Trans Com Roles, Responsibilities, Schedule

February 16, 2017

WASATCH FRONT REGIONAL COUNCIL
• Metropolitan Planning Organization (MPO)
• Responsible, in collaboration with UDOT, UTA, and local governments for developing and approving long- and short-range transportation plans and programs
• Provides opportunities to address transportation and growth needs
Organization and Membership

2017 WFRC Committee Structure

Wasatch Front Regional Council
19 Voting Mayors and County Elected Officials (appointed by the County COGs)
2 Voting Members (Transportation Partners)
6 Non-Voting Members
Mayor Caldwell - Chair
Commissioner Millburn - Vice Chair

Wasatch Front Economic Development District
Commissioner Mline

Strategy Committee

Transportation Coordinating Committee (Trans Com)
Mayor Cronin

Active Transportation Committee (ATC)
Mayor Applegarth

Regional Growth Committee (RGC)
Mayor McAdams

Salt Lake - West Valley Area Transportation Technical Advisory Committee (SLATS)

Ogden - Layton Area Transportation Technical Advisory Committee (OATS)

Salt Lake - West Valley Area Technical Advisory Committee (SL-WV TAC)

Ogden - Layton Area Technical Advisory Committee (O-L TAC)

January 25, 2017
Origin and Role of Trans Com

- Established by Memorandum of Agreement among WFRC, UDOT, and UTA
- Continuous, comprehensive, and cooperative planning process
- Advise Regional Council on short-range planning and programming
Transportation Improvement Program

• Six-year program of highway, transit, and active transportation projects to which funding has been committed
• Last two years are projects in concept development
• Includes federal, state, and locally funded projects
• Updated annually
Trans Com Responsibilities

- Approve draft Transportation Improvement Program (TIP) for public comment
- Recommend TIP for approval
- Recommend or approve amendments to TIP
- Recommend projects for Surface Transportation Program (STP), Congestion Mitigation Air Quality (CMAQ) Program, and Transportation Alternatives Program (TAP)
Trans Com Schedule

TIP
- June – Release TIP for public comment
- August - Recommend TIP approval
- Each meeting – TIP Amendments

STP, CMAQ, TAP
- November – Review letters of intent
- April – Recommend STP, CMAQ, and TAP
2017-2022 TIP Board Modification

Trans Com
February 16, 2017

Ben Wuthrich
Wasatch Front Regional Council
## Additional Funding

### Ogden/Layton Urban Area

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
<th>PIN</th>
<th>Project Location</th>
<th>Concept/ Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
<th>Currently Funded Amount</th>
<th>Action</th>
<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Box Elder</td>
<td>UDOT</td>
<td>SR-91</td>
<td>13441</td>
<td>SR-91; SR-13 (Brigham City Main Street) to Mantua</td>
<td>Pavement Preservation and Installation of Concrete Median Barrier</td>
<td>NHPP_NHS (National Highway Performance Program - National Highway System)</td>
<td>$6,300,000</td>
<td>$1,800,000</td>
<td></td>
<td>$3,500,000</td>
<td>2017</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>HSIP (Highway Safety Improvement Program)</td>
<td></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

Region One requests that the additional funding be approved to enable the project to be awarded. The engineer's estimate was low due to additional factors associated with the difficult canyon environment. During the time frame of bidding this project, an additional fatality occurred on this section of road which this project is intended to protect against. The available funds will come from unprogrammed Highway Safety Improvement Program (HSIP) funds.

### Salt Lake/ West Valley Urban Area

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
<th>PIN</th>
<th>Project Location</th>
<th>Concept/ Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
<th>Currently Funded Amount</th>
<th>Action</th>
<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salt Lake</td>
<td>UDOT</td>
<td>I-15</td>
<td>11827</td>
<td>I-15 Northbound &amp; 10600 South Interchange</td>
<td>Interchange Improvements</td>
<td>NHPP.IM (National Highway Performance Program - Interstate Maintenance)</td>
<td>$23,879,030</td>
<td>$3,500,000</td>
<td></td>
<td>$3,000,000</td>
<td>2017</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>ST_Bridge (State Construction - Bridge Program)</td>
<td>$830,000</td>
<td></td>
<td></td>
<td></td>
<td>$800,000</td>
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<tr>
<td></td>
<td></td>
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<td></td>
<td></td>
<td>ST_HB377/TF (Transportation Funding from HB377)</td>
<td>$6,149,030</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>ST_TIF (State Transportation Investment Fund)</td>
<td>$5,500,000</td>
<td></td>
<td></td>
<td></td>
<td>$4,100,000</td>
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</tr>
</tbody>
</table>

The request for the additional funding comes as a result of increases in ROW, costs associated with groundwater, pump tests during design, dewatering during construction, modified drains and stabilization, rehabilitation of the existing structure and ramps, new overhead signs along I-15, and additional public involvement for full closure of 10600 South. The additional funding comes from unprogrammed asset program funds, statewide bridge program and available funds in the TIF program.
Additional Funding
$1,000,000
-
-
Total Project Cost
Estimate $6,300,000
Salt Lake County – I-15; I-15 Northbound & 10600 South Interchange Improvements

Additional Funding required for:
- Increases in ROW
- Cost associated with ground water, pump test, dewatering during construction, modified drains & stabilization
- Rehabilitation of structure & ramps
- New overhead signs on I-15
- Public involvement, etc

Additional Funding $7,900,000

Total Project Cost Estimate $23,879,030

Project Not to be considered in this amendment
### 2017-2022 Transportation Improvement Program (TIP) (Amendment Four)

**Board Modification**

#### Funding Transfer and New Project

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
<th>PIN</th>
<th>Project Location</th>
<th>Concept/ Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
<th>Currently Funded Amount</th>
<th>Action</th>
<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Davis</td>
<td>UDOT</td>
<td>SR-232</td>
<td>154450</td>
<td>SR-232; MP 0.55 to 1.27</td>
<td>Pavement Preservation</td>
<td>STP_FLEX_ST (Surface Transportation Program - Flexible (Any Area) Statewide)</td>
<td>$0</td>
<td>$800,000</td>
<td>Transferred Funding</td>
<td>$800,000</td>
<td>2017</td>
</tr>
</tbody>
</table>

Region One requests approval to transfer $800,000 from the SR-232; I-15 to SR-193 project (PIN 12279), to create a new project, SR-232; MP .55 to 1.27 Preservation Treatment, Bonded Wearing Course Project (PIN 15445). The recommended work would be completed in the new project due to delays and subsequent claims, which would not allow it to be completed before winter in the original project.

#### New Project

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
<th>PIN</th>
<th>Project Location</th>
<th>Concept/ Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
<th>Currently Funded Amount</th>
<th>Action</th>
<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salt Lake</td>
<td>UDOT</td>
<td>1-15</td>
<td>10010</td>
<td>I-15; 10600 South to 600 North</td>
<td>Repair concrete spalling</td>
<td>ST_PVMT (State Pavement)</td>
<td>$4,800,000</td>
<td>$0</td>
<td>New Project</td>
<td>$4,800,000</td>
<td>2017</td>
</tr>
</tbody>
</table>

Region Two requests to add this project from the Pavement Rehabilitation Program to the Asset Management Program to include additional scope of work. The change would allow for the repair to the concrete spalling, which type of work falls outside the pavement rehabilitation program.

| Salt Lake | UDOT | I-80 | New | Two Locations | Repair concrete spalling | STP_FLEX_ST (STP Flexible (Any Area) Statewide) | $1,500,000 | $0 | New Project | $1,500,000 | 2017 |

Region Two requests to add this project to the Asset Management Program to improve the chain up areas on I-80. At I-80 EB, Mouth of Parley's Canyon, project would provide drainage, additional pavement, striping and signage improvements to allow for easier access and provide additional room for trucks to chain up. At I-80 WB, Silvercreek and US-40, the project would provide for a new and improved chain up area including new pavement, drainage, signing, striping, and advanced signing to alert truck drivers when the chain up law is in effect and to provide them with a location sufficient to handle the current demand. It is anticipated 32 parking spaces will be necessary.

| Salt Lake | UDOT | Var | New | Safety Barrier at Various Locations | Address deficiencies of many cattle guards in Region Two | STP_FLEX_ST (STP Flexible (Any Area) Statewide) | $1,000,000 | $0 | New Project | $1,000,000 | 2017 |

Region Two requests to add this project to the Asset Management Program to improve the cattle guards throughout Region Two.

| Salt Lake | UDOT | Var | New | Safety Barrier at Various Locations | Replace substandard barrier at various locations | STP_FLEX_ST (STP Flexible (Any Area) Statewide) | $2,500,000 | $0 | New Project | $2,500,000 | 2017 |

Region Two requests to add this project to the Asset Management Program to replace substandard barrier at various locations throughout the region that needs to be upgraded. Some of the issues with the substandard barrier include improper sloped end sections, spalling of concrete, substandard connections and pins, and substandard height.
Davis County – Hill Field Road (SR-232); 1225 North to Antelope Drive
Pavement Preservation

Funding to include a Preservation Treatment of a Bonded Wearing Course

Transferred Funding
$ 800,000

- - -

Total Project Cost
Estimate $ 800,000

New Project

Funding to include a Preservation Treatment of a Bonded Wearing Course
Salt Lake County – I-15; 10600 South to 600 North
Repair Concrete Spalling

Project will address Concrete Spalling which is
Outside of Pavement Rehab

Asset Management
*****
New Project
Estimate $ 4,800,000

New Project
Project will address Concrete Spalling which is
Outside of Pavement Rehab
Salt Lake County – I-80; Mouth of Parley’s & Silvercreek & US-40
I-80 Chain Up Area Improvements

Improvements would include;
- Provide drainage
- Additional Pavement,
- Signage & Striping,
- Advance signing to alert drivers when chain-up law was in effect

Asset Management
*****
New Project
Cost Estimate
$1,500,000
Salt Lake County – Cattle Guards at Various Locations
Address deficiencies of Cattle Guards

Project will improve cattle guards throughout Region Two

Asset Management
New Project
Estimate $ 1,000,000
Salt Lake County – Safety Barrier at Various Locations
Replace Substandard Barrier

Project will improve Safety Barriers throughout Region Two

Asset Management
- - -
New Project
Estimate $ 2,500,000
### New Project

#### Salt Lake / West Valley Urban Area

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
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<th>Project Location</th>
<th>Concept/ Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
<th>Currently Funded Amount</th>
<th>Action</th>
<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tooele</td>
<td>Tooele County</td>
<td>Var</td>
<td>New</td>
<td>On-demand Transit Service</td>
<td>One Year of Operations (driver, dispatcher, maintenance, and fuel)</td>
<td>CMAQ_Tooele (Congestion Mitigation/ Air Quality - Tooele)</td>
<td>$160,892</td>
<td>$0</td>
<td>New Project</td>
<td>$160,892</td>
<td>2017</td>
</tr>
<tr>
<td>Tooele</td>
<td>Utah Transit Authority (UTA)</td>
<td>Var</td>
<td>New</td>
<td>Flex Route 402 Service</td>
<td>Operating costs for one year</td>
<td>CMAQ_Tooele (Congestion Mitigation/ Air Quality - Tooele)</td>
<td>$120,000</td>
<td>$0</td>
<td>New Project</td>
<td>$120,000</td>
<td>2017</td>
</tr>
<tr>
<td>Tooele</td>
<td>Grantsville</td>
<td>Durfee &amp; Center Str</td>
<td>New</td>
<td>Durfee/ Center Street Sidewalk</td>
<td>Construct Missing Sidewalk</td>
<td>CMAQ_Tooele (Congestion Mitigation/ Air Quality - Tooele)</td>
<td>$195,400</td>
<td>$0</td>
<td>New Project</td>
<td>$195,400</td>
<td>2017</td>
</tr>
<tr>
<td>Tooele</td>
<td>Tooele County</td>
<td>SR-138</td>
<td>New</td>
<td>SR-138 Pedestrian Crossing</td>
<td>Preliminary Engineering and Design for a Pedestrian Underpass</td>
<td>CMAQ_Tooele (Congestion Mitigation/ Air Quality - Tooele)</td>
<td>$214,523</td>
<td>$0</td>
<td>New Project</td>
<td>$214,523</td>
<td>2017</td>
</tr>
</tbody>
</table>

This project would provide for one year of operations by paying for a 3/4 time driver, 3/4 time dispatcher, and for vehicle maintenance and fuel for one year. The federal CMAQ funds recommended are $150,000 and the local match is $10,892 for a total project cost of $160,892.

This project would provide one year of operations for the Flex Route 402 Bus route service. The federal CMAQ funds recommended are $111,876 and the local match is $8,124 for a total project cost of $120,000.

This project would construct sidewalk on portions of Durfee Street and Center Street where it currently does not exist. The federal CMAQ funds recommended are $182,171 and the local match is $13,229 for a total project cost of $195,400.

This project will provide the preliminary engineering and design for an underpass beneath SR-138 in Stansbury Park. Additional funding will be necessary for project construction. The federal CMAQ funds recommended are $200,000 and the local match is $14,523 for a total project cost of $214,523.
Tooele County – Transit Service – One Year Operations
Including Driver, Dispatcher and Vehicle Maintenance and Fuel
Service for Tooele County

Programmed Funding
$150,000

Total Project Cost
Estimate $160,892
Old & New F400 & F402

**The bus will deviate within the shaded area up to 2 deviations per trip. The shaded area represents approximately 3/4 mile each side of the designated route.**

Tooele County – Transit Service – Operations for 1 Year

One Year Operating Costs

Programmed Funding

$ 111,876

---

Total Project Cost

Estimate $ 120,000
Tooele County – Grantsville – Construct Missing Sidewalk
Durfee Street and Center Street

Construct sidewalk where it currently does not exist

Programmed Funding
$182,171

Total Project Cost
Estimate $195,400
Tooele County – SR-138 Pedestrian Crossing
Preliminary Engineering and Design

Pedestrian Crossing Underpass

Programmed Funding
$ 200,000

Phase I Estimated Cost
$ 214,523
The Federal Highway Administration (FHWA) defines “obligation” as the federal government’s legal commitment to reimburse the States or other entities for the Federal share of a project’s eligible costs.

Thus, an obligated project is one that has been approved by the federal government for reimbursement.

• Obligated projects were not necessarily initiated or completed during this year.

• Obligated amounts reflected in this report also may not be equal to the final project cost.
# Project Process and Obligation of Funding

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Route</th>
<th>Project Number</th>
<th>Project Information</th>
<th>Year Added to TIP</th>
<th>Extrapolated Total Project Cost</th>
<th>Original Funds Programmed</th>
<th>Total Amount Obligated</th>
<th>Estimated Funding and Spending (Fiscal Year)</th>
<th>Concept Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salt Lake</td>
<td>Draper</td>
<td>F-8299(128)</td>
<td>1000 East Pioneer Road (1200 South) to 13000 North</td>
<td>Reconstr &amp; Widen</td>
<td>2011</td>
<td>$4,410,000</td>
<td>$2,670,000</td>
<td>$3,452,490</td>
<td>$ -</td>
<td>$ -</td>
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<tr>
<td>Salt Lake</td>
<td>UDOT</td>
<td>F-0170(126)</td>
<td>1100 W South of 1300 E South</td>
<td>Intersection Improvements - Convert existing Structure over SR-2 South into a Diverging Diamond Interchange (2000)</td>
<td>2011</td>
<td>$4,410,000</td>
<td>$4,000,000</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Salt Lake</td>
<td>Murray</td>
<td>F-8299(119)</td>
<td>1100 E South of 1300 E</td>
<td>Construction and Widening</td>
<td>2011</td>
<td>$2,780,000</td>
<td>$4,000,000</td>
<td>$209,920</td>
<td>$2,550,290</td>
<td>$ -</td>
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<tr>
<td>Salt Lake</td>
<td>Draper</td>
<td>F-8299(141)</td>
<td>1200 W of 1300 E South</td>
<td>Complete Widening Reconstruction through lanes and dual left turn lanes</td>
<td>2011</td>
<td>$4,200,000</td>
<td>$3,776,000</td>
<td>$1,076,440</td>
<td>$1,230,000</td>
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<tr>
<td>Salt Lake</td>
<td>Murray</td>
<td>F-0170(126)</td>
<td>1100 E South of 1300 E</td>
<td>Reclassification of existing Structure over SR-2 South into a Diverging Diamond Interchange (2000)</td>
<td>2011</td>
<td>$4,200,000</td>
<td>$4,000,000</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
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<tr>
<td>Salt Lake</td>
<td>Murray</td>
<td>F-0170(126)</td>
<td>1100 E South of 1300 E</td>
<td>Reclassification of existing Structure over SR-2 South into a Diverging Diamond Interchange (2000)</td>
<td>2011</td>
<td>$3,950,000</td>
<td>$4,000,000</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
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<tr>
<td>Salt Lake City</td>
<td>Salt Lake City</td>
<td>F-8299(119)</td>
<td>1200 E South of 1300 E South</td>
<td>Reconstruction with minor widening, Improvements to Drainage, Curb, Gutter and Sidewalk</td>
<td>2012</td>
<td>$4,200,000</td>
<td>$3,990,000</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
</tbody>
</table>

**Environmental / Preliminary Engineering**

**Design**

**Right of Way**

**Advertise / Construct**

**Closeout / De-obligation**

**FAA**
Statewide
FFY 2016 Federal Highway Funds Obligation by Project Improvement Type

Federal & Matching Funds Obligated Statewide ($404,345,670)
WFRC Region
FFY 2016 Federal Highway Funds Obligation by Project Improvement Type

Federal & Matching Funds Obligated within WFRC Region ($256,869,768)

Surfacing or Resurfacing: $108,903,569
Reconstruction or Capacity: $58,423,368
Miscellaneous: $21,414,835
Intersection/Safety: $26,861,837
Bridge/Major Structure: $5,041,031
Structure/Minor Structural Rehab: $10,616,090
ATMS: $2,053,112
Studies/Planning: $19,008,548
Bike/Pedestrian & Transit: $4,547,379
WFRC FFY 2016 STP, CMAQ, & TAP Funds
Obligation by Project Improvement Type

Federal & Matching Funds
Administered by WFRC &
Obligated within WFRC Area
(Total Funds - $34,224,527)

STP - Salt Lake/ West Valley Area $16,779,313
STP - Ogden/ Layton Area $8,410,475
CMAQ - WFRC Total Area $7,630,469
TAP - WFRC Total Area $1,404,270
FFY 2016 Federal Transit Administration Funds
Obligation by Project Type

$679,541,551

Federal & Local Matching Funds
(Total Amounts)

$317,015,493

Capital Improvements

Operation/Planning & Maintenance (O & M)
<table>
<thead>
<tr>
<th>Plan Fund Desc.</th>
<th>PIN</th>
<th>PIN Status</th>
<th>Category</th>
<th>Project Location</th>
<th>County</th>
<th>Total Obl.</th>
<th>FA</th>
<th>STATE</th>
<th>LOCAL</th>
<th>TOTAL</th>
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<tbody>
<tr>
<td>BRIDGE REHAB/REPLACEMENT (ON/OFF) BR_ON/OFF</td>
<td>8526</td>
<td>Closed</td>
<td>Structures Bridge Replacement</td>
<td>SR-2011 NEAR KCC ARTHUR MILL CROSSING KCC RAILROAD SPUR</td>
<td>SALT LAKE</td>
<td>$0.00</td>
<td>$0.00</td>
<td>($0.01)</td>
<td>$0.00</td>
<td>($0.01)</td>
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<tr>
<td>BRIDGE RESEARCH &amp; DEPLOY PRG BRD_P</td>
<td>9431</td>
<td>Active</td>
<td>Structures Bridge Rehabilitation</td>
<td>Other: BRIDGE INSPECTION PROGRAM to: 1.00 for: 1.00</td>
<td>VARIOUS</td>
<td>$560.84</td>
<td>$560.84</td>
<td>$152.71</td>
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<td>$763.55</td>
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<td>BRIDGE RESEARCH &amp; DEPLOY PRG BRD_P</td>
<td>10891</td>
<td>Awarded</td>
<td>Structures Bridge Rehabilitation</td>
<td>TO SR-270 WEST TEMPLE; MP, 55 - 61.00 &amp; FROM SR-270 WEST TEMPLE; MP, 15 - 52</td>
<td>SALT LAKE</td>
<td>$51,204.24</td>
<td>$51,204.24</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$51,204.24</td>
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<tr>
<td>CMAQ REDUCE PM 2.5 EMISSIONS CMAQ_PM2.5</td>
<td>11859</td>
<td>Closed</td>
<td>Other Study</td>
<td>Statewide</td>
<td>VARIOUS</td>
<td>($51,204.24)</td>
<td>($51,204.24)</td>
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<td>($51,204.24)</td>
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<tr>
<td>CMAQ TOOELE @ 100 % CMAQ_TOOELE1</td>
<td>11892</td>
<td>Active</td>
<td>Signal and/or Lighting Project</td>
<td>Cnty/FA-2185/MP: 09 - 09</td>
<td>SALT LAKE</td>
<td>$223,075.15</td>
<td>$223,075.15</td>
<td>$0.00</td>
<td>$16,198.85</td>
<td>$239,274.00</td>
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<tr>
<td>CMAQ TOOELE @ 100 % CMAQ_TOOELE1</td>
<td>11894</td>
<td>Active</td>
<td>Intersection Improvements</td>
<td>SR-103; MP: 00 - .17 &amp; SR-103; MP: 00 - .17</td>
<td>DAVIS</td>
<td>$1,227,189.29</td>
<td>$1,227,189.29</td>
<td>$0.00</td>
<td>$89,113.71</td>
<td>$1,316,303.00</td>
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<tr>
<td>CMAQ TOOELE @ 100 % CMAQ_TOOELE1</td>
<td>11895</td>
<td>Active</td>
<td>Intersection Improvements</td>
<td>7800 South &amp; 1300 West</td>
<td>SALT LAKE</td>
<td>$139,845.00</td>
<td>$139,845.00</td>
<td>$0.00</td>
<td>$10,155.00</td>
<td>$150,000.00</td>
</tr>
<tr>
<td>CMAQ TOOELE @ 100 % CMAQ_TOOELE1</td>
<td>11998</td>
<td>Active</td>
<td>Intersection Improvements</td>
<td>Little Cottonwood Canyon Intersection - Snowbird Entry 1</td>
<td>SALT LAKE</td>
<td>$349,998.84</td>
<td>$349,998.84</td>
<td>$0.00</td>
<td>$25,415.55</td>
<td>$375,414.40</td>
</tr>
<tr>
<td>CMAQ TOOELE @ 100 % CMAQ_TOOELE1</td>
<td>12001</td>
<td>Active</td>
<td>Trails and Bikeways</td>
<td>Cnty/FA-2044; MP: 6.60 - 6.69 &amp; 1800 East Burrencep Pedestrian Bridge</td>
<td>SALT LAKE</td>
<td>$2,516,988.40</td>
<td>$2,516,988.40</td>
<td>$0.00</td>
<td>$182,737.91</td>
<td>$2,699,726.31</td>
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<tr>
<td>CONGESTION MITIGATION / AIR BOX ELDER CMAQ_BOX_ELD</td>
<td>14589</td>
<td>Active</td>
<td>transit Service</td>
<td>Tooele County</td>
<td>TOOELE</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
<td>($14,222.55)</td>
<td>($14,222.55)</td>
</tr>
<tr>
<td>CONGESTION MITIGATION/AIR QUALITY (TOOELE CMAQ_TOOELE)</td>
<td>13929</td>
<td>Active</td>
<td>transit Service</td>
<td>Tooele County</td>
<td>TOOELE</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$88,000.00</td>
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<tr>
<td>CONGESTION MITIGATION/AIR QUALITY (TOOELE CMAQ_TOOELE)</td>
<td>8597</td>
<td>Closed</td>
<td>Spot Improvement - Operational</td>
<td>TOOELE - STANSBURY PARK &amp; RIDE LOT</td>
<td>TOOELE</td>
<td>($192,600.03)</td>
<td>($192,600.03)</td>
<td>$0.00</td>
<td>$0.00</td>
<td>($192,600.03)</td>
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<tr>
<td>CONGESTION MITIGATION/AIR QUALITY (WFCR) CMAQ_WFCR</td>
<td>14589</td>
<td>Active</td>
<td>transit Service</td>
<td>Tooele County</td>
<td>TOOELE</td>
<td>$195,859.45</td>
<td>$195,859.45</td>
<td>$0.00</td>
<td>$0.00</td>
<td>$14,222.55</td>
</tr>
</tbody>
</table>

**Total**: $2,651,726.31
# UTA FY 2016 Grants Overview

Funds Allocated (awarded and executed) in Fed. FY 2016 (10/01/15 - 09/30/2016)

<table>
<thead>
<tr>
<th>Grant Number</th>
<th>Fed. Amt</th>
<th>Local Amt.</th>
<th>Tot. Amt.</th>
<th>Brief Description</th>
<th>Award Date</th>
<th>Status</th>
<th>Approx % Comp</th>
</tr>
</thead>
<tbody>
<tr>
<td>UT-04-0025-02</td>
<td>$400,000</td>
<td>$100,000</td>
<td>$500,000</td>
<td>VTCLI UTA One-Call/One-Click</td>
<td>41838</td>
<td>Active</td>
<td>83</td>
</tr>
<tr>
<td>UT-04-0026-02</td>
<td>$400,000</td>
<td>$100,000</td>
<td>$500,000</td>
<td>VTCLI Tooele Computer Aided Sched. and Disp.</td>
<td>41838</td>
<td>Active</td>
<td>99</td>
</tr>
<tr>
<td>UT-16-X006-01</td>
<td>$1,159,485</td>
<td>$467,630</td>
<td>$1,627,115</td>
<td>5310 Large Urbanized Areas FY2013</td>
<td>42241</td>
<td>Active</td>
<td>35</td>
</tr>
<tr>
<td>UT-26-0007-02</td>
<td>$50,000</td>
<td>$ -</td>
<td>$50,000</td>
<td>VTCLI UTA Marketing/Outreach</td>
<td>41838</td>
<td>Active</td>
<td>7</td>
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<tr>
<td>UT-26-0008-02</td>
<td>$50,000</td>
<td>$ -</td>
<td>$50,000</td>
<td>VTCLI Tooele Marketing/Outreach</td>
<td>41838</td>
<td>Active</td>
<td>0</td>
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<tr>
<td>UT-90-X071-00</td>
<td>$41,588,702</td>
<td>$10,397,176</td>
<td>$51,985,878</td>
<td>5307: PM, ADA ops, security, enhancements, planning</td>
<td>41138</td>
<td>Waiting on approval to close</td>
<td>100</td>
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<tr>
<td>UT-90-X073-00</td>
<td>$40,604,545</td>
<td>$10,171,137</td>
<td>$50,775,682</td>
<td>5307: PM, ADA ops, security, enhancements, planning</td>
<td>41514</td>
<td>Waiting on approval to close</td>
<td>100</td>
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<tr>
<td>UT-90-X075-00</td>
<td>$40,810,152</td>
<td>$10,202,538</td>
<td>$51,022,690</td>
<td>5307: PM, ADA ops, security, enhancements, planning</td>
<td>41904</td>
<td>Active</td>
<td>98</td>
</tr>
<tr>
<td>UT-90-X077-01</td>
<td>$45,067,852</td>
<td>$11,266,964</td>
<td>$56,334,816</td>
<td>FY15 5307 PM Planning ADA Secure En</td>
<td>42297</td>
<td>Active</td>
<td>97</td>
</tr>
<tr>
<td>UT-95-X004-00</td>
<td>$4,072,028</td>
<td>$295,695</td>
<td>$4,367,723</td>
<td>Rideshare, Vans, Operating, Rehab LRVs CMAQ/STP</td>
<td>40422</td>
<td>Active - only rideshare/vanpool management left</td>
<td>97</td>
</tr>
<tr>
<td>UT-2016-007-00</td>
<td>$250,500</td>
<td>$62,625</td>
<td>$313,125</td>
<td>TOD Planning Grant P/O BRT</td>
<td>42563</td>
<td>Active</td>
<td>83</td>
</tr>
<tr>
<td>UT-2016-008-00</td>
<td>$46,141,985</td>
<td>$11,535,497</td>
<td>$57,677,482</td>
<td>FY16 5307 PM Planning ADA Secure En</td>
<td>42604</td>
<td>Active</td>
<td>98</td>
</tr>
<tr>
<td>UT-2016-009-00</td>
<td>$12,868,500</td>
<td>$3,217,125</td>
<td>$16,085,625</td>
<td>5337 FY16 Fixed Guideway Prev Maint</td>
<td>42605</td>
<td>Active</td>
<td>95</td>
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<tr>
<td>UT-2016-013-00</td>
<td>$1,970,458</td>
<td>$626,740</td>
<td>$2,597,198</td>
<td>Sec 5310 Large Urbanized Area FY 2014 and FY 2015</td>
<td>42632</td>
<td>Active</td>
<td>0</td>
</tr>
<tr>
<td>UT-2017-003</td>
<td>$4,273,770</td>
<td>$1,068,443</td>
<td>$5,342,213</td>
<td>FY2016 5339 Discretionary for Replacement Buses</td>
<td>42754</td>
<td>Active</td>
<td>0</td>
</tr>
</tbody>
</table>

## Other Agency Grants

<table>
<thead>
<tr>
<th>Grant Number</th>
<th>Fed. Amt</th>
<th>Local Amt.</th>
<th>Tot. Amt.</th>
<th>Brief Description</th>
<th>Award Date</th>
<th>Status</th>
<th>Approx % Comp</th>
</tr>
</thead>
<tbody>
<tr>
<td>EMW-2015-RA-0035</td>
<td>$100,000</td>
<td>$ -</td>
<td>$100,000</td>
<td>Homeland Security -- Multi-Agency Exercise</td>
<td>42309</td>
<td>Active</td>
<td>10</td>
</tr>
<tr>
<td>EMW-2016-RA-00045</td>
<td>$182,500</td>
<td>$ -</td>
<td>$182,500</td>
<td>Homeland Security -- Awareness Campaign</td>
<td>42596</td>
<td>Active</td>
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</tr>
<tr>
<td>16-18123JH</td>
<td>$50,000</td>
<td>$244,000</td>
<td>$294,000</td>
<td>SLCo CDBG Rt 200 ADA Bus Stop Improvements</td>
<td>42490</td>
<td>Active</td>
<td>25</td>
</tr>
</tbody>
</table>
Transportation and Land Use Connection

About the Program +

Project Spotlights
TLC Program Goals

- Focus growth in centers
- Support Wasatch Choice growth principles
- Coordinate land use and regional transportation
- Reduce travel demand
- Promote regional collaboration
- Encourage broader stakeholder involvement
# TLC Program 2014-2016

**Average annual demand**

$1.37M

**Total Investment**

$2.74M

## TLC Program 2014 - 2016

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Small Area Plans</td>
<td>24</td>
</tr>
<tr>
<td>Form-Based Codes/Zoning</td>
<td>8</td>
</tr>
<tr>
<td>Active Transportation/Transportation Master Plans</td>
<td>4</td>
</tr>
<tr>
<td>Complete Streets Policies</td>
<td>4</td>
</tr>
<tr>
<td>Market Analyses</td>
<td>6</td>
</tr>
<tr>
<td>General Plan Updates</td>
<td>3</td>
</tr>
</tbody>
</table>

**72% of communities across the region submitted applications**
## TLC PROJECT SELECTION CRITERIA

<table>
<thead>
<tr>
<th>Program Goals</th>
<th>Criteria Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Significance</td>
<td>1. Project objectives and their relation to the TLC program goals.*</td>
</tr>
<tr>
<td></td>
<td>2. Cash match: The applicant’s percentage of local funds committed towards the total project cost. Percentage is based on jurisdictional size. (min 6.77%)</td>
</tr>
<tr>
<td></td>
<td>3. In-Kind match: The local government staff hours committed to participating in the project.</td>
</tr>
<tr>
<td>Ability to match</td>
<td></td>
</tr>
<tr>
<td>Project Type</td>
<td>4. The type of project that the applicant is intending to complete, with implementation oriented products receiving additional weight.</td>
</tr>
<tr>
<td>Supports Centers</td>
<td>5. The project’s potential to reduce single occupant vehicle trips, impact travel demand, and enhance the vitality of centers.*</td>
</tr>
<tr>
<td>Project Benefit/Return on Investment</td>
<td>6. Project outcomes: final products and intent to implement</td>
</tr>
<tr>
<td></td>
<td>7. Tools used, applicant’s use of implementation tool.*</td>
</tr>
<tr>
<td>Regional Collaboration</td>
<td>8. The extent that the applicant is looking to have multi-jurisdictional and/or multi-agency collaboration.</td>
</tr>
</tbody>
</table>
Farmington/Kaysville
Active Transportation Plan 2015

- Connecting the communities through safe walking and bicycling
  - TLC: $40,000  |  Match: $12,500
Life on State 2016

- Refine and implement the Life on State Plan
  - TLC: $165,000 | Match: $45,000
TLC Program

Megan Townsend
mtownsend@wfrc.org
(801)363-4250 x. 1101

http://www.wfrc.org/tlc