

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.



# Rural Planning Organization (RPO)



“UDOT recognizes the value of...**transportation planning** in the rural area(s) of the state. Some...rural areas are experiencing **growth pressures**....this growth provides...opportunities for **state and local governments**...and the responsibility 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)
- 24<sup>th</sup> 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)



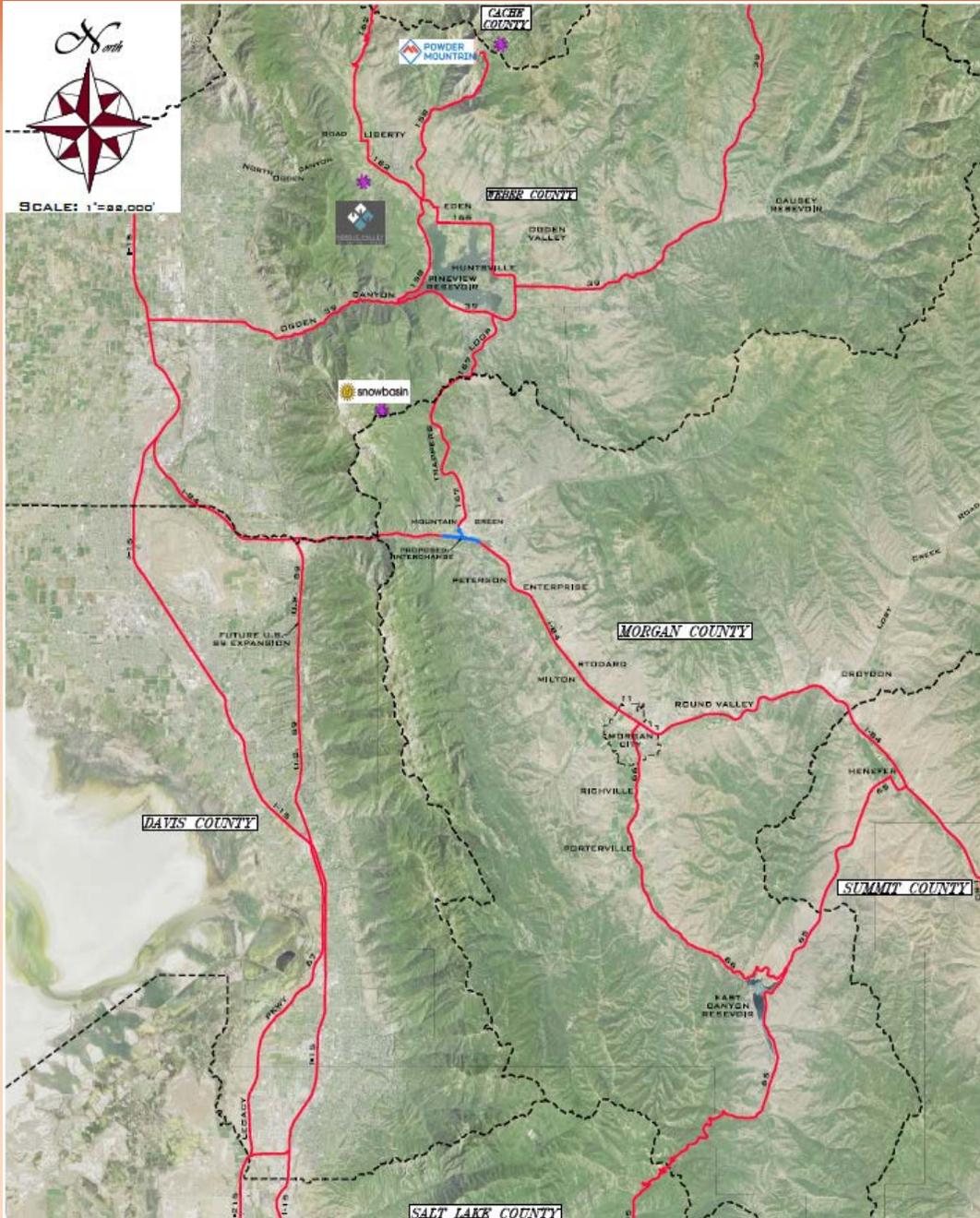
# RPO Goals & Activities

## Goals

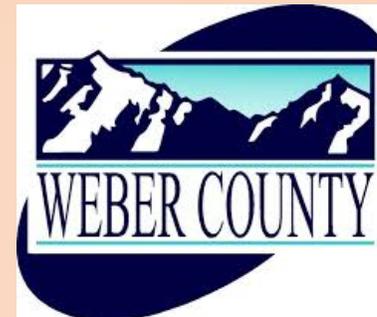
- Develop Long-Range Local & Regional Transportation Plans
- Provide Forum for Public Participation
- Prioritize Projects the RPO Considers Should Be Included in the STIP
- Provide Transportation Related Information to Local Governments

## Activities

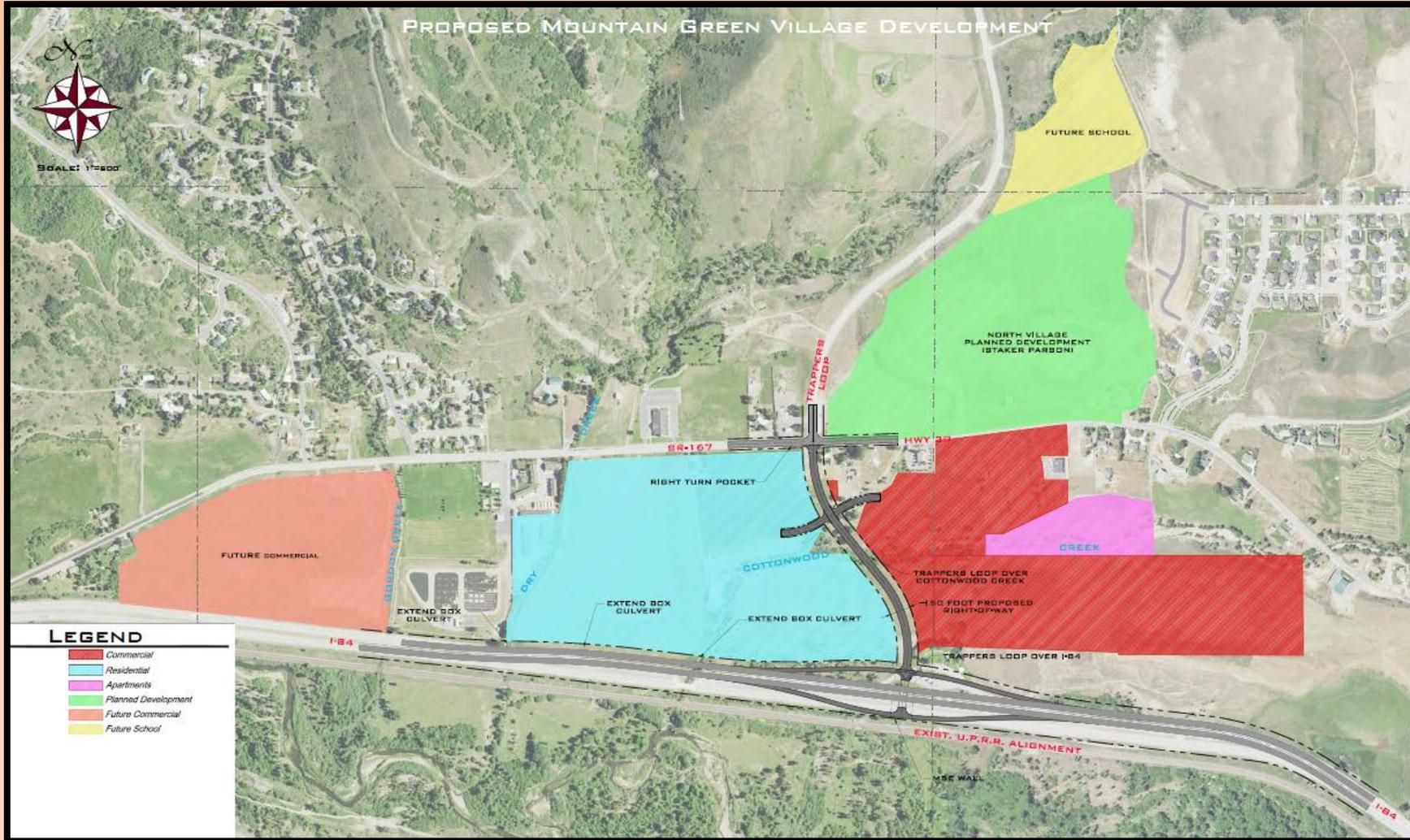
- Establish RPO structure
  - Policy & Technical Committee with Bylaws
- Public Outreach
- Coordinate with UDOT
- Develop & Maintain a Long-range Transportation Plan



MORGAN COUNTY-OGDEN VALLEY RPO



# Mountain Green Interchange





Questions

# WFRC FUNDING PROGRAMS

PROGRAM	FUNDING AVAILABILITY	OBJECTIVE	CONTACT
Wasatch Front Economic Development District 	\$10,000 - \$3 million	ECONOMIC DEVELOPMENT	LaNiece Davenport
Small Cities Community Development Block Grant 	\$572,000	SUSTAINABLE COMMUNITIES	Christy Dahlberg
Transportation and Land Use Connection 	\$1.3 million	PLANNING AND IMPLEMENTATION	Megan Townsend
Surface Transportation Program	\$25 million - \$27 million	INFRASTRUCTURE	Ben Wuthrich
Congestion Mitigation Air Quality	\$7 million - \$8 million	AIR QUALITY	Ben Wuthrich
Transportation Alternatives Program	\$1.4 million	ACTIVE TRANSPORTATION	Ben Wuthrich



# WASATCH CHOICE

— 2050 —

## Wasatch Front Regional Council

October 26, 2017



WASATCH FRONT REGIONAL COUNCIL



# WASATCH CHOICE

2050

## Economic Development

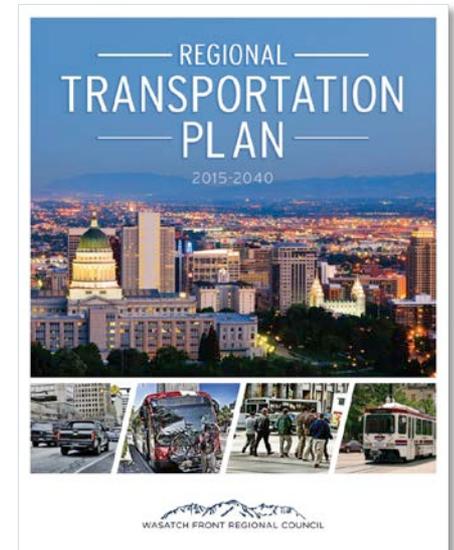
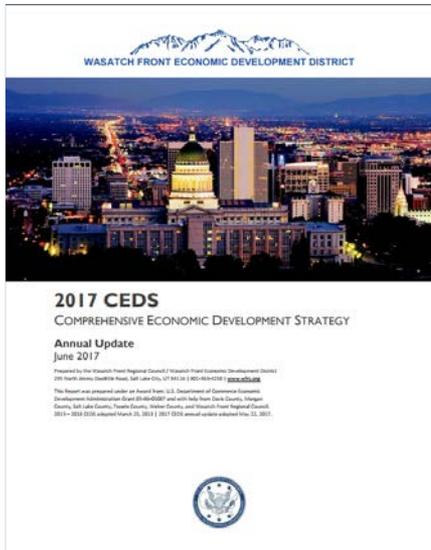
Comprehensive  
Economic Development  
Strategy

## Land Use

Transportation  
and Land Use  
Connection

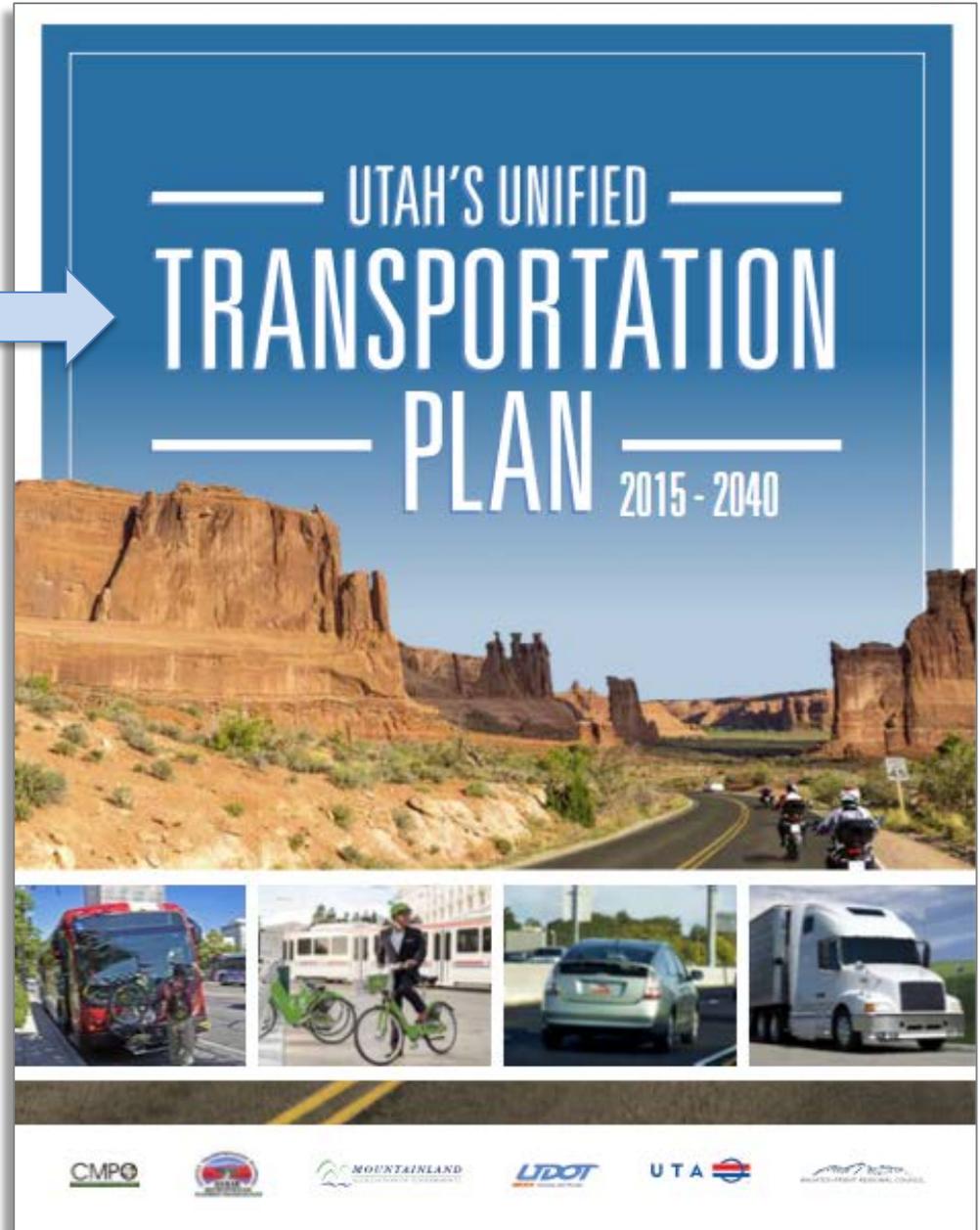
## Transportation

Regional  
Transportation  
Plan

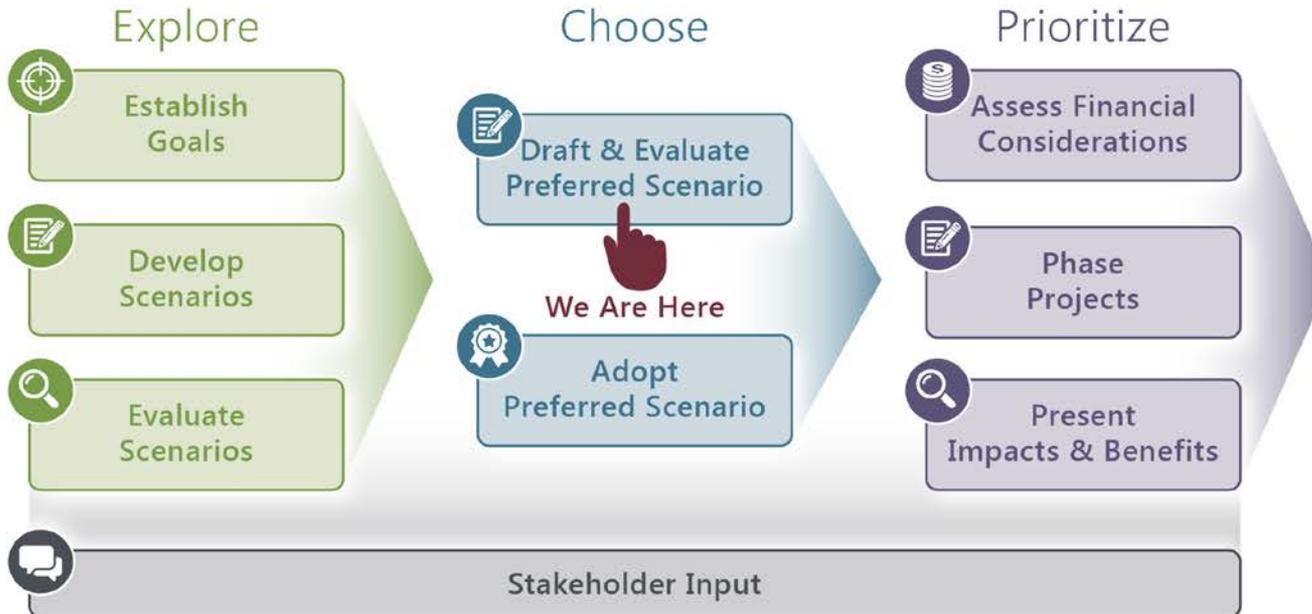




The Wasatch  
Front's  
component of...



# Planning Process



## REGIONAL TRANSPORTATION PLAN 2019 - 2050

*The Regional Transportation Plan  
is an element of*



# Presentation Outline

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



**WASATCH CHOICE**

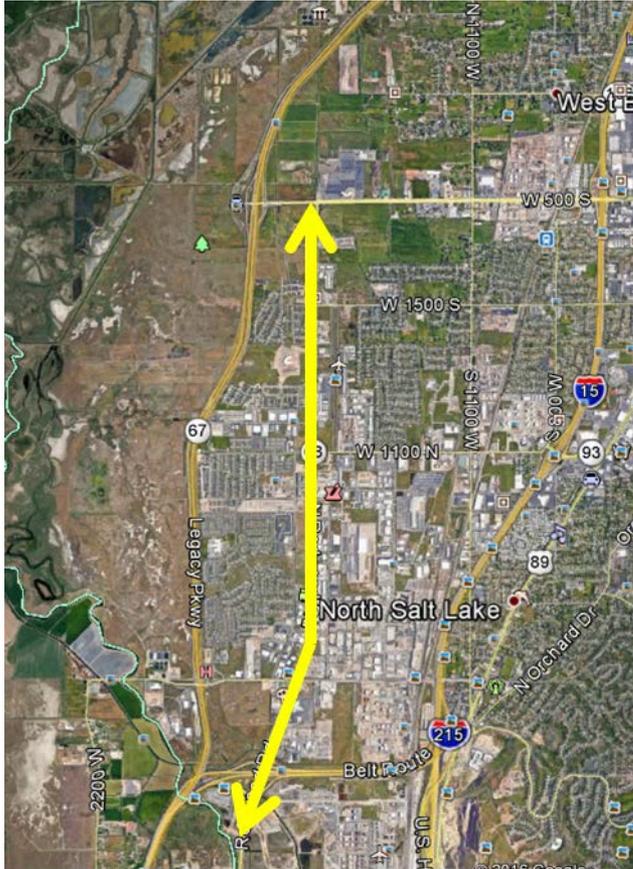
— 2050 —

# The opportunities within Wasatch Choice 2050

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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

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





**WASATCH CHOICE**  
2050

Economic Development

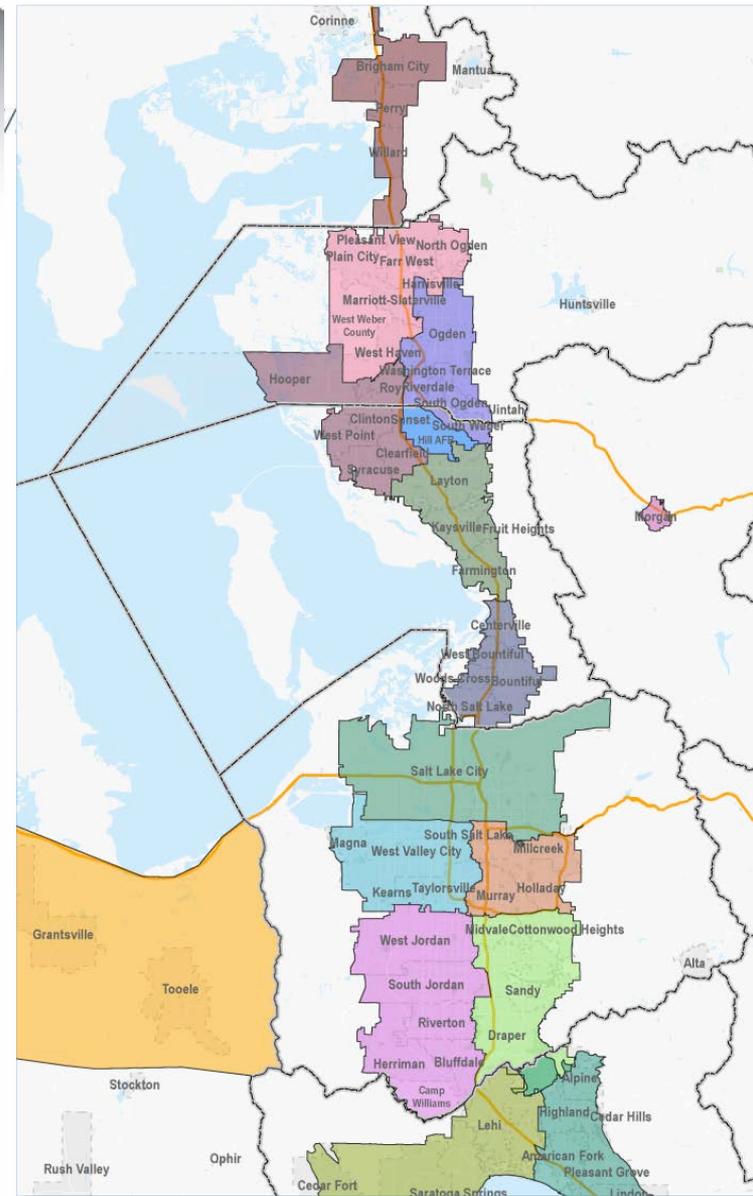
Land Use

Transportation

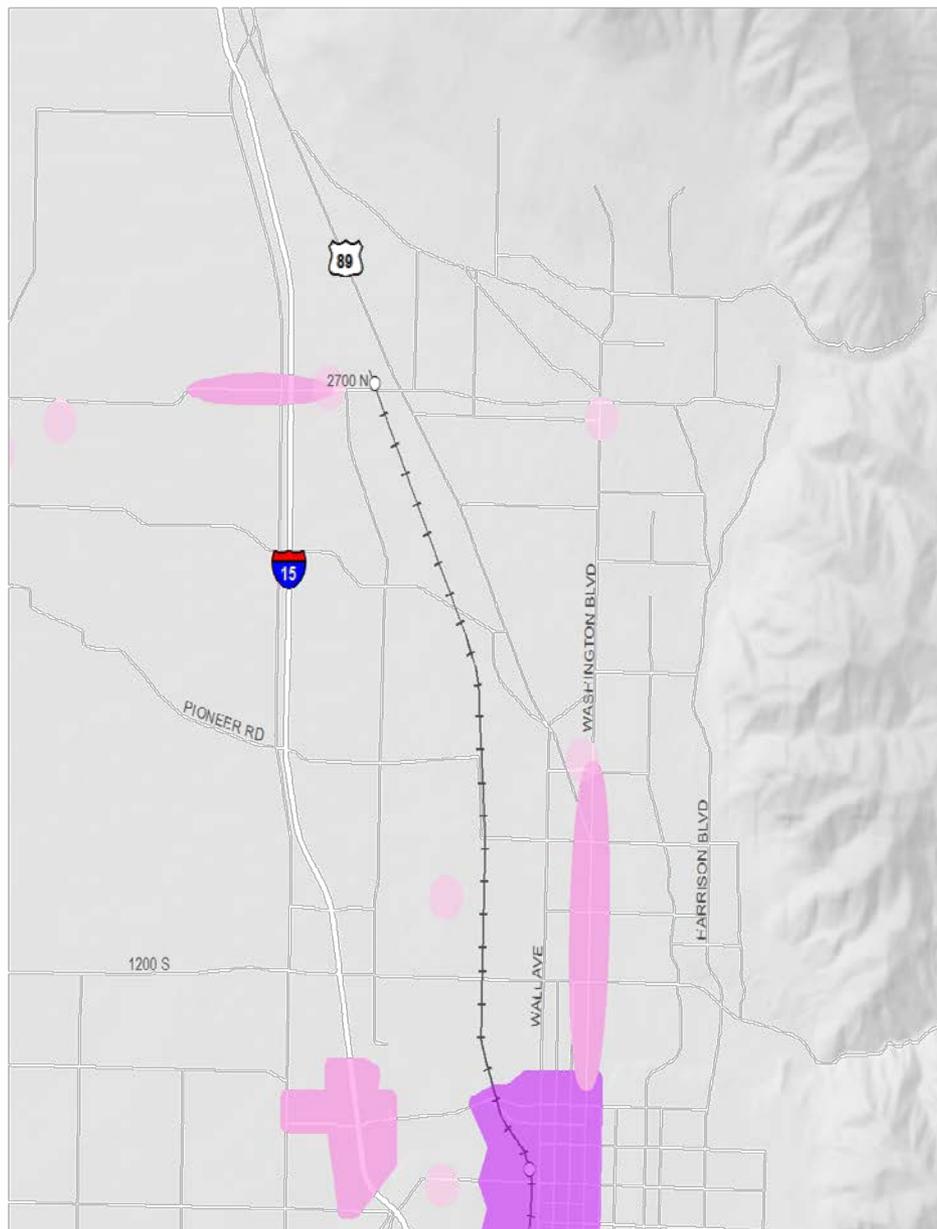
# Preferred Scenario

Detailed enough to inform:

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



# Mixed-use centers

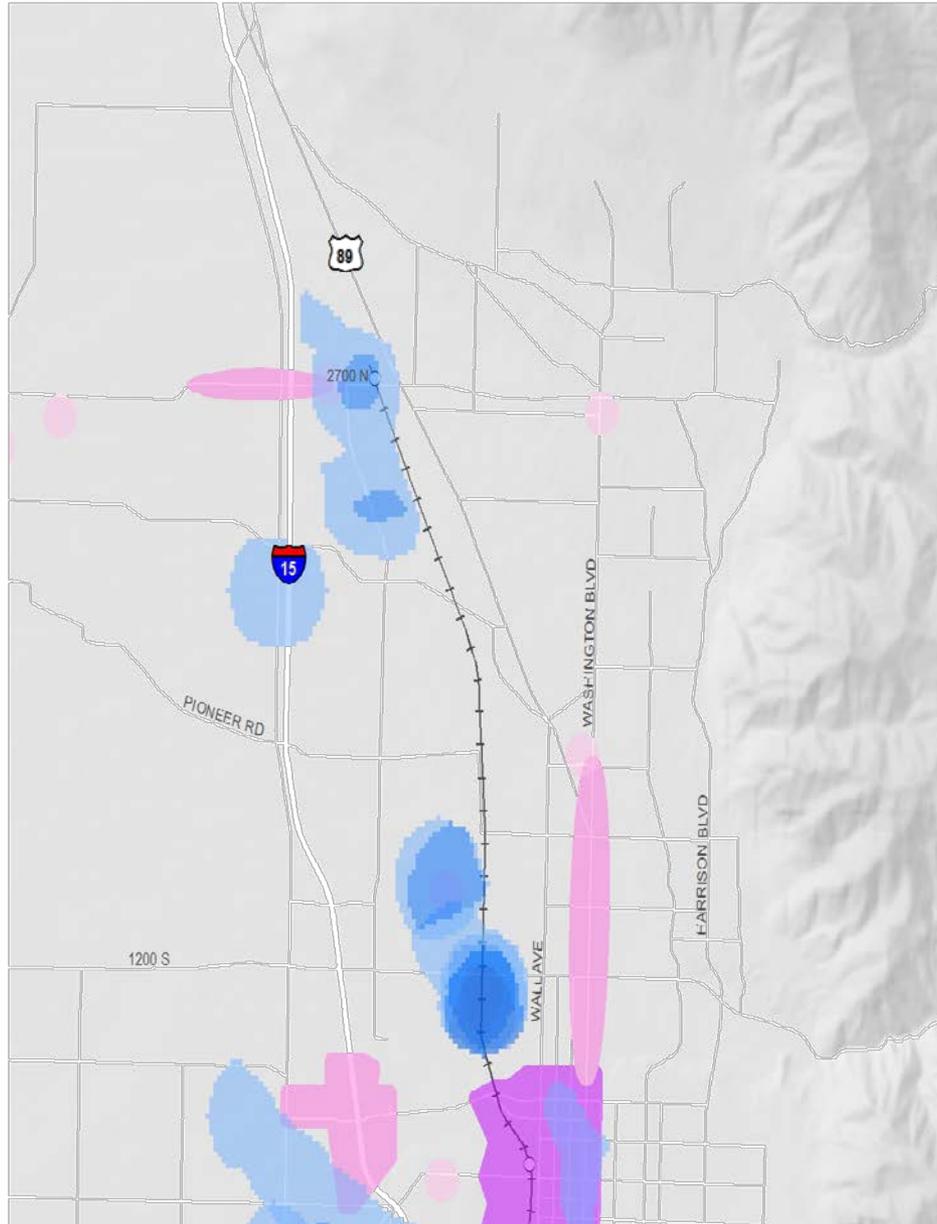


What mixed use centers do you support?

Should NEW centers be explored?

How does transportation support these centers?

# Job centers



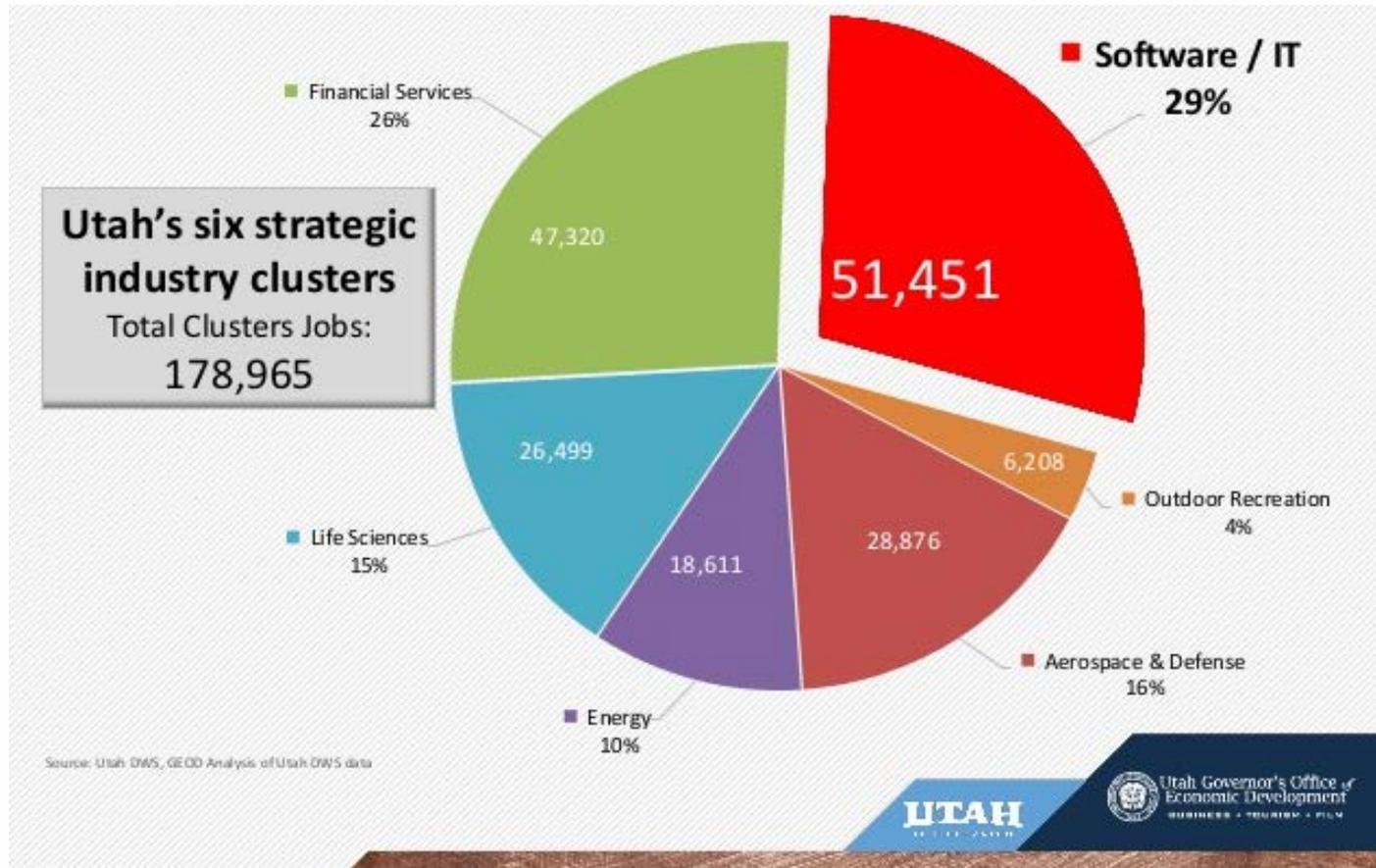
What job centers do you support?

Should NEW job centers be explored?

How does transportation support these job centers?

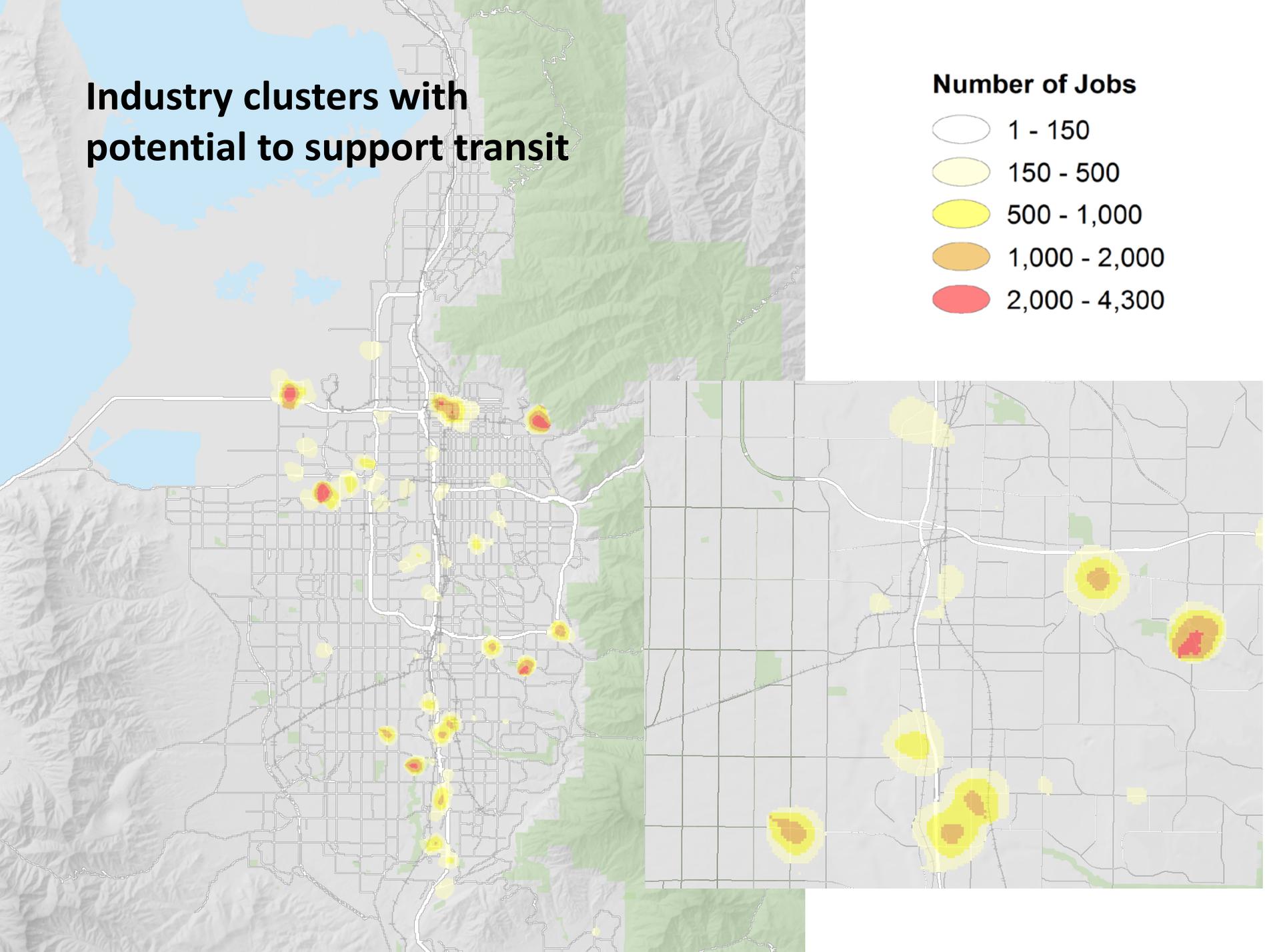
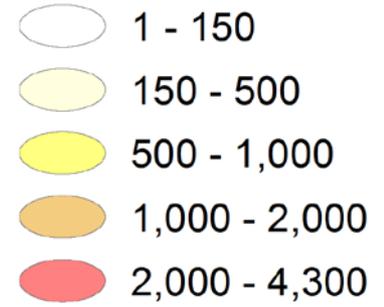
# Planning to aid economic development?

- Utah's Targeted Industry Clusters

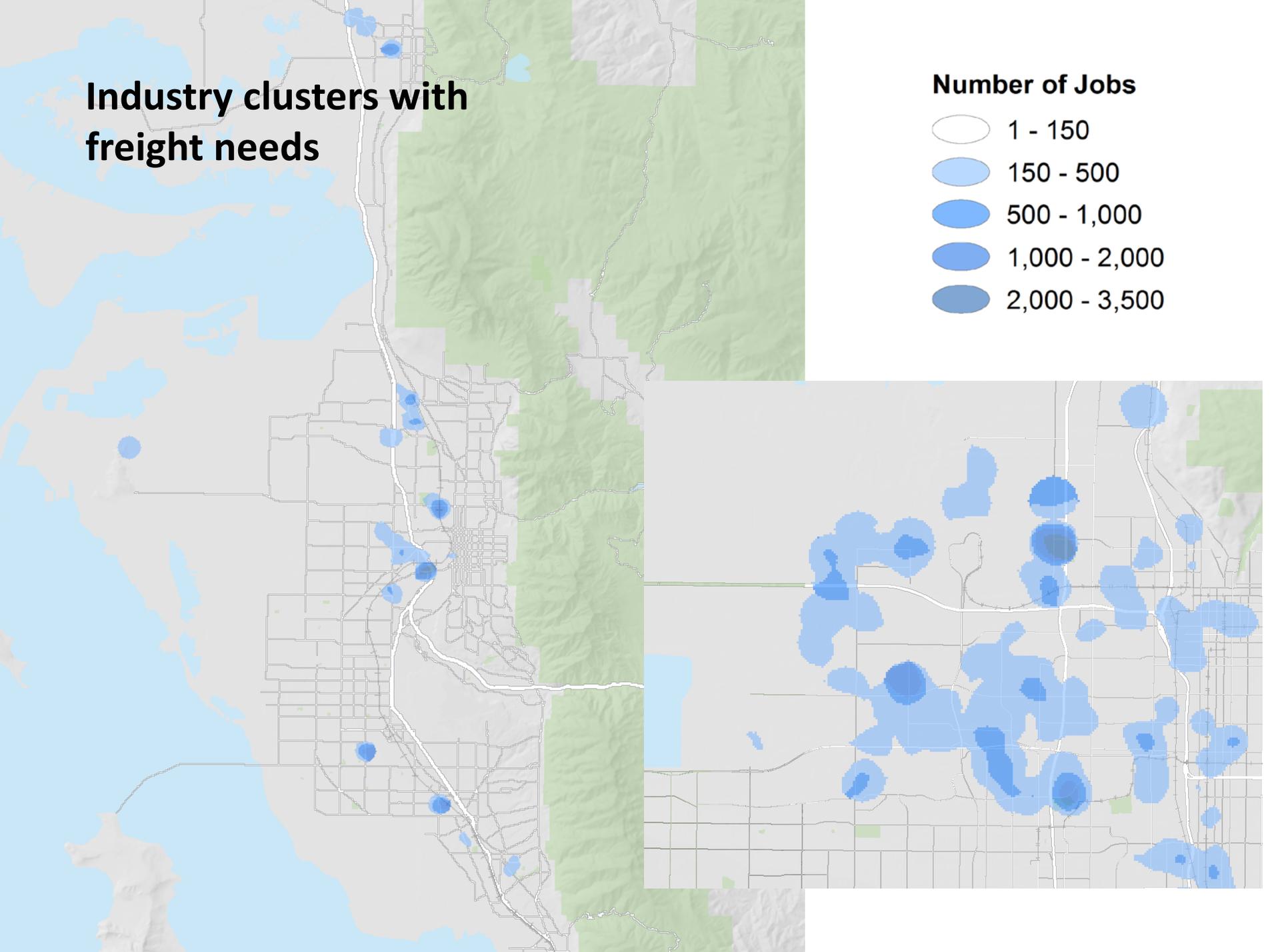
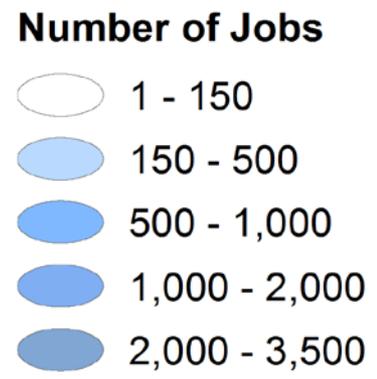


# Industry clusters with potential to support transit

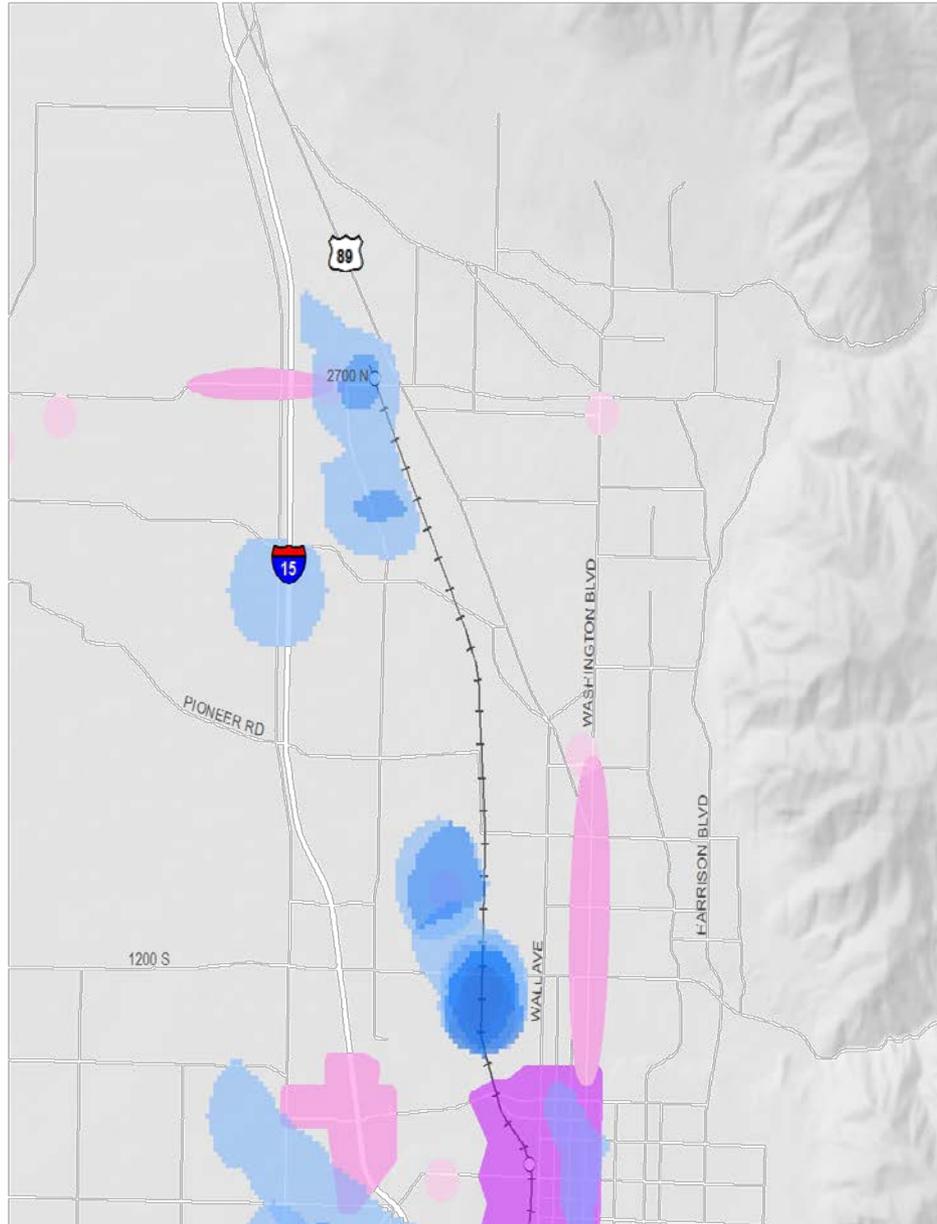
## Number of Jobs



# Industry clusters with freight needs



# Job centers

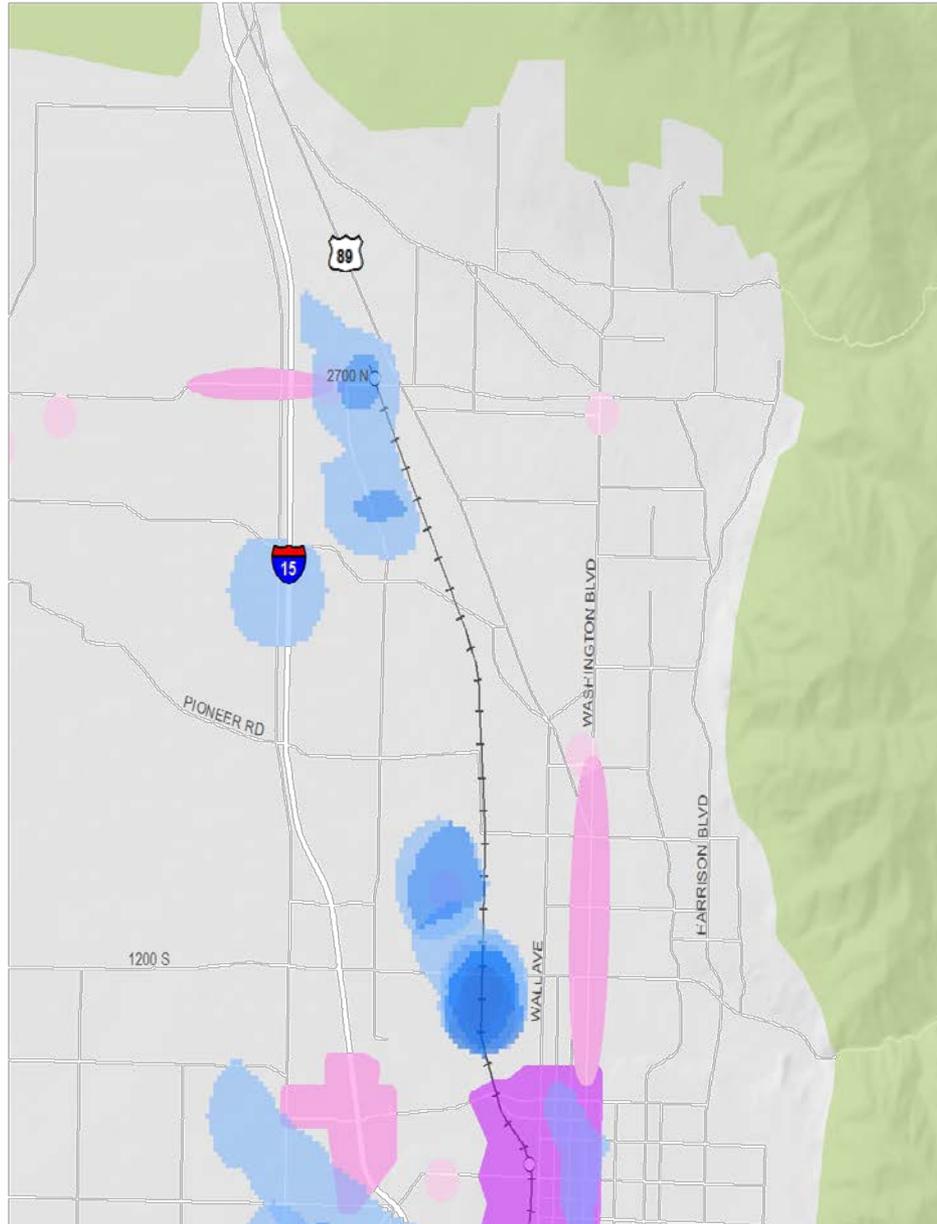


What job centers do you support?

Should NEW job centers be actively explored?

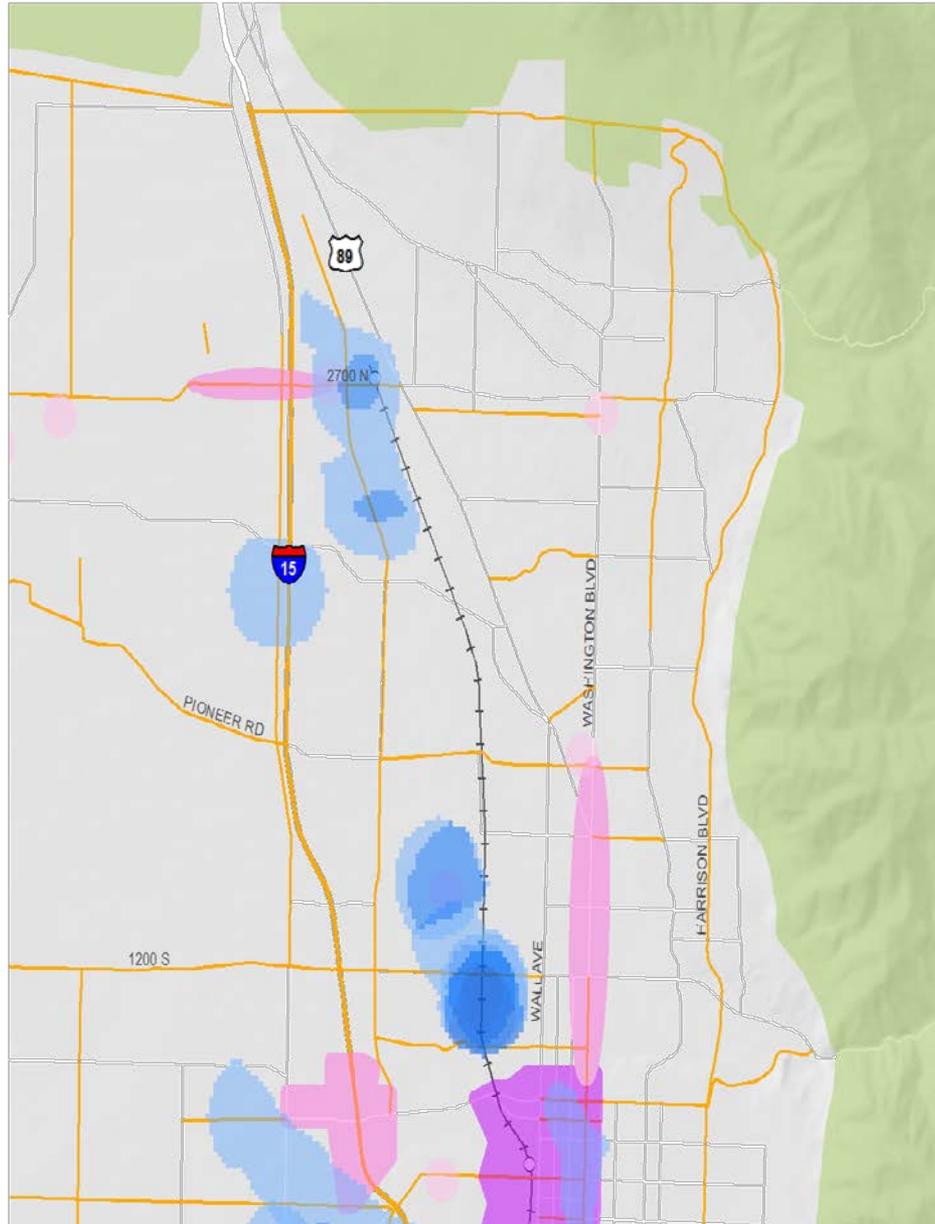
How does transportation support these job centers?

# Regional green infrastructure



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

# Road investments

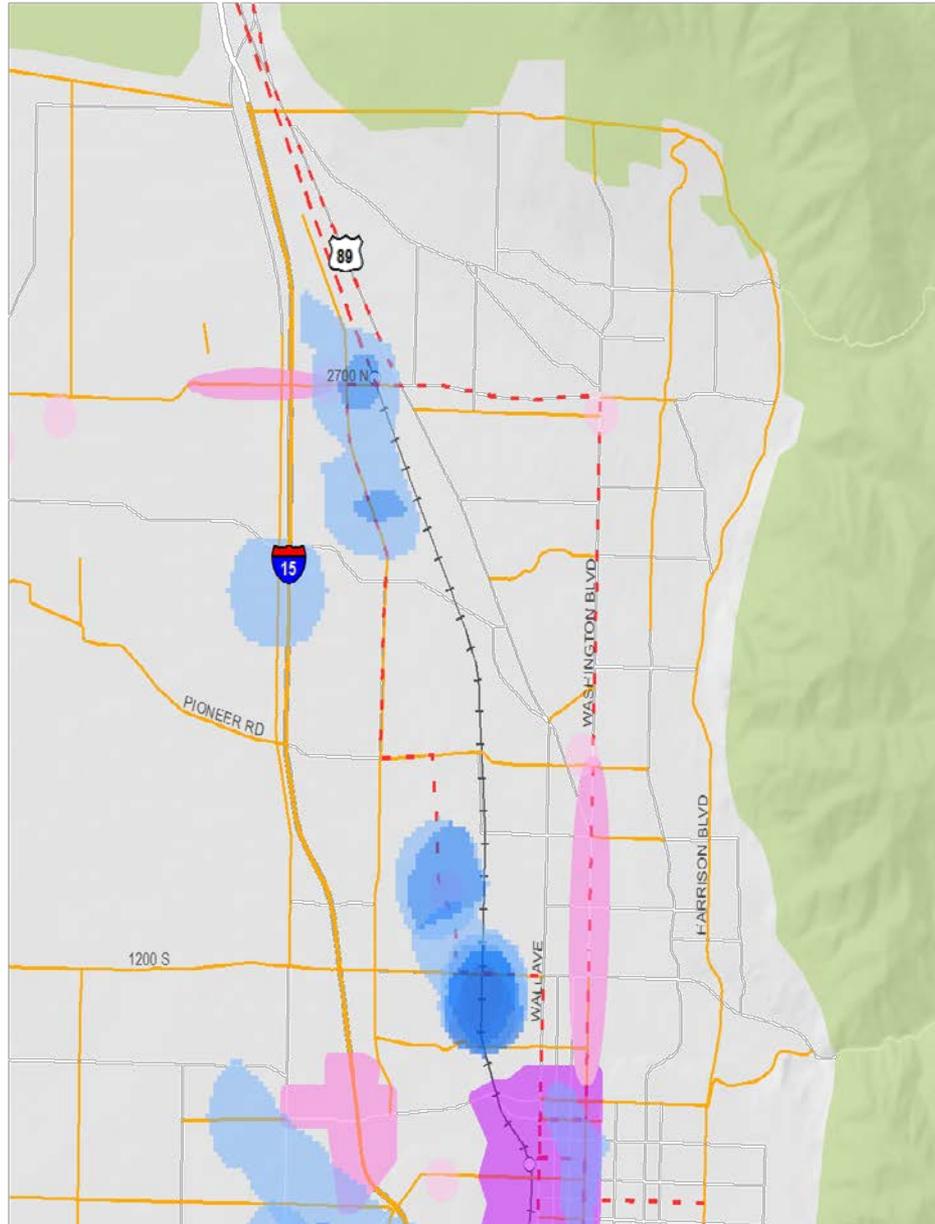


How might proposed roads affect....

Congestion?  
Access to destinations?

How do they support  
land use and economic  
development goals?

# Transit investments

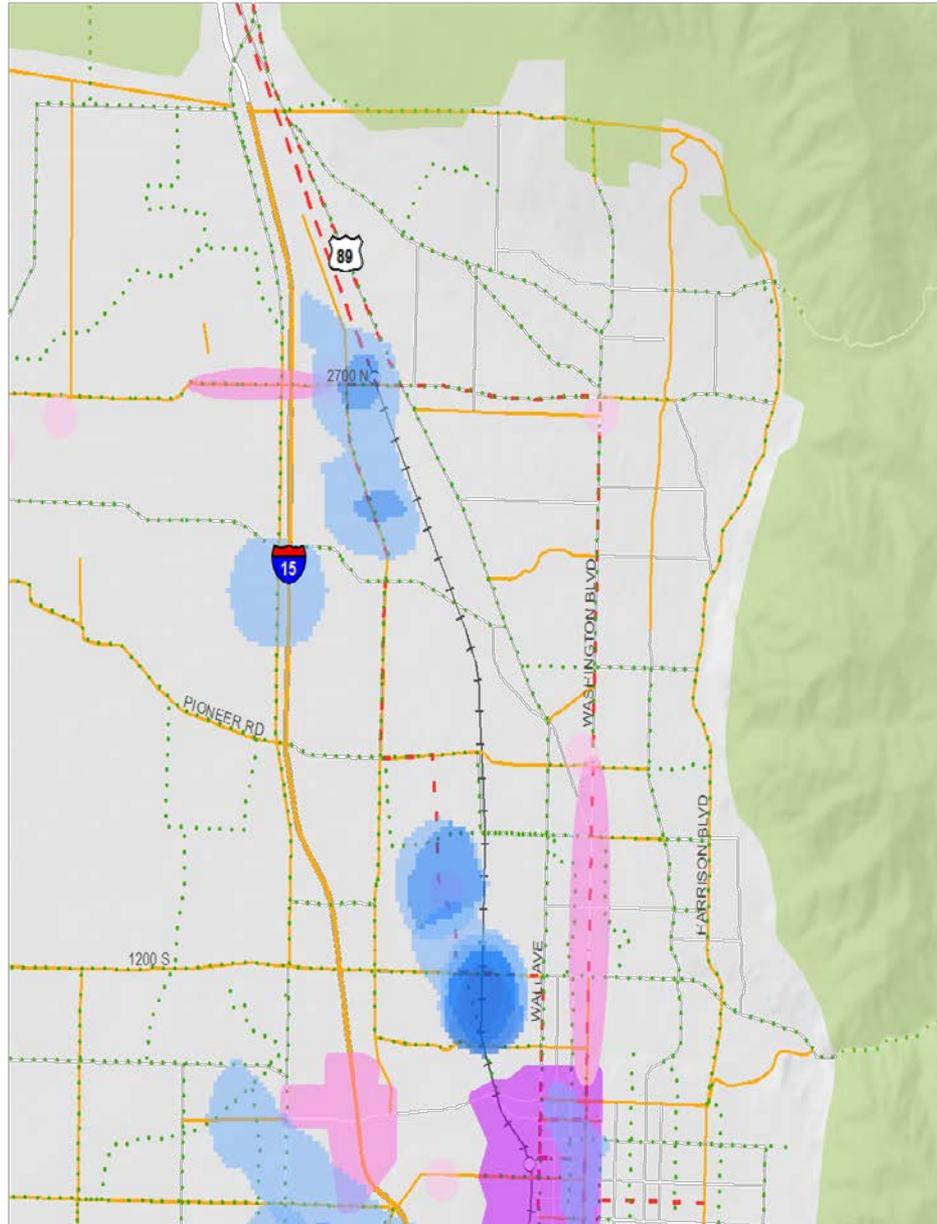


How might proposed transit affect....

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**



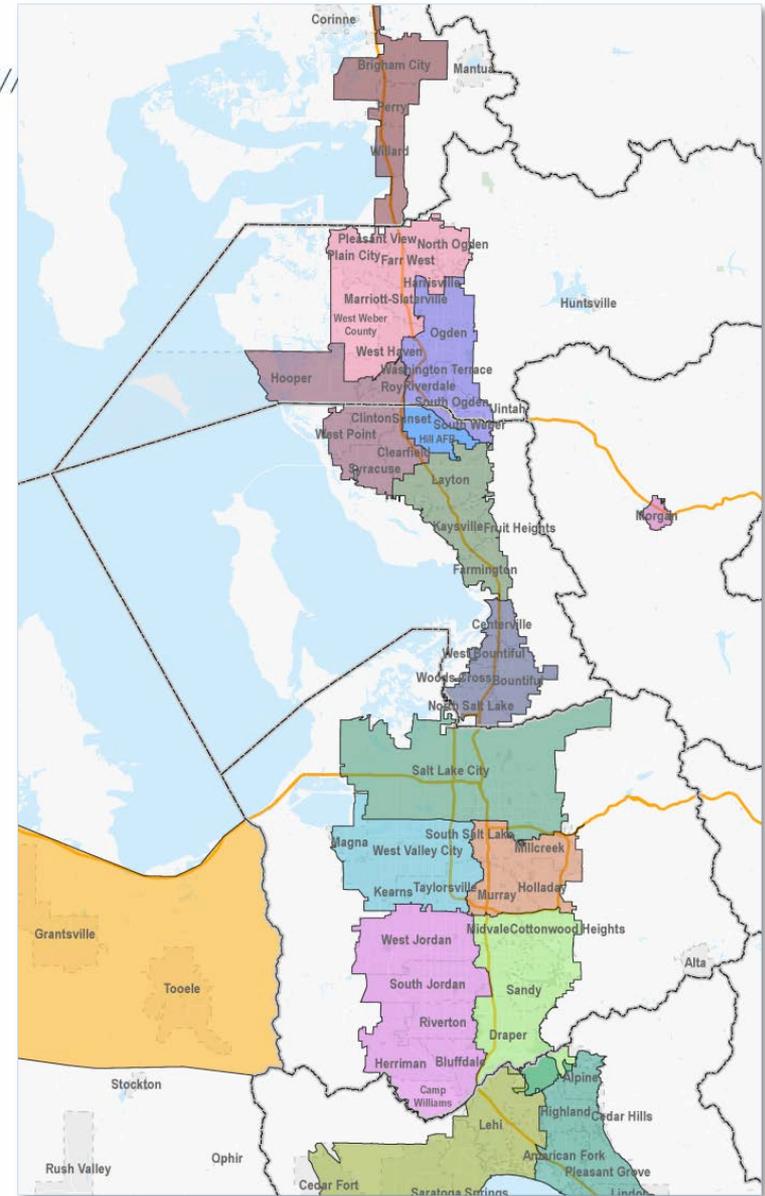
**Sustainable environment, including water, agricultural, and other natural resources**



**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





# WASATCH CHOICE

— 2050 —

## Wasatch Front Regional Council

October 26, 2017



WASATCH FRONT REGIONAL COUNCIL

# 2018-2023 TIP Board Modification

Regional Council  
October 26, 2017

Ben Wuthrich  
Wasatch Front Regional Council



# 2018-2023 Transportation Improvement Program (TIP) (Amendment One)

## Board Modification

### New Project

#### Ogden/ Layton Urban Area

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

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 Transportation Solutions program for the region.

#### Salt Lake/ West Valley Urban Area

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

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

#### Ogden/ Layton Urban Area

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

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.

# Davis County – I-15; 200 North Kaysville Southbound Ramp Meter



**New Funding**

**\$ 500,000**

\*\*\*\*\*

**Total Project Cost  
Estimate \$ 500,000**

**New  
Project**

**New Project will construct a Ramp Meter on  
the Southbound On-Ramp – Reducing  
Congestion & Operational concerns on I-15  
southbound and 200 North**

TIF Bond Funding Recommendations (May 2017)

Pin	Transportation Investment Fund Projects	Current Amount	Est FY18	Est FY19	Est FY20	Est FY21	Est FY22	Est FY23	Est FY24	Est FY25	Const. Year	TIF Total
8314	SR-85, MVC; 5400 South to 4100 South	133.197	13.691	20.000							2016	133.197
10266	Provo/Orem Transportation Improvement Project	12.741									2016	12.741
10491	I-15, 2700 N (Farr West) to 1100 S (Brigham City)	25.748									2016	25.748

TIF Bond Funding Recommendations (May 2017)

Pin	Transportation Investment Fund Projects	Current Amount	Est FY18	Est FY19	Est FY20	Est FY21	Est FY22	Est FY23	Est FY24	Est FY25	Const. Year	TIF Total
14422	SR-193; Extension, 2000 West to 3000 West	9.000									2017	9.000
14722	US-6; New Passing Lane & Extend 2 Passing Lanes	1.800		1.800							2018	1.800
15135	Bluffdale Reimbursement for Porter Rockwell	8.213					5.713				2021	8.213
15669	I-15 NB; 9000 South to I-215	130.000	10.000	45.000	60.000	15.000					2019	130.000
15680	SR-108; 300 North to 1800 North	60.000				4.000	7.000	20.000	29.000		2023	60.000
15681	SR-30; SR-23 to SR-252	45.000		2.000			20.000	23.000			2021	45.000
11268	West Davis Highway	610.000	1.000	20.000	9.000	70.000	100.000	230.000	180.000		2020	610.000
15670	Porter Rockwell (Bridge)	50.000			1.000	20.000	29.000				2020	50.000
14415	Bangerter Highway @ 6200 South	64.000		3.000	20.000	41.000					2019	64.000
14416	Bangerter Highway @ 10400 South	46.000					1.000	17.200	27.800		2022	46.000
14417	Bangerter Highway @ 12600 South	49.000					1.000	17.200	30.800		2022	49.000
14421	Midvalley Highway	74.400		3.000	35.700	35.700					2019	74.400
15682	I-15; 1800 North Interchange	90.000							40.000	50.000	2024	90.000
15683	I-15; 24th Street Interchange	96.000						4.000	70.000	22.000	2023	96.000
15684	I-15; Shepard Lane Interchange	47.000			1.000	2.500	8.000	12.000	23.500		2023	47.000
11608	I-15; Exit 16 Interchange Improvements Phase 1	25.400	3.000	7.400	15.000						2019	25.400
15731	US-189; Wallsburg to Charleston	53.000					1.000	22.000	30.000		2023	53.000
15735	I-15; MP 135 to MP 142.5, Climbing Lanes	37.000				2.000	20.000	15.000			2022	37.000
15226	US-89; Various Passing Lanes	6.000						2.000	4.000		2023	6.000
11458	SR-7 (Southern Parkway); Sand Hollow to SR-9	68.900	5.000	9.000		39.900	15.000				2020	68.900
15706	Recreational Hot Spots	100.000		30.000	30.000	40.000						100.000
14552	I-80 / I-215 East Interchange Study	5.000	1.000	2.000	2.000							5.000
15685	I-15; SR-97 (5600 South) - Environmental Study	3.000	1.000	1.000	1.000							3.000
14557	I-15; Provo North Interchange Study	2.000	1.000	1.000								2.000
15228	SR-9; I-15 to Southern Parkway Environmental Study	2.000		1.000	1.000							2.000
15153	I-15; Springville/Spanish Fork Interchange Study - ROW	7.000		1.000	1.000	5.000						7.000
		4,370.163	451.166	574.665	813.284	560.314	331.890	364.400	435.100	72.000		4,370.163

- Accelerated Projects
- New Projects

\* There are some projects currently in progress, not shown on this sheet, that are included in the total dollar values shown New Project Revisions (Construction Year)

15153	I-15; Springville/Spanish Fork Interchange Study - ROW	7.000		1.000	1.000	5.000						7.000
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# Recreation Hot Spots – Little Cottonwood Canyon

## Economic Development Impact Associated with Recreation and Tourism

To Determine Most Effective Solutions

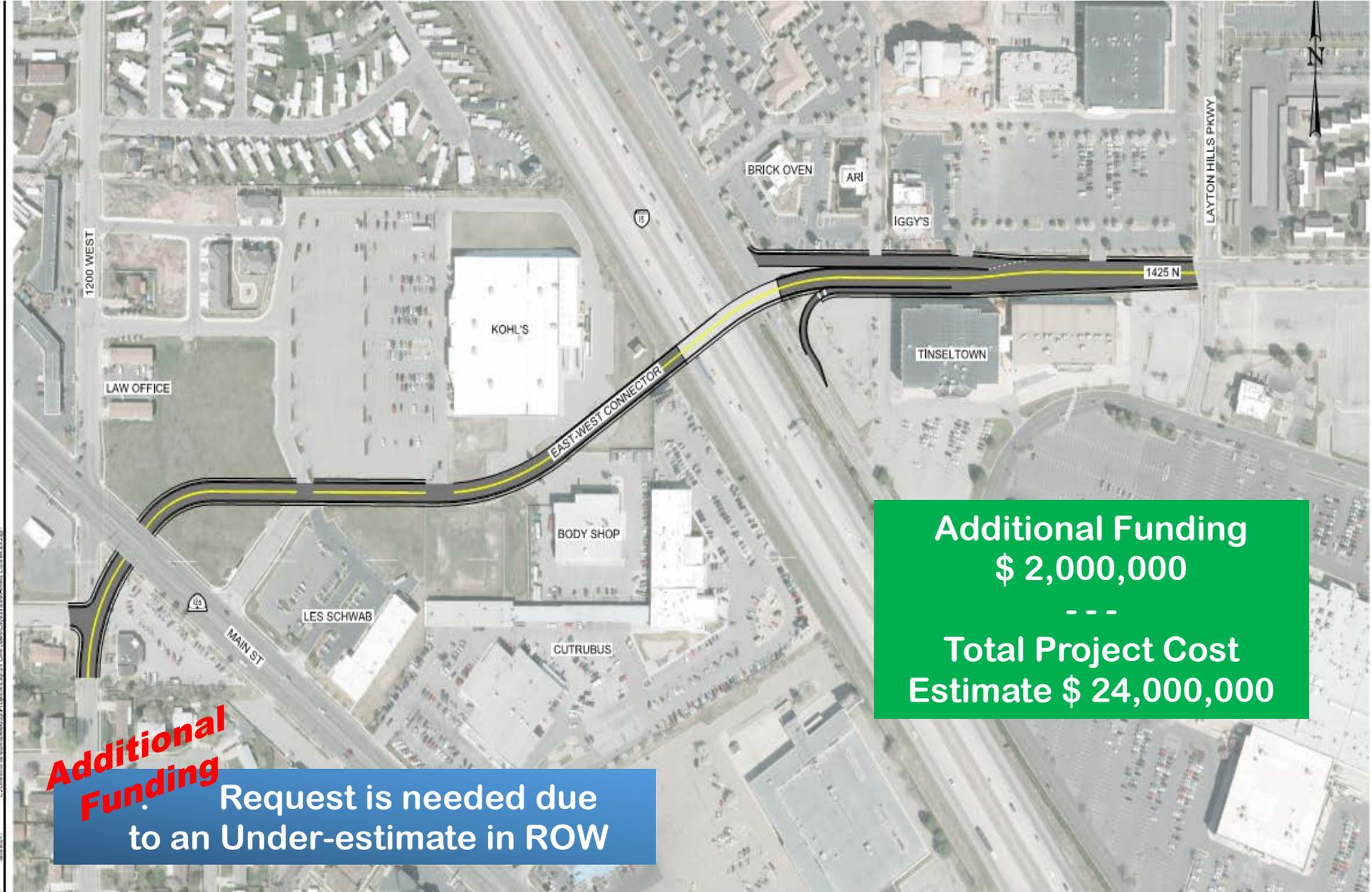
Project Funding  
\$ 2,000,000  
---  
Total Project Cost  
Estimate \$ 2,000,000



**New  
Project**

- 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





# 2017 Active Transportation Committee

October 26, 2017



WASATCH FRONT REGIONAL COUNCIL



# 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



Two-way bike lane sidewalk - University



Protected bike way – above curb



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)





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**Scott A. Hess**

[shess@wfrc.org](mailto:shess@wfrc.org)

**801-643-3337**

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# VEHICLE EMISSIONS

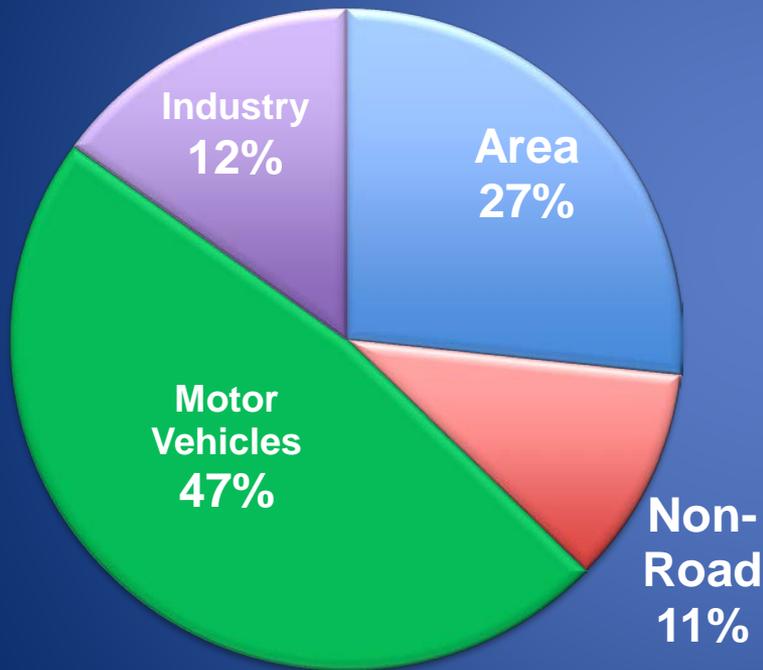
## *WHAT YOUR COMMUNITY CAN DO*

**Kip Billings**  
**WFRC**

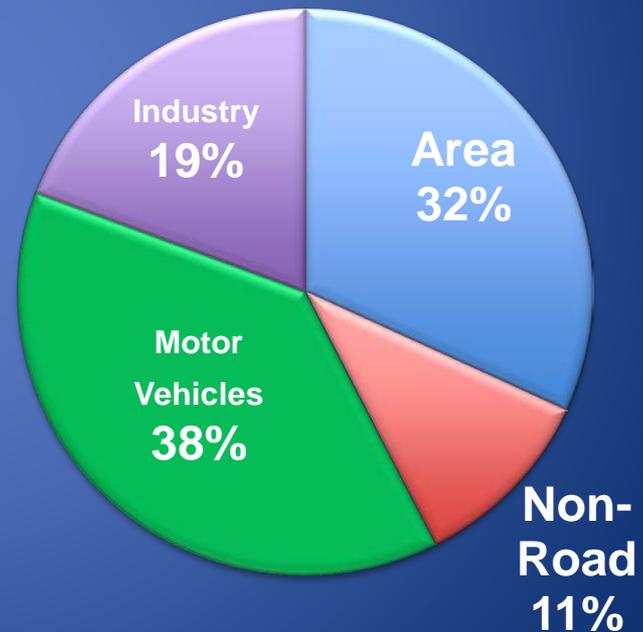
**Air Quality Committee**  
**October 12, 2017**

# Where Does PM2.5 Pollution Come From?

**2014**  
295 tons/day

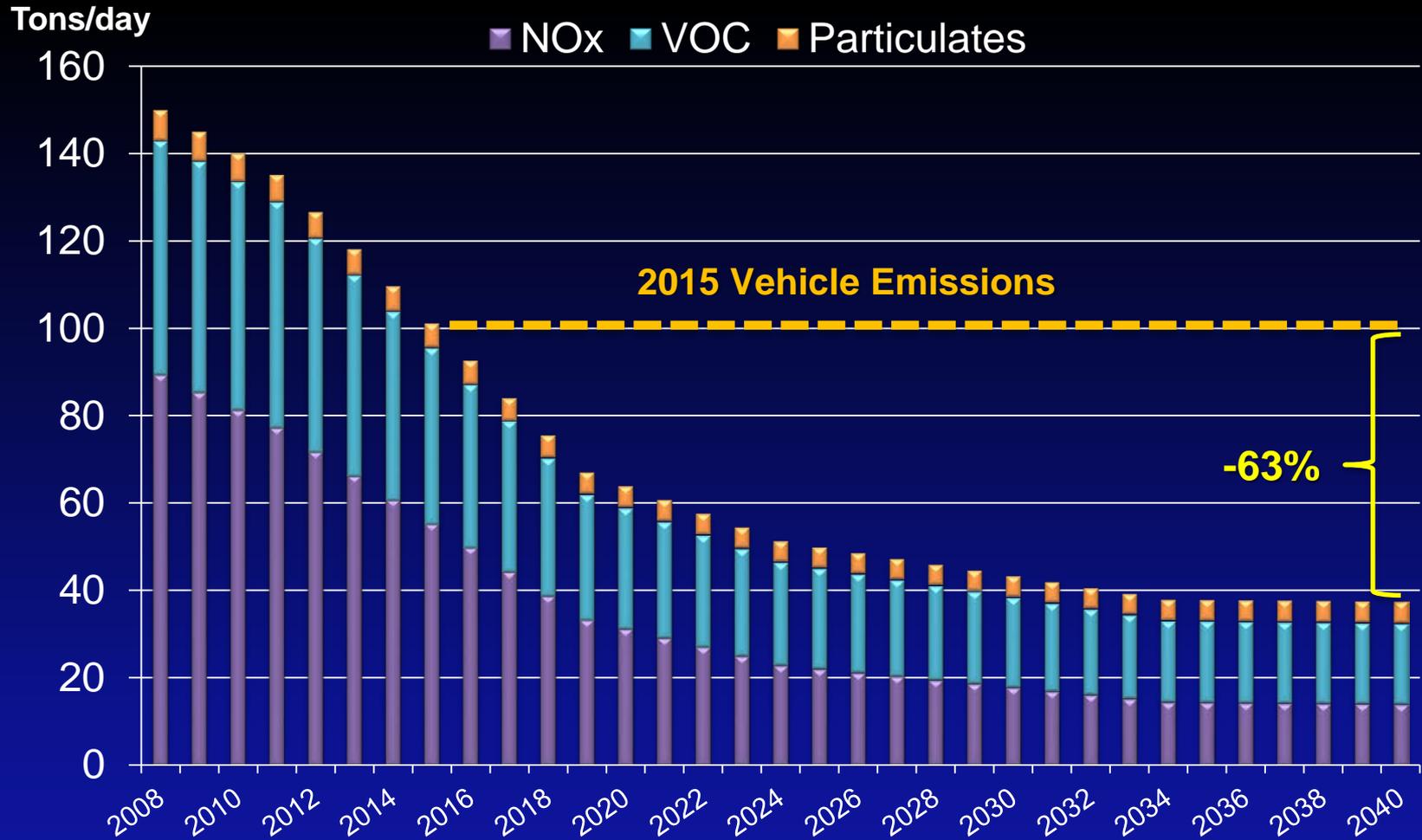


**2019**  
243 tons/day



# Wasatch Front Area Vehicle Emissions – PM<sub>2.5</sub>

Weber – Davis – Salt Lake – Tooele – Box Elder

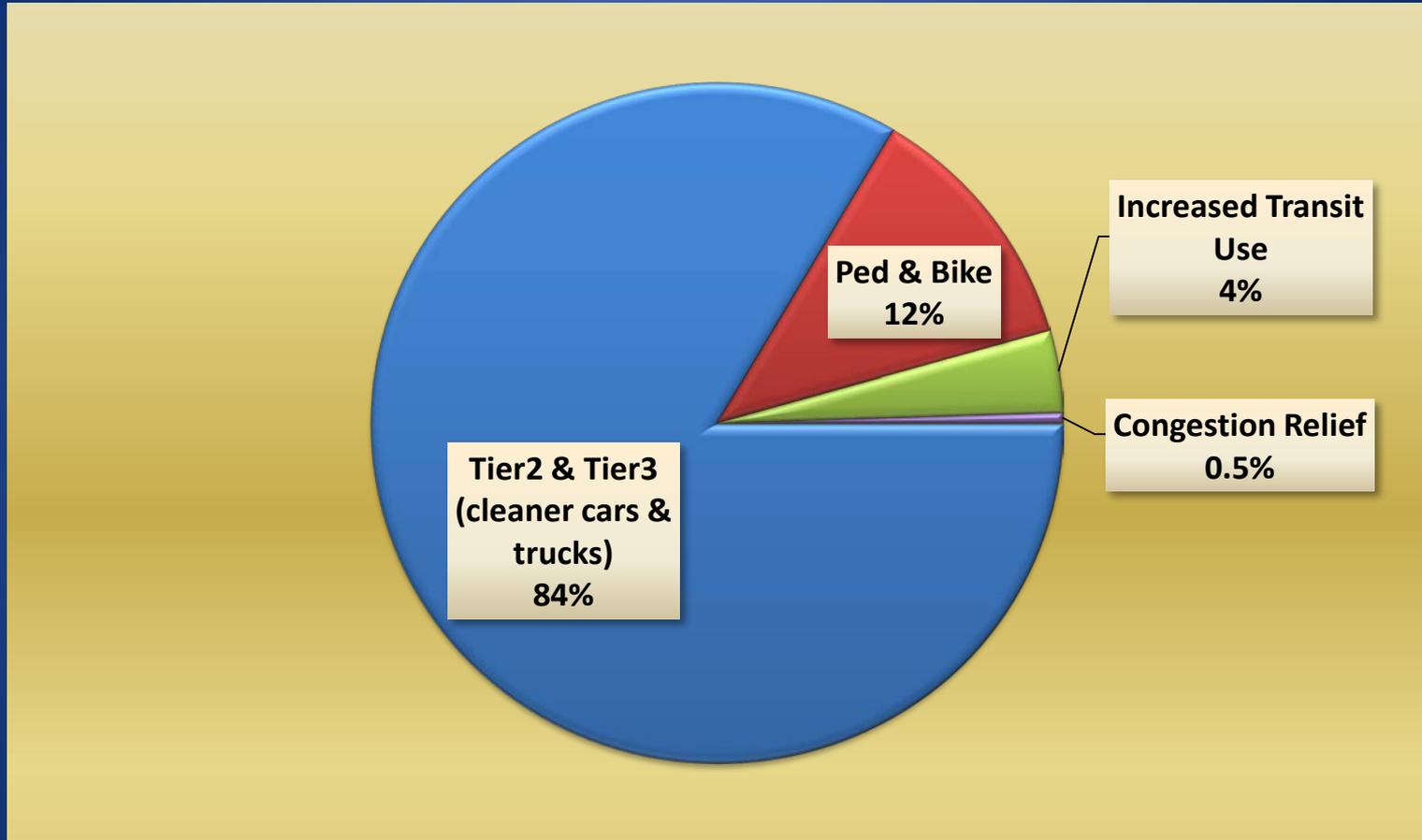


RTP 2015-2040, MOVES2014, Tier3 vehicles & fuel

# Emission Reductions: 2015 vs 2040

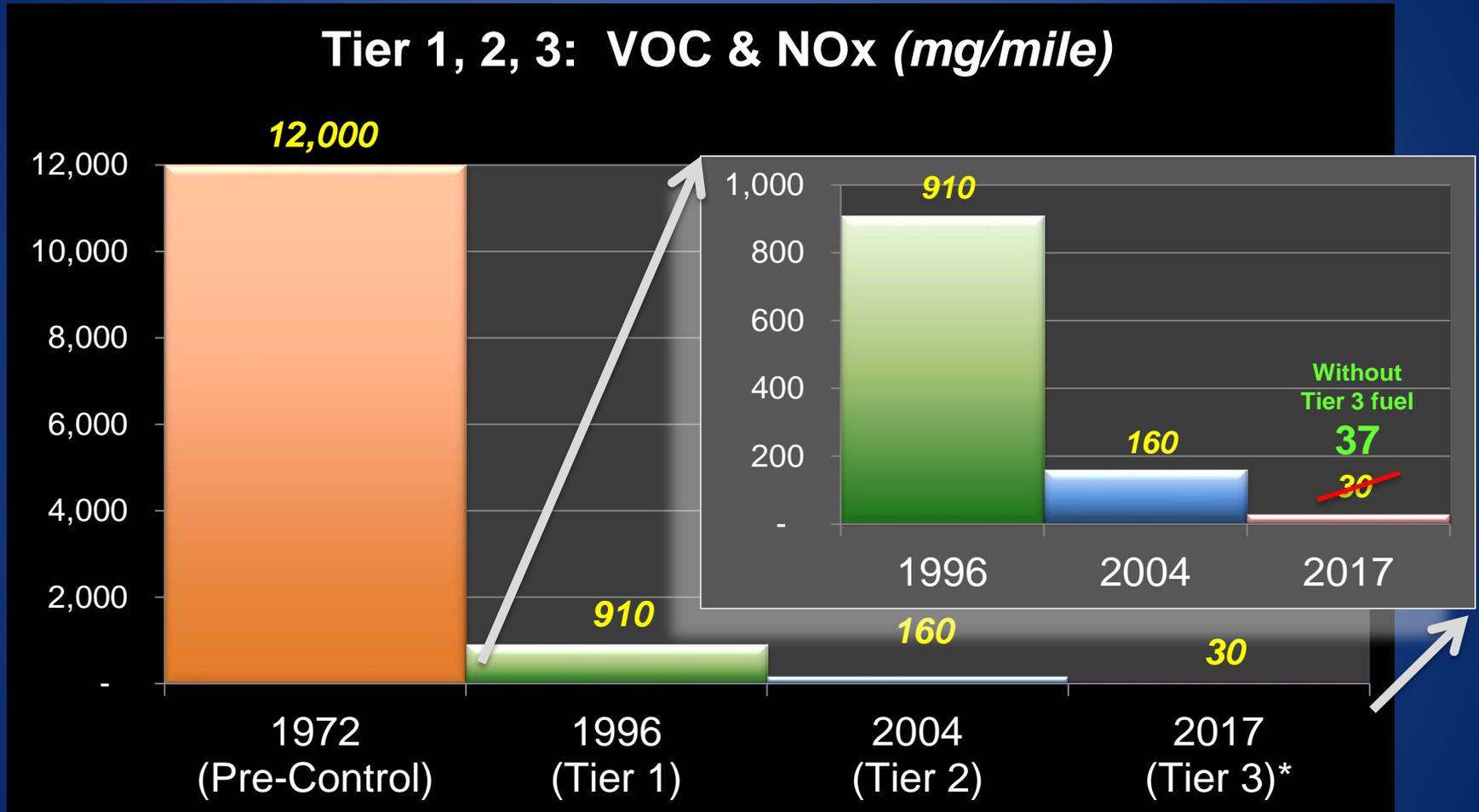
## WFRC Regional Transportation Plan

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

# Vehicle Emission Standards

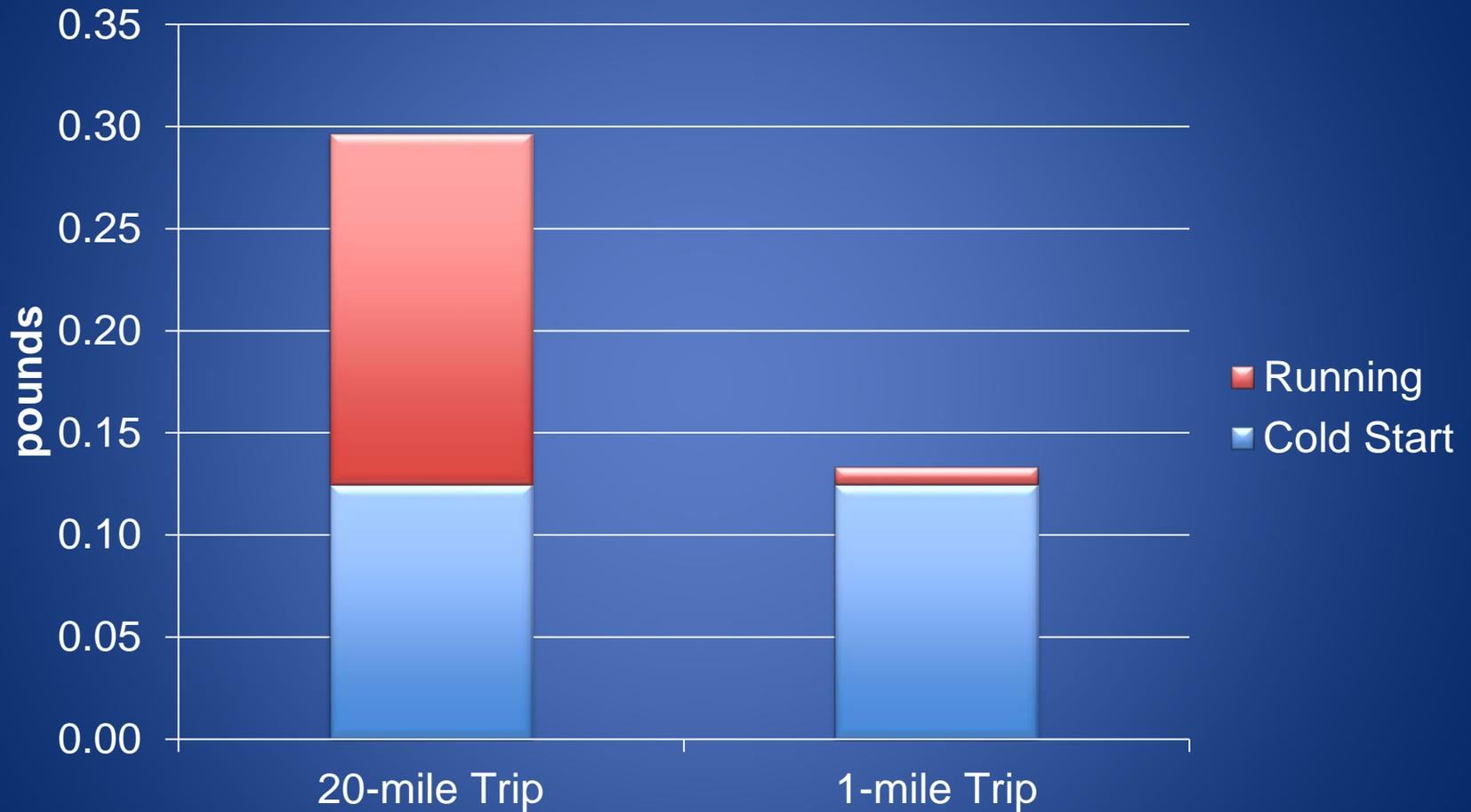


*\*30 mg/mile is comparable to a Honda Civic CNG.*

*Utah is not guaranteed to receive Tier 3 fuel.*

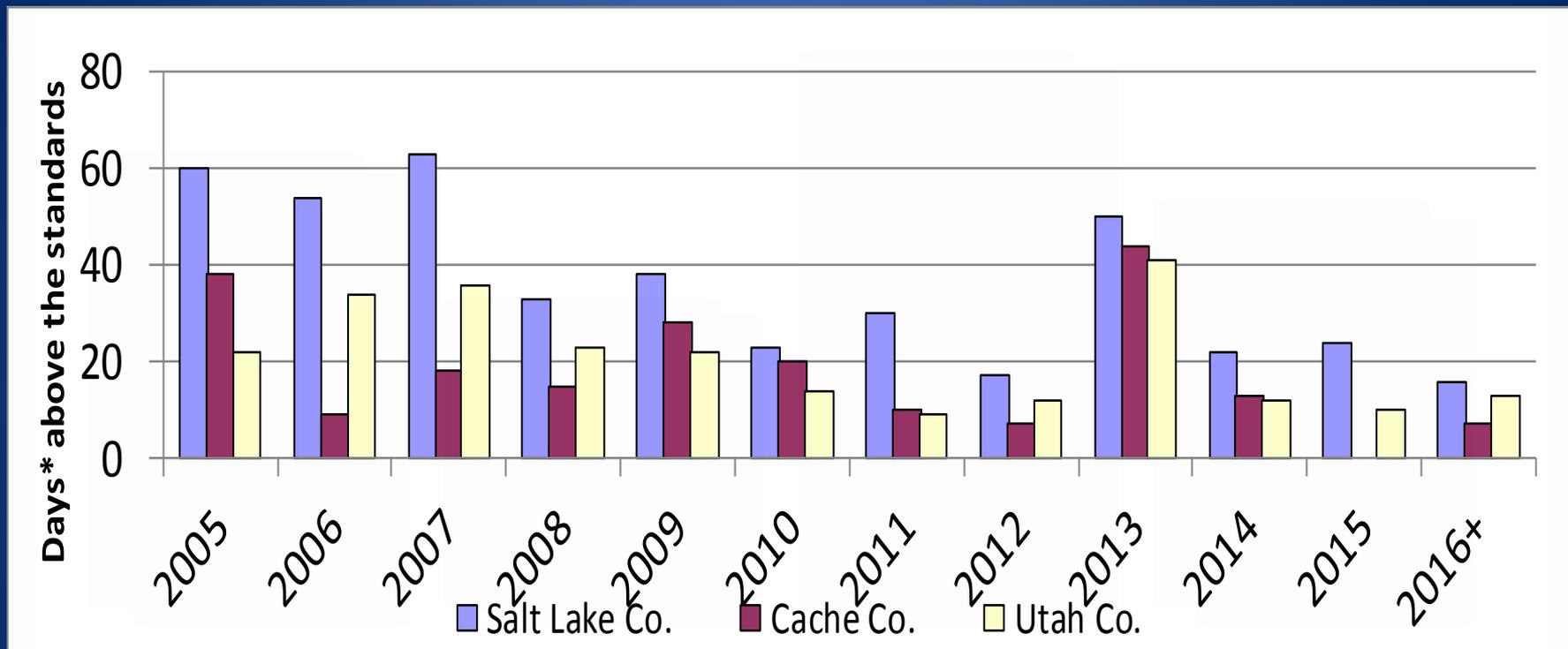
Source: Transportation Air Quality, Selected Facts and Figures, FHWA-HEP-05-045, January 2006

# Vehicle Cold Start Emissions



# 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

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- **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](http://provocleanair.org))

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# Provo Clean Air Toolkit - Strategies

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## GET INVOLVED

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Strategies for...

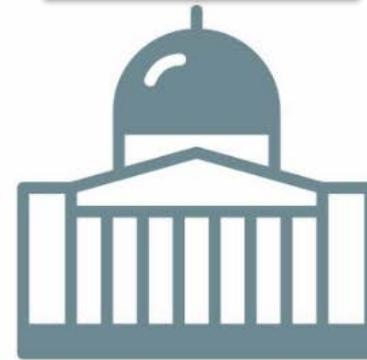
Individuals



Businesses &  
Organizations



City



# Provo Clean Air Toolkit – City Strategies

Board of Adjustment	City Council	Community Development Department	Design Review Committee
Economic Development Department	Energy Board	Housing Authority	Information Systems Division
Mayor's Office	Parks and Recreation Department	Planning Commission	Power Department
Public Works Department	Redevelopment Agency	Sustainability and Natural Resources Committee	Transportation and Mobility Advisory Committee

# 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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