



Wasatch Choice 2050 Implementation Update

Regional Growth Committee // October 10, 2019

“As growth keeps coming, we have a plan”



WASATCH CHOICE

— 2050 —



Partners of the Vision

The Wasatch Choice 2050 Vision is built on community values and public input, shaping the desired future for the region. The following organizations facilitated this process:

- Wasatch Front Regional Council
- Mountainland Association of Governments
- Chambers of Commerce
- Envision Utah
- Kem C. Gardner Policy Institute
- Metropolitan Research Center at The University of Utah
- Utah Association of Counties
- Utah Department of Transportation
- Utah League of Cities and Towns
- Utah Transit Authority

Wasatch Choice Vision Key Strategies

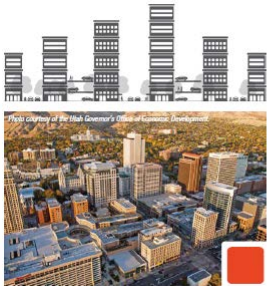
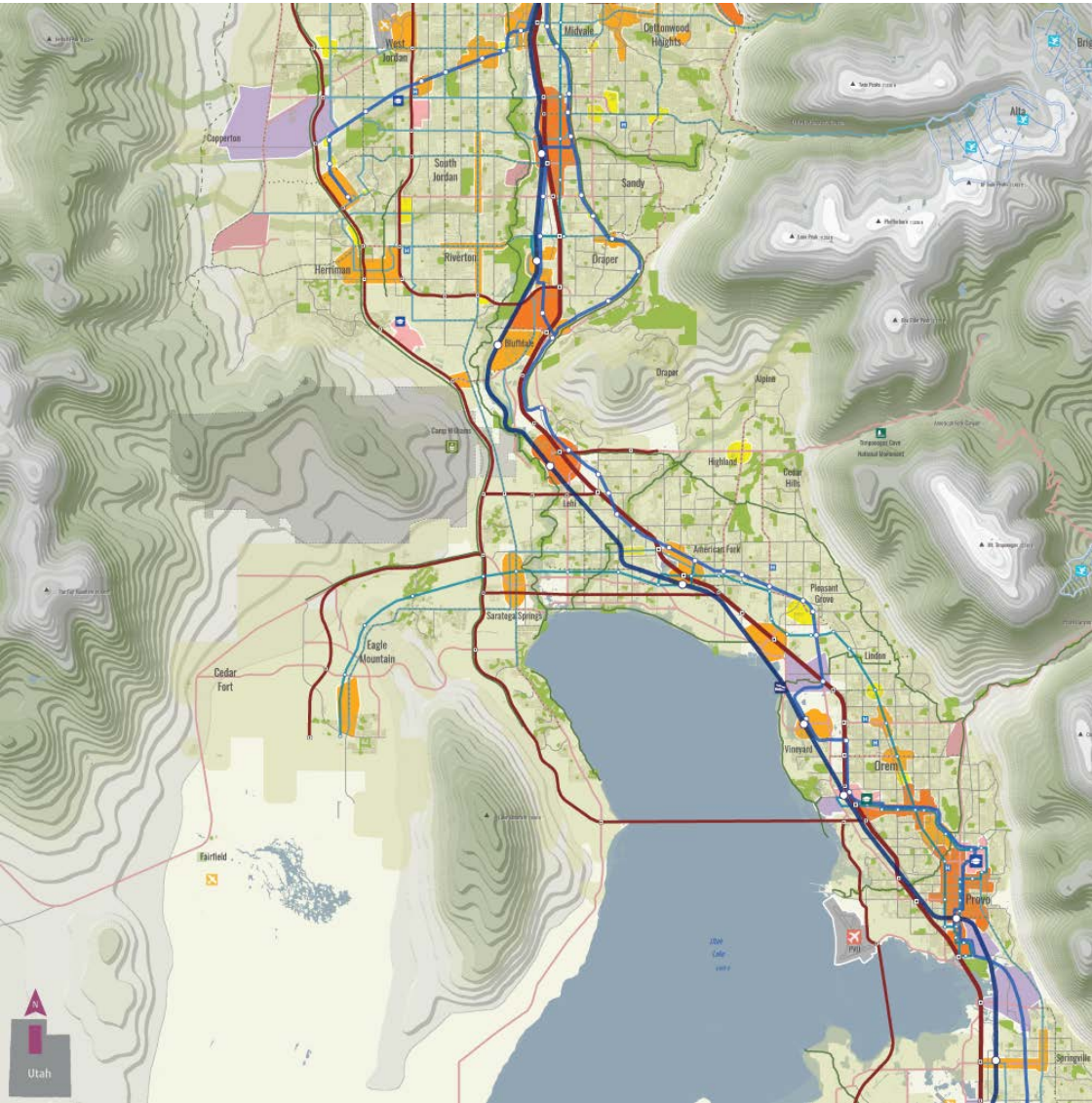
1 Provide transportation choices

3 Preserve open space

2 Support housing options

4 Link economic development with transportation and housing decisions

#WhereMatters



METROPOLITAN CENTER



URBAN CENTER



CITY CENTER



NEIGHBORHOOD CENTER



EMPLOYMENT



INDUSTRIAL



RESIDENTIAL

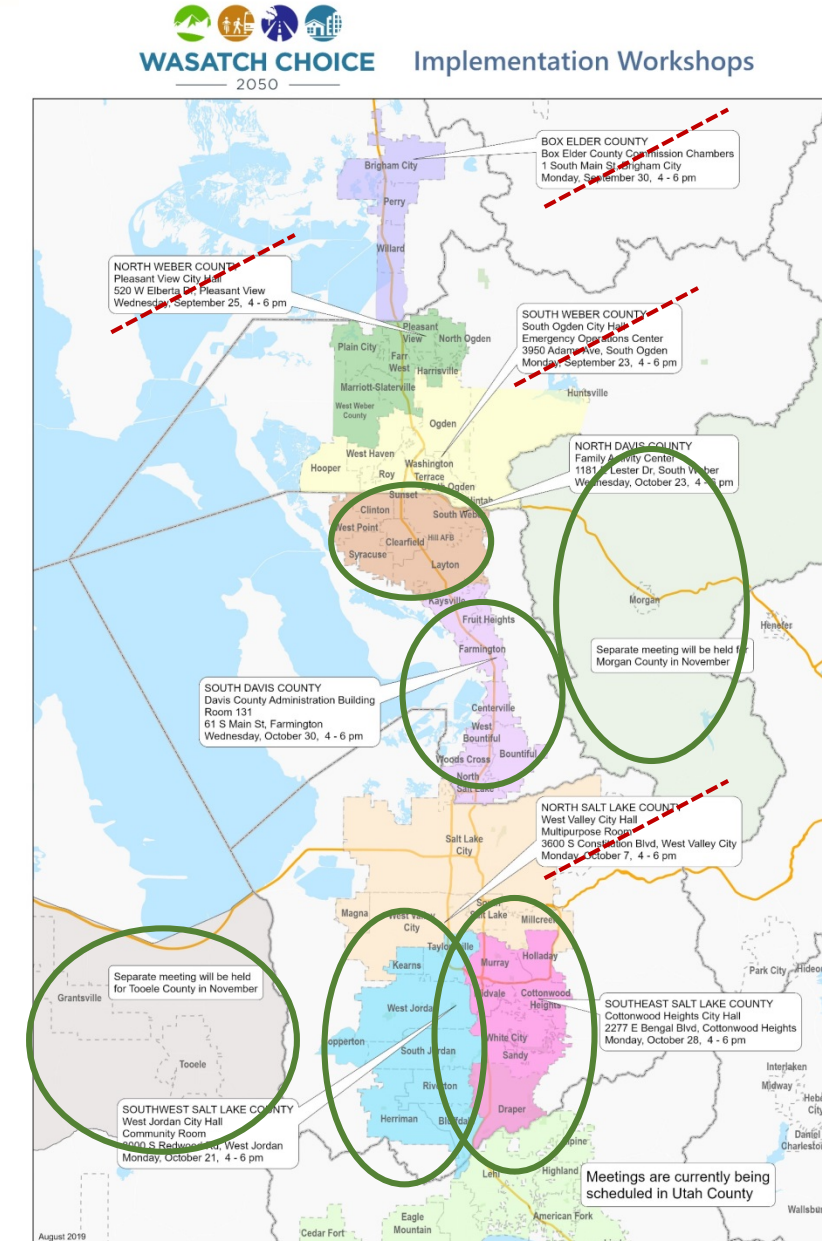


OPEN SPACE

Wasatch Choice Implementation Workshops

Ten workshops between September and December

Conversation around implementation, funding, data



Understanding where you're going before takeoff



State of the Centers Report



WASATCH CHOICE 2050

Layton Downtown

Snapshot

	Layton Downtown	Layton	Region
Population	1,651	87,231	1,780,764
People per acre	7.4	6.1	3.4
Employment	1,530	31,639	1,162,238
Employment per acre	6.9	2.2	2.2

Mobility

	Layton Downtown	Layton	Region
Mode Share Daily mode share of transit, bicycling and walking	11%	9%	10%
Street Connectivity Intersections per acre	52	78	62
Walking Opportunities Very Low, Low, Moderate, High, Very High	Low	Low	Low
Safety Crashes per mile	12.2	3.7	N/A

Livability

	Layton Downtown	Layton	Region
Land Use Mix Scale from 0 to 1	0.44	0.25	0.29
H + I Costs Percent of households income spent on housing and transportation	41%	49%	50%
Access to Open Space and Recreation Percent of households within 10-minute walk to a park	94%	41%	46%

Economic Vitality

	Layton Downtown	Layton	Region
Commercial Market Value Dollars per square foot	\$28	\$27	\$26
Access to Opportunities Number of jobs accessible via a regional rail and transit corridor	123,000 25,000	115,000 13,000	178,000 25,000

2019



County: Davis County
City: Layton
Center Type: Urban
Center Area: 222 acres

WASATCH CHOICE 2050

with city maps data and regional performance measures

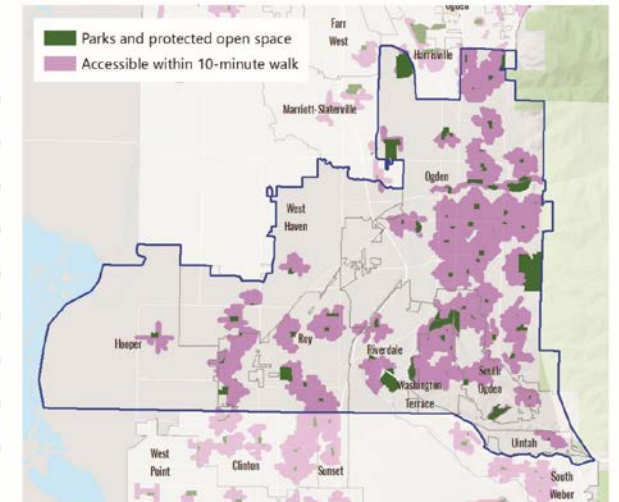
City-specific Information

- Mode share
- Current housing mix
- Average housing + transportation costs
- Percent of households within a ten-minute walk of a park
- Land use mix
- Street connectivity
- Potential for walking to destination
- Access to opportunities

3 Preserve open space

Percent of households within a 10-minute walk of a park

Hooper:	6%
Ogden:	63%
West Haven:	15%
Roy:	43%
Uintah:	19%
Riverdale:	38%
Washington Terrace:	91%
South Ogden:	50%
South Weber County:	51%
Regional Average:	46%



Data: Utah AGRC Local Parks, Golf Courses, Address Points; Network Analysis using AGRC statewide roads and trails, WFRC bike routes

Wasatch Choice Goals



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



Wasatch Choice 2050

LEARN MORE >

- Air Quality Data
- General Plan Data and Map Resources (for SB34)
- GIS and Data Library
- Interactive Map Gallery
- Regional Performance Measures
- Resources for County Resource Management Plans
- Socioeconomic Data
- Traffic Data
- Traffic Safety Data
- Utah Travel Study
- Wasatch Choice Interactive Map
- Wasatch Choice 2050 Poster



TLC: Measuring Impact

RGC October 10th, 2019

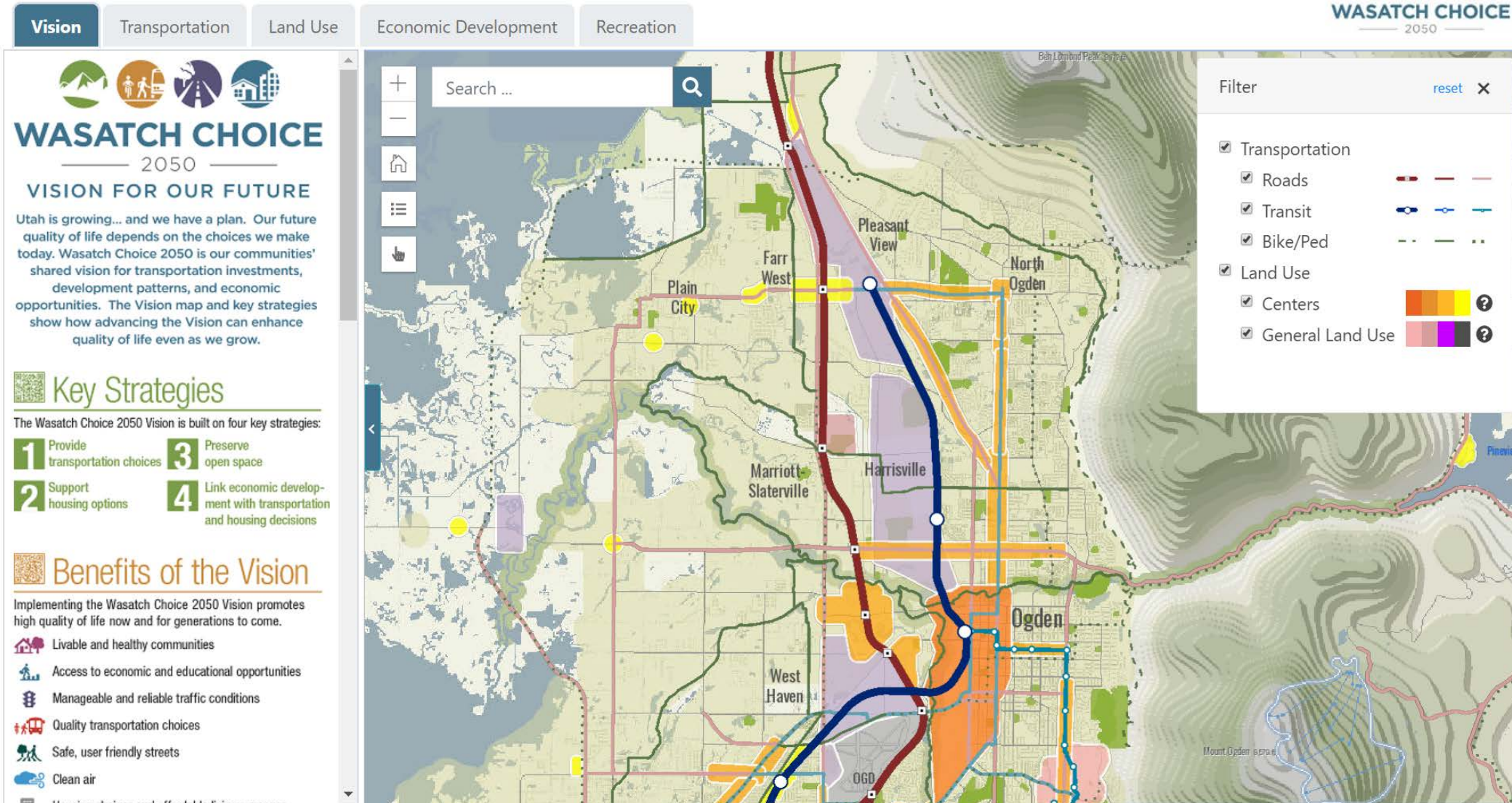
Megan Townsend, TLC Program Manager



Implementing the Vision



Wasatch Choice Map





Implementing Wasatch Choice

- Of the 30 small area plans, 93% are located in a Wasatch Choice 2050 center





Increasing Plans for Active Transportation

- 42 of the 62 communities in the WFRC area have completed or been funded for an active transportation plan
- 26 were directly funded by the TLC Program

68% of communities in
the WFRC area have
completed or funded
Active Transportation





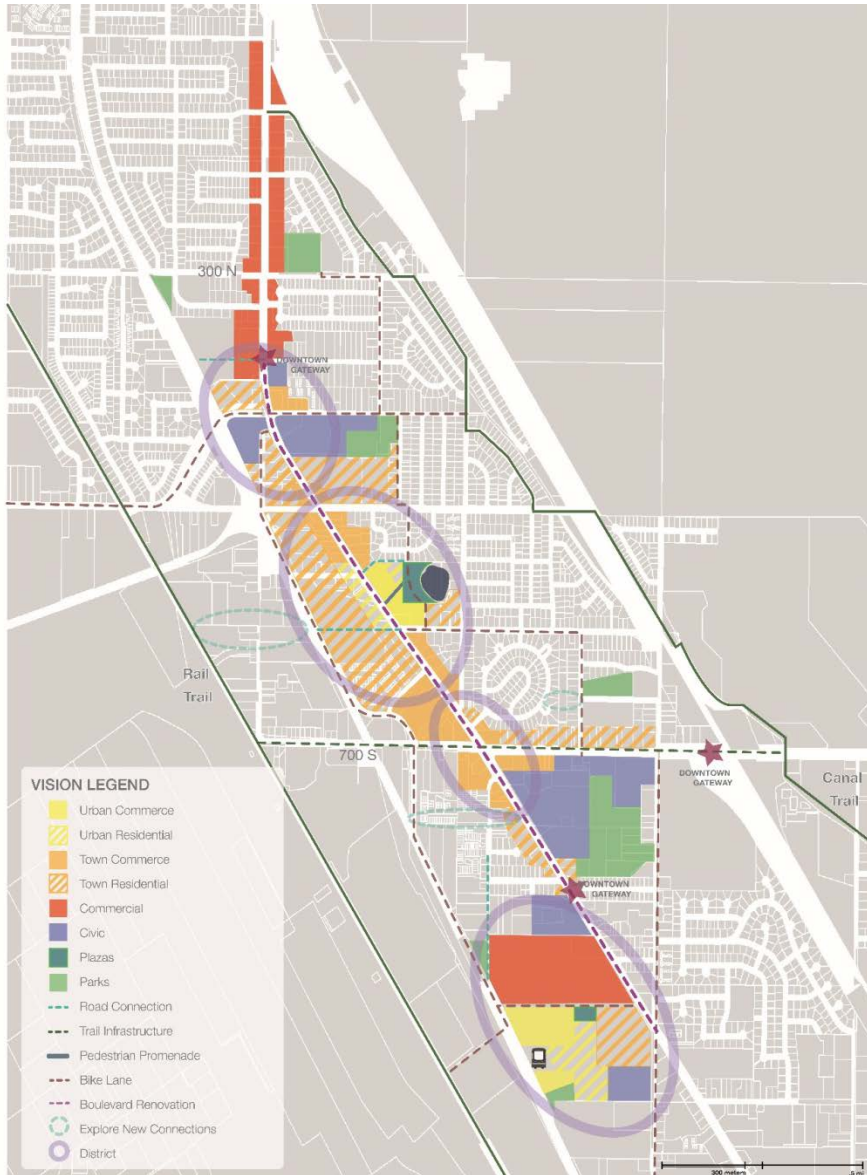
Transportation Choice: Of the 8 initial small area projects, all have a Major Transit Investment Corridor located within the project boundaries



Tracking Success



Land efficiency: From 2012 to 2018, the 8 small areas have absorbed over 5,200,000 square feet of development, an increase of 36%



↑ 36%

Tracking Success



Market Growth: From 2012 to 2018, the 8 small areas have seen a 64% increase in market value

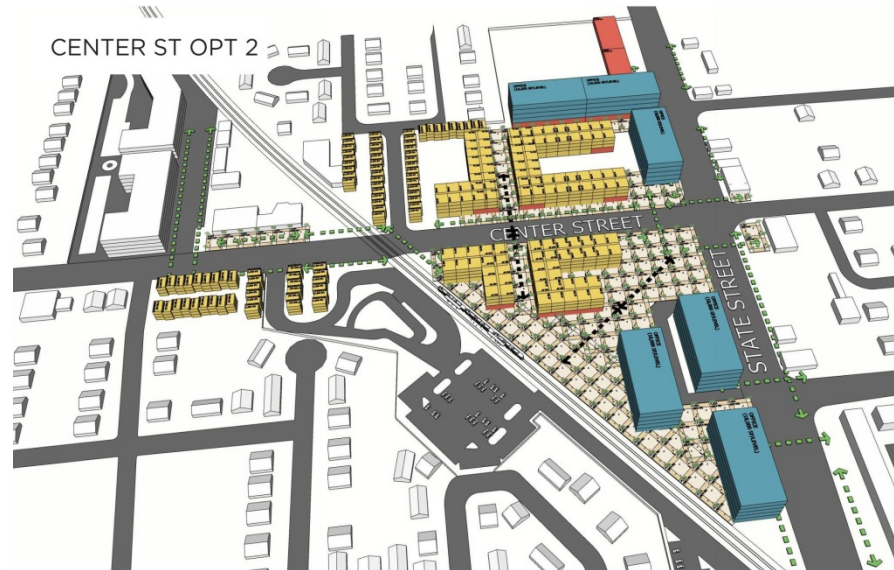
↑ 64%



What We've Done



	Small Area and Transit Station Area Plans	30
	Ordinances	11
	Transportation/Active Transportation Master Plans	15
	Studies	9
	General Plan Updates	14
	Regional Vision	4





Key Indicators

- Projects moving into next steps (project value)
- New housing units within ½ mile
- New jobs within ½ mile
- Share of city-wide growth occurring in small area TLC project boundary
- Potential Alternative (Public / Private Investment Dollars)
- Mode split
- Parking reduced from conventional rates
- Increase in the miles of planned and built bicycle infrastructure
- Updated Plan or Zoning with increased building diversity

TLC Program



Megan Townsend, Program Manager
mtownsend@wfrc.org
(801)363-4250 x. 1101
wfrc.org/tlc

MPO TRANSPORTATION FUNDING FOR LIVABLE COMMUNITIES: A REVIEW OF NATIONAL MPO PROGRAMS

DR. REID EWING

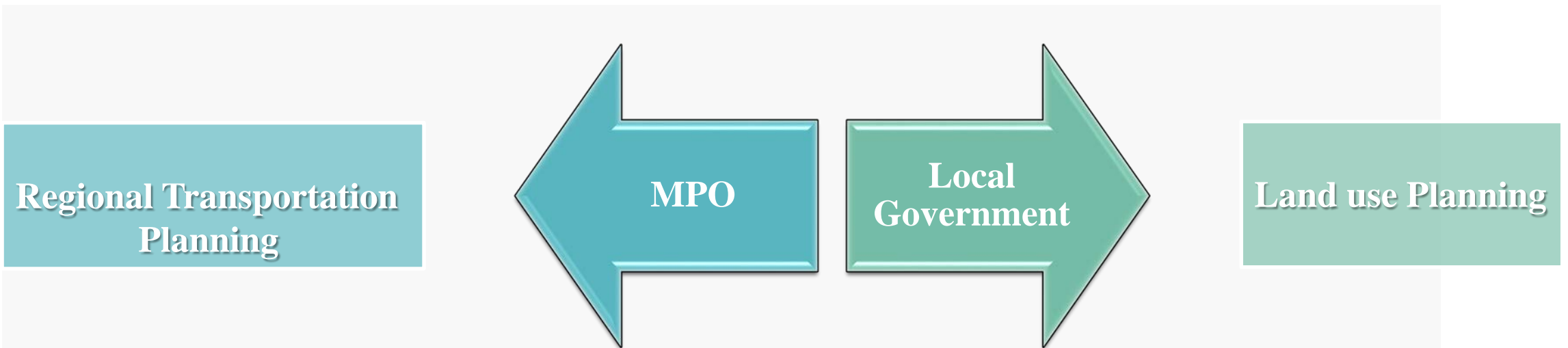
DOCTORAL STUDENT NEDA KIANI

UNIVERSITY OF UTAH



**Department of
CITY & METROPOLITAN PLANNING**
THE UNIVERSITY OF UTAH

WHAT WAS THE ISSUE?



lack of coordination between MPOs and local governments

Back Ground

The first ones

In the late 1990s and early 2000s, a few MPOs pioneered new programs to help promote livability by connecting, coordinating and integrating the Transportation and Land use Planning.

- **Metropolitan Transportation Commission (MTC) of the Bay area**
- **Atlanta Regional Commission (ARC) in Georgia**



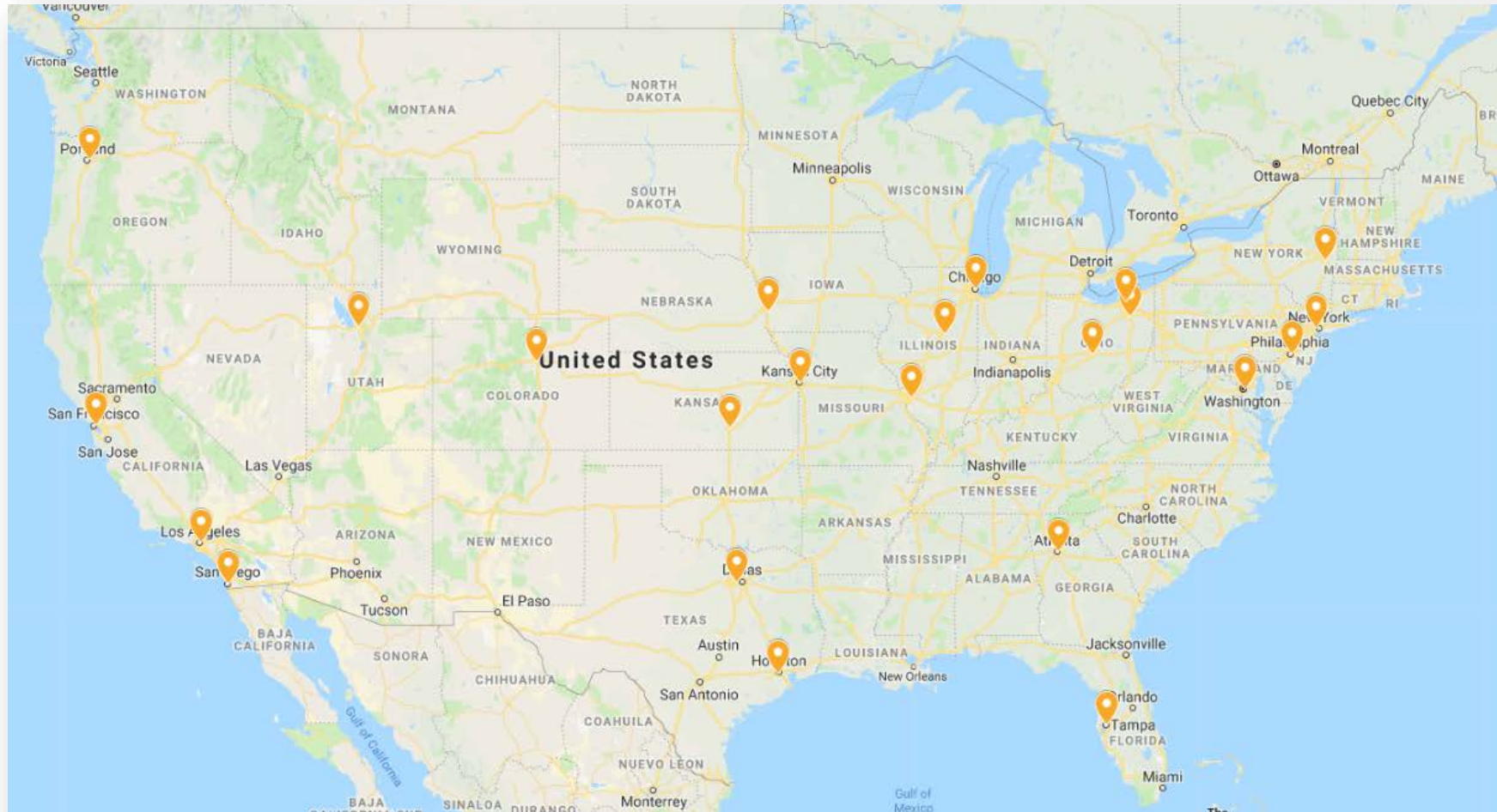
Research Questions

- How many MPOs have TLC programs?
- What are the operating characteristics?
- Whether the programs have grown or not?
- What are the impacts on their communities?

What we have done in this study

- In **2018**, we conducted a national survey of MPO TLC programs
 - **402 MPOs** were contacted from September to October of 2018 through emails
 - **27 MPOs** responded to the survey and indicated they **do have a TLC program**
 - **65 said they did not** and filled out a second survey for MPOs without programs.
- In total, **92 agencies responded** to the survey, resulting in a **23 percent response rate**.

Map of MPOs with TLC programs





TWO SURVEYS WERE CREATED

Survey one: MPOs with TLC programs

- Goals and objectives
- Program operation
- Funding distribution
- Grant recipients
- Funding sources
- Measuring impact

Survey two: MPOs without TLC programs

- Familiarity with these kinds of programs
- Interest in starting a program
- Challenges or barriers to doing so

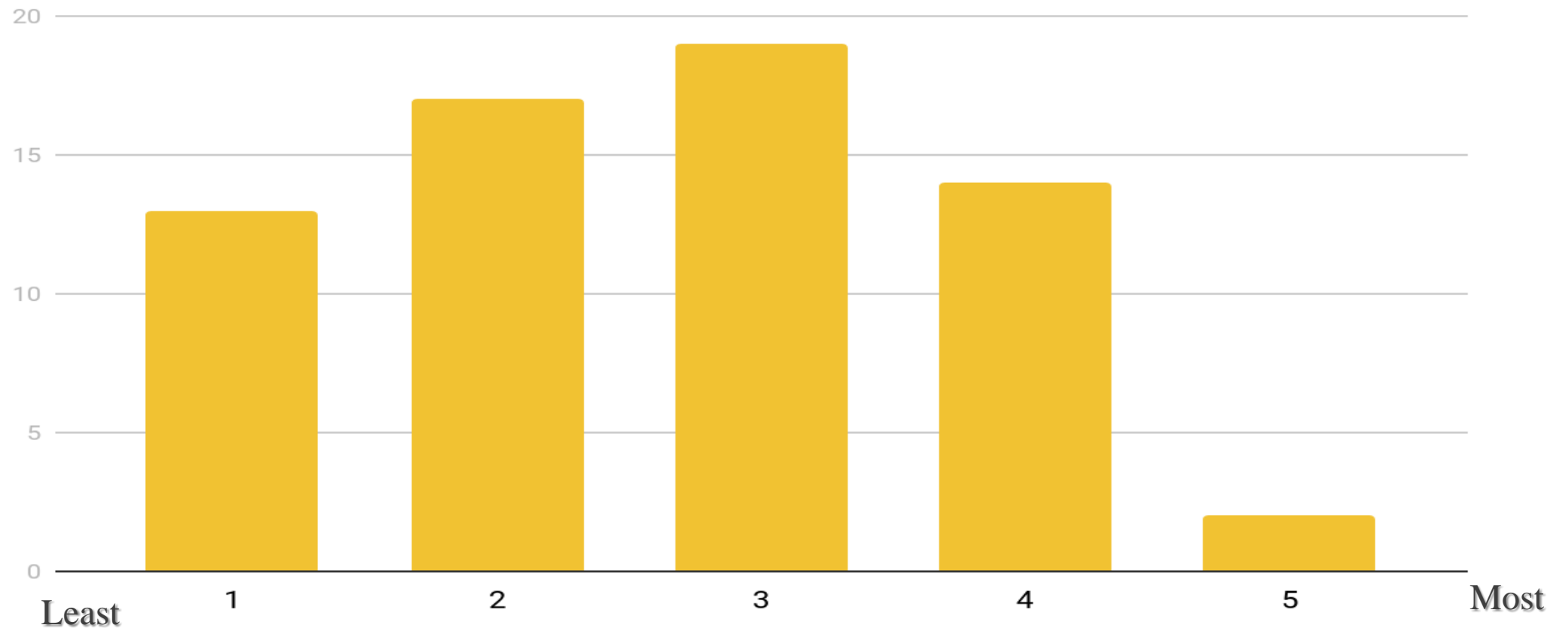


RESULTS

FROM THE SURVEYS

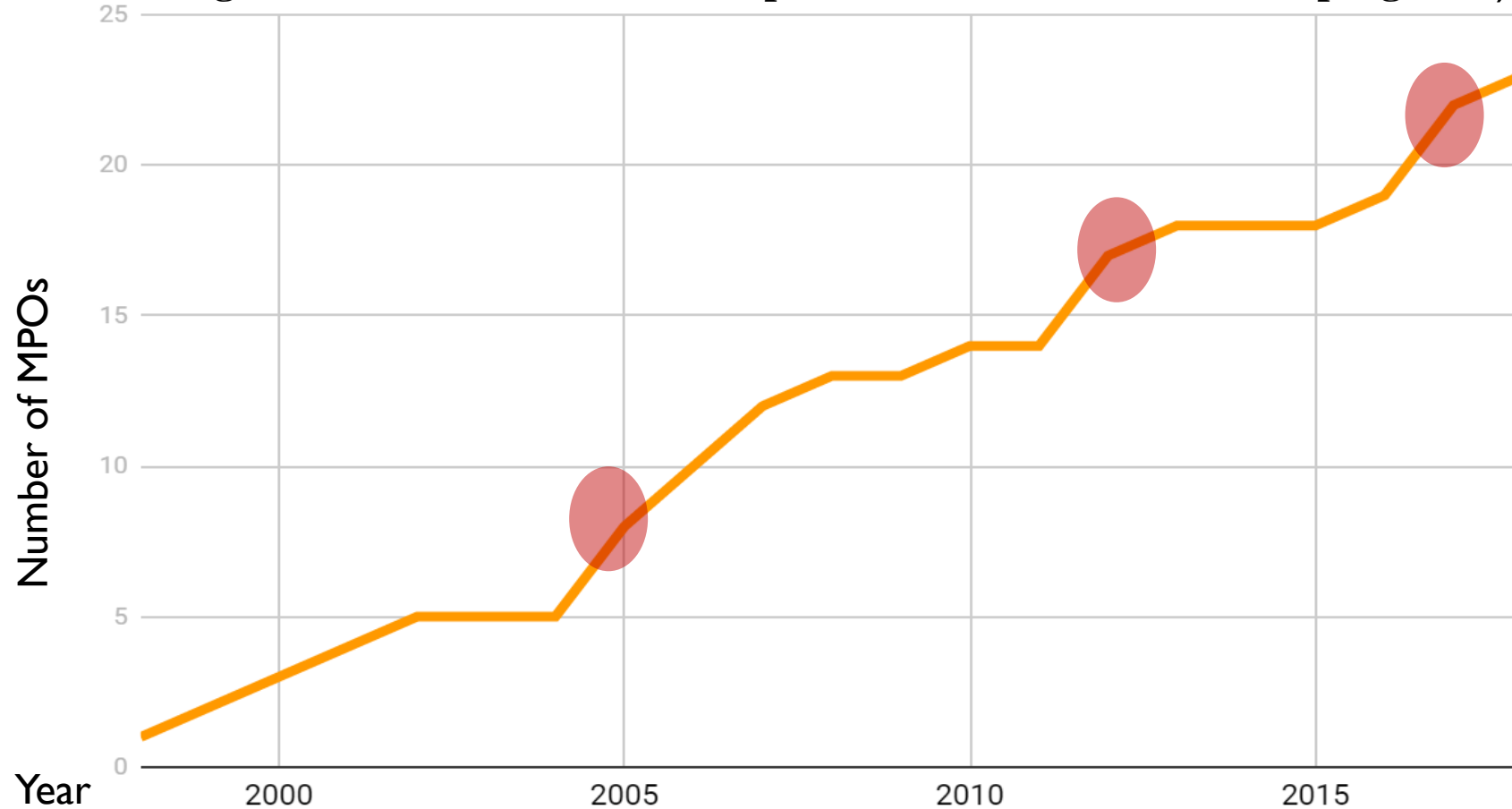
SURVEY TWO RESULTS: MPOS WITHOUT PROGRAMS

How interested is your MPO in starting a TLC program?



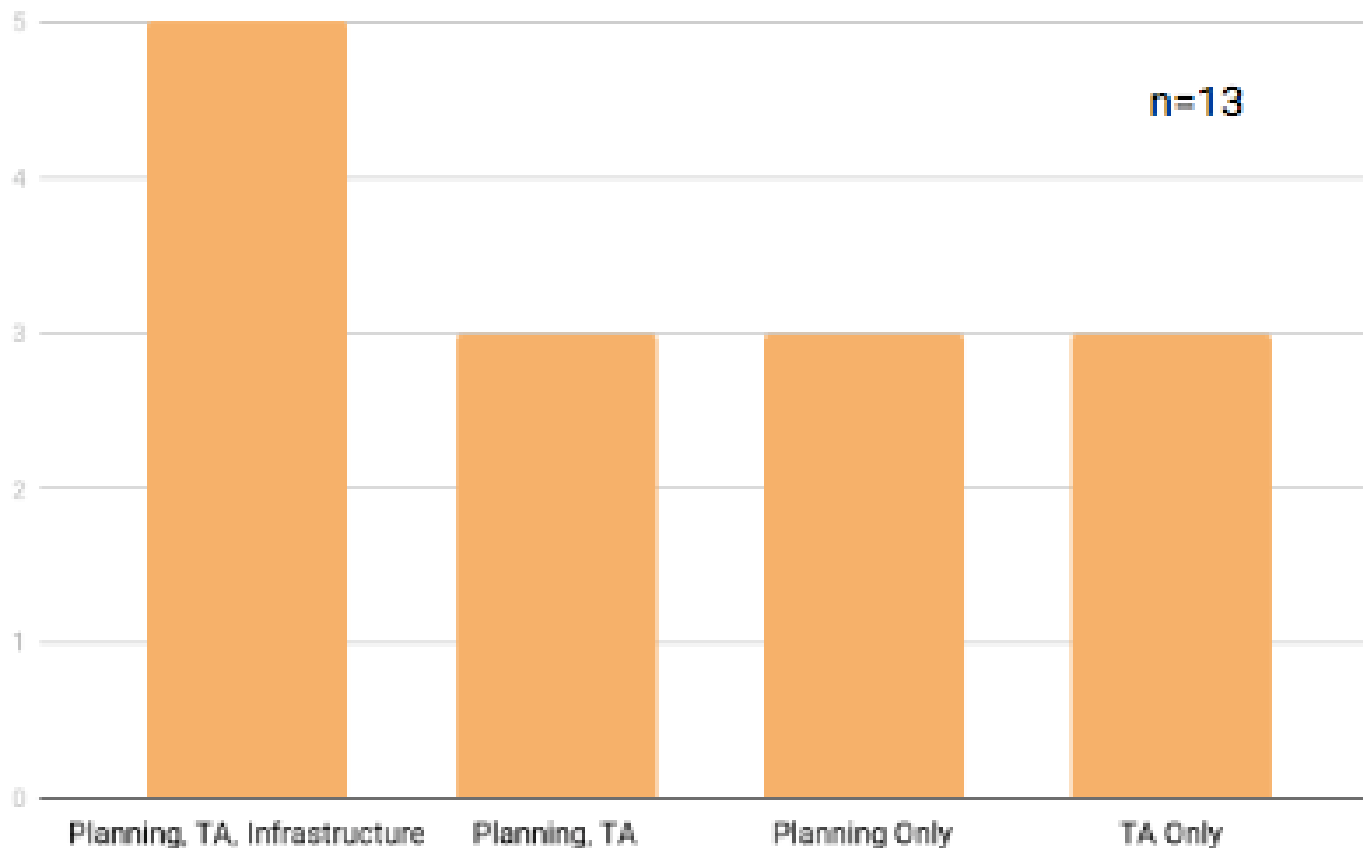
SURVEY ONE: MPOS WITH TLC PROGRAMS

TLC Program Growth Over Time (Responses of all MPOs with TLC programs)



Types of support provided by the MPOs

TYPES OF SUPPORT



PLANNING

We give grants to local entity to do planning such as, create a bicycle master plan or conduct a corridor study.

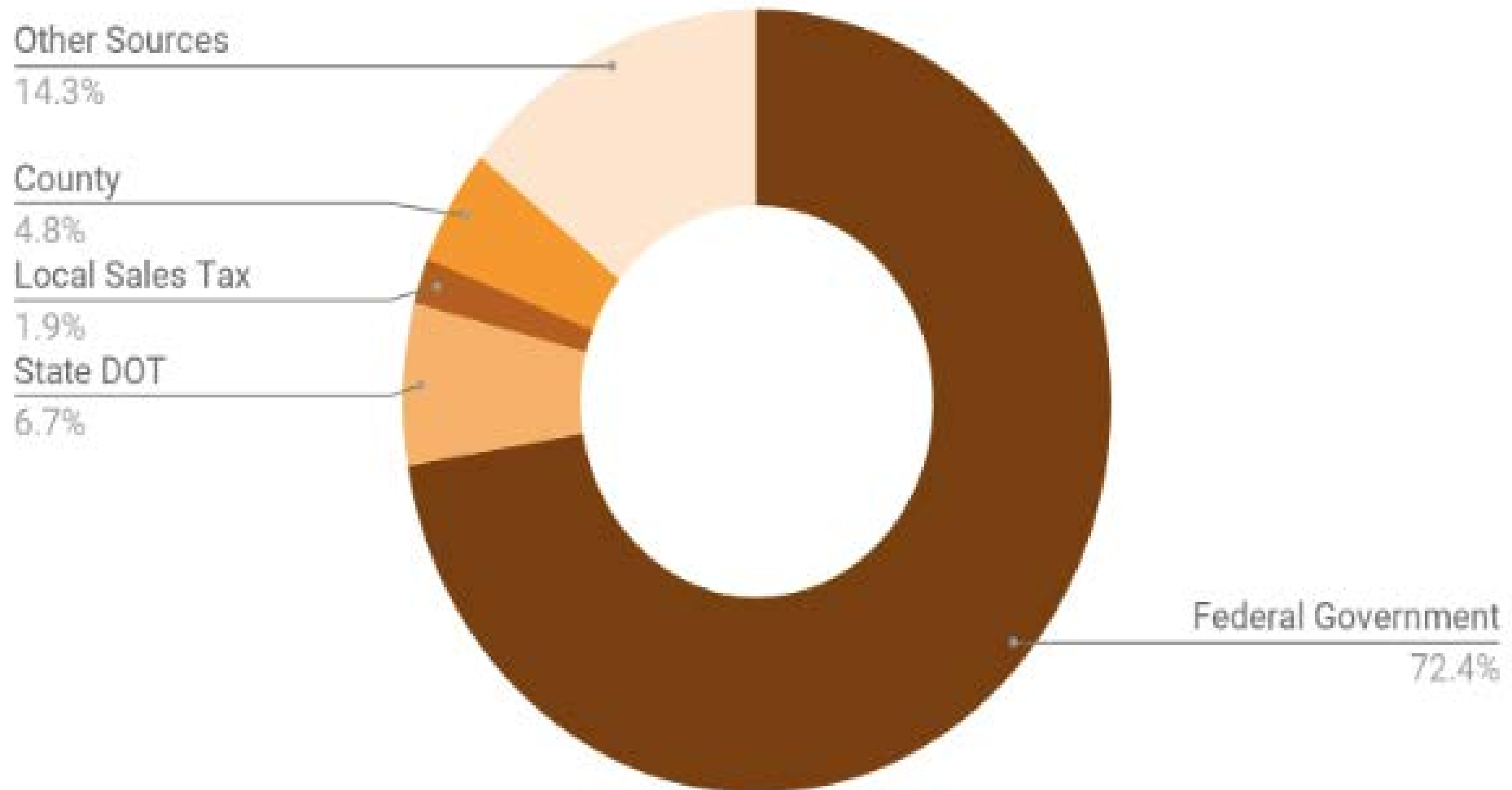
TECHNICAL ASSISTANCE (TA)

We send MPO staff or consultants to help local entity with planning project.

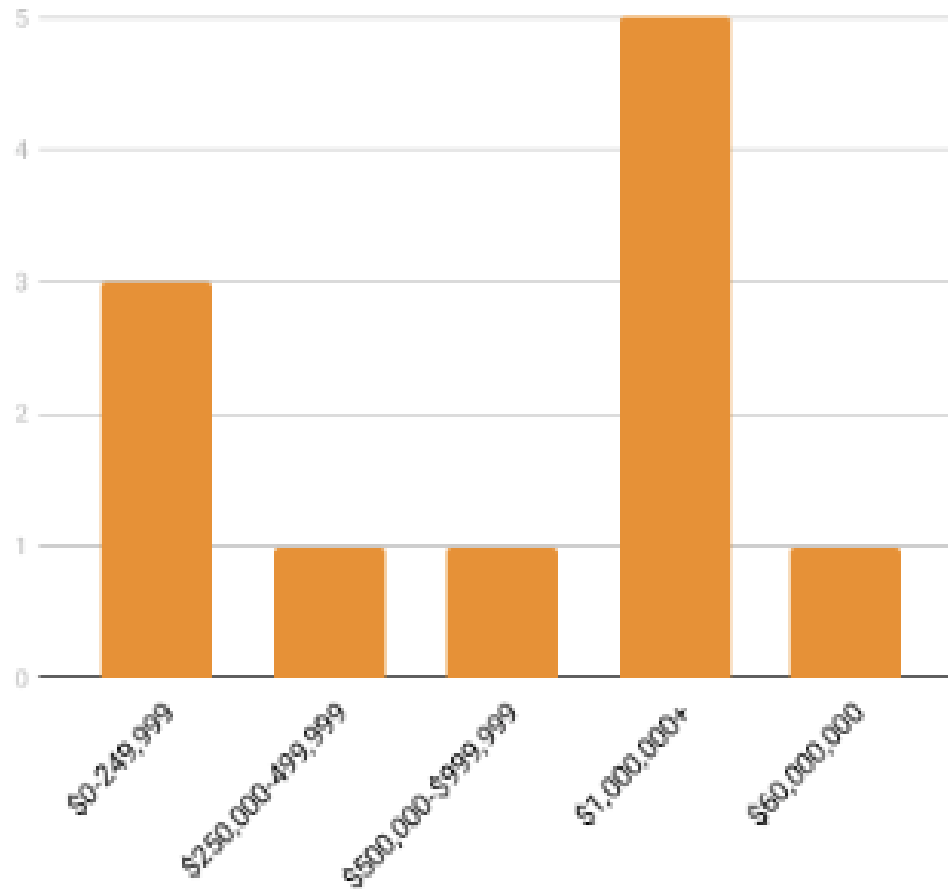
INFRASTRUCTURE

We give grants to local entity to construct new or improved sidewalks, bike lanes, etc.

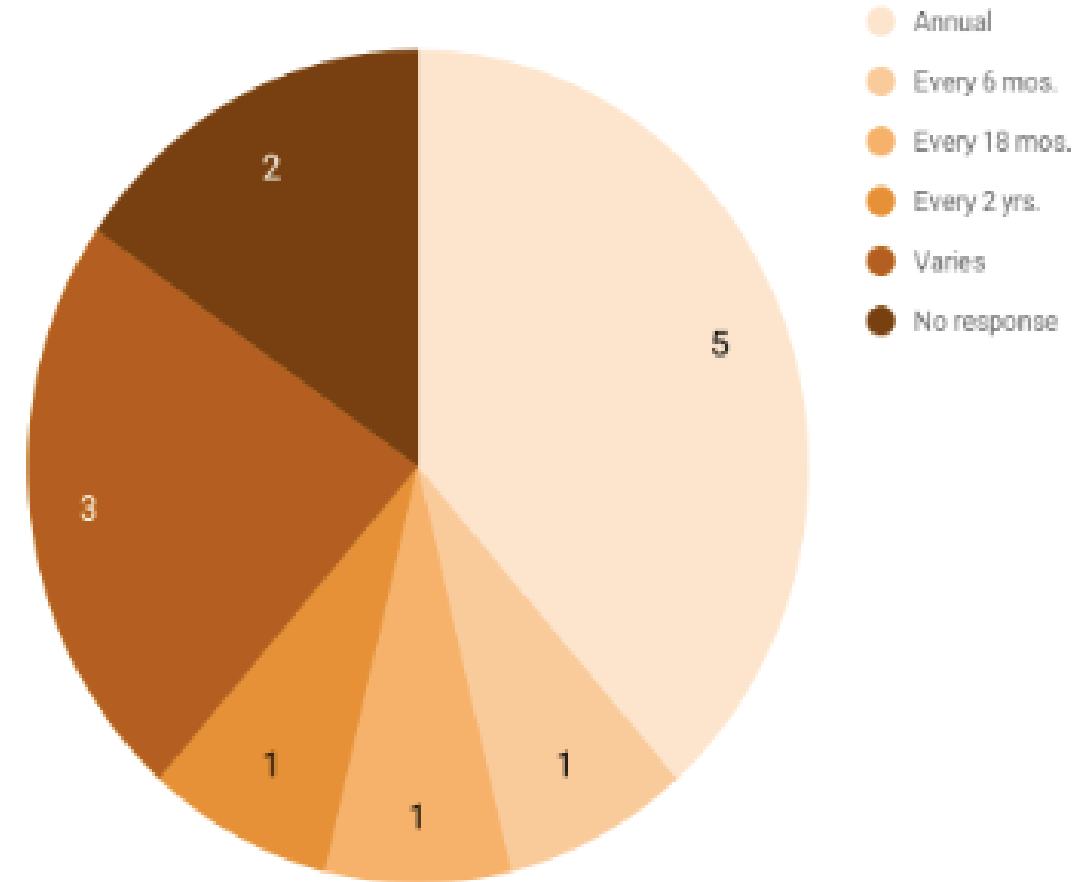
Funding sources for the program



Amount Awarded, Most Recent Cycle

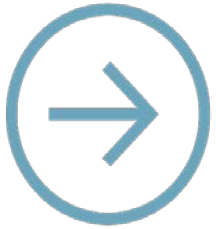


Funding Cycle Interval



Funding for the programs

PERFORMANCE ASSESSMENT MEASURE



The majority of survey respondents do not use formal metrics to measure program success after the grant has been awarded.



What is more commonly seen are MPOs using project selection criteria to support projects with intended impacts that align with their program's goals

PERFORMANCE ASSESSMENT MEASURE

- **Increases in non-automobile mode shares**
- **Measure increased tax revenue**
- **Assess increased jobs-housing balance in project areas**
- **Land conservation**
- **VMT reduction**
- **Air quality improvements**
- **Congestion reduction,**
- **Program reach, and progress on project implementation**

DISCUSSION AND CONCLUSION

- ❑ MPOs granting earmarked funding to local governments in support of land use planning for promoting livable communities has **become a growing trend** in the US
- ❑ Each program has its own goals, but there are several areas of overlap and themes, the most common being **increasing travel options**, especially around alternative modes of transportation and supporting projects that align with the MPOs' long-range transit plans

RECOMMENDATIONS

- **Consider Why and How to Track Impact**
- **Measure What Matters**
- **Track Indicators**
- **Find Hacks to Help with Measurement**
- **Track Impact Less Often, But More In Depth**
- **Borrow Success Metrics from Grantees**
- **Get the Community Involved**

The background image shows a city street scene. In the foreground, a blue and white tram with the number 1137A is moving. The tram has "UTAH TRAX" written on its side. In the background, there are several buildings. One building has a large billboard that says "DISCOVER CITY CREEK CENTER" and "MARCH 17TH". Another building has "ZIONS BANK" written on its upper part. The sky is clear and blue. There are three horizontal bars at the top of the image: a dark blue bar, a teal bar, and a black bar.

Thank you

REFERENCES

1. Badoe, D. A., & E.J. Miller. Transportation–land-use interaction: Empirical findings in North America, and their implications for modeling. *Transportation Research Part D: Transport and Environment*, 2000. 5(4): 235–263. [https://doi.org/10.1016/S1361-9209\(99\)00036-X](https://doi.org/10.1016/S1361-9209(99)00036-X)
2. Sabouri, S., A. Dillon, D. Proffitt, M. Townsend & R. Ewing. State-of-the-Practice in Connecting and Coordinating Transportation and Land Use Planning in the U.S.A. *Transportation Research Record*, 2019. <https://doi.org/10.1177/0361198119844762>
3. Giuliano, G. The Weakening Transportation-Land Use Connection. *ACCESS Magazine*, 1995. 1(6): 3–11.
4. Handy, S. Smart Growth and the Transportation-Land Use Connection: What Does the Research Tell Us? *International Regional Science Review*, 2005. 28(2): 146–167. <https://doi.org/10.1177/0160017604273626>
5. Newman, P. W., & J. R. Kenworthy. The land use—transport connection: An overview. *Land Use Policy*, 1996. 13(1): 1–22. [https://doi.org/10.1016/0264-8377\(95\)00027-5](https://doi.org/10.1016/0264-8377(95)00027-5)

-
- . Floater, G., P. Rode, B. Friedel, & A. Robert. *Steering Urban Growth: Governance, Policy and Finance, New Climate Economy Cities (2)*. LSE Cities, London School of Economics and Political Science, London, UK, 2014.
7. Bond, A., J. Kramer, & K. Seggerman. *Staffing and Administrative Capacity of MPOs*. Federal Highway Administration, Washington, D.C., 2010.
8. Bryan, T. K. Capacity for Climate Change Planning: Assessing Metropolitan Responses in the United States. *Journal of Environmental Planning and Management*, 2015. 59(6) : 573–586.
9. Sciara, G. C., & M. Wachs. Metropolitan Transportation Funding: Prospects, Progress, and Practical Considerations. *Public Works Management & Policy*, 2007. 12(1): 378–394.
10. Atlanta Regional Commission (ARC). *Effective Practices in Planning for Livable Communities at Metropolitan Planning Organizations (MPOs)*. 2010.
11. Margerum, R., S. Brody, R. Parker, G. McEwen, & T. Moore. Regional Transportation and Land Use Decision Making in Metropolitan Regions. OTREC_RR-11-29. Portland, OR: Transportation Research and Education Center (TREC), 2012, <https://dx.doi.org/10.15760/trec.60>.

-
12. Haas, P. J., & L. Fabish, L. *Measuring the Performance Of Livability Programs* (p. 110). 2013.
 13. Transportation for America. *The Innovative MPO: Smart Planning, Strong Communities*. 2014.
 14. American Planning Association, & Lincoln Institute of Land Policy. *Summary of Regional Livable Communities Programs Prepared by Forum Participants*. 2017.
 15. Ewing, R., & K. Bartholomew. *Best Practices in Metropolitan Transportation Planning*. Routledge, 2018.
 16. Federal Highway Administration (FHWA), Federal Transit Administration (FTA), & U.S. Department of Transportation (DOT). *Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning*. 2016.
 17. Wichita Area Metropolitan Planning Organization (WAMPO). *Bicycle and Pedestrian Count Results Report*. n.d.
 18. Houston-Galveston Area Council. *Livable Centers Program Metrics*. 2008.
 19. Metro. *2040 Planning and Development Grants Application Handbook*. 2019.

New State Transportation Funding Prioritization Criteria

Regional Growth Committee
October 10, 2019



Capacity Fund Decision Making

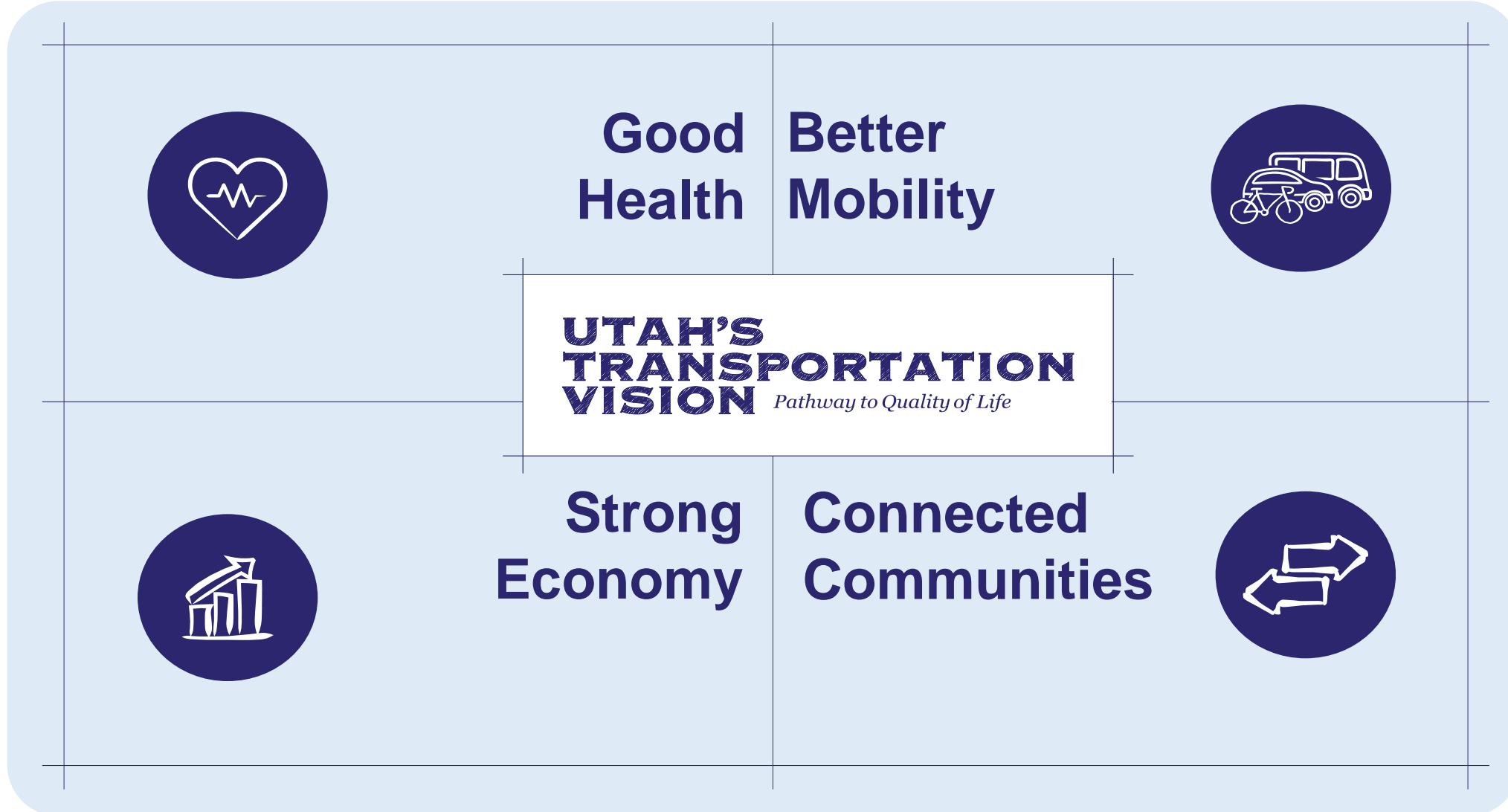
- **Major source of capacity funding since 2005**
 - Current prioritization process has continually evolved and improved
- **Recently updated by SB 136, 72, and 34**
 - Creates Transportation (TIF) and Transit (TTIF) fund
 - Expands type of eligible capacity projects with each fund
 - Introduces new decision factors and requirements
- **Legislation requires written prioritization process**
 - Process codified in Utah Administrative Rule
 - Further guidance provided through UDOT Policy updates

DRAFT Prioritization Framework

- **Collaboratively developed** with internal and external stakeholders
- Balances **simplicity and complexity**
- **Addresses known issues** with current decision model
- Compares **across project types and geographies**
- Shared framework **enables future cross-asset evaluation**
- Prepares for **continual improvement and refinement**

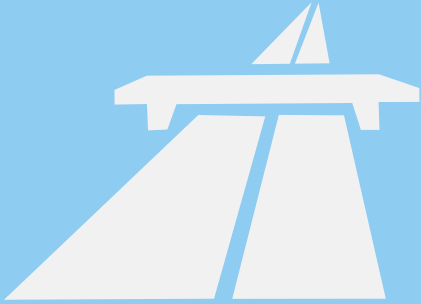


Capacity Decision Framework

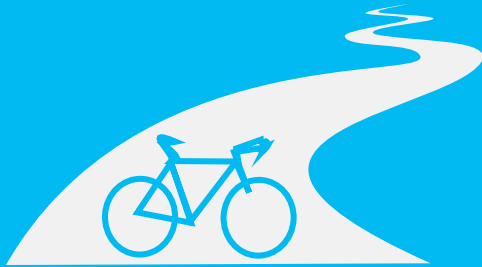


Capacity Programs

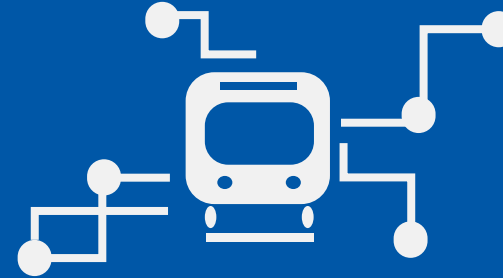
TIF - Highway



Active Transportation



TTIF - Transit



First and Last Mile

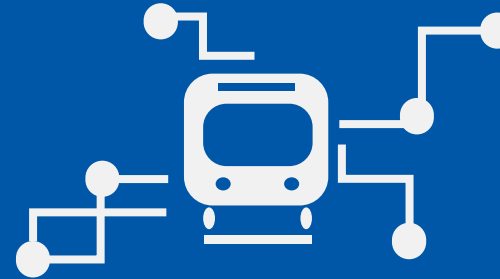


Capacity Decision Support Models

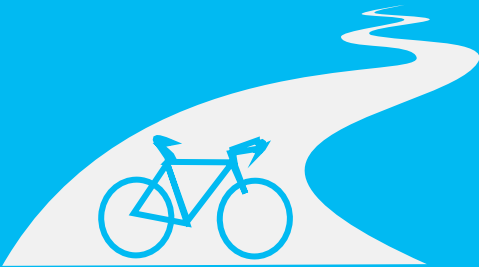
TIF - Highway



TTIF - Transit



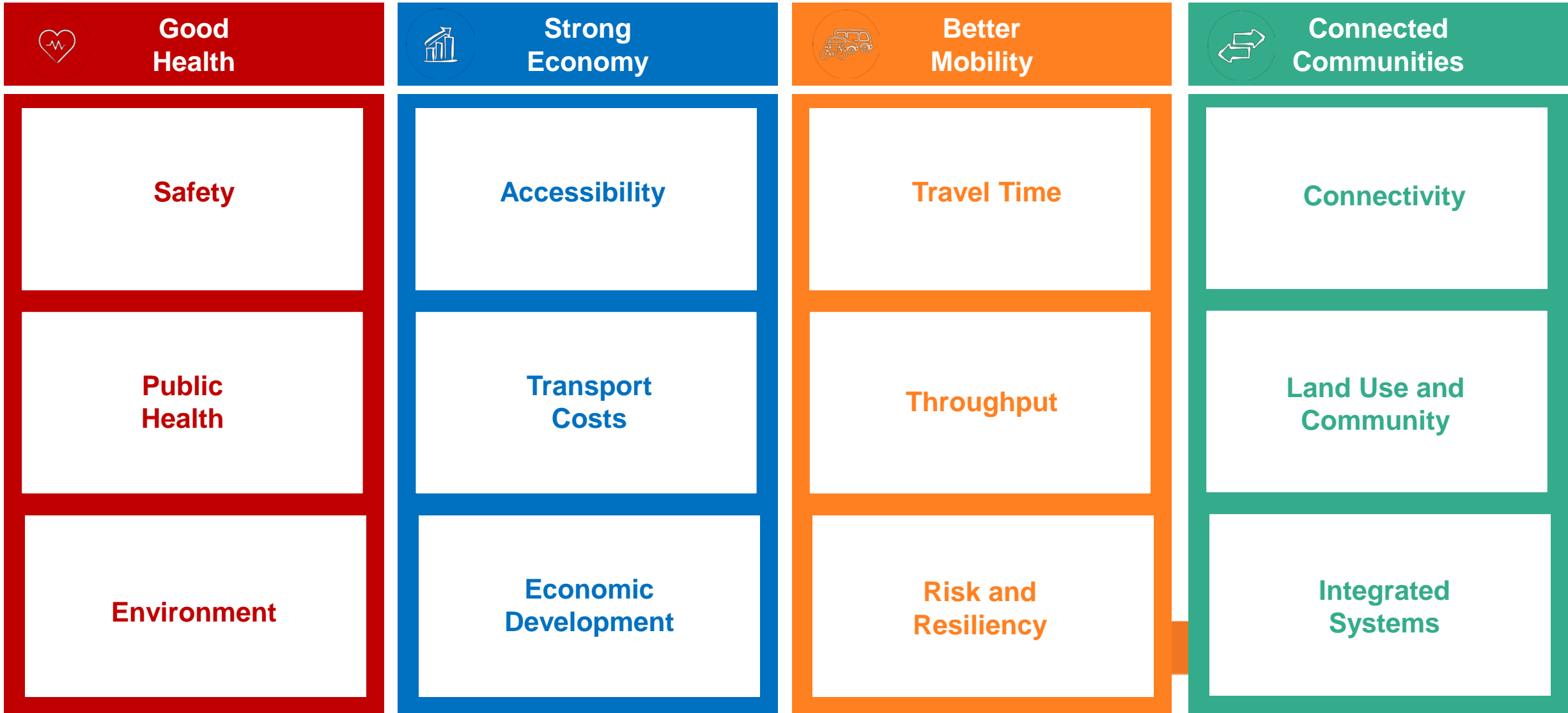
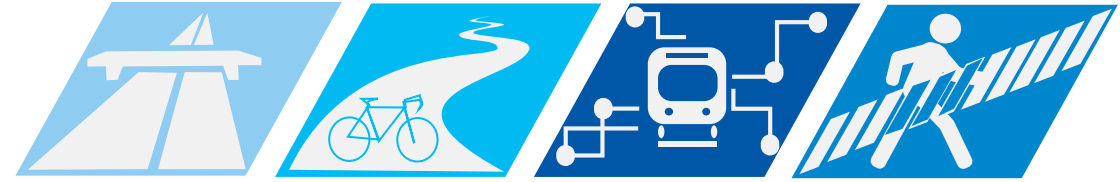
TIF - Active



TTIF - First/Last Mile







Multimodal Framework



TIF Highway Model

DRAFT – REVISED SEPTEMBER 13, 2019







 Good Health 25%	 Strong Economy 20%	 Better Mobility 40%	 Connected Communities 15%
Safety 60%	Accessibility 35%	Travel Time 55%	Connectivity 35%
<ul style="list-style-type: none">▪ UDOT USRAP Star Rating (#)▪ UDOT Safety Index (#)	<ul style="list-style-type: none">▪ Connectivity to education and tourism destinations	<ul style="list-style-type: none">▪ Existing reliability (#)▪ Delay (#)	<ul style="list-style-type: none">▪ Future population growth (#)
Public Health 20%	Transport Costs 20%	Throughput 30%	Land Use and Community 35%
<ul style="list-style-type: none">▪ Active transportation component (Y/N)	<ul style="list-style-type: none">▪ Truck percentage (#)	<ul style="list-style-type: none">▪ Existing volume (#)▪ Future volume (#)	<ul style="list-style-type: none">▪ Solutions Development or Access Management (Y/N)
Environment 20%	Economic Development 45%	Risk and Resiliency 15%	Integrated Systems 30%
<ul style="list-style-type: none">▪ Environmental Improvement (Y/N)	<ul style="list-style-type: none">▪ Current job destinations (#)▪ Future employment growth (#)▪ Transportation Reinvestment Zone or Other Outside Funding Source for Project (Y/N)	<ul style="list-style-type: none">▪ Adds redundancy (Y/N)	<ul style="list-style-type: none">▪ Transit component (Y/N)

TTIF Transit Model

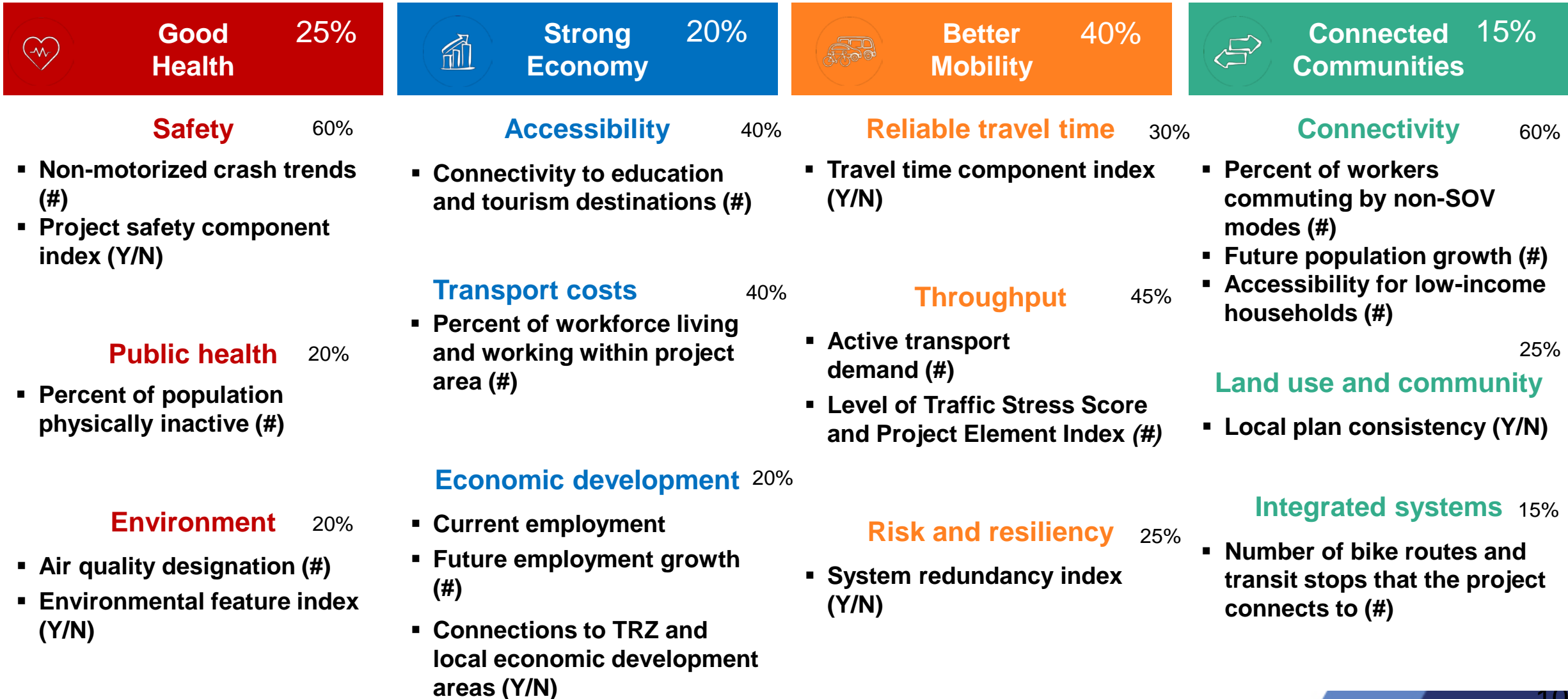
DRAFT – REVISED SEPTEMBER 16, 2019



 Good Health 25%	 Strong Economy 20%	 Better Mobility 40%	 Connected Communities 15%
Safety 35%	Accessibility 40%	Travel Time 50%	Connectivity 50%
<ul style="list-style-type: none"> Safety component index (#) 	<ul style="list-style-type: none"> Connectivity to education and tourism destinations (#) 	<ul style="list-style-type: none"> Reliability component index (Y/N) 	<ul style="list-style-type: none"> Future population growth (#) Accessibility for low-income households (#)
Public Health 20%	Transport Costs 20%	Throughput 40%	Land Use and Community 35%
<ul style="list-style-type: none"> Percent of population physically inactive (#) 	<ul style="list-style-type: none"> Commute costs as percent of household income (#) 	<ul style="list-style-type: none"> Estimated system ridership increase (#) 	<ul style="list-style-type: none"> Regional and local plan consistency (Y/N)
Environment 45%	Economic Development 40%	Risk and Resiliency 10%	Integrated Systems 15%
<ul style="list-style-type: none"> Air quality designation (#) 	<ul style="list-style-type: none"> Current job destinations (#) Future employment growth (#) Connections to TRZ and local economic development areas (Y/N) 	<ul style="list-style-type: none"> Address identified risk in state, regional or local plan (Y/N) 	<ul style="list-style-type: none"> Project includes an active transportation component or is part of highway project (Y/N)

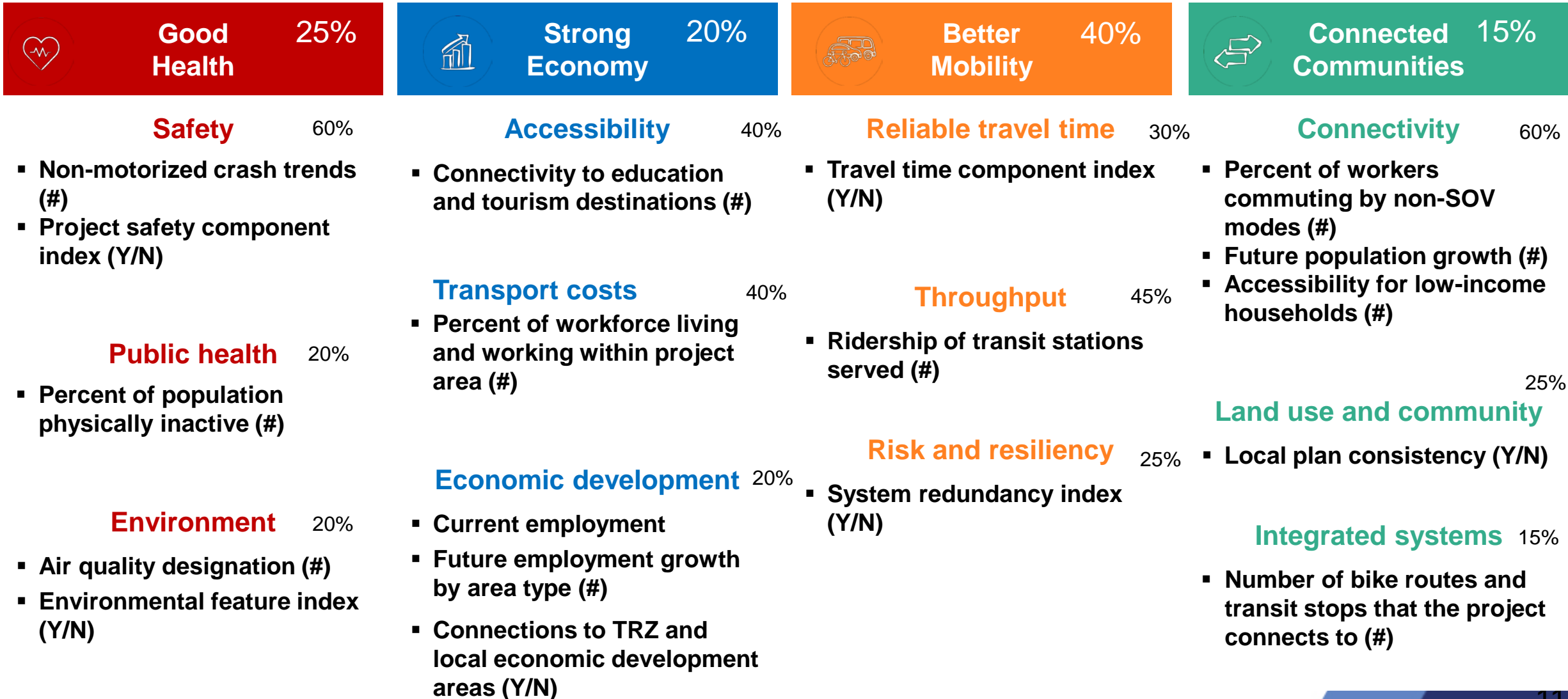
TIF Active Model

DRAFT – REVISED SEPTEMBER 16, 2019



TTIF First/Last Model

DRAFT – REVISED SEPTEMBER 16, 2019



New Transportation Capacity Project Prioritization Process Document

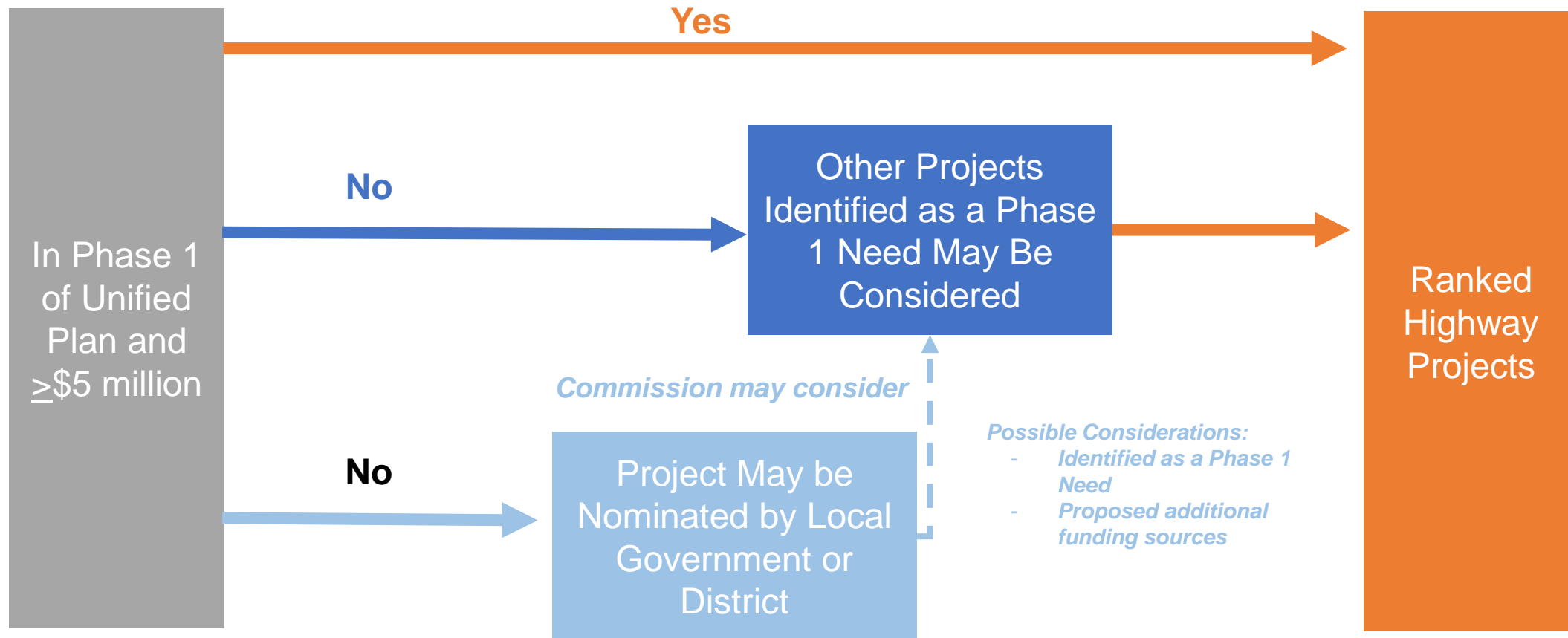
New Transportation Capacity Project Prioritization Process

Version 1.0
Utah Transportation Commission Approval Pending

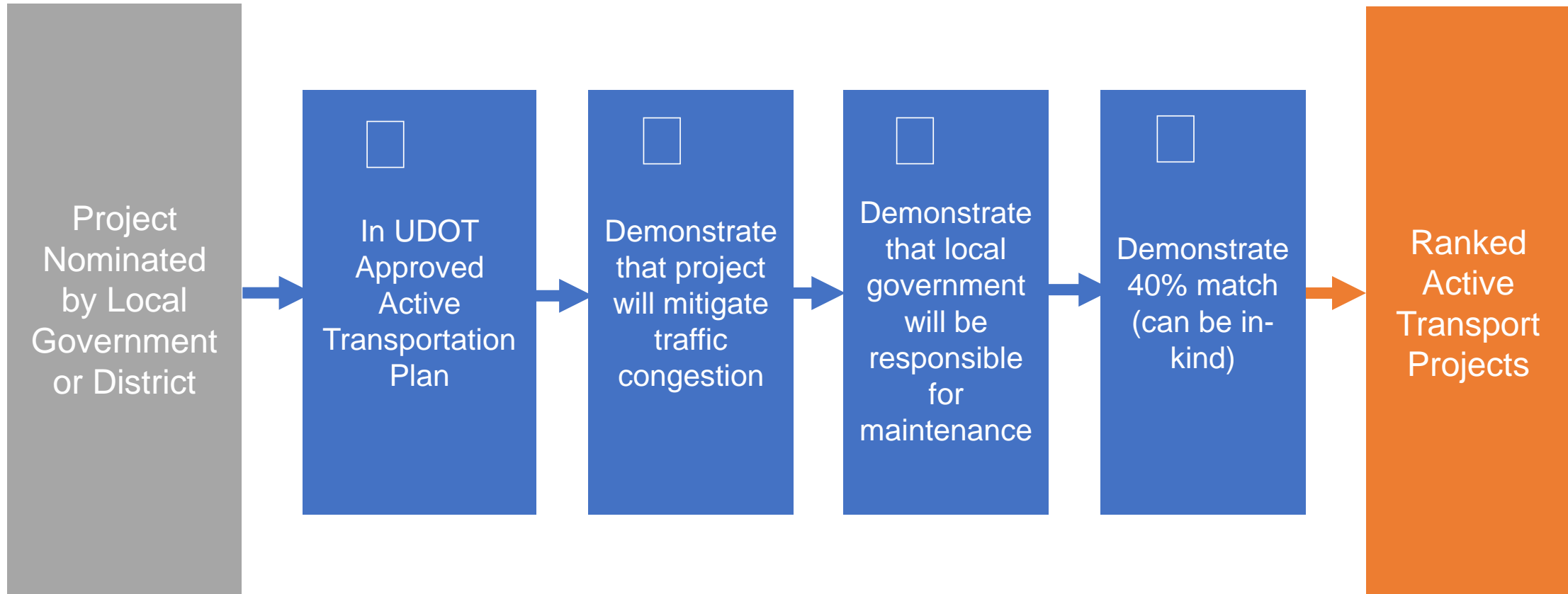


udot.utah.gov/go/projectprioritizationprocess

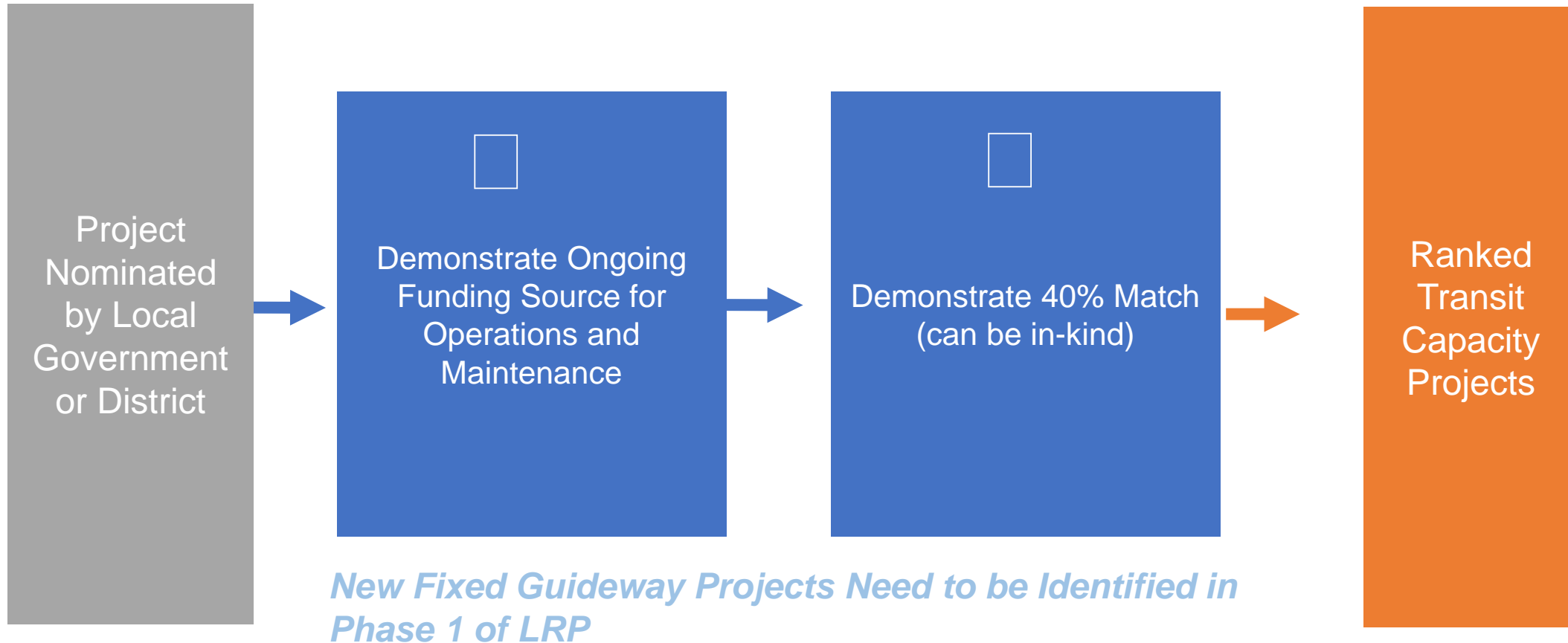
Draft TIF Highway Process



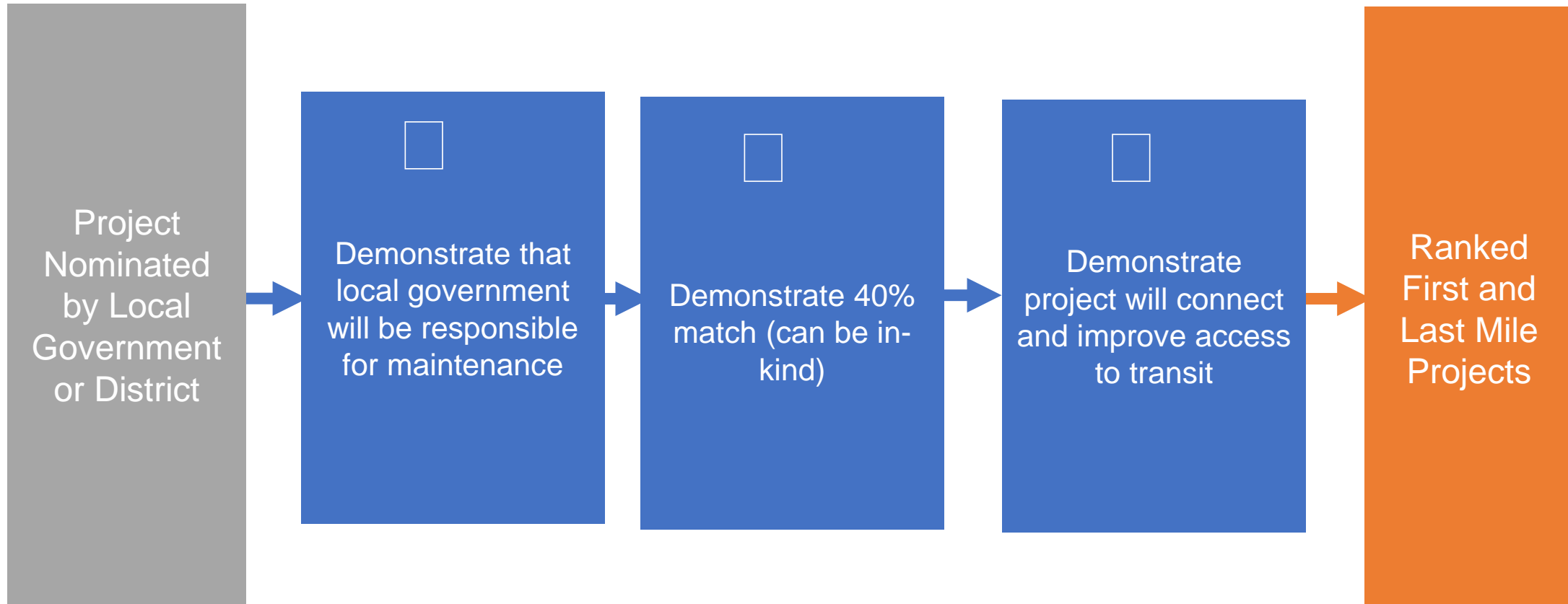
Draft TIF Active Process



Draft TTIF Transit Process



Draft TTIF First/Last Process





Regional Growth Committee

Updated Oct 10, 2019

SB 136 (2018) & SB 72 (2019) – Transportation Governance & Funding Amendments

SB 136

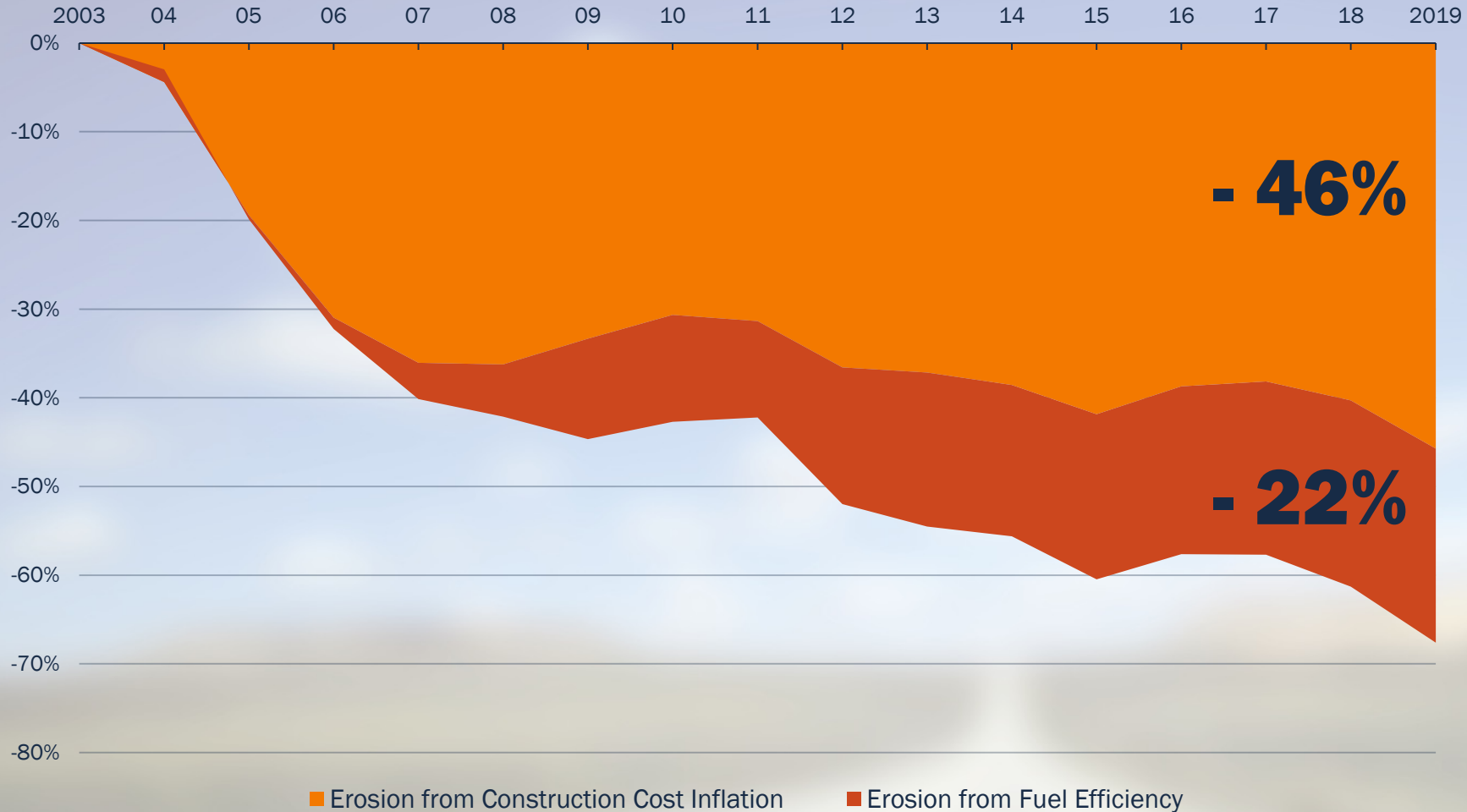
- Implement a Road User Charge (RUC) – Jan 2020
 - Alternative to paying a flat fee for electric vehicles:
 - Eligible types: EV, PHEV, hybrids
- Establish a RUC advisory committee
- Report annually on program & future research projects

SB 72

- Rulemaking authority for UDOT
- Rulemaking authority for Transportation Commission
- UDOT/DMV information sharing



National Fuel Tax Purchasing Power Decline



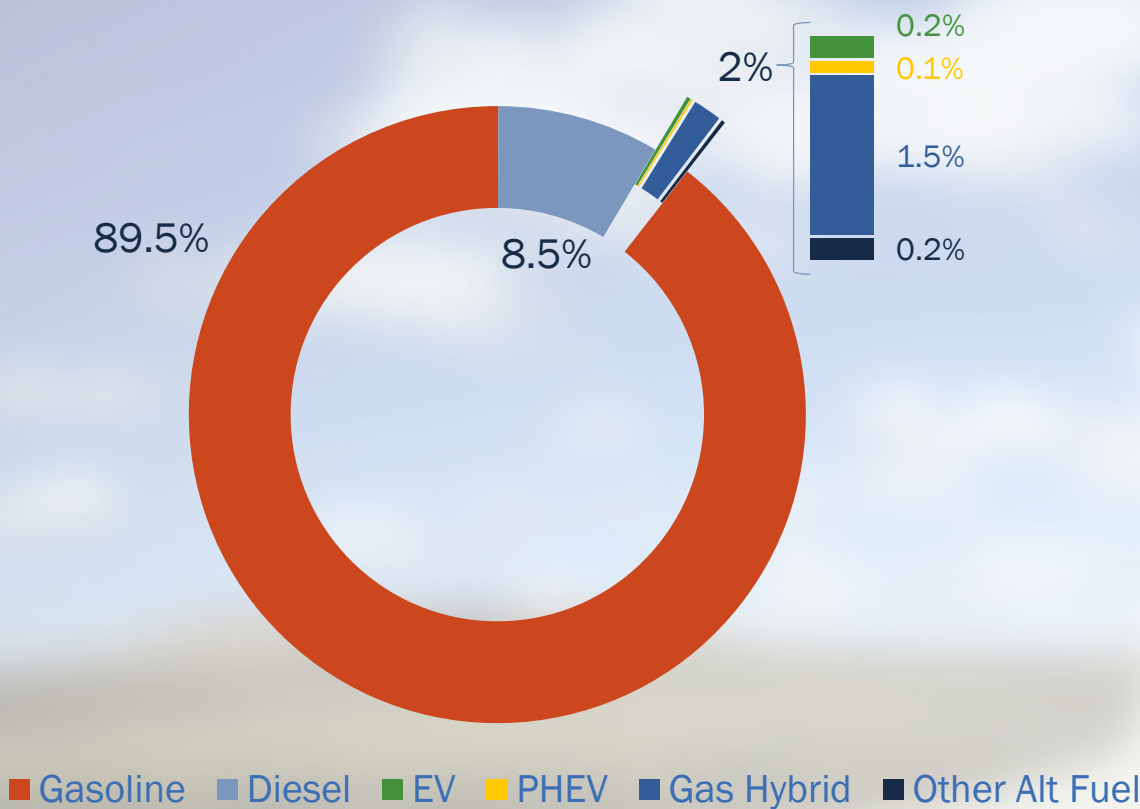
Utah Legislative Countermeasures:

Indexing to CPI

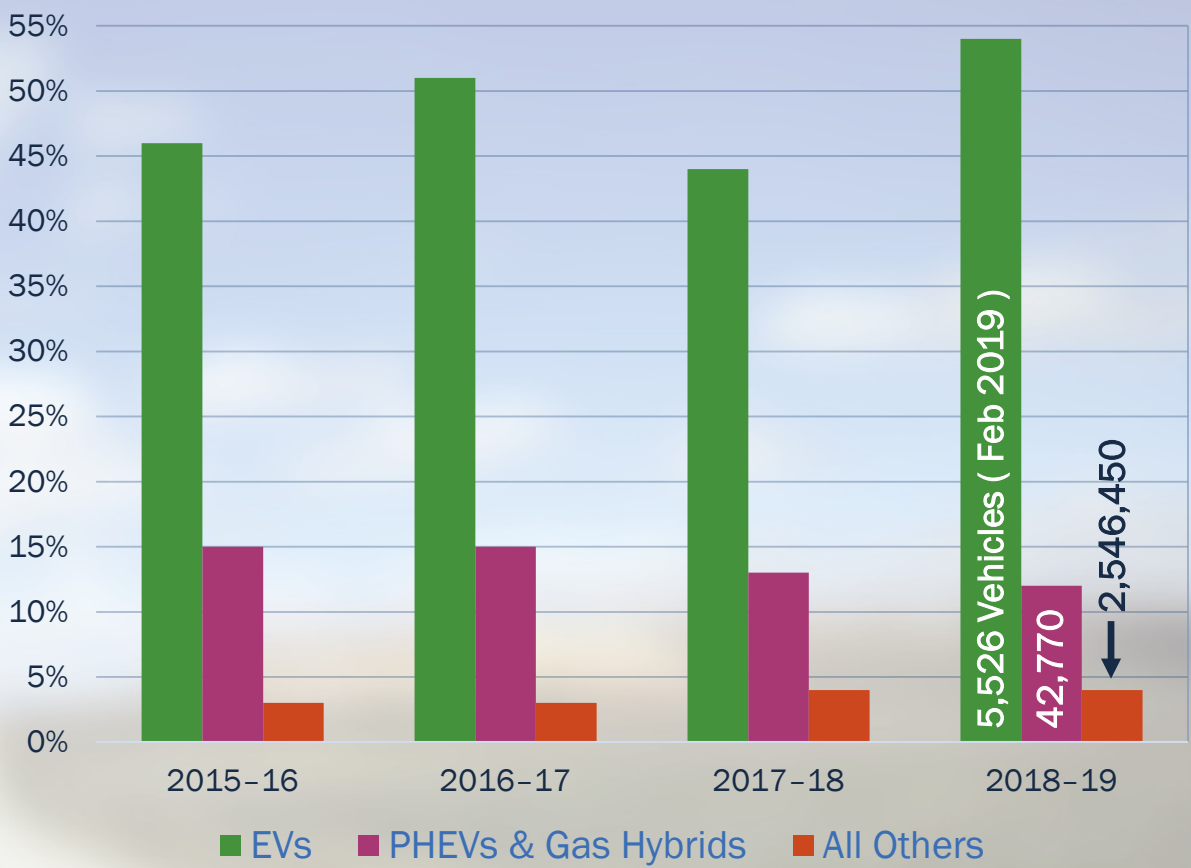
Road Usage Fees

Size & Growth of Utah's Vehicle Fleet

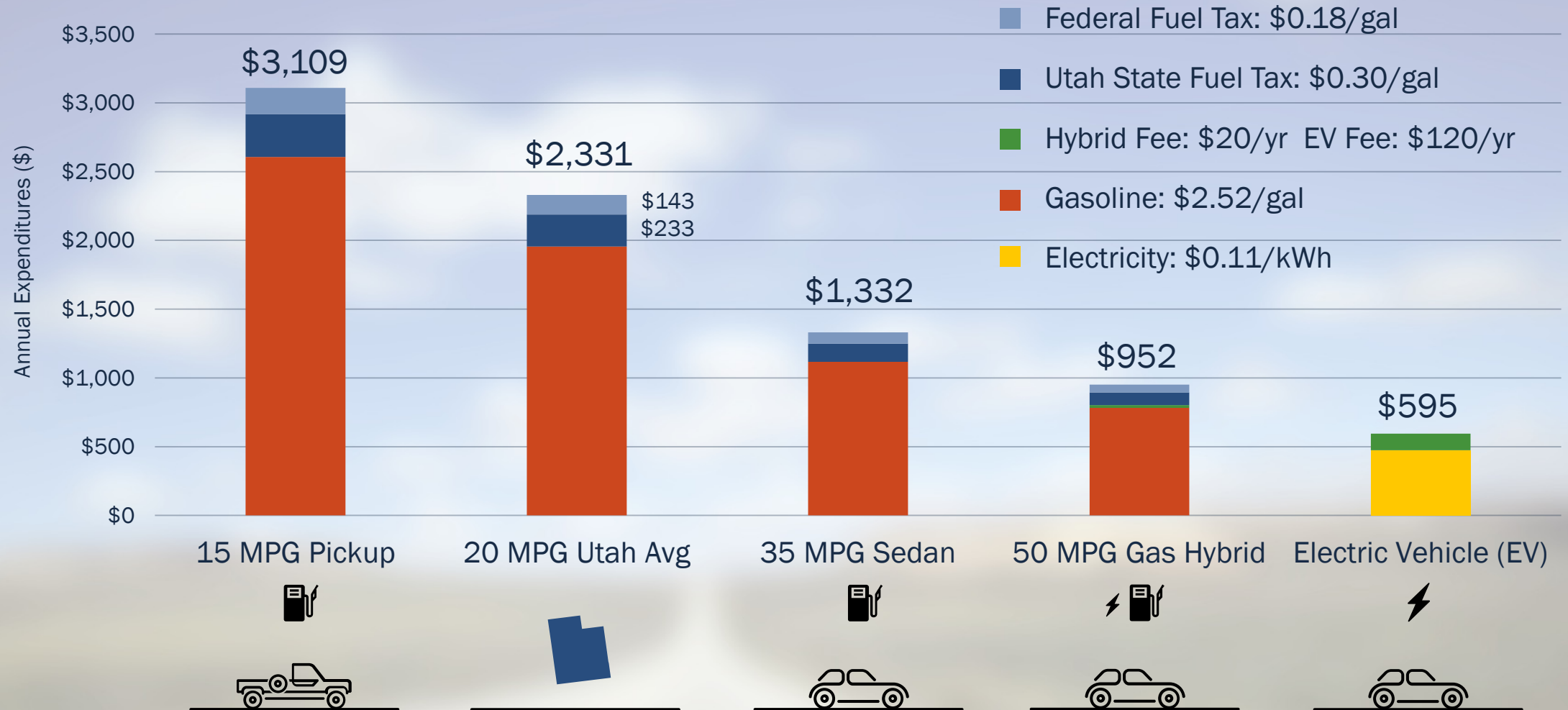
Total Registered Vehicles
2,594,746 (2019)



Year-over-year Growth (%)



Total Annual Costs for Typical Utah Drivers



Elements of Utah's Initial RUC System

Technology

- Telematics
- Phone App/OBD-II



Privacy

- Flat Fee or RUC
- Data Retention
- Data Distribution
- User Agreement



Vehicle Types

- Electric (EV)
- Plug-in (PHEV)
- Gas Hybrid



Enrollment

- Online
- VIN
- Odometer Capture
- DMV Interface
- Registration Holds

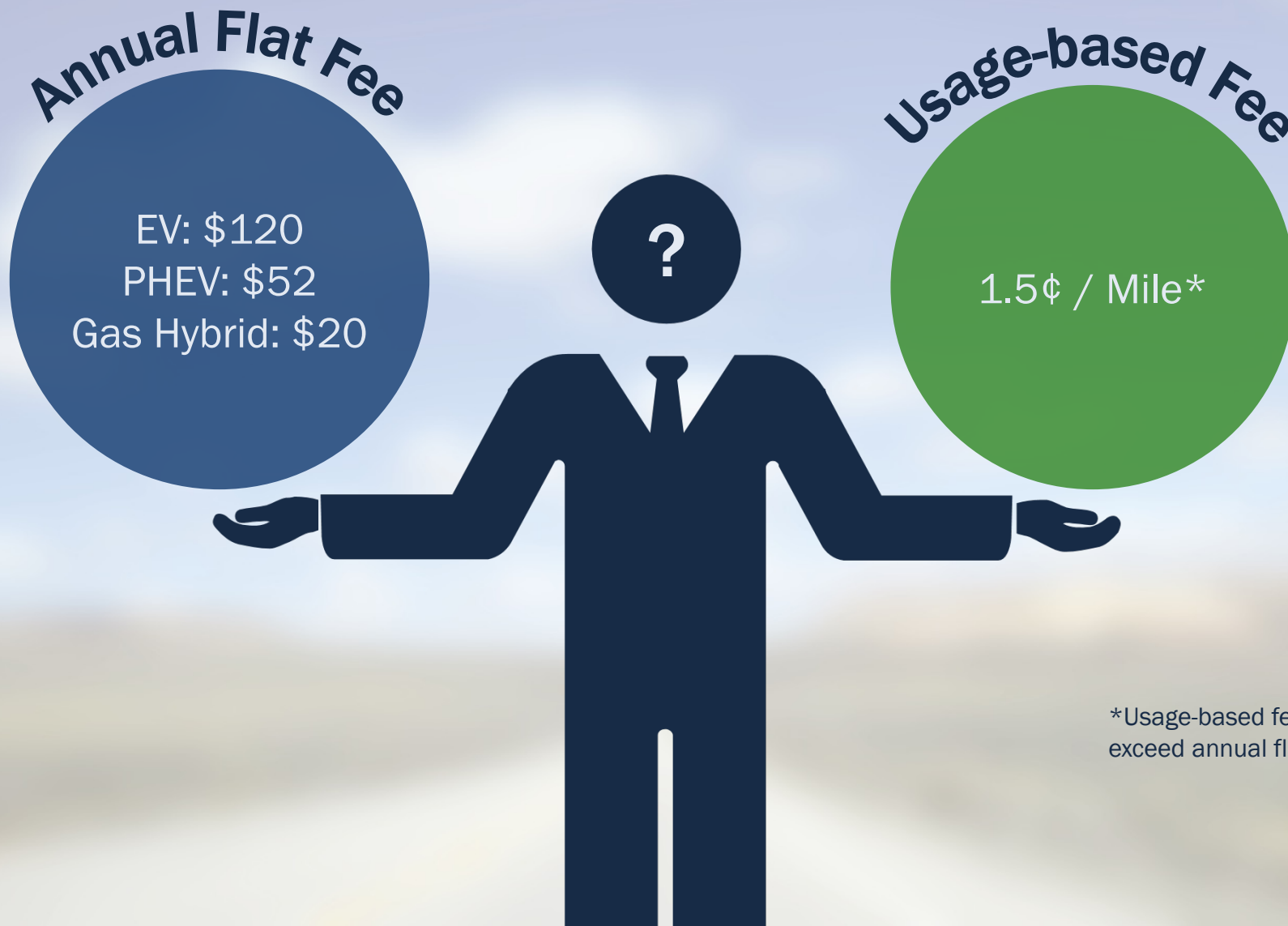


Comm Acct Mgr

- Prepaid Wallet & Cap
- Credit/Debit Card
- Monthly Statement
- User Options
- App Interface

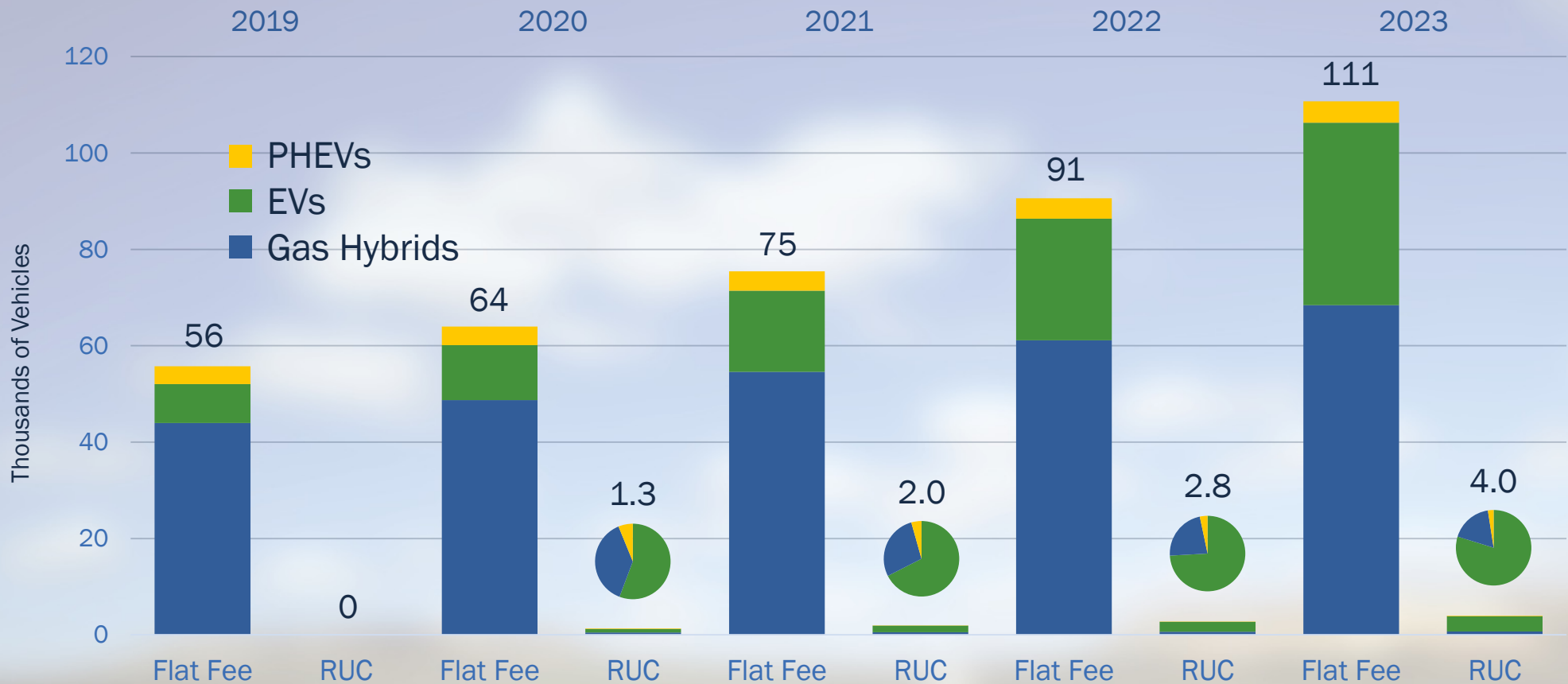


Utah's Alternative Fuel Vehicle Payment Choice



*Usage-based fees will not exceed annual flat fee

Vehicles Enrolled in RUC or Paying Flat Fee



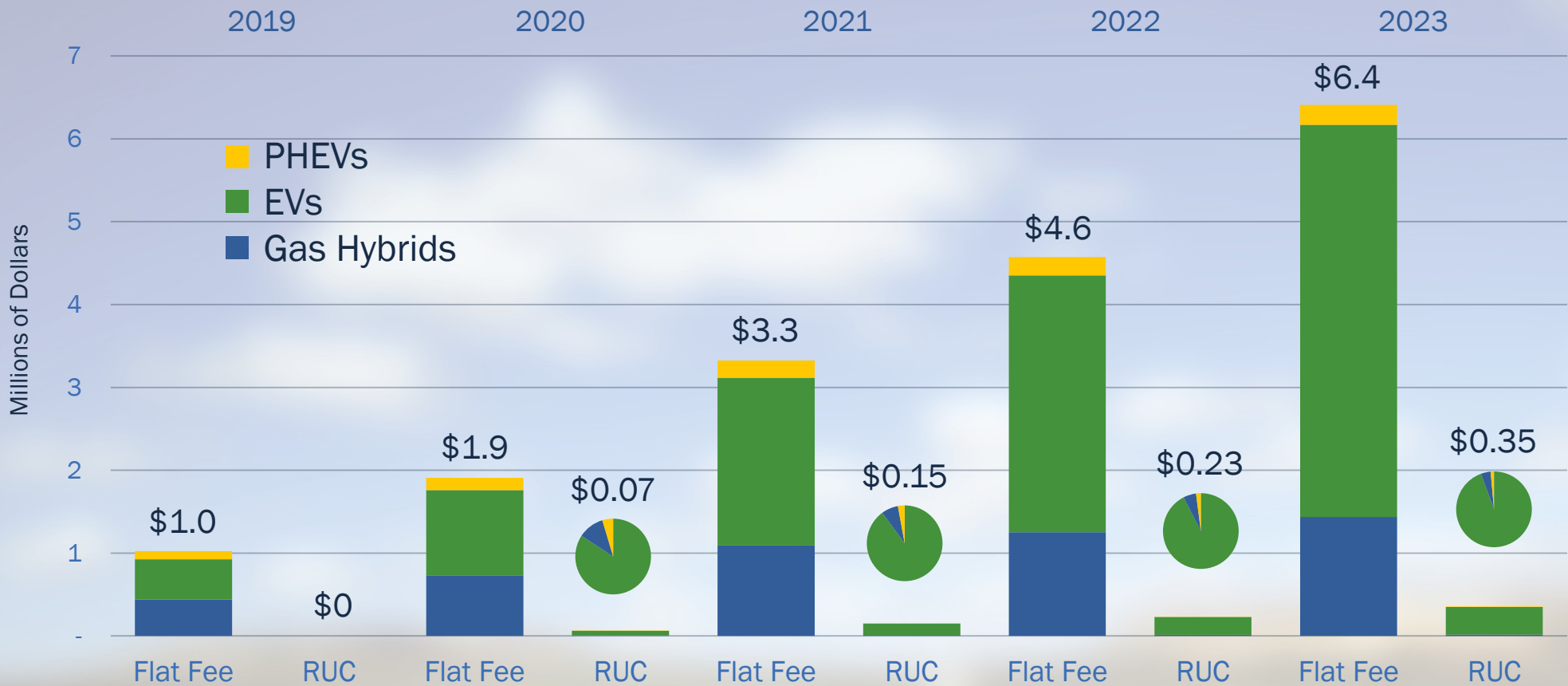
5-year Vehicle Totals

Flat Fees:
111,000 (97%)
RUC:
4,000 (3%)
Total:
115,000

Assumed Annual Growth

PHEVs: 5%
EVs: 50%
Gas Hybrids: 12%

Revenue from Flat Fees & RUC



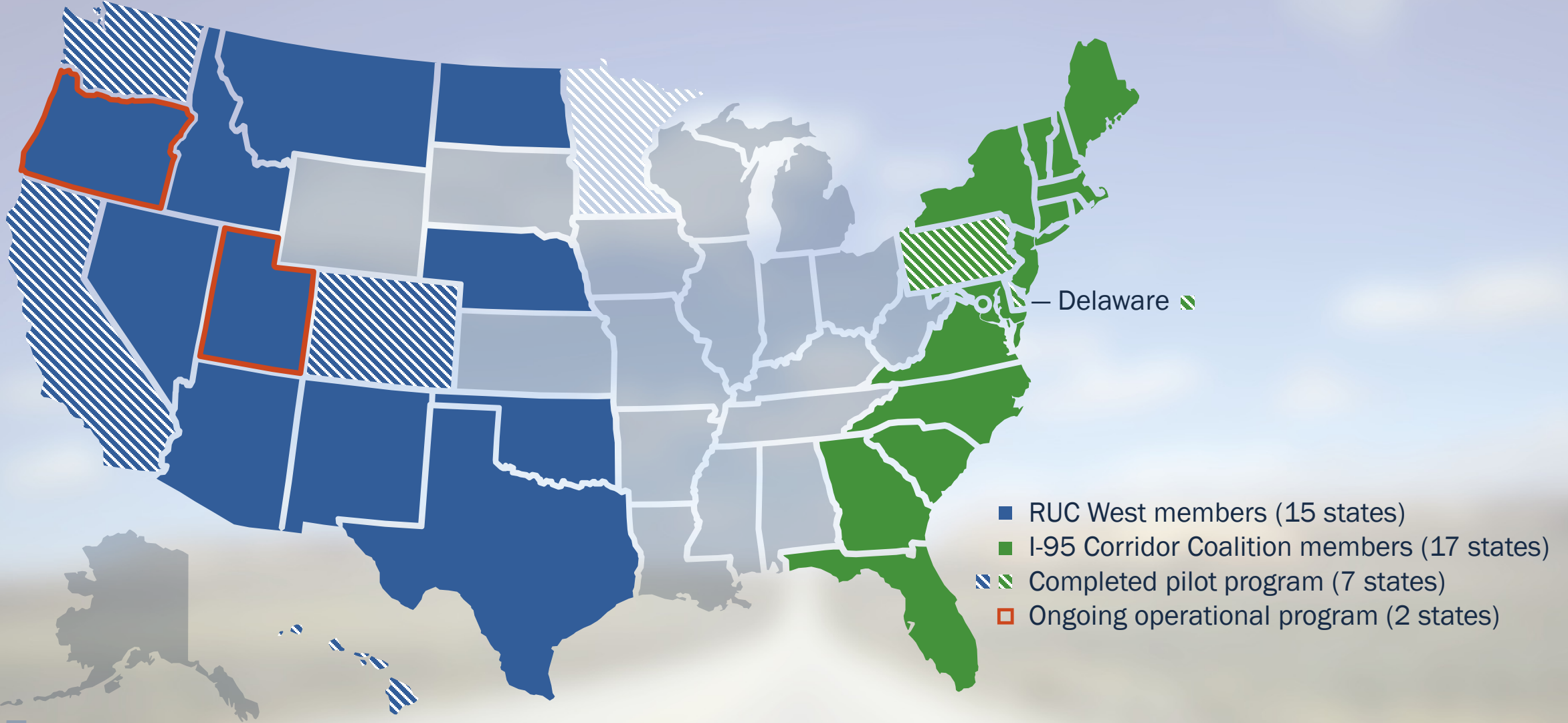
5-year Revenues

Flat Fees:
\$17,200,000 (95.5%)

RUC:
\$806,000 (4.5%)

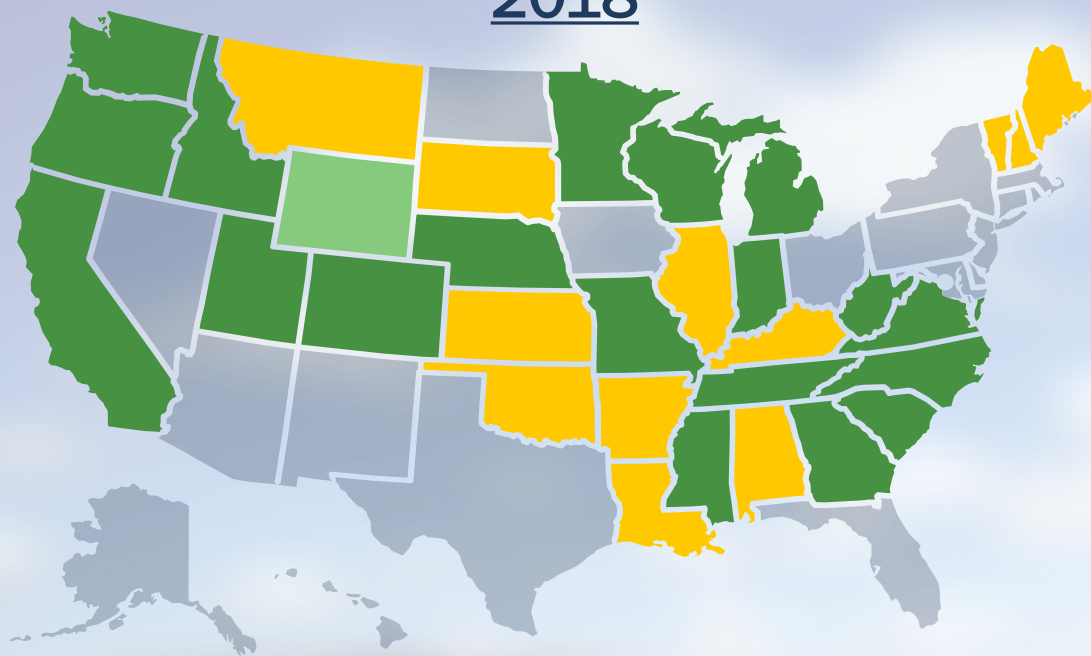
Total:
\$18,006,000

RUC Research & Pilot Projects across the US



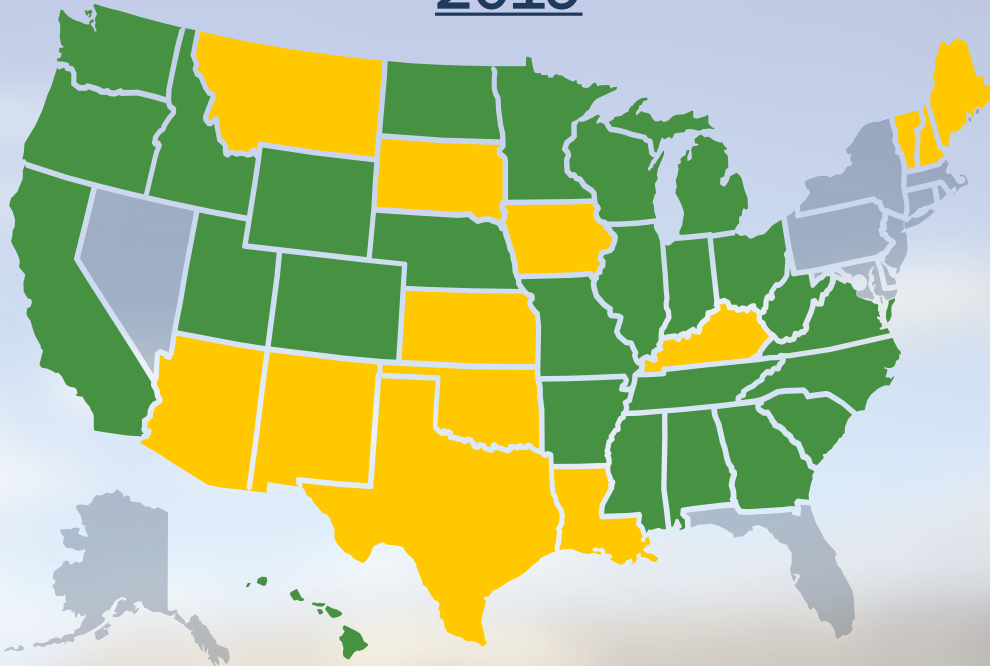
US Alternative Vehicle Fee Adoption

2018



- Considered annual fees (12 states)
- Adopted annual fees (19 states)
- Adopted one-time fees (1 state)

2019



- Considered annual fees (15 states)
- Adopted annual fees (26 states)

US Alternative Fuel Vehicle Fees

National

ANNUAL FEES

	RANGE	AVERAGE
EVs	\$50-\$225	\$127
PHEVs	\$30-\$200	\$85
Gas Hybrids	\$20-\$100	\$58

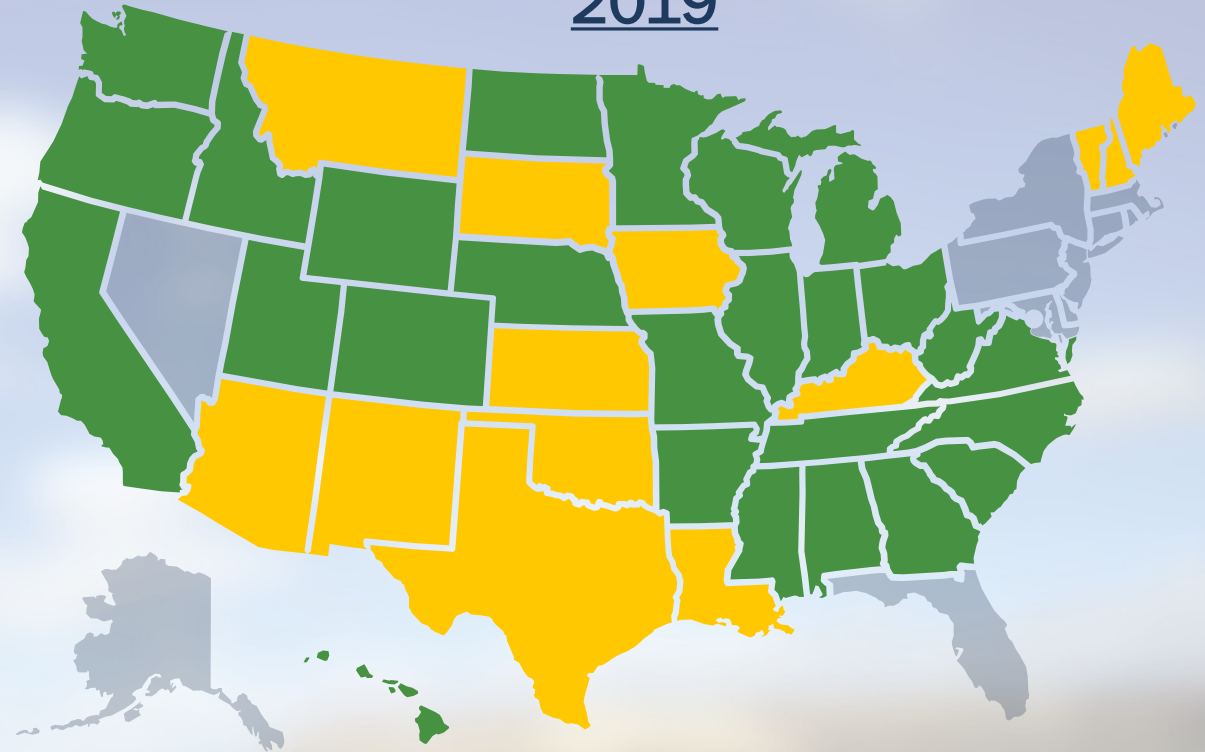
Utah

ANNUAL FEES

	2021*
EVs	\$120
PHEVs	\$52
Gas Hybrids	\$20

*Fees are lower in 2019-20 and indexed to CPI after 2021

2019



- Considered annual fees (15 states)
- Adopted annual fees (26 states)

Market-based or User-Pay System Exploration Across the US

- Policy Considerations

Demand-responsive pricing



- NYC Congestion pricing
- Seattle Congestion pricing
- Oregon Local-option pilot
- San Francisco ride hailing tax

Interoperability between states



- WA Pilot-ID,OR,Can - Pricing Schema
- OR/CA Pilot - System Integration
- I-95 Corridor Coalition - Multi Agency

Integration with tolling operations



- I-95 Corridor Coalition Pilot

Rural residents & low-income households



- Pay more gas tax than average due to lower MPG and more miles driven
- May benefit from RUC at a revenue neutral price point

Possible Future Elements

Vehicle Types

- Gas/Diesel
- Alt Fuel
- Heavy Trucks
- Fleets
- Autonomous



Interoperability

- Neighboring States
- National RUC
- Local RUC



Differentiation

- In-/Out-of-state
- Public/Private
- Paved/Unpaved



Integration

- Tolling
- Emissions Testing
- Multimodal Payment Bundling



Questions?

