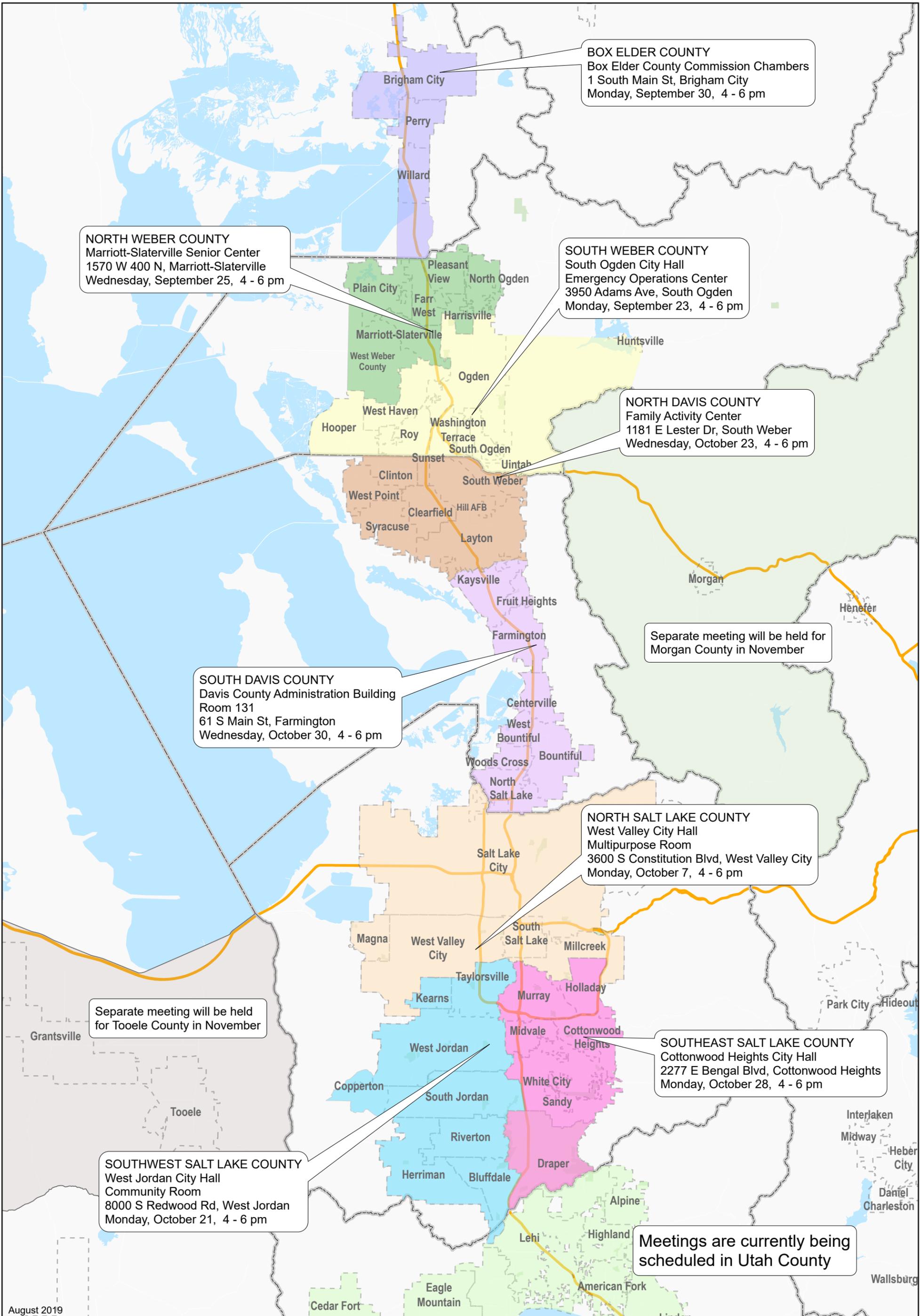




WASATCH CHOICE

2050

Implementation Workshops

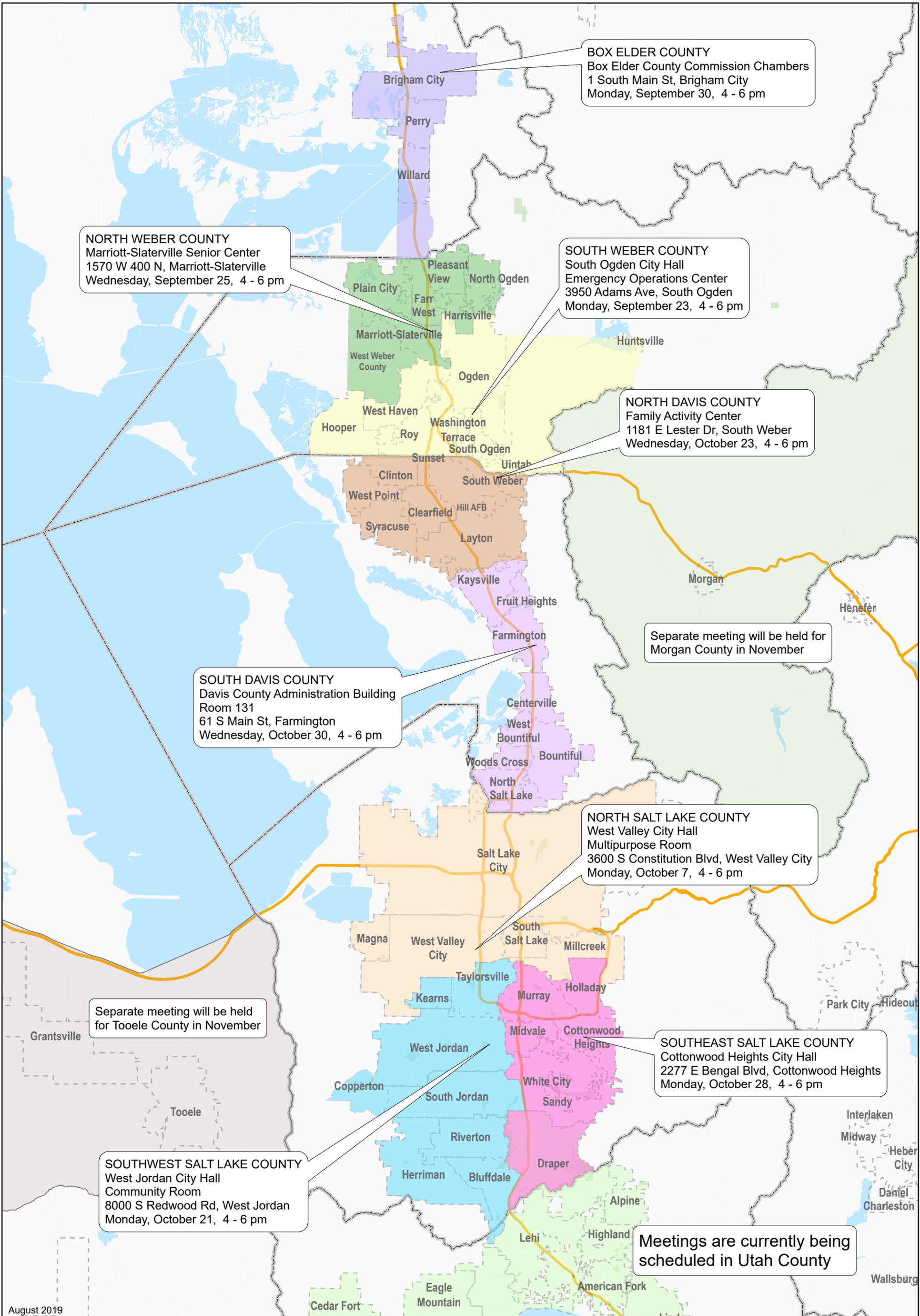




WASATCH CHOICE

2050

Implementation Workshops





Wasatch Choice 2050 Implementation

Regional Growth Committee // August 15, 2019

Preview // Wasatch Choice Interactive Map

Wasatch Choice Map

Vision Transportation Land Use Economic Development Amenities



WASATCH CHOICE 2050

VISION FOR OUR FUTURE

Our future quality of life depends on the choices we make today. The Wasatch Choice 2050 Vision is a blueprint for growth in our region. The Vision map and key strategies show how transportation investments, development patterns, and economic opportunities can enhance quality of life now and for generations to come.

Key Strategies

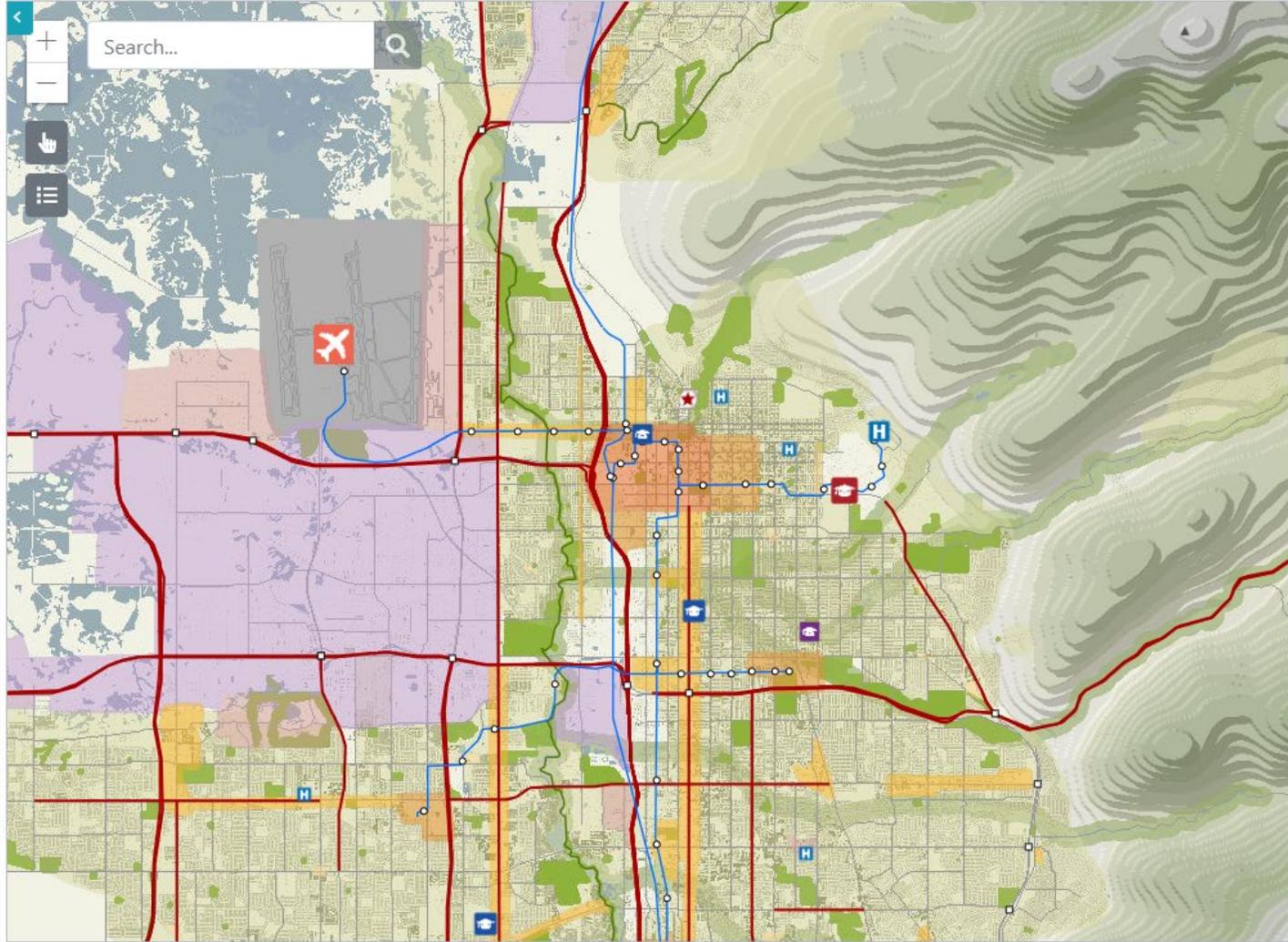
The Wasatch Choice 2050 Vision is built on four key strategies:

- 1 Provide transportation choices
- 2 Support housing options
- 3 Preserve open space
- 4 Link economic development with transportation and housing decisions

Benefits of the Vision

Implementing the Wasatch Choice 2050 Vision promotes high quality of life now and for generations to come.

- 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



The map displays a geographic area with various colored overlays representing different planning zones. A network of red and blue lines indicates proposed transportation routes. Topographic contour lines are visible on the right side of the map. A search bar and navigation controls are located in the top left corner of the map area.

Preview // Wasatch Choice Interactive Map

Wasatch Choice Map

Vision

Transportation

Land Use

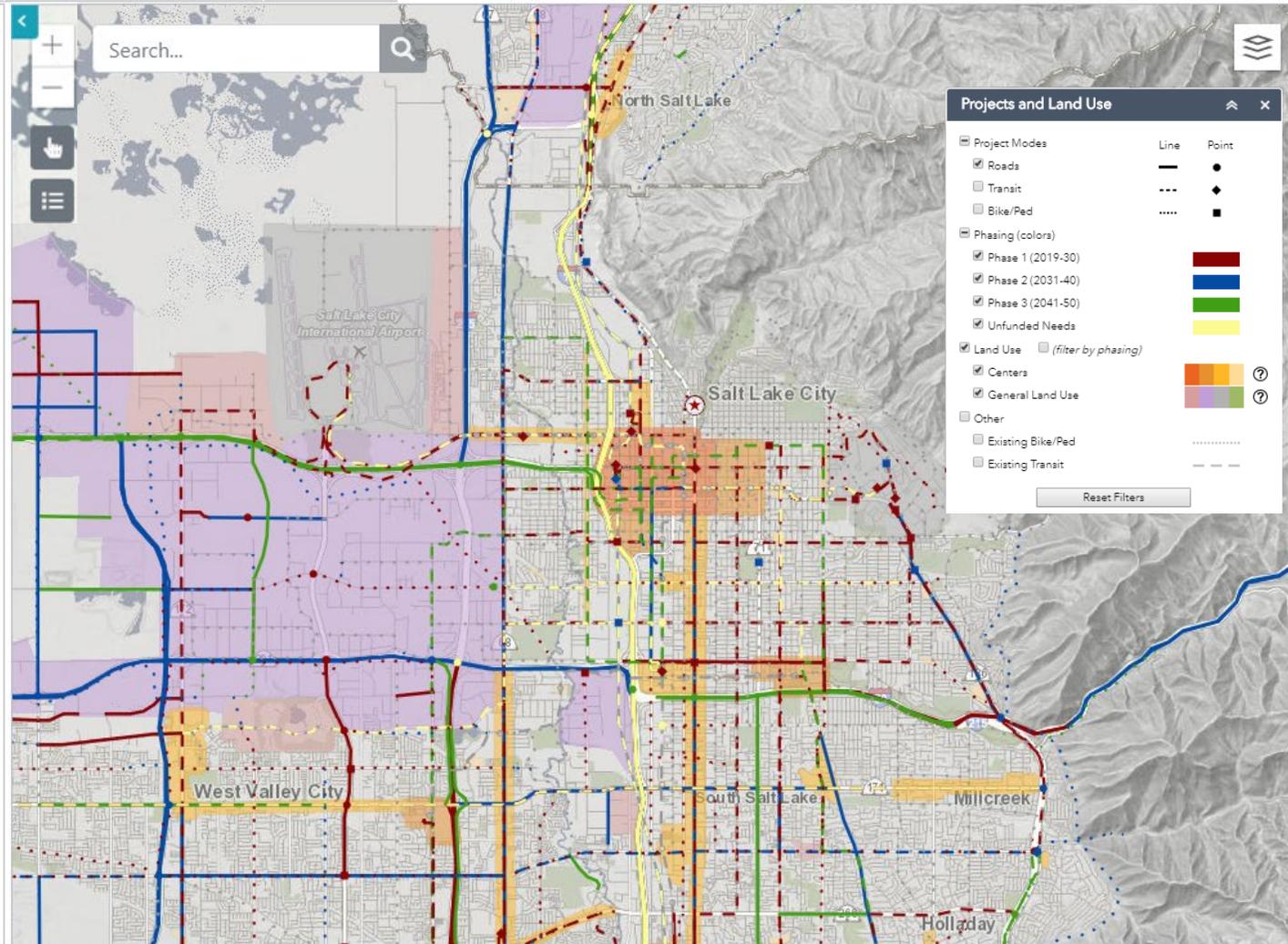
Economic Development

Amenities



Regional Transportation Plans (RTP) are where our Region's future transportation system are born with key consideration given to existing land uses and future intentions.

The 2019-2050 RTPs are a long-range blueprint that set forth the 31-year strategy for regional transportation investments for all modes of transportation in the Salt Lake, Davis, Weber (WFRC) and Utah County (MAG) urbanized areas. Rural planning organizations work with UDOT on long range transportation plans for the Wasatch Back & Tooele areas.



Preview // Wasatch Choice Interactive Map

Wasatch Choice Map

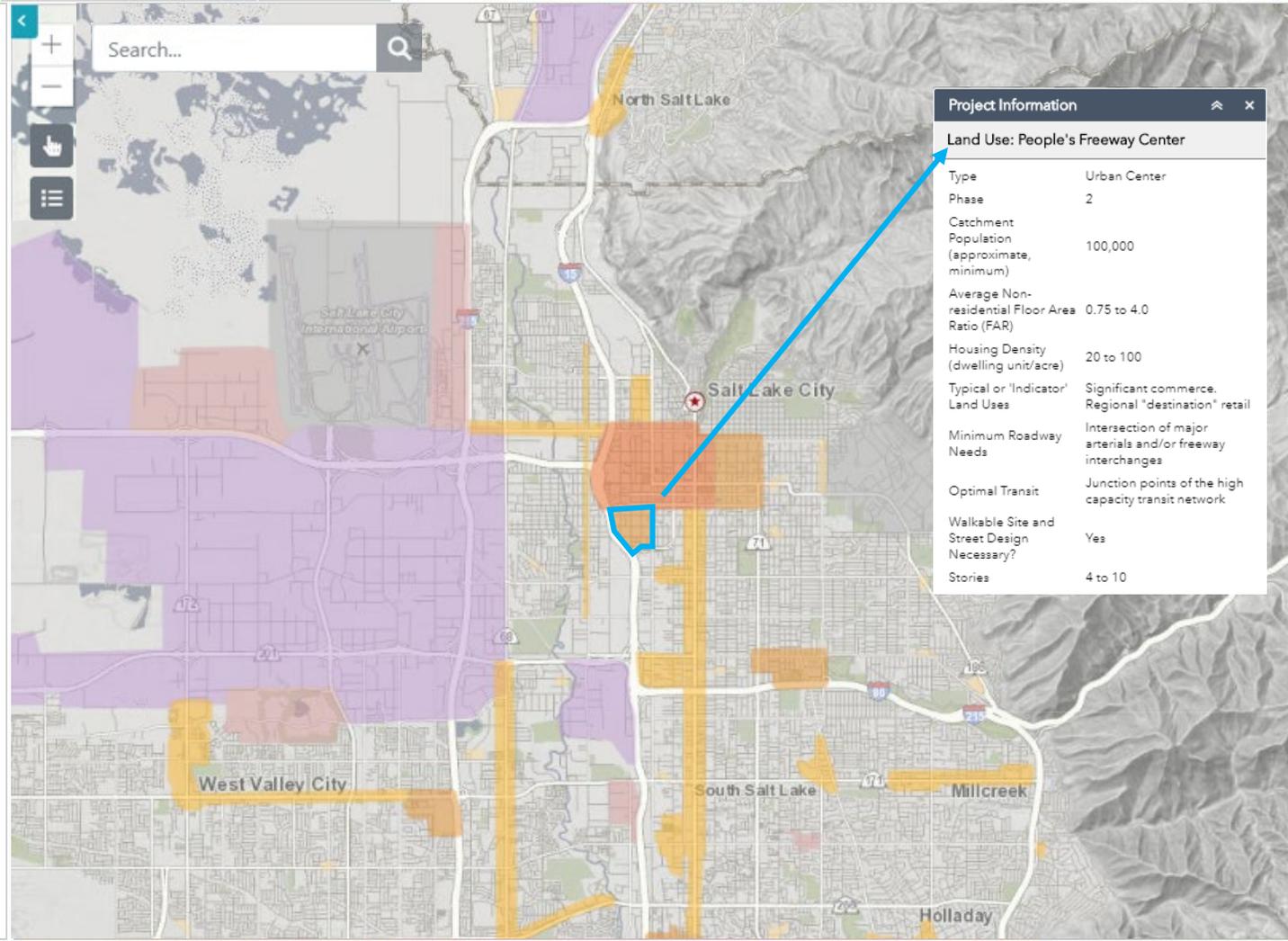


Vision Transportation **Land Use** Economic Development Amenities

The Wasatch Choice 2050 Vision endorses a desire to have a series of employment centers in each part of the Region; a desire to have a focal point, or “heart” for each community; and/or an interest in a walkable form of development that mixes jobs, shopping, and housing.

Use the Land Use layers to explore:

- Centers and other land use goals developed with local government,
- Projected geographic distribution of households and employment
- Workplace accessibility measures for current and future years (Access To Opportunities)



Preview // Wasatch Choice Interactive Map

Wasatch Choice Map

Vision Transportation Land Use **Economic Development** Amenities

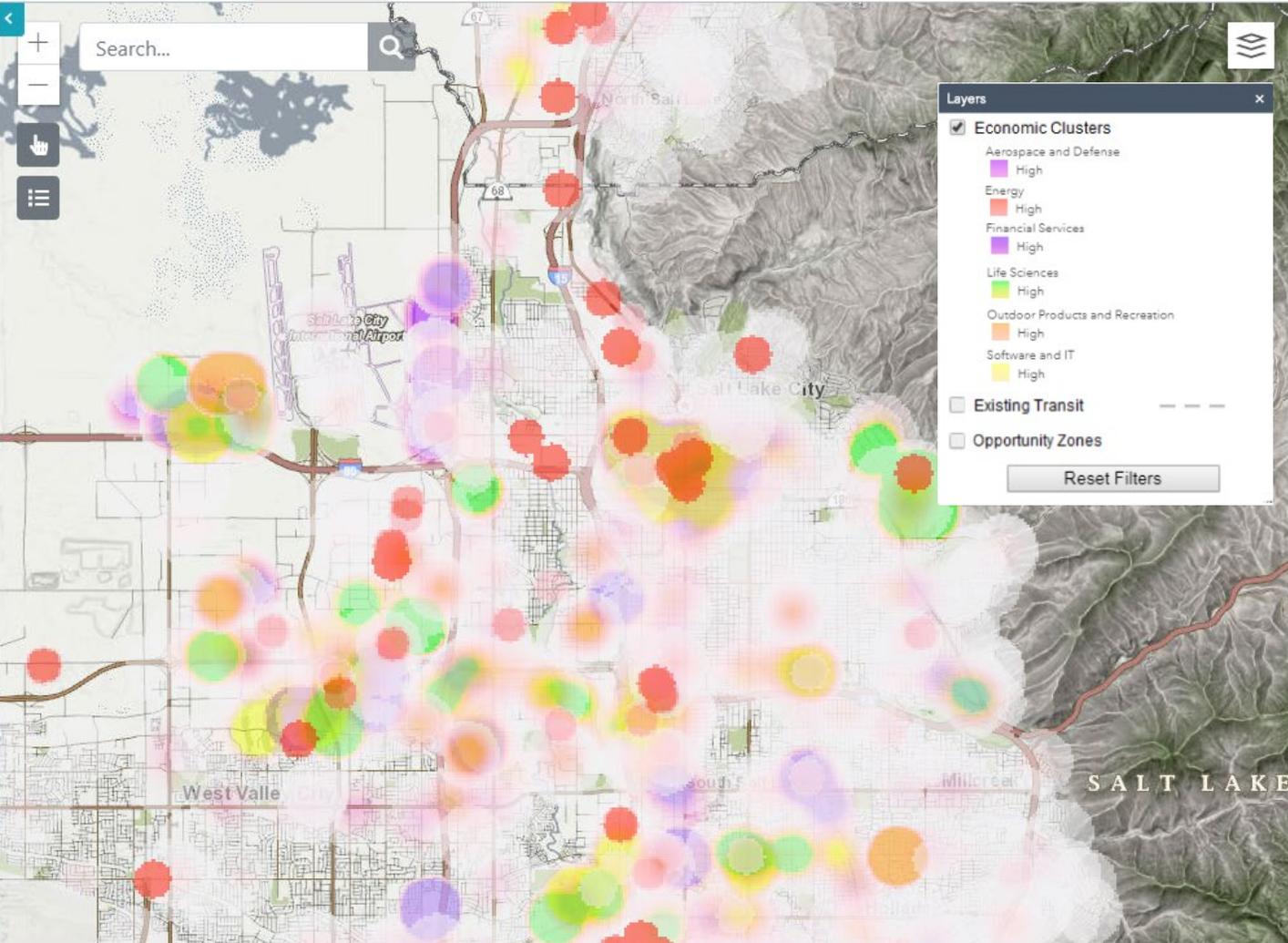


Today, Wasatch Front region's strengths include a strong economy supported by a diverse economic base.

On average across the region, there is accessible land for development and consistent transportation mobility by automobile, freight, rail, and air. Our region's access and proximity to larger markets serves us well along with Utah State's friendly business climate and policies.

As we grow, we must continue to invest and maintain the region's transportation infrastructure to ensure that goods and people are able to move around the region.

Land constraints, fiscal demands, and housing concerns are key threats that we must remain ahead of to keep our competitive advantage regionally and nationally.



West Valley City South Salt Lake City Midvale SALT LAKE CITY



STRATEGIES | OBJECTIVES | ACTIONS | EVALUATION

2018-2023

COMPREHENSIVE
ECONOMIC
DEVELOPMENT
STRATEGY

State of the Centers // Cities // Region



Area
Population and population density
Employment and employment density



Commercial market value
Access to opportunities
Percent of center vacant or underutilized
Housing plus transportation costs
Percent of housing that is affordable



Housing mix
Land use mix
Access to open space and recreation
Physical inactivity
Public amenities



Mode share
Street connectivity
Walkability
Miles of bicycle facilities

TEDVILLE DOWNTOWN

Snapshot

	Downtown	Tedville	Region
Population	2,300	3,700	32,908
People per acre	7.0	7.1	8.7
Employment	5,300	7,500	20,217
Employment per acre	16.1	14.5	5.3

Livability

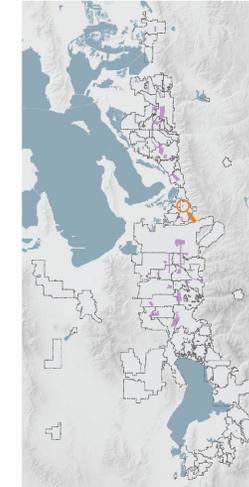
	Downtown	Tedville	Region
Land use mix score	0.7	0.4	0.3
Housing mix	0.8	0.5	0.2
Households near open space	80%	60%	50%
People meeting activity levels	75%	40%	80%

Mobility

	Downtown	Tedville	Region
Non-auto mode share	84%	10%	5%
Street connectivity	251	123	87
Miles of bike facilities	53	75	987
Percent complete sidewalk	■■■■■■■■□□	■■■■■■■■□□	■■■■■■■■□□

Economic Vitality

	Downtown	Tedville	Region
Access to opportunity - auto	140,000	110,000	100,000
Access to opportunity - transit	70,000	50,000	30,000
Housing plus transportation	89%	52%	49%
Commercial market value	\$37	\$30	\$28



Center Area 345 acres
City Tedville
County Grubershire

Breakout Sessions

- 1** Provide transportation choices
- 2** Support housing options
- 3** Preserve open space
- 4** Link economic development with transportation and housing decisions

- 📢 Drill-down best practices
- 📢 Local case studies
- 📢 New legislation
- 📢 New tools

Keynote Speakers



Joe Minnecozzi

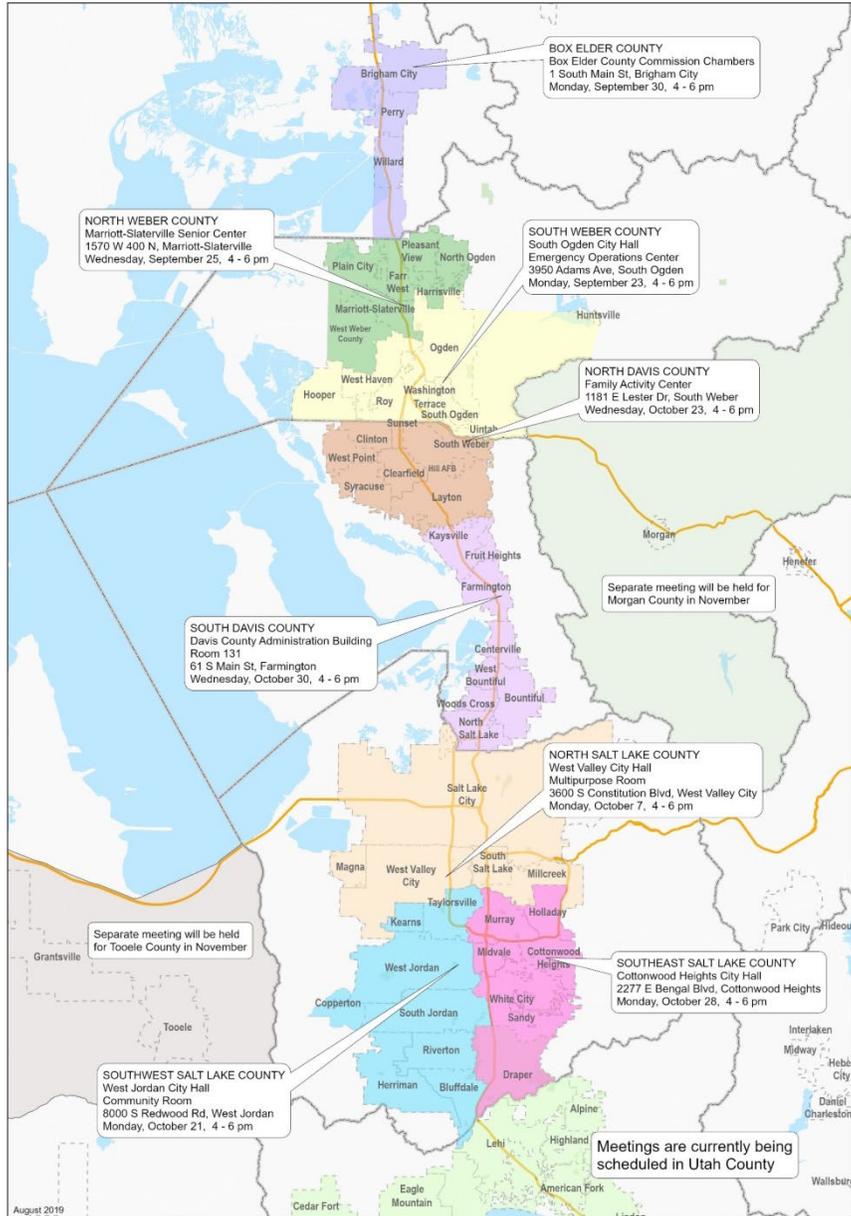
What's in Your City's Wallet



Dave Biggs

Rebooting Public Engagement

Wasatch Choice Implementation Workshops



- 📢 Detail your Wasatch Choice Vision
- 📢 Explore implementation opportunities & challenges
- 📢 Highlight implications of new state planning standards
- 📢 Capitalize on new ways to compete for funding



WASATCH CHOICE

———— 2050 ————



Regional Growth Committee

Policy Updates Relevant to Wasatch Choice 2050

August 15, 2019



WASATCH CHOICE 2050

Economic Development

Land Use

Transportation

Comprehensive
Economic Development
Strategy

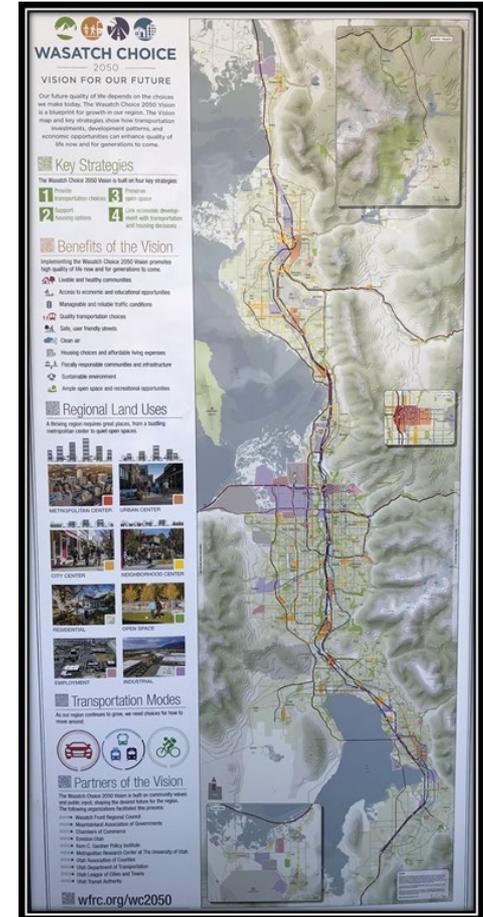
Transportation
and Land Use
Connection

Regional
Transportation
Plan

Strategies

The key strategies represent the overarching themes in the WC2050 Vision and help achieve the Regional Goals. The key strategies are as follows.

- **Provide Transportation Choices:** Help us have real options in how we choose to get around and increase the number of easily reached destinations.
- **Support Housing Options:** Support housing types and locations that we can both afford and work best for our lives.
- **Preserve Open Space:** Preserve sufficient and easily accessible open lands that provide us recreational opportunities.
- **Link Economic Development with Transportation and Housing Decisions:** Create a synergy between these three key building blocks. Enable shorter and less expensive travel to afford us more time and money. Efficiently utilize infrastructure to save taxpayer dollars. Provide housing options and increase housing affordability. Improve the air we breathe by reducing auto emissions.





SB34 Affordable Housing Modifications (2019)



1 New General Plan Requirements for 2019

Senate Bill 34 (SB34) "Affordable Housing Modifications" encourages local communities to plan for housing for residents of all income levels and to coordinate that housing with transportation and job opportunities.

To remain eligible for state transportation investments, general plans for affected cities and counties must include revisions to the required Land Use, Transportation and Traffic Circulation, and Moderate Income Housing (MIH) elements by December 1st.

The following maps include information from WFRC to help you meet the requirements set forth by SB34.

For further information on SB34 requirements, please see this [bill summary](#).

Image: <https://bit.ly/2EYv1H>

2 2019 - 2050 Regional Transportation Plan (RTP) Projects

3 Major Transit Investment Corridors and Stations

4 How Accessible are Places of Work?

5 Population Projections

6 Employment Projections



Data Resources for Coordinating Housing & Transportation (SB34)

▶ **1** New General Plan Requirements for 2019

▶ **2** 2019 - 2050 Regional Transportation Plan (RTP) Projects

SB34 requires cities and counties to "consider the regional transportation plan developed by the region's metropolitan planning organization (MPO)" (SB34 line 575;1258).

Click on your city to access a link to the RTP interactive map.

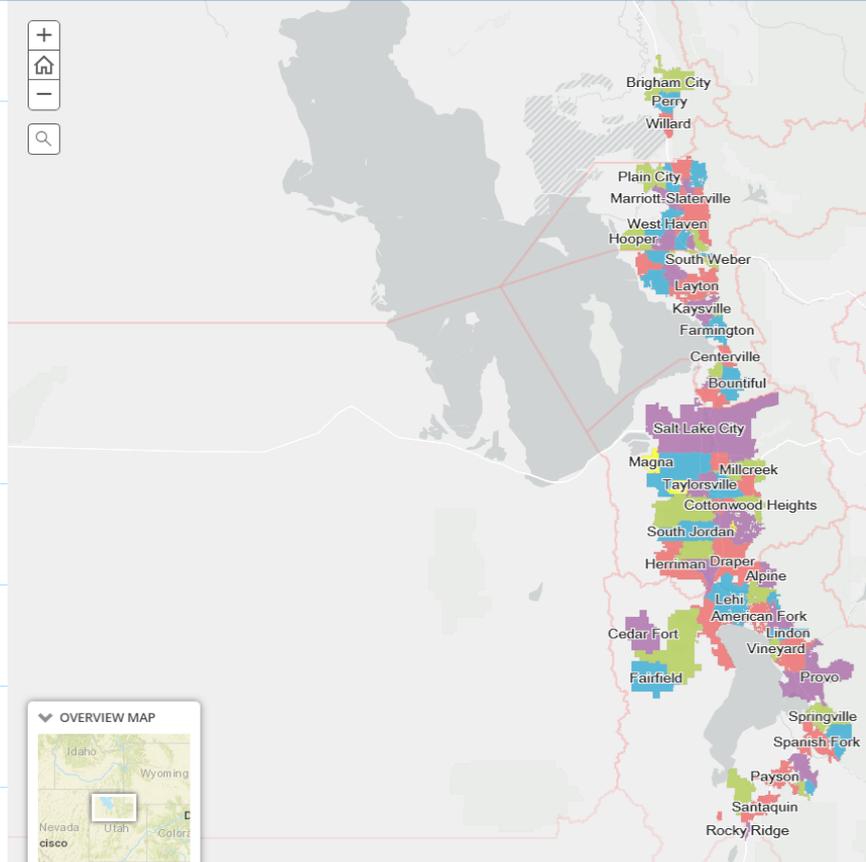
Get 2019-2050 RTP Projects GIS Data: [WFRC Open Data](#)

▶ **3** Major Transit Investment Corridors and Stations

▶ **4** How Accessible are Places of Work?

▶ **5** Population Projections

▶ **6** Employment Projections



Data Resources for Coordinating Housing & Transportation (SB34)

▶ **1** New General Plan Requirements for 2019

▶ **2** 2019 - 2050 Regional Transportation Plan (RTP) Projects

▶ **3** Major Transit Investment Corridors and Stations

Major Transit Investment Corridors (per SB34)

Cities and counties that contain the "major transit investment corridors" shown on this map must plan for residential and commercial development around these corridors to improve connections between housing, employment, education, recreation, and commerce (Utah Code 10-9a-403).

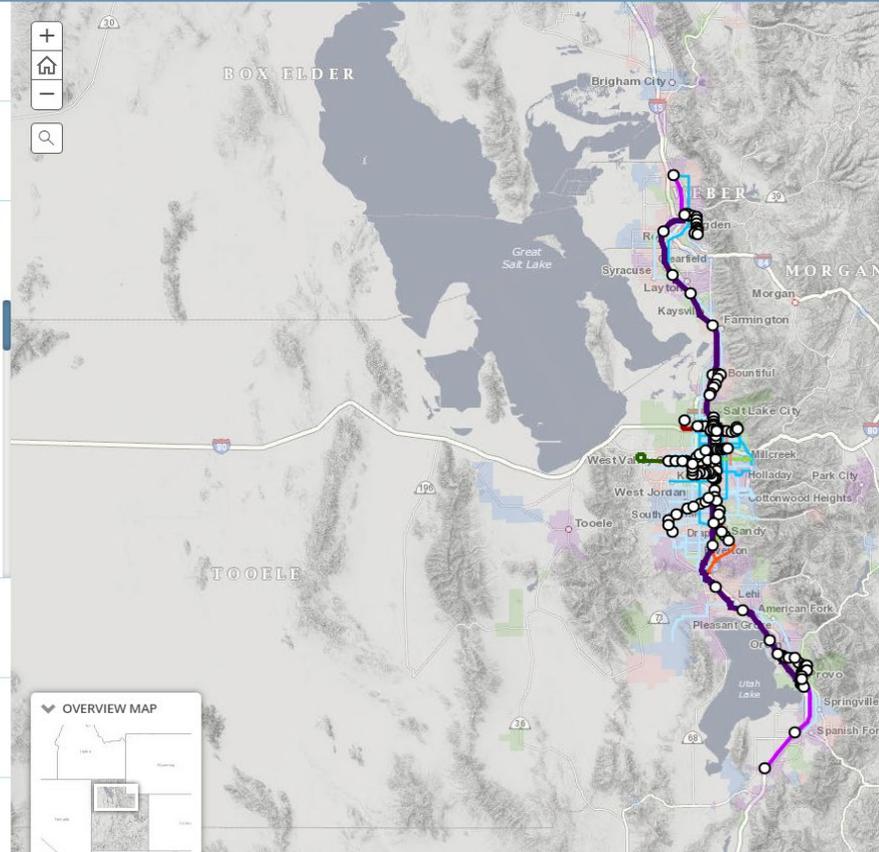
"Major transit investment corridor" is defined as public transit service that uses or occupies: (a) public transit rail right-of-way; (b) dedicated road right-of-way for the use of public transit, such as bus rapid transit*; or (c) fixed-route bus corridors subject to an interlocal agreement or contract between a municipality or county** and (i) a public transit district as defined in Section 17B-2a-802, or (ii) an eligible political subdivision as defined in Section 59-12-2219 (SB34 line 246 for municipalities; 858 for counties).

Municipalities without a major transit investment corridor must plan

▶ **4** How Accessible are Places of Work?

▶ **5** Population Projections

▶ **6** Employment Projections



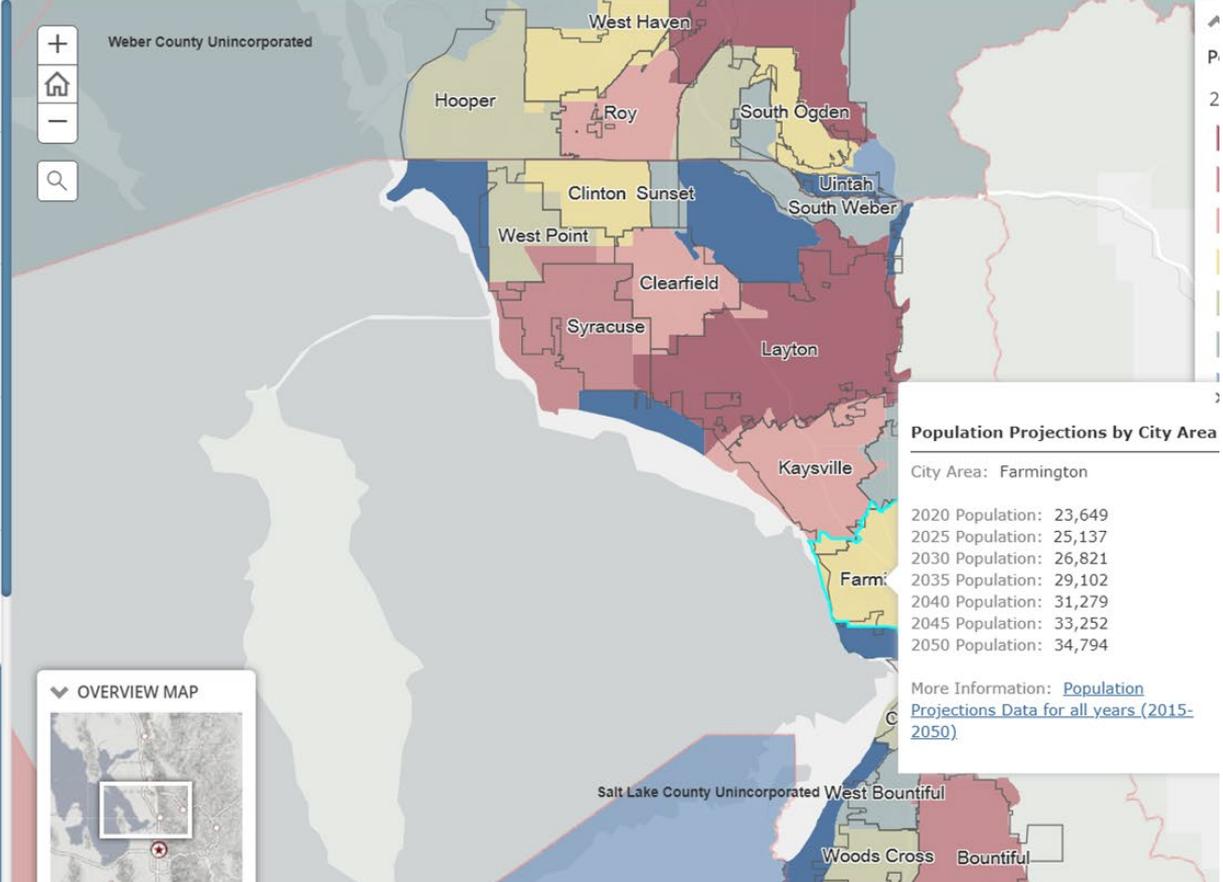
Data Resources for Coordinating Housing & Transportation (SB34)

→ City-Specific Data



- ▶ 1 New General Plan Requirements for 2019
- ▶ 2 2019 - 2050 Regional Transportation Plan (RTP) Projects
- ▶ 3 Major Transit Investment Corridors and Stations
- ▶ 4 How Accessible are Places of Work?
- ▶ 5 Population Projections

SB34 requires municipalities and counties to correlate the transportation plan with population projections and the proposed land use element (SB34 line 502 for municipalities, 1188 for counties). This map shows population projections by 'city area' for 2050. *Clicking on a 'city area' provides access to projected population data for each year through 2050.*



Data Resources for Coordinating Housing & Transportation (SB34)

→ City-Specific Data



3 Corridors and Stations

4 How Accessible are Places of Work?

5 Population Projections

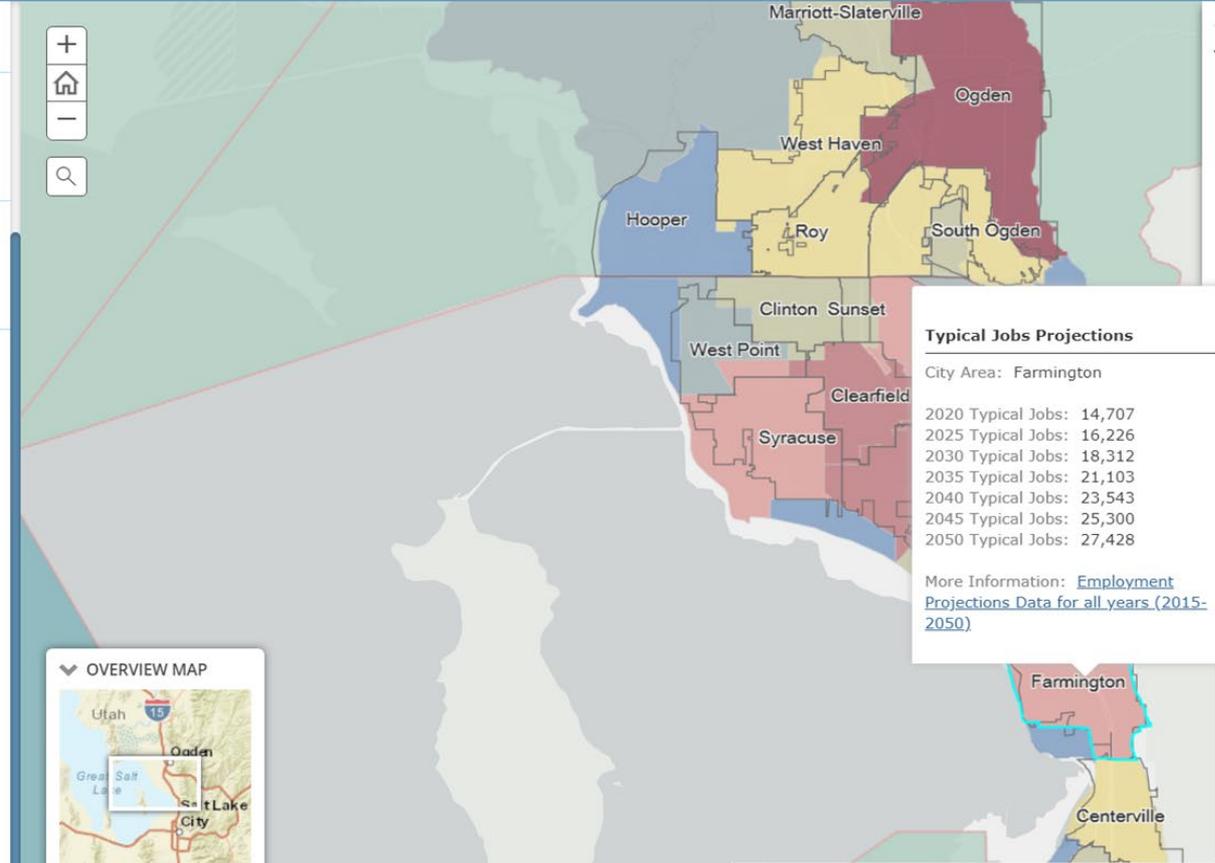
6 Employment Projections

SB34 requires municipalities and counties to correlate the transportation plan with employment projections and the proposed land use element (SB34 line 502 for municipalities, 1188 for counties). This map shows employment projections for typical jobs by city area for 2050. *Clicking on a 'city area' provides access to projected employment data for each year through 2050.*

Typical jobs include job types that exhibit typical commuting and other travel/vehicle use patterns.

Projections are available for all jobs, typical jobs and jobs in specific employment sectors.

See previous tab for descriptions of the City Area and TAZ-level projections.



Data Resources for Coordinating Housing & Transportation (SB34)

▶ **1** New General Plan Requirements for 2019

▶ **2** 2019 - 2050 Regional Transportation Plan (RTP) Projects

▶ **3** Major Transit Investment Corridors and Stations

▶ **4** How Accessible are Places of Work?

When siting any new development -- be it housing, offices, or transportation infrastructure -- the dynamics of where people live and work, and how well connected they are, should be given strong consideration. Accessibility measures look at the quality and efficiency of land use and transportation.

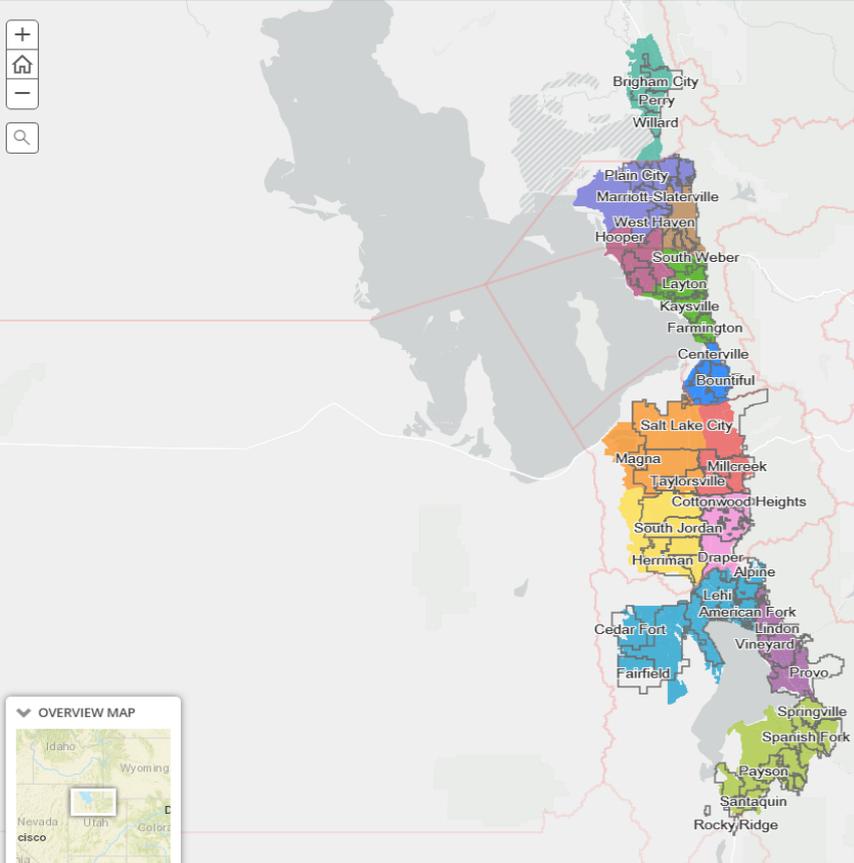
Clicking on a sub-county area will provide links to PDF maps showing existing workplace accessibility for the Wasatch Front (calculated for 2019). These maps consider the location of households and jobs, road and transit travel times, and survey-derived commuting behavior to estimate the number of jobs that could be reached by a typical commute for every location across our metro region.

A related metric, also from the Access to Opportunities (ATO) family of measures, shows how many employees or customers can easily reach an office or business location.

Combining these two measures into a composite score helps answer

▶ **5** Population Projections

▶ **6** Employment Projections





SB136 Transportation Governance Amendments (2018)





SB72 Transportation Governance and Funding Revisions (2019)

JUNE-SEPTEMBER UDOT draft the Rules and Guidance AND develop and test Models

SEPTEMBER Transportation Commission approve Rule

OCTOBER Transportation Commission approve Highway Model

NOVEMBER Transportation Commission approve Transit and Active Transportation Models

Regional Growth Committee

Policy Updates Relevant to Wasatch Choice 2050

August 15, 2019



FUNDING PROGRAMS

FISCAL YEAR 2020



WASATCH FRONT REGIONAL COUNCIL

WFRC Funding Programs

- Wasatch Front Economic Development District
- Community Development Block Grant Program
- Transportation & Land Use Connection Program
- Surface Transportation Program
- Congestion Mitigation Air Quality
- Transportation Alternatives Program



WASATCH FRONT ECONOMIC DEVELOPMENT DISTRICT

Mission: Support economic development plans, promote long-term economic competitiveness, and attract federal monies in order to implement local plans.

Expand Employment



Planning Request
\$100,000

Develop strategies to expand employment in Utah's advanced composites manufacturing industry and supply chain

Encourage Entrepreneurship



Construction Request
\$2,000,000

Grow creative industries and connect people and organization to space, technology, and opportunity

Workforce Training



Workforce Training Request
\$614,000

Provide workforce training to disadvantaged youth in the green construction industry



WASATCH FRONT ECONOMIC DEVELOPMENT DISTRICT

Mission: Support economic development plans, promote long-term economic competitiveness, and attract federal monies in order to implement local plans.

U.S. Economic Development Administration Funding Programs

PUBLIC WORKS & ECONOMIC ADJUSTMENT ASSISTANCE

\$100,000 - \$3,000,000

- Job Creation
- Job Retention
- Construction
- Global Competitiveness
- Leverage Private Capital
- Coal Impacted Communities
- Build Regional Capacity

REGIONAL INNOVATION STRATEGIES

\$0 – \$500,000

- Innovation Centers
- Entrepreneurial Centers
- Cluster-Based Startups

LOCAL TECHNICAL ASSISTANCE

\$0 – \$300,000

- Economic Development Plans
- Feasibility Studies
- Impact Analyses



Community Development Block Grant (CDBG) Small Cities Program



Program Purpose

The purpose of the CDBG Program is to assist in developing viable urban communities by providing decent housing and a suitable living environment, principally for persons of low and moderate income.

Program Eligibility

Morgan, Tooele, and Weber Counties

Community Development Block Grant (CDBG) Program

ELIGIBLE PROJECT TYPES

- Planning
- Building Rehabilitation
- Removal of ADA Barriers
- Public Safety Equipment
- Property Acquisition for Public Purposes
- Promotion of Neighborhood Centers
- Create/Rehab. Recreation Facilities
- Demolish Buildings to Reduce Slum/Blight
- Install/Modify Public Works Infrastructure
- Construct/Reconstruct Streets, Water, Sewer Facilities
- Housing Lot Acquisition for Multiple-Family Housing Construction



Community Development Block Grant (CDBG) Program

HOUSING and COMMUNITY DEVELOPMENT

Total Funding for FY 2019
\$870,000

ADA Upgrades
Morgan County \$210,000



Curb, Gutter, Sidewalk
Marriott-Slaterville \$323,152



Culinary Water Project
Uintah City \$36,848





TRANSPORTATION
AND
LAND USE CONNECTION



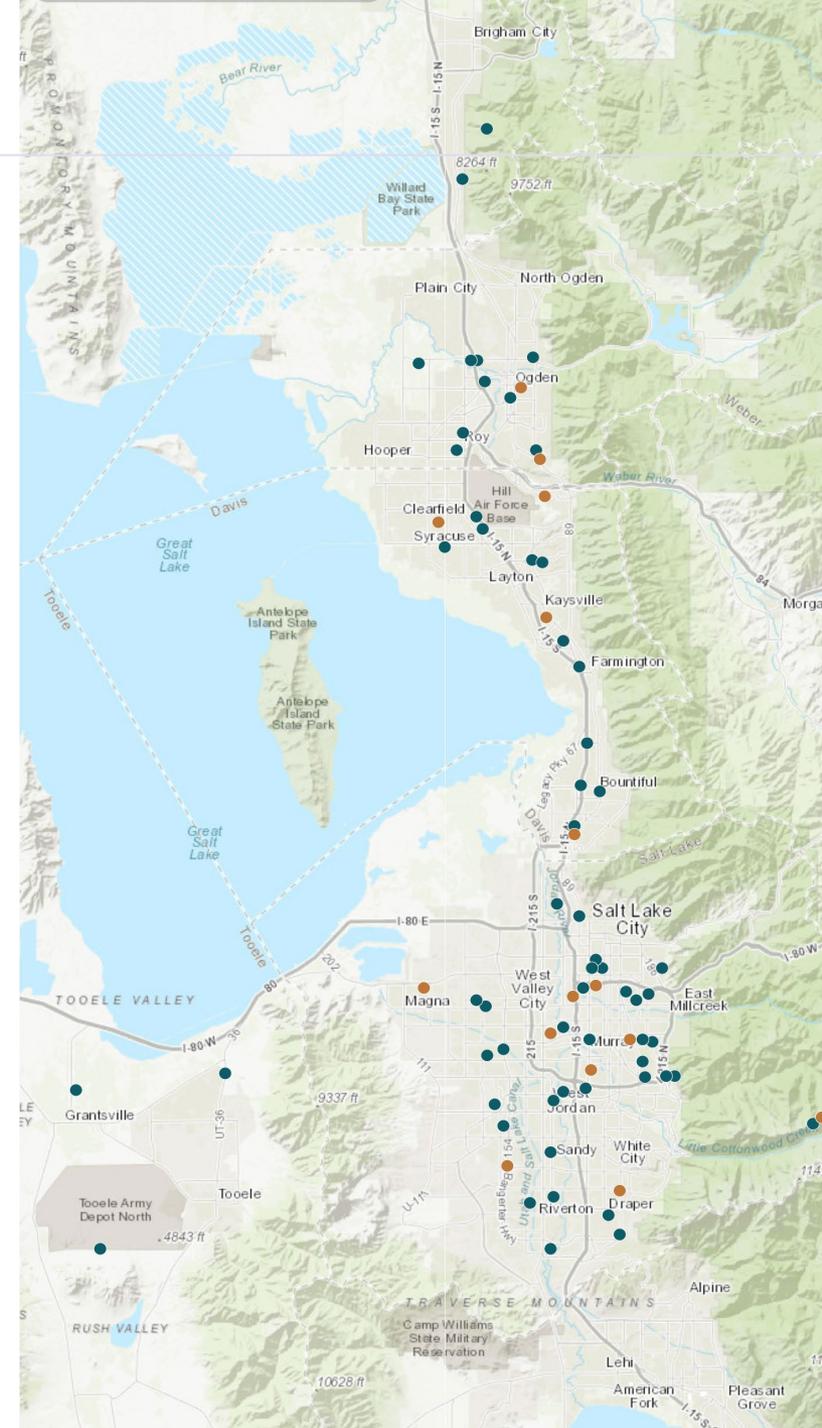
TLC PROGRAM GOALS

Maximize the **value of investment** in public infrastructure

Enhance **access to opportunities**

Increase **travel options to optimize mobility**

Create **communities with opportunities to live, work, and play**



TLC PROJECTS



PLANS

Visions
Community Engagement
Downtown Master Plans
Active Transportation



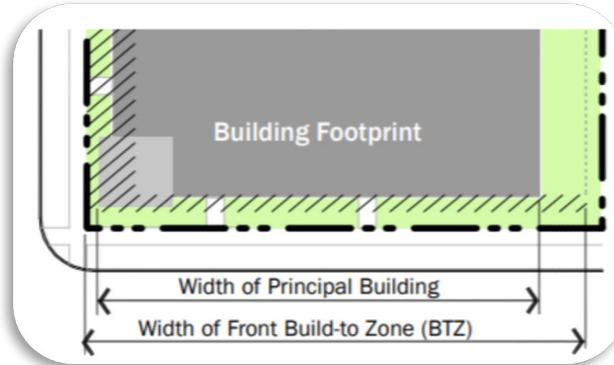
POLICIES

Zoning Ordinances
Design Standards
Transportation Priorities



PRODUCTS

Financing Options
Implementation Strategies
RDA Support



STUDIES AND ANALYSES (Parking, Market, etc.)



**SURFACE TRANSPORTATION
PROGRAM (STP)**



**CONGESTION MITIGATION/
AIR QUALITY (CMAQ)**



**TRANSPORTATION
ALTERNATIVES PROGRAM (TAP)**

**FEDERAL
FUNDING
PROGRAMS**

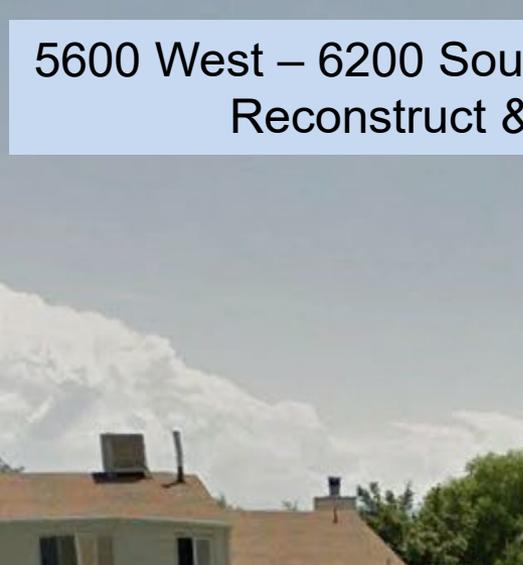


SURFACE TRANSPORTATION PROGRAM (STP)

Eligible STP Project Types

- Street widening or new construction
- Improve or reconstruct existing streets
- Bridge replacement
- Projects that reduce traffic demand
- Intersection improvements

5600 West – 6200 South to 7000 South
Reconstruct & Widen





CONGESTION MITIGATION/ AIR QUALITY (CMAQ)

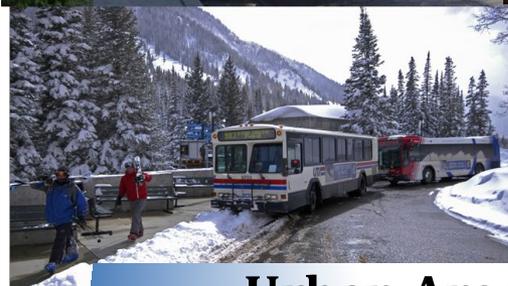
Eligible CMAQ Project Types

- Projects that improve Air Quality
- Construct or purchase public transportation facilities and equipment
- Commuter bicycle & pedestrian facilities
- Intelligent Transportation Systems (ITS)
- Projects that reduce traffic demand
- Intersection improvements



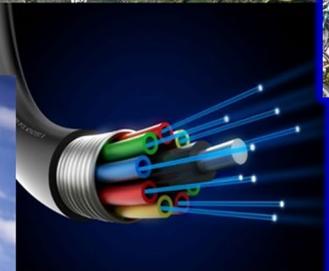
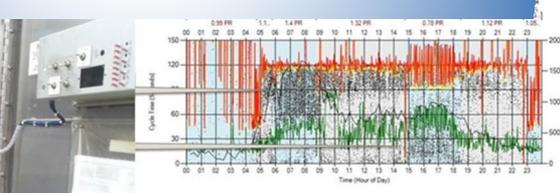
Construct/ Purchase Public Transportation Facilities and Equipment

Intelligent Transportation Systems (ITS)



Urban Area - Signal Interconnect

Commuter Bicycle and Pedestrian Facilities



SYNCHRONIZATION BENEFITS

- TRAVEL TIME ↓ 20%
- DELAYS ↓ 43%
- STOPS ↓ 41%
- FUEL USE ↓ 10%
- AIR QUALITY ↑





TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

Eligible TAP Project Types

- Construction, planning, and design
- Pedestrian, bicyclists, & other non-motorized forms of transportation
- Improvements could include:
 - Sidewalks
 - Bicycle infrastructure
 - Traffic calming techniques
 - Lighting and safety-related infrastructure for non-drivers
- Safe Routes to School projects

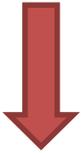


D&RGW Rail/ Trail



WFRC Funding Program Deadlines

We're Here



**August
2019**



**August
2019**



**September
2019**



**December
2019**



**Spring
2020**

For More Information

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COMMUNITY ENGAGEMENT SUMMARY

RIDERSHIP/COVERAGE BALANCE					
UTA Service Area	Current Service Ratio	Public Web Survey		Community Leader Workshops	
		Existing Resources	Additional Resources	Existing Resources	Additional Resources
NORTHERN REGION	40/60	50/50	50/50	50/50	60/40
CENTRAL REGION	60/40	60/40	60/40	70/30	70/30
			50/50*		
SOUTHERN REGION	60/40	60/40	50/50	70/30	70/30

- Input suggests move towards ridership
- Input suggests move towards coverage
- Input suggests maintain existing balance

Labeled with median response (ridership % / coverage %)

COVERAGE PRIORITIES						
UTA Service Area	Public Web Survey			Community Leader Workshops		
	Service for people with no transportation alternative	Service responding to growth or new development	Service to all taxpayers	Service for people with no transportation alternative	Service responding to growth or new development	Service to all taxpayers
NORTHERN REGION	1	2	3	1	3	2
CENTRAL REGION	1	2	3	1	2	3
SOUTHERN REGION	2	1	3	1	2	3
	1*	2*				

- Top Priority
- Second Priority
- Third Priority

*Indicates that result varied when weighted by zip code population



SERVICE CHOICES DECISION WORKSHEET

UTA Service Area	Current Service Ratio	With existing resources, UTA's bus service should be:	With future resources, UTA's bus service should be:	UTA's coverage resources should focus on (ordered 1-3 or %)
NORTHERN REGION (Box Elder, Weber and Davis Counties)	40% Ridership	_____ % Ridership	_____ % Ridership	_____ Service for people with no transportation alternative
	60% Coverage	_____ % Coverage	_____ % Coverage	_____ Service responding to growth or new development
CENTRAL REGION (Salt Lake and Tooele Counties)	60% Ridership	_____ % Ridership	_____ % Ridership	_____ Service for people with no transportation alternative
	40% Coverage	_____ % Coverage	_____ % Coverage	_____ Service responding to growth or new development
SOUTHERN REGION (Utah County)	60% Ridership	_____ % Ridership	_____ % Ridership	_____ Service for people with no transportation alternative
	40% Coverage	_____ % Coverage	_____ % Coverage	_____ Service responding to growth or new development
				_____ Service to all taxpayers

RIDERSHIP

- More frequent
- Only serves denser areas
- More riders per tax dollar

COVERAGE

- Less frequent
- Service everywhere
- Fewer riders per tax dollar



UTA SERVICE CHOICES

The Right Service for Your Community



Timeline

March – May 2019 Public Engagement

1. Online Survey
2. Community Leader Workshops
3. Open House Events
4. “Road Show” Presentations

July 2019 UTA Local Advisory Board Meeting

Sept. 2019 UTA Board Meeting

Sept - Oct. 2019 Draft Network Planning

Nov. 2019 Draft Service Plan Engagement

December 2019 - 2020 Refine Draft Plan/Begin Implementation Planning

Fall 2021 Planned Implementation Date



What Should UTA Do?

Transit is asked to serve many different goals, including:

- ❑ Reduce traffic congestion
- ❑ Improve air quality
- ❑ Stimulate development in urban centers
- ❑ Provide an affordable transportation alternative to driving
- ❑ Get people to jobs and school
- ❑ Provide service to everyone who pays for transit
- ❑ Connect people to social services

UTA has a limited budget, so doing more of one thing can mean doing less of another. That's why we need to hear about your priorities!



Ridership or Coverage Planning Choices



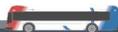
August 19

Ridership or Coverage?

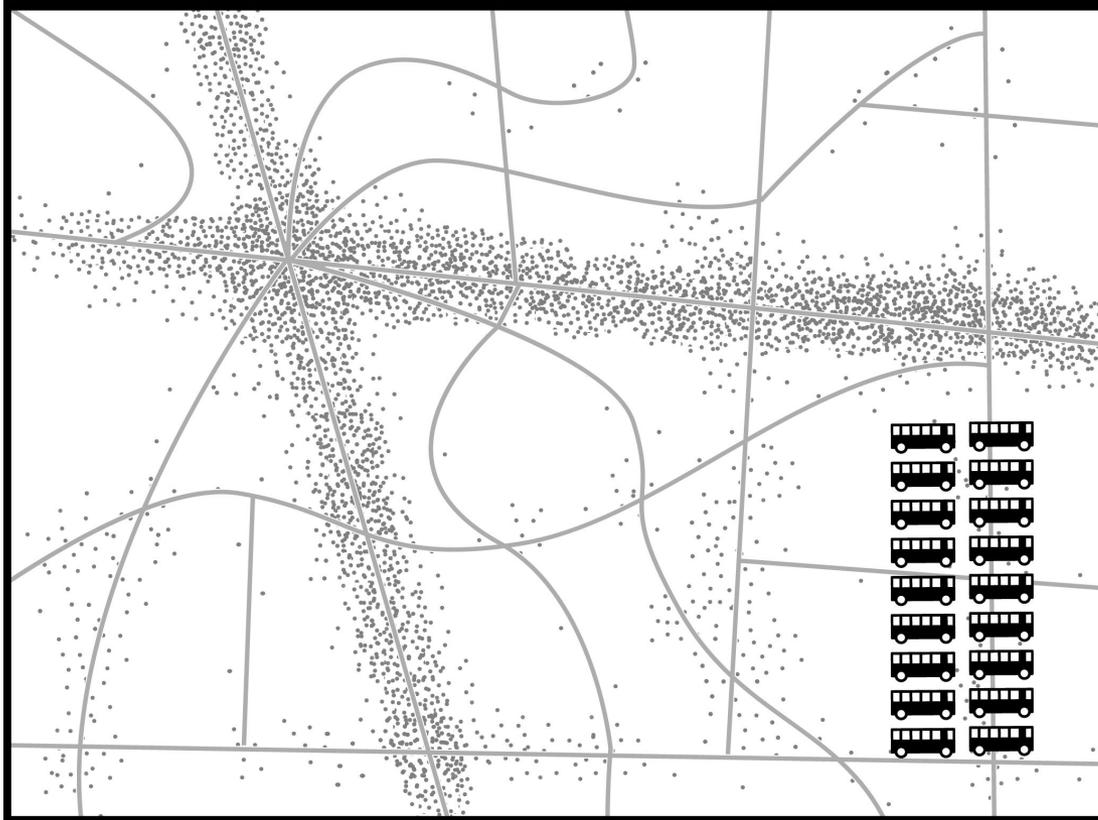
The many different goals of transit service can be sorted into two major categories

Ridership means attracting as many riders as possible

Coverage means being available in as many places as possible, even if not many people ride

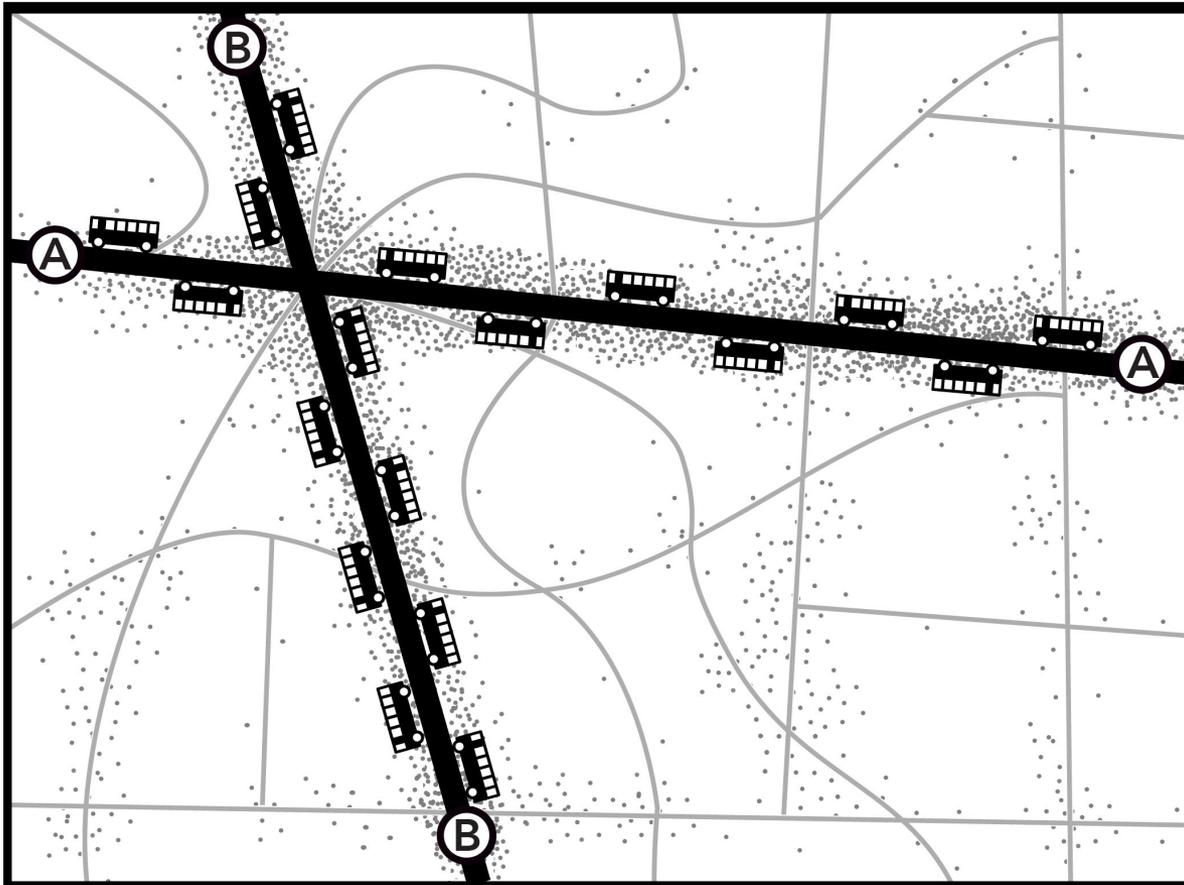


Different Goals, Different Service



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

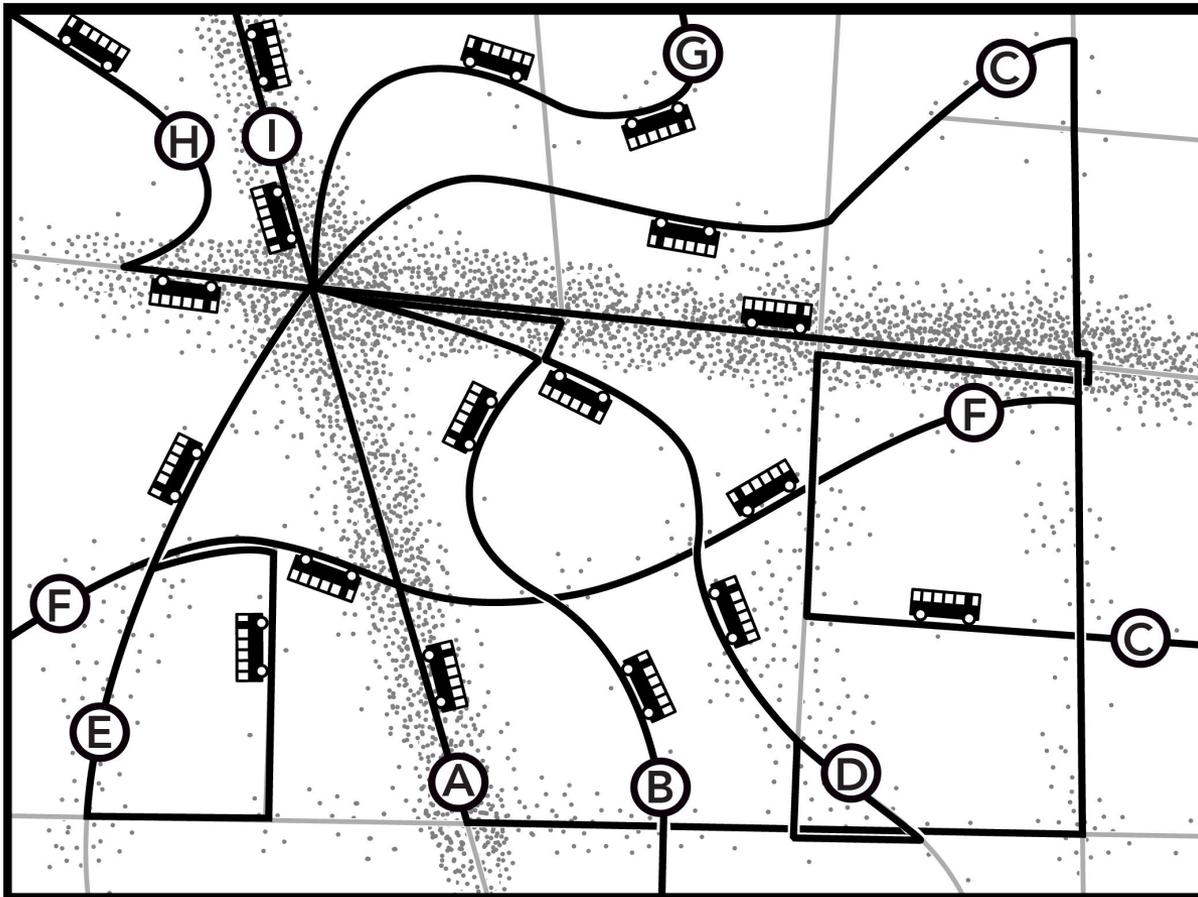
Ridership Goal



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

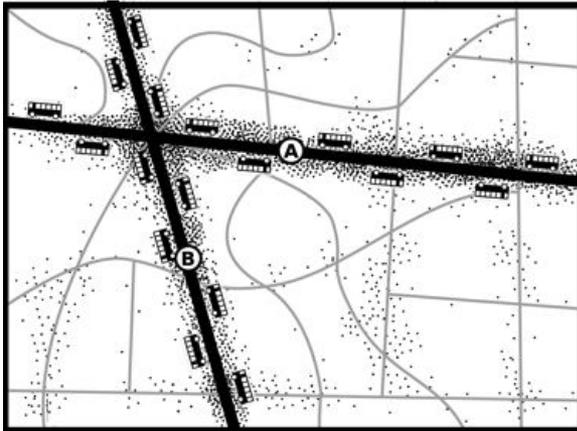


Coverage Goal



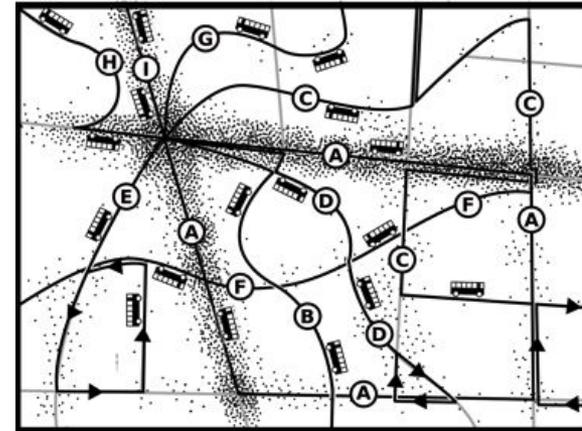
Focused on ensuring access to the transit system is available to all residents of the town

Both goals are important, but they lead opposite directions!



Ridership

- Think like a business
- Focus on highest ridership potential
- Support dense, walkable development
- Compete with cars
- VMT reduction

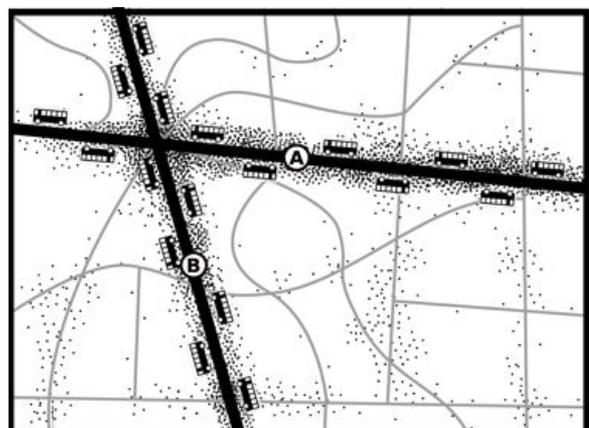


Coverage

- Think like a public service
- Focus on access for all
- Support low-density development
- Lifeline access
- Service to every community



Where is UTA's bus service today?



100% Ridership
0% Coverage

75% Ridership
25% Coverage

50% Ridership
50% Coverage

25% Ridership
75% Coverage

100% Coverage
0% Ridership

Ridership

Coverage

Central UTA Region Bus Services
(Salt Lake and Tooele Counties)
60% Ridership, 40% Coverage

Southern UTA Region Bus Services
(Utah County)
60% Ridership, 40% Coverage

All Existing UTA Bus Services
55% Ridership
45% Coverage

Northern Region
(Davis, Box Elder, Weber Counties)
30% Ridership, 63% Coverage
7% Duplication



Questions For the Community

What do you think the % funding split should be between ridership and coverage service?

1) For existing service

2) If new service is added

3) If UTA runs coverage service, what do you think should be the priority for that service?

a) People who can't drive

b) Everyone who pays taxes

c) Newly developing areas



More Information

rideuta.com/service-choices



August 19

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