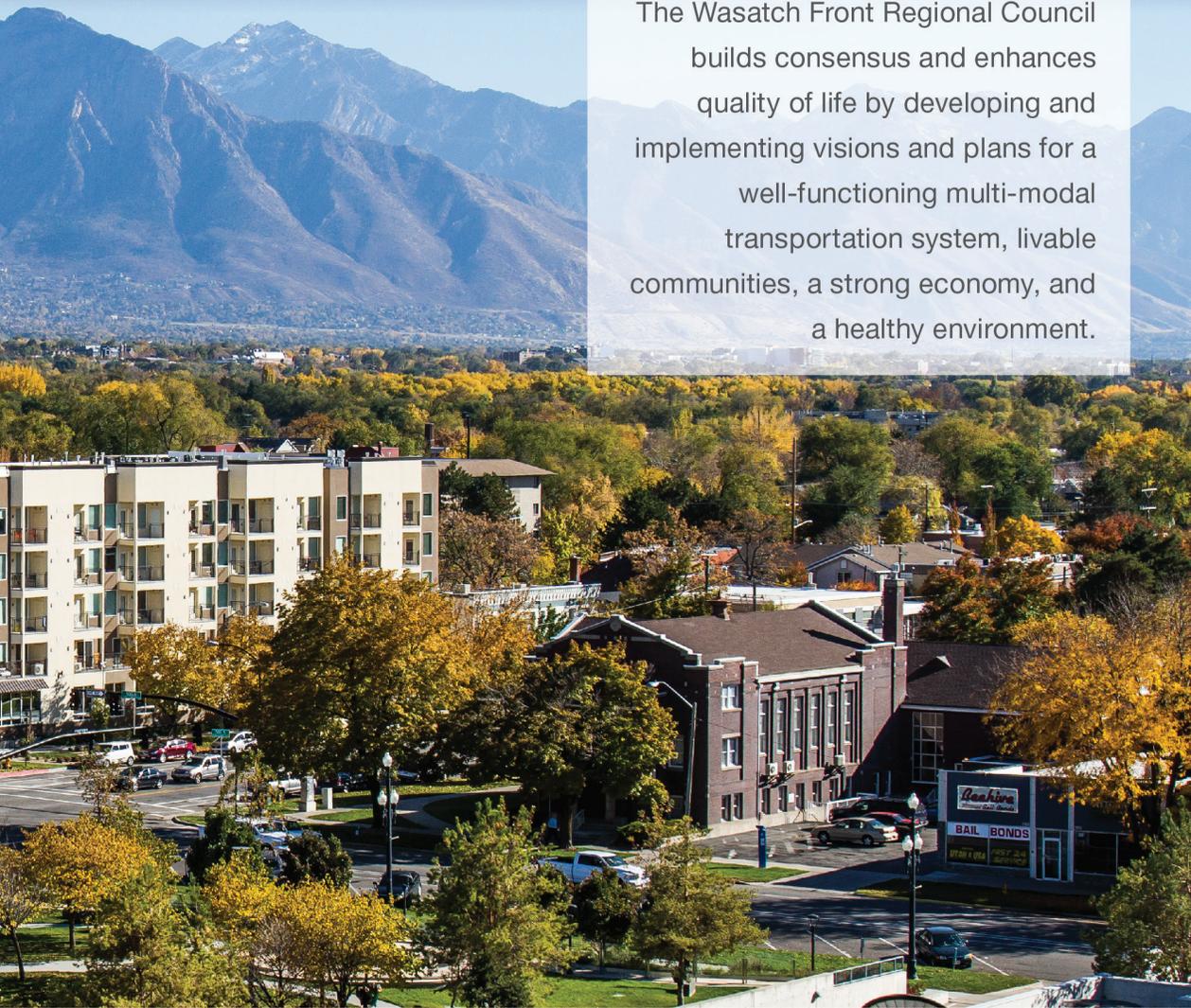




WASATCH FRONT REGIONAL COUNCIL

The Wasatch Front Regional Council builds consensus and enhances quality of life by developing and implementing visions and plans for a well-functioning multi-modal transportation system, livable communities, a strong economy, and a healthy environment.



REGIONAL COUNCIL



MISSION

The Wasatch Front Regional Council builds consensus and enhances quality of life by developing and implementing visions and plans for a well-functioning multi-modal transportation system, livable communities, a strong economy, and a healthy environment.

ROLES

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



Convener

We facilitate collaboration with our communities and partners.



Technical Expert

We are trusted subject-matter experts.



Planner

We proactively plan for the future of our region.



Implementer

We put visions and plans into action.

Wasatch Front Regional Council

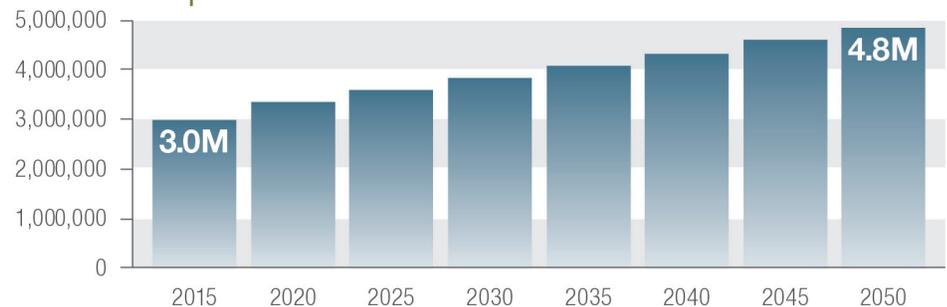
Utah's population is projected to grow to almost five million by 2050. More people means more goods and services to be delivered, more employees commuting to work, and more errands to run.

As we grow, we will need new and better ways of getting around. To keep people connected and commerce moving, Utah needs a transportation system that is coordinated with land use and economic development opportunities, providing more transportation choices to access the things Utahns need.

Transportation planning in the region is a cooperative effort of state and local agencies. The Wasatch Front Regional Council (WFRC) is responsible for coordinating this transportation planning process as the designated Metropolitan Planning Organization (MPO) for the Wasatch Front.

The WFRC is a regional collaborative body comprised of elected officials representing local governments from Box Elder, Davis, Morgan, Salt Lake, Tooele, and Weber counties. One representative from the Utah Department of Transportation (UDOT) and the Utah Transit Authority (UTA) respectively also serve on the Council, as well as six nonvoting members from the Utah State Senate, the Utah House of Representatives, the State Planning Director, the Utah League of Cities and Towns, the Utah Association of Counties, and Envision Utah.

Utah's Population Growth



Source: Kem C. Gardner Policy Institute at The University of Utah. <http://gardner.utah.edu/population-projections>.



Wasatch Choice 2050

Wasatch Choice has been a shared regional vision for the Wasatch Front for over a decade. Building on community values through an extensive public input process, Wasatch Choice establishes a blueprint for growth that supports a well-functioning economy, improves air quality, and enhances the overall quality of life for Utahns living across the Wasatch Front. With the population projected to grow to almost five million by 2050, Utahns need to work together to proactively plan for growth by implementing forward-thinking solutions now.

The Wasatch Choice 2050 (WC2050) Vision looks out to 2050. It articulates how to make the vision a reality through recommended implementation strategies. The vision builds on the dynamic changes happening in local communities throughout the region and incorporates significant stakeholder feedback regarding various growth strategies for the future.

Voluntary, Grassroots and Inclusive

The success of WC2050 is dependent on local communities voluntarily doing their part to make the vision a reality. This locally driven approach, in which cities, counties, community organizations, transportation partners, businesses, the public, and others help to create and implement WC2050, results in local solutions with regional significance.

Locally and Regionally Significant

The WC2050 process explores future scenarios for growth that show different types of transportation and land use investments. These scenarios are evaluated in each part of the region for how well they meet the WC2050 goals, with stakeholders actively engaged in the process to select the appropriate path forward. Elements from the scenarios are combined into a Preferred Scenario. The Preferred Scenario provides the blueprint for selecting Regional Transportation Plan projects. Once projects are selected, they are prioritized based on when the project is needed and when funding can reasonably be assumed to pay for it.

A Path to Implementation

WC2050 identifies specific transportation projects and investments, as well as the associated use of land near those investments to achieve agreed-upon outcomes for local communities across the region. WC2050 also provides recommendations and resources to help stakeholders achieve those outcomes.



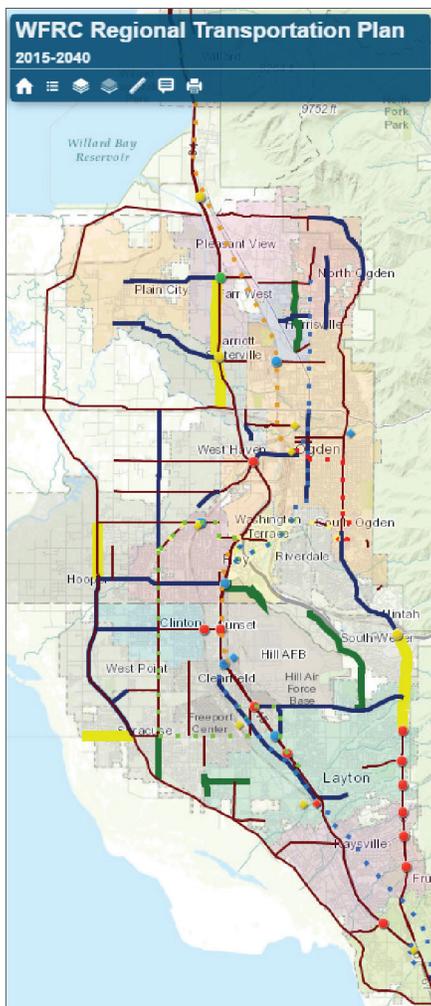
GOALS

-  Livable and healthy communities
-  Access to economic and educational opportunities
-  Manageable and reliable traffic conditions
-  Quality transportation choices
-  Safe, user friendly streets
-  Clean air
-  Housing choices and affordable living expenses
-  Fiscally responsible communities and infrastructure
-  Sustainable environment, including water, agricultural, and other natural resources
-  Ample parks, open spaces, and recreational opportunities



Photo courtesy of UDOT.

INTERACTIVE MAP



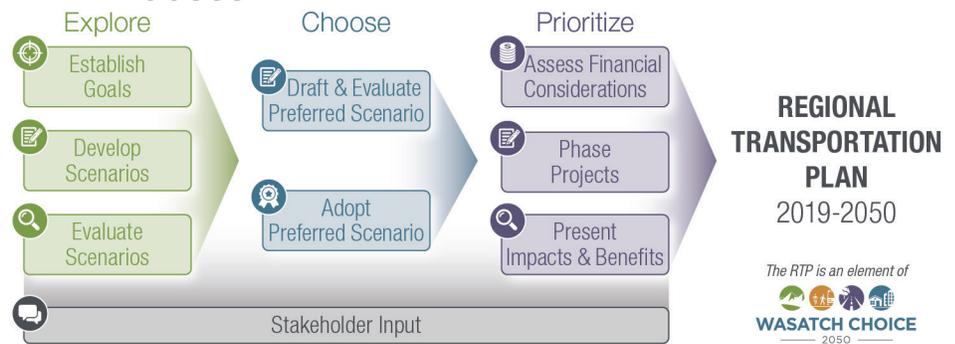
Screen shot of the RTP interactive map, located at arcg.is/1Pkcpdd.

Regional Transportation Plan

WFR, in close collaboration with UDOT and UTA, conducts the long-range transportation planning for communities in Box Elder, Weber, Davis, and Salt Lake counties. The Regional Transportation Plan (RTP) identifies transportation projects needed over the next 25-30 years and is updated every four years to reflect the dynamic and ever-changing needs of the region and local communities.

The RTP process is based on rigorous technical analysis and robust local community, partner and stakeholder input that reflects community and regional values. The RTP takes into account the direct connection between transportation and development patterns with the shared WC2050 Vision as a foundation for project identification and prioritization.

RTP Process

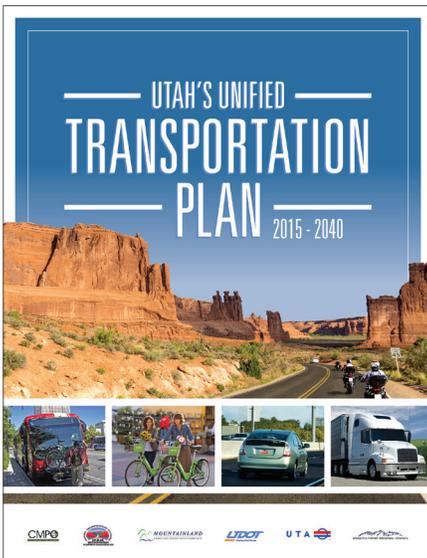


The RTP identifies the balanced investments in road, transit, and bike infrastructure that are needed in the region. It does not presume that resources are unlimited. Instead, it carefully and prudently prioritizes the most critical construction and maintenance needs and projects.

This proactive, long-range transportation planning along the Wasatch Front is essential to maintaining the quality of life residents enjoy. Implementing the RTP promotes a strong economy, improves air quality, and enhances the quality of life through a transportation network that provides choices for how people get around.



Unified Transportation Plan



2015 - 2040 Utah's Unified Transportation Plan



The four MPOs and UDOT are responsible for long-range transportation planning in the urbanized and rural areas of the state respectively.

Utah's Unified Transportation Plan, the first-of-its-kind nationally, is founded upon principles of good stewardship. It is recognized as a national model for regional collaboration. The Unified Transportation Plan compiles the investments in road, transit, and bike infrastructure that are needed across the state to stay ahead of the growth that is coming and to respond to demographic shifts and market demand for a range of housing and transportation choices.

Utah's transportation agencies know that planning and implementing transportation improvements cannot happen in a vacuum. Consequently, the Unified Transportation Plan is a result of significant interagency collaboration that helps to ensure taxpayer dollars are used efficiently in meeting Utah's highest priority transportation needs. Each agency uses shared growth projections, time horizons, and financial assumptions to assemble complementary plans that integrate seamlessly into the Unified Transportation Plan.

Implementing the Unified Transportation Plan will increase access to jobs and educational opportunities, decrease harmful emissions, and provide for maintenance of the infrastructure we already have in place. In short, Utah's Unified Transportation Plan is a blueprint for continuing our track record of sound leadership and prudent investment.

Benefits of implementing Utah's Unified Transportation Plan include:

ECONOMIC VITALITY



\$183.6 BILLION
in additional GDP through 2040.

MOBILITY



150% INCREASE
in transit ridership from 2015 to 2040.



3.6 FEWER DAYS
spent driving per average household in 2040.

ACCESSIBILITY



8,700 MORE JOBS
across the Wasatch Front



23,000 MORE JOBS
in the rest of Utah
accessible within 20 minutes of the average household in 2040.



Photo courtesy of UDOT.



TIP PROGRAMS



Surface Transportation Program

Provides funding for highways and bridges, transit capital projects, and intracity and intercity bus terminals and facilities projects.



Congestion Mitigation and Air Quality Program

Provides funding for transportation projects that improve air quality.



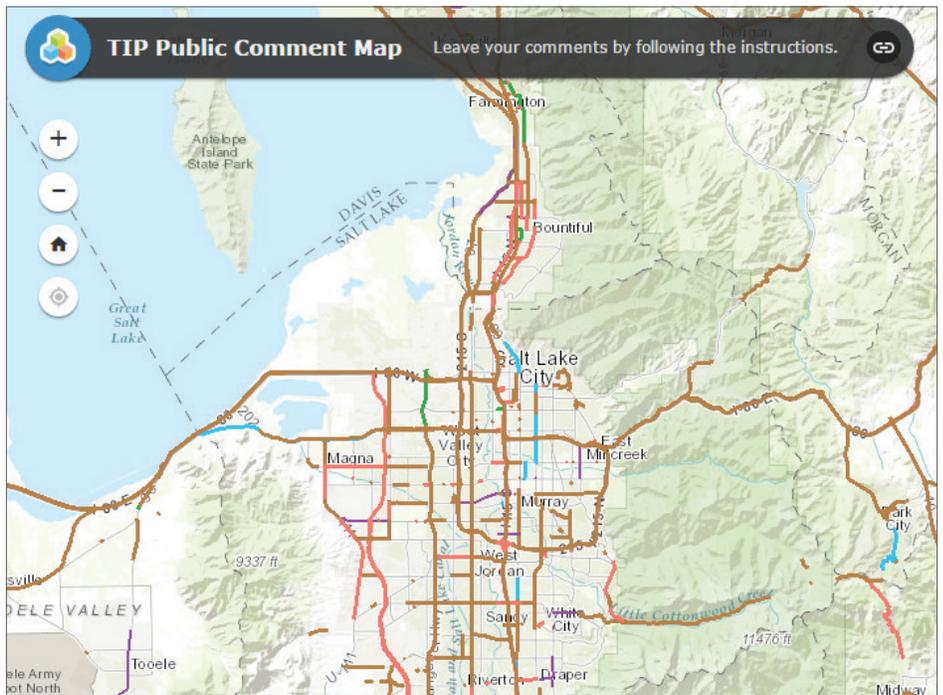
Transportation Alternatives Program

Provides funding for the planning and construction of bicycle and pedestrian facilities.

Transportation Improvement Program

WFRC administers approximately \$35 million of federal transportation funding annually to local communities through the Surface Transportation Program, the Congestion Mitigation and Air Quality Program, and the Transportation Alternatives Program within the Salt Lake/West Valley and Ogden/Layton urbanized areas.

In addition to administering these funding programs, WFRC develops and manages the Transportation Improvement Program (TIP). WFRC oversees the TIP in close collaboration with UDOT, UTA, cities, and counties. The TIP is updated once a year and provides a carefully reviewed prioritization of roadway, transit, bicycle, and pedestrian projects in the region. Through a combination of federal, state, and local transportation funds, the TIP's total program amount represents approximately \$3 to 4 billion of infrastructure investment over a six-year period.



Screen shot of the TIP online interactive map, located at arcg.is/29KCrlo. The public comment layer feature garnered unprecedented public engagement.



Transportation and Land Use Connection

The Transportation and Land Use Connection (TLC) program is a partnership between WFRC, Salt Lake County, UDOT, and UTA. The program provides technical assistance such as staff time, consulting, and training to local communities for planning efforts that are aligned with the WC2050 Vision. The program seeks to help local governments develop and address growth in a way that works best for them, supporting their efforts to create livable and vibrant communities.

The program benefits the region through coordinated land use and transportation efforts that foster an environment that is conducive to economic growth and livable communities. The TLC program helps communities align their priorities with regional transportation investments, making them stronger candidates for future transportation and land use opportunities.

Program Goals

- **Help** local governments create desired livable communities and focus growth in centers.
- **Foster** a prosperous and livable region as outlined in the Wasatch Choice Vision.
- **Encourage** coordination of land use plans with existing or planned regional transportation.
- **Reduce** travel demand by enabling shorter commutes, providing more travel choices, and cultivating alternative land development strategies.
- **Promote** multi-jurisdictional collaboration and regional impact.
- **Support** local outreach and engagement efforts that promote broader stakeholder involvement.

Project Selection

Projects funded through the TLC program are awarded based on a robust set of evaluation criteria. Projects must look to coordinate land use with transportation and align with the goals established by the local community, TLC program, and Wasatch Choice Vision. Competitive applications demonstrate an ability to move a project from the visioning and planning stages through to implementation. The TLC program encourages projects that support multi-jurisdictional collaboration, are locally driven, and regionally significant.



PROJECT OUTCOMES

Projects funded by the TLC program have produced tangible, implementable results for local communities in the region.



Small Area Plans



Form-Based Codes/
Zoning



Active Transportation/
Transportation Master
Plans



Complete Streets Policies



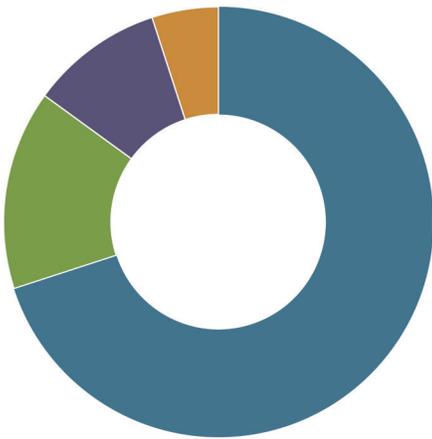
Market Analyses



General Plan Updates



TYPICAL TYPES OF PROJECTS FUNDED



-  ADA Compliance
-  Public Works
-  Services to Low Income Persons
-  Facilities for Disadvantaged Persons



This well drilling project, funded by the CDBG program, will provide a secondary water source for Huntsville City. Photo courtesy of Huntsville City.

Community Development Block Grant

In coordination with the State of Utah's Housing and Community Development Division, WFRC administers the Community Development Block Grant (CDBG) Small Cities Program for the Wasatch Front region. The purpose of the program is to assist communities in providing decent housing and a suitable living environment for low and moderate income residents.

Program Objectives

The US Department of Housing and Urban Development has identified four main CDBG program objectives:

-  To principally benefit low and moderate income persons.
-  To aid in the elimination of slum and blight.
-  To assist a community with urgent health and welfare needs.
-  To provide a suitable living environment.

The CDBG program is an important tool for helping local governments tackle challenges facing their communities. The CDBG funds administered by WFRC provide approximately \$1 million annually to disadvantaged communities in Tooele, Morgan, and Weber counties (with the exception of Ogden City that receives CDBG funding directly). The program works to ensure decent, affordable housing and services to the most vulnerable communities and creates jobs through the expansion and retention of businesses.

WFRC also develops the Consolidated Plan for the CDBG program. The purpose of the Consolidated Plan is to help identify local needs that fit within the program objectives and to guide the expenditure of various community development funds aimed at addressing those needs in an ongoing fashion over a five-year period. The adoption of the Plan is a federal requirement in order to receive program funding and all entities wishing to receive CDBG funds must participate in the Consolidated Plan's planning process.

The Consolidated Plan is implemented through an Annual Action Plan (AAP). The AAP provides a more detailed summary of the projects, programs, and actions that will be carried out for the current fiscal year. In addition, the AAP matches available resources to the communities' priority needs and goals.



Wasatch Front Economic Development District

Housed within WFRC, the Wasatch Front Economic Development District (EDD) fosters a regional approach to economic development with the support of member jurisdictions and partners like the Governor’s Office of Economic Development (GOED), Economic Development Corporation of Utah (EDCU), and the local Chambers of Commerce. The EDD coordinates the economic activities, research, project planning, and implementation outlined in the region’s Comprehensive Economic Development Strategy (CEDS).

The EDD’s governing board represents the general economic interests of the region from partners within Davis, Morgan, Salt Lake, Tooele, and Weber counties. The governing board appoints a strategy committee that develops and implements the region’s CEDS. The CEDS is the product of a collaborative economic development planning process that analyzes regional economic conditions, including strengths, weaknesses, opportunities, and challenges, and highlights activities that promote economic vitality.

Three Key Strategies

Through the EDD, WFRC is working with its partners and stakeholders to integrate transportation and land use planning with economic development through the following key strategies:

- Coordinate the needs of economic clusters with transportation investments.
- Coordinate transportation investments to improve access to opportunity.
- Ensure fiscal sustainability through efficient growth and infrastructure investments.

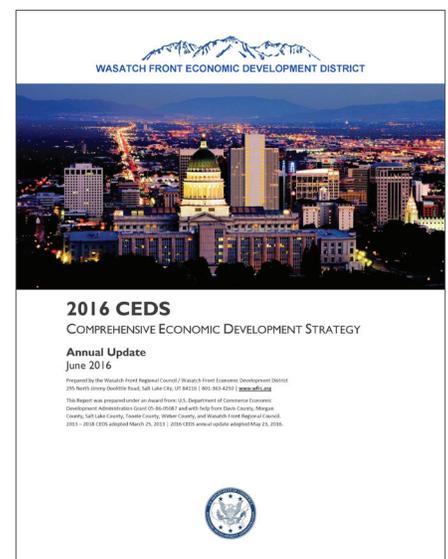
Economic Clusters

 Aerospace and Defense	 Life Sciences
 Natural Resources and Energy	 Information Technology and Software
 Financial Services	 Outdoor Recreation

ECONOMIC GOALS

These 6 goals reflect state, regional, and local priorities.

- **Attract** businesses that offer higher wages.
- **Retain and expand** existing Utah businesses.
- **Build on and improve** the region’s growth centers.
- **Encourage** entrepreneurship and innovation.
- **Increase** economic development capacity.
- **Maintain and improve** our high-quality of life.



2016 CEDS



REGIONAL PRIORITY BICYCLE NETWORK



Active Transportation

Biking and walking provide healthy, affordable ways to get around. Active transportation helps to get people out of their cars by providing more transportation choices. This improves air quality and provides for recreational and commuting options that enhance residents' quality of life. Active transportation facilities such as trails, sidewalks, and bike lanes can also improve connections to public transportation services such as bus and rail.



WFRC's Active Transportation Committee brings together cities, counties, transportation agencies, cycling and health advocates, and many others to plan for the biking and walking needs of residents across the Wasatch Front. There has been an increasing number of active transportation users across the region, with overwhelming support for implementing more projects that support biking and walking.

Program Goals

The Active Transportation Committee has identified four main goals.

-  Update the shared Regional Priority Bicycle Routes Plan/Map.
-  Local adoption of active transportation plans that align with the Regional Priority Bicycle Routes Plan/Map.
-  Fund and construct priority projects.
-  Build support for active transportation through effective engagement and outreach.

The regional transportation planning process identifies a Bicycle Base Network and a Regional Priority Bicycle Network that includes all local and state plans, and the highest priority regional projects respectively.



wfrc.org/air



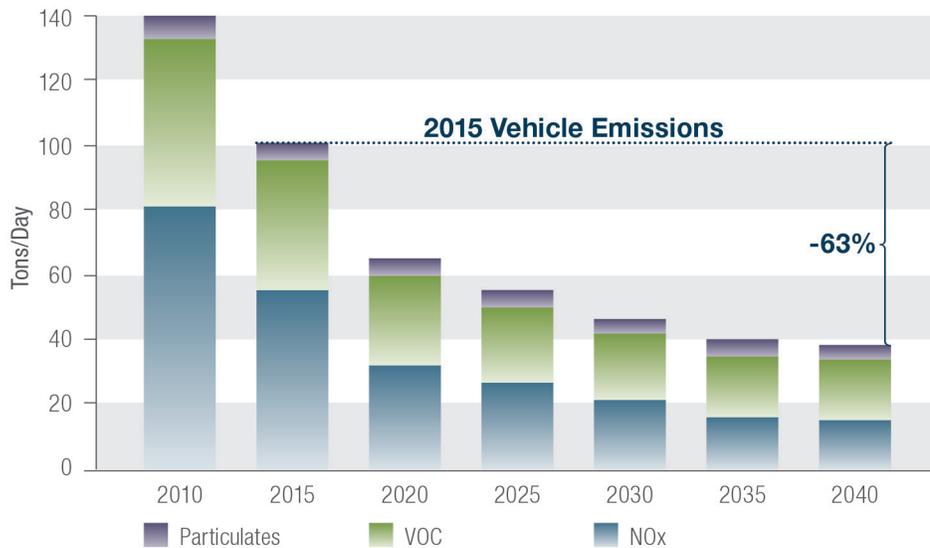
Air Quality

Air quality along the Wasatch Front has improved markedly over the past two decades. This is primarily due to newer vehicles that emit substantially lower pollution and increasing options for residents to walk, bike, or use transit. Continuing to improve air quality along the Wasatch Front, however, remains a challenge now and in the future.

WFRC considers air quality impacts when developing the WC2050 and the RTP. The RTP must meet the standards identified in the Utah State Implementation Plan (SIP) for air quality. This means that the vehicle emissions resulting from the transportation projects proposed in the RTP may not exceed the level set for them in the SIP.

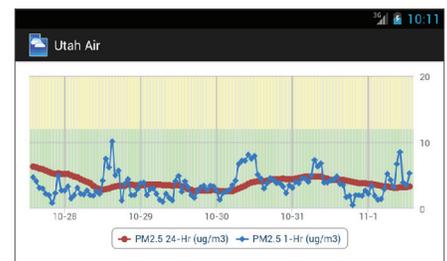
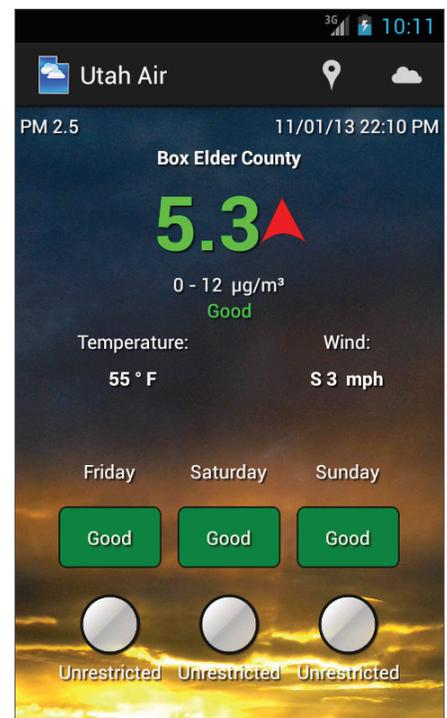
As we work now to provide transportation choices and plan our communities in a way that is consistent with the regional growth principles of the WC2050 Vision, our air quality will benefit through more transit choices, shorter and fewer auto trips, and reduced congestion, resulting in lower vehicle emissions.

Wasatch Front Vehicle Emissions Trend - PM2.5



Sources: RTP 2015 - 2040, MOVES2014, Tier 3 Vehicles and Fuel.

AVAILABLE APP



Screen shots of Utah Air app (available for Android and iOS download).

REGIONAL COUNCIL

✉ 295 North Jimmy Doolittle Rd.
Salt Lake City, UT 84116

☎ 801.363.4250

💻 wfrc.org

📘 WasatchFrontRegionalCouncil

🐦 @WasatchCouncil

📺 WFRCvideo

