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Louenda Downs  
Utah Association of Counties

Robert Grow  
Envision Utah

Alan Matheson  
State Planning Director

Andrew Gruber  
Executive Director



February 13, 2014

To Members of Trans Com and Other Interested Persons:

A meeting of Trans Com will be held on **Thursday, February 20, 2014 at 2:00 p.m. at the Wasatch Front Regional Council offices** located at 295 North Jimmy Doolittle Road in Salt Lake City. The agenda will be as follows:

1. ACTION on minutes of November 21, 2013 meeting
2. Opportunity for public comment
3. Trans Com Roles and Responsibilities and Schedule for 2014
4. Transportation Improvement Program (TIP)
  - a. ACTION: Board Modifications to the 2014-2019 TIP
  - b. Review of Concept Report Applications received for 2015-2020 Urban STP, CMAQ, and TAP Programs
  - c. Review of Fiscal Year 2013 obligation of federal highway and transit funds
5. Local Planning Resource Program Update
6. State Legislative Update
7. Congestion Management Report
8. Other business
9. Next Meeting Date: April 24, 2014

Sincerely,

Mayor Bill Applegarth  
Chairman



**TRANSPORTATION COORDINATING COMMITTEE (Trans Com)**  
**Minutes of Meeting held**  
**November 21, 2013**

Chairman Darrell Smith called Trans Com to order at 2:05 p.m. at the Wasatch Front Regional Council offices located at 295 North Jimmy Doolittle Road, Salt Lake City, Utah. Mayor Smith introduced and welcomed Tracy Jackson, new assistant at the Wasatch Front Regional. One of Tracy’s new assignments is to assist with Trans Com meetings. The following asked to be excused: Mayor Hiatt, Mayor Cullimore, Mayor Applegarth, Mayor Mills, Commissioner Millburn, and Commissioner Holbrook.

**ATTENDANCE**

**Members:**

Darrell Smith, Chair	Mayor, Draper City
Mitch Adams, Vice Chair	Mayor, Clinton City
Doug Clifford	Mayor, Pleasant View City
Richard Harris	Mayor, North Ogden City
Tina Kelley	Councilmember, Morgan County
Shane Marshall	Utah Department of Transportation
Daniel McConkie	Commissioner, Utah Transportation Commission
Jerry Rechtenbach	Mayor, Taylorsville City
JoAnn B. Seghini	Mayor, Midvale City
Matt Sibul	Utah Transit Authority
Jan Zogmaister	Commissioner, Weber County

**Others:**

Brett Wood	Herriman City
John Hiskey	Sandy City
Justin Morgan	Federal Highway Administration - Utah Division
Kelly Lund	Federal Highway Administration - Utah Division
Alma Haskell	Utah Transportation Authority
Stan de Jong	Utah Transportation Authority
Lynn Harman	Salt Lake City Engineering
Chad Boshell	Farmington City
Rex Harris	Utah Department of Transportation – Region 1
Kris Peterson	Utah Department of Transportation – Region 1
Nathan Lee	Utah Department of Transportation – Region 2
Cory Pope	Utah Department of Transportation
Bill Lawrence	Utah Department of Transportation
Andrew Gruber	Wasatch Front Regional Council
Wayne Bennion	Wasatch Front Regional Council
Ted Knowlton	Wasatch Front Regional Council
Sam Klemm	Wasatch Front Regional Council

Ben Wuthrich  
Renaë Bodily  
Tracy Jackson  
Suzie Swim

Wasatch Front Regional Council  
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Wasatch Front Regional Council

## 1. MINUTES

**ACTION: Mayor Harris moved that the minutes of the August 15, 2013 Trans Com meeting be approved as written. Councilmember Kelley seconded the motion, and the voting was unanimous.**

## 2. OPPORTUNITY FOR PUBLIC COMMENT

There were no comments.

## 3. TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

### A. ACTION on Board Modifications to the 2014-2019 TIP

Ben Wuthrich, WFRC, reviewed several requests the Wasatch Front Regional Council had received to modify the 2014-2019 Transportation Improvement Program (TIP). The Regional Council has delegated to this body the responsibility to approve those board modifications when there is not a meeting for the Regional Council.

These first projects involve funding and timing of the projects and scope adjustments in the Ogden/Layton urban area:

- **Bountiful/West Bountiful; 400 North & 500 West.** The objective is to add dedicated right turn lanes in the east bound and north bound lanes and intersection improvements. **Advance Funding: \$1,200,000 from FY2018 to FY2014.**
- **D&RGW Rail/Trail; Hinckley Bridge to Midland Drive.** The objective of this project is to extend the D&RGW Rail/Trail northward, near the limit of the UTA's jurisdiction, then turn west and connect to Midland Drive at an at-grade pedestrian crossing where it will connect to a trail that will proceed north to 12<sup>th</sup> Street and other trails. **Refine Project Scope: \$136,009 specifically for this purpose.**
- **Washington Terrace – Adams Avenue; Washington Blvd to 5600 South.** The original project concept was to reconstruct this three lane section of Adams Avenue with plans to widen to a five lane facility at sometime in the future. Additional studies have indicated that the additional lanes are justified now and the expanded scope would assist in handling current traffic volumes and future expansion in the southeast area of Washington Terrace. The Regional Transportation Plan (RTP) was amended last August moving this capacity project into phase I. **Additional Funding: \$643,287.**

Mr. Wuthrich asked if there were questions. Having been none, he proceeded with the next seven projects. These projects are good examples of WFRC, local government, and UDOT partnering to employ funding strategies to construct local government projects sooner, making limited resources go farther. Six of these projects are on this board modification because they are being advanced in the program. The seventh project is to receive additional funds.

The funding strategy is to exchange federal funds for state funds. Such an exchange occurred last year with a STP project in North Salt Lake. Because of the higher costs associated with requirements that come with federal funds, this strategy has been around for several years. In 2008, the state Transportation Commission approved an exchange rate policy of \$0.85 in state funds for \$1.00 in federal funds. A local match of 10% and a cooperative agreement between the local government and UDOT are also required.

The primary benefits of the proposed exchange are: 1) that the local government project originally programmed with federal funds can now happen much sooner and at lower cost by receiving state funds, and 2) that the state receives additional federal funds for a transportation project that is already subject to federal requirements.

Some of the risks to be aware of are project cost overruns, project cost savings, FY2015 Federal Program, and project construction standards and quality. If the cost of the project exceeds available funds, then the project sponsor would be responsible for the shortfall. If there are project cost savings, the cost savings would go back in the Transportation Investment Fund (TIF) and they would be used in the Ogden/Layton urban area. There are concerns that the FY2015 Federal Program could experience a gap in available funds which would result in a reduction of available federal funds that the state receives. This would impact all programs and push projects back. By doing this exchange, these projects are sure to move forward and the state would need to absorb these impacts elsewhere. In the federal process, projects are required to meet certain standards. If a project sponsor is not diligent in ensuring the quality and maintaining specific standards, an inferior product could result.

The following six projects would receive state funds:

- **Harrison Blvd (South); 7<sup>th</sup> Street to 2<sup>nd</sup> Street.** This project will reconstruct Harrison Blvd including roadway crown reduction, realignment, pavement widening, drainage improvements, right of way acquisition, repair/replacement of existing curb and gutter, repair/replacement of existing sidewalk. **Federal Funds: \$4,500,000 by FY2015. Exchanged Funding: \$3,825,000.**
- **Harrison Blvd/2<sup>nd</sup> Street/Sheridan Drive.** This project will re-align and signalize an offset T intersection between 2<sup>nd</sup> and Sheridan and Harrison Blvd. It will also address access management near the intersection and allow for improved pedestrian crossings while improving traffic flow. **Federal Funds: \$2,500,000 by FY2018. Exchanged Funding: \$2,125,000.**
- **300 West; 300 North to 1300 North.** This project will reconstruct and widen a narrow inconsistent cross-section 2-lane facility to a three lane facility with curb, gutter and sidewalk and provide turn lanes at all intersections. **Federal Funds: \$3,341,000 by FY2017. Exchanged Funding: \$2,839,850.**
- **3000 West; 700 South to Bluff Road.** This project will reconstruct and widen a narrow inconsistent cross-section 2-lane facility to a three lane facility with curb, gutter and sidewalk and provide turn lanes at all intersections. **Federal Funds: \$3,699,000 by FY2018. Exchanged Funding: \$3,144,150.**
- **4300 West; 6000 South (Hooper) to 2300 North (Clinton).** This project will construct a section that does not exist and reconstruct and widen a narrow inconsistent 2-lane cross-section facility to a three lane facility with curb, gutter and sidewalk and provide turn lanes at all intersections. **Federal Funds: \$3,495,000 by FY2018. Exchanged Funding: \$2,970,750.**
- **3000 West; 1400 North to 2300 North.** This project will reconstruct and widen a narrow inconsistent cross section 2-lane facility to a three lane facility with curb, gutter

and sidewalk and provide turn lanes at all intersections. **Federal Funds: \$2,784,000 by FY2019. Exchanged Funding: \$2,366,400.**

There was discussion regarding the federal funding. Wayne Bennion explained that back in 2008, the state analysis determined that the increased cost to the federal funding was 15%, and to clarify on the local match, instead of 6.77% match, with the state funds exchanged, it is a 10% match. A question was asked, where are the federal funds going? Mr. Wuthrich explained that the federal funds would go to the following project:

- **I-15; South Davis Operational Upgrades.** This project includes work on bridge structures at 2600 South, 1500 South, 500 South, and 400 North on (I-15). The 500 South and 2600 South Interchanges will be upgraded. It will also include the construction of an Express Lane on I-15 from North Salt Lake to Farmington. **Current Project Budget: \$114,862,291. Exchanged Funding \$3,047,850.**

From this project, comes the \$17,271,150 of state funds for the six local government projects. In exchange, \$20,319,000 in federal funds from these projects goes to the I-15 project, adding \$3,047,850 to it. Because of an additive bid process in the I-15 project, there is potential that additional work could be added to the initial project.

The next projects primarily involve funding or scope adjustments:

#### **Funding Adjustments:**

- **1300 South; 500 West to 700 West.** This project will replace the deteriorated bridge deck and support structures, and address existing structural deficiencies. **Funding Transfer: \$932,300.**
- **5600 West (SR-172); 6300 South to 7000 South and 5600 West (SR-172); 6200 South to 7000 South.** The original project was to tie the roadway improvements into the existing roadway at 6300 South. After further study, it was determined that 6300 South would not be sufficient in its cross section for the required traffic load. **New Funding: \$500,000 / Funding Transfer: \$250,000.**
- **TravelWise/Salt Lake Green Bike Expansion.** This project would construct an additional Bike Docking Station, purchase additional bikes, and operate Green Bike. **Funding Transfer: \$75,000.**
- **4800 West: Skye Drive (9800 South) to 10200 South.** The expanded scope would connect a bike trail in the project to an existing trail outside the project limits. **Expand Project Scope: No New Funds.**

#### **New Projects:**

- **West Haven D&RGW Rail Trail from Hinckley Drive to Ogden River Trail.** This project includes construction on the final segment of the D&RGW Rail Trail. **New Funding: \$200,000.**

#### **Scope/Funding Adjustments:**

- **Hillfield Road (SR-22); Main Street (SR-126) to Fisher Hwy (SR-193).** This project includes pavement rehabilitation. **Delay Project: \$0.**
- **24<sup>th</sup> Street (SR-53); Lincoln Avenue to Washington Blvd (US-89).** This project includes pavement rehabilitation. **Additional Funding: \$250,000.**
- **Fisher HWY (SR-193); Hillfield Road (SR-232) to Main Street (SR-126).** This project includes pavement rehabilitation. **Additional Funding: \$1,000,000.**
- **SR201/SR-202 Intersection.** This project includes intersection realignment and a signal. During a risk evaluation of the design phase, several high level risks were

- identified requiring additional project costs. Additional funding to come from available Highway Safety Program Funds. **Additional Funding: \$2,000,000.**
- **SR-201; 9200 West to 5600 West.** This project includes roadway construction. UDOT, Region 2 requests that the project limits be extended to include the section of roadway between the project limit (9200 W) and the bridge at 9450 West. It is believed there is enough contingency in the current project to meet this additional scope, and therefore no additional funding is required.
  - **12600 South (SR-71); Bangerter Highway to Redwood Road.** This project includes pavement preservation. UDOT, Region 2 requests that the original project be extended to include the section on 12600/12300 South from Redwood Road to I-15. This would take advantage of favorable bid environments and minimize the impact to the traveling public. The additional funds to advance this section are available from project cost savings and the bidding environment. **Additional Funding & Extending Project Limits: \$2,000,000.**

**Pavement Rehabilitation Program Update:**

- **FY2014 Updated projects & FY2015 Project List for the Pavement Rehabilitation/Purple Book Program:** Purple Book Projects are projects that add structural value to the pavement surface or resurfacing projects with 2" to 4" overlays with or without rotomilling.

**ACTION:** Commissioner Zogmaister moved that Trans Com approve the resolution to modify the 2014-2019 TIP as presented. Mayor Adams seconded the motion and the voting was unanimous.

**B. Report on Board Modifications to the 2014-2019 TIP**

Since the last meeting of Trans Com, WFRC received and approved requests to modify the current 2014-2019 Transportation Improvement Program (TIP) as outlined in the packet. The modification required action from WFRC and the Transportation Commission, but did not require a new air quality conformity analysis or a 30-day public comment period.

**C. Letters of intent received for 2015-2020 Surface Transportation Program (STP), Congestion Mitigation/Air Quality (CMAQ) Program and Transportation Alternatives Program (TAP)**

Mr. Wuthrich presented the "Letters of Intent" that the WFRC has received for the next funding cycle. He asked if any projects Trans Com members were aware of were missing from the list. WFRC staff will review this list, identify those projects that are eligible for the funds that are being requested, and then ask that those sponsors prepare project concept report forms, which will be due by the middle of January.

Andrew Gruber added a quick reminder that these are the three programs of federal funds that come to the Regional Council and WFRC staff is responsible for the evaluation and programming process. This is not applying for funds to generally be on the TIP. This is project funding from the Surface Transportation Program (STP), the

Congestion Mitigation/Air Quality (CMAQ) Program, and the new Transportation Alternatives Program (TAP) portions of the Transportation Improvement Program (TIP).

The intent of this agenda item was to remind the Trans Com members of the request and to make them aware of the potential projects from which sponsors will be submitting concept reports to be evaluated and considered for available funding.

#### **4. Utah Transit Authority Draft 2014 Budget and Board Goals and 2020 Strategic Plan**

Stan de Jong, UTA, explained that some of the key features of UTA's operating budget are to keep fares low, maintain current fare structure with no increases, expand customer base, and maintain reserves. The attached handouts show an increase in service and operating cost. There has been an increase in cost mainly due to the Sugarhouse Streetcar, the Draper Line and the Airport Line. The total revenue is anticipated to increase by 5%.

Some of the key features in the 2014 capital budget are major IT initiatives, such as distance based fares, electronic fare collection, passenger information systems, radio system upgrades, and also a central garage fueling facility with CNG capabilities.

Some of the initiatives are TRAX car overhauls, TRAX tactile replacement, and revenue vehicle replacement. The useful life of a bus is generally 12 years, yet UTA is pushing them to 13 and sometimes 14. Maintenance on the rail lines is also one of the initiatives.

Matt Sibul reminded the committee that the original TRAX line is now 14 years old. Andrew Gruber commented that, when he was in Chicago, the transit system there was 100 years old. Over the course of decades, insufficient resources had been invested to maintain the system in a state of good repair. It had deteriorated so it was costing more to operate and was not operating as safely. It got to a point where there was a huge financial hole that they had to dig themselves out of. A 14 year old system sounds like a young system but Mr. Gruber wanted to commend UTA for proactively maintaining a state of good repair.

#### **5. OTHER BUSINESS**

No further business.

The meeting ended at 3:37 p.m.

Next meeting date: February 20, 2014

**DATE:** February 13, 2014

**AGENDA ITEM:** 3

**SUBJECT:** Trans Com Roles and Responsibilities and Schedule for 2014

**PREPARED BY:** Wayne Bennion

**BACKGROUND:**

In 1973, Congress required that a Metropolitan Planning Organization (MPO) made up predominately of local elected officials be responsible for conducting a regional transportation planning process. In December of that year, the Regional Council was designated by the Governor to be the MPO for the Salt Lake and Ogden Urbanized Areas in Utah. MPOs are required to prepare and adopt a Long Range Regional Transportation Plan and a six-year Transportation Improvement Program (TIP). The Transportation Coordinating Committee (Trans Com) was created by agreement (most recent version attached) between the Wasatch Front Regional Council, the Utah Department of Transportation, and the Utah Transit Authority to provide a forum for planning and discussion and to meet federal transportation planning requirements. Trans Com now acts as the policy advisory committee to the Regional Council regarding the programming of funds through the TIP and other short-range transportation issues.

The WFRC staff will brief the committee on its roles and responsibilities at the February 20 meeting. Staff has also prepared a schedule for Trans Com meetings in 2014. They would like Trans Com to review the proposed schedule and provide suggestions about any other issues they would like to discuss.

**CONTACT PERSON:**

Wayne Bennion (WFRC) (801) 363-4230 or 773-5559 x1112

**RECOMMENDATION:**

This item is for information.

**EXHIBITS:**

Transportation Planning Agreement  
Schedule for 2014



**REGIONAL TRANSPORTATION PLANNING  
MEMORANDUM OF AGREEMENT**

**THIS AGREEMENT** is made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2013, by and between the Wasatch Front Regional Council, hereinafter designated as “WFRC”, administrating agency for comprehensive transportation planning in the Salt Lake City-West Valley City and Ogden-Layton Urbanized Areas, the Utah State Transportation Commission, the Utah Department of Transportation, hereinafter designated as “UDOT”, and the Utah Transit Authority, hereinafter designated as “UTA.” This agreement supersedes previous agreements of 02/19/76, 04/08/88, 08/23/01, and 09/24/03.

**WHEREAS**, the WFRC has been duly constituted under the authority of Title 11, Chapter 13, Utah Code Annotated, 1953, as amended (the Interlocal Cooperation Act), and pursuant to Section 3, Executive Order of the Governor of the State of Utah, dated 27 May, 1970, with the authority to enter into this agreement and act on behalf of its constituent agencies; and

**WHEREAS**, UDOT’s powers and responsibilities are listed in Utah Code Section 72-1-20; and

**WHEREAS**, duties of the Utah Transportation Commission are listed in Utah Code Section 72-1-303; and

**WHEREAS**, pursuant to Title 17B, Chapter 2a, Part 8, Utah Code Annotated, the Utah Transit Authority (UTA) is organized to provide mass transit services within the Regional Council area; and

**WHEREAS**, Title 23, Chapter 1, Sections 105(d) and 134(b)(1), of the United States Code as amended, require that a Metropolitan Planning Organization (MPO) be designated to carry out the transportation planning requirements of Section 134 for any urbanized area of more than 50,000 population in order to receive federal-aid funds; and

**WHEREAS**, the WFRC, the Utah State Transportation Commission, the UDOT, and the UTA agree to cooperate and participate to the extent permitted by any legal limitations in continuing urban transportation planning in the Salt Lake City-West Valley City and Ogden-Layton Urbanized Areas;

**NOW, THEREFORE BE IT RESOLVED**, that the parties hereto, the WFRC on behalf of itself and its constituent agencies, the Utah State Transportation Commission, the UDOT, and the UTA do mutually resolve and agree as follows:

**PURPOSE**

This agreement provides an understanding between the parties for assigning responsibilities in conducting transportation planning in the Salt Lake City-West Valley City and Ogden-Layton Urbanized Areas. This agreement also identifies, by reference, the procedures used in the planning process and identifies the decision-making bodies.

## **SCOPE**

Within the Salt Lake City-West Valley City and Ogden-Layton Urbanized Areas, the urban transportation planning process encompasses all modes and facility types of transportation - automobile, transit, aviation, bicycle, pedestrian, trails, etc., and the interfaces between them. Procedures, specific work items, schedules, funding sources, and other details are identified, described, and assigned in the Unified Planning Work Program referenced below.

## **UNIFIED PLANNING WORK PROGRAM**

The WFRC, UDOT, and UTA agree to work jointly in accordance with items specifically covered in an approved Unified Planning Work Program (UPWP). The UPWP delineates individual work items to be accomplished on a regular basis. Funds required for the various work items and funding sources are also delineated in the UPWP. Federal fund transfers will be by written instrument providing for compliance with provisions of Title VI of the Civil Rights Acts of 1964.

## **POLICY BODY**

The WFRC is the official policy body for the transportation planning process in the Salt Lake City-West Valley City and Ogden-Layton Urbanized Areas and shall be the forum for cooperative decision-making by principal elected officials of general purpose local government and shall be considered such by Federal, State, and local agencies of government, previous agreements notwithstanding.

## **PROGRAM MANAGEMENT**

The WFRC will be the agency responsible for conducting the transportation planning process. Work to be accomplished and responsibility for individual work items shall be as stated in the UPWP. The WFRC will also be responsible for preparing the UPWP, coordinating with appropriate agencies, and submitting the UPWP to appropriate Federal agencies for approval. UDOT and UTA will assist the WFRC in preparing the UPWP and accomplishing the work specified in it.

## **TRANSPORTATION PLANNING COMMITTEES**

Six committees will be utilized in the transportation planning process. These are: (1) the Regional Growth Committee (RGC), a policy advisory committee to the Regional Council for long range transportation planning and growth-related issues; (2) two Long Range Planning Technical Advisory Committees--one each for the Salt Lake City-West Valley City Urbanized Area and the Ogden-Layton Urbanized Area; (3) the Transportation Coordinating Committee (Trans Com), a policy advisory committee to the Regional Council for short range transportation planning and implementation; and (4) two Short Range Transportation Planning Technical Advisory Committees--one each for the Salt Lake City-West Valley City Urbanized Area and the Ogden-Layton Urbanized Area.

### **1. The Regional Growth Committee will be established by the WFRC.**

The Committee will be comprised of members and representatives from the Regional Council, County Councils of Governments, local governments in Box Elder County that are part of the Ogden-Layton Urbanized Area, and various city, county, state, federal and other agencies and interest groups concerned with regional transportation and growth-related planning. The

Committee will serve as the policy advisory body to the Regional Council on long-range transportation planning, land use and other growth issues. The RGC is responsible for the Region's Long Range Transportation Plan, corridor preservation, and developing regional growth planning strategies in cooperation and coordination with local governments, Utah Department of Transportation, Utah Transit Authority, and other organizations and stakeholders. RGC will also be able to approve certain amendments to the RTP as authorized by the Regional Council. The WFRC or RGC can appoint sub-committees under the RGC as needed and appropriate.

**The membership of the RGC shall be appointed as follows:**

The WFRC appoints one member each from the Weber, Davis, and Salt Lake County Councils of Governments who is also a member of the WFRC for a total of three members.

The Davis and Weber County Councils of Governments each appoint one of its members and the Salt Lake County Council of Governments appoints three of its members (other than the members appointed by the WFRC) for a total of five members.

The Morgan and Tooele County Councils of Governments each appoint one of its members.

Brigham City, Perry, Willard, and Box Elder County jointly appoint one member who is a local elected official from the local governments in Box Elder County that are part of the Ogden-Layton Urbanized Area.

The Utah State Transportation Commission appoints one member of the State Transportation Commission.

The UTA Board of Trustees appoints one member of the UTA Board of Trustees.

The Envision Utah Board of Directors appoints one member.

The Utah Air Quality Board appoints one member from the Board and a Utah Department of Air Quality staff representative.

The Utah Department of Transportation appoints one representative from UDOT.

The Utah Transit Authority appoints one representative from UTA.

The Federal Highway Administration appoints one representative from the Utah Division office.

The Utah League of Cities and Towns appoints one staff representative from the League of Cities and Towns.

The Utah Association of Counties appoints one staff representative from the Association of Counties.

The Mountainland Association of Governments appoints one representative to support coordination in planning with the MPO for the Provo/Orem Urbanized Area.

The WFRC may appoint up to five additional representatives from other organizations for the purpose of adding uniquely qualified individuals as additional resources to the Regional Growth Committee.

Each organization appoints an alternate member who shall serve and vote in the absence of the regular appointed member. For the WFRC, alternates shall be members or alternates of the WFRC. For all other organizations, alternates shall be members of the organization.

**2. The Transportation Coordinating Committee (Trans Com) will be established by the WFRC.**

The Committee will be comprised of members and representatives from the Regional Council, County Councils of Governments, local governments in Box Elder County that are part of the Ogden-Layton Urbanized Area, and various city, county, state, federal, and other agencies concerned with short range transportation planning and programming. The Committee will serve as a policy advisory body of the Regional Council and have responsibility for short range planning issues, such as the Transportation Improvement Program (TIP), programming of funds, management systems, and special studies, in cooperation and coordination with local governments, Utah Department of Transportation, Utah Transit Authority, and other organizations and stakeholders. Trans Com will also be able to approve certain amendments to the TIP as authorized by the Regional Council. The WFRC or Trans Com can appoint sub-committees under Trans Com as needed and appropriate.

**The membership of Trans Com shall be appointed as follows:**

The WFRC appoints one member each from the Weber, Davis, and Salt Lake County Councils of Governments who is also a member of the WFRC for a total of three members.

The Davis and Weber County Councils of Governments each appoint one of its members and the Salt Lake County Council of Governments appoints three of its members (other than the members appointed by the WFRC) for a total of five members.

The Morgan and Tooele County Councils of Governments each appoint one of its members.

Brigham City, Perry, Willard, and Box Elder County jointly appoint one member who is a local elected official.

The Utah State Transportation Commission appoints two members of the State Transportation Commission.

The UTA Board of Trustees appoints two members of the UTA Board of Trustees.

The Utah Air Quality Board appoints one member from the Board and a Utah Department of Air Quality staff representative.

The Utah Department of Transportation appoints one representative from UDOT.

The Utah Transit Authority appoints one representative from UTA.

The Federal Highway Administration appoints one representative from the Utah Division office.

The Mountainland Association of Governments appoints one representative to support coordination in planning with the MPO for the Provo/Orem Urbanized Area.

The WFRC may appoint up to five additional representatives of other organizations to represent aviation, trucking, railroad, as other uniquely qualified individuals as additional resources to Trans Comm.

Each organization appoints an alternate member who shall serve and vote in the absence of the regularly appointed member. For the WFRC, alternates shall be members or alternates of the WFRC. For all other organizations, alternates shall be members of the organization.

**3. The general operational guidelines for the RGC and Trans Com are as follows:**

Members and alternate members shall be designated in writing by the parties represented.

Each of the members appointed by the WFRC, the County Councils of Governments, local governments in Box Elder County that are part of the Ogden-Layton Urbanized Area, the Utah Transportation Commission, the UTA Board of Trustees, the Utah Air Quality Board, or their alternate members in the members' absence, shall be voting members. Also, for the RGC, the member or alternate from Envision Utah shall be a voting member.

The representatives appointed by FHWA, UDOT, UTA, and the Mountainland Association of Governments shall be non-voting representatives. Also, for the RGC, representatives from the Utah League of Cities and Towns and the Utah Association of Counties shall be non-voting representatives.

Each member/representative shall be notified of meetings in advance of the meeting.

No formal action shall be taken unless a quorum of at least seven members is present.

A majority of the voting members present is necessary to take formal action.

Unless otherwise specified in this agreement, meetings shall be conducted using Robert's Rules of Order as a guide unless suspended by a two-thirds majority of those present.

The Chairpersons and Vice-Chairpersons of the two committees shall be appointed from the memberships of the RGC and Trans Com by the WFRC Chair.

**4. Technical Advisory Committees**

The two Long Range Planning Technical Advisory Committees will report to the RGC, one each in the Salt Lake City-West Valley City and Ogden-Layton Urbanized Areas, and the two Short Range Planning Technical Advisory Committees will report to Trans Com, one each in the Salt Lake City-West Valley City and Ogden-Layton Urbanized Areas. These committees will be comprised of a diverse and broad membership from federal, state, and local governments, and from the private sector. The membership will be drawn from the pool of the region's professionals and others with technical expertise in their respective disciplines who will provide technical advice and input to the transportation planning process.

**a. The membership will be as follows:**

Each municipality and county within the Urbanized Areas and UDOT, UTA and other federal, state and private organizations that have representation on the RGC and Trans Com can appoint a technically qualified member, or members, along with an alternate, or alternates, to the Long Range and Short Range Planning Technical Advisory Committees.

The RGC and Trans Com may add members and alternates to the Technical Advisory Committees as needed.

**b. The general operational guidelines for the Technical Advisory Committees are as follows:**

A Chairperson and Vice-Chairperson shall be elected by each committee.

Each member shall be notified of meetings in advance of the meeting.

A majority of members present is necessary to take formal action.

Each member, or alternate member in the member's absence, shall be a voting member with one vote.

Unless otherwise specified in this agreement, meetings of the Technical Advisory Committees shall be conducted using Robert's Rules of Order as a guide unless suspended by a two-thirds majority of those present.

If conflict should arise among committee members, any member shall have the opportunity to express his/her views to the RGC and Trans Com.

**CHANGES**

Alterations, extensions, supplements, or modifications of the terms of this agreement as detailed herein shall be agreed to in writing by the parties concerned, incorporated as amendments to this agreement, and made a part thereof.

**TERMINATION OF AGREEMENT**

If, through any cause, the parties fail to fulfill in a timely and proper manner the obligations under this agreement, or if any of the parties shall violate any of the covenants, agreements, or stipulations of this agreement, or if any of the parties so wishes to withdraw from this agreement, they shall thereupon have the right to terminate this agreement by giving written notice of such termination and specifying the effective date thereof, at least sixty (60) days before the effective date of such termination.

**MISCELLANEOUS**

Each party agrees to undertake and perform all further acts that are reasonably necessary to carry out the intent and purposes of the agreement at the request of another party.

The failure of any party to insist upon strict compliance of any of the terms and conditions or failure or delay by any party to exercise any rights or remedies provided in this agreement, or by law, will not release any party from any obligations arising under this agreement.

Each party represents that it has the authority to enter into this agreement.

This agreement may be executed in counterparts by the parties.

**IN WITNESS THEREOF**, the WFRC, the Utah State Transportation Commission, UDOT, and UTA have executed this agreement as of the date first written.

Attest \_\_\_\_\_

\_\_\_\_\_  
Chairman  
Wasatch Front Regional Council

Attest \_\_\_\_\_

\_\_\_\_\_  
Executive Director  
Utah Department of Transportation

Attest \_\_\_\_\_

\_\_\_\_\_  
General Manager  
Utah Transit Authority

## **2014 SCHEDULE FOR TRANS COM**

### **February 20**

- Trans Com Roles and Responsibilities and Schedule for 2014
- Discussion or approval of modifications to the 2014-2019 Transportation Improvement Program (TIP)
- Review of Concept Report Applications received for 2015-2020 Urban STP, CMAQ, and TAP Programs
- Review of FY 2013 obligations of federal highway and transit funds
- State Legislative Update
- Congestion Management Report
- Opportunity for public comment

### **April 24**

- Recommend 2015-2020 Surface Transportation Program (STP)
- Recommend 2015-2020 Congestion Mitigation/Air Quality (CMAQ) Program
- Recommend 2015-2020 Transportation Alternatives Program (TAP)
- Discussion or approval of modifications to the 2014-2019 Transportation Improvement Program (TIP)
- Opportunity for public comment

### **June 19**

- Approve draft 2015-2020 TIP for public review
- Discussion or approval of modifications to the 2014-2019 Transportation Improvement Program (TIP)
- Mobility Management Update
- Opportunity for public comment

### **August 21**

- Discussion or approval of modifications to the 2014-2019 Transportation Improvement Program (TIP)
- Recommend 2015-2020 TIP
- Review Self-Certification of the transportation planning process
- Opportunity for public comment



## **November 20**

- Review UTA budget for 2015
- Discussion or approval of modifications to the 2015-2020 Transportation Improvement Program (TIP)
- Discussion of letters of intent received for 2016-2021 TIP
- Discussion of UDOT priorities for 2016-2021 STIP
- Opportunity for public comment

## **Potential Discussion Topics**

- Intelligent Transportation System Update
- Federal Transportation Programs
- Project Updates
- Air Quality Report
- TravelWise Update
- UTA Rideshare Update

**DATE:** February 13, 2014  
**AGENDA ITEM:** 4a  
**SUBJECT:** ACTION on Board Modifications to the 2014-2019 TIP  
**PREPARED BY:** Ben Wuthrich

**BACKGROUND:**

The Wasatch Front Regional Council (WFRC) has received requests to modify the current 2014-2019 TIP. These modifications require action from the Regional Council or Trans Com (Council delegation) and the Transportation Commission but do not require a new air quality conformity analysis or a 30-day public comment period. The requested modifications are listed with the attached resolution.

**RECOMMENDATIONS:**

WFRC staff recommends that Trans Com make a motion “to approve the resolution to modify the 2014-2019 TIP as requested.”

**CONTACT PERSON:**

Ben Wuthrich (801) 363-4230 ext 1121 or (801) 773-5559 (Ogden) ext 1121

**EXHIBITS:**

Resolution to amend the 2014-2019 TIP

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL  
AMENDING THE 2014 - 2019  
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 2014-2019 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 or not regionally significant, or are included in the 2014-2019 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 February 20, 2014, 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 Three to the 2014-2019 Transportation Improvement Program as attached,
- (2) Finds that the TIP conforms to and is consistent with the State Implementation Plan for Salt Lake, Davis, and Weber Counties, and
- (3) Finds that the development of the Transportation Improvement Program is based on a currently certified transportation planning process.

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Mayor William R. Applegarth  
Chairman  
Trans Com

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Andrew S. Gruber  
Executive Director  
Wasatch Front Regional Council

Date: February 20, 2014

## 2014-2019 Transportation Improvement Program (TIP) (Amendment Three)

### Board Modification

#### Funding/ Timing/ Scope Adjustments

##### Ogden/ Layton Area

County	Sponsor	Roadway	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Weber	UDOT	SR-203 (Harrison Blvd)	11677	4600 South to SR-79 (3000 South)	Pavement Rehabilitation Project	NHPP_NHS (National Highway Performance Program on National Highway System Routes)	\$3,500,000	\$4,550,000	<i>Reduce Funds &amp; Change Limits</i>	<b>\$1,050,000</b>	2014

The request is to change the limits of the Harrison Blvd.; 4400 South to SR-79 (3000 South) project to 4600 South to SR-79 (3000 South). The cost of the project would decrease from \$4.55 million to \$3.5 million, and instead of 2015 funds being used, the project would use un-programmed balances from the 2013 Pavement Rehabilitation Program (Purple Book Projects). This project will mill 3 inches of Hot Mix Asphalt (HMA) and replace with HMA and a Bonded Wearing Course on top.

#### New Project

Weber	UDOT	SR-203 (Harrison Blvd)	116770	SR-79 (3000 South) to SR-39 (12 <sup>th</sup> Str)	Pavement Rehabilitation Project	NHPP_NHS (National Highway Performance Program on National Highway System Routes)	\$4,550,000	\$0	<i>New Project</i>	<b>\$4,550,000</b>	2015
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This request is for a new project to use the \$4.55 million in the 2015 Pavement Rehabilitation funding that was originally programmed for the pavement rehabilitation project on the Harrison Blvd.; 4400 So to SR-79 (3000 So) project. This project will mill 3 inches of Hot Mix Asphalt (HMA) and replace with HMA and a Bonded Wearing Course on top.

Weber	UDOT	SR-273 (Main Str) Kaysville	12594	US-89 to 200 South	Pavement Rehabilitation Project	STP_FLX_ST (STP - Flexible (Any Area) Statewide)	\$2,000,000	\$0	<i>New Project</i>	<b>\$2,000,000</b>	2015
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This request is for a new project for \$2 million. The recommended funding would come from unprogrammed STP funds in the Pavement Rehabilitation Programs of 2012, 2013 & 2014. This project will mill 3 inches of Hot Mix Asphalt (HMA) and replace with HMA and a Bonded Wearing Course on top.

## 2014-2019 Transportation Improvement Program (TIP) (Amendment Three)

### Board Modification

#### Additional Funding

##### Ogden/ Layton Area

County	Sponsor	Roadway	PIN	Project Location	Concept/ Type of Improvement	Funding Source	Project Estimated Cost	Currently Funded Amount	Action	Funding Amount	Year
Davis	UDOT	US-89	11777	US-89; Antelope Drive	Intersection Improvement Project	ST_TIF_HB377 (General Fund - Transportation Investment Fund-HB 377 (2013))	\$15,750,000	\$14,750,000	<b>Additional Funding</b>		2014 & 2015
						ST_GF_TIF (General Fund - Transportation Investment Fund)				<b>\$1,000,000</b>	

This project will extend Antelope Drive to US-89 and provide a frontage road from Hobbs Creek Dr. on the north to Country Oaks Dr. on the south which will consolidate numerous accesses to US-89. The project will include bike lanes, and sidewalks. The additional funding will construct a new Park n Ride Lot which will allow for the elimination of at least three bus stops along US-89 and also encourage carpooling. The additional funds will come from unprogrammed TIF funds.

#### New Project

Davis	UDOT	SR-107 (300 North)		SR-107 (300 North); Bridge # OF-330, Clearfield	Rehabilitation of Bridge Pavement and Bridge Rehabilitation	ST_HWY_TRNSF (State Construction - Jurisdictional Transfer)	\$1,300,000	\$0	<b>New Project</b>	<b>\$500,000</b>	2014
						STP_FLX_ST (STP - Flexible (Any Area) Statewide)				<b>\$800,000</b>	

This work is necessary to prepare 300 North for jurisdictional transfer to Clearfield City. The funds will come from a mix of Jurisdictional Transfer Funds and from the unprogrammed balance in the 2014 Pavement Rehabilitation Program.

The scope of this project includes deck pothole repair, water proofing membrane with asphalt overlay, column and bent cap repair.

**DATE:** February 13, 2014  
**AGENDA ITEM:** 4b  
**SUBJECT:** Review of Concept Report Applications Received for 2015-2020  
Urban STP, CMAQ, and TAP Programs  
**PREPARED BY:** Ben Wuthrich

**BACKGROUND:**

The Wasatch Front Regional Council is responsible for programming the Urban Surface Transportation Program (STP) funds, Congestion Mitigation/ Air Quality Program (CMAQ) funds, and Transportation Alternatives Program (TAP) funds for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas. Last fall WFRC staff initiated the process of developing the Surface Transportation Program (STP), Congestion Mitigation/ Air Quality (CMAQ) Program, and the Transportation Alternatives Program (TAP) portions of the Transportation Improvement Program (TIP) for fiscal years 2015-2020.

The WFRC staff requested that potential project sponsors submit "Letters of Intent" applying for the available STP, CMAQ, and TAP funds. A list of all the projects submitted was presented to the Councils of Governments (COGs), the Technical Advisory Committees (TACs) for both areas, and Trans Com for review. The potential sponsors were then asked to prepare a project evaluation concept report providing further detail on their projects. Attached is a list of the concept reports received by staff.

**RECOMMENDATIONS:**

This item is for information only.

**CONTACT PERSON:**

Ben Wuthrich (801) 363-4230 ext 121 or (801) 773-5559 (Ogden)

**EXHIBITS:**

List of Concept Reports received for the 2015-2020 STP, CMAQ, and TAP Programs

## Project Evaluation Concept Reports

*Received as of 30 January 2014*

Region	County	City	Agency	Funding Type	Project Name	From Street	To Street	Project Improvement
1	Box Elder	Brigham City	UDOT TRAFFIC OPERATIONS CENTER	CMAQ	I-15 SB north of 1100 S Brigham City VMS	363	363	ATMS or ITS
1	Davis	Clearfield	UDOT - Region 1	CMAQ	SR-103 Interchange and SR-126 Intersection	SR-103 MP 0.00; SR-126 MP 5.95	SR-103 MP 0.23; SR-126 MP 6.24	Widening
1	Davis	Farmington	UDOT TRAFFIC OPERATIONS CENTER	CMAQ	US-89 VMS just north of Shepard Lane	397	397	ATMS or ITS
1	Weber	Roy	UDOT	CMAQ	SR-97 (5600 S) Widening	MP 4.913	MP 5.095	Other CMAQ
1	Weber	South Weber	UDOT TRAFFIC OPERATIONS CENTER	CMAQ	I-84 WB VMS prior to US-89	89	89	ATMS or ITS
1	Weber	0	Utah Transit Authority	CMAQ	Rideshare Management	0	0	TDM-Rideshare
1	Weber	Ogden / Layton UZA	Utah Transit Authority	CMAQ	Communication & Passenger Information	UTA Service Area	NA	Transit ITS
1	Weber	Ogden / Layton UZA	Utah Transit Authority	CMAQ	Vanpool Management	0	0	TDM-Vans
1	Weber	Ogden / Weber County	Utah Transit Authority	CMAQ	Bus Purchase for Service From Ogden into Canyon	21st Street and I-15	Powder Mountain and Snow Basin	Transit Capital
1	Box Elder	Brigham City	Brigham City Corporation	STP	1200 West Box Elder Creek Bridge Widening Project	550 North	650 North	Widening
1	Box Elder	Perry City	Perry City Corporation	STP	1200 West Roadway Extension Project	3600 South	City Boundary on the South	New Construction
1	Davis	Woods Cross	Woods Cross City	STP	1500 South Phase III	1350 West	1100 West	Widening
1	Davis	Fruit Heights City	City of Fruit Heights	STP	Nicholls Road/US-89 Grade Separation	Approx. 1350 East	Approx. Nicholls Park	New Construction
1	Davis	Clinton	Clinton City	STP	800 North	2000 West	2300 West	Widening
1	Davis	Farmington	Farmington City	STP	I-15 Overpass	West side of I-15	East Side of I-15	Pedestrian
1	Davis	Farmington	Farmington City	STP	SR-106 (Main Street)	Park Lane	Shepard Lane	Widening

## Project Evaluation Concept Reports

*Received as of 30 January 2014*

Region	County	City	Agency	Funding Type	Project Name	From Street	To Street	Project Improvement
1	Davis	Kaysville	Kaysville City	STP	200 North and Angel Street Intersection	Angel Street	200 North	Intersections & Signals
1	Davis	Layton	Layton City	STP	Layton City East\West Connection over I-15	Sta. 10+00 West of SR-126 on 1200 West	Sta. 36+72 East of I-15 on 1425 North	New Construction
1	Davis	North Salt Lake City	North Salt Lake City	STP	Center Street Widening	Redwood Road	Legacy Parkway	Widening
1	Davis	Syracuse	Syracuse City	STP	Bluff Road (Phase One)	550 West on Gentile	1000 West	Widening
1	Davis	West Point	West Point City	STP	300 North Widening	2000 West	3000 West	Reconstruction
1	Weber	Ogden	Ogden City Corporation	STP	North Street (East) Widening	Washington Blvd	Monroe Blvd	Widening
1	Weber	Ogden	Ogden City Corporation	STP	Skyline Drive (North)	Country Hills Drive	4600 South	New Construction
1	Weber	Ogden	Ogden City Corporation	STP	7th Street	Liberty Avenue	Monroe Blvd	Reconstruction
1	Weber	Ogden	Ogden City Corporation	STP	North Street (West) Widening	Wall Avenue	Harrisville Road	Widening
1	Weber	Pleasant View City	Pleasant View City Corporation	STP	2550 North Reconstruction	2550 North: City Limits & 1000 West: 2700 North	2550 North: 1000 West & 1000 West: 2550 North	Reconstruction
1	Weber	Roy & West Haven	UDOT	STP	SR-108 Widening from 4800 S to 4275 S	MP 10.02	MP 10.91	Widening
1	Weber	WEST HAVEN	WEST HAVEN CITY	STP	2550 SOUTH	2300 WEST	WEST HAVEN CITY BOUNDARY	Widening
1	Weber	WEST HAVEN	WEST HAVEN CITY	STP	3600 SOUTH	3500 WEST	MIDLAND DRIVE	Widening
1	Weber	West Haven	WEST HAVEN CITY	STP	4700 West	4200 South	4800 South	Widening



## TAP Project Evaluation Concept Reports

*Received as of 29 January 2014*

Region	County	City	Agency	Funding Type	Project Name	From Street	To Street	Project Improvement
1	Davis	Farmington	Farmington City	TAP	200 West and State Street	400 South on 200 West	State Street then East to Main Street	Other TAP
1	Davis	North Salt Lake City	North Salt Lake City	TAP	Orchard Drive Sidewalk	Eagleridge Drive	Center Street	Capital Improvement
1	Davis	West Point	West Point City	TAP	Emigrant Trail	1300 North	2425 North	Capital Improvement
1	Weber	Ogden	Ogden City Corporation	TAP	Ogden Canyon Shared Use Path	Ogden Canyon Trailhead	2000' E/o Ogden Canyon Trailhead	Capital Improvement
1	Weber	Pleasant View City	Pleasant View City Corporation	TAP	Pleasant View Drive Walking Path	1325 West	US-89	Capital Improvement
1	Weber	WEST HAVEN	WEST HAVEN CITY	TAP	RIVER PARKWAY TRAIL	1800 SOUTH	CITY CEMETERY	Capital Improvement

## Project Evaluation Concept Reports

*Received as of 30 January 2014*

Region	County	City	Agency	Funding Type	Project Name	From Street	To Street	Project Improvement
2	Salt Lake	Bluffdale	City of Bluffdale	CMAQ	14600 South (SR140) Bicycle/Shoulder Lanes	Pony Express Road	UPRR Bridge over SR140	Bicycle
2	Salt Lake	Cottonwood Heights	Gilson Engineering	CMAQ	Park and Ride Smart Boards	varies	varies	New Construction
2	Salt Lake	Salt Lake City	Salt Lake City Transportation	CMAQ	Sugar House Streetcar (S-Line) Double Track	500 East at ~2240 South	2216 South McClelland Street	Transit
2	Salt Lake	Salt Lake City	Salt Lake City Transportation Division	CMAQ	Bike Share Program	600 West to 900 East	North Temple to 900 South	Bicycle
2	Salt Lake	Cottonwood Heights	Salt Lake County	CMAQ	Hillsborough Pond Park & Ride Expansion	Wasatch Blvd	@Creek Rd	Park & Ride
2	Salt Lake	Sandy	UDOT Region 2	CMAQ	9000 S & 15	Sandy Parkway (450 W)	Monroe St.	Intersections & Signals
2	Salt Lake	Salt Lake City	UDOT Region Two	CMAQ	Victory Road Improvements - Bike Lanes	Beck Street (US-89)	500 North	Bicycle
2	Salt Lake	Salt Lake City	UDOT TRAFFIC OPERATIONS CENTER	CMAQ	10400 South Bangerter VMS; NB and SB	10	10	ATMS or ITS
2	Salt Lake	Salt Lake City	UDOT TRAFFIC OPERATIONS CENTER	CMAQ	I-80 FIBER AND ATMS DEVICES	104	113	ATMS or ITS
2	Salt Lake	Salt Lake City	UDOT TRAFFIC OPERATIONS CENTER	CMAQ	Southbound Foothill VMS	8	8	ATMS or ITS
2	Salt Lake	Salt Lake City	Utah Transit Authority	CMAQ	Depot District Service Center (DDSC)	669 West 200 South	0	Transit Capital
2	Salt Lake	Salt Lake City / West Valley City UZA	Utah Transit Authority	CMAQ	Vanpool Management	0	0	TDM-Vans
2	Salt Lake	Salt Lake City / West Valley UZA	Utah Transit Authority	CMAQ	Rideshare Management	0	0	TDM-Rideshare
2	Salt Lake	Bluffdale	City of Bluffdale	STP	Porter Rockwell Boulevard Fourth Segment	Approximately East Jordan Canal and 15800 South	0.5 miles north-east	New Construction
2	Salt Lake	West Jordan	City of West Jordan	STP	7800 South	6200 W to MVC	MVC to 6700 W	Reconstruction
2	Salt Lake	West Jordan	City of West Jordan	STP	7800 South	4800 West	5490 West	Reconstruction

## Project Evaluation Concept Reports

*Received as of 30 January 2014*

Region	County	City	Agency	Funding Type	Project Name	From Street	To Street	Project Improvement
2	Salt Lake	Cottonwood Heights	Cottonwood Heights	STP	Creek Road & Highland Drive Intersection	8072 South	8340 South	Intersections & Signals
2	Salt Lake	Cottonwood Heights	Cottonwood Heights & Sandy City	STP	Little Cottonwood Canyon Rd and Wasatch Blvd Int.	8600 South	9000 South	Intersections & Signals
2	Salt Lake	Draper	Draper City	STP	Lone Peak Parkway	12650 South	Golden Harvest Road (12950 South)	New Construction
2	Salt Lake	Draper	Draper City	STP	300 East	Pioneer Road (12400 South)	Carlquist Drive (13145 South)	Reconstruction
2	Salt Lake	Draper	Draper City	STP	1300 East, 13200 South to Highland Drive	13200 South	Highland Drive	Reconstruction
2	Salt Lake	Herriman	Herriman City	STP	11800 S	Mountain View Corridor	5600 W	New Construction
2	Salt Lake	Murray City	Murray City	STP	Cottonwood Street Phase 1	Vine Street	4800 South	New Construction
2	Salt Lake	Murray City	Murray City	STP	Vine Street	1300 East	Van Winkle Expressway	Reconstruction
2	Salt Lake	Salt Lake City	Salt Lake City Corporation	STP	1300 East / Richmond Street Rehabilitation	I-80	3300 South	Reconstruction
2	Salt Lake	Salt Lake City	Salt Lake City Corporation	STP	1300 East Reconstruction	South Temple	400 South	Reconstruction
2	Salt Lake	Salt Lake County	Salt Lake County	STP	900 East Safety & Reconstruction	3300 South	4500 South	Other STP
2	Salt Lake	Sandy City	Sandy City	STP	9270 S State Realignment	150 East	State Street	New Construction
2	Salt Lake	Sandy City/Draper City	Sandy City/Draper City	STP	Highland Drive EIS	9400 South	I-15	Study
2	Salt Lake	South Jordan City	South Jordan City	STP	2200 West	9400 South	11400 South	Widening
2	Salt Lake	South Jordan City	South Jordan City	STP	3200 West	10000 South	10400 South	Widening
2	Salt Lake	South Jordan City	South Jordan City	STP	3200 West	10431 South	10600 South	Widening

## Project Evaluation Concept Reports

*Received as of 30 January 2014*

Region	County	City	Agency	Funding Type	Project Name	From Street	To Street	Project Improvement
2	Salt Lake	Taylorsville	Taylorsville City	STP	Redwood Road Mobility and Beautification Enhancement - Phase 4	4700 South	5000 South	Other STP
2	Salt Lake	Taylorsville	Taylorsville City	STP	Redwood Road Mobility and Beautification Enhancement - Phase 3b	4100 South	Bruin Blvd. (4445 South)	Other STP
2	Salt Lake	Millcreek Township	UDOT Reg 2	STP	I-215 East at 3300 South - Add lane Southbound	MP 1.67	MP 2.00	Widening
2	Salt Lake	West Valley City	UDOT Region 2	STP	Redwood Road & 2320 South	Big Oak Drive (MP 55.8)	SR-201 Ramps (MP 56.1)	Intersections & Signals
2	Salt Lake	West Valley City	West Valley City	STP	3030 West 3500 South Signal Project	3030 West 3500 South	3100 West 3500 South	Intersections & Signals
2	Salt Lake	West Valley City	West Valley City	STP	4000 West Reconstruction Project	4100 South	4400 South	Reconstruction
2	Salt Lake	West Valley City	West Valley City	STP	4100 South Reconstruction	Bangerter Highway	4400 West	Reconstruction

## TAP Project Evaluation Concept Reports

*Received as of 29 January 2014*

Region	County	City	Agency	Funding Type	Project Name	From Street	To Street	Project Improvement
2	Salt Lake	Cottonwood Heights	Cottonwood Heights	TAP	HAWK Pedestrian Crossing on Fort Union Blvd	At West Side of Mountview Park Entrance	Approx. 1600 East	Capital Improvement
2	Salt Lake	Draper	Draper City	TAP	Vista Station Trails	Jordan River Parkway Trail	Draper UTA FrontRunner Station	Capital Improvement
2	Salt Lake	Salt Lake City	Utah Transit Authority	TAP	Salt Lake Central Station Area Bike/Ped Improvements	various	0	Capital Improvement
2	Salt Lake	Salt Lake City	Utah Transit Authority	TAP	Salt Lake Central Station Area Bike/Ped Improvements	various	0	Capital Improvement
2	Salt Lake	Salt Lake City	Salt Lake City Transportation Division	TAP	Bike Share	600 West to 700 East	North Temple to 400 South	Capital Improvement
2	Salt Lake	Salt Lake City	Salt Lake City Transportation Division	TAP	North Temple Complete Street & Bike Connection - Plan/Study	North Temple at 400 West	3rd Avenue at Canyon Rd.	Planning/ Study
2	Salt Lake	Sandy	Sandy	TAP	Sandy Canal Trail	11400 South 880 East	0	Capital Improvement
2	Salt Lake	Sandy	Sandy	TAP	Dry Creek Trail	0	0	Capital Improvement
2	Salt Lake	South Jordan City	South Jordan City	TAP	Welby Jacob Canal Trail	10400 South	10200 South	Capital Improvement
2	Salt Lake	South Salt Lake	South Salt Lake	TAP	Parley's Trail - 300 West Crossing	300 West	300 West	Capital Improvement
2	Salt Lake	West Jordan	City of West Jordan	TAP	7800 South - Gardner Village Bridge	North side of 7800 South - East bank Jordan River	North side of 7800 South - West bank Jordan River	Capital Improvement
2	Salt Lake	West Valley City	West Valley City	TAP	Cross Towne Trail Extension	2700 West	3200 West	Capital Improvement
2	Salt Lake	Salt Lake City	Salt Lake County Parks and Recreation	TAP	Parley's Trail - 2300 East Tunnel Crossing	2300 East Off-ramp from Interstate 80	2300 East Off-ramp from Interstate 80	Capital Improvement

**DATE:** February 13, 2014  
**AGENDA ITEM:** 4c  
**SUBJECT:** Review of Fiscal Year 2013 obligation of federal highway and transit funds  
**PREPARED BY:** Ben Wuthrich

**BACKGROUND:**

MAP-21 (Moving Ahead for Progress in the 21<sup>st</sup> Century), the federal transportation bill approved in 2012, requires all metropolitan planning organizations (MPO), state transportation departments, and public transportation operators to cooperate in preparing a report of federal funds obligated during the immediately preceding year. The WFRC staff, with the help of UDOT and UTA, has prepared a report of obligated federal, state, and local match funding during fiscal year 2013 (October 1, 2012 through September 30, 2013). This report will be presented to Trans Com and made available on the WFRC web site.

**RECOMMENDATION:**

This item is for information only.

**CONTACT PERSON:**

Ben Wuthrich (801) 363-4230 ext 1121 or (801) 773-5559 (Ogden) ext 1121

**DATE:** February 13, 2014  
**AGENDA ITEM:** 5  
**SUBJECT:** **Information:** Local Planning Resource Program Update  
**PREPARED BY:** Ted Knowlton

**BACKGROUND:**

The *Local Planning Resource Program* is a technical resource for community planning that recently began as a pilot program. TransCom, and the TransCom TACS, recommended this program as part of the TIP to the Regional Council. In part because it is a pilot program, WFRC staff is providing periodic brief updates.

The Local Planning Resource Program aims to:

1. Support local governments in their efforts.
2. Support local outreach and engagement and promote broad stakeholder involvement.
3. Enhance coordination of future development with existing or planned regional transportation infrastructure.
4. Reduce single-occupant vehicle travel demand and promote alternative travel choices through land development strategies.
5. Consider the Wasatch Choice for 2040 voluntary vision and growth principles ([www.wasatchchoice2040.com](http://www.wasatchchoice2040.com)).
6. Support the use of the Wasatch Choice 2040 Toolbox (Envision Tomorrow Plus, Form Based Code, Housing Plans, Transit Oriented Development Financing, Complete Streets, Green Infrastructure, TravelWise, etc.) in local planning efforts. ([www.wasatchchoice2040.com](http://www.wasatchchoice2040.com))
7. Promote collaboration (e.g., among cities, between city and county, between local and regional governments).

For interested cities or counties, a letter of intent was due by January 31. To date, WFRC has received

- 50 letters of intent, from
- 34 municipalities or townships, representing approximately
- 1.5 million dollars in assistance
- Project ideas range from general plan update, zoning support, TOD and town center specific area planning support, among others.

**RECOMMENDATION:**

This item is for information only.

**CONTACT PERSON:**

Ted Knowlton (WFRC) (801) 363-4250 ext. 1201, [ted@wfrc.org](mailto:ted@wfrc.org)

**EXHIBIT:**

An overview of the Local Planning Resource Program



The Wasatch Front Regional Council (WFRC), in partnership with Salt Lake County is pleased to announce the **Local Planning Resource Program** (“program”). This \$600,000 pilot program provides local governments with technical and financial assistance to achieve their goals while considering the shared, voluntary vision: Wasatch Choice for 2040 [www.wasatchchoice2040.com](http://www.wasatchchoice2040.com). Through this program assistance is available in the form of staff time, consulting, or financial grants to eligible applicants.

**RESOURCES**

The Local Planning Resource Program serves Davis, Morgan, Salt Lake, Southern Box Elder, Tooele and Weber counties. Wasatch Front Regional Council is able to provide \$140,000 to serve the Ogden-Layton urbanized area. WFRC is also able to provide \$260,000 to serve the Salt Lake County urbanized area. The higher level of funding to the Salt Lake County urbanized area is proportional to the population size -- a requirement of our federal funding source. Salt Lake County is also providing \$200,000 to assist Salt Lake County communities, thus totaling \$460,000 for Salt Lake County.

<b>TIMELINE</b>	
January 14, 2014	Program Announcement
January 31, 2014	Letters of Intent Due
March 7, 2014	Applications Due
April 9, 2014	Notification of Awards

**QUESTIONS AND MORE INFORMATION**

More details on the program can be found at [wfrc.org](http://wfrc.org) and through the Local Planning Resource Program Guidebook (also available online).

Questions and requests for additional information may be directed to Val Halford, WFRC at 801-363-4250, [vhalford@wfrc.org](mailto:vhalford@wfrc.org), or Julia Collins, WFRC at 801-363-4250, [julia@wfrc.org](mailto:julia@wfrc.org).



**DATE:** February 13, 2014  
**AGENDA ITEM:** 6  
**SUBJECT:** State Legislative Update  
**PREPARED BY:** Sam Klemm

**BACKGROUND:**

There are several important bills and appropriation initiatives in the current legislative session that may affect transportation or other issues relevant to WFRC. They will be discussed briefly at Trans Com.

**RECOMMENDATION:**

None – Information item only

**CONTACT PERSON:**

Sam Klemm, (801) 363-4250, ext. 1116, [sam@wfr.org](mailto:sam@wfr.org)

**EXHIBITS:**

In order to be current, a summary will be handed out at the meeting.

**DATE:** February 13, 2014  
**AGENDA ITEM:** 7  
**SUBJECT:** Congestion Management Report  
**PREPARED BY:** Kip Billings

**BACKGROUND:**

Federal regulations require that WFRC Plans be, in part, a product of a Congestion Management Process. As part of this effort WFRC staff has undertaken the task of reporting regularly to the Council regarding the status and trends of congestion management along the Wasatch Front. Informing policy makers about this aspect of transportation system performance is intended to provide some of the basis for setting congestion management goals to guide the planning and project selection process of the Regional Transportation Plan.

The Congestion Management Report addresses measures that have been selected to describe the trends in congestion and identify locations of congestion concern. The measures have been selected in consultation with UDOT and UTA officials based on brevity, the availability of the data, and the intuitive nature of the measure.

Highway performance measures include vehicle miles of travel (VMT), VMT/capita, speed, level of service, and reliability index. Transit performance measures include daily passenger loads and passenger load per capita.

Staff will present this congestion management report at the February 20 Trans Com meeting.

**RECOMMENDATIONS:**

This item is for information only.

**CONTACT PERSON:**

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