

Dawn Ramsey, Chair
Mayor, South Jordan

Bob Stevenson, Vice Chair
Commissioner, Davis County

Dirk Burton
Mayor, West Jordan

Mike Caldwell
Mayor, Ogden

Robert Dahle
Mayor, Holladay

Robert Dandoy
Mayor, Roy

Gage Froerer
Commissioner, Weber County

Jim Harvey
Commissioner, Weber County

Erin Mendenhall
Mayor, Salt Lake City

Mike Newton
Commissioner, Morgan County

Kristie Overton
Mayor, Taylorsville

Lee Perry
Commissioner, Box Elder County

Joy Petro
Mayor, Layton

Mark Shepherd
Mayor, Clearfield

Jeff Silvestrini
Mayor, Millcreek

Brandon Stanger
Mayor, Clinton

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 Bracerias
Utah Department of Transportation

Troy Walker
Utah League of Cities and Towns

Lorene Kamalu
Utah Association of Counties

Ari Bruening
Envision Utah

Laura Hanson
State Planning Coordinator

Andrew Gruber
Executive Director



WASATCH FRONT REGIONAL COUNCIL

Wasatch Front Regional Council AGENDA

A meeting of the WFRC Council will be held on **Thursday, May 25, 2023 at 2:00pm**, at WFRC's office, 41 N Rio Grande Street, Salt Lake City, UT and virtually via Zoom:

<https://us02web.zoom.us/j/82263785262?pwd=YzU5SjViRnljem5zRmw1VGdzand4QT09>

Meeting ID: 822 6378 5262 Passcode: 521352 One tap mobile +12532050468,,82263785262#

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

1. **Consent Agenda (2:00)**
 - a. **ACTION:** Minutes of the WFRC meeting held March 23, 2023 and Financial statements for February and March 2023 and current Budget/Expenditure Report
2. **Chair Report (2:05)**
3. **Public Comment (2:10)**
4. **Regional Growth Committee (RGC) (2:30)**
 - a. **ACTION:** Adoption of the 2023-2050 Regional Transportation Plan (RTP) and Air Quality Memorandum #41
5. **Transportation Committee (Trans Com) (3:15)**
 - a. **Board modifications** to the 2023-2028 Transportation Improvement Program (TIP)
 - b. **ACTION:** Board modifications to the 2023-2028 TIP
 - c. **ACTION:** Approve Surface Transportation Program (STP), Congestion Mitigation/Air Quality (CMAQ), Transportation Alternatives Program (TAP), and Carbon Reduction Program (CRP) projects for the 2024-2029 TIP
6. **Budget Committee (3:30)**
 - a. **PUBLIC HEARING and ACTION:** Approve Fiscal Year 2024 WFRC Goals, Budget and Unified Planning Work Program (UPWP)
 - b. **Fraud Risk Assessment FY23**
7. **Reports (3:40)**
 - a. Wasatch Front Economic Development District (WFEDD) update
 - b. Active Transportation Committee (ATC) update
 - c. Executive Director's update
8. **Other Business and Adjournment (3:45)**

Next meeting: August 24, 2023

Upcoming events:

- Joint Policy Advisory Committee (JPAC) meeting, June 1, 11:30am (Hosted by UTA)
- WFRC Active Transportation Committee (ATC) meeting, June 14, 9:45am
- WFRC Transportation Coordinating (Trans Com) meeting, June 15, 2:00pm
- Wasatch Front Economic Development District (WFEDD) meeting, June 21, 1:15pm

Informational materials can be located on WFRC's website at www.wfrc.org.

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

Wasatch Front Regional Council is holding public meetings in-person in its office, with a virtual option. Interested attendees are encouraged to visit www.wfrc.org/committees for more information.

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

Wasatch Front Regional Council está teniendo las reuniones públicas en persona en la oficina, con la opción de atender virtualmente. Personas interesadas en atender, pueden visitar www.wfrc.org/committees para obtener más información.



DRAFT

MINUTES
Wasatch Front Regional Council
March 23, 2023

A meeting was held on Thursday, March 23, 2023, at the WFRC Offices, 41 N Rio Grande Street, Salt Lake City and via Zoom.

The following were present:

WFRC COUNCIL MEMBERS - 2023		
BOX ELDER COUNTY	Yes/No	Alternates / Others in attendance:
Member - Lee Perry	yes	Jeff Acerson, UTA Board of Trustees
Alternate - Dennis Bott	no	Peter Asplund, UDOT
DAVIS COUNTY MEMBERS		Michelle Larsen, UTA
Brandon Stanger	yes	Catherine Kanter, SLCounty
Mark Shepherd	no	Mike Weichers, Cottonwood Heights Mayor,
Joy Petro	yes	Lorin Palmer, Herriman Mayor,
Bob Stevenson	yes	Nathan Cherpeski, Herriman
MORGAN COUNTY		Wendy Thomas, Herriman
Member - Mike Newton	yes	Jennifer Elsken, FHWA
Alternate - Blaine Fackrell	yes	Jennilyn Tockstein, Envision Utah
SALT LAKE COUNTY MEMBERS		Ryan Beck, Envision Utah
Jenny Wilson	yes	Chandler Beutler, John Hiskey, Kimberly Bell,
Erin Mendenhall	no	Pat Shea, Brad T Rutledge, John Gleeve,
Dawn Ramsey	yes	Carl Fisher, Mike Marker, Gary Peterson,
Aimee Winder Newton	yes	Richard Markos, Leslie Kovatch, Shaun Enos,
Jeff Silvestrini	yes	Mike Maru, Elle Maru, Kael Weston,
Robert Dahle	yes	Roger Borgenicht, Brittany Manookin,
Dirk Burton	yes	Steve Van Maren, Del Draper, John Kennington,
Kristie Overson	yes	Kathryn Gustafson, Kody Fox, Skylar Harris,
TOOELE COUNTY		Noah Miterko, Kirsten Kolter, James Hicks,
Member - Scott Wardle	yes	Carston Oliver, John Woeste, Brandon Weston,
Alternate - Debbie Winn	yes	Diane Forster-Burke, Brandon unknown,
WEBER COUNTY MEMBERS		Bret unknown, Carissa unknown, NN, TW,
Gage Froerer	yes	18018095682
Jim Harvey	yes	
Robert Dandoy	yes	
Mike Caldwell	yes	
UDOT & UTA		WFRC:
Member - Carlos Bracerias, UDOT	yes	Andrew Gruber, Ted Knowlton,
Alternate - Teri Newell, UDOT	no	Bert Granberg, Hugh Van Wagenen,
Member - Carlton Christensen, UTA Board of Trustees	yes	Julie Bjornstad, Jory Johnner, Mike Sobczak,
Alternate - Beth Holbrook, UTA Board of Trustees	yes	Megan Townsend, Christy Dahlberg,
NON-VOTING MEMBERS		Ben Wuthrich, Wayne Bennion, Mikala Jordan,
Lorene Kamalu - Utah Association of Counties	yes	Miranda Jones Cox, Sarah Lawless, Suzie Swim,
Troy Walker - Utah League of Cities and Towns	yes	Kevrine Wells, Marian Florence,
Ari Bruening - Envision Utah	yes	Rosie Hernandez, Andrea Pearson
Wayne Harper - State Senate	yes	
Mike Schultz - State House of Representatives	yes	
Laura Hanson - State Planning Coordinator	yes	

1. Welcome and Consent Agenda [00:00:04]

At 2:06pm, Council Chair Mayor Dawn Ramsey welcomed the Wasatch Front Regional Council members and guests. Introductions were made around the table, and online via roll call.

- a. **[00:02:37] ACTION:** Mayor Joy Petro made a motion to approve the [Minutes of the January 26, 2023](#) meeting and [Financial statements](#) and check registers for Dec 2022 & Jan 2023 and Budget/Expenditure Report to date. Mayor Jeff Silvestrini seconded the motion, there was no discussion. Approved unanimously.

2. Public Comment [00:03:34]

Mayor Dawn Ramsey welcomed all guests from the public, and explained the public comment process in relation to the Regional Transportation Plan (RTP). Mayor Ramsey stated that, during this meeting, there will be 15 minutes allotted for public comment - approximately 10 in person attendees and five online attendees. Public comments were made by:

Patrick Shea - Friends of Alta	Gary Peterson - UT Taxpayer	Leslie Kovach - Save Not Pave
Carl Fisher - Save our Canyons	John Gleeve - SL Resident	Brad Rutledge - Wasatch Backcountry Alliance
Mike Marker - Friends of LCC	Shaun Enos - UT Taxpayer	Richard Markos - Utah Stories Magazine
Mike Meru - Sandy Resident	Elle Meru - Sandy Resident	Kael Weston - Utah Resident

Mayor Ramsey thanked everyone for their comments, and reminded members and guests that the RTP will reach the conclusion of the required four year update process, and will be voted on for approval in the May 2023 Council meeting.

3. Chair Report [00:21:41]

- a. Mayor Ramsey introduced Utah State Representative Mike Schultz, and Utah State Senator Wayne Harper, who each took some time to discuss the [Legislative Session outcomes](#). Representative Schultz discussed HB301 that he and Senator Harper sponsored together. **[00:32:17]** Senator Harper talked about how the 2023 Legislative Session helped to set the framework for a more comprehensive multi-modal transportation plan. **[00:37:51]** Carlos Bracerias, UDOT Executive Director, discussed the Utah Trail Network and the funding that is available through that program, to help expand Active Transportation throughout the state. Director Bracerias also touched on the funding that is allotted to support Phase 1 of the Environmental Impact Statement (EIS) for Little Cottonwood Canyon projects. **[00:50:28]** Miranda Jones Cox, WFRC, talked about the record breaking passage of 575 bills during this Legislative Session, and the largest state budget at just over \$29M, which will be used, in part, to focus on planning for and investing in Utah's future growth.

4. Regional Growth Committee (RGC) [00:59:21]

- a. Mayor Bob Dandoy, Chair of the Regional Growth Committee, gave an update from the RGC meeting that was held on March 19, 2023. Mayor Dandoy then introduced Megan Townsend, WFRC Community and Economic Development Director, who gave an update on Station Area Planning. Ms. Townsend explained that HB462 required cities to plan around their fixed rail and BRT stations and in 2023 Legislation, SB27 made an impactful change to allow prior planning to be considered as long as it meets the objectives for requirements towards certification. **[01:11:39] ACTION:** Mayor Dandoy made a motion to approve the [amendment](#) to the WFRC Station Area Plan Certification Policy, and Mayor Jeff Silvestrini seconded the motion. There was no further discussion, and the motion was approved unanimously.

5. Transportation Coordinating Committee (Trans Com) [01:12:13]

Commissioner Jim Harvey, Vice Chair of Trans Com, excused Mayor Mark Shepherd, Trans Com Chair, from this meeting. Commissioner Harvey introduced Ben Wuthrich, WFRC.

- a. Mr Wuthrich gave a report on the [Board modifications](#) to 2023-2028 Transportation Improvement Program (TIP), that were approved during the Trans Com meeting on February 16, 2023.
- b. **[01:23:04]** Mr. Wuthrich continued his presentation, highlighting more requested modifications to the 2023-2028 TIP. **ACTION:** Commissioner Jim Harvey made a motion to approve the currently requested [Board modifications](#) to the 2023-2028 TIP. Carlos Braceras, UDOT, seconded the motion. There was no further discussion, and the motion was approved unanimously.
- c. **[01:24:31]** Mr. Wuthrich then presented information on the annual [obligations](#) of federal transportation funds during FY22

6. Budget Committee [01:26:27]

Mayor Ramsey then brought the group's attention to Mayor Mike Caldwell, WFRC Budget Committee Chair, for the WFRC Budget Committee report.

- a. Mayor Caldwell turned the time over to Andrew Gruber, WFRC Executive Director, who gave an overview on the process for the FY24 Goals, Budget, and Unified Planning Work Program (UPWP). Mr. Gruber provided a high-level summary of WFRC's FY24 Goals and the UPWP. **[01:33:07]** Marian Florence, WFRC Chief Financial Officer, presented the FY24 Draft WFRC Budget, discussing the two major changes to the budget: consulting, and staffing. **[01:39:44]** **ACTION:** Mayor Caldwell made a motion to release the [draft FY24 WFRC Goals, Budget, and Unified Planning Work Program \(UPWP\)](#) for public comment. Mayor Joy Petro seconded the motion. With no further discussion, releasing the three FY24 documents was approved unanimously.
- b. **[01:40:18]** Andrew Gruber, WFRC, discussed an amendment that was recommended by UTA, which would allow for a grant that will evaluate its paratransit service, to be included in the current FY23 Unified Planning Work Program. This project is scheduled to begin Spring 2023. **[01:41:39]** **ACTION:** Mayor Caldwell made a motion to accept the [amendment](#) to the FY23 Unified Planning Work Program as presented. Commissioner Bob Stevenson seconded the motion. No further discussion, the motion was approved unanimously.

7. Reports

- a. **[01:42:39]** Mayor Debbie Winn gave a report on the Wasatch Front Economic Development District (WFEDD), and their focus on the 5-year regional Comprehensive Economic Development Strategy (CEDS).
- b. **[01:44:21]** Mayor Troy Walker gave an update for the Active Transportation Committee (ATC). He touched on the Safe Streets 4 All grant that was given to both WFRC and Mountainland Association of Governments (MAG), and the excitement behind the Utah Trails Network funding that was recently passed. He announced some upcoming community events that relate to Active Transportation.
- c. **[01:48:57]** Christy Dahlberg, WFRC, announced the awards for the [Community Development Block Grant \(CDBG\)](#).
- d. **[01:50:01]** Andrew Gruber, WFRC, gave his Executive Director's Report and recognized two of WFRC's staff.
 - Bert Granberg, Analytics Director, who has been employed with WFRC for five years.
 - Sarah Lawless, Data Analyst II, who joined the WFRC Analytics team in February.

8. Other Business and Adjournment [01:53:15]

The next meeting of the WFRC Council will be held on May 25, 2023. Mayor Joy Petro made a motion to adjourn the meeting, which was seconded by Mayor Brandon Stanger. There was no discussion, and the motion was approved unanimously. The meeting adjourned at 4pm.

A recording of this meeting, as well as meeting packet materials, may be found on the WFRC website at www.wfrc.org

Notes to the Budget/Expense (Income Statement) Report

May 2023

This report reflects the time period of July 1, 2022 - March 31, 2023, which represents 75% of the fiscal year. Overall, 37% of the total amount budgeted for the year has been expended through the end of March. The budget column in this report is the revised budget adopted by the Council in October 2022 and amended in January to increase the budget in the Building Lease line and decrease the Consulting line.

The information contained in this report shows expenditures by categories as line-items, and allows the Council and staff to analyze progress and address any areas of concern. It is not unusual for some variation in percentage of budget used, specifically for those expenses such as liability insurance, accounting/audit fees, and dues & subscriptions, which are primarily paid near the beginning of each fiscal year. The lines we expect to expense evenly throughout the year are doing so: wages/benefits, building lease, maintenance (technical support) and telephone.

The Legal line item is expected to exceed the original budget of \$10,000. A line item budget adjustment shifting \$40,000 from the Consulting Services line to the Legal line has been approved to provide an adequate budget for the remainder of FY23. WFRC's Administrative and Accounting Policy allows for such types of budget adjustments with prior written approval from the Council chair and Budget Committee chair, and without a public hearing or formal budget amendment, as long as the adjustment does not increase total expenditures.

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.

Wasatch Front Regional Council
Standard Financial Report (by Object)
10 General Fund - 07/01/2022 to 03/31/2023
75.00% of the fiscal year has expired

	2023 Year-to-Date Actual	2023 Budget	% Earned/ Used
Change In Net Position			
Revenue:			
Intergovernmental revenue			
Federal			
Federal - Direct	84,693.66	134,694.00	62.88%
Federal - Pass-Through	3,723,738.68	9,233,446.16	40.33%
Total Federal	3,808,432.34	9,368,140.16	40.65%
State Revenue			
State - Other	1,066,000.00	2,822,000.00	37.77%
State - TLC	716,315.68	641,816.00	111.61%
State - UDOT	259,856.11	588,769.00	44.14%
Total State Revenue	2,042,171.79	4,052,585.00	50.39%
Local			
Dedicated Project Funds	2,395,814.79	2,851,873.94	84.01%
Local - Mountainland AoG	36,761.58	50,982.00	72.11%
Local - UTA TLC	344,923.99	344,924.00	100.00%
Local - UTA Joint Projects	125,547.18	100,547.00	124.86%
Local - UTA Transit Sales Tax	276,798.33	276,798.33	100.00%
Local - Counties	334,706.00	334,706.00	100.00%
Total Local	3,514,551.87	3,959,831.27	88.76%
Total Intergovernmental revenue	9,365,156.00	17,380,556.43	53.88%
Interest	100,537.77	15,000.00	670.25%
Miscellaneous revenue	(0.01)	0.00	0.00%
Total Revenue:	9,465,693.76	17,395,556.43	54.41%
Expenditures:			
Wages and benefits			
Salaries and wages	2,320,844.67	3,738,362.00	62.08%
Fringe benefits	1,088,279.17	1,281,750.00	84.91%
Total Wages and benefits	3,409,123.84	5,020,112.00	67.91%
Consulting services	2,228,059.17	11,045,432.29	20.17%
Legal	157.50	10,000.00	1.58%
Audit and Accounting	14,000.00	19,318.00	72.47%
Maintenance	45,589.47	64,851.00	70.30%
Building lease	334,734.30	448,721.00	74.60%
Liability insurance	15,198.52	15,500.00	98.05%
Supplies Software Subscriptions	157,364.96	330,667.00	47.59%
Telephone	26,441.18	38,359.00	68.93%
Travel	62,623.11	101,020.00	61.99%
Training	47,083.19	87,650.00	53.72%
Equipment	0.00	10,000.00	0.00%
Dues	28,187.70	30,508.00	92.39%
Indirect Costs	0.00	0.33	0.00%
Printing	0.00	11,600.00	0.00%
Planned Carryover	0.00	161,818.00	0.00%
Total Expenditures:	6,368,562.94	17,395,556.62	36.61%
Total Change In Net Position	3,097,130.82		

Wasatch Front Regional Council
Checking
Bank Reconciliation - 02/01/2023 to 02/28/2023

Bank Statement Balance: \$827,435.02

Outstanding Checks & Withdrawals				
<u>Payee Name</u>	<u>Reference</u>	<u>Paid Date</u>	<u>Void Date</u>	<u>Amount</u>
Dahlberg, Christy	X999	02/28/2023		0.00
PEHP FLEX Benefits	eft	02/28/2023		313.32
Health Equity	EFT	02/28/2023		3,913.59
Utah Retirement Systems (URS)	EFT.0227231804.80	02/28/2023		45,580.81

Outstanding Checks & Withdrawals Total: \$49,807.72

Calculated Book Balance: \$777,627.30

General Ledger Balance: \$777,627.30

Calculated Book Balance vs General Ledger Balance: \$0.00



Wasatch Front Regional Council
Check Register
Checking - 02/01/2023 to 02/28/2023

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
Alta Planning and Design	ACH.02152307	2022-234-1	02/08/2023	02/15/2023	6,988.75	Tooele ATP - Dec	105340.30.331201 - Consult Serv: Too	
Alta Planning and Design	ACH.02152307	2022-234-2	02/08/2023	02/15/2023	8,205.33	Tooele ATP - Jan	105340.30.331201 - Consult Serv: Too	
					<u>\$15,194.08</u>			
					\$15,194.08			
Avenue Consultants	ACH.02152307	8572	01/31/2023	02/15/2023	698.75	Taylorsville Active Communities Plan - Dec	105340.30.330261 - Consult Serv: Tayl	
					<u>\$698.75</u>			
Barker Leavitt, PLLC	ACH.02152307	110-0123	01/31/2023	02/15/2023	132.56	box lunches	105610.10.301200 - Supplies: Local Fu	
Barker Leavitt, PLLC	ACH.02152307	110-0123	01/31/2023	02/15/2023	1,056.08	Map framing	105610.20.322210 - Supplies: CPG - A	
Barker Leavitt, PLLC	ACH.02152307	110-0123	01/31/2023	02/15/2023	8,000.00	Legislative Consulting - Jan billing	105340.50.341200 - Consult Serv: Legi	
					<u>\$9,188.64</u>			
					\$9,188.64			
Better City LLC	ACH.02152307	1756	02/09/2023	02/15/2023	15,000.00	WFEDD - Jan	105340.50.334200 - Consult Serv: Eco	
					<u>\$15,000.00</u>			
CRSA Inc	ACH.02152307	22-052-2	02/09/2023	02/15/2023	15,000.00	SAP Roy - Jan	105340.50.360204 - Consult Serv: SAP	
					<u>\$15,000.00</u>			
Design Workshop, Inc	ACH.02152307	0073108	01/31/2023	02/15/2023	13,483.94	Midvale Main St.-Dec	105340.30.353004 - Consult Serv: Midv	
Design Workshop, Inc	ACH.02152307	0073299	02/09/2023	02/15/2023	9,127.58	SAP West Jordan and Midvale - Dec	105340.50.360205 - Consult Serv: SAP	
Design Workshop, Inc	ACH.02152307	0073434	02/09/2023	02/15/2023	1,223.50	SLC Building Heights & Ped Space - Jan	105340.30.330213 - Consult Serv: SLC	
					<u>\$23,835.02</u>			
					\$23,835.02			
EMI Health	EFT	507020230101	02/01/2023	02/01/2023	126.00	telemed - Jan	105131.99.997000 - Wages: Indirect C	
EMI Health	EFT	507020230201	02/28/2023	02/28/2023	126.00	telemed - Feb	105131.99.997000 - Wages: Indirect C	
					<u>\$252.00</u>			
					\$252.00			
Fehr & Peers	ACH.02152307	160780	01/31/2023	02/15/2023	5,893.95	Wasatch Blvd Corridor Study - Nov	105340.30.330210 - Consult Serv: Was	
					<u>\$5,893.95</u>			
Fielding Group, LLC	ACH.02152307	496	02/01/2023	02/15/2023	37,681.00	Rent - Jan	105441.99.999000 - Building Lease Co	
					<u>\$37,681.00</u>			
Health Equity	EFT	PR022523-258	02/28/2023	02/28/2023	3,913.59	HSA	1022500 - HSA W/H Payable	
Health Equity	eft	zn0f8py	02/08/2023	02/08/2023	76.50	monthly fees - Feb/Jan	105210.99.998000 - Fringe Benefits: In	
Health Equity	EFT021623	PR021023-258	02/15/2023	02/15/2023	3,913.59	HSA	1022500 - HSA W/H Payable	
					<u>\$7,903.68</u>			
IBI Group	ACH.02152307	10016039	02/01/2023	02/15/2023	12,275.01	SAP Central Point - Dec	105340.30.353008 - Consult Serv: SSL	
					<u>\$12,275.01</u>			
Intermountain Healthcare EAP	ACH.02152307	EAP-04522	02/09/2023	02/15/2023	500.00	EAP Quarterly billing	105210.99.998000 - Fringe Benefits: In	
					<u>\$500.00</u>			
Internal Revenue Service	EFT.021523074	PR021023-38	02/15/2023	02/15/2023	3,354.16	Medicare Tax	1021000 - Federal Tax W/H Payable	
Internal Revenue Service	EFT.021523074	PR021023-38	02/15/2023	02/15/2023	11,634.50	Federal Income Tax	1021000 - Federal Tax W/H Payable	
					<u>\$14,988.66</u>			
Internal Revenue Service	EFT.022723133	PR022523-38	02/28/2023	02/28/2023	3,311.48	Medicare Tax	1021000 - Federal Tax W/H Payable	

Wasatch Front Regional Council
Check Register
Checking - 02/01/2023 to 02/28/2023

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
Internal Revenue Service	EFT.022723133	PR022523-38	02/28/2023	02/28/2023	11,379.06	Federal Income Tax	1021000 - Federal Tax W/H Payable	
					\$14,690.54			
					\$29,679.20			
Lincoln National Life Ins Co	EFT 0201	022823	02/28/2023	02/28/2023	-37.01	Life, LTD, STD - Feb	105210.99.998000 - Fringe Benefits: In	
Lincoln National Life Ins Co	EFT 0201	PR021023-46	02/15/2023	02/28/2023	1,213.78	Life Ins W/H	1022300 - Lincoln Life Insurance W/H	
Lincoln National Life Ins Co	EFT 0201	PR022523-46	02/28/2023	02/28/2023	1,223.33	Life Ins W/H	1022300 - Lincoln Life Insurance W/H	
					\$2,400.10			
					\$2,400.10			
Linguistica International, Inc.	ACH.02152307	09278-T	01/31/2023	02/15/2023	117.00	Translator - RTP Jan mtg	105340.20.322210 - Consult Serv: CP	
Linguistica International, Inc.	ACH.02152307	55983	01/31/2023	02/15/2023	240.00	Interpreting Services - Dec CAC meeting	105340.20.322210 - Consult Serv: CP	
					\$357.00			
					\$357.00			
Mountainland Association of Govern	ACH.02152307	inv0026	01/31/2023	02/15/2023	369.15	Unified Transportation Plan - WFRC Share Nov	105340.20.322215.3422 - Consult Serv	
					\$369.15			
Nelson Nygaard Consulting Associati	ACH.02152307	84148	02/09/2023	02/15/2023	1,359.73	Zero Fare Dec - MAG	105340.40.322215.0025 - Consult Serv	
Nelson Nygaard Consulting Associati	ACH.02152307	84148	02/09/2023	02/15/2023	4,079.18	Zero Fare Dec - UDOT	105340.40.322215.0025 - Consult Serv	
Nelson Nygaard Consulting Associati	ACH.02152307	84148	02/09/2023	02/15/2023	4,079.18	Zero Fare Dec - WFRC	105340.20.322215.0025 - Consult Serv	
Nelson Nygaard Consulting Associati	ACH.02152307	84148	02/09/2023	02/15/2023	6,798.64	Zero Fare Dec - UTA	105340.40.322215.0025 - Consult Serv	
					\$16,316.73			
					\$16,316.73			
Nexus IT Consultants LLC	ACH.02152307	145268	02/09/2023	02/15/2023	4,939.85	Feb billing	105430.99.999000 - Maintenance: Indir	
					\$4,939.85			
PEHP FLEX Benefits	ACH.02152307	PR012523-54	01/31/2023	02/15/2023	156.66	Flex Spend Acct	1022400 - Flexible Spending Account	
PEHP FLEX Benefits	eft	PR021023-54	02/15/2023	02/28/2023	156.66	Flex Spend Acct	1022400 - Flexible Spending Account	
PEHP FLEX Benefits	eft	PR022523-54	02/28/2023	02/28/2023	156.66	Flex Spend Acct	1022400 - Flexible Spending Account	
					\$313.32			
					\$469.98			
Pelorus Methods	ACH.02152307	230301	02/01/2023	02/15/2023	1,450.00	Qtr billing 1/1 - 3/31	105670.99.999000 - Software: Indirect	
					\$1,450.00			
Public Employees Health Program (	ACH.02152307	022023	02/01/2023	02/15/2023	40,830.67	February benefits	1013000 - Prepaid Employee Expense	
Public Employees Health Program (	ACH.02152307	PR011023-59	01/13/2023	02/15/2023	101.75	Vision Ins	1022000 - PEHP Insurance W/H Payab	
Public Employees Health Program (	ACH.02152307	PR011023-59	01/13/2023	02/15/2023	1,362.85	Dental Ins	1022000 - PEHP Insurance W/H Payab	
Public Employees Health Program (	ACH.02152307	PR011023-59	01/13/2023	02/15/2023	18,927.74	Health Ins	1022000 - PEHP Insurance W/H Payab	
Public Employees Health Program (	ACH.02152307	PR012523-59	01/31/2023	02/15/2023	107.92	Vision Ins	1022000 - PEHP Insurance W/H Payab	
Public Employees Health Program (	ACH.02152307	PR012523-59	01/31/2023	02/15/2023	1,362.85	Dental Ins	1022000 - PEHP Insurance W/H Payab	
Public Employees Health Program (	ACH.02152307	PR012523-59	01/31/2023	02/15/2023	18,927.74	Health Ins	1022000 - PEHP Insurance W/H Payab	
					\$81,621.52			
					\$81,621.52			
RRJ Consulting	ACH.02152307	WFRC202302	02/01/2023	02/15/2023	15,000.00	Legislative Consulting - Feb	105340.50.341200 - Consult Serv: Legi	
					\$15,000.00			
UNUM Life Insurance Co.	ACH.02152307	0905590-001 5 F	02/01/2023	02/15/2023	152.55	LTC - Feb	105210.99.998000 - Fringe Benefits: In	
					\$152.55			

Wasatch Front Regional Council
Check Register
Checking - 02/01/2023 to 02/28/2023

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
Utah Retirement Systems (URS)	EFT.022723180	PR022523-80	02/28/2023	02/28/2023	335.30	Loan	1023300 - Loan Payment W/H Payable	
Utah Retirement Systems (URS)	EFT.022723180	PR022523-80	02/28/2023	02/28/2023	500.00	457(b) Add'l	1023100 - 457(b) W/H Payable	
Utah Retirement Systems (URS)	EFT.022723180	PR022523-80	02/28/2023	02/28/2023	744.73	Roth IRA	1023200 - Roth IRA W/H Payable	
Utah Retirement Systems (URS)	EFT.022723180	PR022523-80	02/28/2023	02/28/2023	1,984.22	URS 401(k) Tier 2	1023000 - 401(k) W/H Payable	
Utah Retirement Systems (URS)	EFT.022723180	PR022523-80	02/28/2023	02/28/2023	5,695.74	401(k) DC	1023000 - 401(k) W/H Payable	
Utah Retirement Systems (URS)	EFT.022723180	PR022523-80	02/28/2023	02/28/2023	5,914.15	457(b)	1023100 - 457(b) W/H Payable	
Utah Retirement Systems (URS)	EFT.022723180	PR022523-80	02/28/2023	02/28/2023	12,292.53	401(k) EE & Match	1023000 - 401(k) W/H Payable	
Utah Retirement Systems (URS)	EFT.022723180	PR022523-80	02/28/2023	02/28/2023	18,114.14	URS State Retirement	1023000 - 401(k) W/H Payable	
					<u>\$45,580.81</u>			
Utah Retirement Systems (URS)	EFT.022723180	PR021023-80	02/15/2023	02/15/2023	335.30	Loan	1023300 - Loan Payment W/H Payable	
Utah Retirement Systems (URS)	EFT.022723180	PR021023-80	02/15/2023	02/15/2023	500.00	457(b) Add'l	1023100 - 457(b) W/H Payable	
Utah Retirement Systems (URS)	EFT.022723180	PR021023-80	02/15/2023	02/15/2023	752.38	Roth IRA	1023200 - Roth IRA W/H Payable	
Utah Retirement Systems (URS)	EFT.022723180	PR021023-80	02/15/2023	02/15/2023	1,985.12	URS 401(k) Tier 2	1023000 - 401(k) W/H Payable	
Utah Retirement Systems (URS)	EFT.022723180	PR021023-80	02/15/2023	02/15/2023	5,755.40	401(k) DC	1023000 - 401(k) W/H Payable	
Utah Retirement Systems (URS)	EFT.022723180	PR021023-80	02/15/2023	02/15/2023	6,000.47	457(b)	1023100 - 457(b) W/H Payable	
Utah Retirement Systems (URS)	EFT.022723180	PR021023-80	02/15/2023	02/15/2023	12,432.40	401(k) EE & Match	1023000 - 401(k) W/H Payable	
Utah Retirement Systems (URS)	EFT.022723180	PR021023-80	02/15/2023	02/15/2023	18,368.77	URS State Retirement	1023000 - 401(k) W/H Payable	
					<u>\$46,129.84</u>			
					\$91,710.65			
Utah State Division of Finance	ACH.02152307	23010110951015	01/10/2023	02/15/2023	1,525.96	Pcard RH	1020190 - P-Card Clearing	
Utah State Division of Finance	ACH.02152307	23010110951029	01/10/2023	02/15/2023	2,691.02	Pcard JC	1020190 - P-Card Clearing	
Utah State Division of Finance	ACH.02152307	23010110951034	01/10/2023	02/15/2023	1,161.00	Pcard AG	1020190 - P-Card Clearing	
Utah State Division of Finance	ACH.02152307	23010110951054	01/10/2023	02/15/2023	4,540.50	Pcard AP	1020190 - P-Card Clearing	
					<u>\$9,918.48</u>			
					\$9,918.48			
Utah State Tax Commission	EFT.021523074	PR021023-82	02/15/2023	02/15/2023	5,083.74	State Income Tax	1021200 - State Tax W/H Payable	
Utah State Tax Commission	EFT.022723140	PR022523-82	02/28/2023	02/28/2023	5,015.49	State Income Tax	1021200 - State Tax W/H Payable	
					<u>\$10,099.23</u>			
					<u>\$407,906.57</u>			

Commercial Checking Acct Public Funds

Account number: 1890008079 ■ February 1, 2023 - February 28, 2023 ■ Page 1 of 2

WELLS
FARGO

WASATCH FRONT REGIONAL COUNCIL/WASATCH
FRONT ECONOMIC DEVELOPMENT DISTRICT
41 N RIO GRANDE ST STE 103
SALT LAKE CITY UT 84101-1385

Questions?

Call your Customer Service Officer or Client Services
1-800-AT WELLS (1-800-289-3557)
5:00 AM TO 6:00 PM Pacific Time Monday - Friday

Online: wellsfargo.com

Write: Wells Fargo Bank, N. A. (119)
Gib - Local Government (Utah)
P.O. Box 6995
Portland, OR 97228-6995

Account summary

Commercial Checking Acct Public Funds

Account number	Beginning balance	Total credits	Total debits	Ending balance
1890008079	\$517,671.34	\$1,397,571.93	-\$1,087,808.25	\$827,435.02

Credits

Electronic deposits/bank credits

Effective date	Posted date	Amount	Transaction detail
02/01	✓	6,186.05	Finet EFT 8019577760 230131 202301310406187 NTE*23A0413415 *81353E *Was
02/01	✓	7,405.59	Finet EFT 8019577760 230131 202301310406188 NTE*23A0413416 *81353E *Was
02/01	✓	12,257.95	Finet EFT 8019577760 230131 202301310406185 NTE*23A0413413 *81353E *Was
02/01	✓	62,659.55	Finet EFT 8019577760 230131 202301310406186 NTE*23A0413414 *81353E *Was
02/01	✓	350,615.65	Finet EFT 8019577760 230131 202301310406184 NTE*23A0413412 *81353E *Was
02/02	✓	12,241.88	Desktop Check Deposit
02/02	✓	12,706.35	Finet EFT 8019577760 230201 202302010406423 NTE*23A0414653 *81353E *Was
02/06	✓	75,000.00	Salt Lake County Net Pay 230202 0000003582 Wasatch Front Regional
02/08	✓	26,205.26	Desktop Check Deposit
02/09	✓	250,000.00	Desktop Check Deposit
02/10	✓	43,024.30	Finet EFT 8019577760 230209 202302090407224 NTE*23A0488187 *81353E *Was
02/15	✓	9,398.12	Finet EFT 8019577760 230214 202302140407624 NTE*23A0563778 *81353E *Was
02/15	✓	81,189.92	Finet EFT 8019577760 230214 202302140407623 NTE*23A0563777 *81353E *Was
02/17	✓	7,816.77	Finet EFT 8019577760 230215 202302150407753 NTE*23A0565327 *81353E *Was
02/17	✓	17,734.91	Finet EFT 8019577760 230215 202302150407752 NTE*23A0565326 *81353E *Was

Electronic deposits/bank credits (continued)

Effective date	Posted date	Amount	Transaction detail
	02/22	✓ 334,069.21	Finet EFT 8019577760 230221 202302210408271 NTE*23A0615847 *81353E *Was
	02/23	✓ 36,560.42	Desktop Check Deposit
	02/28	✓ 52,500.00	Asap Grant Pay 230228 022823B0000050 1\
		\$1,397,571.93	Total electronic deposits/bank credits
		\$1,397,571.93	Total credits

Debits**Electronic debits/bank debits**

Effective date	Posted date	Amount	Transaction detail
	02/02	✓ 2,400.10 <	Business to Business ACH Debit - *Lincoln Natlife Prepaymnt 1555992 91000019995134
	02/02	✓ 4,763.59	Healthequity Inc Healthequi 01 Feb 6960993 Wasatch Front Regional
	02/09	✓ 76.50	Healthequity Inc Healthequi 08 Feb 6960993 Wasatch Front Regional
	02/09	✓ 45,722.45	Utah State Retir Urs Paymnt U999500733350 Wasatch Front Reg Coun
	02/13	✓ 88,067.69	ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777
	02/15	✓ 126.00	Emi Health Ins Prem 50700001 Wasatchfrontregionalco
	02/15	✓ 126.00	Emi Health Ins Prem 50700002 Wasatchfrontregionalco
	02/15	✓ 14,988.66 <	Business to Business ACH Debit - IRS Usatapytmt 021523 270344665691919 Wasatch Front Regional
	02/16	✓ 265,548.39	ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777
	02/16	✓ 3,913.59	Healthequity Inc Healthequi 15 Feb 6960993 Wasatch Front Regional
	02/16	✓ 5,083.74	Utah801/297-7703 Tax Paymnt 1704828672 Wasatch Front Regional
	02/16	✓ 46,129.84	Utah State Retir Urs Paymnt U999500733351 Wasatch Front Reg Coun
	02/23	✓ 500,000.00 <	Business to Business ACH Debit - Utah State Treas Mixed 230222 0533 Wasatch Front Regional
	02/27	✓ 91,155.67	ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777
	02/28	✓ 5,015.49	Utah801/297-7703 Tax Paymnt 72048384 Wasatch Front Regional
	02/28	✓ 14,690.54 <	Business to Business ACH Debit - IRS Usatapytmt 022823 270345975106081 Wasatch Front Regional
		\$1,087,808.25	Total electronic debits/bank debits
		\$1,087,808.25	Total debits

< **Business to Business ACH:** If this is a business account, this transaction has a return time frame of one business day from post date. This time frame does not apply to consumer accounts.

Daily ledger balance summary

Date	Balance	Date	Balance	Date	Balance
01/31	517,671.34	02/09	1,279,986.98	02/17	1,015,167.09
02/01	956,796.13	02/10	1,323,011.28	02/22	1,349,236.30
02/02	974,580.67	02/13	1,234,943.59	02/23	885,796.72
02/06	1,049,580.67	02/15	1,310,290.97	02/27	794,641.05
02/08	1,075,785.93	02/16	989,615.41	02/28	827,435.02
Average daily ledger balance		\$1,058,543.39			

STATEMENT OF ACCOUNT

PTIF

UTAH PUBLIC TREASURERS' INVESTMENT FUND

Marlo M. Oaks, Utah State Treasurer, Fund Manager

PO Box 142315

350 N State Street, Suite 180

Salt Lake City, Utah 84114-2315

Local Call (801) 538-1042 Toll Free (800) 395-7665

www.treasurer.utah.gov

WASATCH FRONT REGIONAL COUNCIL

LOVEIT BAUMGARDNER

41 NO. RIO GRANDE ST., STE 103

SALT LAKE CTY UT 84101

Account**Account Period****533**

February 01, 2023 through February 28, 2023

Summary

Beginning Balance	\$ 3,188,292.16	Average Daily Balance	\$ 3,295,435.02
Deposits	\$ 511,790.80	Interest Earned	\$ 11,790.80
Withdrawals	\$ 0.00	360 Day Rate	4.6002
Ending Balance	\$ 3,700,082.96	365 Day Rate	4.6641

Date	Activity	Deposits	Withdrawals	Balance
02/01/2023	FORWARD BALANCE	\$ 0.00	\$ 0.00	\$ 3,188,292.16
02/23/2023	funds tr	\$ 500,000.00	\$ 0.00	\$ 3,688,292.16
02/28/2023	REINVESTMENT	\$ 11,790.80	\$ 0.00	\$ 3,700,082.96
02/28/2023	ENDING BALANCE	\$ 0.00	\$ 0.00	\$ 3,700,082.96

STATEMENT OF ACCOUNT

PTIF

UTAH PUBLIC TREASURERS' INVESTMENT FUND

Marlo M. Oaks, Utah State Treasurer, Fund Manager

PO Box 142315

350 N State Street, Suite 180

Salt Lake City, Utah 84114-2315

Local Call (801) 538-1042 Toll Free (800) 395-7665

www.treasurer.utah.gov

WASATCH FRONT REG COUNS/BLDG FD

LOVEIT BAUMGARDNER

41 NORTH RIO GRANDE ST., STE 103

SALT LAKE CTY UT 84101

Account**Account Period****8761**

February 01, 2023 through February 28, 2023

Summary

Beginning Balance	\$ 1,189,763.49	Average Daily Balance	\$ 1,189,763.49
Deposits	\$ 4,256.88	Interest Earned	\$ 4,256.88
Withdrawals	\$ 0.00	360 Day Rate	4.6002
Ending Balance	\$ 1,194,020.37	365 Day Rate	4.6641

Date	Activity	Deposits	Withdrawals	Balance
02/01/2023	FORWARD BALANCE	\$ 0.00	\$ 0.00	\$ 1,189,763.49
02/28/2023	REINVESTMENT	\$ 4,256.88	\$ 0.00	\$ 1,194,020.37
02/28/2023	ENDING BALANCE	\$ 0.00	\$ 0.00	\$ 1,194,020.37

Wasatch Front Regional Council
Checking
Bank Reconciliation - 03/01/2023 to 03/31/2023

Bank Statement Balance: \$996,126.91

Outstanding Checks & Withdrawals				
<u>Payee Name</u>	<u>Reference</u>	<u>Paid Date</u>	<u>Void Date</u>	<u>Amount</u>
Health Equity	EFT	03/31/2023		3,913.59
Utah State Tax Commission	EFT.0331231354.82	03/31/2023		5,142.14
Internal Revenue Service	EFT.0331231343.38	03/31/2023		15,282.18
Utah Retirement Systems (URS)	EFT.0331231421.80	03/31/2023		46,457.50

Outstanding Checks & Withdrawals Total: \$70,795.41

Calculated Book Balance: \$925,331.50

General Ledger Balance: \$925,331.50

Calculated Book Balance vs General Ledger Balance: \$0.00



Wasatch Front Regional Council
Check Register
All Bank Accounts - 03/01/2023 to 03/31/2023

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
Alta Planning and Design	ACH.03102314	2021-188-15	02/28/2023	03/13/2023	3,045.60	Layton ATP - Jan	105340.30.351024 - Consult Serv: Layt	
					\$3,045.60			
Amazon	Pcard JC	030823	03/08/2023	03/08/2023	350.00	CAC Gift cards for participants	105610.10.301200 - Supplies: Local Fu	205
Amazon	Pcard JC	112-5092923-204	03/01/2023	03/01/2023	59.99	Keyboard/mouse - Sarah	105610.10.301200 - Supplies: Local Fu	
Amazon	Pcard JC	112-6084592-680	03/01/2023	03/01/2023	48.25	water filter for fridge	105610.99.999000 - Supplies: Indirect	
Amazon	Pcard JC	112-8375006-725	03/01/2023	03/01/2023	219.99	speaker for conf room - analytics	105610.20.322210 - Supplies: CPG - A	
					\$678.23			
					\$678.23			
Avenue Consultants	ACH.03102314	8686	02/28/2023	03/13/2023	859.04	Kearns and Magna ATP - Jan - FINAL BILL	105340.30.330257 - Consult Serv: Kear	
Avenue Consultants	ACH.03242308	8432	03/22/2023	03/27/2023	3,910.00	Taylorsville ACP - Nov	105340.30.330261 - Consult Serv: Tayl	
					\$4,769.04			
Barker Leavitt, PLLC	ACH.03102314	110-0223	02/28/2023	03/13/2023	8,000.00	Legislative Consulting - Feb	105340.50.341200 - Consult Serv: Legi	
					\$8,000.00			
Best Buy	Pcard JC	030723	03/07/2023	03/07/2023	140.06	Airpods - MJ	105610.10.301200 - Supplies: Local Fu	
					\$140.06			
Better City LLC	ACH.03242308	1757	03/14/2023	03/27/2023	10,000.00	WFEDD - Feb	105340.50.334200 - Consult Serv: Eco	
Better City LLC	ACH.03242308	1758	03/14/2023	03/27/2023	8,906.00	WFEDD - Feb/Mar	105340.50.334200 - Consult Serv: Eco	
					\$18,906.00			
					\$18,906.00			
Camtasia	Pcard JC	TEC230309-3529	03/08/2023	03/08/2023	289.83	Software license annual renewal	105670.20.322210 - Software: CPG - A	
					\$289.83			
City of South Jordan	ACH.03242308	03142023	03/14/2023	03/27/2023	977.88	NARC Conference - Ramsey	105580.10.301200 - Travel: Local Fund	
					\$977.88			
Constant Contact	Pcard RH	03012023	03/01/2023	03/01/2023	70.04	monthly billing - Mar	105670.99.999000 - Software: Indirect	
					\$70.04			
Davis County Commissioner	ACH.03102314	022823	02/28/2023	03/13/2023	1,788.07	NARC Conference - Commissioner Stevenson	105580.10.301200 - Travel: Local Fund	
					\$1,788.07			
DELL Marketing LP	Pcard JC	2009494800567	03/07/2023	03/07/2023	1,794.99	Laptop - Slawless	105610.10.301200 - Supplies: Local Fu	
					\$1,794.99			
Delta Arilines	Pcard AP	030123	03/01/2023	03/01/2023	937.80	Airfare for conf - Bert	105580.20.322210 - Travel: CPG - Adm	
					\$937.80			
Design Workshop, Inc	ACH.03102314	0073536	02/21/2023	03/13/2023	17,941.27	SAP West Jordan and Midvale - Jan	105340.50.360205 - Consult Serv: SAP	
Design Workshop, Inc	ACH.03242308	0073498	03/14/2023	03/27/2023	15,292.50	Midvale Main St.-Jan	105340.30.353004 - Consult Serv: Midv	
					\$33,233.77			
Elementor	Pcard AP	12961590	03/01/2023	03/01/2023	49.00	Elementor Pro Essential - Annual Suzie	105670.20.322210 - Software: CPG - A	
					\$49.00			
EMI Health	EFT	507020230301	03/01/2023	03/01/2023	126.00	Telemed - Mar	105210.99.998000 - Fringe Benefits: In	
					\$126.00			

Wasatch Front Regional Council
Check Register
All Bank Accounts - 03/01/2023 to 03/31/2023

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
ezCater	Pcard JC	030123	03/01/2023	03/01/2023	93.30	Lunch for RGC Meeting - Comm Kamalu	105610.10.301200 - Supplies: Local Fu	
					\$93.30			
Fehr & Peers	ACH.03102314	161519	02/21/2023	03/13/2023	374.84	Parking Modernization - Dec MAG	105340.40.322215.0018 - Consult Serv	
Fehr & Peers	ACH.03102314	161519	02/21/2023	03/13/2023	936.87	Parking Modernization - Dec SLCo	105340.40.322215.0018 - Consult Serv	
Fehr & Peers	ACH.03102314	161519	02/21/2023	03/13/2023	936.87	Parking Modernization - Dec WFRC	105340.20.322215.0018 - Consult Serv	
Fehr & Peers	ACH.03102314	161519	02/21/2023	03/13/2023	1,499.01	Parking Modernization - Dec UDOT	105340.40.322215.0018 - Consult Serv	
Fehr & Peers	ACH.03102314	161519	02/21/2023	03/13/2023	1,499.01	Parking Modernization - Dec UTA	105340.40.322215.0018 - Consult Serv	
					\$5,246.60			
					\$5,246.60			
Fielding Group, LLC	ACH.03242308	501	03/01/2023	03/27/2023	37,681.00	Building Lease - March	105441.99.999000 - Building Lease Co	
					\$37,681.00			
First Digital	Pcard AP	030123	03/01/2023	03/01/2023	560.50	Internet - Mar	105530.99.999000 - Telephone/Data: In	
					\$560.50			
Github Inc.	Pcard AP	03012023	03/01/2023	03/01/2023	5.00	monthly storage increase - analytics	105610.20.322210 - Supplies: CPG - A	
					\$5.00			
Gitracken Pro	Pcard RH	116662	03/01/2023	03/01/2023	237.60	Monthly Subscription 4 users - Mar	105670.20.322210 - Software: CPG - A	
Gitracken Pro	Pcard RH	118297	03/01/2023	03/01/2023	58.75	Monthly Subscription pro-rated	105670.20.322210 - Software: CPG - A	
					\$296.35			
Google LLC	Pcard RH	03012023	03/01/2023	03/01/2023	54.11	Google Cloud Storage	105670.99.999000 - Software: Indirect	
Google LLC	Pcard RH	030123	03/01/2023	03/01/2023	443.99	Google workspace monthly billing	105670.99.999000 - Software: Indirect	
					\$498.10			
					\$498.10			
GSBS PC	ACH.03102314	41641	02/21/2023	03/13/2023	10,890.15	Sandy General Plan - Jan	105340.30.330215 - Consult Serv: San	
GSBS PC	ACH.03102314	41642	02/21/2023	03/13/2023	12,128.83	SAP Murray/Millcreek - Jan	105340.50.360203 - Consult Serv: SAP	
					\$23,018.98			
GSBS PC	ACH.03242308	41749	03/14/2023	03/27/2023	15,234.15	Sandy General Plan - Feb	105340.30.330215 - Consult Serv: San	
GSBS PC	ACH.03242308	41750	03/14/2023	03/27/2023	29,618.91	SAP Murray/Millcreek - Feb	105340.50.360203 - Consult Serv: SAP	
					\$44,853.06			
					\$67,872.04			
Health Equity	EFT	PR031023-258	03/15/2023	03/20/2023	3,913.59	HSA	1022500 - HSA W/H Payable	
Health Equity	EFT	PR032523-258	03/31/2023	03/31/2023	3,913.59	HSA	1022500 - HSA W/H Payable	
					\$7,827.18			
					\$7,827.18			
High Value Marking and Engraving	Pcard JC	030123	03/01/2023	03/01/2023	26.90	Name plates - Sarah	105610.20.322210 - Supplies: CPG - A	
					\$26.90			
Hub International Insurance Services	ACH.03102314	3071657	02/21/2023	03/13/2023	450.00	enhanced module, spd 2023	105210.99.998000 - Fringe Benefits: In	
					\$450.00			
Internal Revenue Service	EFT.031423143	PR031023-38	03/15/2023	03/15/2023	3,388.16	Medicare Tax	1021000 - Federal Tax W/H Payable	
Internal Revenue Service	EFT.031423143	PR031023-38	03/15/2023	03/15/2023	11,552.33	Federal Income Tax	1021000 - Federal Tax W/H Payable	
					\$14,940.49			
Internal Revenue Service	EFT.033123134	PR032523-38	03/31/2023	03/31/2023	3,401.12	Medicare Tax	1021000 - Federal Tax W/H Payable	
Internal Revenue Service	EFT.033123134	PR032523-38	03/31/2023	03/31/2023	11,881.06	Federal Income Tax	1021000 - Federal Tax W/H Payable	
					\$15,282.18			
					\$30,222.67			

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Jimmy Johns	Pcard JC	16600573780738	03/07/2023	03/07/2023	177.80	Food for CAC meeting	105610.10.301200 - Supplies: Local Fu	203
					\$177.80			
Landmark Design	ACH.03102314	18 FH	02/21/2023	03/13/2023	209.50	Fruit Heights General Plan - Jan	105340.30.351019 - Consult Serv: Fruit	
Landmark Design	ACH.03102314	7	02/21/2023	03/13/2023	7,483.75	South Ogden General Plan - Dec	105340.30.351016 - Consult Serv: So	
Landmark Design	ACH.03102314	8	02/21/2023	03/13/2023	8,882.51	South Ogden General Plan - Jan	105340.30.351016 - Consult Serv: So	
					\$16,575.76			
Landmark Design	ACH.03242308	1 CSAP	03/14/2023	03/27/2023	1,650.00	SAP Clearfield - Feb	105340.50.360206 - Consult Serv: SAP	
Landmark Design	ACH.03242308	19FH	03/14/2023	03/27/2023	2,858.50	Fruit Heights General Plan - Feb	105340.30.351019 - Consult Serv: Fruit	
Landmark Design	ACH.03242308	20	03/14/2023	03/27/2023	4,722.00	Cottonwood Heights General Plan- Jan	105340.30.330254 - Consult Serv: Cott	
Landmark Design	ACH.03242308	9	03/14/2023	03/27/2023	3,700.00	South Ogden General Plan - Feb	105340.30.351016 - Consult Serv: So	
					\$12,930.50			
					\$29,506.26			
Les Olson Company	ACH.03102314	EA1229078	02/01/2023	03/13/2023	64.35	Monthly Billing - Jan	105610.99.999000 - Supplies: Indirect	
Les Olson Company	ACH.03102314	EA1244103	02/28/2023	03/13/2023	291.27	Monthly Billing - Feb	105610.99.999000 - Supplies: Indirect	
					\$355.62			
					\$355.62			
Lincoln National Life Ins Co	eft 3-2	033123	03/31/2023	03/31/2023	-3.76	Adjustment (add SL)	105210.99.998000 - Fringe Benefits: In	
Lincoln National Life Ins Co	eft 3-2	PR031023-46	03/15/2023	03/31/2023	1,225.12	Life Ins W/H	1022300 - Lincoln Life Insurance W/H	
Lincoln National Life Ins Co	eft 3-2	PR032523-46	03/31/2023	03/31/2023	1,225.21	Life Ins W/H	1022300 - Lincoln Life Insurance W/H	
					\$2,446.57			
					\$2,446.57			
Logan Simpson Design, Inc	ACH.03102314	31115	02/21/2023	03/13/2023	13,042.16	Bountiful - Dec	105340.30.351010 - Consult Serv: Bou	
Logan Simpson Design, Inc	ACH.03102314	31239	02/28/2023	03/13/2023	9,439.00	Bountiful - Jan	105340.30.351010 - Consult Serv: Bou	
					\$22,481.16			
					\$22,481.16			
MHTN Architects	ACH.03242308	0029539	03/22/2023	03/27/2023	22,850.00	Midvale SAP - Feb	105340.50.360202 - Consult Serv: SAP	
					\$22,850.00			
Millcreek City	ACH.03102314	022023	02/28/2023	03/13/2023	1,128.99	NARC Conference - Mayor Silivstrini	105580.10.301200 - Travel: Local Fund	
					\$1,128.99			
Mountain District ITE	Pcard JC	03012023	03/01/2023	03/01/2023	1,620.00	Conf registration - AG, TK, JJ, JB, BG, SS, BH, CW,	105330.20.322210 - Training: CPG - Ad	
Mountain District ITE	Pcard JC	030123	03/01/2023	03/01/2023	180.00	Conf registration - JR	105330.20.322210 - Training: CPG - Ad	
Mountain District ITE	Pcard JC	030323	03/03/2023	03/03/2023	180.00	Conf registration - AL	105330.20.322210 - Training: CPG - Ad	
					\$1,980.00			
					\$1,980.00			
Move Utah Summit	ACH.03102314	001	02/28/2023	03/13/2023	1,500.00	Move Utah Summit	105610.20.322210 - Supplies: CPG - A	
Move Utah Summit	Pcard JC	03012023	03/01/2023	03/01/2023	44.52	Conf Registration - CD	105330.30.330200 - Training: TLC Adm	
Move Utah Summit	Pcard JC	03012023	03/01/2023	03/01/2023	356.16	Conf Registration - AG, TK, JJ, NN, LV, JB, SS, MS	105330.20.322210 - Training: CPG - Ad	
					\$400.68			
					\$1,900.68			
Nexus IT Consultants LLC	ACH.03102314	145452	02/28/2023	03/13/2023	570.00	Drive and RAM - Analytics	105610.20.322210 - Supplies: CPG - A	
Nexus IT Consultants LLC	ACH.03242308	145249	03/22/2023	03/27/2023	2,450.00	Desktop - Chris	105610.10.301200 - Supplies: Local Fu	
Nexus IT Consultants LLC	ACH.03242308	145849	03/14/2023	03/27/2023	4,939.85	Mar billing	105430.99.999000 - Maintenance: Indir	
					\$7,389.85			
					\$7,959.85			

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NY Times	Pcard RH	030123	03/01/2023	03/01/2023	4.00	Monthly Subscription	105610.10.301200 - Supplies: Local Fu	
					\$4.00			
ODP	Pcard JC	060123	03/01/2023	03/01/2023	1.08	Superglue	105610.10.301200 - Supplies: Local Fu	
ODP	Pcard JC	295165947-001	03/01/2023	03/01/2023	32.64	Tea and water for meetings and staff	105610.10.301200 - Supplies: Local Fu	
ODP	Pcard JC	295167640-001	03/01/2023	03/01/2023	4.26	Tea for meetings and staff	105610.10.301200 - Supplies: Local Fu	
					\$37.98			
One Utah Summit	Pcard JC	03012023	03/01/2023	03/01/2023	783.88	Conf attendance - MT, MW	105330.50.334200 - Training: Economi	
One Utah Summit	Pcard JC	03012023	03/01/2023	03/01/2023	1,567.44	Conf attendance - AG, TK, MJC, MS	105330.20.322210 - Training: CPG - Ad	
					\$2,351.32			
					\$2,351.32			
Parametrix, Inc	ACH.03102314	41735	02/21/2023	03/13/2023	1,768.23	Herriman Transit Corridor - Dec	105340.30.353002 - Consult Serv: Herr	
Parametrix, Inc	ACH.03102314	42654	02/28/2023	03/13/2023	4,012.88	Herriman Transit Corridor - Jan	105340.30.353002 - Consult Serv: Herr	
					\$5,781.11			
Parametrix, Inc	ACH.03242308	42652	03/14/2023	03/27/2023	795.00	N Ogden ATP - Jan	105340.30.351027 - Consult Serv: N O	
					\$6,576.11			
PEHP FLEX Benefits	ACH.03242308	PR031023-54	03/15/2023	03/27/2023	156.66	Flex Spend Acct	1022400 - Flexible Spending Account	
					\$156.66			
Penna Powers Inc	ACH.03102314	026646	02/21/2023	03/13/2023	1,216.25	Professional Services - Jan	105340.20.322224 - Consult Serv: CP	
Penna Powers Inc	ACH.03102314	026646	02/21/2023	03/13/2023	2,340.00	Strategic Communications - Jan	105340.20.322224 - Consult Serv: CP	
Penna Powers Inc	ACH.03102314	026646	02/21/2023	03/13/2023	3,781.25	Creative Services - Jan	105340.20.322224 - Consult Serv: CP	
Penna Powers Inc	ACH.03102314	026646	02/21/2023	03/13/2023	7,456.25	ATO Video - Jan	105340.50.334200 - Consult Serv: Eco	
Penna Powers Inc	ACH.03102314	26647	02/21/2023	03/13/2023	389.06	UTP Jan - MAG	105340.40.322215.0027 - Consult Serv	
Penna Powers Inc	ACH.03102314	26647	02/21/2023	03/13/2023	1,167.19	UTP Jan - WFRC	105340.20.322215.0027 - Consult Serv	
Penna Powers Inc	ACH.03102314	26647	02/21/2023	03/13/2023	1,556.25	UTP Jan - UDOT	105340.40.322215.0027 - Consult Serv	
Penna Powers Inc	ACH.03102314	26647	02/21/2023	03/13/2023	1,556.25	UTP Jan - UTA	105340.40.322215.0027 - Consult Serv	
					\$19,462.50			
Penna Powers Inc	ACH.03242308	026735	03/14/2023	03/27/2023	252.71	UTP Feb - MAG	105340.40.322215.0027 - Consult Serv	
Penna Powers Inc	ACH.03242308	026735	03/14/2023	03/27/2023	758.13	UTP Feb - WFRC	105340.20.322215.0027 - Consult Serv	
Penna Powers Inc	ACH.03242308	026735	03/14/2023	03/27/2023	1,010.83	UTP Feb - UDOT	105340.40.322215.0027 - Consult Serv	
Penna Powers Inc	ACH.03242308	026735	03/14/2023	03/27/2023	1,010.83	UTP Feb - UTA	105340.40.322215.0027 - Consult Serv	
Penna Powers Inc	ACH.03242308	026754	03/14/2023	03/27/2023	1,325.00	Creative Support - Feb	105340.20.322224 - Consult Serv: CP	
Penna Powers Inc	ACH.03242308	026754	03/14/2023	03/27/2023	2,042.50	ATO Video - Feb	105340.50.334200 - Consult Serv: Eco	
Penna Powers Inc	ACH.03242308	026754	03/14/2023	03/27/2023	2,068.75	Strategic Communication - Feb	105340.20.322224 - Consult Serv: CP	
Penna Powers Inc	ACH.03242308	026826	03/22/2023	03/27/2023	2,641.25	ATO Video - Final	105340.50.334200 - Consult Serv: Eco	
					\$11,110.00			
					\$30,572.50			
Psomas	ACH.03102314	192191	02/28/2023	03/13/2023	10,167.50	Riverdale - Dec	105340.30.351036 - Consult Serv: River	
					\$10,167.50			
Public Employees Health Program (	ACH.03242308	03012023	03/22/2023	03/27/2023	40,820.72	Health Benefits - Mar	1013000 - Prepaid Employee Expense	
Public Employees Health Program (	eft - clear	02012023	02/01/2023	03/07/2023	-40,830.67	Offset for prepayment of PEHP Feb	1013000 - Prepaid Employee Expense	
Public Employees Health Program (	eft - clear	020123	02/01/2023	03/07/2023	33.65	PEHP adjustment - Feb	105210.99.998000 - Fringe Benefits: In	
Public Employees Health Program (	eft - clear	PR021023-59	02/15/2023	03/07/2023	107.92	Vision Ins	1022000 - PEHP Insurance W/H Payab	
Public Employees Health Program (	eft - clear	PR021023-59	02/15/2023	03/07/2023	1,362.85	Dental Ins	1022000 - PEHP Insurance W/H Payab	
Public Employees Health Program (	eft - clear	PR021023-59	02/15/2023	03/07/2023	18,927.74	Health Ins	1022000 - PEHP Insurance W/H Payab	
Public Employees Health Program (	eft - clear	PR022523-59	02/28/2023	03/07/2023	107.92	Vision Ins	1022000 - PEHP Insurance W/H Payab	
Public Employees Health Program (	eft - clear	PR022523-59	02/28/2023	03/07/2023	1,362.85	Dental Ins	1022000 - PEHP Insurance W/H Payab	
Public Employees Health Program (eft - clear	PR022523-59	02/28/2023	03/07/2023	18,927.74	Health Ins	1022000 - PEHP Insurance W/H Payab	
					\$0.00			
					\$40,820.72			

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Reservations.com	Pcard AG	R1535095721	03/07/2023	03/07/2023	30.83	hotel cxl fee	105580.20.322210 - Travel: CPG - Adm	
					\$30.83			
Resource Systems Group, Inc (RSG)	ACH.03102314	50860R	02/28/2023	03/13/2023	24.41	Household Travel Survey - Dec 2 Cache	105340.50.322215.3423 - Consult Serv	
Resource Systems Group, Inc (RSG)	ACH.03102314	50860R	02/28/2023	03/13/2023	34.58	Household Travel Survey - Dec 2 Dixie	105340.50.322215.3423 - Consult Serv	
Resource Systems Group, Inc (RSG)	ACH.03102314	50860R	02/28/2023	03/13/2023	56.95	Household Travel Survey - Dec 2 UTA	105340.50.322215.3423 - Consult Serv	
Resource Systems Group, Inc (RSG)	ACH.03102314	50860R	02/28/2023	03/13/2023	122.04	Household Travel Survey - Dec 2 MAG	105340.50.322215.3423 - Consult Serv	
Resource Systems Group, Inc (RSG)	ACH.03102314	50860R	02/28/2023	03/13/2023	162.75	Household Travel Survey - Dec 2 UDOT	105340.50.322215.3423 - Consult Serv	
Resource Systems Group, Inc (RSG)	ACH.03102314	50860R	02/28/2023	03/13/2023	307.11	Household Travel Survey - Dec 2 WFRC	105340.50.322215.3423 - Consult Serv	
Resource Systems Group, Inc (RSG)	ACH.03102314	50896	02/28/2023	03/13/2023	19,423.07	Regional Freight - Dec	105340.20.322215.3426 - Consult Serv	
Resource Systems Group, Inc (RSG)	ACH.03102314	50908	02/28/2023	03/13/2023	2,265.99	Travel Demand Mode Choice - Jan UTA	105340.40.322215.0019 - Consult Serv	
Resource Systems Group, Inc (RSG)	ACH.03102314	50908	02/28/2023	03/13/2023	4,531.99	Travel Demand Mode Choice - Jan MAG	105340.40.322215.0019 - Consult Serv	
Resource Systems Group, Inc (RSG)	ACH.03102314	50908	02/28/2023	03/13/2023	4,531.99	Travel Demand Mode Choice - Jan UDOT	105340.40.322215.0019 - Consult Serv	
Resource Systems Group, Inc (RSG)	ACH.03102314	50908	02/28/2023	03/13/2023	11,329.96	Travel Demand Mode Choice - Jan WFRC	105340.20.322215.0019 - Consult Serv	
Resource Systems Group, Inc (RSG)	ACH.03102314	50971	02/28/2023	03/13/2023	1,916.93	Household Travel Survey - Jan Cache	105340.40.322215.3423 - Consult Serv	
Resource Systems Group, Inc (RSG)	ACH.03102314	50971	02/28/2023	03/13/2023	2,715.65	Household Travel Survey - Jan Dixie	105340.40.322215.3423 - Consult Serv	
Resource Systems Group, Inc (RSG)	ACH.03102314	50971	02/28/2023	03/13/2023	4,472.83	Household Travel Survey - Jan UTA	105340.40.322215.3423 - Consult Serv	
Resource Systems Group, Inc (RSG)	ACH.03102314	50971	02/28/2023	03/13/2023	9,584.63	Household Travel Survey - Jan MAG	105340.40.322215.3423 - Consult Serv	
Resource Systems Group, Inc (RSG)	ACH.03102314	50971	02/28/2023	03/13/2023	12,782.41	Household Travel Survey - Jan UDOT	105340.40.322215.3423 - Consult Serv	
Resource Systems Group, Inc (RSG)	ACH.03102314	50971	02/28/2023	03/13/2023	24,121.32	Household Travel Survey - Jan WFRC	105340.50.322215.3423 - Consult Serv	
					\$98,384.61			
Resource Systems Group, Inc (RSG)	ACH.03242308	51011	03/22/2023	03/27/2023	24,131.58	Regional Freight - Jan	105340.20.322215.3426 - Consult Serv	
					\$122,516.19			
RRJ Consulting	ACH.03242308	WFRC202303	03/14/2023	03/27/2023	2,000.00	Legislative Consulting - Mar	105340.50.341200 - Consult Serv: Legi	
					\$2,000.00			
SL Tribune	Pcard RH	SLT0021283	03/01/2023	03/01/2023	294.40	Public Comment Posting	105311.20.322210 - Subscriptions: CP	
					\$294.40			
Southwest Airlines	Pcard JC	03012023	03/01/2023	03/01/2023	714.96	Chad - travel analysis conference	105580.20.322210 - Travel: CPG - Adm	
					\$714.96			
Swire Coca-Cola	Pcard JC	030123	03/01/2023	03/01/2023	43.64	Soda for meetings and break room	105610.10.301200 - Supplies: Local Fu	
Swire Coca-Cola	Pcard JC	13297230967	03/01/2023	03/01/2023	21.64	Soda for meetings and break room	105610.10.301200 - Supplies: Local Fu	
					\$65.28			
Target	Pcard JC	030723	03/07/2023	03/07/2023	150.00	CAC Gift cards for participants	105610.10.301200 - Supplies: Local Fu	205
Target	Pcard RH	030123	03/01/2023	03/01/2023	100.00	RTP Narrative Interview	105610.10.301200 - Supplies: Local Fu	205
					\$250.00			
The Store	Pcard RH	03012023	03/01/2023	03/01/2023	12.55	Snacks for Transcom meeting	105610.10.301200 - Supplies: Local Fu	
					\$12.55			
Township + Range LLC	ACH.03102314	2203-08	02/28/2023	03/13/2023	3,242.25	Context Sensitivity - Jan MAG	105340.40.322215.0029 - Consult Serv	
Township + Range LLC	ACH.03102314	2203-08	02/28/2023	03/13/2023	7,565.25	Context Sensitivity - Jan WFRC	105340.20.322215.0029 - Consult Serv	
Township + Range LLC	ACH.03102314	2210-02	02/28/2023	03/13/2023	913.75	Copperton AT+C - Jan	105340.30.353001 - Consult Serv: Cop	
					\$11,721.25			
Township + Range LLC	ACH.03242308	2203-09	03/14/2023	03/27/2023	1,727.63	Context Sensitivity - Feb MAG	105340.40.322215.0029 - Consult Serv	
Township + Range LLC	ACH.03242308	2203-09	03/14/2023	03/27/2023	4,031.12	Context Sensitivity - Feb WFRC	105340.20.322215.0029 - Consult Serv	
Township + Range LLC	ACH.03242308	2206-06	03/14/2023	03/27/2023	7,719.50	Draper Town Center SAP - Jan	105340.30.330255 - Consult Serv: Dra	
Township + Range LLC	ACH.03242308	2206-07	03/22/2023	03/27/2023	3,278.00	Draper Town Center SAP - Feb	105340.30.330255 - Consult Serv: Dra	
					\$16,756.25			
					\$28,477.50			

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Transportation Research Board (TR)	Pcard JC	TRB-0224202301	03/01/2023	03/01/2023	675.00	Innovations in Travel Analysis Conf registration - Ch	105330.20.322210 - Training: CPG - Ad	
					\$675.00			
University Economic Development A	Pcard JC	MR-2023-0214	03/22/2023	03/22/2023	645.00	Annual membership - MW	105810.50.334200 - Dues: Economic D	
					\$645.00			
UNUM Life Insurance Co.	ACH.03242308	03012023	03/14/2023	03/27/2023	155.25	LTC - Mar	105210.99.998000 - Fringe Benefits: In	
					\$155.25			
UT Govt Finance Officers Assoc (UG)	Pcard JC	113940208	03/01/2023	03/01/2023	50.00	Association Reg - MF	105330.99.999000 - Training: Indirect C	
					\$50.00			
Utah Alliance	Pcard JC	W9LFH	03/22/2023	03/22/2023	200.00	Utah Alliance - MW membership	105810.50.334200 - Dues: Economic D	
					\$200.00			
Utah Association of Counties UAC	Pcard JC	139t3	03/01/2023	03/01/2023	259.06	Conf registration - MT	105330.30.330200 - Training: TLC Adm	
Utah Association of Counties UAC	Pcard JC	139t3	03/01/2023	03/01/2023	259.07	Conf registration - AG	105330.20.322210 - Training: CPG - Ad	
					\$518.13			
Utah Land Institute (ULI)	Pcard JC	03012023	03/01/2023	03/01/2023	35.00	Conf Registration -MS	105330.20.322210 - Training: CPG - Ad	
Utah Land Institute (ULI)	Pcard JC	4630690	03/22/2023	03/22/2023	264.00	Annual membership - MW	105810.50.334200 - Dues: Economic D	
					\$299.00			
Utah League of Cities and Towns (U)	Pcard JC	03012023	03/01/2023	03/01/2023	700.00	Conf Registration - MJ, CD	105330.30.330200 - Training: TLC Adm	
Utah League of Cities and Towns (U)	Pcard JC	03012023	03/01/2023	03/01/2023	1,200.00	Conf Registration - AG, TK, MJC	105330.20.322210 - Training: CPG - Ad	
Utah League of Cities and Towns (U)	Pcard JC	030123	03/01/2023	03/01/2023	425.00	Conf Registration - JJ	105330.20.322210 - Training: CPG - Ad	
					\$2,325.00			
					\$2,325.00			
Utah Local Governments Trust (ULG)	ACH.03102314	1603794	02/01/2023	03/13/2023	462.00	Worker's Comp - January	105210.99.998000 - Fringe Benefits: In	
Utah Local Governments Trust (ULG)	ACH.03102314	1604260	02/28/2023	03/13/2023	417.28	Worker's Comp - February	105210.99.998000 - Fringe Benefits: In	
					\$879.28			
					\$879.28			
Utah Retirement Systems (URS)	EFT	PR031023-80	03/15/2023	03/20/2023	335.30	Loan	1023300 - Loan Payment W/H Payable	
Utah Retirement Systems (URS)	EFT	PR031023-80	03/15/2023	03/20/2023	500.00	457(b) Add'l	1023100 - 457(b) W/H Payable	
Utah Retirement Systems (URS)	EFT	PR031023-80	03/15/2023	03/20/2023	744.73	Roth IRA	1023200 - Roth IRA W/H Payable	
Utah Retirement Systems (URS)	EFT	PR031023-80	03/15/2023	03/20/2023	1,984.22	URS 401(k) Tier 2	1023000 - 401(k) W/H Payable	
Utah Retirement Systems (URS)	EFT	PR031023-80	03/15/2023	03/20/2023	5,837.28	401(k) DC	1023000 - 401(k) W/H Payable	
Utah Retirement Systems (URS)	EFT	PR031023-80	03/15/2023	03/20/2023	5,916.89	457(b)	1023100 - 457(b) W/H Payable	
Utah Retirement Systems (URS)	EFT	PR031023-80	03/15/2023	03/20/2023	12,902.91	401(k) EE & Match	1023000 - 401(k) W/H Payable	
Utah Retirement Systems (URS)	EFT	PR031023-80	03/15/2023	03/20/2023	18,120.56	URS State Retirement	1023000 - 401(k) W/H Payable	
					\$46,341.89			
Utah Retirement Systems (URS)	EFT.033123142	PR032523-80	03/31/2023	03/31/2023	335.30	Loan	1023300 - Loan Payment W/H Payable	
Utah Retirement Systems (URS)	EFT.033123142	PR032523-80	03/31/2023	03/31/2023	500.00	457(b) Add'l	1023100 - 457(b) W/H Payable	
Utah Retirement Systems (URS)	EFT.033123142	PR032523-80	03/31/2023	03/31/2023	744.73	Roth IRA	1023200 - Roth IRA W/H Payable	
Utah Retirement Systems (URS)	EFT.033123142	PR032523-80	03/31/2023	03/31/2023	1,984.22	URS 401(k) Tier 2	1023000 - 401(k) W/H Payable	
Utah Retirement Systems (URS)	EFT.033123142	PR032523-80	03/31/2023	03/31/2023	5,862.41	401(k) DC	1023000 - 401(k) W/H Payable	
Utah Retirement Systems (URS)	EFT.033123142	PR032523-80	03/31/2023	03/31/2023	5,909.23	457(b)	1023100 - 457(b) W/H Payable	
Utah Retirement Systems (URS)	EFT.033123142	PR032523-80	03/31/2023	03/31/2023	13,019.02	401(k) EE & Match	1023000 - 401(k) W/H Payable	
Utah Retirement Systems (URS)	EFT.033123142	PR032523-80	03/31/2023	03/31/2023	18,102.59	URS State Retirement	1023000 - 401(k) W/H Payable	
					\$46,457.50			
Utah Retirement Systems (URS)	EFT.040423124	033123	03/31/2023	03/31/2023	-747.95	URS Adj - SL	1015800 - Suspense	
					\$92,051.44			
Utah State Division of Finance	ACH.03242308	23020440723005	02/28/2023	03/27/2023	4,828.48	Pcard AP	1020190 - P-Card Clearing	

Wasatch Front Regional Council
Check Register
All Bank Accounts - 03/01/2023 to 03/31/2023

<u>Payee Name</u>	<u>Reference Number</u>	<u>Invoice Number</u>	<u>Invoice Ledger Date</u>	<u>Payment Date</u>	<u>Amount</u>	<u>Description</u>	<u>Ledger Account</u>	<u>Activity Code</u>
Utah State Division of Finance	ACH.03242308	23020440723016	02/28/2023	03/27/2023	2,113.97	Pcard RH	1020190 - P-Card Clearing	
Utah State Division of Finance	ACH.03242308	23020440723031	02/28/2023	03/27/2023	3,247.95	Pcard JC	1020190 - P-Card Clearing	
Utah State Division of Finance	ACH.03242308	23020440723037	02/28/2023	03/27/2023	1,065.06	Pcard AG	1020190 - P-Card Clearing	
					<u>\$11,255.46</u>			
					\$11,255.46			
Utah State Tax Commission	EFT.031423144	PR031023-82	03/15/2023	03/15/2023	5,119.62	State Income Tax	1021200 - State Tax W/H Payable	
Utah State Tax Commission	EFT.033123135	PR032523-82	03/31/2023	03/31/2023	5,142.14	State Income Tax	1021200 - State Tax W/H Payable	
					<u>\$10,261.76</u>			
Utah Transit Authority (UTA)	Pcard AP	883136	03/01/2023	03/01/2023	100.00	Trax Pass Reload	105580.20.322210 - Travel: CPG - Adm	
					<u>\$100.00</u>			
Winmark Stamp & Sign	Pcard JC	03012023	03/01/2023	03/01/2023	22.10	Name badge - SL	105610.20.322210 - Supplies: CPG - A	
					<u>\$22.10</u>			
WTS - Northern Utah Chapter	Pcard JC	030123	03/01/2023	03/01/2023	921.80	Sponsorship - Gala attendance - AG, TK, JB, SS, M	105610.20.322210 - Supplies: CPG - A	
					<u>\$921.80</u>			
Zoom Video Communications Inc.	Pcard RH	INV191915420	03/01/2023	03/01/2023	79.00	Phones - Mar	105530.99.999000 - Telephone/Data: In	
					<u>\$79.00</u>			
					<u>\$681,859.60</u>			

Commercial Checking Acct Public Funds

Account number: 1890008079 ■ March 1, 2023 - March 31, 2023 ■ Page 1 of 2

WELLS
FARGO

WASATCH FRONT REGIONAL COUNCIL/WASATCH
FRONT ECONOMIC DEVELOPMENT DISTRICT
41 N RIO GRANDE ST STE 103
SALT LAKE CITY UT 84101-1385

Questions?

Call your Customer Service Officer or Client Services
1-800-AT WELLS (1-800-289-3557)
5:00 AM TO 6:00 PM Pacific Time Monday - Friday

Online: wellsfargo.com

Write: Wells Fargo Bank, N. A. (119)
Gib - Local Government (Utah)
P.O. Box 6995
Portland, OR 97228-6995

Account summary

Commercial Checking Acct Public Funds

Account number	Beginning balance	Total credits	Total debits	Ending balance
1890008079	\$827,435.02	\$992,684.99	-\$823,993.10	\$996,126.91

Credits

Electronic deposits/bank credits

Effective date	Posted date	Amount	Transaction detail
	03/06	2,198.93	Fortiva Mc Pmt Hist Rtn 230306 Fortiva Mc Pmt Paul Proffitt
	03/09	9,784.87	Desktop Check Deposit
	03/20	45,000.00	Finet EFT 8019577760 230316 202303160411144 NTE*23A0869098 *81353E *Was
	03/21	7,583.70	Finet EFT 8019577760 230320 202303200411297 NTE*23A0890496 *81353E *Was
	03/28	12,517.20	Desktop Check Deposit
	03/30	250,000.00	Utah State Treas Mixed 230329 0533 Wasatch Front Regional
	03/30	351,380.75	Finet EFT 8019577760 230329 202303290412507 NTE*23A0976414 *81353E *Was
	03/31	1,991.53	Finet EFT 8019577760 230330 202303300412645 NTE*23A0985061 *81353E *Was
	03/31	2,153.33	Finet EFT 8019577760 230330 202303300412649 NTE*23A0985065 *81353E *Was
	03/31	4,079.18	Finet EFT 8019577760 230330 202303300412648 NTE*23A0985064 *81353E *Was
	03/31	4,531.99	Finet EFT 8019577760 230330 202303300412647 NTE*23A0985063 *81353E *Was
	03/31	24,941.29	Finet EFT 8019577760 230330 202303300412644 NTE*23A0985060 *81353E *Was
	03/31	65,128.04	Finet EFT 8019577760 230330 202303300412650 NTE*23A0985066 *81353E *Was

Electronic deposits/bank credits (continued)

<i>Effective date</i>	<i>Posted date</i>	<i>Amount</i>	<i>Transaction detail</i>
	03/31	88,492.93	Finet EFT 8019577760 230330 202303300412646 NTE*23A0985062 *81353E *Was
	03/31	122,901.25	Finet EFT 8019577760 230330 202303300412651 NTE*23A0985067 *81353E *Was
		\$992,684.99	Total electronic deposits/bank credits
		\$992,684.99	Total credits

Debits

Electronic debits/bank debits

<i>Effective date</i>	<i>Posted date</i>	<i>Amount</i>	<i>Transaction detail</i>
	03/01	3,913.59	Healthequity Inc Healthequi 28 Feb 6960993 Wasatch Front Regional
	03/01	45,580.81	Utah State Retir Urs Paymnt U999500733352 Wasatch Front Reg Coun
	03/02	2,198.93	Fortiva Mc Pmt Epay 230301 Fortiva Mc Pmt Paul Proffitt
	03/02	2,446.57 <	Business to Business ACH Debit - *Lincoln Natlife Prempaymnt 1555992 91000011008665
	03/03	126.00	Emi Health Ins Prem 50700003 Wasatchfrontregionalco
	03/13	90,114.08	ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777
	03/13	249,357.34	ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777
	03/15	5,119.62	Utah801/297-7703 Tax Paymnt 2145697536 Wasatch Front Regional
	03/15	14,940.49 <	Business to Business ACH Debit - IRS Usatapytmt 031523 270347444135137 Wasatch Front Regional
	03/16	3,913.59	Healthequity Inc Healthequi 15 Mar 6960993 Wasatch Front Regional
	03/20	45,593.94	Utah State Retir Urs Paymnt U999500733353 Wasatch Front Reg Coun
	03/28	271,971.71	ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777
	03/29	88,716.43	ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777
		\$823,993.10	Total electronic debits/bank debits
		\$823,993.10	Total debits

< Business to Business ACH: If this is a business account, this transaction has a return time frame of one business day from post date. This time frame does not apply to consumer accounts.

Daily ledger balance summary

<i>Date</i>	<i>Balance</i>	<i>Date</i>	<i>Balance</i>	<i>Date</i>	<i>Balance</i>
02/28	827,435.02	03/09	785,152.92	03/21	428,697.56
03/01	777,940.62	03/13	445,681.50	03/28	169,243.05
03/02	773,295.12	03/15	425,621.39	03/29	80,526.62
03/03	773,169.12	03/16	421,707.80	03/30	681,907.37
03/06	775,368.05	03/20	421,113.86	03/31	996,126.91
Average daily ledger balance		\$570,679.84			

STATEMENT OF ACCOUNT

PTIF

UTAH PUBLIC TREASURERS' INVESTMENT FUND

Marlo M. Oaks, Utah State Treasurer, Fund Manager

PO Box 142315

350 N State Street, Suite 180

Salt Lake City, Utah 84114-2315

Local Call (801) 538-1042 Toll Free (800) 395-7665

www.treasurer.utah.gov

WASATCH FRONT REGIONAL COUNCIL

LOVEIT BAUMGARDNER

41 NO. RIO GRANDE ST., STE 103

SALT LAKE CTY UT 84101

Account**Account Period****533**

March 01, 2023 through March 31, 2023

Summary

Beginning Balance	\$ 3,700,082.96	Average Daily Balance	\$ 3,683,953.93
Deposits	\$ 15,020.79	Interest Earned	\$ 15,020.79
Withdrawals	\$ 250,000.00	360 Day Rate	4.7350
Ending Balance	\$ 3,465,103.75	365 Day Rate	4.8008

Date	Activity	Deposits	Withdrawals	Balance
03/01/2023	FORWARD BALANCE	\$ 0.00	\$ 0.00	\$ 3,700,082.96
03/30/2023	payroll	\$ 0.00	\$ 250,000.00	\$ 3,450,082.96
03/31/2023	REINVESTMENT	\$ 15,020.79	\$ 0.00	\$ 3,465,103.75
03/31/2023	ENDING BALANCE	\$ 0.00	\$ 0.00	\$ 3,465,103.75

STATEMENT OF ACCOUNT

PTIF

UTAH PUBLIC TREASURERS' INVESTMENT FUND

Marlo M. Oaks, Utah State Treasurer, Fund Manager

PO Box 142315

350 N State Street, Suite 180

Salt Lake City, Utah 84114-2315

Local Call (801) 538-1042 Toll Free (800) 395-7665

www.treasurer.utah.gov

WASATCH FRONT REG COUNS/BLDG FD

LOVEIT BAUMGARDNER

41 NORTH RIO GRANDE ST., STE 103

SALT LAKE CTY UT 84101

Account**Account Period****8761**

March 01, 2023 through March 31, 2023

Summary

Beginning Balance	\$ 1,194,020.37	Average Daily Balance	\$ 1,194,020.37
Deposits	\$ 4,868.44	Interest Earned	\$ 4,868.44
Withdrawals	\$ 0.00	360 Day Rate	4.7350
Ending Balance	\$ 1,198,888.81	365 Day Rate	4.8008

Date	Activity	Deposits	Withdrawals	Balance
03/01/2023	FORWARD BALANCE	\$ 0.00	\$ 0.00	\$ 1,194,020.37
03/31/2023	REINVESTMENT	\$ 4,868.44	\$ 0.00	\$ 1,198,888.81
03/31/2023	ENDING BALANCE	\$ 0.00	\$ 0.00	\$ 1,198,888.81

DATE: May 19, 2023
AGENDA ITEM: 4a
SUBJECT: **ACTION:** Adoption of the 2023-2050 Regional Transportation Plan (RTP) and Air Quality Memorandum #41
PREPARED BY: Jory Johner, Long Range Planning Manager

On May 25, the Wasatch Front Regional Council will be asked to approve the 2023-2050 Regional Transportation Plan (RTP) and associated Air Quality Memorandum #41. The RTP is the Wasatch Front region's long-range blueprint for transportation, and is the transportation element of the [Wasatch Choice Vision](#). The RTP is adopted every four years.

At the WFRC meeting staff will provide:

- 1) An overview of how the draft 2023-2050 RTP was developed, including a summary of comments received during the 2023-2050 RTP development process.
- 2) An overview of the projects and investments within the RTP.
- 3) A summary of the forecast performance of the region's transportation system with implementation of the RTP.

Information about the RTP can be found by visiting the [2023-2050 RTP](#) and clicking on the document, interactive map, and air quality memo links. Materials are also included as attachment links below.

In summary:

- We're **growing** fast, and...
- We need to **invest** – even more.
- We have a **Regional Transportation Plan!**
- The RTP has **multimodal** balance - roads, transit, and trails.
- The RTP was developed with lots of **community and partner engagement**, especially about the relationship between transportation and land use.
- **The RTP will improve mobility and quality of life.**

BACKGROUND:

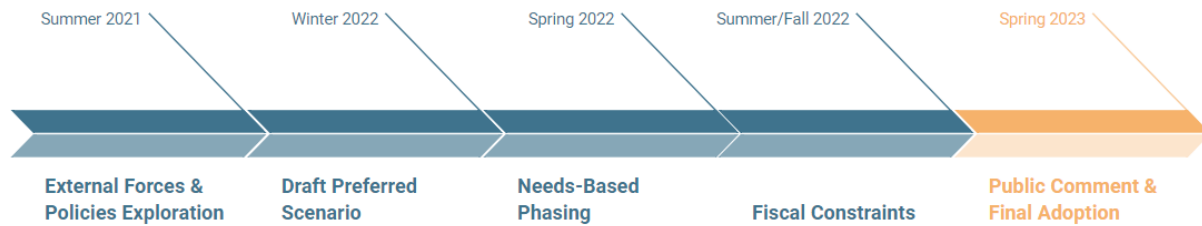
RTP Overview

The 2023-2050 RTP consists of over 1000 roadway, transit, and active transportation projects totalling over \$26 billion, funded from state, local, and federal sources.

The RTP's planned transportation improvements, coupled with the [Wasatch Choice Vision](#) centers and future local land use development, are anticipated to have substantial benefits, including:

- The average household would be able to get to 31 percent more jobs and other destinations within a short commute by car.
- The average household would be able to get to 71 percent more jobs and other destinations within a short commute by transit.
- Residents with close proximity to bikeways would increase by 43 percent.

RTP Development Timeline and Process



The development of the [Wasatch Choice Vision](#) and the RTP is a four-year collaborative process concluding in 2023. Significant efforts have been made since 2019 including exploring external forces and policies, drafting a preferred scenario, updating phasing criteria, evaluating projects against each other, fiscally constraining the RTP, all while coordinating with our local communities, transportation partners (UDOT and UTA), working with key stakeholders, and the public.

On March 8, 2022, the RGC reviewed the Preferred Scenario - the projects needed between now and 2050 - for the 2023-2050 RTP and the approach to phasing the projects in the RTP. WFRC worked with transportation agency partners, local communities, and stakeholders, to phase these projects both by *when* projects are *needed* and when projects are forecast to have *funding* available (financially constrained phasing). The RTP phases are:

- Phase one: 2023-2032
- Phase two: 2033-2042
- Phase three: 2043-2050

On January 26, 2023, the WFRC Council authorized release of the draft phased, financially constrained 2023-2050 RTP and draft Air Quality Memorandum #41 for public comment. The public comment period closed on February 26th. Over 1,600 comments were received within the public comment period. WFRC staff has reviewed all the comments to consider the input from the local governments, transportation partners, community stakeholders, and the public. All 3,400+ comments taken during the entirety of the 2023-2050 RTP process can be found in RTP [Appendix A](#).

There has been significant interest in the Little Cottonwood Canyon (LCC) Environmental Impact Statement process (EIS), as well as other projects in the draft Regional Transportation Plan. WFRC prepared a [FAQ sheet](#) that provides information on the relationship between the RTP and the LCC EIS. In summary, it explains that WFRC, as a Metropolitan Planning Organization (MPO), is required to include in the RTP all regionally significant transportation elements currently identified in an EIS or other NEPA environmental process. The MPO is then responsible for verifying that the RTP – with the EIS elements included – satisfies regional air quality and fiscal requirements. This is pursuant to federal regulations, legal guidance, and decades of consistent practice. The RTP reflects all phases of the EIS, including the Phase 1 enhanced bus, tolling, mobility hub, and bus stops that was recently funded with \$150M from the state.

Following the comment review and coordination process with transportation partners and local communities as noted above, a handful of changes were identified to the 2023-2050 RTP project lists based on comments from project sponsors. These changes include adjustments (project type, extents, and/or phasing) to roadway projects in Sandy, Bluffdale, and at the Point of the Mountain development, along with about a handful of modifications to the active transportation projects.

During and following the public comment period, a few suggestions and [corrections](#) were made to the Air Quality Memorandum #41:

- Environmental Protection Agency (EPA) representatives noted that the maintenance plans, including year 2030 motor vehicle emission budgets for PM₁₀ related emissions, for Ogden City and Salt Lake County had been approved since the last conformity analysis. The budget tests for PM₁₀ in Ogden City and Salt Lake County for years later than 2030 were updated accordingly. The projected emissions are below the corresponding emission budgets. The text describing the conformity tests for PM₁₀ was also corrected.
- A technical error was corrected in the emission estimates for Tooele County which affects the conformity tests for the Salt Lake PM_{2.5} nonattainment area and the Northern Wasatch Front Ozone nonattainment area. The corrected emission estimate for Tooele County increased emissions for the nonattainment areas by 8% or less, and projected emissions remained below the specified emission budgets. This correction was shared with the Interagency Consultation Team at their April 4, 2023 meeting without objection.

With the changes noted above to the 2023-2050 RTP and the Air Quality Memorandum #41, the 2030-2050 RTP meets fiscal constraints and air quality requirements.

On April 26, 2023, the 2023-2050 RTP was reviewed by the Salt Lake City-West Valley City and the Ogden-Layton RGC Technical Advisory Committees (TAC), comprised of local government and transportation agency staff planners, and unanimously recommended for approval.

On May 18, 2023, the Regional Growth Committee unanimously passed a motion to recommend to WFRC Council the adoption of the the 2023-2050 RTP and Air Quality Conformity Memorandum #41. The RGC recommended including a statement of intent to accompany the motion with regard to the Little Cottonwood Canyon Environmental Impact Statement, that 'WFRC supports prioritizing of phase 1 and 2 and implementation and evaluation of phase 1 and 2 before advancing to phase 3.'

RECOMMENDATION:

The WFRC staff, the RGC Technical Advisory Committees, and the RGC, recommend that the Wasatch Front Regional Council make a motion adopting the 2023-2050 Regional Transportation Plan and Air Quality Memorandum #41. The RGC recommends including a statement of intent to accompany the motion with regard to the Little Cottonwood Canyon Environmental Impact Statement, that 'WFRC supports prioritizing of phase 1 and 2 and implementation and evaluation of phase 1 and 2 before advancing to phase 3.'

Suggested motion language:

"I move that the Wasatch Front Regional Council adopt the final phased and financially constrained 2023-2050 Regional Transportation Plan and approve the draft Air Quality Memorandum #41 conformity determination."

ATTACHMENT LINKS:

1. [Draft 2023-2050 Regional Transportation Plan Document](#)
2. [Draft Air Quality Memorandum #41](#)
3. [2023-2050 RTP Interactive Map](#)
4. [Frequently Asked Questions about Draft 2023-2050 Regional Transportation Plan and the Little Cottonwood Canyon Environmental Impact Statement](#)

CONTACT PERSON:

Jory Johner (WFRC), jjohner@wfr.org, 801-363-4250 x1110

DATE: May 18, 2023
AGENDA ITEM: 5a
SUBJECT: Report on Board Modifications to the 2023-2028 TIP
PREPARED BY: Ben Wuthrich

BACKGROUND:

Since the last meeting of the Wasatch Front Regional Council (WFRC), WFRC received requests to modify the current 2023-2028 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:

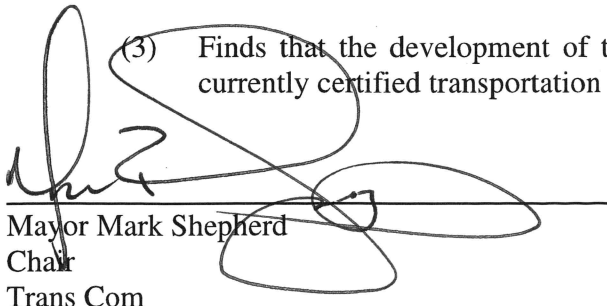
Resolution adopting Amendment Seven to the 2023-2028 TIP

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
AMENDING THE 2023 - 2028
TRANSPORTATION IMPROVEMENT PROGRAM

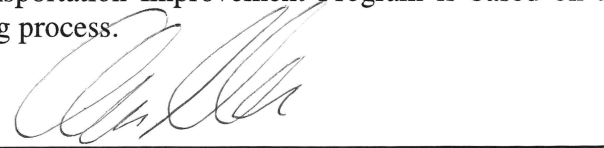
- WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas and, as such, has the responsibility for developing a Transportation Improvement Program, and
- WHEREAS, a Transportation Improvement Program is to include all federally funded highway, transit, and active transportation 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 2023-2028 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 2023-2028 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 27, 2023, 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 Seven to the 2023-2028 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.



Mayor Mark Shepherd
Chair
Trans Com



Andrew S. Gruber
Executive Director
Wasatch Front Regional Council

Date: April 27, 2023

2023-2028 Transportation Improvement Program (TIP) (Amendment Seven)

Board Modification

Scope Change

Salt Lake/ West Valley Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	SR-201	19504	SR-201 over 3200 West Bridge Deck	Bridge Deck Replacement (OC 709) - Scope Changes Include; - the amount and type of rehabilitation on the SR-201 Bridge over 3200 West - Add the concept & design improvements of the 5600 West (SR-172) bridge over I-80	NHPP_BR (National Highway Performance Program- Bridge On)	\$9,500,000	\$1,350,000	Scope Change	\$9,500,000	2023
						STP_Bridges (Surface Transportation Program - Bridge Funds for State Projects)		\$8,150,000			

The original project, SR-201 Bridge over 3200 West, consisted of a bridge deck replacement. However, in a recent routine bridge inspection, additional structural fatigue was identified resulting in a more holistic bridge rehabilitation being needed in order to maintain the bridge overall structural integrity.

In addition to the original scope change to the SR-201 Bridge, the 5600 West Bridge over I-80 is proposed to be included in the project to take advantage of potential design and construction efficiencies. The 5600 West Bridge has significant deterioration of the bridge deck and preliminary recommendations include a deck replacement but Region 2 expressed an interest in widening the bridge to either bring the existing DDI (Diverging Diamond Interchange) geometry up to standard or return the interchange to its original configuration.

Salt Lake	UDOT	I-15	19178	I-15 SB Overhead Sign Replacement	I-15 SB Overhead Sign Replacement - Scope Change Includes; - Reduce redundancy on I-15 with I-15 Reconstruction; Farmington to Salt Lake City Project - Replace Signs on parts of SR-201 and one on eastbound SR-171 leading to the I-215 Interchange and one on Bangerter Hwy approaching the Salt Lake International Airport	STP_URB_SL_U (UDOT's Urban STP Funds from WFRC Exchange)	\$3,000,000	\$1,500,000	Scope Change	\$3,000,000	2023 - 2024
						ST_TRANS_SOL (State Transportation Solution Funds)		\$1,500,000			

The original scope of the I-15 SB Overhead Sign Replacement was to replace signs that are faded, peeling, and beyond their service life along southbound I-15 in Salt Lake County. After coordination with the I-15 Reconstruction; Farmington to Salt Lake City project (PIN 19854) it was determined that several signs will be replaced as part of that project. This freed up approximately \$500,000 in this project (PIN 19178). Region Two would like to utilize this extra \$500,000 to replace overhead signs along the SR-201 corridor from milepost 13.2 to 16.3, one sign on eastbound SR-171 (3300 South) leading up to the I-215 interchange, and one sign on northbound Bangerter Hwy approaching the Salt Lake International Airport.

New Projects

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	300 East Bridge	20812	300 East Bridge over Mill Creek, in South Salt Lake	Full Bridge Replacement	BFP_BR_MAIN (Bridge Formula Program - Main)	\$2,681,540	\$0	New Project	\$2,500,000	2023
						LOCAL_GOV'T Local Government Funds (Matching Funds)				\$181,540	

This proposed project (PIN 20812) would perform a full bridge replacement of structure 035126F. The existing structure is currently in poor condition, and is load posted for 19 tons. This structure is also on the Federal Aid Highway System. Therefore, this project will require a local agency match under the Bridge Formula Program (BFP). South Salt Lake City is in support of the project and is able to provide the necessary match.

Salt Lake	UDOT	200 East Bridge	20812	200 East Bridge over Mill Creek, in South Salt Lake	Full Bridge Replacement	BFP_BR_MAIN (Bridge Formula Program - Main)	\$1,800,000	\$0	New Project	\$1,800,000	2023
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This proposed project (PIN 21005) would perform a full bridge replacement of structure 035123F. The existing structure is currently in a low-fair condition. This structure is not on the Federal Aid Highway System. Therefore, no local agency match is required under the Bridge Formula Program (BFP). South Salt Lake City has been contacted and is in support of the project. As these two bridges are located in such close proximity to each other, these proposed projects will be advertised together allowing for added cost savings during construction.

2023-2028 Transportation Improvement Program (TIP) (Amendment Seven)

Board Modification

Additional Funding

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
Weber	UDOT	SR-39	20020	SR-39; Ogden Canyon Barrier Upgrade	Replace Existing Barrier	STP_FLEX_ST (Surface Transportation Program - Flexible (Any Area) - Statewide)	\$3,850,000	\$750,000			2023
						RI_TRANS_SOL (UDOT Region 1 - Transportation Solution Funds)		\$0	Additional Funding	\$3,150,000	

The Ogden Canyon Barrier Upgrade project was set up to replace the existing barrier in strategic locations in Ogden Canyon. In the design phase of this project, it was identified that part of the rock wall holding up the barrier had voids. The project team had the consultant back up and evaluate the entire wall and barrier and make recommendations as to a fix. Region One has evaluated the recommendations and would like to move forward with a project that will address part of the existing rock wall and replace the existing barrier. The Region is also recommending increasing the length of this barrier upgrade project in order to be able to replace more of the old barrier.

Salt Lake/ West Valley Urban Area

Salt Lake	South Salt Lake	500 West	14034	500 West; 3300 South to 3900 South	Reconstruct and widen to a uniform 3-lane facility, improvements to Drainage, Curb, Gutter and Sidewalk	HSIP (Highway Safety Improvement Program)	\$10,413,080	\$233,075			2023
						Local Govt (Local Government Funds)		\$2,980,005	Additional Funding	\$200,000	
						STP_COVID_SL (Surface Transportation Program - CRRSAA Bill - 2021 Salt Lake)		\$2,500,000			
						STP_URB_SL (Surface Transportation Program - Urban Area - WFRC - Salt Lake)		\$2,500,000	Additional Funding	\$2,000,000	

The project will rebuild the signal at 3300 South and reconstruct 500 West from 3300 South to 3900 South, including the installation of curb, gutter, sidewalk, and a consistent bike lane. When the project bids were opened, the low bid came in over the Engineer's Estimate so the City committed to adding the entire shortfall so that the project could begin construction to minimize additional inflated costs. Since that time the project cost exceeded the City funds and resources and South Salt Lake is requesting the remaining amount so that the project can finish up this construction season. The main items that came in high included Mobilization, Traffic Control, Roadway Excavation, and Untreated Base Course.

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	Taylorsville	2700 West	21034	2700 West at 6570 South	Construct Missing Sidewalk	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	\$650,000	\$0	New Funding	\$50,000	2023

UDOT TAP Contribution \$50,000, Local Contribution \$600,000, Total Project Cost \$650,000

2023-2028 Transportation Improvement Program (TIP) (Amendment Seven)**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
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The Transportation Alternatives Program (TAP) includes projects such as pedestrian and bicycle facilities, recreational trails, and safe routes to school. Region 2 conducted an application process to determine eligible projects in the area utilizing the TAP funding for 2023 and requests approval to add these TAP projects to the current TIP/ STIP.

Salt Lake	Holladay	2700 East	21035	2700 East; 3900 South to Morningside Drive	Construct Missing Sidewalk	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	\$500,000	\$0	<i>New Funding</i>	\$300,000	2023
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UDOT TAP Contribution \$300,000, Local Contribution \$200,000, Total Project Cost \$500,000

Salt Lake	Cottonwood Heights	1700 East	21036	1700 East; Fort Union Blvd to 7200 South	Construct Missing Sidewalk	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	\$763,000	\$0	<i>New Funding</i>	\$300,000	2023
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UDOT TAP Contribution \$300,000, Local Contribution \$463,000, Total Project Cost \$763,000

Salt Lake	Bluffdale	14000 South	21037	14000 South; 1741 West to 1849 West	Construct Missing Sidewalk	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	\$60,000	\$0	<i>New Funding</i>	\$36,000	2023
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UDOT TAP Contribution \$36,000, Local Contribution \$24,000, Total Project Cost \$60,000

Salt Lake	Millcreek	Columbia Ave	21041	Columbia Ave; 40 East to State Street	Construct Missing Sidewalk	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	\$205,000	\$0	<i>New Funding</i>	\$123,000	2023
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UDOT TAP Contribution \$123,000, Local Contribution \$82,000, Total Project Cost \$205,000

Salt Lake	White City	Canal Trail	21042	White City Canal Trail	Trail Lighting Enhancements	UDOT R2 TAP (UDOT Region Two Transportation Alternatives Program)	\$126,500	\$0	<i>New Funding</i>	\$76,000	2023
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UDOT TAP Contribution \$76,000, Local Contribution \$50,500, Total Project Cost \$126,500

Project Timing Adjustments**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
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Weber	UTA	Fronrunner Corridor Preservation	20812	Fronrunner Right of Way; 12th Street to the Weber County Border	Preserve the corridor between Ogden and Brigham City for future transit service	STP_URB_SL (Surface Transportation Program - Urban Area - WFRC - Salt Lake)	\$1,608,924	\$0	<i>Rescheduled Funds</i>	\$1,500,000	2023
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UTA has been working on corridor preservation efforts in Box Elder and Weber County and for some time has been working to purchase a potential station site at Second Street in Ogden. Last year UTA reevaluated alternative locations for a station and found a property at approximately 400 North in Harrisville which would serve the Business Depot Ogden (BDO) as well as provide a location for the bridge connection between 400 North and Wall Avenue. The bridge connection has been identified in the Regional Transportation Plan (RTP). The land owner is willing to sell the property at the appraised value so UTA is requesting that the approved, programmed funding be advanced from 2028 (a Concept Development year) to the current funded year. The advancement of these funds will not negatively affect any other programmed project.

DATE: May 18, 2023
AGENDA ITEM: 5b
SUBJECT: ACTION - Board Modifications to the 2023-2028 TIP

PREPARED BY: Ben Wuthrich

BACKGROUND:

The Wasatch Front Regional Council (WFRC) has received requests to modify the current 2023-2028 Transportation Improvement Program (TIP) with the attached list of projects. This modification requires action from the Regional Council and the Transportation Commission but does not require 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 2023-2028 TIP as requested."

CONTACT PERSON:

Ben Wuthrich (801) 363-4230 ext 1121

EXHIBITS:

Resolution adopting Amendment Eight to the 2023-2028 TIP

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
AMENDING THE 2023 - 2028
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 2023-2028 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 2023-2028 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 25, 2023, and all comments were carefully considered,

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

- (1) Approves Amendment Eight to the 2023-2028 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.

Mayor Dawn Ramsey
Chair
Wasatch Front Regional Council

Andrew S. Gruber
Executive Director
Wasatch Front Regional Council

Date: May 25, 2023

2023-2028 Transportation Improvement Program (TIP) (Amendment Eight)

Board Modification

Additional Funding

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
Weber	UDOT	I-15	20008	I-15; MP 340 to MP 341 (Approx 4100 So to 4500 So) (Riverdale Area)	Replace Barrier & Crash Cushions on I-15	NHPP_BR (National Highway Performance Program - Bridge On)	\$2,160,000	\$150,000	New Funding		2023-2024
						NHPP_IM (National Highway Performance Program - Interstate Maintenance)		\$1,200,000			
						STP_FLX_ST (Surface Transportation Program - Flexible (Any Area) Statewide)		\$100,000			
						R1_TSP (Region One Transportation Solutions Program)		\$110,000		\$600,000	

The Department recently advertised the Replace Barrier & Crash Cushions on I-15 project. The Department received 4 bids, with the low bidder coming in at 140% of the engineer's estimate. The project team has reviewed the bids and determined it is unlikely readvertising would result in lower bids. Region One is recommending adding funds to the project in order to award the project to the apparent low bidder.

Funding Addition/ Scope Change

Ogden/ Layton Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Davis	UDOT	West Davis Hwy (SR-177)	11268	West Davis Hwy (SR-177); I-15 & SR-67 to SR-193	Extend West Davis Highway from SR-193 to 1800 North as cleared in the West Davis EIS	L_BETTERMENT (Local Government Betterment CO-OP)	\$900,193,663	\$3,548,663	Additional Funding		2023
						ST_CONST (State Construction)		\$40,000,000			
						ST_TIF (StateTransportation Investment Funds)		\$737,470,000		\$119,000,000	

The additional scope of the West Davis Corridor from SR-193 to 1800 North was studied and cleared as part of the West Davis Environmental Impact Statement (EIS) in 2017. Due to lack of available program funding in the 2018 Commission workshop, this scope was not included in the current Design Build project. The additional funding would complete the work cleared in the 2017 EIS. This section of the West Davis Highway is approximately 2.5 miles in length and would include a single lane in each direction.

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)	\$587,600,000	\$0	2024 Program	\$587,600,000	2024

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 Programs funded with State and Federal Funds", for funding assignment and distribution.)

Program Summary (in Millions)	2023	2024	2025	2026
Pavement	\$203.5	\$198.5	\$199.0	\$205.0
Structures	\$63.0	\$78.0	\$83.0	\$86.0
Bridge Formula Program*	\$45.0	\$45.0	\$45.0	\$45.0
Reconstruction	\$70.0	\$70.0	\$75.0	\$77.0
Traffic & Safety	\$47.6	\$52.7	\$54.0	\$55.4
Traffic Management	\$15.5	\$25.4	\$30.1	\$34.4
Contingency	\$6.5	\$6.0	\$6.0	\$6.0
Planning Studies	\$0.8	\$0.9	\$0.9	\$0.9
Public Communication	\$0.8	\$0.8	\$0.8	\$0.8
Concept Development	\$0.6	\$0.6	\$0.6	\$0.6
Freight*	\$12.9	\$13.2	\$13.4	\$13.7
Transportation Alternatives*	\$4.2	\$4.3	\$4.4	\$4.5
Carbon Reduction*	\$0.0	\$4.3	\$4.4	\$4.5
PROTECT*	\$0.0	\$16.3	\$14.7	\$15.0
NEVI*	\$9.7	\$9.7	\$9.7	\$9.7
Transportation Solutions	\$119.6	\$61.9	\$54.2	\$44.4
TOTAL	\$599.7	\$587.6	\$595.2	\$602.8

*These programs are Federally funded and contain specific project funding requirements

Previously Funded Year	Previously Approved	Proposed Funding	Projected Programming
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The attached list details the proposed project values from the programs requiring project level approvals.

State Programs funded with State and Federal Funds

Region	PIN	Project Description	Primary Concept	Construction Year	FY 2023	FY 2024	FY 2025	FY 2026
High Volume Pavement								
1	19261	SR-106; 1700 South to US-89	Rehabilitation High Volume	2024		\$6,000,000		
1	20996	US-89; SR-204 to Western Canal	Preservation High Volume	2025			\$1,250,000	
1	16531	I-84; US-89 to SR-167	Preservation High Volume	2025			\$2,000,000	
1	19259	SR-109; SR-126 to US-89	Preservation High Volume	2025			\$2,000,000	
1	20884	SR-37; SR-108 to SR-97	Preservation High Volume	2025			\$4,000,000	
1	19255	SR-126; SR-39 to SR-134	Preservation High Volume	2025			\$4,000,000	
1	16530	SR-203; US-89 - SR-39	Preservation High Volume	2025			\$5,750,000	
1	16525	SR-13; US-91 to I-15	Preservation High Volume	2025			\$3,250,000	
1	19256	SR-193; SR-126 to SR-232	Preservation High Volume	2025			\$2,500,000	
1	16634	SR-67; Parish Lane to I-15 (Added into PIN 17429)	Rehabilitation High Volume	2025			\$0	
1	16538	SR-26; SR-126 to US-89	Rehabilitation High Volume	2025			\$4,000,000	
1	20882	SR-68; I-15 to US-89	Preservation High Volume	2026				\$1,750,000
1	20886	SR-13; I-15 to SR-83	Preservation High Volume	2026				\$2,500,000
1	20880	SR-103; SR-126 to HAFB	Preservation High Volume	2026				\$750,000
1	20879	US-89; 22nd to 2nd St & SR-235 2nd to North St	Preservation High Volume	2026				\$4,500,000
1	20881	I-84; SR-102 to I-15	Preservation High Volume	2026				\$4,500,000
1	20883	I-15; SR-240 to I-84	Preservation High Volume	2026				\$10,000,000
1	20885	US-89; Beaver Creek to Rich County	Preservation High Volume	2026				\$2,000,000
1	20887	US-89; Eagleridge to I-15	Rehabilitation High Volume	2026				\$5,500,000
1	20888	SR-16; Randolph to SR-30	Rehabilitation High Volume	2026				\$5,000,000
2	20820	SR-32; Rockcliff to Kamas	Preservation High Volume	2024		\$1,500,000		
2	19233	SR-199; MP 8 to SR-36	Preservation High Volume	2024		\$1,700,000		
2	19241	SR-209; Prosperity Rd. to 4800 W.	Preservation High Volume	2025			\$2,000,000	
2	19949	SR-201; 900 W. to 300 W.	Preservation High Volume	2025			\$1,500,000	
2	19243	SR-171; Redwood Rd. to 700 W.	Preservation High Volume	2025			\$2,100,000	
2	19234	SR-209; Bangerter Highway to Redwood Rd.	Preservation High Volume	2025			\$2,300,000	
2	19242	US-89; 9000 S. to 6400 S.	Preservation High Volume	2025			\$2,500,000	
2	19235	SR-172; 3100 S. to SR-201	Preservation High Volume	2025			\$2,000,000	

State Programs funded with State and Federal Funds

Region	PIN	Project Description	Primary Concept	Construction Year	FY 2023	FY 2024	FY 2025	FY 2026
2	19239	SR-224; Marsac Roundabout to SR 248	Preservation High Volume	2025			\$2,000,000	
2	19946	SR-36; Mills Jct to I-80	Preservation High Volume	2025			\$2,500,000	
2	19238	US-89; North Temple to Victory Rd.	Preservation High Volume	2025			\$1,800,000	
2	20839	I-80; Surplus Canal to I-15	Preservation High Volume	2025			\$4,500,000	
2	20840	I-15; 3300 S. to 9000 S.	Preservation High Volume	2025			\$7,500,000	
2	19941	SR-35; MP 8 to 12.35	Preservation High Volume	2025			\$2,000,000	
2	19951	I-215; 4500 S. to 2000 E.	Rehabilitation High Volume	2025			\$4,500,000	
2	19944	SR-224, Bear Hollow to I-80	Preservation High Volume	2026				\$3,000,000
2	19948	SR-202; SR-201 to I-80	Preservation High Volume	2026				\$1,000,000
2	19945	SR-186; North Temple to 400 S.	Preservation High Volume	2026				\$2,500,000
2	20844	SR-36; 3 o'clock Drive to 1000 N	Preservation High Volume	2026				\$3,000,000
2	16218	SR-68; 10400 South to 9000 South	Preservation High Volume	2026				\$2,500,000
2	20842	SR-71; 3300 S. to 400 S.	Preservation High Volume	2026				\$4,000,000
2	19947	SR-85; Porter Rockwell to 13400 S.	Preservation High Volume	2026				\$3,500,000
2	19943	I-215; 1440 W. to 4700 S.	Preservation High Volume	2026				\$3,000,000
2	20845	I-215; I-80 to 3300 S.	Preservation High Volume	2026				\$2,000,000
2	19940	I-80; MP 0 to MP 10.46	Preservation High Volume	2026				\$3,000,000
2	20843	SR-172; 3980 S. to 3100 S.	Preservation High Volume	2026				\$3,500,000
2	19950	SR-173; I-15 to State Street	Preservation High Volume	2026				\$3,000,000
2	20841	SR-201; I-80 to 9200 W	Rehabilitation High Volume	2026				\$4,000,000
3	19161	US-191; Simplot to Red Cloud Loop (add to 18342)	Preservation High Volume	2025			\$2,000,000	
3	17509	SR-222; 200 W Midway to WMSP & SR-319	Rehabilitation High Volume	2025			\$1,200,000	
3	20852	SR-87; US-40 Duchesne to SR-35	Preservation High Volume	2026				\$4,550,000
3	20853	US-191; US-40 to 500 East in Vernal	Preservation High Volume	2026				\$3,900,000
3	20854	US-6; Utah Co Line to SR-68	Preservation High Volume	2026				\$1,350,000
3	20855	SR-28; Juab Co Line to SR-78 in Levan	Preservation High Volume	2026				\$2,800,000
3	20851	I-15' End of PCCP to MP 239.5	Preservation High Volume	2026				\$4,800,000
3	20856	US-191; Duchesne Co Line to MP 282.2	Preservation High Volume	2026				\$2,900,000

State Programs funded with State and Federal Funds

Region	PIN	Project Description	Primary Concept	Construction Year	FY 2023	FY 2024	FY 2025	FY 2026
4	19219	I-70; Crescent Junction to Yellow Cat	Preservation High Volume	2025			\$3,615,000	
4	20742	I-70; Yellow Cat to SR-128 West of Cisco	Preservation High Volume	2025			\$4,770,000	
4	19916	I-70; MP 141.24 Joint to MP 147	Preservation High Volume	2025			\$1,590,000	
4	21075	I-70; I-15 to Clear Creek Summit	Preservation High Volume	2025			\$1,500,000	
4	19910	I-15; Arizona State Line to Cottonwood Creek	Preservation High Volume	2025			\$4,985,000	
4	19914	US-6; Grassy Trail Creek to Icelandier	Rehabilitation High Volume	2025			\$5,700,000	
4	19911	US-50; I-15 to Sevier Co Line	Rehabilitation High Volume	2025			\$10,344,000	
4	19222	US-89; SR-20 Orton Junction to Circleville Canyon	Rehabilitation High Volume	2025			\$6,835,000	
4	20747	SR-313; Dubrinky Rd to US-191	Preservation High Volume	2026				\$1,135,000
4	20750	I-15; Baker Canyon Rd to North of Meadow	Preservation High Volume	2026				\$3,740,000
4	20754	I-70; Gooseberry to Spring Canyon	Preservation High Volume	2026				\$2,490,000
4	20746	I-15; Scipio to Juab Co Line	Preservation High Volume	2026				\$1,860,000
4	19224	US-491: US-191 After Concrete to MP 2.3	Rehabilitation High Volume	2026				\$2,040,000
4	17252	US-50; MP 113.146 to I-15	Rehabilitation High Volume	2026				\$5,035,000
4	20751	US-6; Woodside to Sub-Station	Rehabilitation High Volume	2026				\$8,875,000
4	20752	SR-10; 200 East Emery to Ferron South City Limits	Rehabilitation High Volume	2026				\$9,425,000
4	20749	US-491; MP 8.9 to Colorado State Line	Rehabilitation High Volume	2026				\$5,215,000
4	20753	I-15; Cottonwood Creek to Anderson Jct	Rehabilitation High Volume	2026				\$8,930,000
4	20755	SR-313; Island in the Sky to Dubrinky Rd	Rehabilitation High Volume	2026				\$3,610,000
JHC - Non Urban TAP Program								
3	20960	Tabiona Sidewalk Improvements Phase I	Non-Urban	2024		\$623,000		
3	20967	Wallsburg Town City Park Trail	Non-Urban	2024		\$353,000		
3	20959	Altamont Sidewalk Phase 2	Non-Urban	2024		\$556,000		
3	20961	Tabiona Sidewalk Improvements Phase II	Non-Urban	2026				\$643,000
4	20965	Boulder Town Walking Path Construction	Non-Urban	2025			\$683,000	
4	20966	Sevier County Bike Path - Aurora to Salina	Non-Urban	2026				\$2,116,000
JHC - Non Urban Program								
3	20986	Mona Main Street Improvements	Non-Urban	2026				\$2,199,000
3	20985	Browns Park Road Improvements Phase 6	Non-Urban	2026				\$2,147,000

State Programs funded with State and Federal Funds

Region	PIN	Project Description	Primary Concept	Construction Year	FY 2023	FY 2024	FY 2025	FY 2026
3	20989	3000 West Road Improvements	Non-Urban	2026				\$2,146,000
4	20988	Lost Creek Road Reconstruction	Non-Urban	2026				\$1,608,000
4	20987	Manderfield Highway Reconstruction and Bike Lane	Non-Urban	2026				\$2,384,000
JHC - Off System Bridge								
4	20978	Richfield City 100 E. Bridge Replacement #041055A	Off-System Bridge	2025			\$971,000	
JHC - Small Urban Projects								
3	20951	2000 East; 1700 South to 2000 South	Small Urban	2026				\$1,651,000
3	20952	State Street; 300 South to 200 North	Small Urban	2026				\$1,609,000
3	20954	500 North; 1500 East to Sunshine Bench in Vernal	Small Urban	2026				\$2,567,000
3	20950	3600 East; 1200 South to Lake Creek Road	Small Urban	2026				\$1,586,000
4	20953	400 West Maintenance and Partial Reconstruction	Small Urban	2026				\$2,169,000
4	20955	800 West Extension (750 North to Coal Creek Road)	Small Urban	2026				\$1,427,000
JHC - Small Urban TAP Program								
3	20957	Pedestrian Crossing State Street 450 North	Small Urban	2024		\$898,000		
3	20956	Naples Trail	Small Urban	2025			\$1,998,000	
4	20958	Technology Drive & 1300 East Bike Path	Small Urban	2024		\$1,428,000		
JHC - State Park Access Program								
4	20979	Palisade St. Park & Yuba St. Park Painted Rock	State Parks Access	2026				\$889,000
Low Volume Pavement								
1	18484	SR-243; US-89 to Beaver Mountain	Preservation Low Volume	2025			\$1,500,000	
1	18485	SR-200; SR-61 to Idaho	Preservation Low Volume	2025			\$1,500,000	
1	18486	SR-81; SR-30 to Fielding	Preservation Low Volume	2025			\$2,000,000	
2	19953	SR-150; Mirror Lake Lodge to Sulphur	Preservation Low Volume	2025			\$1,750,000	
2	19952	SR-150; Trial Lake Rd to Mirror Lake Lodge	Preservation Low Volume	2025			\$1,750,000	
2	20846	SR-86; I-84 to SR-65	Preservation Low Volume	2026				\$1,500,000
2	20847	SR-65; Summit Co. Line to Henefer	Preservation Low Volume	2026				\$2,000,000
3	20857	SR-121; US-40 Roosevelt to 9500 E (add to 18364)	Preservation Low Volume	2026				\$1,600,000
3	20858	SR-35; Seasonal Gate to MP 32.7	Preservation Low Volume	2026				\$6,850,000
4	20765	SR-21; MP 20.7 to MP 40	Preservation Low Volume	2025			\$1,720,000	
4	19926	SR-257; Cattle Guard to MP 61	Rehabilitation Low Volume	2025			\$7,550,000	

State Programs funded with State and Federal Funds

Region	PIN	Project Description	Primary Concept	Construction Year	FY 2023	FY 2024	FY 2025	FY 2026
4	20767	US-6; Road North MP 41 to MP 70	Preservation Low Volume	2026				\$2,655,000
4	20768	SR-96; Clear Creek to MP 18.0	Rehabilitation Low Volume	2026				\$9,365,000
4	19171	SR-143; Cattle Guard to MP 39.9	Rehabilitation Low Volume	2026				\$9,410,000
Preservation - Structure								
1	20787	Logan Canyon Bridge Deck Preservation	Preservation - Structure	2026				\$4,000,000
1	20782	Bridge Deck Preservation; Delayed Polymer Overlay	Preservation - Structure	2026				\$3,000,000
1	20786	20th St over Weber River; Bridge Preservation	Preservation - Structure	2026				\$4,300,000
2	20789	I-215 Flume Column Repairs	Preservation - Structure	2026				\$1,300,000
2	20788	I-80 Bridge Deck Joint Repairs	Preservation - Structure	2026				\$5,000,000
4	20778	SR-56 over UPRR Bridge Deck Preservation	Preservation - Structure	2026				\$650,000
4	20790	SR-24 over Dirty Devil River; Bridge Joint Repairs	Preservation - Structure	2026				\$500,000
Rehabilitation or Replacement								
1	20773	I-84 Bridge Replacements; Blue Creek & Howell	Rehabilitation or Replacement	2026				\$27,500,000
2	20777	I-80 Bridge Deck Replacements and Rehabilitation	Rehabilitation or Replacement	2026				\$30,000,000
Traffic and Safety Projects - Barrier Treatment								
1	20818	SR-16 & SR-30; Centerline Rumble Strips	Barrier Treatments	2026				\$258,000
2	20863	I-80; MP 178-196, Barrier & Slope Grading	Barrier Treatments	2026				\$1,775,000
3	20717	US-189; MP 25.56-28.49, Concrete Median Barrier	Barrier Treatments	2026				\$3,304,000
3	20412	US-40; MP 13.48-15.98, Concrete Median Barrier	Barrier Treatments	2026				\$3,848,000
4	20070	Will be Added to PIN 19915	Barrier Treatments	2025			\$650,000	
4	20068	I-15; MP 125.5-135.0, Median Cable Barrier	Barrier Treatments	2025			\$1,500,000	
4	20861	I-70; MP 121.6-123.1, Median Cable Barrier	Barrier Treatments	2026				\$530,000
Traffic and Safety Projects - HSIP								
1	20825	I-84; MP 88.7-90.4, High Friction Surf. Treatment	HSIP - Highway Safety Improvement	2026				\$2,000,000
1	20821	US-89; MP 460.61 & MP 497.22, VMS & RWIS	HSIP - Highway Safety Improvement	2026				\$222,500
1	20823	SR-134; MP 11.47-11.69, Raised Median	HSIP - Highway Safety Improvement	2026				\$758,000
3	20860	I-15; MP 202-284, Wrong-way Driving Improvements	HSIP - Highway Safety Improvement	2026				\$500,000
B	19320	Traffic & Safety Program Management Support FY24	HSIP - Highway Safety Improvement	2024		\$2,100,000		
B	19319	U of U Crash Database Management FY24	HSIP - Highway Safety Improvement	2024		\$250,000		
B	20000	Traffic & Safety Program Management Support FY25	HSIP - Highway Safety Improvement	2025			\$2,200,000	

State Programs funded with State and Federal Funds

Region	PIN	Project Description	Primary Concept	Construction Year	FY 2023	FY 2024	FY 2025	FY 2026
B	19999	Safety Modeling FY25	HSIP - Highway Safety Improvement	2025			\$120,000	
B	20002	U of U Crash Database Management FY25	HSIP - Highway Safety Improvement	2025			\$250,000	
B	20977	Safety Modeling FY26	HSIP - Highway Safety Improvement	2026				\$120,000
B	20975	Traffic & Safety Program Management Support FY26	HSIP - Highway Safety Improvement	2026				\$2,300,000
B	20976	Statewide Roadway Data Inventory FY26	HSIP - Highway Safety Improvement	2026				\$500,000
B	20974	U of U Crash Database Management FY26	HSIP - Highway Safety Improvement	2026				\$250,000
Traffic and Safety Projects - Intersection Improvement								
1	19989	US-89; MP 460.05-460.69, High T & Raised Median	Intersection Improvements	2025			\$1,050,000	
2	19996	SR-224; MP 11.39, Dual Left Turns	Intersection Improvements	2025			\$3,475,000	
2	19454	SR-111; MP 0-10.5, Safety Improvements	Intersection Improvements	2025			\$1,324,000	
2	19994	SR-71 & SR-36; FYA & Lighting Improvements	Intersection Improvements	2025			\$2,041,000	
2	20866	Various Routes; FYA & Lighting Improvements	Intersection Improvements	2026				\$1,180,000
3	20067	SR-73/SR-145/SR-85; Intersection Improvements	Intersection Improvements	2024		\$1,800,000		
4	20071	Various Locations; RICWS Installations	Intersection Improvements	2025			\$1,000,000	
4	20862	SR-289; MP 0.88, Construct Roundabout	Intersection Improvements	2026				\$3,250,000
Traffic and Safety Projects - New Signal								
1	20822	SR-39; New Traffic Signal & Turn Pockets at 3500 W	Traffic Signal - New	2026				\$1,300,000
Traffic and Safety Projects - Ped/Bicycle Safety								
2	20865	3900 S/4100 S Trail; 2700 W to 2300 E	Pedestrian/Bicycle Safety	2026				\$2,000,000
Traffic and Safety Projects - Railroad Safety								
B	18250	RR Xing Program Management FY23	Railroad Safety	2023	\$130,000			
B	19521	RR Xing Program Management FY24	Railroad Safety	2024		\$130,000		
B	16172	Railroad Safety Project Prioritization Study	Railroad Safety	2025			\$100,000	
B	18248	Queue Cutter Before/After Study	Railroad Safety	2025			\$50,000	
Traffic and Safety Projects - Railway-Highway Grade Crossing								
B	18262	FRA RR Xing Inventory FY23	Railway-Highway Grade Crossing	2023	\$60,000			
B	19522	FRA RR Xing Inventory FY24	Railway-Highway Grade Crossing	2024		\$60,000		
B	16171	Railroad Grade Separation Study	Railway-Highway Grade Crossing	2025			\$100,000	
Traffic and Safety Projects - Small Area Lighting								
2	20864	US-89/SR-186; Lighting Improvements	Small Area Lighting	2026				\$1,391,000

State Programs funded with State and Federal Funds

Region	PIN	Project Description	Primary Concept	Construction Year	FY 2023	FY 2024	FY 2025	FY 2026
2	20867	US-89; MP 374.9-375.8, Segment Lighting	Small Area Lighting	2026				\$2,000,000
Traffic and Safety Projects -Roadside Improvements								
1	19991	I-15; MP 380.0-400.6, Clear Zone Improvements	Roadside Improvements	2025			\$1,198,000	
1	19992	SR-67; MP 6.0-11.5, Sinusoidal Rumble Strips	Roadside Improvements	2025			\$984,000	
1	20824	SR-67; MP 0-6.0, Sinusoidal Rumble Strips	Roadside Improvements	2026				\$1,054,000
2	19998	I-80 & I-84; Wildlife Fencing near Echo Jct	Roadside Improvements	2024		\$1,689,000		
3	19290	Various Routes; Rumblestrips & No Pass Pennants	Roadside Improvements	2025			\$539,000	
Traffic and Safety Projects -Safety Education & Enforcement								
B	20073	Zero Fatalities FY24	Safety Education/Enforcement	2024		\$2,500,000		
B	20001	Zero Fatalities FY25	Safety Education/Enforcement	2025			\$2,500,000	
B	21101	Zero Fatalities FY26	Safety Education/Enforcement	2026				\$2,500,000
Traffic Management Projects - Connected Vehicles								
9	21071	CAV O&M Costs FY24	Connected Vehicles	2024		\$500,000		
9	19204	CAV Program FY24	Connected Vehicles	2024		\$1,200,000		
9	21070	CAV System Replacement FY24	Connected Vehicles	2024		\$500,000		
9	19968	CAV Program FY25	Connected Vehicles	2025			\$1,400,000	
9	21072	CAV O&M Costs FY25	Connected Vehicles	2025			\$800,000	
9	21073	CAV O&M Costs FY26	Connected Vehicles	2026				\$1,000,000
9	20813	CAV Program FY26	Connected Vehicles	2026				\$1,600,000
Traffic Management Projects - Detection & Monitoring								
9	21064	Audible Pushbutton Upgrades FY24	Detection & Monitoring	2024		\$800,000		
9	19308	TMS Deployment FY24	Detection & Monitoring	2024		\$300,000		
9	19311	Probe Data FY24	Detection & Monitoring	2024		\$300,000		
9	19310	TMS & Probe Software FY24	Detection & Monitoring	2024		\$500,000		
9	21063	Detection Lifecycle Replacement FY24	Detection & Monitoring	2024		\$5,300,000		
9	19309	TMS End-of-life FY24	Detection & Monitoring	2024		\$1,200,000		
9	19971	TMS Deployment FY25	Detection & Monitoring	2025			\$400,000	
9	19973	TMS & Probe Software FY25	Detection & Monitoring	2025			\$600,000	
9	19974	Probe Data FY25	Detection & Monitoring	2025			\$300,000	
9	21065	Detection Lifecycle Replacement FY25	Detection & Monitoring	2025			\$6,200,000	

State Programs funded with State and Federal Funds

Region	PIN	Project Description	Primary Concept	Construction Year	FY 2023	FY 2024	FY 2025	FY 2026
9	21066	Audible Pushbutton Upgrades FY25	Detection & Monitoring	2025			\$900,000	
9	19972	TMS End-of-life FY25	Detection & Monitoring	2025			\$1,500,000	
9	20895	Probe Data FY26	Detection & Monitoring	2026				\$300,000
9	20894	TMS & Probe Software FY26	Detection & Monitoring	2026				\$700,000
9	21068	Detection Lifecycle Replacement FY26	Detection & Monitoring	2026				\$7,300,000
9	21069	Audible Pushbutton Replacements FY26	Detection & Monitoring	2026				\$1,100,000
9	20893	TMS End-of-life FY26	Detection & Monitoring	2026				\$1,800,000
9	20892	TMS Deployment FY26	Detection & Monitoring	2026				\$500,000
Traffic Management Projects - ITS Communication								
9	19348	Fiber Program FY24	ITS Communication	2024		\$2,700,000		
9	19976	Fiber Program FY25	ITS Communication	2025			\$3,300,000	
9	20898	Fiber Program FY26	ITS Communication	2026				\$4,100,000
Traffic Management Projects - ITS Management								
9	19353	ITS Lifecycle Replacement FY24	ITS/Traffic Management - Other	2024		\$2,500,000		
9	20037	T.M.D. Asset & Program Management Support FY24	ITS/Traffic Management - Other	2024		\$400,000		
9	21082	Freeway Operations Program Support FY24	ITS/Traffic Management - Other	2024		\$1,000,000		
9	19358	TMD Research FY24	ITS/Traffic Management - Other	2024		\$300,000		
9	19986	T.M.D. Asset & Program Management Support FY25	ITS/Traffic Management - Other	2025			\$500,000	
9	21083	Freeway Operations Program Support FY25	ITS/Traffic Management - Other	2025			\$1,000,000	
9	19985	TMD Research FY25	ITS/Traffic Management - Other	2025			\$400,000	
9	19981	ITS Lifecycle Replacement FY25	ITS/Traffic Management - Other	2025			\$3,100,000	
9	21084	Freeway Operations Program Support FY26	ITS/Traffic Management - Other	2026				\$1,000,000
9	20903	TMD Research FY26	ITS/Traffic Management - Other	2026				\$500,000
9	20900	ITS Lifecycle Replacement FY26	ITS/Traffic Management - Other	2026				\$3,800,000
9	20904	T.M.D. Asset & Program Management Support FY26	ITS/Traffic Management - Other	2026				\$600,000
Traffic Management Projects - Ramp Meters								
9	19306	Ramp Meter Deployment FY24	Ramp Meters	2024		\$400,000		
9	19307	Ramp Meter Lifecycle Replacement FY24	Ramp Meters	2024		\$400,000		
9	19970	Ramp Meter Lifecycle Replacement FY25	Ramp Meters	2025			\$500,000	

State Programs funded with State and Federal Funds

Region	PIN	Project Description	Primary Concept	Construction Year	FY 2023	FY 2024	FY 2025	FY 2026
9	19969	Ramp Meter Deployment FY25	Ramp Meters	2025			\$500,000	
9	20891	Ramp Meter Lifecycle Replacement FY26	Ramp Meters	2026				\$600,000
9	20890	Ramp Meter Deployment FY26	Ramp Meters	2026				\$600,000
Traffic Management Projects - Signal Operations								
9	19366	Statewide Signals Maintenance & Operations FY24	Signal Operations	2024		\$4,300,000		
9	19987	Statewide Signals Maintenance & Operations FY25	Signal Operations	2025			\$5,300,000	
9	21067	Statewide Signals Maintenance & Operations FY26	Signal Operations	2026				\$6,500,000
Traffic Management Projects - TMD Asset Management								
9	19355	ITS Deployment FY24	TMD Asset Management	2024		\$500,000		
9	19983	ITS Deployment FY25	TMD Asset Management	2025			\$600,000	
9	20901	ITS Deployment FY26	TMD Asset Management	2026				\$700,000
Traffic Management Projects - TMD Software & Hardware								
9	19357	TMD Software/IT Hardware FY24	TMD Software & Hardware	2024		\$1,300,000		
9	19984	TMD Software/IT Hardware FY25	TMD Software & Hardware	2025			\$1,500,000	
9	20902	TMD Software/IT Hardware FY26	TMD Software & Hardware	2026				\$1,800,000
Traffic Management Projects - Weather Information								
9	19350	Weather Operations FY24	Weather Information	2024		\$900,000		
9	19978	Weather Operations FY25	Weather Information	2025			\$1,100,000	
9	20899	Weather Operations FY26	Weather Information	2026				\$1,400,000
Transportation Solutions Program								
1	20796	Culvert Repairs Along State Roads in R1	Drainage	2024		\$500,000		
1	20793	SR-102; Install Signal and Turn Lanes at SR-13	Other - Traffic Management & ITS Projects	2024		\$1,500,000		
1	20800	Large Sign Panel Overlays on I-15 & SR-67	Other - Traffic Management & ITS Projects	2024		\$1,000,000		
1	20803	SR-126; Add Turn Lanes at 700 S	Other-Roadway Project	2024		\$2,000,000		
1	20791	Upgrade Concrete Barrier in Various Locations	Other-Roadway Project	2024		\$1,000,000		
1	19574	I-84; Cable Barrier Improvements	Other-Roadway Project	2024		\$2,500,000		
2	19457	I-80 EB; Concrete Barrier Replacement	Barrier - Maint	2024		\$1,500,000		
2	20030	I-80; Culvert Rehabilitation Phase III	Drainage - Maint	2024		\$1,500,000		
2	20031	Echo Junction Wildlife Fencing	Fencing	2024		\$1,200,000		
2	19179	I-15; Concrete Repair & Expansion Joints Phase II	Maintenace	2024		\$2,000,000		

State Programs funded with State and Federal Funds

Region	PIN	Project Description	Primary Concept	Construction Year	FY 2023	FY 2024	FY 2025	FY 2026
2	19185	SR-89 (State Street) at 7800 South Improvements	Other-Roadway Project	2024		\$500,000		
2	19189	SR-35; MP 0 to 8	Preservation Low Volume	2024		\$3,100,000		
2	19490	2024 Pavement Projects Sign Replacement	Signing - Maint	2024		\$200,000		
3	20558	US-189; Barrier MP 12.2-12.65 Phase II	Barrier Treatments	2024		\$2,100,000		
3	20615	SR-87 Box Culvert Extension	Drainage - Maint	2024		\$1,100,000		
3	20686	SR-194; 2100 N & 2300 Intersections	Intersection Modification	2024		\$1,300,000		
3	20711	SR-68; Raised Medians at Dalmore Dr.	Median Work	2024		\$450,000		
4	20915	SR-12; MP 6.5 Box Culvert Replacement	Drainage	2024		\$2,000,000		
4	20908	Region Culvert Rehabilitation Phase 13	Drainage	2024		\$875,000		
4	20911	I-15; Fencing on Overpasses Phase 2	Fencing	2024		\$650,000		
4	20909	I-15; Wildlife Fencing Near Fillmore Phase 2	Fencing	2024		\$1,000,000		
4	20910	I-15 Cattle Guards Various Locations	Other-Roadway Project	2024		\$1,000,000		
4	20919	Region 4 LiveView Camera Replacement Phase 2	Other-Roadway Project	2024		\$280,000		
4	20913	I-70; Box Beam Replacement Phase 3	Other-Roadway Project	2024		\$2,700,000		
4	20917	SR-95; Barrier and End Treatment Upgrades	Other-Roadway Project	2024		\$1,000,000		
4	20912	Interchange/Highway Lighting Various Locations	Other-Roadway Project	2024		\$250,000		
4	20914	SR-20; MP 10.5 to MP 10.75 Curve Safety	Other-Roadway Project	2024		\$525,000		
4	20918	I-70; MP 154 to Mp 231.85 Interstate Signing	Other-Roadway Project	2024		\$350,000		
4	20916	I-15; Exit 59 & 200 N Cedar City Highway Lighting	Other-Roadway Project	2024		\$105,000		
S	21096	Project Business System Modernization	Data System Development	2024		\$17,000,000		
S	21086	Express Lanes Replacement Project	Other - Traffic Management & ITS	2024		\$500,000		
S	20926	I-15; Santaquin Interchange Improvements	Upgrade Existing Interchange	2024		\$5,000,000		
S	14517	SR-39; 4700 W. to SR-126 Recon and Widen	Widen Existing Facility	2024		\$5,000,000		

DATE: May 25, 2023
AGENDA ITEM: 5c
SUBJECT: **ACTION:** Approve STP, CMAQ, TAP, & CRP Projects for 2024-2029 TIP
PREPARED BY: Ben Wuthrich

BACKGROUND:

Each year the Wasatch Front Regional Council is responsible for programming four 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 four federal sources of funding are the Surface Transportation Program (STP), the Congestion Mitigation/ Air Quality (CMAQ) program, the Transportation Alternatives Program (TAP), and the Carbon Reduction Program (CRP).

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 125 projects totaling approximately \$983 million in total project cost, submitted to WFRC for the four federal programs. With \$67 million available to program in the region, the Trans Com Technical Advisory Committees -- comprised principally of local government engineering and public works staff -- identified 41 projects that would provide great benefits from the federal funding available. This means that with the amount programmed and the sponsors' matching funds, about 32% of the requested needs will be able to be addressed with these four programs in this programming cycle.

The **Surface Transportation Program (STP)** provides funding that may be used for many roadway, transit, and active transportation improvements. The annual apportionments for STP funds are projected to be approximately \$22.8M through the year 2029 in the Salt Lake/ West Valley Area and \$12M in the Ogden/ Layton Area. Given the mix of project cost overruns and project cost savings, and programming efficiencies, there is an estimated \$27,000,000 available to program for the year 2029 in the Salt Lake/ West Valley Area, and \$11,000,000 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 \$5.6M through the year 2029 in the Salt Lake/ West Valley Urban Area with \$11M available to program in the year 2029, and about \$3M in annual apportionments anticipated in the Ogden/ Layton Area with \$6.4M available to program in the year 2029. The increased amount to program this year is largely due to moving CRP-eligible projects from the CMAQ program to avoid the lapse of the first two years of CRP program funding, which allowed additional CMAQ funds to be included in this year's TIP cycle for new project programming.

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 2025 are projected to be approximately \$2.1M in the Salt Lake/ West Valley area and about \$1.1M in the Ogden/ Layton Area. Given the mix of project cost overruns and project cost savings, and programming efficiencies, there is an estimated \$3,400,000 available to program in the Salt Lake/ West Valley area and the Ogden/ Layton Area is expected to have an estimated \$2,800,000 available to program.

The **Carbon Reduction Program (CRP)** funds may be used on a wide range of projects that support the reduction of on-road CO2 emissions. The annual apportionments for CRP funds are projected to be approximately \$2.7M through the year 2025 in the Salt Lake/ West Valley Urban Area with \$4.5M available to program in the year 2025, and about \$1.4M in annual apportionments anticipated in the Ogden/ Layton Area with \$2M available to program in the year 2025. The amount available to program this year is largely due to moving CRP-eligible projects from the CMAQ program to use the first two plus years of CRP program funding so that earlier CRP funds would not lapse, and the remaining funds in FFY2024 and the FFY2025 equate to the amounts available for programming this TIP cycle.

At their meeting on April 27, Trans Com reviewed the results of the evaluation process and the project recommendations developed in consultation with the Salt Lake/ West Valley and 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, TAP, and CRP 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, TAP, and CRP projects be added to the draft FY 2024-2029 STP and CMAQ Programs, and the draft FY 2025 TAP and CRP Programs.”

EXHIBITS:

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

Projects Submitted for Consideration for the 2024-2029 Surface Transportation Program (STP)

\$ #,###			Recommended Funding Amount						Recommended Project Information										Access to Opportunities (ATO)	Facility Condition/ Management Practices	Benefit Cost	Operation, TSM/ TDM, & ITS Improvements	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Growth	Safety	Volume to Capacity	Weighted Total
Suggested Funding	ROW	Unique Proj ID	County	City	Agency	Funding	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Project Priority											
Ogden\ Layton Urbanized Area - Surface Transportation Program (STP)																												
\$ 150,000	1	O_STP_15	Davis	West Bountiful	Reconstruction	STP	1100 West street Widening and Curb/Gutter	200 N / 1100 W	400 N / 1100 W	0.15	\$ 1,225,000	\$ 753,224	\$ 439,519	Collector	Reconstruct	Improves surface drainage with curb/gutter, inlets and piping. Improves pedestrian and vehicle safety with asphalt widening. Completes alt. transportation route to the Woods Cross Frontrunner Station. This project completes the final 0.15 miles of infrastructure on the east side of 1100 west from 500 South to 400 North.	1	4.67	17.50	20.00	2.00	0.00	4.76	2.00	7.00	0.00	57.93	
	2	O_STP_23	Weber	Ogden	Reconstruction	STP	2nd Street Reconstruction Phase 2	Wall Avenue	Washington Boulevard	0.426	\$ 5,101,800	\$ 4,756,408	\$ 345,392	Collector	Reconstruct	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. Intersection lane lengths and spacing are substandard; there is insufficient space for bike lanes and clear zone is also problematic.	3	5.33	15.00	12.00	4.00	0.00	4.76	1.00	10.00	1.00	53.10	
\$ 500,000	3	O_STP_5	Davis	Centerville	Reconstruction	STP	1250 W Project	Highway 105 (Parrish Ln)	200 North	0.18	\$ 752,100	\$ 503,907	\$ 248,193	Collector	Reconstruct	This stretch of road deteriorates quickly, this project will address the deficiencies and rebuild the road. We are anticipating higher truck traffic in this area in the near future with new development planned just to the south of this project.	1	4.00	17.50	20.00	1.33	0.00	5.24	2.00	3.00	0.00	53.07	
\$ 3,000,000	4	O_STP_22	Weber	Ogden	Reconstruction	STP	2nd Street Reconstruction Phase 1	E/o Washington Boulevard	E/o Monroe Boulevard	0.748	\$ 7,549,500	\$ 7,038,399	\$ 511,101	Collector	Reconstruct	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.	1	6.67	20.00	8.00	5.33	0.00	4.76	1.00	7.00	0.00	52.76	
	5	O_STP_16	Davis	West Point	Reconstruction	STP	700 South Widening	3500 West	4000 West	0.5	\$ 4,170,600	\$ 2,955,950	\$ 1,214,650	Collector	Reconstruct	This road is adjacent to the new off ramp of the West Davis Highway near SR193. It is currently a very narrow two land section with high traffic volumes. With the West Davis Highway soon to be completed the traffic volumes will increase significantly. This road needs to be widened to a three lane section.	1	2.00	20.00	16.00	0.00	0.00	4.29	3.00	7.00	0.00	52.29	
\$ 2,000,000	6	O_STP_7	Davis	Farmington	Reconstruction	STP	SR - 106 (200 East) Improvements	Glovers Lane	Lund Lane	0.88	\$ 3,916,100	\$ 3,650,980	\$ 265,120	Minor Arterial	Reconstruct	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.	1	3.33	22.50	12.00	1.33	0.00	5.24	1.00	4.00	1.00	50.40	
	7	O_STP_8	Davis	Layton	Intersections & Signals	STP	Layton Parkway Signal Project	1700 West	2700 West	1	\$ 825,000	\$ 725,000	\$ 100,000	Minor Arterial	Operations	Layton is proposing the construction of three traffic signals along Layton Parkway at the following intersections: 1700 West, 2200 West and 2700 West. This project would support the City's population growth and UDOT's West Davis Corridor. The signalized intersections would reduce delay and improve the operational capacity.	1	4.00	3.00	15.00	14.67	0.00	2.86	2.00	6.00	0.00	47.52	
8	O_STP_13	Davis	South Davis County to SLC	Transit Capital	STP		Davis Salt Lake Connector Construction - OL UZA	Davis County	Salt Lake City	12.4	\$ 75,597,183	\$ 5,000,000	\$ 726,162	NA	Transit	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 construction.	2	13.00	1.00	8.00	10.67	0.00	6.00	3.00	3.00	1.00	45.67	

Projects Submitted for Consideration for the 2024-2029 Surface Transportation Program (STP)

\$ #,###			Recommended Funding Amount						Recommended Project Information											Access to Opportunities (ATO)	Facility Condition/ Management Practices	Benefit Cost	Operation, TSM/ TDM, & ITS Improvements	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Growth	Safety	Volume to Capacity	Weighted Total
Suggested Funding	ROW	Unique Proj ID	County	City	Agency	Funding	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Project Priority												
\$ 1,000,000	9	O_STP_6	Davis	Clinton	Intersections & Signals	STP	1300 North 1500 West Roundabout	1300 North 1500 West Intersection	0	0.3	\$ 2,780,800	\$ 1,800,000	\$ 130,800	Collector	Operations	The 1300 N 1500 W intersection is a four-way stop controlled intersection. The intersection sight distances are inadequate and shoulders are undeveloped. The project would remove the obstructions and construct a roundabout at the intersection to improve traffic flow and enhance pedestrian safety and mobility.	1	3.33	4.50	12.00	5.33	0.00	9.52	1.00	8.00	0.00	43.69		
\$ 2,400,000	10	O_STP_17	Weber	Farr West City	Widening	STP	3300 North Widening and Roundabout Ph. 1	2700 West (City Limit)	2575 West	0.231	\$ 3,453,400	\$ 2,403,842	\$ 1,049,558	Collector	Reconstruct	Phase 1 of this project will improve the 3300 North corridor from the western city limit at 2700 West to 2575 West and will improve the 2575 West 3300 North intersection with a new roundabout.	1	2.67	20.00	8.00	0.00	0.00	4.29	1.00	5.00	0.00	40.95		
	11	O_STP_12	Davis	Ogden/Layton Metro Area	Operations	STP	Surface Street Variable Message Signs	On SR193 WB East of I 15 near MP 4.65	near MP 4.2 EB West of I 15	0.45	\$ 650,000	\$ 605,995	\$ 44,005	Principal Arterial	Operations	Install (2) Surface Street Variable Message Signs on SR193 (E700S) to warn travelers of traffic incidents and impact to travel time on I-15 prior to entering the Interstate. A possible suggested alternate route would be State Street to by pass the bottleneck or incident.	0	8.00	0.00	15.00	2.67	0.00	2.86	4.00	6.00	1.00	39.52		
	12	O_STP_28	Weber	Weber County	Other STP	STP	Widen 12th Street	10000 West	7100 West	2	\$ 10,396,714	\$ 9,641,745	\$ 754,969	Collector	Reconstruct	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.	1	1.33	17.50	8.00	0.00	0.00	4.29	2.00	5.00	0.00	38.12		
	13	O_STP_2	Box Elder	Brigham City	Widening	STP	1200 West Roadway Widening (Forest Street to Industrial Way)	Forest Street	Indusrial Way	0.335	\$ 2,495,000	\$ 579,264	\$ 42,064	Collector	Capacity	Widening of about a section of 1200 West between Forest Street and Industrial Way.	3	1.00	2.50	15.00	1.00	0.00	11.00	2.00	5.00	0.00	37.50		
	14	O_STP_4	Box Elder	Perry City	Widening	STP	1200 West Roadway Widening Phase 1	1600 South	2250 South	0.521	\$ 5,564,500	\$ 3,459,660	\$ 251,227	Collector	Reconstruct	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.	1	1.33	12.50	8.00	0.67	0.00	3.33	2.00	5.00	0.00	32.83		
	15	O_STP_18	Weber	Farr West City	Widening	STP	3300 North Widening Phase 2	2575 West	2000 West (S.R. 126)	0.581	\$ 8,302,500	\$ 3,894,683	\$ 4,407,817	Collector	Reconstruct	The project will improve and widen the 3300 North corridor from 2575 West to 2000 West (S.R. 126). This includes a replacing a bridge structure across the Willard Canal.	3	3.33	15.00	4.00	0.00	0.00	4.29	1.00	5.00	0.00	32.62		
	16	O_STP_26	Weber	Ogden/Layton Metro Area	Other STP	STP	Surface Street Variable Message Signs	On SR39 (1200S) WB East of I 15 near MP 4.23	near MP 3.82 EB West of I 15	0.43	\$ 650,000	\$ 605,995	\$ 44,005	Principal Arterial	Operations	Install (2) Surface Street Variable Message Signs on SR39 (1200S) to warn travelers of traffic incidents and impact to travel time on I-15 prior to entering the Interstate.	0	2.00	0.00	15.00	2.67	0.00	2.86	3.00	6.00	1.00	32.52		
	17	O_STP_10	Davis	North Salt Lake	Pedestrian	STP	Center Street Widening & AT Facilities	Foxboro Drive	Jordan River Trail	0.59	\$ 593,400	\$ 504,390	\$ 89,010	Collector	Active Transportation	The Jordan River Trail has been extended to Center Street, and there is a need to create active transportation connections from that trail to other trail systems and bike lanes. This project will make those connections in addition to widening the road in anticipation of future development on the west side of the river.	1	4.00	2.50	15.00	0.00	0.00	3.00	3.00	5.00	0.00	32.50		

Projects Submitted for Consideration for the 2024-2029 Surface Transportation Program (STP)

\$ #,###			Recommended Funding Amount						Recommended Project Information										Access to Opportunities (ATO)	Facility Condition/ Management Practices	Benefit Cost	Operation, TSM/ TDM, & ITS Improvements	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Growth	Safety	Volume to Capacity	Weighted Total
Suggested Funding	ROW	Unique Proj ID	County	City	Agency	Funding	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Project Priority											
	18	O_STP_27	Weber	Roy City	Reconstruction	STP	4300 West 6000 South Roundabout	4300 West	6000 South	0.1	\$ 1,350,000	\$ 1,258,605	\$ 91,395	Collector	Operations	The proposed project includes the construction of a roundabout at the intersection of 6000 South and 4300 West. This busy intersection connects multiple cities in Weber and Davis Counties. The project will include property acquisition, roadway improvements, sidewalk, bicycle facilities, drainage, and lighting improvements.	1	2.00	4.00	12.00	0.00	0.00	5.71	1.00	7.00	0.00	31.71	
	19	O_STP_19	Weber	Farr West City	Widening	STP	3300 North Widening and Roundabout	2000 West (SR-126)	West end of city limits (approx. 2700 W)	0.817	\$ 10,215,300	\$ 9,407,187	\$ 6,823,113	Collector	Reconstruct	The project will improve the 3300 North corridor from 2000 West (SR-126) to the west end of city limits. The project include a bridge widening over the canal and a roundabout at the intersection of 3300 North and 2575 West.	1	4.00	15.00	0.00	0.00	0.00	4.29	1.00	5.00	0.00	29.29	
	20	O_STP_11	Davis	Ogden/Layton Metro Area	Operations	STP	Fwy Variable Message Sign w/ CCTV Camera	I 84 EB West of US 89 (vicinity of MP 87)	0	0.1	\$ 800,000	\$ 745,840	\$ 54,160	Highway/Freeway	Operations	Install a new Variable Message Sign and CCTV camera on I84 EB to warn travelers of traffic incidents ahead and off load at the US 89 interchange if needed.	0	0.00	0.00	15.00	1.33	0.00	2.86	3.00	6.00	1.00	29.19	
	21	O_STP_21	Weber	Harrisville City	Widening	STP	750 West Widening Phase 2	West Harrisville Road	US-89	0.485	\$ 2,461,100	\$ 2,215,238	\$ 160,862	Local	Reconstruct	The project will improve the 750 West corridor from West Harrisville Road to US-89 from the narrow 2 lane road to the full city standard collector road.	2	0.67	15.00	4.00	0.00	0.00	4.29	0.00	5.00	0.00	28.95	
\$ 2,000,000	22	O_STP_1	Box Elder	Brigham City	Widening	STP	1200 West Roadway Widening (600 North to Industrial Way)	600 North	Indusrial Way	0.68	\$ 8,895,400	\$ 6,547,911	\$ 475,484	Collector	Capacity	Widening of about a section of 1200 West between 600 North and Industrial Way.	1	1.00	2.50	3.00	1.00	0.00	11.00	2.00	5.00	0.00	25.50	
	23	O_STP_20	Weber	Harrisville City	Widening	STP	750 West Widening Phase 1	West Harrisville Road	US-89	0.804	\$ 6,784,300	\$ 6,245,757	\$ 453,543	Local	Reconstruct	The project will improve the 750 West cooridore from West Harrisville Road to US-89 from the narrow 2 lane road to the full city standard collector road.	0	1.33	15.00	0.00	0.00	0.00	4.29	0.00	5.00	0.00	25.62	
	24	O_STP_3	Box Elder	Brigham City	Widening	STP	1200 West Roadway Widening (Forest to 400 South)	Forest Street	400 South	0.729	\$ 5,944,300	\$ 5,158,035	\$ 374,556	Collector	Capacity	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.	1	1.00	2.50	3.00	1.00	0.00	9.00	2.00	5.00	0.00	23.50	
	25	O_STP_25	Weber	Ogden	Transit Capital	STP	On-Route Charging Infrastructure Round 2	0	0	0	\$ 1,500,000	\$ 1,398,450	\$ 101,550	NA	Transit	Electric bus procurements are arriving, and future orders will be coming. A network of high-power on-route chargers at key locations enables these buses to be deployed in more locations without concerns about a bus being limited by charge range. This request will pay for two more of those locations.	3	6.00	1.00	4.00	0.00	0.00	10.00	0.00	1.50	1.00	23.50	

Projects Submitted for Consideration for the 2024-2029 Surface Transportation Program (STP)

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Suggested Funding	ROW	Unique Proj ID	County	City	Agency	Funding	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Project Priority											
Salt Lake\ West Valley Urbanized Area - Surface Transportation Program (STP)																												
\$ 1,500,000	1	S_STP_23	Salt Lake	South Jordan	Intersections & Signals	STP	4000 W / South Jordan Parkway Intersection Improvements	500ft each direction of intersection	0	0.37	\$ 5,152,400	\$ 1,575,584	\$ 361,000	Principal Arterial	Operations	This project increases the capacity of the intersection at 4000 W & South Jordan Prkwy by adding the following lanes: - One additional through lane will be added to all 4 approaches - A second left turn lane will be added to the East & West approach - Right turn pockets will be added to the North and South approach	1	6.00	1.50	15.00	13.33	8.00	11.43	4.00	8.00	1.00	68.26	
	2	S_STP_8	Salt Lake	Herriman	Intersections & Signals	STP	12600 S & Herriman Main St Intersection Improvements	12600 S	12600 S	0.1	\$ 3,868,600	\$ 2,665,073	\$ 950,000	Minor Arterial	Reconstruct	This project is to construct a free right/acceleration lane from Herriman Main Street to 12600 S. It will also include adding dual lefts to the intersection.	2	4.67	20.00	20.00	3.33	0.00	4.76	4.00	8.00	1.00	65.76	
\$ 3,000,000	3	S_STP_16	Salt Lake	Salt Lake City	Reconstruction	STP	900 West Reconstruction	North Temple	600 North	0.75	\$ 8,838,300	\$ 3,236,144	\$ 2,386,340	Collector	Reconstruct	Reconstruction of the 900 West collector will improve deteriorated pavement condition in this lower-income area; vehicle mobility to Interstate-15; pedestrian and bicycle safety; connection to TRAX and frequent bus; and access to jobs / education in the North Temple Urban Center, Downtown, Airport, and University of Utah.	1	7.33	25.00	12.00	6.67	0.00	2.38	2.00	7.00	1.00	63.38	
	4	S_STP_21	Salt Lake	Sandy/Draper	Intersections & Signals	STP	11400 S 700 E EB/WB Dual Lefts	Oak Brush Dr (605 E)	785 East	0.25	\$ 3,603,500	\$ 3,357,119	\$ 246,381	Principal Arterial	Operations	This intersection is currently operating at LOS E with eastbound queues reaching 1,000 feet, resulting in unstable operations and delay. Warranted by funded year 2029, the intersection will be widened to accommodate dual eastbound and westbound left turns, approximately doubling the existing storage capacities.	1	3.33	3.00	15.00	12.00	6.00	11.43	1.00	9.00	2.00	62.76	
\$ 2,500,000	5	S_STP_1	Salt Lake	Cottonwood Heights	Reconstruction	STP	Fort Union Blvd Roadway Project	Pippen Drive	3160 East	0.8	\$ 5,692,100	\$ 3,306,745	\$ 385,355	Minor Arterial	Reconstruct	This project will will reconstruct Fort Union Blvd from 3160 East to Pippen Drive (3570 East), accomodating bike lanes on both sides of the road, as well as intersection and ADA facilities, asphalt pavement, and a new 10-ft multi-use trail along the north-east side of Fort Union. The SD Improvements with curb & gutter will be constructed as a seperate city project in 2023-2024	1	4.67	22.50	16.00	4.00	0.00	5.24	2.00	7.00	1.00	62.40	
	6	S_STP_3	Salt Lake	Draper	Widening	STP	12300 S at Lone Peak Pkwy	SB I-15 Off Ramp	265 W	0.4	\$ 4,893,600	\$ 4,562,303	\$ 331,297	Principal Arterial	Operations	This project will widen 12300 S to allow for an additional left turn lane to southbound Lone Peak Parkway. This project will also widen the north side of SR-71 to extend the free-right acceptance lane from the I-15 SB off-ramp to Lone Peak Parkway.	1	9.33	3.00	15.00	6.67	0.00	10.48	3.00	10.00	2.00	59.48	
	7	S_STP_31	Salt Lake	West Valley City and Taylorsville	Other STP	STP	3900 South Widening and Reconstruction	Redwood Road	Jordan River Bridge	1	\$ 9,913,000	\$ 6,241,890	\$ 671,110	Minor Arterial	Reconstruct	This proposed project improves 3900 South between Redwood Road and the Jordan River by improving the pavement section, adding buffered bike lanes, a 10' trail, street lighting and connecting sidewalk. Presently, pedestrians are required to use the roadway shoulder, adjacent to traffic lanes with a 40 mph speed limit.	2	8.67	15.00	16.00	1.33	0.00	5.24	2.00	9.00	1.00	58.24	

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Suggested Funding	ROW	Unique Proj ID	County	City	Agency	Funding	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Project Priority											
	8	S_STP_13	Salt Lake	Millcreek	Other STP	STP	1300 East: 3300 South to E Lorraine Dr.	3300 South	E Lorraine Dr.	0.4	\$ 7,146,000	\$ 6,662,216	\$ 483,784	Minor Arterial	Reconstruct	1300 East is a major North/South corridor through the East side of the Salt Lake Valley. This project will create a safer environment for all users including the reconstruction of disfunctioning curb & gutter, sidewalk, ADA ramps, enhanced bus stops, and installation of new storm drain along 1300 East from 3300 South to E Lorraine Dr.	3	7.33	22.50	12.00	0.00	0.00	4.76	1.00	7.00	3.00	57.60	
	9	S_STP_28	Salt Lake	West Jordan	Intersections & Signals	STP	Redwood Rd & 6720 S Intersection Improvements	0	0	0	\$ 1,030,000	\$ 960,269	\$ 69,731	Principal Arterial	Operations	The intersection impacts traffic flow along Redwood Road and inhibits pedestrian traffic from the surrounding residential area as well as vehicular traffic into the shopping center. The project will provide a traffic signal at 6720 South and associated striping and pedestrian walkways to promote access to the growing area.	2	6.00	2.50	15.00	10.67	0.00	10.48	0.00	10.00	2.00	56.64	
	10	S_STP_2	Salt Lake	Cottonwood Heights	Reconstruction	STP	Fort Union Roadway and Cycle Track Project	Union Park Ave	1300 East	0.284090909	\$ 3,883,800	\$ 3,620,867	\$ 262,933	Minor Arterial	Active Transportation	This project will construct dedicated, grade seperated bicycle lanes on the north and south side of Fort Union Boulevard from Union Park Ave to 1300 East. This project is part of the Mid-Valley Active Transporation Plan and will provide the start of a backbone bike network on Fort Union Blvd, connecting Salt Lake County, Midvale City and Cottonwood Heights. The project will maintain all through and turn lanes, provide ADA accomodations, and increase safety for all users of the roadway.	2	15.00	4.00	15.00	0.00	0.00	11.00	1.00	8.00	1.00	55.00	
\$ 2,400,000	11	S_STP_30	Salt Lake	West Valley City and Magna	Other STP	STP	7200 West Widening and Reconstruction	3500 South	Copper Hill Drive	0.62	\$ 7,670,900	\$ 2,435,764	\$ 176,876	Minor Arterial	Reconstruct	This project is necessary to meet current needs, reduce flooding and to accommodate future growth in the southwest portion of West Valley City and Magna. This project will improve safety and will complete curb, gutter and sidewalk through this corridor. The user experience will be enhanced through pavement improvements.	1	4.67	17.50	16.00	0.67	0.00	4.29	2.00	7.00	1.00	53.12	
\$ 3,000,000	12	S_STP_5	Salt Lake	Draper	Reconstruction	STP	Pioneer Road	1300 East	1650 East	0.42	\$ 4,594,300	\$ 4,192,367	\$ 401,933	Collector	Reconstruct	The proposed project will reconstruct and widen this section of road to include 2 travel lanes, paved shoulders, curb and gutter, park strips, and sidewalks. The project will also construct a significant amount of retaining walls to accommodate the improvements.	2	4.67	25.00	12.00	0.00	0.00	4.76	0.00	5.00	1.00	52.43	
	13	S_STP_20	Salt Lake	Sandy	Other STP	STP	11400 S 1300 E Intersection Improvements	1280 E	1350 E	0.13	\$ 4,276,867	\$ 3,977,938	\$ 298,929	Minor Arterial	Operations	This Project was identified as a safety hotspot in Sandy's 2020 TMP. The 2021 Safety Evaluation recommended clearing the sight triangles, installing a SBR turn lane, advanced detection, signal timing adjustments, upgrading signal infrastructure, restriping, and increasing the left turn queue storage capacity.	2	1.33	3.00	12.00	16.00	2.00	10.48	1.00	5.00	1.00	51.81	
	14	S_STP_16a	Salt Lake	Salt Lake City	Transit Capital	STP	East Downtown Mobility Hub with Electric Bus Charging	200 South at 300 East	0	NA	\$ 6,500,000	\$ 4,000,000	\$ 300,000	Minor Arterial	Transit	This project designs and constructs a mobility hub for bus rapid transit and core routes serving Frontrunner, University of Utah, and Salt Lake and Davis counties. The aim is to provide operator / end of line facilities, electric bus charging, and passenger amenities at a key transfer point in Downtown Salt Lake.	3	17.00	1.00	12.00	12.00	0.00	4.00	1.00	3.50	1.00	51.50	

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	15	S_STP_32	Salt Lake	Salt Lake City	Transit Capital	STP	East Downtown Mobility Hub with Electric Bus Charging	200 South at 300 East	0	NA	\$ 6,500,000	\$ 4,000,000	\$ 300,000	Minor Arterial	Transit	This project designs and constructs a mobility hub for bus rapid transit and core routes serving Frontrunner, University of Utah, and Salt Lake and Davis counties. The aim is to provide operator / end of line facilities, electric bus charging, and passenger amenities at a key transfer point in Downtown Salt Lake.	3	17.00	1.00	12.00	12.00	0.00	4.00	1.00	3.50	1.00	51.50
\$ 3,000,000	16	S_STP_14	Salt Lake	Millcreek	Other STP	STP	2000 E: 3300 S to E Atkin Ave	3300 S SR #171	E Atkin Ave	0.7	\$ 8,347,800	\$ 7,316,504	\$ 1,031,296	Collector	Reconstruct	2000 E connects central Millcreek with the 3300 S (SR-171) major arterial to Salt Lake City via an existing underpass at Interstate I-80. This project will create a safer environment for all users including the reconstruction of disfunctioning curb & gutter, sidewalk, ADA ramps, enhanced bus stops, storm drain, and piping an existing irrigation ditch below grade from 3300 S to Atkin Ave.	1	7.33	17.50	12.00	0.00	0.00	4.76	1.00	7.00	1.00	50.60
\$ 2,500,000	17	S_STP_26	Salt Lake	West Jordan	Widening	STP	9000 South	6400 West	New Bingham Highway (NBH)	0.53	\$ 10,355,800	\$ 4,993,212	\$ 362,588	Principal Arterial	Operations	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 Copperton. New alignment will continue the grid pattern to SR-111. A new intesection at 9000 South and Duck Ridge will be created.	1	4.67	1.50	12.00	2.67	0.00	12.38	5.00	10.00	0.00	48.21
	18	S_STP_24	Salt Lake	South Jordan	Widening	STP	Thru-U Turn Intersection at 4000 W & Daybreak Parkway	4000 W Daybreak Parkway	4000 W Daybreak Parkway	0.35	\$ 5,224,000	\$ 4,870,335	\$ 353,665	Minor Arterial	Operations	Project includes modifying the intersection of 4000 W & Daybreak Parkway with a thru-U turn for the westbound left turn movement. Over the past 18 months UDOT and South Jordan City have studied solutions for 11400 S to try and avoid or minimize a future widening. A number of alternatives have been analyzed and the Thru-U at 4000 W was identified as a change that improves travel time at a relatively low cost.	1	5.33	3.00	12.00	5.33	0.00	9.52	4.00	8.00	1.00	48.19
\$ 3,000,000	19	S_STP_9	Salt Lake	Herriman	Other STP	STP	13400 S Roadway Widening	6000 W	6400 W	0.5	\$ 8,910,700	\$ 7,039,518	\$ 1,300,000	Minor Arterial	Capacity	13400 S is a Major Arterial that connects through the center of Herriman and Riverton. It is currently the most traveled road in Herriman. It makes key connections at 6400 W, 6000 W, 5600 W, Mtn View Corridor, Bangerter Highway. This project will elevate add travel lanes, add curb, bike & pedestrian facilities.	1	7.00	3.50	12.00	6.00	0.00	10.00	0.00	7.00	2.00	47.50
	20	S_STP_10	Salt Lake	Herriman	Other STP	STP	7300 West Roadway Extension	13000 South	13300 South	0.36	\$ 13,853,100	\$ 11,647,317	\$ 1,300,000	Minor Arterial	Capacity	This project is to construct an extension of 7300 W from Herriman Highway Butterfield Creek as Phase 1. It will be a Major Collector with 80' ROW. This project will includes several structures. ROW has already been acquired by the City. This road will be a crucial connection to future Olympia Development	3	7.00	2.50	6.00	6.00	0.00	14.00	4.00	7.00	0.00	46.50
	21	S_STP_22	Salt Lake	South Davis County to SLC	Transit Capital	STP	Davis Salt Lake Connector Construction - SL/WV UZA	Davis County	Salt Lake City	12.4	\$ 75,597,183	\$ 5,000,000	\$ 363,081	NA	Transit	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 construction.	5	13.00	1.00	8.00	10.67	0.00	6.00	3.00	3.00	1.00	45.67

Projects Submitted for Consideration for the 2024-2029 Surface Transportation Program (STP)

\$ #,###			Recommended Funding Amount					Recommended Project Information										Access to Opportunities (ATO)	Facility Condition/ Management Practices	Benefit Cost	Operation, TSM/ TDM, & ITS Improvements	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Growth	Safety	Volume to Capacity	Weighted Total
Suggested Funding	ROW	Unique Proj ID	County	City	Agency	Funding	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Project Priority										
	22	S_STP_4	Salt Lake	Draper	Reconstruction	STP	Fort Street	13200 South	13400 South	0.3	\$ 5,917,300	\$ 5,425,800	\$ 491,500	Collector	Reconstruct	Fort Street is a north/south collector that runs through the heard of old Draper. Currently it is a two lane street without 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 Fort Street from 13200 South to its terminus at 13800 South to include paved shoulders, curb and gutter, park strips, and sidewalks.	3	4.00	20.00	8.00	0.00	0.00	4.76	2.00	6.00	0.00	44.76
	23	S_STP_11	Salt Lake	Holladay	Reconstruction	STP	Highland Dr Reconstruction and Complete Street	Arbor Lane	Van Winkles Expressway	1.37	\$ 23,890,800	\$ 5,000,000	\$ 18,890,800	Minor Arterial	Active Transportation	A reconstruction to address drainage, utilities, and better meet the City’s multimodal goals. The RTP indicates Highland Dr will be reconstructed in Phase 2; this application requests funds for that effort and to use the opportunity to design a corridor that is responsive to the vision for our community.	1	5.00	4.50	12.00	0.00	0.00	10.00	1.00	8.00	1.00	41.50
	24	S_STP_17	Salt Lake	Salt Lake City	Pedestrian	STP	SR-186 Pedestrian and Lanscape Improvements	1700 S	Laurelhurst Dr	0.3	\$ 81,416	\$ 1,121,184	\$ 0	Principal Arterial	Active Transportation	This project will construct bulb outs on the city cross streets to minimize pedestrian crossing distances, reconstruct sidewalk and driveways to better accommodate pedestrians and install landscape features.	2	5.00	3.50	15.00	0.00	0.00	6.00	2.00	6.00	4.00	41.50
\$ 3,000,000	25	S_STP_12	Salt Lake	Magna Metro Township	New Construction	STP	2700 S Sidewalk	8054 2700 South	8000 West	0.4	\$ 3,521,100	\$ 3,282,722	\$ 238,378	Collector	Reconstruct	The installation of curb, gutter and sidewalk on the north side of 2700 S from 8058 2700 South to 8400 W. Pleasant Green Elementary is located within this section of missing sidewalk and the installation of these improvements would increase the pedestrian safety along the safe route to this school.	1	4.00	17.50	8.00	0.00	0.00	4.29	1.00	5.00	0.00	39.79
	26	S_STP_15	Salt Lake	Murray, West Valley, Taylorsville	Transit Capital	STP	Midvalley Connector Electric Buses	Murray, UT Murray Station	West Valley, UT Central Station	7	\$ 10,500,000	\$ 6,000,000	\$ 3,500,000	NA	Transit	Midvalley Connector project in the FTA Small Starts process plans that funding for the electric buses would come from another federal source. UTA was not selected to receive funding under the most recent LoNo grants. Getting part of the funding from CMAQ or STBG would strengthen UTA’s chances in future LoNo applications.	1	13.00	2.50	0.00	10.67	0.00	6.00	2.00	4.50	1.00	39.67
	27	S_STP_19	Salt Lake	Sandy	Intersections & Signals	STP	11000 South 1000 East Roundabout	11000 South	11000 South	0.1	\$ 2,743,067	\$ 2,554,502	\$ 188,565	Collector	Operations	This pedestrian heavy intersection is adjacent to Alta High School, operating as a busy 8,500 ADT 4-way stop. While a traffic signal is not warranted, this is a prime location for a roundabout to reduce delay, emissions, and conflict points.	4	2.00	3.00	12.00	1.33	0.00	9.52	2.00	7.00	1.00	37.86
	28	S_STP_29	Salt Lake	West Valley City	Other STP	STP	1300 West Widening and Bike Lanes	4000 South	3300 South	1.065530303	\$ 10,502,800	\$ 6,994,860	\$ 507,940	Collector	Reconstruct	This project improves 1300 W between 4000 S and 3300 S by improving the pavement section, adding buffered bike lanes, street lights and connecting sidewalk. Presently, pedestrians must use the roadway shoulder, adjacent to traffic lanes. This corridor has been identified as a bike connection between Utah and Davis Counties.	4	5.33	17.50	0.00	1.33	0.00	4.76	1.00	7.00	0.00	36.93
	29	S_STP_27	Salt Lake	West Jorden to SLC	Transit Capital	STP	Westside Express (5600 W) Capital	West Jordan	Salt Lake City via the airport	29	\$ 76,040,000	\$ 5,000,000	\$ 363,081	NA	Transit	The Westside express will provide a one-seat transit ride for residents living along 5600 West from 9400 S. to SLC International Airport, Downtown SLC, and other regional job centers. The service will include tools to improve travel time and reliability and enhanced passenger amenities.	2	8.00	1.00	4.00	8.00	0.00	8.00	0.00	4.00	3.00	36.00

Projects Submitted for Consideration for the 2024-2029 Surface Transportation Program (STP)

\$ #,###			Recommended Funding Amount						Recommended Project Information										Access to Opportunities (ATO)	Facility Condition/ Management Practices	Benefit Cost	Operation, TSM/ TDM, & ITS Improvements	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Growth	Safety	Volume to Capacity	Weighted Total
Suggested Funding	ROW	Unique Proj ID	County	City	Agency	Funding	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Functional Classification	Type of Project	Project Description -	Project Priority											
\$ 3,000,000	30	S_STP_7	Salt Lake	Emigration Metro Township	Widening	STP	Emigration Canyon Road Safety Improvements	5655 Emigration Canyon Road	9698 Emigration Canyon Road	1.8	\$ 6,518,900	\$ 6,077,570	\$ 441,330	Collector	Active Transportation	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.	2											
	31	S_STP_6	Salt Lake	Emigration Canyon Metro Township	Widening	STP	Emigration Canyon Slope Mitigation - 4909 E	4858 E Emigration Canyon Road	4909 E Emigration Canyon Road	0.06	\$ 4,416,500	\$ 4,117,503	\$ 298,997	Collector	other	The purpose of this 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.	1											
	32	S_STP_18	Salt Lake	Salt Lake City or West Valley	Transit Capital	STP	On-Route Charging Infrastructure Round 2	0	0	0	\$ 3,000,000	\$ 2,796,900	\$ 203,100	NA	Transit	Electric bus procurements are arriving, and future orders will be coming. A network of high-power on-route chargers at key locations enables these buses to be deployed in more locations without concerns about a bus being limited by charge range. This request will pay for two more of those locations (see them listed below).	6											
	33	S_STP_25	Salt Lake	South Salt Lake	Transit Capital	STP	Transit Technical Education Center (TTEC)	2320 South 800 West	South Salt Lake	N/A	\$ 7,259,774	\$ 4,000,000	\$ 3,259,774	NA	Transit	This project constructs a maint. training facility. The 2 major objectives: support UTA's fleet maintenance and foster development of Utah's workforce. The transit system benefits our region's air quality and provides access to essential jobs. UTA's training programs provide hands-on education and allows for career growth.	4											
\$ 26,900,000			Programmed				\$27,000,000	Available		Requested		\$148,032,206						Estimated Total Project Costs			\$360,243,607							

Projects Submitted for Consideration for the 2024-2029 Congestion Mitigation/ Air Quality (CMAQ) Program

\$ #,###	Recommended Funding Amount								Recommended Project Information							Other Project Benefits	Project Life	Reduced Daily VHT	Reduced Daily VMT	Reduced Daily Emissions (kg)	Benefit/Cost: (kg/\$1,000)
Recommended Funding	ROW	Unique Proj ID	County	City	Improvements	Project Type	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Project Description -	Sponsor's Priority						
	Ogden \ Layton Urbanized Area - Congestion Mitigation/ Air Quality Program (CMAQ)																				
\$ 1,398,450	1	O_CMAQ_5	Weber	Ogden	Transit Capital	Transit	On-Route Charging Infrastructure Round 2	0	0	0	\$ 1,500,000	\$ 1,398,450	\$ 101,550	Electric bus procurements are arriving, and future orders will be coming. A network of high-power on-route chargers at key locations enables these buses to be deployed in more locations without concerns about a bus being limited by charge range. This request will pay for two more of those locations.	3	-Ebus infrastucture -Reduced maintenance costs	10.00	0.00	0.00	7.20	17.41
	2	O_CMAQ_7	Weber	Roy City	Other CMAQ	Other	Roy Municipal Building Electric Vehicle Charging Stations	5051 South 1900 West	5051 South 1900 West	N/A	\$ 100,500	\$ 93,696	\$ 6,804	This project will include the installation of four (4) electric vehicle charging stations at the Roy City Municipal Building. The charging stations will be metered and are intended to be used by Roy City Employees and residents visiting the Municipal Building. The installation of charging stations will encourage the use of electric vehicles and reduce carbon emissions associated with traditional gas vehicles.	2	-EV infrastructure	10.00	10.00	292.00	0.40	14.13
	3	O_CMAQ_8	Davis	Syracuse	Pedestrian	Active Transportation	Antelope Drive Shared Use Trail, Phase 1	Causeway gatehouse	Doral Drive	1.25	\$ 2,246,700	\$ 350,000	Remaining	West Antelope Drive is a busy roadway (Antelope Island experiences over a million visitors annually) that is not safe for people biking and walking due to its narrow cross section. A shared use trail on Antelope Drive between West Davis Corridor and the Causeway will allow people to bike from existing neighborhoods to the Island, rather than drive to the existing park and ride near the booth. Additionally, this phase of trail will provide access between existing and future neighborhoods along Antelope, and provide a safe route for students biking and walking to Buffalo Point Elementary School.	1	-Promote active transportation -Transportation options	20.00	0.00	111.00	1.60	5.19
\$ 632,518	4	O_CMAQ_4	Weber	Ogden	Bicycle	Active Transportation	Ogden City Bike Share	CBD Area +0.5 Miles	CBD Area +0.5 Miles	6	\$ 678,500	\$ 632,566	\$ 45,934	A bikeshare program is an alternate mode of transportation designed for urban centers. It is a way of linking already in place infrastructure and transit systems together. The program can be used by residents or visitors to the City. This program is a way to improve air quality, and the overall health of its users.	2	-Promote active transportation -First/last mile options	10.00	0.00	46.00	0.80	4.52
\$ 553,227	5	O_CMAQ_9	Davis	North Salt Lake	Pedestrian	Active Transportation	Center Street Shared Use Trail	Foxboro Drive	Jordan River Trail	0.59	\$ 593,400	\$ 504,390	\$ 89,010	The Jordan River Trail has been extended to Center Street, and there is a need to create active transportation connections from that trail to other trail systems and bike lanes. This project will make those connections in addition to widening the road in anticipation of future development on the west side of the river.	1	-Promote active transportation -Physical separation of modes improves safety	20.00	0.00	114.00	0.30	4.20
	6	O_CMAQ_3	Davis	West Point	Intersections & Signals	Operations	1800 N/4500 W Round-About	1800 N	4500 W	0.025	\$ 2,087,300	\$ 1,013,690	\$ 1,073,610	This is a busy intersection of two state highways. Currently the north and sound legs of the intersection are offset by about 100 ft. This project is needed to align the intersection and create a more efficient intersection to eliminate delays.	2	-Improved safety -Improved operations and efficiency	20.00	39.70	0.00	0.80	2.92
\$ 2,750,000	7	O_CMAQ_10	Davis	Clinton	Pedestrian	Active Transportation	2050 North Pedestrian Underpass	2050 North 2000 West	0	0.2	\$ 5,500,000	\$ 2,750,000	\$ 2,750,000	The purpose of the 2050 North pedestrian underpass is to construct underground pedestrian infrastructure to facilitate active transportation crossings of the 2000 West roadway. The underpass would complete the city-wide 2050 North trail that currently has a gap at 2000 West.	2	-Improved safety -Promote active transportation -Traffic calming	20.00	6.50	190.00	1.60	2.07

Projects Submitted for Consideration for the 2024-2029 Congestion Mitigation/ Air Quality (CMAQ) Program

\$ #,###	Recommended Funding Amount								Recommended Project Information							Other Project Benefits	Project Life	Reduced Daily VHT	Reduced Daily VMT	Reduced Daily Emissions (kg)	Benefit/Cost: (kg/\$1,000)
	Recommended Funding	ROW	Unique Proj ID	County	City	Improvements	Project Type	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Project Description -							Sponsor's Priority
	8	O_CMAQ_2	Davis	South Davis County to SLC	Transit Capital	Transit	Davis Salt Lake Connector Construction - OL UZA	Davis County	Salt Lake City	12.4	\$ 75,597,183	\$ 5,000,000	\$ 726,162	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 construction.	2	- I-15 alternative. -Transportation options	20.00	54.70	2.40	6.60	0.64
	9	O_CMAQ_1	Davis	Clinton	Intersections & Signals	Operations	1300 North 1500 West Roundabout	1300 North 1500 West Intersection	0	0.3	\$ 2,780,800	\$ 1,800,000	\$ 130,800	The 1300 N 1500 W intersection is a four-way stop controlled intersection. The intersection sight distances are inadequate and shoulders are undeveloped. The project would remove the obstructions and construct a roundabout at the intersection to improve traffic flow and enhance pedestrian safety and mobility.	1	-Improved safety -Traffic calming	20.00	6.40	0.00	0.10	0.35
	10	O_CMAQ_6	Weber	Roy City	Intersections & Signals	Reconstruct	4300 West 6000 South Roundabout	4300 West	6000 South	0.1	\$ 1,350,000	\$ 1,258,605	\$ 91,395	The proposed project includes the construction of a roundabout at the intersection of 6000 South and 4300 West. This busy intersection connects multiple cities in Weber and Davis Counties. The project will include property acquisition, roadway improvements, sidewalk, bicycle facilities, drainage, and lighting improvements.	1	-Improved safety -Traffic calming	20.00	0.40	0.00	0.01	0.04
	Recommended Funding Total			\$ 5,334,195			Available Funding	\$ 5,500,000	Requested Federal Funding	\$ 14,801,397			Total Project Estimated Cost			\$ 92,434,383					

Projects Submitted for Consideration for the 2024-2029 Congestion Mitigation/ Air Quality (CMAQ) Program

\$ #,###	Recommended Funding Amount								Recommended Project Information						Other Project Benefits	Project Life	Reduced Daily VHT	Reduced Daily VMT	Reduced Daily Emissions (kg)	Benefit/Cost: (kg/\$1,000)	
Recommended Funding	ROW	Unique Proj ID	County	City	Improvements	Project Type	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Project Description -							Sponsor's Priority
	Salt Lake \ West Valley Urbanized Area - Congestion Mitigation/ Air Quality Program (CMAQ)																				
\$ 1,296,900	1	S_CMAQ_8	Salt Lake	Salt Lake City or West Valley	Transit Capital	Transit	On-Route Charging Infrastructure Round 2	0	0	0	\$ 3,000,000	\$ 2,796,900	\$ 203,100	Electric bus procurements are arriving, and future orders will be coming. A network of high-power on-route chargers at key locations enables these buses to be deployed in more locations without concerns about a bus being limited by charge range. This request will pay for two more of those locations.	6	-Ebus infrastucture -Reduced maintenance costs	10.00	0.00	0.00	13.40	16.30
\$ 3,357,119	2	S_CMAQ_13	Salt Lake	Sandy/Draper	Intersections & Signals	Capacity	11400 S 700 E EB/WB Dual Lefts	Oak Brush Dr (605 E)	785 East	0.25	\$ 3,603,500	\$ 3,357,119	\$ 246,381	This intersection is currently operating at LOS E with eastbound queues reaching 1,000 feet, resulting in unstable operations and delay. Warranted by funded year 2029, the intersection will be widened to accommodate dual eastbound and westbound left turns, approximately doubling the existing storage capacities.	1	-Reduce congestion -Improved operations & efficiency	20.00	221.90	0.00	4.70	9.40
	3	S_CMAQ_11	Salt Lake	Sandy	Other CMAQ	Operations	11400 S 1300 E Intersection Improvements	1280 E	1350 E	0.13	\$ 4,276,867	\$ 3,977,938	\$ 298,929	This Project was identified as a safety hotspot in Sandy's 2020 TMP. The 2021 Safety Evaluation recommended clearing the sight triangles, installing a SBR turn lane, advanced detection, signal timing adjustments, upgrading signal infrastructure, restriping, and increasing the left turn queue storage capacity.	2	-Reduce congestion -Improved operations & efficiency	20.00	111.10	0.00	2.30	4.00
	4	S_CMAQ_3	Salt Lake	Holladay	ATMS or ITS	Operations	Signal Optimization Enhancements	Multiple Intersections	Multiple Intersections	NA	\$ 1,152,800	\$ 1,074,755	\$ 78,045	As recommended in a recent study completed by Holladay, signal equipment at 19 targeted intersections requires replacement to support signal optimization, thus reducing carbon emissions, improving travel time and updating signal timing standards.	4	-Reduce congestion -Improved operations & efficiency	10.00	139.60	0.00	1.20	3.70
	5	S_CMAQ_9	Salt Lake	Salt Lake, West Valley, West Jordan, and Kearns	Bus Service	Transit	Westside Express Operations	5600 W. Old Bingham Highway Station	Salt Lake Central Intermodal Hub	29	\$ 9,653,545	\$ 9,000,000	\$ 653,545	Operational support for 3 years (\$3,000,000/ year).The Westside Express will provide a one-seat transit ride for residents that live along 5600 West to Salt Lake City International Airport, downtown Salt Lake City, and other regional job centers. Westside Express service will include queue-jumps, shoulder operation, and other tools to improve the travel time, reliability, and efficiency of the bus service. In addition to travel time and reliability benefits, passengers will also benefit from enhanced stops with shelters, benches, lighting, and real-time bus arrival displays. Six stations will include park and ride lots.	3	-Transportation options	3.00	294.90	15.07	26.60	3.00
	6	S_CMAQ_1	Salt Lake	Herriman City	Transit Capital	Transit	Porter Rockwell Park and Ride	Porter Rockwell Blvd	Rockwell Park Dr.	0.1	\$ 4,209,055	\$ 3,903,410	\$ 305,645	From the city's traffic and transportation standpoint, this project will help alleviate the continued growth and vehicular load on the Herriman City and surrounding roadway network. This will also serve to nominally reduce emissions equal to the anticipated participants of this improvement. The project is broken into two parts, the access road (60 ft ROW), and the parking lot (Park and Ride), which consists of approximately 60 parking spaces.	4	-Trailhead location	20.00	0.00	822.00	1.10	1.80
\$ 641,700	7	S_CMAQ_6	Salt Lake	Salt Lake City	Other CMAQ	Active Transportation	Salt Lake City Bike Share (GREENbike) Expansion	Salt Lake City	Salt Lake City	6 sq.	\$ 690,000	\$ 641,700	\$ 48,300	The project increases the concentration of bike share stations west of Interstate 15 and expands a robust bike share system that links commuters to regional transit and local destinations. GREENbike, the bike share agency serving Salt Lake City, reduces nearly 741,000 pounds of CO2 emissions into the airshed annually.	4	-Promote active transportation -First/last mile options	10.00	0.00	45.00	0.30	1.70

Projects Submitted for Consideration for the 2024-2029 Congestion Mitigation/ Air Quality (CMAQ) Program

\$ #,###		Recommended Funding Amount							Recommended Project Information						Sponsor's Priority		Other Project Benefits	Project Life	Reduced Daily VHT	Reduced Daily VMT	Reduced Daily Emissions (kg)	Benefit/Cost: (kg/\$1,000)
Recommended Funding	ROW	Unique Proj ID	County	City	Improvements	Project Type	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Project Description -								
	8	S_CMAQ_2	Salt Lake	Holladay	Other CMAQ	Active Transportation	Highland Dr Reconstruction and Complete Street: Bike-Ped Facilities	Arbor Lane	Van Winkles Expressway	1.37	\$ 6,566,800	\$ 5,000,000	\$ 1,566,800	Highland Drive requires a full reconstruction with an upgraded complete street design to meet the City's multimodal transportation goals, including the addition of enhanced bicycle/pedestrian facilities - 8' buffered bike lane and 7.5' sidewalk on the east and west sides of the road.	2		-Promote active transportation -Physical separation of modes improves safety	20.00	3.90	113.00	1.30	1.40
\$ 2,000,000	9	S_CMAQ_4	Salt Lake	Murray, West Valley, Taylorsville	Transit Capital	Transit	Midvalley Connector Electric Buses	Murray, UT Murray Station	West Valley, UT Central Station	7	\$ 10,500,000	\$ 6,000,000	\$ 3,500,000	The Midvalley Connector project in the FTA Small Starts process plans that funding for the electric buses would come from another federal source. UTA was not selected to receive funding under the most recent LoNo grants. Receiving part of the funding from CMAQ or STBG would strengthen UTA's chances in future LoNo applications.	1		-Ebus infrastructure -Reduced maintenance costs -Reduce congestion -Transportation options	12.00	21.70	950.00	3.00	1.20
\$ 3,721,592	10	S_CMAQ_12	Salt Lake	Sandy	Other CMAQ	Active Transportation	SR-209 Quarry Bend Pedestrian Bridge	9050 S	900 E	0	\$ 9,982,667	\$ 3,721,592	\$ 270,248	SR-209 is a connectivity barrier to Sandy Canal Trail. Trail users must go approximately one mile out of their way to cross SR-209 (90000 South curve). The proposed pedestrian bridge will eliminate this detour without having to introduce a new stop for southbound vehicles.	3		-Promote active transportation -Physical separation of modes improves safety - Access to schools	20.00	0.70	21.00	1.20	0.80
	11	S_CMAQ_14	Salt Lake	South Davis County to SLC	Transit Capital	Transit	Davis Salt Lake Connector Construction - SL/WV UZA	Davis County	Salt Lake City	12.4	\$ 75,597,183	\$ 5,000,000	\$ 363,081	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 construction.	5		-Transportation options	20.00	54.70	2.40	6.60	0.60
	12	S_CMAQ_10	Salt Lake	Sandy	Intersections & Signals	Reconstruct	11000 South 1000 East Roundabout	11000 South	1000 East	0.05	\$ 2,743,067	\$ 2,554,502	\$ 188,565	This pedestrian heavy intersection is adjacent to Alta High School, operating as a busy 8,500 ADT 4-way stop. While a traffic signal is not warranted, this is a prime location for a roundabout to reduce delay, emissions, and conflict points.	4		-Improved safety -Traffic calming	20.00	4.60	0.00	0.10	0.30
	13	S_CMAQ_16	Salt Lake	West Jorden to SLC	Transit Capital	Transit	Westside Express (5600 W) Capital	West Jordan	Salt Lake City via the airport	29	\$ 76,040,000	\$ 5,000,000	\$ 363,081	The Westside express will provide a one-seat transit ride for residents living along 5600 West from 9400 S. to SLC International Airport, Downtown SLC, and other regional job centers. The service will include tools to improve travel time and reliability and enhanced passenger amenities.	2		-Transportation options	20.00	107.20	5.48	3.30	0.30
	14	S_CMAQ_7	Salt Lake	Salt Lake City	Intersections & Signals	Reconstruct	Salt Lake City Intersections to Roundabouts Pilot Program	500 East 700 South	NA	NA	\$ 943,300	\$ 877,269	\$ 66,031	Salt Lake City proposes this project as a pilot program to convert older existing traffic signals and 4-way stop intersections to roundabouts to reduce traffic delay, reduce mobile source emissions, increase fuel efficiency, and reduce air pollution. The proposed location will be converted from a conventional traffic signal to a roundabout. The City has already converted an All-way Stop location at 1100 East/900 South to a roundabout with great success (in 2019).	5		-Improved safety -Traffic calming	20.00	1.20	0.00	0.03	0.20
Recommended Funding Total		\$ 11,017,311		Available Funding		\$ 11,000,000		Requested Federal Funding		\$ 52,905,185		Total Project Estimated Cost				\$ 208,958,784						

Transportation Alternatives Program (TAP) Project Evaluation for the Draft 2024-2029 Transportation Improvement Program (TIP)																																																
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\$ #,###		Recommended Funding Amounts										Recommended Project Information																																				
Suggested Funding	Row #	Unique Proj ID	County	City	Agency	Funding Type	Project Name	From Street	To Street	Project Improvement	Project Objective	Length	Description	Tot Cost	Fed Fund	Local Funds	Sponsor Priority	Regional Priority	Fills Gap	Provides Access within 1/2 mile	Wasatch Choices	Add Safety	Sponsors Match	Innovative	Com Support	Diverse Users	Cost Per User	Cost per Mile	Capital Score	Prox to Schools	Fills Gap	Provides Access Other than School	Num of Stud that Could Bike or Walk	Anticipated Increase of Student Use	Provide Add Safety	Spon Match	Deg of Safe Need	Walk/ Bike Promo	Cost Per User	Cost per Mile	SR2S Score Opt 1	Project Score						
Ogden\ Layton Urbanized Area - Transportation Alternatives Program (TAP)																																																
\$ 327,300	1	O_TAP_3	Davis	Layton	Layton City	TAP	Davis Weber Canal Trail PH I	Near the intersection of Univeristy Park Blvd & 1300 S.	Near the intersection of 2225 N. & 525 W.	Capital Improvement	Other TAP Project	0.64	The purpose of this project is to extend the Davis Weber Canal Trail (a regional trail) into Layton City. Connections to Weber State University Davis Campus, Northridge High School and Layton's Midtown Mixed Use Urban District would provide more choices for active transportation and less dependence on automobiles.	\$ 654,600	\$ 327,300	\$ 327,300	2	10	10	12	5	10	10	5	5	5	10	2	84																	84		
	2	O_TAP_5	Davis	Syracuse	Syracuse City	TAP	Antelope Trail, Phase 1	Causeway gatehouse	Doral Drive	Capital Improvement	On-road or Off-road Trail Facilities	1.25	West Antelope Drive is a busy roadway (Antelope Island experiences over a million visitors annually) that is not safe for people biking and walking due to its narrow cross section. A shared use trail on Antelope Drive between West Davis Corridor and the Causeway will allow people to bike from existing neighborhoods to the Island, rather than drive to the existing park and ride near the booth. Additionally, this phase of trail will provide access between existing and future neighborhoods along Antelope, and provide a safe route for students biking and walking to Buffalo Point Elementary School.	\$ 2,246,700	\$ 350,000	Remaining	1	5	10	15	5	8	15	5	2	5	8	3	81																			81
\$ 151,250	3	O_TAP_1	Davis	Centerville	Centerville City	TAP	Porter Lane Multi-Use Trail (1 of 2)	400 West	S Frontage Rd	Capital Improvement	On-road or Off-road Trail	0.26	Davis County will be enclosing a channel in the next year or two on the south side of the road. We would like to put in a multi-use trail to connect 400 West to the Frontage Road on top of the enclosed channel. This will be part 1 of 2. We intend to extend the trail east to Main Street soon after.	\$ 302,500	\$ 151,250	\$ 151,250	2	15	5	15	5	6	10	5	2	5	10	2	80																		80	
	4	O_TAP_2	Davis	Clinton	Clinton City	TAP	2050 North Pedestrian Underpass	2050 North 2000 West		Capital Improvement	Infrastructure-related Projects	0.2	The purpose of the 2050 North pedestrian underpass project is to construct an underground pedestrian trail that crosses the 2000 West roadway. The underpass would complete the city-wide 2050 North trail that currently has a gap at 2000 West.	\$ 5,500,000	\$ 2,750,000	\$ 2,750,000	2	10	10	10	5	8	10	5	2	5	4	1	70																		70	
\$ 1,691,600	5	O_TAP_7	weber	South Ogden	South Ogden City	TAP	Adams Avenue Sidewalk	40th Street	42nd Street	Safe Routes to School	Safe Route To School	0.31	This project will add 1,300 lineal feet of new sidewalk and curb and gutter, which will fill a gap in the existing sidewalk. This will create a safe place for students, pedestrians and bicyclists to travel while using this route. This project is consistent with the RTP Pedestrian/Bike Route.	\$ 2,063,000	\$ 1,881,381	\$ 181,619	1													10	5	3	10	10	5	1	10	10	1	1	66		66					
	6	O_TAP_8	Weber	South Ogden	South Ogden City	TAP	850 East Sidewalk Connection	US Highway 89	Chambers Street	Capital Improvement	Bike/ Ped - Plan/ Study	0.03	This project will bridge a gap between existing sidewalk along Glasmann Way between US Highway 89 and Chambers Street. This project is part of the bike and pedestrian route in phase 2 of the Regional Transportation Plan.	\$ 143,700	\$ 115,326	\$ 8,374	2	3	0	15	5	10	3	5	1	0	10	1	53																	53		
\$ 682,817	7	O_TAP_4	Davis	South Weber	South Weber City Corporation	TAP	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	This phase of the Weber River Parkway will continue to bridge the gap between two major trail systems, the existing Weber River Parkway to the west, which ties into the Golden Spoke network of trails along the Wasatch Front, and the Bonneville Shoreline Trail to the east. This trail will further the connection between the communities of Ogden, Riverdale, Washington Terrace, South Weber, and Layton, with future opportunities for Uintah and South Ogden to connect.	\$ 732,400	\$ 682,817	\$ 49,583	2	0	5	6	5	10	1	5	2	5	8	2	49																			49
	8	O_TAP_6	Weber	Farr West City	Farr West City	TAP	2575 West Sidewalk and Bike Lane	3300 North	2975 North	Capital Improvement	Infrastructure-related Projects	0.513	The project will widen one side of the roadway to place a 6' wide bake lane. It also consists of constructing an asphalt path on the other side of the roadway for pedestrian use.	\$ 1,013,300	\$ 893,423	\$ 64,877	2	3	5	0	0	8	3	5	1	5	4	1	35																		35	
\$ 2,852,967				Recommended						Available	\$ 2,852,967			\$ 7,151,497							Requested								Estimated Total Project Cost				\$ 12,656,200															

Transportation Alternatives Program (TAP) Project Evaluation for the
Draft 2024-2029 Transportation Improvement Program (TIP)

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**Transportation Alternatives Program (TAP) Project Evaluation for the
Draft 2024-2029 Transportation Improvement Program (TIP)**

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Suggested Funding	Row #	Unique Proj ID	County	City	Agency	Funding Type	Project Name	From Street	To Street	Project Improvement	Project Objective	Length	Description	Tot Cost	Fed Fund	Local Funds	Sponsor Priority	Regional Priority	Fills Gap	Provides Access within 1/2 mile	Wasatch Choices	Add Safety	Sponsors Match	Innovative	Com Support	Diverse Users	Cost Per User	Cost per Mile	Capital Score	Prox to Schools	Fills Gap	Provides Access Other than School	Num of Stud that Could Bike or Walk	Anticipated Increase of Student Use	Provide Add Safety	Spon Match	Deg of Safe Need	Walk/ Bike Promo	Cost Per User	Cost per Mile	SR2S Score Opt 1	Project Score							
\$ 1,033,175	7	S_TAP_10	Salt Lake	White City Metro Township	GSLMSD-White City Metro Township	TAP	Sego Lily Crossing at 1300 East	NW corner of intersection	midpoint of Sego Lily Drive	Capital Improvement	Infrastructure-related Projects	0.014	The grades at the NW corner of Sego Lily/1300 E do not currently allow for an ADA ped ramp. A less safe but ADA compliant ped crossing about 200' west of the intersection is used instead. The project will reconstruct the NW corner of the intersection to allow an ADA compliant ped ramp and move the school crossing there.	\$ 1,108,200	\$ 1,033,175	\$ 75,025	1	10	5	15	5	6	1	5	4	5	6	1	63																		63		
	8	S_TAP_1	Salt Lake	Cottonwood Heights	Cottonwood Heights	TAP	Highland Drive Protected Trail Project	Fort Union Blvd	Villaire Ave	Capital Improvement	Infrastructure-related Projects	0.53	This project will construct an 8-ft asphalt trail on the east side of Highland Drive from Fort Union Blvd to Villare Ave. This project will connect to the trail being consturcted as part of the Highland Drive/Bengal Blvd Project (Pin#18816).	\$ 2,094,300	\$ 1,952,516	\$ 141,784	3	15	10	8	5	8	1	5	0	0	6	1	59																				59
\$ 389,608	9	S_TAP_2	Salt Lake	Herriman	Herriman	TAP	Rosecrest Bike Lane Installation	13400 South	Mtn View Corridor	Capital Improvement	Infrastructure-related Projects	2.5	Install Buffered Bike Lanes on Rosecrest Rd from 13400 S to Mtn View Corridor.	\$ 417,900	\$ 389,608	\$ 28,292	5	10	5	15	5	6	1	5	0	0	8	4	59																		59		
\$ 758,333	10	S_TAP_4	Salt Lake	Millcreek	Millcreek	TAP	S Birch Dr: Upland Dr to 3900 S	Upland Dr.	3900 S	Capital Improvement	Other TAP Project	0.16	S Birch Dr. is heavily trafficked residential street providing access from various high priority facilities to 3900 S which is the main North-South arterial from the east to west side of the Salt Lake Valley in. This project will create a safer environment for all users with the construction of curb and gutter, sidewalk, and ADA ramps.	\$ 913,400	\$ 758,333	\$ 155,067	2	10	0	8	5	4	3	5	3	5	8	1	52																			52	
\$ 3,433,064				Recommended				Available	\$ 3,433,064													\$ 18,898,981			Requested													Estimated Total Project Cost			\$ 26,589,200								

Projects Submitted for Consideration for the 2024-2029 Carbon Reduction Program (CRP)

\$ #,###		Recommended Funding Amount								Recommended Project Information						Other Project Benefits	Project Life	Reduced Daily VHT	Reduced Daily VMT	Reduced Daily CO2 Emissions (kg)	Benefit/Cost: (CO2 kg/\$1,000)
Recommended Funding	ROW	Unique Proj ID	County	City	Improvements	Project Type	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Project Description -	Sponsor's Priority						
Ogden \ Layton Urbanized Area - Carbon Reduction Program (CRP)																					
\$ 93,696	1	O_CRP_10	Weber	Roy City	Other CRP	Other	Roy Municipal Building Electric Vehicle Charging Stations	5051 South 1900 West	5051 South 1900 West	N/A	\$ 100,500	\$ 93,696	\$ 6,804	This project will include the installation of four (4) electric vehicle charging stations at the Roy City Municipal Building. The charging stations will be metered and are intended to be used by Roy City Employees and residents visiting the Municipal Building. The installation of charging stations will encourage the use of electric vehicles and reduce carbon emissions associated with traditional gas vehicles.	2	-EV infrastructure	10.0	10.0	292.0	72.5	2632.2
	2	O_CRP_8	Weber	Ogden	Transit Capital	Transit	On-Route Charging Infrastructure Round 2	0	0	0	\$ 1,500,000	\$ 1,398,450	\$ 101,550	Electric bus procurements are arriving, and future orders will be coming. A network of high-power on-route chargers at key locations enables these buses to be deployed in more locations without concerns about a bus being limited by charge range. This request will pay for two more of those locations (see them listed below).	3	-Ebus infrastucture -Reduced maintenance costs	10.0	0.0	0.0	922.9	2245.7
\$ 1,013,690	3	O_CRP_6	Davis	West Point	Intersections & Signals	Operations	1800 N/4500 W Round-About	1800 N	4500 W	0	\$ 2,087,300	\$ 1,013,690	\$ 1,073,610	This is a busy intersection of two state highways. Currently the north and sound legs of the intersection are offset by abou 100 ft. This project is needed to align the intersection and create a more efficient intersection to eliminate delays.	2	-Improved safety -Improved operations and efficiency	20.0	39.7	0.0	291.6	1019.9
	4	O_CRP_3	Davis	North Salt Lake	Pedestrian	Active Transportation	Center Street Shared Use Trail	Foxboro Drive	Jordan River Trail	0.59	\$ 593,400	\$ 504,390	\$ 89,010	The Jordan River Trail has been extended to Center Street, and there is a need to create active transportation connections from that trail to other trail systems and bike lanes. This project will make those connections in addition to widening the road in anticipation of future development on the west side of the river.	1	-Promote active transportation -Physical separation of modes improves safety	20.0	0.0	114.0	30.5	375.1
\$ 349,906	5	O_CRP_5	Davis	Syracuse	Pedestrian	Active Transportation	Antelope Drive Shared Use Trail, Phase 1	Causeway gatehouse	Doral Drive	1.25	\$ 2,246,700	\$ 350,000	Remaining	West Antelope Drive is a busy roadway (Antelope Island experiences over a million visitors annually) that is not safe for people biking and walking due to its narrow cross section. A shared use trail on Antelope Drive between West Davis Corridor and the Causeway will allow people to bike from existing neighborhoods to the Island, rather than drive to the existing park and ride near the booth. Additionally, this phase of trail will provide access between existing and future neighborhoods along Antelope, and provide a safe route for students biking and walking to Buffalo Point Elementary School.	1	-Promote active transportation - Access to school	20.0	0.0	111.0	48.1	159.5
	6	O_CRP_1	Davis	Clinton	Intersections & Signals	Operations	1300 North 1500 West Roundabout	1300 North 1500 West Intersection	0	0.3	\$ 2,780,800	\$ 1,800,000	\$ 130,800	The 1300 N 1500 W intersection is a four-way stop controlled intersection. The intersection sight distances are inadequate and shoulders are undeveloped. The project would remove the obstructions and construct a roundabout at the intersection to improve traffic flow and enhance pedestrian safety and mobility.	1	-Improved safety -Traffic calming	20.0	6.4	0.0	47.3	124.1

Projects Submitted for Consideration for the 2024-2029 Carbon Reduction Program (CRP)

\$ #,###		Recommended Funding Amount								Recommended Project Information						Other Project Benefits	Project Life	Reduced Daily VHT	Reduced Daily VMT	Reduced Daily CO2 Emissions (kg)	Benefit/Cost: (CO2 kg/\$1,000)
Recommended Funding	ROW	Unique Proj ID	County	City	Improvements	Project Type	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Project Description -	Sponsor's Priority						
	7	O_CRP_2	Davis	Clinton	Pedestrian	Active Transportation	2050 North Pedestrian Underpass	2050 North 2000 West	0	0.2	\$ 5,500,000	\$ 2,750,000	\$ 2,750,000	The purpose of the 2050 North pedestrian underpass is to construct underground pedestrian infrastructure to facilitate active transportation crossings of the 2000 West roadway. The underpass would complete the city-wide 2050 North trail that currently has a gap at 2000 West.	2	-Promote active transportation -Physical separation of modes improves safety	20.0	6.5	190.0	65.5	121.7
	8	O_CRP_7	Weber	Ogden	Bicycle	Active Transportation	Ogden City Bike Share	CBD Area +0.5 Miles	CBD Area +0.5 Miles	N/A	\$ 678,500	\$ 632,566	\$ 45,934	A bikeshare program is an alternate mode of transportation designed for urban centers. It is a way of linking already in place infrastructure and transit systems together. The program can be used by residents or visitors to the City. This program is a way to improve air quality, and the overall health of its users.	2	-Promote active transportation -First/last mile options	10.0	0.0	46.0	22.6	121.7
	9	O_CRP_4	Davis	South Davis County to SLC	Transit Capital	Transit	Davis Salt Lake Connector Construction - OL UZA	Davis County	Salt Lake City	12.4	\$ 75,597,183	\$ 5,000,000	\$ 726,162	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 construction.	2	- I-15 alternative. -Transportation options	20.0	54.7	2.4	531.9	51.4
	10	O_CRP_9	Weber	Roy City	Intersections & Signals	Reconstruct	4300 West 6000 South Roundabout	4300 West	6000 South	0.1	\$ 1,350,000	\$ 1,258,605	\$ 91,395	The proposed project includes the construction of a roundabout at the intersection of 6000 South and 4300 West. This busy intersection connects multiple cities in Weber and Davis Counties. The project will include property acquisition, roadway improvements, sidewalk, bicycle facilities, drainage, and lighting improvements.	1	-Improved safety -Traffic calming	20.0	0.4	0.0	2.8	15.2
	Recommended Funding Total		\$ 1,457,292				Available Funding	\$ 1,800,000	Requested Federal Funding	\$ 14,801,397				Total Project Estimated Cost	\$ 92,434,383						

Projects Submitted for Consideration for the 2024-2029 Carbon Reduction Program (CRP)

\$ #,###	Recommended Funding Amount									Recommended Project Information							Other Project Benefits	Project Life	Reduced Daily VHT	Reduced Daily VMT	Reduced Daily CO2 Emissions (kg)	Benefit/Cost: (CO2 kg/\$1,000)
Recommended Funding	ROW	Unique Proj ID	County	City	Improvements	Project Type	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Project Description -	Sponsor's Priority							
	Salt Lake \ West Valley Urbanized Area - Carbon Reduction Program (CRP)																					
\$ 1,500,000	1	S_CRP_9	Salt Lake	Salt Lake City or West Valley	Transit Capital	Transit	On-Route Charging Infrastructure Round 2	0	0	0	\$ 3,000,000	\$ 2,796,900	\$ 203,100	Electric bus procurements are arriving, and future orders will be coming. A network of high-power on-route chargers at key locations enables these buses to be deployed in more locations without concerns about a bus being limited by charge range. This request will pay for two more of those locations.	6	-Ebus infrastucture -Reduced maintenance costs	10.0	0.0	0.0	1856.5	2258.8	
	2	S_CRP_11	Salt Lake	Sandy	Other CMAQ	Operations	11400 S 1300 E Intersection Improvements	1280 E	1350 E	0.13	\$ 4,276,867	\$ 3,977,938	\$ 298,929	This Project was identified as a safety hotspot in Sandy's 2020 TMP. The 2021 Safety Evaluation recommended clearing the sight triangles, installing a SBR turn lane, advanced detection, signal timing adjustments, upgrading signal infrastructure, restriping, and increasing the left turn queue storage capacity.	2	-Reduce congestion -Improved operations & efficiency	20.0	111.1	0.0	815.5	1392.0	
\$ 1,074,755	3	S_CRP_3	Salt Lake	Holladay	ATMS or ITS	Operations	Signal Optimization Enhancements	Multiple Intersections	Multiple Intersections	NA	\$ 1,152,800	\$ 1,074,755	\$ 78,045	As recommended in a recent study completed by Holladay, signal equipment at 19 targeted intersections requires replacement to support signal optimization, thus reducing carbon emissions, improving travel time and updating signal timing standards.	4	-Reduce congestion -Improved operations & efficiency	10.0	139.6	0.0	410.0	1298.0	
\$ 1,952,516	4	S_CRP_1	Salt Lake	Cottonwood Heights	Pedestrian	Active Transportation	Highland Drive - Protected Trail Project	Fort Union Blvd	Villaire Ave	0.53	\$ 2,094,300	\$ 1,952,516	\$ 141,784	This project will construct an 8-ft asphalt trail on the east side of Highland Drive from Fort Union Blvd to Villare Ave. This project will connect to the trail being consturcted as part of the Highland Drive/Bengal Blvd Project (Pin#18816).	3	-Promote active transportation -Physical separation of modes improves safety	20.0	12.7	370.0	129.1	450.1	
	5	S_CRP_2	Salt Lake	Herriman City	Transit Capital	Transit	Porter Rockwell Park and Ride	Porter Rockwell Blvd	Rockwell Park Dr.	0.1	\$ 4,209,055	\$ 3,903,410	\$ 305,645	From the city's traffic and transportation standpoint, this project will help alleviate the continued growth and vehicular load on the Herriman City and surrounding roadway network. This will also serve to nominally reduce emissions equal to the anticipated participants of this improvement. The project is broken into two parts, the access road (60 ft ROW), and the parking lot (Park and Ride), which consists of approximately 60 parking spaces.	4	-Trailhead location	20.0	0.0	822.0	202.8	351.7	
	6	S_CRP_7	Salt Lake	Salt Lake City	Other CRP	Study	Salt Lake City Electric Vehicle Car Sharing Pilot Program	Salt Lake City	Salt Lake City	6 sq	\$ 282,100	\$ 263,002	\$ 19,098	Salt Lake City and Housing Authority of Salt Lake City are partnering to reduce on-road CO2 emissions by providing low-income residents of an affordable housing property access to electric vehicles for short-term rental for errands, appointments, and other trips difficult to complete using transit, biking, walking.	2	-EV infrastructure	3.0	5.1	180.0	44.4	172.4	
	7	S_CRP_4	Salt Lake	Murray, West Valley, Taylorsville	Transit Capital	Transit	Midvalley Connector Electric Buses	Murray, UT Murray Station	West Valley, UT Central Station	7	\$ 10,500,000	\$ 6,000,000	\$ 3,500,000	The Midvalley Connector project in the FTA Small Starts process plans that funding for the electric buses would come from another federal source. UTA was not selected to receive funding under the most recent LoNo grants. Receiving part of the funding from CMAQ or STBG would strengthen UTA's chances in future LoNo applications.	1	-Ebus infrastucture -Reduced maintenance costs	12.0	21.7	950.0	260.3	108.6	

Projects Submitted for Consideration for the 2024-2029 Carbon Reduction Program (CRP)

\$ #,###		Recommended Funding Amount								Recommended Project Information						Other Project Benefits	Project Life	Reduced Daily VHT	Reduced Daily VMT	Reduced Daily CO2 Emissions (kg)	Benefit/Cost: (CO2 kg/\$1,000)
Recommended Funding	ROW	Unique Proj ID	County	City	Improvements	Project Type	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Project Description -	Sponsor's Priority						
	8	S_CRP_10	Salt Lake	Sandy	Intersections & Signals	Reconstruct	11000 South 1000 East Roundabout	11000 South	11000 South	0.05	\$ 2,743,067	\$ 2,554,502	\$ 188,565	This pedestrian heavy intersection is adjacent to Alta High School, operating as a busy 8,500 ADT 4-way stop. While a traffic signal is not warranted, this is a prime location for a roundabout to reduce delay, emissions, and conflict points.	4	-Improved safety -Traffic calming	20.0	4.6	0.0	33.7	89.8
	9	S_CRP_6	Salt Lake	Salt Lake City	Other CMAQ	Active Transportation	Salt Lake City Bike Share (GREENbike) Expansion	Salt Lake City	Salt Lake City	6 sq.	\$ 690,000	\$ 641,700	\$ 48,300	The project increases the concentration of bike share stations west of Interstate 15 and expands a robust bike share system that links commuters to regional transit and local destinations. GREENbike, the bike share agency serving Salt Lake City, reduces nearly 741,000 pounds of CO2 emissions into the airshed annually.	4	-Promote active transportation -First/last mile options	10.0	0.0	45.0	15.1	79.7
	10	S_CRP_8	Salt Lake	Salt Lake City	Intersections & Signals	Reconstruct	Salt Lake City Intersections to Roundabouts Pilot Program	500 East 700 South	NA	NA	\$ 943,300	\$ 877,269	\$ 66,031	Salt Lake City proposes this project as a pilot program to convert older existing traffic signals and 4-way stop intersections to roundabouts to reduce traffic delay, reduce mobile source emissions, increase fuel efficiency, and reduce air pollution. The proposed location will be converted from a conventional traffic signal to a roundabout. The City has already converted an All-way Stop location at 1100 East/900 South to a roundabout with great success (in 2019).	5	-Improved safety -Traffic calming	20.0	1.2	0.0	9.1	70.0
	11	S_CRP_13	Salt Lake	South Davis County to SLC	Transit Capital	Transit	Davis Salt Lake Connector Construction - SL/WV UZA	Davis County	Salt Lake City	12.4	\$ 75,597,183	\$ 5,000,000	\$ 363,081	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 construction.	5	-Transportation options	20.0	54.7	2395.0	541.2	52.3
	12	S_CRP_12	Salt Lake	Sandy	Other CMAQ	Active Transportation	SR-209 Quarry Bend Pedestrian Bridge	9050 S	900 E	0	\$ 9,982,667	\$ 3,721,592	\$ 270,248	SR-209 is a connectivity barrier to Sandy Canal Trail. Trail users must go approximately one mile out of their way to cross SR-209 (90000 South curve). The proposed pedestrian bridge will eliminate this detour without having to introduce a new stop for southbound vehicles.	3	-Promote active transportation -Physical separation of modes improves safety	20.0	0.7	21.0	21.9	16.0
	13	S_CRP_15	Salt Lake	West Jordan to SLC	Transit Capital	Transit	Westside Express (5600 W) Capital	West Jordan	Salt Lake City via the airport	29	\$ 76,040,000	\$ 5,000,000	\$ 363,081	The Westside express will provide a one-seat transit ride for residents living along 5600 West from 9400 S. to SLC International Airport, Downtown SLC, and other regional job centers. The service will include tools to improve travel time and reliability and enhanced passenger amenities.	2	-Transportation options	20.0	107.2	5479.5	67.9	6.5
	Recommended Funding Total			\$ 4,527,271			Available Funding	\$ 4,500,000	Requested Federal Funding	\$ 37,763,584			Total Project Estimated Cost			\$ 191,511,339					

DATE: May 11, 2023
AGENDA ITEM: 6a
SUBJECT: **ACTION:** Approve FY24 WFRC Goals, Budget, and Unified Planning Work Program (UPWP)
PREPARED BY: Marian Florence, Chief Financial Officer
Wayne Bennion, Director of Short Range Planning

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 2024.

The WFRC Budget Committee reviewed the suggested goals, draft budget and UPWP on March 6, 2023, and the Regional Council reviewed these three items at its meeting on March 23, 2023. The Regional Council made these available for review by the public and by the County Councils of Governments (COGs).

The proposed budget is the same as that proposed and reviewed in March, except for a final revenue adjustment of \$2,339 which reflects confirmed funding amounts from the FTA. In preparing this proposed budget, WFRC invited public comment and reviewed projections for Federal, State and Local revenues. Below is a description and list of the goals, a summary of the UPWP, and discussion about key aspects of the budget for Council approval.

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 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 FY24. The WFRC Unified Planning Work Program (UPWP) comprehensively lists all of WFRC's activities. These goals are for WFRC as an organization; they are not intended to be goals for the condition of the region. The [Wasatch Choice Vision](#) goals, as adopted by the Council, serve that purpose.

The proposed WFRC FY24 goals are as follows:

1. Collaboratively advance the Wasatch Choice 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 FY24 goals are similar to the FY23 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 an exhibit to this memo.

Unified Planning Work Program

The UPWP outlines the work tasks that WFRC will pursue during FY24 in collaboration with cities, counties, UDOT, UTA, and other partners. Among the primary tasks are assisting local communities with growth, transportation, and planning issues; initiating development of the 2027-2050 Regional Transportation Plan, Utah's Unified Transportation Plan, and Wasatch Choice Regional Vision; continuing efforts to update and implement the Transportation Improvement Program; assisting in the development of air quality plans; continuing to utilize and improve analytical capabilities; and engaging with the public and local, state, and federal officials.

Budget Overview

The overall budget proposed for FY24 remains virtually unchanged from the draft presented in March. The only adjustment was made to reflect the confirmed funding amounts from the Federal Transit Administration (an increase of \$2,339 which in turn affected the funding formula for matching transit sales tax funds). At WFRC, our original budget presented in the spring represents new or ongoing projects and funding anticipated for the coming fiscal year. We typically see modest growth in our core planning programs, and any major changes usually come from the completion or initiation of projects outside those two main areas. The percentage change noted in our budget references the FY23 budget approved in May 2022, and shows that the major differences for FY24 are in our contractual line item for the Household Travel Survey, Station Area Planning, and Safe Streets for All projects.

Expenditures:

The budget for FY24 shows a decrease of 19% below the FY2023 budget adopted in May of 2022. The decrease reflects the 2023 conclusion of the Household Travel Survey project and a recalibration of the budget for our efforts in Station Area Planning.

The FY24 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 FY24, we will continue to assess our needs 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 the addition of one new Community and Economic Development (CED) planner and a state-funded Local Government Administrator. The new CED planner is funded through increased federal funding from the multi-year Infrastructure Investment and Jobs Act (IIJA) and will allow WFRC to provide further technical planning assistance to our communities as Utah continues to confront the challenges associated with rapid growth. Consistent with past practice, the budget also includes an overall personnel line item increase of nine percent that functions as a cap for salary and employee benefit cost adjustments, including group health insurance. WFRC annually surveys peer organizations to remain consistent with cities, counties and the State of Utah with regards to COLA and merit increases.

Consultant contracts represent the second largest expenditure in the FY24 budget. The footnotes to the budget provide details of anticipated consulting contracts. The following are descriptions of three significant areas of consultant expense:

- The largest element of contractual expenditures (approximately \$2.4M in FY24) are for planning and technical assistance on Transportation and Land Use Connection (TLC) program projects funded with WFRC's federal Surface Transportation Program funds and contributions from UDOT, UTA, and Salt Lake County, as well as local matching funds. Some of the current TLC projects will not be completed before the end of FY23 and will be carried forward to FY24, with a budget amendment to be made in October 2023 when final accounting for FY23 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.
- Station Area Planning funds, provided pursuant to HB462 in 2022 by the Governor's Office of Economic Opportunity, are shared between MAG and WFRC to provide planning assistance to local communities as they develop the required Station Area Plans and update their general plans and zoning. A total of \$5M was allocated beginning in FY23 to support communities in developing plans for the 88 station areas in Utah; MAG and WFRC are collaborating to use this funding to bring all stations into compliance. We initially budgeted \$2.5M as a placeholder in FY2023; we now anticipate expending roughly \$1.5M in FY23; and we are budgeting \$1M in FY24.
- In January 2023, WFRC was awarded a Safe Streets and Roads for All (SS4A) grant to develop a region-wide Comprehensive Safety Action Plan. In consultation with several counties and cities within the WFRC area, development of this Safety Plan will occur throughout FY24 and ultimately enable local jurisdictions to apply for federal implementation grants upon completion of the plan. Safe Streets for All will use approximately \$731,900 in consulting expense in FY24.

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.

Revenues:

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 recent federal transportation funding reauthorization, the Infrastructure Investment and Jobs Act (IIJA), included overall increases in funding for transportation infrastructure. The IIJA also included increases in funding for planning work, through both the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). After that initial increase seen in our revenues in FY23, the annual funding levels are expected to remain approximately the same over the remaining few years of IIJA. The funding levels in the IIJA help the Regional Council keep pace with inflation, maintain financial stability, and provide meaningful service to the region.

The IIJA included an approximately 10% increase (approximately \$3.4M annually) in Surface Transportation Program (STP) funding, which is principally for transportation infrastructure improvements, with projects selected through an annual competitive regional process. Consistent with the regular practice of the WFRC Council, the FY24 budget continues to include a modest portion of the STP funding to support our overall planning work (2.7% of the total STP amount), and to support the TLC Program (2.6%).

The budget includes continuing federal funding from the Small Cities Community Development Block Grant (CDBG) program at \$50,000 a year. The budget also includes \$70,000 for the Wasatch Front Economic Development District (WFEDD). New anticipated revenues for FY24 include the Federal Safe Streets for All grant (\$969,000) as well as state funding provided for local community assistance at all Utah AOGs.

For WFRC FY24 the local county contributions increase by 4.86%. Consistent with WFRC policy, in WFRC FY24 the local county contributions increase by a factor representative of the change in the Consumer Price Index (CPI) averaged over the prior three completed WFRC fiscal years, July 31, 2019 through June 30, 2022. This projected increase supports the ongoing financial stability of WFRC.

EXHIBITS:

- FY24 WFRC goals
- Budget for FY24 and footnotes; the budget tables show multiple columns: for FY22 actual expenditures, the initial FY23 budget, October FY24 final budget including carry forwards from FY22, the FY23 estimated expenditures, and the FY24 budget. The tables compare the initial FY23 budget to the proposed FY24 budget.
- FY24 UPWP Summary

RECOMMENDATION AND MOTION:

The WFRC Budget Committee recommends and moves that the Council approve the WFRC goals, Unified Planning Work Program, and budget for FY24.

CONTACT INFORMATION:

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Fiscal Year 2024 Goals

1. Collaboratively advance the Wasatch Choice 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, housing, land use, economic development, and open space plans; (ii) implement their envisioned Wasatch Choice Vision centers; (iii) advance station area planning and certification; (iv) leverage public assets for healthier communities; (v) satisfy statutory requirements; and (vi) manage funding challenges, all while considering community preferences.
 - Provide high-quality data, tools, analysis, advice, and technical and financial resources.
 - Engage, inform, and facilitate collaboration among local governments, transportation agencies, and other public and private sector stakeholders.
- b. Communicate the needs and benefits of investment in Utah's multi-modal transportation system as reflected in Utah's Unified Transportation Plan.

2. Effectively administer ongoing plans and programs

- a. Continue the performance-based approach for WFRC plans and programs, including to: (i) monitor and share progress towards the adopted Wasatch Choice Vision goals; (ii) advance the use of "access to opportunities," locally, regionally, and nationally, as a measure for planning and programming; and (iii) promote inclusive engagement in transportation planning processes and equitable access to affordable and reliable transportation options.
- b. Continue coordination and development of the 2023-2050 Utah's Unified Transportation Plan.
- c. Create a strategy for the four-year development of the next Wasatch Choice Vision and Regional Transportation Plan (RTP), with focuses that include (i) policy approaches to complement planned investments; (ii) innovative funding and financing strategies; (iii) multi-modal connectivity; (iv) regional trail network planning; and (v) addressing external forces.
- d. Develop the 2025-2030 Transportation Improvement Program (TIP), compiling prioritized road, transit, and active transportation projects (adopt summer 2024).
- e. Provide funding and technical support to communities through WFRC programs including: Surface Transportation Program (STP), Congestion Mitigation and Air Quality Program (CMAQ), Carbon Reduction Program (CRP), Transportation Alternatives Program (TAP), Community Development Block Grant (CDBG), Transportation and Land Use Connection Program (TLC), and Station Area Planning Technical Assistance (SAP).
- f. Link economic opportunity with transportation and land use planning; pursue economic opportunities associated with the Wasatch Choice Vision, Utah's Coordinated Action Plan for Economic Vision 2030, and the 2023-2028 Regional Comprehensive Economic Development Strategy (CEDS).

MISSION STATEMENT

The Wasatch Front Regional Council builds consensus and enhances quality of life by developing and implementing visions and plans for a well-functioning multi-modal transportation system, livable communities, a strong economy, and a healthy environment.

ROLES

To accomplish our mission, the Wasatch Front Regional Council serves the following roles.



Convener

We facilitate collaboration with our communities and partners.



Technical Expert

We are trusted subject-matter experts.



Planner

We proactively plan for the future of our region.



Implementer

We put visions and plans into action.

3. Provide subject-matter expertise to federal, state, and local officials and policymakers

- a. Coordinate with local, regional, state, and federal government partners to compete for discretionary grant programs, effectively implement provisions of the Infrastructure Investment and Jobs Act (IIJA), and advance federal transportation policies and strategies.
- b. Promote multi-modal transportation infrastructure investments and evaluate infrastructure funding and financing strategies at the national, state, regional, and local levels.
- c. Collaborate with local governments and transportation agencies to develop a comprehensive safety action plan that will facilitate local government abilities to obtain and dedicate additional resources to safety improvements.
- d. Advance the alignment of transportation policy and investment with housing, economic development, air quality, and land use decisions.
- e. Enhance forecasting and modeling of travel behavior and land use markets, including (i) preparing for the 2023/24 Household Travel Survey; and (ii) improving modeling of transportation mode choices and impact of urban form on travel behavior.
- f. 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 (Long-Range Transit Plan; FrontRunner Forward, Future of LRT, and Mobility Hubs); multi-city active transportation plans; a variety of corridor studies linking roadways and land use, planning for housing choices and affordability; major roadway environmental work, such as the I-15 EIS - Farmington to Salt Lake City; planning for the Olympics; regionally significant water utilization planning; and the Guiding Our Growth statewide growth conversation.
- g. Improve air quality by assisting communities, households, and partners in their efforts to reduce emissions through transportation choices, development patterns, and technological changes.

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 through performance evaluations. Encourage priority professional development opportunities. Update employee compensation and performance evaluation practices as needed to ensure market competitiveness.
- c. Ensure compliance with applicable laws, regulations, and best practices.
- d. Maintain an appropriate balance between telecommuting and on-site office work.

Wasatch Choice Regional Goals



Access to economic and educational opportunities



Manageable and reliable traffic conditions



Quality transportation choices



Livable and healthy communities



Safe, user friendly streets



Clean air



Housing choices and affordable living expenses



Fiscally responsible communities and infrastructure



Ample parks, open spaces, and recreational opportunities



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

Fiscal Year 2023~~4~~ Goals

1. Collaboratively advance the Wasatch Choice 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, housing, land use, economic development, and open space plans; (ii) ~~align with their Wasatch Choice Vision~~ **implement their envisioned Wasatch Choice Vision centers**; (iii) ~~develop station area plans~~ **advance station area planning and certification**; (iv) ~~further leverage public assets for healthier communities~~; (v) satisfy statutory requirements; and (vi) manage funding challenges, all while ~~addressing community concerns and recovering and transitioning from the pandemic~~ **considering community preferences**.
 - Provide high-quality data, tools, analysis, advice, and technical and financial resources.
 - Engage, inform, and facilitate collaboration among local governments, transportation agencies, and other public and private sector stakeholders.
 - b. Communicate the needs and benefits of investment in Utah's multi-modal transportation system as reflected in Utah's Unified Transportation Plan.
2. Effectively administer ongoing plans and programs
 - a. Continue the performance-based approach for WFRC plans and programs, including to: (i) monitor and share progress towards the adopted Wasatch Choice **Vision** goals; (ii) advance the use of "access to opportunities," **locally**, regionally, and nationally, as a measure for planning and programming; and (iii) promote inclusive engagement in transportation planning processes and equitable access to affordable and reliable transportation options.
 - b. **Continue coordination and development of the 2023-2050 Utah's Unified Transportation Plan.**
 - c. ~~Adopt the Wasatch Choice Vision's 2023-2050 Regional Transportation Plan (RTP)~~ **Create a strategy for the four-year development of the next Wasatch Choice Vision and Regional Transportation Plan (RTP)**, with focuses that include (i) **Vision-supportive** policy approaches to complement planned investments; (ii) innovative funding and financing strategies; (iii) ~~phasing and application of financial constraint to projects~~ **multi-modal connectivity**; (iv) ~~incorporation into the 2023-2050 Utah's Unified Transportation Plan~~ **regional trail network planning**; and (v) **addressing external forces**.
 - d. Develop the ~~2024⁵-2029³⁰~~ Transportation Improvement Program (TIP), compiling prioritized road, transit, and active transportation projects (adopt summer 2023~~4~~).
 - e. Provide funding and technical support to communities through WFRC programs including: Surface Transportation Program (STP), Congestion Mitigation and Air Quality Program (CMAQ), Carbon Reduction Program (CRP), Transportation

Alternatives Program (TAP), Community Development Block Grant (CDBG), Transportation and Land Use Connection Program (TLC), and Station Area Planning Technical Assistance (SAP).

- f. ~~Implement the regional 2018-2023 Comprehensive Economic Development Strategy (CEDS), linking~~ Link economic opportunity with transportation and land use planning, ~~working through the Wasatch Front Economic Development District (WFEDD). Complete the four year update of the CEDS;~~ pursue economic opportunities associated with the Wasatch Choice Vision, Utah's Coordinated Action Plan for Economic Vision 2030, and the 2023-2028 Regional Comprehensive Economic Development Strategy (CEDS).
3. Provide subject-matter expertise to federal, state, and local officials and policymakers
 - a. ~~Work with national associations and Utah partners to implement transportation funding and policies in the federal infrastructure law, including (i) coordinate with local, regional, and state governments to compete for discretionary grants; (ii) shape USDOT regulatory and policy implementation of the law.~~ Coordinate with local, regional, state, and federal government partners to compete for discretionary grant programs, effectively implement provisions of the Infrastructure Investment and Jobs Act (IIJA), and advance federal transportation policies and strategies.
 - b. ~~Advance~~ Promote multi-modal transportation infrastructure funding investments and evaluate infrastructure funding and financing strategies at the national, state, regional, and local levels.
 - c. Collaborate with local governments and transportation agencies to develop a comprehensive safety action plan that will facilitate local government abilities to obtain and dedicate additional resources to safety improvements.
 - d. Advance the alignment of transportation policy and investment with housing, economic development, air quality, and land use decisions.
 - e. Enhance forecasting and modeling of travel behavior and land use markets, including (i) preparing for the 2022/23~~23/24~~ Household Travel Survey; and (ii) improving modeling of transportation mode choices and impact of urban form on travel behavior.
 - f. 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 (Long-Range Transit Plan; Frontrunner Forward, Point of the Mountain Transit, Local Link, Future of LRT, and Mobility Hubs); multi-city active transportation plans; a variety of corridor studies linking roadways and land use, planning for housing choices and affordability; ~~+15 statewide analysis~~ major roadway environmental work, such as the I-15 - Farmington to Salt Lake City and Bangerter Highway State Environmental Studies; planning for the Olympics; regionally significant water utilization planning; and the Guiding Our Growth statewide growth conversation.
 - g. Improve air quality by assisting communities, households, and partners in their efforts to reduce emissions through ~~technological changes~~, transportation choices, development patterns, and technological changes.

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. Update employee compensation and performance evaluation practices as needed to ensure market competitiveness.
- 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 efficiency in office work and gatherings, while maintaining the human connection from physical proximity.~~ **Maintain an appropriate balance between telecommuting and on-site office work.**

DRAFT

Draft							
Wasatch Front Regional Council FY 2024 Budget							
Expenditure by Function							
Expenditure	June, 2022 FY 2022 Actual	May, 2022 FY 2023 Initial Budget	October, 2022 FY2023 Final Budget	YE estimate FY 2023 Estimated	May, 2023 FY 2024 Proposed Budget		Footnote
Salaries/Employee Benefits	4,153,854	5,020,111	5,020,111	4,710,218	5,454,053	9%	1
Contractual	2,301,285	7,114,033	11,005,430	7,277,899	4,319,800	-39%	2
Audit and Accounting	11,034	19,318	19,318	14,000	20,000	4%	3
Dues	38,673	29,009	30,508	30,000	30,000	3%	4
Equipment Depreciation	69,235	107,046	10,000	0	0	-100%	5
Equipment Maintenance	45,475	64,851	64,851	64,851	65,000	0%	
Insurance	11,358	13,043	15,500	15,199	16,500	27%	
Legal	0	10,000	50,000	45,000	20,000	100%	6
Printing and Publication	0	11,600	11,600	1,000	5,300	-54%	7
Rent	437,477	438,721	448,721	447,930	468,667	7%	
Supplies/Software/Subscriptions	95,689	136,150	330,667	231,464	190,538	40%	8
Telephone/Data	32,794	38,359	38,359	36,806	40,000	4%	
Training and Travel	85,122	162,620	188,670	142,420	163,377	0%	9
Total Expenditures	7,281,996	13,164,861	17,233,735	13,016,787	10,793,235	-18%	
Amounts expected to carry into next FY	-268	122,769	161,818		33,644		
TOTAL	7,281,728	13,287,630	17,395,553	13,016,787	10,826,879	-19%	10
Expenditure by Program							
Program	FY 2022 Actual	FY 2023 Initial Budget	FY2023 Final Budget	FY 2023 Estimated	FY 2024 Proposed Budget		
Consolidated Transportation Planning Grant	4,413,207	5,732,362	5,789,467	4,718,774	5,767,437	1%	11
Transportation & Land Use Connection	1,976,815	2,422,874	4,533,898	3,383,773	2,435,721	1%	12
Household Travel Survey	0	1,740,000	1,740,000	1,740,000	0	-100%	13
Economic Development	99,140	140,000	169,389	169,389	140,000	0%	14
Statewide CEDS			100,000	100,000	0	0%	14
Local Government - Other	45,485	118,706	391,480	134,265	134,971	14%	15
Model Development	135,996	145,687	145,687	108,652	147,550	1%	16
Joint Projects	0	0	270,770	252,184	0		17
Legislative Consulting	146,000	146,000	146,000	146,000	146,000	0%	
CDBG - Tooele	50,000	50,000	50,000	50,000	50,000	0%	
Mobility Management	2,840	10,000	10,000	10,000	10,000	0%	
Tooele Valley RPO	9,630	10,000	19,913	10,000	10,000	0%	
Morgan RPO	4,203	10,000	9,605	9,605	10,000	0%	
Community Impact Board	2,000	2,000	2,000	2,000	2,000	0%	
Davis County Prop 1 Assistance	0	10,000	20,000	20,000	10,000	0%	
EDA CARES Act	394,756		0	0	0		
Community Development Activities (IHC)	1,655	250,000	498,345	498,345	0	-100%	18
Station Area Planning	0	2,500,000	2,530,000	1,500,000	1,000,000	-60%	19
Safe Streets for All		0	969,000	163,800	805,200	100%	20
Local Government Admin					158,000	100%	21
TOTAL EXPENDITURES	7,281,728	13,287,630	17,395,554	13,016,787	10,826,879	-19%	10
Source of Funds							
	FY 2022 Actual	FY 2023 Initial Budget	FY2023 Final Budget	FY 2023 Estimated	FY 2024 Proposed Budget		
Federal Sources:							
Federal Highway Administration - PL	2,345,273	3,144,917	3,144,998	2,155,978	3,141,111	0%	22
Federal Highway Administration - STP	2,016,640	3,164,761	4,324,152	2,714,203	2,436,258	-23%	23
Federal Highway Administration - SS4A			775,200	0	775,200		20
Federal Transit Administration	679,056	889,096	889,096	889,096	891,435	0%	24
Dept. of Housing and Urban Development	50,000	50,000	50,000	50,000	50,000	0%	25
Economic Development Administration	444,326	70,000	184,694	184,694	70,000	0%	14

Total Federal Sources	5,535,295	7,318,774	9,368,140	5,993,971	7,364,004	1%	
State Sources:							
Utah GOPB (CPG match)	140,000	290,000	290,000	290,000	290,000	0%	26
GOPB Local Government Advisor					158,000	0%	21
Community Impact Board	2,000	2,000	2,000	2,000	2,000	0%	
UDOT - TLC	324,406	315,000	641,816	641,816	315,000	0%	27
UDOT - Joint Projects	9,017	0	88,166	80,000	0	0%	17
UDOT - Model Development	81,900	100,512	100,512	92,597	107,712	7%	16
UDOT - Safe Streets for All			30,000	0	30,000		20
UDOT - Household Travel Survey			400,091	400,091	0		13
UT/GOEO - Station Area Planning		2,500,000	2,500,000	1,500,000	1,000,000	-60%	19
Total State Sources	557,323	3,207,512	4,052,585	3,006,504	1,902,712	-41%	
Local Sources:							
Dedicated Project Funds	270,789	1,694,364	2,616,873	2,628,355	689,418	-59%	28
MAG - Joint Projects	0	0	50,982	55,982	0	0%	17
UTA - TLC	181,395	262,500	344,924	344,924	300,000	14%	27
UTA Joint Projects	0	0	100,547	125,547	0	0%	17
UTA - Transit Sales Tax	162,174	219,774	276,798	276,798	219,774	0%	29
Local Contribution	324,750	334,706	334,706	334,706	350,971	5%	30
Donation (Intermountain Healthcare)	250,000	250,000	250,000	250,000	0	-100%	18
Total Local Sources	1,189,108	2,761,344	3,974,830	4,016,312	1,560,163	-43%	
TOTAL SOURCES	7,281,726	13,287,630	17,395,556	13,016,787	10,826,879	-19%	10
Local Contributions							
	FY 2022	FY 2023	FY2023	FY 2023	FY 2024		
County	Actual	Initial Budget	Final Budget	Estimated	Proposed Budget		
Box Elder, 1 voting member	13,406	13,755	13,755	13,755	14,423	4.86%	30
Davis, 4 voting members	71,502	73,361	73,361	73,361	76,926	4.86%	30
Morgan, 1 voting member	13,128	13,755	13,755	13,755	14,423	4.86%	30
Salt Lake, 8 voting members	143,001	146,719	146,719	146,719	153,850	4.86%	30
Tooele, 1 voting member	13,406	13,755	13,755	13,755	14,423	4.86%	30
Weber, 4 voting members	70,307	73,361	73,361	73,361	76,926	4.86%	30
TOTAL	324,750	334,706	334,706	334,706	350,971	4.86%	30

FY24 Budget Footnotes

1. The FY24 budget for salaries/benefits assumes: 1) full staffing for the existing 30 positions; 2) the addition of one new Community and Economic Development (CED) planner funded through additional federal funds; 3) the addition of one new Local Government Administrator funded through additional state funds (see footnote 21); 4) a 9% overall increase that functions as a cap for salary and employee benefit cost adjustments, including group health insurance. In FY23 actual salary and benefits expenditures are estimated to be lower than budgeted due to staff vacancies that were filled later in the fiscal year than anticipated.
2. FY24 Contractual includes the following anticipated activities (this list is preliminary and subject to refinement):
 - a. \$75,000 – External Forces and Policies
 - b. \$50,000 – Regional Micro-Mobility
 - c. \$5,000 – Regional Freight Demonstration/Follow Up
 - d. \$15,000 – Utah's Unified Transportation Plan Financial Model
 - e. \$50,000 – Golden Spoke II Statewide Trails
 - f. \$60,000 – Progress Monitoring System: methods and GUI customization
 - g. \$40,000 – Induced Demand in RTP Analytics and Decision-making
 - h. \$150,000 – Planning studies undesignated
 - i. \$20,000 – GIS technical work
 - j. \$75,000 – Communications and public outreach
 - k. \$50,000 – Website redesign
 - l. \$10,000 – Internal audit and HR consulting
 - m. \$146,000 – State and federal legislative consulting
 - n. \$1,653,306 – Transportation and Land Use Connection program

The contractual line at WFRC varies significantly in different phases of our budgeting process. The original budget accounts for new projects anticipated in the coming fiscal year, and the October budget amendment (reflected here in the FY23 final budget) expands to include any projects initiated before the fiscal year and still in progress. For FY23, the budget included significant funds in TLC program and joint projects carried forward from the previous year, as well as significant new projects such as the Household Travel Survey (footnote 13), Station Area Planning (SAP) (footnote 19), and Safe Streets for All (footnote 20). Significant expenses that were new for FY23 (as shown in the increase between FY22 actuals and the FY23 estimates) included the SAP and Household Travel Survey. Some budgeted expenditures will carry forward into FY24 and will be included in the October 2023 budget amendment. This is typical for this organization. The FY24 budget is 39% below the FY23 initial budget, reflecting the completion of the Household Travel Survey in FY23 and the recalibrated budget for the SAP program.

3. Actual FY23 accounting costs were as anticipated. With a new auditor engaged for FY24, audit expenses are expected to increase, but the budget remains level.

4. Dues and subscriptions are for memberships to various professions organizations such as National Association of Regional Councils and Association of Metropolitan Planning Organizations.
5. With the FY23 adjustment to the capitalization threshold from \$1000 to \$5000, there are no new anticipated items to depreciate.
6. WFRC budgets an amount each year for contingent legal expenses. For FY24, this amount has been increased to reflect increased market costs. Expenses for FY23 were higher than originally budgeted because of additional legal work conducted to confirm the WFRC approach and process related to the final adoption of the RTP. These costs were unusual, and not likely to occur in FY24.
7. The amount shown for Printing and Publications is for the printing of project reports, brochures, etc. With more of this being done electronically, this line has been reduced.
8. As part of the Household Travel Survey, WFRC is purchasing Streetlight Data, which increased this line. This was mostly purchased in FY23, and there remains one installment for FY24. Other costs are as usual: accounting and GIS software, office supplies, and other project materials.
9. Travel and training budgets reflect estimates based on FY23 actuals, and may be adjusted as more professional development opportunities continue to return to pre-pandemic levels.
10. The overall budget decreases slightly from FY23 anticipated expenditures. This is largely due to the Household Travel Survey completion (footnote 13) and the significant progress on Station Area Planning during FY23. The large decrease from the final FY23 budget to original FY24 budget is due to the fact that in our original budget we primarily budget for anticipated new projects. The final FY23 budget reflected here includes all projects that were budgeted in FY22 and carried forward to FY23; a similar amendment in October 2023 will be proposed to reflect ongoing projects initiated and budgeted in FY23 that carry forward into FY24.
11. The Consolidated Transportation Planning Grant is the “program” funded from several, mostly federal sources, that covers much of WFRC’s core planning work. The increase from FY22 to FY23 includes projects that were not completed before the end of FY22 and were carried forward to FY23. The FY24 budget is based on the FY24 Unified Plan Work Program and again includes some multi-year projects, as well as the salary and benefits noted in footnote 1.
12. The Transportation and Land Use Connection (TLC) program reflects the multi-year nature of most of the TLC projects. FY23 included TLC program projects that were in process at the end of FY22 but not completed prior to fiscal year end and were carried forward and fully budgeted in FY23. Therefore, the FY23 budgeted figure includes both projects carried forward from FY22 and new program funds in FY23. Many of these projects now budgeted in FY23 will not be completed prior to fiscal year FY23 and will

carry forward to FY24. The current FY24 proposed budget figure represents the annual contributions to the program plus anticipated local match. An amendment to the FY24 budget will be made in October 2023 after the close out of FY23 to reflect these ongoing projects that are expected to be completed in FY24.

13. The Household Travel Survey, a joint project between WFRC and many partners including UDOT and several AOGs, is expected to conclude at the end of FY23.
14. WFRC will continue to receive \$70,000 per year from the federal Economic Development Administration (EDA) for a Planning Partnership grant to support the Wasatch Front Regional Economic Development District. The FY22 actual number includes the EDA CARES ACT funding that was specific to that year, and the FY23 numbers represent the final expenditures of the previous three-year planning grant. A substantial part of this grant was a consulting contract for the five-year Comprehensive Economic Development Strategy (CEDS) which was not initiated until FY23. Also included in FY23 is a \$100,000 one year grant from the EDA administered by the Governor's Office of Planning and Budget for Statewide CEDS planning efforts.
15. Local Government Other uses funds from local contributions for expenditures that do not qualify for other funding. For example, WFRC may use these funds for planning projects in non-urbanized areas that do not qualify for the federal planning dollars allocated to WFRC as a Metropolitan Planning Organization.
16. WFRC partners with UDOT and Mountainland Association of Governments (MAG) for costs associated with Model Development. The portion WFRC receives from MAG is included in Dedicated Project Funds (see footnote 28).
17. Joint projects are those projects WFRC engages in that include support from UDOT, UTA and Mountainland Association of Governments (MAG). For FY23, an additional joint project provided more revenue than budgeted. Specific projects are not yet known for FY24; the budget will be amended for any projects that arise in FY24.
18. Intermountain Healthcare provided a donation of \$500,000 in two annual installments of \$250,000 in FY22 and FY23 for community development activities including, but not limited to: public assets development, local technical assistance, and social determinants of health. These projects are ongoing and will likely continue into FY24, and it is therefore anticipated that a budget adjustment will be made in October 2023 that will reflect these ongoing projects.
19. Station Area Planning funds, provided pursuant to HB462 (2022) by the Governor's Office of Economic Opportunity, are shared between MAG and WFRC to provide planning assistance to local communities as they develop the required Station Area Plans and update their general plans and zoning. A total of \$5M was allocated beginning in FY23 to support communities in developing plans for the 88 station areas in Utah; MAG and WFRC are collaborating to use this funding to bring all stations into

compliance. We initially budgeted \$2.5M as a placeholder in FY2023; we now anticipate expending roughly \$1.5M in FY23; and we are budgeting \$1M in FY24.

20. The Safe Streets for All federal grant was awarded in January 2023, a total of \$969,000 as requested and anticipated in the FY23 budget. The grant agreement will be signed at the end of FY23, with work beginning in FY24. The total federal contribution of \$775,200 is recorded in FY24 and will be matched at required levels by WFRC local funds and a \$30,000 contribution from UDOT. The FY24 original budgeted amount is the remainder after the required local match recorded in FY23.
21. Beginning in FY24, the Governor's Office of Planning and Budget proposes to provide \$158,000 to each Association of Governments (AOG) in Utah. This new state-funded program is proposed to provide administrative support to small cities and towns without administrative staff. WFRC currently has 14 small cities and towns without this administrative support.
22. Federal Highway Administration PL funds are the base federal planning funding provided to MPOs. The increase in PL funds from FY22 actual to FY23 budget included costs for additional Community and Economic Development staff as well as consulting contracts that were not completed by the end of FY22 and were carried forward to the FY23 budget. The estimated FY23 expenditures are lower than anticipated due to staffing vacancies that were filled later in the year than expected and consulting contracts that are not expected to be completed by the end of FY23 and will carry forward into the next fiscal year. The Council typically amends its budget in October of each year when the final accounting is completed to include those contracts in process. This is a reflection of the multi-year nature of many of WFRC's projects.
23. The FY23 budget included Surface Transportation Program (STP) funds for projects that were awarded in that year plus projects that were carried forward from FY22. The FY23 estimated expenditures reflect some projects that are not expected to be completed by the end of FY23 and will carry forward into FY24. The initial budget for FY23 was higher than FY24 because of the inclusion of STP funds for the Household Travel Survey, which will conclude in FY23. The Council typically amends its budget in October of each year when the final accounting is completed to include those contracts in process. This is a reflection of the multi-year nature of many of WFRC's projects.
24. Federal Transit Administration funding includes \$881,435 in funds for the Consolidated Planning Grant (CPG) program and \$10,000 for Mobility Management through UTA. This is the current estimate, and may be adjusted in our October amendment.
25. WFRC will continue to receive \$50,000 each year to assist small cities to apply for Community Development Block Grant (CDBG) funds.
26. The Governor's Office of Planning and Budget has provided \$140,000 each year as a match to the CPG program. An additional \$150,000 of ongoing funding was approved

during the 2022 Utah State Legislative Session to support technical planning assistance for local communities.

27. Utah Department of Transportation (UDOT) and Utah Transit Authority (UTA) provide ongoing funding for the TLC program, at annual rates that are agreed upon by multi-year agreements (\$315,000 from UDOT and \$300,000 from UTA through FY25). The variance from year-to-year reflects ongoing TLC projects that do not complete before the end of a fiscal year and are carried forward to the next fiscal year. It is anticipated that an adjustment will be made in October 2023 that will reflect these ongoing projects.

28. FY24 Dedicated Project Funds include:

- | | |
|--------------|--------------------------------------------------|
| a. \$10,000 | – Local funds for Tooele Valley RPO |
| b. \$39,839 | – Model Development (MAG) |
| c. \$10,000 | – Local funds for Morgan RPO |
| d. \$300,000 | – Salt Lake County for TLC program |
| e. \$318,995 | – Local match for TLC awarded projects |
| f. \$10,000 | – Davis County local option sales tax assistance |

Note that in FY23, the Household Travel Survey partner contributions were included, making the total about \$1M higher that year (see footnote 13). With the addition of a few new joint projects in FY23, we received slightly more dedicated project funds than budgeted in October.

29. Transit Sales Tax funds from UTA are used to match the Federal Transit Administration Section 5303 funds and to fund specific activities to support transit planning and implementation efforts.

30. Consistent with WFRC practice, the FY24 budget includes a 4.86% increase in local contributions. This increase represents a three-year average of the change in Consumer Price Index as measured from July 2019 through June 2022.

SUMMARY OF
DRAFT FY 2024 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 Planning 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) 2024 UPWP and budget amendments
- FY 2025 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)
- Monitoring of WFRC's expenditures of Planning (PL), Surface Transportation Program (STP), and FTA Section 5303 funds
- Participation in WFRC's Trans Com and Regional Growth Committees and their supporting sub-committees

- Coordination in finalizing the 2023-2050 Unified Transportation Plan
- Assistance in developing the FY 2025 UPWP
- Coordination of CMAQ Performance Plans with WFRC
- Coordination with the Transportation and Land Use Connection Program
- Participation in special studies in the region
- Collaboration in the Statewide Household Travel Survey
- Implementation of corridor plans that include local communities' transportation solutions
- Implementation of state legislative directives

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)
- Small Area Studies
- Service Implementation
- Microtransit Pilot Program Evaluations
- Tooele Electrification / FTA Low-No Project Delivery
- Service Design Guidelines
- Bus Stop Implementation
- Transit Financial Plan (TFP)/Scenario Tool
- Route Restoration and Equity Index
- Wayfinding Signage and Bus Stop Improvement Program
- Real-time Digital Signage for Bus
- Mobile Trip Planning
- On-Board Survey
- TechLink Corridor Study
- Transit Oriented Development (TOD)/Station Area Planning
- Safety 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 Modeling
- SRD Grant for Suicide Prevention

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, individuals with disabilities, persons with low income, and veterans, and to those agencies that perform work on their behalf.

To increase coordination between human service transportation providers through technology and policy initiatives in order to maximize the transportation options available to transportation disadvantaged populations.

ANTICIPATED PRODUCTS:

- Sustainable Local Coordinating Councils (LCCs) in Davis, Salt Lake, Tooele, Utah, and Weber counties to improve outreach and provide guidance on implementing local projects and partnerships
- 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
- Electronic voucher (eVoucher) program functioning for public use
- 5310 Grant subrecipient site visits
- Coordination with UDOT through the Utah Urban & Rural Specialized Transit Association (URSTA)
- United Way 211 “critical accessible trips” project operations
- Updated 5310 Grant section on the UTA website

C. LONG RANGE PLANNING

C.1 REGIONAL TRANSPORTATION PLAN

OBJECTIVES:

To continue to cooperate and coordinate with Utah's three other 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 Vision, amendments to the WFRC Regional Transportation Plan: 2023-2050 (2023-2050 RTP), completion of the Utah's Unified Transportation Plan 2023-2050, and development of the WFRC Regional Transportation Plan: 2027-2050 (2027-2050 RTP).

To review, discuss, and incorporate all existing and new federal requirements found in national surface transportation authorization legislation, including the Infrastructure Investment and Jobs Act (IIJA).

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

To continue to develop and refine WFRC's regional transportation planning process to ensure that the Wasatch Choice Vision is incorporated into the overall 2027-2050 RTP process with local communities, transportation partners, and stakeholders.

To increase active transportation emphasis in the 2027-2050 RTP through improved cost and revenue estimation, funding identification, and facility identification, including sidewalks, that increases the number of trips taken by biking or walking.

To increase access to transit services by people walking or biking through transportation-partner-coordinated identification of priority first-/last-mile infrastructure projects.

To continue to refine RTP performance measures, to evaluate individual and system-level improvements throughout the 2027-2050 RTP development process, to set appropriate performance measure targets, and monitor progress towards the Wasatch Choice Vision.

To develop shared approaches to address local and regional disruptive technologies and external uncertainties, including climate change and resiliency.

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

To increase and coordinate efforts in planning related to safety for all road users with the most relevant and up to date data and tools, especially as it relates to vulnerable road users such as pedestrians and cyclists.

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 2023-2050 RTP.

To initiate coordination and communications efforts for Utah's Unified Transportation Plan 2027-2050.

ANTICIPATED PRODUCTS:

- Initial development of the 2027-2050 RTP, including enhanced consideration of the following:
 - Innovative funding and financing strategies
 - Multi-modal project evaluation
 - External forces and policies (e.g. connected and autonomous vehicles, telecommuting, road usage charge, micro mobility)
 - Policy approaches to complement planned investments
 - Equity and impacts to underserved and underrepresented communities
 - Planning and environmental linkages, including risk and resiliency
 - Safety data and tools
 - Regional and local freight focus
- A new Utah's Unified Transportation Plan 2023-2050, coordinated among Utah's four MPOs, FHWA, FTA, UDOT, UTA, and other interested agencies
- Amendments to the 2023-2050 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 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.

To improve the resiliency of the region's economic, environmental and social systems by addressing external forces and uncertainties.

To utilize a performance-based approach to planning, including using performance measures to inform interim decisions.

ANTICIPATED PRODUCTS:

- Refinement of the Wasatch Choice integrated transportation, land use, and economic opportunity regional blueprint.
- Incorporation of community and economic development considerations into the region's *transportation* planning and programming processes.
- Incorporation of transportation and community development considerations into the region's *economic development* planning.
- Incorporation of regional transportation considerations into the region's *community development* planning 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 parks, public spaces, and critical lands considerations into the Wasatch Choice 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 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 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 area of planning through WFRC programs such as the Transportation and Land Use Connection (TLC) and Station Area Planning (SAP).

ANTICIPATED PRODUCTS:

- The TLC program administration and technical assistance
- SAP technical assistance and certification

- Inventory of community general plans
- Planning assistance and coordination, generally

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.

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)
- Promotion of Transportation Demand Management (TDM) and Transportation System Management (TSM) strategies
- Incorporation of Congestion Management in the RTP and TIP
- Incorporation of UDOT's Pavement and Bridge Management System results in the Transportation Improvement Program (TIP)
- Incorporation of Safety Improvements in the RTP and TIP
- Comprehensive Safety Action Plan

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 To Transit Plan (AT3P)
- FrontRunner Forward
- Transit Oriented Development (TOD) Implementation
- Transit Signal Priority (TSP) Implementation
- Bus Speed and Reliability Program
- Fare Collection Technology Study
- Paratransit Study

- 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, the Transportation Alternatives Program, and the Carbon Reduction 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 active transportation, 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, Transportation Alternatives Program (TAP), and Carbon Reduction Program (CRP)
- A six-year Transportation Improvement Program containing highway, transit, and other modal projects programmed for the region
- Support for project implementation and completion
- Listings of obligations of federal highway and transit funds for fiscal year 2023

E. PROJECT COORDINATION AND SUPPORT

E.1 UDOT ENVIRONMENTAL STUDIES

OBJECTIVES:

To accomplish environmental analysis requirements for federal approval of regional highway facilities.

To provide technical support to environmental studies and ensure that planning work is considered in them. WFRC will also provide general support to these projects through other elements of the UPWP.

ANTICIPATED PRODUCTS:

- I-15 Farmington to Salt Lake City Environmental Study
- US-89/I-84 Interchange Environmental Study
- I-84 Mountain Green Interchange 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:

- Davis - SLC Community Connector
- Point of the Mountain Transit
- S-Line Extension
- 5600 West Westside Express
- 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, in order to best support regional planning analysis and decision-making.
- To support internal and external application of the WF TDM and REMM models for project-level studies and scenario evaluations throughout the region, including providing training opportunities to transportation agency staff and private sector consultants.
- To increase the quality, consistency, transparency, and ease of use of model-related tools and their output.
- To increase coordination and team building across the model user community.
- To implement best practices in model development and application given available resources.

ANTICIPATED PRODUCTS:

Model Coordination

- Continued stakeholder engagement in modeling decisions through the existing Interagency Model Policy Committee (IMPC) and Interagency Model Technical Committee (IMTC)

Travel Data Development & Visualization

- Finalization, and appropriate dissemination of 2023 Household Travel Survey student and household summary datasets, and reports for transportation partners, researchers and general audiences
- Continued collaboration with UDOT, UTA and MPO partners to utilize commercial “big data” origin/destination datasets in support of WF TDM calibration and validation
- Continued development of automated desktop and web-accessible tools to translate output of the models into formats that better support map-based and other visual assessment, calculation of performance measures, and the general use of these information resources
- Published updates to official travel volume forecasts that factor in the phased, fiscally constrained projects in the 2023 RTP and the associated updated socioeconomic forecasts
- Preliminary multi-modal TDM network and microzone set
- Updated 2023 seasonal traffic factors and comprehensive speed data set

WF TDM

- Documentation for v9.0, including quality control tests and standardized model reports and web-based visualization tools
- Begin enhancements toward a future update release of the WF TDM (v9.1)
- Begin research on the following future enhancements to the WF TDM
- Application of the WF TDM to various transportation and other regional planning projects

REMM

- Continued implementation of peer review panel recommendations (August 2019) for enhancements to REMM 1.1 model structure, input data, visualization of results, model transparency, and collaboration with other MPO's
- 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 regional analyses
- Incremental improvements to the REMM model structure and coefficients
- Application of the REMM to various transportation and other regional planning projects
- Addition of Brigham City, Perry, and Willard area in Box Elder County into REMM's geographic coverage area, *pending anticipated 2023 MPO planning area boundary updates*

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 State Implementation Plan (SIP) for air quality.

To identify and help implement strategies for improving air quality in the region.

ANTICIPATED PRODUCTS:

- Conformity determinations for the TIP, RTP, and any amendments
- Technical support for air quality analysis and SIP development
- Regular meetings of the Interagency Consultation Team
- Air quality performance measures and reporting
- CMAQ Performance Plan and Targets

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 the decennial and American Community Survey data products that are accessible and utilized within this region.

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

ANTICIPATED PRODUCTS:

- Continued availability of official Traffic Analysis Zone (TAZ) and city-scale socioeconomic projections – as GIS-ready datasets and interactive web maps that support long range planning in transportation and other fields
- Analysis of socioeconomic data and forecasts
- Input to short-range programming, long-range planning, and air quality analyses
- Continually updated REMM land use model base year data set
- Trip 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

The GIS work described in this section relates to the federal planning emphasis area of “data in transportation planning.”

OBJECTIVES:

To serve partners and the region 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 promote visualization of regional map-based information using interactive web map applications.

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

To empower Geographic Information System (GIS) users to more easily retrieve data and create maps for analysis and decision-making support.

ANTICIPATED PRODUCTS:

- Geospatial datasets, spatial analysis, and interactive maps in support of the Wasatch Choice Vision, Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), Transportation and Land Use Connection (TLC) program goals and activities, and communication of results from the 2023 Household Travel Survey project.
- Updated GIS map layers and interactive web maps depicting mobility, access to opportunities, and other key regional performance metrics from the Wasatch Front travel demand model (WF TDM) and Real Estate Market Model (REMM) land use model.
- Up-to-date GIS input datasets for the WF TDM and REMM models, including continued updates to base year parcels, housing and employment information, and local land use policy and plans, and to the processes designed to support keeping these input datasets current.
- Geospatial datasets, spatial analysis, and maps in support of relevant community issues and needs, such as housing 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 users in a variety of data formats including streaming web connections.
- A WFRC GIS database organizational and operational plan that will streamline the collection, processing, storage, and dissemination of GIS data

- A comprehensive update of the existing and planned additions to the on- and off-street bicycle network, working from the most recent aerial photography and local active transportation plans
- An Equity focus areas (EFAs) interactive map explaining and depicting WFRC's updated, EFA geographic zones
- Updated existing conditions interactive map for the region (and retirement of the current version)
- 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 update the Tooele Valley Regional Long Range Transportation Plan and advance transportation priorities for Tooele Valley.

To provide a public involvement process.

ANTICIPATED PRODUCTS:

- Refinements to the Tooele Valley Regional Long Range Transportation Plan
- Updated priorities for consideration in the Statewide Transportation Improvement Program
- A public involvement process

G.6 MORGAN COUNTY RURAL PLANNING ORGANIZATION

OBJECTIVES:

To work with local governments and UDOT to provide a structured transportation planning process for Morgan County.

To develop a Morgan County Long-Range Transportation Plan and advance transportation priorities for Morgan County.

To provide a public involvement process.

ANTICIPATED PRODUCTS:

- Refinements to the Morgan County 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 the general public regarding Wasatch Front Regional Council (WFRC) projects, plans, studies, and processes.

To provide forums in which this communication takes place, public events, written communication, email campaigns, website pages, social media posts, news media, online interactive maps and/or visualization tools, and other methods are leveraged. To be performed in coordination with the Utah Department of Transportation (UDOT), Mountainland Association of Governments (MAG), Utah Transit Authority (UTA), Envision Utah, Utah League of Cities and Towns (ULCT), and local government staff, to ensure that the public is well informed about the Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), Wasatch Choice 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 Infrastructure Investment and Jobs 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, in-person, or hybrid open houses and workshops
 - Wasatch Choice Vision 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.
- Email campaigns
- Redesigned website
- Website pages
- Social media posts
- Multimedia content (e.g., videos)
- Updated Public Participation Plan
 - Measures of Effectiveness Report
- 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
- Visits with environmental justice, underserved community, and other special interest groups, as well as natural resource agencies to receive input on RTP development
- Presentations to the legislature
- Presentations at transportation, land use, and planning conferences

- 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

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 5-Year Regional 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 Vision.

ANTICIPATED PRODUCTS:

- An annual update to the currently adopted 2018-2023 Comprehensive Economic Development Strategy (CEDS)
- A new 2023-2028 5-Year Regional Comprehensive Economic Development Strategy (CEDS)
- Coordination and Implementation of the Statewide 2030 Coordinated Economic Action Plan

I.3 LOCAL ADMINISTRATIVE ASSISTANCE

OBJECTIVES:

To provide administrative support to small cities and towns without administrative staff.

ANTICIPATED PRODUCTS:

- Administrative assistance to small cities and towns

DATE: May 3, 2023
AGENDA ITEM: 6b
SUBJECT: Fraud Risk Assessment FY23 Marian
PREPARED BY: Florence, Chief Financial Officer

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.

The best approach to reducing the risk of fraud is 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 culture and policies.

Beginning in 2017 and as recently as January of this year, 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 and 2021 the Fraud Risk Assessment presented to the Council gave WFRC a score of 355 which put the agency in a "low risk" category. In 2022, WFRC's score increased to 365 or "very low risk" with the hiring of Marian Florence, who holds CGFM certification. Included in this packet is the internally scored Fraud Risk Assessment Questionnaire from the Utah State Auditor's Office for FY23. **Overall WFRC remains in the "very low risk" category with a score of 365.** 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.

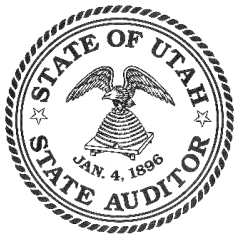
2. WFRC received the highest score possible on the list of **written policies** due to the extensive review and regular update of our policies.
3. In March of 2022 WFRC hired a new Chief Financial Officer. The new CFO, though not a licensed or certified CPA, is a **Certified Government Financial Manager (CGFM)**. 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 CFO and Accounting Specialist have both received at least 40 hours of **financial training** each year.
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 policies ensure that **internal auditing** is ongoing, and our Accounting and Administrative Policies formalize the controls in place. Our annual external audit examines internal controls.
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:

Marian Florence (801) 949-9576, mflorence@wfrc.org
Andrew Gruber (801) 824-0055, agruber@wfrc.org



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: 365 /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?	x	20
a. Do any members of the management team have at least a bachelor's degree in accounting?		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 (training.auditor.utah.gov) 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: June 30, 2023 *Completion Date: May 3, 2023

*CAO Name: Andrew Gruber *CFO Name: Marian Florence

*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?	x			
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?	x			
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".	x			
4. Are all the people who have access to blank checks different from those who are authorized signers?	x			
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?	x			
6. Does someone other than the clerk review periodic reports of all general ledger accounts to identify unauthorized payments recorded in those accounts?	x			
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".	x			
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".	x			
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".	x			
10. Does the person who authorizes payment for goods or services, who is not the clerk, verify the receipt of goods or services?	x			
11. Does someone authorize payroll payments who is separate from the person who prepares payroll payments? If no W-2 employees, check "N/A".	x			
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".	x			

* 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.