



**WASATCH FRONT
REGIONAL COUNCIL
DRAFT
2012 - 2017
TRANSPORTATION
IMPROVEMENT
PROGRAM
(TIP)**

**Public Comment Period
July 2, 2011 – August 6, 2011**

Prepared by
**WASATCH FRONT REGIONAL
COUNCIL**

"The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation."

TABLE OF CONTENTS

<u>Sections</u>	<u>Page</u>
I. OVERVIEW	
Introduction	I – 2
What is the TIP?	I – 2
The TIP	I – 3
What role does the MPO play?.....	I – 3
Purpose of the report	I – 3
II. FEDERAL-AID TRANSPORTATION PLANNING & PROGRAMMING PROCESS	
Process.....	II – 2
Metropolitan Planning Organization (MPO).....	II – 3
Advisory Committees	II – 3
Public Involvement.....	II – 4
Regional Transportation Plan	II – 4
Management Systems	II – 4
Transportation Improvement Program (TIP).....	II – 5
Fund Authorization and Obligation for Federal-Aid Projects	II – 5
III. TRANSPORTATION PROGRAM FUNDING SOURCE.....	
Federal Sources	III – 2
Funds Administrated by Federal Highway Administration	III – 2
Funds Administrated by Federal Transit Administration	III – 4
Other Federal Programs.....	III – 6
State Sources	III – 6
Local Sources	III – 7
Private Sources	III – 7
Funding Sources & Responsibilities (Table).....	III – 8
Potential Funding Sources for Transportation Projects	III – 9
IV. The Salt Lake and Ogden/ Layton Urbanized Area TIP	
American Recovery and Reinvestment Act of 2009 (ARRA).....	IV – 2
WFRC List of ARRA projects.....	IV – 3
Surface Transportation Program (STP)	IV – 3
Congestion Mitigation/ Air Quality (CMAQ)	IV – 6
Other Programs.....	IV – 9
Financial Plan	IV – 9
WFRC STP & CMAQ Financial Tables	IV – 10
Transportation Improvement Financial Plan	IV – 12
Salt Lake Area TIP Map.....	IV – 14
Ogden/ Layton Area TIP Map	IV – 15
Impacts of the Transportation Improvement Program.....	IV – 16
Project Evaluation and Prioritization.....	IV – 16
Congestion Management	IV – 17
Conformity Determination for the TIP	IV – 17
V. Surface Transportation Program (STP).....	
Salt Lake Urban Area STP Program Table.....	V – 3
Ogden/ Layton Urban Area STP Program Table.....	V – 5
Salt Lake Area STP Project Descriptions	V – 7
Ogden/ Layton Area STP Project Descriptions	V – 39

DRAFT 2012 – 2017 Transportation Improvement Program (TIP)

VI. Congestion Mitigation/ Air Quality (CMAQ).....

- Salt Lake Urban Area CMAQ Program Table VI – 3
- Ogden/ Layton Urban Area CMAQ Program Table..... VI – 5
- Salt Lake Area CMAQ Project Descriptions VI – 6
- Ogden/ Layton Area CMAQ Project Descriptions VI – 30

VII. FEDERAL-AID TRANSIT PROGRAM (PUBLIC TRANSIT – Urban Area)

- Public Transit Program Tables VII – 3
- Public Transit Program Project Descriptions..... VII– 11

VIII. WFRC AREA TRANSPORTATION IMPROVEMENT PROGRAM (TIP) 2010-2015 PROJECTS

- Glossary of Planning Fund Codes/ Descriptions VIII – 3
- List of Region One (Davis & Weber Area) Projects VIII – 8
- List of Region Two (Salt Lake Area) Projects VIII – 14
- List of Transit Projects VIII – 29

IX. LOCALLY FUNDED PROJECTS (Urban Area)

- Davis County Municipalities Table..... IX – 3
- Salt Lake County Municipalities Table..... IX – 10
- Weber County Municipalities Table..... IX – 18

X. SALT LAKE – OGDEN/ LAYTON AREA TRANSPORTATION IMPROVEMENT PROGRAM)

- a. APPENDIX.

 - i. Transportation Improvement Program Policies. X – 3
 - ii. Surface Transportation Program (STP) and Congestion Mitigation/ Air Quality
Program Policies and Guidelines. X – 7

- b. APPROVAL RESOLUTION, PUBLIC COMMENTS & RESPONSES. X – 11

 - i. Approval Resolution and Conformity Analysis
 - ii. Public Comments and Responses

- c. AMENDMENT RESOLUTIONS, PUBLIC COMMENTS & RESPONSES. X – 13

 - i. Amendments and Respective Resolutions
 - ii. Public Comments and Responses

XI. WHAT HAPPENED TO THAT PROJECT – PRIOR FISCAL YEAR OBLIGATIO REPORT

- i. Report Table of Contents..... XI – 3
-

GLOSSARY OF TERMS

ADVANCE CONSTRUCTION (AC) - A plan whereby the State, Cities, or Counties may utilize their own funds to temporarily fund federal-aid projects when federal fund apportionment for a fiscal year has been expended. Funding is then converted to federal-aid when new apportionment is received at the beginning of a new fiscal year.

ALLOCATE - The process used to release funding to sponsors of a previously approved transportation project.

AMERICANS WITH DISABILITIES ACT (ADA) - A civil rights law enacted in 1990 that prohibits discrimination against people with disabilities in the areas of employment, transportation, telecommunications, and public accommodation.

APPORTIONMENT - Federal-aid funds appropriated to each state over a multi-year period as a result of an act of Congress. Current funding is authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users “SAFETEA-LU” signed into law in August, 2005. Funds are allocated in a number of different categories and have certain restrictions for use within those categories.

APPROPRIATE - An act by the State Legislature or Congress to provide budgeted funds to programs that have been previously authorized by other legislation. The amount of funding appropriated may be less than what was authorized.

ARTERIALS - include those classes of highways emphasizing a high level of mobility for the through movement of traffic. Land access is subordinate to this primary function. Generally, travel speeds and distances are greater on these facilities compared to the other classes. The highest classes of arterials, Interstates and freeways, are limited access to allow the free flow of traffic.

AUTHORIZE - An act by Congress that creates the policy and structure of a program, including formulas and guidelines for awarding funds. Authorizing legislation (such as SAFETEA-LU) may set an upper limit on program spending or may be open ended. Revenues to be spent under an authorization must be appropriated annually by separate legislation.

AVERAGE DAILY TRAFFIC (ADT) - The average number of vehicles passing a given point on a roadway in a 24-hour day.

BIKEWAY - Any road, street, or path that is designated to accommodate bicycle travel. Bikeways do not have to be separated facilities and may be shared with other travel modes.

CAPACITY DEFICIENCY - Occurs when the number of vehicles on a roadway exceeds the desired level of service threshold volumes for that roadway.

CAPITAL FUNDS - Funding dedicated to new projects or projects to improve or replace elements of the transportation system, including freeway widening, rail extensions, transit station improvements, new bicycle and pedestrian lanes, and so forth. (Also see “Operating Funds.”)

CARBON MONOXIDE (CO) - is a colorless gas formed by incomplete combustion of fuel. Anywhere combustion takes place (i.e., industrial processes, home heating, etc.) high concentrations of CO can develop.

CATEGORICAL EXCLUSIONS (CE) - means a category of actions which do not individually or cumulatively have a significant effect on the human environment and which have been found to have no such effect in procedures

adopted by a Federal agency in adoption of these procedures (Section 1507.3) and for which, therefore, neither an environmental assessment nor an environmental impact statement is required. or Actions which: do not induce significant impacts to planned growth or land use for the area; do not require the relocation of significant numbers of people; do not have a significant impact on any natural, cultural, recreational, historic or other resource; do not involve significant air, noise, or water quality impacts; do not have significant impacts on travel patterns; or do not otherwise, either individually or cumulatively, have any significant environmental impacts.

COLLECTORS - Streets that collect traffic from the lower facilities and distribute it to the higher facilities. Collectors provide both mobility and land access. Generally, trip lengths, speeds, and volumes are moderate.

CONGESTION MANAGEMENT COMMITTEE (CMC) - Representatives of agencies responsible for preparing and implementing an area's Congestion Management System.

CONGESTION MITIGATION / AIR QUALITY PROGRAM (CMAQ) - A pot of federal money contained in TEA 21 for projects and activities that reduce congestion and improve air quality.

DELAY - A unit of time measure reflecting driver discomfort, frustration, additional fuel consumption, and increased travel time.

DESIGN STUDY REPORT (DSR) - under the direction of the project design engineer, an organized review team performs an in-depth scoping of all existing features and concepts to determine items to include in the project, along with an estimated project cost.

DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS) - Is a disclosure document that provides a full description of the proposed project, the existing environment, and analysis of the anticipated beneficial and adverse environmental effects of all reasonable alternatives. (Also see "Final Environmental Impact Statement (FEIS).")

ENVIRONMENTAL ASSESSMENT (EA) - Is prepared for federal actions where it is not clearly known how significant the environmental impact might be. If, after preparing an Environmental Assessment, it is determined that the project's impact is significant, an Environmental Impact Statement is then prepared. If not, a finding of "no significant impact" is documented.

ENVIRONMENTAL IMPACT STATEMENT (EIS) - written statement containing an assessment of the anticipated significant beneficial and detrimental effects which the agency decision may have upon the quality of the human environment for the purposes of: (1) assuring that careful attention is given to environmental matters, (2) providing a vehicle for implementing all applicable environmental requirements, and (3) to insure that the environmental impact is taken into account.

EXPENDITURE - In transportation terms, this is any allowable expense associated with a project or program.

FAREBOX - The revenues collected by transit operators from passenger fares.

FEDERAL HIGHWAY ADMINISTRATION (FHWA) - an administrative division of the United States Department of Transportation responsible for roadway programs throughout the country.

FEDERAL TRANSIT ADMINISTRATION (FTA) - another branch of the U.S. Department of Transportation responsible for mass transit projects throughout the country.

FINAL ENVIRONMENTAL IMPACT STATEMENT (FEIS) - Is a disclosure document that provides a full description of the proposed project, the existing environment, and analysis of the anticipated beneficial and adverse environmental effects of all reasonable alternatives. (Also see "Draft Environmental Impact Statement (DEIS).")

FINDING OF NO SIGNIFICANT IMPACT (FONSI) - Is a statement indicating that a project was found to have no significant impacts on the quality of the human environment and for which an environmental statement will therefore not be prepared.

FLEXIBLE FUNDING - Unlike funding that flows only to highways or only to transit by a rigid formula, this is money that can be invested on a range of transportation projects. Examples of flexible funding categories include the STP, CMAQ programs.

FISCAL YEAR (FY) - Annual schedule for keeping financial records and for budgeting transportation funds. Utah's fiscal year runs from July 1 through June 30, while the federal fiscal year runs from October 1 through September 30.

FUNCTIONAL CLASSIFICATION - is the grouping of roads, streets, and highways in a hierarchy based on the type of highway service they provide. Streets and highways do not operate independently. They are part of an interconnected network, and each one performs a service in moving traffic throughout the system. Generally, streets and highways perform two types of service. They provide either traffic mobility or land access and can be ranked in terms of the proportion of service they perform. The functional classifications are respectively listed in order of traffic volume, service, and mobility; Freeways, Principal Arterials, Minor Arterials, Collectors, and Local streets.

INTERMODAL - A mode is a particular form of transportation, such as automobile, bus, train, bicycle, and walking. Intermodal refers specifically to the connections between modes.

INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991 (ISTEA) - Intermodal Surface Transportation Efficiency Act of 1991. The past transportation act which has changed many of the traditional methods and procedures of transportation planning. It created several Federal-aid funding programs, and increased the responsibility of the MPO.

ILLUSTRATIVE PROJECTS - a regional significant project that has no identified funding that would be included in the TIP if additional resources were to become available.

INTELLIGENT TRANSPORTATION SYSTEM (ITS) - The development or application of technology (electronics, communications, or information processing) to improve the efficiency and safety of surface transportation systems. ITS is divided into five categories that reflect the major emphasis of application: (1) Advanced Traffic Management Systems, (2) Advance Traveler Information Systems, (3) Advanced Public Transportation Systems, (4) Automatic Vehicle Control Systems and (5) Commercial Vehicle Operations

LEVEL OF SERVICE - a measure of highway congestion ranging from free flow to forced flow on a scale of A to F. Facilities are usually designed for Level C.

LOCAL STREETS AND ROADS -Their primary function is to provide land access. Travel speeds, distances, and volumes are generally low, and through traffic is usually discouraged.

LONG RANGE PLAN (LRP) - a long range (usually 20 years) plan of the anticipated highway and transit needs in a specific area. Transportation needs are based on projected socio-economic and land use growth within the area. The Wasatch Front Regional Council is responsible for the Long Range Element of the Transportation Plan of both the Ogden and Salt Lake study areas.

MANAGEMENT SYSTEMS - a requirement of ISTEA to address short range needs. All states were required to have management systems in place in 1995. There are six: Pavement (PMS), Safety, Intermodal, Bridge, Transit, and Congestion (CMS). Any state which has a non-attainment area was required to have interim Congestion Management Systems prior to 1995. However, management systems requirements have been relaxed and now only CMS and PMS are mandated. The State DOT has the responsibility for a PMS on National Highway System facilities. The MPOs

have been delegated authority to maintain a CMS only in urban areas designated as a Transportation Management Association's (TMA). The State DOT has the option to maintain the remaining management systems.

METROPOLITAN AREA - This area includes the existing urbanized area plus any contiguous area expected to become urbanized in the 20 year forecast period. The Metropolitan Area also must include all of the non-attainment areas for ozone and carbon monoxide pollutants.

METROPOLITAN PLANNING ORGANIZATION (MPO) - designated by the Governor under the provisions of the 1973 Federal Aid Highway Act. This organization shares responsibility with the State for developing long and short range transportation plans and programs. It provides a forum for discussion and consensus on issues which transcend jurisdictional boundaries.

MULTIMODAL - Refers to the availability of multiple transportation options, especially within a system or corridor. A multimodal approach to transportation planning focuses on the most efficient way of getting people or goods from place to place, be it by truck, train, bicycle, automobile, airplane, bus boat, foot or even a computer modem.

NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) - Enacted in 1969, requires that any activity or project receiving federal funding or other federal approvals (including transportation projects) undergo an analysis of potential impacts to see how the activity or project might impact the community, the natural environment, and the health and welfare of the citizens. These analysis include social, economic, and environmental (SEE) concerns ranging from community cohesion to threatened and endangered species.

NATIONAL HIGHWAY SYSTEM (NHS) - This approximately 160,000-mile network consists of the 42,500 miles of the Interstate system, plus other key roads and arterials throughout the United States. Designated by Congress in 1995 pursuant to a requirement of the Intermodal Surface Transportation Efficiency Act, the NHS is designed to provide an interconnected system of principal routes to serve major travel destinations and population centers.

OBLIGATION - The setting aside of federal funds for a specific phase of a project. Once FHWA has approved and authorized final design, right-of-way acquisition, or construction, the federal funds are obligated or reserved for the project. FTA funds are obligated for a project when FTA approves a grant for the project.

OBLIGATION AUTHORITY - Each year during the budget process, Congress sets limits on the amount of Federal Apportionment that can be expended for projects. Usually it is less than amounts apportioned. Obligation Authority covers most of the funding categories established by TEA-21. A fair share of the obligation authority must be made available to the local governments and MPOs for accomplishment of their programs. In that obligation authority is not known at the time TIPs and STIP are developed; funds available for projects in the three year elements are based on projections from the current year. TIP and STIP amendments may be required as final figures are received.

OPERATING FUNDS - Moneys used to fund general, day-to-day costs of running transportation systems. For transit, costs include fuel, salaries and replacement parts; for roads, operating costs involve maintaining pavement, filling potholes, paying workers' salaries, and so forth.

OZONE (O₃) - is a colorless gas associated with smog or haze conditions. Ozone is not a direct emission, but a secondary pollutant formed when precursor emissions, hydrocarbons and nitrogen oxides, react in the presence of sunlight.

PLANS, SPECIFICATIONS, AND ESTIMATES (PS&E) -the phase of a project in which the roadway plans, the special provisions and the engineer's estimates are acquired. Other information required include drawings of signals, lighting, structures, and landscaping, along with any special provisions needed from these areas. Prior to obligation of funds the PS&E must be approved.

PRELIMINARY ENGINEERING (PE) - engineering work including design and preparation of final plans, specifications, and estimates required prior to construction.

PROGRAM - **1. verb:** to assign funds to a project that has been approved by WFRC, the state or other agency. **2. noun:** a system of funding for implementing transportation projects or policies, such as through the Transportation Improvement Program (see TIP)

REGIONAL TRANSPORTATION PLAN (RTP) - A blueprint to guide the region's transportation development for a 20-year period. Updated every three years, it is based on projections of growth and travel demand coupled with financial projections. (Also see "Long Range Plan (LRP).")

REGIONALLY SIGNIFICANT PROJECT - a transportation project (other than an exempt project) on a facility which serves regional transportation needs (such as access to/ from the area outside of the region, major activity centers, major planned developments, or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including, at a minimum, all highways classified US principal arterial or higher as defined on the UDOT Functional Classification map and all fixed guideway transit facilities that offer an alternative to regional highway travel.

RIGHT-OF-WAY (ROW) - land, usually in public ownership, through which a roadway passes, including the area for shoulders, sidewalks, and other cross section elements.

RECORD OF DECISION (ROD) - A Record of Decision is a concise decision document for an environmental impact statement that states the decision (selected alternative or choice), other alternatives considered, and mitigation adopted for the selected alternative or choice.

SAFETEA-LU – SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT, TRANSPORTATION EQUITY ACT: A LEGACY FOR USERS - (SAFETEA-LU) - The most recent transportation Act signed in August, 2005. SAFETEA-LU addresses the many challenges facing our transportation system today – challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment – as well as laying the groundwork for addressing future challenges. SAFETEA-LU promotes more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving State and local transportation decision makers more flexibility for solving transportation problems in their communities.

SMALL PARTICULATE MATTER (PM₁₀) - is any material less than 10 microns in size. Particulate matter can be caused by wind-blown soil, dust from paved and unpaved roads, and emissions from diesel engines. Particulate matter of this size is too small to be filtered by the nose and lungs.

STATE IMPLEMENTATION PLAN (SIP) - a plan showing how the State will meet air quality standards as required by the 1977 Clean Air Act Amendments. Included are traffic control measures to reduce the emissions from automobiles, a major contributor to carbon monoxide and photochemical oxidant pollution.

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) - a five-year program of highway and transit projects for the State. It is a compilation of projects utilizing various federal and state funding programs, and includes highway projects on the state, city, and county highway systems, as well as projects in the national Parks, National Forests, and Indian Reservations.

SURFACE TRANSPORTATION PROGRAM (STP) - One of the key funding programs in TEA 21. STP monies are "flexible," meaning they can be spent on roads and highways, as well as on pedestrian and bicycles facilities and mass transit

TRAFFIC CONTROL MEASURES (TCM) - measures which can improve air quality through a reduction in travel or through a reduction in vehicle emission rates by improved traffic flow. Examples include ride sharing programs, transit service, and signal coordination.

TRANSPORTATION DEMAND MANAGEMENT (TDM) - TDM programs are designed to maximize the people-moving capability of the transportation system by increasing the number of persons in a vehicle, or by influencing the time of, or need to, travel. To accomplish these types of changes, TDM programs must rely on incentives or disincentives to make these shifts in behavior attractive.

TRANSIT DEVELOPMENT PROGRAM (TDP) - a short-term (usually five years) plan of transit service and facility improvements to meet the transit goals of the region.

TRANSPORTATION EQUITY ACT for the 21st CENTURY (TEA-21) - The transportation Act signed in June, 1998. TEA-21 primarily continued the methods and procedures of transportation planning as established under ISTEA. It also enhanced and increased funding for many of the ISTEA Federal-aid funding programs.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) - a five-year capital improvements program of highway and transit projects including operational and low cost projects to increase efficiency of the existing transportation network as well as capital intensive alternatives prescribed in the Long Range Transportation Plan.

TRANSPORTATION MANAGEMENT AREA (TMA) - means an urbanized area with a population over 200,000 (as determined by the latest decennial census) or other area when TMA designation is requested by the Governor and the MPO (or affected local officials), and officially designated by the Administrators of the FHWA and the FTA. The TMA designation applies to the entire metropolitan planning area(s).

TRANSPORTATION MANAGEMENT ASSOCIATION (TMA) - a public/private partnership formed in communities to promote Transportation Demand Management (TDM) strategies as a congestion tool.

TRANSPORTATION PLAN - a plan of recommended highway and transit facilities to meet the immediate as well as the 20-year transportation needs of the area. The Wasatch Front Regional Council is responsible for preparing both the Long Range and the Short Range Elements of the Transportation Plan for the Salt Lake and Ogden Areas.

3-C PLANNING PROCESS - continuing, comprehensive and cooperative (or 3-C) transportation planning is conducted by an area transportation study group in urbanized areas. The existence of a certified process is a necessary condition for the use of federal transportation funds.

URBAN AREA - city or group of cities with population in excess of 5,000. Boundaries are determined by local elected officials, but may not be less than urban area boundaries as defined by the U.S. Bureau of the Census. There are twelve urban areas in Utah.

URBANIZED AREA - city or group of cities with population in excess of 50,000. Boundaries are determined by local elected officials, but may not be less than urbanized area boundaries as defined by the U.S. Bureau of the Census. There are five urbanized areas in Utah --- Salt Lake, Ogden/ Layton, Logan, Provo/ Orem, and St. George.

URBAN TRANSPORTATION PLANNING PROCESS (UTPP) - the UTPP includes the methodologies used in the development of the Long Range and Short Range Elements of the Transportation Plan. The process is intended to identify existing and projected transportation problems within an urban area.

UTAH TRANSPORTATION COMMISSION - A bipartisan seven-member commission whose members are appointed by the Governor with advice and consent of the Senate. Six members are selected to represent specific areas of the state, and one member represents the state at large. Duties of the commission include determining priorities and funding levels for projects, determining additions and deletions to state highways, holding public

meetings and providing for public involvement in transportation matters, making policies and rules, and advising the department in statewide transportation policy .

VEHICLES PER DAY (VPD) - The total number of vehicles including buses and trucks which pass by a specific point during the day.

VEHICLES MILES TRAVELED (VMT) - The amount of vehicle travel on a designated set of roadways multiplied by the total mileage of those roadways.