

# STATION AREA PLANNING

- 1. SAP Overview and Progress Update**
- 2. ACTION: Certification of Roy FrontRunner & 4800 W Old Bingham Hwy TRAX SAPs**

**Wasatch Front Regional Council | August 24th, 2023**

Megan Townsend, Community and Economic Development Director  
Wasatch Front Regional Council



# Station Area Plan Goals



## STATION AREA PLAN GOALS

1. **Increase** the availability and affordability of **housing**
2. Promote **sustainable environmental conditions**
3. Enhance **access to opportunities**
4. Increase **transportation choices** and connections



# Station Area Plan Components



## SAP COMPONENTS

- Vision
- Map (**rail: ½ mile radius** or **BRT: ¼ mile radius**)
- 5-Year Implementation Plan
- Statement describing how 4 objectives are met
- Public / Stakeholder Engagement

**MPOs administer technical assistance in partnership with UTA  
(\$5M from GOEO over 2 years)**

# SAP Progress Update

*Of the 126 station areas\**



**35**

*Stations where station area planning has not yet been initiated*



**40**

*Stations with plans that pre-date HB462*



**46**

*Stations with plan(s) being prepared for adoption*



**1**

*SAPs adopted by municipality, pending SAP certification submission*



**2**

*SAPs submitted for certification review*



**2**

*SAPs certified by MPO*  
**Farmington  
FrontRunner Station  
SLC Ballpark TRAX  
Station**

*\*There are 95 eligible stations along the Wasatch Front. The defined "station areas" for several stations extend into multiple jurisdictions, which is why the total number of station areas exceeds the number of stations.*

*Data current as of August 2023*



**17** applications for SAP technical assistance received

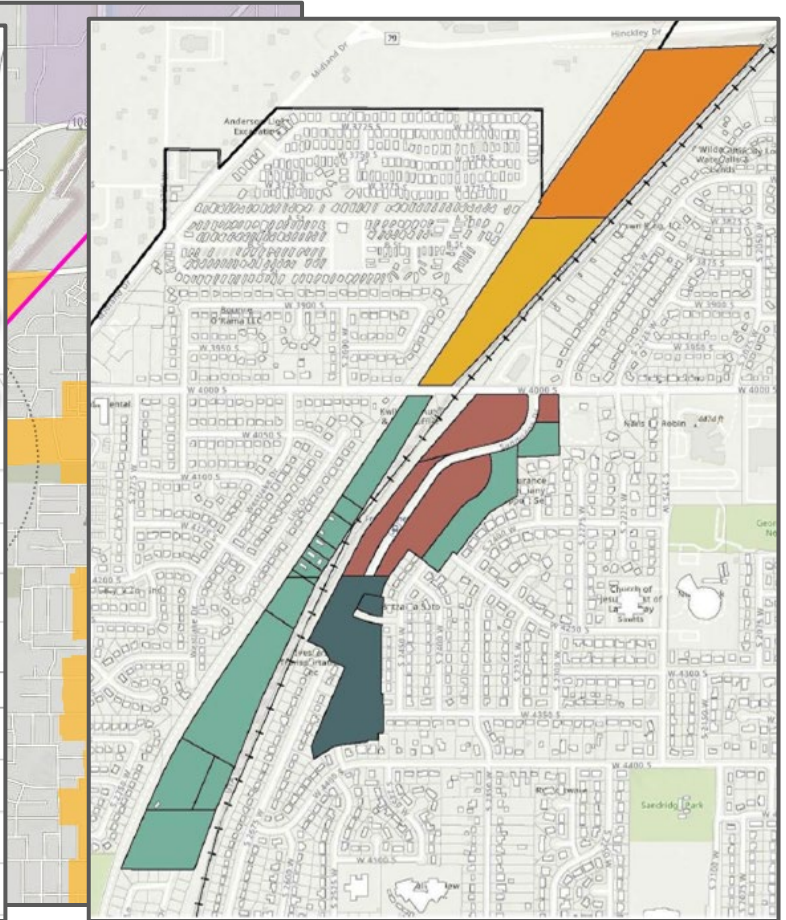


**\$2.267 million**

in project funding through SAP technical assistance



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# Staff Findings, Roy FrontRunner SAP

CRSA

## ROY CITY, UTAH



In partnership with



UPDATE  
**2023**

## Station Area Plan Certification Submission Form

HB462 Utah Housing Affordability Amendments (2022) requires cities with a fixed guideway transit station to complete a station area plan (or seek certification of elements of existing station area plans that fulfill the requirements of the statute). This submission form addresses the statutorily required elements. Line-number references to HB462 are included where relevant.

Following adoption of the plan, HB462 requires cities to submit their Station Area Plan to the Metropolitan Planning Organization (MPO) for certification. If the Plan or components fulfilling the requirements of the bill were adopted prior to June 1, 2022, this includes the submission of an adopted resolution stating that



the requirements. Per  
ing which provisions of

# Staff Findings, Roy FrontRunner SAP

## RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL CERTIFYING THAT THE ROY CITY FRONTRUNNER STATION AREA PLAN

### IS IN COMPLIANCE WITH APPLICABLE STATUTORY REQUIREMENTS

WHEREAS, Utah Code 10-9a-403.1 requires cities with “fixed guideway public transit” to develop a Station Area Plan for the ½ mile radius around a rail (FrontRunner, Trax, Streetcar) station, and the ¼ mile radius around a bus rapid transit (which uses a separate right-of-way) station, including all of the components within the statute, and

WHEREAS, the statute allows for cities to adopt resolutions describing the conditions that exist that make fulfilling the requirements impracticable or demonstrating that prior actions substantially promote the objectives stated in the legislation, and

WHEREAS, the Metropolitan Planning Organization is responsible for reviewing and certifying that the Station Area Plan requirements have been fulfilled, in consultation with the Utah Transit Authority (UTA), and

WHEREAS, the Wasatch Front Regional Council (WFRC) is the officially designated Metropolitan Planning Organization for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas, and

WHEREAS, WFRC adopted a policy regarding its procedures and standards for the review of Station Area Plans on May 26, 2022, and amended the policy on March 23, 2023, and

WHEREAS, Roy City submitted to WFRC their Roy FrontRunner Station Area Plan with all of the required components on June 20, 2023, and

WHEREAS, consistent with WFRC’s policy, WFRC has reviewed the Station Area Plan components submitted by Roy City, in consultation with UTA, and

WHEREAS, the Roy FrontRunner Station Area Plan contains the required components, and/or statement of impracticabilities and prior actions, and

## WASATCH FRONT REGIONAL COUNCIL Station Area Plan Certification Checklist

Station Name: Roy FrontRunner	Satisfied?
Includes a statement that explains how the station area plan promotes the following 4 objectives	<input checked="" type="checkbox"/>
1. increasing the availability and affordability of housing, including moderate income housing	<input checked="" type="checkbox"/>
2. promoting sustainable environmental conditions	<input checked="" type="checkbox"/>
3. enhancing access to opportunities	<input checked="" type="checkbox"/>
4. increasing transportation choices and connections	<input checked="" type="checkbox"/>
Includes Station Area Vision	<input checked="" type="checkbox"/>
Station Area Vision “shall include”	
consistent with Objectives listed above	<input checked="" type="checkbox"/>
Vision describes the following:	
opportunities for the development of land within the station area under existing conditions	<input checked="" type="checkbox"/>
constraints on the development of land within the station area under existing conditions	<input checked="" type="checkbox"/>
the municipality’s objectives for the transportation system within the station area and the future transportation system that meets those objectives	<input checked="" type="checkbox"/>

# Station Area Plan Certification: Roy FrontRunner

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## ITEM 4a SUGGESTED MOTION:

“I make a motion to certify the Roy Frontrunner Station Area Plan.”



# Station Area Plan Certification: South Jordan 4800 W Old Bingham Hwy TRAX



# Staff Findings, 4800 W Old Bingham Hwy TRAX SAP

## RESOLUTION R2023-10

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH, REGARDING THE STATION AREA PLAN REQUIREMENTS FOR THE UTA TRAX 4800 W OLD BINGHAM HWY STATION.**

**WHEREAS**, Utah Code Section 10-9a-403.1, requires the South Jordan City Council (the "City Council") to review and approve a Station Area Plan ("SAP") as an element of the City of South Jordan's (the "City") General Plan for any area of the City that is located within one-half mile of an existing or future fixed-guideway public transit station; and

**WHEREAS**, the SAP requirement of Utah Code Section 10-9a-403.1 is considered satisfied if the City Council adopts a resolution describing any existing conditions that make satisfying a portion or all of the SAP objectives impracticable, prior actions the City took that substantially promote the SAP objectives if those actions remain relevant and meaningful for achieving the SAP objectives, or a combination of impracticable conditions and the City's prior actions; and

**WHEREAS**, City Staff identified the station area in the City for the Utah Transit Authority TRAX 4800 W Old Bingham Hwy Station as satisfying the SAP requirements because of impracticable conditions and the City's prior actions in the station area, as fully described in the attached Exhibit 1.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH:**

**SECTION 1. Adoption.** The City Council hereby approves this Resolution describing in Exhibit 1, for the TRAX 4800 West Old Bingham Highway Station, the conditions that exist to make satisfying a portion or all the SAP requirements impracticable, and prior actions the City took that substantially promote certain SAP objectives and remain relevant and meaningful for achieving the SAP objectives, and forwards it to the Wasatch Front Regional Council for its review and certification.

**SECTION 2. Severability.** If any section, clause or portion of this Resolution is declared invalid by a court of competent jurisdiction, the remainder shall not be affected thereby and shall remain in full force and effect.

**SECTION 3. Effective Date.** This Resolution shall become effective immediately upon passage.

[SIGNATURE PAGE FOLLOWS]

## Station Area Plan Certification Submission Form

HB462 Utah Housing Affordability Amendments (2022) requires cities with a fixed guideway transit station to complete a station area plan (or seek certification of elements of existing station area plans that fulfill the requirements of the statute). This submission form addresses the statutorily required elements. Line-number references to HB462 are included where relevant.

Following adoption of the plan, HB462 requires cities to submit their Station Area Plan to the Metropolitan Planning Organization (MPO) for certification. If the Plan or components fulfilling the requirements of the bill were adopted prior to June 1, 2022, this includes the submission of an adopted resolution stating that the prior actions taken by the city fulfill the statutory requirements.

Please utilize this form to explain and attach the plan(s) and resolutions that fulfill the requirements. Per HB462, the MPO will review and provide a letter of certification, OR a letter indicating which provisions of

# Staff Findings, 4800 W Old Bingham Hwy TRAX SAP

WASATCH FRONT REGIONAL COUNCIL Station Area Plan Certification Checklist								
Station Name: 4800 W Old Bingham Hwy TRAX	Satisfied?	If no, reasonable exclusion?	Prior Action?	If yes, resolution?	Describe	Impracticable?	If yes, resolution?	Staff rec re: impracticability
includes a statement that explains how the station area plan promotes the following 4 objectives	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	
1. increasing the availability and affordability of housing, including moderate income housing	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	ADU ordinance, down payment assistance, home repair assistance	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	yes
2. promoting sustainable environmental conditions	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Preservation of existing open space, water efficiency standards, rebate program	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	yes
3. enhancing access to opportunities	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				

## RESOLUTION OF THE

### WASATCH FRONT REGIONAL COUNCIL CERTIFYING THAT THE SOUTH JORDAN 4800 W OLD BINGHAM HIGHWAY TRAX STATION AREA PLAN IS IN COMPLIANCE WITH APPLICABLE STATUTORY REQUIREMENTS

WHEREAS, Utah Code 10-9a-403.1 requires cities with “fixed guideway public transit” to develop a Station Area Plan for the ½ mile radius around a rail (FrontRunner, Trax, Streetcar) station, and the ¼ mile radius around a bus rapid transit (which uses a separate right-of-way) station, including all of the components within the statute, and

WHEREAS, the statute allows for cities to adopt resolutions describing the conditions that exist that make fulfilling the requirements impracticable or demonstrating that prior actions substantially promote the objectives stated in the legislation, and

WHEREAS, the Metropolitan Planning Organization is responsible for reviewing and certifying that the Station Area Plan requirements have been fulfilled, in consultation with the Utah Transit Authority (UTA), and

WHEREAS, the Wasatch Front Regional Council (WFRC) is the officially designated Metropolitan Planning Organization for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas, and

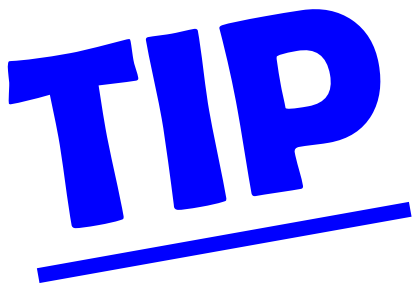
WHEREAS, WFRC adopted a policy regarding its procedures and standards for the review of Station Area Plans on May 26, 2022, and amended the policy on March 23, 2023, and



## ITEM 4b SUGGESTED MOTION:

“I make a motion to certify the South Jordan 4800 W Old Bingham Hwy TRAX Station Area Plan.”





## Transportation Improvement Program - Today . . .

- 5a.** Reports on Board Modification
  - To the 2023-2028 TIP
- 5b.** Action on the Board Modification
  - To the 2023-2028 TIP
- 5c.** Action to Approve the 2024-2029 Transportation Improvement Program (TIP) & Corresponding Air Quality Conformity Finding



# 5a – Report on 2023-2028 TIP Board Modifications

Trans Com  
June 15, 2023

Ben Wuthrich  
Wasatch Front Regional Council

Board Modification									
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[illegible]

<p>The Infrastructure Investment and Jobs Act (IIJA), authorizes a State DOT to obligate funds for transportation workforce development, training, and education. Funds may be used for surface transportation workforce development, training, and education including: Tuition, employee professional development (e.g. training programs), student internships, apprenticeships, career opportunities for on-the-job training, and education activities, including outreach, to develop interest and promote participation in surface transportation careers.</p> <p>The Employee Development group within UDOT proposes the following targets for this project: Strategic Workforce Planning, Recruitment, Engagement and Skill Development, Knowledge Management, Career Path Development, Career Enhancement, Development and Performance Management, Assessment, and Evaluation, and Leadership Development and Succession Planning.</p>
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<p>In the 2023 Utah General Legislative Session, SB002 directed the Department to complete an environmental analysis on the West Davis Corridor from 1800 North in Clinton to 5500 South in Roy. This project will evaluate alternatives in regard to extending the West Davis Highway north to 5500 South.</p>
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County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project	Currently Funded	Action	Funding Amount	Year
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<p>The scope of the 4700 South; 5400 West to 5600 West project will reconstruct the existing roadway, widen the roadway to provide two lanes in each direction with a center turn lane, add bike lanes in both directions of travel, and add sidewalk in gap areas. In 2021 this portion of the original project 4700 South from 4000 West to 5600 West, (PIN 11085) was pulled out to allow coordination with Union Pacific Railroad and obtain the necessary agreements. This project was recently awarded \$2M from the Federal Consolidated Appropriations Act, 2023 and with the project funding also includes the required match from Kearns Township.</p>
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<p>The Cottonwoods Canyon Variable Message Signs project would install three variable message signs (VMS). Two VMS signs will be placed on southbound SR-190, one for Big Cottonwood Canyon and the other for Little Cottonwood Canyon. The third VMS sign will be placed on eastbound SR-209 (9400 S) near 1700 E. The purpose of the project is to inform the traveling public of the following conditions: Congestion, Closures, Crashes/Incidents, Road conditions, Special Events, Parking conditions</p>
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2023-2028 Transportation Improvement Program (TIP) (Amendment Nine)

Board Modification

New Project

Salt Lake\ West Valley Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	I-215	21161	I-215 at Indiana Avenue and also at the I-80 Interchange	I-215 Structures Deck Repairs	Region Two TSP (Statewide Transportation Solutions Program)	\$4,000,000	\$0	New Project	\$4,000,000	2023-2024

This past winter significant potholes have appeared on several structures on I-215 at Indiana Avenue and also at the I-80 Interchange. UDOT Maintenance crews have been installing temporary patches in the asphalt overlays, but more permanent repairs are needed into the structural decks.

Salt Lake	UDOT	Bridge 035100F 035107F	21148	- 200 South over the Jordan River - 1500 West 650 North over the Jordan River	Replace two locally owned bridges in Salt Lake City	New BFP (Bridge Formula Program)	\$14,400,000	\$0	New Project	\$14,400,000	2023-2024
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The proposed scope of this project is to perform full bridge replacements of structures 035100F and 035107F. The existing structures are currently in low-fair and poor condition, respectively, and are located on the Federal Aid Highway System. Therefore, this project will require a local agency match under the BFP. Salt Lake City is in support of the project and is able to provide the necessary match. Both bridges are on the approved B ridge Formula Program Structure List

Salt Lake	UDOT	Big & Little Cottonwood Canyons	New	Enhanced Bus, Tolling, Mobility Hub & Bus Stops - Big & Little Cottonwood Canyons	Project to provide enhanced bus service, tolling, a mobility hub and resort bus stops for Big & Little Cottonwood Canyons.	One Time General Fund Legislative Appropriation	\$192,000,000	\$0	New Project	\$100,000,000	2023-2024
						CCTIF (Cottonwood Canyon Transportation Investment Funding)				\$50,000,000	
						Rec HotSpot Funds				\$42,000,000	

In the General Session of the 2023 Utah Legislature, Lines 4022-4026 from Senate Bill 002, directed the Department of Transportation to fund a project to provide enhanced bus service, tolling, a mobility hub, and resort bus stops for Big & Little Cottonwood Canyons. The current funding would fund the majority of the total project cost estimate, currently at \$250,000,000. The Department plans to split this funding into smaller projects to better manage the scope (see below).

On May 25, 2023 the WFRRC Regional Council approved the 2023-2050 Regional Transportation Plan. Among the many important and valuable projects included in the Plan are the projects identified in the preferred alternative of the Little Cottonwood Canyon Environmental Impact Statement. The authorization of funding by the Legislature and the approval of the Plan allows the above projects to be amended into the 2023-2028 Transportation Improvement Program.

The Legislature directed \$100,000,000 from one-time General Funding and \$50,000,000 from the Cottonwood Canyons Transportation Investment Fund be spent on these projects. Current cost estimates include: LCC Bus \$60M, LCC Bus Stops \$10M, Mobility Hub at the Gravel Pit \$80M, LCC Tolling Equipment \$5M, BCC Bus \$75M, BCC Bus Stops \$10M, BCC Tolling Equipment \$5M. The intent is to use the \$150M directed by the Legislature plus \$42M from the previously authorized Recreational Hot Spots Program to fund the Mobility Hub and the LCC-specific work (totaling \$155M) and a significant portion of the BCC-specific work, with \$53M in additional funding needed.

Statewide	UDOT	Statewide Var	New	Weigh-in-motion (WIM)	Install weigh-in-motion (WIM) stations at strategic locations through out the State	NHFP (National Highway Freight Program)	\$4,710,000	\$0	New Project	\$4,710,000	2023-2024
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Vehicle weight is a critical data input in pavement design and has historically been collected by weigh-in-motion (WIM) stations. UDOT has been relying on national default weight data and WIM sites maintained by the Motor Carrier Division for the information needed in pavement design. However, for UDOT to meet current FHWA requirements, additional WIM sites will need to be installed. UDOT plans to install 20 stations as part of future project's scope of work by strategically placing them in project locations that will fulfill the federal requirement and get the best use for UDOT and UDOT partners.

# 2023-2028 Transportation Improvement Program (TIP) (Amendment Nine)

## Board Modification

### Additional Funding & 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)	17429	West Davis Hwy (SR-67); 500 South to I-15	Remove 1.5" Hot Mix Asphalt (HMA) and replace with 2" Stone Matrix Asphalt (SMA)	STP_FLX_ST (Surface Transportation Program - Flexible (Any Area) Statewide))	\$15,223,000	\$654,313	<b>Additional Funding</b>		2023
						HSIP (Highway Safety Improvement Program)		\$0		<b>\$1,223,000</b>	
						ST_TIF_PRES (TIF Funds Dedicated to Preservation)		\$7,345,687		<b>\$6,000,000</b>	

The project scope is to remove 1.5" of HMA and replace it with 1.5" of SMA. During a recent project evaluation, the project team increased the recommended pavement application from 1.5" to 2" of SMA. This will add more structural support to extend pavement life and reduce rutting in the pavement. Additionally, a future safety project is planned to add sinusoidal rumble strips to this section of roadway. To reduce interruption to the public and take advantage of project efficiencies, Traffic and Safety proposes to add funding and scope to the current project.

Weber	UDOT	SR-97	16391	5600 South (SR-97) & I-15 and widening of 5600 South	Reconfigure and reconstruct the 5600 South interchange, reconstruct a portion of I-15, and widen 5600 South from I-15 to SR-108.	ST_TIF (Transportation Investment Funds)	\$376,150,000	\$236,150,000	<b>Additional Funding</b>	<b>\$140,000,000</b>	2023-2024
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The scope of this project is to reconfigure and reconstruct the 5600 South interchange, reconstruct a portion of I-15, and widen 5600 South from I-15 to SR-108. The current project estimate was completed in 2019 and was based on a preliminary design in the Environmental Assessment (EA). The work also requires a realignment of the Davis and Weber canal. The proposed funding request breakdown is as follows: Construction Inflation (6.1% annual) - \$78,000,000, ROW Inflation - \$25,000,000, Additional Material Quantities - \$30,000,000, DWCC Canal - \$7,000,000

### Additional Funding

#### Salt Lake / West Valley Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	Bangerter Hwy	14415	Bangerter Three Interchanges	Construct Grade Separated Intersections	ST_TIF (Transportation Investment Funds)	\$234,641,016	\$233,041,016	<b>Additional Funding</b>	<b>\$1,600,000</b>	2024

The scope of the Bangerter Three Interchanges project was to convert three at grade intersections on Bangerter Highway to grade separated interchanges at 6200 South, 10400 South and 12600 South. Region Two is requesting the additional funding to address the overruns on right-of-way acquisitions costs.

Salt Lake	UDOT	FrontRunner	New	FrontRunner Station at Point of the Mountain & Double-Tracking	Project to build a new FrontRunner Station at The Point of the Mountain and double-track necessary sections of the FrontRunner commuter rail system	One Time General Fund Legislative Appropriation	\$400,000,000	\$0	<b>Additional Funding</b>	<b>\$200,000,000</b>	2023-2024
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In the General Session of the 2023 Utah Legislature, Lines 4012-4016 from Senate Bill 002, the Legislature directed the Department of Transportation to program funding in the amount of \$200,000,000 for a new Frontrunner station at Point of the Mountain and associated double-tracking. The estimated total project cost is \$400,000,000.



## **2023-2028 Transportation Improvement Program (TIP) (Amendment Nine)**

## 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
Davis	Farmington	SR-106	16933	Main Street (SR-106); Park Lane to Shepard Lane	Widen roadway to include curb, gutter, and sidewalk	STP_URB_O/L (Surface Transportation Program - Urban Area Ogden\ Layton (WFRC))	\$8,000,000	\$3,905,591	Additional Funding	\$3,000,000	2024
						LOCAL_GOV'T Local Government Funds			\$368,609	Additional Funding	

The project will widen the road, construct curb and gutter, fix drainage issues, and add sidewalks on both sides. As the design has progressed it became evident that the programmed amount would not be sufficient to complete the project. Contributing factors for the cost increase include, additional right of way (ROW) necessary to address grade issues from the existing asphalt to the existing homes for 51 properties, extensive complications tying in driveways due to road geometry, complications with existing drainage required a new storm drain to be designed and installed, and inflation of construction cost and materials. Farmington City has committed to pay an additional \$725,800 and any additional funds necessary beyond the additional \$3,000,000 in STP funds requested.

## Project Withdraw

## 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	Farmington	Commerce Drive	18807	Commerce Drive Road; Burke Lane to 950 North	New construction of 5-Lane roadway with curb, gutter, sidewalk, ADA crossings, bike lanes, and utility lines.	STP_URB_O/L (Surface Transportation Program - Urban Area Ogden\ Layton (WFRC))	\$8,122,500	\$3,000,000	<b><i>Return Funds to Program</i></b>	<b>\$3,000,000</b>	2024

Commerce Drive is a major collector road connecting Park Lane to the new WDC interchange at 950 North and the Shepard Lane interchange on I-15. Farmington has found other opportunities and successfully pursued alternative methods of funding for this portion of Commerce Drive. Farmington is formally requesting to withdraw the project and return the funds to the STP program.





**5C - Action on the 2024-2029  
Transportation Improvement Program (TIP) & the Corresponding Air Quality  
Conformity Finding**

***TIP***   
***2024-2029***

## Transportation Improvement Program is . . .

1. Six Year Program of Highway, Transit and Active Transportation Projects
  - Four Years Funded - Two Years Concept
2. In the Urban Areas
  - Salt Lake/ West Valley - Ogden/ Layton
3. Funded by
  - Federal, State, & Local Programs
4. For All Cities, Counties, UDOT & UTA



## Transportation Improvement Program will . . .

1. Implement the Long Range Plans
  - Highway/ Transit & Active Transportation Projects for the Region
2. Help Meet the Short Range Needs
  - Of the Wasatch Front Area
3. Provide for the Maintenance
  - Of the Existing Transportation System



## Transportation Improvement Program Contains . . . .

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







# Rehab and Maintenance





# Operations and Safety



**zero**  
**Fatalities**

*A Goal We Can All Live With*

Everyone Buckle Up

ZeroFatalities.com

A UDOT & DPS Program

SHOW  
SLOW DOWN





# Transit

## Capital Improvements & Operations/ Maintenance

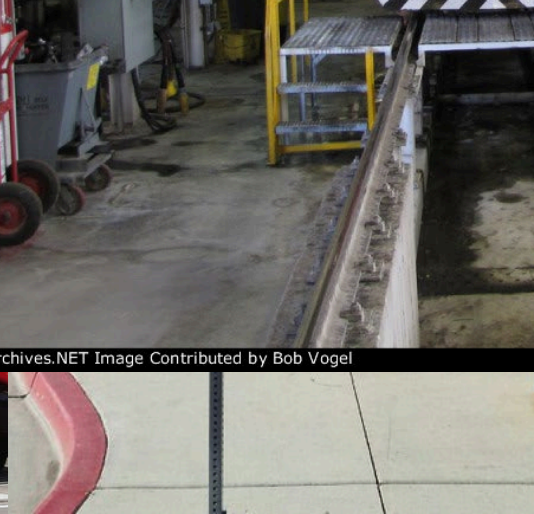
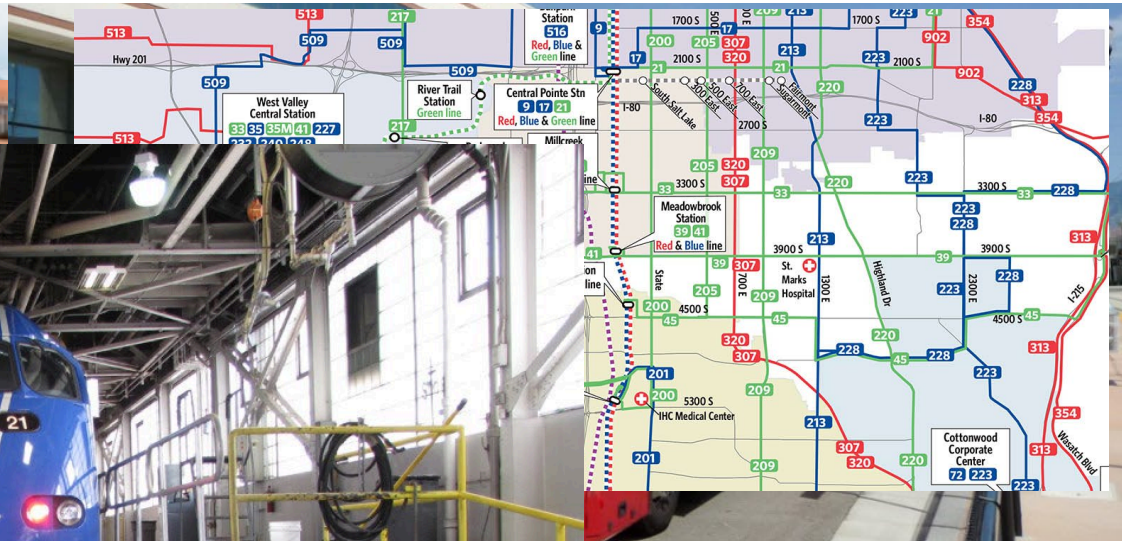


RailPictures.Net - Image Copyright © James Belmont

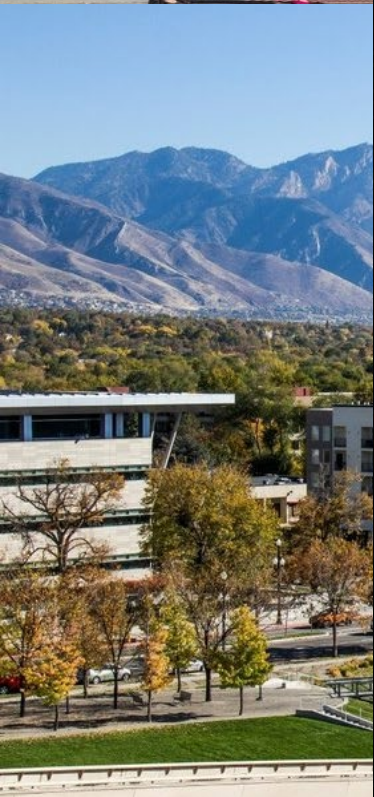
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RRPictureArchives.NET Image Contributed by Bob Vogel











## Projects in the TIP :

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

# Federal Law Requires:

- **Financially Constrained**
- **Conform To Air Quality**
- **Reviewed By the Public**
- **Approved by Regional Council**



# Air Quality Memorandum - draft

REPORT NO. 41a

DATE June 15, 2023

SUBJECT CONFORMITY ANALYSIS FOR THE WFRC 2024-2029 TRANSPORTATION IMPROVEMENT PROGRAM.


**ABSTRACT** The Infrastructure Investment and Jobs Act (IIJA) and the Clean Air Act Amendments (CAAA) require that all regionally significant highway and transit projects in air quality non-attainment and maintenance areas be derived from a "conforming" Regional Transportation Plan and Transportation Improvement Program. A conforming Plan or Program is one that has been analyzed for emissions of controlled air pollutants and found to be within the emission limits established in the State Implementation Plan (SIP) or within guidelines established by the Environmental Protection Agency (EPA) until such time that a SIP is approved. This conformity analysis is made by the Wasatch Front Regional Council (WFRC), as the Metropolitan Planning Organization for the region, and submitted to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for their concurrence. This conformity analysis is being prepared according to the transportation conformity rulemaking promulgated by the Environmental Protection Agency (EPA) as of April 2012 and according to FHWA guidelines found in the IIJA legislation.

Section 93.122(g)(1) of the Transportation Conformity Rule (40 CFR part 93) states that a new TIP may be demonstrated to conform "... without new regional emissions analysis if the previous regional emissions analysis also applies to the ... TIP." Section 93.122 includes the following four conditions. First, the TIP must include all projects that must be started within the TIP time frame in order to achieve the transportation network envisioned in the plan. Second, all regionally significant projects in the TIP must be included in the regional emissions analysis. Third, the design concept and scope for TIP projects must not have changed significantly from the plan. And fourth, the previous regional emissions analysis is consistent with all conformity requirements. As discussed below, the WFRC 2024-2029 TIP meets the conditions of CFR 93.122(g)(1) and therefore conforms to the State Implementation Plan and the EPA guidelines for interim conformity for all applicable non-attainment and maintenance areas and pollutants. Therefore, all the transportation projects in southern Box Elder, eastern Tooele, western Weber, Davis, and Salt Lake Counties included in the 2024-2029 TIP are found to conform.





Provide Feedback



TRANSPORTATION  
IMPROVEMENT  
PROGRAM

To comment on a project:

Click on a project on the map.  
Click the 'Leave Comment' button  
and complete the form.

To provide a general comment:

Complete the [general comment form](#).

*This map contains most of the projects and programs that are included in the TIP. Some of the projects and programs are impractical to include in the map, but can be located in the [TIP tables](#). These include projects without a single geographic location, as well as programs with numerous small projects, such as maintenance programs.*

*Learn more about [the TIP](#) ...*

*Learn more about [the RTP](#) ...*

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### Interactive Map Comments - Project Specific

	Comment	Project Description
1	I am extremely in favor of this pedestrian bridge being built. I have taught at Heartland Elementary for many years. We are a title one school. We are also a walking school. <u>Busses</u> only bring children with special needs, meaning almost all of our student body walks to school. My classroom window faces 7000 S. I am always nervous about our students crossing 7000 S to come to school or participate in school activities. There is a crossing guard on duty before and after school. We also have summer breakfast and lunch, before and after school activities, and some evening activities. Most are limited to times a crossing guard can be on duty. A bridge would allow students to come to and go from school safely at any time. In addition to Heartland students, many community members are accessing 7000 S all day long; middle and high school students, shoppers at Smiths, bikers, runners, etc. PLEASE consider making this community by a BUSY road safer for everyone! Thank you.	7000 South & 1500 West Pedestrian Bridge
2	I have been a member of this community for the past eight years, as I have been a teacher at Heartland Elementary. Our students need a safe way to get to school, as our school is a walking school (meaning all students that come to us either get dropped off by a parent/guardian or walk to school). It is vital that this project gets funded and done in a timely manner so our children in the community can get to and from school safely. I have had many close calls with people driving too fast and not obeying the speed limit, during school hours and outside of school hours on this road, it is too busy of a road, not to be supporting the safety of our children.	7000 South & 1500 West Pedestrian Bridge
3	I am thrilled about this project. Cars do not want to slow down on this busy road. I have witnessed close calls with cars and pedestrians. This will be a wonderful addition to this community who relies heavily on alternative forms of transportation. Heartland Elementary students and families will greatly benefit, <u>due to needs</u> of students to gain access to food and after school programs.	7000 South & 1500 West Pedestrian Bridge
4	Please build the pedestrian bridge! It has been promised to our community. It will help with the flow of traffic, vs a crosswalk, but more importantly the safety of our school children and community. I have seen the positive effects of a similar bridge across redwood at 7575 south. My younger sister was hit by a car crossing the street before that bridge was built. She survived, fortunately, but not without extensive medical care and lifelong consequences. Heartland has not yet had such tragedies, but near misses avoided only by vigilant crossing guards and divine blessings. Additional use after school hours by the community, especially the children will be so much safer than currently, when we have to rely on a flag and a prayer that drivers will look up and let us cross the street. The beauty and welcoming nature of a bridge also is a bonus! We as a PTA and SCC have met and communicated with our West Jordan city officials, Jordan District <u>reps.</u> , parents, and others. It's time now	7800 So Jordan River Pedestrian Bridge at 1100 W
5	This bridge is crucial to the safety of these elementary kids! Heartland is a "walking school"...lets allow them to walk safely. We have been fighting to have this installed since my recent high school graduate was a 1st grader! The land is ready, the bridge is built...lets get it installed! Dark fall mornings and rising sun summer mornings make seeing the crossing guards, lights and children difficult. Heartland serves as a phenomenal community resource (after school programs, summer lunch)...this bridge will allow safe crossing no matter what time of day or year.	7000 South & 1500 West Pedestrian Bridge

Public Comment



Project  
Management  
Meetings



Appropriate  
Project  
Action

