
Regional Transportation Plan Amendment Process

(Adopted by the Wasatch Front Regional Council on March 26, 2020)

Overview

The establishment of a process to address periodic requests to revise the Wasatch Front Regional Transportation Plan (RTP) and the Wasatch Choice Regional Vision will help reduce the time needed to review and determine whether an amendment should be made. There are three general sources for RTP or Wasatch Choice Regional Vision amendment requests: (1) local request from city or county elected officials that usually involve collector roads, minor arterials, general land use centers, or regionally significant centers; (2) environmental impact statements (EIS) or Transportation Improvement Program (TIP) amendments that make specific recommendations that change the RTP project listing or phasing; and (3) periodic requests from the Utah State Legislature, the Utah Department of Transportation (UDOT), and the Utah Transit Authority (UTA) that require an amendment to the RTP for specific projects or the phasing of existing projects.

Some minor modifications can be made by the Wasatch Front Regional Council (WFRC) staff without action by the Regional Council. Others do not require a new air quality conformity finding but do need an opportunity for public comment and approval by the Regional Growth Committee (RGC). Finally, some changes are significant enough to require a new air quality conformity finding and a full 30-day public comment period before Regional Council approval. These three levels of amendments are described below.

Level 1: Staff Modification

These types of amendments are minor in nature and would include:

- » any change to the existing RTP functional classification
- » any change or addition of an individual active transportation project
- » any change or clarification needed of the RTP's project description
- » any change to existing project right-of-way or addition of roadway or transit corridor preservation projects
- » any change to existing or addition of collector and minor arterial operational projects
- » any change to existing or addition of collector and minor arterial new construction or widening roadway projects less than \$10 million
- » any change to existing or addition of a core bus route or express bus route less than \$5 million

LEVEL 1 - PROCESS

These types of RTP amendments would be reviewed by WFRC staff members. If staff determines that a change is warranted, the amendment could be implemented without additional process beyond that listed below. Level 1 amendments would require approval by the WFRC Executive Director in consultation with the RGC Chair and Vice-Chair, with the RGC Technical Advisory Committees (TACs) and the RGC informed of changes. The WFRC staff and/or RGC Chair/Vice-Chair can recommend a project be elevated to Level 2 based on factors including: potential impacts, professional judgment, or lack of consensus. The approval of Level 1 amendments would require the following procedure:

- A. Formal request submitted by local community elected official or transportation agency planning or regional director
- B. WFRC staff review and coordination with sponsoring agency representatives – planners, engineers, and/or elected officials
- C. WFRC staff recommendation and review with the RGC Chair and Vice-Chair
- D. WFRC Executive Director approval



- E. Inform RGC TAC and RGC
- F. Respective entities may be notified of the change
- G. Update and notification of amendment changes on the WFRC website including any tables, spreadsheets, and/or maps

Level 2: Board Modification for Non-Regionally Significant Projects

These types of RTP and Wasatch Choice Regional Vision amendments may include the following:

- » full city-wide active transportation plan updates – including both regional or base bicycle routes
- » any change to existing or addition of principal arterial or freeway operational projects
- » any change to existing or addition of collector and minor arterial new construction or widening roadway projects, \$10 million or more
- » any change to existing or addition of a core bus route or express bus route, \$5 million or more
- » any change or addition to the Wasatch Choice Regional Vision land use centers

LEVEL 2 - PROCESS

These types of RTP modifications would be reviewed by WFRC staff, sponsoring local community planners, engineers, and/or elected officials, TACs, the RGC, and the general public. The WFRC delegates approval of these modifications to the RGC. The RGC could recommend a formal 30-day public comment period if desired. The approval of Level 2 amendments would require the following procedure:

- A. Formal request submitted by local community elected official or transportation agency planning director or regional director
- B. WFRC staff review and coordination with sponsoring agency representatives – planners, engineers, and/or elected officials
- C. WFRC staff financial constraint analysis in coordination with sponsoring agency
- D. WFRC staff data collection, travel demand modeling, and technical considerations requested by the RGC
- E. Review and recommendation by the appropriate RGC TAC
- F. Recommendation and approval by the RGC
- G. Respective entities may be notified of the change
- H. Update and notification of amendment changes on the WFRC website including any tables, spreadsheets, and/or maps

Level 3: Full Amendment for Regionally Significant Projects

These types of RTP amendments would involve any change or modification to a regionally significant project as defined by either the RTP or through inter-agency consultation. The RTP defines a project to be regionally significant if it serves regional transportation needs, such as access to or from areas outside of the region, major activity centers, major planned developments, or transportation terminals. Included as regionally significant projects would be projects on principal arterial highways and fixed guideway transit facilities that offer an alternative to regional highway travel. The WFRC may identify a few minor arterial streets which are considered regionally significant. These designations have been arrived at by inter-agency consultation. A regionally significant project could also be determined by inter-agency consultation or based on the results and analysis provided by the WFRC travel model. This level of RTP amendment would also require a new air quality conformity determination and may require evaluation of WFRC's Congestion Management Process. Level 3 amendments may include all of the following circumstances:



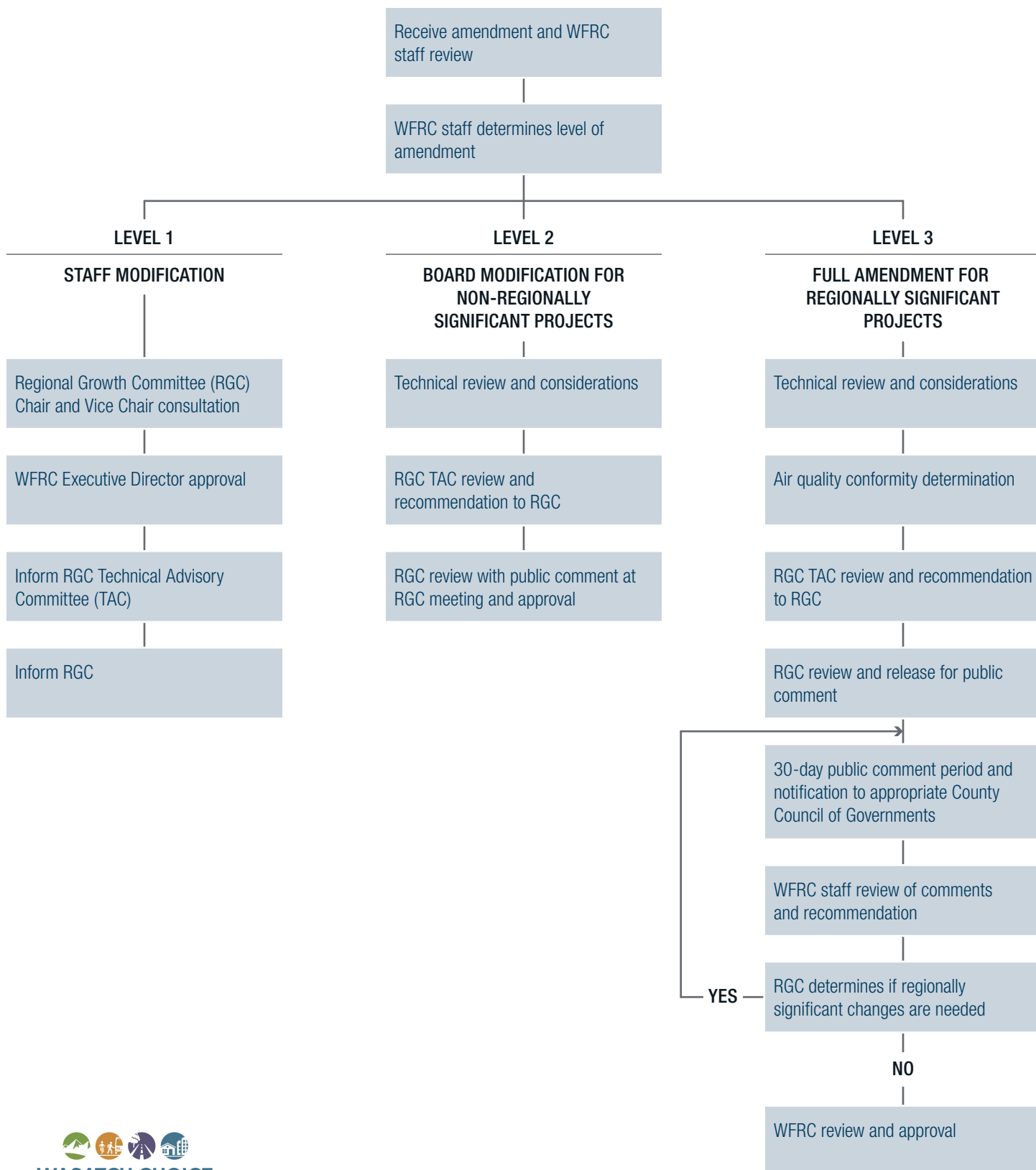
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- » any change or modification of a regionally significant transportation project, such as number of lanes, alignment, length, and/or deletion
 - » a significant change in the location, type, or size of a fixed guideway transit facility or stop
 - » any change in the recommended financially constrained phasing of a regionally significant transportation project
 - » the addition of any regionally significant transportation project to the RTP

LEVEL 3 - PROCESS

These types of RTP amendment would be reviewed by city planners, elected officials, the TACs, the County Council of Governments (COGs), the RGC, and the Wasatch Front Regional Council. The approval of Level 3 amendments would require the following procedures:

- A. Formal request submitted by local community elected official or transportation agency planning director or regional director
- B. WFRC staff review and coordination with sponsoring agency representatives – planners, engineers, and/or elected officials
- C. WFRC staff financial constraint analysis in coordination with sponsoring agency
- D. WFRC staff data collection, travel demand modeling, and technical considerations
- E. A new air quality conformity determination as per current modeling procedures
- F. Review and recommendation by the appropriate RGC TAC
- G. Review and recommendation by the RGC for public comment
- H. 30-day public comment would be noticed and a staff report provided to the appropriate COGs
- I. A written staff response within 30-days to all public comments received
- J. Review and recommendation by the RGC (if additional significant modifications are necessary as a result of the comment period, then a new 30-day comment period would be warranted)
- K. Review and approval by the Wasatch Front Regional Council
- L. Respective entities may be notified of the change
- M. Update and notification of amendment changes on the WFRC website including any tables, spreadsheets, and/or maps

Regional Transportation Plan Amendment Process



Regional Transportation Plan Amendment Process Levels

		LEVEL 1 STAFF MODIFICATION	LEVEL 2 BOARD MODIFICATION	LEVEL 3 FULL AMENDMENT
		Staff or Regional Growth Committee Chair/Vice Chair could recommend elevating to Level 2	Regional Growth Committee could recommend 30-day public comment period	-
Roadway	Ownership change	All ownership changes	-	-
	Corridor preservation	All corridor preservation projects	-	-
	Operational projects	Collectors and minor arterials	Principal arterial and freeways	-
	New construction or widening projects	Collectors and minor arterials, less than \$10 Million	Collectors and minor arterials, \$10 Million or more	Principal arterials and freeways
Transit	Corridor preservation	All corridor preservation projects	-	-
	New construction, operational, or point projects	Core route and express bus, less than \$5 Million	Core route and express bus, \$5 Million or more	Fixed guideway and bus rapid transit
Active Transportation		Individual active transportation facilities	Full city-wide active transportation plan updates	-
Land Use		-	Wasatch Choice 2050 land use centers	-

Regional Transportation Plan Amendment Process Timeline

Level 1 - Staff Modification

	ACTIVITY	TIME REQUIRED
Pre-Month 1/Month 1	Receive and review with applicant (including discussion and refinement of application)	Due to WFRC staff by end of 2nd week of Month 1
	Staff determines amendment level	3rd week of Month 1
Month 2	Staff coordination with Regional Growth Committee (RGC) Chair and Vice Chair	1st week of Month 2
	Executive Director approval	2nd week of Month 2
	Inform RGC Technical Advisory Committees (TAC)	3rd Wednesday of Month 2
Month 3	Inform RGC	3rd Thursday of Month 3

Level 2 - Board Modification

	ACTIVITY	TIME REQUIRED
Pre-Month 1/Month 1	Receive and review with applicant (including discussion and refinement of application)	Due to WFRC staff by end of 2nd week of Month 1
	Staff determines amendment level	3rd week of Month 1
	Data collection, travel demand modeling, and technical considerations	3rd and 4th week of Month 1
Month 2	Regional Growth Committee (RGC) Technical Advisory Committee (TAC) recommendation to RGC	3rd Wednesday of Month 2
Month 3	Internal coordination	1st and 2nd weeks of Month 3
	RGC review with public comment and approval	3rd Thursday of Month 3

For Levels 1 and 2, there are five possible amendment cycles:

	MONTH 1	MONTH 2	MONTH 3
1	January	February	March
2	March	April	May
3	June	July	August
4	August	September	October
5	November	December	January

Level 3 - Full Amendment

	ACTIVITY	TIME REQUIRED
Pre-March/March	Receive and review with applicant (including discussion and refinement of application)	Due to WFRC staff by end of 2nd week of March
	Staff determines amendment level	3rd week of March
	Data collection, travel demand modeling, and technical considerations	3rd and 4th week of March
April	Preliminary air quality determination	Month of April
	Regional Growth Committee (RGC) Technical Advisory Committee (TAC) recommendation to RGC	3rd Wednesday of April
May	Draft air quality memorandum	1st of April to the 1st week of May
	Internal coordination	1st and 2nd weeks of May
	RGC review and approval for public comment	3rd Thursday of May
	Council of Government (COG) review (as needed)	
	<ul style="list-style-type: none"> • Salt Lake County • Weber County • Davis County • Box Elder County 	4th Thursday of May 1st Monday of June 2nd Wednesday of June Quarterly as needed (January, April, July, October)
June	30-day public comment period	Month of June
July	Staff review comments with applicants	Month of July
	Optional TAC presentation	3rd Wednesday of July
August	Internal coordination	1st and 2nd weeks of August
	RGC review and recommendation	3rd Thursday of August
	Internal coordination	2nd and 3rd weeks of August
	WFRC review and approval with final air quality memorandum	4th Thursday of August



Regional Transportation Plan Amendment Technical Considerations

Process and Screening

1. Review each project and determine the level of amendment needed as per the Regional Transportation Plan Amendment Process adopted by the Wasatch Front Regional Council on March 26, 2020.
2. Determine which of the following requirements are applicable for each project:

DATA REQUIREMENTS (REQUIRED INFORMATION FROM PROJECT SPONSOR)

- » Type of project (capacity improvement, operational improvement, etc.)
- » Type of functional classification and regional significance
- » Cost of project
- » Length of project
- » Sponsor identified issues and benefits
- » Project phase requested
- » Requested or secured funding source (corridor preservation request, sales tax revenue, TIF, STP, etc.)

PRE-SCREENING REQUIREMENTS (REVIEWED WITH PROJECT SPONSOR PRIOR TO “GOAL ORIENTED TECHNICAL CONSIDERATIONS FOR RTP AMENDMENTS” BELOW)

- » Assess impacts on existing or planned road, transit, or active transportation facilities
- » Assess any impacts to community character
- » Supports environmental sustainability
- » Supports access to parks, open space, and recreation

REVIEW PUBLIC COMMENTS

- » Review any public comments for amendment projects

Goal-Oriented Technical Considers for RTP Amendments

LEVEL 1: Projects exempt from the following Technical Considerations

LEVEL 2: Projects are evaluated using only the Technical Consideration indicated by a yellow dot •

LEVEL 3: Projects are evaluated using all of the following Technical Considerations

SAFE, USER-FRIENDLY STREETS •



Objective	Mitigates safety issues
Technical Considerations	Roadway: UDOT's safety index average or actual number of fatalities and serious injuries
	Transit: Reported bus and fixed guideway crashes
	Transit: Existing and planned first- and last-mile connections to stations or stops

MANAGEABLE AND RELIABLE TRAFFIC CONDITIONS •



Objective	Improves traffic conditions through management and reliability
Technical Considerations	Roadway: Change in vehicle hours of delay from existing traffic conditions or vehicle hours traveled (VHT)
	Roadway: Increases connectivity

FISCALLY EFFICIENT COMMUNITIES AND INFRASTRUCTURE •



Objective	Project readiness
Technical Considerations	Roadway/transit: Is part of a planning or environmental study
	Roadway/transit: Efforts underway to preserve the project's corridor

LIVABLE AND HEALTHY COMMUNITIES •



Objective	Supports the Wasatch Choice 2050
Technical Considerations	Roadway/transit: Provides improved access to urban, town, or job centers (as per GIS outputs and map review)

ACCESS TO ECONOMIC AND EDUCATIONAL OPPORTUNITIES



Objective	Improves access to job and educational opportunities
Technical Considerations	Roadway/transit: Connection to strategic clusters, freight centers, or on freight plan
	Roadway/transit: Access to jobs and educational centers ("access to opportunities" as per modeling outputs)

QUALITY TRANSPORTATION CHOICES



Objective	Supports transportation choices
Technical Considerations	Roadway: Supports multi-modal choices (transit, bicycle, and pedestrian)
	Transit: Existing and projected ridership

CLEAN AIR



Objective	Supports on-going efforts to maintain air quality standards
Technical Considerations	Roadway/transit: Separate process (i.e. air quality modeling and conformity determination on a regional level for Level 3 projects)



HOUSING CHOICES AND AFFORDABLE LIVING



Objective	Provide housing for people in all life stages and incomes
Technical Considerations	Roadway/transit: Serves or does not adversely impact (roadway) identified vulnerable communities (low income, minority, or zero-car households) and/or areas with concentrated elderly populations

AMPLE PARKS, OPEN SPACE, AND RECREATIONAL OPPORTUNITIES



Technical Considerations	Determined in project pre-screening
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A SUSTAINABLE ENVIRONMENT INCLUDING WATER, AGRICULTURE, AND OTHER NATURAL RESOURCES



Technical Considerations	Determined in project pre-screening
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2020 Legislative Summary

Active Transportation Committee

April 8, 2020

2020 Legislative Session

By the Numbers...

477 bills signed by Governor Herbert

5 bills vetoed

47 bills tracked by WFRC

14 supported, 0 opposed, 33 monitored

2020 Legislative Session

Active Transportation Legislation

HB 101 Distracted Drivers

Did Not Pass

HB 133 Trail Improvement Amendments

Did Not Pass

HB 236 Safe School Route Evaluations

Did Not Pass

HB 278 Jordan River Amendments

Passed >> Vetoed by Gov

HB 277 Personal Delivery Devices

Passed

SB 216 Recreational Vehicle Tax

Passed

HB 283 Outdoor Adventure Commission

Passed

2020 Legislative Session

HB 101 Distracted Drivers

Rep Moss **Did Not Pass**

Individuals may not manipulate a handheld wireless communication device while operating a moving vehicle on a roadway. Hands-free operation is permitted to read written communication.

HB 133 Trail Improvements

Rep Winder **Did Not Pass**

Allows for the exercise of eminent domain for "regionally significant trail system" trails that cross 2+ counties/municipalities or county and municipality - for bicycle paths and sidewalks adjacent to paved roads.

2020 Legislative Session

HB 236 Safe School Route Eval

Rep Ballard **Did Not Pass**

A school traffic safety committee within each school district will include recommendations for infrastructure improvements in creating safe routes to school for each elementary, middle, and junior high. UDOT may review the plan and provide feedback on the recommended improvements.

HB 278 Jordan River Amend.

Rep Acton **Passed>>Gov. Vetoed**

Addresses signs, barriers, fencing, lighting, and alternative transportation facilities related to the Jordan River in order to create more consistency and enhance safety, recreation, and conservation. \$22k approp.

2020 Legislative Session

HB 277 Personal Delivery Devices

Rep Barlow **Passed**

Allows an autonomous personal delivery device (not a motor vehicle) to use pedestrian areas to deliver cargo and goods at a maximum speed of 10 mph in a pedestrian area.

SB 216 Recreational Vehicle Tax

Sen Okerlund **Passed**

Allows counties to impose up to 7% tax on short-term rentals of off highway vehicles and recreation vehicles to promote tourism and fund development, operation, maintenance of a recreation facility (bicycle trails).

2020 Legislative Session

HB 283 Outdoor Adventure Comm.

Rep Stenquist **Passed**

Creates a 14-member Outdoor Adventure Commission to develop an outdoor recreation strategic plan – study interface of federal and private lands, resources, programs, affordability, financing, changing industry and economic growth, needs, impacts, opportunities of communities and users.



2020 Legislative Session

For more information, visit Governmental Affairs page on [wfrc.org](https://www.wfrc.org)

- 2020 Legislative Session Wrap-Up
- 2020 Bill Tracker





2020 Legislative Summary

Active Transportation Committee

April 8, 2020



TRANSPORTATION — AND — LAND USE CONNECTION

2020 Awards

Active Transportation Committee April 8th, 2020 | Megan Townsend



PROGRAM GOALS



The TLC program provides technical assistance to **local communities** to help them achieve their goals and **plan for growth**.

The program helps communities implement changes to the built environment that **reduce traffic and enable more people to easily walk, bike, and use transit**.



VISION IMPLEMENTATION



*TLC implements the
Wasatch Choice Vision
through:*

- 1. Projects**
- 2. Training**
- 3. Community Support**

2020 AWARDS

\$1,474,750	\$302,250	\$1,777,000
Region-Wide TLC Funding	Local Match	Total

- **17 awards**
 - 9 Salt Lake Urbanized Area
 - 6 Ogden/Layton Urbanized Area
 - 2 Tooele County
- 5 multi-jurisdictional

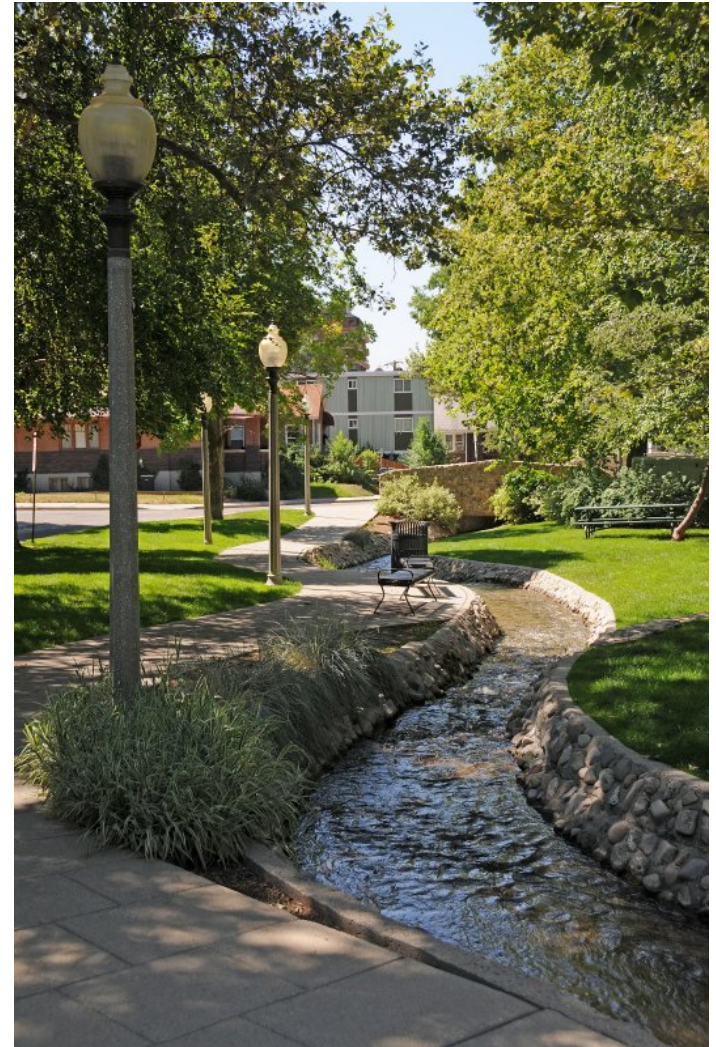
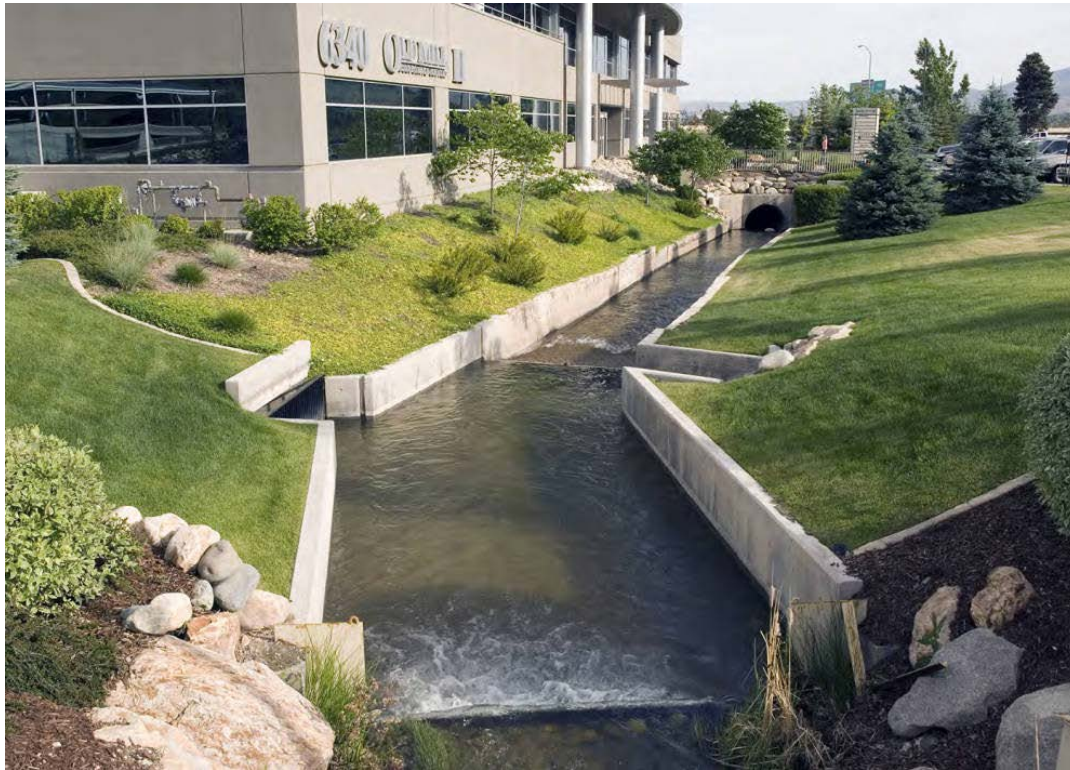
ACTIVE TRANSPORTATION PLANS

- Herriman City Active Transportation Plan
- Kearns and Magna Active Transportation Plan
- Taylorsville Active Communities Plan



REGIONAL EFFORT

- Salt Lake County Seven Greenways Visioning Plan



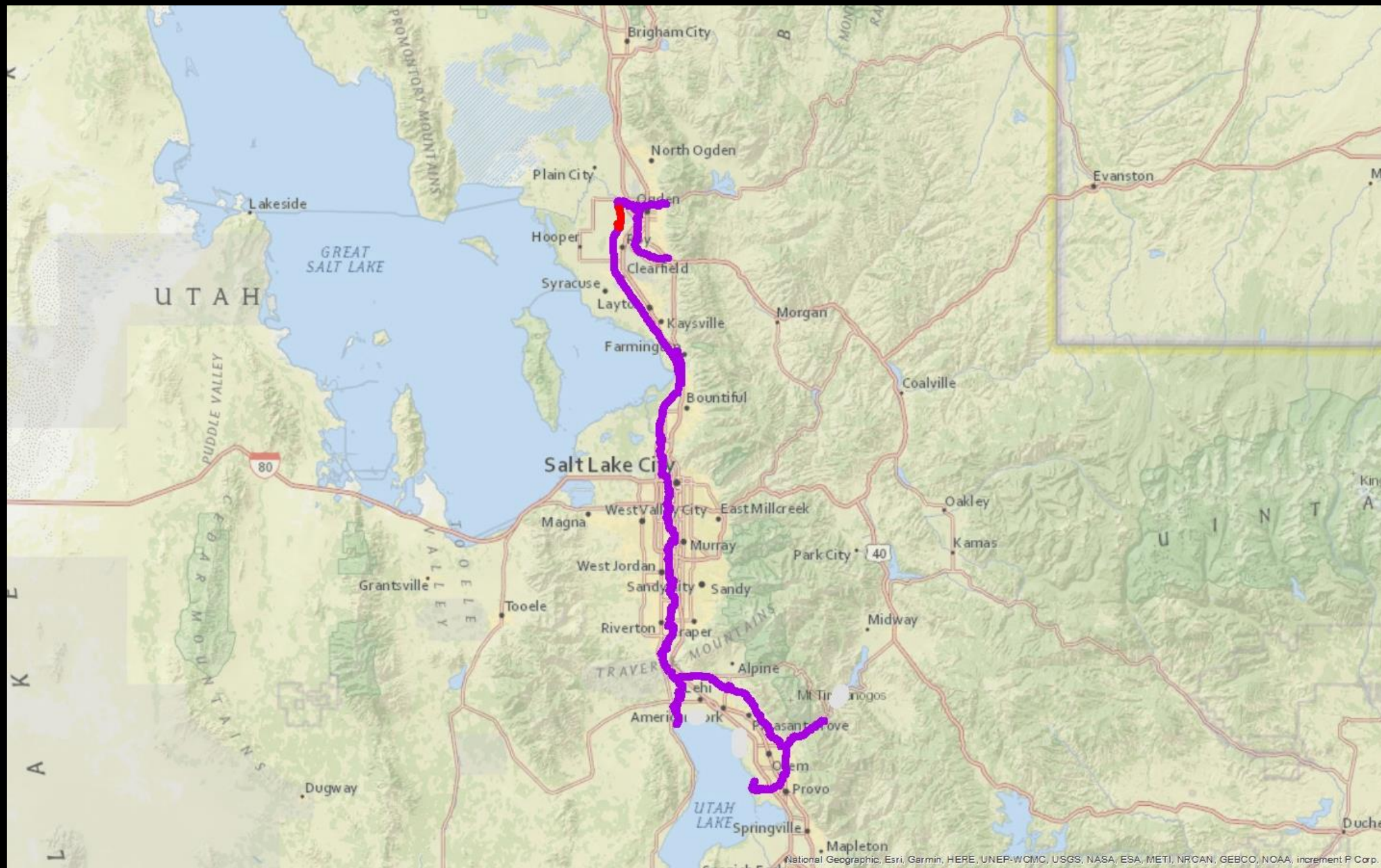


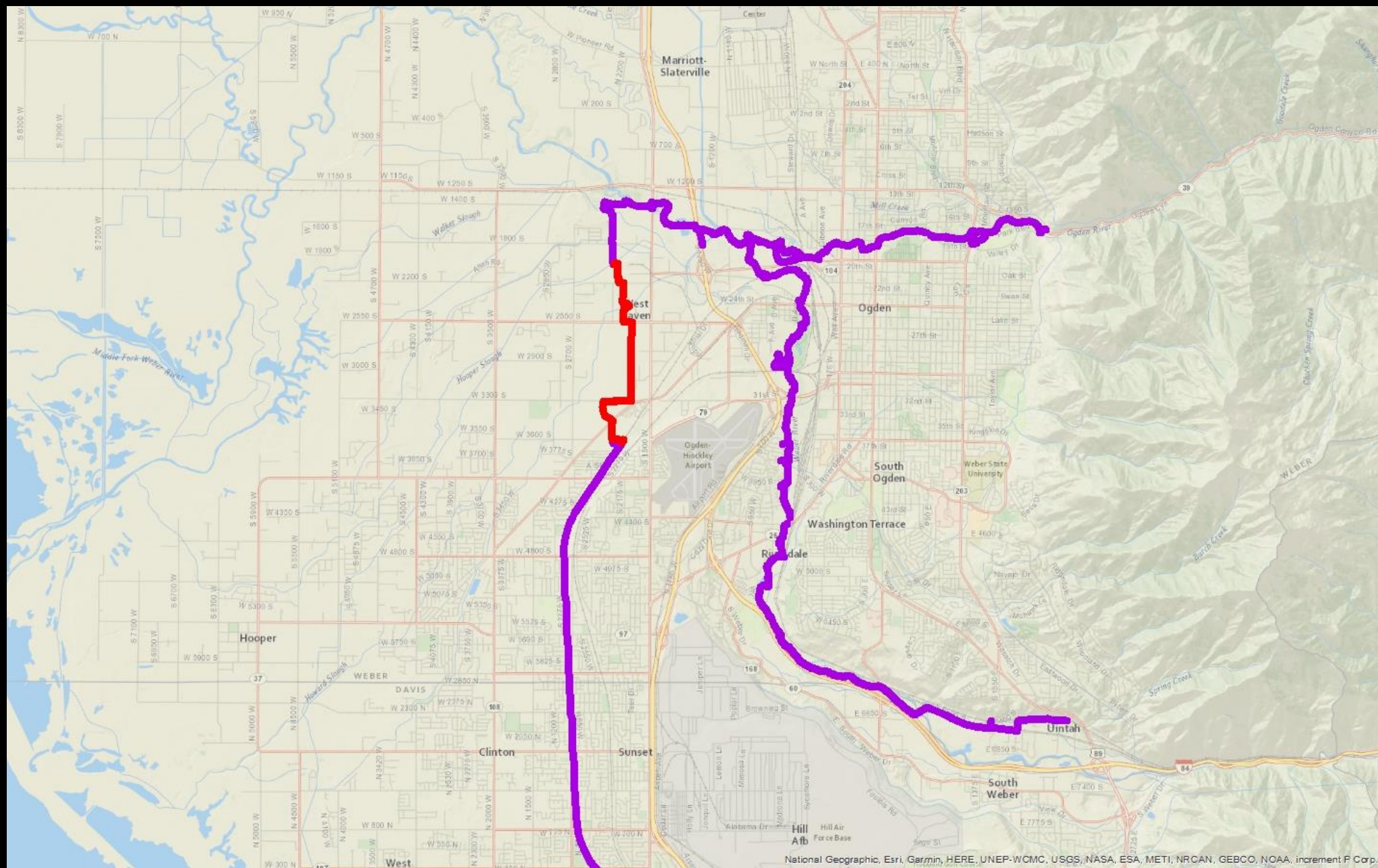
**TRANSPORTATION
AND
LAND USE CONNECTION**

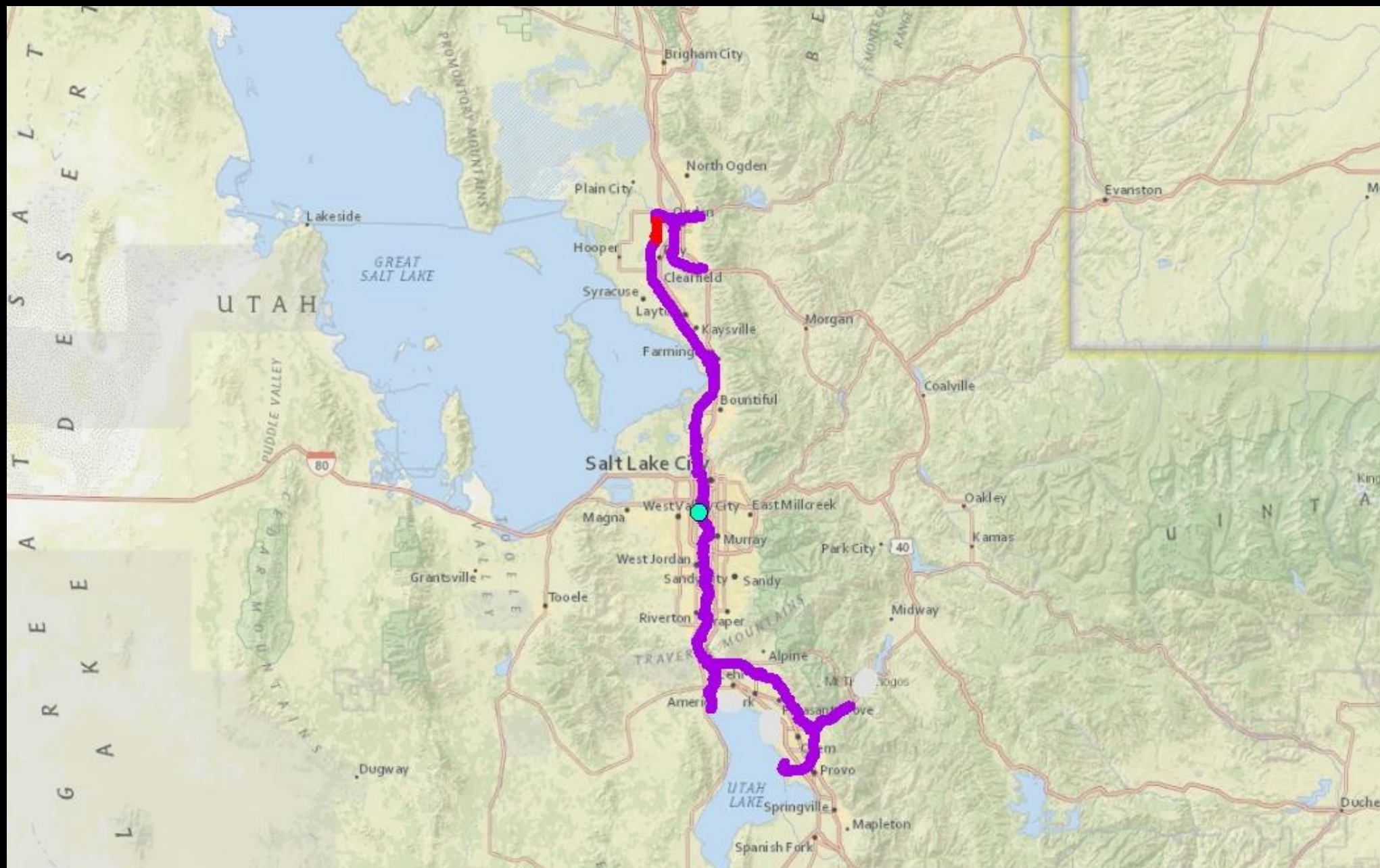
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Golden Spoke Network of Trails









Golden Spoke Network of Trails