

# **SECTION I**

## **OVERVIEW**

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## **INTRODUCTION**

### **The Wasatch Front Regional Council**

The Wasatch Front Regional Council (WFRC) was organized as a volunteer organization in March 1969, among Davis, Salt Lake, and Weber Counties and their constituent cities, for the purpose of establishing a review agency to comply with requirements to obtain federal grants and loans, and to address the solutions to regional problems. In June 1969, Tooele County and its municipalities, and in 1972 Morgan County and its municipality also joined the Regional Council.

The Regional Council is an organization of governments dedicated to fostering a cooperative effort in resolving problems, and developing policies and plans that are common to two or more counties or are regional in nature. Since its inception, the Regional Council has been composed of local elected officials representing county commissions or councils and municipal governments. In 2008, the Regional Council modified its membership to include non-voting representatives from the Utah State Senate, the Utah State House of Representatives, the Utah Department of Transportation, and the Utah Transit Authority in order to establish better coordination and communication among all the entities involved in transportation planning. Additional representatives of state, local and other public agencies serve on various policy and technical committees of the Council.

On December 26, 1973, then Governor Calvin Rampton designated the Regional Council as the Metropolitan Planning Organization (MPO) for the Salt Lake and Ogden urbanized areas in Utah (Salt Lake, Davis, and western Weber Counties). As the MPO, the Regional Council is responsible for transportation planning including the preparation of a short range Transportation Improvement Program and the development of a 20-30 year long range Regional Transportation Plan. These are requirements of the Federal Highway Administration and the Federal Transit Administration.

### **WHAT IS THE TIP?**

The Wasatch Front Regional Council's Transportation Improvement Program (TIP) is a six-year program of highway and transit projects for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas. It is a compilation of projects from the various federal, state, and local funding programs for all the cities and counties in the Region, as well as for the Utah Department of Transportation and the Utah Transit Authority. Projects included in the program implement the Long Range Highway and Transit Plans for the Region, help meet the short range needs of the area, and provide for the maintenance of the existing transportation system.

The following are key aspects of the TIP:

- A six-year program, four funded years and two concept development years, of highway and transit projects funded by federal, state, and local revenues
- An approved list of priority projects for the Wasatch Front region
- Approved by local elected officials serving on the Regional Council
- Presented to the public for an opportunity to review and comment
- Financially constrained
- Found to conform with state air quality plans
- Updated annually
- Incorporated into the Statewide Transportation Improvement Program
- A dynamic document, modified at any time subject to approval of the MPO technical and policy committees
- A continuing, comprehensive, and cooperative (3C) Transportation Planning Process

### **WHAT ROLE DOES THE MPO PLAY?**

WFRC staff and committees of the Regional Council develop the TIP. The MPO board approves the TIP and it is included, without modification, in the Statewide Transportation Improvement Program (STIP) following approval of the Governor or his designee. The development and approval of the TIP involves close coordination among WFRC, local governments, UDOT, and UTA. The MPO plays a critical role in the coordination and allocation of transportation funding. WFRC has primary responsibility for developing the Surface Transportation Program (STP), Congestion Mitigation/ Air Quality (CMAQ) program, and Transportation Alternatives Program (TAP).

### **PURPOSE OF THE REPORT**

This report provides information on the transportation planning and programming process and identify the short range transportation improvements in the WFRC area for which funding has been committed.

The STP, the CMAQ program, the TAP, along with the other Federal-Aid highway programs, the state funded projects, the federal transit projects, and the locally funded projects are discussed in the report. Tables provide information on the type of improvement, the cost, and the timing of each of the projects. Brief descriptions and maps showing the location of the projects have been included for the STP, CMAQ, and the TAP programs. Other sections of this report include the TIP policies, the STP program, the CMAQ program, and the TAP program policies, program performance and accomplishments, public comments and responses, the resolution approving the TIP, the air conformity determination, and a copy of the planning certification and resolution.

