



Transportation Improvement Program - Today . . .

4a. Action on a New Board Modification

- To the 2018-2023 TIP

4b. Action on the 2019-2024 Transportation Improvement Program (TIP) & Corresponding Air Quality Conformity Finding

4c. Action on Modifications to the Evaluation Criteria for the Surface Transportation Program

4a - 2018-2024 TIP Board Modification

Trans Com
August 16, 2018

Ben Wuthrich
Wasatch Front Regional Council

2018-2023 Transportation Improvement Program (TIP) (Amendment Nine)

Board Modification

Project 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	West Jordan	1300 West	14039	1300 West; 6600 South to 9400 South	<p><u>Was</u> - Operational Improvements to Major Intersections with Minor roadway Improvements</p> <p><u>Proposed</u> - Operational Improvements to include Bike/ Ped and Intersection Improvements</p>	STP_URB_SL (Surface Transportation Program - Salt Lake\ West Valley Urban Area (STP)Program)	\$15,571,300	\$6,000,000	<i>Project Scope Change</i>	No additional Funds Requested at this time	2018-2023 TIP

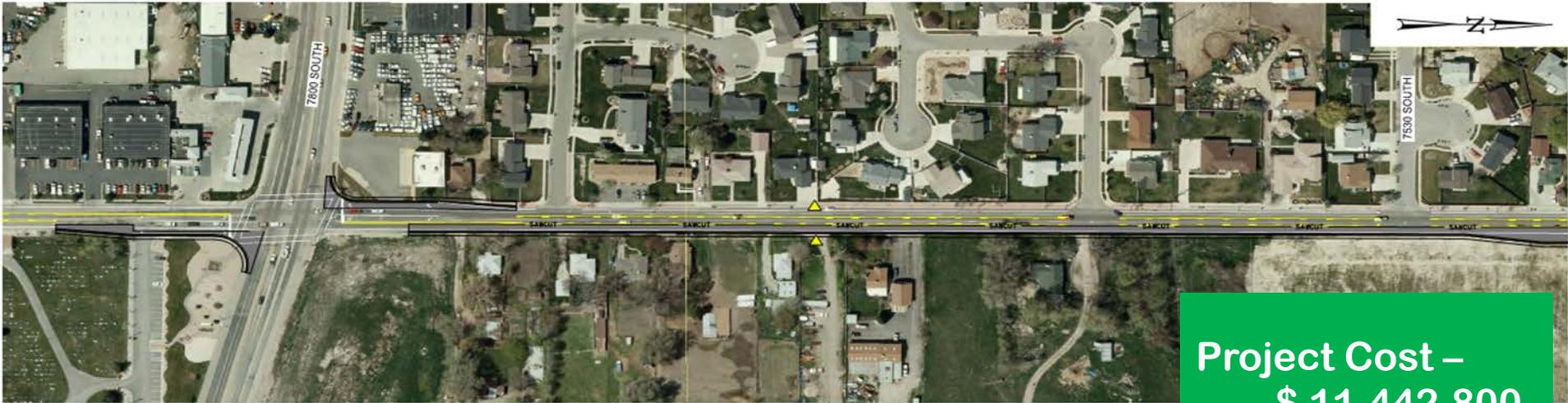
The original project was to construct a two way left turn lane on 1300 W and right turn lanes at 7000 S, 7800 S, and 8600 S, and construct a "high T" intersection at Winchester Street (6685 S). Since the time of approval several of these intersections have been improved and 1300 West has been identified as a priority north-south bike/ ped route in the Salt Lake Valley. Thus the request to amend the project scope to include "Improve roadway conditions to provide safe and adequate capacity for bicycle and pedestrian transportation along the 1300 West Corridor including operational improvements through intersections"

Salt Lake	Salt Lake City	Various	15927	<p><u>Was</u> - Transit Stop Improvements; City Wide</p> <p><u>Proposed</u> - 1300 East; 1300 South to 2100 South</p>	<p><u>Was</u> - Transit Stop Improvements to Major Bus Stops - City Wide</p> <p><u>Proposed</u> - Reconstruction with minor improvements to Drainage, Curb, Gutter and Sidewalk <u>and</u> Improve Bus Stops on 1300 East</p>	TAP_URB_WFRC (Transportation Alternatives Program - WFRC Area)	\$10,080,000	\$186,000	<i>Project Scope Change</i>	No additional Funds Requested at this time	2018-2023 TIP
			11083			STP_URB_SL (Surface Transportation Program - Salt Lake\ West Valley Urban Area (STP)Program)		\$6,426,097			
						LOCAL_INKIND (Local In Kind (Soft Match))		\$130,000			
						LOCAL_GOVT (Local Government Funds)		\$3,337,903			

The original project was to improve high priority bus stops throughout Salt Lake City. Earlier this year Salt Lake City updated their Transit Master Plan and 1300 East was identified as a Tier 1 route (high transit priority route). The City requests that this project scope be changed to improve the bus stops along 1300 East in conjunction with a reconstruction project programmed to advertise within the year. By combining the two projects the City will be able to improve almost twice the number of bus stops.

UDOT\ West Jordan – 1300 West – Reconstruct w\ Minor Widening Project Type – Operational / Intersection Improvements

9400 South to 6600 South



Add a two way left turn lane on 1300 W and right turn lanes at 7000 S, 7800 S, and 8600 S. A "high T" intersection will be constructed at Winchester Street (6685 S).

**Project Cost –
\$ 11,442,800**

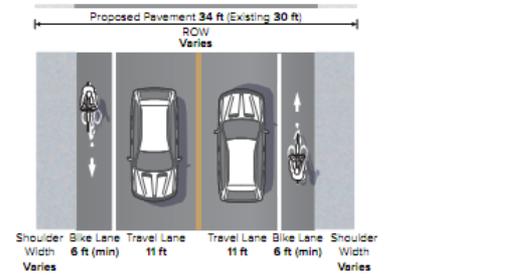
**Recommended –
\$ 6,000,000**

UDOT\ West Jordan – 1300 West – Reconstruct w\ Minor Widening

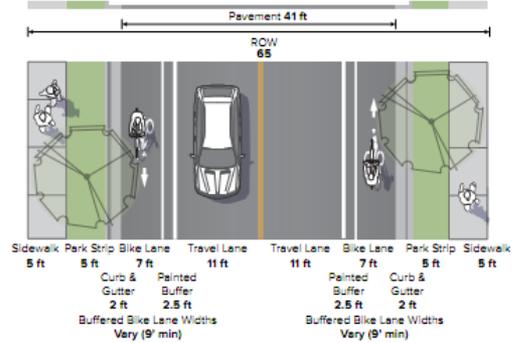
Project Type – Operational / Intersection, Bike and Ped Improvements

9400 South to 6600 South

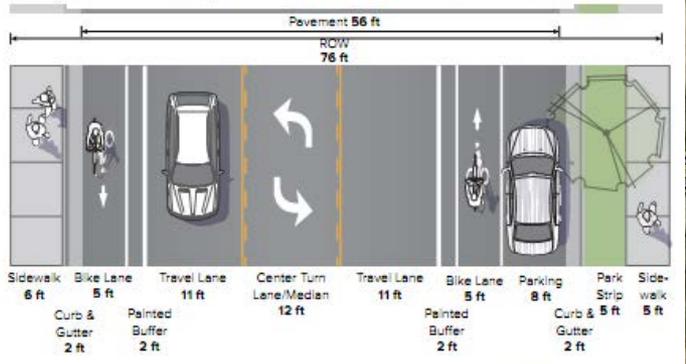
• **Impacts:** Road widening in certain sections
J. Taylorsville City, 1300 W. Bike Lanes at 5640 S



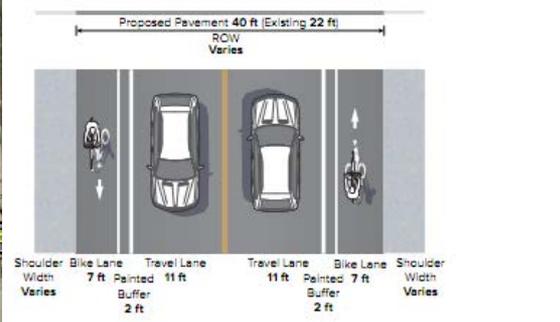
K. Taylorsville City, 1300 W. Buffered Bike Lanes at 6020 S



L. City of West Jordan, 1300 W. Buffered Bike Lanes at 9220 S



M. Taylorsville City, 1300 W. Buffered Bike Lanes at Bison Dr



Estimated Project Cost – \$ 15,571,300
No additional funding is being requested at this time

Improve roadway conditions to provide safe and adequate capacity for all modes of transportation along the 1300 West Corridor including operational improvements through intersections

Salt Lake City TRANSIT MASTER PLAN

North
Salt Lake

Frequent Transit Network

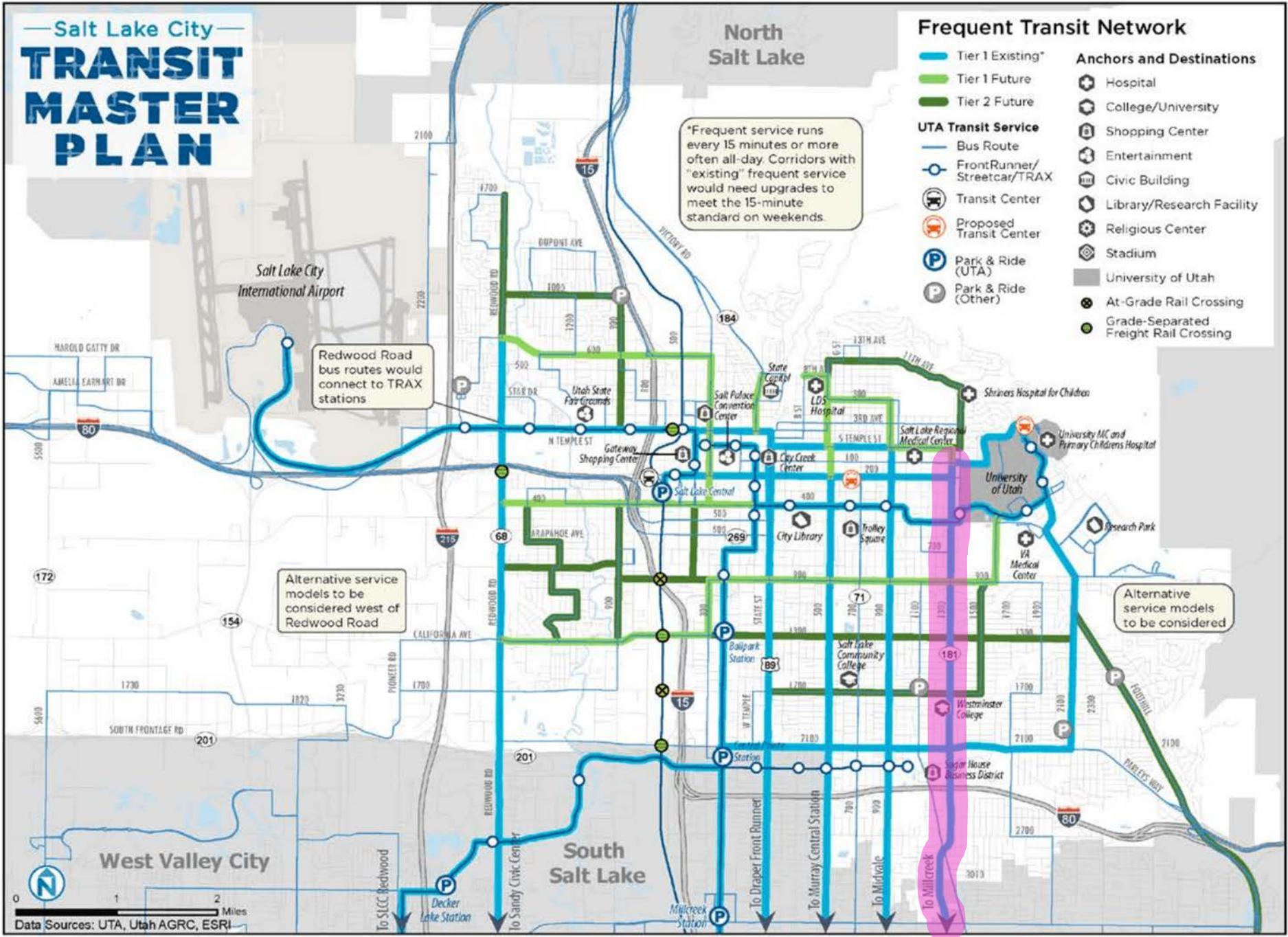
- Tier 1 Existing*
 - Tier 1 Future
 - Tier 2 Future
- UTA Transit Service**
- Bus Route
 - FrontRunner/Streetcar/TRAX
 - Transit Center
 - Proposed Transit Center
 - P Park & Ride (UTA)
 - P Park & Ride (Other)
- Anchors and Destinations**
- + Hospital
 - + College/University
 - + Shopping Center
 - + Entertainment
 - + Civic Building
 - + Library/Research Facility
 - + Religious Center
 - + Stadium
 - + University of Utah
 - + At-Grade Rail Crossing
 - + Grade-Separated Freight Rail Crossing

*Frequent service runs every 15 minutes or more often all-day. Corridors with "existing" frequent service would need upgrades to meet the 15-minute standard on weekends.

Redwood Road bus routes would connect to TRAX stations

Alternative service models to be considered west of Redwood Road

Alternative service models to be considered



Salt Lake City – 1300 East – Reconstruction

Project Type - Reconstruction

BEFORE IMPROVEMENTS:



1300 South and 2100 South



AFTER IMPROVEMENTS:



Reconstruct a deteriorated street: replace C & G/ driveway approaches/ ADA pedestrian ramps; mill the existing asphalt surface from the concrete pavement, stabilize that material, and install new asphalt surfacing; improve drainage (replacement and new piping and inlet structures); and upgrade traffic & pedestrian signals and improve intersection lighting,

Including Transit Stop Improvements



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**Action on the 2019-2024 Transportation Improvement &
Corresponding Air Quality Conformity Finding**

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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

New Construction

West Davis Corridor



Including Sidewalks, Trails, Bike Facilities, Roadway and Traffic Adaptions

Rehab and Maintenance

Roadway Signage and Markings



UTA – Locomotive Over Haul

Project Type – Transit

Rebuild 2 Locomotive Prime Mover Engines



Reduce particulate matter emissions and the formation of ozone in Davis and Weber counties. The rebuilding of 2 locomotive prime mover engines to EPA's standard of Tier 2+ would reduce the total emissions of criteria air pollutants (i.e. NO_x, HC, CO and PM) by 5,518 kg annually.

Davis County Ski Buses - Bus Purchase for Two Buses

Project Type - Transit

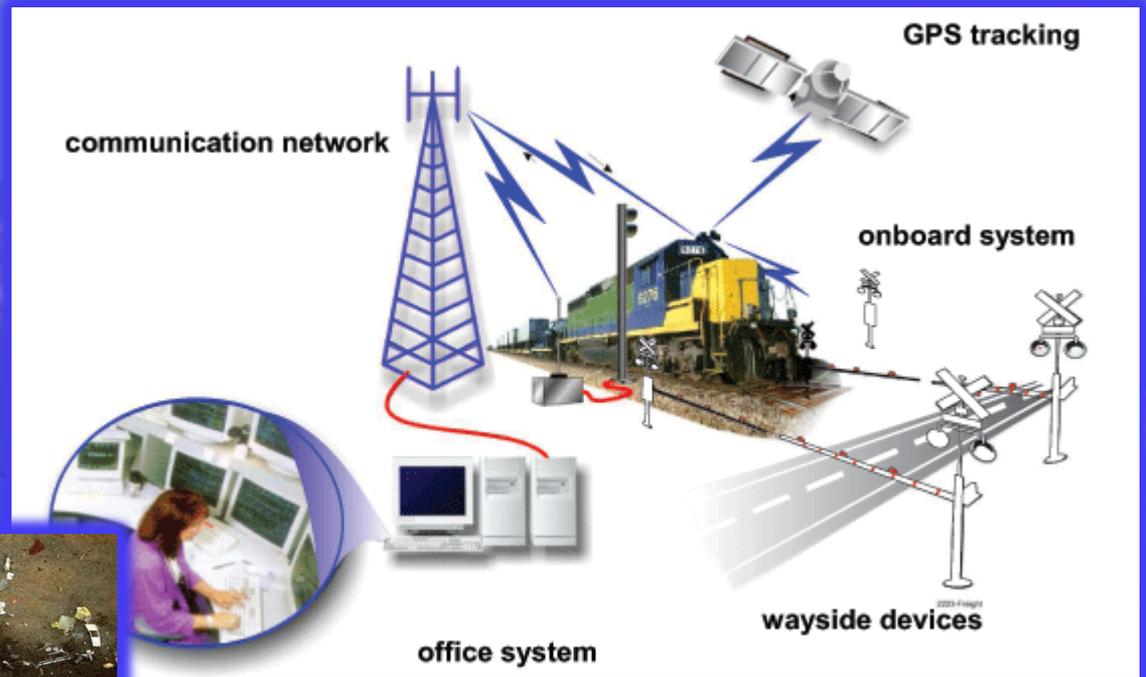
Layton Station to Snowbasin via Layton Hills Mall/ Hotels and Park and Ride lots



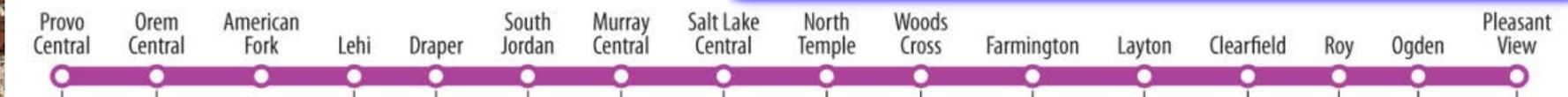
Layton City, Davis County, Snow Basin, and UTA have established seasonal local bus service from Layton City to ski areas via Trappers Loop. This now uses older ski buses from the SLC area that have met the requirements for retirement. New buses are needed as this service continues.

Enhanced Automated Train Control

Implementation of Positive Train Control (PTC) System

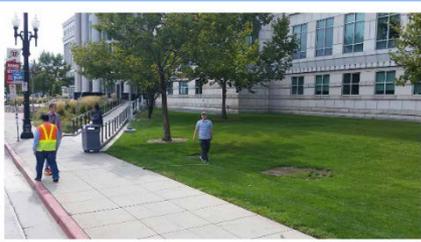


System will prevent a single point of failure for any movement of a train through a work zone or malfunctioning grade crossing when the system has imposed a positive stop

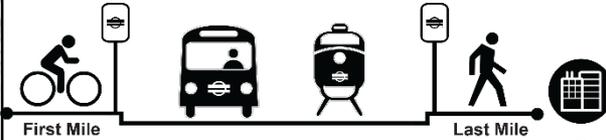


TIGER 8 First/ Last Mile Program

Build projects like, New Sidewalks, Bike Lanes, ADA Ramps, Ped/ Bike Bridges



First and Last Mile



Journey from Home To Work



Program will construct multiple First/ Last Mile type projects

Pedestrian and Bicycle Projects

Various Locations



Including Sidewalks, Trails, Bike Facilities, Roadway and Traffic Adaptions

TIP 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**



Federal Programs Administered by WFRC (STP, CMAQ, and TAP) Funds for the WFRC Area FY2019-2024

Table 4.1 SALT LAKE WEST VALLEY AREA Surface Transportation Program

	2019	2020	2021	2022	2023	2024
Appropriated STP Funds	19,240,000	20,020,000	20,020,000		20,020,000	20,020,000
Available STP Funds	0,170,100	25,291,200	20,206,100			10,552,000
Scheduled STP Funds	795,900	18,205,200	22,871,700			
Balance	71,200	10,186,100	6,224,400			
	0,000	1,222,000	1,722,500			
	900	19,227,100	25,605,100			

Transit Funding Programmed within the WFRC Area FY2019-2024

Planning Fund	Prior Obligation	TOTAL 2019	TOTAL 2020	TOTAL 2021	TOTAL 2022	Total CD	Local Share
FTA Section 5307 SLV WV	\$ 26,764,386	\$ 27,033,643	\$ 27,598,312	\$ 27,598,312	\$ 27,598,312	\$ 65,220,624	\$ 50,478,397
FTA Section 5307 O/L	\$ 12,438,142	\$ 13,090,246	\$ 13,363,670	\$ 13,363,670	\$ 13,363,670	\$	\$
FTA 5307 SLV WV Related Locally-Funded Transit Enhancements	\$ 398,644	\$ 546,021	\$ 551,668	\$ 551,668	\$ 551,668	\$	\$ 551,668
FTA 5307 O/L Related Locally-Funded Transit Enhancements	\$ 424,381	\$ 264,394	\$ 267,129	\$ 267,129	\$ 267,129	\$	\$ 267,129
FTA Section 5309 New Starts	\$	\$ 6,450,000	\$ 2,300,000	\$ 1,250,000	\$ 1,250,000	\$	\$ 47,000
FTA Section 5337 State of Good Repair	\$ 15,311,264	\$ 17,330,506	\$ 21,431,200	\$ 23,738,730	\$ 23,738,730	\$	\$
FTA Section 5319 Bus and Bus Facilities	\$ 6,992,131	\$ 3,042,579	\$ 3,121,022	\$ 3,121,022	\$ 3,121,022	\$	\$ 3,152,233
FTA Section 5310 Sp/Needs - Elderly w/Disabilities	\$ 1,035,156	\$ 1,055,860	\$ 1,076,977	\$ 1,076,977	\$ 1,076,977	\$	\$ 1,098,000
Capital Investment Program Discretionary Grants	\$ 7,048,000	\$ 13,500,000	\$ 450,000	\$ 450,000	\$ 450,000	\$	\$
Capital Investment Program Local Funds	\$	\$ 33,030,850	\$ 26,354,290	\$ 26,354,290	\$ 26,354,290	\$	\$
Total	\$ 70,412,104	\$ 115,394,099	\$ 102,514,388	\$ 102,514,388	\$ 102,514,388	\$	\$

Other Federal and State Funding Programmed within the WFRC Area FY2019-2024

Planning Fund	Prior Obligation	TOTAL 2019	TOTAL 2020	TOTAL 2021	TOTAL 2022	Total CD
BR OFF	\$167,397.09	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
BRD F	\$51,204.24	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
CMAQ BOX ELD	\$390,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
CMAQ PAF S	\$1,392,336.27	\$594,156.37	\$0.00	\$0.00	\$0.00	\$688,000.00
CMAQ TOGELE	\$411,875.61	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
EM 2005 IM	\$11,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Air Quality Memorandum

REPORT NO. 38a [DRAFT]
DATE May 29, 2018
SUBJECT CONFORMITY ANALYSIS FOR THE WFRC [DRAFT] 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM.

ABSTRACT The Fixing America's Surface Transportation Act (FAST Act) 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 rulemakings promulgated by the Environmental Protection Agency (EPA) as of March 2010 and according to FHWA guidelines found in the FAST Act 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 [DRAFT] WFRC 2019-2024 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 Weber, Davis, and Salt Lake Counties included in the [DRAFT] 2019-2024 TIP are found to conform.

Wasatch Front Regional Council

295 North Jimmy Doolittle Road
Salt Lake City, Utah 84116

2019 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM PUBLIC COMMENT SUMMARY

The TIP provides a thoughtful and balanced approach that seeks to implement critical projects, including those identified in WFRC's Regional Transportation Plan. These projects help our local communities and our region meet the challenge of Utah's rapidly growing population while simultaneously promoting a strong economy, good air quality, and high quality of life.

TIP Public Comments and Responses

Comment	Response
There were concerns that the TIP did not place sufficient emphasis on transit and active transportation.	The 2019-2024 TIP provides projects that balance transportation investments across all modes of travel, including transit, biking, walking, and driving. Through a comprehensive approach that addresses all modes of travel in an integrated way, WFRC believes the TIP will help to address concerns regarding air quality, mobility, and quality of life.
There were many comments in support of, and included suggestions for, projects to address the needs of cyclists for safe and effective transportation.	WFRC understands the need for safe and effective transportation for cyclists in the region and will continue to work with Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), local governments, and other stakeholders to facilitate solutions to address the needs. However, funding has not yet been identified for many of the specific needs mentioned.
When considering travel in and to/from Little Cottonwood Canyon, commenters emphasized transit and active transportation, including more park-and-ride facilities located away from the mouth of the canyon.	WFRC and its transportation partners will work together to ensure these comments are evaluated in the Little Cottonwood Canyon Environmental Study and in regional planning.
Several comments received regarded the need for additional capacity and/or an alternate route to I-80, between Lake Point and Salt Lake County.	WFRC is aware of the need for an alternate to I-80, between Lake Point and Salt Lake County. Progress is occurring in the evaluation of concepts to address this need, but funding has not yet been identified.
There were requests for additional, as well as extending the hours of, bus service.	WFRC will collaborate with UTA and local governments to ensure these requests are considered as transit improvements are evaluated, during the joint development of UTA's Five Year Mobility Plan and other planning processes.
Several suggestions were made about the design of specific projects in the TIP.	WFRC staff will work with each project sponsor to ensure that these suggestions are considered in the project development process.



Help Shape Our Transportation Future

DRAFT 2019-2024 TIP | JUNE 30 - AUGUST 4

PROVIDE INPUT >



Our Mission

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.

Surface Transportation Program (STP) Evaluation Criteria

Transportation Coordinating Committee

August 16, 2018

Wayne Bennion

Wasatch Front Regional Council



WASATCH FRONT REGIONAL COUNCIL

Process for New Projects & The Draft TIP



Resources for Project Selection

- Distribution of Project Scores
- Field Review Comments
- Equity of Funding
- Sponsor's Project History
- Project Synergy
- Project Timing Efficiencies
- Complete Systems
- Professional Considerations
- Project Costs



Proposed Criteria/ Base Points

- Safety 10
- Facility Condition/ Management Practices 5
- Federal Investment per User 15
- Delay Reduction 10
- Connectivity 6
- Corridor Preservation 6
- Multiple Transportation Choices 6
- Access to Opportunity (increased) 15
- Operation, TSM/ TDM, & ITS Improvements 15
- Traffic Growth (reduced) 5
- Existing Volume/ Capacity and Freight Volumes 7
- Existing ADT (removed) 0

Proposed Access to Opportunity Criterion

- Criterion for evaluating projects that improve access to opportunities:
- Within 1/4 mile buffer of project:

<u>Activity Level</u>	<u>Points</u>
100 - 600 jobs	1
601 - 2000 jobs	3
2001 + jobs	5 max.

Proposed Access to Opportunity Criterion (continued)

- Within 1/4 mile buffer of project:

<u>Activity Level</u>	<u>Points</u>
800 - 1250 HH	1
1251 - 2000 HH	3
2001 + HH	5 max.

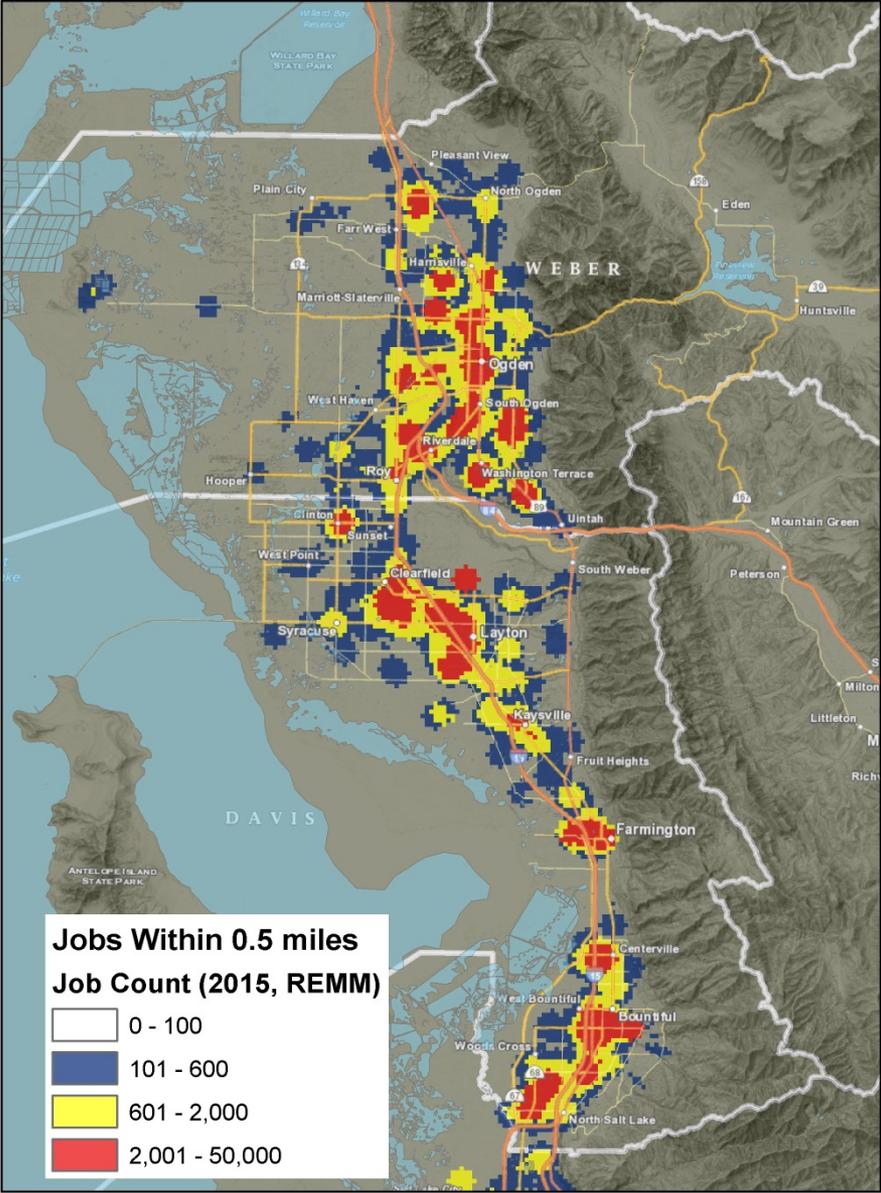
Proposed Access to Opportunity Criterion (continued)

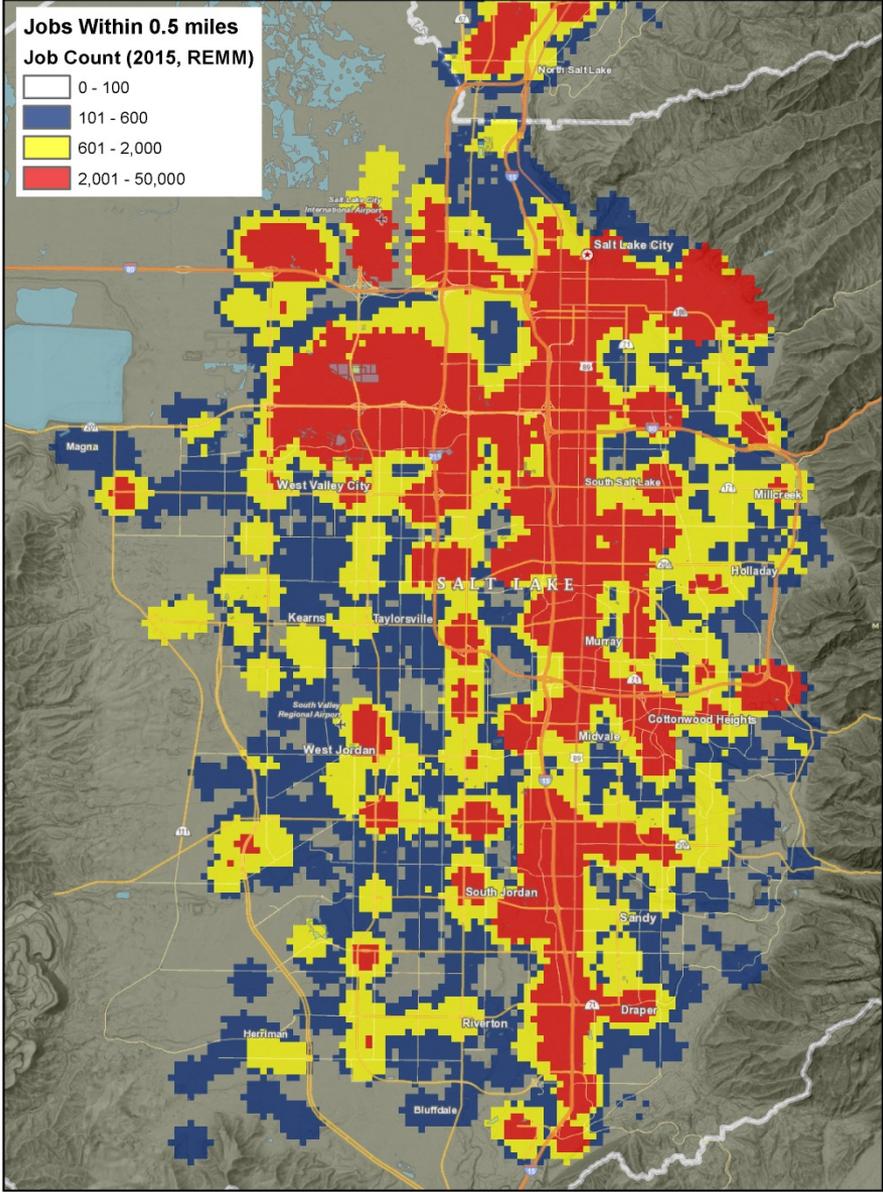
Within 1/4 mile buffer of project:

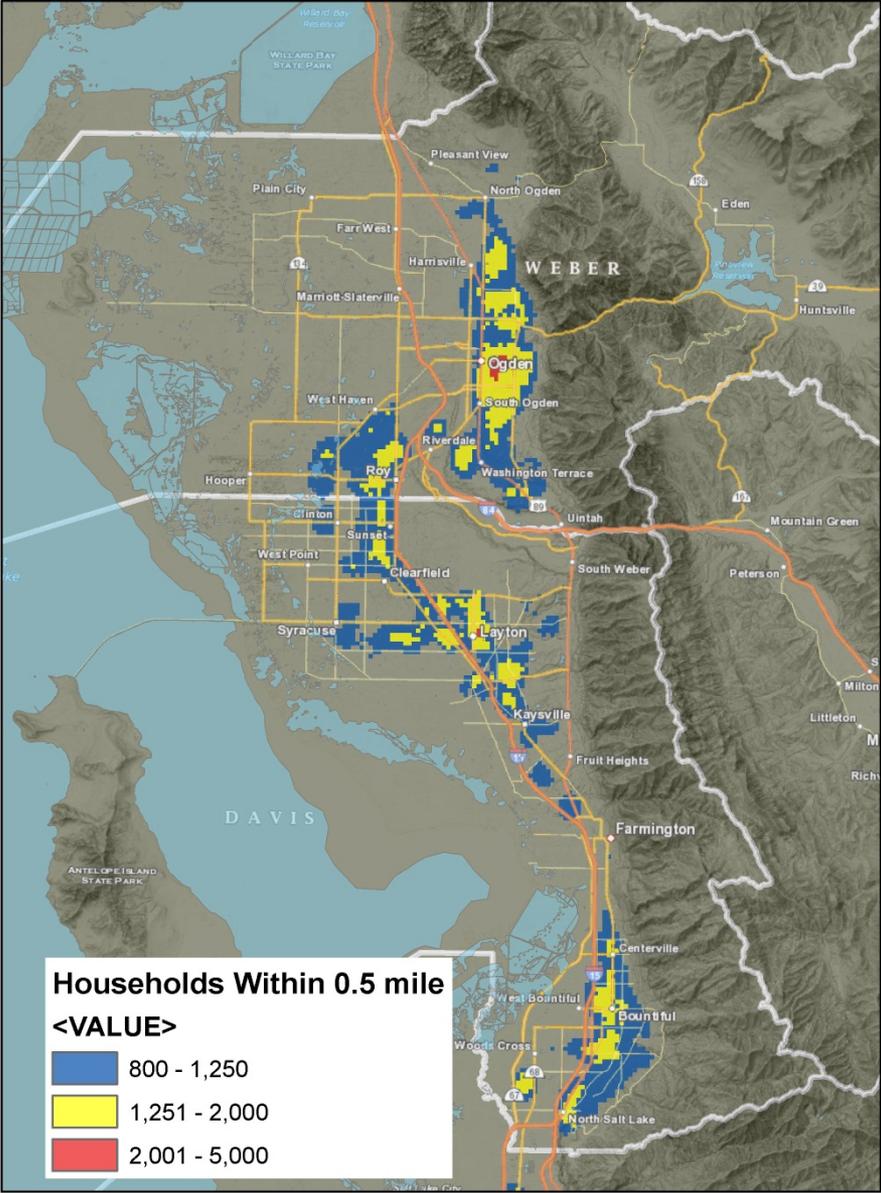
Destination (1 for each present, 5 max.):

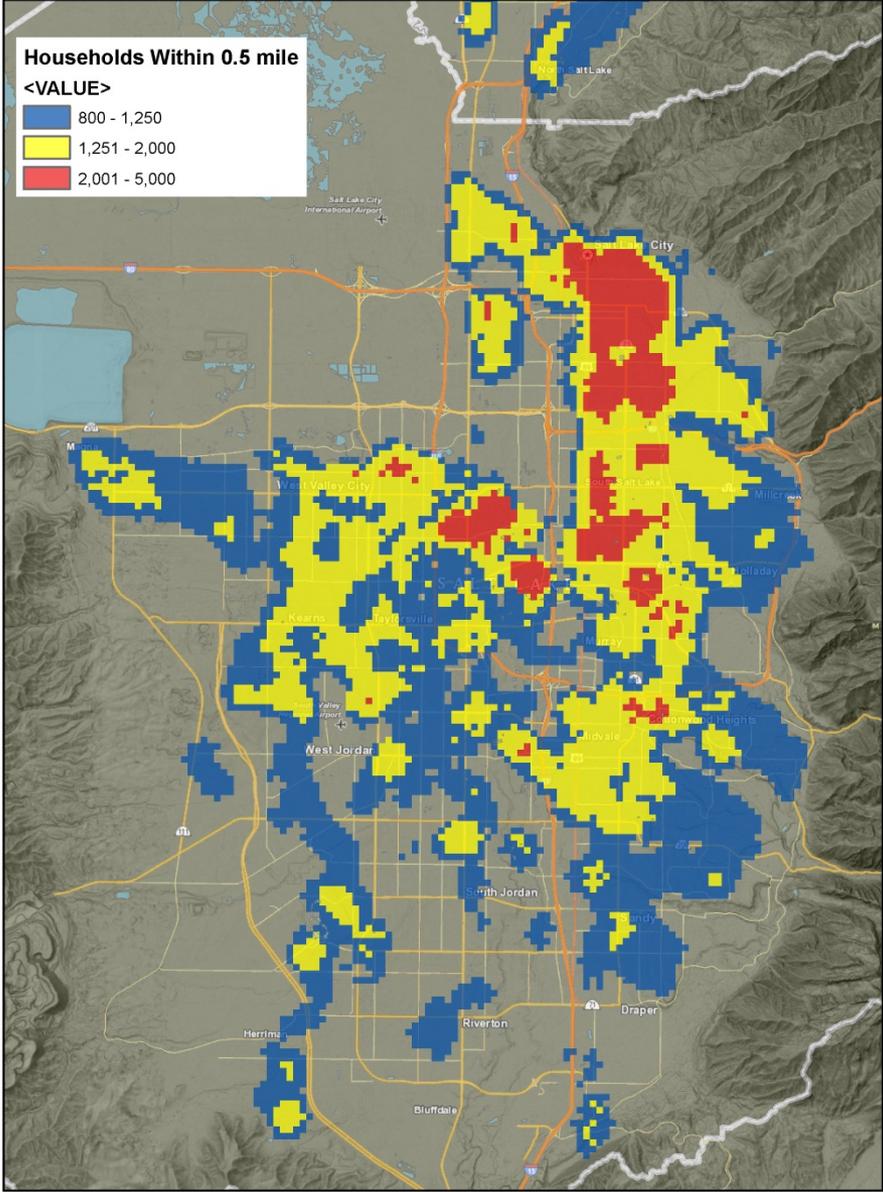
- Grocery Store 1
- Vulnerable Community 1
- Transit Station/ Core Bus Stop 1
- Community Center 1
- School 1

Note: If activity level or destination is planned (does not exist yet), sponsor must provide documentation of planned activity or destination, e.g., zoning, developer agreement(s).









Goal: Access to economic and educational opportunities

ACCESS TO OPPORTUNITIES			
Value Ranges			Points
Improvement in Access to Opportunity	Jobs	100	1
		601	3
		2001	5
	Households	800	1
		1251	3
		2001	5
		Community Center	1
		School	1
		Transit Stn/ Core	1
		Vulnerable Comm.	1
		Grocery Store	1

Goal: Access to economic and educational opportunities

ACCESS TO OPPORTUNITIES				Project Type Weights				
				Base Points	Cap	Recon	Op's	Transit
Value Ranges		Points		15	15	10	10	15
Improvement in Access to Opportunity	Jobs	100	1	15				
		601	3					
		2001	5					
	Households	800	1					
		1251	3					
		2001	5					
		Community Center	1					
		School	1					
		Transit Stn/ Core	1					
		Vulnerable Comm.	1					
		Grocery Store	1					

FACILITY CONDITION/ MANAGEMENT PRACTICES

		Points
Does sponsor have a Facility Management Plan?	No	0
	Yes	0.5
Road Owner & UTA have Coord on Pavement Design Needs for Transit	No	0
	Yes	0.5
Existing Facility Condition	Excellent	0
	Good	0.5
	Fair	1.5
	Poor	2
Last Year of Facility Maintenance	Less than 3 years	1
	3 - 6 years	0.5
	More than 6 years	0
Last Year of Facility Treatment	3 - 6 years	1
	6 - 11 years	0.5
	More than 11 years	0



FACILITY CONDITION/ MANAGEMENT PRACTICES			Project Type Weights				
			Base Points	Cap	Recon	Op's	Transit
Points			5	5	25	3	8
Does sponsor have a Facility Management Plan?	No	0	0.5				
	Yes	0.5					
Road Owner & UTA have Coord on Pavement Design Needs for Transit	No	0	0.5				
	Yes	0.5					
Existing Facility Condition	Excellent	0	2				
	Good	0.5					
	Fair	1.5					
	Poor	2					
Last Year of Facility Maintenance	Less than 3 years	1	1				
	3 - 6 years	0.5					
	More than 6 years	0					
Last Year of Facility Treatment	3 - 6 years	1	1				
	6 - 11 years	0.5					
	More than 11 years	0					

FEDERAL INVESTMENT PER USER

		Points
Amount of Federal Funds Requested per User	Less than \$ 100	15
	\$ 101 - \$ 250	12
	\$ 251 - \$ 500	9
	\$ 501 - \$ 1000	6
	\$ 1001 - \$ 2000	3
	\$ 2000 +	0

CORRIDOR PRESERVATION

		Points
Efforts to Preserve the Corridor <i>((Howmuch Right-of-Way has been acquired)/(Total Amount of Right-of-Way necessary for the Project)) (Percent of Corridor Preserved)</i>	Less than 25 %	0
	Between 25 - 50 %	2
	Between 50 - 75 %	4
	More than 75 %	6



FEDERAL INVESTMENT PER USER			Project Type Weights				
			Base Points	Cap	Recon	Op's	Transit
Points			15	15	20	17	20
Amount of Federal Funds Requested per User	Less than \$ 100	15	15				
	\$ 101 - \$ 250	12					
	\$ 251 - \$ 500	9					
	\$ 501 - \$ 1000	6					
	\$ 1001 - \$ 2000	3					
	\$ 2000 +	0					
CORRIDOR PRESERVATION			Project Type Weights				
			Base Points	Cap	Recon	Op's	Transit
			Points			6	6
Efforts to Preserve the Corridor <i>((Howmuch Right-of-Way has been acquired)/(Total Amount of Right-of-Way necessary for the Project)) (Percent of Corridor Preserved)</i>	Less than 25 %	0	6				
	Between 25 - 50 %	2					
	Between 50 - 75 %	4					
	More than 75 %	6					

OPERATION, TSM/ TDM, & ITS IMPROVEMENTS

		Points
Improved Signal Phasing, Timing, etc	Phasing	1
	Timing	1
	Other	1
Includes Access Management Improvements	Three Improvements or More	3
	Two Improvements	2
	One Improvement	1
	None	0
Includes Intersection or Interchange Improvements	Three Improvements or More	3
	Two Improvements	2
	One Improvement	1
	None	0
Includes ITS Improvements	Three Improvements	3
	Two Improvements	2
	One Improvement	1
	None	0



OPERATION, TSM/ TDM, & ITS IMPROVEMENTS			Project Type Weights				
			Base Points	Cap	Recon	Op's	Transit
Points			12	12	10	22	20
Improved Signal Phasing, Timing, etc	Phasing	1	3				
	Timing	1					
	Other	1					
Includes Access Management Improvements	Three Improvements or More	3	3				
	Two Improvements	2					
	One Improvement	1					
	None	0					
Includes Intersection or Interchange Improvements	Three Improvements or More	3	3				
	Two Improvements	2					
	One Improvement	1					
	None	0					
Includes ITS Improvements	Three Improvements	3	3				
	Two Improvements	2					
	One Improvement	1					
	None	0					

Goals: Liveable and healthy communities, Quality transportation choices, Accessibility

VISION IMPLEMENTATION/ GROWTH PRINCIPLES/ ECONOMIC IMPROVEMENTS			
Value Ranges			Points
Alternative Modes Accommodated <i>(One Point for Each Mode Included)</i>	Bike	Bike	1
	Transit	Transit	1
	Pedestrian	Pedestrian	1
Efforts to Preserve the Corridor <i>((How much Right-of-Way has been acquired)/(Total Amount of Right-of-Way necessary for the Project)) (Percent of Corridor Preserved)</i>	Less than 25 %	25	0
	Between 25 - 50 %	50	2
	Between 50 - 75 %	75	4
	More than 75 %	100	6
Access Time Improved <i>(due to the new improvements) (minutes)</i>	0.25 - 2 minutes	2	2
	2 - 4 minutes	4	4
	More than 4 minutes	4 +	6
Percent Freight Volume	None	0	0
	0 - 5 Percent	5	1
	6 - 10 Percent	10	2
	11 + Percent	10	3
Daily VMT Reduction	Less than 1,000	1000	0
	1,001-2,500	2500	1
	2,501-5,000	5000	2
	5,000 +	5000 +	3

Goals: Liveable and healthy communities, Quality transportation choices, Accessibility

VISION IMPLEMENTATION/ GROWTH PRINCIPLES/ ECONOMIC IMPROVEMENTS				Project Type Weights				
				Base Points	Cap	Recon	Op's	Transit
Value Ranges			Points	21	21	10	20	21
Alternative Modes Accommodated <i>(One Point for Each Mode Included)</i>	Bike	Bike	1	3				
	Transit	Transit	1					
	Pedestrian	Pedestrian	1					
Efforts to Preserve the Corridor <i>((How much Right-of-Way has been acquired)/(Total Amount of Right-of-Way necessary for the Project)) (Percent of Corridor Preserved)</i>	Less than 25 %	25	0	6				
	Between 25 - 50 %	50	2					
	Between 50 - 75 %	75	4					
	More than 75 %	100	6					
Access Time Improved <i>(due to the new improvements) (minutes)</i>	0.25 - 2 minutes	2	2	6				
	2 - 4 minutes	4	4					
	More than 4 minutes	4 +	6					
Percent Freight Volume	None	0	0	3				
	0 - 5 Percent	5	1					
	6 - 10 Percent	10	2					
	11 + Percent	10	3					
Daily VMT Reduction	Less than 1,000	1000	0	3				
	1,001-2,500	2500	1					
	2,501-5,000	5000	2					

TRAFFIC GROWTH

Points		
Growth in Traffic (2015-2040) (ADT)	Less than 5,000	0
	5,000 – 9,999	1
	10,000 – 19,999	2
	20,000 – 29,999	3
	30,000 – 39,999	4
	30,000 +	5

EXISTING VOLUME/ CAPACITY

Points		
Existing Volume per Capacity (V / C)	Less than 0.80	0
	0.80 – 0.99	1
	1.00 – 1.19	2
	1.20 – 1.39	3
	1.40 – 1.59	4
	Greater than 1.60	5



TRAFFIC GROWTH			Project Type Weights				
			Base Points	Cap	Recon	Op's	Transit
Points			5	5	5	5	5
Growth in Traffic (2015-2040) (ADT)	Less than 5,000	0	5				
	5,000 – 9,999	1					
	10,000 – 19,999	2					
	20,000 – 29,999	3					
	30,000 – 39,999	4					
	30,000 +	5					
EXISTING VOLUME/ CAPACITY			Project Type Weights				
			Base Points	Cap	Recon	Op's	Transit
Points			5	5	5	7	5
Existing Volume per Capacity (V / C)	Less than 0.80	0	5				
	0.80 – 0.99	1					
	1.00 – 1.19	2					
	1.20 – 1.39	3					
	1.40 – 1.59	4					
	Greater than 1.60	5					

DELAY REDUCTION

Points

Delay Reduction
(Vehicle Hours / Day)

0 - 99

0

100 - 199

2

200 - 299

4

300 - 399

6

400 - 499

8

500 +

10

Goal: Safe, user-friendly streets

SAFETY

Points

Safety Index

3.1 - 4.5

1

4.6 - 6.0

2

6.1 - 7.0

3

7.1 - 10.0

4

Safety Improvements Included

Three Improvements or More

6

Two Improvements

4

One Improvement

2

None

0

DELAY REDUCTION			Project Type Weights				
			Base Points	Cap	Recon	Op's	Transit
Points			10	10	5	10	6
Delay Reduction (Vehicle Hours / Day)	0 - 99	0	10				
	100 - 199	2					
	200 – 299	4					
	300 – 399	6					
	400 – 499	8					
	500 +	10					
Goal: Safe, user-friendly streets							
SAFETY			Project Type Weights				
			Base Points	Cap	Recon	Op's	Transit
Points			10	10	10	12	5
Safety Index	3.1 - 4.5	1	4				
	4.6 - 6.0	2					
	6.1 - 7.0	3					
	7.1 - 10.0	4					
Safety Improvements Included	Three Improvements or More	6	6				
	Two Improvements	4					
	One Improvement	2					
	None	0					

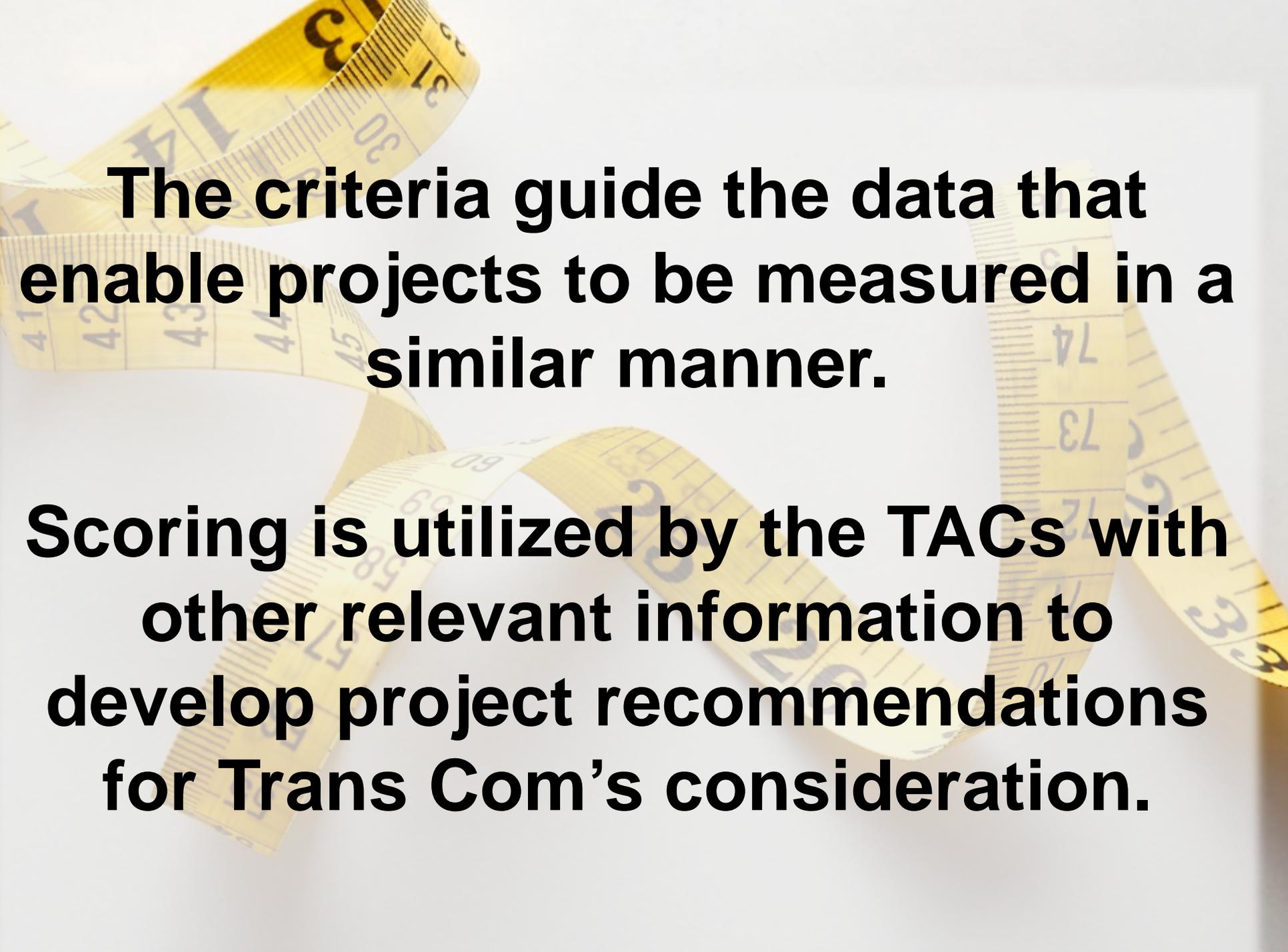
Wasatch Choice 2050 Goals

- Livable and healthy communities
- Access to economic and educational opportunities
- Manageable and reliable traffic conditions
- Quality transportation choices
- Safe, user-friendly streets
- Housing choices and affordable living expenses
- Fiscally efficient communities and infrastructure
- Ample parks, open spaces, and recreational opportunities
- A sustainable environment including water, agricultural, and other natural resources
- Clean air

STP Evaluation Criteria

- Ensure the criteria are aligned with the Wasatch Choice 2050 Regional Goals
 - Meet federal performance-based planning requirements that the Regional Transportation Plan advance regional goals and that the Transportation Improvement Program advance the Regional Transportation Plan
- Increase the consideration of economic development in project evaluation.





The criteria guide the data that enable projects to be measured in a similar manner.

Scoring is utilized by the TACs with other relevant information to develop project recommendations for Trans Com's consideration.



FUNDING PROGRAMS

FISCAL YEAR 2019



WASATCH FRONT REGIONAL COUNCIL

WFRC Funding Programs

- Wasatch Front Economic Development District
- Community Development Block Grant Program
- Transportation & Land Use Connection Program
- Surface Transportation Program
- Congestion Mitigation Air Quality
- Transportation Alternatives Program

Mission: Support economic development plans, promote long-term economic competitiveness, and attract federal monies in order to implement local plans.

Expand Employment



Planning Request
\$100,000

Develop strategies to expand employment in Utah's advanced composites manufacturing industry and supply chain

Encourage Entrepreneurship



Construction Request
\$2,000,000

Grow creative industries and connect people and organization to space, technology, and opportunity

Workforce Training



Workforce Training Request
\$614,000

Provide workforce training to disadvantaged youth in the green construction industry

Mission: Support economic development plans, promote long-term economic competitiveness, and attract federal monies in order to implement local plans.

U.S. Economic Development Administration Funding Programs

PUBLIC WORKS & ECONOMIC ADJUSTMENT ASSISTANCE

\$100,000 - \$3,000,000

- Job Creation
- Job Retention
- Construction
- Global Competitiveness
- Leverage Private Capital
- Coal Impacted Communities
- Build Regional Capacity

REGIONAL INNOVATION STRATEGIES

\$0 – \$500,000

- Innovation Centers
- Entrepreneurial Centers
- Cluster-Based Startups

LOCAL TECHNICAL ASSISTANCE

\$0 – \$300,000

- Economic Development Plans
- Feasibility Studies
- Impact Analyses

Community Development Block Grant (CDBG) Small Cities Program



Program Purpose

The purpose of the CDBG Program is to assist in developing viable urban communities by providing decent housing and a suitable living environment, principally for persons of low and moderate income.

Program Eligibility

Morgan, Tooele, and Weber Counties

Community Development Block Grant (CDBG) Program

HOUSING and COMMUNITY DEVELOPMENT

Total Funding for FY 2018
\$762,697

Water Storage Tank Updates
Washington Terrace City \$232,503



Sewer Line Replacement
Wendover City \$192,417



Waterline Replacement
Wendover City \$250,000



Community Development Block Grant (CDBG) Program

ELIGIBLE PROJECT TYPES

- Planning
- Building Rehabilitation
- Removal of ADA Barriers
- Public Safety Equipment
- Property Acquisition for Public Purposes
- Promotion of Neighborhood Centers
- Create/Rehab. Recreation Facilities
- Demolish Buildings to Reduce Slum/Blight
- Install/Modify Public Works Infrastructure
- Construct/Reconstruct Streets, Water, Sewer Facilities
- Housing Lot Acquisition for Multiple-Family Housing Construction



Community Development Block Grant (CDBG) Program

Timeline

October

- Attend How to Apply workshop

November- January

- Attend How to Apply workshop
- Conduct income surveys
- Hold first public hearing

February

- Submit applications in WebGrants
- Consolidated Plans due

April

- Awards announced



TRANSPORTATION
AND
LAND USE CONNECTION



PROGRAM GOALS



Maximize the **value of investment** in public infrastructure

Enhance **access to opportunity**

Increase **travel options** to **optimize mobility**

Create **communities** with opportunities to **live, work, and play**

TRANSPORTATION
— AND —
LAND USE CONNECTION

TLC PROJECTS

Ordinances

Transportation/Active Transportation

Master Plans

Complete Streets & Street Connectivity

First/Last Mile Implementation

Station & Small Area Plans

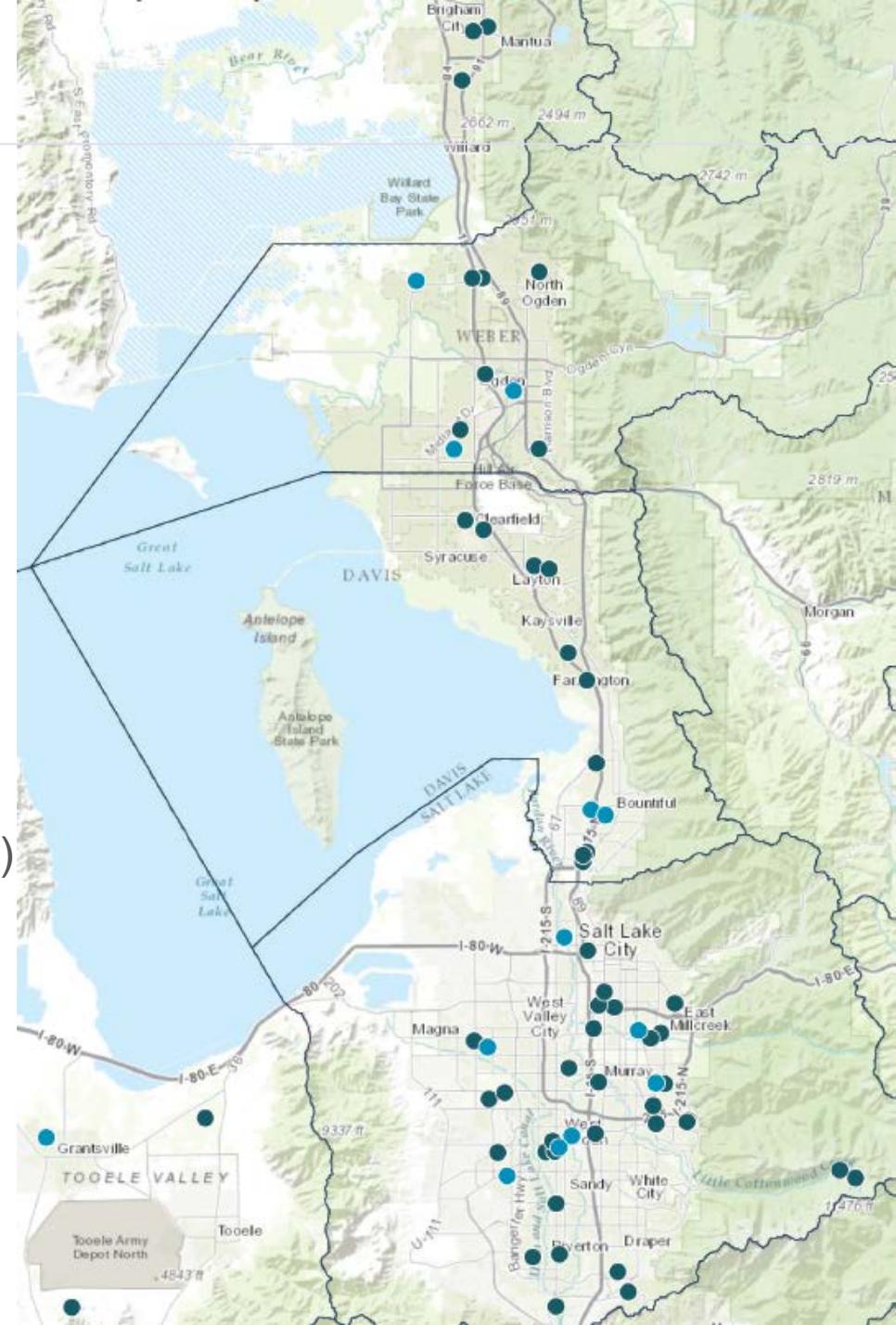
Corridor Plans

Studies (such as market, redevelopment)

Visioning

Parking Reform

WWW.WFRC.ORG/TLC





**SURFACE TRANSPORTATION
PROGRAM (STP)**



**CONGESTION MITIGATION/
AIR QUALITY (CMAQ)**



**TRANSPORTATION
ALTERNATIVES PROGRAM (TAP)**

FEDERAL FUNDING PROGRAMS



SURFACE TRANSPORTATION PROGRAM (STP)

Eligible STP Project Types

- Street widening or new construction
- Improve or reconstruct existing streets
- Bridge replacement
- Projects that reduce traffic demand
- Intersection improvements





5600 West – 6200 South to 7000 South
Reconstruct & Widen





CONGESTION MITIGATION/ AIR QUALITY (CMAQ)

Eligible CMAQ Project Types

- Projects that improve Air Quality
- Construct or purchase public transportation facilities and equipment
- Commuter bicycle & pedestrian facilities
- Intelligent Transportation Systems (ITS)
- Projects that reduce traffic demand
- Intersection improvements



Urban Area – Signal Interconnect Facilities and Equipment





TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

Eligible TAP Project Types

- Construction, planning, and design
- Pedestrian, bicyclists, & other non-motorized forms of transportation
- Improvements could include:
 - Sidewalks
 - Bicycle infrastructure
 - Traffic calming techniques
 - Lighting and safety-related infrastructure for non-drivers
- Safe Routes to School projects



D&RGW Rail/ Trail



WFRC Funding Program Deadlines

We're Here



**August
2018**



**September
2018**



**October
2018**



**January
2019**



**Spring
2019**

For More Information

Wasatch Front Regional Council

www.wfrc.org

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WFRC

Safety Report

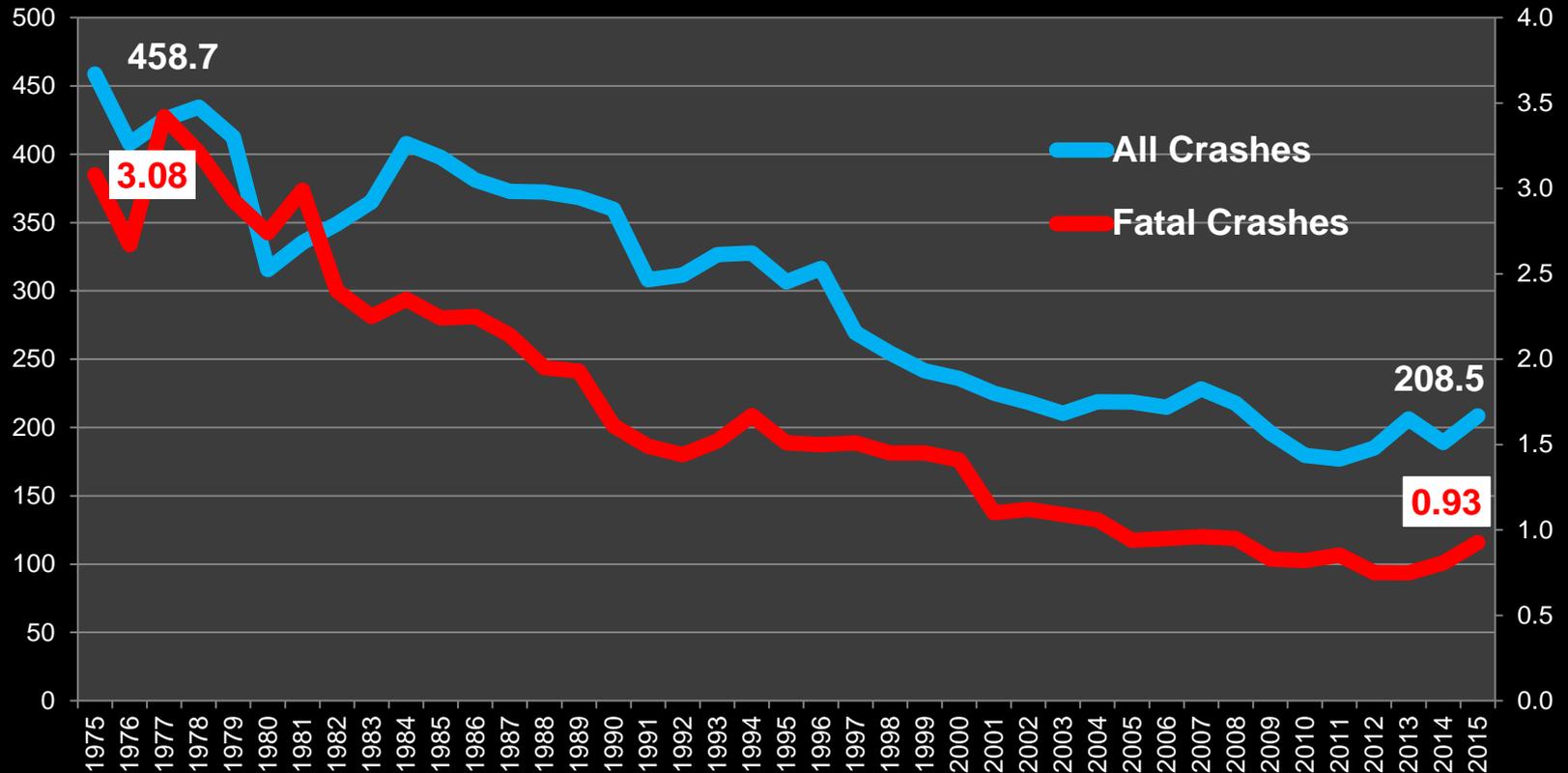
August 2018
by
Kip Billings



WASATCH FRONT REGIONAL COUNCIL

Utah Crash Rate

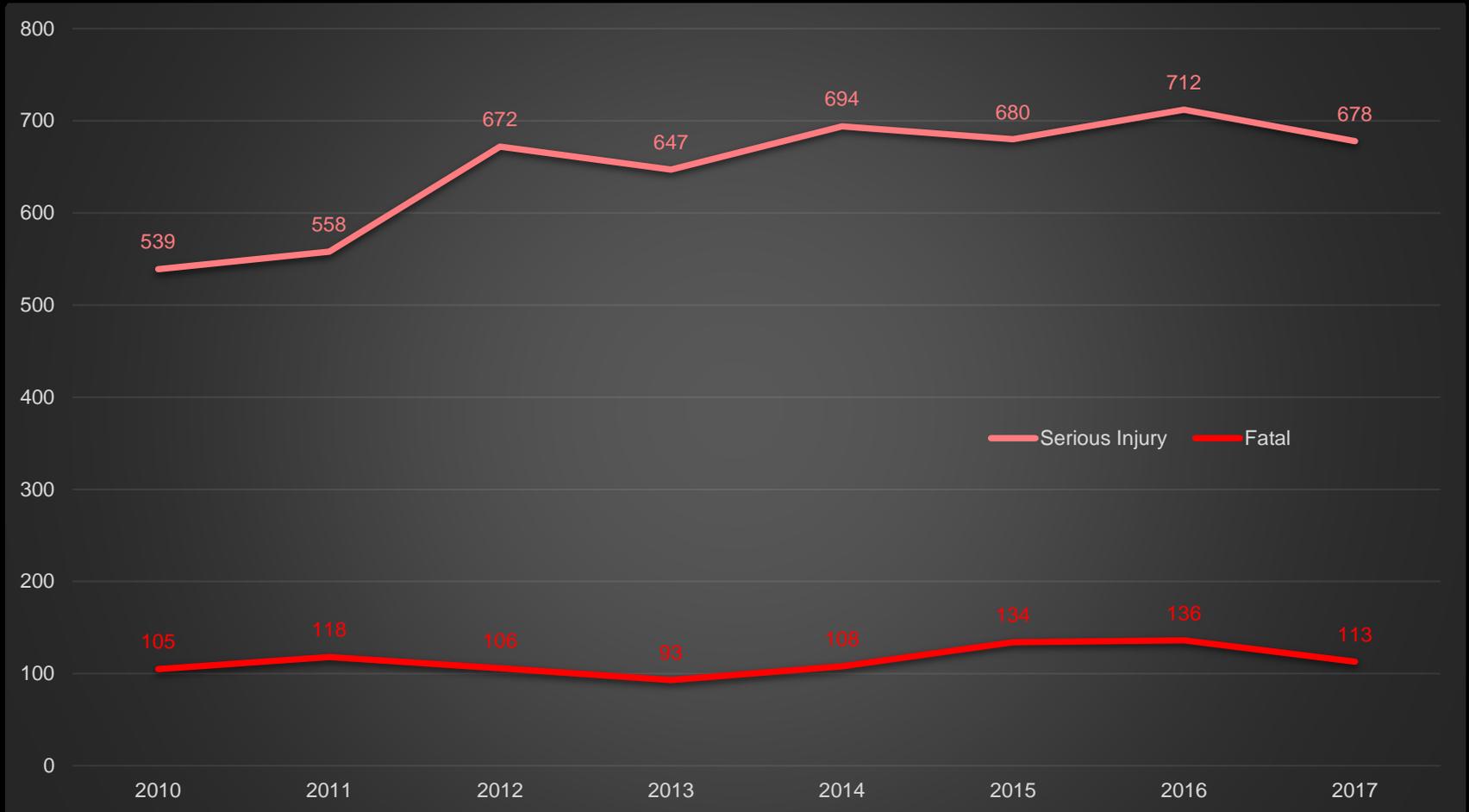
(crashes per 100,000,000 VMT)



This data is protected under 23 USC 409. Source: UDOT, Jan 1, 2010 through July 31, 2018.

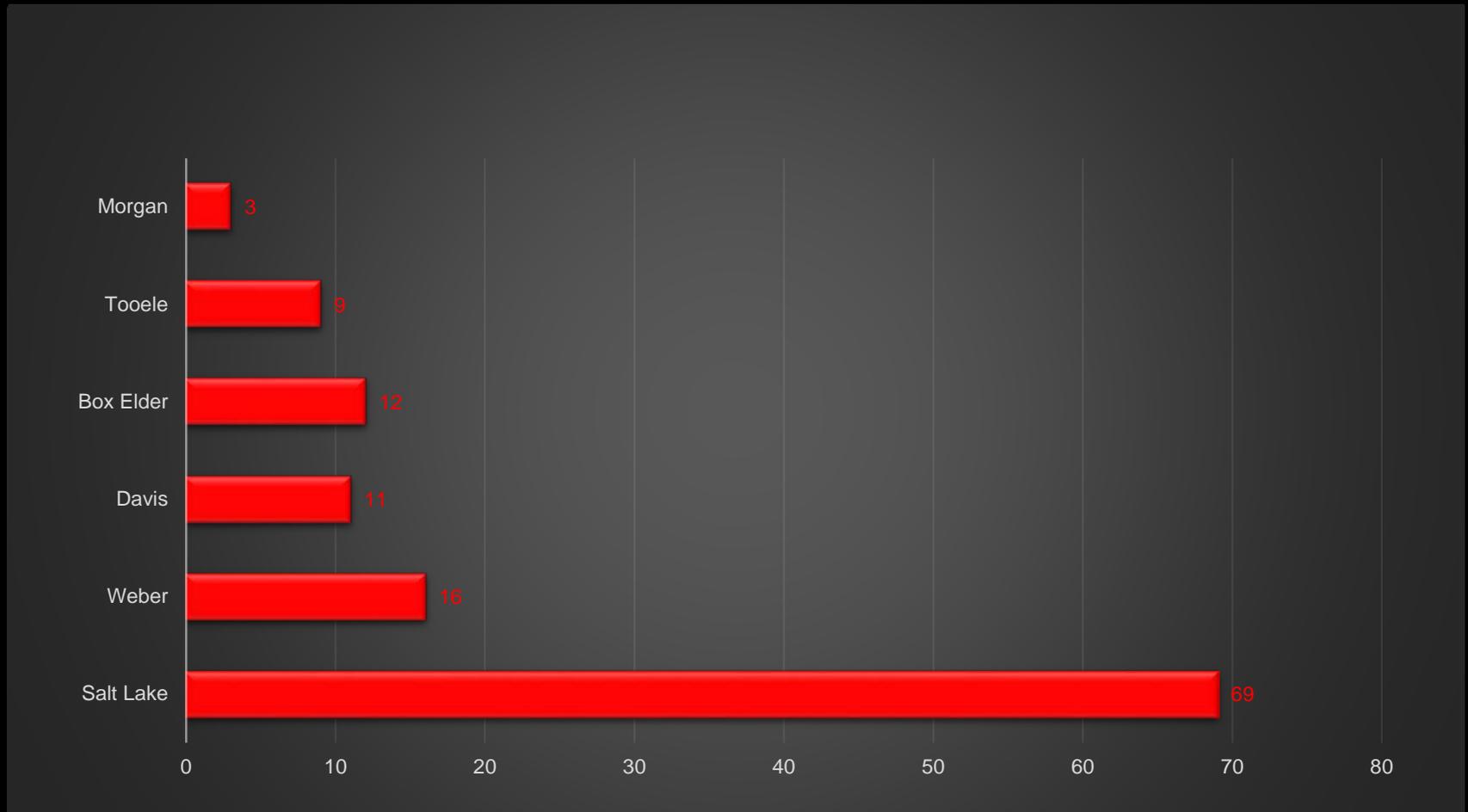
Fatal & Serious Injury Crashes

Salt Lake - Davis - Weber - Tooele - Box Elder - Morgan



<https://udot.numeric.com/roads/crash-query/#/>

Highway Fatalities by County - 2017



Utah Fatal Crash Summary 2017 - DPS

Utah Highway Pedestrian Fatalities (state wide)



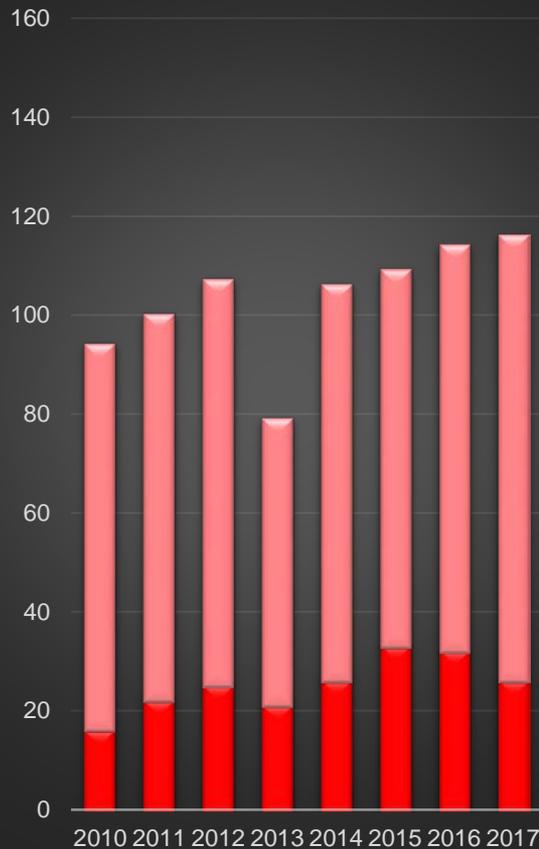
Utah Fatal Crash Summary 2017 - DPS

This data is protected under 23 USC 409. Source: UDOT, Jan 1, 2010 through July 31, 2018.

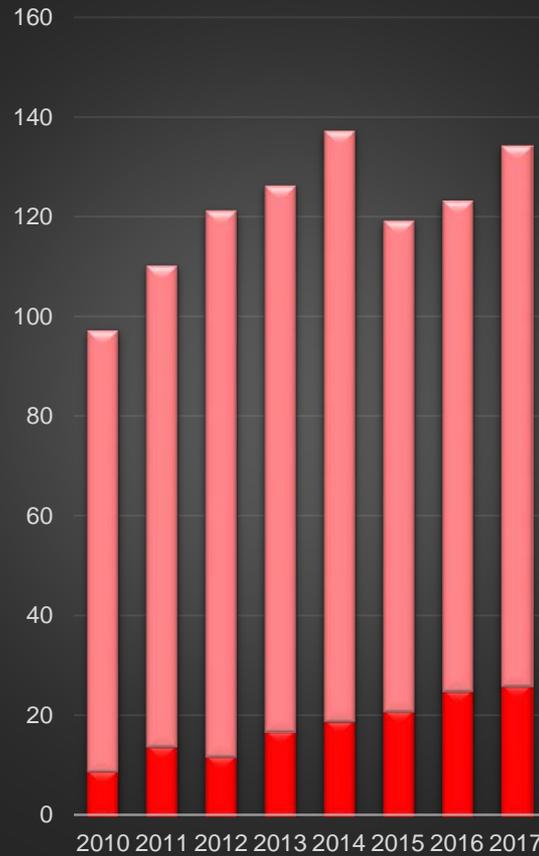
Fatal & Serious Injury Crashes by Mode

Salt Lake - Davis - Weber - Tooele - Box Elder - Morgan

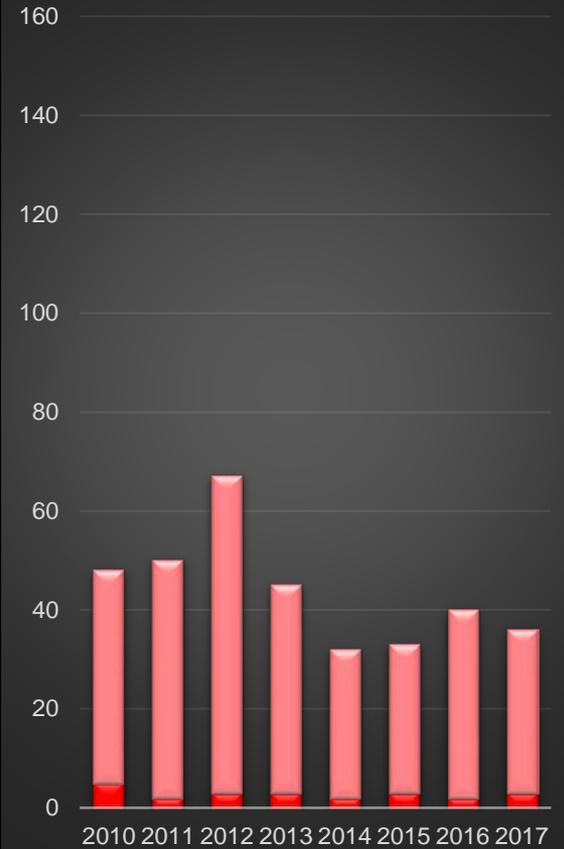
Pedestrian:



Motorcycle:

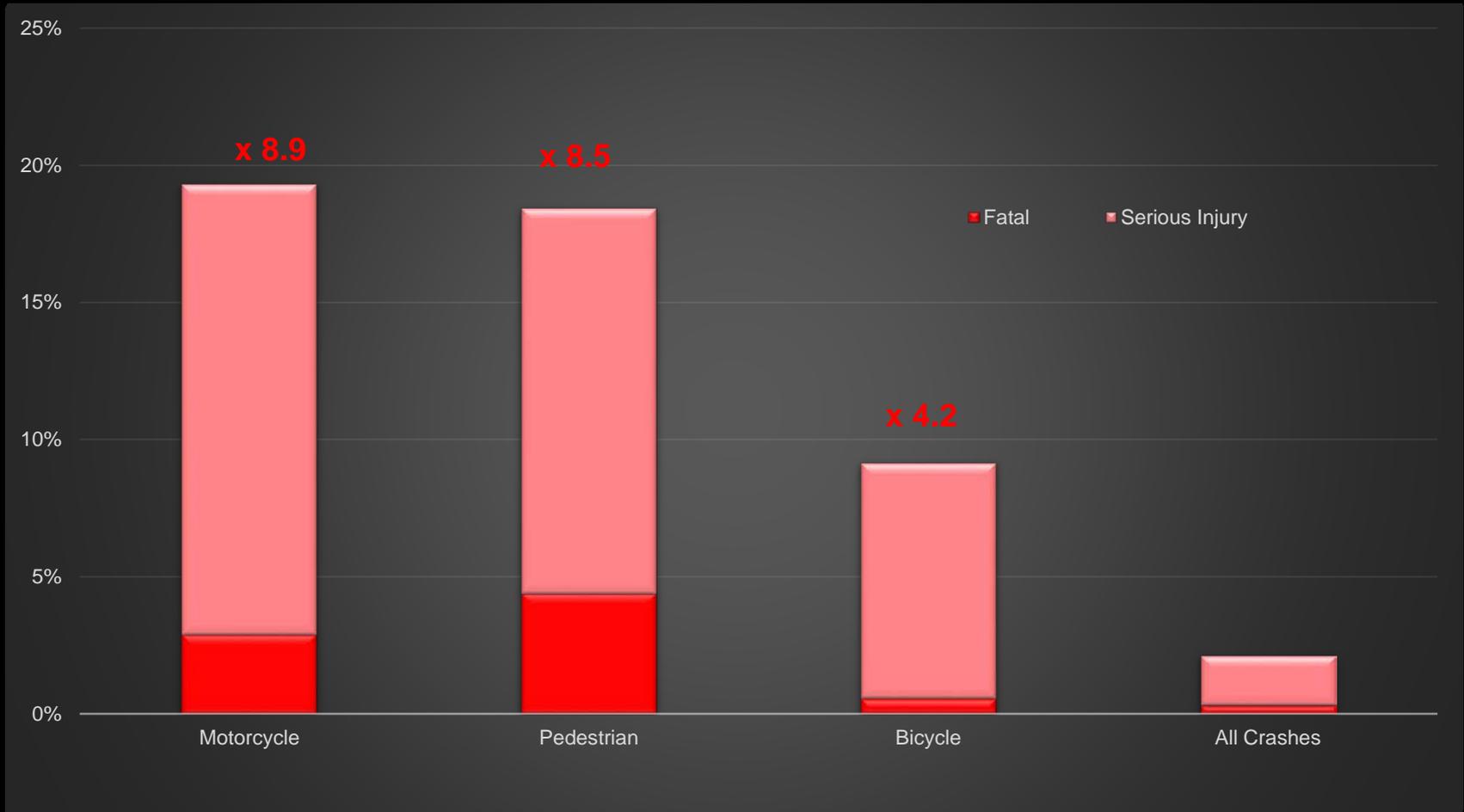


Bicycle:



<https://udot.numeric.com/roads/crash-query#/>

Risk by Mode



<https://udot.numeric.com/roads/crash-query#/>

Buckle Up!

Risk Comparison Without Seatbelt



UDOT Crash Database - Numetric

udot.numetric.com (requires account)

crashmapping.utah.gov (public access)

Severity: Serious Injury ✕

CRASH SUMMARY

Crash ID	10763667
Route	0084P
Milepoint	86.1
Virtual Navigator	Link
Location Description	I-84, 1 Tenth(s) of a Mile E of Ref. Post 86, 7392 Feet W of EXIT 87 STRUCTURE
County	DAVIS
Date	Mar 06, 2015
Time	1:00 PM
Vehicles Involved	1
Manner Collision	Single Vehicle
Weather Condition	Clear
Light Condition	Daylight

ROAD DETAILS

Roadway Type	Mainline
Posted Speed	65 MPH

Posted Speed	65 MPH
Roadway Junction Feature	No Special Feature/Junction
Lanes	2
Roadway Contributing Circumstance	None
Functional Class	Interstate
Urban/Rural	Urban

CRASH ATTRIBUTES

Roadway Departure, Drowsy Driving, Interstate Highway, Collision with Fixed Object

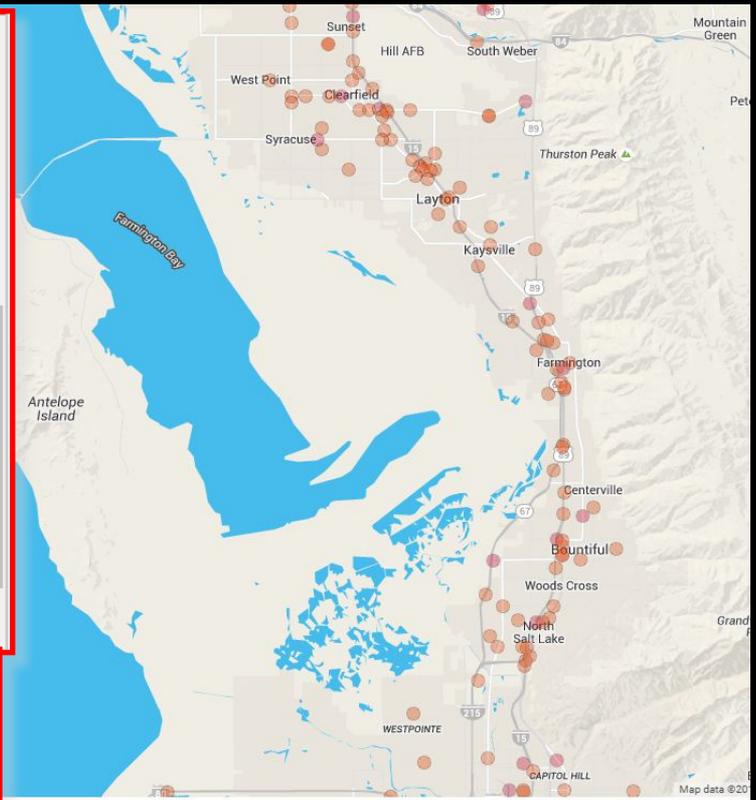
POTENTIAL COUNTERMEASURES

Countermeasure: Shoulder Barrier, Countermeasure: Shoulder Rumblestrips, Countermeasure: Median Barrier, Countermeasure: Clear Zone Improvements, Countermeasure: Shoulder Widening

VEHICLE 1 DETAIL

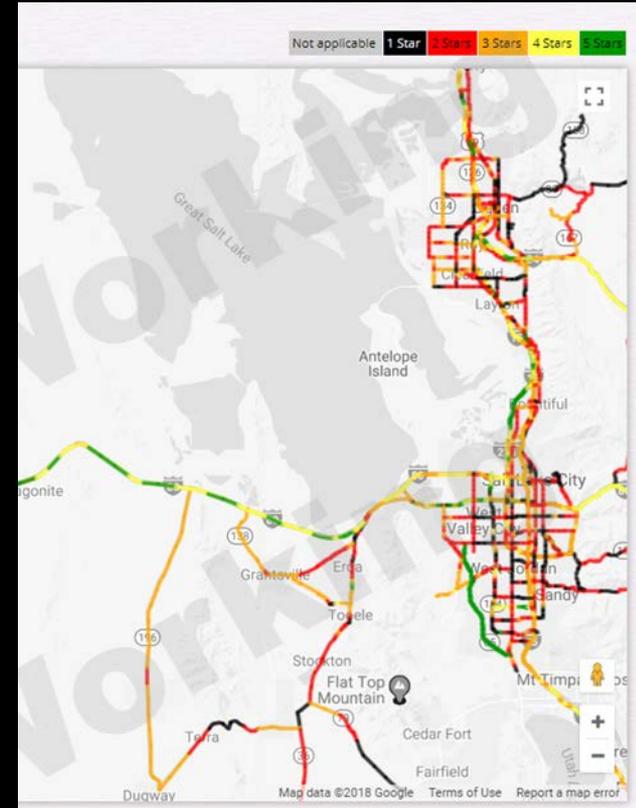
Vehicle Maneuver	Straight Ahead
Estimated Travel Speed	65 MPH
Vehicle Contributing Circumstances	None

Travel Direction	EB
MV Body Type	Passenger Car (4 door)
Traffic Control Device	None
Events	Ran Off Road Left, Ditch



Proactive Safety Improvements

- usRAP (Roadway Assessment Program)
- Based on British model
- State and local roads included
- Wasatch Front Area inventory in process
 - Video inspection
 - Each road @100m
 - Completion 2018
- Recommended improvements
 - Roadway conditions
 - Users: vehicles, pedestrians, bicycles
 - Benefit/cost
 - Lives saved



Top Five Behavior Changes to ZERO Fatalities

	2015 Fatalities	Percent
1. Buckle Up!	86	31%
2. Drunk driving	75	27%
3. Aggressive driving (speeding!)	64	23%
4. Distractions* (cell phones!)	27	10%
5. Drowsy driving*	14	5%
		97%

* *under reported*

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QUESTIONS?

FHWA Safety Performance Measures

Weber – Davis – Salt Lake – Tooele – Box Elder - Morgan

WFRC Targets based on UDOT Statewide Targets		
Measure	Goal 2018	Actual 2017
Number of fatalities	108	119
Rate of fatalities per 100M VMT	0.91	0.70
Number of serious injuries	737	804
Rate of serious injuries per 100M VMT	4.87	3.94 <i>SI crashes Per 100M VMT</i>
Number of non-motorized fatalities	30	29
Number of non-motorized serious injuries	112	129

"UDOT Final Rule Tracking.xlsx", <https://docs.google.com/spreadsheets/d/1OYuLFZ1NWy1LWjexmhNGLSWI4ggV4mxj3pr3RgAcFz8/edit#gid=795356303>
Utah Fatal Crash Summary 2017 - DPS