Better outcomes by working together
Where growth occurs matters

**Transportation**
- Freeway
- Highway
- Major Local Roads
- FrontRunner
- TRAX
- BRT New
- Core Bus
- Regional AT Paths
- Other Regional AT

**Land Use**
- Metropolitan Center
- Urban Center
- Town Center
- Neighborhood Center
- Employment District
- Industrial District
- Special District
- Residential
- Protected
- Military
Regionally Significant Active Transportation

- Metropolitan Center
- Urban Center
- Town Center
- Neighborhood Center
- Employment District
- Industrial District
- Special District
- Residential
- Protected
- Military

Active Transportation
- Regional AT Paths
- Other Regional AT

Land Use
RTP = Integrated Transportation & Land Use
Wasatch Choice 2050 Goals

Community
Economy
Manageable Traffic
Choices

Safe
Affordable
Clean Air
Parks and Recreation

Environment
Fiscal Responsibility
Process

1. Explore Goals & Scenarios
2. Choose Preferred Scenario
3. Prioritize Projects & Investments

WASATCH CHOICE 2050
The Regional Transportation Plan

» Roads, transit, bike lanes, and trails
» Updated every four years
» Uses forecasts of future travel behavior
» Financially constrained
» Ensures air quality conformity

» Phase 1: 2019-2030
» Phase 2: 2031-2040
» Phase 3: 2041-2050
» Unfunded
Phasing Outreach

Seven Phasing Workshops

» 260 Elected officials and staff
» 56 Partners
» 309 Comments

Interactive Map

» 503 Unique users / 1,129 Unique page views
» 145 Comments

Stakeholder Meetings

» UBET
» Rio Tinto
» LDS Church Land Holding Groups

Local Community Follow-up
Special Considerations

» Inland Port

» Point of the Mountain
Next Steps

Today’s Meeting
» Recap of workshops & public comment period
» Final public comment period

March Meeting
» Report back on final comment periods
» Overview of website and document

May Meeting
» Recommendation for adoption of the RTP

August Meeting
» Broader Wasatch Choice strategies
» Approach to monitoring progress
TLC Appropriation
Regional Growth Committee
JANUARY 17th, 2019
Megan Townsend, Planner and TLC Program Lead
Population and Job Growth in Utah

Utah Population Growth and Projection

Utah Employment Growth, Past Decade
Growth Challenges

Gardner Business Review

May 2018
Applied economic analysis by the
David Eccles School of Business

What Rapidly Rising Prices Mean for Housing Affordability

By James Wood, Dejan Eskic, and D.J. Benway

Since 2010, Utah has led the country in employment and demographic growth. This growth has produced exceptionally strong demand for housing, which in turn has put upward pressure on housing prices.
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 on roads and enable more people to easily walk, bike, and use transit.
TLC Projects

PLANS
- Visions
- Community Engagement
- Downtown Master Plans
- Active Transportation

POLICIES
- Zoning Ordinances
- Design Standards
- Transportation Priorities

PRODUCTS
- Financing Options
- Implementation Strategies
- RDA Support

STUDIES AND ANALYSES (Parking, Market, etc.)
Plan → Policy: Roy City
New Residential Units: 2,676
Annual TLC Program Funding

- WFRC
- Salt Lake County
- UDOT
- UTA


$4,000,000 $3,500,000 $3,000,000 $2,500,000 $2,000,000 $1,500,000 $1,000,000 $500,000

Program Partners & Growing Funds
Additional Resources

- Program demand has doubled!
- Maximize value of infrastructure investments, by helping communities coordinate local land use with transportation, as incentivized by SB136 (2018)
- Utilize innovative financing strategies, such as Transportation Reinvestment Zones (TRZs)
- Opportunity to provide more support to move toward the product phase
State Appropriation

• $2 Million ongoing statewide
• General Funds, through UDOT, MPOs and RPOs
• Infrastructure and General Government

Appropriation Committee
Proponents

...and local governments throughout the region
Megan Townsend
Planner and TLC Program Lead
801-363-4250 x. 1101
mtownsend@wfrc.org
The Right Service for Your Community
The Right Service for Your Community

Urban or Suburban?
The Right Service for Your Community

Economic Development or Access to Opportunity?
The Right Service for Your Community

Commuter Market or Local Circulation?
The Right Service for Your Community

How many people are near transit?

High Ridership

Low Ridership
The Right Service for Your Community

Are there long distances between destinations?

High Ridership

Low Ridership
The Right Service for Your Community

How easily can people get to transit stops?

Low Ridership

High Ridership
Can transit run in straight lines to attract through-riders?
Two-thirds of transit planning is the role of local governments.
UTA Service Choices

This community engagement and service planning process will:

• Ask the community to prioritize how service resources should be distributed

• Respond to local goals and objectives

• Result in data-driven annual work plans
Different Goals, Different Service

- This is a fictional town, with 18 buses to deploy
- Dots are residents or jobs.
Ridership Goal

Focusing solely on service that generates the most ridership at the least cost
Coverage Goal

Focused on ensuring access to the transit system is available to all residents of the town.
Both goals are important, but they lead opposite directions!

Ridership Goal
- “Think like a business.”
- Focus where ridership potential is highest.
- Support dense and walkable development.
- Max. competition with cars
- Maximum VMT reduction

Coverage Goal
- “Think like a public service.”
- “Access for all”
- Support low-density development.
- Lifeline access for everyone.
- Service to every member city or electoral district.
So it helps to choose a point on the spectrum ...

Ridership Goal -> Coverage Goal
UTA Service Choices

Community Engagement:
February - April

• Online Survey

• Community Open Houses
  • Cohosted by cities/counties

• 3 Community Leader Workshops
  • Universities
  • Businesses
  • Service Providers
  • Church Groups
  • Transit Advocacy Groups