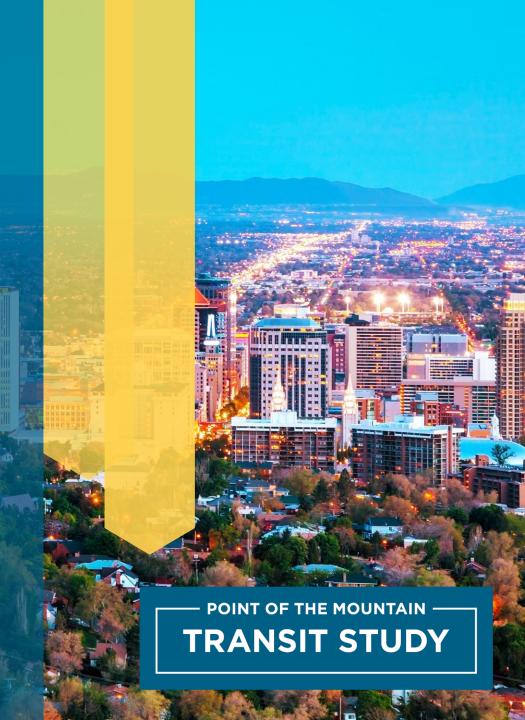


AUGUST 20, 2020

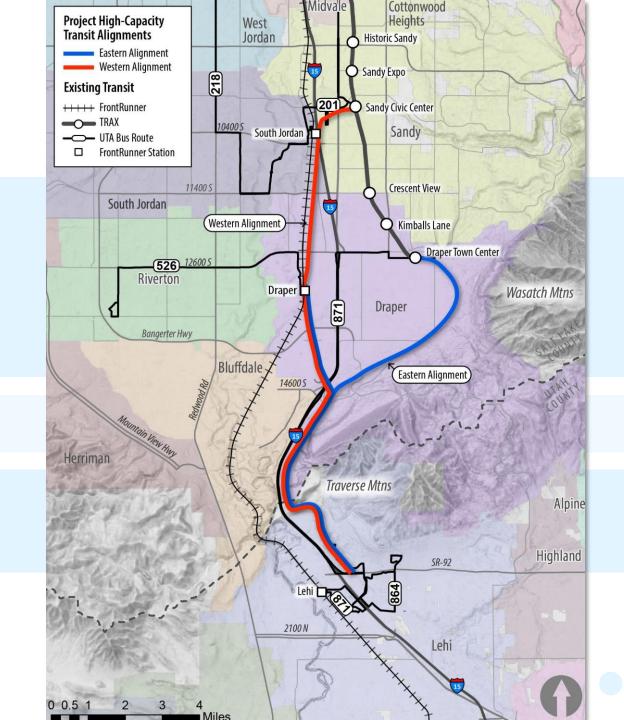
Patti Garver
Utah Transit Authority



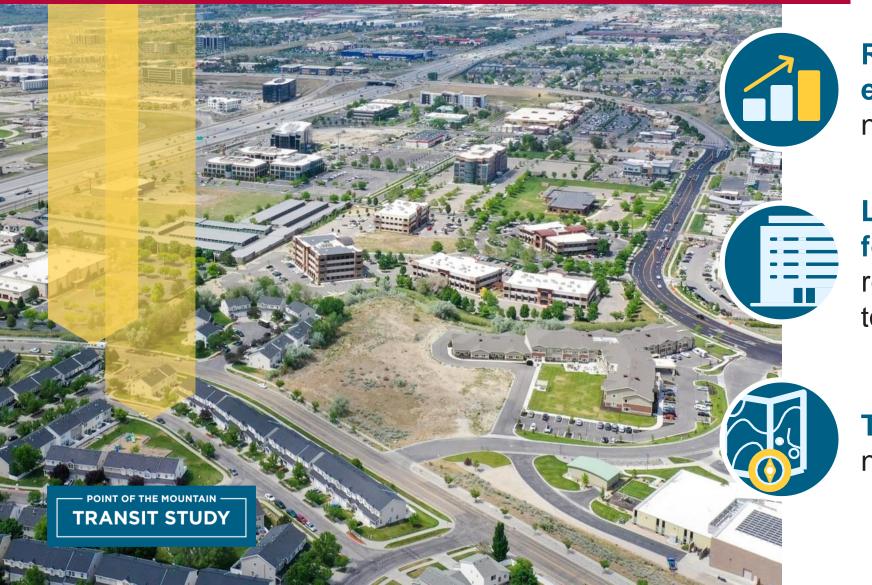
Study Background

- Evaluating high-capacity transit connecting southern Salt Lake County to northern Utah County
- Collaborative partnership
- Builds on previous planning efforts

TRANSIT STUDY



Point of the Mountain Portrait



Rapid population and employment growth – nearly doubling by 2050

Large amount of land for development and redevelopment in proximity to urban area

Topography constrains north-south travel



Improve access and mobility between existing and planned development

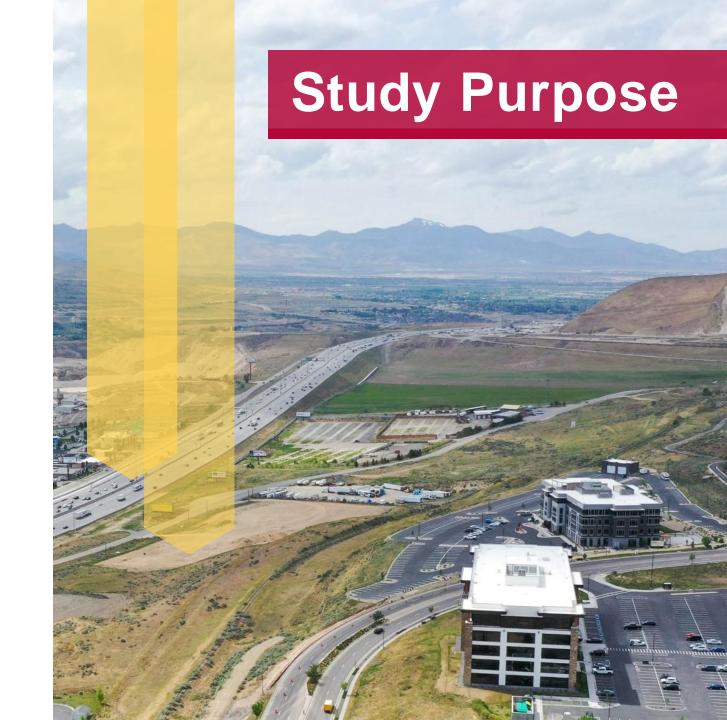


Support transportation demands of planned population and employment growth



Support land use and economic development goals of the POM communities and region

TRANSIT STUDY



Where are we now?

Alternatives being considered:

- Alignments both east and west of I-15 that connect Sandy/Draper to Lehi
- Light Rail and Bus Rapid Transit mode options
- Connect to Prison Redevelopment Site



— POINT OF THE MOUNTAIN —
TRANSIT STUDY

Economic Development Roundtable

- ➤ Held, yesterday, August 19, 2020
- ➤ Purpose: Provide a forum to engage experts to discuss economic development and transit investment in the POM region
- ➤ Topics: Economic development, land use, and transit mode
- Panel was made up of local, regional, & national subject matter experts from commercial/retail, housing, and financing



Where Are We Headed?



TRANSIT STUDY

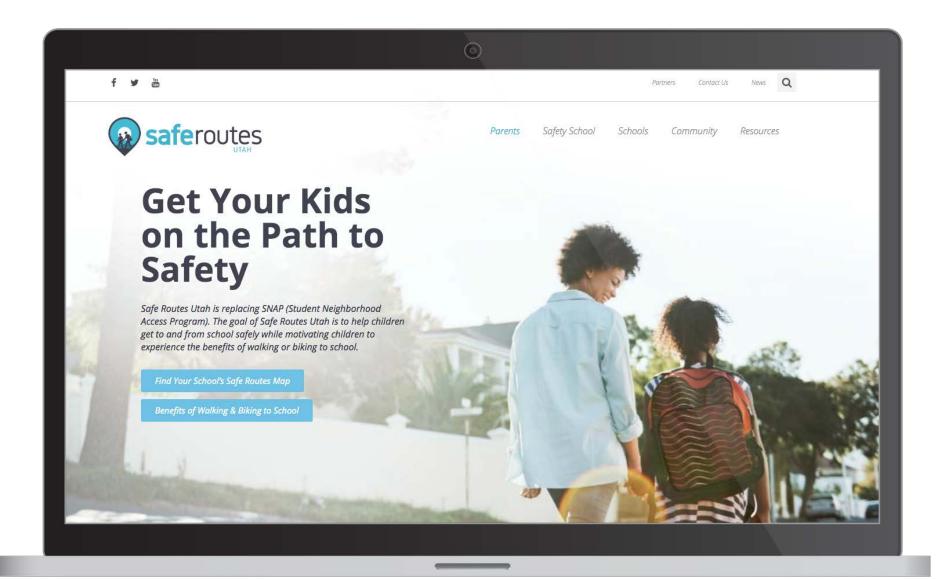


WFRC TransCom

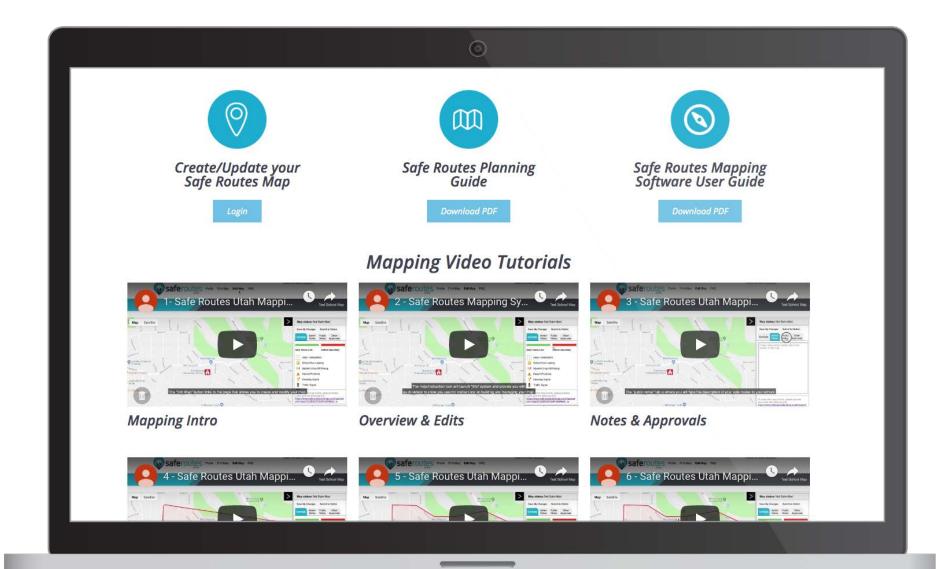
Safe Routes Utah
Safe Routes to School Grant

UDOT Traffic and Safety August 20, 2020











Assembly

Grades 1-3





Grades 4-6



Assembly



- 77 Beat the Street Assemblies in 2019-20 school year, up until school shutdowns due to COVID
- Partnering with 8 local health departments for 2020-21
- Assembly will be offered both inperson and online this year, for grades 1-3 and 4-6
- Interactive online quiz will be available for both grades



Walk & Roll Challenge

Participants from 334 schools statewide in 2019-2020 school year.

January 2020 Winners







Davis District

Grand County

Davis District

December 2019 Winners





Neho Distri

Ogden District









State SRTS Grant Funding



Policy Changes for FY22

- Applications were modified as a result of the 2019 legislative update
- The application process is now more equitable with added points going towards disadvantaged communities
- A small portion of the scoring included whether the applicant had received previous funding thus giving a better distribution of funding but not weighted enough to eliminate a great project
- Before and after studies are more strictly enforced to measure the effectiveness of the program



Grant Funding and Selection

- \$1.36M of the Federal Highway TAP Funds go to the Safe Routes to School Grant Program annually
- State reimbursement program that maximizes funding by not requiring a lot of design and review for a small local sidewalk project.
- The grant selection team is comprised of representatives of the State Health and Safety Departments, Local Law Enforcement and UDOT staff
- The program is on a 3-year funding cycle. Applications approved in FY2019 will be available for funding in FY2022.







Statistics for FY22

- 46 total applications for a total ask of \$6.35M
- Project costs ranged from \$7k \$356k each
- 10 or 22% of projects were funded for a total of \$1.27M
- 9 communities were served throughout all 4 regions
- Average project funded amount \$41,032





Contact information

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Active Transportation Safety Program Manager

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Transportation Improvement Program - <u>Today . . .</u>

4a. Action on the Board Modification

To the 2020-2025 TIP

4b. Action to Recommend the Approval of the 2021-2026 Transportation Improvement Program (TIP) & Corresponding Air Quality Conformity Finding

4a - 2020-2025 TIP Board Modification

Trans Com August 20, 2020

Ben Wuthrich Wasatch Front Regional Council



2020-2025 Transportation Improvement Program (TIP) (Amendment Nine)

Board Modification

Additional Funding

Salt Lake/ West Valley Urban Area

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake Sandy 9270 South	0270 S d		9270 South & State Street; 150 East	t Intersection Improvements and Signal Installation	STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake (WFRC))	\$7,332,000	\$5,996,554	Additional Funding	\$800,000	2021	
	Sandy	9270 South	to State Street		LOCAL_GOVT Local Government Funds		\$435,446	Additional Funding	\$100,000		

This project will realign the intersection at 9270 South between State Street and 150 East and install a traffic signal. By realigning this intersection, mobility and safety will improve in all directions for vehicle, pedestrian, and bicycle traffic. The project cost increase is a result of additional right of way and inflated construction cost associated with project delay due to environmental issues. Sandy City requests additional Salt Lake/ West Valley Urban Surface Transportation Program (STP) funds for the 9270 South intersection realignment project. The additional funding would come from the Salt Lake/ West Valley Urban Area STP funds and Sandy City.

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	SR-210	16092	Little Cottonwood Canyon (EIS)	To find long term solutions to improve the safety, reliability, and mobility of SR-210	ST_TIF (Transportation Investment Funds)	\$10,980,884	\$8,480,884	Additional Funding	\$2,500,000	2020
Salt Lake	UDOT	Cottonwoo d Canyons	17374	Cottonwood Canyons Rec Hot Spot	Project construction to improve the safety, reliability, and mobility throughout the Canyons	ST_TIF (Transportation Investment Funds)	\$45,740,000	\$48,240,000	Funding Reduction	\$2,500,000	2020

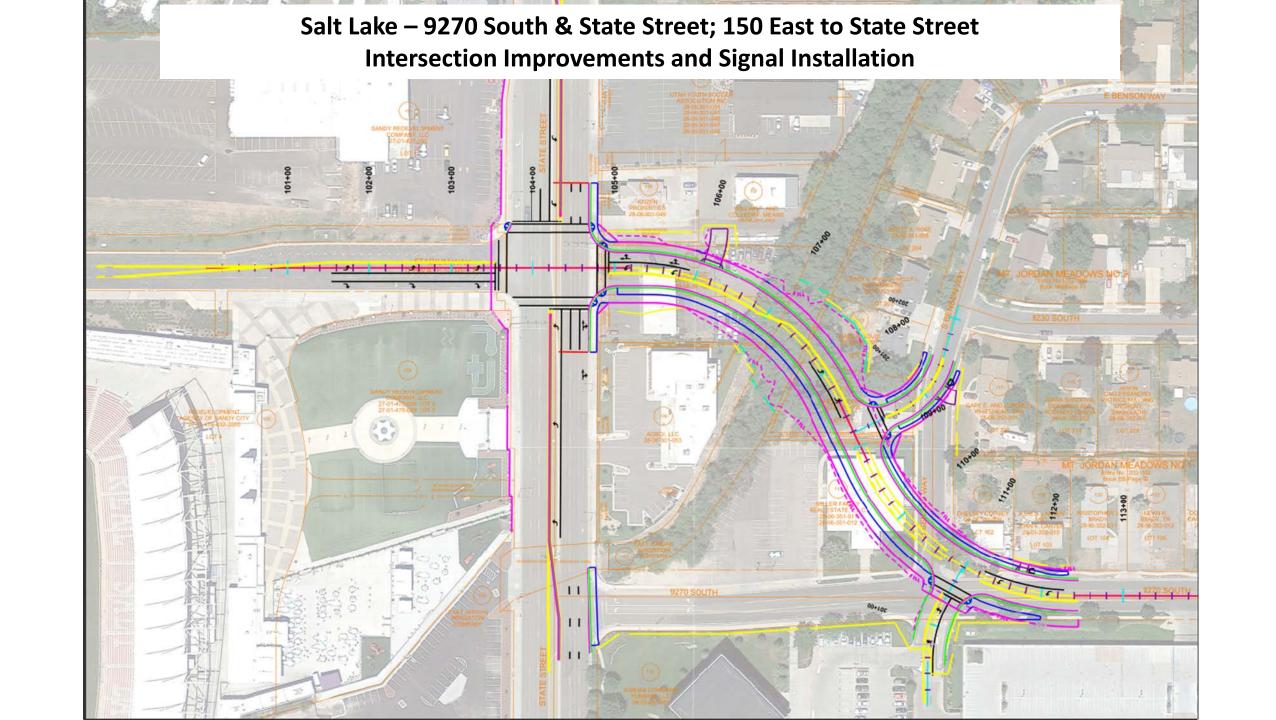
The Little Cottonwood Canyon EIS project was funded from the Recreational Hot Spots program to find long term solutions to improve the safety, reliability, and mobility of SR-210. The project began in 2018 to develop alternatives to meet these goals. However, meeting these goals, while meeting the needs of local stakeholders, proved to be very complex. In 2019 the project added additional alternatives to ensure stakeholder concerns were heard and addressed while seeking the most viable solution. The work for these additional alternatives includes: - The development, design, and screening of additional alternatives. - Additional public outreach such as council meetings, open houses, stakeholder meetings, etc. - Travel demand modeling for the screening of additional alternatives. - Developing the draft and final EIS including the Record of Decision. To complete these activities, it was determined that the project will need additional funds from the Little Cottonwood Canyon Rec HotSpot Project.

New Project

Salt Lake/ West Valley Urban Area

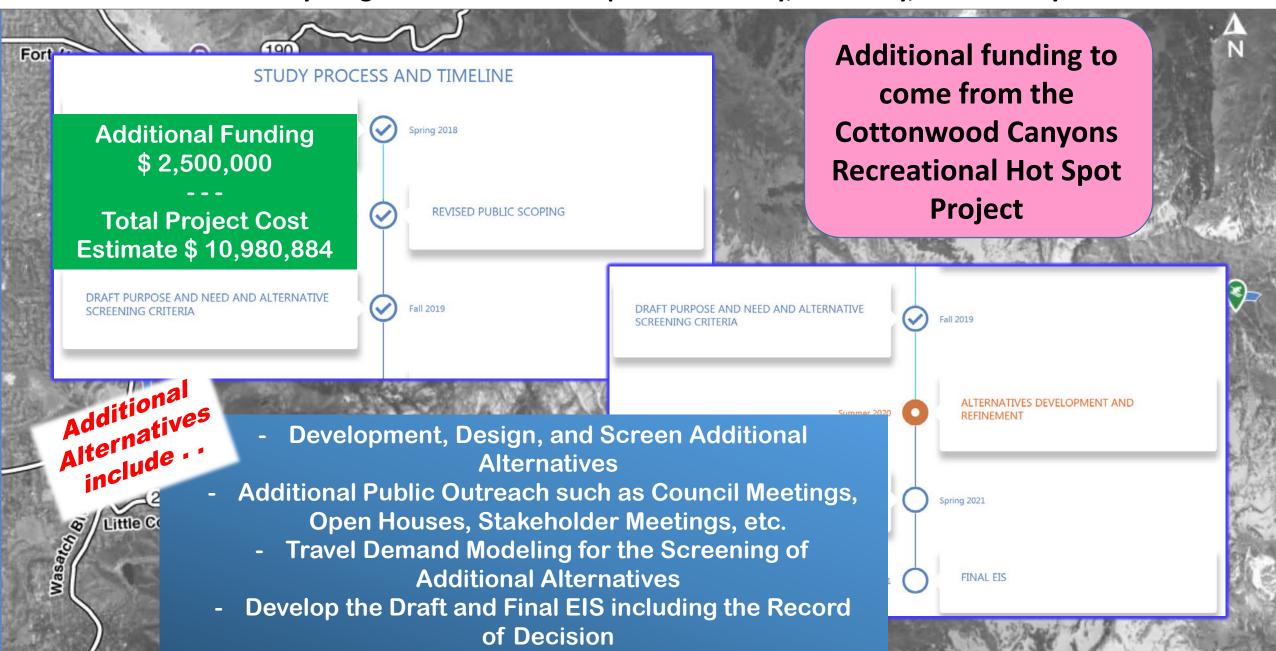
County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	Various	18866	Emergency Earthquake Bridge Inspection & Repair	Emergency Inspections and Repairs that occurred Immediately after the Earthquake	Emergency Bridge Repair	\$2,186,000	\$0	New Funding	\$2,186,000	2020

Originally funded through the Bridge Preservation Program, Region Two and the Structures Division began work on these activities after the earthquake occurred on March 18, 2020. These activities consist of three projects. The first project will be for the reimbursement of funds for emergency inspections that occurred immediately after the earthquake and emergency repairs that were completed to reopen a closed structure. The second project will consist of reimbursement for the repairs to two structures with the most critical damage. The third project will include reimbursement for the repair of the remaining four structures that had damage resulting from the earthquake. In the June 26th Transportation Commission meeting, the Utah Division of the Federal Highway Administration announced approval of up to \$2,068,212 in federal reimbursement for activities related to the earthquake damage. This will programmatically approve the remaining structure repairs due to the March 18, 2020 earthquake, and allow for federal emergency funds to reimburse the Bridge Preservation Program for prior emergency expenditures.

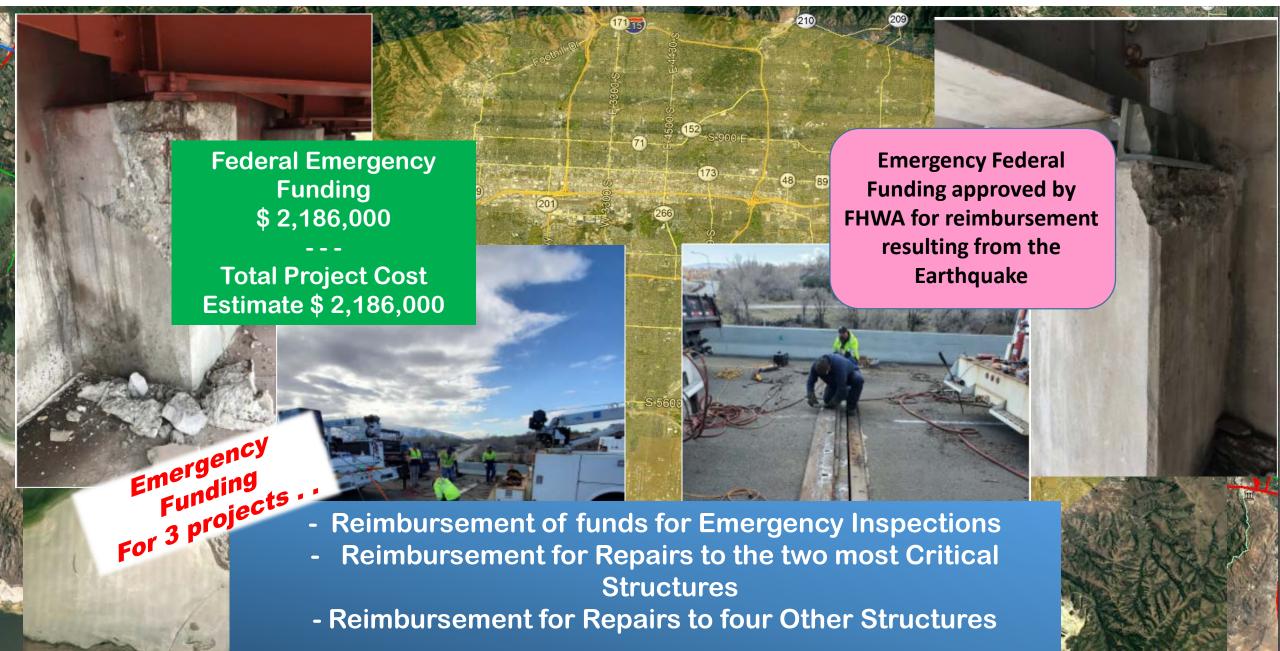




Salt Lake – Little Cottonwood Canyon (EIS) Identify Long Term Solutions to Improve the Safety, Reliability, and Mobility



Salt Lake – Emergency Earthquake Bridge Inspection & Repair Emergency Inspections and Repairs that occurred Immediately after the Earthquake



2020-2025 Transportation Improvement Program (TIP) (Amendment Nine)

Board Modification

New Project

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County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Topolo	Tooele Grantsville Various			Construct Sidewalk on the south side of Durfee	CMAQ_TOOELE (Congestion Mitigation/ Air Quality (CMAQ) Program - Tooele Area)		\$0	New Project	\$305,794		
Tooele		various	New Durfee Street Sidewalk	Durice Street Stdewark	Street, from Willow Street to LDS Chapel	LOCAL_GOVT Local Government Funds	\$328,000	\$0	New Froject	\$22,206	2020-2021

This project will construct missing sidewalk on the south side of Durfee Street between Willow Street and the LDS Chapel. This project is funded with unprogrammed Congestion Mitigation/Air Quality (CMAQ) funds allocated to the Tooele Area for the federal fiscal year 2020-2021 and was recommended by the Tooele Valley RPO at their meeting in March 2020.

Tooele	Tooele Grantsville	Various			Construct Sidewalk on the east side of Quirk	CMAQ_TOOELE (Congestion Mitigation/ Air Quality (CMAQ) Program - Tooele Area)	\$228,000	\$0	N. D.	\$212,564	2020-2021
Todele	Orantsvine	various	New	South Quirk Street Sidewalk	Street, from Pear Street to Durfee Street	LOCAL_GOVT Local Government Funds	\$228,000	\$0	New Project	\$15,436	2020-2021

This project will construct missing sidewalk on the east side of Quirk Street between Pear Street to Durfee Street. This project is funded with unprogrammed Congestion Mitigation/ Air Quality (CMAQ) funds allocated to the Tooele Area for the federal fiscal year 2020-2021 and was recommended by the Tooele Valley RPO at their meeting in March 2020.

Tooele (Grantsville	Various	New	Grantsville East Park & Ride	Construct a park & ride lot west of Lamb Lane and north of SR-138	CMAQ_TOOELE (Congestion Mitigation/ Air Quality (CMAQ) Program - Tooele Area)	\$0 \$482,000 \$0	\$0	New Project	\$449,369	2020-2021
						LOCAL_GOVT Local Government Funds			\$32,631		

This project will construct a park & ride lot west of Lamb Lane and north of SR-138. This project is funded with unprogrammed Congestion Mitigation/ Air Quality (CMAQ) funds allocated to the Tooele Area for the federal fiscal year 2020-2021 and was recommended by the Tooele Valley RPO at their meeting on 8 June 2020.

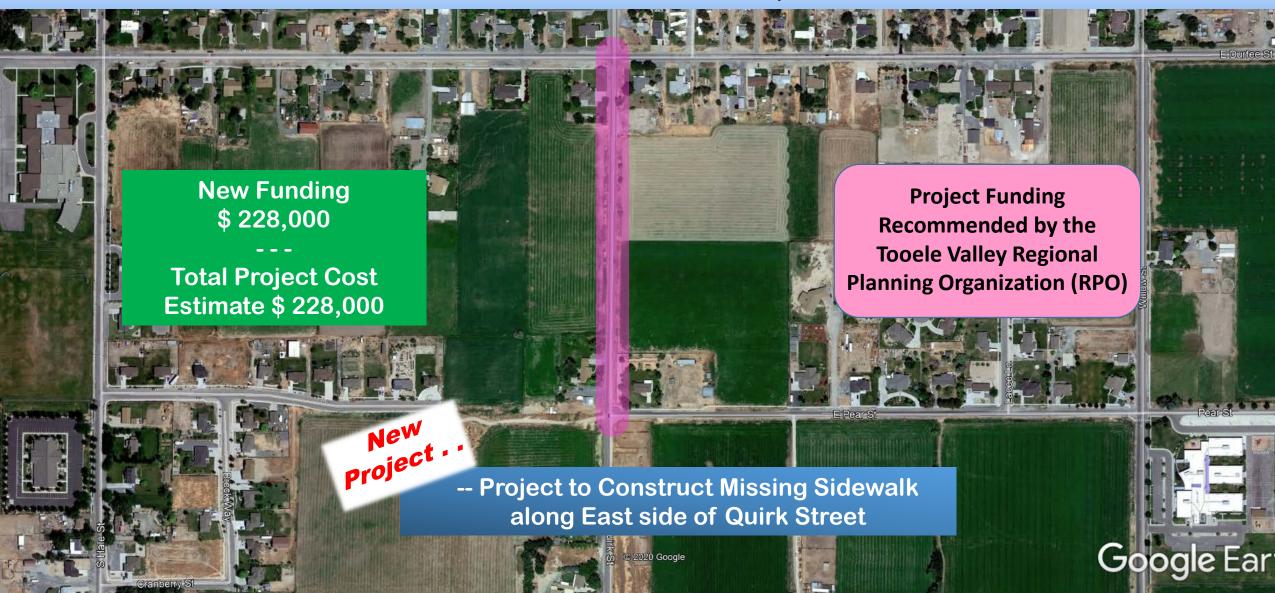
Tooele County – Grantsville – Construct Missing Sidewalk Durfee Street; Willow Street to LDS Chapel

Construct sidewalk where it currently does not exist



Tooele County – Grantsville – Construct Missing Sidewalk South Quirk; Pear Street to Durfee Street

Construct sidewalk where it currently does not exist



Tooele County – Grantsville – Construct Park & Ride Lot Lamb Lane and SR-138

Construct Park & Ride Lot west of Lamb Lane and North of SR-138



2020-2025 Transportation Improvement Program (TIP) (Amendment Nine)

Board Modification

New Projects (FY 2021 Recreational Trails Program)

The federal Recreational Trails Program was authorized by Congress as part of the Intermodal Surface Transportation Efficiency Act of 1991. This program has been continued through the current FAST Act transportation authorization. • These projects are selected and administered through the Utah State Parks and Recreation Division. • Funds may be used to provide and maintain trails for motorized and nonmotorized recreational uses, including trailside and trailhead facilities, and also provisions to facilitate access for people with disabilities. • For the 2021 Program, Utah has 44 projects totaling \$2,202,980 in Federal Aid Funds and \$5,563,744 of Sponsor Matching Funds for a total of \$7,766,724 in New Project Value (22 projects totaling \$6,307,972 in the WFRC Area.)

WFRC Area	nds for a total of \$7,766,724 in New Project Value (22 projects totaling \$6,307,972 in the WFRC Area.)		
Sponsor	Concept/ Type of Improvement/ Location	Funding Amount	Total Project Value
Non-Motorized			
Salt Lake County Parks & Recreation	UTAH AND SALT LAKE CANAL TRAIL, PHASE 4: Development of a 10-foot wide asphalt paved pedestrian/bicycle path to allow users to access the soon to be Magna Regional Park, a neighborhood park in the Elk Run subdivision and other regional trails.	\$100,000	\$938,000
Salt Lake County Parks & Recreation	CARDIFF FORK BOARDWALK AND BRIDGE: Re-align/extend Donut Falls from the Cardiff Fork trailhead by moving hikers off Cardiff road and onto a shaded trail that brings users to Donut Falls. Adding an 8-foot wide boardwalk that will cross 350' of wetland.	\$100,000	\$475,000
Friends of Utah Avalanche Forecast	TRAILHEAD AVALANCHE CONDITION REPORTING PROJECT: Prevent avalanche fatalities by providing avalanche forecasting and awareness throughout the state. TAEP will offer free avalanche and trail condition reports to both motorized and non-motorized backcountry winter users at high-use trailheads in Utah's Uinta-Wasatch-Cache and Manti-La Sal National Forest.	\$13,189	\$26,436
Wasatch Mountain Institute	EASTERN GATEWAY TRAIL PROJECT AT JORDANELLE STATE PARK (ORIGINALLY ASKING FOR \$100,000): Facilitate the restoration, rehabilitation, and the re-opening of trailhead and trail system at the Rock Cliff Recreation Area of Jordanelle State Park. The intended work includes repairing damaged boardwalk networks which will provide access to the Rock Cliff Nature Center. The installation of vaulted toilets in the parking area and restore utilities and upgrade interior portions of the shuttered Rock Cliff Nature Center.	\$66,750	\$204,600
Salt Lake County Parks & Recreation	WHITE CITY CANAL TRAIL - PHASE 2 (ORIGINALLY ASKING FOR \$100,000): Developing .5 miles of 12' wide asphalt paved pedestrian/bicycle multi-use trail with the potential of an additional 6' wide soft gravel running trail along the Sandy Canal corridor.	\$70,000	\$767,821
US Forest Service, Uinta Wasatch Cache National Forest & Ogden Ranger District	WHEELER CREEK TRAIL RESTORATION - PHASE 2 (ORIGINALLY ASKING FOR \$39,920): Reconstruction of Wheeler Creek trail to its junction with Middle Fork Wheeler Creek. Intended to improve 3.3 miles of non-motorized trail to class three Forest Service trail standards. Improvements include re-alignment to reduce grades and improve drainage.	\$37,000	\$96,124
Salt Lake Climbers Alliance	JACOB'S LADDER TRAIL REROUTE TO LONE PEAK CIRQUE: Reroute a steep section of the unsustainable trail to Lone Peak Cirque known as Jacob's Ladder. This proposal intends to stabilize this highly impacted section that is closed in protected watersheds and borders Lone Peak Wilderness by the rehabilitation of the current alignment and construction of a new alignment. This will greatly reduce the watershed caused by the trail.	\$45,000	\$167,000
Mountain Trails Foundation	WINTER GROOMING SNOWMOBILE PURCHASE (ORIGINALLY ASKING FOR \$6,915): The purchase of a 2021 Ski-Doo Expedition Snowmobile to assist with winter grooming in Round Valley.	\$2,500	\$13,830
Trails Utah	BONNEVILLE SHORELINE TRAIL - PARLEY'S POINTE SECTION: Construction of a half-mile of community access trails and the development of an additional 3.5 miles of a new trail segment.	\$55,000	\$150,000

2020-2025 Transportation Improvement Program (TIP) (Amendment Nine) Board Modification

New Projects (FY 2021 Recreational Trails Program) - Continued

WFRC Area			
Sponsor	Concept/ Type of Improvement/ Location	Funding Amount	Total Project Value
Non-Motorized			
Salt Lake Ranger District & Uinta Wasatch Cache National Forest	SPRUCES WINTER SKI AND SNOWSHOE TRAIL: Funds would be used to establish 5 miles of cross-country ski and snowshoe trails at Spruce Campground in Big Cottonwood Canyon. The first year, 2.5 miles of road in Spruce Campground would be marked and groomed to their full width and during the summer, work will be done on the Spruce/Donut Falls trail to extend the trail network. The second year, the remaining miles of single-track trails would be marked and groomed to connect Spruce to the winter camping at Jordan Pines Campground, the sledding hills at Cardiff Fork and the Donut Falls trail.	\$41,454	\$84,156
Uinta Wasatch Cache National Forest	UINTA-WASATCH-CACHE NON-MOTORIZED TRAIL RESTORATION: Funding will be utilized to complete heavy maintenance on 133 miles of high priority trails located across the U-W-C National Forest. Heavy Maintenance includes replacing five minor bridges, repair of two boardwalks, rerouting several sections of unsustainable trail, and the creation of one new access trail. Additional maintenance includes heavy tread, brushing, hazardous tree removal, down tree clearing, drainage work, closures of switchback shortcuts, and retaining walls where needed.	\$100,000	\$400,000
Trails Foundation of Northern Utah (TFNU)	WEBER RIVER PARKWAY FISHERMAN'S POINT EXTENSION: Creation of 1.44 miles of non-motorized multi-use pathways along the Weber River, including three bridges and an underpass under I-84. This proposal intends to provide a connection to the mouth of the Weber Canyon and the Bonneville Shoreline Trail.	\$97,770	\$597,770
WFRC Area			
Sponsor	Sponsor Concept/ Type of Improvement/ Location		
Motorized			
Utah Division of Parks & Recreation	OHV TRAIL CREW: Hire two seasonal employees to work on a statewide OHV trail crew that will help assist agencies and partners complete trail work.	\$35,000	\$70,000
Utah Division of Parks & Recreation	UTAH TRAIL HOST/OHV VOLUNTEER SPECIALIST: Asking for additional support for the current Utah Trail Host/OHV Volunteer Specialist position to help increase the amount of sponsored projects, monitor efforts, and outreach opportunities that occur on public land statewide.	\$50,000	\$139,968
Utah Division of Parks & Recreation	SNOWMOBILE GROOMING EQUIPMENT MAINTENANCE: Maintenance of previously purchased RTP grooming equipment which grooms the 13 snowmobile complexes located in Utah.	\$110,000	\$240,000
Utah Division of Parks & Recreation	SNOWMOBILE TRAIL GROOMING, MAINTENANCE, AND TRAILHEAD SNOW REMOVAL: Provide snowmobile grooming, maintenance, trail signage, and trailhead snow removal. Replace and/or repair trailblazers, markers, t-posts, and clearing of trails.	\$190,000	\$383,840
Utah Division of Parks & Recreation	OHV GREAT TRAILS WORKSHOP (ORIGINALLY ASKING FOR \$60,000): Allow the OHV Program for the Division of Utah State Parks to host four trail training workshops. Funding is intended to be used to conduct one day in the classroom and two days in the field. The curriculum will be based on NOHVCC's Great Trails publication, with emphasis on seeing the principals firsthand.	\$124,668	\$249,336
Friends of Utah Avalanche Forecast	TRAILHEAD AVALANCHE CONDITION REPORTING PROJECT: Prevent avalanche fatalities by providing avalanche forecasting and awareness throughout the state. TAEP will offer free avalanche and trail condition reports to both motorized and non-motorized backcountry winter users at high-use trailheads in Utah's Uinta-Wasatch-Cache and Manti-La Sal National Forest.	\$18,456	\$37,196
Forest Service Utah Avalanche Center	CENTRAL UTAH AVALANCHE FORECASTING - MATI-SKYLINE MOUNTAINS: Data collection and fieldwork to monitor snow conditions estimating 160 days over the next two years. This data will be published and used to forecast current and future winter trail conditions.	\$30,000	\$117,817

2020-2025 Transportation Improvement Program (TIP) (Amendment Nine)

Total Project

Funding

Board Modification

New Projects (FY 2021 Recreational Trails Program) - Continued

WFRC Area

Sponsor	Concept/ Type of Improvement/ Location	Amount	Value
Motorized			
Salt Lake Ranger District	STANSBURY MOUNTAINS MOTORIZED TRAIL SIGNAGE IMPROVEMENT: Funding will be used to purchase and install road signs, motorized trail signs, travel management, and regulation signs, large trailhead maps, and an informational kiosk.	\$21,639	\$43,530
Uinta Wasatch Cache National Forest	2021 UINTA-WASATCH-CACHE NATIONAL FOREST MOTORIZED GRANT PROGRAM (ORIGINALLY ASKED \$100,000): 456 miles of trail will receive general maintenance including corridor clearing, light tread, and drainage work, as well as minor sign and trail structure maintenance. Heavy maintenance will include reestablishing tread prism, heavy brushing to re-establish corridors, installing new drainage, repairing boardwalks, and/or repairing switchbacks or implementing minor reroutes.	\$187,500	\$375,500
Jordan River OHV Recreation Area	FY21 JORDAN RIVER OHV RECREATION AREA TRACK GROOMING AND PARK IMPROVEMENT: Daily track grooming that includes: jumps, berms, turns and obstacles, and the installation of informational and regulatory signs.	\$70,000	\$730,048

Recreational Trails Program

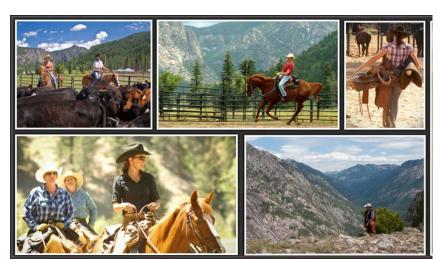


Recreational Trails Program (RTP)

DNR

- Administered by Utah State Parks
- Motorized and non-motorized
- May be combined use
- Revenue from federal motor fuel tax;
- apportioned to each state
- Utah annually receives about \$1.7 M















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 . . .

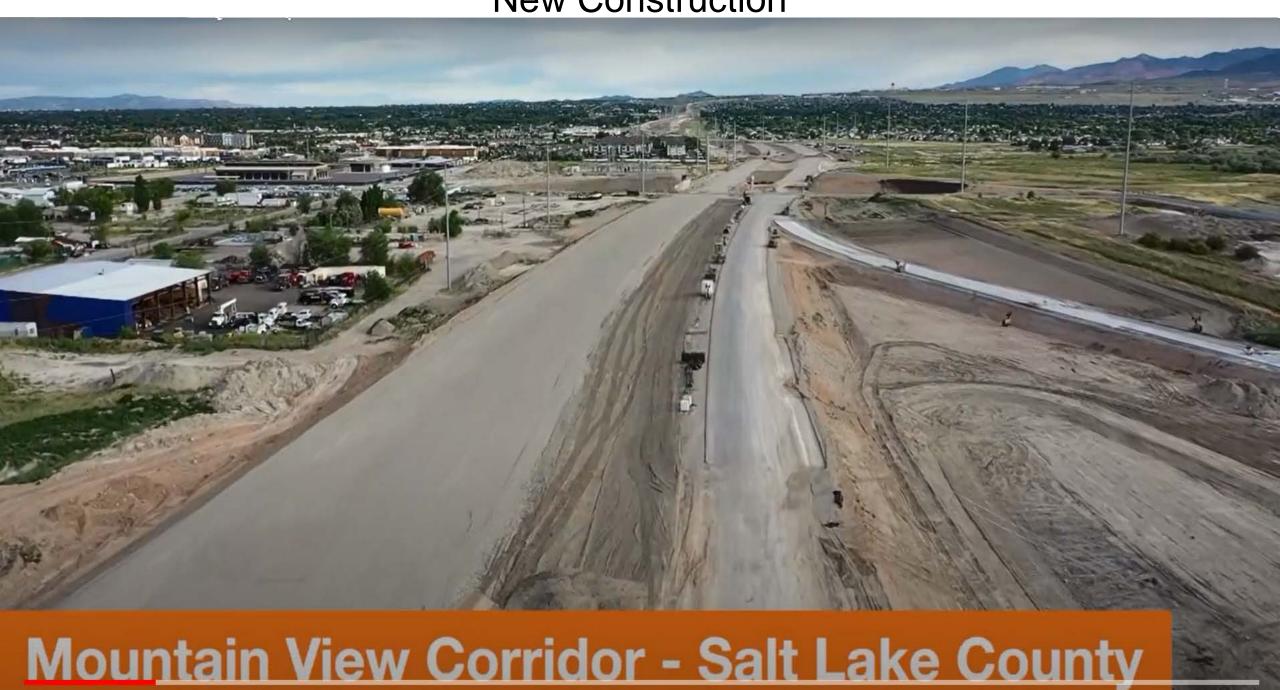
- 1. Implement the Long Range Plans
 - Highway/ Transit & Active Transportation
 Projects for the Region
- 2. Help Meet the Short Range Needs
 - Of the Wasatch Front Area
- 3. Provide for the Maintenance
 - Of the Existing Transportation System



Transportation Improvement Program Contains

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

New Construction



Rehab and Maintenance



Transit Projects – Various Locations Capital Improvements & Operation/ Preventive Maintenance Layton Station to Snowbasin via Layton Hills Mall/ Hotels and Park and Ride lots Route 677 Layton/Snowbasin Ski Service

Pedestrian and Bicycle Projects

Various Locations



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



Projects in the TIP:

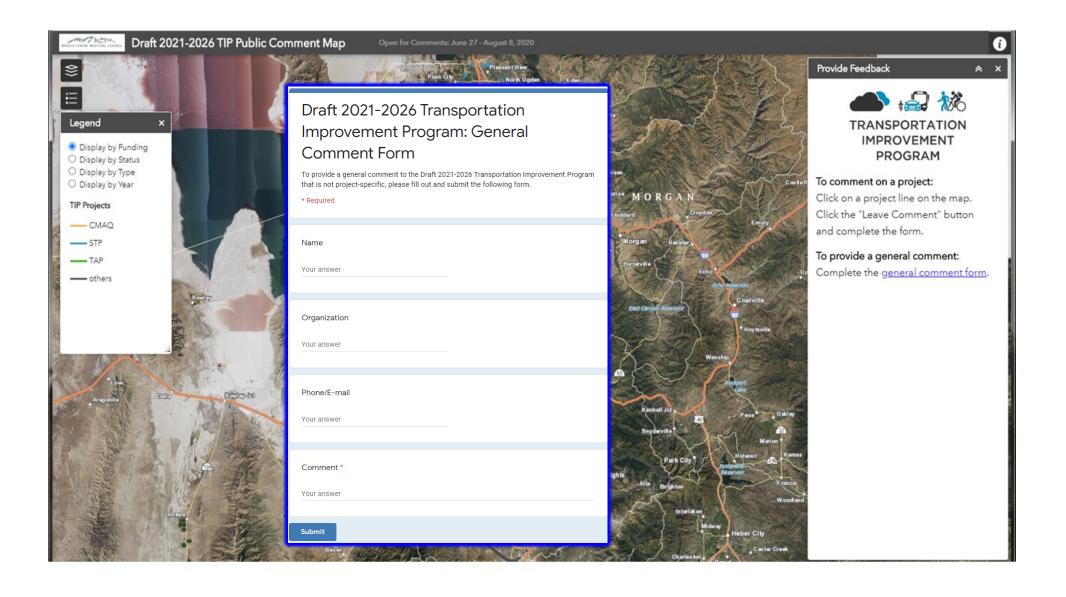
- Represent \$ Millions
- Thousands of Jobs
- Economic Growth & Development
- Mobility/ Access
- Preservation of Life
- And Promote the Quality Of Life



Federal Law Requires:

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

	January					February						March						April									
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The TIP provides a balanced approach to implement critical road, transit, and active transportation projects, including those identified in the WFRC Regional Transportation Plan. These projects help our local communities and our region meet the challenge of Utah's rapidly growing population while promoting a strong economy, good air quality, and high quality of life.

TIP Public Comments and Responses - Summary

TIP Public Comments and Responses - Summary	
Comment	Response
Suggestions were given about the design of specific highway and transit projects.	WFRC will share these suggestions with project sponsors – local governments, UDOT, and/ or UTA – so they can be considered during the project development process.
Requests were made that bike lanes or paths be included in funded projects or as new, independent projects.	WFRC, working with local governments, transportation agencies, and other stakeholders, has identified and planned for priority active transportation projects throughout the region that are needed to provide safe and effective options for cyclists. Progress is being made, and additional funding is needed to establish an interconnected regional system.
Comments were made in favor of several planned and programmed highway projects, including acceleration of some of these.	WFRC appreciates the efforts of the transportation agencies and local governments to improve the transportation system, and will continue to work with them to move projects along as quickly as possible. Project timing is tied to and often limited by the availability of funding and the need to complete environmental and engineering review.
Several commenters asked that more funding be spent on bicycle and transit improvements instead of on road widening or new construction.	The TIP includes transportation investments across all modes of travel, including transit, biking, walking, and driving. The ability to make improvements is contingent on the availability of funding; a significant portion of the TIP funding is restricted for particular transportation modes. This in particular limits the ability to enhance transit and active transportation.
Numerous commenters expressed concern about the idea of widening Wasatch Boulevard and the roads in the Cottonwood Canyons as transportation improvements are considered in relation to accessing these canyons, and expressed a preference for transit and biking options.	WFRC will work with UDOT, UTA and local governments to ensure these concerns are considered as transportation improvements are evaluated in this area. UDOT is currently conducting an environmental impact process evaluating options for this area. WFRC will share relevant TIP comments with UDOT and continue to encourage balanced solutions in the area.

TIP/ STIP Public Comment Themes

- Safety considerations, including speed.
- Environmental consideration, including community, economic, historic, farmland, open space, air quality, and natural environment
- Racial justice considerations in transportation design and operations
- Art, beauty, and landscaping as part of project delivery
- Commercial vehicle size and electric vehicle restrictions were suggested on specific canyon facilities