



WASATCH FRONT REGIONAL COUNCIL

HIGHLIGHTS OF THIS NEWSLETTER INCLUDE THE FOLLOWING:

- **Transportation Improvement Program Released for Public Comment and Proposed 2019-2050 Regional Transportation Plan Amendment #3**
- **June Map of the Month: City and County Commuter Patterns**
- **Government Affairs Update**
- **Celebrating Golden Spoke**
- **Transportation and Land Use Connection (TLC): 2021 Annual Report Card**

We hope that you and your loved ones have a happy and safe Fourth of July!



Comment Period for the Wasatch Front Regional Council's Draft 2022-2027 Transportation Improvement Program and Proposed 2019-2050 Regional Transportation Plan Amendment #3

The Wasatch Front Regional Council ([WFRC](#)) invites you to provide input on:

- the [Draft 2022-2027 Transportation Improvement Program \(TIP\)](#) via an [online interactive map](#) and corresponding air quality conformity determination ([Memorandum 40a](#)), and
- a [proposed amendment](#) to the [2019-2050 Regional Transportation Plan \(RTP\)](#) and corresponding air quality conformity analysis ([Memorandum 40](#)).

The TIP is a six-year program of roadway, transit, and active transportation projects funded by federal, state, and local revenues in Salt Lake, Davis, Morgan, Tooele, and Weber counties, as well as the urbanized portion of Box Elder County.

The RTP is the critical blueprint for future transportation in our local communities and across the region that anticipates future growth between now and 2050. The RTP

accomplishes this through proactive planning by integrating multiple transportation modes and land uses and working to enhance the capacity and functionality of the transportation system overall.

Both the TIP and the RTP are developed in collaboration with local governments, UDOT, UTA, and other community stakeholders.

A public comment period regarding the proposed documents extends through July 31, 2021.

Comments on the draft TIP and the proposed RTP amendment can be offered online, or at two in-person public open houses, which will be held on the following dates and locations:

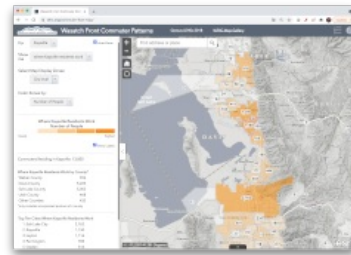
**Tuesday, July 13, 2021
4:30 - 6:30 pm
Salt Lake Intermodal Center
300 South 600 West
Salt Lake City, Utah**

**Thursday, July 15, 2021
4:30 - 6:30 pm
Ogden Intermodal Center
2350 Wall Ave
Ogden, Utah**

June Map of the Month: City and County Commuter Patterns

***Where do
a city's
residents
work?***

***Where do
those
who work
in a
specific city live?***



Our new [Wasatch Front Commuter Patterns interactive map](#) provides details to these questions, serving up a close look at the employment landscape and commuting flow between Wasatch Front communities.

Select your city of interest -- or a county - - from the list and the map will display the commuter inflow and outflow locations and associated counts at the city, census tract, or census block group level.

This map features the most recent (2018) "origin - destination" data from the Census Bureau's Longitudinal Employer-Household Dynamics (LEHD) project, a partnership with the IRS. The LEHD data shown and downloadable from the map, includes all jobs that pay unemployment insurance -- which is thought to be 80-90% of total jobs.

As an example of the type of information you can access in the map, for Herriman, 3.7% of its 17,200 working residents are employed in the city and 20.8% of Herriman workers' place of employment

is in Salt Lake City. For Ogden, the same metrics are 34.4% living and working within Ogden's boundaries, and 9.2% of its workers employed in SLC.

Have fun exploring this webmap and contact us if you have questions at analytics@wfr.org.

Government Affairs



Federal Update: **Deal Reached on Bipartisan** **Infrastructure Package +** **Transportation Reauthorization** **Continues**

Last week, President Biden [endorsed](#) the infrastructure framework [proposal](#) from a bipartisan group of 21 Senators (including Utah Senator Mitt Romney). The agreed-upon framework would spend \$1.2 trillion over eight years, including \$579 billion in new spending above baseline levels over eight years for transportation, water, broadband, and power. Overall, this is a huge step forward towards bipartisan agreement on significant, multi-year infrastructure investment, but there remains a long road ahead. Many details remain to be addressed, including the funding and financing elements, and the overlap with the needed reauthorization of the surface transportation act, which continues to move through Congress. This week, the House will vote to approve their \$547 billion reauthorization bill (the [INVEST](#) act), which includes nearly \$54 million in member designated projects (earmarks) for Utah-specific transportation projects ([pages 168 -169](#)). Meanwhile, the Senate's \$311 billion [proposal](#) (which does not include earmarks) still needs transit and funding elements before a full Senate vote.

Looking ahead, details of both the bipartisan infrastructure deal and the House and Senate reauthorization efforts will continue to form over the coming weeks and months until there is a clear sense of proposed total infrastructure investment.

For more information on these efforts, here are the links to our latest government affairs updates on the [bipartisan infrastructure](#) deal and the [surface transportation reauthorization](#).

State Update:



Utah Road Usage Charge Report

As required by Senate Bill 150

Final
May 2021



Legislative Interim + UDOT RUC Report

The State Legislature met for another exciting week of interim committee hearings, discussing a wide variety of topics from firework regulations, to housing affordability. Worth noting was the [Transportation Interim Committee](#)'s lively discussion about the adoption of electric vehicles in the state and moving more Utah drivers into [UDOT's Road Usage Charge \(RUC\) Program](#).

In committee, UDOT outlined the findings of their recently released [RUC report](#) which provides a framework to enroll all state vehicles in the mileage-fee based RUC program by 2032 (as directed by the legislature). With the sustainability of the motor fuel tax eroding due to widespread hybrid and EV adoption, greater fuel efficiency of today's vehicles, and construction costs outpacing inflation, the need to provide a more equitable, user-fee based approach for roadway users is important for Utah's transportation future.

Celebrating Golden Spoke

The Golden Spoke is the amalgamation of eight major paved off-street trails that provide over 100 miles of connected trail from Provo to Ogden. One could say it is the “golden child” of Utah’s urban trails, providing healthy mobility options for much of the Wasatch Front.

The Golden Spoke was not originally conceived of as a single, continuous trail. Rather, it was a realization that as these independent trails were being constructed, a few important connections would create the longest continuous paved trail west of the Mississippi.

The term Golden Spoke, as an identifier of these trails, began in 2018 after a major gap was closed along the Jordan River Parkway Trail with the construction of the North Temple Bridge next to Fisher Mansion. An event was held to commemorate the achievement and the Golden Spoke Ride was born!



This year, the month of June celebrates the Fourth Annual [Golden Spoke Ride](#), providing people with a chance to ride and log the miles they walk or ride on any segment of the Golden Spoke.

Improvements are continuously being made to the trails that make up the Golden Spoke: wayfinding signs, additional access points, pavement replacement, and even trail widening in places where the number of people on the trail requires more space.

But one spoke does not make a wheel. So what lies beyond the Golden Spoke? There are several existing trails that tie into the spine, such as the SR-193 Trail in Davis County, and the 9-Line Trail and Parley’s Trail in Salt Lake County. A recently completed project connects Salt Lake County and Utah County via the Draper Porter Rockwell Trail and Lehi Rail Trail (referred to locally as its own version of the “Golden Spoke”), which then ties into the larger Golden Spoke network at the Murdock Canal Trail via a soon to be completed pedestrian/bicycle bridge over SR-92 in Lehi.

Other planned projects include Millcreek’s “double tracking” of the Jordan River Parkway Trail on either side of the river, the West Davis Corridor highway project extending the Legacy Parkway Trail through Davis County, and the Weber River Parkway extension through South Weber City (also part of the Centennial Trail running through Weber County). All of these will continue the expansion of this interconnected trail system. There is even a concept to connect the Wasatch Front and Back via trails through the [Wasatch Loop](#) trail network.

As one contemplates all of these trails coming together to form a comprehensive network from east to west and north to south, another concept begins to emerge — that of a bicycle highway network with the Golden Spoke as the I-15 of active transportation corridors. In other words, a [safe, family-friendly bicycle backbone network](#) that would benefit all of Utah.



We can all be part of the wheel that allows our communities to travel in safe, inexpensive, and healthy ways. How is your community celebrating the Golden Spoke?

The Golden Spoke is the amalgamation of the following eight major paved off-street trails: Provo River Parkway Trail, Murdock Canal Trail, Jordan River Parkway Trail, Legacy Parkway Trail, Denver & Rio Grande Western Rail Trail, Weber River Parkway Trail, West Haven River Parkway Trail, and the Ogden River Parkway.

Transportation and Land Use Connection (TLC): 2021 Annual Report Card

Did you know? Communities throughout the Wasatch Front are collaborating to tackle challenges and capitalize on opportunities related to transportation, land use, housing, and growth? In fact, throughout the history of the [Transportation and Land Use Connection \(TLC\) program](#), 19 projects have arisen from the joint efforts of two or more communities. Active Transportation projects comprise almost half of these collaborative projects. To learn more about the program, its projects, and its history, check out the [2021 TLC Report Card](#).

The [Transportation and Land Use Connection \(TLC\) program](#) provides planning technical assistance to local communities to achieve their goals and

plan for their futures. TLC provides a critical link between the broader [Wasatch Choice Regional Vision](#) and the detailed opportunities and challenges at the local level. It also facilitates cross-jurisdictional efforts to achieve joint and regional goals.



ANNUAL REPORT CARD



2021

Photograph: Bountiful, Photo Credit: Penna Powers

Mission

The Transportation and Land Use Connection supports local governments in their planning efforts to implement the Wasatch Choice Regional Vision.

Goals

- Maximize the value of investment in public infrastructure
- Enhance access to opportunities
- Increase travel options to optimize mobility
- Create communities with opportunities to live, work, and play



TLC program is a partnership between the Wasatch Front Regional Council (WFRC), Salt Lake County Regional Development, Utah Department of Transportation (UDOT), and Utah Transit Authority (UTA).

For more information regarding the TLC Program, please contact Megan Townsend at mtownsend@wfrc.org.

