RPO
Building Regional Collaboration
Introduction

• MPO’s Role
• UDOT’s Role
• Rural Planning Organization (RPO)
• Undiscovered Count(r)y
  • Growth, Jobs, Regional Planning
• RPO Goals
• Collaboration
MPO’s

• **Metropolitan Transportation Planning** - Within urban area’s of Utah (population over 50,000) a Metropolitan Planning Organization (MPO) carries out the metropolitan transportation planning process, which includes development of a 20 year Transportation Plan and a Transportation Improvement Program (TIP).

• **Wasatch Front Regional Council** (WFRC) is the MPO for the Salt Lake City and Ogden urban areas.
UDOT

• **Statewide Transportation Planning** - Within rural area's of Utah (population less than 50,000) UDOT carries out the statewide transportation planning process.

• Every **four years**, UDOT develops a **30 year long range transportation plan**, which includes rural transportation needs.
“**UDOT** recognizes the value of transportation planning in the rural area(s) of the state. Some rural areas are experiencing growth pressures, and this growth provides opportunities for state and local governments to provide important transportation infrastructure to meet growing travel demand.”

“Utah’s RPO Program is intended to help these emerging areas understand the linkages between transportation and land use, so as to minimize future challenges and to provide a safe transportation system.”

“AOGs Staff RPOs to provide transportation planning support and assistance to rural areas that are near urbanized areas and are growing quickly.”

(source UDOT RPO Prioritization 12 Feb 2007)
The Undiscovered Country

• “Shoulder” County Abutting Two Metropolitan Counties
  • Both Counties have a combined population of 580,000 (est.) (source US Census)
• Morgan County Population 12,250 (est.) (Source U.S. Census)
• 24th Fastest Growing County (source StatsAmerica.org)
  • As measured by growth
• 15 Percent Growth 2010-2015
  • 5-Year Growth Rate (Source StatsAmerica.org)
• 3.2 Percent Annual Population Growth over 10 Years
  • 12,250 to 16,170 by 2025 (Source LYRB Study 2017)
• 63 Percent of Morgan County Growth in Mtn. Green
  • The Mtn Green Village Development will increase the population by 2,098 or 19%
  • The Mountain Development (Snowbasin) by 7,213 or 65%. (Source LYRB Study 2017)
RPO Goals & Activities

Goals
- Develop Long-Range Local & Regional Transportation Plans
- Provide Forum for Public Participation
- Prioritize Projects the RPO Considers Should Be Included in the STIP
- Provide Transportation Related Information to Local Governments

Activities
- Establish RPO structure
  - Policy & Technical Committee with Bylaws
- Public Outreach
- Coordinate with UDOT
- Develop & Maintain a Long-range Transportation Plan
Mountain Green Interchange
## WFRC FUNDING PROGRAMS

<table>
<thead>
<tr>
<th>PROGRAM</th>
<th>FUNDING AVAILABILITY</th>
<th>OBJECTIVE</th>
<th>CONTACT</th>
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<tbody>
<tr>
<td>Wasatch Front Economic Development District</td>
<td>$10,000 - $3 million</td>
<td>ECONOMIC DEVELOPMENT</td>
<td>LaNiece Davenport</td>
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<td>Small Cities Community Development Block Grant</td>
<td>$572,000</td>
<td>SUSTAINABLE COMMUNITIES</td>
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<td>Transportation and Land Use Connection</td>
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<td>PLANNING AND IMPLEMENTATION</td>
<td>Megan Townsend</td>
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<td>Surface Transportation Program</td>
<td>$25 million - $27 million</td>
<td>INFRASTRUCTURE</td>
<td>Ben Wuthrich</td>
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<tr>
<td>Congestion Mitigation Air Quality</td>
<td>$7 million - $8 million</td>
<td>AIR QUALITY</td>
<td>Ben Wuthrich</td>
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<td>Transportation Alternatives Program</td>
<td>$1.4 million</td>
<td>ACTIVE TRANSPORTATION</td>
<td>Ben Wuthrich</td>
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</table>
The Wasatch Front’s component of...
Planning Process

Explore
- Establish Goals
- Develop Scenarios
- Evaluate Scenarios

Choose
- Draft & Evaluate Preferred Scenario
- Adopt Preferred Scenario

Prioritize
- Assess Financial Considerations
- Phase Projects
- Present Impacts & Benefits

REGIONAL TRANSPORTATION PLAN
2019 - 2050

The Regional Transportation Plan is an element of
WASATCH CHOICE 2050

Stakeholder Input
Presentation Outline

• The local opportunities within Wasatch Choice 2050
• Overview of the draft Preferred Scenario
• How to get involved
The opportunities within Wasatch Choice 2050

1. Consider how your community can affect regional infrastructure
2. Coordinate with adjacent communities
3. Explore how to improve community performance relative to your goals
The transit investment catch 22

• “With 25% more riders, we’d get rapid transit!”
• “So, station areas need more development”
• “But I’ll only add development near transit if the other cities do as well”
• “But I’ll only add development if I know we’ll get the transit investment”
Presentation Outline

• The local opportunities within Wasatch Choice 2050
• Overview of the draft Preferred Scenario
• How to get involved
Preferred Scenario

Detailed enough to inform:

- Local land use
- Local, regional, and state economic development
- Local, regional, and state transportation
Mixed-use centers

What mixed use centers do you support?

Should NEW centers be explored?

How does transportation support these centers?
Job centers

What job centers do you support?

Should NEW job centers be explored?

How does transportation support these job centers?
Planning to aid economic development?

• Utah’s Targeted Industry Clusters

Utah’s six strategic industry clusters
Total Clusters Jobs: 178,965

Source: Utah OWIS, GEOD Analysis of Utah OWIS data
Industry clusters with potential to support transit

Number of Jobs
- 1 - 150
- 150 - 500
- 500 - 1,000
- 1,000 - 2,000
- 2,000 - 4,300
Industry clusters with freight needs
What job centers do you support?

Should NEW job centers be actively explored?

How does transportation support these job centers?
Regional green infrastructure

Ideas for collaboration on parks, open space or agricultural preservation?
Road investments

How might proposed roads affect....

Congestion?
Access to destinations?

How do they support land use and economic development goals?
Transit investments

How might proposed transit affect....

Ridership and mode?
Access to destinations?

How do they support land use and economic development goals?
Bicycling backbone

Consider cross-town bicycling backbone with adjacent communities
Achieving Regional Goals:
How does the Preferred scenario compare to existing plans?

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

• Small area meeting: January through March

• Individual city/county meetings (optional)

• Technical committees

• Online engagement

• Open houses
Take-aways

• Local opportunity to shape regional transportation and economic development

• Draft Preferred Scenario explores transportation’s interaction with significant mixed use and job centers

• How to get involved
  • Small area meeting
  • Individual meetings
  • Technical committees
  • Online engagement
October 26, 2017
2018-2023 TIP
Board Modification

Regional Council
October 26, 2017

Ben Wuthrich
Wasatch Front Regional Council
### New Project

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
<th>PIN</th>
<th>Project Location</th>
<th>Concept/Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
<th>Currently Funded Amount</th>
<th>Action</th>
<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Davis</td>
<td>UDOT</td>
<td>I-15</td>
<td>16124</td>
<td>I-15; 200 North Kaysville Southbound Ramp Meter</td>
<td>Installation of the Ramp Meter</td>
<td>STP_FLX_ST (STP Flexible (Any Area) Statewide)</td>
<td>$500,000</td>
<td>$0</td>
<td>New Funding</td>
<td>$500,000</td>
<td>2018</td>
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</table>

Due to project constraints, the Region was only able to place the northbound ramp meter with the auxiliary lane project completed last year. The lack of the ramp meter in the southbound location is causing operational issues with I-15 and the 200 North Interchange. The additional funds come from the Transporation Solutions program for the region.

### Salt Lake/ West Valley Urban Area

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
<th>PIN</th>
<th>Project Location</th>
<th>Concept/Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
<th>Currently Funded Amount</th>
<th>Action</th>
<th>Funding Amount</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salt Lake</td>
<td>UDOT</td>
<td>Little Cottonwood Canyon</td>
<td>16092</td>
<td>Little Cottonwood Canyon EIS</td>
<td>Environmental Impact Study</td>
<td>Recreational Hot Spot Studies Program</td>
<td>$2,000,000</td>
<td>$0</td>
<td>New Funding</td>
<td>$2,000,000</td>
<td>2018</td>
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</tbody>
</table>

The Utah State Legislature has requested that UDOT use $100 million on projects prioritized by the Transportation Commission that have a significant economic development impact associated with recreation and tourism and alleviate congestion. In order to determine the most effective use of these funds, UDOT intends to expend a small portion of the $100 million to conduct studies to identify the most effective solutions. In addition to Little Cottonwood Canyon, the other three areas include; Zion National Park / St. George, Arches National Park / Moab, Bear Lake / Garden City.

### Additional Funding

<table>
<thead>
<tr>
<th>County</th>
<th>Sponsor</th>
<th>Facility</th>
<th>PIN</th>
<th>Project Location</th>
<th>Concept/Type of Improvement</th>
<th>Funding Source</th>
<th>Project Estimated Cost</th>
<th>Currently Funded Amount</th>
<th>Action</th>
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<th>Year</th>
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<tbody>
<tr>
<td>Davis</td>
<td>UDOT</td>
<td>I-15</td>
<td>13823</td>
<td>Layton I-15 Crossing</td>
<td>New Construction of I-15 Crossing between SR-126 (Main Str) and Hill Field Road</td>
<td>ST_TIF (State Transportation Investment Fund)</td>
<td>$24,000,000</td>
<td>$22,000,000</td>
<td>Additional Funding</td>
<td>$2,000,000</td>
<td>2018</td>
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</table>

The additional funds are to cover unexpected costs to settle right of way acquisitions to the Layton crossing project. Several of the impacted parcels of right of way had appraisals that were higher than anticipated and some damage to these properties was higher than initially estimated. The additional funds come from the State TIF Program.
New Project will construct a Ramp Meter on the Southbound On-Ramp – Reducing Congestion & Operational concerns on I-15 southbound and 200 North

New Funding
$ 500,000
*****
Total Project Cost Estimate $ 500,000
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<tr>
<th>Pin</th>
<th>Transportation Investment Fund Projects</th>
<th>Current Amount</th>
<th>Est FY18</th>
<th>Est FY19</th>
<th>Est FY20</th>
<th>Est FY21</th>
<th>Est FY22</th>
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<td>10286</td>
<td>Provo-Orem Transportation Improvement Project</td>
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<td>10491</td>
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<td>SR-193: Extension, 2000 West to 3000 West</td>
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<td>2017</td>
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<td>14722</td>
<td>US-6: New Passing Lane &amp; Extend 2 Passing Lanes</td>
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<td>Bluffdale Reimbursement for Porter Rockwell</td>
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<td>2020</td>
<td>100.000</td>
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Note: Accelerated Projects

* There are some projects currently in progress, not shown on this sheet, that are included in the total dollar values shown for New Project Revisions (Construction Year).
Recreation Hot Spots – Little Cottonwood Canyon
Economic Development Impact Associated with Recreation and Tourism
To Determine Most Effective Solutions

Project Funding
$2,000,000

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Total Project Cost
Estimate $2,000,000

The other three areas include;
• Zion National Park / St. George
• Arches National Park / Moab
• Bear Lake / Garden City
Davis County – Layton I-15 Crossing; SR-126 (Main Street) & Hill Field Road
New Construction

Request is needed due to an Under-estimate in ROW

Additional Funding
$2,000,000

Total Project Cost Estimate $24,000,000
Active Transportation Goals - 2017

1. Update shared Regional Priority Bicycle Routes Plan/Map

2. Cities and counties adopt Local Active Transportation Plans [that align with Regional Priority Plan/Map]

3. Fund and construct priority projects

4. Build support for AT through effective engagement and outreach
Minneapolis, MN - Mobile Active Transportation Tours (Goal 4)

- Protected bike way – above curb
- Two-way bike lane on single side of street
- Green paint in conflict zones
- Bike and pedestrian accessible bridge
Minneapolis, MN - Mobile Active Transportation Tours (Goal 4)

- Bike lane entering multi-use sidewalk
- Buffered bike lane across Mississippi River
- Neighborhood by-way – Signage only
- Bike path road crossing
Minneapolis, MN - Mobile Active Transportation Tours (Goal 4)

Pedestrian/transit street – No cars

Protected bike way – above curb

Two-way bike lane sidewalk - University

Two-way on single side of street
Minneapolis, MN - Mobile Active Transportation Tours (Goal 4)

Midtown Greenway – Signage, multi-use path
Mobile Active Transportation Tours (Goal 4)
Bill Applegarth
bapplegarth@rivertoncity.com

Scott A. Hess
shess@wfrc.org
801-643-3337
VEHICLE EMISSIONS
WHAT YOUR COMMUNITY CAN DO

Kip Billings
WFRC

Air Quality Committee
October 12, 2017
Where Does PM2.5 Pollution Come From?

2014
295 tons/day

- Industry: 12%
- Area: 27%
- Motor Vehicles: 47%
- Non-Road: 11%

2019
243 tons/day

- Industry: 19%
- Area: 32%
- Motor Vehicles: 38%
- Non-Road: 11%

10/12/2017
Wasatch Front Area Vehicle Emissions – PM$_{2.5}$
Weber – Davis – Salt Lake – Tooele – Box Elder

**2015 Vehicle Emissions**

-63%

RTP 2015-2040, MOVES2014, Tier3 vehicles & fuel

10/12/2017
Emission Reductions: 2015 vs 2040
WFRC Regional Transportation Plan

Vehicle emissions of CO, NOx, VOC, and PM2.5 will be reduced 385 tons/day in 2040 compared to today.
Vehicle Emission Standards

Tier 1, 2, 3: VOC & NOx (mg/mile)

*30 mg/mile is comparable to a Honda Civic CNG.
Utah is not guaranteed to receive Tier 3 fuel.

Source: Transportation Air Quality, Selected Facts and Figures, FHWA-HEP-05-045, January 2006
Vehicle Cold Start Emissions

- **20-mile Trip**
- **1-mile Trip**

### Bar Chart
- **Y-axis:** Pounds
- **X-axis:** Trips
- **Legend:**
  - **Running**
  - **Cold Start**

10/12/2017
Improving Air Quality – More to Do
Number of Days Above the Current Federal Standards

* Days with monitored values above the level of the current National Ambient Air Quality Standards combined for PM2.5 and ozone (PM2.5 standard revised in 2006, ozone standard revised in 2015) + pending final quality assurance
Air Quality Actions for Communities

• Wood Burning Awareness
• Employer Based Trip Reduction
  – Telework
  – Flextime
  – Carpool
  – Transit
• Safe Routes to School
• Signal Timing
• Clean Fleet Vehicles
  – Electric
  – CNG
• Reduce idling
  – Do NOT warm up your car!
  – Shift to Park ➔ Shut off ignition
Provo Clean Air Toolkit (provocleanair.org)
Provo Clean Air Toolkit - Strategies

GET INVOLVED

Strategies for...

Individuals

Businesses & Organizations

City
# Provo Clean Air Toolkit – City Strategies

<table>
<thead>
<tr>
<th>Board of Adjustment</th>
<th>City Council</th>
<th>Community Development Department</th>
<th>Design Review Committee</th>
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<tr>
<td>Economic Development Department</td>
<td>Energy Board</td>
<td>Housing Authority</td>
<td>Information Systems Division</td>
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<tr>
<td>Mayor’s Office</td>
<td>Parks and Recreation Department</td>
<td>Planning Commission</td>
<td>Power Department</td>
</tr>
<tr>
<td>Public Works Department</td>
<td>Redevelopment Agency</td>
<td>Sustainability and Natural Resources Committee</td>
<td>Transportation and Mobility Advisory Committee</td>
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</tbody>
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Provo Clean Air Toolkit – Mayor’s Office

MAYOR SPECIFIC STRATEGIES
- Keep Provo’s city departments focused on improving air quality.
- Promote Clean Air Initiatives and Practices

CLEANER VEHICLES AND FUELS
- Convert Provo’s vehicle fleet to cleaner (Tier 3, CNG, and electric) vehicles and promote the sale of tier 3 fuel.

TRANSPORTATION AND URBAN FORM
- Take advantage of market shift to promote mixed-use land development; redevelop over-retailed real estate into mixed-use/higher density housing.
- Encourage higher density and transit-oriented development, smaller block sizes, and higher density of intersections.
- Organize and zone well-spaced, walkable community centers.
- Improve transit ridership through increased accessibility.
- Develop a dedicated, consistent funding system for programs and infrastructure that support transit and active transportation.

ACTIVE TRANSPORTATION
- Coordinate the efforts of Public Works, Parks & Recreation, and Community Development to create a connected, complete, and safe bicycle and pedestrian system.
- Ensure that active transportation is measured and appropriately valued within overall transportation planning metrics.

BUILDINGS
- Improve building energy efficiency.
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