



FUNDING PROGRAMS

FISCAL YEAR 2019



WASATCH FRONT REGIONAL COUNCIL

WFRC Funding Programs

- Wasatch Front Economic Development District
- Community Development Block Grant Program
- Transportation & Land Use Connection Program
- Surface Transportation Program
- Congestion Mitigation Air Quality
- Transportation Alternatives Program

Mission: Support economic development plans, promote long-term economic competitiveness, and attract federal monies in order to implement local plans.

Expand Employment



Planning Request
\$100,000

Develop strategies to expand employment in Utah's advanced composites manufacturing industry and supply chain

Encourage Entrepreneurship



Construction Request
\$2,000,000

Grow creative industries and connect people and organization to space, technology, and opportunity

Workforce Training



Workforce Training Request
\$614,000

Provide workforce training to disadvantaged youth in the green construction industry

Mission: Support economic development plans, promote long-term economic competitiveness, and attract federal monies in order to implement local plans.

U.S. Economic Development Administration Funding Programs

PUBLIC WORKS & ECONOMIC ADJUSTMENT ASSISTANCE

\$100,000 - \$3,000,000

- Job Creation
- Job Retention
- Construction
- Global Competitiveness
- Leverage Private Capital
- Coal Impacted Communities
- Build Regional Capacity

REGIONAL INNOVATION STRATEGIES

\$0 – \$500,000

- Innovation Centers
- Entrepreneurial Centers
- Cluster-Based Startups

LOCAL TECHNICAL ASSISTANCE

\$0 – \$300,000

- Economic Development Plans
- Feasibility Studies
- Impact Analyses

Community Development Block Grant (CDBG) Small Cities Program



Program Purpose

The purpose of the CDBG Program is to assist in developing viable urban communities by providing decent housing and a suitable living environment, principally for persons of low and moderate income.

Program Eligibility

Morgan, Tooele, and Weber Counties

Community Development Block Grant (CDBG) Program

HOUSING and COMMUNITY DEVELOPMENT

Total Funding for FY 2018
\$762,697

Water Storage Tank Updates
Washington Terrace City \$232,503



Sewer Line Replacement
Wendover City \$192,417



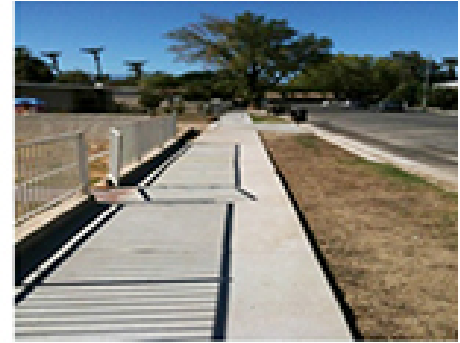
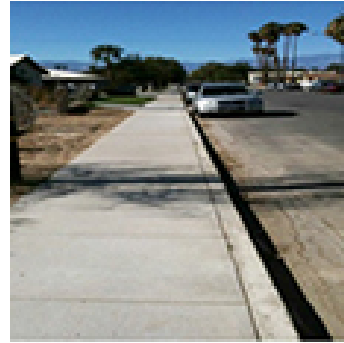
Waterline Replacement
Wendover City \$250,000



Community Development Block Grant (CDBG) Program

ELIGIBLE PROJECT TYPES

- Planning
- Building Rehabilitation
- Removal of ADA Barriers
- Public Safety Equipment
- Property Acquisition for Public Purposes
- Promotion of Neighborhood Centers
- Create/Rehab. Recreation Facilities
- Demolish Buildings to Reduce Slum/Blight
- Install/Modify Public Works Infrastructure
- Construct/Reconstruct Streets, Water, Sewer Facilities
- Housing Lot Acquisition for Multiple-Family Housing Construction



Community Development Block Grant (CDBG) Program

Timeline

October

- Attend How to Apply workshop

November- January

- Attend How to Apply workshop
- Conduct income surveys
- Hold first public hearing

February

- Submit applications in WebGrants
- Consolidated Plans due

April

- Awards announced



TRANSPORTATION
AND
LAND USE CONNECTION



PROGRAM GOALS



Maximize the **value of investment** in public infrastructure

Enhance **access to opportunity**

Increase **travel options** to **optimize mobility**

Create **communities** with opportunities to **live, work, and play**

TRANSPORTATION
AND
LAND USE CONNECTION

TLC PROJECTS

Ordinances

Transportation/Active Transportation

Master Plans

Complete Streets & Street Connectivity

First/Last Mile Implementation

Station & Small Area Plans

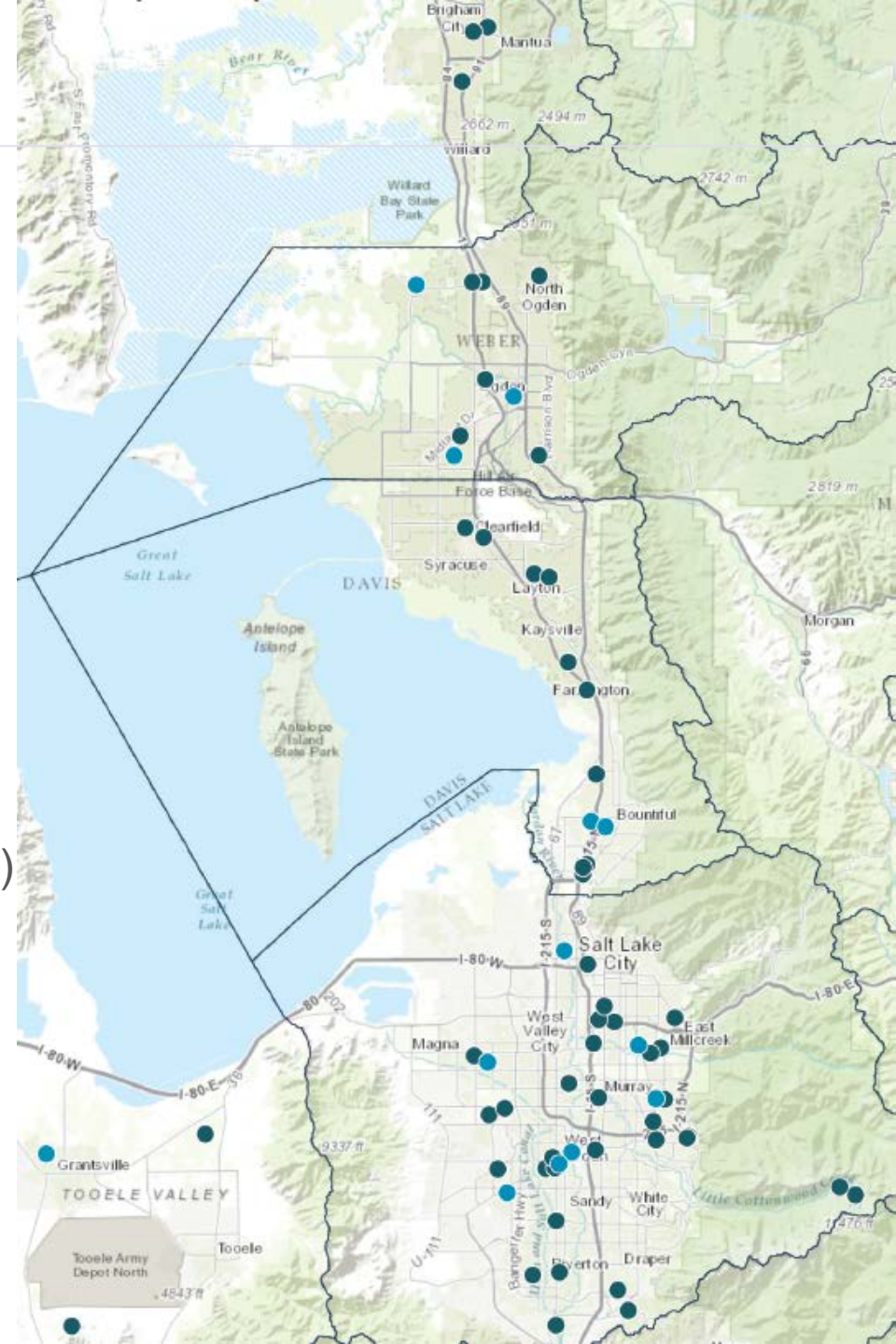
Corridor Plans

Studies (such as market, redevelopment)

Visioning

Parking Reform

WWW.WFRC.ORG/TLC





**SURFACE TRANSPORTATION
PROGRAM (STP)**



**CONGESTION MITIGATION/
AIR QUALITY (CMAQ)**



**TRANSPORTATION
ALTERNATIVES PROGRAM (TAP)**

FEDERAL FUNDING PROGRAMS



SURFACE TRANSPORTATION PROGRAM (STP)

Eligible STP Project Types

- Street widening or new construction
- Improve or reconstruct existing streets
- Bridge replacement
- Projects that reduce traffic demand
- Intersection improvements





5600 West – 6200 South to 7000 South
Reconstruct & Widen





CONGESTION MITIGATION/ AIR QUALITY (CMAQ)

Eligible CMAQ Project Types

- Projects that improve Air Quality
- Construct or purchase public transportation facilities and equipment
- Commuter bicycle & pedestrian facilities
- Intelligent Transportation Systems (ITS)
- Projects that reduce traffic demand
- Intersection improvements



Urban Area – Signal Interconnect Facilities and Equipment





TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

Eligible TAP Project Types

- Construction, planning, and design
- Pedestrian, bicyclists, & other non-motorized forms of transportation
- Improvements could include:
 - Sidewalks
 - Bicycle infrastructure
 - Traffic calming techniques
 - Lighting and safety-related infrastructure for non-drivers
- Safe Routes to School projects



D&RGW Rail/ Trail



WFRC Funding Program Deadlines

We're Here



**August
2018**

**September
2018**

**October
2018**

**January
2019**

**Spring
2019**

For More Information

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CAPACITY PROJECT PRIORITIZATION

Wasatch Front Region Council
Regional Growth Committee
August 16, 2018

LTDOT

 *Keeping Utah Moving*



PRINCIPLES OF UPDATE PROCESS

- **Be transparent** throughout
- **Set expectations** from the start
- **Directly involve** technical and policy partners in design and development of decision models
- **Multiple opportunities** for review, feedback, and input
- **Educate and inform** all stakeholders
- **Build confidence and buy-in** in the process, data, and model

CAPACITY PRIORITY TOOL GOALS

- Outcome focused rather than problem focused
- The ability to assess regional and statewide economic development impacts and outcomes
- Assess the extent to which local land use plans support statewide initiatives
- Transparent and understandable to the public and stakeholders
- Strikes the right balance between complexity, simplicity and transparency
- The ability to compare across assets and modes, as well the ability to assess and compare rural vs. urban projects *

HIGHWAY AND TRANSIT

- Recognize differences; align processes
- Parallel tool development processes
 - Initial phase in 2018 will focus on highway decision model
 - Follow-on phase in 2019 will focus on transit decision model
- Develop separate models initially
- Work toward integration

OVERARCHING QUESTIONS

Why?

- **Why is transportation important to Utah?**
- **Why are we prioritizing our investments?**
- **Why should Jon and Jane Q care?**

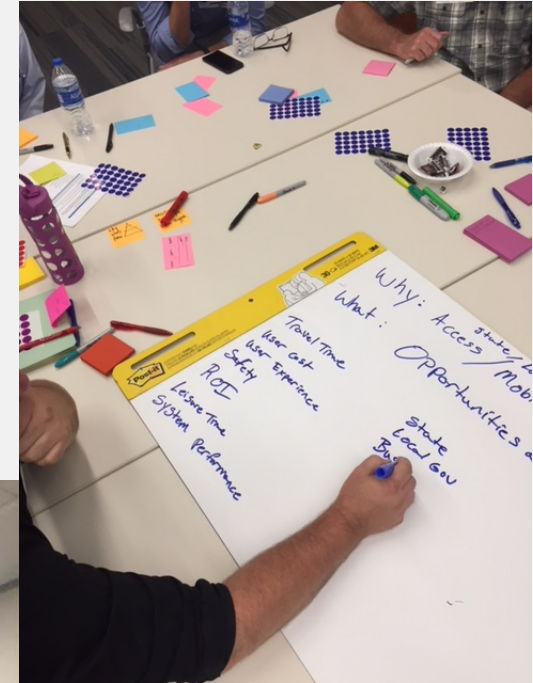
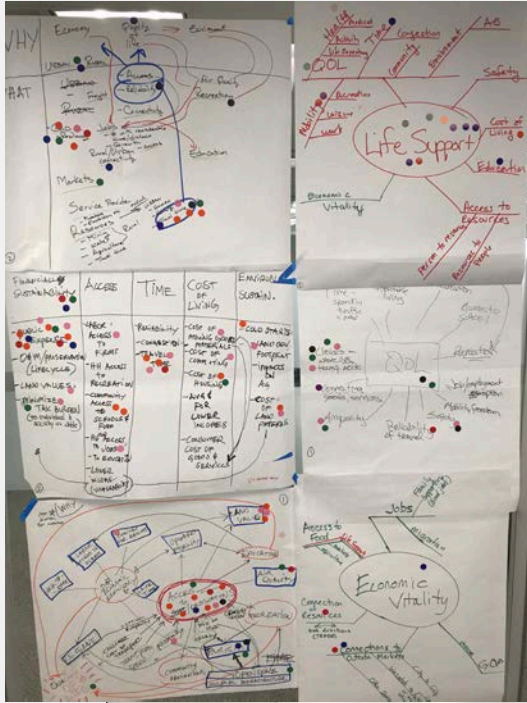
What?

- **What are we trying to impact?**
- **What transportation outcomes can we affect?**
- **What matters most?**

How?

- **How do we evaluate projects?**
- **How do score, weight, or balance projects?**
- **How do we measure the why's and what's?**

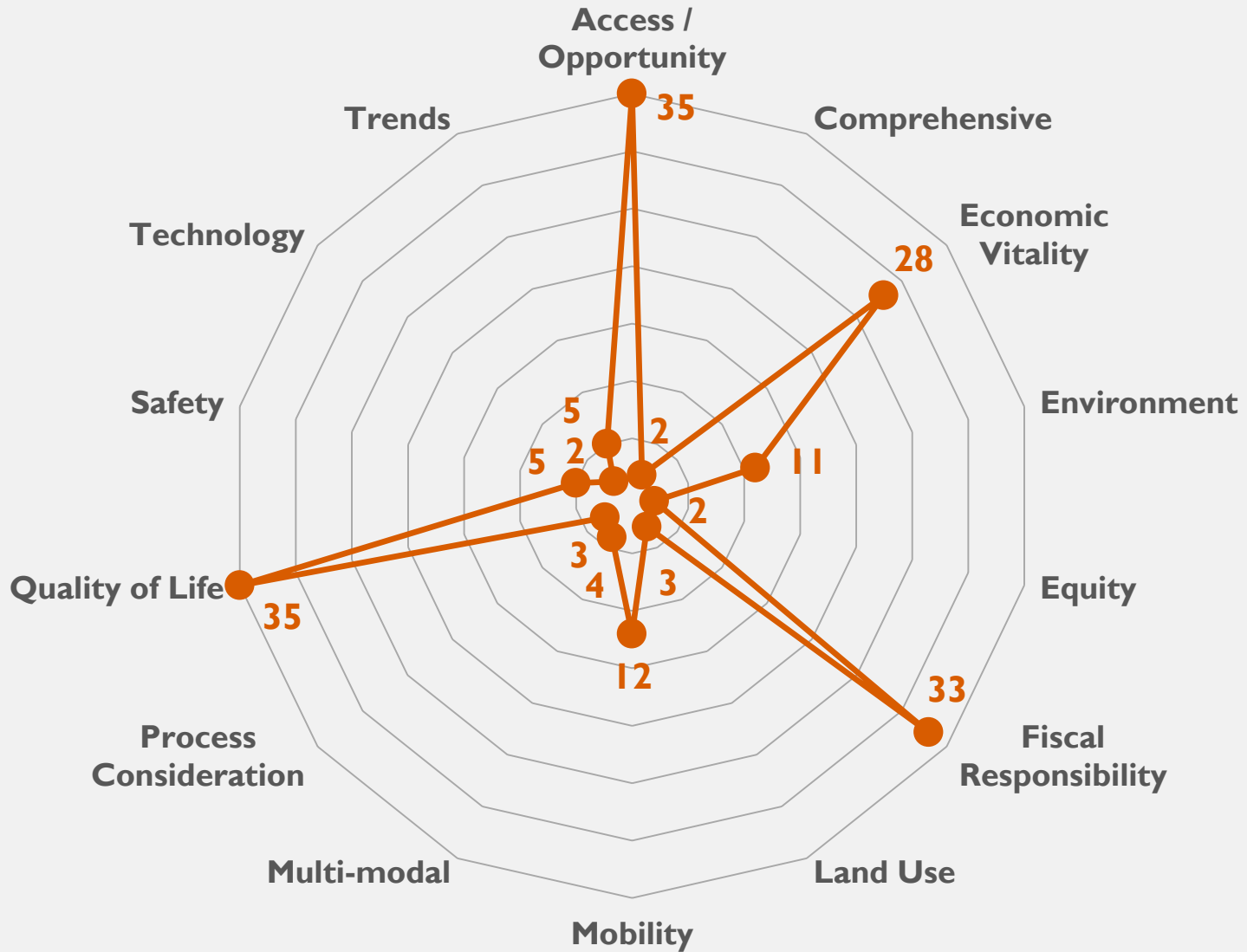
THE DISCUSSION



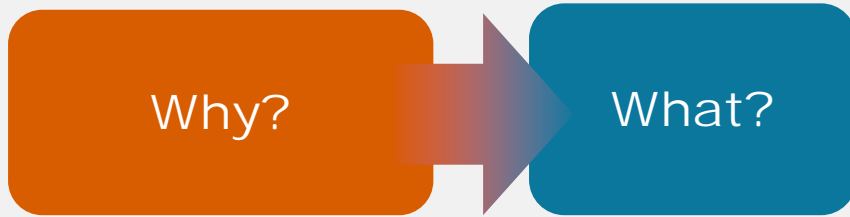
WHAT THE GROUP SAID



WHY? THEMES



WHAT CONNECTIONS



| Why's | | Unique What Connects |
|--------------------------|--|----------------------|
| Accessibility | | #26 |
| Economic vitality | | #55 |
| Financial sustainability | | #22 |
| Mobility | | #32 |
| Quality of life | | #32 |
| | | |

-
- Access to education
 - Access to opportunity
 - Community access to schools & food
 - Community destinations
 - Destination access
 - Dock to dock
 - Education - labor access
 - Food
 - Household access to education
 - Household access to jobs
 - Household access to recreation
 - Job choice
 - Job opportunities
 - Jobs - number with reasonable time/distance
 - Labor access
 - Labor access to firms
 - Leisure
 - Lower income populations (vulnerability)
 - Mode choice
 - Recreation - local parks
 - Recreation - open space access
 - Recreation - tourism

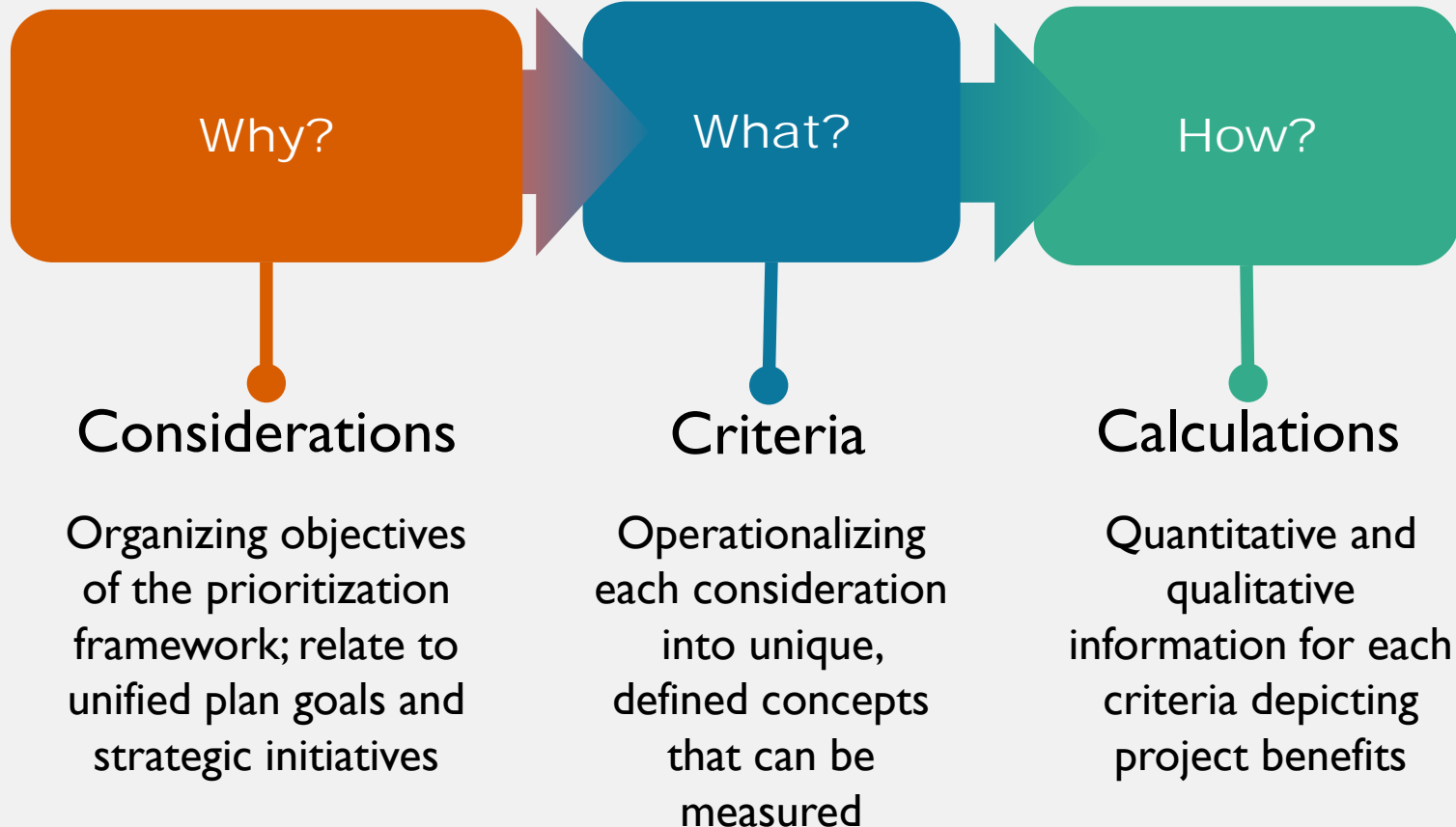
HOW CONNECTIONS



| Why's | Unique What Connects | Unique How Connects |
|--------------------------|----------------------|---------------------|
| Accessibility | #26 | #21 |
| Economic vitality | #55 | #24 |
| Financial sustainability | #22 | #13 |
| Mobility | #32 | #26 |
| Quality of life | #32 | #47 |
| | | |

- Average trip time
- Connections to land use
- Consider user costs of modes
- Cost of access (e.g. household and individual cost per trip)
- Density of driveways
- Destinations - use decay weighting
- Distance to life support
- Distance to higher education
- Distance to recreation
- First-mile, last-mile
- Mode choice with 1/4 mile
- Number of destination types
- Number of destinations within 30 minutes
- Number of jobs within XX minutes of travel
- Project cost
- Proximity to an arterial
- Safe interactions by mode
- Variety of land use connections
- Vulnerable communities (e.g. low income)
- Travel time by mode, by destination, by origin

WHY ⇔ WHAT ⇔ HOW



Economy

Access to opportunity

- Jobs
- Market
- Freight movement
- Resources

Business costs

- Productivity
- Reliability
- Travel time
- Cost of good movement
- Dock-to-dock

Industry clusters

- Mega-development
- GOED Strategic Industry Clusters (e.g. tourism)

Quality

Access to opportunity

- Recreation
- Education
- Medical care
- Community services / Food
- Equity

Land use and community

- Policy and vision consistency

Safety

Public health

- Air quality
- Recreation

Natural environment

- Benefit

Mobility

Reliability

Delay

Person throughput

- Utilization

Connectivity

- Redundancy / resiliency
- First-last mile
- Grid connectivity

Integrated systems

- Operations
- Multimodal
- Active transport
- Interoperability

Responsibility

Life-cycle cost benefit

- Return on investment
- Future preservation needs
- Cost-benefit

Cost share

- Leverage
- Partners
- Pub/Priv
- Geography equity

Opportunity cost

START

CONSIDERATIONS

CRITERIA

CALCULATIONS

PROJECTS



Decision Support Tool

 *Making Informed Decisions*

START

CONSIDERATIONS

CRITERIA

CALCULATIONS

PROJECTS

Economy

Quality

Mobility

Responsibility

START

CONSIDERATIONS

CRITERIA

CALCULATIONS

PROJECTS

Economy

Quality

Mobility

Responsibility

Access to Opportunity

Business Costs

Industry Clusters

START

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Access to Opportunity

Jobs
Market
Freight movement
Resources

Business Costs

Productivity
Reliability
Travel time
Cost of good movement
Dock-to-dock time

Industry Clusters

GOED STIC
Megadevelopment

START

CONSIDERATIONS

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PROJECTS

Access to Opportunity



Jobs

Market

Freight movement

Resources

Business Costs



Productivity

Reliability

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Industry Clusters



GOED STIC

Megadevelopment

Alpha SR 123

Project description



Opportunity Scores



Business Scores



Industry Scores



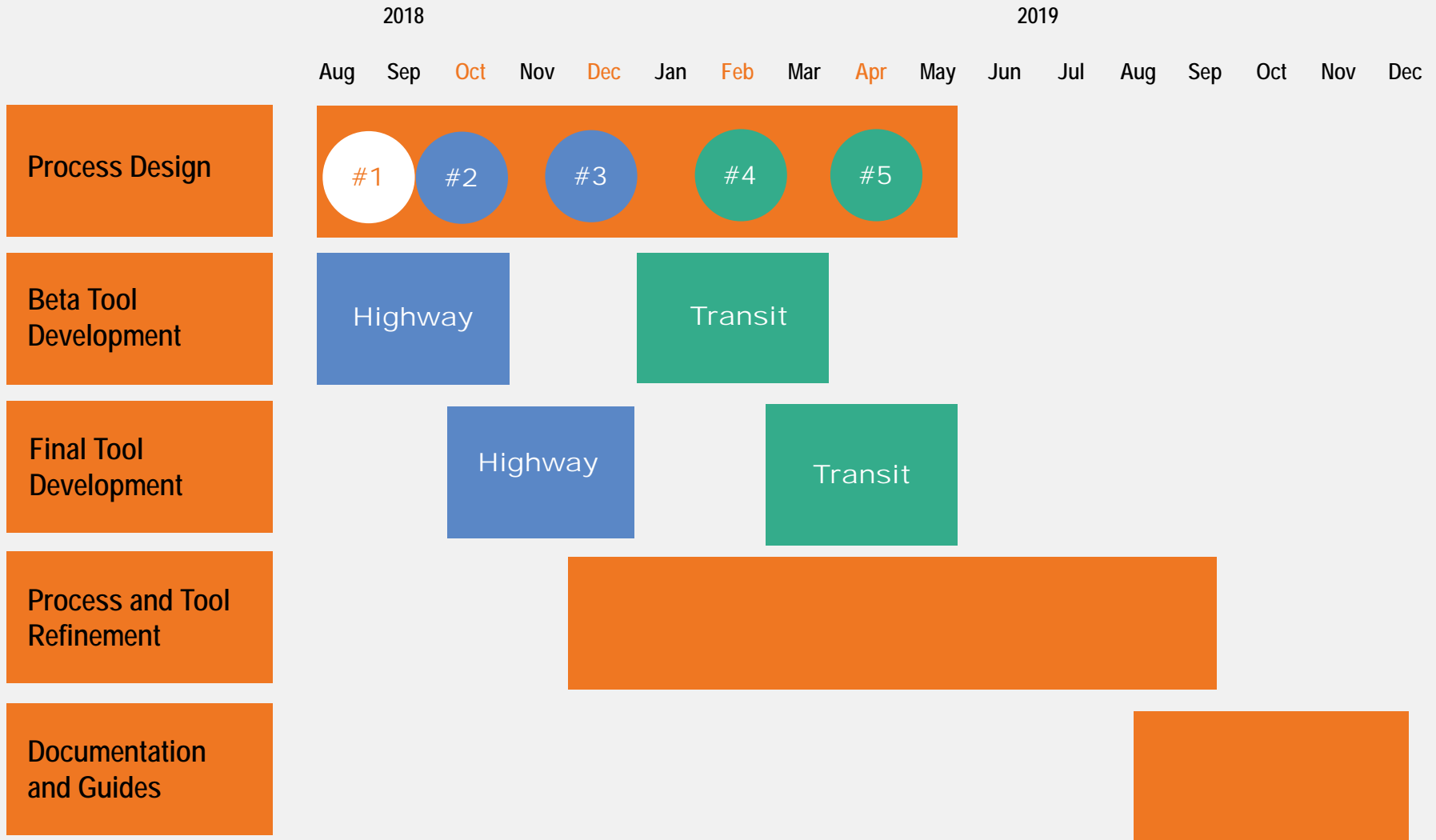
NEXT STEPS



NEXT STEPS

- Further develop measures and methods – Aug 21 & 22
 - *Is the data available?*
 - *What will it tell us?*
 - *What can we calculate?*
 - *What is the level of effort?*
- Consider input on other process aspects
- Follow-on sprint team meeting early Fall
 - Measures feedback
 - Weighting and scoring
 - Mapping the prioritization process

PROJECT SCHEDULE



Evaluation Criteria Category: Access to Opportunity

Question: List the existing number of jobs within a ½ mile that are accessed annually by this proposed project. Data can be obtained by using the US Census Bureau OnTheMap at <https://onthemap.ces.census.gov/>

Metric: Using the OnTheMap tool, identify the estimated number of jobs available within a ½ mile from proposed project.

Weighting:

| Measurement | Weight |
|-----------------------------|--------|
| 5,000 or more jobs annually | 10 |
| 2,500 – 4,999 | 8 |
| 1,000 – 2,499 | 6 |
| 250 – 999 jobs | 4 |
| Up to 249 jobs | 0 |

Question: List the public or private job training and educational opportunities (higher education / vocational instruction / professional schools) within a ½ mile of the proposed project.

Metric: Number of public or private job training and educational opportunities (higher education / vocational instruction / professional schools) within a ½ mile of the proposed project.

Weighting:

| Measurement | Weight |
|---|--------|
| 3 or more job training or educational opportunities within ½ mile | 10 |
| 2 within ½ mile | 8 |
| 1 within ½ mile | 6 |
| 0 within ½ mile | 0 |

Question: What is your existing mix of housing types? (Check with your jurisdiction’s Moderate-Income Housing Plan (MIHP). Is your diversification of housing types increasing over time (for example, the next 5 to 10 years)?

Metric: Percent increase in diversification of housing types over 5 – 10 years.

Evaluation Criteria Category: Wasatch Choice 2050

Question: Is this project part of an identified center (historical and/or emerging regional destination of economic activity)?

- ✓ **Metropolitan Center** – mixed land use with crossroads of regional roads as well as host to the region’s transit hub
- ✓ **Urban Center** – mix of land uses with significant commerce/regional retail; intersection of major arterials/freeway interchanges served by high capacity transit
- ✓ **Town Center** - mix of land uses including grocery stores, restaurants, civic, and retail in a node area of 6-8 city blocks or a corridor of several blocks in length; frequent bus lines, high capacity transit
- ✓ **Neighborhood Center** – mix of land uses including retail in a node area of approximately 1-4 city blocks or a corridor of a few blocks in length; frequent bus lines, high capacity transit
- ✓ **Employment** – office flex; arterial or higher roadway needs; high capacity transit
- ✓ **Industrial** – light and heavy industry, warehousing, incidental office, retail; freight-oriented roadway needs with bus services as optimal transit
- ✓ **Special District** - regionally significant special purpose such as an airport or university; a variety of context sensitive roadway and transit needs

Metric: Is proposed project part of an identified Wasatch 2050 Center?

Weighting:

| Measurement | Weight |
|-------------|--------|
| Yes | 2 |
| No | 0 |

Question: Which Wasatch Choice 2050 Vision Key Strategies does the project meet?

- Provide transportation choices – Allows for more than one mode to reach a destination
- Support housing options
- Preserve open space
- Link development and transportation decisions – How does this proposed project link economic development, housing, and transportation?

Metric: Which Wasatch Choice 2050 Strategy does the project meet?

Weighting:

| Measurement | Weight |
|---------------------------|--------|
| 4 strategies identified | 6 |
| 2-3 strategies identified | 4 |
| 0-1 strategies identified | 2 |

Evaluation Criteria Category: Economic Innovation

Question: Is the proposed project within the boundaries of an Redevelopment Area / Community Redevelopment Area / Opportunity Zone / Transportation Reinvestment Zone? If so, provide the boundaries of the redevelopment area and the goal / purpose of the project area.

Metric: Is the proposed project within the boundaries of Redevelopment Area / Community Redevelopment Area / Opportunity Zone / Transportation Reinvestment Zone?

Weighting:

| Measurement | Weight |
|-------------|--------|
| Yes | 10 |
| No | 0 |

Question: Does this proposed project support Salt Lake County’s strategies for global engagement as outlined in the Salt Lake County Global Trade and Investment Plan?

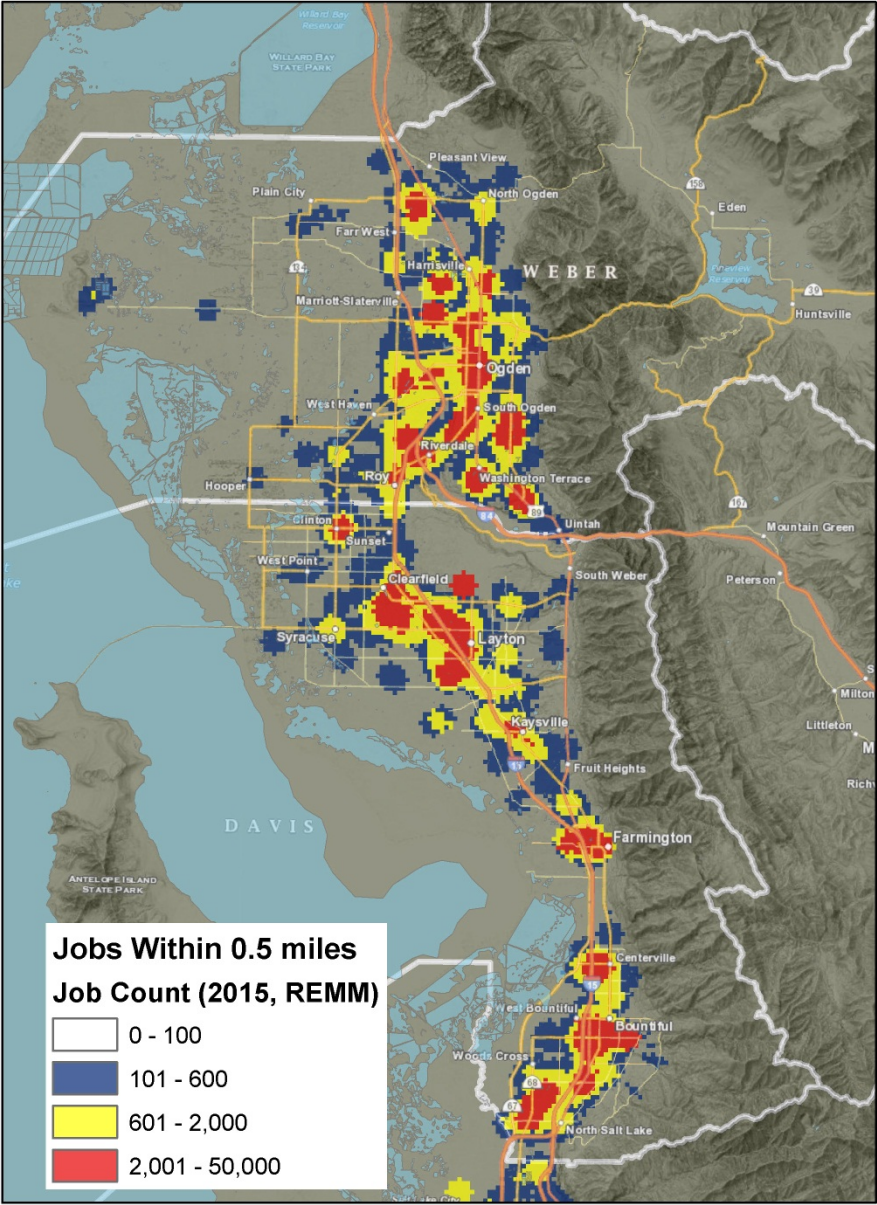
Metric: Number of Global Trade and Investment Plan strategies supported? (pp 24-25 in the plan).

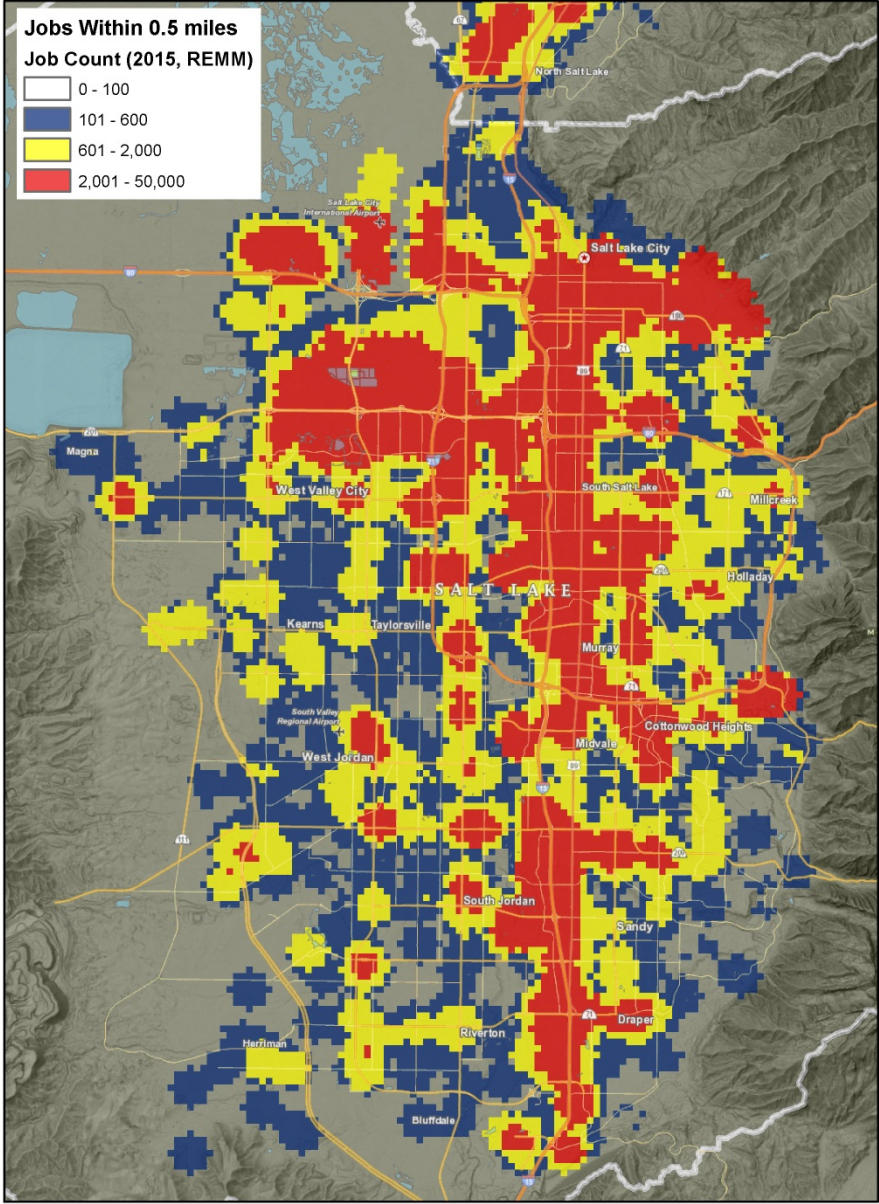
Strategies:

- 1. Develop a more diverse export portfolio that exhibits the region’s current economic landscape and extant international connections.
- 2. Establish workforce development programs for high- and low-skill workers that strengthen Salt Lake County’s talent pool.
- 3. Rebrand Salt Lake County as a globally fluent hub of culture and innovation.
- 4. Enhance and improve the region’s transportation and freight infrastructure.

Weighting:

| Measurement | Weight |
|---------------|--------|
| 4 strategies | 8 |
| 3 strategies | 6 |
| 2 strategies | 4 |
| 1 strategy | 2 |
| No strategies | 0 |





Housing's new normal

Regional Growth Committee

Ted Knowlton

August 16, 2018



UNAFFORDABLE UTAH



UNAFFORDABLE
UTAH



#K

Two points

- Our housing challenges are the start of a new normal
- Where lower cost housing occurs matters

Growth feels different now. Why?

- Rapid price increases
 - Salt Lake County: 10% price increase in the last year alone
- Big shift in housing types
 - Single family housing 65% of construction 5 years ago
 - 45% today (Wasatch Front)
- More new housing is infill
 - The average WFRC city is now 70% developed



This is the start of a “New Normal”

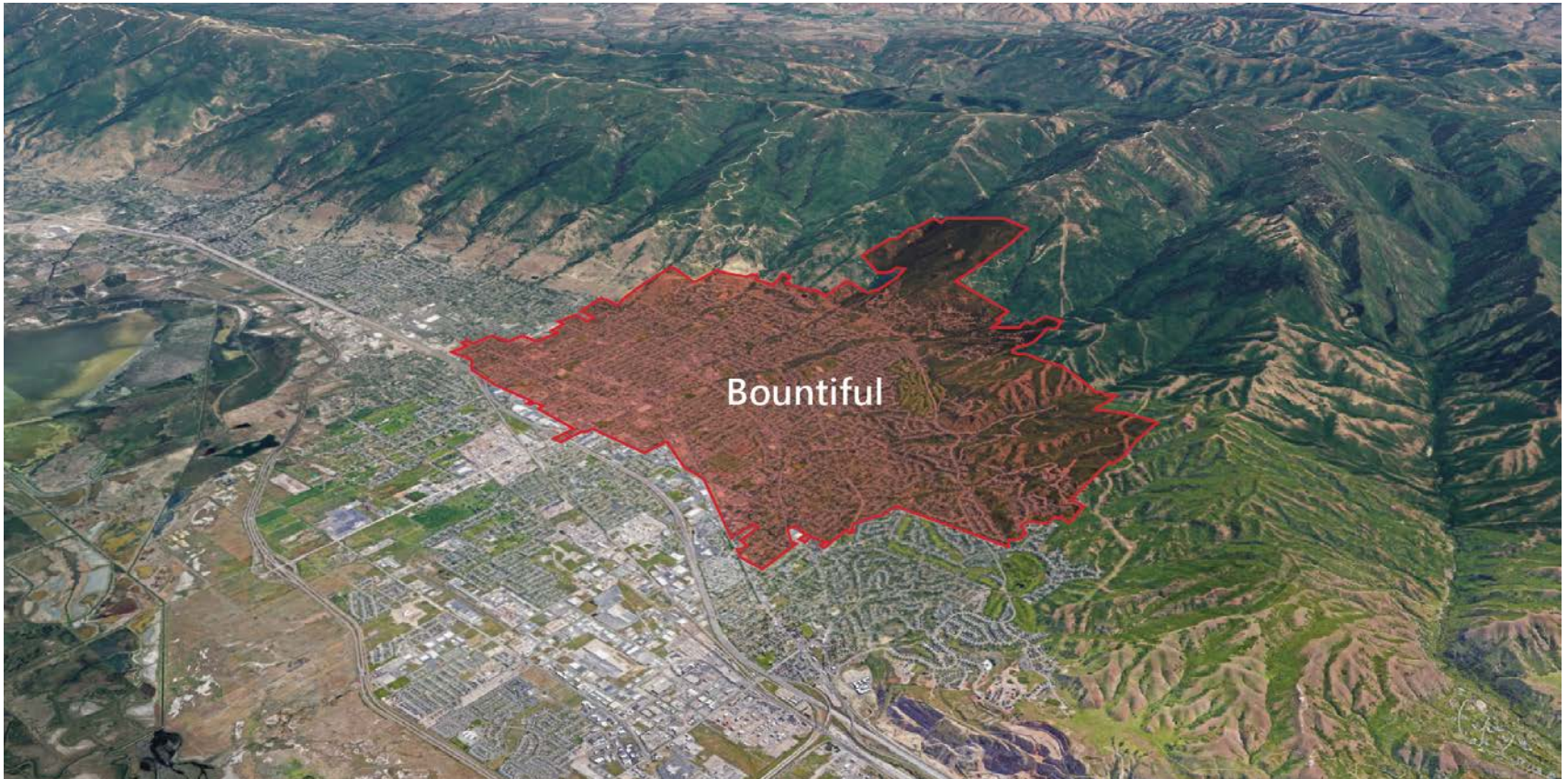
- Our growth is internal
- Land availability is falling
- Demographics are shifting



Growth: fastest in the US

The Wasatch Front:

Adding the rough equivalent of a Bountiful every year for the next 30 years



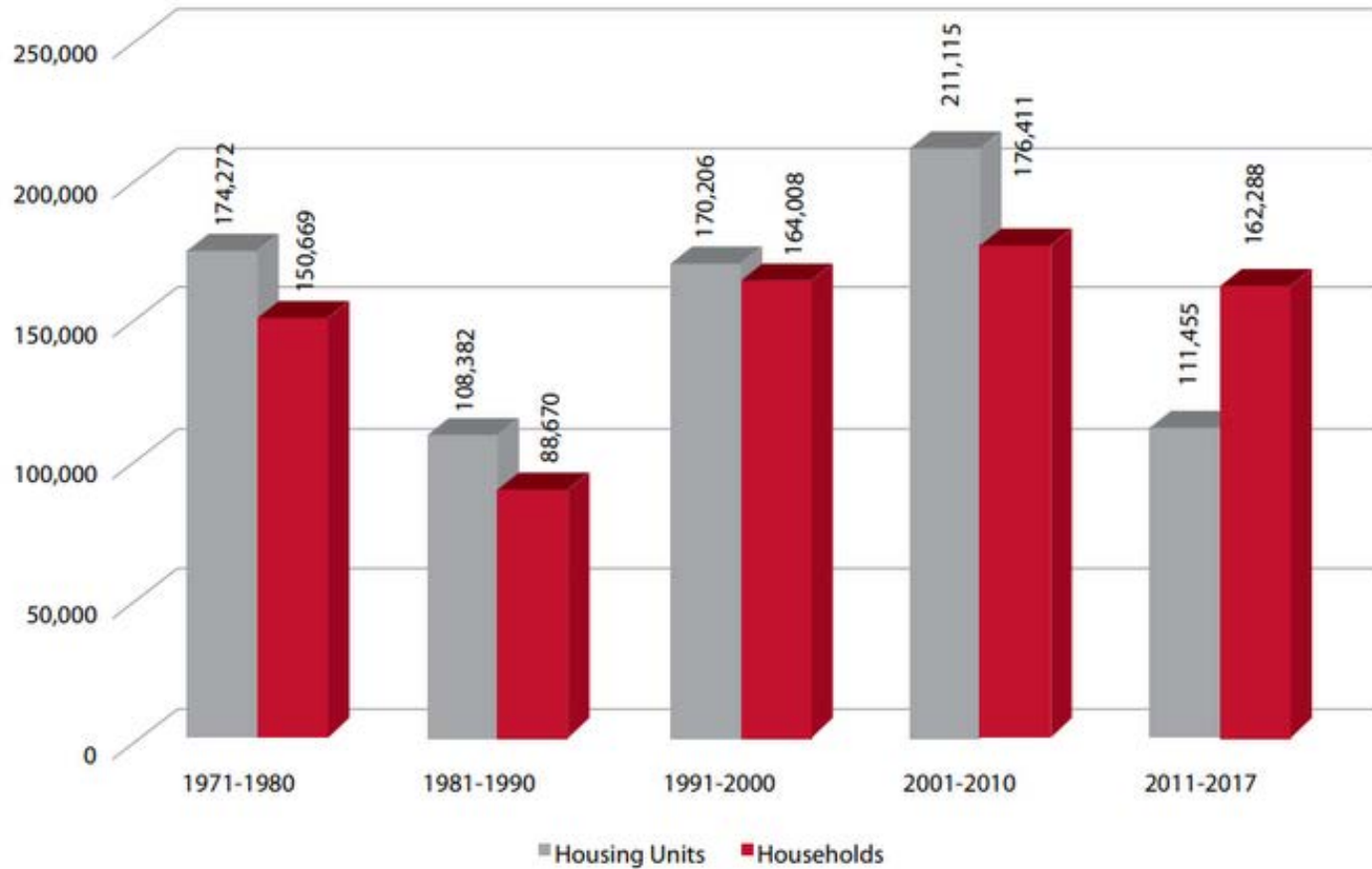
Utah growth is internal

- About 2/3rd of our growth is from internal increase



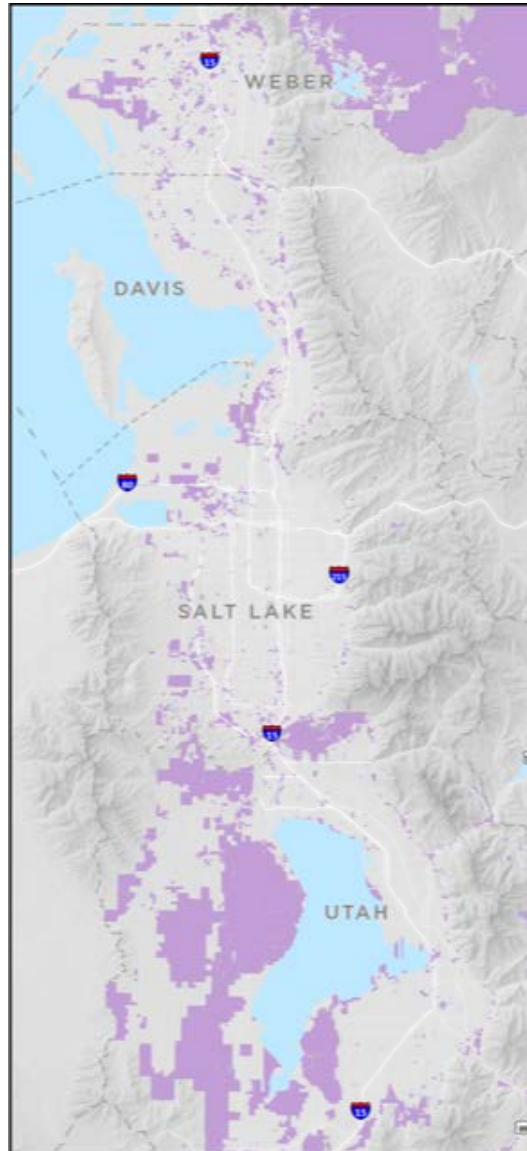
Supply is severely lagging demand

Figure 2: Increase in Households Compared to Increase in Housing Units for Utah



Supply is lagging – land is part of the reason

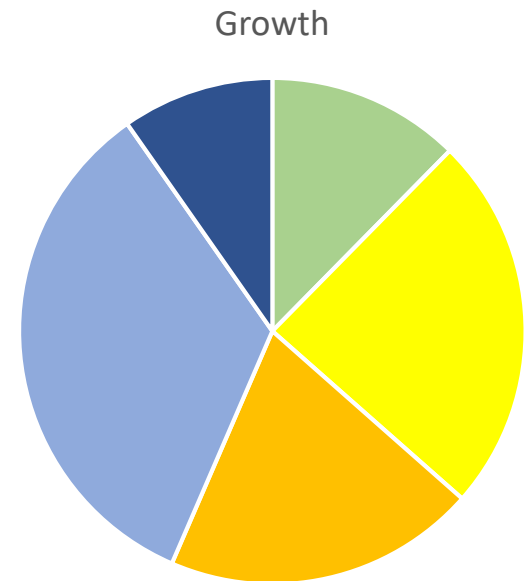
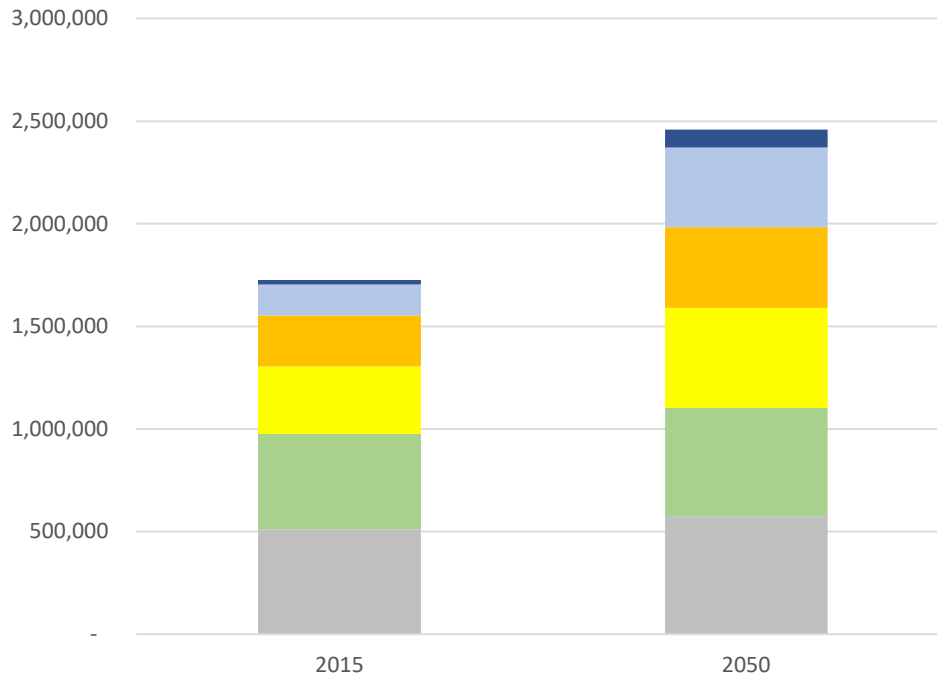
In about 15 years, almost all major pieces of vacant land between Ogden and Provo will be under development.



Vacant buildable land – pieces that are 10 acres or larger

Age helps drive the TYPE of housing in demand

Wasatch Front Population Forecast by Age



■ Under 18 ■ 19 to 35 ■ 36 to 50 ■ 51 to 64 ■ Over 65 ■ Over 85

Source: Kem C. Gardner Policy Institute 2015-2065 State and County Projections, 2017
Baseline



WASATCH CHOICE

— 2050 —



Key Strategies



1. Provide Transportation Choices



2. Support Housing Options



3. Preserve Open Space



4. Link Economic Development with Transportation and Housing Decisions

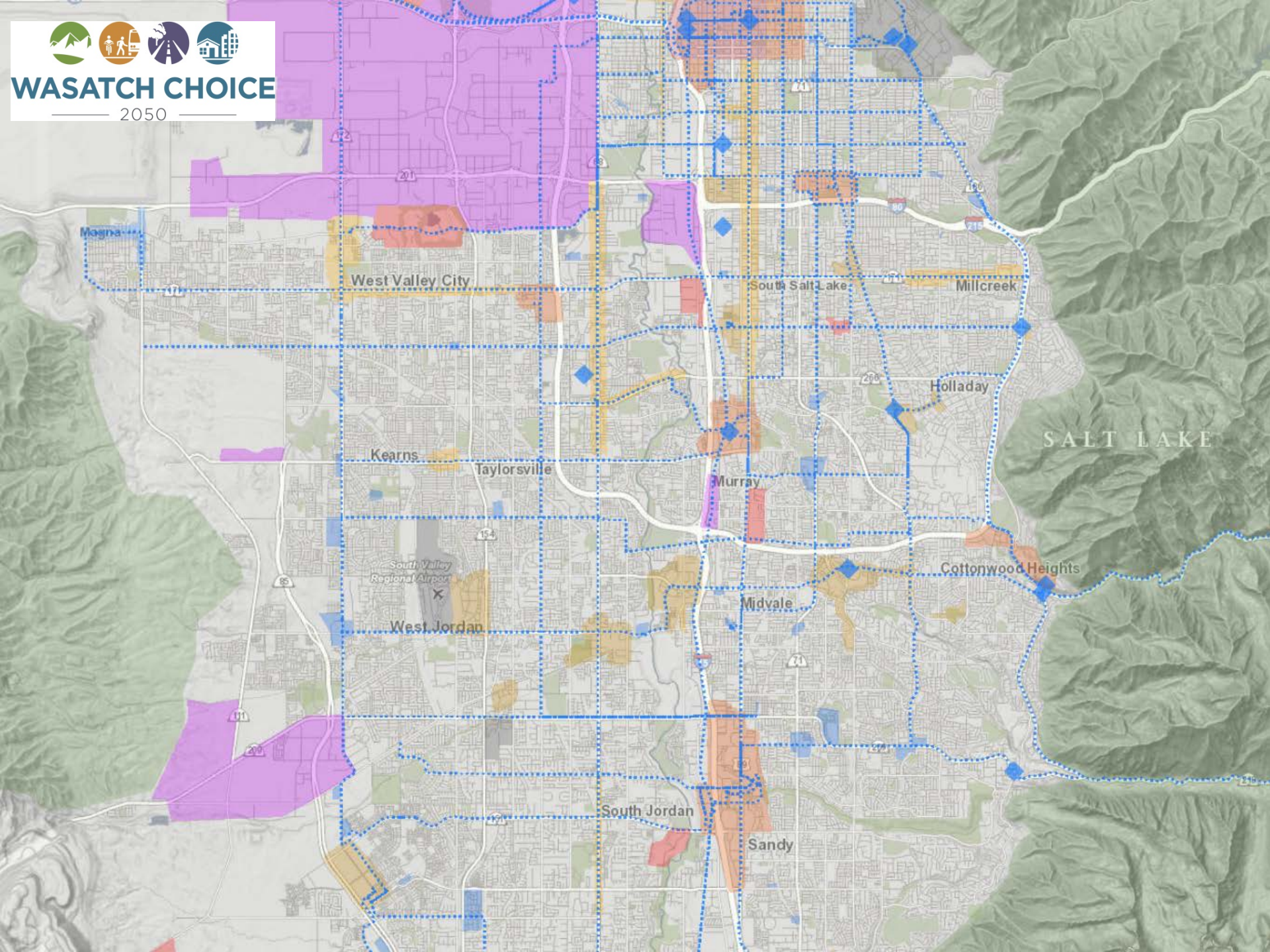
Lower cost housing occurs:

Where also matters



WASATCH CHOICE

2050



What are “Centers”?



Fireclay, Murray



Main Street, Bountiful



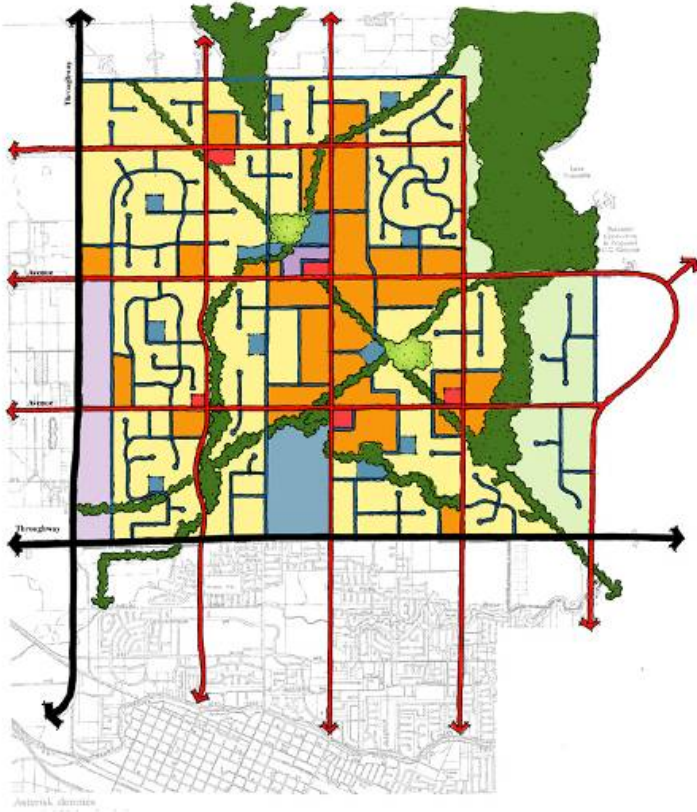
Downtown, Sandy



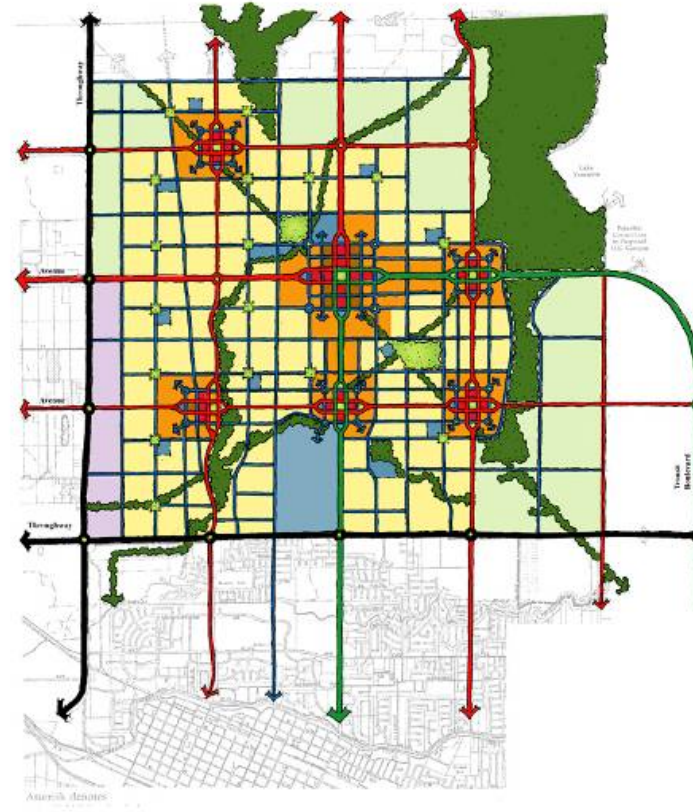
Downtown, Ogden

Centered Growth: Benefits for Individuals

Less Centered



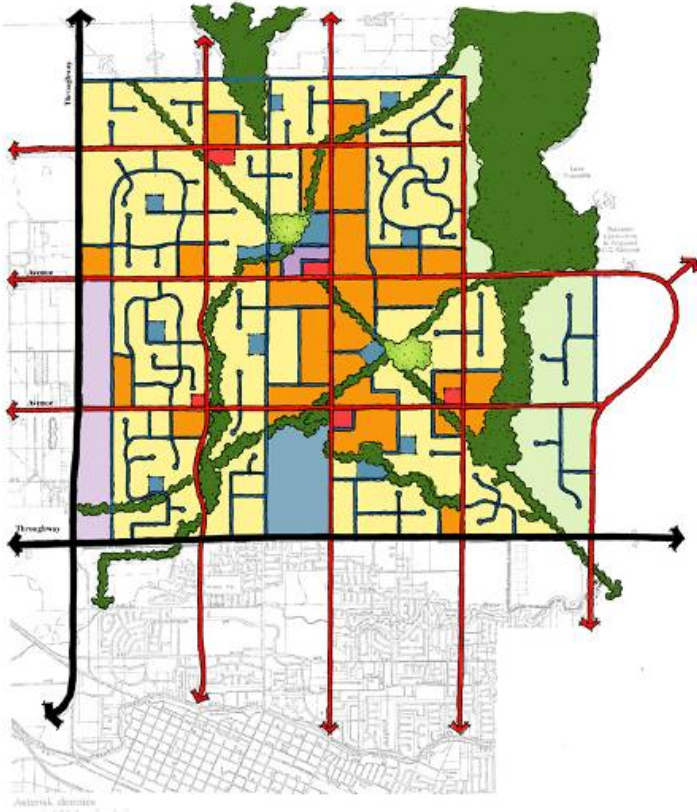
More Centered



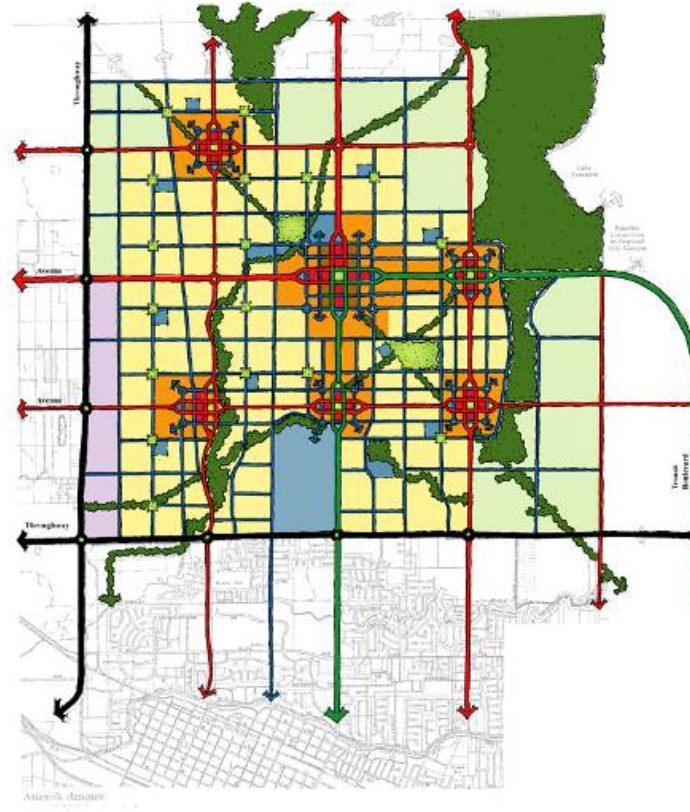
- More housing choices
- More people with viable transit, walk, and bike options
- Better affordability
- Easier access to jobs and destinations

Centered Growth: Benefits for Communities

Less Centered



More Centered



- More accepted density
- Helps preserve suburban neighborhoods and rural land
- More people near transit and jobs = reduced driving and better air

20% fewer auto trips and
30% shorter driving distances

Two points

- Our housing challenges are the start of a new normal
- Where lower cost housing occurs matters

Housing's new normal

Regional Growth Committee

Ted Knowlton

August 16, 2018





WASATCH FRONT REGIONAL COUNCIL

August 16, 2018

LANDMARK STUDY

- Noticing the looming housing affordability crisis, the Salt Lake Chamber commissioned a report through the Kem C. Gardner Policy Institute.
- Natalie Gochnour describes it as a landmark study on housing affordability.
- To the best of our knowledge, this is the only study of its kind in the nation that proactively addresses the housing affordability issue before a crisis hits like we see today in San Francisco, San Jose and Seattle.

Gardner Business Review

May 2018
Applied economic analysis by the
David Eccles School of Business

Since 2010, Utah has led the country in employment and demographic growth. This growth has produced exceptionally strong demand for housing, which in turn has put upward pressure on housing prices.

What Rapidly Rising Prices Mean for Housing Affordability

By James Wood, Dejan Eskic, and D.J. Benway

INFORMED DECISIONS™
Kem C. Gardner Policy Institute and the David Eccles School of Business

What Rapidly Rising Prices Mean for Housing Affordability

ANALYSIS IN BRIEF

Since 2010, Utah has led the country in employment and demographic growth. This growth has produced exceptionally strong demand for housing, which in turn has put upward pressure on housing prices. A housing shortage has emerged, with the supply of new homes and existing "for sale" homes falling short of demand. The impact of higher housing prices are widespread, affecting renters, sellers, and renters in all income groups. These households disproportionately hurt by higher housing prices. For these households, higher housing prices can lead to a severe housing burden — paying more than 50 percent of their income for housing — a situation faced by one in eight households in Utah. Market and demographic conditions largely responsible for driving up housing prices, however, were policies at all levels that can help to temper price increases and the impact of higher prices.

Key findings include the following:

Price appreciation trends - Over the past 26 years, Utah's home prices have appreciated at an average annual rate of 3.2 percent. If that rate of increase continued through 2040, the median price of a home in the Salt Lake City metropolitan area would be \$1.3 million, up from \$736,600 in 2010. And if that rate of increase is cut in half to 1.6 percent, the median price would still be \$483,000 in 2040.

Housing price increases could impact economic competitiveness - Housing prices in Utah have not yet been a constraint to economic growth, but there is cause for some concern. The median sales price of a home in Utah's two largest metropolitan areas is already 20 percent higher than home prices in Boise, Las Vegas, and Phoenix. The housing price gap with these cities makes Utah's economic development efforts less competitive and the state less attractive as a business location.

Greatest challenge is for households with incomes below the median - The current affordable housing crisis in Utah is concentrated in households with incomes below the median. A household with income below the median has a one in five chance of a severe housing cost burden, paying at least 50 percent of their income toward housing, while a household with income above the median has a one in 130 chance. By another measure, a household with income below the median is 32 times as likely to have a severe housing cost burden as a household with income above the median.

Many of the most vulnerable families lack affordable, safe, and stable housing - Rising housing prices and the shrinking supply of affordable housing means low income families spend more on housing and less on food, health care, transportation, vocational training, and their children's needs. Affordable and decent shelter is central to a child's health and development as well as family and neighborhood stability. Policies to expand affordable housing are tantamount to human capital investments, which are not much different than housing for low income families would improve their children's long-term education and employment outcomes as well as reduce intergenerational poverty and advance upward mobility.

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Kem C. Gardner
POLICY INSTITUTE
THE UNIVERSITY OF UTAH

Figure 1
Percent Change in Housing Price Index by State -
Purchase Only, 1991 to third quarter 2017

| | |
|----------------------|-------|
| Alabama | 217.1 |
| Alaska | 168.8 |
| Arizona | 97.2 |
| Arkansas | 98.3 |
| California | 100.0 |
| Colorado | 112.2 |
| Connecticut | 112.2 |
| Delaware | 115.1 |
| District of Columbia | 115.1 |
| Florida | 115.1 |
| Georgia | 115.1 |
| Hawaii | 115.1 |
| Idaho | 115.1 |
| Illinois | 115.1 |
| Indiana | 115.1 |
| Iowa | 115.1 |
| Kansas | 115.1 |
| Kentucky | 115.1 |
| Louisiana | 115.1 |
| Maine | 115.1 |
| Maryland | 115.1 |
| Massachusetts | 115.1 |
| Michigan | 115.1 |
| Minnesota | 115.1 |
| Mississippi | 115.1 |
| Missouri | 115.1 |
| Montana | 115.1 |
| Nebraska | 115.1 |
| Nevada | 115.1 |
| New Hampshire | 115.1 |
| New Jersey | 115.1 |
| New Mexico | 115.1 |
| New York | 115.1 |
| North Carolina | 115.1 |
| North Dakota | 115.1 |
| Ohio | 115.1 |
| Oklahoma | 115.1 |
| Oregon | 115.1 |
| Pennsylvania | 115.1 |
| Rhode Island | 115.1 |
| South Carolina | 115.1 |
| South Dakota | 115.1 |
| Tennessee | 115.1 |
| Texas | 115.1 |
| Utah | 115.1 |
| Vermont | 115.1 |
| Virginia | 115.1 |
| Washington | 115.1 |
| West Virginia | 115.1 |
| Wisconsin | 115.1 |
| Wyoming | 115.1 |

of Housing Metropolitan Counties

In one way or another, affect every household. Higher prices create wealth and improve living standards for others higher prices strengthen the economy. Given the pervasive nature of housing prices it is important to understand how housing prices in Utah compare to trends in other states and metropolitan areas. Comparisons of the state and metropolitan areas and perspectives to the local experience.

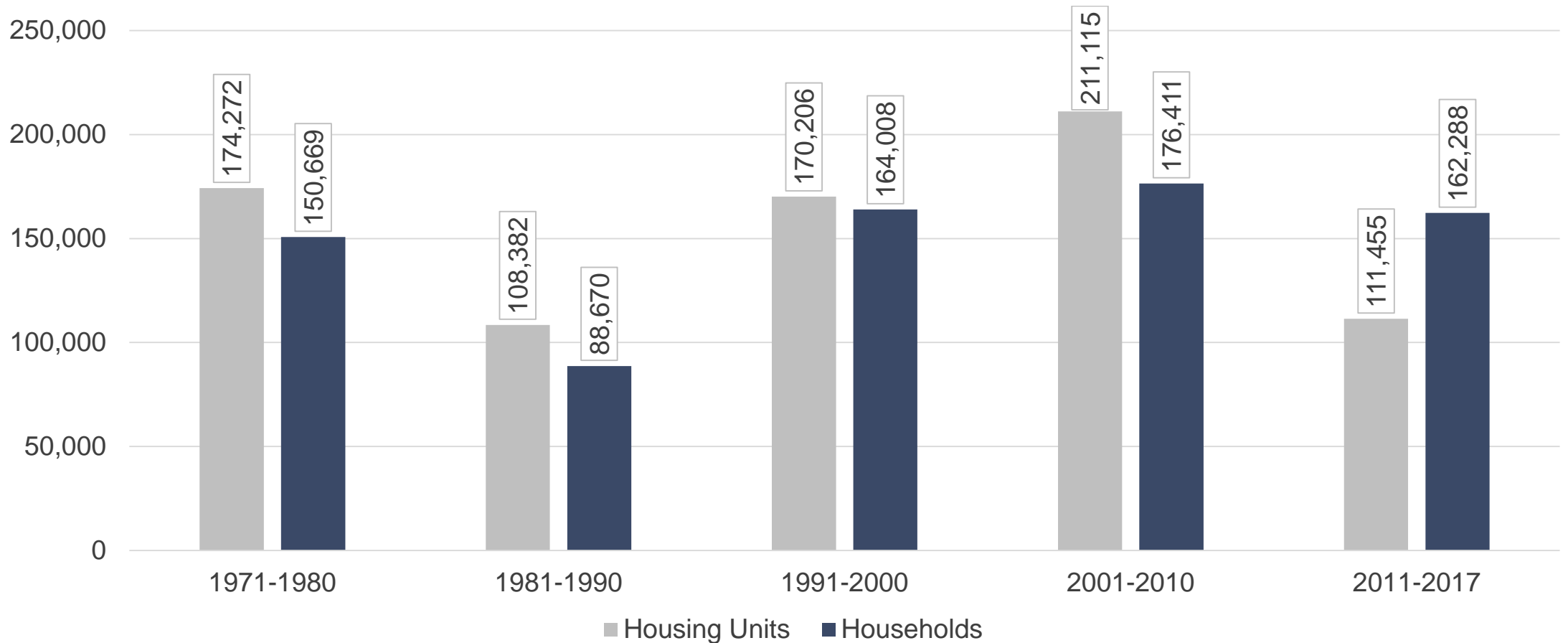
Price of Growth in Housing Prices - The increase in housing prices in Utah ranks fourth in the U.S. Utah's housing prices have increased at a four percent annual rate compared to the change in the housing price index published by the Federal Reserve Bank of San Francisco (see Figure 1). A single example illustrates the remarkable increase in prices in Utah. As a four percent annual increase in prices in Utah, a \$125,000 home in Utah in 1991 would be worth \$247,000 in 2017. At the national growth rate of 1.5 percent, the value of that same home increased only \$184,000 in 2017. Over the long-term housing price increases in Utah rank among the highest in the country.

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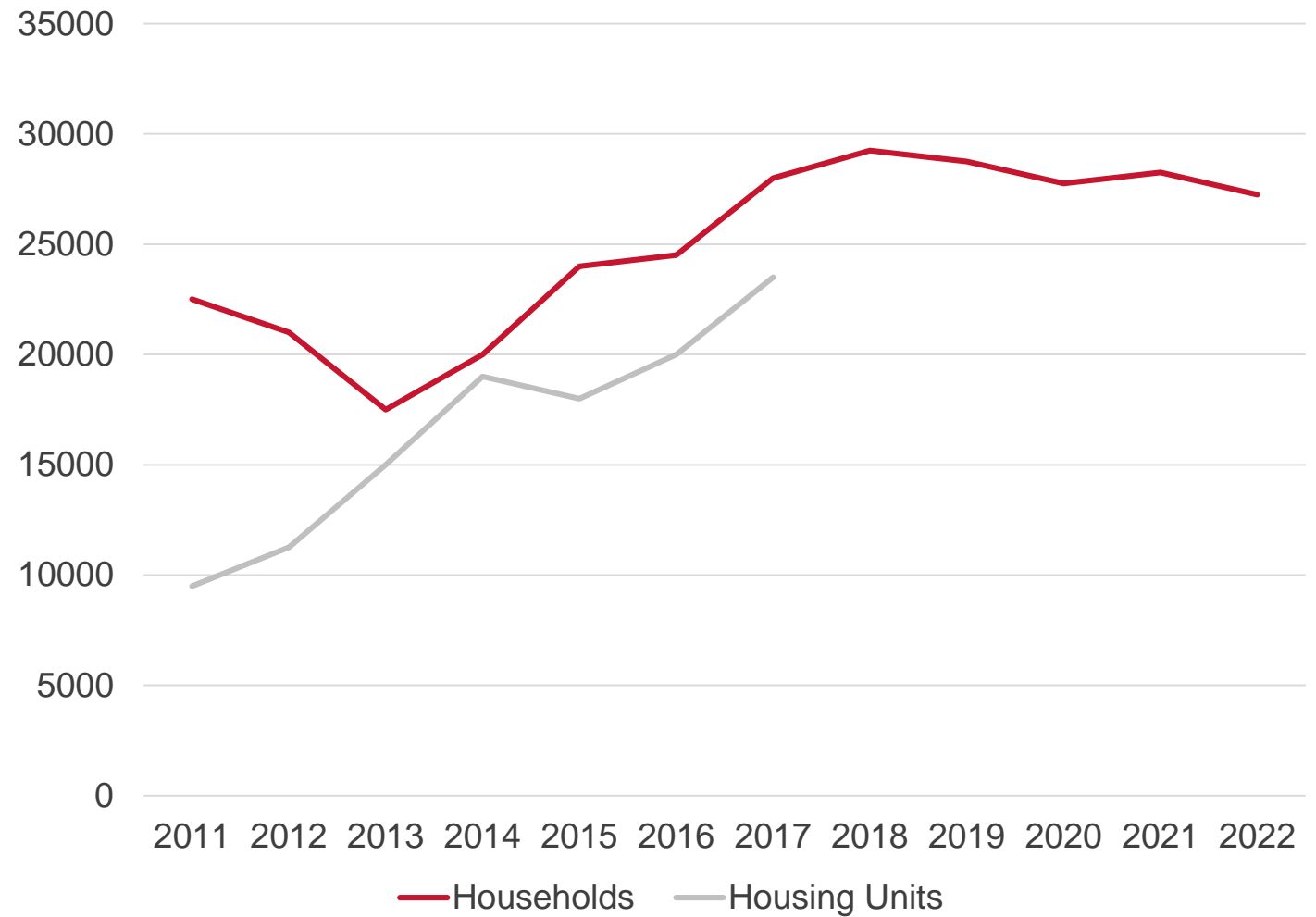
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UTAH HOUSING UNIT VS. UTAH HOUSEHOLD GROWTH



Source: U.S. Census Bureau and Ivory-Boyer Construction Database

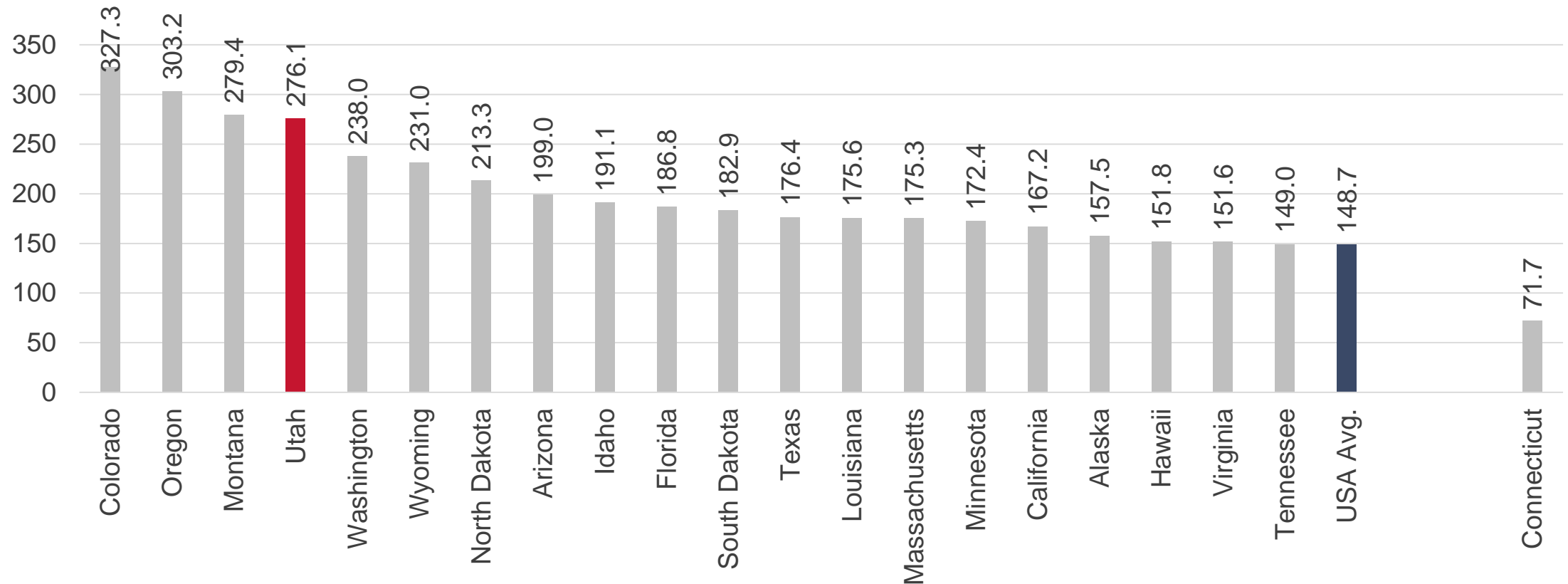
PROJECTED INCREASE IN HOUSEHOLDS IN UTAH 2017-2022



Source: Kem C. Gardner Policy Institute

HOUSING PRICE INDEX % CHANGE

1991 – 3Q 2017



Source: Federal Housing Finance Agency

- Based on this growth rate, the value of a \$125,000 home in Utah in 1991 has increased to \$347,000 by 2017, but at the national growth rate that same home has increased to only \$184,000 by 2017.

SALES PRICE OF A SINGLE FAMILY HOME

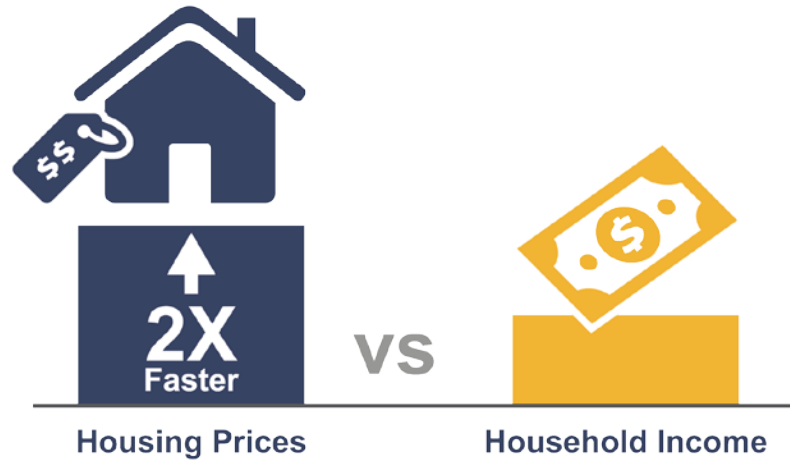
Median Sales Price: Percent Change 1991 – 2017

| Rank | Metro Area | 1991 1 st Qtr. | 2017 4 th Qtr. | Percent Change | AAGR |
|------|----------------------------|------------------------------|------------------------------|-------------------|------|
| 1 | Boulder, Colorado | \$95,000 | \$484,000 | 410% | 5.6% |
| 2 | Greeley Colorado | \$66,000 | \$324,000 | 391% | 5.4% |
| 3 | San Francisco, California | \$265,000 | \$1,257,000 | 374% | 5.2% |
| 4 | Fort Collins, Colorado | \$78,000 | \$361,000 | 363% | 5.1% |
| 5 | Portland, Oregon | \$80,000 | \$364,000 | 355% | 5.0% |
| 6 | San Jose, California | \$220,000 | \$945,000 | 330% | 4.7% |
| 7 | Salt Lake City, Utah | \$76,000 | \$307,000 | 304% | 4.4% |
| 8 | Reno, Nevada | \$103,500 | \$415,000 | 301% | 4.3% |
| 9 | Colorado Springs, Colorado | \$70,000 | \$275,000 | 293% | 4.2% |
| 10 | Seattle, Washington | \$130,000 | \$501,000 | 285% | 4.1% |
| 11 | Eugene, Oregon | \$67,000 | \$255,000 | 281% | 4.0% |
| 12 | Provo-Orem, Utah | \$80,000 | \$302,000 | 278% | 4.0% |

*111 metropolitan areas.

Source: National Home Builders Association

PRICED OUT



Utahns are Cost Burdened

- Part of our growth and prosperity in this state is due to the fact that so many Utahns want to stay here, close to their families and in the communities they love. The way things are going, that simply won't be possible for many. *They'll be priced out.*
- This affects every industry and every profession.
- A first year teacher in Nebo School District can afford 1% of the housing market. In ten years, the same teacher can afford 16% of the housing market.

- One in eight Utah homeowners below the median income are severely cost burdened, paying 50% or more of their income on housing.
- One in five Utah renters below the median income are severely cost burdened.
- In the next several years, the typical Utah family will spend nearly 50% of its income on housing if current trends persist.

WHAT'S DRIVING UP HOUSING COSTS?

- Housing Shortage
- Construction & Labor Costs
- Local Zoning Ordinances & Nimbyism
- Land Costs & Topography of Wasatch Front Counties
- Demographic & Economic Growth

HOUSING SHORTAGE



4 HOUSEHOLDS : 3 HOUSING UNITS

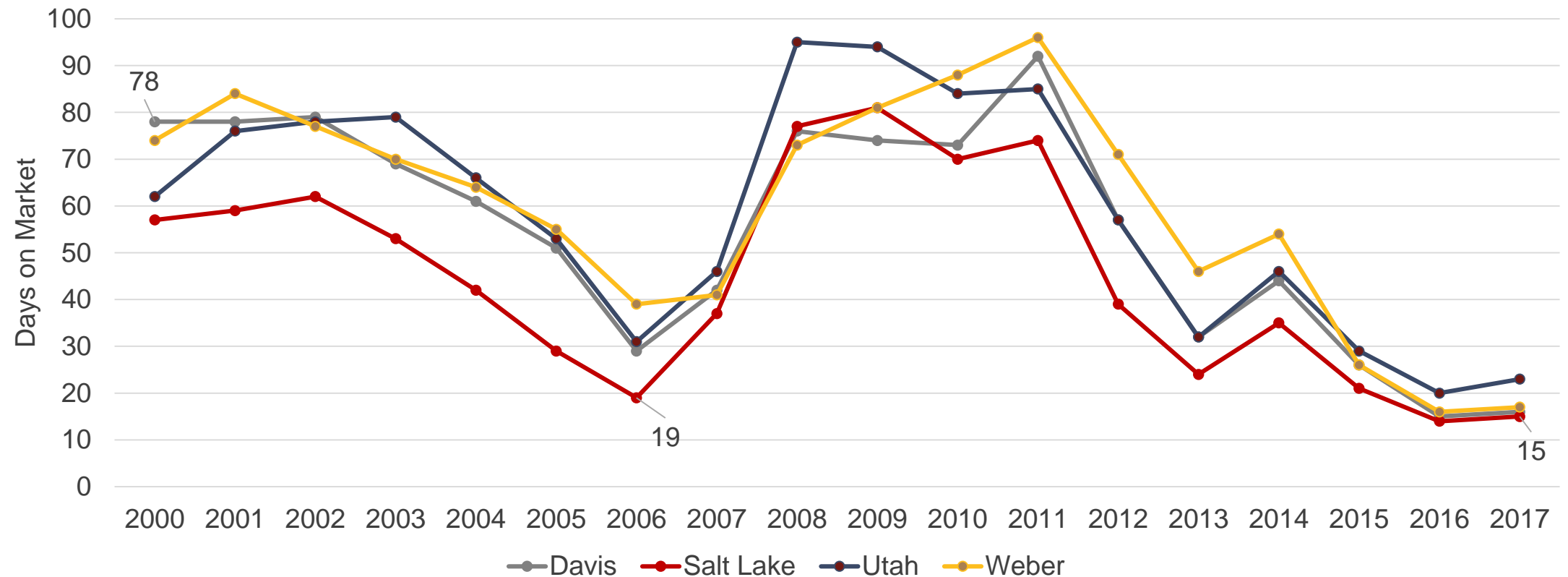
Since 2010



- Since 2010, Utah has added four new households for every three new housing units.
- All three housing markets are strained:
 - Existing homes
 - New construction
 - Rentals and apartments

CUMULATIVE DAYS ON MARKET

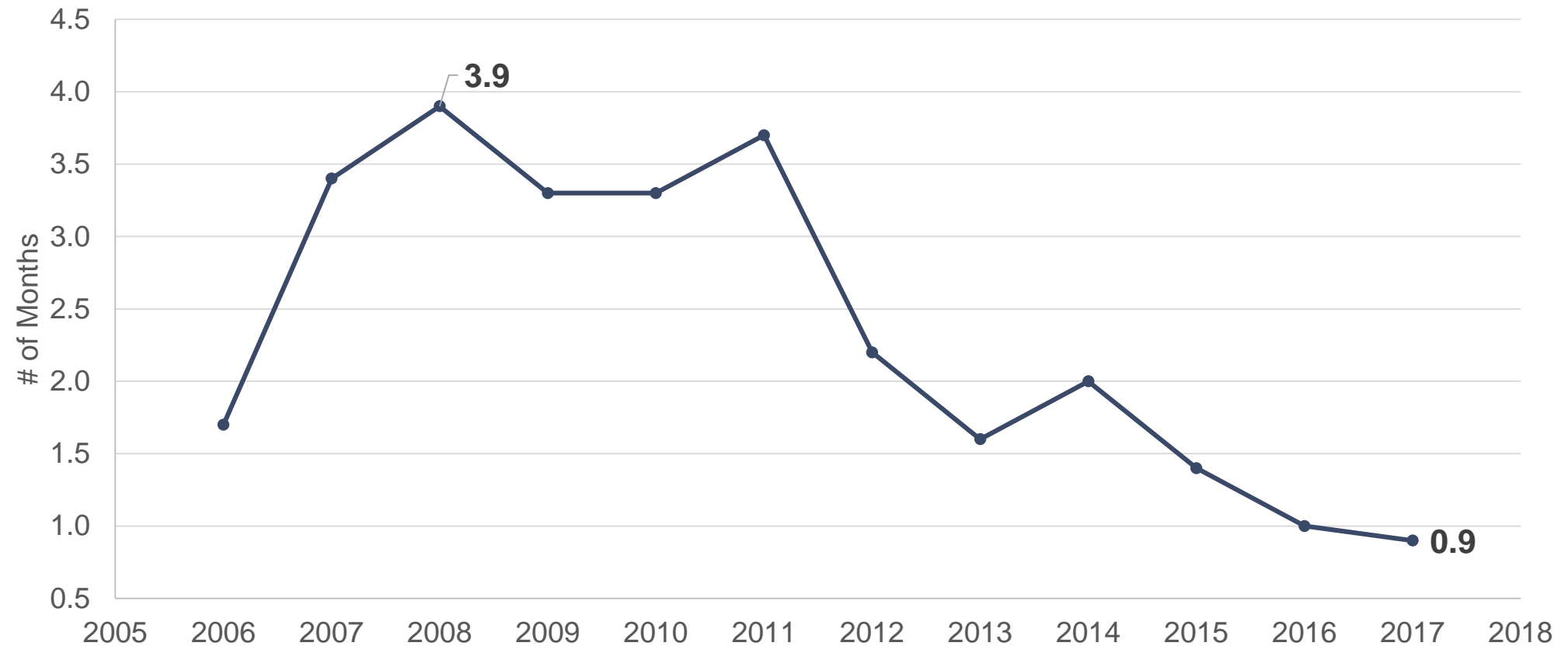
Existing Single Family Homes



Source: UtahRealEstate.com

NUMBER OF MONTHS SUPPLY

Finished Vacant Inventory of New Homes in Utah



Source: Metrostudy Utah Database

APARTMENTS

Vacancy Rate and New Apartment Units in Wasatch Front Counties

| Year | Davis County | | Salt Lake County | | Utah County | | Weber County | |
|------|--------------|---------------------|------------------|---------------------|--------------|---------------------|--------------|---------------------|
| | Vacancy Rate | New Apartment Units | Vacancy Rate | New Apartment Units | Vacancy Rate | New Apartment Units | Vacancy Rate | New Apartment Units |
| 2005 | 9.70% | 107 | 6.10% | 1,302 | 8.70% | 474 | 9.20% | 6 |
| 2006 | 7.40% | 52 | 4.00% | 338 | 7.10% | 560 | 6.50% | 106 |
| 2007 | 5.70% | 275 | 3.20% | 898 | 3.80% | 320 | 6.30% | 31 |
| 2008 | 4.60% | 73 | 4.60% | 1,521 | 3.60% | 76 | 7.00% | 193 |
| 2009 | 5.90% | 108 | 7.20% | 2,442 | 5.70% | 87 | 9.00% | 0 |
| 2010 | 8.00% | 4 | 5.70% | 541 | 7.00% | 274 | 6.90% | 36 |
| 2011 | 5.10% | 538 | 5.20% | 488 | 5.50% | 579 | 6.70% | 0 |
| 2012 | 5.80% | 712 | 3.80% | 538 | 5.00% | 431 | 6.10% | 55 |
| 2013 | 6.60% | 251 | 3.90% | 1,605 | 3.20% | 415 | 7.00% | 18 |
| 2014 | 4.60% | 394 | 3.00% | 3,326 | 4.40% | 2,318 | 4.90% | 311 |
| 2015 | 4.50% | 198 | 2.70% | 2,918 | 3.60% | 1,315 | 4.00% | 384 |
| 2016 | 4.50% | 327 | 2.90% | 4,461 | 3.40% | 435 | 3.50% | 235 |
| 2017 | 4.00% | 477 | 2.60% | 2,306 | 4.20% | 1,654 | 2.40% | 163 |

Source: Equimark and CBRE

CONSTRUCTION & LABOR COST



CHANGE IN CONSTRUCTION JOBS AND WAGES, 2007-2016

| State of Utah | 2007 | 2016 | % diff. 2007-2017 |
|---|---------|---------|-------------------|
| Construction Jobs | 104,613 | 92,756 | -11% |
| Construction as % of total state employment | 8.40% | 6.50% | |
| Construction of Buildings | 22,153 | 19,133 | -14% |
| Heavy and Civil Engineering Construction | 12,398 | 10,194 | -18% |
| Specialty Trade Contractors | 70,062 | 63,430 | -9% |
| Average Construction Monthly Wage | \$3,138 | \$3,956 | 26% |

Source: Utah Department of Workforce Services



- Construction and labor cost is driving up housing costs.
- Construction demand is increasing.
- Labor force is constrained.
- Labor demographics are changing.
 - Before 2010, one in five immigrants in Utah worked in the construction industry. Currently, only 2% of Utah's foreign-born population is in construction.

HARD CONSTRUCTION COST DRIVERS

Percent Change 2007-2017

DRYWALL

15%

CABINETRY

40%

ROOFING

70%

SIDING

148%

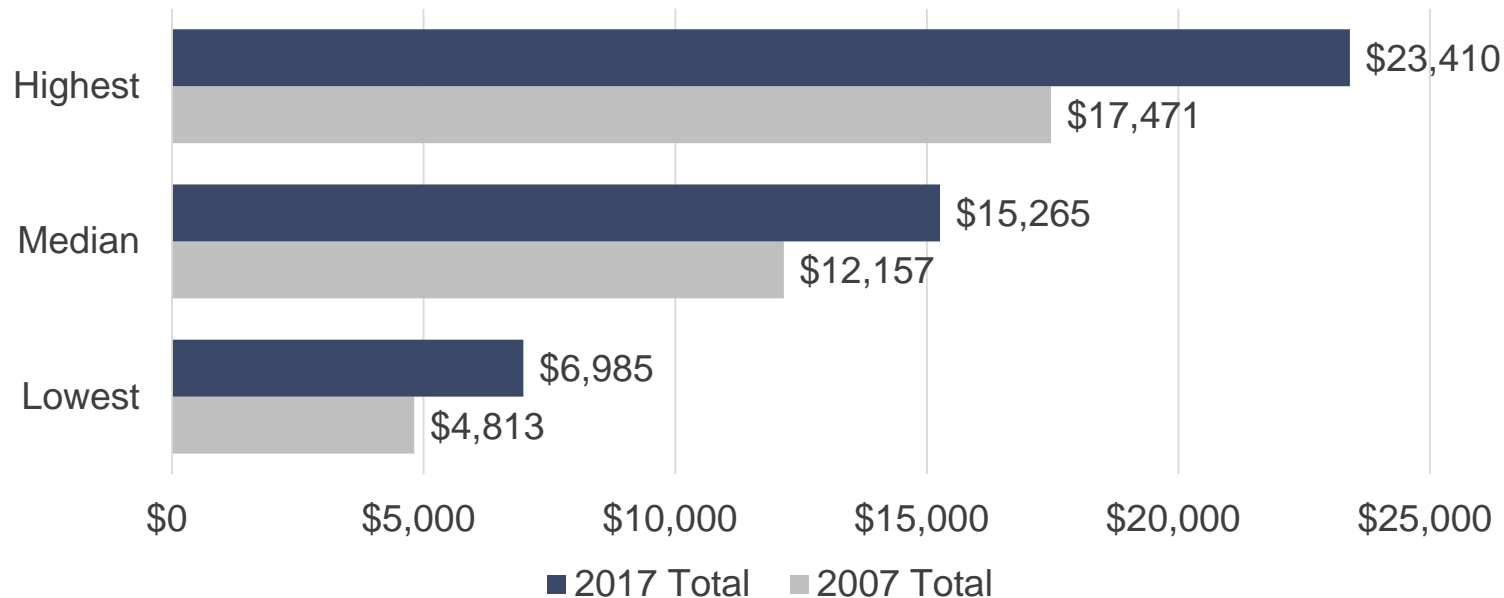
LUMBER

60%

Source: Ivory Homes

PERMIT AND IMPACT FEE

Percent Change 2007 – 2017



Source: Kem C. Gardner Policy Institute

- Increasing of permit fees are reflective of CPI and raw material cost increasing, and at the high end are still less than 10% of the overall home cost.

LOCAL ZONING ORDINANCES & NIMBYISM



BALANCE OF HOUSING TYPES

- Zoning ordinances determine:
 - Density
 - Spatial distribution of housing types (renter versus owner)
 - Construction material standards
 - As well as, regulatory requirements that can increase housing prices and cause developmental delays
- There needs to be a balance between housing types to make sure we aren't pricing people out.
- Cities must continue to implement smarter growth policies to ensure their residents are able to afford the quality of life they want them to enjoy.
- Local opposition, also known as NIMBYism (not in my backyard) has driven up costs and constrained supply, particularly for affordable high density rental housing.
- A lot of cities have found good ways to mitigate this problem. We need to work together to find other ways to expand these efforts throughout the state.

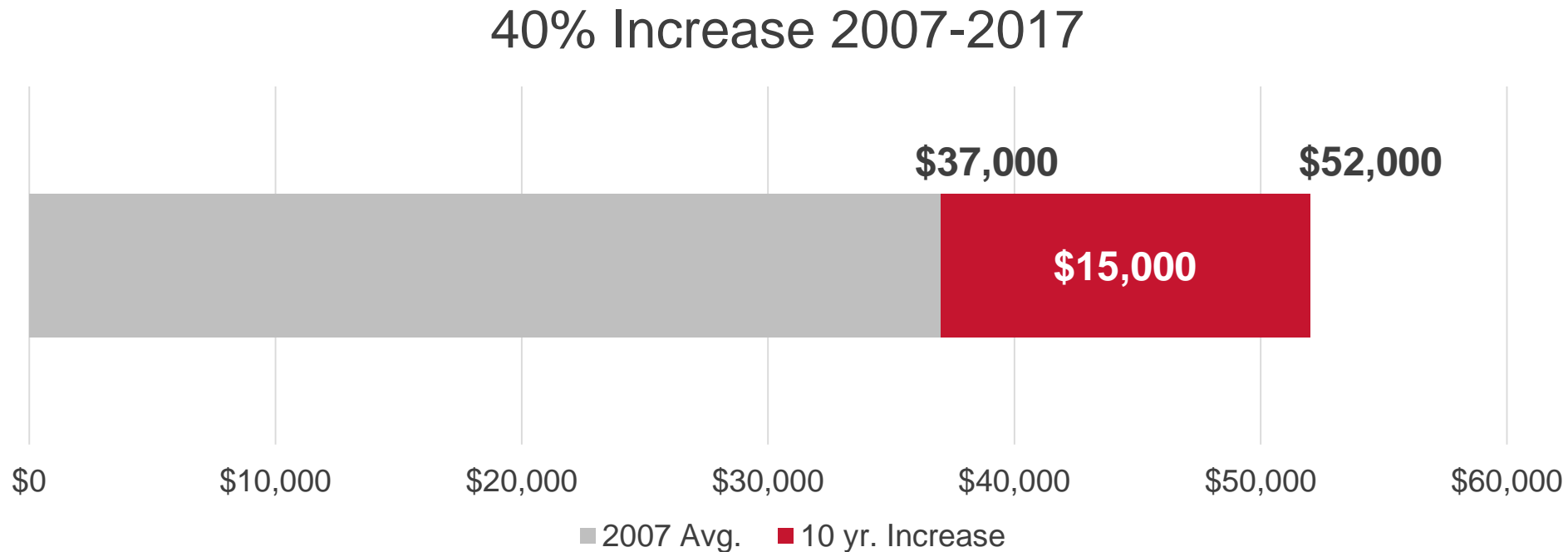


LAND COSTS & TOPOGRAPHY



LAND IMPROVEMENT COST CHANGE, 2007-2017

The best land is not saved for last.



Source: Kem C. Gardner Policy Institute

WE CAN ONLY GROW SO FAR

- There are physical constraints on developable land due to topography.
- We have the mountains to our east and the lake to our west, we can only grow so far.
- There is insufficient land in metro areas close to jobs.
- Building only single-family homes will require more infrastructure and more travel time for homeowners.

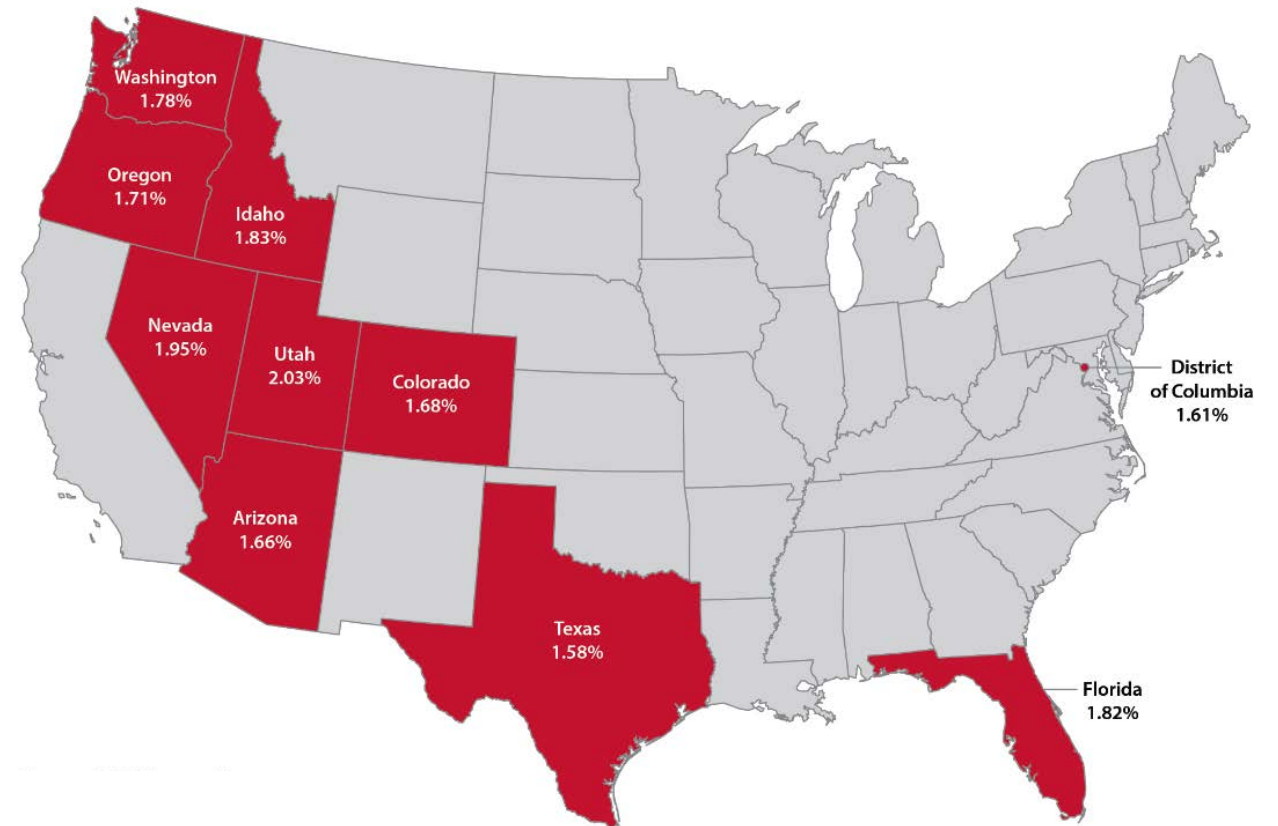


DEMOGRAPHIC & ECONOMIC GROWTH



POPULATION GROWTH: TOP TEN STATES

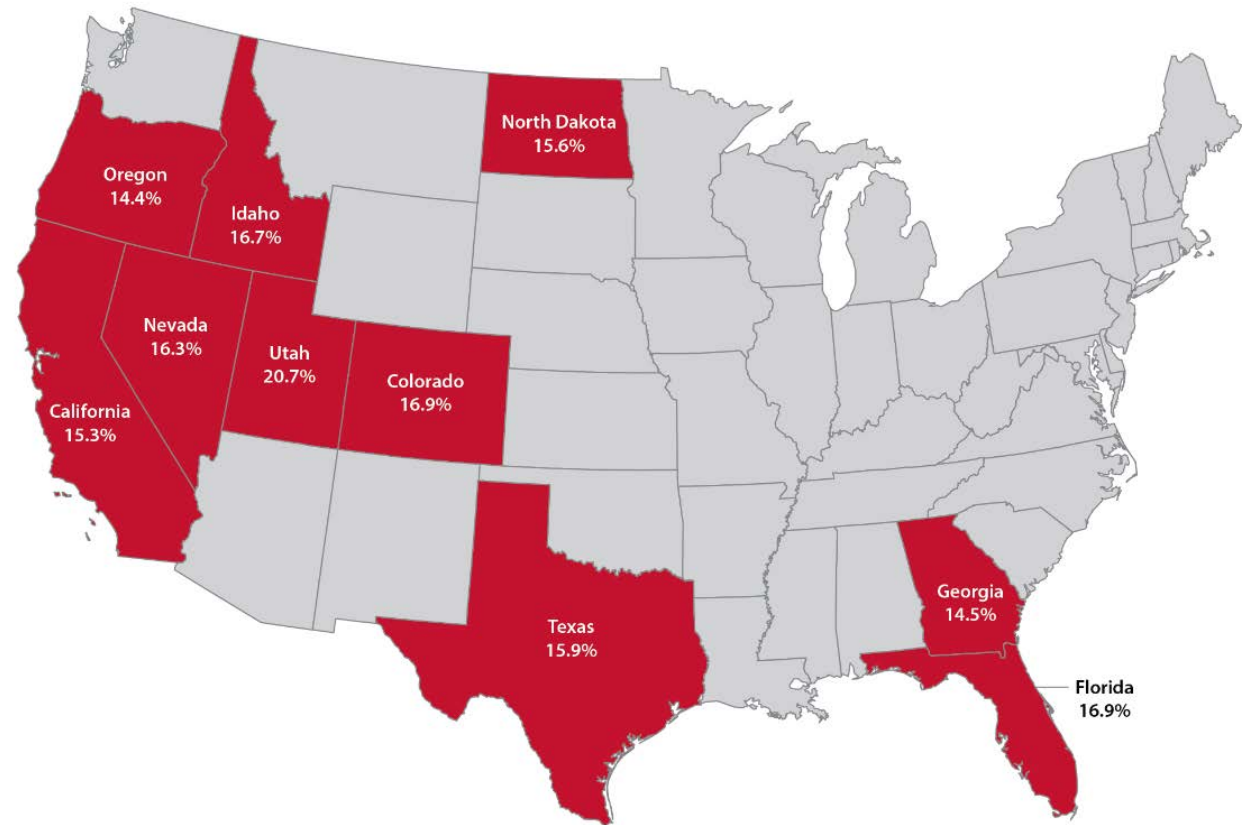
Annual Average Rate of Change 2010-2016



Source: U.S. Census Bureau

JOB GROWTH: TOP TEN STATES

Percent Change 2010-2016



Source: U.S. Census Bureau

UNCHECKED HOUSING PRICES

By 2044, Utah Housing Prices could be Equivalent to Today's San Francisco Prices



WHAT NOW?





- After commissioning the study and seeing the report, the Salt Lake Chamber launched the Housing GAP Coalition in May.
- The Coalition is poised to address the challenges associated with housing affordability to ensure the American Dream is kept alive for all Utahns.
- This can be done by providing access to a variety of housing types for all income groups.
- As a business community, we've had great success when we've worked together to address other issues like transportation and education.
- In a similar fashion, we've organized this Housing GAP Coalition to proactively address housing affordability before it becomes a crisis.
- We are bringing together the state's brightest minds from business, academia and government to tackle this very real threat to our long-term economic prosperity.

POSSIBLE SOLUTIONS

Local Policy Decisions can Help Housing Affordability

ZONING FOR WIDE
VARIETY OF HOUSING
TYPES AND PRICES



EVALUATE COST-
PROHIBITIVE IMPACT
AND PERMIT FEES



SUPPORT MULTI-USE
LAND DEVELOPMENT



POSSIBLE SOLUTIONS

Transportation and Land Use Connection (TLC)



WASATCH FRONT REGIONAL COUNCIL



Photo: Dominic Valente, The Daily Herald

POSSIBLE SOLUTIONS

*Keys to Success program for construction and labor
“Build to Success”*



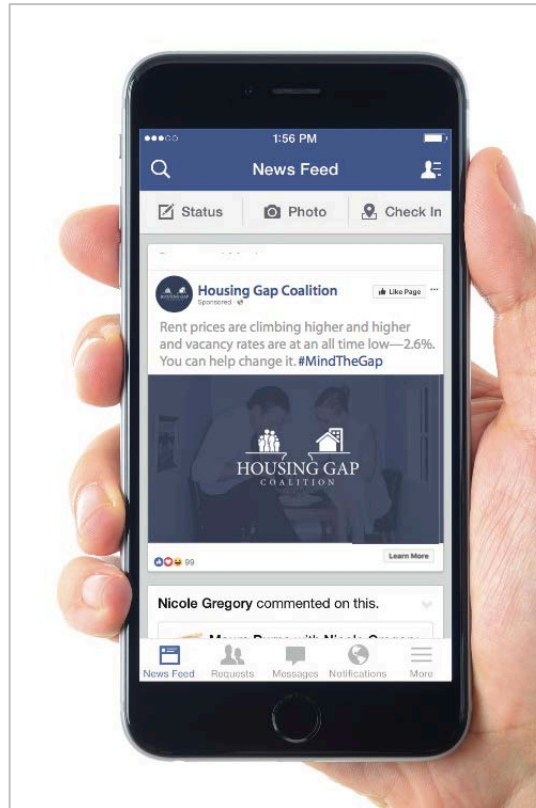
POSSIBLE SOLUTIONS

*General public awareness
campaign*



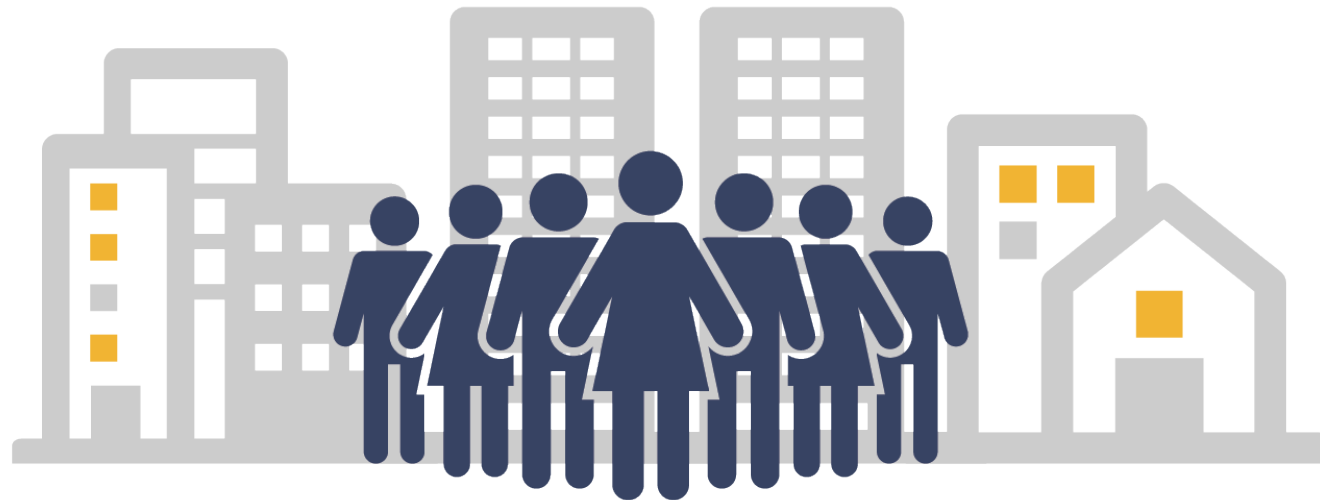
Photo: KSL.com

NEXT STEPS



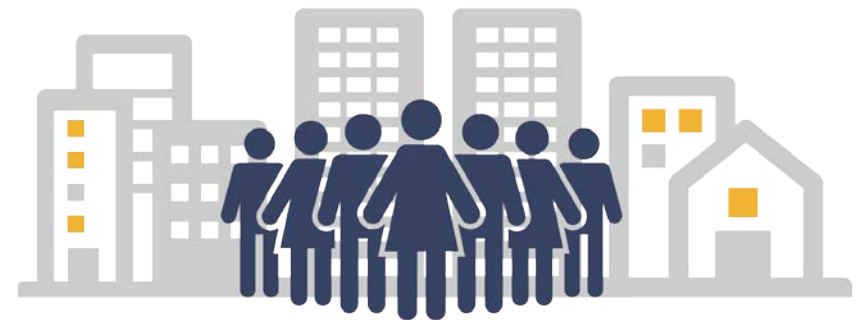
NEXT STEPS

- We are visiting every city council across the Wasatch Front and discuss how we can partner with them to address housing affordability in their area.



LOCAL GOVERNMENT CALL TO ACTION & DISCUSSION

- General Plan Overview
 - Moderate Income Housing Plan
- Zoning Overview
- Sign Support Resolution



FOR MORE INFORMATION OR TO BECOME INVOLVED

For more information or
to read the full report, visit

**[SLChamber.com/Housing
GapCoalition](https://slchamber.com/HousingGapCoalition)**

Follow us on Twitter

[@UtahHousingGap](https://twitter.com/UtahHousingGap)

For sponsorship or
membership information,
contact

Brynn Mortensen
bmortensen@slchamber.com

801-706-9853

2015-2040 RTP

2015-2040 RTP Amendment 6

Presentation to Regional Growth Committee

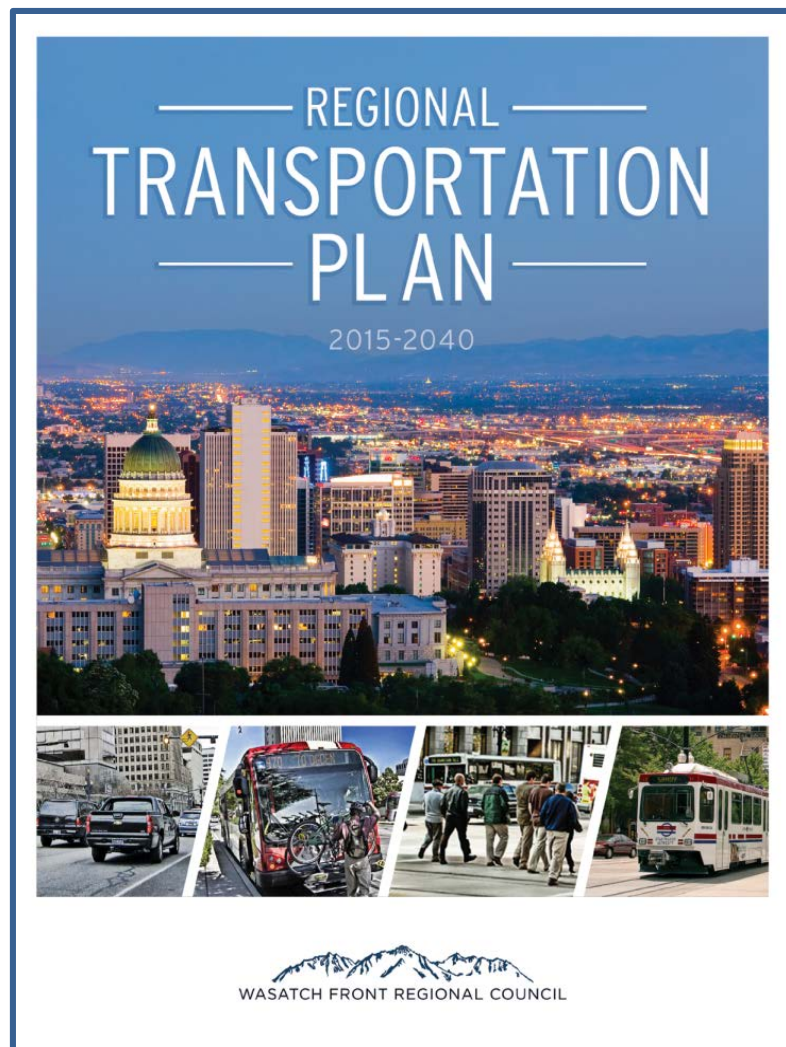
———— August 16, 2018 ————



WASATCH FRONT REGIONAL COUNCIL

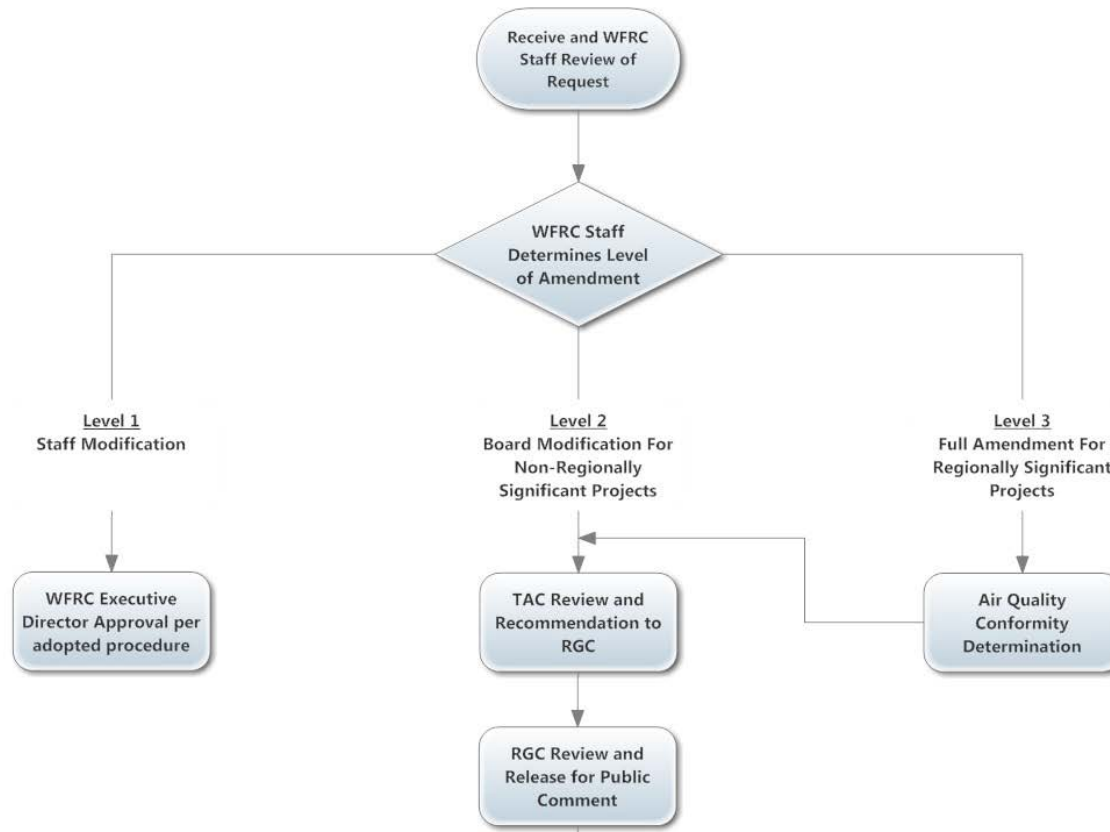
RTP And Amendment Process Overview

- RTP is updated every four years
 - Recently adopted May 2015
- Periodic adjustments are needed between adoption cycles
- WFRC's RTP amendment process
 - Financial constraints
 - Public review and input
 - Modeling and Air quality conformity
- Proposed requests reviewed annually beginning in March

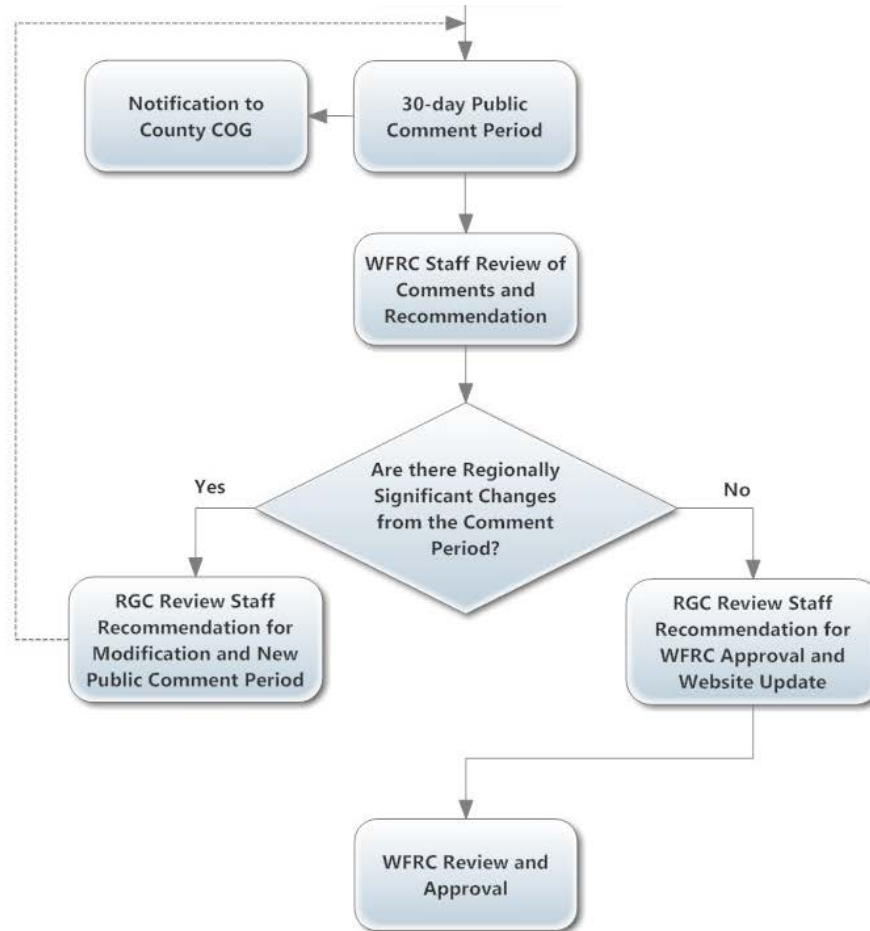


RTP And Amendment Process Overview

REGIONAL TRANSPORTATION PLAN AMENDMENT PROCESS



RTP And Amendment Process Overview



Level 3 Request

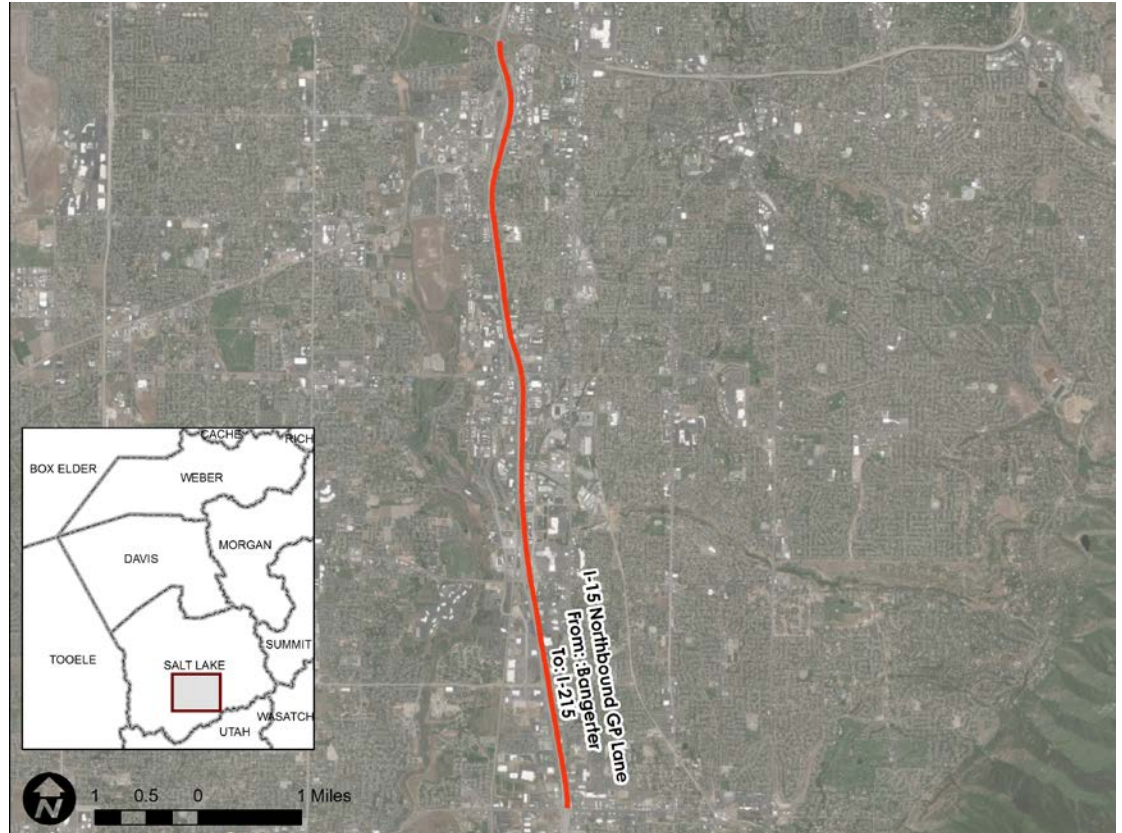
1-15 – UDOT

Scope:

- Widening of one additional general purpose lane northbound on I-15 from Bangarter Highway to I-215.
- New Project to the RTP - Phase 1.

Benefits:

- The additional lane is needed to ensure the safe movement of autos as they change lanes along I-15.
- The additional lane will be part of the planned I-15 connector / distributor system.



Funding Source:

This project is funded through the Transportation Investment Fund (TIF).

Cost:

\$135 Million

Level 3 Request

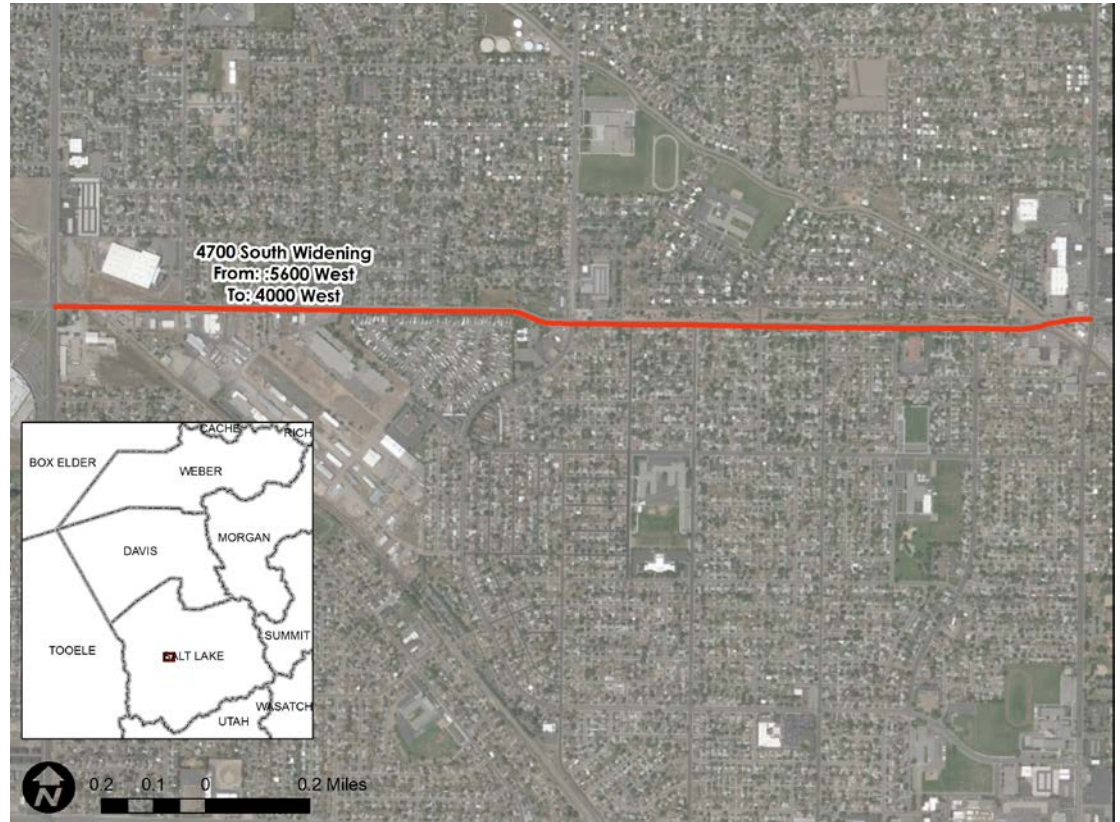
4700 South – West Valley City and Kearns

Scope:

- Widening of 4700 South to 5 lanes from 4000 West to 5600 West.
- New construction – Move from Phase 2 to Phase 1.

Benefits:

- Capacity improvement for east / west traffic flow.
- Four lanes in each direction with a center turn lane.
- Uniform geometrics and horizontal geometry. Improvements to steep 12 percent cross slopes.
- Shoulder and bicycle lane are also planned.
- Project is being developed multi-jurisdictionally.



Funding Source:

Possible local and STP funds.

Cost:

\$15 Million

Level 2 Request

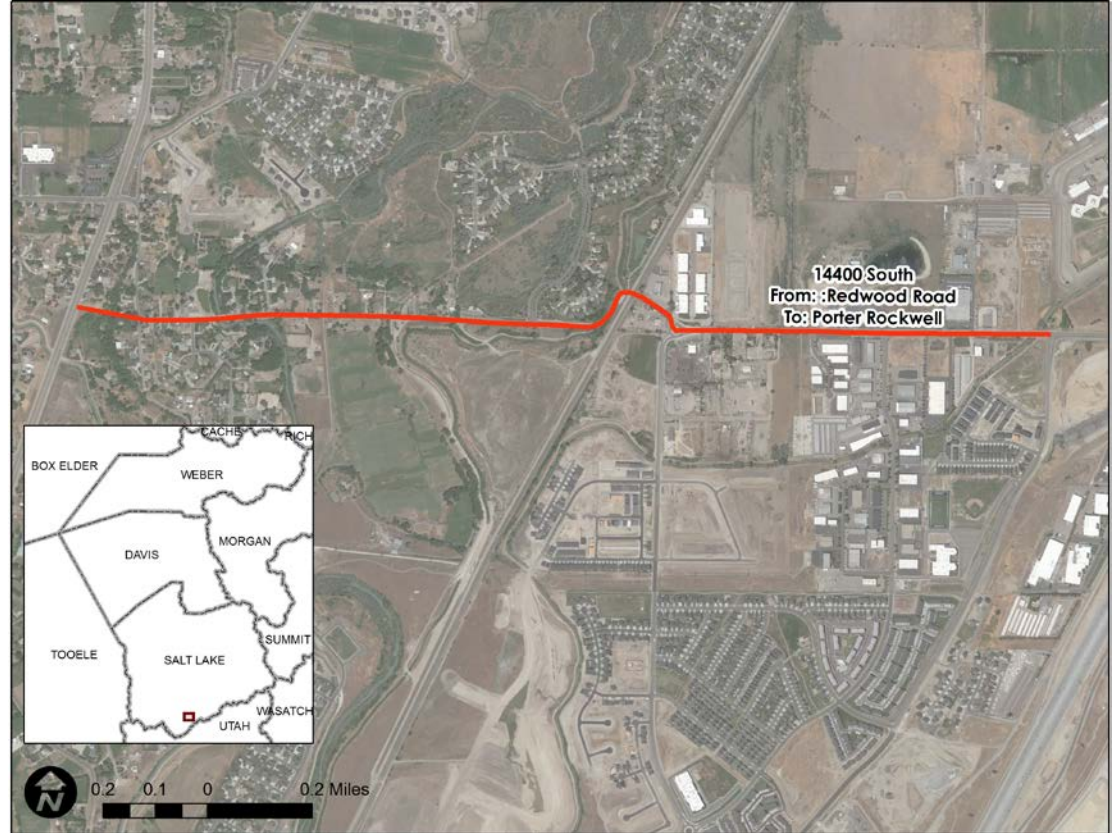
14600 South – Bluffdale City

Scope:

- Operational improvements on 14600 South from Redwood Road to Porter Rockwell Blvd.
- Redefine the project from widening to operational improvements and a new construction segment.
- Modified project – Move from unfunded to Phase 1.

Benefits:

- Major collector that connects Redwood Road to I-15 Freeway at 14600 South interchange.
- Will include center turn lanes, bicycle, and pedestrian elements.
- Links communities and commuters, along with recreational traffic.
- Improvements to existing geometric configuration and improved safety.



Funding Source:

Possible Salt Lake County preservation, STP, and local funds.

Cost:

\$6.12 million

Level 2 Request

700 South – Salt Lake City

Scope:

- New construction of the 700 South railroad bridge near 4800 West.
- New construction and realignment of 700 South from 5600 West to approximately 5300 West.
- New Project to the RTP - Phase 1.

Benefits:

- A new bridge on 700 South and 4800 West will improve safety for both automobiles and trains.
- No future stopping of auto traffic by train traffic that has come to a complete stop.
- Realignment of 700 South will move the intersection approximately 400 feet to the north improving sight lines and safety.



Funding Source:

Possible UP Railroad, Salt Lake City, Salt Lake County, or other grant funds.

Cost:

\$21.3 million

Level 2 Request

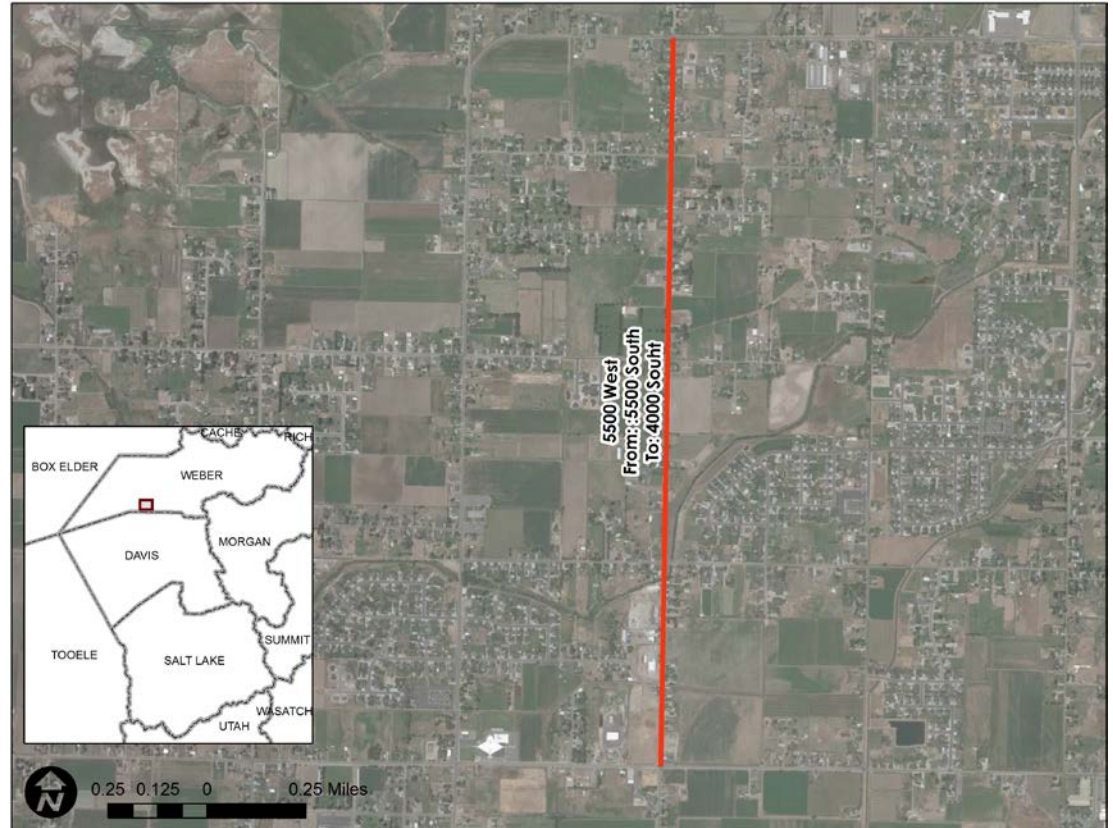
5500 West – Hooper City

Scope:

- Operational improvements on 5500 West from 3500 South to 5500 South.
- Functional classification change to Major Collector.
- New Project to the RTP - Phase 1.

Benefits:

- Widening of a country roadway from two narrow travel lanes to 12-foot lanes.
- Widening will also include 9-foot paved shoulders and curb, gutter, and sidewalk.
- This facility will help address near and future traffic and safety concerns in a growing area of the City.



Funding Source:

Possible Local and STP funding sources.

Cost:

\$3.9 million

Level 2 Request

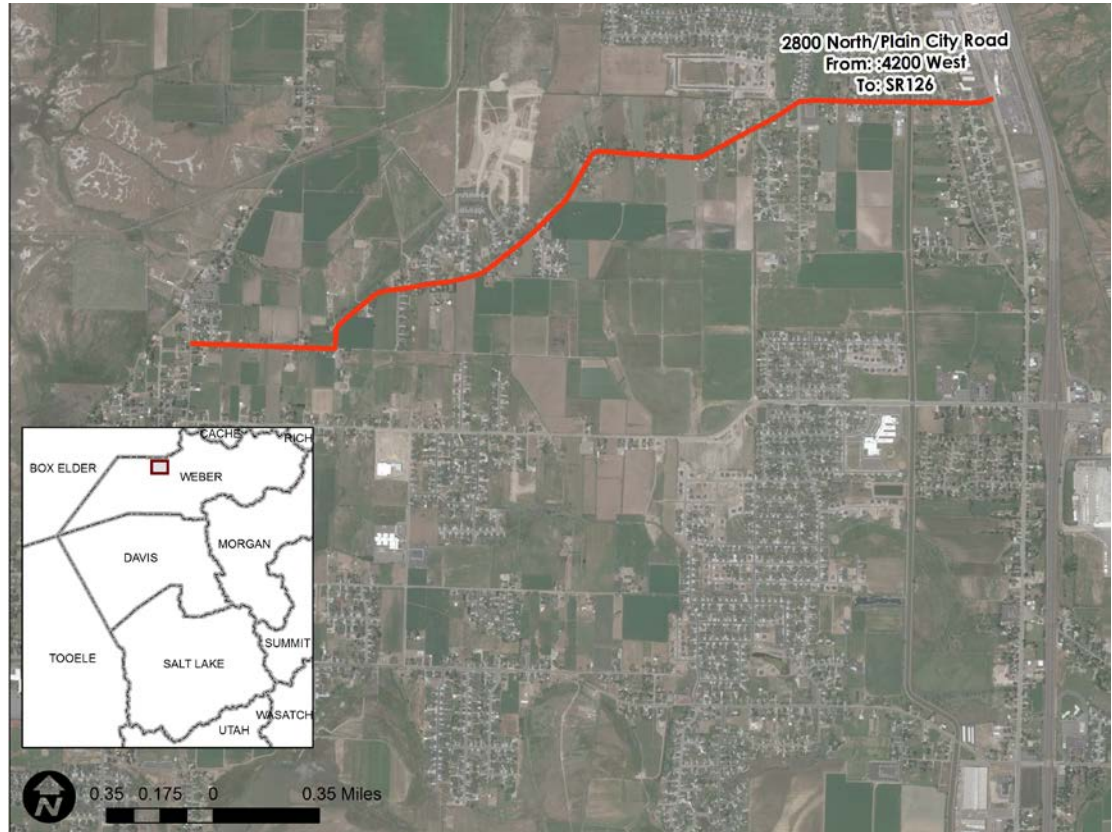
2800 North / North Plain City Rd. – Plain City

Scope:

- Operational improvements on 2800 North and North Plain City Road from 4200 West to SR-126.
- Functional classification change to a Minor Collector.
- New Project to the RTP - Phase 1.

Benefits:

- This project will provide for increased safety with the addition of shoulder and the reconfiguration of the street cross-section.
- Center turn-lane at intersections will improve mobility and traffic flow.
- Project is being developed in close cooperation with Farr West City.



Funding Source:

Possible local and STP funds.






Cost:

\$7.4 Million

Technical Considerations for Level 3 Requests

| Project | Safety Index | Vehicle Hours Traveled | Project Readiness | Support WC2050 | Connections to Clusters | Job and Education Training (ATO) | Multimodal Transportation Choices | Vulnerable Communities | Air Quality Conformity |
|------------------------------------|------------------|---|---|--|--|---|---|--------------------------------|------------------------|
| I-15 North Bound UDOT | 7.5 of 10 | NB 1,403,430 Build <u>1,393,320</u> -10,110 | Preliminary engineering complete. Some right-of-way will need to be acquired. | Supports Village and Town Centers near I-15. | Economic Clusters include Energy, Finance Service, Life Sciences, Software and IT. | Draper Crossing, SLCC Miller Campus, Sandy Downtown, South Town Mall and Auto Mall. | Within Proximity to UTA Front Runner service and east/west Core Bus Routes. | Impacts Vulnerable Communities | Required |
| 4700 South West Valley City | 6 of 10 | NB 893,930 Build <u>890,330</u> -3,600 | Preliminary engineering complete. Some right-of-way will need to be acquired. EIS approved. | Supports a Village Center at 5600 West. | None. | Mostly residential land use with some small commercial businesses located at intersections. | Supports Core Bus Route on 5600 West. Proposed bicycle route. | Impacts Vulnerable Communities | Required |

Technical Considerations for Level 2 Requests

| Project | Safety Index  | Vehicle Hours Traveled  | Connectivity  | Project Readiness  | Support WC2050  |
|--|---|---|---|--|---|
| 14600 South Bluffdale City | 4 of 10 | No Build 192,740 VHT Build <u>192,490 VHT</u> -250 VHT | Connects Redwood Road with I-15 at 14600 South. | Preliminary engineering complete. Some right-of way will need to be acquired. | Connection to Jordan River Parkway and Urban Center in Draper City. |
| 700 South Salt Lake City | 3 of 10 | NA NA | East / West connectivity will improve with new bridge. | Preliminary engineering. Some right-of-way will need to be acquired. | Connection to Industrial Area in Salt Lake City. |
| 5500 West Hooper City | 2 of 10 | No Build 50,460 VHT Build <u>50,390 VHT</u> -70 VHT | Connects North / South portions of Hooper City. | Preliminary engineering completed. No right-of-way needed. | Passes near Village Center in Hooper City |
| 2800 North / North Plain City Road Plain City | 1.5 of 10 | No Build 44,950 VHT Build <u>44,920 VHT</u> -30 VHT | Connects Plain City to SR-126. | No engineering completed to date. Some additional right-of way will need to be acquired. | Terminates near Industrial Center between I-15 and US-89. |



Process - Amendment 6

- **Review by Councils of Government**
 - Salt Lake County COG - May 24
 - Weber County COG - June 4
- **30-Day Public Review and Comment Period**
 - June 30 through August 4
- **Review by Regional Growth Committee**
 - August 16
- **Recommended adoption by the Regional Council**
 - August 23



2015-2040 RTP

2015-2040 RTP Amendment 6

Presentation to Regional Growth Committee

———— August 16, 2018 ————



WASATCH FRONT REGIONAL COUNCIL