



Wasatch Choice Vision

2019-2050 Regional Transportation Plan

Presentation Overview

- Wasatch Choice 2050 and 2019-2050 Regional Transportation Plan process and highlights
- Website overview
- Why the plan is important
- How to implement the plan
- Formal motion request
- Next steps



WASATCH CHOICE

2050

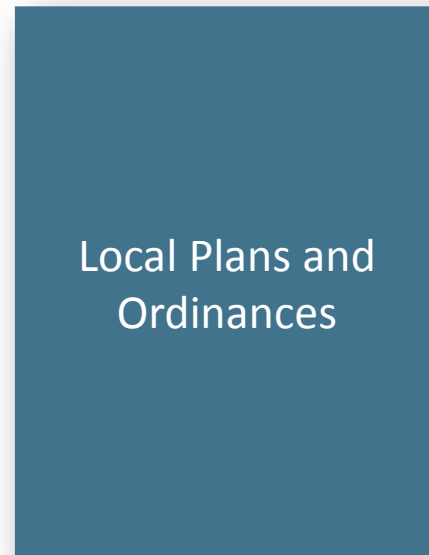
Economic Development

Comprehensive
Economic Development
Strategy



Land Use

Transportation
and Land Use
Connection



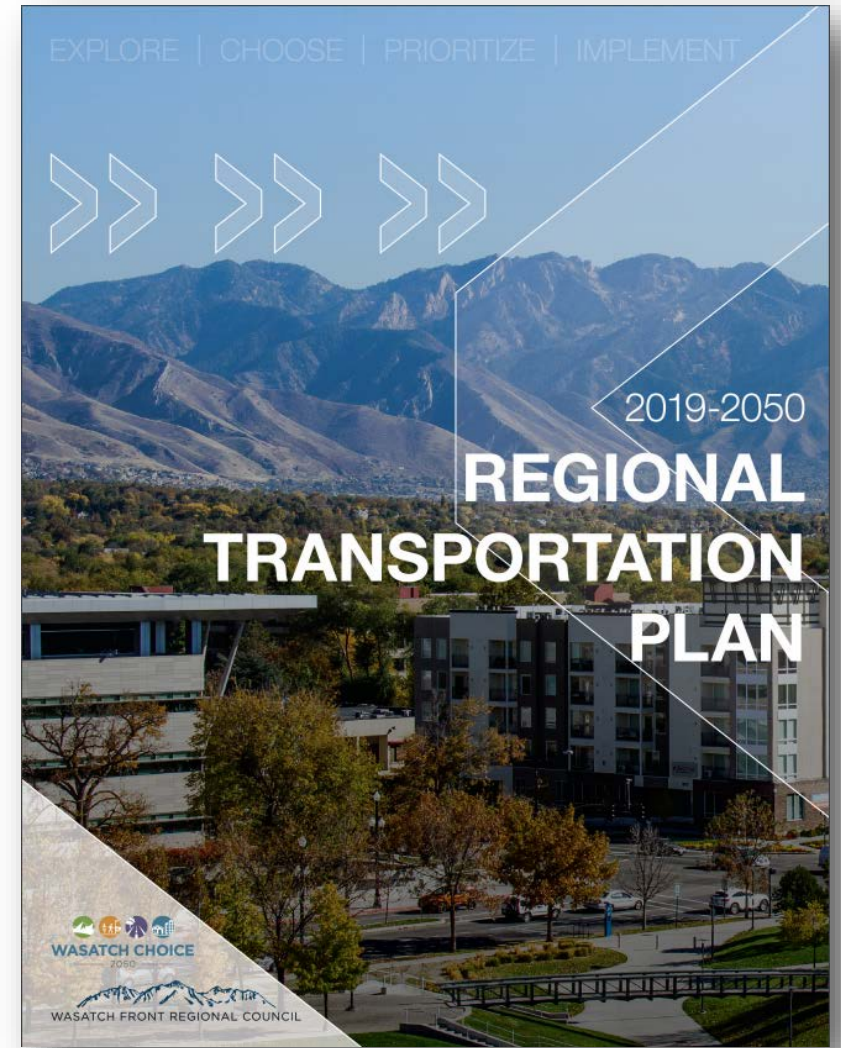
Transportation

Regional
Transportation
Plan



Regional Transportation Plan Requirements

- Updated every four years
- Planning horizon 20+ years
- Regional blueprint based on Wasatch Choice Vision and Goals
- Financially constrained
- Developed with input from partners
- Air quality conformity
- Amendment process



Wasatch Choice Vision 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

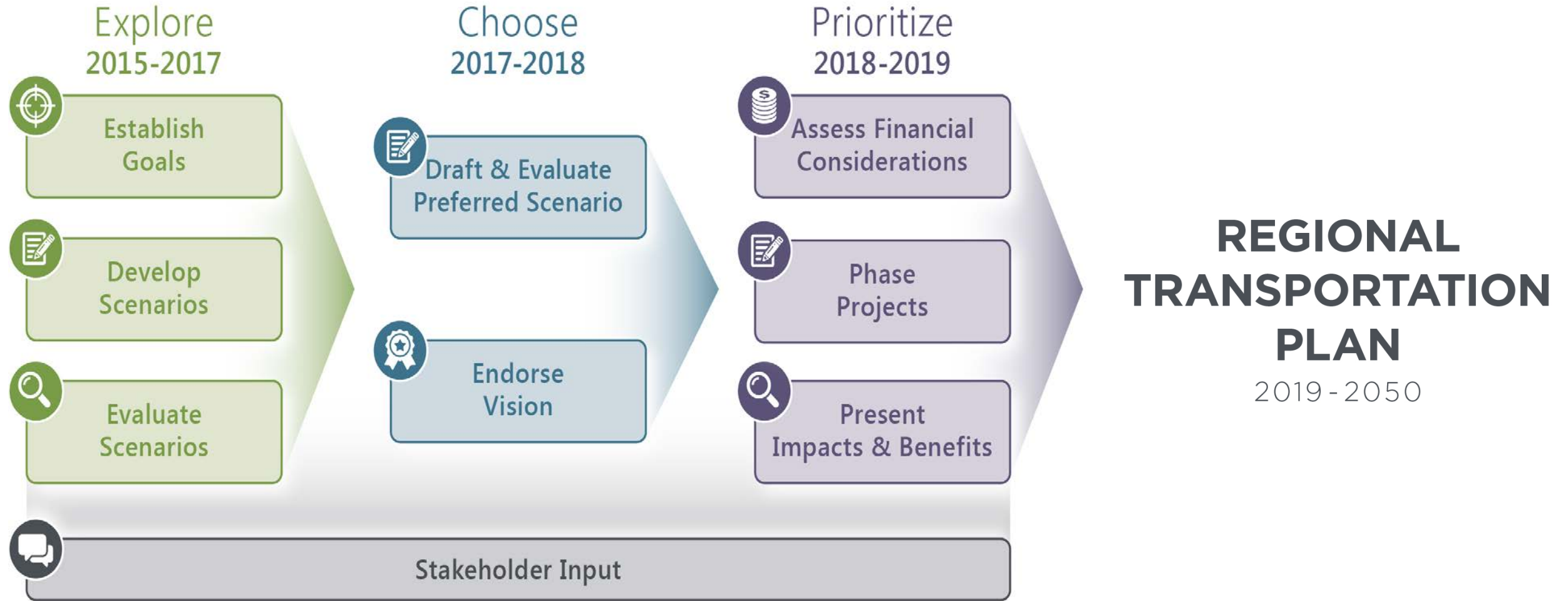


Sustainable environment, including water, agricultural, and other natural resources



Ample parks, open spaces, and recreational opportunities

Wasatch Choice and RTP Process



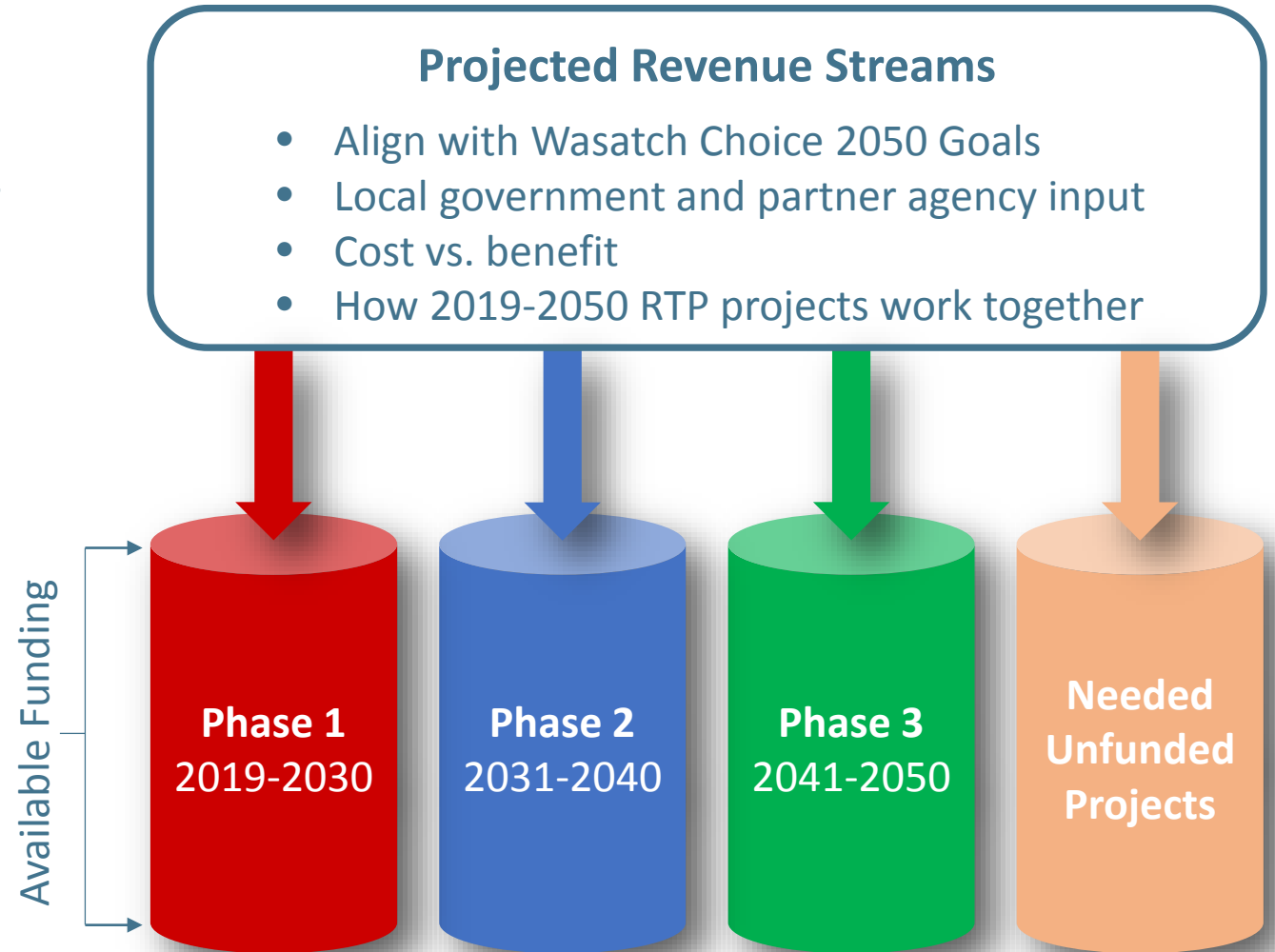
RTP Enhancements

- Engagement efforts
- Performance measures
- Coordinated with land use and transportation
- Identified new centers and timing
- Interactive GIS maps
- Real Estate Market Model (REMM)
- Phased bike projects



Needs and Financial Constraint

- Limited financial resources
- Project prioritization process
- Revenue stream is projected with growth rates
- Balance between critical priorities and limited resources
- Identify new funding sources



Project Highlights

Roadway

- Needed: 396 projects, 955 miles, \$18.4 B
- Constrained: 384 projects, 880 miles, \$15.7 B

Transit

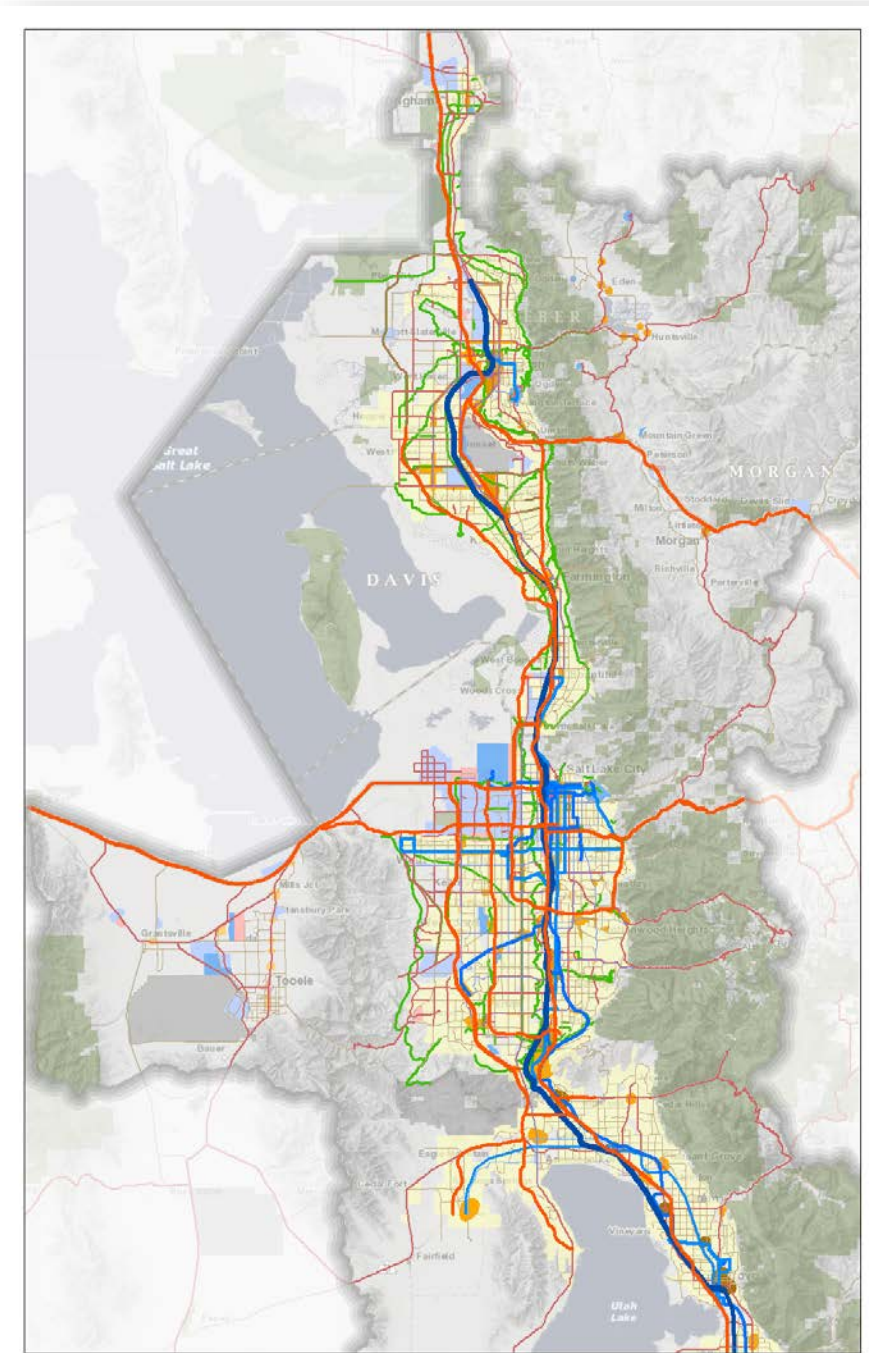
- Needed: 111 projects, 838 miles, \$12.1 B
- Constrained: 82 projects, 595 miles, \$5.3 B

Active Transportation

- 633 projects, 1002 miles, \$461 M

Regional Centers and Job Areas

- 275



RTP Website

← → ↻ ⓘ Not secure | wfrc.org/vision-plans/regional-transportation-plan/2019-2050-regional-transportation-plan/ ☆ 👤 ⋮

WASATCH FRONT REGIONAL COUNCIL

Home About Committees Vision & Plans Programs Maps & Data Studies Public Involvement Contact 🔍

2019-2050 Regional Transportation Plan Home » Vision & Plans » Regional Transportation Plan » 2019-2050 Regional Transportation Plan

In-Progress 2019-2050 RTP

Overview

WASATCH CHOICE
2050

The Regional Transportation Plan (RTP) is where our Region's future transportation system is born. The 2019-2050 RTP is a long-range blueprint that sets forth the 31-year strategy for regional transportation investments for all modes of transportation.

EXPLORE | CHOOSE | PRIORITIZE | IMPLEMENT

Projects and Land Use








Explore

- Establish Goals
- Develop Scenarios
- Evaluate Scenarios

Choose

Privacy - Terms

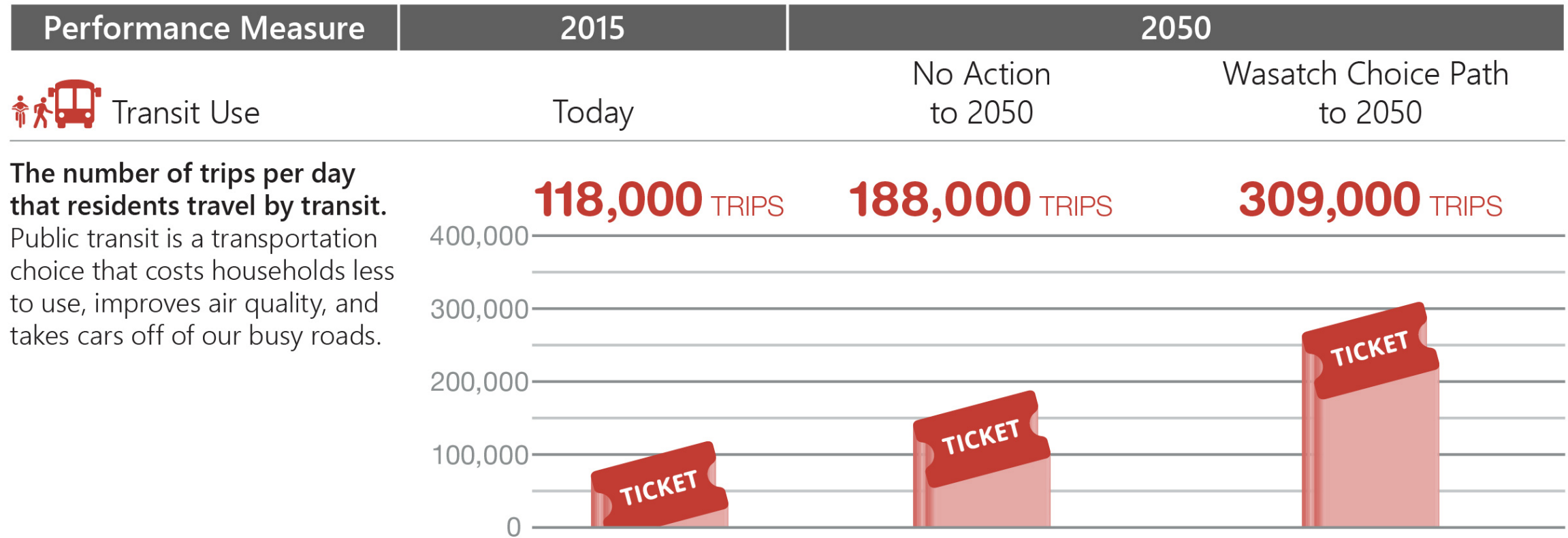
Benefits of the RTP

Performance Measure	2015	2050	
 Destination Access	Today	No Action to 2050	Wasatch Choice Path to 2050
<p>The number of jobs accessible to the average Wasatch Front household. Better access means a bigger labor pool for businesses and opportunities for employment and interaction with friends and family for residents. Access can be increased through transportation improvements, locating development near high-speed transportation, and locating homes near jobs (and vice versa).</p>	<div data-bbox="728 682 1212 825">  </div> <div data-bbox="817 875 1212 1018">  </div>	<div data-bbox="1296 682 1781 825">  </div> <div data-bbox="1386 875 1781 1018">  </div>	<div data-bbox="1862 682 2346 825">  </div> <div data-bbox="1951 875 2346 1018">  </div>

Benefits of the RTP

Performance Measure	2015	2050	
 Auto Travel Time	Today	No Action to 2050	Wasatch Choice Path to 2050
<p>The total time per day that the average person spends in a vehicle. Auto travel time increases with added congestion and greater distances between homes and jobs. Shorter travel times mean we spend less time driving and have more time for leisure and recreation.</p>			

Benefits of the RTP



RTP Implementation Resources

- Transportation Improvement Program
- Transportation and Land Use Connection
- Wasatch Front Economic Development District
- Systems Monitoring and Management
- Ongoing Visioning and Updates
- Ongoing Performance Monitoring
- Development of New Technologies

Formal Motion and Next Steps

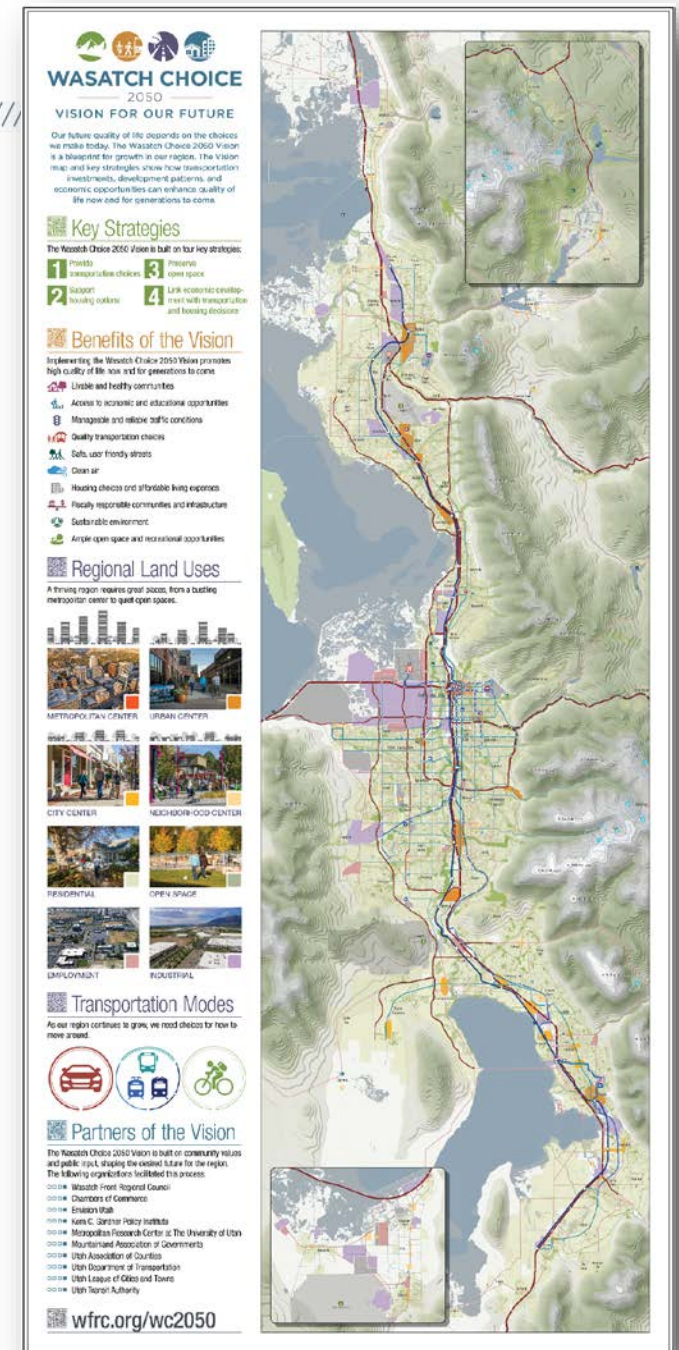
- RGC Action Item

I move that RGC recommend to the Wasatch Front Regional Council adoption of the final phased and financially constrained 2019-2050 Regional Transportation Plan and approve the Air Quality Conformity Memorandum Number 39 determination.

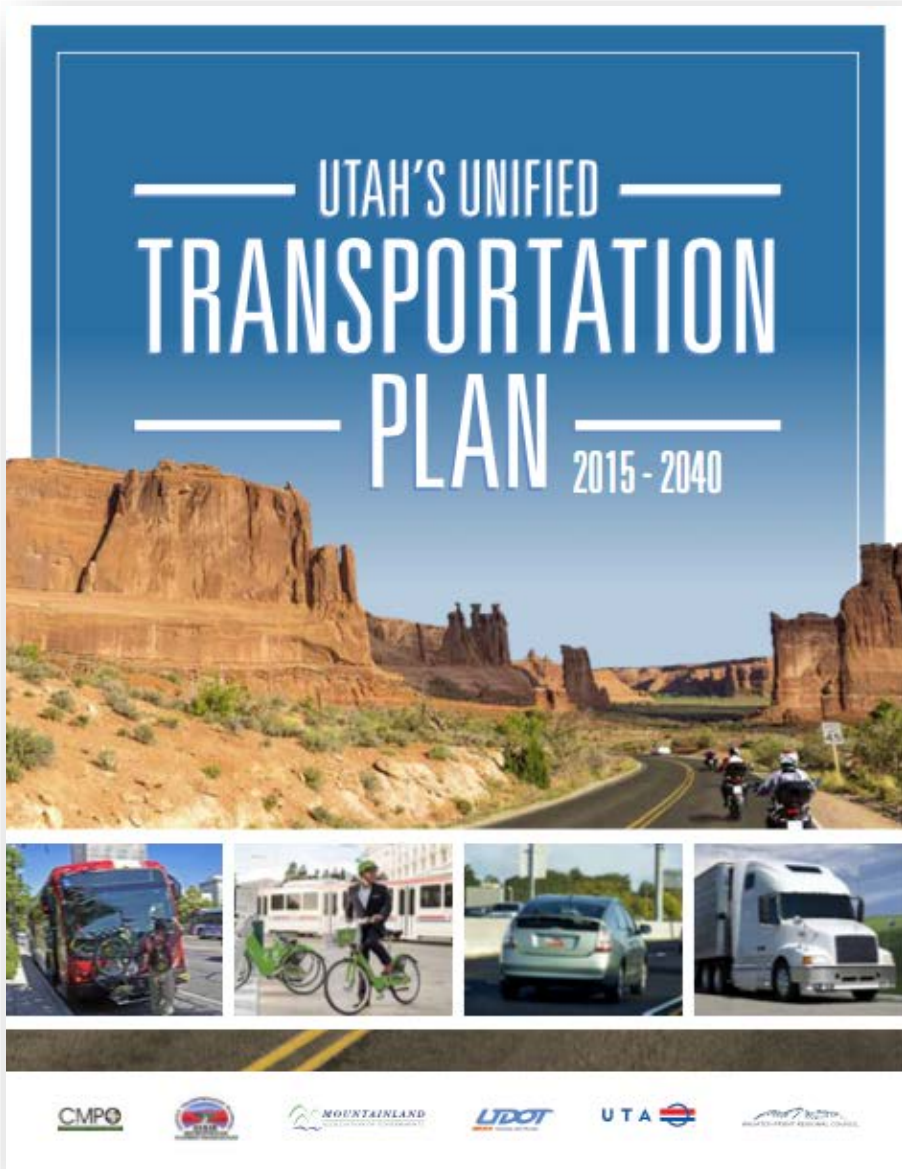
- WFRC Adopts 2019-2050 RTP and AQ Memo No 39 – May 23
- FHWA/FTA Approval – June 2019

Wasatch Choice 2050 Vision

- WFRC Endorsed Wasatch Choice 2050 Vision - May 2018
- Vision Poster, Website Update, Tools, resources, progress measures, community visits – Beginning in August 2019



2019-2050 Utah's Unified Transportation Plan



- Unified effort by UDOT, UTA, and MPOs – Coordinating all RTPs
- Past efforts in 2007, 2011, and 2015
- Collaborative
 - Timing
 - Financial assumptions
 - Performance measures
 - Safety
 - Active Transportation
- New Unified Plan – October 2019



Wasatch Choice Vision

2019-2050 Regional Transportation Plan



SB136 and SB34 Resources

Regional Growth Committee // May 16, 2019



SB 136 // Transportation Governance Amendments

Enrolled Copy S.B. 136

1 **TRANSPORTATION GOVERNANCE AMENDMENTS**
2 2018 GENERAL SESSION
3 STATE OF UTAH
4 **Chief Sponsor: Wayne A. Harper**
5 House Sponsor: Mike Schultz

7 **LONG TITLE**
8 **General Description:**
9 This bill modifies governance of certain public transit districts, amends provisions
10 related to registration fees, modifies taxes related to transportation, modifies the
11 governance of the Department of Transportation, and makes other changes.
12 **Highlighted Provisions:**
13 This bill:
14 ▶ amends and enacts provisions to allow local jurisdictions to share property tax
15 revenue for transportation capital development projects;
16 ▶ defines "large public transit district" and "small public transit district";
17 ▶ vests in the Legislature the authority to name a large public transit district;
18 ▶ modifies the makeup of the board of trustees of a large public transit district by:
19 • reducing membership from 16 to three;
20 • vesting nomination responsibilities in executives of local governments and
21 appointment responsibilities in the governor; and
22 • defining responsibilities of the members of the board of trustees;
23 ▶ requires a large public transit district to have legal counsel from the Utah attorney
24 general, and provides for a transition for an existing large public transit district;
25 ▶ creates a local advisory board for a large public transit district and defines the
26 membership and duties of a local advisory board;
27 ▶ requires a large public transit district to transition retirement benefits to fall under
28 the provisions and oversight provided in the Utah State Retirement and Insurance

» Modifies **prioritization criteria** for the state transportation funding:

- **Local land use**
- Improved local **access to jobs** and other opportunities
- Connection to **projected major centers** of economic activity, population, and jobs
- Corridors accommodating **multiple modes of travel**

» Created the **Transit Transportation Investment Fund (TTIF)**

SB 34 // Affordable Housing Modifications

Enrolled Copy S.B. 34

1 **AFFORDABLE HOUSING MODIFICATIONS**
2 2019 GENERAL SESSION
3 STATE OF UTAH
4 **Chief Sponsor: Jacob L. Anderegg**
5 House Sponsor: Val K. Potter

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14 ▶ modifies the requirements of certain municipalities and counties related to the
15 moderate income housing plan element of their general plan;
16 ▶ modifies the reporting requirements of certain municipalities and counties related to
17 the moderate income housing plan element of their general plan;
18 ▶ modifies provisions related to the use of Transportation Investment Fund money;
19 ▶ modifies provisions related to the Olene Walker Housing Loan Fund Board; and
20 ▶ makes technical changes.

21 **Money Appropriated in this Bill:**
22 None

23 **Other Special Clauses:**
24 None

25 **Utah Code Sections Affected:**
26 **AMENDS:**
27 10-9a-103, as last amended by Laws of Utah 2018, Chapters 339 and 415
28 10-9a-401, as last amended by Laws of Utah 2018, Chapter 218
29 10-9a-403, as last amended by Laws of Utah 2018, Chapter 218

- » Correlate transportation plan with **population and employment projections** and local land use
- » Consider **regional long-range plans** when developing local transportation plan
- » Must include **active transportation** in transportation elements
- » Plan residential and commercial development around **major transit investment corridors and stations**
- » Adopt and report on a moderate income housing plan in order to receive **TIF/TTIF funds**

SB 34 // Affordable Housing Modifications



Population and employment projections

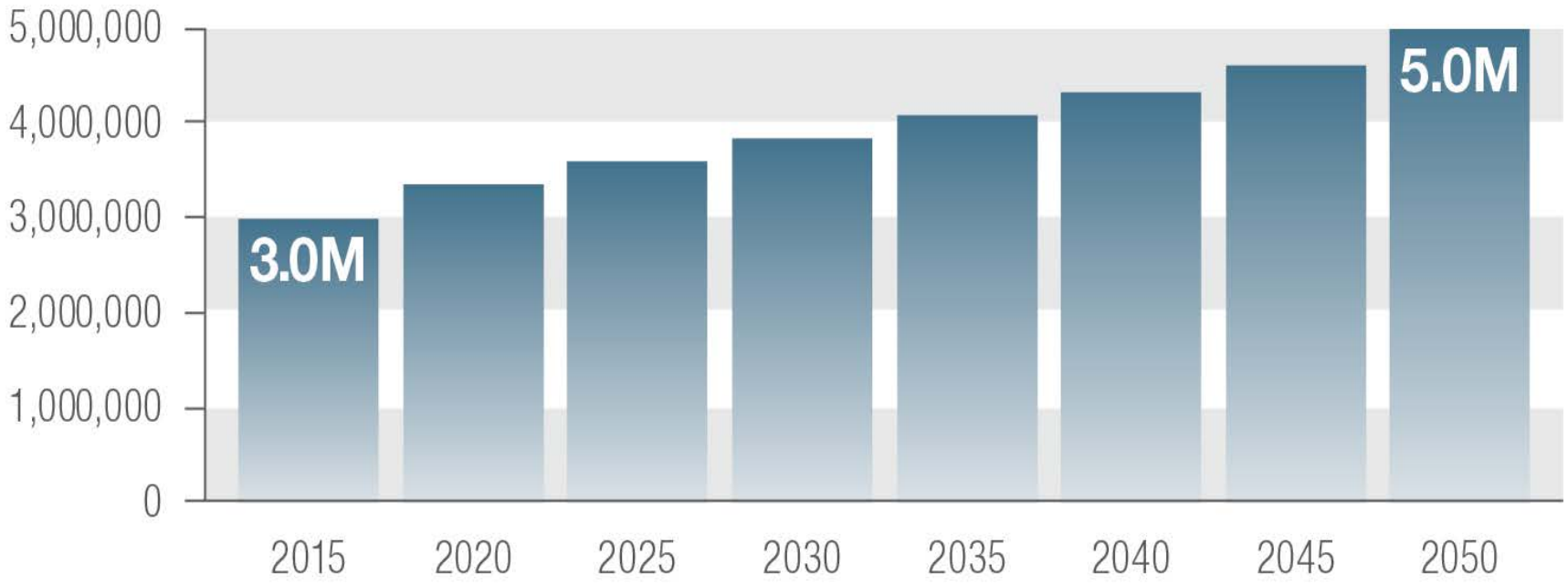


Regional long-range transportation plans



Major transit investment corridors and stations

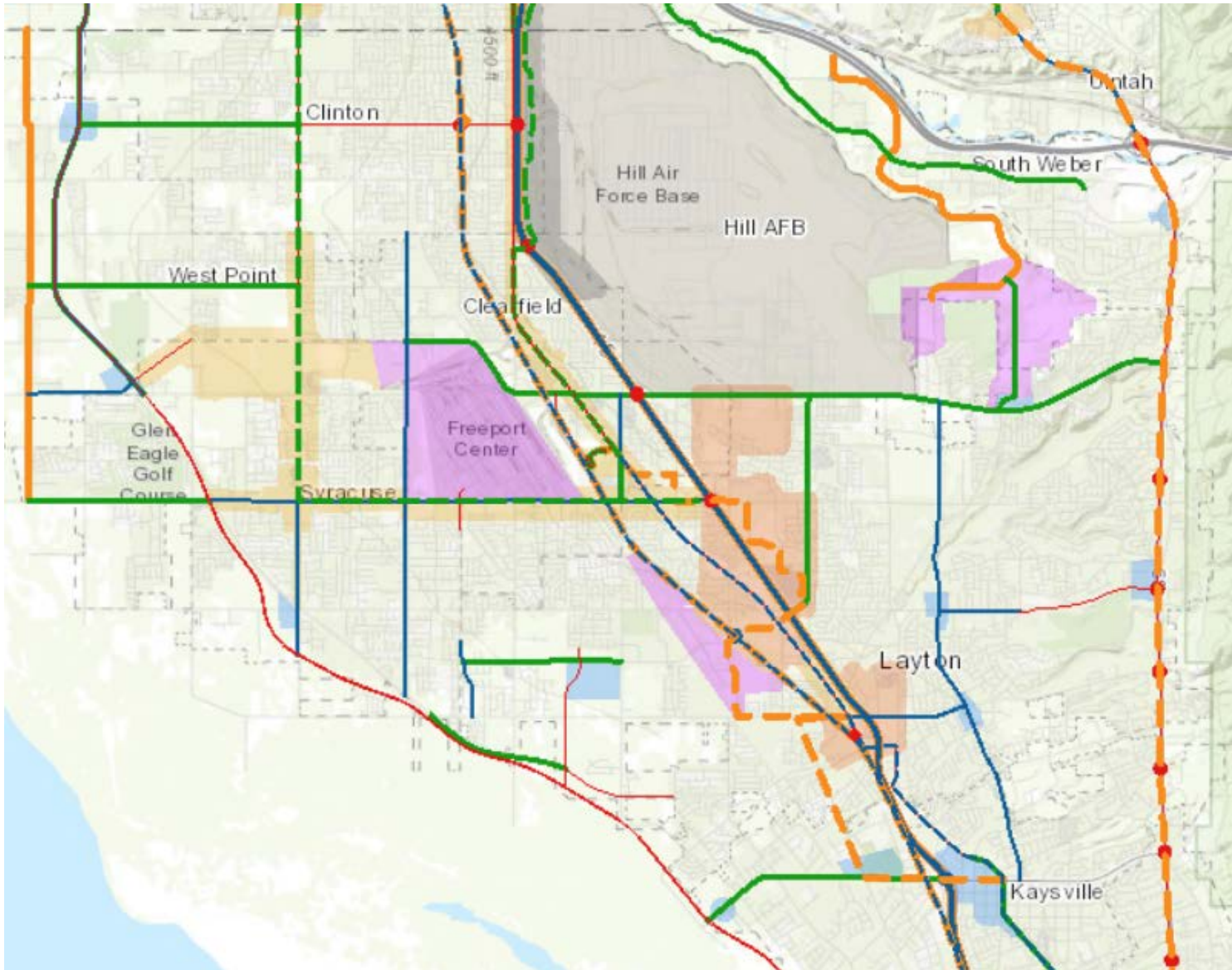
Utah is growing!



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



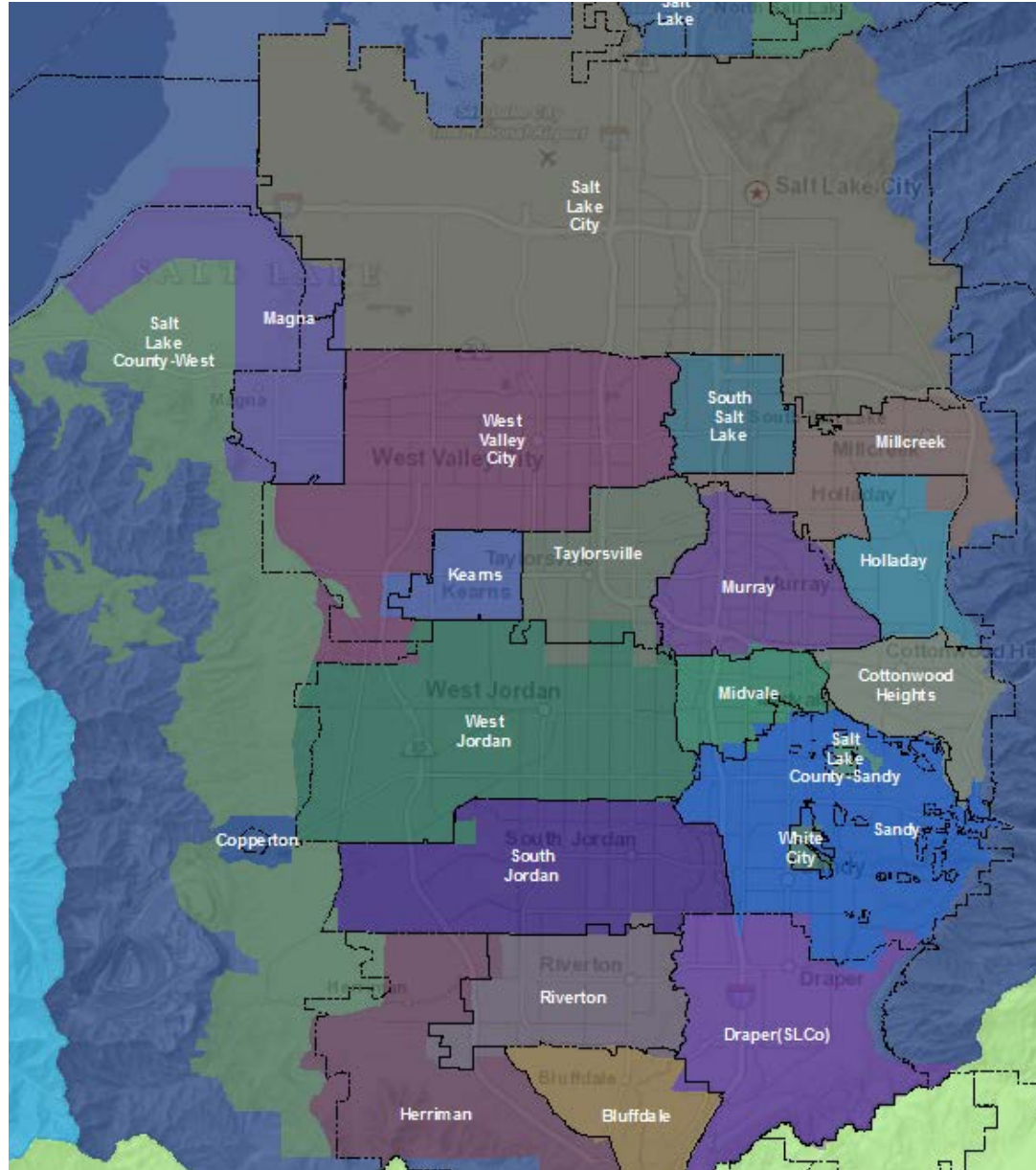
Why // Growth Forecasting

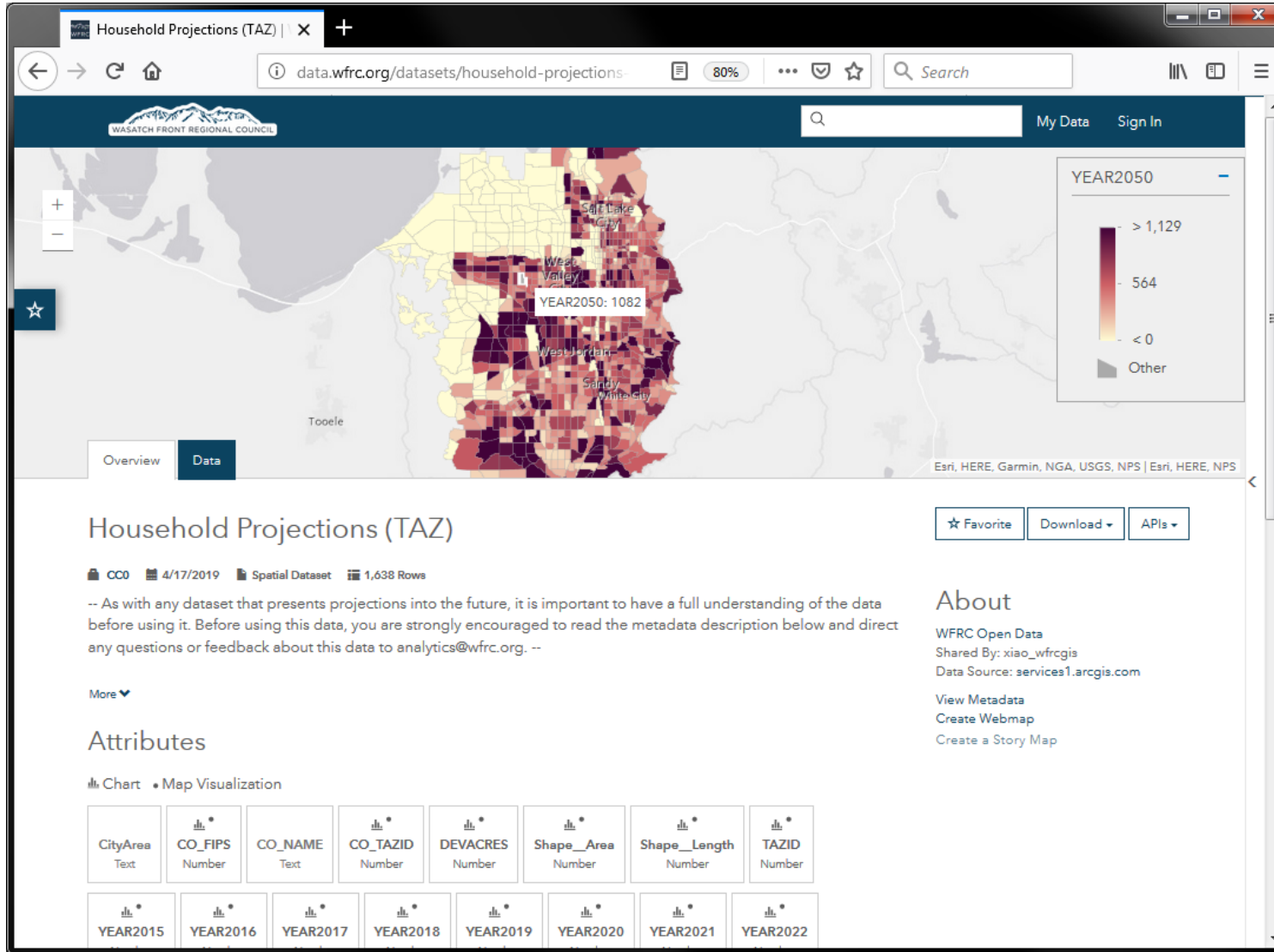


RTP is built on growth projections



Data // Population and Employment Projections



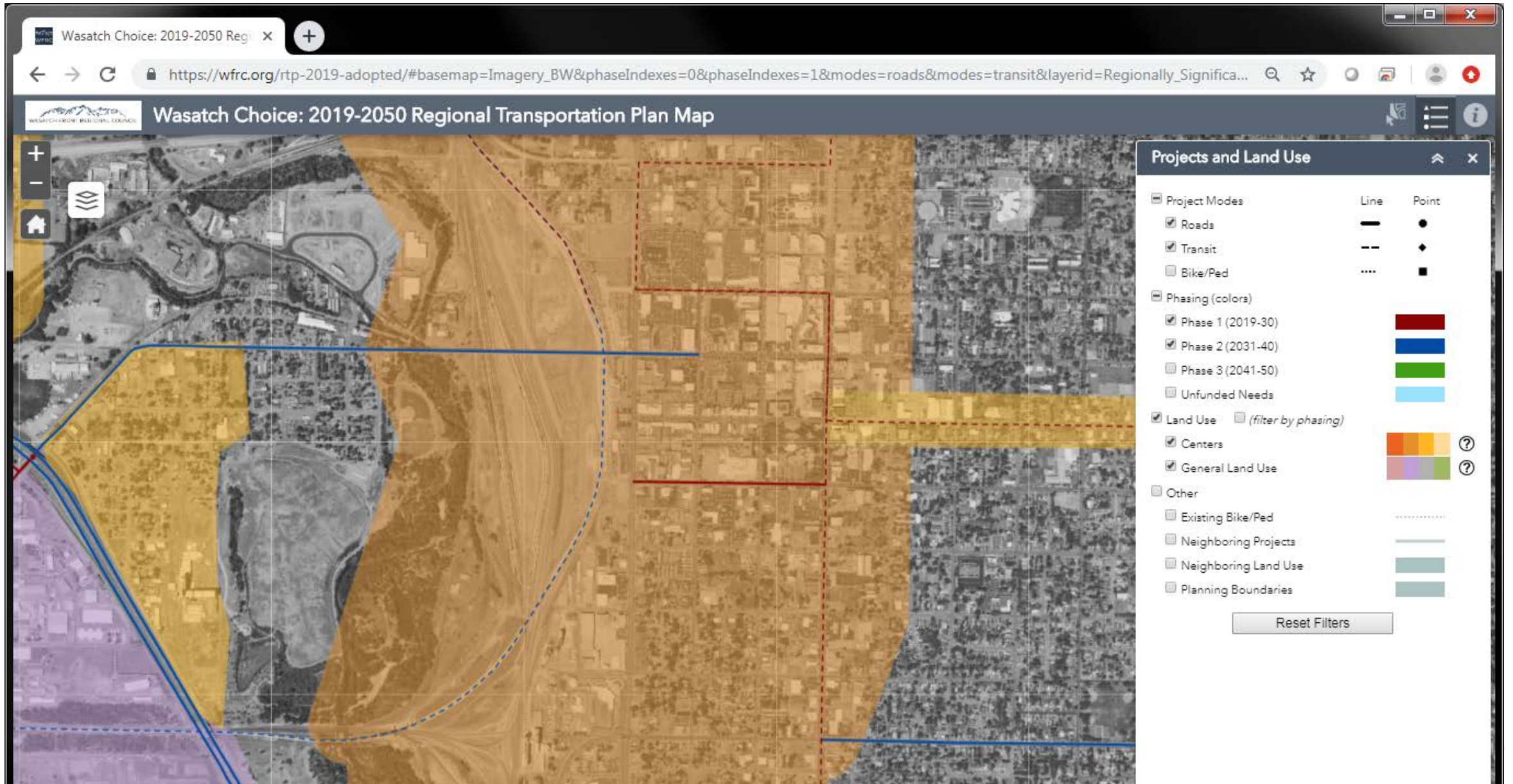


Forecasted data:

- » Population
- » Household
- » Employment
 - » Retail jobs
 - » Office jobs
 - » Industrial jobs
 - » Other jobs
- » 2015 - 2050

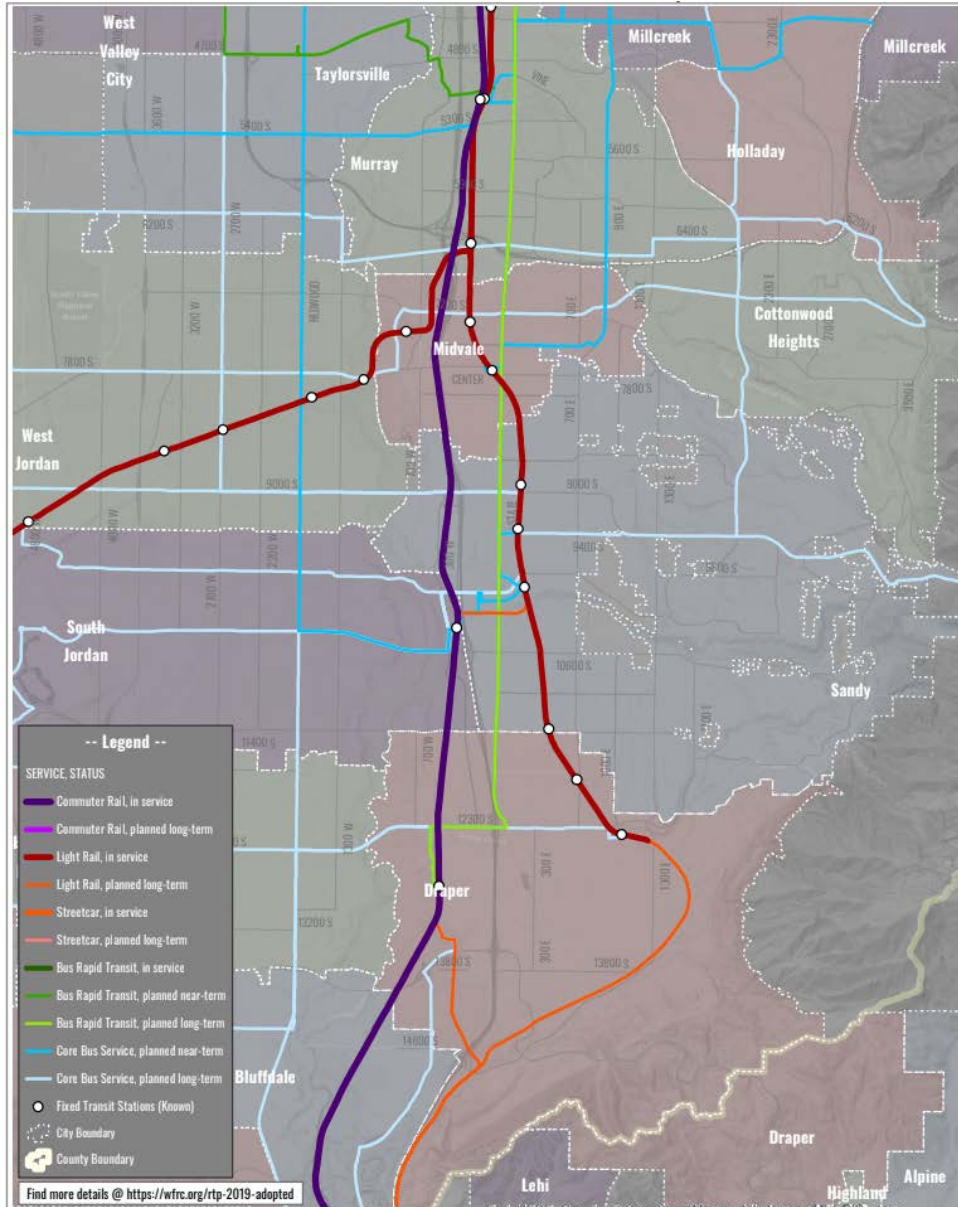


Data // Regional Transportation Plan





Data // Major Transit Investment Corridors



- » Existing and planned major transit investment **corridors**
- » Known fixed guideway transit **stations**

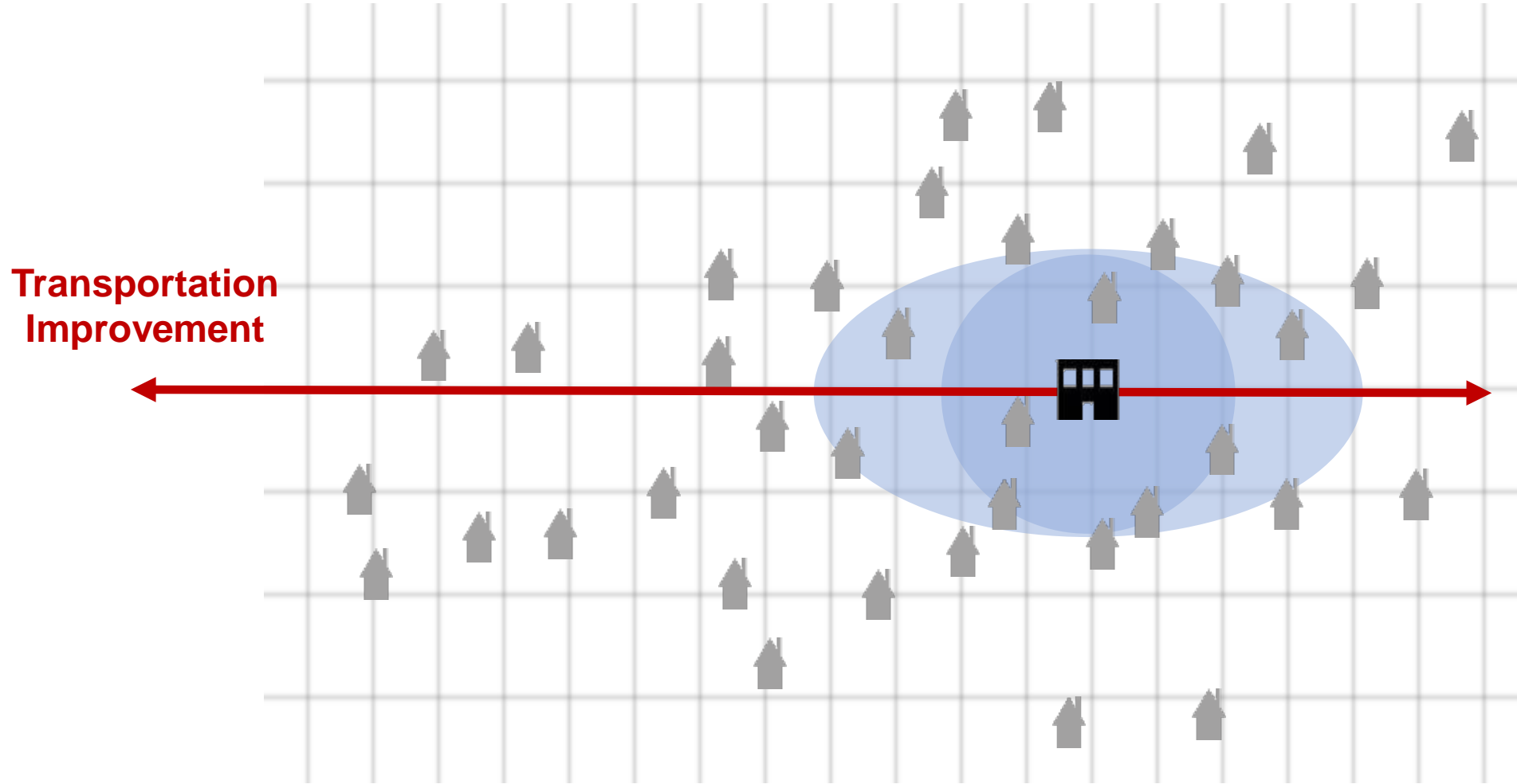


Why // Linking Transportation and Land Use

How are we **improving access** to jobs, education, and destinations?

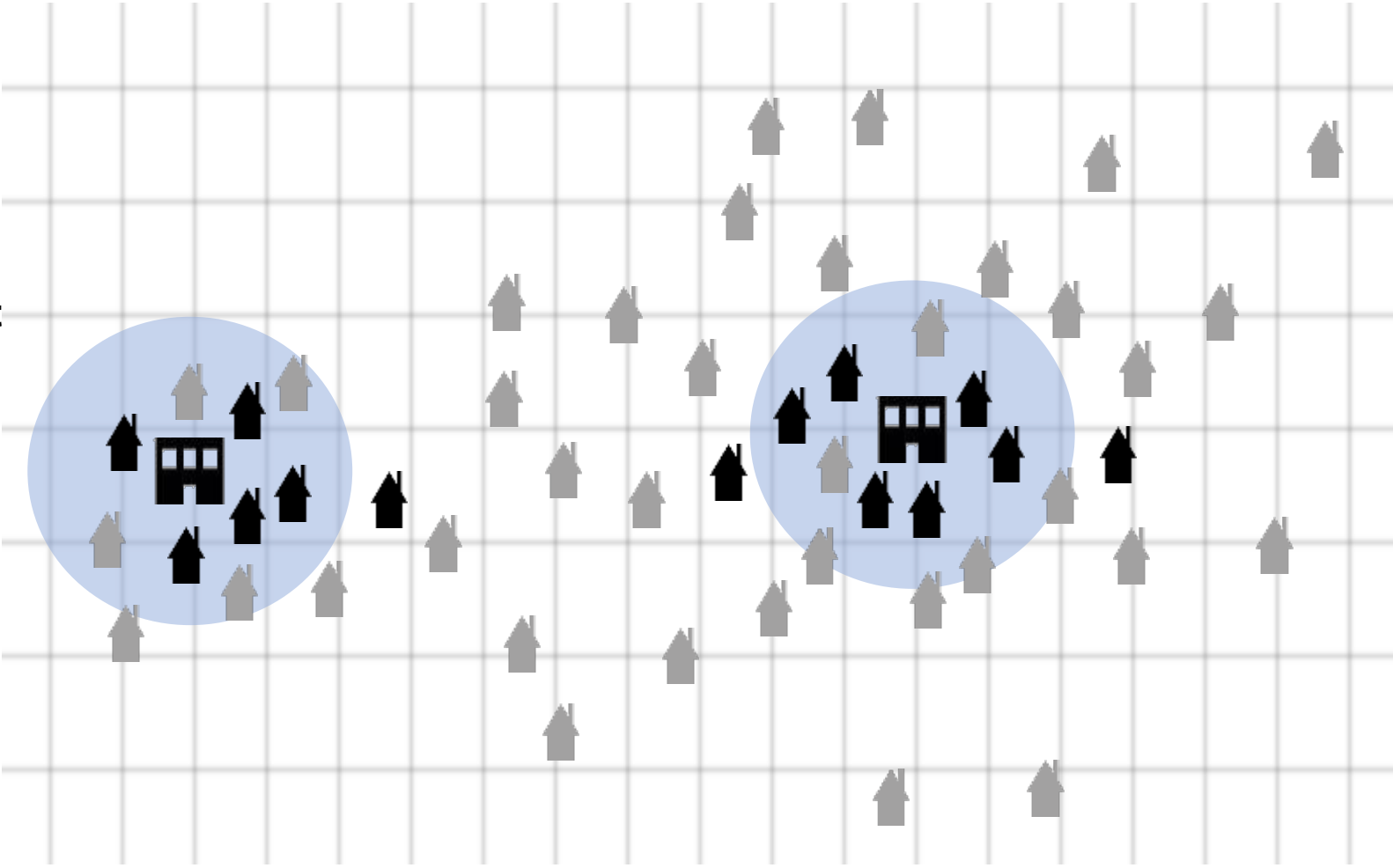


Accessibility // Improved with Better Mobility



Accessibility // Improved with Better Proximity

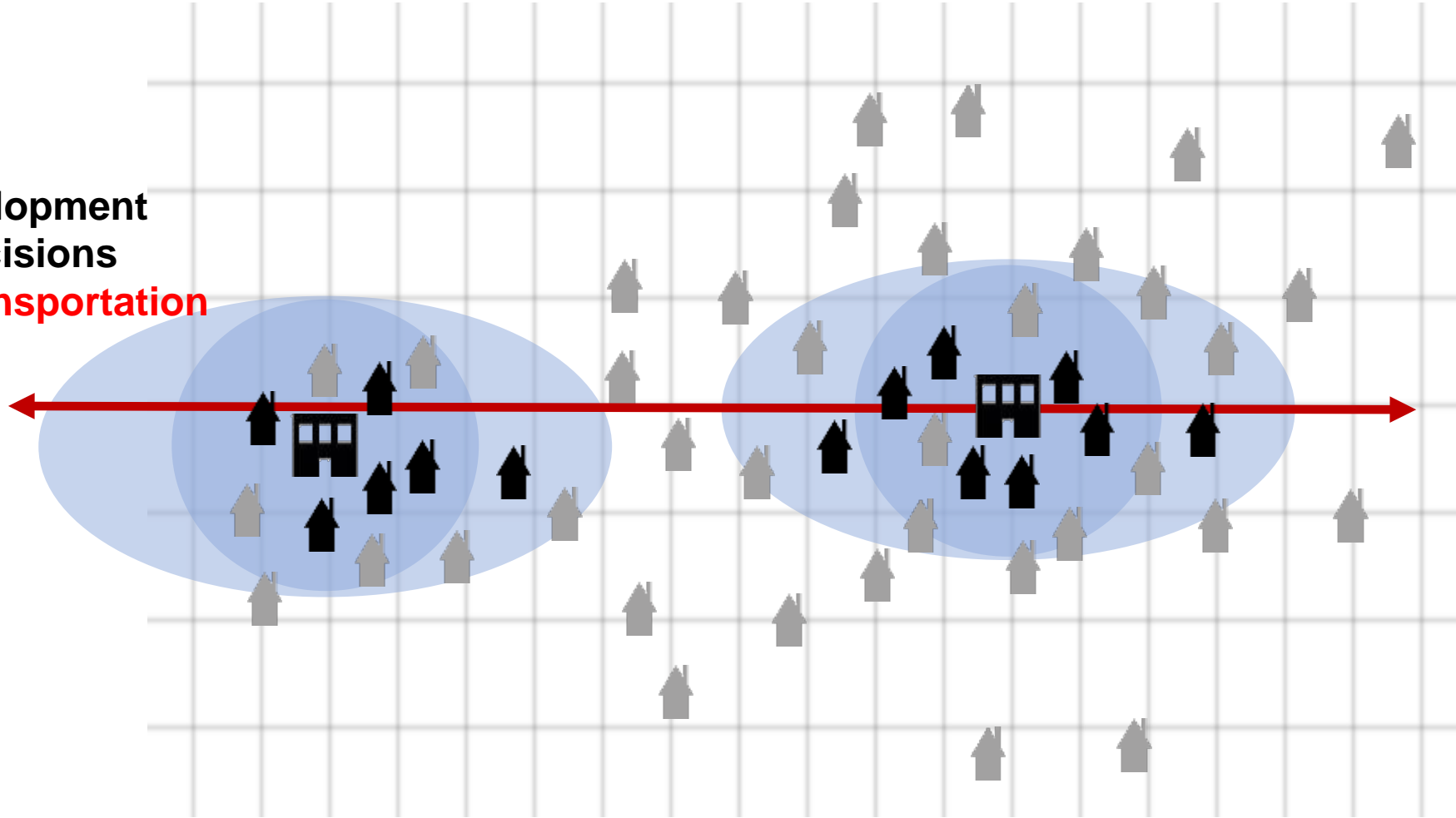
Development
Decisions



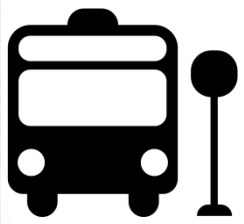
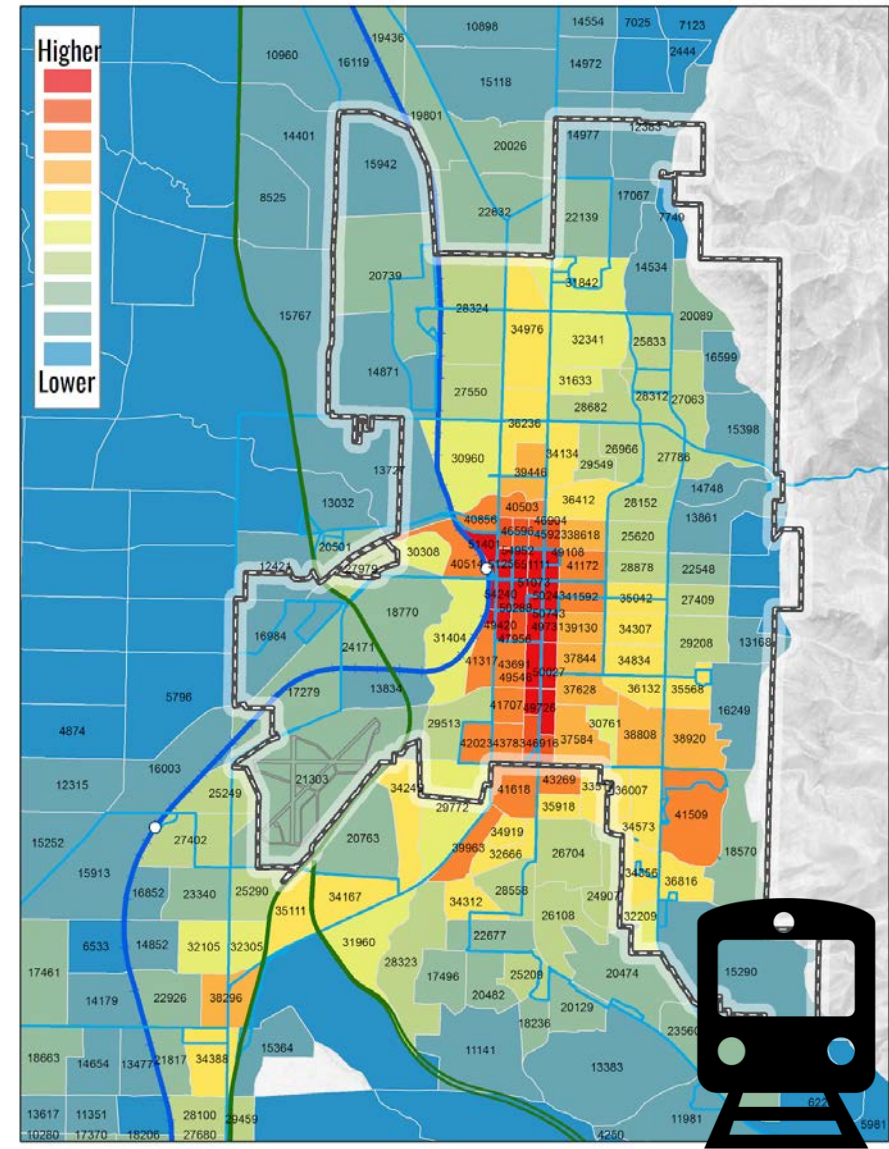
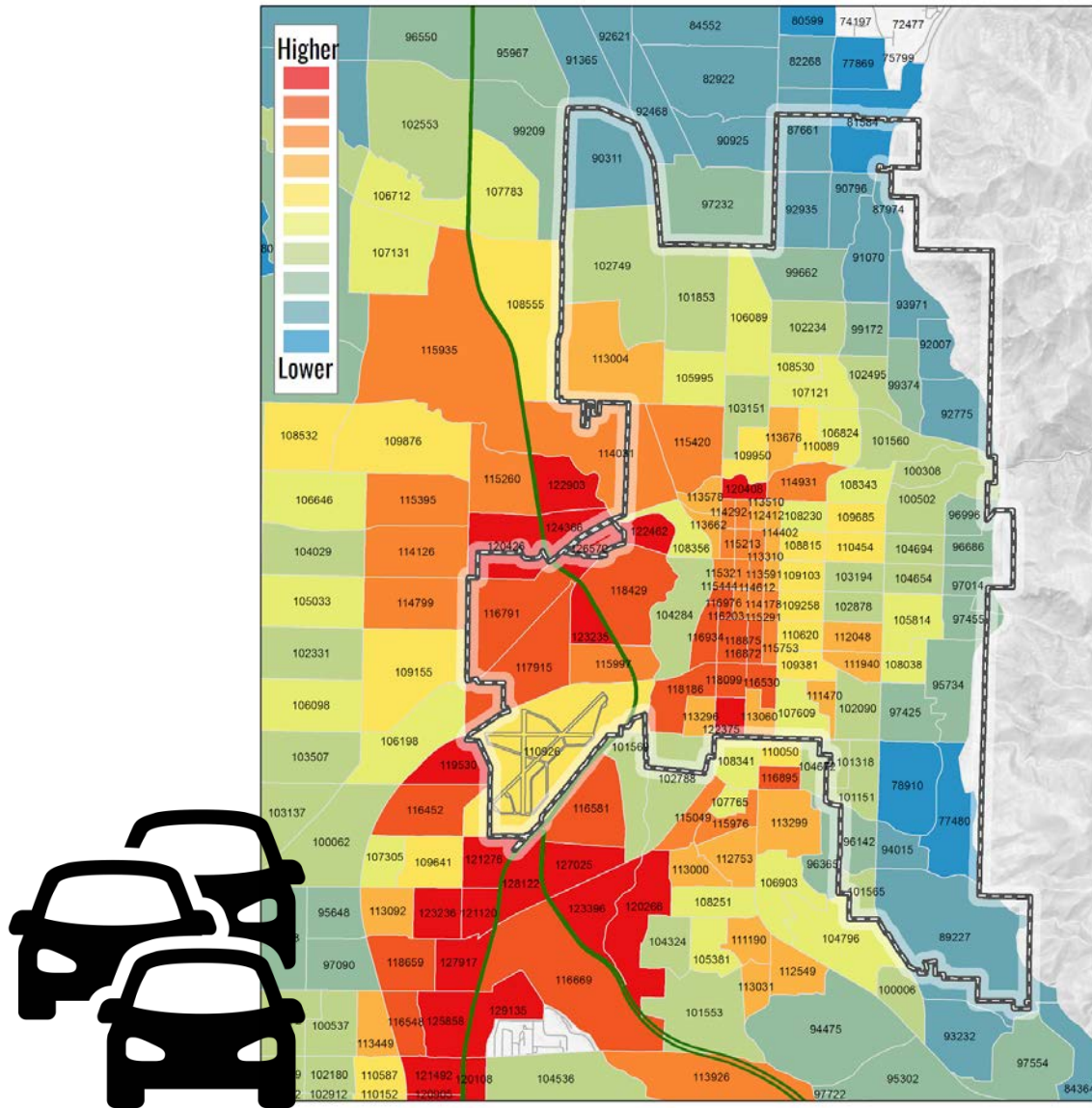
Accessibility // Improved with Better Linkages



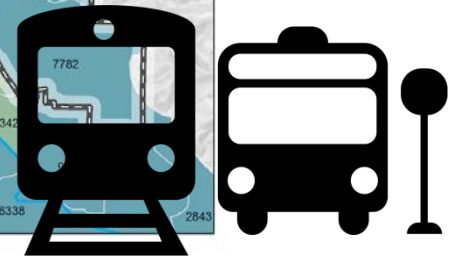
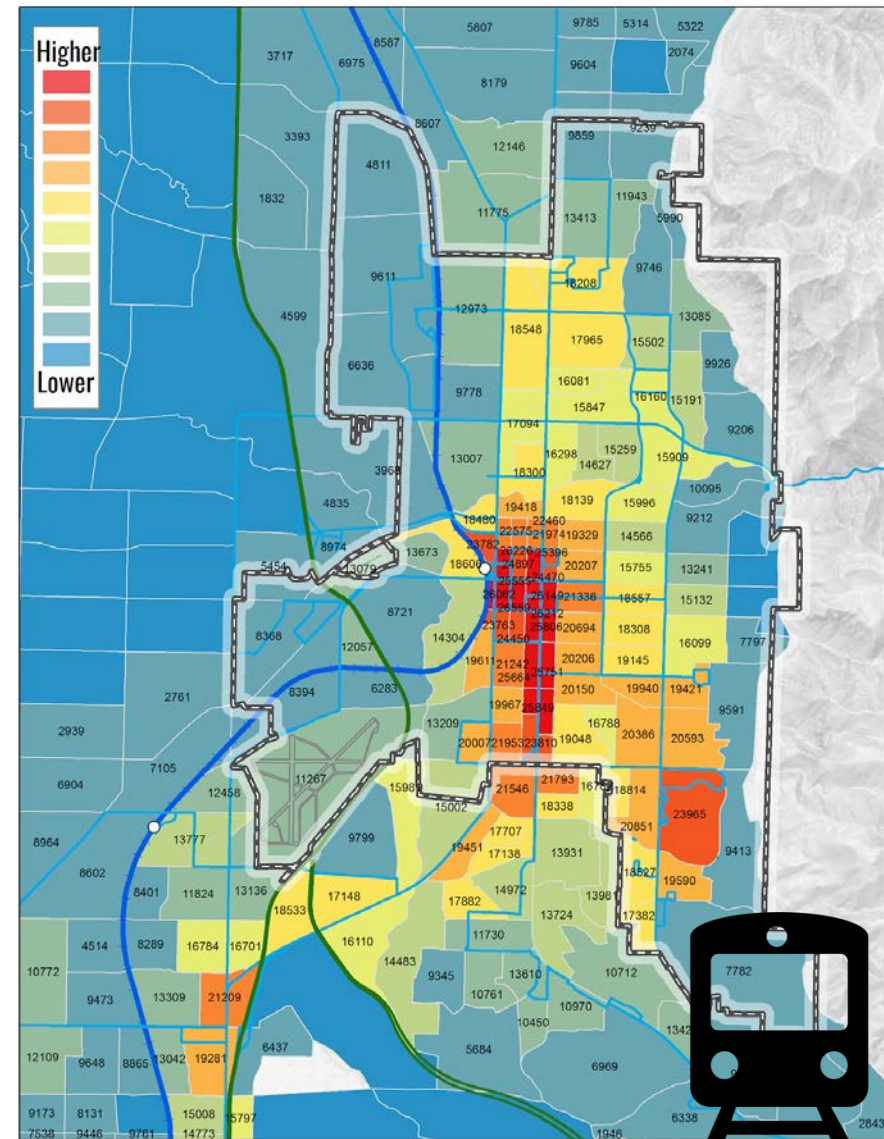
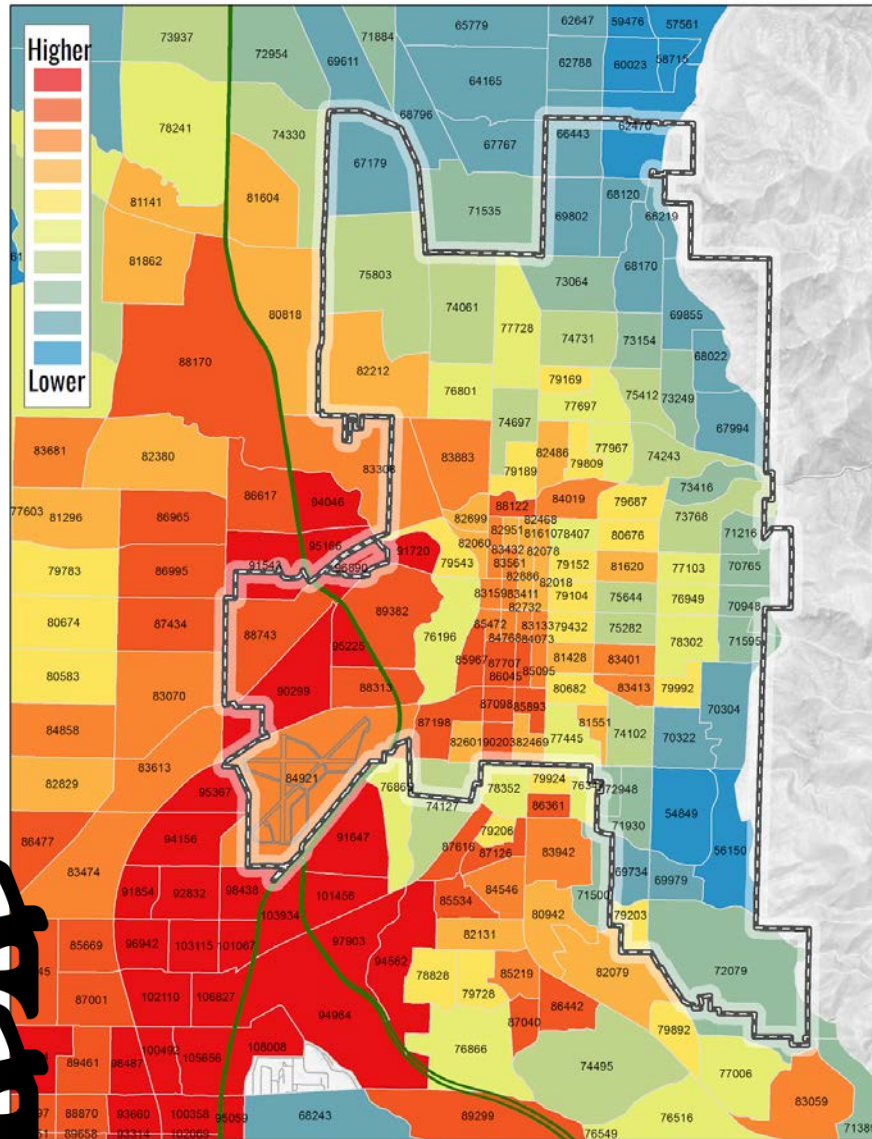
Development
Decisions
with Transportation



Accessibility // Household Access to Jobs



Accessibility // Job Access to Households





>> wfrc.org/maps-data/general-plan-resources

Bountiful

County = Davis, Planning Region = WFRC
 Population Estimate: 44,107 (2017, src: Gardner Policy Institute)
 City Class = 3

Demographic Projections (2015-2050, src: WFRC/MAG)

- "City Area" Population
- "City Area" Households
- TAZ Area Population
- TAZ Area Households

Employment Projections (2015-2050, src: WFRC)

- "City Area" Total Jobs
- "City Area" Industrial Jobs
- "City Area" Office Jobs
- "City Area" Retail Jobs
- "City Area" Other Jobs
- TAZ Area Total Jobs
- TAZ Area Industrial Jobs
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Regional Transportation Plan (RTP), src: WFRC

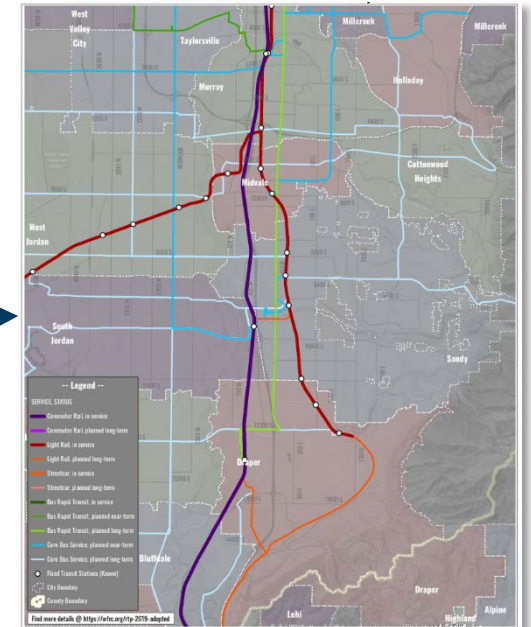
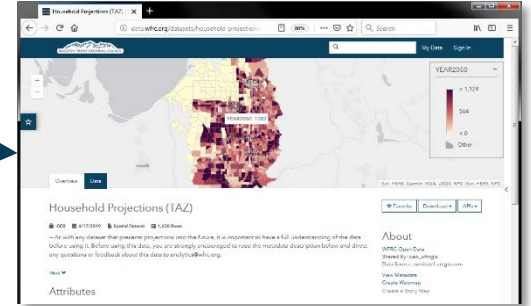
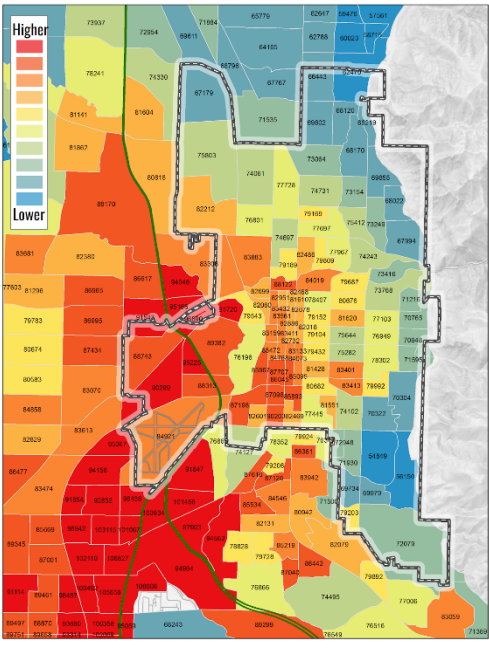
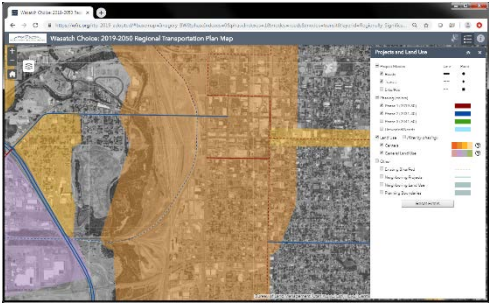
- RTP Projects & Centers Web Map
- RTP Projects GIS Data
- RTP Centers GIS Data

Major Transit Investment Corridors src: WFRC, UTA

- Small Area PDF Map
- Major Transit Investment GIS Data

Workplace Accessibility (ATO), by TAZ src: WFRC/MAG

- Small Region PDF Maps:*
- From Households, Mode = Automobile
 - From Households, Mode = Transit
 - To Worksite/Business, Mode = Automobile
 - To Worksite/Business, Mode = Transit
 - Composite, Mode = Automobile
 - Composite, Mode = Transit
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Resources // Planning Technical Assistance





SB136 and SB34 Resources

Regional Growth Committee // May 16, 2019





SB136 and SB34 Resources

Regional Growth Committee // May 16, 2019



Intro to MPOs



Intro to RTPs

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SB 34 // Affordable Housing Modifications



Population and employment projections

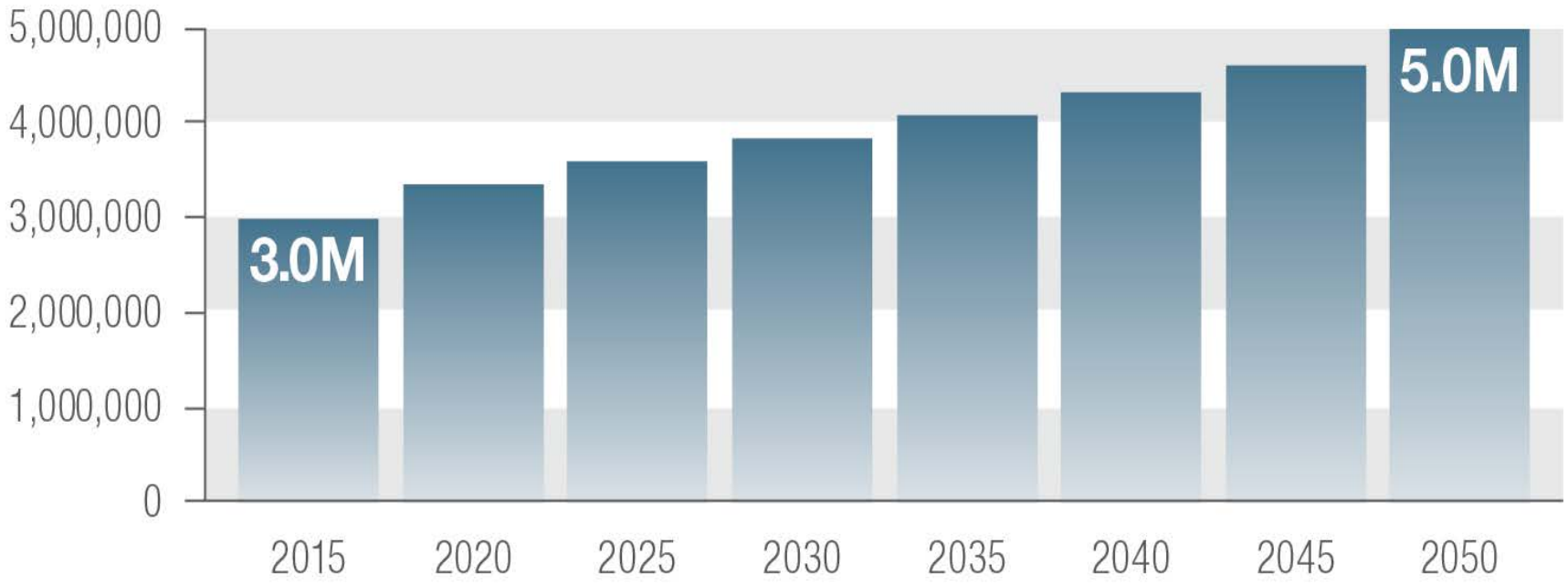


Regional long-range transportation plans



Major transit investment corridors and stations

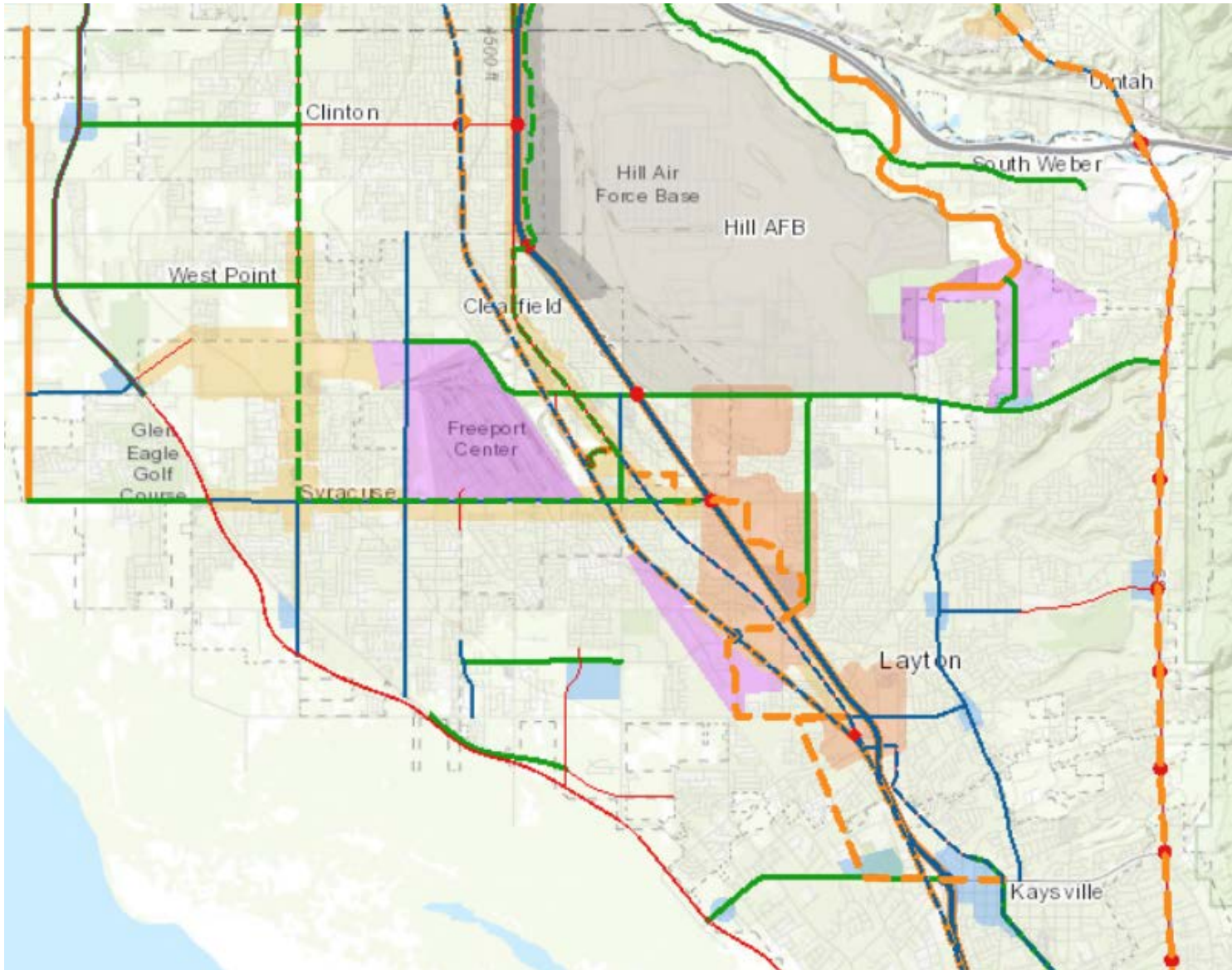
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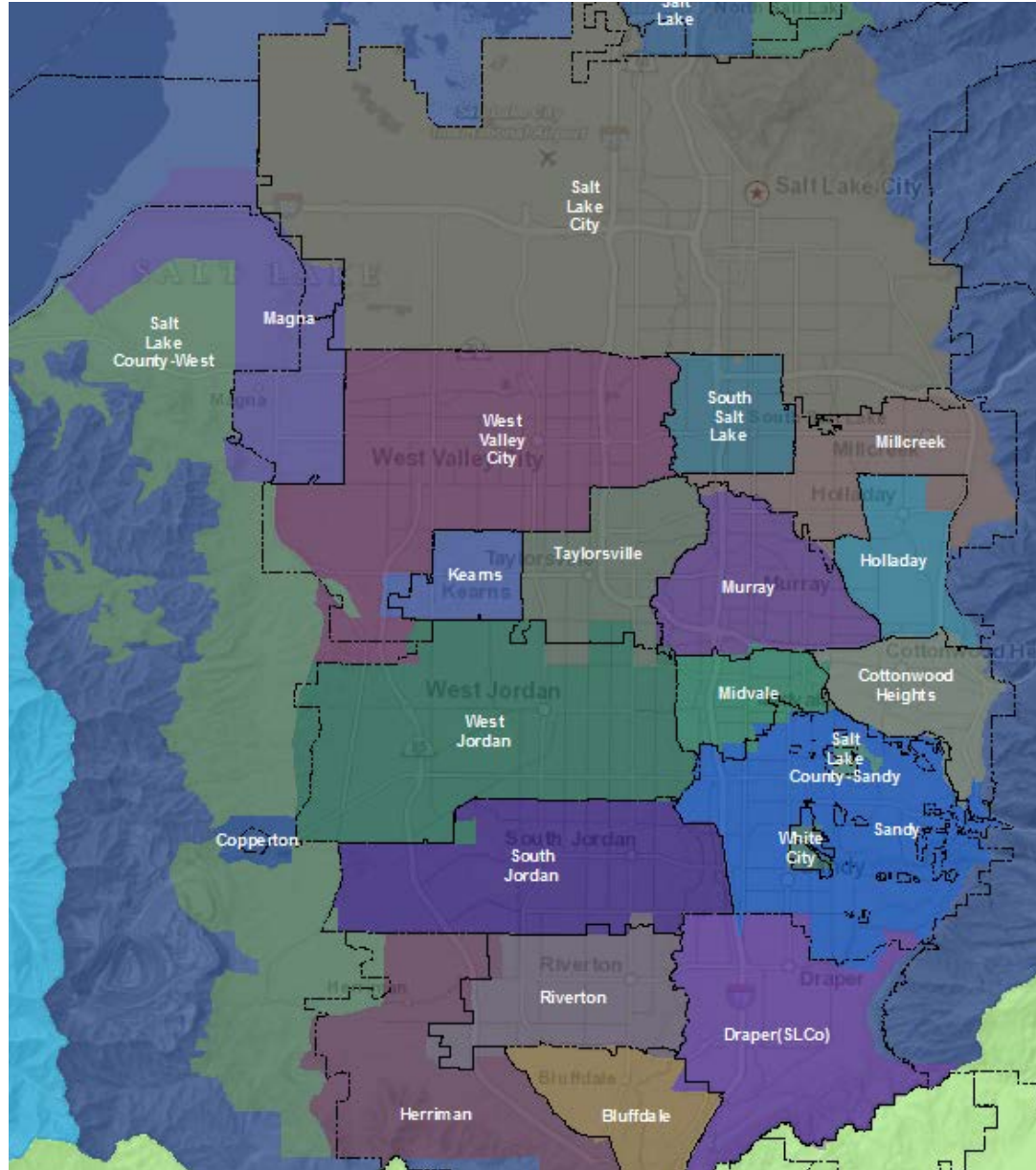
Why // Growth Forecasting

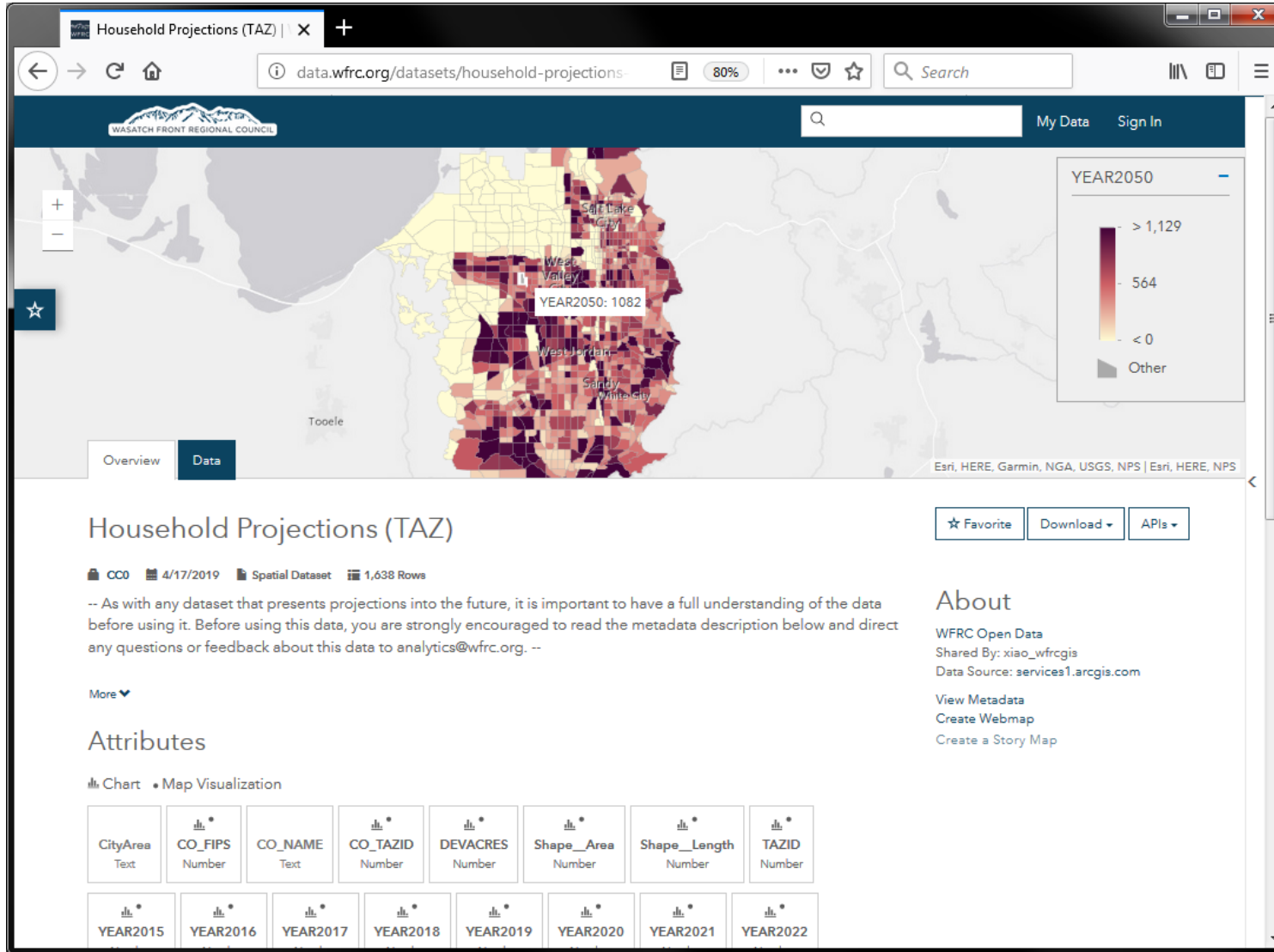


RTP is built on growth projections



Data // Population and Employment Projections



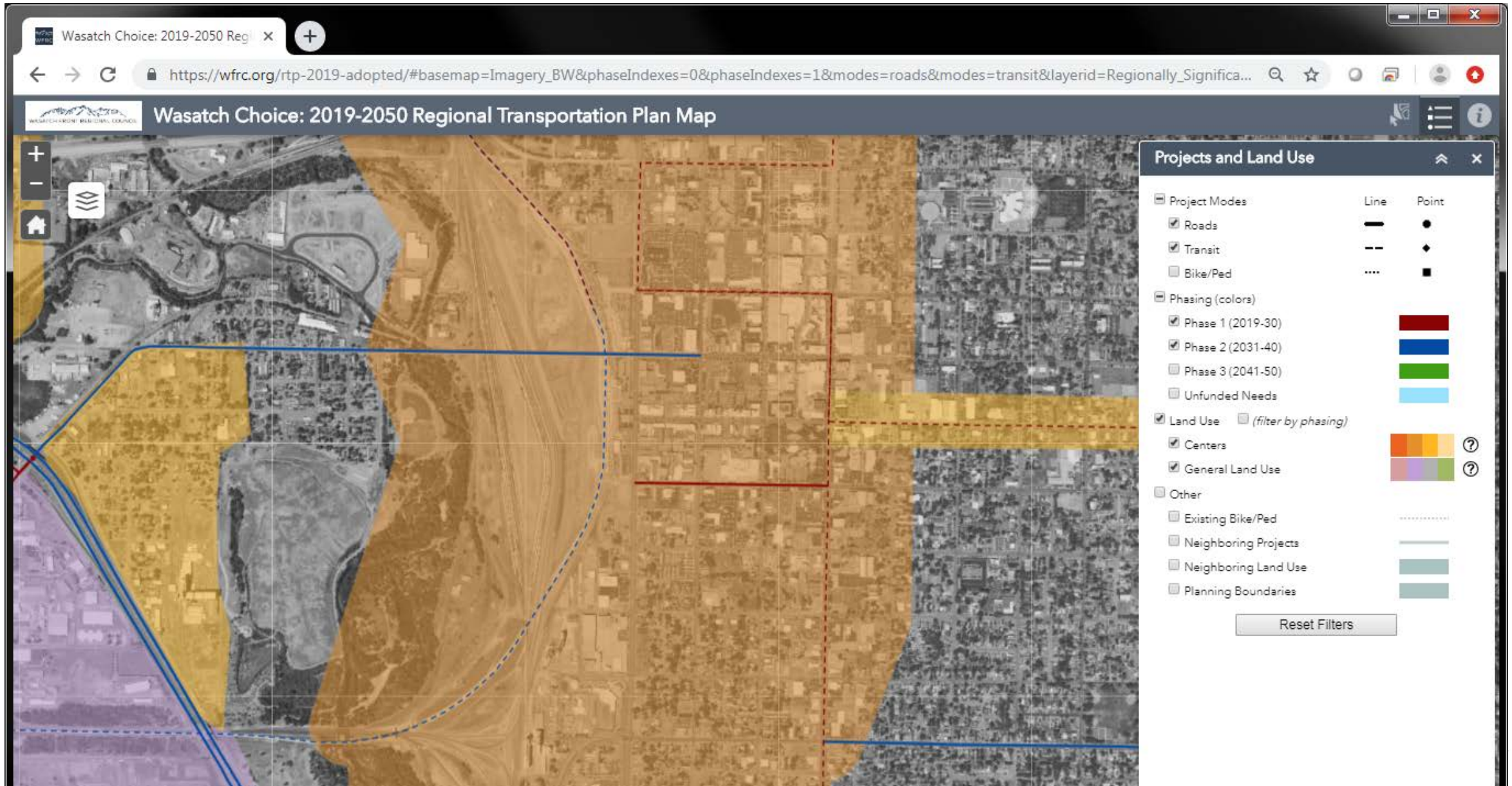


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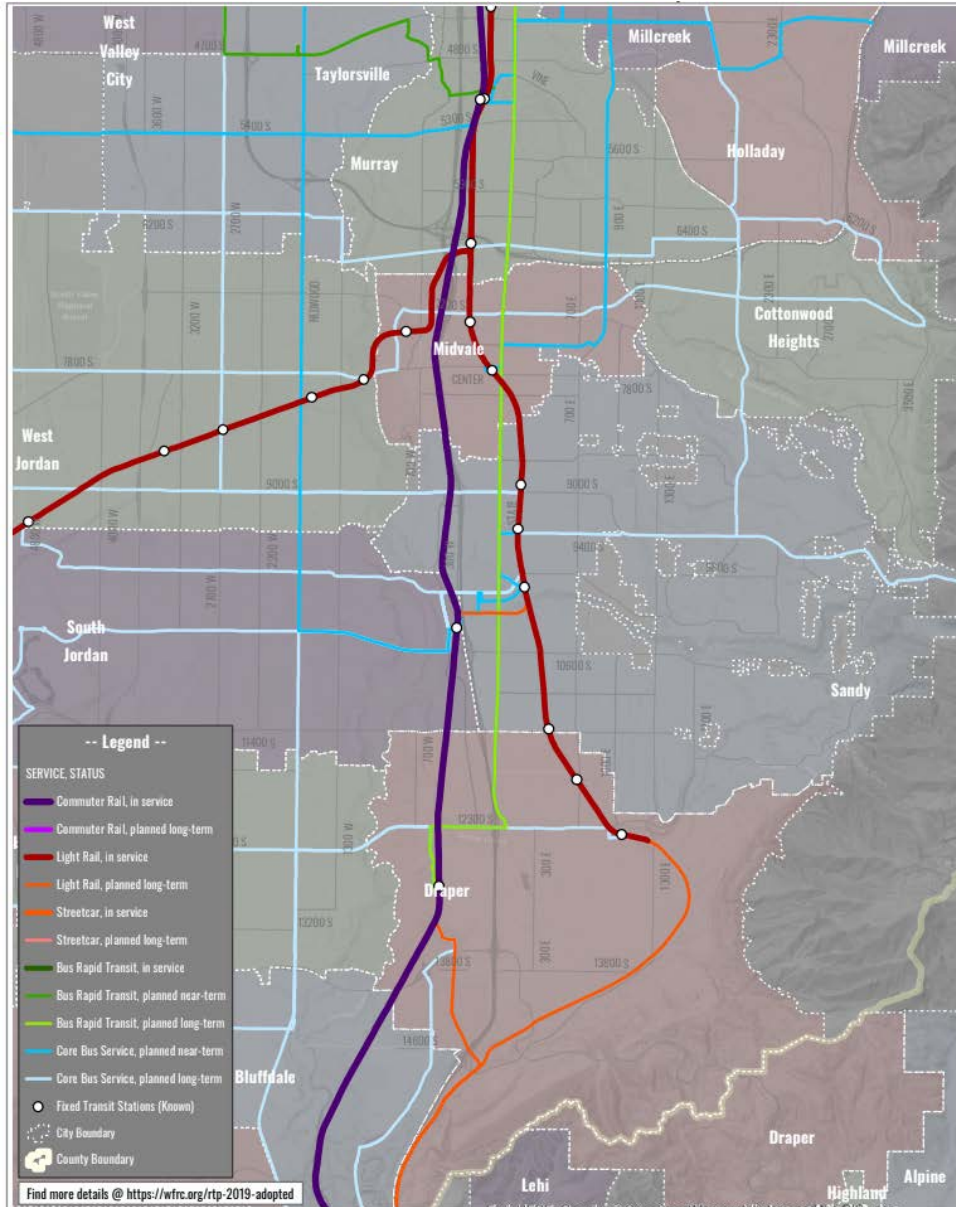


Data // Regional Transportation Plan





Data // Major Transit Investment Corridors



- » Existing and planned major transit investment **corridors**
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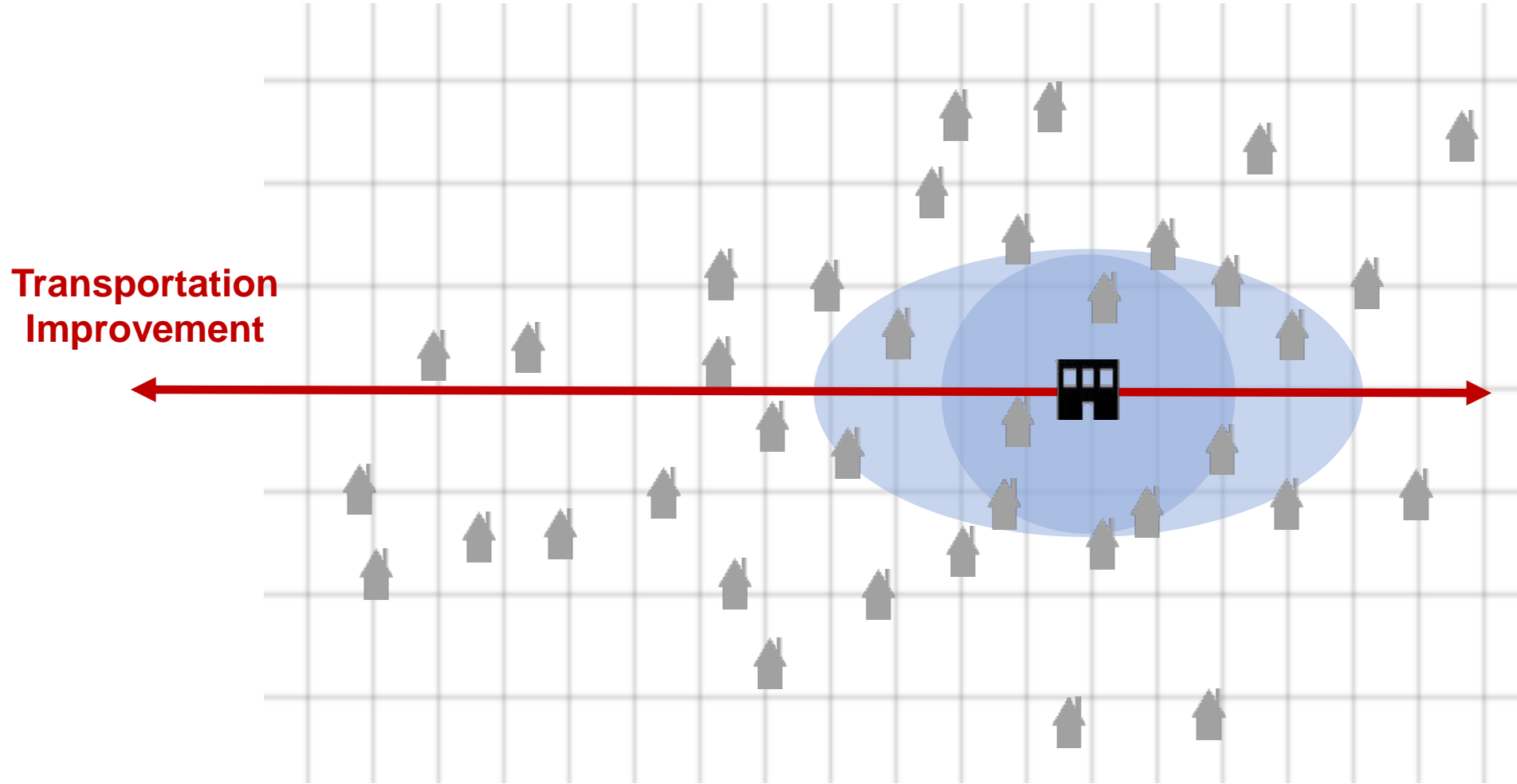


Why // Linking Transportation and Land Use

How are we **improving access** to jobs, education, and destinations?

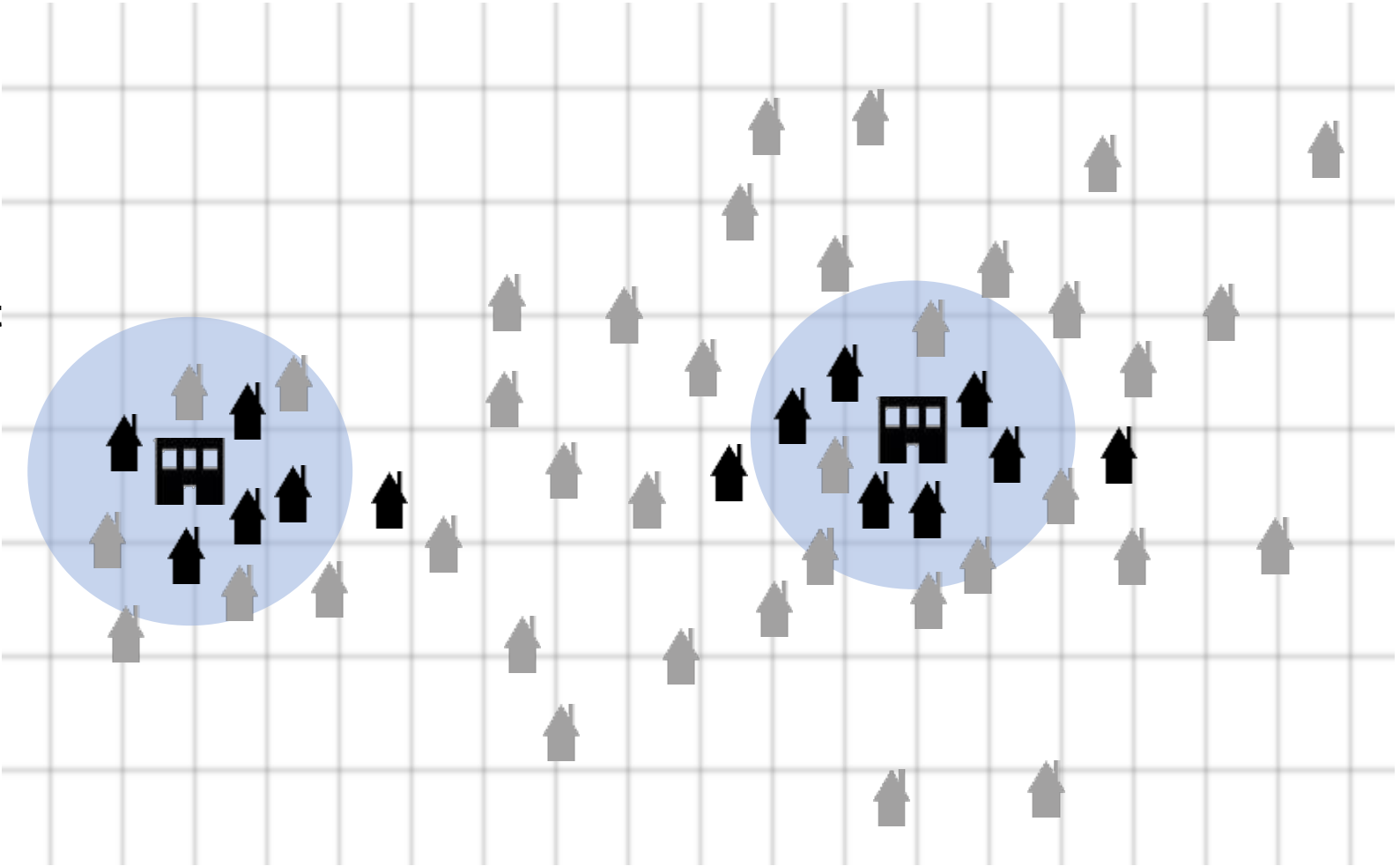


Accessibility // Improved with Better Mobility



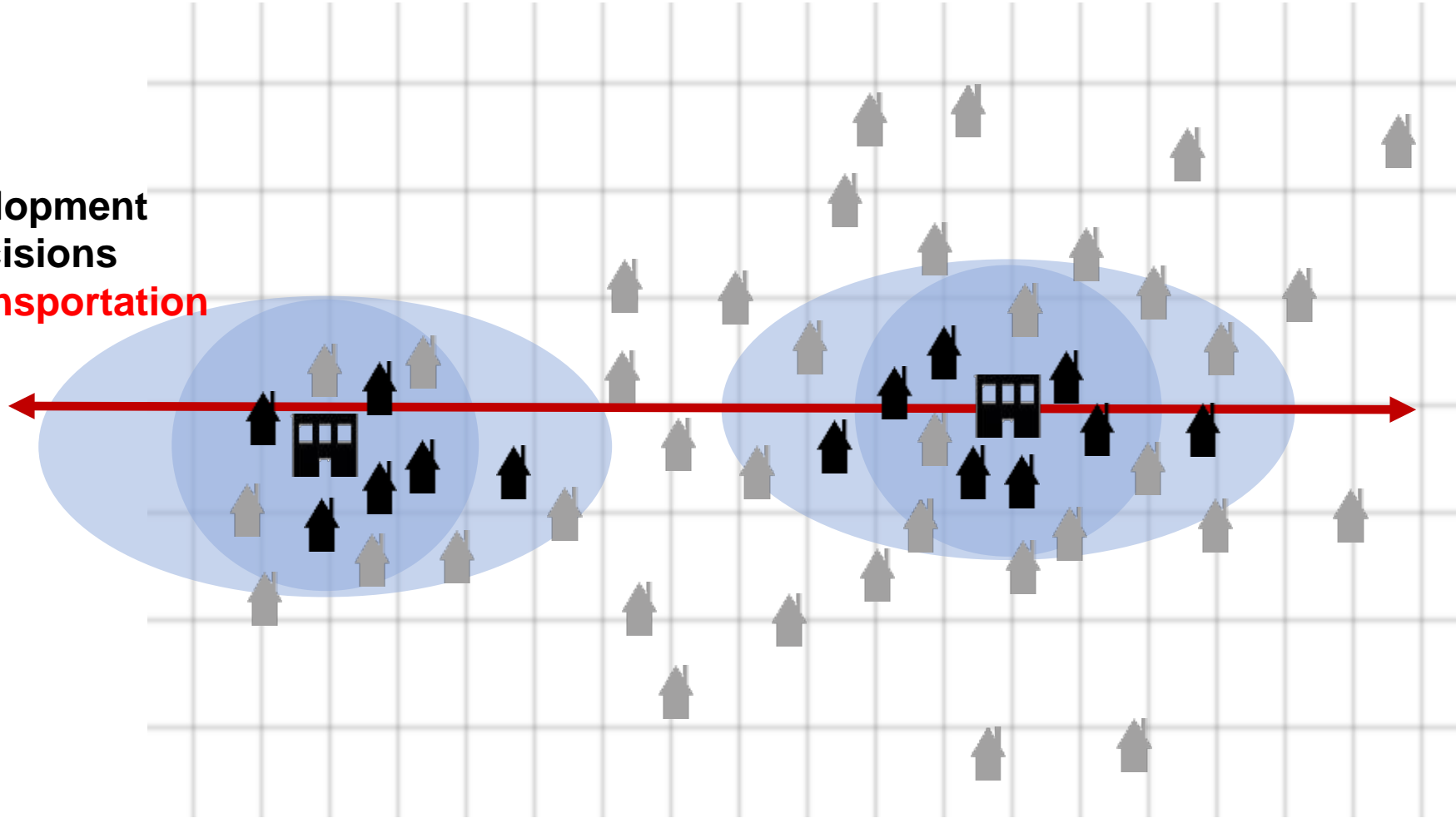
Accessibility // Improved with Better Proximity

Development
Decisions

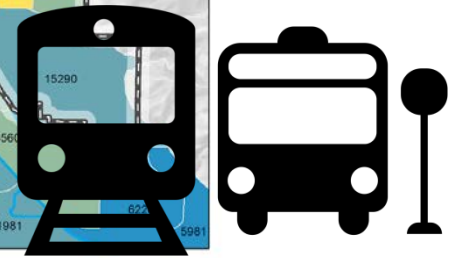
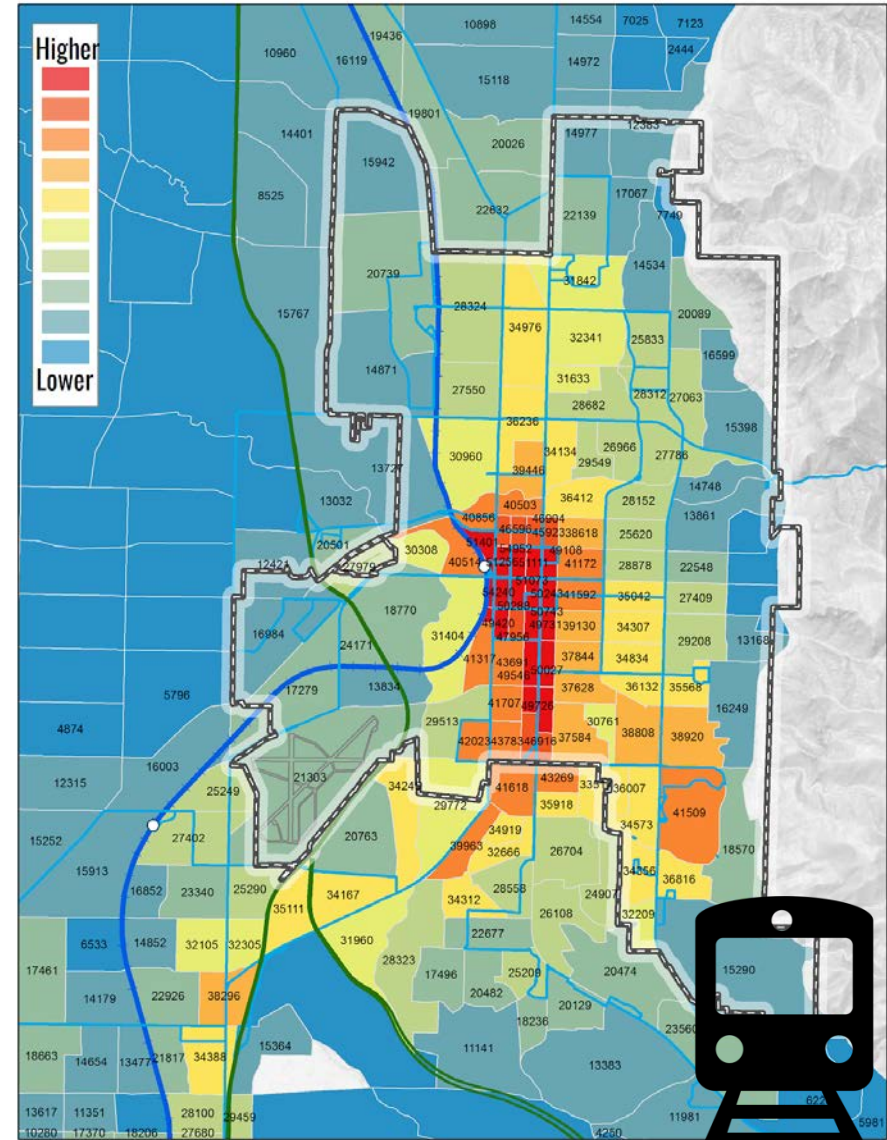
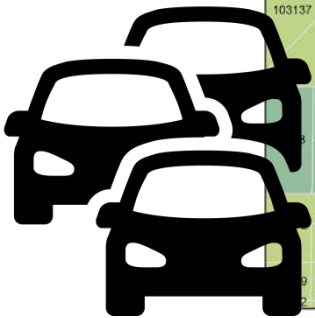
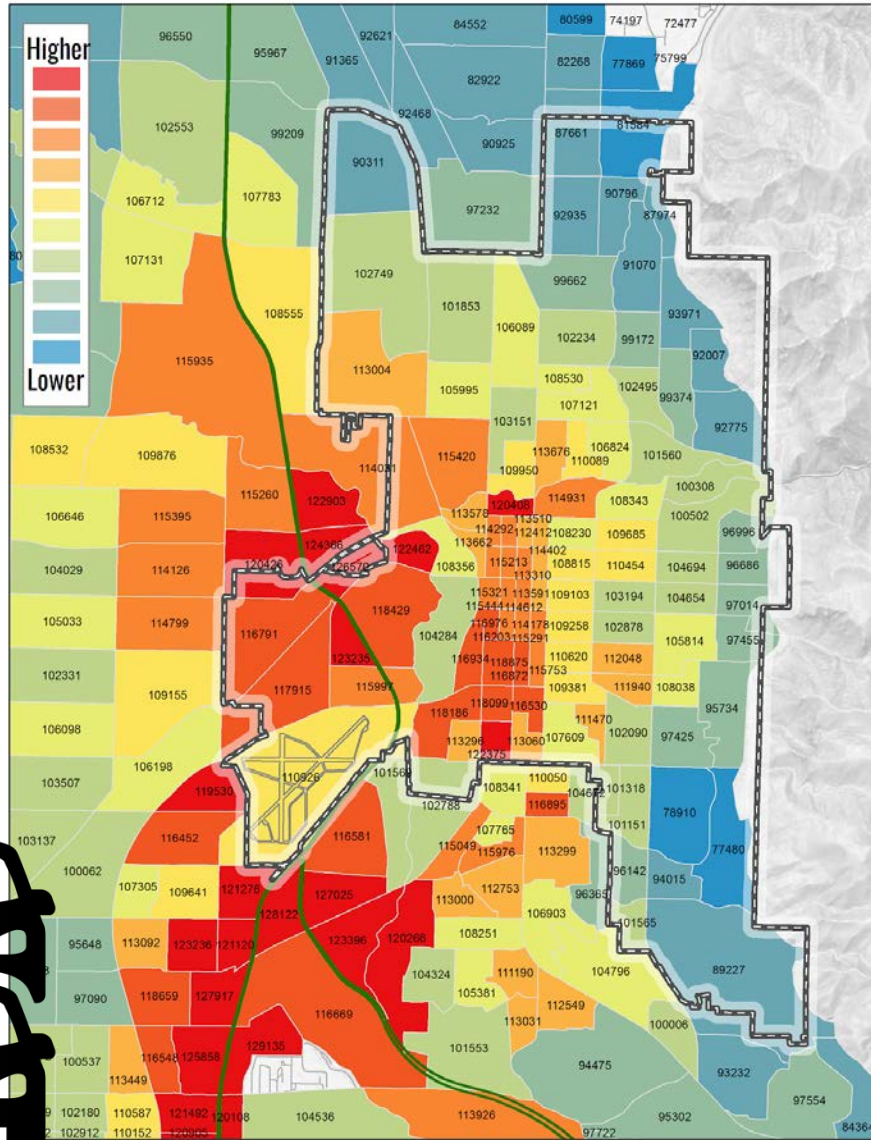


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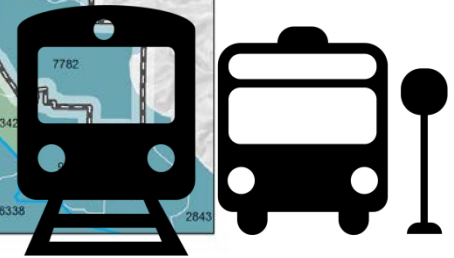
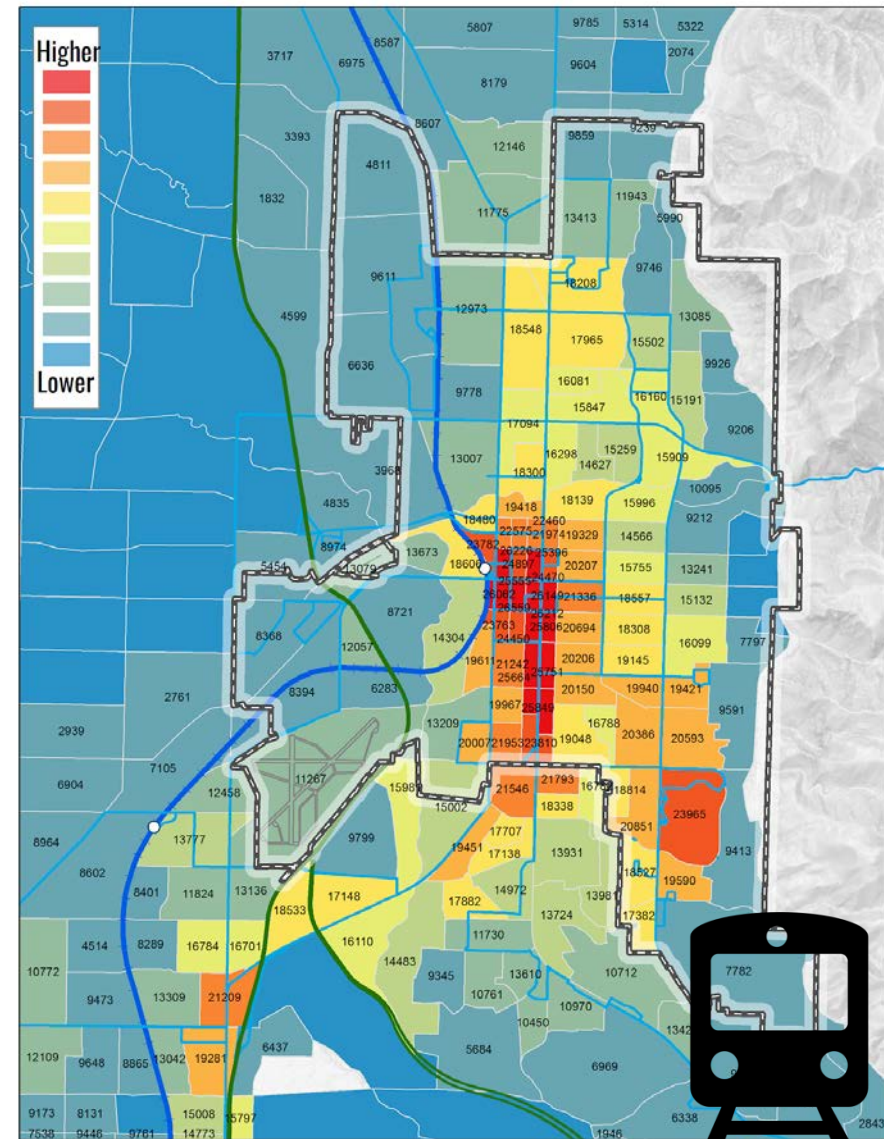
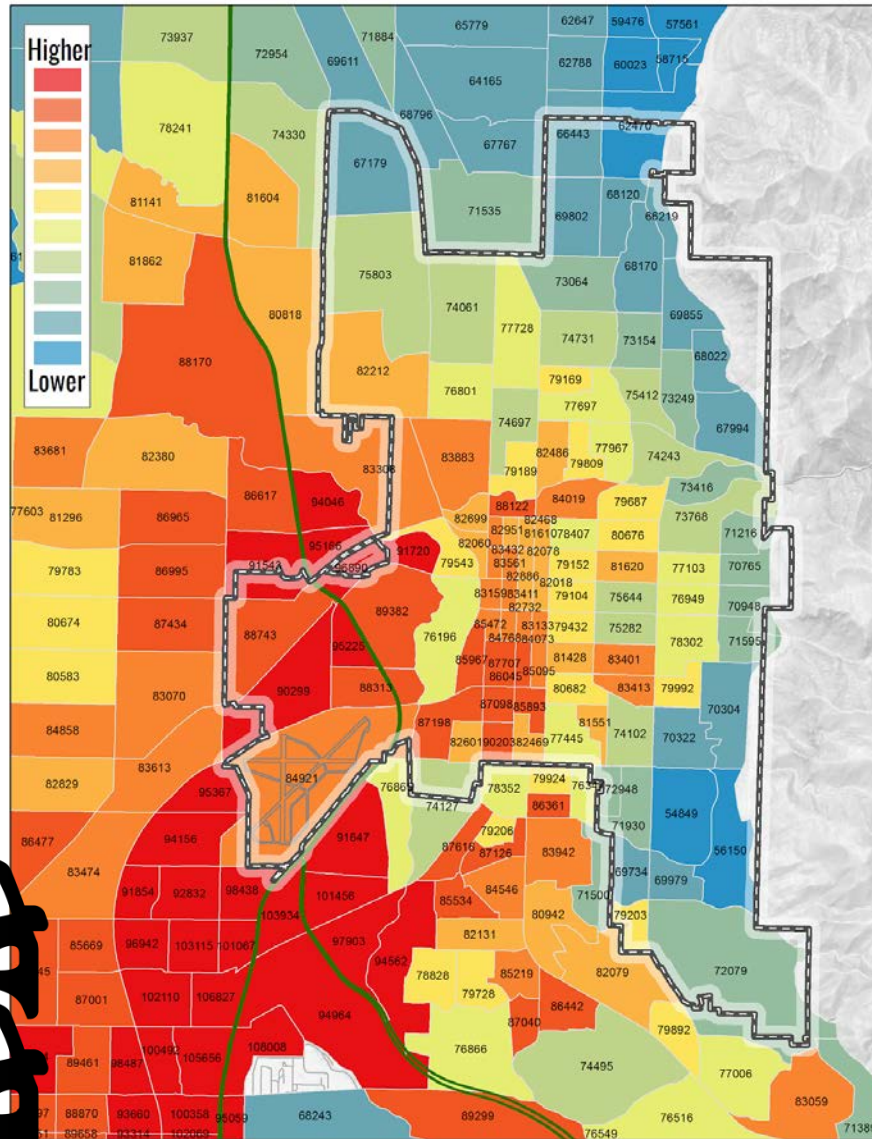
Development
Decisions
with Transportation

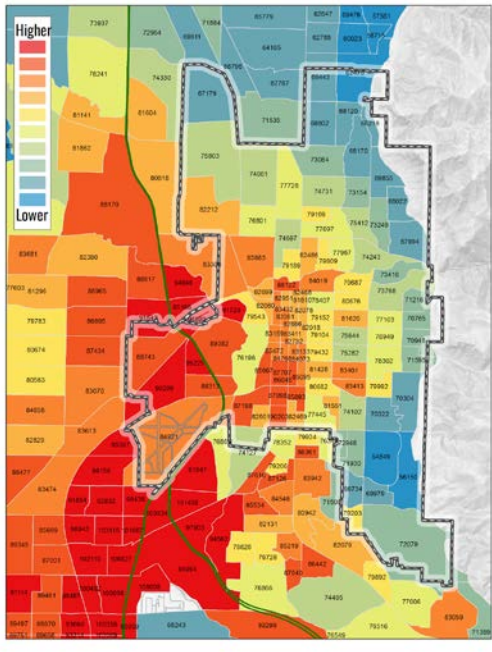


Accessibility // Household Access to Jobs



Accessibility // Job Access to Households





Bountiful

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 Population Estimate: 44,107 (2017, src: Gardner Policy Institute)
 City Class = 3

Demographic Projections (2015-2050, src: WFRC/MAG)

- "City Area" Population
- "City Area" Households
- TAZ Area Population
- TAZ Area Households

Employment Projections (2015-2050, src: WFRC)

- "City Area" Total Jobs
- "City Area" Industrial Jobs
- "City Area" Office Jobs
- "City Area" Retail Jobs
- "City Area" Other Jobs
- TAZ Area Total Jobs
- TAZ Area Industrial Jobs
- TAZ Area Office Jobs
- TAZ Area Retail Jobs
- TAZ Area Other Jobs

Regional Transportation Plan (RTP), src: WFRC

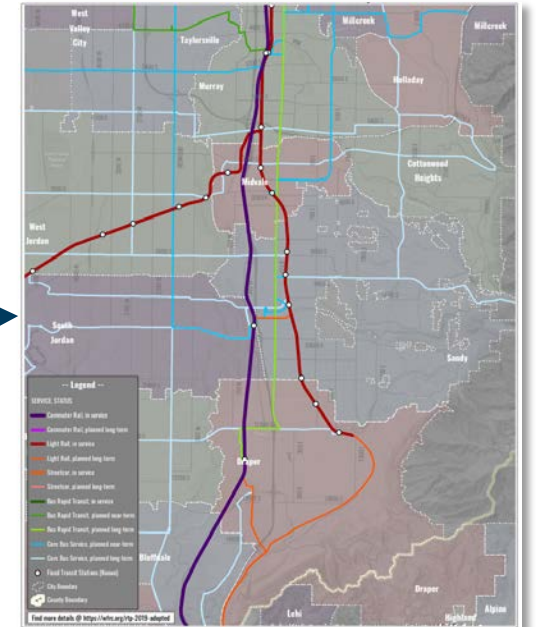
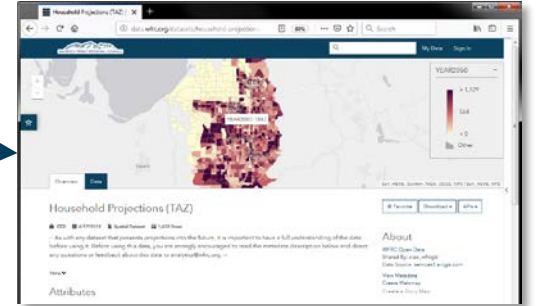
- RTP Projects & Centers Web Map
- RTP Projects GIS Data
- RTP Centers GIS Data

Major Transit Investment Corridors src: WFRC, UTA

- Small Area PDF Map
- Major Transit Investment GIS Data

Workplace Accessibility (ATO), by TAZ src: WFRC/MAG

- Small Region PDF Maps:*
- From Households, Mode = Automobile
 - From Households, Mode = Transit
 - To Worksite/Business, Mode = Automobile
 - To Worksite/Business, Mode = Transit
 - Composite, Mode = Automobile
 - Composite, Mode = Transit
 - Workplace Accessibility GIS Data (all variables)



Resources // Planning Technical Assistance





SB136 and SB34 Resources

Regional Growth Committee // May 16, 2019

