



WASATCH FRONT REGIONAL COUNCIL

Wasatch Front Regional Council AGENDA

A meeting of the WFRC Council will be held on **Thursday, May 26, 2022 at 2:00pm, at WFRC's office, 41 N Rio Grande Street, Salt Lake City, UT and virtually via Zoom:**
<https://us02web.zoom.us/j/88473835066?pwd=NHliNHRDR0gxRjd1ci9rbk5FR1JsUT09>
Meeting ID: 884 7383 5066 Passcode: 713260 One tap mobile +16699009128,,88473835066#

The agenda, with approximate times, will be as follows:

1. **Consent Agenda (2:00)**
 - a. **ACTION:** [Minutes](#) of the WFRC meeting held March 24, 2022 and [Financial statements](#) for February and March 2022 and current Budget/Expenditure Report
2. **Chair Report (2:05)**
 - a. [Utah transportation funding overview](#)
3. **Public Comment (2:10)**
4. **Transportation Committee (Trans Com) (2:15)**
 - a. [Board modifications](#) to the 2022-2027 Transportation Improvement Program (TIP)
 - b. **ACTION:** Board modifications to the 2022-2027 TIP
 - c. **ACTION:** Approve Surface Transportation Program (STP), Congestion Mitigation/Air Quality (CMAQ), and Transportation Alternatives Program (TAP) projects for the 2023-2028 TIP
5. **Regional Growth Committee (RGC) (2:45)**
 - a. [Wasatch Choice](#) - Regional Transportation Plan (RTP) update
 - b. **ACTION:** Station Area Plan Certification Process and Technical Assistance Approach
6. **Budget Committee (3:05)**
 - a. **PUBLIC HEARING and ACTION:** Approve Fiscal Year 2023 WFRC Goals, Budget and Unified Planning Work Program (UPWP)
 - b. **ACTION:** Adopt amendments to the WFRC Personnel Policy
 - c. [Fraud Risk Assessment FY22](#)
7. **Reports (3:20)**
 - a. Wasatch Front Economic Development District (WFEDD) update
 - b. Active Transportation Committee (ATC) update
 - c. Executive Director's update
8. **Other Business and Adjournment (3:30)**
Next meeting: August 25, 2022

Please join us at the conclusion of the meeting for light refreshments and networking with your fellow members of the Council and WFRC staff.

Upcoming events:

- *Joint Policy Advisory Committee (JPAC) meeting, June 2, 11:30am*
- *Active Transportation Committee (ATC) meeting, June 8, 9:30am*
- *Wasatch Front Economic Development District (WFEDD) meeting, June 15, 1:30pm*
- *Transportation Coordinating (Trans Com) meeting, June 16, 2pm*

Informational materials can be located on WFRC's website at www.wfrc.org.

Wasatch Front Regional Council is an Equal Opportunity program. Public participation is solicited without regard to age, sex, disability, race, color or national origin. Auxiliary aids or translation services are available upon request by contacting WFRC's Title VI Administrator. Call 801-363-4250 (hearing impaired individuals may use Relay Utah by dialing 711) or email apearson@wfrc.org at least 72 hours in advance.

Wasatch Front Regional Council is holding public meetings in-person in its office, with a virtual option. Interested attendees are encouraged to visit www.wfrc.org/committees for more information.

Wasatch Front Regional Council es una organización de Oportunidad Igual. Se solicita la participación del público, sin importar la edad, el sexo, la discapacidad, la raza, el color o nacionalidad. Personas que requieren servicios de traducción deben contactar al Administrador de Título VI de WFRC por teléfono a 801-363-4250 (personas con discapacidad auditiva pueden llamar a Spanish Relay Utah - 1-888-346-3162) o por correo electrónico apearson@wfrc.org, por lo menos 72 horas antes de la reunión.

Wasatch Front Regional Council está teniendo las reuniones públicas en persona en la oficina, con la opción de atender virtualmente. Personas interesadas en atender, pueden visitar www.wfrc.org/committees para obtener más información.

- Jeff Silvestrini, Chair
Mayor, Millcreek
- Jeff Scott, Vice Chair
Commissioner, Box Elder County
- Mark Allen
Mayor, Washington Terrace
- Dirk Burton
Mayor, West Jordan
- Mike Caldwell
Mayor, Ogden
- Robert Dahle
Mayor, Holladay
- Jim Harvey
Commissioner, Weber County
- Scott Jenkins
Commissioner, Weber County
- Erin Mendenhall
Mayor, Salt Lake City
- Mike Newton
Commissioner, Morgan County
- Kristie Ovenson
Mayor, Taylorsville
- Joy Petro
Mayor, Layton
- John Pohlman
Mayor, Fruit Heights
- Mark Shepherd
Mayor, Clearfield
- Bob Stevenson
Commissioner, Davis County
- Troy Walker
Mayor, Draper
- Scott Wardle
Councilmember, Tooele County
- Jenny Wilson
Mayor, Salt Lake County
- Aimee Winder Newton
Councilmember, Salt Lake County
- Senator Wayne Harper
Utah State Senate
- Representative Mike Schultz
Utah House of Representatives
- Carlton Christensen
Utah Transit Authority
- Carlos Braceras
Utah Department of Transportation
- Dawn Ramsey
Utah League of Cities & Towns
- Lorene Kamalu
Utah Association of Counties
- Ari Bruening
Envision Utah
- Laura Hanson
State Planning Coordinator
- Andrew Gruber
Executive Director



MINUTES
Wasatch Front Regional Council
March 24, 2022

A meeting was held on Thursday, March 24, 2022, via Zoom connection, due to the safety restrictions put in place by the Utah Governor’s Office, in response to continuing COVID-19 concerns. The following were present:

WFRC COUNCIL MEMBERS - 2022		
BOX ELDER COUNTY	Yes/No	Alternates / Others in attendance:
Member - Jeff Scott	yes	Steve Waldrip, State House of Representatives
Alternate - Dennis Bott	no	Jeff Acerson, UTA Board of Trustees
DAVIS COUNTY MEMBERS		Gage Froerer, Weber Co Commissioner
John Pohlman	no	Ryan Beck, Envision Utah
Mark Shepherd	yes	Mike Weichers, Ctnwd Heights Mayor
Joy Petro	yes	Natalie Hall, Bluffdale Mayor
Bob Stevenson	no	Nando Meli, Stockton Town Mayor
MORGAN COUNTY		Monica Zoltanski, Sandy Mayor
Member - Mike Newton	no	Kevin Jeppsen, Perry City Mayor
Alternate - Blaine Fackrell	yes	Dan Dugan, Salt Lake Co Council
SALT LAKE COUNTY MEMBERS		Jennifer Elsken, FHWA
Jenny Wilson	yes	Shule Bishop, UTA
Erin Mendenhall	no	Russ Fox, UTA
Troy Walker	yes	Andrea Olson, UDOT
Aimee Winder Newton	no	Dina Blaes, SLCounty
Jeff Silvestrini	yes	Jon Larsen, SLCounty
Robert Dahle	yes	Bret Millburn, Draper City
Dirk Burton	yes	Jeremy Shinoda
Kristie Overson	yes	Justin Lee
TOOELE COUNTY		Kathy Darby
Member - Scott Wardle	yes	WFRC: Andrew Gruber,
Alternate - Debbie Winn	yes	Ted Knowlton,
WEBER COUNTY MEMBERS		Ned Hacker
Scott Jenkins	yes	Megan Townsend,
Jim Harvey	yes	Mikala Jordan,
Mark Allen	yes	Jory Johner,
Mike Caldwell	no	Hugh Van Wagenen,
UDOT & UTA		Wayne Bennion,
Member - Carlos Braceras, UDOT	no	Ben Wuthrich,
Alternate - Teri Newell, UDOT	no	Bert Granberg,
Member - Carlton Christensen, UTA Board of Trustees	yes	Bill Hereth,
Alternate - Beth Holbrook, UTA Board of Trustees	yes	Miranda Jones Cox, Rosie Hernandez, Lauren Victor, Chad Worthen,

NON-VOTING MEMBERS		
		Josh Reynolds,
Lorene Kamalu - Utah Association of Counties	yes	Julie Bjornstad,
Dawn Ramsey - Utah League of Cities and Towns	yes	Andrea Pearson,
Ari Bruening - Envision Utah	no	Christy Dahlberg,
Wayne Harper - State Senate	yes	Marian Florence,
Mike Schultz - State House of Representatives	yes	Marcia White,
Laura Hanson – State Planning Coordinator	yes	Suzie Swim, Mike Sobczak, Jordan Taft

1. Welcome and Consent Agenda [00:00:14]

At 2:03pm, Council Chair Mayor Jeff Silvestrini welcomed the Wasatch Front Regional Council members and guests and introductions were made via roll call. **ACTION: [00:02:27]** Mayor Silvestrini brought attention to the minutes of the WFRC meeting held January 27, 2022, the Financial Statements for December 2021, January 2022 and the current Budget/Expenditure Report. Commissioner Jeff Scott made a motion to approve and Carlton Christensen, UTA Board Trustee seconded the motion. The minutes and financial statements were accepted unanimously.

2. Chair Report [00:03:08]

2a. 2022 General Legislative Session Outcomes

Mayor Silvestrini introduced Miranda Jones Cox, WFRC, who briefed the Council on the outcomes of the 2022 General Legislative Session, focusing on key transportation, housing, and growth items. Senator Wayne Harper **[00:09:20]** and Representatives Steve Waldrip **[00:16:16]**, and Mike Schultz **[00:33:15]**, also discussed the pertinent pieces of legislation and appropriations that passed during the session.

3. Public Comment [00:54:54]

Mayor Silvestrini opened the meeting for public comment. There were no comments.

4. Regional Growth Committee (RGC) [00:55:21]

Mayor Dawn Ramsey, RGC Chair, briefly reviewed the outcomes of the Regional Growth Committee (RGC) meeting held on March 17, 2022.

4a. Update: Wasatch Choice Vision / 2023-2050 Regional Transportation Plan (RTP) [00:57:07]

Mayor Ramsey introduced Ted Knowlton, WFRC, who provided an update on the Wasatch Choice Regional Vision and the development of the Regional Transportation Plan (RTP) — the transportation element of the [Wasatch Choice Vision](#). Mr. Knowlton outlined 1) the relationship between the Vision and recent state multi-modal transportation investments and legislation that affects housing and development around public transit stations, and 2) how the RTP is being developed for adoption in 2023 to advance the Vision.

5. Transportation Coordinating Committee (Trans Com) [01:04:53]

Mayor Mark Shepherd, Trans Com Chair, informed the Council of the items that were discussed in the Trans Com meeting held on February 17, 2022.

5a. Board Modifications to 2022-2027 Transportation Improvement Program (TIP)

Mayor Shepherd noted that since the last meeting of the Wasatch Front Regional Council (WFRC), WFRC received requests to modify the current 2022-2027 Transportation Improvement Program (TIP). The modification required action from Trans Com (since WFRC was not meeting) and the Utah Transportation Commission, but did not require a new air quality conformity analysis or a 30-day public comment period. The modification is included in the meeting materials.

5b. ACTION: Board Modifications to 2022-2027 TIP [01:06:47]

Mayor Shepherd then turned the time to Ben Wuthrich, WFRC, who reported that WFRC has received several requests to modify the current 2022-2027 TIP, and this list of projects is also included in the meeting materials. Mr. Wuthrich briefly discussed each project. **ACTION: [01:20:37]** Mayor Mark Shepherd made a motion to approve the resolution to modify the 2022-2027 TIP as requested. Mayor Mike Caldwell seconded the motion and the voting was unanimous in the affirmative.

5c. Obligations of federal transportation funds during FY2021 [01:21:20]

Mr. Wuthrich also presented information from a yearly report required by the Infrastructure Investment and Jobs Act (IIJA). The WFRC staff, with the help of UDOT and UTA, has prepared a report of obligated federal, and local and state match funding during federal fiscal year 2021 (October 1, 2020, through September 30, 2021). For the State of Utah, these federal funds currently represent about twenty percent of the total highway and transit revenues.

6. WFRC Budget Committee [01:23:52]

6a. ACTION: Release the Draft FY23 WFRC Goals, Budget, and Unified Planning Work Program (UPWP) for public comment

Mayor Silvestrini introduced Mayor Mike Caldwell, WFRC Budget Committee Chair, who gave a brief outline of the WFRC Budget agenda item. Mayor Caldwell then turned the time to Andrew Gruber, WFRC. Mr. Gruber explained that WFRC's staff has identified and proposed agency goals and prepared a draft budget and Unified Planning Work Program (UPWP) that outline the objectives and activities that WFRC plans to undertake in fiscal year 2023.

The proposed WFRC FY23 goals are as follows:

1. Collaboratively advance the Wasatch Choice Regional Vision as a framework for integrating transportation, land use, and economic development, to best address growth-related opportunities and challenges
2. Effectively administer ongoing plans and programs
3. Provide subject-matter expertise to federal, state, and local officials and policymakers
4. Strive for organizational excellence

As in the past, the FY23 goals are similar to the FY22 goals. This reflects the continuity in our organizational mission and roles, and the fact that most of our activities are ongoing and span multiple years. The proposed goals were included in the meeting materials.

Mr. Gruber continued his report by stating that the budget for FY23 shows an increase of 10% over estimated FY22 expenditures, and a decrease of 17% below the FY22 budget. Several categories of expenditures from FY22 were less than anticipated due to the pandemic. The FY23 budget generally assumes that expenditures will return to a pre-pandemic norm.

The major expenditure in the budget is for staff salary and benefits. The budget includes funding to maintain the current full-time staff of 30, and the addition of the two new Community and Economic Development (CED) planners. One of these positions is funded through a new ongoing appropriation from the state. The other is primarily funded through the Transportation and Land Use Connection (TLC) Program, and utilizes increased federal funding from the recently adopted multi-year Infrastructure Investment and Jobs Act (IIJA). Consultant contracts represent the second largest expenditure in the FY23 budget. Federal transportation funds continue to be WFRC's main source of revenue.

Mr. Gruber concluded his report by reminding the Council that the UPWP outlines the work tasks that WFRC will pursue during FY23 in collaboration with cities, counties, UDOT, UTA, and other partners. Among the primary tasks are assisting local communities with growth, transportation, and planning issues; completing development of the 2023-2050 Regional Transportation Plan, Utah's Unified Transportation Plan, and Wasatch Choice Regional Vision; continuing efforts to update and implement the Transportation Improvement Program; assisting in the development of air quality plans; continuing to utilize and improve analytical capabilities; and engaging with the public and local, state, and federal officials.

[01:44:14] Mayor Mike Caldwell made a motion to recommend that the Draft FY23 WFRC Goals, Budget and UPWP be released for public comment. Commissioner Jim Harvey seconded the motion and the affirmative vote was unanimous.

7. Reports [01:44:52]

7a. Active Transportation Committee (ATC) update

Mayor Troy Walker, ATC Chair, provided an update on the Active Transportation Committee.

7b. Wasatch Front Economic Development District (WFEDD) update [01:47:04]

Commissioner Gage Froerer, WFEDD Chair, provided an update on the Wasatch Front Economic Development District committee.

7c. Community Development Block Grant (CDBG) awards announcement [01:49:29]

Mayor Mark Allen introduced Christy Dahlberg, WFRC, who announced the award recipients for the Community Development Block Grant program.

7d. Executive Director's report [01:50:48]

Andrew Gruber, WFRC, thanked those serving on the committees, shared his appreciation with our partner agencies.

8. Other Business and Adjournment [01:51:29]

Mayor Silvestrini stated that the next Council meeting will be held on May 26, 2022. There were no other business items brought forward. Mayor Silvestrini then requested a motion to adjourn. Mayor Mike Caldwell made a motion, and Mayor Troy Walker seconded. The meeting adjourned at 3:56pm.

Wasatch Front Regional Council
 BANK RECONCILIATION - WELLS FARGO
 February 2022

BEGINNING BALANCE		434,365.08
DEPOSITS:		
ACCOUNTS RECEIVABLE	482,556.28	
NON-A/R DEPOSITS	0.00	
		482,556.28
CHECKS:		
A/P - WFC EFT	236,685.38	
A/P - WFC GENERAL	0.00	
		236,685.38
ADDITIONS:		
PTIF	0.00	
INTEREST	0.00	
		0.00
DEDUCTIONS:		
BANK CHARGES	178.20	
PAYROLL	157,158.67	
PTIF	0.00	
PAYROLL TAXES	35,960.06	
URS EFT	83,680.79	
		276,977.72
BALANCE PER GL		
=====	=====	=====
BALANCE PER BANK STATEMENT		400,705.26
DEPOSITS IN TRANSIT:		0.00
OUTSTANDING Items:		0.00
BALANCE		400,705.26
=====	=====	=====
PTIF INTEREST - SPECIAL PROJECTS		596.51
PTIF BALANCE - SPECIAL PROJECTS		1,640,550.21
PTIF INTEREST - BUILDING FUND		424.06
PTIF BALANCE - BUILDING FUND		1,166,252.93

I certify that this reconciliation is correct to the best of my knowledge.



Marian Florence

OUTSTANDING CHECKS

February 2022

USRS 15th transfer	0.00
USRS EOM transfer	0.00

Commercial Checking Acct Public Funds

Account number: 1890008079 ■ February 1, 2022 - February 28, 2022 ■ Page 1 of 3



WASATCH FRONT REGIONAL COUNCIL/WASATCH
FRONT ECONOMIC DEVELOPMENT DISTRICT
41 N RIO GRANDE ST STE 103
SALT LAKE CITY UT 84101-1385

Questions?

Call your Customer Service Officer or Client Services
1-800-AT WELLS (1-800-289-3557)
5:00 AM TO 6:00 PM Pacific Time Monday - Friday

Online: wells Fargo.com

Write: Wells Fargo Bank, N. A. (119)
Gib - Local Government (Utah)
P.O. Box 6995
Portland, OR 97228-6995

Account summary

Commercial Checking Acct Public Funds

<i>Account number</i>	<i>Beginning balance</i>	<i>Total credits</i>	<i>Total debits</i>	<i>Ending balance</i>
1890008079	\$434,365.08	\$482,556.28	-\$516,216.10	\$400,705.26

Credits

Electronic deposits/bank credits

<i>Effective date</i>	<i>Posted date</i>	<i>Amount</i>	<i>Transaction detail</i>
	02/07	296,858.65	Desktop Check Deposit
	02/09	61,195.63	Finet EFT 8019577760 220207 202202070367454 NTE*22A0284865 *81353E *Was
	02/09	39,502.00	Finet EFT 8019577760 220207 202202070367453 NTE*22A0284864 *81353E *Was
	02/16	75,000.00	Salt Lake County Net Pay 220214 0000003582 Wasatch Front Regional
	02/16	10,000.00	Desktop Check Deposit
		\$482,556.28	Total electronic deposits/bank credits
		\$482,556.28	Total credits

Debits

Electronic debits/bank debits

<i>Effective date</i>	<i>Posted date</i>	<i>Amount</i>	<i>Transaction detail</i>
	02/11	178.20	Client Analysis Srv Chrg 220210 Svc Chge 0122 000001890008079
	02/11	81,287.81	ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777
	02/14	236,685.38	ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777
	02/14	42,069.23	Utah State Retir Urs Paymnt U999500733326 Wasatch Front Reg Coun
	02/14	13,384.53	< Business to Business ACH Debit - IRS Usatxpymt 021422 270244525908885 Wasatch Front Regional
	02/15	4,682.20	Utah801/297-7703 Tax Paymnt xxxxx9648 Wasatch Front Regional
	02/24	78,423.84	ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777
	02/25	4,650.63	Utah801/297-7703 Tax Paymnt xxxxx1712 Wasatch Front Regional



Electronic debits/bank debits (continued)

<i>Effective date</i>	<i>Posted date</i>	<i>Amount</i>	<i>Transaction detail</i>
	02/25	13,242.70 <	Business to Business ACH Debit - IRS Usatapytmt 022522 270245645570565 Wasatch Front Regional
	02/28	41,611.58	Utah State Retir Urs Paymnt U999500733327 Wasatch Front Reg Coun
		\$516,216.10	Total electronic debits/bank debits
		\$516,216.10	Total debits

< *Business to Business ACH: If this is a business account, this transaction has a return time frame of one business day from post date. This time frame does not apply to consumer accounts.*

Daily ledger balance summary

<i>Date</i>	<i>Balance</i>	<i>Date</i>	<i>Balance</i>	<i>Date</i>	<i>Balance</i>
01/31	434,365.08	02/14	458,316.21	02/24	460,210.17
02/07	731,223.73	02/15	453,634.01	02/25	442,316.84
02/09	831,921.36	02/16	538,634.01	02/28	400,705.26
02/11	750,455.35				
Average daily ledger balance		\$549,740.53			

Addendum to Wells Fargo Commercial Account Agreement

Effective March 18, 2022, Wells Fargo is updating the descriptions of its procedures in Wells Fargo's Commercial Account Agreement (and the other agreements governing your commercial deposit account) for determining your account's available balance, posting transactions to your account, and overdrawing your account. In the event of a conflict between this update and any other agreements governing your deposit account, this update will control. Except as expressly modified by this Addendum, these agreements remain in full force and effect. In the Wells Fargo Commercial Account Agreement, delete the provision titled "Available balance, posting order, and overdrafts" (and similar provisions in other agreements governing your Wells Fargo commercial deposit account) and replace them with the following:

Available balance, posting order, and overdrafts

How do we determine your account's available balance?

Your account's available balance is our most current record of the amount of money in your account available for your use or withdrawal. We use the available balance to process your transactions during the day (e.g., wire transfers and other electronic transactions). We also use the available balance when we process your transactions during our nightly processing. We calculate your available balance as follows:

- We start with the ending daily account balance from our prior business day nightly processing that includes all transactions deposited to or paid from your account.
- We subtract from this balance any holds placed on a deposit to your account and any holds placed due to legal process.
- We add pending deposits that are immediately available for your use (including cash deposits, electronic deposits, and the portion of a paper check deposit we make available; see "Funds availability policy" section for details).
- We subtract pending withdrawals we have either received (such as wire transfers and other electronic transactions) or are known to us (such as your checks we receive for payment from your account) but have not processed.

How do we post transactions to your account?

We post transactions each business day (Monday through Friday except federal holidays) during our nightly processing. Once we process a transaction, we post the results to your account. There are three key steps to this process. The most common types of transactions are processed as described below.

1. We determine the available balance in your account (as described above) that we can use to pay your transactions.

2. We sort your transactions into three categories: deposits, "must-pay" transactions, and checks and certain ACH payments.

- Deposits. We credit your account for deposits, including cash and check deposits and incoming electronic transfers, received before the cutoff time at the location the deposit or transfer was made.

- "Must-pay" transactions. A "must-pay" transaction is a withdrawal/payment we have previously authorized and cannot return unpaid, such as account transfers, and teller-cashed checks. If we receive more than one of these transactions for payment from your account, we will generally sort and pay them based on the date and time we received them. Multiple transactions that have the same time will be sorted and paid from lowest to highest dollar amount.

- Checks and certain ACH payments. Finally, we use your remaining funds to pay your checks and preauthorized ACH payments (such as bills you pay by authorizing a third party to withdraw funds directly from your account). If there is more than one of these types of transactions, they will be sorted by the date and time we received them. Multiple transactions that have the same time will be sorted and paid from lowest to highest dollar amount.

3. If the available balance in your account is not enough to pay all of your transactions, we will decide whether to pay your transaction and overdraw your account or return your transaction unpaid.

- Important Note: When we receive multiple transactions on the same day and the available balance in your account is not enough to pay all the transactions, we reserve the right to choose the order in which we pay the transactions, including paying the highest dollar amount first or in any other order we determine in our sole discretion.

How do we handle overdrafts?

At our discretion, we are permitted to pay items into overdraft rather than returning them unpaid. You agree to pay the applicable fee associated with an overdraft or returned item. Any overdraft on your account is immediately due and payable, unless we agree otherwise in writing. You agree to reimburse us for any attorneys' fees and other costs and expenses we incur in recovering the overdraft (including overdraft and associated fees). When we post items in the order of highest to lowest dollar amount, the overdraft and returned item fees may be more than these fees would be if we were to post the items in the order of lowest to highest dollar amount.

Board Payment Listing

Wasatch Front Regional Council

Check Date from 2/15/2022 to 2/15/2022

Run Date: 4/28/2022

Run Time: 2:59:59 pm

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Check#	Check Date	Vendor Name	Check Amount
DD-223	02/15/2022	Alta Planning and Design	5,272.00
DD-222	02/15/2022	Avenue Consultants	9,115.50
			10,894.44
			8,585.00
DD-221	02/15/2022	Axis Architects	555.00
DD-220	02/15/2022	Barker Leavitt, PLLC	8,000.00
DD-219	02/15/2022	Cache Valley Electric	638.58
DD-218	02/15/2022	DELL Marketing LP	3,623.91
DD-217	02/15/2022	Design Workshop, Inc	1,012.00
DD-216	02/15/2022	Fehr & Peers	22,000.00
			3,309.80
			4,760.60
DD-215	02/15/2022	Fielding Group, LLC	36,800.66
DD-214	02/15/2022	PEHP FLEX Benefits	839.91
			839.91
DD-213	02/15/2022	GSBS PC	12,371.30
DD-212	02/15/2022	High Street Consulting Group, LLC	7,646.17
DD-211	02/15/2022	Horrocks Engineers, Inc.	11,149.14
DD-210	02/15/2022	Intelitechs	249.99
			4,450.00
DD-209	02/15/2022	Intermountain Healthcare EAP	500.00
DD-208	02/15/2022	Kimley Horn	10,211.00
DD-207	02/15/2022	Landmark Design	864.00
DD-206	02/15/2022	Lincoln National Life Ins Co	2,391.71
DD-205	02/15/2022	Mountainland Association of Governme	1,182.54
DD-204	02/15/2022	Maria C Estrada Ramsay	2,400.00
DD-203	02/15/2022	Public Employees Health Program	38,537.70
DD-202	02/15/2022	Penna Powers	3,355.00
			2,695.00
DD-201	02/15/2022	RRJ Consulting	15,000.00
DD-200	02/15/2022	Utah Local Governments Trust	417.28
DD-199	02/15/2022	UNUM Life Insurance Co.	118.95
DD-198	02/15/2022	Utah State Division of Finance	3,071.67
			3,826.62
		Direct Deposits Total	236,685.38
		Report Total	236,685.38

Wasatch Front Regional Council
 BANK RECONCILIATION - WELLS FARGO
 March 2022

BEGINNING BALANCE		400,705.26
DEPOSITS:		
ACCOUNTS RECEIVABLE	747,165.75	
NON-A/R DEPOSITS	0.00	
		747,165.75
CHECKS:		
A/P - WFC EFT	431,316.98	
A/P - WFC GENERAL	0.00	
		431,316.98
ADDITIONS:		
PTIF	250,000.00	
INTEREST	0.00	
		250,000.00
DEDUCTIONS:		
BANK CHARGES	142.21	
PAYROLL	171,780.41	
PTIF	0.00	
PAYROLL TAXES	39,814.52	
URS EFT	44,323.70	
		256,060.84
BALANCE PER GL		664,893.68
=====	=====	=====
BALANCE PER BANK STATEMENT		710,493.19
DEPOSITS IN TRANSIT:		0.00
OUTSTANDING Items:		45,599.51
BALANCE		0.00
=====	=====	=====
PTIF INTEREST - SPECIAL PROJECTS		707.03
PTIF BALANCE - SPECIAL PROJECTS		1,576,034.08
PTIF INTEREST - BUILDING FUND		523.20
PTIF BALANCE - BUILDING FUND		1,166,252.93

I certify that this reconciliation is correct to the best of my knowledge.



April 18, 2022

OUTSTANDING CHECKS
 March 2022

USRS 15th transfer	45,599.51
USRS EOM transfer	0.00

Commercial Checking Acct Public Funds

Account number: 1890008079 ■ March 1, 2022 - March 31, 2022 ■ Page 1 of 2



WASATCH FRONT REGIONAL COUNCIL/WASATCH
FRONT ECONOMIC DEVELOPMENT DISTRICT
41 N RIO GRANDE ST STE 103
SALT LAKE CITY UT 84101-1385

Questions?

Call your Customer Service Officer or Client Services
1-800-AT WELLS (1-800-289-3557)
5:00 AM TO 6:00 PM Pacific Time Monday - Friday

Online: wellsfargo.com

Write: Wells Fargo Bank, N. A. (119)
Gib - Local Government (Utah)
P.O. Box 6995
Portland, OR 97228-6995

Account summary

Commercial Checking Acct Public Funds

Account number	Beginning balance	Total credits	Total debits	Ending balance
1890008079	\$400,705.26	\$998,226.84	-\$688,438.91	\$710,493.19

Credits

Electronic deposits/bank credits

Effective date	Posted date	Amount	Transaction detail
	03/01	309,449.40	Finet EFT 8019577760 220228 202202280369700 NTE*22A0470867 *81353E *Was
	03/10	74,391.47	Finet EFT 8019577760 220309 202203090370957 NTE*22A0573103 *81353E *Was
	03/10	30,659.50	Finet EFT 8019577760 220309 202203090370958 NTE*22A0573104 *81353E *Was
	03/10	3,109.90	Finet EFT 8019577760 220309 202203090370959 NTE*22A0573105 *81353E *Was
	03/11	6,166.21	Desktop Check Deposit
	03/16	1,061.09	ACH Prep Rjct Adj - Wasatch Front Re - File 7878782339 Coid 1870285777
	03/22	2,628.54	Desktop Check Deposit
	03/22	5,869.50	Finet EFT 8019577760 220321 202203210372026 NTE*22A0657851 *81353E *Was
	03/24	250,000.00	Utah State Treas Mixed 220323 0533 Wasatch Front Regional
	03/29	314,891.23	Finet EFT 8019577760 220328 202203280372635 NTE*22A0733313 *81353E *Was
		\$998,226.84	Total electronic deposits/bank credits
		\$998,226.84	Total credits



Debits

Electronic debits/bank debits

<i>Effective date</i>	<i>Posted date</i>	<i>Amount</i>	<i>Transaction detail</i>
03/03		7,309.35	ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777
03/04		268,645.39	ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777
03/11		142.21	Client Analysis Srvc Chrg 220310 Svc Chge 0222 000001890008079
03/11		83,669.58	ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777
03/15		44,323.70	Utah State Retir Urs Paymnt U999500733328 Wasatch Front Reg Coun
03/15		13,764.62	< Business to Business ACH Debit - IRS Usat taxpymt 031522 270247455772237 Wasatch Front Regional
03/16		64,942.96	ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777
03/16		4,809.44	Utah801/297-7703 Tax Paymnt xxxxx9920 Wasatch Front Regional
03/17		1,061.09	ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777
03/29		88,110.83	ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777
03/30		90,419.28	ACH Prep Origintn - Wasatch Front Re - File 7878782339 Coid 1870285777
03/31		5,289.08	Utah801/297-7703 Tax Paymnt xxxxx8032 Wasatch Front Regional
03/31		15,951.38	< Business to Business ACH Debit - IRS Usat taxpymt 033122 270249021018116 Wasatch Front Regional
		\$688,438.91	Total electronic debits/bank debits
		\$688,438.91	Total debits

< Business to Business ACH: If this is a business account, this transaction has a return time frame of one business day from post date. This time frame does not apply to consumer accounts.

Daily ledger balance summary

<i>Date</i>	<i>Balance</i>	<i>Date</i>	<i>Balance</i>	<i>Date</i>	<i>Balance</i>
02/28	400,705.26	03/11	464,715.21	03/24	595,372.53
03/01	710,154.66	03/15	406,626.89	03/29	822,152.93
03/03	702,845.31	03/16	337,935.58	03/30	731,733.65
03/04	434,199.92	03/17	336,874.49	03/31	710,493.19
03/10	542,360.79	03/22	345,372.53		
Average daily ledger balance		\$499,693.48			

Board Payment Listing

Wasatch Front Regional Council

Check Date from 3/3/2022 to 3/31/2022

Run Date: 5/4/2022

Run Time: 8:38:02 am

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Check#	Check Date	Vendor Name	Check Amount
DD-269	03/31/2022	Alta Planning and Design	7,263.95
DD-268	03/31/2022	Avenue Consultants	9,623.27
DD-267	03/31/2022	City of South Jordan WFRC travel reimbursement	1,498.74
DD-266	03/31/2022	Design Workshop, Inc	5,338.00
DD-265	03/31/2022	PEHP FLEX Benefits	989.91
DD-264	03/31/2022	Landmark Design	11,716.25
			216.00
DD-263	03/31/2022	Les Olson Company	52.45
			73.70
DD-262	03/31/2022	Mountainland Association of Governme	1,358.17
			1,229.90
DD-261	03/31/2022	Public Employees Health Program	40,416.60
DD-260	03/31/2022	Penna Powers	3,337.50
DD-259	03/31/2022	Township + Range LLC	6,522.06
DD-258	03/31/2022	Utah Local Governments Trust	447.08
DD-257	03/31/2022	UNUM Life Insurance Co.	176.25
			159.45
DD-256	03/17/2022	Millcreek City WFRC travel reimbursement	1,061.09
DD-255	03/18/2022	Davis County WFRC travel reimbursement	1,824.99
DD-254	03/18/2022	DELL Marketing LP	2,239.59
			2,014.10
DD-253	03/18/2022	Fehr & Peers	6,422.10
			1,450.80
			5,124.63
DD-252	03/18/2022	Fielding Group, LLC	36,800.66
DD-251	03/18/2022	Get Healthy Utah	1,000.00
DD-250	03/18/2022	Intelitechs	4,600.00
DD-249	03/18/2022	Landmark Design	405.00
DD-248	03/18/2022	Millcreek City WFRC travel reimbursement	1,061.09
			(1,061.09)
DD-247	03/18/2022	RRJ Consulting	2,000.00
DD-246	03/07/2022	Alta Planning and Design	10,149.50
DD-245	03/07/2022	Avenue Consultants	6,482.50
			11,170.00
			7,607.50
			5,176.25
			3,515.00
			25,618.42
DD-244	03/07/2022	Barker Leavitt, PLLC	8,000.00
DD-243	03/07/2022	Utah Bicycle Coalition, Inc	1,000.00
DD-242	03/07/2022	Connected Utah LLC	13,900.00
DD-241	03/07/2022	County of Salt Lake	10,000.00
DD-240	03/07/2022	Design Workshop, Inc	3,900.00
			3,815.55
			7,962.50
			1,000.00
DD-239	03/07/2022	Fehr & Peers	689.00
DD-238	03/07/2022	PEHP FLEX Benefits	929.91
			929.91
DD-237	03/07/2022	GSBS PC	1,193.75
			1,116.25
			18,659.40
DD-236	03/07/2022	High Street Consulting Group, LLC	3,102.37
DD-235	03/07/2022	Landmark Design	3,820.75
			4,846.25
			6,494.27

Board Payment Listing

Wasatch Front Regional Council

Check Date from 3/3/2022 to 3/31/2022

Run Date: 5/4/2022

Run Time: 8:38:02 am

Page 2 of 2

<u>Check#</u>	<u>Check Date</u>	<u>Vendor Name</u>	<u>Check Amount</u>
DD-234	03/07/2022	MBG+A, Inc.	9,360.00
			1,800.00
DD-233	03/07/2022	Public Employees Health Program	38,571.16
DD-232	03/07/2022	Psomas	6,236.60
DD-231	03/07/2022	Resource Systems Group, Inc	684.94
DD-230	03/07/2022	Tooele City	4,350.00
			2,575.00
			2,150.00
			11,250.00
DD-229	03/07/2022	Township + Range LLC	8,381.17
DD-228	03/07/2022	Utah Local Governments Trust	462.00
DD-227	03/07/2022	UNUM Life Insurance Co.	122.10
DD-226	03/07/2022	Utah State Division of Finance	4,587.25
			2,887.45
			4,148.64
DD-225	03/07/2022	Zions Bank Public Finance	10,000.00
DD-224	03/03/2022	Lincoln National Life Ins Co	7,309.35
		Direct Deposits Total	431,316.98
		Report Total	431,316.98

**Wasatch Front Regional Council FY 2022
Budget/Expense Report
Expenditure by Function**

7/1/2021
6/30/2022

Expenditure	Budget As approved October 28, 2021	Expended 3/31/2022	Balance Unspent	% Expended
Salaries/Employee Benefits	4,623,250	3,046,461	1,576,789	66%
Contractual	6,690,945	1,261,818	5,429,127	19%
Audit and Accounting	26,250	12,610	13,640	48%
Equipment Depreciation	119,000	85,207	33,793	72%
Equipment Maintenance	56,475	31,525	24,950	56%
Dues and Subscriptions	55,000	19,577	35,423	36%
Insurance	13,000	8,513	4,487	65%
Legal	10,000	0	10,000	0%
Printing & Publication	10,950	0	10,950	0%
Rent	442,500	326,927	115,573	74%
Supplies/Software/Sponsorships	133,250	53,829	79,421	40%
Telephone/Data	35,000	23,720	11,280	68%
Travel	66,000	33,303	32,697	50%
Training	79,760	27,627	52,133	35%
Amounts expected to carry forward into next FY	113,565	0	113,565	0%
TOTAL EXPENDITURES	12,474,944	4,931,118	7,543,828	40%
Excluding Carry Forward	12,361,380	4,931,118	7,430,263	40%
% Time Expended				75%

Expenditure by Program

Program	Budget As approved October 28, 2021	Expended 3/31/2022	Balance Unspent	% Expended
Consolidated Transportation Planning Grant	5,646,420	3,191,322	2,455,098	57%
Household Travel Survey	1,362,896	0	1,362,896	0%
Tooele Valley RPO	10,000	5,761	4,239	58%
Local Government Service	110,225	11,588	98,637	11%
Community Impact Board \$2K	2,000	0	2,000	0%
Mobility Management	10,000	1,185	8,815	12%
Economic Development	140,000	84,353	55,647	60%
CDBG - Tooele	50,000	42,881	7,119	86%
Transportation and Land Use Connection	4,352,220	1,256,290	3,095,930	29%
Morgan RPO	10,000	2,820	7,180	28%
Legislative Consulting	146,000	116,000	30,000	79%
Model Development	135,264	82,780	52,484	61%
Joint Projects	112,079	685	111,394	1%
CDBG CARES Business Assistance	2,300	606	1,694	26%
Davis County Prop 1 Assistance	10,000	0	10,000	0%
EDA Economic Recovery	375,540	134,849	240,691	36%
TOTAL EXPENDITURES	12,474,943	4,931,118	7,543,826	40%

Notes to the WFRC Budget/Expense Report
April 2022

In this report 75% of the fiscal year has passed. Of the total amount budgeted for the year 40% was expended through the end of March 2022. The budget in this report is the revised budget that was adopted by the Council on October 28, 2021.

The information contained in this report is useful in that it shows rates of expenditure by line-item and by program and allows the Council and staff to analyze rates of expenditure and progress of the various programs and address any areas of concern. It is not unusual for budget spent versus time to show variations. Some expenses such as accounting/audit fees, software licenses and dues are paid at the beginning of the fiscal year causing the percentage of budget spent versus time expended to go up. However, as the year progresses that percentage drops and the line item and program will finish the year within budget.

Year to date expenses are similar to those of March 31, 2021, with the exception of travel which was significantly lower in FY21 due to the pandemic. All expenses are expected to end the year at or under budgeted amounts.

The following line-item adjustment was approved by the Council Chair and the Budget Committee Chair in March 2022 and is consistent with provisions in the WFRC Accounting and Administrative Policy.

- A line item budget adjustment shifting \$37,500 funds from the Contractual budget line item to the Maintenance and Rent line items to provide adequate funding for the rest of FY22.

WFRC's Administrative and Accounting Policy allows for these types of budget line item adjustments , with prior written approval from the Council chair and Budget Committee chair, without a public hearing or formal budget amendment, as long as the adjustment does not increase total expenditures.

Variations in the rate of expenditure by program are considered normal and include some programs that are expected to carry forward into the next fiscal year.

DATE: May 26, 2022
AGENDA ITEM: 2a
SUBJECT: Transportation Funding Overview
PREPARED BY: Miranda Jones Cox, Government Affairs Manager

At the Wasatch Front Regional Council (WFRC) meeting, the Council will be briefed on the general status of transportation needs and funding in Utah. Significant progress has been made at the federal and state level on infrastructure funding, and this funding is being incorporated into updated projections for Utah's Unified Transportation Plan, 2023-2050.

As Utah's population continues to grow, having long-term, stable, and adequate investment in multimodal transportation will be key.

In the coming months, transportation funding will be a study item under the legislature's Transportation Interim Committee and the Unified Economic Opportunity Commission's (UEOC) Working Group on Growth and Transportation.

At the Council meeting, we will address the key questions surrounding this topic, and seek input for the path forward in engaging in these discussions.

RECOMMENDATION:

This item is for information only.

CONTACT PERSON:

Miranda Jones Cox, 436-691-3043, miranda@wfr.org
Julie Bjornstad, Senior Transportation Planner, 813-786-7169, julieb@wfr.org
Andrew Gruber, Executive Director, 801-824-0055, agruber@wfr.org

DATE: May 26, 2022
AGENDA ITEM: 4a
SUBJECT: Report on Board Modifications to the 2022-2027 TIP
PREPARED BY: Ben Wuthrich, Transportation Improvement Program (TIP) Coordinator

BACKGROUND:

Since the last meeting of the Wasatch Front Regional Council (WFRC), WFRC received requests to modify the current 2022-2027 TIP. The modification required action from Trans Com (since WFRC was not meeting) and the Utah Transportation Commission but did not require a new air quality conformity analysis or a 30-day public comment period. The modification is attached to the approved resolution.

RECOMMENDATION:

This item is for information only.

CONTACT PERSON:

Ben Wuthrich (801) 363-4230 ext. 1121, bwuthrich@wfrc.org

EXHIBIT:

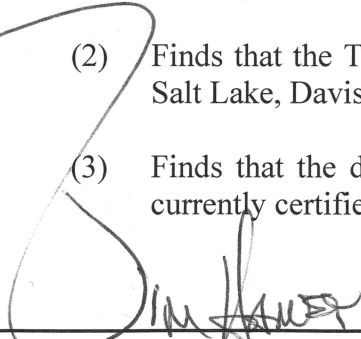
Resolution adopting Amendment Six to the 2022-2027 TIP

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
AMENDING THE 2022 - 2027
TRANSPORTATION IMPROVEMENT PROGRAM

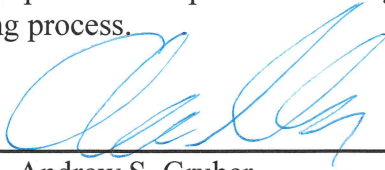
- WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas and, as such, has the responsibility for developing a Transportation Improvement Program, and
- WHEREAS, a Transportation Improvement Program is to include all federally funded highway, transit, and active transportation projects scheduled for the next six years, and
- WHEREAS, the Utah Department of Transportation, the State Transportation Commission, the Utah Transit Authority, and the Wasatch Front Regional Council and its local jurisdictions desire to amend the 2022-2027 Transportation Improvement Program (TIP) to include the projects on the attached project description list, and
- WHEREAS, the U.S. Department of Transportation Metropolitan Planning Regulations Paragraph 450.324(a) requires that “the TIP . . . be updated at least every four years, and be approved by the MPO and the Governor,” and
- WHEREAS, the Statewide Air Quality Implementation Plan includes traffic control measures for reducing air pollutant emissions for the Salt Lake/ West Valley and the Ogden/ Layton Areas and budgets for mobile source emissions, and
- WHEREAS, the projects included in the proposed Transportation Improvement Program amendment are either included in Phase 1 of the Regional Transportation Plan, are not regionally significant, are included in the 2022-2027 TIP, or are exempt projects that do not need to be reviewed for conformity and consistency with the State Implementation Plan according to 40 CFR Part 93.126 Table 2 Exempt Projects, and
- WHEREAS, the proposed Transportation Improvement Program amendment had a public review and comment opportunity at the Trans Com meeting on April 14, 2022, and all comments were carefully considered,

NOW THEREFORE LET IT BE RESOLVED, that Trans Com as delegated by the Wasatch Front Regional Council

- (1) Approves Amendment Six to the 2022-2027 Transportation Improvement Program as attached,
- (2) Finds that the TIP conforms to and is consistent with the State Implementation Plan for Salt Lake, Davis, western Weber, and southern Box Elder Counties, and
- (3) Finds that the development of the Transportation Improvement Program is based on a currently certified transportation planning process.



Commissioner James H. “Jim” Harvey
Vice Chair
Trans Com



Andrew S. Gruber
Executive Director
Wasatch Front Regional Council

Date: April 14, 2022

2022-2027 Transportation Improvement Program (TIP) (Amendment Six)

Board Modification

Program 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	Holladay City	5600 South	17440	5600 S over Jordan & SL Canal Bridge	Bridge Replacement	STP_BRIDGE (Surface Transportation Program_Bridge)	\$997,000	\$929,503		\$0	2022
						BFP_BR_MAIN (Bridge Formula Program - Main)		\$0	Program Change	\$929,503	
						LOCAL_GOV (Local Government Funds)		\$67,497			

UDOT proposes to transfer PIN 17440 from the 2023 Structures Program to the new Federally funded Bridge Formula Program. This bridge qualifies for the Bridge Formula Program requirements. This move will allow the current funding to be reprogrammed, and will allow for the project to be funded a year sooner than previously planned. Holladay City is prepared to move their match funding up accordingly.

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	4200 South	20126	4200 S at Jordan Canal Bridge	Bridge Replacement	BFP_BR_OFF (Bridge Formula Program - Off System)	\$1,900,000	\$0	New Project	\$1,900,000	2022

UDOT proposes to add PIN 20126 to the Bridge Formula Program to replace structure 035118F, which carries Dutch Draw Drive over the Jordan Canal in Taylorsville City. The bridge was constructed in 1970 and has been rated in poor condition since 2007. The bridge is currently load restricted to 23 tons. This project would not require a local match under the Bridge Formula Program, and Taylorsville City is in support of the project.

DATE: May 26, 2022
AGENDA ITEM: 4b
SUBJECT: **ACTION:** Board Modifications to the 2022-2027 TIP
PREPARED BY: Ben Wuthrich, Transportation Improvement Program (TIP) Coordinator

BACKGROUND:

The Wasatch Front Regional Council (WFRC) has received requests to modify the current 2022-2027 Transportation Improvement Program (TIP) with the attached list of projects. This modification requires action from the Regional Council and the Transportation Commission but does not require an air quality conformity analysis or 30-day public comment period. The requested modification is listed with the attached resolution.

RECOMMENDATIONS:

WFRC staff recommends that the Regional Council make a motion “to approve the attached resolution to modify the 2022-2027 TIP as requested.”

CONTACT PERSON:

Ben Wuthrich (801) 363-4230 ext 1121, bwuthrich@wfrfc.org

EXHIBITS:

Resolution adopting Amendment Seven to the 2022-2027 TIP

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL
AMENDING THE 2022 - 2027
TRANSPORTATION IMPROVEMENT PROGRAM

- WHEREAS, the Wasatch Front Regional Council is the officially designated Metropolitan Planning Organization for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas and, as such, has the responsibility for developing a Transportation Improvement Program, and
- WHEREAS, a Transportation Improvement Program is to include all federally funded highway and transit projects scheduled for the next six years, and
- WHEREAS, the Utah Department of Transportation, the State Transportation Commission, the Utah Transit Authority, and the Wasatch Front Regional Council and its local jurisdictions desire to amend the 2022-2027 Transportation Improvement Program (TIP) to include and / or modify the projects on the attached project description list, and
- WHEREAS, the U.S. Department of Transportation Metropolitan Planning Regulations Paragraph 450.326(a) requires that “the TIP . . . be updated at least every four years, and be approved by the MPO and the Governor,” and
- WHEREAS, the Statewide Air Quality Implementation Plan includes traffic control measures for reducing air pollutant emissions for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas and budgets for mobile source emissions, and
- WHEREAS, the projects included in the proposed Transportation Improvement Program amendment are either included in Phase 1 of the Regional Transportation Plan or are not regionally significant, or are included in the 2022-2027 TIP or are exempt projects that do not need to be reviewed for air quality conformity and consistency with the State Implementation Plan according to 40 CFR Part 93.126 Table 2 Exempt Projects, and
- WHEREAS, the proposed Transportation Improvement Program amendment had a public review and comment opportunity at the Regional Council meeting on May 26, 2022, and all comments were carefully considered,

NOW THEREFORE LET IT BE RESOLVED, that the Wasatch Front Regional Council

- (1) Approves Amendment Seven to the 2022-2027 Transportation Improvement Program as attached,
- (2) Finds that the TIP conforms to and is consistent with the State Implementation Plan for Salt Lake, Davis, western Weber, and southern Box Elder Counties, and
- (3) Finds that the development of the Transportation Improvement Program is based on a currently certified transportation planning process.

Mayor Jeff Silvestrini
Chair
Wasatch Front Regional Council

Andrew S. Gruber
Executive Director
Wasatch Front Regional Council

Date: May 26, 2022

2022-2027 Transportation Improvement Program (TIP) (Amendment Seven)

Board Modification

New Project

Salt Lake\ West Valley

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	I-215 Ramp/ Frontage Rd	18460	I-215 SB: Frontage Road (4100 South to 4700 South)	Construct a new off-ramp and frontage road system on southbound I-215	ST_TIF (Transportation Investment Funds)	\$32,000,000		<i>New Funding</i>	\$32,000,000	2023-2024

The project scope is to construct a new off-ramp and frontage road system on southbound I-215 from 4100 South to 4700 South. The project scope also includes construction of new cross streets from the new frontage road to 2700 West at 4250 South and 4400 South. These improvements will eliminate back-ups on I-215 mainline from the 4700 South off-ramp. The project will also improve connectivity from I-215 to the local network by dispersing traffic from 4700 South to 2700 West.

House Bill 3 from the 2022 State of Utah General Legislative Session directed the Utah Department of Transportation as follows:

- The Legislature intends that if the Department of Transportation determines that land owned by the Department near the Calvin L. Rampton Complex is surplus to the Department's needs, proceeds from the sale of the surplus property may be used to help mitigate traffic impact associated with the Taylorsville State Office Building.

- Taylorsville City will pay \$900,000 per year from their County of the First Class distribution for 15 years to the Transportation Investment Fund for this project.

It is estimated that the value of the land to be sold as surplus will be approximately \$7,000,000. The funds received from the sale of the surplus land will be returned to the project in accordance with Legislation.

Remove Project

Salt Lake\ West Valley

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	UDOT	I-215 Ramp/ Frontage Rd	17953	I-215 Frontage Road 4100 South to 4700 South	New Construction of Frontage Road and connectors to 2700 West	STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake (WFRC))	\$8,845,569	\$3,217,848	<i>Remove Funding</i>	\$3,217,848	2025

The request is to remove this project from the Transportation Improvement Program (TIP) in order - to eliminate funding duplication and avoid federalizing a non-federally funded project. The federal STP funds and the local matching funds will be returned to their respective programs.

Additional Funding

Salt Lake\ West Valley

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	Salt Lake County/ West Valley/ Kearns	4700 South	11085	4700 South; 4000 West to 5600 West	Reconstruct and widen to a uniform 5-lane facility, improvements to Drainage, Curb, Gutter and Sidewalk	STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake (WFRC))	\$26,060,179	\$15,204,377			2022
						LOCAL_GOVT (Local Government Funds)		\$8,530,000	<i>Additional Funding</i>	\$2,325,802	

The scope of the 4700 South; 4000 West to 5600 West project is to: - Reconstruct the existing roadway, - Widen the roadway between 4000 W and 4800 W to provide two lanes in each direction with a center turn lane, - Add bike lanes in both directions of travel, - Add sidewalk in gap areas. Recently, bids were opened with the low bid coming in 23% over the Engineer's Estimate. The main items that came in high included Mobilization, Traffic control, Roadway Excavation, Granular Borrow, and Hot Mix Asphalt. Kearns Metro Township would like to award the project so construction can begin this summer. The Township has committed to adding the entire shortfall of \$2,325,802.

2022-2027 Transportation Improvement Program (TIP) (Amendment Seven)

Board Modification

Additional Funding

Salt Lake\ West Valley

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Salt Lake	South Salt Lake	500 West	14034	500 West; 3300 South to 3900 South	Reconstruct and widen to a uniform 3-lane facility, improvements to Drainage, Curb, Gutter and Sidewalk	STP_URB_SL (Surface Transportation Program - Urban Area Salt Lake (WFRC))	\$10,413,080	\$5,181,540			2022
						LOCAL_GOVT (Local Government Funds)		\$2,781,540	Additional Funding	\$2,172,053	
						HSIP (Highway Safety Improvement Program)		\$250,000			

The scope of the 500 West; 3300 South to 3900 South project is to: - Reconstruct the existing roadway, - Upgrade the drainage system, - Install bike lanes, - Rebuild the signal at 3300 South. Recently, bids were opened with the low bid coming in 40% over the Engineer's Estimate. The main items that came in high included Mobilization, Traffic control, Roadway Excavation, and Untreated Base Course. South Salt Lake City would like to award the project so construction can begin this summer. The City has committed to adding the entire shortfall of \$2,172,053.

New Programs and Program Reset

Statewide Programs

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Various	UDOT	Various	New	Various Statewide Programs	State Funded Programs	ST_GF (State General Fund)	\$590,000,000	\$0	2023 Program	\$590,000,000	2023

The funding levels for the State Funded Programs are amended into the existing TIP each year in May prior to the new State Fiscal Year which begins July 1. These programs include funding levels for Operations & Safety Programs, System Preservation Programs, Region Contingency Funds, other programs, and Region Concept Development. (Please reference the attached table "State Programs funded with State and Federal Funds", for funding assignment and distribution.)

Various	UDOT	Various	Various	Various Locations	TIF funding is primarily used for improving or optimizing capacity and maintenance of projects built with TIF funding	ST_TIF (Transportation Investment Funds)	\$659,800,000	\$0	Fund Program Amount	\$659,800,000	2022-2030
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During the April 2022 Transportation Commission meeting, the Transportation Investment Funds Program (TIF) project list was reviewed and approved. From the 2022 Utah General Legislative Session, House Bill 3 included the following language: "The Legislature intends that as projects are prioritized from funds appropriated to the Transportation Investment Fund by this item, the Transportation Commission consider highway projects as they are currently ranked by the Department of Transportation, that the Commission disperse projects statewide geographically, and that the Commission consider projects beyond the normal programming horizon."

The following project list is based on the Department's initial recommendations and Commission input from the March 2022 Programming Workshop. (For specific projects please refer to the attached TIF Highway Projects Prioritized by Commission Table)

2022-2027 Transportation Improvement Program (TIP) (Amendment Seven)

Board Modification

New Projects

Statewide Programs

County	Sponsor	Facility	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Various	UDOT	Various	Various	Various Locations	TTIF funding is primarily used for improving or optimizing transit capacity	ST_TTIF (Transit Transportation Investment Funds)	\$55,860,000	\$0	<i>Fund Program Amount</i>	\$55,860,000	2022-2027

During the April 2022 Transportation Commission meeting, the Transit Transportation Investment Funds Program (TTIF) project list was reviewed, approved, and amended into the existing 2022-2027 Statewide Transportation Improvement Program (STIP). From the 2022 Utah General Legislative Session, House Bill 3 included the following language: "The Legislature intends that as projects are prioritized from funds appropriated to the Transit Transportation Investment Fund (TTIF) that the Transportation Commission consider transit projects as they are ranked by the TTIF Transit Ranked Prioritization List.

The following project list is based on the Department's initial recommendations and Commission input from the March 2022 Programming Workshop. (For specific projects please refer to the attached "TTIF Transit Projects - Prioritized by Commission Process" table)

Various	UDOT	Various	Various	Various Locations	TIF Active funding is primarily used for improving or optimizing non-motorized capacity	ST_TIF_ACTIVE (Active Transportation - Transportation Investment Funds)	\$46,200,000	\$0	<i>Fund Program Amount</i>	\$46,200,000	2022-2027
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It is anticipated that in the May 2022 Transportation Commission meeting, the TIF Active - Transportation Investment Funds Program (TIF Active) project list will be approved having been reviewed and discussed in both the March and April Commission Workshops. From the 2022 Utah General Legislative Session, House Bill 3 included the following language:

"Item 166 To Transportation - Transportation Investment Fund Capacity Program -

Of the \$16,200,000 provided by Recreation Infrastructure Amendments (House Bill 409, 2022 General Session) Item 3, the Legislature intends \$10,000,000 be used for paved pedestrian or paved nonmotorized transportation projects contingent on the political subdivision in which a project is located contributing equal to or greater than 20 percent of the costs for construction, reconstruction, or renovation of the paved pedestrian or paved nonmotorized transportation project.

"Item 370 To Transportation - Transportation Investment Fund of 2005 -

The Legislature intends that the Department of Transportation use the \$30,000,000 appropriated by this item for paved pedestrian or paved nonmotorized transportation projects, contingent on the political subdivision in which a project is located contributing equal to or greater than 20 percent of the costs for construction, reconstruction, or renovation of the paved pedestrian or paved nonmotorized transportation project.

The following project list is based on the Department's initial recommendations and Commission input from the March 2022 Programming Workshop. (For specific projects please refer to the attached "Regionally Important Active Transportation Projects" table)

Various	UDOT	Various	Various	Various Locations	Rehabilitation and Replacement of existing bridges	BFP_BR_MAIN (Bridge Formula Program - Main)	\$45,000,000	\$0	<i>Fund Program Amount</i>	\$45,000,000	2022-2027
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The Infrastructure Investment & Jobs Act Bridge Formula Program (BFP) provides an opportunity for funding the rehabilitation and replacement of existing bridges to address deficiencies due to aging and deterioration. The five year program (FY22 to FY26) provides Utah with a minimum of \$45M per year. Federal funding has already been apportioned to Utah for this program.

There are currently 41 poor condition and 137 load posted (19 of which are both poor condition and load posted) locally-owned bridges listed in the National Bridge Inventory (NBI). A load posted bridge is a bridge that has load restrictions due to original design or current condition. The Department's goal is to address the needs of as many local-owned bridges as possible. The Department recommended and was approved to move four bridges early to the program and the rest of the list would be proposed in the 2022 Workshop process. The list shows 90 bridges in total; 55 locally-owned off the federal aid system, 23 locally-owned on the federal aid system, and 12 state-owned. Please refer to the "Bridge Formula Program Structure List" for specific bridges.

State Programs funded with State and Federal Funds

Program Summary	2023
Pavement	\$203.5
Structures	\$63.0
Bridge Formula Program	\$45.0
Reconstruction	\$70.0
Traffic & Safety	\$47.6
Traffic Management	\$15.5
Freight	\$12.9
Planning Studies	\$0.8
Public Communication	\$0.8
Transportation Alternatives	\$4.2
Contingency	\$6.5
Concept Development	\$0.6
Transportation Solutions	\$120.0

All Funds in Millions



Program Summary	2022	2023	2024	2025
Pavement	\$203.5	\$203.5	\$198.5	\$199.0
Structures	\$53.0	\$63.0	\$78.0	\$83.0
Bridge Formula Program	\$45.0 \$0	\$45.0	\$45.0	\$45.0
Reconstruction	\$50.0	\$70.0 \$50.0	\$70.0 \$50.0	\$75.0
Traffic & Safety	\$46.1 \$41.13	\$47.6	\$48.3	\$48.9
Traffic Management	\$15.02	\$15.5	\$15.5	\$17.5
Freight	\$12.7 \$13.7	\$12.9 \$13.7	\$13.2 \$13.7	\$13.4
Planning Studies	\$0.8	\$0.8	\$0.8	\$0.8
Public Communication	\$0.8	\$0.8	\$0.8	\$0.8
Transportation Alternatives	\$4.1 \$2.8	\$4.2	\$4.3	\$4.4
Contingency	\$6.5	\$6.5	\$6.5	\$6.5
Concept Development	\$0.6	\$0.6	\$0.6	\$0.6
Transportation Solutions	\$122.7 \$65.2	\$120.0	\$121.2	\$120.3

Previous Funded Year	Previously Approved	Proposed Funding	Programming Change	Projected Programming
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TIF Highway Projects Prioritized and Approved by the Commission			Projects Included in the WFRC TIP
Project Description	Fund Type	Amount	
Lehi 2100 N Freeway	TIF	\$395,000,000	
Bangerter Highway at 2700 West	TIF	\$87,000,000	WFRC TIP
Bluff St.(SR-18); St. George Blvd. to Main St.	TIF	\$28,000,000	
1800 N(SR-37) ; 2000 W to Main St.	TIF	\$110,000,000	WFRC TIP
US-40; EB Passing Lane East of Fruitland	TIF	\$15,500,000	
US-89; Passing Lane North Hatch & Hatch to Elk Horn	TIF	\$12,100,000	
US-89; Passing Lane Paria to Park Canyon & Kitchen Corral Wash to Park Canyon	TIF	\$12,200,000	

TTIF Transit Projects - Prioritized and Approved by the Commission Process				Projects Included in the WFRC TIP
Project Description	Total Project Estimate	Required Match 40%	TTIF Funding Estimate	
5600 West Express Bus and Park and Ride at 6200 South (UTA)	\$34,200,000	\$13,680,000	\$20,520,000	WFRC TIP
SR-224 Bus Rapid Transit System (Summit County)	\$50,500,000	\$20,200,000	\$30,300,000	
200 South Transit Priority Signal System (Salt Lake City)	\$3,000,000	\$1,200,000	\$1,800,000	WFRC TIP
200 South Transit Hub (Salt Lake City)	\$2,500,000	\$1,000,000	\$1,500,000	WFRC TIP
High Valley Transit - 2 Electric Vehicles & Chargers (Summit County)	\$2,900,000	\$1,160,000	\$1,740,000	

Regionally Important Active Transportation Projects				Projects Included in the WFRC TIP
Project Description	Total Project Estimate	Required Match 20%	TIF Funding Estimate	
Bear Lake Legacy Pathway - SW Section (Rich Trails) 2200 South to 800 North (Garden City)	\$3,200,000	\$640,000	\$2,560,000	
Southern Parkway (SR-07) Active Transportation Projects from I-15 to SR-09 (Washington County)	\$12,800,000	\$2,560,000	\$10,240,000	
600 North/Three Rivers Trail - Shared Use Path from 200 West to 3700 West (Hurricane)	\$2,732,400	\$546,480	\$2,185,920	
Utah and Salt Lake Canal Shared Use Path from 8000 W to 2600 South/9000 W (West Valley City/Magna)	\$2,700,000	\$540,000	\$2,160,000	WFRC TIP
Historic Orchard Parkway Shared Use Path from 750 North to 8700 South (Willard)	\$6,000,000	\$1,200,000	\$4,800,000	WFRC TIP
Lakeview Parkway Trail - Walkara Way segment (Orem/Provo)	\$8,351,600	\$1,670,320	\$6,681,280	
1200 West Trail, from 2250 South to 3600 South (Perry City)	\$2,400,000	\$480,000	\$1,920,000	WFRC TIP
Goshen Center Street Trail - Shared Use Path from 360 North to 15800 South (Goshen)	\$2,170,000	\$434,000	\$1,736,000	
SR-43 Grade-separated Multi-use Trail from Main Street in Manila eastward to state line road (Manila/Daggett County)	\$1,600,000	\$320,000	\$1,280,000	

Type	Bridge	Region	County	Owner	Location	Year Built
Local Non FA	003001F	1	Box Elder County	Box Elder County	Malad River Bridge, East of Portage	1930
Local Non FA	003028C	1	Box Elder County	Box Elder County	Corinne Canal Bridge, SE of Fielding	1940
Local Non FA	003026F	1	Box Elder County	Box Elder County	West Canal Bridge, 2.5 miles east of Fielding	1945
Local Non FA	003024C	1	Box Elder County	Box Elder County	5600 W. 17600 N., GARLAND	1948
Local Non FA	003064D	1	Box Elder County	Brigham City	Intersection Culvert at 300 E. and 300 No.	1930
Local FA	003040C	1	Box Elder County	Elwood Town	Malad River Bridge on the south side of I-15 (Elwood Township)	1945
Local Non FA	003037F	1	Box Elder County	Elwood Town	Malad River Bridge on the west side of Elwood	1969
Local Non FA	003034F	1	Box Elder County	Elwood Town	Malad River Bridge on the south side of Elwood	1978
Local FA	003004D	1	Box Elder County	Snowville Town	Deep Creek Bridge, West of Snowville (Snowville Town)	1941
State-Owned	OD 383	1	Box Elder County	UDOT	Chase Slough Bridge on SR-13, northwest of Brigham City	1935
State-Owned	OD 368	1	Cache County	UDOT	SR-101 Little Bear River Bridge, east of Wellsville	1934
Local Non FA	011007F	1	Davis County	Clearfield City	Canal Bridge on 300 North St	1965
State-Owned	OD 261	1	Morgan County	UDOT	SR-167 Gordon Creek Bridge, east of Mountain Green	1927
Local Non FA	033001A	1	Rich County	Rich County	Home Ranch Road over Saleratus Creek	1935
Local Non FA	033016C	1	Rich County	Rich County	Crawford Lane Bridge over the Bear River	1947
Local Non FA	033005C	1	Rich County	Rich County	Woodruff-Randolph Canal Bridge on Hatch Lane	1952
Local Non FA	033007C	1	Rich County	Rich County	Woodruff-Randolph Canal Bridge 6 mile south of Randolph	1981
Local Non FA	057028D	1	Weber County	Ogden City	Gramercy Avenue bridge over the Ogden River	1915
Local Non FA	057038C	1	Weber County	Weber County	North Branch of the south fork of the ogden river bridge	1948
Local FA	057001F	1	Weber County	Weber County	Warren Canal Bridge on 5900 West St in Weber Co	1959
Local FA	057040F	1	Weber County	Weber County	North Fork Bridge, east of Liberty	1972
Local FA	035058F	2	Salt Lake County	Bluffdale City	Utah & Salt Lake Canal bridge on 14400 S	1986
Local FA	035057F	2	Salt Lake County	Draper City	11400 So St in Draper over East Jordan Canal	1987
Local FA	035066D	2	Salt Lake County	Holladay City	Big Cottonwood Creek Bridge at Cottonwood Mall (Holladay City)	1936
Local FA	035131D	2	Salt lake County	Holladay City	Jordan and Salt Lake Canal bridge on 5600 So.	1940
Local FA	035035F	2	Salt Lake County	Midvale City	Jordan and Salt Lake Canal Bridge on 8000 South	1965
Local FA	035003D	2	Salt Lake County	Riverton City	Utah & Salt Lake Canal on 13400 South	1935
Local FA	035100F	2	Salt Lake County	Salt Lake City	200 South Over the Jordan River	1956
Local Non FA	035097F	2	Salt Lake County	Salt Lake City	Jordan River Bridge on 500 South in Salt Lake	1960
Local FA	035107F	2	Salt Lake County	Salt Lake City	1500 West 650 North (Salt Lake City)	1965
Local FA	035211F	2	Salt Lake County	Sandy City	Jordan and Salt Lake Canal Bridge on 106th South	1979
Local FA	035212F	2	Salt Lake County	Sandy City	East Jordan Canal on 10600 South (Sandy City)	1979
Local Non FA	035051F	2	Salt Lake County	Sandy City	East jordan Canal Bridge on 9400 S	1980
Local Non FA	035036F	2	Salt Lake County	Sandy City	East Jordan Canal Bridge on 8000 S at 480 east	1985
Local Non FA	035161F	2	Salt Lake County	Sandy City	Willow Green Circle Bridge over Little Cottonwood	1995
Local Non FA	035162F	2	Salt Lake County	Sandy City	Cobble Canyon Lane Bridge over Little Cottonwood	1995
Local Non FA	035123F	2	Salt Lake County	South Salt Lake City	Mill Creek Bridge on 200 East Street	1972

Type	Bridge	Region	County	Owner	Location	Year Built
Local FA	035126F	2	Salt Lake County	South Salt Lake City	300 East Bridge over Mill Creek in South Salt Lake	1980
Local Non FA	035118F	2	Salt Lake County	Taylorville City	4200 S Street in Taylorville over No. Jordan Canal	1970
Local FA	035085F	2	Salt Lake County	Taylorville City	Utah and Salt Lake canal Bridge on 2200 West	1975
Local Non FA	035218F	2	Salt Lake County	Taylorville City	Utah & Salt Lake Canal Bridge in Taylorville	1990
Local FA	035054D	2	Salt Lake County	West Jordan City	Jordan River Bridge on 7800 South	1966
Local Non FA	035119F	2	Salt Lake County	West Valley City	2495 south 1585 west over Brighton Canal	1970
Local FA	035026F	2	Salt Lake County	West Valley City	Utah & Salt Lake Canal on 6000 West St	1978
Local FA	035029F	2	Salt Lake County	West Valley City	Utah and Salt Lake Canal Bridge on 5400 west	1980
Local FA	035047F	2	Salt Lake County	West Valley City	Utah and Salt Lake Canal Bridge on 4520 West St.	1980
Local Non FA	043048F	2	Summit County	Coalville City	Chalk Creek Bridge 50 North Street in Coalville	1985
Local Non FA	043030F	2	Summit County	Kamas City	200 West over Weber Canal in Kamas	1945
Local Non FA	043044C	2	Summit County	Oakley Town	Millrace Road Southwest Side of Oakley	1945
Local Non FA	043013C	2	Summit County	Oakley Town	Bridge over Town Street East Side of Oakley	1986
Local Non FA	043043D	2	Summit County	Oakley Town	River Road over Weber River in Oakley	1991
Local FA	043042F	2	Summit County	Summit County	1200 South Over Weber-Provo Diversion Canal	1960
Local Non FA	043022F	2	Summit County	Summit County	1 Mile East of Oakley over Weber River	1974
Local FA	043007D	2	Summit County	Summit County	Smith-Morehouse Creek Bridge above Oakley (Summit County)	1996
State-Owned	0D 772	2	Summit County	UDOT	Weber River Bridge at Henefer	1968
State-Owned	0F 457	2	Summit County	UDOT	Silver Creek Bridge in Wanship on SR-32	1980
State-Owned	0F 464	2	Summit County	UDOT	Provo River Bridge, East of Francis	1981
Local Non FA	013007C	3	Duchesne County	Duchesne County	Duchesne River Truss Bridge, SE of Tabiona	1942
Local Non FA	013067A	3	Duchesne County	Duchesne County	Duchesne River Bridge in Hanna	1952
Local Non FA	013053F	3	Duchesne County	Duchesne County	Duchesne River Bridge, 5 miles north of Duchesne	1966
Local Non FA	013018C	3	Duchesne County	Duchesne County	Lake Fork Overflow Bridge, Boys Ranch Bridge	1999
State-Owned	0D 561	3	Duchesne County	UDOT	SR-35 over Duchesne River, north of Duchesne	1958
Local Non FA	047058C	3	Uintah County	Uintah County	Willow Creek Bridge, 4 Mi.So. Buck Can. Jct.	1975
Local Non FA	047060C	3	Uintah County	Uintah County	Willow Creek Bridge , 13 miles south Buck Can Jct.	1975
Local FA	047039C	3	Uintah County	Uintah County	Brush Creek Canal Bridge, north of Jensen	1985
Local Non FA	049001D	3	Utah County	American Fork City	American Fork Creek Bridge on 200 So. St. in AF	1925
Local Non FA	049069V	3	Utah County	American Fork City	400 E over American Fork Creek	1975
Local Non FA	049048C	3	Utah County	Salem City	Highline Canal Bridge on 800 West St. in Salem	1935
Local Non FA	049056C	3	Utah County	Santaquin City	Highline Canal bridge on 200 E. St. in Santaquin	1925
Local Non FA	049044F	3	Utah County	Utah County	Spanish fork R.Bridge on 1100 E., SW of Spanish Fk.	1985
Local Non FA	051006C	3	Wasatch County	Wasatch County	Main Canyon Creek Bridge, 1 miles above Wallsburg	1985
Local Non FA	001003C	4	Beaver County	Beaver County	Adamsville Bridge over the Beaver River	1923
Local Non FA	001010C	4	Beaver County	Beaver County	Navajo Trail over Beaver River	1935
State-Owned	0D 659	4	Beaver County	UDOT	Beaver River Bridge on SR-21, West of Beaver	1960

Type	Bridge	Region	County	Owner	Location	Year Built
Local Non FA	007021D	4	Carbon County	Carbon County	Spring Canyon Wash Bridge at Spring Canyon	1905
State-Owned	OD 668	4	Carbon County	UDOT	Willow Creek Bridge on SR-191, north of US-6	1962
Local Non FA	017024D	4	Garfield County	Garfield County	4.5 MILES W. OF ESCALANTE	1935
Local Non FA	017006C	4	Garfield County	Garfield County	Sevier River Bridge, on the No. edge of Panquitch	1970
Local Non FA	017035E	4	Garfield County	Garfield County	Henrieville Wash Culvert, south of Henrieville	1974
State-Owned	0E1256	4	Garfield County	UDOT	11.6 MI E BRYCE CYN.JCT.	1961
Local Non FA	019027F	4	Grand County	Grand County	Upper Windy Structure	1987
Local Non FA	027005A	4	Millard County	Millard County	Central Utah Canal, SW of Leamington	1935
Local Non FA	027003F	4	Millard County	Millard County	Sevier River Bridge , East of Lynndyl	1960
Local Non FA	027022F	4	Millard County	Millard County	Wilson Canal Bridge on 1500 No Road	1973
Local Non FA	041048D	4	Sevier County	Sevier County	Ivie Creek Bridge at Red Creek near I-70 MP 85.2	1951
State-Owned	OD 375A	4	Sevier County	UDOT	SR-256 Sevier River Bridge north of Redmond	1934
Local Non FA	053023D	4	Washington County	Toquerville Town	Town Road over Wet Sandy Wash Bridge	1924
Local Non FA	053030F	4	Washington County	Washington County	Bonnie Reeder Bridge over North Creek	1981
State-Owned	OD 235	4	Wayne County	UDOT	Fremont River Bridge, E. of Fruita	1960
Local Non FA	055007C	4	Wayne County	Wayne County	Bailey Bridge over the Fremont River by Hanksville	1951
Already added to the program						

DATE: May 26, 2022
AGENDA ITEM: 4c
SUBJECT: **ACTION:** Approve STP, CMAQ, & TAP Projects for 2023-2028 TIP
PREPARED BY: Ben Wuthrich, Transportation Improvement Program (TIP) Coordinator

BACKGROUND:

Each year the Wasatch Front Regional Council is responsible for programming three sources of Federal Highway Administration (FHWA) funding and coordinating those federal programs in the Transportation Improvement Program (TIP) for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas. The three federal sources of funding are the Surface Transportation Program (STP), the Congestion Mitigation/ Air Quality (CMAQ) program, and the Transportation Alternatives Program (TAP).

Due to the significant transportation improvement needs within the Wasatch Front area, each year many projects are submitted for evaluation and consideration for federal funding participation. This year there were 101 projects totaling approximately \$713 million in total project cost, submitted to WFRC for the three federal programs. With \$63 million available to program in the region, the Trans Com Technical Advisory Committees -- comprised principally of the local government engineers and public works directors -- identified 42 projects that would provide great benefits from the federal funding available. This means that with the amount programmed and the sponsors' matching funds, about 20% of the requested needs will be able to be addressed with these three programs in this programming cycle.

The **Surface Transportation Program (STP)** provides funding that may be used for projects on any Federal-aid eligible highway, bridge projects on any public road, transit capital projects, and intra-city and intercity bus terminals and facilities. The annual apportionments for STP funds are projected to be approximately \$22.4M through the year 2028 in the Salt Lake/ West Valley Area and \$12M in the Ogden/ Layton Area. Given the mix of project cost overruns and project cost savings, programming efficiencies, and an increase of the federal funding allocations from the new transportation bill "Infrastructure Investment and Jobs Act" (IIJA), there is an estimated \$31.4M available to program for the year 2028 in the Salt Lake/ West Valley Area, and \$16.5M available in the Ogden/ Layton Area.

The **Congestion Mitigation Air Quality (CMAQ)** funds are intended to fund transportation projects that improve air quality, except they are not eligible for through-travel lanes. The annual apportionments for CMAQ funds are projected to be approximately \$5.6M through the year 2028 in the Salt Lake/ West Valley Urban Area with \$6.2M available to program in the year 2028, and about \$3M in annual apportionments anticipated in the Ogden/ Layton Area with \$3.7M available to program in the year 2028.

The **Transportation Alternatives Program (TAP)** funds are for construction and planning of bicycle and pedestrian facilities. The annual apportionments for TAP funds for the year 2024 are projected to be approximately \$2M in the Salt Lake/ West Valley area and about \$1.1M in the Ogden/ Layton Area. Given the mix of project cost overruns and project cost savings, programming efficiencies, and an increase of the federal funding allocations from the new transportation bill "Infrastructure Investment and Jobs Act" (IIJA), there is an estimated \$3.8M available to program in the Salt Lake/ West Valley area and the Ogden/ Layton Area is expected to have an estimated \$1.5M available to program.

At their meeting on April 14, Trans Com reviewed the results of the evaluation process and the project recommendations developed in consultation with the Salt Lake/ West Valley and Ogden/

Layton Technical Advisory Committees (TAC), as well as input from the Councils of Governments (COGs) in the region.

The attached tables show the projects submitted for consideration. The yellow-highlighted projects with a recommended funding amount in the left-hand column indicate those recommended by Trans Com to be added to the draft STP, CMAQ, and TAP programs.

RECOMMENDATIONS:

Trans Com recommends that the Regional Council make a motion “to approve the recommended STP, CMAQ, and TAP projects be added to the draft FY 2023-2028 STP and CMAQ Programs, and the draft FY 2024 TAP Program.”

CONTACT PERSON:

Ben Wuthrich (801) 363-4230 ext. 112, bwuthrich@wfr.org

EXHIBITS:

Spreadsheets showing recommended new STP, CMAQ, and TAP Projects for the Salt Lake/ West Valley and the Ogden/Layton Urbanized Areas

Projects Submitted for Consideration for the 2023-2028 Surface Transportation Program (STP)

Recommended Funding	ROW	Recommended Funding Amount					Recommended Project Information										Sponsor's Priority	Access to Opportunities (ATO)	Facility Condition/ Management Practices	Benefit Cost	Operation, TSM/ TDM, & ITS Improvements	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Growth	Safety	Volume to Capacity	Total	Weighted Total						
		Unique Proj ID	County	City	Agency	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Project Description -																					
Ogden \ Layton Urbanized Area																																		
	1	O_STP_10	Davis	Layton	Layton City	FrontRunner Traffic Signal	Layton FrontRunner Station	0	0.1	\$ 380,000	\$ 304,000	\$ 76,000	This intersection is within a Transit Oriented Development (TOD) and contributes to UTA's first/last mile strategy for infrastructure in the downtown area to connect a future UTA Parking Garage, to be located on the east side of Main Street, to the existing UTA FrontRunner Layton Station on the west side.										2	6.00	2.50	15.00	13.33	0.00	11.43	3.00	8.00	1.00	60.5	60.26
	2	O_STP_17	Weber	Ogden	Ogden City Corporation	2nd Street Reconstruction	E/o Washington Blvd	E/o Monroe Blvd	0.83	\$ 6,801,400	\$ 5,242,136	\$ 1,559,264	Average Daily Traffic (ADT) has increased on 2nd Street since the intersection of 2nd Street/Harrison Blvd in 2017. Structurally, the pavement is distressed and is rated as poor. Severe cross-slopes, deep gutters and antiquated storm drain inlets are out of standard and are liabilities. Missing sidewalk, insufficient space for bike lanes and small queues at signalized intersections are also issues.										3	6.00	20.00	12.00	5.33	0.00	4.76	1.00	7.00	1.00	49	57.10
	3	O_STP_8	Davis	Clinton	Clinton City	1300 North and 1500 West Improvements	1285 West	1750 North	0.66	\$ 3,876,500	\$ 3,000,000	\$ 876,500	This project will widen 1300 North from 1285 W to 1500 W, and 1500 West from 1230 N to 1750 N, connecting to a CMAQ funded roundabout. The project will add pavement, curb and gutter, and sidewalk along various sections of the corridor. The existing pavement will be completely reconstructed.										1	2.67	22.50	12.00	3.33	0.00	4.76	1.00	6.00	1.00	40.5	53.26
	4	O_STP_15	Davis	West Bountiful City	West Bountiful City	1100 West street Widening and Curb/Gutter	200 N / 1100 W	400 N / 1100 W	0.15	\$ 1,048,300	\$ 657,218	\$ 438,807	Roadway improvement include widening 1100 West to a uniform cross section with sidewalk, curb, gutter and bike lanes, eliminating the gap between West Bountiful and the Woods Cross FrontRunner Station and providing safety to bicyclist, pedestrians, an vehicles.										1	3.33	15.00	20.00	2.00	0.00	4.76	2.00	5.00	0.00	43	52.10
	5	O_STP_16	Davis	Woods Cross	Woods Cross	1100 West	2185 South	1100 North (2600 S)	0.436	\$ 3,942,600	\$ 3,000,000	\$ 942,600	The project widens 1100 West from 2600 S to 2185 S. Curb, Gutter, sidewalks will be added for increased pedestrian safety and mobility. The street will be reconstructed, and center turn lanes will be added at intersections.										1	3.33	22.50	12.00	2.00	0.00	4.76	1.00	5.00	0.00	37.5	50.60
	6	O_STP_23	Weber	Plain City	Plain City Corporation	1900/1975 North Reconstr. Project Phase 1	2700 West	3600 West	1.5	\$ 2,661,973	\$ 2,311,973	\$ 350,000	Provide widening and striping to match other areas where widening has been completed. To improve safety for vehicles and pedestrians										1	2.67	15.00	16.00	0.00	0.00	4.76	2.00	7.00	0.00	38	47.43
	7	O_STP_7	Davis	Centerville	Centerville City	400 East - 100 S to Porter Ln	100 South	Porter Lane (400 South)	0.25	\$ 1,415,100	\$ 1,061,325	\$ 353,775	400 East is Centerville City from 100 S to Porter Lane is a major collector. The City plans to use 400 East as a designated bikeway. 400 East is classified as a Federal Aid Eligible collector and an integral corridor of the City Transportation Plan. The roadway needs to be reconstructed to safely distribute traffic along the corridor.										1	3.33	15.00	16.00	0.00	0.00	4.76	0.00	7.00	0.00	37	46.10

Projects Submitted for Consideration for the 2023-2028 Surface Transportation Program (STP)

Recommended Funding	ROW	Recommended Funding Amount					Recommended Project Information										Sponsor's Priority	Access to Opportunities (ATO)	Facility Condition/ Management Practices	Benefit Cost	Operation, TSM/ TDM, & ITS Improvements	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Growth	Safety	Volume to Capacity	Total	Weighted Total
		Unique Proj ID	County	City	Agency	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Project Description -															
	8	O_STP_9	Davis	Farmington	Farmington City	SR - 106 (200 East) Improvements	Glovers Lane	Lund Lane	0.88	\$ 2,853,000	\$ 2,641,206	\$ 191,794	The proposed project is intended to improve drainage and add pedestrian facilities to the section of SR-106 (200 East Street) between Glovers Lane and Lund Lane on the east side of the road. The project includes acquiring right of way, storm drain, curb and gutter, sidewalk, retaining walls, and pavement widening.	1	0.67	17.50	12.00	1.33	0.00	5.24	1.00	4.00	0.00	31.5	41.74			
\$ 1,107,300	9	O_STP_27	Weber	West Haven	West Haven	1800 South to 1900 West	1900 West	2050 West	0.164	\$ 1,957,300	\$ 1,107,300	\$ 500,000	Realign 1800 South with 1900 West for UDOT installation of signal at this location. UDOT has completed a study on this intersection and determined that a signal is warranted. UDOT will fund the installation of signal provided that the city completes the realignment and provides a future connection to the east.	1	6.00	4.00	15.00	7.00	0.00	3.00	0.00	5.00	0.00	40	40.00			
\$ 2,763,803	10	O_STP_4	Box Elder	Perry City	Perry City Corporation	1200 West 1100 West Roadway Connection Project	1100 South	1600 South	0.389	\$ 5,002,100	\$ 2,763,803	\$ 455,180	This project proposes to extend 1100 West from 1100 South intersection to Perry's 1200 West Corridor. This corridor is a critical connective element, will improve north/south movement, help alleviate congestion on US-89, connects SR-315 in Willard to SR-13 in north Brigham City, and joins Wasatch Front's trail systems.	2	3.00	2.00	9.00	3.00	0.00	12.00	3.00	7.00	0.00	39	39.00			
	11	O_STP_12	Davis	Ogden/Layton Metro Area	Utah Department of Transportation TOC	Surface Street Variable Message Signs	On SR193 WB East of I15 near MP 4.65	near MP 4.2 EB West of I 15	0.45	\$ 600,000	\$ 559,380	\$ 40,620	Install (2) Surface Street Variable Message Signs on SR193 (E700S) to warn travelers of traffic incidents and impact to travel time on I-15 prior to entering the Interstate. A possible suggested alternate route would be State Street to by pass the bottleneck or incident.	3	7.33	0.00	15.00	2.67	0.00	2.86	4.00	6.00	1.00	42	38.86			
\$ 3,371,579	12	O_STP_18	Weber	Ogden	Ogden City Corporation	25th Street & 4400 South BRT	Jefferson Av (25) / Mckay Dee Hospital(44)	Harrison Bv (25) / Harrison Bv(44)	0.91	\$ 9,086,100	\$ 4,495,439	\$ 4,590,661	The WSU-Mckay Dee bus rapid transit is a significant transit investment project presently underconstruction. While many of the roadways the BRT will operate on are being improved, two Ogden City segments 25th & 4400 were not programmed for reconstruction as part of the BRT. Selection of electric powered busses by UTA has raised concerns from Ogden about the significant difference in loading stresses between traditional bus axle loading and their electric counter parts. A majority of this funding request is tied directly towards increasing the roadway typical section enough to handle the stresses of the BRT system. Secondary improvements are related to pedestrian safety, lighting, drainage and landscaping aesthetics.	1	7.33	12.50	8.00	0.00	0.00	4.76	1.00	5.00	0.00	35.5	38.60			
	13	O_STP_24	Weber	Unincorporated Weber County	Weber County	Widen 12th Street	10000 West	7100 West	3.48	\$ 26,159,600	\$ 15,759,600	\$ 10,400,000	Currently there is no continuous turning lane or shoulder. This is the last phase of the proposed widening from the end of the previous phase to Little Mountain. By improving the shoulder and drainage, pedestrian use will be safer.	2	1.33	17.50	4.00	0.00	0.00	4.76	2.00	5.00	0.00	25.5	34.60			
	14	O_STP_11	Davis	North Salt Lake	City of North Salt Lake	Center Street Widening & AT Facilities	Foxboro Drive	Jordan River Trail	0.59	\$ 689,300	\$ 585,905	\$ 103,395	This project would include widening a section of Center Street and installing curb & gutter. This project will also include the installation of sidewalk from 1200 West to the Jordan River Trail on the south side of the road, and the striping of bike lanes from Foxboro Drive to the Jordan River.	2	5.00	3.50	15.00	0.00	0.00	3.00	3.00	5.00	0.00	34.5	34.50			

Projects Submitted for Consideration for the 2023-2028 Surface Transportation Program (STP)

Recommended Funding	ROW	Recommended Funding Amount					Recommended Project Information										Access to Opportunities (ATO)	Facility Condition/ Management Practices	Benefit Cost	Operation, TSM/ TDM, & ITS Improvements	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Growth	Safety	Volume to Capacity	Total	Weighted Total
		Unique Proj ID	County	City	Agency	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Project Description -	Sponsor's Priority													
	15	O_STP_19	Weber	Ogden	Ogden City Corporation	D Avenue Connection	24th Street (SR-53)	Exchange Road	0.23	\$ 6,088,600	\$ 4,801,338	\$ 1,287,262	When SR-53 was built, it effectively cut the west Ogden community in two. With each passing year, increasing traffic makes it more difficult for pedestrians to cross the roadway (transit stops, services, etc) and vehicles to leave minor streets and enter the roadway during peak hours. Region 1 has indicated the B Avenue/24th Street intersection passes the warrant for a signal; however, both UDOT and Ogden agree B Avenue is not the ideal location for a signal. The better location for a signal in west Ogden is at D Avenue because it is roughly center to the community and halfway between the viaduct and I-15. D Avenue provides better grades, sight distance and safer interaction with the rail spur than B Avenue. Presently, the Weber County Waste Transfer Station accounts for much of the traffic on B Avenue, traffic is projected to increase as the new subdivision along exchange road is developed.	4	5.00	0.50	6.00	5.00	0.00	7.00	3.00	7.00	0.00	33.5	33.50		
	16	O_STP_25	Weber	Unincorporated Weber County	Weber County	Widen 2550 South	3500 West	4300 West	1	\$ 12,483,700	\$ 6,783,700	\$ 5,700,000	Currently there is no continuous turning lane or shoulder. With the recent growth in residential development and planned reconfiguration of the 25th Street interchange, this corridor will become a main west to east collector of Western Weber County. By improving the shoulder and drainage, pedestrian use will be safer.	1	1.33	15.00	8.00	0.00	0.00	1.90	0.00	5.00	0.00	20	31.24		
	17	O_STP_22	Weber	Ogden/Layton Metro Area	Utah Department of Transportation TOC	Surface Street Variable Message Signs	On SR39 (1200S) WB East of I 15 near MP 4.23	near MP 3.82 EB West of I 15	0.43	\$ 600,000	\$ 559,380	\$ 40,620	Install (2) Surface Street Variable Message Signs on SR39 (1200S) to warn travelers of traffic incidents and impact to travel time on I-15 prior to entering the Interstate.	2	2.00	0.00	15.00	1.33	0.00	2.86	3.00	6.00	1.00	32	31.19		
	18	O_STP_26	Weber	Unincorporated Weber County	Weber County	Widen 3300 South	3300 West	4700 West	1.76	\$ 17,031,100	\$ 15,556,100	\$ 1,475,000	Currently there is no continuous turning lane or shoulder. With the recent growth in residential development, this corridor will become a main west to east collector of the western portion of Weber County. By improving the shoulder and drainage, pedestrian use will be safer.	3	1.33	17.50	0.00	0.00	0.00	3.81	2.00	5.00	0.00	20.5	29.64		
	19	O_STP_13	Davis	Ogden/Layton Metro Area	Utah Department of Transportation TOC	Freeway Variable Message Sign	I 84 EB West of US 89 (vicinity of MP 87)	0	0.1	\$ 750,000	\$ 699,225	\$ 50,775	Install a new Variable Message Sign on I84 EB to warn travelers of traffic incidents ahead and off load at the US 89 interchange if needed.	1	0.00	0.00	15.00	2.67	0.00	2.86	3.00	6.00	0.00	29	29.52		
	20	O_STP_3	Box Elder	Brigham City	Brigham City Corporation	1200 West Roadway Widening (Forest Street to Industrial Way)	Forest Street	Industrial Way	0.335	\$ 2,477,300	\$ 1,622,255	\$ 855,045	Widening of about a section of 1200 West between Forest Street and Industrial Way.	2	1.00	1.50	9.00	1.00	0.00	10.00	2.00	5.00	0.00	29.5	29.50		
	21	O_STP_5	Box Elder	Perry City	Perry City Corporation	1200 West Roadway Widening Phase 1	1600 South	2250 South	0.521	\$ 5,406,300	\$ 2,730,392	\$ 482,544	This project proposes to extend 1100 West from 1100 South intersection to Perry's 1200 West Corridor. This corridor is a critical connective element, will improve north/south movement, help alleviate congestion on US-89, connects SR-315 in Willard to SR-13 in north Brigham City, and joins Wasatch Front's trail systems.	2	3.00	2.00	6.00	1.00	0.00	7.00	2.00	5.00	0.00	26	26.00		

Projects Submitted for Consideration for the 2023-2028 Surface Transportation Program (STP)

Recommended Funding	ROW	Unique Proj ID	County	City	Agency	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Project Description -	Sponsor's Priority	Access to Opportunities (ATO)	Facility Condition/ Management Practices	Benefit Cost	Operation, TSM/ TDM, & ITS Improvements	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Growth	Safety	Volume to Capacity	Total	Weighted Total
	22	O_STP_1	Box Elder	Brigham City	Brigham City Corporation	1200 West Roadway Widening (Forest Street to Industrial Way)	600 North	Industrial Way	0.7	\$ 8,844,600	\$ 6,500,550	\$ 2,344,050	Widening of about a section of 1200 West between Forest Street and Industrial Way.	3	1.00	1.50	3.00	1.00	0.00	10.00	2.00	5.00	0.00	23.5	23.50
	23	O_STP_2	Box Elder	Brigham City	Brigham City Corporation	1200 West Roadway Widening (Forest to 400 South)	Forest Street	400 South	0.729	\$ 6,469,700	\$ 5,666,511	\$ 803,189	Construction of about a one mile section of 1200 West between Forest Street and SR-91. The purpose of the project is to further the corridor between the 1100 West / SR-91 intersection and Forest Street.	1	1.00	2.50	3.00	1.00	0.00	9.00	2.00	5.00	0.00	23.5	23.50
	24	O_STP_14	Davis	South Weber	South Weber City Corporation	Cottonwood Drive Roadway Widening	I-84	Weber River Bridge Crossing	0.53	\$ 2,462,500	\$ 2,179,251	\$ 283,249	Widening of the existing asphalt roadway and install curb, gutter, and sidewalk. (trail) The new trail will connect the existing Weber River Parkway Trail system to the south and trail systems south to I-84 and the US-89 junction existing trailheads.	2	0.00	15.00	0.00	0.67	0.00	4.29	0.00	3.00	0.00	16	22.95
	25	O_STP_6	Box Elder	Unincorporated Box Elder County	Utah Transit Authority	UIC Multi-Use Trail Design	8700 South (Box Elder County)	Willard City Boundary	2.75	\$ 200,000	\$ 186,460	\$ 13,540	The Utah Idaho Central (UIC) Railroad corridor is an abandoned right of way which runs adjacent to Union Pacific's main line for about 2.75 miles (north of the Box Elder County line). UTA purchased of this portion of the UIC from UDOT. The RTP includes a trail on the UIC. Requested funding would support design.	4	1.00	1.00	6.00	0.00	0.00	9.00	0.00	5.00	0.00	22	22.00
	26	O_STP_28	Weber	West Haven	West Haven	Collector Roadway 3600 to 3300 South	3600 South 2700 West	3300 South 3500 West	1.105	\$ 15,018,300	\$ 14,001,561	\$ 1,016,739	To provide better connection between the east/west corridors in Western Weber County & I-15, West Haven City proposes to construct a connection between 3300 South & 3600 South. This connection will provide access from 3300 South all the way to I-15 by transitioning 3300 South into 3600 South between 3500 West & 2700 West.	2	2.00	2.00	0.00	2.00	0.00	4.00	2.00	9.00	0.00	21	21.00
\$ 1,500,000	27	O_STP_21	Weber	Ogden, Pleasant View	Utah Transit Authority	Fronrunner ROW Preservation	12th Street	Weber County Border	7	\$ 11,306,464	\$ 5,000,000	\$ 6,306,464	WFRC's regional transportation plan identifies the need to preserve the corridor between Ogden and Brigham City for future transit service. UTA is working with willing sellers to purchase a 50-foot corridor adjacent to Union Pacific's Track. The requested funding will support corridor preservation in Weber County.	3	3.00	1.00	0.00	0.00	0.00	3.00	0.00	1.50	0.00	10	8.50
	28	O_STP_20	Weber	Ogden	Utah Transit Authority	Mt. Ogden Facility Expansion	135 West 17th Street	135 West 17th Street	0.01	\$ 3,719,400	\$ 3,000,000	\$ 217,848	UTA's Mt. Ogden bus facility was originally built in 1985. The operations building is undersized and outdated. Upgrading and expanding this facility will provide a better experience for Mt. Ogden's operators and administrative staff, in addition to allowing for future growth.	1	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.50	0.00	9	7.50
Recommended Funding Total	\$ 16,773,198		Available Funding			\$ 16,461,262	Requested Federal Funding			\$ 112,776,007				Total Project Estimated Cost						\$ 159,331,237					

Projects Submitted for Consideration for the 2023-2028 Surface Transportation Program (STP)

Recommended Funding	ROW	Recommended Funding Amount				Recommended Project Information											Sponsor's Priority	Access to Opportunities (ATO)	Facility Condition/ Management Practices	Benefit Cost	Operation, TSM/ TDM, & ITS Improvements	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Growth	Safety	Volume to Capacity	Total	Weighted Total
		Unique Proj ID	County	City	Agency	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Project Description -															
Salt Lake \ West Valley Urbanized Area																												
\$ 3,215,816	1	S_STP_18	Salt Lake	Salt Lake City	Salt Lake City Corporation	900 West Reconstruction	North Temple	600 North	0.75	\$ 7,688,865	\$ 3,500,000	\$ 4,188,865	The project reconstructs a major collector (900 West) connecting to the Interstate 15/600 North exit to improve vehicular mobility to the North Temple Urban Center; enhance transit, pedestrian, and bicycle access to opportunity for residents in this lower-income area; and address the deteriorated road condition.	3	6.67	25.00	12.00	6.67	0.00	2.38	2.00	7.00	1.00	49	62.71			
\$ 3,715,816	2	S_STP_13	Salt Lake	Millcreek	Millcreek	1300 East: 3300 South to 3600 South	3300 South	3600 South	0.4	\$ 6,965,120	\$ 4,934,291	\$ 505,780	1300 East is a major North/South corridor through the East side of the Salt Lake Valley. This project will create a safer environment for all users including the reconstruction of disfunctioning curb & gutter, sidewalk, ADA ramps, enhanced bus stops, and installation of new storm drain along 1300 East from 3300 South to 3600 South.	2	7.33	22.50	16.00	0.00	0.00	4.76	1.00	8.00	1.00	47.5	60.60			
\$ 3,215,816	3	S_STP_22	Salt Lake	South Jordan	South Jordan City	4000 W / South Jordan Parkway Intersection Improvements	500ft each direction of intersection	0	0.5	\$ 5,152,400	\$ 4,803,583	\$ 348,817	This project increases the capacity of the intersection at 4000 W & South Jordan Prkwy by adding the following lanes: - One additional through lane will be added to all 4 approaches - A second left turn lane will be added to the East & West approach - Right turn pockets will be added to the North and South approach	1	5.33	2.00	12.00	13.33	0.00	11.43	4.00	8.00	1.00	57	57.10			
	4	S_STP_26	Salt Lake	West Jordan	City of West Jordan	Redwood Rd. and 6720 S. Intersection Improvements	0	0	0.125	\$ 873,100	\$ 813,991	\$ 59,109	The intersection impacts traffic flow along Redwood Road and inhibits pedestrian traffic from the surrounding residential area as well as vehicular traffic into the shopping center. The project will provide a traffic signal at 6720 South and associated striping and pedestrian walkways to promote access to the growing area.	4	4.67	2.50	15.00	10.67	0.00	10.48	1.00	10.00	2.00	56.5	56.31			
\$ 4,715,816	5	S_STP_29	Salt Lake	West Valley City and Magna	West Valley City	7200 West Widening and Reconstruction	3500 South	Copper Hill Drive	0.62	\$ 7,081,900	\$ 6,602,455	\$ 479,445	This project is necessary to meet current needs, reduce flooding and to accommodate future growth in the southwest portion of West Valley City and Magna. This project will improve safety and will complete curb, gutter and sidewalk through this corridor. The user experience will be enhanced through pavement improvements.	1	4.00	22.50	12.00	0.67	0.00	4.29	2.00	7.00	1.00	39.5	53.45			
	6	S_STP_30	Salt Lake	West Valley City and Taylorsville	West Valley City	3900 South Widening and Reconstruction	Redood Road	Jordan River Bridge	1	\$ 7,215,500	\$ 6,727,011	\$ 488,489	This proposed project improves 3900 South between Redwood Road and the Jordan River by improving the pavement section, adding buffered bike lanes, street lighting and connecting sidewalk. Presently, pedestrians are required to use the roadway shoulder, adjacent to traffic lanes with a 40 mph speed limit.	2	13.00	3.00	12.00	2.00	0.00	11.00	2.00	9.00	1.00	53	53.00			
	7	S_STP_23	Salt Lake	South Jordan	South Jordan City	Jordan Gateway / Shield's Ln Intersection Improvements	500ft each direction of intersection	0	0.5	\$ 3,822,300	\$ 3,563,530	\$ 258,770	This project increases the capacity of the intersection at Jordan Gateway & Shield's Lane by adding the following lanes: - A second thru lane will be added for the westbound approach (the thru lane will continue for a few hundred feet west of the intersection) - A second left turn lane will be added to the East & West approach	3	6.00	2.00	12.00	8.00	0.00	9.52	2.00	9.00	2.00	52	50.52			

Projects Submitted for Consideration for the 2023-2028 Surface Transportation Program (STP)

Recommended Funding	ROW	Unique Proj ID	County	City	Agency	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Project Description -	Sponsor's Priority	Access to Opportunities (ATO)	Facility Condition/ Management Practices	Benefit Cost	Operation, TSM/ TDM, & ITS Improvements	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Growth	Safety	Volume to Capacity	Total	Weighted Total
	8	S_STP_27	Salt Lake	West Jordan	City of West Jordan	9000 South	6400 West	NBH	0.53	\$ 7,942,800	\$ 5,540,472	\$ 2,402,328	The project will connect 9000 South from 6400 West to its proposed connection at 6200 West (NBH). 9000 South current alignment proceeds west from MVC curving southward towards Coppeton. New alignment will continue the grid pattern to SR-111. A new intesection at 9000 South and Duck Ridge will be created.	3	6.00	1.50	12.00	2.00	0.00	13.00	5.00	10.00	0.00	49.5	49.50
\$ 5,065,816	9	S_STP_15	Salt Lake	Murray	Murray City	5600 South Reconstruction	900 East	1300 East	0.58	\$ 8,578,800	\$ 7,951,400	\$ 577,400	This roadway from 900E to 1300E lacks continuous sidewalks and has an open ditch. The project will create a uniform corridor with new pavement, curb and gutter, bike lanes, sidewalk, and storm drain.	1	4.00	15.00	12.00	0.00	0.00	4.29	2.00	10.00	0.00	39	47.29
	10	S_STP_1	Salt Lake	Cottonwood Heights	Cottonwood Heights Public Works	Fort Union Blvd Roadway Project	Pippen Drive	3160 East	0.8	\$ 5,781,000	\$ 5,389,626	\$ 391,374	This project will will reconstruct Fort Union Blvd from 3160 East to Pippen Drive (3570 East), accomodating bike lanes on both sides of the road, as well as new curb & gutter, sidewalk, ADA facilities, asphalt pavement, and a new 10-ft multi-use trail along the north-east side of Fort Union.	1	1.33	17.50	12.00	2.00	0.00	3.81	2.00	7.00	0.00	34.5	45.64
\$ 3,565,816	11	S_STP_12	Salt Lake	Midvale	Midvale City	Tuscany View Road Extension	Approximately 800 West	Holden Street	0.05	\$ 6,109,100	\$ 5,695,514	\$ 413,586	This project will extend Tuscany View Road to the east with a connection to Holden Street. This will provide a direct connection to Midvale City Hall, Midvale Senior Citizens Center, and Midvale Main Street for several multi family complexes along with a senior living housing project that are located in Bingham Junction area. It will also provide a direct access to a TRAX station for residents and businesses located to the west of the Bingham Junction area.	1	16.00	3.50	6.00	1.00	0.00	8.00	3.00	7.00	1.00	45.5	45.50
	12	S_STP_3	Salt Lake	Draper	Draper City	Pioneer Rd	1300 East	Highland Dr	1	\$ 7,538,200	\$ 5,909,104	\$ 1,629,096	Pioneer Rd is an East-West collector road providing access from the valley to the east bench areas of the city and the southerly continuation of Highland Drive. The existing road is two lanes and lacks continuous curb and gutter. Pioneer Rd is a safe walking route to nearby schools but lacks continuous sidewalks. The proposed project will reconstruct and widen this section of road to include 2 travel lanes, paved shoulders, curb and gutter, park strips, and sidewalks. The project will also construct a significant amount of retaining walls to accommodate the improvements.	2	4.67	22.50	8.00	0.00	0.00	4.76	0.00	5.00	0.00	32.5	44.93
	13	S_STP_2	Salt Lake	Draper	Draper City	Fort Street	13200 South	13800 South	0.83	\$ 5,454,200	\$ 4,994,051	\$ 460,149	Fort Street is a north/south collector that runs through the heard of old Draper. Currently it is a two lane street without curb and gutter. It is designated as a safe walking route to nearby schools but does not have continuous sidewalks. The proposed project would reconstruct and widen Fort Street from 13200 South to its terminus at 13800 South to include paved shoulders, curb and gutter, park strips, and sidewalks.	3	4.00	20.00	8.00	0.00	0.00	4.76	2.00	6.00	0.00	34	44.76
\$ 0	14	S_STP_9	Salt Lake	Kearns	Salt Lake County Public Works Engineering	Utah and Salt Lake Canal Bridge Replacement - 4015 West	4710 4000 West	4750 4015 West	0.05	\$ 1,851,900	\$ 1,726,526	\$ 125,374	Kearns Metro Township is requesting funding to replacd structure 035089D- Utah and Salt Lake Canal Bridge on 4015 West. This structure was originally scoped to be part of the of the 4700 South Reconstruction project but due to funding limitatitons it was removed from the project. The replacement of the bridge will improve public safety along the corridor and allow for expansion of the existing crossing to accomodate future bike lanes (each direction) and sidewalks.	1	4.67	5.00	20.00	0.67	0.00	4.29	2.00	5.00	2.00	42	43.62
	15	S_STP_8	Salt Lake	Herriman	Herriman City	7300 West Extension Phase 1	13350 South	13250 South	0.23	\$ 6,608,900	\$ 6,082,232	\$ 526,668	This project is to construct an extension of 7300 W from Herriman Highway Butterfield Creek as Phase 1. It will be a Major Collector with 80' ROW. This project will includes several structures. ROW has already been acquired by the City. This road will be a crucial connection to future Olympia Development	3	3.00	3.00	9.00	1.00	0.00	14.00	4.00	7.00	0.00	41	41.00

Projects Submitted for Consideration for the 2023-2028 Surface Transportation Program (STP)

Recommended Funding	ROW	Unique Proj ID	County	City	Agency	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Project Description -	Sponsor's Priority	Access to Opportunities (ATO)	Facility Condition/ Management Practices	Benefit Cost	Operation, TSM/ TDM, & ITS Improvements	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Growth	Safety	Volume to Capacity	Total	Weighted Total
\$ 2,215,816	16	S_STP_16	Salt Lake	Murray, West Valley, Taylorsville	Utah Transit Authority	Midvalley Connector - Bus Lanes	Murray, UT Murray Station	West Valley, UT Central Station	7	\$ 29,035,040	\$ 3,000,000	\$ 217,848	The Midvalley Connector is a bus rapid transit (BRT) route that will connect Murray Central Station, Salt Lake Community College's Redwood Road Campus, and West Valley Central Station. The 7-mile route will include 1.4 miles exclusive BRT lanes, an enhanced transit plaza at the SLCC Redwood Campus, and 15 new stations.	5	13.00	2.50	0.00	10.67	0.00	6.00	2.00	4.50	1.00	41.5	39.67
	17	S_STP_17	Salt Lake	Murray, West Valley, Taylorsville	Utah Transit Authority	Midvalley Connector - SLCC Hub	Redwood Road and Community Way	(SE Corner of SLCC Campus)	7	\$ 3,854,272	\$ 3,000,000	\$ 217,848	The Midvalley Connector is a BRT route that will connect Murray, Salt Lake Community College's Redwood Road Campus, and West Valley City. The project includes exclusive lanes, an enhanced transit plaza at SLCC, and 15 stations. A transit hub is needed to integrate the college with this BRT line and other local routes.	4	13.00	2.50	0.00	10.67	0.00	6.00	2.00	4.50	1.00	41.5	39.67
	18	S_STP_24	Salt Lake	South Jordan & West Jordan	South Jordan City & West Jordan City	Old Bingham Highway Widening	Mountain View Corridor	Bacchus Highway	1.57	\$ 16,913,700	\$ 14,370,193	\$ 2,543,507	Joint application between West Jordan and South Jordan to widen Old Bingham Hwy from 2 lanes to 5 lanes between Mountain View Corridor and Bacchus Hwy. Project includes buffered bike lanes, sidewalk on the north side and a multiuse trail on the south side.	2	3.00	3.00	6.00	5.00	0.00	10.00	4.00	8.00	0.00	39	39.00
\$ 2,000,000	19	S_STP_25	Salt Lake	West Jordan	City of West Jordan	1300 West: 6600 S - 9400 S	9400 S.	6600 S.	3.542	\$ 18,702,000	\$ 2,000,000	\$ 135,400	Widen to 80 -foot right of way corridor, adding a two way left turn on 1300 West and right turn lanes at 7000 South, 7800 South, and 8600 South. A potential "high T" intersection will be evaluated at Winchester Street (6685 S.). Bike lanes will be added through the entire alignment. The purpose of this request is for the increased right of way costs since the project's start in 2012.	1	6.67	3.00	12.00	0.00	0.00	4.76	0.00	10.00	1.00	41	37.43
	20	S_STP_28	Salt Lake	West Valley City	West Valley City	Parkway Blvd (2700 South) Widening and Reconstruction	7200 West	6400 West	1	\$ 13,545,000	\$ 12,628,004	\$ 916,997	This proposed project improves Parkway Blvd (2700 South) between 7200 West and 6400 West by improving the pavement section, adding bike lanes, street lighting and connecting sidewalk. Presently, pedestrians are required to use the roadway shoulder, adjacent to traffic lanes with a 40 mph speed limit.	4	1.33	15.00	4.00	1.33	0.00	3.81	2.00	9.00	0.00	29	36.48
\$ 1,500,000	21	S_STP_19	Salt Lake	Salt Lake City	Utah Department of Transportation	SR-71; 2100 S to 1300 S Shared Use Path	2100 South	1300 South	1	\$ 2,985,500	\$ 2,783,382	\$ 202,118	This project will provide a shared use path between Parley's trail (approximately 2000 South) to Liberty Park along 700 East.	1	5.00	3.00	15.00	3.00	0.00	4.00	2.00	3.00	1.00	36	36.00
	22	S_STP_21	Salt Lake	Salt Lake, West Valley, West Jordan, and Kearns	Utah Transit Authority	Westside Express	5600 W. Old Bingham Highway Station	Salt Lake Central Intermodal Hub	29	\$ 5,363,081	\$ 5,000,000	\$ 363,081	Provide a one-seat transit ride for residents along 5600 West to Salt Lake City International Airport, downtown Salt Lake City, and other regional job centers. Westside Express service will include queue-jumps, shoulder operation, and other tools to improve the travel time, reliability, and efficiency of the bus service.	2	8.00	1.00	4.00	8.00	0.00	5.00	3.00	3.00	3.00	35	35.00
	23	S_STP_20	Salt Lake	Salt Lake City	Utah Transit Authority	Warm Springs Track Realignment	FrontRunner Sta 3465+00	FrontRunner Sta 3527+00	0.9	\$ 46,000,000	\$ 2,000,000	\$ 145,232	Relocation of existing double-track from the east side of UTA's Warm Springs maintenance facility to the west side. Improves operating speed from 30mph to 60mph or greater by straightening track curves. Increases yard storage capacity for fleet expansion and future conversion to more efficient rail vehicles.	3	4.00	1.50	20.00	2.67	0.00	2.00	0.00	2.00	2.00	30.5	34.17

Projects Submitted for Consideration for the 2023-2028 Surface Transportation Program (STP)

Recommended Funding	ROW	Unique Proj ID	County	City	Agency	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds	Project Description -	Sponsor's Priority	Access to Opportunities (ATO)	Facility Condition/ Management Practices	Benefit Cost	Operation, TSM/ TDM, & ITS Improvements	Delay Reduction	Growth Principles/ Economic Improvements	Traffic Growth	Safety	Volume to Capacity	Total	Weighted Total
	24	S_STP_11	Salt Lake	Magna Metro Township	Magna Metro Township	2700 S Sidewalk	8000 W	8400 W	0.525	\$ 4,017,000	\$ 3,745,049	\$ 271,951	The installation of curb, gutter and sidewalk on the north side of 2700 S from 8000 W to 8400 W. Pleasant Green Elementary is located within this section of missing sidewalk and the installation of these improvements would increase the pedestrian safety along the safe route to this school.	2	6.00	2.50	6.00	0.00	0.00	9.00	1.00	3.00	0.00	27.5	27.50
	25	S_STP_14	Salt Lake	Millcreek	Millcreek	S Birch Dr: Upland Dr to 3900 S	E Upland Dr	3900 S	0.16	\$ 763,200	\$ 663,200	\$ 100,000	S Birch Dr is a heavily trafficked minor residential street providing access from Skyline High School to 3900 S a minor North/South arterial East through the East side of the Salt Lake Valley. This project will create a safer environment for all users including the demolition of inadequate water ways on the west side of the corridor with curb and gutter, construction of sidewalk, and ADA ramps.	1	8.00	2.50	3.00	0.00	0.00	8.00	0.00	6.00	0.00	27.5	27.50
	26	S_STP_5	Salt Lake	Emigration Canyon Metro Township	Emigration Canyon Metro Township	Emigration Canyon Slope Mitigation - 4909 E	4858 E Emigration Canyon Road	4909 E Emigration Canyon Road	0.06	\$ 4,251,700	\$ 3,963,860	\$ 287,840	The purpose of this project is to provide safer access for pedestrians, bike users, and vehicle operators. Rocks and debris fall from the existing cliff face, which roll out into the road creating dangers for road users. The project provides slope stabilization to reduce these hazards on this frequently used bike network.	3	6.00	3.00	6.00	0.00	0.00	9.00	0.00	3.00	0.00	27	27.00
\$ 2,215,816	27	S_STP_10	Salt Lake	Magna Metro Township	Magna Metro Township	2700 S & 8000 W Intersection Realignment	8000 W	8058 W	0.1	\$ 4,058,400	\$ 3,783,646	\$ 274,754	This project will realign an offset intersection to improve safety, function and connectivity at this location (2700 S / 2820 S & 8000 W). The project has received funding for construction but has been unable to move forward due to lack of right-of-way. This request is for funds to purchase right-of-way and additional construction costs.	1	3.33	4.00	6.00	2.67	0.00	3.81	1.00	6.00	0.00	28	26.81
	28	S_STP_7	Salt Lake	Emigration Metro Township	Salt Lake County	Emigration Canyon Road Safety Improvements	6265 Emigration Canyon Road	9698 Emigration Canyon Road	0.95	\$ 5,104,500	\$ 4,758,925	\$ 345,575	This project will address a number of safety concerns that have been identified in the Emigration Canyon Corridor Study by widening selected sections of Emigration Canyon Road that are currently suffering from geometric deficiencies and traffic issues that affect both vehicals and bicyclists.	1	6.00	3.50	3.00	0.00	0.00	9.00	0.00	3.00	0.00	24.5	24.50
	29	S_STP_6	Salt Lake	Emigration Metro Township	Salt Lake County	Emigration Canyon Slope Mitigation - 5647 E	5647 E Emigration Canyon Road	5696 E Emigration Canyon Road	0.06	\$ 4,658,300	\$ 4,342,933	\$ 315,367	The purpose of the project is to provide safer access for pedestrians, bike users, and vehicle operators. Rocks and debris fall from the existing cliff face, which roll out into the road creating dangers for road users. The project provides slope stabilization to reduce these hazards on this frequently used bike network.	2	6.00	3.00	3.00	0.00	0.00	9.00	0.00	3.00	0.00	24	24.00
	30	S_STP_4	Salt Lake	Draper	Utah Transit Authority	First Mile/Last Mile Active Transportation Study/Design Point of the Mountain Transit	Draper Frontrunner Station	Highline Commercial Special District	5.3	\$ 500,000	\$ 466,150	\$ 33,850	Planning study to identify and evaluate the best locations and alignments for pedestrian and bicycle trails (first-mile last-mile connections to transit) in the Point of the Mountain area in southern Salt Lake County. The study will determine the most viable active transportation connectivity for the region.	7	7.00	1.00	3.00	0.00	0.00	4.00	0.00	5.00	0.00	20	20.00
Recommended Funding Total			\$ 31,426,528	Available Funding		\$ 31,366,855	Requested Federal Funding	\$ 140,739,128							Total Estimated Project Cost		\$ 248,415,778								

Projects Submitted for Consideration for the 2023-2028 Congestion Mitigation/ Air Quality (CMAQ) Program

\$ #,###		Recommended Funding Amount						Recommended Project Information						Other Project Benefits	Project Life	Reduced Daily VHT	Reduced Daily VMT	Reduced Daily Emissions (kg)	Benefit/Cost: (kg/\$1,000)		
Recommended Funding	ROW	Unique Proj ID	County	City	Agency	Project Type	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds							Project Description -	Sponsor's Priority
Ogden \ Layton Urbanized Area																					
\$ 2,000,000	1	O_CMAQ_2	Davis	Layton	Layton City	Pedestrian	Kay's Creek Trail Ped/ Bike Overpass at the Layton FrontRunner Project	50 West 400 South (West side of Union Pacific/FrontRunner corridor)	150 South Main Street (East side of Union Pacific/FrontRunner corridor)	0.1	\$ 6,000,000	\$ 3,600,000	\$ 2,400,000	A pedestrian overpass bridge is proposed to span the width of the Union Pacific/FrontRunner railway corridor and touch down immediately next to the FrontRunner Station with direct access to their services. Its location is within UTA's 1st Mile, Last Mile strategy to improve access and ridership to transit stations.	1	* Active transportation * Improved Front Runner Access	20.00	7.05	205.48	3.23	3.93
\$ 500,000	2	O_CMAQ_6	Weber	Ogden	Ogden City Corporation	Bicycle	Ogden City Bike Share Expansion	CBD Area (Various)	CBD Area (Various)	5	\$ 760,400	\$ 708,921	\$ 51,479	A bikeshare program is an alternate mode of transportation designed for urban centers. It is a way of linking already in place infrastructure and transit systems together. The program can be used by residents or visitors to the City. This program is a way to improve air quality, and the overall health of its users.	2	* Active transportation	10.00	1.42	41.30	0.78	3.74
\$ 1,265,131	3	O_CMAQ_5	Davis	West Point	West Point City	Intersection	4500 W/300 N Round-About	300 N	300 N	0.25	\$ 1,357,000	\$ 1,265,131	\$ 91,869	Construct a round-about at the intersection of SR-110 (4500 W) and SR-107 (300 N) to mitigate significant congestion at this awkwardly offset intersection. This will also improve safety for pedestrians, especially school children.	1	* Improved safety * Reduced delay	20.00	16.71	0.00	0.55	2.98
	4	O_CMAQ_1	Davis	Clinton	Clinton City	Intersection	1500 West Right Turn Lanes	1750 North	1800 North	0.05	\$ 859,100	\$ 800,939	\$ 58,161	This project will add a right turn lane on the south leg of the 1500 West & 1800 North intersection. The right turn lane will begin at 1750 North. The project will connect on to Clinton's 1500 West STP application. The existing pavement for the entire width of the roadway will be reconstructed.	2	* Improved safety * Reduced delay	20.00	0.92	0.00	0.03	0.26
	5	O_CMAQ_8	Weber	Placeholder City: North Ogden plus	Utah Transit Authority	Other	UTA On Demand Expansion - 3 yr Operating Subsidy	Various cities	Various cities	25	\$ 7,500,000	\$ 6,992,250	\$ 507,750	This request is for three years of operating costs to implement an on demand solution in one location in the Salt Lake county area. UTA On Demand service could include microtransit, a Transportation Network Company (TNC) partnership (i.e. Lyft/Uber), or another alterative mode that meets customer needs.	2	* First/last mile transit access for low density areas	3.00	11.64	339.61	0.48	0.14
Recommended Funding Total		\$ 3,765,131			Available Funding	\$ 3,713,160	Requested Federal Funding	\$ 13,367,241		Total Project Estimated Cost					\$ 16,476,500						

Projects Submitted for Consideration for the 2023-2028 Congestion Mitigation/ Air Quality (CMAQ) Program

\$ #,###		Recommended Funding Amount						Recommended Project Information						Other Project Benefits	Project Life	Reduced Daily VHT	Reduced Daily VMT	Reduced Daily Emissions (kg)	Benefit/Cost: (kg/\$1,000)		
Recommended Funding	ROW	Unique Proj ID	County	City	Agency	Project Type	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested	Local Funds							Project Description -	Sponsor's Priority
Salt Lake \ West Valley Urbanized Area																					
\$ 924,189	1	S_CMAQ_7	Salt Lake	Salt Lake City	Salt Lake City Transportation Division	CMAQ	East Downtown 200 South Mobility Hub	300 East	400 East	0.25	\$ 6,030,800	\$ 3,944,375	\$ 286,425	This project designs and constructs an east downtown mobility hub for bus rapid transit and core routes that serve Frontrunner, the Salt Lake valley, and University of Utah. The aim is to provide operator / end of line facilities, electric bus charging, and passenger amenities at a key transfer point in Downtown Salt Lake.	2	* Consolidate and simplify transit intermodal operation	20.00	80.09	4092.47	13.20	48.38
2	2	S_CMAQ_11	Salt Lake	Sandy/Draper	Sandy and Draper Cities	CMAQ	11400 S 700 E EB/WB Dual Lefts	Oak Brush Dr (605 E)	785 East	0.25	\$ 2,806,900	\$ 2,614,449	\$ 192,451	This intersection is currently operating at LOS E with eastbound queues reaching 1,000 feet, resulting in unstable operations and delay. Warranted by funded year 2028, the intersection will be widened to accommodate dual eastbound and westbound left turns, approximately doubling the existing storage capacities.	1	* Improved safety * Reduced delay	20.00	221.92	0.00	7.34	19.10
\$ 1,362,370	3	S_CMAQ_12	Salt Lake	West Jordan	City of West Jordan	CMAQ	7800 S. & 6400 W. Roundabout	0	0	0.125	\$ 1,461,300	\$ 1,362,370	\$ 98,930	This intersection is intended to be a roundabout at final buildout, when the remaining surrounding area has been developed. It currently operates as stop controlled, but will need to be converted in the near future to accommodate the future developments with minimal delay.	5	* Improved safety * Reduced delay	20.00	102.12	0.00	3.38	16.88
\$ 1,296,317	4	S_CMAQ_5	Salt Lake	Riverton	Riverton City	CMAQ	Phase I Welby Jacob Canal Ped/ Bike Trail	12600 S	13400 S	1.02	\$ 1,390,450	\$ 1,296,317	\$ 94,133	The purpose of this project is to construct an active transportation/pedestrian/bicycle trail along the Welby Jacob Canal from 12600 S to 13400 S which will be incorporated into the safe walking routes for Mountain Ridge High School and South Hills Middle School. (See TAP application for more details)	1	* Safe Routes to school * Active transportation	10.00	3.38	98.63	1.78	4.68
\$ 444,444	5	S_CMAQ_6	Salt Lake	Salt Lake City	Salt Lake City Corporation	CMAQ	Salt Lake City Bike Share (GREENbike) Expansion	Salt Lake City	Salt Lake City	6	\$ 643,570	\$ 600,000	\$ 43,570	The project increases the concentration of bike share stations west of Interstate 15 and expands a robust bike share system that links commuters to regional transit and local destinations. GREENbike, the bike share agency serving Salt Lake City, reduces nearly 741,000 pounds of CO2 emissions into the airshed annually.	4	* Active transportation	10.00	1.70	49.68	0.37	2.12
6	6	S_CMAQ_1	Salt Lake	Herriman City	Herriman City	CMAQ	Porter Rockwell Park and Ride	Porter Rockwell Blvd	Rockwell Park Dr.	0.1	\$ 4,227,300	\$ 3,941,112	\$ 286,188	From the city's traffic and transportation standpoint, this project will help alleviate the continued growth and vehicular load on the Herriman City and surrounding roadway network. This will also serve to nominally reduce emissions equal to the anticipated participants of this improvements. The project is broken into two parts, the access road (60 ft ROW), and the parking lot (Park and Ride), which consists of approximately 60 parking spaces.	1	* Reduce congestion	20.00	23.48	821.92	1.12	1.94
7	7	S_CMAQ_10	Salt Lake	Salt Lake, West Valley, West Jordan, and Kearns	Utah Transit Authority	CMAQ	Westside Express	5600 W. Old Bingham Highway Station	Salt Lake Central Intermodal Hub	29	\$ 9,653,545	\$ 9,000,000	\$ 653,545	To assist with 3 years of operating costs which could all be programed now or divided between 3 cycles if needed. UTA has a good portion of the operating funds needed in it's 5-year operating budget. This will cover the remaining funds, which will help finalize long-term ongoing costs in UTA's regular operating budget.	2	* Expand transit options	3.00	294.88	#####	28.06	0.42

Projects Submitted for Consideration for the 2023-2028 Congestion Mitigation/ Air Quality (CMAQ) Program

Recommended Funding	ROW	Unique Proj ID	Recommended Funding Amount				Recommended Project Information						Other Project Benefits	Project Life	Reduced Daily VHT	Reduced Daily VMT	Reduced Daily Emissions (kg)	Benefit/Cost: (kg/\$1,000)			
			County	City	Agency	Project Type	Name of Project	From	To	Project Length	2028 Estimated Project Cost	Federal Funds Requested							Local Funds	Project Description -	Sponsor's Priority
8	8	S_CMAQ_9	Salt Lake	Salt Lake, West Valley, West Jordan, and Kearns	Utah Transit Authority	CMAQ	Westside Express	5600 W. Old Bingham Highway Station	Salt Lake Central Intermodal Hub	29	\$ 43,490,000	\$ 5,000,000	\$ 363,081	Provide a one-seat transit ride for residents along 5600 West to Salt Lake City International Airport, downtown Salt Lake City, and other regional job centers. Westside Express service will include queue-jumps, shoulder operation, and other tools to improve the travel time, reliability, and efficiency of the bus service.	1	* Expand transit options	20.00	107.23	5479.45	3.82	0.38
9	9	S_CMAQ_2	Salt Lake	Murray, West Valley, Taylorsville	Utah Transit Authority	CMAQ	Midvalley Connector - Bus Lanes	Murray, UT Murray Station	West Valley, UT Central Station	7	\$ 29,035,040	\$ 3,000,000	\$ 217,848	The Midvalley Connector is a bus rapid transit (BRT) route that will connect Murray Central Station, Salt Lake Community College's Redwood Road Campus, and West Valley Central Station. The 7-mile route will include 1.4 miles exclusive BRT lanes, an enhanced transit plaza at the SLCC Redwood Campus, and 15 new stations.	5	* Access to education	20.00	9.80	500.86	1.62	0.37
\$ 2,300,000	9	S_CMAQ_3	Salt Lake	Murray, West Valley, Taylorsville	Utah Transit Authority	CMAQ	Midvalley Connector - SLCC Hub	Redwood Road and Community Way	(SE Corner of SLCC Campus)	7	\$ 32,252,889	\$ 3,000,000	\$ 217,848	The Midvalley Connector is a BRT route that will connect Murray, Salt Lake Community College's Redwood Road Campus, and West Valley City. The project includes exclusive lanes, an enhanced transit plaza at SLCC, and 15 stations. A transit hub is needed to integrate the college with this BRT line and other local routes.	4	* Access to education * Improved transit operations all routes	20.00	9.80	500.86	1.62	0.37
12	11	S_CMAQ_4	Salt Lake	Placeholder City: Sandy/Cottonwood H.	Utah Transit Authority	CMAQ	UTA On Demand Expansion	Various cities	Various cities	25	\$ 6,466,144	\$ 6,030,000	\$ 507,750	This request is for three years of operating costs to implement an on demand solution in one location in the Salt Lake county area. UTA On Demand service could include microtransit, a Transportation Network Company (TNC) partnership (i.e. Lyft/Uber), or another alternative mode that meets customer needs.	6	* First/last mile transit access for low density areas	3.00	26.03	759.13	1.04	0.18
13	12	S_CMAQ_8	Salt Lake	Salt Lake City	Utah Transit Authority	CMAQ	Warm Springs Track Realignment	FrontRunner Sta 3465+00	FrontRunner Sta 3527+00	0.9	\$ 46,000,000	\$ 2,000,000	\$ 145,232	Relocation of existing double-track from the east side of UTA's Warm Springs maintenance facility to the west side. Improves operating speed from 30mph to 60mph or greater by straightening track curves. Increases yard storage capacity for fleet expansion and future conversion to more efficient rail vehicles.	3	* Improved transit reliability	20.00	5.35	244.18	0.79	0.12
Recommended Funding Total			\$ 6,327,377				Available Funding	\$ 6,194,435	Requested Federal Funding	\$ 41,788,623				Total Project Estimated Cost	\$ 183,457,938						

Projects Submitted for Consideration for the 2024 Transportation Alternative Program (TAP)

Cells Highlighted in this Color pertain to Studies/ Planning Type Projects										Cells Highlighted in this Color pertain to Safe Routes to School Type Projects										Cells Highlighted in this Color pertain to Capital Improvement/ Construction Type Projects																																	
Recommended Funding		Recommended Project Information										Recommended Project Information										Recommended Project Information																															
Row	Unique Proj ID	Region	County	City	Agency	Project Name	From Street	To Street	Project Improvement	Project Objective	Length	Description	Tot Cost	Fed Fund	Sponsor's Priority	Regional Priority	Fills Gap	Access within 1/2 mile	Wasatch Choices	Add Safety	Sponsors Match	Innovative	Com Support	Diverse Users	Cost Per User	Cost per Mile	Capital Score	Regional Goals	Financial Feasibility	Safety/ Connections	Com w/ Public	Plan Guide	Sponsors Match	Plan Total Score	Prox to Schools	Fills Gap	Provides Access Other than School	Number of Bike or Walk	Increase of Student Use	Provide Add Safety	Spon Match	Deg of Safe Need	Deg of Safe Due to Speed	Walk/ Bike Promo	Cost Per User	Cost per Mile	Safe Routes to School Total Score	Project Score					
6	O_TAP_9	1	Davis	South Weber	South Weber City Corporation	Weber River Parkway Trailhead Connection Phase 5	End of phase 3	End of phase 4	Capital Improvement	On-road or Off-road Trail Facilities	1.193	The project will improve the surface and alignment of the trail for a more safe path.	\$ 814,400	\$ 642,728	5	10	10	6	5	10	5	0	2	5	8	2	63																							63			
7	O_TAP_2	1	Davis	Bountiful	Bountiful City	Bountiful Boulevard Bicycle Lane Striping	Sunset Way	1300 East	Capital Improvement	On-road or Off-road Trail Facilities	4.7	The primary benefit of this project is for safer utilization of the roadway by bicycles, with less potential for conflict. With the increased use of bicycle transportation, there is a need to have bicycle lanes along Bountiful Boulevard.	\$ 33,000	\$ 29,367	1	5	10	8	5	8	3	0	3	5	10	5	62																									62	
8	O_TAP_10	1	Weber	Plain City	Plain City Corporation	1500 North Sidewalk Project	4825 West	4920 West	Safe Routes to School	Safe Route To School	0.18	Construction of approximately 890 lineal feet of concrete sidewalk along an existing paved road.	\$ 128,500	\$ 102,800	2																																		57				
9	O_TAP_3	1	Davis	Centerville	Centerville City	1250 West - Parrish Ln to 1275 North Multi-Use Trail	Parrish Lane (SR105)	1275 North	Capital Improvement	On-road or Off-road Trail Facilities	0.8	This trail is needed to complete the connection from the recently constructed pedestrian bridge over I-15 and walkway along Parrish Lane with the walkway over the Legacy Bridge and over to the Legacy Trail system. The timing for this project is very good and there is much synergy at this time for this project as a development is planned for the NW corner of 1250 West and Parrish Lane. The developer will be required to construct the multi-use trail along his frontage on 1250 West in the next year or two. This project will complete the City's trail system through their business / commercial area.	\$ 956,500	\$ 891,745	2	5	5	14	5	8	1	0	2	3	6	1	50																										50
10	O_TAP_1	1	Box Elder	Unincorporated Box Elder County	Utah Transit Authority	UIC Multi-Use Trail Design	8700 South (Box Elder County)	Willard City Boundary	Project Design \ Plan \ Study	Conversion of Abandoned Railroad Corridors	2.75	The Utah Idaho Central (UIC) Railroad corridor is an abandoned right of way which runs adjacent to Union Pacific's main line for about 2.75 miles (north of the Box Elder County line). UTA purchased of this portion of the UIC from UDOT. The RTP includes a trail on the UIC. Requested funding would support design.	\$ 200,000	\$ 186,460	4														15	0	12	0	10	3	40																40		
\$ 1,490,853		Recommended Federal Funding					Available Funding					\$ 1,500,000					Amount Requested					\$ 3,116,734					Total Project Estimated Cost					\$ 4,015,100																					

Projects Submitted for Consideration for the 2024 Transportation Alternative Program (TAP)

Cells Highlighted in this Color pertain to Studies/ Planning Type Projects										Cells Highlighted in this Color pertain to Safe Routes to School Type Projects										Cells Highlighted in this Color pertain to Capital Improvement/ Construction Type Projects																																			
Recommended Funding		Recommended Funding Amount								Recommended Project Information																																													
Row	Unique Proj ID	Region	County	City	Agency	Project Name	From Street	To Street	Project Improvement	Project Objective	Length	Description	Tot Cost	Fed Fund	Sponsor's Priority	Regional Priority	Fills Gap	Access within 1/2 mile	Wasatch Choices	Add Safety	Sponsors Match	Innovative	Com Support	Diverse Users	Cost Per User	Cost per Mile	Capital Score	Regional Goals	Financial Feasibility	Safety/ Connections	Com w/ Public	Plan Guide	Sponsors Match	Plan Total Score	Prox to Schools	Fills Gap	Provides Access Other than School	Number of Bike or Walk	Increase of Student Use	Provide Add Safety	Spon Match	Deg of Safe Need	Deg of Safe Due to Speed	Walk/ Bike Promo	Cost Per User	Cost per Mile	Safe Routes to School Total Score	Project Score							
Salt Lake \ West Valley Urbanized Area																																																							
\$ 1,000,000		1	S_TAP_16	2	Salt Lake	Salt Lake City	Utah Department of Transportation	SR-71; 2100 S to 1300 S Shared Use Path	2100 South	1300 South	Capital Improvement	On-road or Off-road Trail Facilities	1	This project will provide a shared use path between Parley's trail (approximately 2000 South) to Liberty Park along 700 East.	\$ 2,985,500	\$ 1,000,000	1	10	10	15	5	10	15	5	4	5	8	2	89																					89					
\$ 300,000		2	S_TAP_14	2	Salt Lake	West Valley City	West Valley City	Cross Towne Trail	2700 West	Bangerter Highway	Capital Improvement	On-road or Off-road Trail Facilities	1.25	This project closes a gap on the Cross Towne Trail between 2700 West and Bangerter Highway. Improvements will include addition of sidewalk where none exists, addition of a parallel bike lane in Parkway Blvd, requiring some roadway widening.	\$ 1,784,200	\$ 300,000	3	10	10	8	5	10	15	0	1	5	10	4	78																								78		
\$ 300,000		3	S_TAP_15	2	Salt Lake	White City Township	Salt Lake County	Onyx Lane Safe Sidewalk	Garnet Dr	Poppy Ln	Safe Routes to School	Safe Route To School	0.16	Construct curb, gutter and sidewalk on the North side of Onyx Lane from approximately Garnet Dr to Poppy Ln. This stretch of sidewalk will improve safety of students walking to and from school at Edgemont Elementary and the future Glacier Hills School as well as citizens in the area walking to Big Bear Park and the Sandy Canal Trail.	\$ 404,700	\$ 377,302	1																																		77				
\$ 300,000		4	S_TAP_8	2	Salt Lake	Salt Lake City	Salt Lake City Transportation Division	Foothill Drive Ped/Bike Safety Improvements Design	1300 East	Parley's Interchange	Project Design\ Plan \ Study	Infrastructure-related Projects	4.1	Foothill Drive (SR 186), a high-speed, high-volume state highway, edges the University of Utah/Research Park, Foothill Village Shopping Center, regional trails, and residential neighborhoods. This project will complete 40% design and cost estimates to improve pedestrian and bike crossings across Foothill Drive. This will include multiple, likely grade-separated, ped/bike crossings as well as enhancements to other at-grade crossings that already exist.	\$ 584,000	\$ 544,463	1																																			69			
\$ 155,694		5	S_TAP_12	2	Salt Lake	West Jordan	City of West Jordan	Utah Lake Distribution Canal Trail Southern Segment	JVTOD near Trax station	Near McKaylee Circle Culesac	Capital Improvement	On-road or Off-road Trail Facilities	1.2	This segment of trail connects the trax station in the Jordan Valley Transit Oriented District (JVTOD) with the Jordan Valley Medical Center (hospital), a community college, a high school, various residential communities, and recreational facilities.	\$ 167,000	\$ 155,694	6	5	10	15	5	8	1	0	0	5	10	4	63																							63			
		6	S_TAP_4	2	Salt Lake	Magna	Salt Lake County Parks and Recreation	Utah & Salt Lake Canal Trail Phase 5	3500 South	8000 West	Capital Improvement	On-road or Off-road Trail Facilities	1.25	Design & construct a 10-foot side asphalt paved ped/bicycle path within the Utah & Salt Lake Canal corridor right-of-way. Phase 5 is from 3500 S to 8000 W which will connect the trail up to 4130 W. This trail is on the WFRC 2019-2050 RTP as a Shared Use Path, Project ID A-S-35 and on the SL County Parks & Rec Master Plan.	\$ 1,436,100	\$ 1,338,876	4	15	10	12	0	8	1	0	4	5	6	1	62																										62

Projects Submitted for Consideration for the 2024 Transportation Alternative Program (TAP)

Cells Highlighted in this Color pertain to Studies/ Planning Type Projects												Cells Highlighted in this Color pertain to Safe Routes to School Type Projects											Cells Highlighted in this Color pertain to Capital Improvement/ Construction Type Projects																														
Recommended Funding	Row	\$ ###	Recommended Funding Amount							Recommended Project Information													Project Score																														
	Unique Proj ID	Region	County	City	Agency	Project Name	From Street	To Street	Project Improvement	Project Objective	Length	Description	Tot Cost	Fed Fund	Sponsor's Priority	Regional Priority	Fills Gap	Access within 1/2 mile	Wasatch Choices	Add Safety	Sponsors Match	Innovative	Com Support	Diverse Users	Cost Per User	Cost per Mile	Capital Score	Regional Goals	Financial Feasibility	Safety/ Connections	Com w/ Public	Plan Guide	Sponsors Match	Plan Total Score	Prox to Schools	Fills Gap	Provides Access Other than School	Number of Bike or Walk	Increase of Student Use	Provide Add Safety	Spon Match	Deg of Safe Need	Deg of Safe Due to Speed	Walk/ Bike Promo	Cost Per User	Cost per Mile	Safe Routes to School Total Score	Project Score					
\$ 3,766,996	13	S_TAP_5	2	Salt Lake	Millcreek	Millcreek	S Birch Dr: Upland Dr to 3900 S	Upland Dr	3900 S	Capital Improvement	Other TAP Project	0.16	S Birch Dr. is heavily trafficked residential street providing access from various high priority facilities to 3900 S which is the main North-South arterial from the east to west side of the Salt Lake Valley in. This project will create a safer environment for all users with the construction of curb and gutter, sidewalk, and ADA ramps.	\$ 602,600	\$ 502,600	1	10	5	8	5	2	3	0	3	5	8	1	50																									50
\$ 600,000	14	S_TAP_6	2	Salt Lake	Murray	Murray City	I-15 and 4800 South Bike Lanes	Galleria Drive	325 West	Capital Improvement	Infrastructure-related Projects	0.1	This project will widen 4800 South under the I-15 overpass to accommodate bike lanes. Murray striped 4800 South to a 3-11' lane configuration with 5' shoulders/bike lanes. Under I-15 the road is too narrow, only permitting the 3-11' lanes.	\$ 880,100	\$ 630,100	2	10	5	8	5	2	5	0	0	3	10	1	49																									49
	15	S_TAP_10	2	Salt Lake	Taylorsville	Taylorsville City	6020 S Safe Route to School	1611 West 6020 South	0	Safe Routes to School	Safe Route To School	0.05	Extend a pedestrian sidewalk to connect two dead end streets. This will allow the school bus to load and unload students from the subdivision rather than from Redwood Road.	\$ 32,178	\$ 30,000	0																					3	5	1	0	0	6	1	5	0	0	5	2	28	28			
\$ 300,000	16	S_TAP_2	2	Salt Lake	Draper	Utah Transit Authority	First Mile/Last Mile Active Transportation Study/Design Point of the Mountain Transit	Draper Frontrunner Station	Highline Commercial Special District	Project Design\ Plan \ Study	Bike/ Ped - Plan/ Study	5.3	Planning study to identify and evaluate the best locations and alignments for pedestrian and bicycle trails (first-mile last-mile connections to transit) in the Point of the Mountain area in southern Salt Lake County. The study will determine the most viable active transportation connectivity for the Point of the Mountain region.	\$ 500,000	\$ 466,150	7													10	0	0	0	10	1	21														21				
				Recommended Federal Funding				Available Funding		\$ 3,800,000			Amount Requested	\$ 7,659,154																																							

Request to Change Proposed Project Capital funding to Operations funding

Sponsor	Funding Source	Project Information		Funding Amount Recommended	Minimum Local Match	Current Estimated Total Project Cost
		Location/ Limits	Concept/ Type of Improvements			
Salt Lake \ West Valley Urbanized Area						
Utah Transit Authority	STP	Midvalley Connector; Murray Station to West Valley Central Station - Bus Lanes	The 7-mile route will include 1.4 miles exclusive BRT lanes (New Construction).	\$ 2,215,816	\$ 160,904	\$ 29,035,040
Utah Transit Authority	CMAQ	Midvalley Connector - SLCC Hub	Construct a transit hub to integrate the college with this BRT line and other local routes.	\$ 2,300,000	\$ 167,017	\$ 32,252,889

UTA is requesting that the following recommended project be programmed for operations funding rather than capital funding which would strengthen their application to the Federal Transit Administration (FTA) for Small Starts funding. If these funds were programmed for operations it would enable UTA to use other funds to offset the fares for three years when the service is activated. History has shown that free fares enable potential users to experiment with the system and explore commuting alternatives that ultimately increases long term ridership. In the near future, this increases ridership projections, making the project score better in the Small Starts ranking process which could be the difference between a ranking that would result in Small Starts funding being provided, and a lower ranking where the FTA funds could not be recommended. WFRC program funds were recommended for the overall project implementation and without the Small Starts funding, the project would likely be postponed or eliminated.

DATE: May 20, 2022
AGENDA ITEM: 5a
SUBJECT: Wasatch Choice and the 2023-2050 Regional Transportation Plan (RTP) Update
PREPARED BY: Jory Johner, Long Range Planning Manager

At the May 26th Council meeting, WFRC staff will provide an update on development of the Regional Transportation Plan (RTP) — the transportation element of the [Wasatch Choice Vision](#).

In this update we provide an overview of the forecasts that are made in the RTP that help approximate the future. The RTP forecasts such things as:

- 1) Where homes and jobs are anticipated to be located
- 2) Where and how local transportation trips will occur
- 3) The impacts of that transportation behavior, e.g., traffic congestion and air quality
- 4) Anticipated transportation revenue
- 5) Anticipated expense related to transportation construction

These forecasts have a significant impact on the RTP. They affect which transportation projects are planned and within which phase they are prioritized, among other things.

BACKGROUND:

The [Wasatch Choice Vision](#) is our shared framework to prepare our communities and Region to address the challenges of growth, prepare for uncertainties of the future, and preserve and enhance quality of life for generations to come. Through the Wasatch Choice Vision, WFRC coordinates regional transportation planning with local land use and economic development efforts. The regional transportation element of the Wasatch Choice Vision is the officially adopted RTP. The RTP is adopted every four years – the next RTP will be adopted in May 2023 and will address transportation needs through the year 2050.

CONTACT PERSON:

Jory Johner, 801-363-4250 ext. 1110, jjohner@wfr.org

DATE: May 20, 2022
AGENDA ITEM: 5b
SUBJECT: Station Area Planning (per HB462) and WFRC's role
PREPARED BY: Megan Townsend, Community and Economic Development Director

The purpose of this memo is to review and establish WFRC's role and activities in implementation of [HB462](#) (Housing Affordability Amendments). This memo outlines:

1. Certification. The proposed process for WFRC's certification of local Station Area Plans as required by HB462.
2. Technical Assistance. The approach to administering technical assistance utilizing GOEO funds authorized by the legislation.

Included with this memo is a draft policy for consideration by the WFRC Council. At the RGC meeting on May 19th, RGC passed a motion to "recommend that the Wasatch Front Regional Council adopt the Station Area Plan Certification Policy as presented."

BACKGROUND:

Utah faces significant challenges from being the fastest-growing state in the nation, most notably in housing availability and affordability. During the 2022 legislative session, there was discussion about mandating specific densities in our local communities. However, WFRC was involved in dialogue with legislators, state, regional, and local partners including ULCT, UTA, private sector developers, and others to develop an alternative approach that valued local land use authority and expertise and incorporates the principles of our shared Wasatch Choice Vision. That approach was embodied in HB462, which recognizes that the areas around high-capacity transit stations are well-suited to help accommodate Utah's growth. HB462 requires the cities to develop station areas plans around those stations – but does not dictate particular development approaches; rather, it acknowledges and respects local context and decision making, while advancing shared state and local objectives.

The metropolitan planning organizations (MPOs) – WFRC and MAG – are given two primary responsibilities by HB462: to provide technical assistance to the cities in developing their SAPs, and to certify that the SAPs satisfy the statutory requirements. Now, we must work as a Council to assist the local governments to plan for their futures, and maximize the investment that has been made in our robust transit system in the way we review, certify, and support the creation of station area plans.

HB462 SAP Requirements Overview

If a city has a fixed-guideway public transit station (rail or brt), it is required to develop a Station Area Plan (SAP) for that station and update its general plan and zoning to implement the Station Area Plan. Cities with "fixed guideway public transit" are required to plan ½ mile radius around a rail (FrontRunner, Trax, Streetcar) station, and ¼ mile radius around a bus rapid transit (which uses a separate right-of-way) station, and adopt any appropriate land use regulations to implement the station area plan.

Station Area Plans are intended to promote four key shared objectives, which are spelled out in HB462, and which reflect the key strategies of the Wasatch Choice Vision:

1. Increasing the availability and affordability of housing, including moderate income housing.
2. Promoting sustainable environmental conditions.
3. Enhancing access to opportunities.
4. Increasing transportation choices and connections.

Station Area Plans must include five key elements:

1. Station Area Vision. The Vision must be consistent with the Station Area Objectives.
2. Station Area Map. The map depicts the areas within the municipality and station area subject to the plan, and where actions are needed to implement the plan (i.e., the actual implementation plan may be for selected portions of the area, and vision and plan can be greater than ½ or ¼ mile radius).
3. 5-Year Implementation Plan. The implementation plan identifies and describes actions over the next five years the city intends to take, and action needed by others, needed to implement the station area plan.
4. Explanation of how the four objectives are met. The statute specifies several possible measures through which to satisfy each objective. (see above)
5. Public Involvement and Stakeholder Engagement (MPOs, UTA, Public, Businesses, etc.)

The requirement to develop a SAP is incorporated into the Moderate Income Housing Plan review architecture, but they are reviewed and certified by the relevant Metropolitan Planning Organization (MPO), not by the state (DWS).

Station Area Plan Certification Proposed Process

HB462 gives metropolitan planning organizations (WFRC and MAG) the responsibility to review and – if statutory requirements are met – certify Station Area Plans (SAP) developed by cities in our region. The certification requirement was given to the MPOs for several reasons:

- The MPOs are bodies made up principally of local governments, thereby enabling a peer-review of SAPs.
- MPOs have subject-matter expertise and background in transportation and land use planning, including in assisting communities to develop local area and station area plans.

For WFRC, the RGC is principally responsible for development of our region’s long-range transportation and land use plan, the Wasatch Choice Vision. RGC has also overseen the creation and administration of our Transportation and Land Use Connection Program (TLC), which provides assistance for local area planning. RGC can serve the related function of reviewing SAPs submitted for certification, and making a recommendation for action to the full WFRC Council.

Proposed steps in WFRC certification of station area plans:

1. Municipalities submit to WFRC through an online portal the following:
 - a. adopted station area plans,
 - b. adopted resolutions demonstrating that fulfilling some or all of the SAP objectives or required components are impracticable, and/or
 - c. adopted resolutions demonstrating that the municipality has already satisfied the SAP requirements in whole or in part based on prior actions.Communities will be asked to submit Station Area Plans (and related materials) not less than 15 business days prior to the next RGC meeting, allowing WFRC staff time to review and make a recommendation.
2. WFRC staff, in consultation with UTA per HB462, will review SAPs to assess their satisfaction of the requirements of the statute. A review checklist or template will be provided in advance to communities to ensure transparency and clarity in the review expectations.

3. Staff will make either a positive or negative recommendation to RGC; at each meeting, staff will present the list of submitted SAPs, and note the staff recommendation for certification or not (and the reasons why).
 - a. Staff will notify the municipality of this recommendation in advance of the meeting.
 - b. Before bringing a negative recommendation, i.e., that the SAP does not satisfy the statutory conditions and therefore should not be certified, to RGC, the local government will be given the opportunity to revise and resubmit their SAP, or pull their SAP from consideration. WFRC staff will continue to work with local governments to attempt to rectify any shortcomings relative to statutory requirements. If the local government disagrees with the WFRC staff recommendation, they may still opt to have the SAP reviewed by RGC for a certification decision.
 - c. All communities being considered for certification will be given the opportunity to present additional information to RGC about their SAP.
4. RGC will make a recommendation to Council as to which SAPs to certify. RGC's recommendation may vary from WFRC staff recommendations.
5. Following the receipt of a positive recommendation from RGC, the WFRC Council will vote to certify those plans which they deem have met the statutory requirements.
6. WFRC will provide Certificates of Compliance to the submitting municipality for all stations which are certified by a WFRC Council vote.

This proposed process allows for (1) assistance to be provided by WFRC to submitting municipalities as they are developing their SAPs, (2) an objective and professional review of SAPs by WFRC staff, in consultation with UTA, for statutory compliance, and (3) a peer review through RGC, where RGC has the authority to deviate from the WFRC staff recommendation.

Nature and Level of Certification Review by WFRC

WFRC wants local communities to be successful, and as such intends to provide technical assistance to communities as they develop their SAPs, and to have dialogue with cities as they are in the process of developing their SAPs. It is WFRC's desire to certify all SAPs that are submitted.

In reviewing and certifying SAPs, they should be held to the standard of the legislation to ensure that the legislation has a positive impact as was intended, and to demonstrate the effectiveness of the cities and MPOs in fulfilling this role. Housing affordability planning, zoning and construction are being closely scrutinized. If stakeholders act in good faith, including the cities and WFRC, we will have a better likelihood of maintaining a system in which communities are given wide latitude in how they advance affordability objectives.

There will be circumstances in which the SAP materials as submitted do not lead to a clear determination of whether the statutory conditions are met, or that some discretion is involved in making such a determination. In such a case, WFRC will seek to balance:

- deference for local knowledge, preferences, and determinations, with
- achieving progress regionally on advancing the goals articulated in the statute (increasing the availability and affordability of housing, enhancing access to opportunities, increasing transportation choices and connections, and promoting sustainable environmental conditions).

During the RGC meeting on May 19th, 2022, the committee will discuss the level of review WFRC will perform – by staff, RGC, and Council. The different levels of review could be:

- A. *Perfunctory review.* WFRC will largely defer to the submitting municipalities' decisions and use a low level of scrutiny to determine whether the statutory requirements have been met. Small steps within the broad objectives will satisfy the requirements, as long as the city asserts that the requirements have been satisfied. The WFRC review and evaluation would be easy for submitting municipalities to satisfy in their overall fulfillment of HB462.
- B. *Reasonableness review.* WFRC will consider the submitting municipalities' decisions through a lense of reasonableness. WFRC staff would utilize professional judgment, and RGC would consider that professional review and the reasonableness of the municipality's determination that they have fulfilled the objectives and requirements for SAPs. WFRC would not dictate *how* a city satisfies the SAP requirements, but would assess whether the city had reasonably satisfied those requirements.
- C. *Strict scrutiny.* WFRC will review with strict scrutiny, determining whether the city's plan meets the objectives to the fullest extent. WFRC would ensure that the impact of station area plans is maximized, and would look closely to see whether each submitting municipality had considered and utilized the full range of possibilities at each station.

The draft Station Area Plan Certification Policy that accompanies this memo is prepared utilizing the reasonableness level of review. The Regional Growth Committee discussed these levels of review and recommended utilization of the “reasonableness standard.”

Station Area Planning Technical Assistance Proposed Approach

HB462 allows for an applicable metropolitan planning organization (MPO) or municipality to apply for funding from the Governor's Office of Economic Opportunity (GOEO) Industrial Assistance Account for activities in connection with planning for housing, transportation, and growth, in order to provide technical assistance for station area planning. GOEO has indicated an intention to provide approximately \$5 million total for this purpose. This funding will be administered between the WFRC and the Mountainland Association of Governments areas in partnership with UTA and GOEO over two years. The goal of SAPs and therefore relevant technical assistance are outlined in statute. These statutory goals were intentionally designed to be consistent with our Wasatch Choice Vision goals.

The direction and funding for WFRC to provide technical assistance to communities in developing their SAPs is largely based on the successful model of our Transportation and Land Use Connection Program (TLC). For the TLC program, RGC adopted program goals that align with the Wasatch Choice Vision. Applications to TLC are reviewed according to criteria that reflect the program goals, along with TLC partners UDOT, UTA, and Salt Lake County. Awards are made in March and presented first to RGC. Projects receive assistance in the form of consultant time, or staff assistance from WFRC or UTA. WFRC holds the contracts with consultants, alleviating the administrative burden on communities. Consultants are selected from the WFRC Planning Consultant Pool for streamlined procurement. Participating in the scoping and management of the projects allows WFRC staff to ensure the scope of the efforts reflect the application and awards that were made, and to help guide the project to a successful result through engagement of all of the appropriate stakeholders.

Technical assistance for SAPs will be provided in a similar manner to TLC. The key difference will be that awards will be made more frequently (1-2 month application cycles or rolling awards depending on demand) and reviewed quickly, according to objective, statutorily based criteria, in consultation with partners at MAG, UTA, and GOEO. Eligibility will include any effort that furthers a city's ability to comply with the SAP provisions of HB462, and furthers the implementation of transit oriented development in station areas. WFRC staff will report to RGC regularly in regards to the awards made and the progress of the projects.

RECOMMENDATION:

Suggested Motion Language:

"I move that WFRC adopt the Station Area Plan Certification Policy"

EXHIBIT:

WFRC Station Area Plan Certification Policy

CONTACT PERSON:

Megan Townsend, WFRC Community and Economic Development Director, 801-404-8925,
mtownsend@wfrfc.org

WASATCH FRONT REGIONAL COUNCIL
Station Area Plan Certification Policy
DRAFT 5/13/2022

The provisions of [HB462](#) require the Wasatch Front Regional Council (WFRC) to review and certify, if appropriate, Station Area Plans (SAP) prepared by cities within the WFRC area. HB462 specifies that the applicable metropolitan planning organization, in consultation with the applicable public transit district, shall review the documentation submitted by cities to WFRC for certification under the provisions of the statute to determine the municipality's compliance with the statutory requirements; and provide written certification to the municipality if the applicable metropolitan planning organization determines that the municipality has satisfied the requirement(s) for Station Area Plans.

This policy is intended to guide and govern the WFRC process for review and certification of Station Area Plans.

Certification Process

1. Cities submit station area plans to WFRC. Station area plans must include five key elements, pursuant to HB462 and summarized here: 1) Station Area Vision; 2) Station Area Map; 3) Implementation Plan describing actions needed over the next five years; 4) a statement of how the Station Area Plan promotes the plan objectives; and 5) involvement of key stakeholders.
2. Cities may submit adopted resolutions demonstrating that fulfilling some or all of the SAP objectives or required components are impracticable, and/or adopted resolutions demonstrating that the city has already satisfied the SAP requirements in whole or in part based on prior actions.
3. Pursuant to HB462, Station Area Planning boundaries may cross municipal boundaries. Two or more municipalities with jurisdiction over a station area may coordinate to develop a shared station area plan for the entire station area that crosses municipal boundaries. Multiple stations may be included in one SAP. A local government(s) may submit for multiple stations at once provided the stations are within close proximity of one another. Station Area Planning boundaries may overlap.
4. WFRC staff reviews the SAP according to the statutory requirements. WFRC staff develops a recommendation to the Regional Growth Committee (RGC) as to whether each SAP has met the requirements for certification.
5. Prior to consideration by RGC, WFRC will notify the community of this recommendation. If the recommendation is that the SAP does not meet the requirements for certification, the community will be given the opportunity prior to the meeting to revise and resubmit the SAP, or request that their SAP not be considered by RGC, or allow the SAP to proceed to review by RGC.
6. At the RGC meeting, the SAP will be considered and a vote will be taken as to whether the SAP satisfies the requirements for certification. The submitting municipality will be given the opportunity to offer additional information regarding the SAP to RGC.
7. Following the receipt of a recommendation for certification from RGC, the WFRC Council will vote to certify those SAPs which they determine have met the statutory requirements. Only SAPs that have received a recommendation for certification from RGC will be considered by the Council.
8. A Certificate of Compliance will be provided to the applicable city for each station that WFRC certifies.

Standard of Review in Certification of Station Area Plans

The review of SAPs shall determine if the statutory requirements for certification have been met. To the extent that such a determination is not clear, or if there is discretion involved in making such determination, WFRC will seek to balance:

- deference for local knowledge, preferences, and determinations, with
- achieving progress regionally on advancing the goals articulated in the statute (increasing the availability and affordability of housing, enhancing access to opportunities, increasing transportation choices and connections, and promoting sustainable environmental conditions).

In evaluating a municipality's demonstration of fulfilling the SAP objectives and requirements WFRC shall consider the reasonableness of the demonstration.

Certification Timeline

Local governments must submit SAPs no less than 15 business days prior to the next RGC meeting in order to be considered for certification at that meeting. RGC will consider all SAPs submitted prior to this deadline at each of their meetings unless the community withdraws a SAP proposal.

DATE: May 12, 2022
AGENDA ITEM: 6a
SUBJECT: **ACTION:** Approve FY23 WFRC Goals, Budget, and Unified Planning Work Program (UPWP)
PREPARED BY: Wayne Bennion, Short Range Programing Director; Ned Hacker, Operations Director; Marian Florence, Chief Financial Officer

BACKGROUND:

Wasatch Front Regional Council (WFRC) staff and Budget Committee identified proposed agency goals and prepared a draft budget and Unified Planning Work Program (UPWP) that outline the objectives and activities that WFRC plans to undertake in fiscal year 2023. The WFRC Budget Committee reviewed the suggested goals, draft budget and UPWP on March 17, 2022 and the Regional Council reviewed these three items at its meeting on March 24, 2022. The Regional Council then made these available for review by the public and by the County Councils of Governments (COGs).

WFRC staff and Budget Committee have updated the March draft of the FY23 budget to reflect comments received, updated projections for Federal, State, and Local revenues, final numbers for the Transportation and Land Use Connection Program (TLC), and the addition of funds to reflect HB462 and WFRC's anticipated involvement in developing the required Station Area Plans.

Below is a description and list of the goals, a summary of the UPWP, and discussion about key aspects of the budget for Council approval.

WFRC Goals

Each year WFRC adopts a high-level set of goals and priorities to help shape its activities for the next year. These goals are developed through review of the WFRC's adopted Mission & Roles, reflection on the agency activities and accomplishments for the previous year, and a collaborative and full discussion among the WFRC staff, in consultation with the WFRC Council leadership. The goals are not meant to be a comprehensive list of all of WFRC's activities, but rather to articulate priority activities for the agency in FY23. The WFRC Unified Planning Work Program (UPWP) comprehensively lists all of WFRC's activities. These goals are for WFRC as an organization; they are not intended to be goals for the condition of the region. The [Wasatch Choice Regional Vision](#) goals, as adopted by the Council, serve that purpose.

The proposed WFRC FY23 goals are as follows:

1. Collaboratively advance the Wasatch Choice Regional Vision as a framework for integrating transportation, land use, and economic development, to best address growth-related opportunities and challenges
2. Effectively administer ongoing plans and programs
3. Provide subject-matter expertise to federal, state, and local officials and policymakers
4. Strive for organizational excellence

Not surprisingly, the FY23 goals are similar to the FY22 goals. This reflects the continuity in our organizational mission and roles, and the fact that most of our activities are ongoing and span

multiple years. The proposed goals, with more detailed descriptions, are included as an exhibit to this memo.

Unified Planning Work Program

The UPWP outlines the work tasks that WFRC will pursue during FY23 in collaboration with cities, counties, UDOT, UTA, and other partners. Among the primary tasks are assisting local communities with growth, transportation, and planning issues; completing development of the 2023-2050 Regional Transportation Plan, Utah's Unified Transportation Plan, and Wasatch Choice Regional Vision; continuing efforts to update and implement the Transportation Improvement Program; assisting in the development of air quality plans; continuing to utilize and enhance analytical capabilities; and engaging with the public and local, state, and federal officials.

Budget Overview

Expenditures:

The budget for FY23 shows an increase of 39% over estimated FY22 expenditures, and an increase of 3.6% over the FY22 budget. Several categories of expenditures from FY22 were less than anticipated due to the COVID-19 pandemic. Expenses such as travel and training were delayed in the first six months of the fiscal year, and then travel returned closer to historic norms in the second half of the fiscal year. The FY23 budget also includes expenses for the Household Travel Survey and the Transportation and Land Use Connection (TLC) Program that were budgeted in FY22 but were delayed due to the pandemic or were initiated in FY22 but are anticipated to carry into FY23 as multi-year efforts. Since March, the FY23 budget has been revised to reflect updated Federal and State revenues, TLC awards and, most significantly, the inclusion of new state funds to assist with Station Area Plans in our region.

The FY23 budget generally assumes that expenditures will return to a pre-pandemic norm. The budget functions as a legal limit on expenditures, and of course we do not have to spend everything that is budgeted; in fact, we routinely come in under budget. As we move towards and into FY23, we will continue to assess the economy and market and have the ability to make budget adjustments as may be warranted.

Personnel

The major expenditure in the budget is for staff salary and benefits. The budget includes funding to maintain the current full-time staff of 30, and the addition of the two new Community and Economic Development (CED) planners. One of these positions is funded through a new ongoing appropriation from the state. The other is primarily funded through the Transportation and Land Use Connection (TLC) Program, and utilizes increased federal funding from the recently adopted multi-year Infrastructure Investment and Jobs Act (IIJA). Both of these new positions will allow WFRC to provide further technical planning assistance to our communities as Utah continues to confront the challenges associated with rapid growth.

Consistent with past practice, the budget also includes an overall personnel line-item increase that functions as a cap for salary adjustments such as COLA and merit increases and employee benefit cost adjustments, including group health insurance. WFRC annually surveys peer organizations to remain consistent with cities, counties and the State of Utah with regards to COLA and merit increases. The Budget Committee approved an overall increase in the

personnel line item of 12% for several reasons: (1) significant inflationary pressures putting pressure on wages, (2) a highly competitive and tight labor market, also putting pressure on wages, (3) the ongoing compensation and market analysis which was initiated prior to the current labor market conditions (see below), and (4) increased federal funding to WFRC. This increase in the general salaries/employee benefits line will support WFRC in its efforts to treat its employees fairly and remain competitive in the market, and there are funds available to make these targeted adjustments.

WFRC has recently concluded an assessment of its compensation and performance evaluation practices and its placement within the relevant market. The objective of this assessment was tied to WFRC's goal 4, to "strive for organizational excellence" which starts with recruiting and retaining an excellent staff. The study included a comprehensive review and update of WFRC's job descriptions, a 'worth of work' survey of our staff, and a job valuation analysis. A wide-ranging salary survey was completed with input from numerous comparable organizations of similar size from across the country, local cities and counties within our region, and other agencies and organizations with comparable jobs.

The results of the survey indicated that (i) the majority of the staff's current pay falls within the surveyed market minimum and maximum salary ranges, (ii) WFRC salaries are generally around the industry midpoint, (iii) there are several outliers that are notably below the midpoint salary or below the minimum, and (iv) WFRC's benefits are highly competitive. WFRC will update salary ranges for FY23 using this data, within the budget set by the Council.

Part of the increase in the personnel line item will address the results of the compensation analysis in FY23, providing flexibility to make targeted market-based adjustments as the assessment is completed. This increase is funded through additional federal funding provided to WFRC through the recently adopted multi-year Infrastructure Investment and Jobs Act (IIJA).

Contractual

Consultant contracts represent the other major expenditure in the FY23 budget. The footnotes to the budget provide details of anticipated consulting contracts. The following are descriptions of three significant areas of consultant expense:

- Normally, the largest element of contractual expenditures (approximately \$1.7M in FY23) is for planning and technical assistance on Transportation and Land Use Connection (TLC) Program projects funded with WFRC's federal STP funds and contributions from UDOT, UTA, and Salt Lake County, as well as local matching funds. Some of the current TLC projects will not be completed before the end of FY22 and will be carried forward to FY23, with a budget amendment to be made in October 2022 when final accounting for FY22 is completed, reflecting the multi-year nature of the program. Much of the variation in the contractual line item reflects those TLC program consultant expenses, which are fully budgeted in one year and then often roll into the next, as well as the growth in the program. The expansion of TLC over time was planned, budgeted, and paid for with specific new funding.
- Another large item (approx. \$1.7M in FY23) is the Household Travel Survey, a significant data collection effort that is conducted roughly every ten years and is managed by WFRC and jointly funded by WFRC and its transportation agency partners. The WFRC costs of the travel survey will be covered through federal Surface Transportation Program (STP) funding. The Household Travel Survey was anticipated to start in FY22, but was largely deferred to FY23 given the disruptive effects of the pandemic on travel.

- In FY23, the largest consultant expenditure item – \$2.5M – is anticipated state funding and WFRC expenditures to assist communities to develop Station Area Plans (SAP), consistent with [HB462](#), Housing Affordability Amendments, which was passed in the 2022 General Legislative Session. That bill authorizes the Governor’s Office of Economic Opportunity (GOEO) to provide funding from the Industrial Assistance Account to metropolitan planning organizations (MPO) to assist municipalities in planning for housing, transportation, and growth, and provides that municipalities can request such assistance from MPOs in developing their SAPs. GOEO intends to provide approximately \$5M over two years for station area planning efforts at Wasatch Front Regional Council and the Mountainland Association of Governments. WFRC will coordinate with our partners at MAG, UTA, and GOEO to allocate and administer this funding. This award of funds highlights the value the legislature and GOEO place on meaningful community planning and will allow WFRC and MAG to provide the necessary assistance to communities to accommodate this legislative directive. The award of these funds from GOEO is anticipated to be finalized in the next few months. The precise allocation of the funds over the two years, and between the WFRC and MAG areas, has not yet been determined, and is intended to be handled flexibly to allow for responsiveness to meeting community needs. For budgetary planning purposes, the FY23 budget assumes \$2.5M in revenues to be used for WFRC to hire and provide consultant assistance to communities working on these efforts. The budget for this item can be refined later through amendment as necessary; by including the assumed funding in the FY23 budget now, WFRC can proceed promptly in assisting our communities as soon as the funds are made available. Also, a reasonable percentage of these funds may be utilized to cover WFRC costs of administering the SAP program; that is another element to be evaluated with GOEO.

All other expenditures in other line items were estimated based on past experience and anticipated changes. The footnotes to the budget provide additional detail on these costs.

Funding Sources:

Federal transportation funds continue to be WFRC’s main source of revenue. Most of WFRC’s federal funding comes through the U.S. Department of Transportation. The recent federal transportation funding reauthorization legislation, the Infrastructure Investment and Jobs Act (IIJA), includes significant overall increases in funding for transportation infrastructure. The IIJA also includes increases in funding for planning work, through both the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The annual allocation of FHWA Planning (PL) funds is increased from current levels by about 20% and the FTA 5303 planning funds by 30%. These increases are sufficient to allow the Regional Council to keep pace with inflation, provide targeted programmatic expansions, and maintain financial stability over the next five years. These funding increases for planning are reflected in the FY 2023 budget.

The IIJA includes an approximately 10% increase (approximately \$3.2M annually) in Surface Transportation Program (STP) funding, which is principally for transportation infrastructure improvements, with projects selected through an annual competitive regional process (those funds are not part of the WFRC budget, they are administered through the Transportation Improvement Program or TIP). WFRC’s current practice is to use a modest portion of the STP funding to support our overall planning work (3.4% of the total STP amount), and to support the TLC Program (3.3%). Consistent with the current practice, those percentages were applied to

the STP program funding increase. This translates to approximately \$100,000 to \$110,000 additional funding each year in the WFRC budget for each of these efforts.

The budget includes continuing federal funding from the Small Cities Community Development Block Grant (CDBG) program at \$50,000 a year. The budget also includes \$70,000 for the Wasatch Front Economic Development District (WFEDD). Additional one-time funding WFRC received from the CARES Act for economic development was used for projects that conclude in FY22.

For WFRC FY23 the local county contributions increased by 2.6%. Consistent with WFRC policy, in WFRC FY23 the local county contributions increased by a factor representative of the change in the Consumer Price Index (CPI) averaged over the prior three completed WFRC fiscal years, July 31, 2018 through June 30, 2021. This projected increase supports the ongoing financial stability of WFRC.

The state, through the Governor's Office of Planning and Budget, has provided \$140,000 each year as a match to the CPG program. An additional \$150,000 of ongoing funding was approved during the 2022 Utah State Legislative Session. This additional funding will provide local matching funds required by the federal Consolidated Planning Grant (CPG). These funds are being provided equally to each of Utah's seven Associations of Governments (AOG), and will allow each AOG to hire an additional staff person to support local planning. Additional revenues of \$2.5M state funds are budgeted in FY23 as described above for Station Area Planning in accordance with HB462.

EXHIBITS:

FY23 WFRC Goals
Budget for FY23 and footnotes
FY23 UPWP Summary

RECOMMENDATION AND MOTION:

The WFRC Budget Committee recommends and moves that the Council approve the FY23 goals and adopt the FY23 budget and UPWP.

CONTACT INFORMATION:

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Fiscal Year 2023 Goals

1. Collaboratively advance the Wasatch Choice Vision as a framework for integrating transportation, land use, and economic development, to best address growth-related opportunities and challenges

- a. Support local communities to update their plans for growth and development.
 - Help communities to (i) integrate their local transportation, housing, land use, economic development, and open space plans; (ii) align with the Wasatch Choice Vision; (iii) further leverage public assets for healthier communities; (iv) develop station area plans; (v) satisfy statutory requirements; and (vi) manage funding challenges – all while addressing community concerns, and recovering and transitioning from the pandemic.
 - Provide high-quality data, tools, analysis, advice, and technical and financial resources.
 - Engage, inform, and facilitate collaboration among local governments, transportation agencies, and other public and private sector stakeholders.
- b. Communicate the needs and benefits of investment in Utah’s multimodal transportation system as reflected in Utah’s Unified Transportation Plan.

2. Effectively administer ongoing plans and programs

- a. Continue the performance-based approach for WFRC plans and programs, including (i) monitor and share progress towards the adopted Wasatch Choice goals; (ii) advance the use of “access to opportunities,” both regionally and nationally, as a measure for planning and programming; and (iii) promote inclusive engagement in transportation planning processes and equitable access to affordable and reliable transportation options.
- b. Adopt the Wasatch Choice Vision’s 2023-2050 Regional Transportation Plan (RTP) focusing on (i) Vision-supportive policy approaches to complement planned investments; (ii) innovative funding and financing strategies; (iii) phasing and application of financial constraint to projects; and (iv) incorporation into the 2023-2050 Utah Unified Transportation Plan.
- c. Develop the 2024-2029 Transportation Improvement Program (TIP), compiling prioritized road, transit, and active transportation projects (adopt summer 2023).
- d. Provide funding and technical support to communities through WFRC programs including Surface Transportation Program (STP), Congestion Mitigation and Air Quality Program (CMAQ), Carbon Reduction Program, Transportation Alternatives Program (TAP), Community Development Block Grant (CDBG), and Transportation and Land Use Connection Program (TLC) (project awards spring 2023).

MISSION STATEMENT

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.

ROLES

To accomplish our mission, the Wasatch Front Regional Council serves the following roles.

Convener

We facilitate collaboration with our communities and partners.

Technical Expert

We are trusted subject-matter experts.

Planner

We proactively plan for the future of our region.

Implementer

We put visions and plans into action.



- e. Implement the regional 2018-2023 Comprehensive Economic Development Strategy (CEDS), linking economic development with transportation and land use planning, working through the Wasatch Front Economic Development District (WFEDD). Complete the four-year update of the CEDS.

3. Provide subject-matter expertise to federal, state, and local officials and policymakers

- a. Work with national associations and Utah partners to implement transportation funding and policies in the federal infrastructure law, including (i) coordinate with local, regional, and state governments to compete for discretionary grants; (ii) shape USDOT regulatory and policy implementation of the law.
- b. Advance multi-modal transportation infrastructure funding, while evaluating infrastructure funding and financing strategies at the national, state, regional, and local level.
- c. Enhance forecasting and modeling of travel behavior and land use markets, including (i) preparing for the 2022/23 Household Travel Survey; and (ii) improving modeling of transportation mode choices and impact of urban form on travel behavior.
- d. Participate in regionally significant transportation and growth-related projects and activities including but not limited to major development plans (Point of the Mountain, Northwest Quadrant/Inland Port, and Falcon Hill); regionally significant transit/land use analyses (FrontRunner Forward, Future of LRT, Point of the Mountain Transit, Local Link, and Mobility Hubs); multi-city active transportation plans; a variety of corridor studies linking roadways and land use, planning for housing choices and affordability; I-15 statewide analysis; major roadway environmental work, such as the I-15 EIS - Farmington to Salt Lake City and Bangerter Highway State Environmental Studies; planning for the Olympics; and regionally significant water utilization planning.
- e. Improve air quality by assisting communities and partners in their efforts to reduce emissions through technological changes, transportation choices, and development patterns.

4. Strive for organizational excellence

- a. Ensure accountability and transparency to WFRC members in policy making and prudent, efficient use of resources. Maintain budget stability.
- b. Create and maintain a work environment that maximizes the health, happiness, and productivity of an excellent staff. Provide meaningful, constructive feedback to employees through performance evaluations. Encourage priority professional development opportunities. Update employee compensation and performance evaluation practices as needed to ensure market competitiveness.
- c. Ensure compliance with applicable laws, regulations, and best practices.
- d. Adapt to a post-pandemic “new normal” in a way that strikes an appropriate balance between telecommuting for efficiency in office work and gatherings, while maintaining the human connection from physical proximity.

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Wasatch Choice Regional Goals

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Access to economic and educational opportunities



Manageable and reliable traffic conditions



Quality transportation choices



Livable and healthy communities



Safe, user friendly streets



Clean air



Housing choices and affordable living expenses



Fiscally responsible communities and infrastructure



Ample parks, open spaces, and recreational opportunities



Sustainable environment, including water, agricultural, and other natural resources

Draft
Wasatch Front Regional Council FY 2023 Budget

	Source of Funds					
	FY 2021 Actual	FY2022 Budget	FY 2022 Estimated	FY 2023 Proposed		
Federal Sources:						
Federal Highway Administration - PL	2,952,229	3,521,461	1,947,636	3,144,917	61%	1
Federal Highway Administration - STP	681,965	4,356,815	2,858,633	3,164,761	11%	2
Federal Transit Administration	671,104	686,216	725,896	889,096	22%	3
Dept. of Housing and Urban Development	56,986	52,300	52,300	50,000	-4%	4
Economic Development Administration	63,480	445,540	445,540	70,000	-84%	5
Total Federal Sources	4,425,765	9,062,332	6,030,005	7,318,774	21%	
State Sources:						
Utah GOPB - CPG match	140,000	140,000	140,000	290,000	107%	6
Community Impact Board	2,000	2,000	2,000	2,000	0%	
UDOT - TLC	193,573	623,108	488,162	311,500	-36%	7
UDOT - Joint Projects	29,125	40,973	14,500	0	-100%	8
UDOT - Model Development	88,229	92,903	92,597	100,512	9%	9
UT/GOEO - Station Area Plans	0	0	0	2,500,000	100%	10.0
Total State Sources	452,928	898,984	737,259	3,204,012	335%	
Local Sources:						
Dedicated Project Funds	1,148,398	1,847,177	1,805,208	2,022,864	12%	11
MAG - Joint Projects	19,004	42,361	57,960	0	-100%	8
UTA - TLC	199,795	295,319	319,239	187,500	-41%	7
UTA Joint Projects	21,884	33,347	46,965	0	-100%	8
UTA - Transit Sales Tax	129,711	219,198	178,974	219,774	23%	12
Local Contribution	320,771	326,225	326,225	334,706	3%	13
Total Local Sources	1,839,563	2,763,627	2,734,571	2,764,844	1%	
TOTAL SOURCES	6,718,256	12,724,944	9,501,833	13,287,630	40%	14

Expenditure by Function

Expenditure	FY 2021 Actual	FY2022 Budget	FY 2022 Estimated	FY 2023 Proposed		
Salaries/Employee Benefits	3,786,409	4,623,250	4,073,801	5,020,111	23%	15
Contractual	2,138,550	6,979,444	4,553,872	7,114,033	56%	16
Audit and Accounting	20,046	26,250	13,300	19,318	45%	17
Dues & Subscriptions	26,925	26,475	26,199	29,009	11%	18
Equipment Depreciation	99,609	119,000	107,030	107,046	0%	
Equipment Maintenance	36,793	55,000	64,000	64,851	1%	
Insurance	12,575	13,000	11,342	13,043	15%	
Legal	90	10,000	500	10,000	1900%	19
Printing and Publication	0	10,950	1,000	11,600	1060%	20
Rent	427,307	435,000	434,272	438,721	1%	
Supplies/Software & Licenses	116,973	132,250	111,442	136,150	22%	21
Telephone/Data	32,475	35,000	34,794	38,359	10%	22
Training	12,537	66,000	29,551	75,100	154%	23
Travel	7,968	79,760	40,730	87,520	115%	23
Total Expenditures	6,718,256	12,611,379	9,501,833	13,164,861	39%	
Amounts expected to carry into next FY		113,565		122,769		
TOTAL	6,718,256	12,724,944	9,501,833	13,287,630	40%	14

Expenditure by Program

Program	FY 2021 Actual	FY2022 Budget	FY 2022 Estimated	FY 2023 Proposed		
Consolidated Planning Grant (CPG)	4,109,111	5,646,420	4,776,457	5,732,362	20%	24
Transportation & Land Use Connection (TLC)	1,992,344	4,352,220	3,370,846	2,422,874	-28%	25
Household Travel Survey	0	1,362,896	100,000	1,740,000	1640%	26
Economic Development	128,236	140,000	140,000	140,000	0%	
Local Government - Other	77,859	110,225	74,385	118,706	60%	27
Model Development	126,315	135,264	108,652	145,687	34%	28
Joint Projects	73,302	112,079	65,653	0	-100%	8
Legislative Consulting	118,000	146,000	146,000	146,000	0%	
CDBG - Tooele	50,000	50,000	50,000	50,000	0%	
Mobility Management	3,603	10,000	10,000	10,000	0%	
Tooele Valley RPO	7,981	10,000	10,000	10,000	0%	
Morgan RPO	7,274	10,000	10,000	10,000	0%	
Community Impact Board	2,000	2,000	2,000	2,000	0%	
Davis County Prop 1 Assistance	10,000	10,000	10,000	10,000	0%	
EDA CARES Act	5,244	375,540	375,540	0	-100%	5
CDBG CARE Act	6,986	2,300	2,300	0	-100%	4
IHC Community Development	0	250,000	250,000	250,000		29
Station Area Plans	0	0	0	2,500,000		10.0
TOTAL EXPENDITURES	6,718,256	12,724,944	9,501,833	13,287,630	40%	14

Local Contributions

County	FY 2021	FY2022	FY 2022	FY 2023		
	Actual	Budget	Estimated	Proposed		
Box Elder, 1 voting member	13,182	13,406	13,406	13,755	2.6%	13
Davis, 4 voting members	70,307	71,502	71,502	73,361	2.6%	13
Morgan, 1 voting member	13,182	13,406	13,406	13,755	2.6%	13
Salt Lake, 8 voting members	140,611	143,001	143,001	146,719	2.6%	13
Tooele, 1 voting member	13,182	13,406	13,406	13,755	2.6%	13
Weber, 4 voting members	70,307	71,502	71,502	73,361	2.6%	13
TOTAL	320,771	326,223	326,223	334,706	2.6%	13

General Fund

	FY 2021 Actual	FY2022 Budget	FY 2022 Estimated	FY 2023 Proposed	
Revenue					
Local Sources	0	0	0	0	0%
Other	1,606	1,600	726	1,600	120%
Interest	0			0	0%
Total revenue	<u>1,606</u>	<u>1,600</u>	<u>726</u>	<u>1,600</u>	
Expenditures					
Administration	1,496	1,600	726	1,600	120%
Capital outlay	0	0	0	0	0%
Total expenditures	<u>1,496</u>	<u>1,600</u>	<u>726</u>	<u>1,600</u>	
Excess of revenue over expenditures (usage of fund balance)	110	0	0	0	
Other sources					
Transfers in	0	0	0	0	
Transfers out	<u>0</u>			<u>0</u>	
Net change in fund balance	110	0	0	0	

Special Projects Fund

	FY 2021	FY2022	FY 2022	FY 2023		
	Actual	Budget	Estimated	Proposed		
Revenue						
Federal Sources	4,825,937	9,062,332	6,030,005	7,318,774	21%	30
State Sources	471,952	898,984	737,259	3,204,012	335%	30
Local Sources	1,420,368	2,763,627	2,734,571	2,764,844	1%	30
Other	1,606	0	0	0	0%	
Interest	6,130	12,500	6,531	6,500	0%	
Total revenue	<u>6,725,993</u>	<u>12,737,443</u>	<u>9,508,366</u>	<u>13,287,630</u>		
Expenditures						
Administration	0					
Capital outlay	52,417	66,743	72,644	45,000	-38%	30
Planning	6,620,254	12,724,944	9,394,803	13,287,630	41%	
Total expenditures	<u>6,672,671</u>	<u>12,791,687</u>	<u>9,394,803</u>	<u>13,287,630</u>		
Excess of revenue over expenditures (usage of fund balance)	53,322	-54,244	113,562	0	0%	
Other sources						
Transfers in	0	0	0	0	0%	
Transfers out	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	0%	
Net change in fund balance	53,322	-54,244	113,562	0		

Office Building Fund

	FY 2021 Actual	FY2022 Budget	FY 2022 Estimated	FY 2023 Proposed	
Revenue					
Interest	5,697	12,000	6,395	7,200	13%
Total revenue	<u>5,697</u>	<u>12,000</u>	<u>6,395</u>	<u>7,200</u>	30
Expenditures					
Administration	0	0	0	0	0%
Total expenditures	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	
Excess of revenue over expenditures (usage of fund balance)	5,697	12,000	6,395	7,200	13%
Other sources					
Transfers in	0	0	0	0	0%
Transfers out	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	0%
Net change in fund balance	5,697	12,000	6,395	7,200	13%

FY23 WFRC Budget Footnotes

1. The increase in Federal Highway Administration PL funds from FY21 actual to FY22 budget included costs for consulting contracts that were not completed by the end of FY21 and were carried forward to the FY22 budget as well as additional accounting staff and a partial year of support from the outgoing CFO. The estimated FY22 funds and expenditures are lower than anticipated due to staffing vacancies that were filled later in the year than expected and consulting contracts that are not expected to be completed by the end of FY22 and will carry forward into the next fiscal year. The Council typically amends its budget in October of each year when the final accounting is completed to include those contracts in process. This is a reflection of the multi-year nature of many of WFRC's projects.
2. The variability in this line item from FY21/22/23 reflects in part that in FY20 the Council elected to obligate all of its available PL funds – and less of its STP funds – in support of the Consolidated Transportation Planning Program (CPG) due to a possible rescission by the USDOT of PL funds. In FY21 the Council reversed that action to rebalance its PL/STP apportionments. The FY22 budget included funds for projects that were awarded in that year plus projects that were carried forward from FY21. The FY22 estimated to be spent reflects some projects that are not expected to be completed by the end of FY22 and will carry forward into FY23. The Council typically amends its budget in October of each year when the final accounting is completed to include those contracts in process. This is a reflection of the multi-year nature of many of WFRC's projects. Also included in the FY23 budget is the Household Travel Survey. This project was delayed due to concerns about the quality of data as a result of the pandemic.
3. Federal Transit Administration funding includes \$879,096 in funds for the Consolidated Planning Grant (CPG) program and \$10,000 for Mobility Management through UTA.
4. The changes in funding from the Department of Housing and Urban Development shown here are due to a CARES Act grant WFRC received being fully expended by the end of FY22. WFRC will continue to receive \$50,000 each year to assist small cities to apply for Community Development Block Grant (CDBG) funds.
5. The Economic Development Administration (EDA) provided WFRC with CARES Act assistance to fund economic recovery related projects. This EDA CARES Act funding will be expended by the end of FY22. WFRC will continue to receive \$70,000 from EDA for a Planning Partnership grant to support the Wasatch Front Regional Economic Development District.
6. The Governor's Office of Planning and Budget has provided \$140,000 each year as a match to the CPG program. An additional \$150,000 of ongoing funding was approved during the 2022 Utah State Legislative Session. The additional state funds effectively allow WFRC to hire another planner position to provide technical planning assistance to local communities.

7. Utah Department of Transportation (UDOT) and Utah Transit Authority (UTA) provide funding for the TLC program. Although these funds increase modestly each year to adjust for changes in the Consumer Price Index (CPI) and by contract, the FY23 budget shows a decrease from the FY22 budget and the FY22 estimated expenditure. This is due to projects that were carried forward from FY21 into FY22. Many of these TLC projects will be completed by the end of FY22, however those that are still in process by the end of the current fiscal year will be carried forward to FY23. It is anticipated that an adjustment will be made in October 2022 that will reflect these ongoing projects, resulting in a decrease in the FY22 estimated expenditures and an increase in the FY23 budget.
8. Joint projects are those projects WFRC engages in that include support from UDOT, UTA, Mountainland Association of Governments (MAG), and other planning partners. At this time there are no specific joint projects budgeted; the budget will be amended for any projects that arise in FY23.
9. WFRC partners with UDOT and Mountainland Association of Governments (MAG) for costs associated with Model Development including staff and consultant expenses. The portion WFRC receives from MAG is included in Dedicated Project Funds (see footnote 11).
10. In FY23, the largest consultant expenditure item – \$2.5M – is anticipated state funding and WFRC expenditures to assist communities to develop Station Area Plans (SAP), consistent with HB462, Housing Affordability Amendments, which was passed in the 2022 General Legislative Session. That bill authorizes the Governor’s Office of Economic Opportunity (GOEO) to provide funding from the Industrial Assistance Account to metropolitan planning organizations (MPO) to assist municipalities in planning for housing, transportation, and growth, and provides that municipalities can request such assistance from MPOs in developing their SAPs. GOEO intends to provide approximately \$5M over two years for station area planning efforts at Wasatch Front Regional Council and the Mountainland Association of Governments. WFRC will coordinate with our partners at MAG, UTA, and GOEO to allocate and administer this funding. This award of funds highlights the value the legislature and GOEO place on meaningful community planning and will allow WFRC and MAG to provide the necessary assistance to communities to accommodate this legislative directive. The award of these funds from GOEO is anticipated to be finalized in the next few months. The precise allocation of the funds over the two years, and between the WFRC and MAG areas, has not yet been determined, and is intended to be handled flexibly to allow for responsiveness to meeting community needs. For budgetary planning purposes, the FY23 budget assumes \$2.5M in revenues to be used for WFRC to hire and provide consultant assistance to communities working on these efforts (see footnote 16). The budget for this item can be refined later through amendment as necessary; by including the assumed funding in the FY23 budget now, WFRC can proceed promptly in assisting our communities as soon as the funds are made available. Also, a reasonable percentage of these funds may be utilized to cover WFRC costs of administering the SAP program; that is another element to be evaluated with GOEO.

11. FY23 Dedicated Project Funds include:
 - a. \$10,000 – Local funds for Tooele Valley RPO
 - b. \$45,176 – Model Development (MAG)
 - c. \$10,000 – Local funds for Morgan RPO
 - d. \$300,000 – Salt Lake County for TLC program
 - e. \$457,150 – Local match for TLC awarded projects
 - f. \$10,000 – Davis County local option sales tax assistance
 - g. \$940,538 – Partners’ Share of Household Travel Survey
(this item represents the majority of the line-item increase)
 - h. \$250,000 – IHC Community Development (second of two years)
12. WFRC receives Transit Sales Tax funds from Utah Transit Authority that are used to match the federal Consolidated Planning Grant; UTA provides matching funds at a rate of 20% for the FTA 5303 planning funding that WFRC receives. The increase in FY23 is consistent with the increase in FTA 5303 funds under IIJA.
13. Consistent with the approach established by the Council during the FY18 budget process, the FY23 budget includes a 2.6% increase in local contributions. This increase represents a three-year rolling average of the change in Consumer Price Index as measured from July 2018 through June 2021.
14. The overall budget increases 40% over anticipated spending for FY22, an increase of 4.4% over the FY22 budget. This is due mainly to the increase in state funding per HB462 to develop Station Area Plans, a delay in starting the Household Travel Survey, and to projects that are not expected to be completed by the year end causing the amount for FY22 to be lower. The FY23 budget will be amended in October 2022 once final accounting is completed to include ongoing projects. This is typical for this organization.
15. The 23% increase in FY23 budget over FY22 estimated, and the 9% increase of FY23 budgeted over FY22 budgeted, reflects several factors. In FY22 actual salary and benefits expenditures are estimated to be lower than budgeted due to staff vacancies that were filled later in the fiscal year than anticipated. The FY23 budget assumes: 1) full staffing for the existing 30 positions; 2) one month for the retiring Director of Operations and Special Projects; 3) the addition of two new Community and Economic Development (CED) planners; and 4) a 12% overall increase that functions as a cap for salary adjustments such as COLA and merit increases, employee benefit cost adjustments such as group health insurance, and targeted adjustments based on the compensation and market analysis (see the FY23 budget memo) as determined by the Executive Director. These adjustments are covered with revenues from additional state and federal funding.
16. FY23 Contractual includes the following anticipated activities. This list is tentative and subject to refinement. This item varies significantly from year to year as projects are proposed, funded and scheduled. The fluctuation is a reflection of the multi-year nature of many of WFRC’s projects.

\$1,740,000	- Household Travel Survey - to calibrate the travel forecasting model
\$2,500,000	- Station Area Planning from state funds pursuant to HB462 (these two items above represent the majority of the line-item increase)
\$75,000	- Communications and public outreach
\$25,000	- Website Redesign
\$147,500	- Planning studies undesignated
\$146,000	- State and federal legislative consulting
\$50,000	- Regional freight and local delivery study
\$45,000	- Utah's Unified Transportation Plan - financial model update
\$100,000	- Regional multimodal grid connectivity study - exploring new strategic transportation connections
\$25,000	- Bike data collection and management study
\$70,755	- Street Light data to analyze traffic movements
\$50,000	- Golden Spoke event
\$32,000	- Joint modeling assistance/projects
\$25,000	- Bike facility estimating tool
\$16,076	- Parking Modernization - resources to update parking standards that address recent significant shifts in parking utilization
\$35,000	- ATO (Access To Opportunity) Methodology
\$30,000	- Utah's Unified Transportation Plan
\$1,716,729	- Transportation and Land Use Connection (TLC) Program
\$19,973	- GIS Technical Work
\$250,000	- IHC Community Development - the public assets and public health initiative
\$10,000	- Internal auditing
\$5,000	- HR Consulting

17. Actual FY22 accounting costs were reduced due to WFRC now processing payroll in-house, rather than with a third-party vendor, resulting in a savings of approximately \$500 per month. In previous fiscal years, the audit costs were \$11,000. An additional \$8,318 was budgeted for a new auditor for FY23, as audit costs are anticipated to increase.
18. Dues/subscriptions are for memberships to professional organizations such as National Association of Regional Councils and Association of Metropolitan Planning Organizations.
19. WFRC budgets an amount each year for contingent legal expenses.
20. Printing and Publications covers the printing of project reports, brochures, etc. With the shift to electronic reporting, the Council may adjust this budget line item in future years.
21. Increases in Supplies/Software expenses are due mainly to annual software license costs.
22. The increase in Telephone expense is due to the addition of new phones for additional employees and increases in the cost of the service.

23. During the whole of FY21 and first half of FY22, due to the COVID pandemic, WFRC staff expended less of its Travel and Training budgets as most meetings and training were conducted virtually. The FY23 budget reflects the amount that was anticipated pre-pandemic, accounting for the addition of two new planners. Post-pandemic, it is uncertain whether meetings and training will continue to be held virtually or return to pre-pandemic levels or a level in between. The amount shown in the budget will function as a cap but will not be expended unless needed.
24. The increase from FY21 to FY22 includes projects that were not completed before the end of FY21 and were carried forward to FY22. Some of the contractual projects budgeted in FY22 are not expected to be completed before the end of FY22 and will be carried forward to FY23 with the usual amendment to be made in October 2022. The majority of WFRC personnel costs are reflected in the CPG. Therefore, the FY23 budget includes personnel and salary/benefit adjustments as explained in Footnote 14.
25. The Transportation and Land Use Connection (TLC) program reflects the multi-year nature of most of the TLC projects. FY22 included TLC program projects that were in process at the end of FY21 but not completed prior to fiscal year end and were carried forward and fully budgeted in FY22. Therefore, the FY22 budgeted figure includes both projects carried forward from FY21 and new program funds in FY22. Many of these projects now budgeted in FY22 will not be completed prior to fiscal year FY22 and will carry forward to FY23. The current FY23 budgeted figure represents the annual contributions to the program plus anticipated local match. An amendment to the FY23 budget will be made in October 2022 after the close out of FY22 to reflect these ongoing projects that are expected to be completed in FY23.
26. The FY23 budget includes \$1,740,000 for the multi-year household travel survey project. The results of the household travel survey facilitate recalibration of travel demand models that are critical to ensuring corridor analyses and environmental work are defensible for highway and transit projects. In FY23 WFRC is contributing \$799,462 in federal STP funds with other planning partners (UDOT, MAG, UTA, Dixie MPO, and Cache MPO) contributing the remaining \$940,538 for the project. The project is expected to span three years with a total cost of \$1,740,000. WFRC is managing the project. The Household Travel Survey was anticipated to start in FY21, but was largely deferred to FY23 given the disruptive effects of the pandemic on travel.
27. 'Local Government - Other' uses funds from local contributions for expenditures that do not qualify for other funding. For example, planning projects in non-urbanized areas (Morgan and Tooele Counties) do not qualify for the federal planning dollars allocated to WFRC as an MPO, and WFRC may use these local funds for that work.
28. The Model Development program includes funds received from UDOT and MAG to support model development staff and consulting services. The anticipated expenditures for FY22 are

lower than usual because WFRC did not hire the consultant that was included in the budget. Although there are some funds budgeted in this program for a consultant in FY23 we do not anticipate carrying forward any of the unspent funds from FY22.

29. Intermountain Healthcare is providing a donation of \$500,000 in two annual installments of \$250,000 in FY22 and FY23 for community development activities including, but not limited to: public assets development, local technical assistance and social determinants of health. Expenditures may include WFRC staff or consultant time and expenses.
30. The budget is prepared on a program or grant level. The final pages of the budget tables show changes at the Fund level. The General Fund includes administrative activities that are not associated with the planning programs. The Special Projects Fund includes all programs (grants) and other activities. The Building Fund holds the proceeds from the sale of the old office building and any interest that is earned on the investment of those funds.

In FY23 the capital outlay shown in Special Projects Fund is for routine replacement of electronic and other equipment. The revenue and expenditures shown in the Special Projects Fund are a direct reflection of the budget as prepared on the program or grant level.

**SUMMARY OF
FY 2023 UNIFIED PLANNING WORK PROGRAM
Ogden-Layton and Salt Lake-West Valley Urbanized Areas**

A. ADMINISTRATION AND COORDINATION

A.1 WASATCH FRONT REGIONAL COUNCIL

OBJECTIVES:

To provide work program and personnel management, interagency coordination, and financial management and control.

To provide administrative support.

ANTICIPATED PRODUCTS:

- Self-certification of the Transportation Planning Process
- Regular meetings of the Wasatch Front Regional Council (WFRC) and its advisory committees and documentation of those meetings
- Coordination with partner agencies, including Mountainland Association of Governments, Utah Transit Authority (UTA), Utah Department of Transportation (UDOT), State Division of Air Quality (DAQ), other MPOs, Utah League of Cities and Towns, Utah Association of Counties, Chambers of Commerce, Envision Utah, Governor's Office of Planning and Budget, and others
- Monthly Financial Reports
- Annual Audit
- Annual Contract between WFRC and UDOT, WFRC and UTA
- End of year Unified Planning Work Program (UPWP) completion report, and Activities and Accomplishments report
- Fiscal Year (FY) 2023 UPWP and budget amendments
- FY 2024 Goals, Unified Planning Work Program and budget

A.2 UTAH DEPARTMENT OF TRANSPORTATION

OBJECTIVE:

To coordinate with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), DAQ, UTA, and WFRC in managing the Salt Lake-West Valley and Ogden-Layton Area transportation planning process.

ANTICIPATED PRODUCTS:

- Review of the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP) developed by the WFRC to provide coordination with state-wide transportation plans and programs.

- Monitor WFRC's expenditures of Planning (PL), Surface Transportation Program (STP) and FTA Section 5303 funds, which are deposited into the Consolidated Planning Grant (CPG). Assist WFRC in completing the FY 2023 Federal Aid Agreement for the MPO Area.
- Participate in the Technical Advisory Committees for both WFRC's Trans Com and Regional Growth Committees.
- Give assistance to the WFRC in developing the FY 2024 UPWP. Assist the WFRC in interpreting and complying with updated air quality rules and regulations. Coordinate the completion of the annual Congestion Mitigation Air Quality (CMAQ) I reporting to FHWA.
- Coordinate the development and implementation of State and MPO CMAQ Performance Plans with WFRC to establish both 2-yr and 4-yr targets for the on-road source emissions measure.
- UDOT will assign a single point of contact to help WFRC manage and administer the Transportation and Land Use Connection Program Partnership.
- Assistance to WFRC in completing special studies within the planning area. These studies may include coordinating travel demand modeling, joint corridor planning, preparing air quality studies or reports, economic development planning, Geographic Information Systems (GIS) analysis, performance measures, and others.
- Work with WFRC to implement corridor plans that include local communities' transportation solutions.
- Coordinate the implementation of State legislative directives for transportation products between UDOT and UTA and Local entities.

A.3 UTAH TRANSIT AUTHORITY

OBJECTIVE:

To coordinate transit planning with the Wasatch Front Regional Council, UDOT, cities, counties, FTA, FHWA, DAQ and other stakeholders throughout the Utah Transit Authority service area.

ANTICIPATED PRODUCTS:

- Annual Grants Status Report
- Interlocal Cooperative Agreements
- Grant Applications
- Grants Management Committee Recommendations
- FTA 5310 Program Management Plan
- Documentation for Audits
- FTA Annual Certifications and Assurances
- Title VI Report
- Project Concept Reports for CMAQ, STP and TAP
- Dissemination of Grant Opportunities Information
- Collection and Distribution of Grants Financial Information
- Participation in Technical and Other Planning Meetings
- National Transit Database (NTD) Data Collection and Reports

B. TRANSIT PLANNING

B.1 UTA TRANSIT PLANNING

OBJECTIVES:

To provide effective transit services within available resources.

To actively participate in transportation studies, community developments and master plan efforts to incorporate transit elements.

To improve multi-modal transportation options for the region in cooperation with WFRC, UDOT, and other stakeholders.

To promote and implement technology that will enhance transit service.

To plan and implement safety and security measures to increase comfort levels of current and future customers.

To work with key agencies for more effective use of transportation resources that will serve persons with disabilities and other transportation disadvantaged persons in the service area.

To promote ridesharing, telecommuting, flextime, bicycling, walking and discount programs to encourage more efficient use of the transportation system.

To encourage and work with stakeholders on transit-oriented developments and more transit-supportive land use.

ANTICIPATED PRODUCTS:

- Long Range Transit Plan (LRTP)
- Small Area Studies
- Five-Year Service Plan
- Microtransit Pilot Program Evaluations
- Service Planning Standards, Design Guidelines, and System Analysis
- Comprehensive Service Analysis
- Transit Financial Plan (TFP)/Scenario Tool
- Wayfinding Signage and Bus Stop Improvement Program
- Real-time Digital Signage for Bus
- Mobile Trip Planning
- Transit Oriented Development (TOD)/Station Area Planning
- Emergency Preparedness Planning
- Public Transportation Agency Safety Plan
- Rideshare Program Planning
- Special Services/American Disability Act (ADA) Planning
- Regional Air Quality Initiatives
- Transit Asset Management Plan
- Environmental Sustainability
- Travel Demand and TBEST Modeling

B.2 MOBILITY MANAGEMENT

OBJECTIVES:

To identify opportunities for and increase coordination of transportation services for transportation disadvantaged populations in order to increase efficiency and equity.

To actively engage in outreach to persons who are at a transportation disadvantage including seniors, individuals with disabilities, persons with low income, and veterans, and to those agencies that perform work on their behalf.

To increase coordination between human service transportation providers through technology and policy initiatives in order to maximize the transportation options available to transportation disadvantaged populations.

ANTICIPATED PRODUCTS:

- Sustainable and Local Coordinated Councils (LCCs) in Davis, Salt Lake, Tooele, Utah, and Weber counties to improve outreach and provide guidance on implementing local projects and partnerships
- Completed Local Coordinated Human Service Transportation Plans
- Integration of the updated Local Coordinated Human Services Transportation Plans for Davis, Salt Lake, Tooele, Utah, and Weber counties into the Regional Transportation Plans
- Coordination with Bear River Association of Governments mobility management in Box Elder County
- Ongoing outreach to underrepresented populations
- FTA 5310 Funding Administration
- Completion of Travel Training curriculum/training materials
- Electronic voucher (eVoucher) program phase 2 development.
- Submit 5310 Grant requests
- Work more closely with UDOT through the Utah Urban & Rural Specialized Transit Association (URSTA)
- Legislative fiscal request during the 2023 Utah State Legislative Session

C. LONG RANGE PLANNING

C.1 REGIONAL TRANSPORTATION PLAN

OBJECTIVES:

To continue to cooperate and coordinate with Utah's three other Metropolitan Planning Organizations (MPOs), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), local governments, and other interested agencies and stakeholders for the update of the Wasatch Choice Vision and the update and development of the WFRC Regional Transportation Plan: 2023-2050 (2023-2050 RTP), and Utah's Unified Transportation Plan 2023-2050.

To review, discuss, and incorporate all existing and new federal requirements found in national surface transportation authorization legislation, including the Infrastructure Investment and Jobs Act (IIJA).

To further communication and next steps to implement the Wasatch Choice Vision.

To continue to develop and refine WFRC's regional transportation planning process to ensure that the Wasatch Choice Vision is incorporated into the overall 2023-2050 RTP process with local communities, transportation partners, and stakeholders.

To increase active transportation emphasis in the 2023-2050 RTP through improved cost and revenue estimation, funding identification, and facility identification that increases the number of trips taken by biking or walking.

To increase access to transit services by people walking or biking through transportation-partner-coordinated identification of priority first/last mile infrastructure projects.

To continue to refine RTP performance measures, to evaluate individual and system-level improvements throughout the 2023-2050 RTP development process, to set appropriate performance measure targets, and monitor progress towards the Wasatch Choice Vision.

To develop shared approaches to address local and regional disruptive technologies and external uncertainties, such as climate change related uncertainties.

To identify and test policies that affect the transportation system from land use, economic development, travel demand, equity, environmental, and financial perspectives.

To increase and coordinate efforts in planning related to safety for all road users with the most relevant and up to date data and tools, especially as it relates to vulnerable road users such as pedestrians and cyclists.

To coordinate and increase emphasis with transportation partners and key stakeholders for statewide, regional, and local freight issues.

To plan for transportation while understanding the effects of and impacts upon land use, regional development patterns, economic development, and historically underserved and underrepresented communities.

To be responsive to local community and transportation partner requests for amendments to the 2019-2050 RTP.

To continue coordination and communications efforts for Utah's Unified Transportation Plan 2023-2050.

ANTICIPATED PRODUCTS:

- Continued development of the 2023-2050 RTP, including enhanced consideration of the following:
 - Innovative funding and financing strategies

- Multi-modal project prioritization
- Policy approaches to complement planned investments
- Equity and impacts to underserved and underrepresented communities
- Planning and environmental linkages, including risk and resiliency
- Safety data and tools
- Regional and local freight focus
- Assessment of performance and resiliency of preferred scenarios
- Phase the 2023-2050 RTP by need and financially (expected revenue)
- Stakeholder review
- Local Community Workshops review
- Public Comment
- Final Documentation of the process
- Adoption of the final 2023-2050 Plan

C.2 GROWTH PLANNING

OBJECTIVES:

To identify, evaluate, and address issues and concerns associated with growth throughout the Wasatch Front Region.

To encourage greater cooperation and coordination among municipalities, townships, and counties.

To improve integration between transportation, land use and economic development planning / implementation efforts in relation to the WFRC transportation planning / programming process.

To continue to promote awareness of regional and long-term issues and solutions related to the WFRC adopted Regional Goals and the Wasatch Choice Vision.

To identify actions in addition to transportation capacity improvements that improve regional quality of life and meet regional transportation needs.

To identify priority transportation corridors for which corridor preservation activities are needed, participate in UDOT's (Revolving Loan Fund) Corridor Preservation Advisory Council and Local Corridor Preservation Fund processes, and assist local governments with corridor preservation tools and implementation of corridor preservation measures.

To improve the resiliency of the region's economic, environmental and social systems by addressing external forces and uncertainties.

To utilize a performance-based approach to planning, including using performance measures to inform interim decisions.

ANTICIPATED PRODUCTS:

- Refinement of the Wasatch Choice integrated transportation, land use, and economic opportunity regional blueprint.

- Incorporation of community development considerations into the region's transportation planning and programming processes.
- Assistance to local governments in their coordinated planning efforts, including preservation of transportation corridors.
- Identification of local and regional strategies to improve resiliency of outcomes in the face of disruptive technologies, uncertain market dynamics, and environmental uncertainties.
- Incorporation of green infrastructure and critical lands considerations into the Wasatch Choice Vision and the 2023–2050 Regional Transportation Plan.

C.3 LOCAL GOVERNMENT PLANNING SUPPORT

OBJECTIVES:

To provide support to cities, counties, and other planning agencies as they consider incorporating the Regional Growth Principles and the Wasatch Choice Vision into their plans.

To support local planning efforts that shape development encouraging alternative modes of transportation, producing less travel demand, and furthering the Wasatch Choice Vision Growth Principles.

To support utilization of Wasatch Choice implementation planning tools for local governments, other planning agencies, and the development community by which they can improve growth planning.

To provide assistance to local governments in the areas of general planning and specialized planning studies.

ANTICIPATED PRODUCTS:

- The Transportation and Land Use Connection, a program developed to support local governments in creating desired and livable communities, and in coordinating their land use plans with existing or planned regional transportation
- Assistance to local governments in developing station area plans
- Planning assistance and coordination

D. SHORT RANGE PLANNING AND PROGRAMMING

D.1 TRANSPORTATION MANAGEMENT SYSTEMS

OBJECTIVES:

To develop, maintain and improve a congestion management process for the Salt Lake-West Valley and Ogden-Layton Urbanized Areas that is integrated with the urban transportation planning process.

To continue partnerships with UDOT, UTA, cities and counties regarding expansion of both transportation demand management and transportation system management programs

including Intelligent Transportation Systems (ITS) technologies. Part of this effort will include working with the TravelWise and UTA Rideshare programs.

To incorporate safety into the urban transportation planning process through emphasis at all levels of planning and programming.

ANTICIPATED PRODUCTS:

- A Congestion Management Process (CMP)
- Annual Report on Highway and Transit Performance
- Promotion of Transportation Demand Management (TDM) and Transportation System Management (TSM) strategies
- Incorporation of UDOT's Pavement and Bridge Management System results in the Transportation Improvement Program (TIP)
- Incorporation of Safety Improvements in the RTP and TIP
- Incorporation of Congestion Management in the RTP and TIP

D.2 PLAN REFINEMENT AND SPECIAL STUDIES

OBJECTIVES:

To analyze and recommend long-term policies and short to medium range actions for implementation of the Regional Transportation Plan.

To conduct special studies of highway and transit systems as they relate to the Regional Transportation Plan and UTA, UDOT or local plans and projects.

To develop complete street standards and tools so that future road projects more fully consider non-auto modes and plans in their design.

ANTICIPATED PRODUCTS:

- Active Transportation Master Plan
- FrontRunner Forward
- Future of Light Rail Study
- Station Access Policy
- Transit Oriented Development (TOD) Implementation
- Park & Ride Master Plan Update
- Parking Modernization Phase 2
- Transit Signal Priority (TSP) Implementation
- Autonomous Shuttle Pilot Phase 2
- Bus Network Optimization Program
- Fare Collection Technology Study
- Joint Projects Studies
- Other Planning Studies

D.3 TRANSPORTATION IMPROVEMENT PROGRAM

OBJECTIVES:

To develop a financially constrained Transportation Improvement Program (TIP) that covers a broad range of transportation improvements and conforms with the State Implementation Plan for air quality (SIP).

To prepare and maintain the urban Surface Transportation Program, the Congestion Mitigation Air Quality Program, Carbon Reduction Program, and the Transportation Alternatives Program for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas.

ANTICIPATED PRODUCTS:

- An evaluation process that will help coordinate the implementation of the Regional Transportation Plan (RTP) for highways, transit, and active transportation, meet the short range needs of the area, and provide for the maintenance of the existing transportation system
- Surface Transportation Program (STP), Congestion Mitigation/ Air Quality (CMAQ) program, Carbon Reduction Program, and Transportation Alternatives Program (TAP)
- A six-year Transportation Improvement Program containing highway, transit, and other modal projects programmed for the region
- Support for project implementation and completion
- Listings of obligations of federal highway and transit funds for fiscal year 2022

E. PROJECT COORDINATION AND SUPPORT

E.1 UDOT ENVIRONMENTAL STUDIES

OBJECTIVES:

To accomplish environmental analysis requirements for federal approval of regional high-way facilities.

To provide technical support to environmental studies and ensure that planning work is considered in them. WFRC will also provide general support to these projects through other elements of the UPWP.

ANTICIPATED PRODUCTS:

- Little Cottonwood Canyon Environmental Impact Statement (EIS)
- I-15 (600 South – Farmington) Environmental Study
- Bangerter Highway Corridor Environmental Studies
- Other Environmental Studies

E.2 UTA ENVIRONMENTAL STUDIES

OBJECTIVES:

To accomplish environmental analysis requirements for federal approval of regional transit facilities.

To provide technical support to environmental studies and ensure that planning work is considered in them. WFRC will also provide general support to these projects through other elements of the UPWP.

ANTICIPATED PRODUCTS:

- Midvalley Connector
- Davis - SLC Community Connector
- Point of the Mountain Transit
- S-Line Extension
- 5600 West Westside Express
- Other Environmental Studies

F. TRAVEL DEMAND AND SOCIOECONOMIC FORECASTING

OBJECTIVES:

To develop and maintain the Wasatch Front Travel Demand Model (WF TDM) and Real Estate Market Model (REMM), along with their associated input data, for regional planning applications. Work will continue toward completion of model development/enhancements for the WF TDM (forthcoming v9.0) and REMM (expected to be v1.2) with completions targeted for December of calendar year 2022.

To support internal and external application of the WF TDM and REMM models for studies and projects throughout the region, including providing training opportunities to transportation agency staff and private sector consultants.

To increase the consistency, transparency, and ease of use of model-related tools. To increase coordination and team building across the model user community.

To continue best practices in model development and application given available resources.

ANTICIPATED PRODUCTS:

- Continued stakeholder engagement in modeling decisions through the existing Interagency Model Policy Committee and Interagency Model Technical Committee
- Updated free flow speed and volume delay functions for WF TDM v9.0
- Updated Mode Choice Model for WF TDM v9.0 including overhaul of transit service handling
- Enhancements for WF TDM v9.0 that improve the model's sensitivity to the built environment, handling of external trips, and non-home-based work trips
- Implementation of peer review panel recommendations (January 2021) for v9.0 and future model development including initial exploration, with transportation agency partners, of development options for an activity-based model

- Continued progress in development and application of the WF Bike Model and methodology for integration with WF TDM v9.0
- Continued implementation of peer review panel recommendations (August 2019) for enhancements to REMM 1.1 model structure, input data, visualization of results, model transparency, and collaboration with other MPO's
- Continued data gathering and editing REMM policy layer to reflect most current city general plans
- Addition of Brigham City, Perry, and Willard area in Box Elder County into REMM's geographic coverage area, pending anticipated 2022 MPO boundary updates
- Data resources developed and maintained to inform REMM's 'pipeline projects' capability for use in the land use model's near term years
- Continued development of automated desktop and web-accessible tools to translate output of the models into formats that better support visual assessment, mapping and calculation of performance measures
- Updated REMM input data models to improve the efficiency of maintaining and updating this information, and to enhance the utility of this information for other analyses
- Within-model-year metrics for REMM that indicate what portion of the model space develops for each year and the characteristics of that new and re-development
- Sensitivity testing to enhance understanding of the REMM model behavior when full capacity levels are reached
- Incremental improvements to the REMM model structure and coefficients
- Technical support for WF TDM, REMM, and other model application and various transportation projects
- Continue collaboration with UDOT, UTA and MPO partners to utilize commercial "big data" origin/destination datasets in support of WF TDM calibration and validation

G. TECHNICAL SUPPORT AND SERVICES

G.1 AIR QUALITY ANALYSIS AND COORDINATION

OBJECTIVES:

To coordinate transportation plans at the system and project level with the goals, policies, and specific actions of the State Implementation Plan (SIP) for air quality.

To identify and help implement strategies for improving air quality in the region.

ANTICIPATED PRODUCTS:

- Conformity determination for the TIP, RTP, and any amendments
- Technical support for air quality analysis
- Regular meetings of the Interagency Consultation Team
- Coordination with DAQ, UDOT, UTA, MAG, Cache MPO, EPA, FTA and FHWA regarding air quality issues
- Air quality performance measures and reporting
- Support to DAQ for Ozone SIP Development
- Transportation Control Measures as needed
- CMAQ Performance Plan and Targets

G.2 SOCIOECONOMIC AND TRANSPORTATION DATA

OBJECTIVES:

To develop, verify and maintain socioeconomic estimate and forecast data at the county, place, and Traffic Analysis Zone (TAZ) levels.

To collect detailed input data for the development and enhancement of the regional travel and land use models.

To maintain various other databases that support the Regional Travel Demand Model, the regional Real Estate Market Model (REMM), and studies/plans prepared by WFRC and others, including, but not limited to, existing and historical socioeconomic and transportation data.

To perform analysis to assist regional planning efforts, such as the Wasatch Choice 2050 Vision, the Regional Transportation Plan, and the Transportation Improvement Program.

To coordinate with the US Census Bureau in support of quality decennial and American Community Survey data products that are accessible and utilized within this region.

To collect, process, and analyze highway, transit, and active transportation data.

ANTICIPATED PRODUCTS:

- Traffic Analysis Zone (TAZ) and city-scale socioeconomic estimates to support long range planning
- Analysis of socioeconomic data and forecasts
- Input to short-range programming, long-range planning studies and air quality analyses
- Continually updated REMM land use model base year data set
- Speed data and analysis
- Traffic volume data, including but not limited to, annual statistics, containing adjusted counts from permanent recorders and coverage stations
- Transit ridership, park and ride lot usage, and other transit data

G.3 GIS AND DATA MANAGEMENT

OBJECTIVES:

To serve partners and the community through collecting, using, and presenting spatial data and information in transportation, land use, and economic development planning.

To maintain a reliable, up-to-date inventory of authoritative spatial datasets, reducing internal and external data redundancy.

To empower Geographic Information System (GIS) users to more easily retrieve data and create maps for analysis and decision-making support.

To promote visualization of geographic information using interactive web map applications.

To respond to community needs by delivering timely information resources related to equity, housing, and access to opportunities.

ANTICIPATED PRODUCTS:

- Geospatial datasets, spatial analysis, and maps in support of the Wasatch Choice Vision, Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), Transportation and Land Use Connection (TLC) goals and activities, and preparations for the planned Household Travel Survey.
- GIS map layers and interactive web maps depicting mobility, access to opportunities, and other results from the Wasatch Front travel demand model (WF TDM) and Real Estate Market Model (REMM) land use model.
- Up-to-date input datasets for the WF TDM and REMM models, including continued updates to base year parcels, housing and employment information, and traffic analysis zones and the processes to keep them current.
- Performance metrics derived from GIS and analysis of the WF TDM and REMM in support of the RTP planning process.
- Geospatial datasets, spatial analysis, and maps in support of relevant community issues and needs, such as housing and equity, including continuation of WFRC's Map of the Month for WFRC's newsletter series.
- Authoritative geospatial datasets that are appropriately accessible to both internal and external clients via local and web connections, including derivatives from forthcoming decennial census data and the American Community Survey.
- Technical documentation/metadata for authoritative geospatial datasets.

G.4 TECHNICAL SUPPORT TO LOCAL GOVERNMENTS

OBJECTIVES:

To provide assistance to state and local agencies, as well as the public in developing projects, plans, and programs which are part of or relate to the transportation system.

ANTICIPATED PRODUCTS:

- Assistance and information to local governments and others

G.5 TOOELE VALLEY RURAL PLANNING ORGANIZATION

OBJECTIVES:

To work with local governments, UDOT and UTA to provide a structured transportation planning process for Tooele Valley.

To update the Tooele Valley Regional Long Range Transportation Plan and advance transportation priorities for Tooele Valley.

To provide a public involvement process.

ANTICIPATED PRODUCTS:

- An updated Tooele Valley Regional Long Range Transportation Plan

- Updated priorities for consideration in the Statewide Transportation Improvement Program
- A public involvement process

G.6 MORGAN COUNTY RURAL PLANNING ORGANIZATION

OBJECTIVES:

To work with local governments and UDOT to provide a structured transportation planning process for Morgan County.

To develop a Morgan County Long-Range Transportation Plan and advance transportation priorities for Morgan County.

To provide a public involvement process.

ANTICIPATED PRODUCTS:

- Refinements to the Morgan County Long-Range Transportation Plan
- Updated priorities for consideration in the STIP
- A public involvement process

H. PUBLIC INVOLVEMENT

OBJECTIVES:

To provide early, on-going, and two-way communication with special interest groups, elected and appointed government officials, other government agencies, and the general public regarding Wasatch Front Regional Council (WFRC) projects, plans, studies, and processes.

To provide forums in which this communication takes place, public events, written communication, email campaigns, website pages, social media posts, news media, online interactive maps and/or visualization tools, and other methods are leveraged. To be performed in coordination with the Utah Department of Transportation (UDOT), Mountainland Association of Governments (MAG), Utah Transit Authority (UTA), Envision Utah, Utah League of Cities and Towns (ULCT), and local government staff, to ensure that the public is well informed about the Regional Transportation Plan (RTP), Transportation Improvement Program (TIP), Wasatch Choice Vision, Transportation and Land Use Connection (TLC) program, Wasatch Front Economic Development District (WFEDD), and other plans and programs.

To comply with the public involvement provisions of the Fixing America's Surface Transportation (FAST) Act federal legislation and the requirements of Title VI for inclusionary efforts for the transportation disadvantaged and those with limited English proficiency.

ANTICIPATED PRODUCTS:

- Public events, including:
 - Online, in-person, or hybrid open houses and workshops
 - Wasatch Choice Vision event or similar combined event
 - RTP and TIP processes
 - Project-specific public events, many of which will be held in conjunction with other public agencies, including UDOT, UTA, etc.
- Communications content, in both English and Spanish formats
- Email campaigns
- Redesigned website
- Website pages
- Social media posts
- Fiscal Year (FY) 2023 Public Participation Plan
 - Measures of Effectiveness Report
- Online interactive maps and/or visualization tools; maintenance and use of a stakeholders email distribution list, which currently includes over 3,500 contacts
- General and program-specific brochures and report cards
- Speaking engagements at chambers of commerce, and university and college classes, as well as senior, community, environmental, vulnerable community, minority, and disadvantaged groups, etc.
- Briefings to the news media
- Publication of RTP and TIP public open houses and/or comment periods in local and regional newspaper ads
- Visits with environmental justice, underserved community, and other special interest groups, as well as the natural resource agency to receive input on RTP development
- Presentations to the legislature
- Distribution of the statewide Utah's Unified Transportation Plan
- Documentation of all public involvement efforts

I. COMMUNITY DEVELOPMENT

I.1 COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) PROGRAM

OBJECTIVES:

To assist in the development of viable urban communities by providing decent housing and a suitable living environment, principally for persons of low and moderate income.

To provide data, planning, technical assistance, management, and other information and services through the Small Cities CDBG Program of the Wasatch Front Region within Morgan, Tooele, and Weber Counties, excluding Ogden City.

ANTICIPATED PRODUCTS:

Regionwide:

- Updated regional Annual Action Plan for the Wasatch Front Region
- Updated Rating and Ranking Criteria to comply with local and regional goals and priorities for funding

- Assistance to the Regional Review Committee (RRC) for meetings, consolidated plan information and Rating and Ranking Criteria.
- Assistance to the State CDBG policy committee representative for the region in order to better facilitate representation of local interests with state agencies
- Assistance to the Councils of Governments from Morgan, Tooele and Weber Counties along with other local elected officials in order to familiarize and inform them of program requirements and responsibilities
- Technical assistance to any interested entity to ensure access and participation in the program. Assistance may be provided not only to municipalities, but also non-profit agencies, social service providers, local special service improvement districts, and other organizations
- Coordination between the State, as the program administrator, and each local entity (applicants) to ensure program awareness and compliance
- Assistance to RRC to allocate CDBG funds received through the CARES Act and additional Coronavirus aid packages

Municipality:

- Assistance to jurisdictions in updating their capital improvement plans that prioritize needs and identify projects to help mitigate the needs
- Promotion of community and public service-related activities such as the Continuum of Care program, the State’s Plan to End Chronic Homelessness, and planning for affordable housing

I.2 ECONOMIC DEVELOPMENT

OBJECTIVES:

To continue to administer the Wasatch Front Economic Development District (WFEDD) in order to better support the region and remain eligible for funding from the U.S. Economic Development Administration (EDA).

To annually update the region’s Comprehensive Economic Development Strategy (CEDS), a study that brings together public and private sectors to create an economic roadmap that strengthens regional economies.

To integrate economic development plans, programs, and activities with the WFRC including the transportation planning process and Wasatch Choice Vision.

ANTICIPATED PRODUCTS:

- An annual update to the currently adopted 2018-2023 Comprehensive Economic Development Strategy (CEDS)
- Administration of WFEDD one-time EDA Cares Recovery Assistance funding in the form of technical assistance to member communities

DATE: May 12, 2022
AGENDA ITEM: 6b
SUBJECT: **ACTION:** Approve adjustments to the WFRC Personnel Policy
PREPARED BY: Ned Hacker, Director of Operations; Marian Florence, CFO;
Andrew Gruber, Executive Director

BACKGROUND:

WFRC has a Council-adopted Personnel Policy. In conjunction with the development of the WFRC FY23 budget and goals, we reviewed the Personnel Policy and identified a few areas warranting update or clarification. These adjustments are designed in part to enable us to fulfill WFRC goal #4: “Create and maintain a work environment that maximizes the health, happiness, and productivity of an excellent staff.” Further, over the past year, WFRC conducted an analysis of its performance and compensation approach, and a few adjustments to the policy are warranted to reflect the results of that analysis.

The following is a summary of the proposed Personnel Policy modifications. The actual language modifications are shown in the exhibit to this memo. These modifications do not impact the WFRC budget.

Chapter II: Compensation Plan

In the opening paragraph, clarify that the “WFRC Budget Committee” in addition to the Council, approves the overall compensation budget. Also clarify that market-based compensation adjustments can be made, which is consistent with existing policy provisions that require market analyses and salary survey be conducted.

Chapter II: Section 1: Salary Determination

Clarify that the WFRC Budget Committee and Council establish the overall compensation budget, and direct the WFRC Executive Director to establish, within that budget, the job descriptions and salaries. The modification to the policy clarifies these roles and ensures that the Executive Director can use information gathered in salary surveys and market analyses to make necessary adjustments within the budget constraints set by the Council.

Chapter IV: Section 5: Holidays

In accordance with federal and state policy, WFRC has added Juneteenth (June 19th) as a holiday.

Chapter V: Section 1: Vacation Leave

Under current WFRC policy, employees accrue vacation time over the course of a year. Therefore, when a new employee starts at WFRC, they have no - or very limited - vacation time available during their first year. This policy modification would allow new employees to borrow

limited vacation time from future accruals in the first year of employment, subject to repayment if the employee leaves WFRC before accruing the vacation time.

Chapter V: Section 2: Sick Leave

To provide more flexibility for our employees, the proposed change decreases the amount of sick leave that must be carried over to the following year and increases the options available to employees in cashing out remaining leave.

EXHIBITS:

Proposed Changes to the Personnel Policy

RECOMMENDATION AND MOTION:

The WFRC Budget Committee recommends and moves that the Council approve the adjustments to the WFRC Personnel Policy.

CONTACT INFORMATION:

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CHAPTER II COMPENSATION PLAN

Each fiscal year the [WFRC Budget Committee and Council](#) approves an overall compensation budget for WFRC staff. Within that budget the Executive Director may allocate portions for cost of living adjustments, performance-based merit increases, performance awards, [market-based adjustments](#) and promotions.

Section 1 – Salary Determination

[Within the overall compensation budget established by the WFRC Council and Budget Committee, t](#)The WFRC ~~Council~~ [Executive Director](#) shall establish a salary schedule with pay ~~grades~~ [ranges](#) for all positions and job titles based on a classification system and job descriptions. Salaries will be determined using the salary schedule for each position. WFRC shall conduct salary surveys on a periodic basis to keep the salary schedule and ranges for each position in line with comparable positions in other similar agencies or industries. The results of these surveys shall be used to update the salary ranges for all positions.

At the time of initial appointment of a new employee, a job description, [pay grade](#), and corresponding salary range will be determined for the position. The employee must be paid within the established range for the specific position.

Performance-based merit increases may be awarded to individual employees on the basis of performance evaluation scores. At the beginning of each fiscal year, the employee and the employee's Area Coordinator (AC)/[Supervisor](#) will agree on a performance plan that includes weighted performance factors. Performance standards for employees will be commensurate with their level of experience and pay grade. At the end of each fiscal year, each non-probationary employee will be evaluated by the employee's AC and the employee will receive an overall score for their performance. The AC/[Supervisor](#) will discuss the review with the employee and both the employee and the AC/[Supervisor](#) will sign the performance evaluation. An employee may request a review with the Executive Director and the Area Coordinator/[Supervisor](#) of their performance evaluation within 30 days of the signed initial evaluation.

Performance will be scored on a scale of 0 to 5 with 3 being the level of minimal acceptable performance. Performance will be compensated according to the following schedule where "M" equals the merit allocation percentage as determined by the Executive Director within the Council-approved budget:

Performance Score	0.00 – 2.99	3.00 – 3.99	4.00 – 5.00
Base Rate Increase	0.0%	.5M	M

Performance-based salary increases are independent of any cost of living adjustments (COLA).

Employees performing below the minimal performance standard are not eligible for a performance-based rate increase. Employees receiving sub-standard performance evaluations are subject to disciplinary actions up to and including termination.

be authorized in advance by the employee's Area Coordinator. Employees who work overtime without advance authorization may be subject to disciplinary action up to and including termination for repeat offenses.

Section 5 – Holidays

The following holidays shall be observed by the Council and shall be granted to all regular, full-time employees with pay, and to regular, part-time employees with hours pro-rated based on hours worked (e.g., if there are 172 full-time hours in a month and the employee works 86 hours, the percentage applied to leave is 50% or 86/).

- New Year's Day (January 1)
- Martin Luther King Day (3rd Monday in January)
- President's Day (3rd Monday in February)
- Memorial Day (Last Monday in May)
- [Juneteenth \(June 19th\)](#)
- Independence Day (July 4)
- Pioneer Day (July 24)
- Labor Day (First Monday in September)
- Thanksgiving Day (4th Thursday in November)
- Christmas Day (December 25)
- 3 Personal Holidays – (as requested by employee)

Additional legal holidays, when designated by the Governor of Utah or the President of the United States, shall also be recognized for Council employees.

Section 6 – Outside Employment

Outside employment is permitted, subject to Executive Director review, only if it does not represent a conflict of interest, does not conflict with WFRC work schedules, does not interfere with employee's performance in service to WFRC, and does not utilize WFRC resources or assets.

Section 7 – Political Activity by Employees

The Wasatch Front Regional Council is a voluntary association of local governments providing services to members. To maintain this service function, WFRC must remain non-partisan. Certain forms of political activity on the part of employees would threaten the non-partisan status of the WFRC. Employees must, as a condition of employment, understand and agree to refrain from political activity of this nature during work hours or while representing WFRC, and may never utilize work assets (e.g., computers, email) for partisan political activity. Political activity by an employee that violates this section may be subject to discipline, up to and including termination. Employees who engage in political activity outside of work must never hold themselves out as acting on behalf of WFRC. (The Hatch Act will apply.)

CHAPTER V LEAVE

Leave is an authorized absence during regularly scheduled work hours. Leave may be authorized by the Executive Director with or without pay. An employee who is absent without permission is considered unauthorized absence, and shall be subject to disciplinary action up to and including dismissal. The Executive Director or Area Coordinators shall approve all leave requests except their own; Executive Director leave requests will be reviewed by the WFRC Chair or, in the absence of the Chair, the Vice-Chair.

Section 1 – Vacation Leave

Employees earn vacation for each full calendar month of employment. The amount earned is based on years of service as follows:

- 1 – 5 years – 8 hours per month or 96 hours per year
- 6 – 10 years – 10 hours per month or 120 hours per year
- 11 -15 years – 12 hours per month or 144 hours per year
- 16 years and over – 13.33 hours per month or 160 hours per year

Regular part-time employees earn vacation pro-rated based on hours worked (e.g., an employee who works 24 hours per week would earn vacation at the rate of 60% of the schedule shown above). No vacation accrual is made for unpaid time.

Employees of WFRC may carry forward into the next calendar year accrued vacation leave up to a maximum of 40 days or 320 hours. Once an employee has reached the maximum accrual, no further monthly accrual will be made until the employee has taken vacation leave. Vacation leave lost as a result of the employee reaching the maximum accrual may not be recovered in subsequent months regardless of the number of vacation hours used later in the year. For example: if an employee has an accrued vacation balance of 315 hours at the end of the month and during the subsequent month does not use any vacation and would normally accrue an additional 8 hours, in this instance they would only accrue 5 hours that subsequent month bringing them to the maximum accrual of 320 hours. If that same employee uses 40 hours the following month, they would only accrue 8 hours and the 3 hours lost as a result of reaching the maximum accrual would not be recovered at the later date.

Upon termination of employment an employee shall be paid for the unused portion of his/her accumulated vacation leave up to 40 days, provided he/she has completed six consecutive months of service and has terminated without cause.

No employee may be allowed vacation leave with pay for any period of time beyond, or in advance of, time already accrued. [An exception may be made in an employee's first year of employment: with the prior written approval of the employee's AC/Supervisor and Executive Director, an employee may borrow up to 40 hours of vacation time from their first year of expected accruals, with the understanding that if their employment is terminated prior to the accruals being met, any used vacation not yet earned as of the termination date will be deducted from their last paycheck.](#)

Taking any vacation leave without authorization may be reason for disciplinary action.

exposure to a contagious disease when the attendance at duty jeopardizes the health of others; for well care health screenings or examinations, and fitness related activity by the employee. False or fraudulent use of health care leave shall be cause for disciplinary action and may result in dismissal. Reasonable limits may be imposed by the Executive Director.

All employees holding full-time and permanent positions accumulate sick leave at the rate of one day per month. Regular part-time employees accumulate sick leave pro-rated based on hours worked.

1. Employees are allowed to convert unused sick leave to cash payments upon termination of employment.
2. ~~At the end of each fiscal year any amount of sick leave over 80 hours will be paid to the employee. The employee may contribute this to a deferred savings plan or be paid in cash for the unused leave over 80 hours, a portion of employee sick leave may be cashed out, converted or carried over as follows~~
 - ~~0-40 hours: must be carried over to next fiscal year~~
 - ~~41-80 hours: employee may choose to cash out, contribute to a deferred savings plan, convert to vacation leave, or carry over to next fiscal year~~
 - ~~81+ hours: employee must choose to cash out, contribute to a deferred savings plan or convert to vacation leave~~

3. A doctor's certificate may be required for sick leave in excess of three working days.

4. Sick leave must be reported by the employee at the same time sick leave is needed.

~~5. Except as herein provided, all employees will be able to convert twenty five (25) percent of the unused sick leave accumulated during the previous twelve (12) month period into vacation. The remaining seventy-five (75) percent of the unused sick leave accumulated during the previous twelve (12) month period will be carried over for use in the next year, if needed. In calculating the unused sick leave under this section, any sick leave used will be considered as coming from the current twelve (12) month period and not from accrued sick leave.~~

Section 3 – Family Medical Leave (FMLA leave)

1. WFRC employees who have been employed by WFRC for at least one year and for at least 1,250 hours during the preceding 12-month period are eligible for FMLA leave. Employees claiming FMLA leave will be returned to the same or equivalent position at the end of the leave period granted pursuant to this policy.
2. FMLA leave will consist of appropriate paid leave or unpaid leave. WFRC will provide the first 80 hours at 2/3 pay for any employee with a qualifying FMLA event. After the first 80 hours at 2/3 pay the employee must use all of his or her accrued paid leave, including vacation leave and sick leave. In some cases, short-term disability may also be available. The remainder of the leave period will then consist of unpaid leave.
3. Employees who meet the applicable time of service may be granted FMLA leave consisting of appropriate accrued paid leave and unpaid leave for a period of 12 weeks, or 26 weeks pursuant to paragraph 5, during the 365 days following the invocation of FMLA leave. Leave may be taken intermittently as long as the total does not exceed 480 hours or 12 weeks.