



WFRC Named **Employer of the Year** by Women's Transportation Seminar (WTS)



A STATEWIDE CONVERSATION
ABOUT UTAH'S FUTURE

How should we handle growth?

TAKE THE SURVEY: [GUIDINGOURGROWTH.UTAH.GOV](https://guidingourgrowth.utah.gov)



Four topics



Housing



Transportation



Water



Open Space & Recreation

Part 1

Compare Growth Options



Explore challenges
and options



Consider pros and
cons



Share your input

Start

Part 2

Explore Big Ideas



Review ideas
submitted by Utahns



Select your favorite
ideas

Start



2023-2050 Regional Transportation Plan

Wasatch Front Regional Council // May 25, 2023

Wasatch Choice Vision



Economic Development

Comprehensive
Economic Development
Strategy



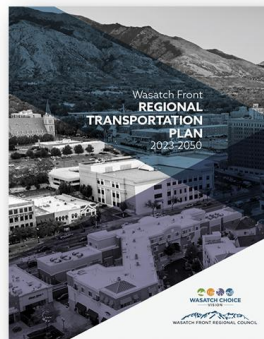
Land Use

Transportation
and Land Use
Connection

Local Plans and
Ordinances

Transportation

Regional
Transportation
Plan



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

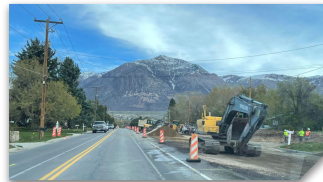


Sustainable environment,
including water, agricultural,
and other natural resources



Ample parks, open spaces,
and recreational opportunities

What is included in the Regional Transportation Plan?



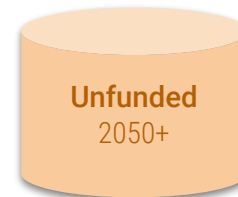
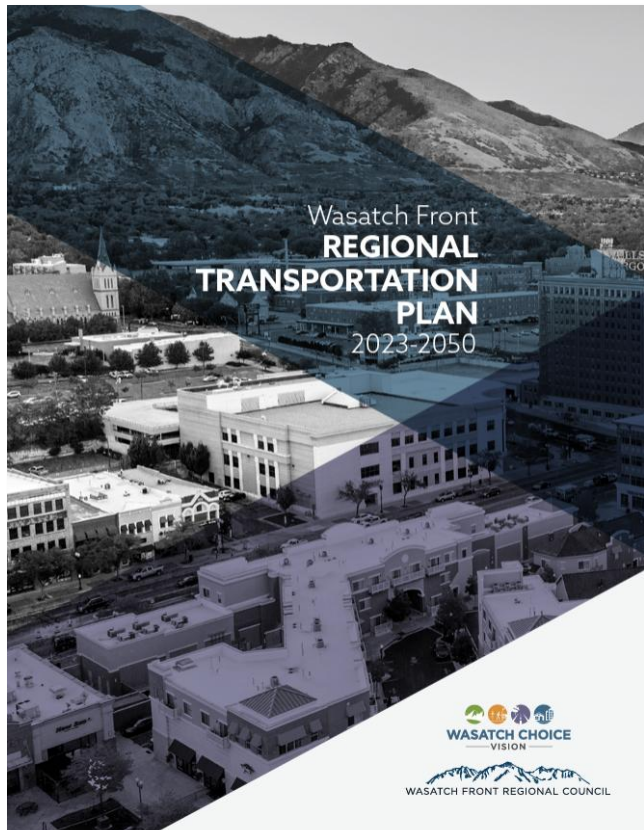
Cities &
Counties



U T A

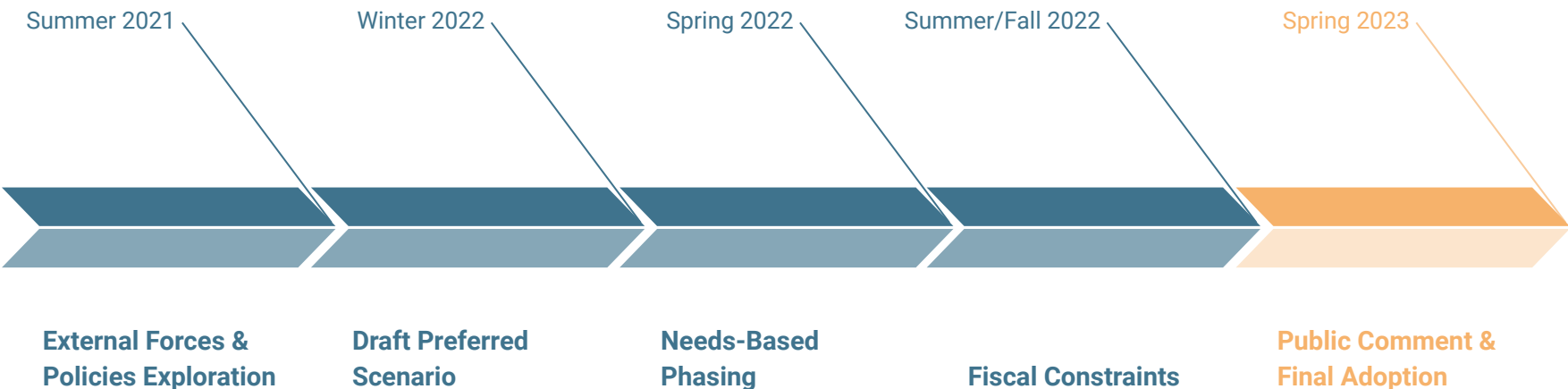


Regional Transportation Plan Overview



OTHER TOP
PRIORITIES

RTP Development Timeline



Public Comment Summary



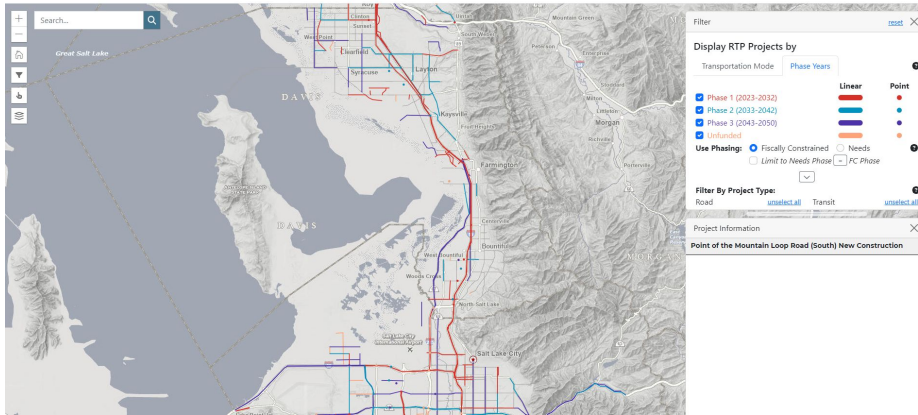
3,400 total comments (2020-2023)

Comment period:

January 27th - February 26th

- Interactive map
- Draft 2023-2050 RTP
- Draft AQ Conformity Memorandum #41
- Over 1,600 comments

Draft 2023 RTP Map



Little Cottonwood Canyon EIS Interest

RTP and EIS FAQ



bit.ly/wfrceis

2023-2050 Regional Transportation Plan and the Little Cottonwood Canyon Environmental Impact Statement



WFRC is developing the 2023-2050 Regional Transportation Plan (RTP). Questions have been raised about how the RTP reflects the Little Cottonwood Canyon (LCC) Environmental Impact Statement (EIS). This sheet addresses those frequently asked questions.

What is the Regional Transportation Plan?

The RTP is the long-term strategy for our region's future transportation system, from now to 2050. WFRC works in partnership with local governments, transportation agencies, community organizations, and residents to develop the Plan, which identifies transportation needs and roadway, transit, and pedestrian/bicycle facilities. The RTP is part of the federally established planning and project development process. Federal regulations require all regionally significant transportation projects to be included in the RTP.

What is an Environmental Impact Statement (EIS)?

An EIS is a detailed environmental study and process, under the National Environmental Policy Act (NEPA), to evaluate potential impacts of certain types of proposed transportation projects. UDOT has assumed the federal responsibility for conducting NEPA environmental studies on transportation projects in Utah.

What's the role of WFRC, as a Metropolitan Planning Organization (MPO), with regard to an EIS?

The MPO is required to include in the RTP all regionally significant transportation elements currently identified in an EIS or other NEPA environmental process. The MPO is then responsible for verifying that the RTP – with the EIS elements included – satisfies regional air quality and fiscal requirements. This is pursuant to federal regulations, legal guidance, and decades of consistent practice.

What does the draft 2023-2050 RTP show for Little Cottonwood Canyon (LCC)?

All the transportation-related elements from UDOT's final EIS are reflected in the draft RTP, including:

- Phase 1 (2023-2032): enhanced bus service, tolling/congestion-based pricing, roadway improvements, and a mobility hub
- Phase 2 (2033-2042): avalanche snow sheds and trailhead improvements
- Phase 3 (2043-2050): gondola and base station parking

If the EIS for Little Cottonwood Canyon changes, the RTP will also be changed.

Does the RTP approve or fund a gondola?

No. The draft 2023-2050 RTP does not approve or provide funding for a gondola in LCC, nor does it allocate future funds for the project. It simply reflects the EIS at this point in time, and reflects the EIS cost estimates for projects. In the recently concluded 2023 Utah Legislative Session, funding was provided for projects identified in Phase 1 of the LCC EIS, including enhanced bus service, tolling, a mobility hub, and resort bus stops for Big and Little Cottonwood Canyons.

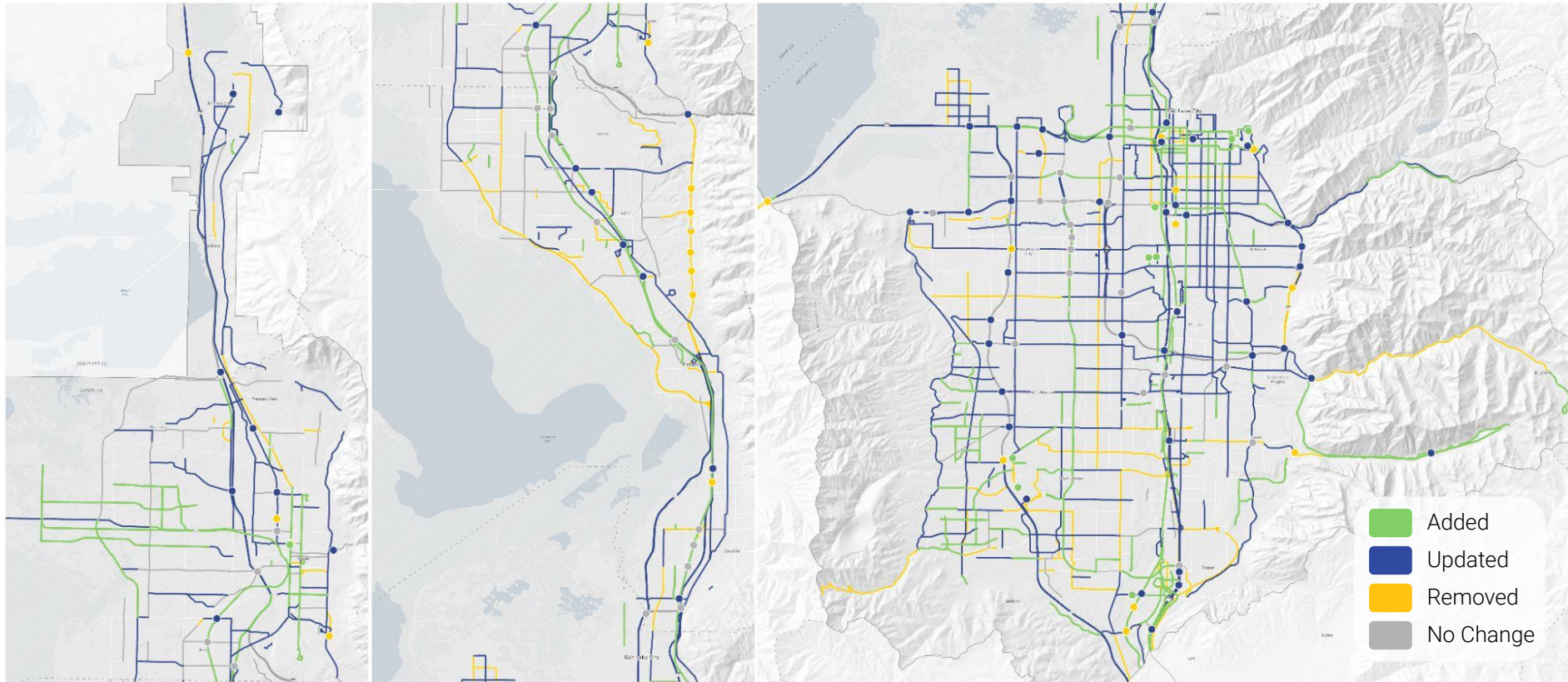
What happens to public comments submitted during the RTP comment period?

WFRC reviews and considers public input throughout the development of the RTP. Comments relating to the LCC EIS process and outcomes are shared with UDOT as the EIS lead agency. All public comments will be published in the final RTP document.

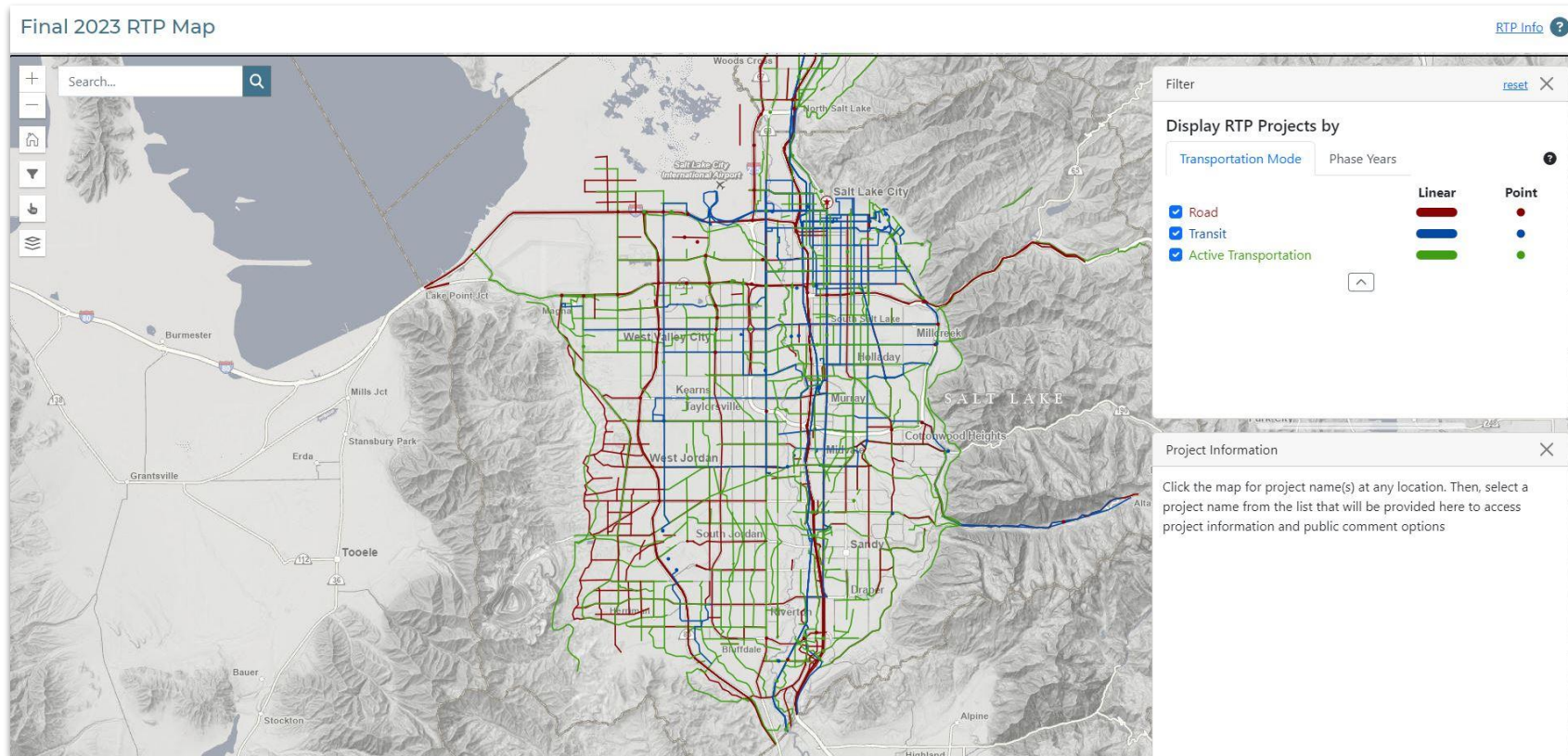
What happens next in the Regional Transportation Plan process?

WFRC is scheduled to finalize and adopt the RTP in May 2023.

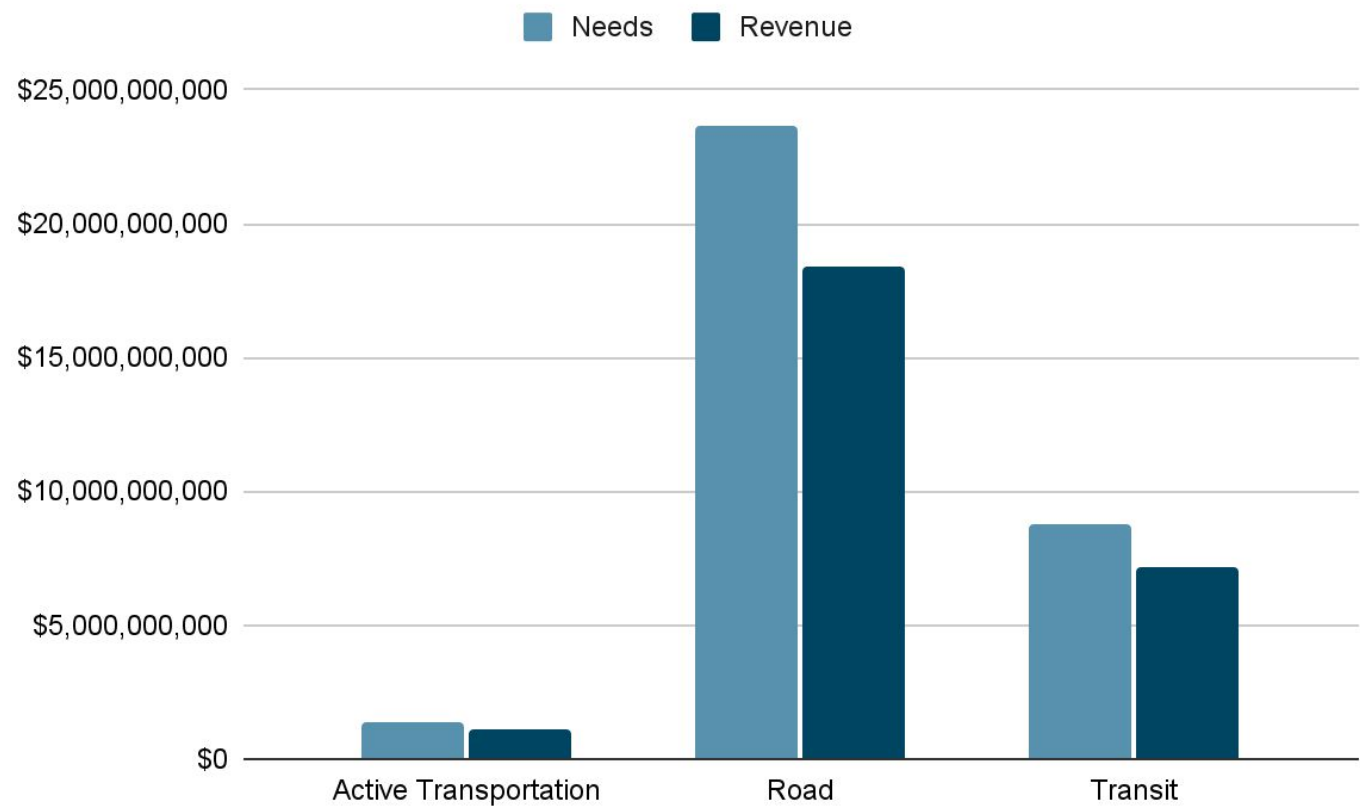
Improvements and changes from the 2019 RTP to the 2023 RTP



2023-2050 RTP Interactive Map



Fiscal Constraint



Increase in Jobs Easily Reachable to the Average



+31%

Increase in Jobs Easily Reachable to the Average



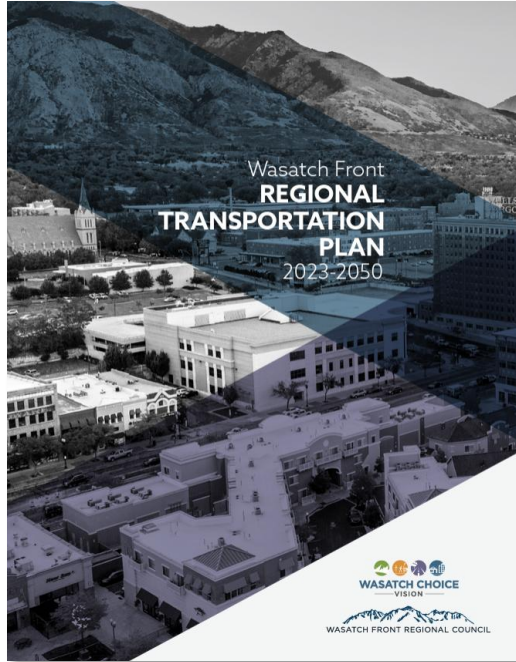
+71%

Increase in People with Nearby Access to a Bikeway



+43%

Regional Transportation Plan: Key Takeaways



We're **growing** fast, and...

We need to **invest** – even more.

We have a **Regional Transportation Plan!**

The RTP has **multimodal** balance - roads, transit, and trails.

The RTP was developed with lots of **community and partner engagement**, especially about the relationship between transportation and land use.

.....

The RTP will improve mobility and quality of life.

“I move that the Wasatch Front Regional Council adopt the final phased and financially constrained 2023-2050 Regional Transportation Plan and approve the draft Air Quality Memorandum #41 conformity determination.”

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‘WFRC supports prioritizing of phase 1 and 2 and implementation and evaluation of phase 1 and 2 before advancing to phase 3.’



2023-2050 Regional Transportation Plan

Wasatch Front Regional Council // May 25, 2023

Fiscal Year 2024 Goals

1. Collaboratively advance the Wasatch Choice Vision as a framework for integrating transportation, land use, and economic development, to best address growth-related opportunities and challenges

- a. Support local communities to update their plans for growth and development.
 - Help communities to: (i) integrate their local transportation, housing, land use, economic development, and open space plans; (ii) implement their envisioned Wasatch Choice Vision centers; (iii) advance station area planning and certification; (iv) leverage public assets for healthier communities; (v) satisfy statutory requirements; and (vi) manage funding challenges, all while considering community preferences.
 - Provide high-quality data, tools, analysis, advice, and technical and financial resources.
 - Engage, inform, and facilitate collaboration among local governments, transportation agencies, and other public and private sector stakeholders.
- b. Communicate the needs and benefits of investment in Utah's multi-modal transportation system as reflected in Utah's Unified Transportation Plan.

2. Effectively administer ongoing plans and programs

- a. Continue the performance-based approach for WFRC plans and programs, including to: (i) monitor and share progress towards the adopted Wasatch Choice Vision goals; (ii) advance the use of "access to opportunities," locally, regionally, and nationally, as a measure for planning and programming; and (iii) promote inclusive engagement in transportation planning processes and equitable access to affordable and reliable transportation options.
- b. Continue coordination and development of the 2023-2050 Utah's Unified Transportation Plan.
- c. Create a strategy for the four-year development of the next Wasatch Choice Vision and Regional Transportation Plan (RTP), with focuses that include (i) policy approaches to complement planned investments; (ii) innovative funding and financing strategies; (iii) multi-modal connectivity; (iv) regional trail network planning; and (v) addressing external forces.
- d. Develop the 2025-2030 Transportation Improvement Program (TIP), compiling prioritized road, transit, and active transportation projects (adopt summer 2024).
- e. Provide funding and technical support to communities through WFRC programs including: Surface Transportation Program (STP), Congestion Mitigation and Air Quality Program (CMAQ), Carbon Reduction Program (CRP), Transportation Alternatives Program (TAP), Community Development Block Grant (CDBG), Transportation and Land Use Connection Program (TLC), and Station Area Planning Technical Assistance (SAP).
- f. Link economic opportunity with transportation and land use planning; pursue economic opportunities associated with the Wasatch Choice Vision, Utah's Coordinated Action Plan for Economic Vision 2030, and the 2023-2028 Regional Comprehensive Economic Development Strategy (CEDS).

MISSION STATEMENT

The Wasatch Front Regional Council builds consensus and enhances quality of life by developing and implementing visions and plans for a well-functioning multi-modal transportation system, livable communities, a strong economy, and a healthy environment.

ROLES

To accomplish our mission, the Wasatch Front Regional Council serves the following roles.



Convener

We facilitate collaboration with our communities and partners.



Technical Expert

We are trusted subject-matter experts.



Planner

We proactively plan for the future of our region.



Implementer

We put visions and plans into action.



WASATCH FRONT REGIONAL COUNCIL

3. Provide subject-matter expertise to federal, state, and local officials and policymakers

- a. Coordinate with local, regional, state, and federal government partners to compete for discretionary grant programs, effectively implement provisions of the Infrastructure Investment and Jobs Act (IIJA), and advance federal transportation policies and strategies.
- b. Promote multi-modal transportation infrastructure investments and evaluate infrastructure funding and financing strategies at the national, state, regional, and local levels.
- c. Collaborate with local governments and transportation agencies to develop a comprehensive safety action plan that will facilitate local government abilities to obtain and dedicate additional resources to safety improvements.
- d. Advance the alignment of transportation policy and investment with housing, economic development, air quality, and land use decisions.
- e. Enhance forecasting and modeling of travel behavior and land use markets, including (i) preparing for the 2023/24 Household Travel Survey; and (ii) improving modeling of transportation mode choices and impact of urban form on travel behavior.
- f. Participate in regionally significant transportation and growth-related projects and activities including but not limited to major development plans (Point of the Mountain, Northwest Quadrant / Inland Port, and Falcon Hill); regionally significant transit/land use analyses (Long-Range Transit Plan; FrontRunner Forward, Future of LRT, and Mobility Hubs); multi-city active transportation plans; a variety of corridor studies linking roadways and land use, planning for housing choices and affordability; major roadway environmental work, such as the I-15 EIS - Farmington to Salt Lake City; planning for the Olympics; regionally significant water utilization planning; and the Guiding Our Growth statewide growth conversation.
- g. Improve air quality by assisting communities, households, and partners in their efforts to reduce emissions through transportation choices, development patterns, and technological changes.

4. Strive for organizational excellence

- a. Ensure accountability and transparency to WFRC members in policy making and prudent, efficient use of resources. Maintain budget stability.
- b. Create and maintain a work environment that maximizes the health, happiness, and productivity of an excellent staff. Provide meaningful, constructive feedback through performance evaluations. Encourage priority professional development opportunities. Update employee compensation and performance evaluation practices as needed to ensure market competitiveness.
- c. Ensure compliance with applicable laws, regulations, and best practices.
- d. Maintain an appropriate balance between telecommuting and on-site office work.

Wasatch Choice Regional Goals



Access to economic and educational opportunities



Manageable and reliable traffic conditions



Quality transportation choices



Livable and healthy communities



Safe, user friendly streets



Clean air



Housing choices and affordable living expenses



Fiscally responsible communities and infrastructure



Ample parks, open spaces, and recreational opportunities



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

Executive Director's Report

- The League of American Bicyclists recognized WFRC with a **Silver Bicycle Friendly Business award**, again!
- For the second time, WFRC joins more than **1,500 organizations** in building a more bike friendly America!



FGDC.GOV
FEDERAL GEOGRAPHIC DATA COMMITTEE

- Bert Granberg appointed to **National Geospatial Advisory Committee** by the Department of the Interior
- Congratulations, Bert!

Executive Director's Report

Welcome, WFRC Interns!



Lilah Rosenfield, Analytics



Luis Garcia, Community & Economic
Development



Jeresun Atkin, Long Range Planning