities	0.3	I am not sure of a location on Ogden that places motorists, cyclists and pedestrians in as close a proximity as the subject segment of Country Hills Drive. With parks, trailheads and existing bicycle facilities nearby, this is the final piece needed to connect Country Hills (west) to Skyline (east). The need for a pedestrian corridor is shown on the 2050 RTP as well as City Master Plans.	\$ 420,300	\$ 391,846	0	15	10	1	5	9	1	0	2	5	8	1	57	15	8	25	10	10	1	69	0	0	0	0	0	8	1	15	3	1	1	29	57
15		O_TAP_8	1	Davis	North Salt Lake	City of North Salt Lake	Orchard Drive Separated Bike Lane	Eagleridge Drive	3211 South Orchard Drive, North Salt Lake UT 84054	Capital Improvement	On-road or Off-road Trail Facilities	1.5	The City would like to increase the safety and comfort of the bike lanes on Orchard Drive. This year, the City worked jointly with Bountiful and Centerville cities to adopt an Active Transportation Plan, and Orchard Drive was identified as needing a separated bike lane, based on best practices and public input.	\$ 323,500	\$ 296,938	3	10	0	8	5	9	1	5	2	3	8	4	55	10	8	0	10	0	1	29	10	10	3	0	0	5	1	10	3	1	4	47	55

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16		O_TAP_17	1	Weber	Plain City	Plain City	4100 West Walking / Bike Path crosswalk project	2200 North	2600 North	Safe Routes to School	Safe Route To School	0.3314	4100 West - Sidewalk/walking/bike path 4100 West; 2200 North to 2600 North Construct 1750' of sidewalk along the east side of 4100 West to complete existing sidewalk along the stretch from 2200 North to 2600 North and install a ped crossing at 2340 North with LED solar push button flashing lights, so pedestrians can cross the street safely to get over to the Lee Olsen Park.	\$ 104,044	\$ 97,000	Moderate	5	10	8	0	5	1	0	5	5	10	3	56	5	8	25	20	10	1	69	10	7	1	3	3	8	1	10	5	2	3	53	53
17		O_TAP_7	1	Davis	North Salt Lake	City of North Salt Lake	Eagleridge Drive Buffered Bike Lane	Orchard Drive	Eaglepointe Drive	Capital Improvement	On-road or Off-road Trail Facilities	1.61	The City would like to increase the safety and comfort of the bike lanes on Eagleridge Drive. This year, the City worked jointly with Bountiful and Centerville cities to adopt an Active Transportation Plan, and Eagleridge Drive was identified as the first priority facility in that plan, needing a buffered bike lane.	\$ 133,600	\$ 119,894	2	10	0	4	5	9	3	0	2	3	10	5	51	10	8	0	10	0	3	31	10	7	3	0	0	5	3	15	3	2	5	53	51
18		O_TAP_16	1	Weber	Plain City	Plain City	2200 North Sidewalk	4100 West	4650 West	Safe Routes to School	Safe Route To School	0.1515	2200 North; 4100 West to 4650 West Construct 780' of sidewalk along the north side of 2200 North to complete existing sidewalk along the stretch from Lee Olsen Park 4100 West to 4650 West and install a ped crossing at 4625 Wests with LED solar flashing lights, so pedestrians and school kids can cross 2200 North safely, at 4625 West the sidewalk would be installed on the south side of the road to join up with existing sidewalk on 4650 West	\$ 64,295	\$ 59,942	Moderate	5	10	4	0	9	1	0	5	5	10	3	52	5	8	25	20	10	1	69	10	3	1	3	3	8	1	10	5	3	3	50	50
19		O_TAP_4	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. Kaysville City will also install a restroom facility, benches, and drinking fountain improvements as part of the city's contribution to the project.	\$ 275,800	\$ 194,040	2	5	0	1	0	9	5	0	2	5	8	2	33	5	15	0	10	0	5	35	10	0	3	0	0	3	6	5	3	1	2	33	33
Amount Recommended		\$ 376,836							Amount Available		\$ 325,527				Total Project Cost				\$ 15,992,893						Amount Requested				\$ 5,613,078																			

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SALT LAKE/ WEST VALLEY URBANIZED AREA																																																			
1	\$ 350,000	S_TAP_9_2		Salt Lake	Salt Lake City	Salt Lake City Corporation   Salt Lake City Transportation Division	Kensington East-West Neighborhood Byway (Phase 2)	600 East Neighborhood Byway (existing)	McClelland Trail (existing)	Capital Improvement	Infrastructure-related Projects	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-and-abilities route is in SLCo'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.	\$ 587,900	\$ 410,119	3	15	10	15	5	4	5	5	5	5	8	3	85	15	15	25	20	0	5	80	10	10	1	0	10	8	6	10	10	1	3	69	85			
2		S_TAP_3_2		Salt Lake	Cottonwood Heights	Cottonwood Heights	Bengal Boulevard - Bike and Pedestrian Walkway	Highland Drive	2680 East	Safe Routes to School	On-road or Off-road Trail Facilities	0.19	This project represents a major opportunity for active transportation in Cottonwood Heights. Despite being a major thoroughfare, Bengal Blvd's current condition does little to incentivize walking or cycling. This 10-foot shared-use path will provide dedicated space for pedestrians and cyclists, creating safer conditions for current and future users.	\$ 487,200	\$ 444,894	2	5	10	15	5	5	1	0	5	5	8	1	64	5	8	12	20	0	1	46	10	10	5	10	10	7	1	15	10	1	1	80	80			
3		S_TAP_11_2		Salt Lake	West Jordan City	West Jordan City	2700 West Bike Lanes	7600 South	Sugar Factory Road	Capital Improvement	Other TAP Project	1	The buffered bike lanes will include on-street short term parking near West Jordan High School and will provide bike boxes at the intersection of 2700 West and 7800 South. The new improved green bike lanes will connect the high school to the nearby TRAX Sugar Factory Station. There are two existing RRFB crossings on this section of 2700 West.	\$ 95,000	\$ 88,000	6	15	10	8	5	0	1	5	5	5	10	5	78	15	8	25	20	0	1	69	10	10	3	10	10	8	1	5	10	3	5	75	78			
4		S_TAP_2_2		Salt Lake	Cottonwood Heights	Cottonwood Heights	1700 East Sidewalk Project	6964 S. 1700 E.	7190 S. 1700 E.	Safe Routes to School	Safe Route To School	0.21	The proposed project includes installation of sidewalk along the west side of 1700 East to fill in sidewalk gaps between 7200 South and Fort Union Blvd. This project is necessary to prevent students from crossing in dangerous locations, specifically near Fort Union Blvd where cars frequently exceed the speed limit.	\$ 441,100	\$ 411,238	1	0	10	4	5	9	1	0	5	5	8	1	44	0	8	12	20	0	1	41	10	7	1	10	10	6	1	15	10	1	1	72	72			
5	\$ 250,000	S_TAP_7_2		Salt Lake	Magna Metro Township	Salt Lake County Engineering	2820 South Sidewalk	7630 West	7736 West	Safe Routes to School	Safe Route To School	0.14	Construct sidewalk, curb, and gutter on the North side of 2820 South Street from existing sidewalk at 7630 W to 7736 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.	\$ 514,900	\$ 480,041	1	5	10	8	5	9	1	0	5	5	6	1	51	5	8	12	20	0	1	46	10	10	5	10	3	5	1	15	10	1	1	71	71			

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Line 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	Ant Incr 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
6		S_TAP_5	2	Salt Lake	Herriman	Herriman City	5600 W Bicycle Lanes	13100 S	13400 S	Capital Improvement	Community Improvement Activities	0.46	Promote bicycle travel over motorized vehicles in City Center.	\$ 46,100	\$ 36,100	3	5	10	8	5	9	5	0	5	5	10	5	67	5	15	12	20	0	5	57	10	10	3	5	3	8	6	15	5	4	5	74	67
7	\$ 250,000	S_TAP_6	2	Salt Lake	Herriman	Herriman City	Juniper Crest Crosswalk / Traffic Signal	14530 S	14660	Safe Routes to School	Safe Route To School	0.2	This is an intersection crosswalk reconfiguration and traffic signal installation. Juniper Crest is a 116 ft wide ROW and this intersection is at the crest of a hill with limited sight distance to the existing school crosswalk. This is the main school crosswalk to cross Juniper Crest Rd.	\$ 330,000	\$ 285,000	1	5	0	8	0	5	3	0	5	5	8	1	44	5	8	12	20	0	3	48	10	7	1	3	10	8	3	10	10	1	1	64	64
8		S_TAP_8	2	Salt Lake	Millcreek	Millcreek	1300 East: 4240 South to 4400 S Sidewalk/x-ing	4240 South	4400 South	Capital Improvement	Infrastructure-related Projects	0.2	This project completes missing sidewalk, curb and gutter on the East side of 1300 East near the recently expanded 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. There is no pedestrian sidewalk to traverse along the East side of 1300 East. Although no sidewalk is on any current SNAP plans, the Big Cottonwood Sports complex 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.	\$ 1,653,800	\$ 1,541,838	2	15	10	4	5	9	1	0	5	5	6	1	61	15	8	25	20	10	1	79	5	7	3	0	0	7	1	10	10	1	1	45	61
9	\$ 120,000	S_TAP_12	2	Salt Lake	West Jordan City	West Jordan City	TRAX Rail Trail Design	Historic Gardner Village Station	9000 South/4200 West	Planning/ Study	On-road or Off-road Trail Facilities	3.8	Project will design new trail in and near the UTA TRAX Redline. This project is in the heart of West Jordan City. It connects bikes east-west through the heart of the City. Provides a missing connection to the Jordan River and Trax stations. Will improve Transit use by providing that last mile connection. 3.8 miles long.	\$ 160,000	\$ 149,000	7	5	10	15	5	0	1	0	5	5	10	5	70	5	8	25	20	0	1	59	10	10	3	5	5	8	1	15	10	3	5	75	59
10		S_TAP_13	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 shoulders as buffered bike lanes. In areas where the pavement is not wide enough to accommodate bike lanes (near 5600 W), the sidewalk will be widened into shared-use path.	\$ 1,746,200	\$ 1,627,982	5	15	10	8	5	0	1	0	2	3	4	2	54	15	8	12	10	0	1	46	10	10	1	0	0	5	1	10	3	1	2	43	54



Projects Submitted for Consideration for the 2023  
Transportation Alternatives Program (TAP)

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11		S_TAP_14	2	Salt Lake	White City	White City Metro Township	Poppy Lane	Sego Lily Drive	Galena Drive	Safe Routes to School	Safe Route To School	0.2	Construct sidewalk, curb, and gutter on both sides of Poppy Lane from Sego Lily Drive to Galena Drive for students to walk to Bell View.	\$ 1,260,100	\$ 1,174,794	1	5	10	1	0	0	1	0	5	5	4	1	32	5	8	0	20	0	1	34	10	3	3	3	5	2	1	15	10	1	1	54	54
12		S_TAP_1	2	Salt Lake	Cities of Holladay and Millcreek	City of Holladay	Murray Holladay Rd Full Stop Pedestrian Crossing	at 4705 South (approx. 1500 E)	0	Capital Improvement	Infrastructure-related Projects	0.04	Realigning Murray Holladay Road at 4705 South to a T-intersection and adding a new full traffic stop pedestrian crossing will improve safe routes to school; enhance access to the Mt Olympus Sr Ctr, Creekside Park, Holladay Lions Rec Ctr, and Big Cottonwood Park; and improve transit connections.	\$ 417,200	\$ 388,956	1	5	0	8	5	9	1	5	5	5	8	1	52	5	8	25	20	0	1	59	10	7	3	3	10	8	1	5	5	1	1	54	52
13		S_TAP_4	2	Salt Lake	Cottonwood Heights	Cottonwood Heights	Creek Road Sidewalk Project	2680 East Creek Road	2780 East Creek Road	Capital Improvement	On-road or Off-road Trail Facilities	0.1894	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.	\$ 419,200	\$ 390,820	3	5	10	4	5	9	1	0	5	5	6	1	51	5	8	12	20	0	1	46	10	7	1	0	0	7	1	15	10	1	1	53	51
14		S_TAP_10	2	Salt Lake	South Jordan	UDOT	Beckstead Canal Trail Extension	10700 South	SR-171 (10600 South)	Capital Improvement	Other TAP Project	0.05	Construct new shared use path to connect the existing Beckstead Canal Trail to 10600 South	\$ 340,000	\$ 312,321	2	5	10	1	5	0	1	0	2	5	8	1	43	5	8	0	10	0	1	24	0	3	1	0	0	3	1	5	3	1	1	18	43
Amount Recommended		\$ 970,000							Amount Available					\$ 936,356				Total Project Cost					\$ 8,498,700							Amount Requested					\$ 7,741,103													

**DATE:** May 19, 2021  
**AGENDA ITEM:** 6  
**SUBJECT:** Wasatch Choice - the Regional Transportation Plan (RTP) key objectives  
**PREPARED BY:** Ted Knowlton

Staff will provide an update on objectives and process for the in-progress development of the 2023-2050 Regional Transportation Plan (RTP). The RTP is adopted every four years – the next RTP will be adopted in May 2023 and will address transportation needs through the year 2050.

**BACKGROUND:**

The [Wasatch Choice](#) Regional Vision is our shared framework to prepare our communities and region to address the challenges of growth as well as the recovery from COVID-19. It coordinates regional transportation planning with local land use and economic development efforts. The regional transportation element of Wasatch Choice is the officially adopted [Regional Transportation Plan](#).

WFRC, together with all of Utah's State and regional transportation agencies (UDOT, UTA, Mountainland AOG, Cache MPO, and Dixie MPO) work together, in collaboration with local governments and other public and private-sector stakeholders and community organizations, to develop [Utah's Unified Transportation Plan](#). Each agency uses shared goals and assumptions to assemble complementary plans into a seamless Unified Plan. This approach to creating a statewide Unified Plan is unique in the nation and has been nationally recognized as state-of-the practice. The [Unified Plan](#) web site includes an interactive map and all project details. WFRC's RTP is integrated within Utah's Unified Transportation Plan.

**RECOMMENDATION:**

This item is for information only.

**CONTACT PERSON:**

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