



2023-2050 Regional Transportation Plan

Regional Growth Committee // August 18, 2022

Wasatch Choice Vision



Economic Development

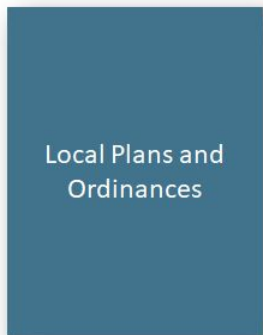
Comprehensive
Economic Development
Strategy



Land Use

Transportation
and Land Use
Connection

Local Plans and
Ordinances



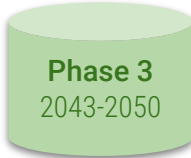
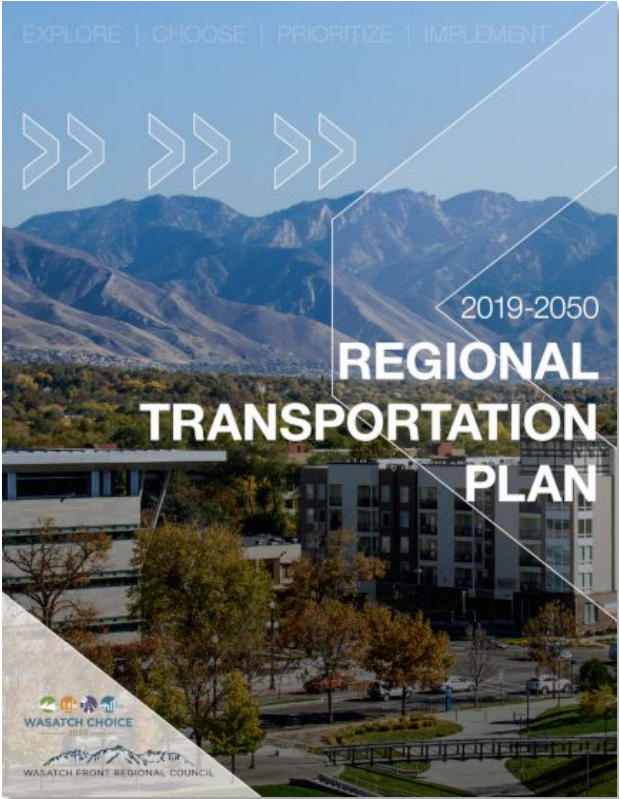
Transportation

Regional
Transportation
Plan

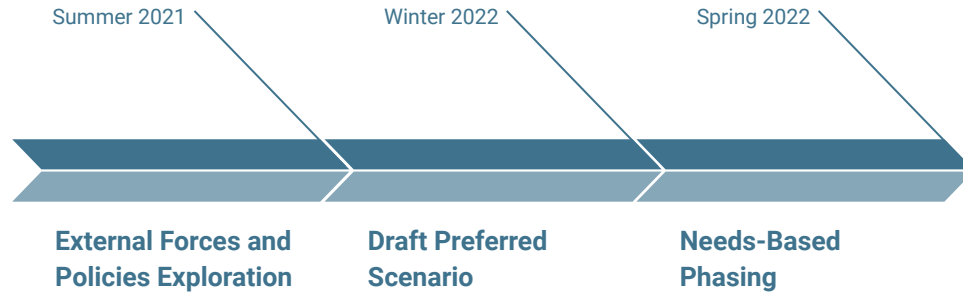


-  Livable and healthy communities
-  Access to economic and educational opportunities
-  Manageable and reliable traffic conditions
-  Quality transportation choices
-  Safe, user friendly streets
-  Clean air
-  Housing choices and affordable living expenses
-  Fiscally responsible communities and infrastructure
-  Sustainable environment
-  Ample open space and recreational opportunities

Regional Transportation Plan Overview



RTP Development Timeline



External Forces + Forward-Thinking Transportation Policies

EXTERNAL FORCES



COVID-19



CONNECTED &
AUTONOMOUS
VEHICLES



E-COMMERCE
& DELIVERY



ELECTRIC VEHICLE
ADOPTION



FREIGHT
DISRUPTIONS



HIGH-TECH
TRANSIT
SYSTEMS



INTER-REGIONAL
HIGH-SPEED
TRANSIT



MICRO-MOBILITY
& E-BIKES



ON-DEMAND
TRAVEL
& SHARING
SERVICES



PASSENGER
DRONES



TELECOMMUTING

EXTERNAL POLICIES



APP DEVELOPMENT



CONGESTION
PRICING



CURBSIDE
MANAGEMENT



ZERO-FARE
TRANSIT



LOCAL STREET
DESIGN
MODIFICATIONS



MANAGED LANES



PARKING
MODERNIZATION



ROAD USAGE
CHARGE



STREET
CONNECTIVITY

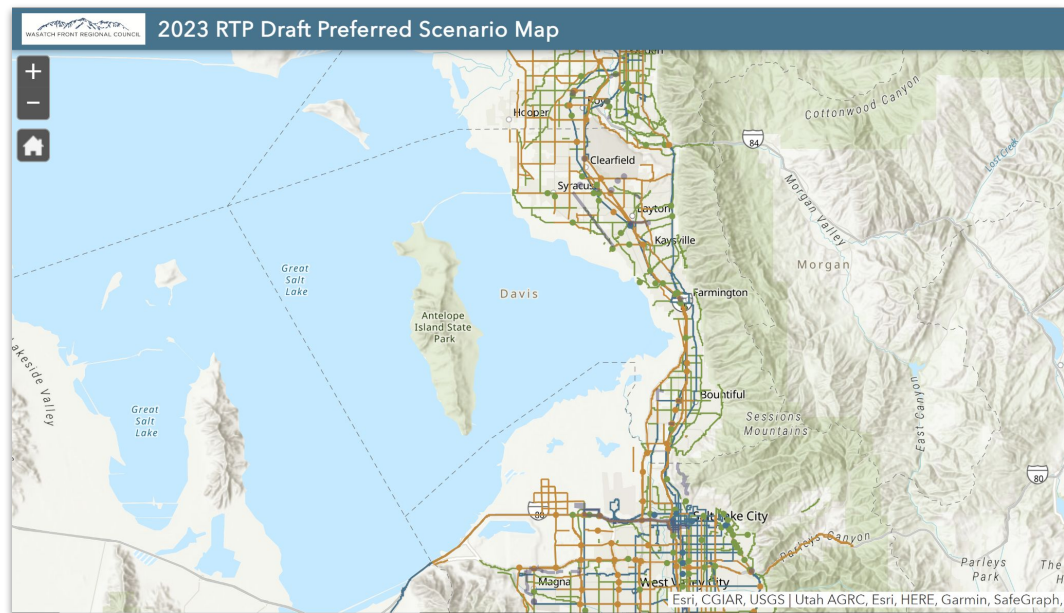
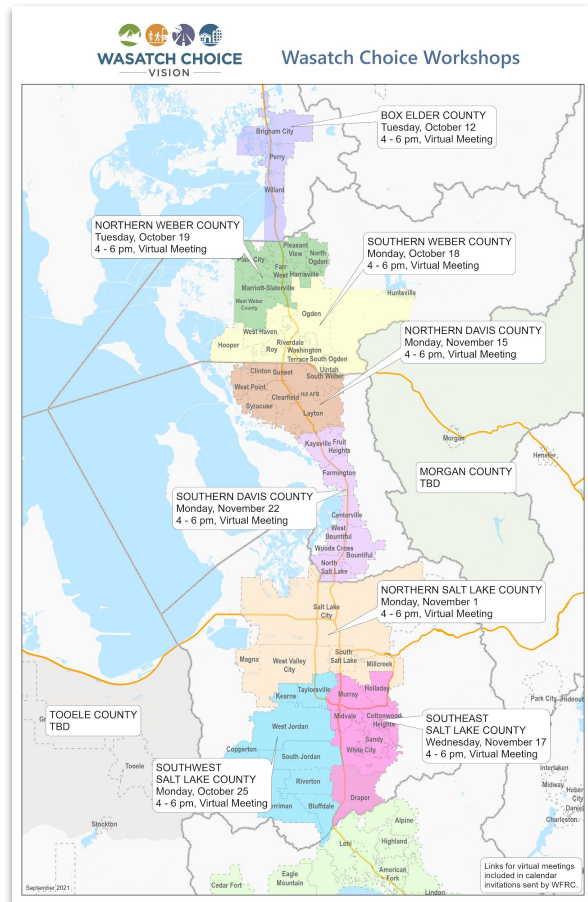


SUBSIDIZED
E-BIKE
PURCHASES

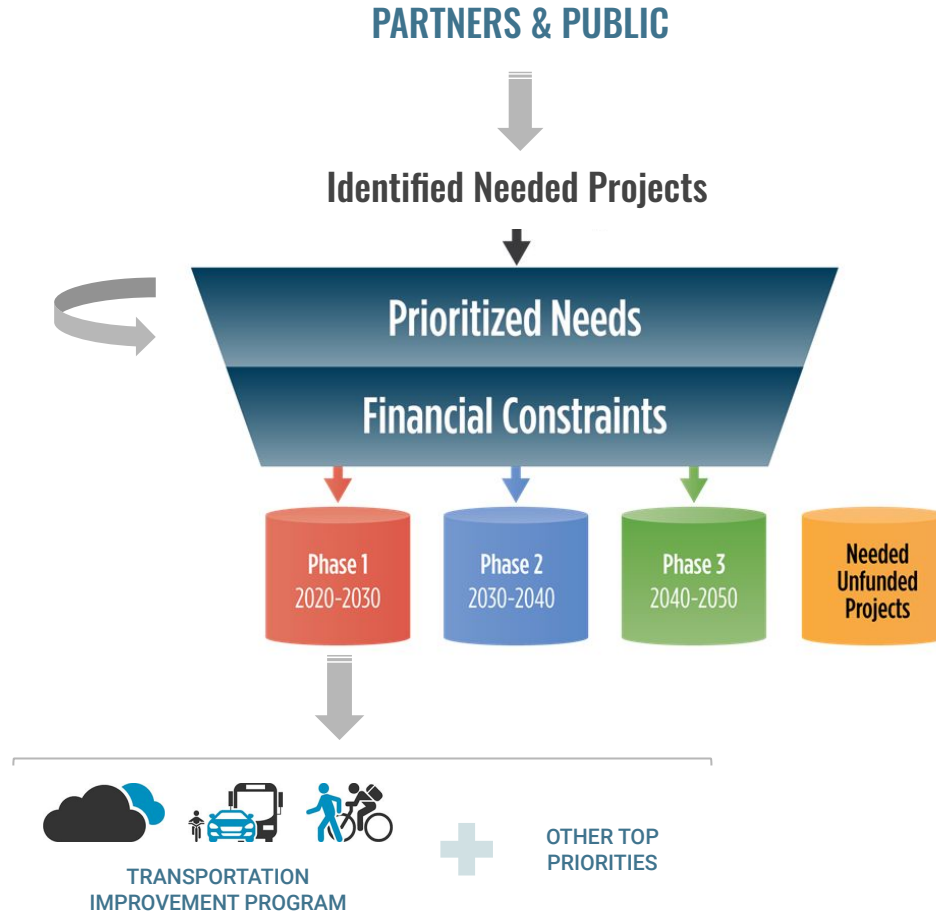


TRANSIT
PRIORITY

Getting to the Preferred Scenario



What is Phasing?



Phasing Criteria

Active Transportation Project Phasing Criteria



WASATCH CHOICE GOAL	CRITERIA	DESCRIPTION	WEIGHTING
Safe, user-friendly streets	Improves safety	Project reduces level of traffic stress for an active transportation user	15
	Addresses latent bicycle demand	Project is in an area of high existing and potential active transportation demand	15

Quality transportation choices	Improves network connectivity	Project connects to or cross active transportation facility	
	Improves connections to transit	Project accesses existing or station/stop	
	Improves connections to shared mobility services	Project is in a bike share or service area	

Livable and healthy communities	Supports the Wasatch Choice for 2050 and revitalizes the economy	Project improves access to centers	
	Improves health outcomes	Project is in an area with high Utah Department of Health Improvement Index	

Access to economic and educational opportunities	Improves access to opportunities	Project improves access to households that can be accessed in defined travel shed	
	Improves access to opportunities in Equity Focus Areas	Project improves access to households that can be accessed in defined travel shed from Equity Focus Areas	
	Improves access to and within Equity Focus Areas	Project improves access to and within Equity Focus Areas	

Roadway Project Phasing Criteria



WASATCH CHOICE GOAL	CRITERIA	DESCRIPTION	WEIGHTING*		
			WITHIN COMMUNITY	COMMUNITY TO REGION	REGION TO REGION
Access to economic and educational opportunities	Improves access to opportunities	Project improves access to jobs and households that can be accessed in defined travel shed	15	15	15
	Improves access to opportunities in Equity Focus Areas	Project improves access to jobs and households that can be accessed in defined travel shed from Equity Focus Areas	5	5	0
	Supports affordable transportation costs	Project provides multi-modal options to Equity Focus Areas	10	5	0
	Enhances freight mobility	Project is located on a facility with a high volume percentage			

Manageable and reliable traffic conditions	Reduces vehicle hours of delay	Project reduces vehicle hours per mile (for existing roads) OR Project increases connectivity or provides redundancy in the network for new roads	
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Safe, user-friendly streets	Improves safety	Project is on facility with low usRAP score	
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Fiscally efficient communities and infrastructure	Improves state of good repair	Project replaces or improves deficient pavement	
	Advances previous investments	Project is included in a completed or environmental study	

Livable and healthy communities	Supports the Wasatch Choice Vision centers	Project improves access to or within Choice Vision center	
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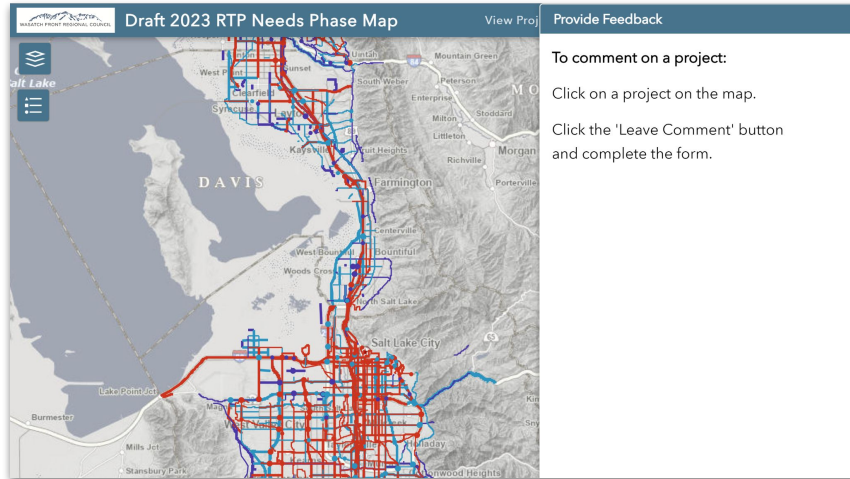
Quality transportation choices	Supports transportation choices	Project is compatible with an existing transit route	
		Project is compatible with an existing active transportation facility	

Transit Project Phasing Criteria



WASATCH CHOICE GOAL	CRITERIA	DESCRIPTION	WEIGHTING
Quality transportation choices	Supports existing ridership	Project has high ridership per mile with base year socioeconomic data	15
	Supports projected ridership	Project has high ridership per mile with future year socioeconomic data + project meets ridership threshold	15
Access to economic and educational opportunities	Improves access to opportunities	Project improves access to jobs and households that can be accessed in defined travel shed	15
	Improves access to opportunities in Equity Focus Areas	Project improves access to jobs and households that can be accessed in defined travel shed from Equity Focus Areas	15
Livable and healthy communities	Improves access to activity-dense areas	Project is in an area with high jobs and residents per square mile within 1/4 mile of stations	15
	Improves access to existing amenities	Project is proximate to existing amenities (healthcare, schools, grocery stores, government offices, parks)	10
Manageable and reliable traffic conditions	Addresses areas of traffic congestion	Project is on or adjacent to corridor with high levels of vehicular delay	5
Safe, user-friendly streets	Improves access to transit	Project is in an area with high walk network connectivity	8
Fiscally efficient communities and infrastructure	Advances previous investments	Project is included in a completed environmental or corridor study and/or project right-of-way is preserved	2
			100

Needs Phasing Outreach Summary



Comment period: April 25th - May 13th
Interactive map
RGC TAC (Planners)
TransCom TAC (Engineers)

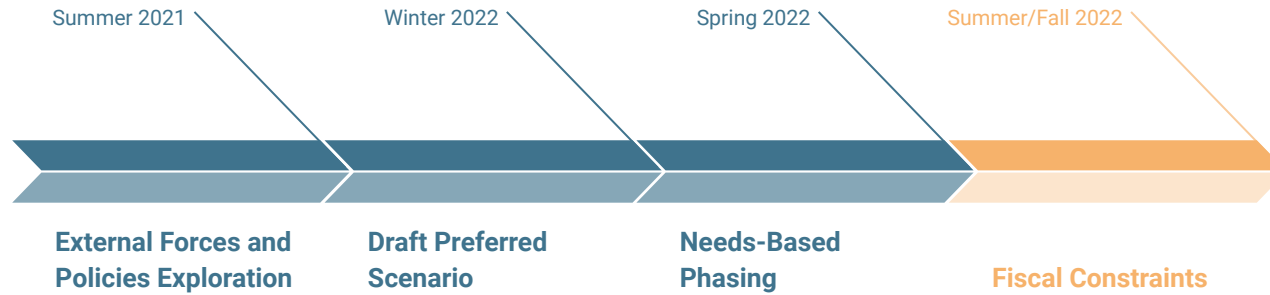


Roads: 100 comments

Transit: 61 comments

Active Transportation: 130 comments

RTP Development Timeline



Unified Plan Financial Model Development



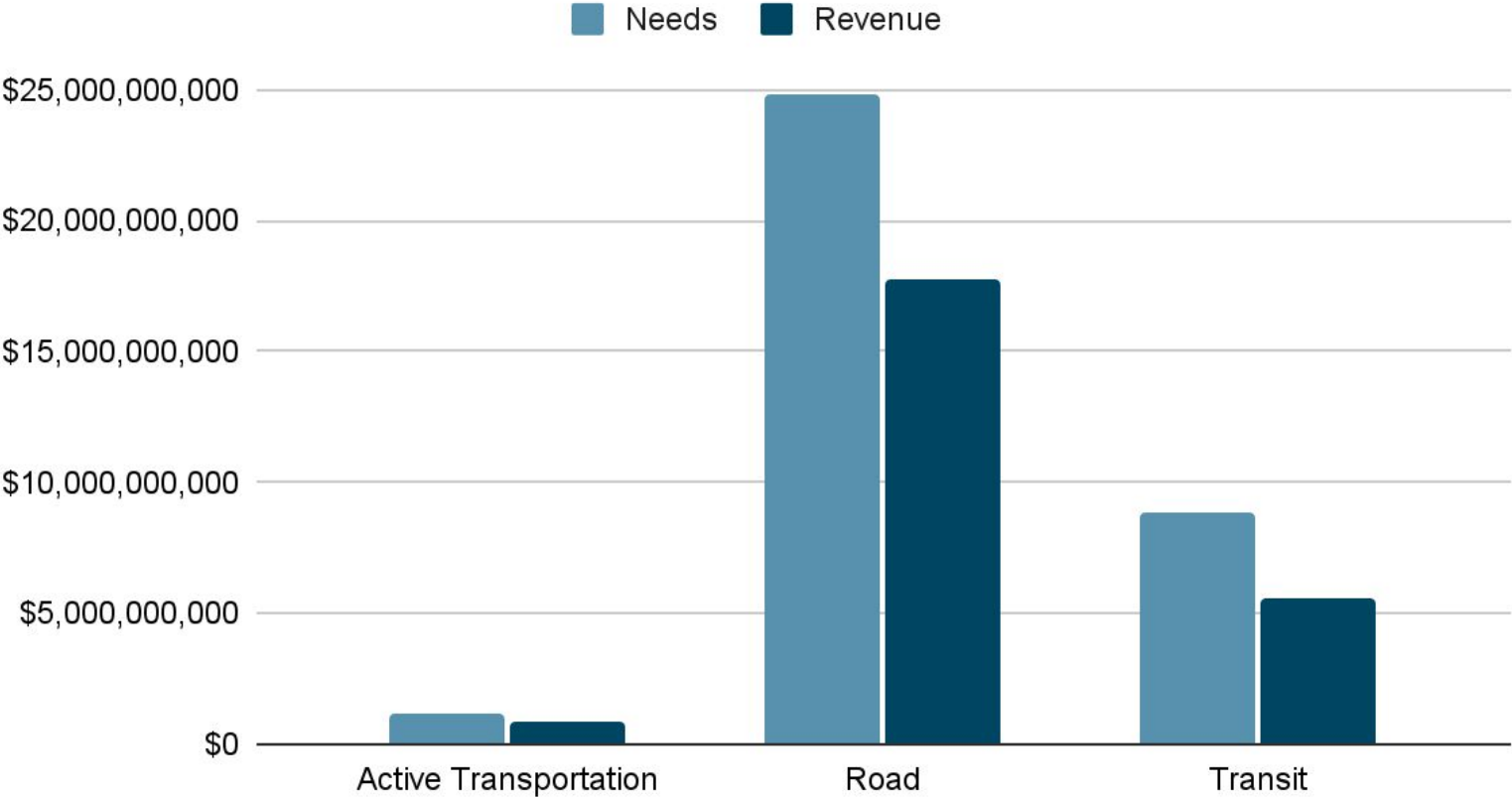
Revenues and expenditures: transit, road, and active transportation

Updates

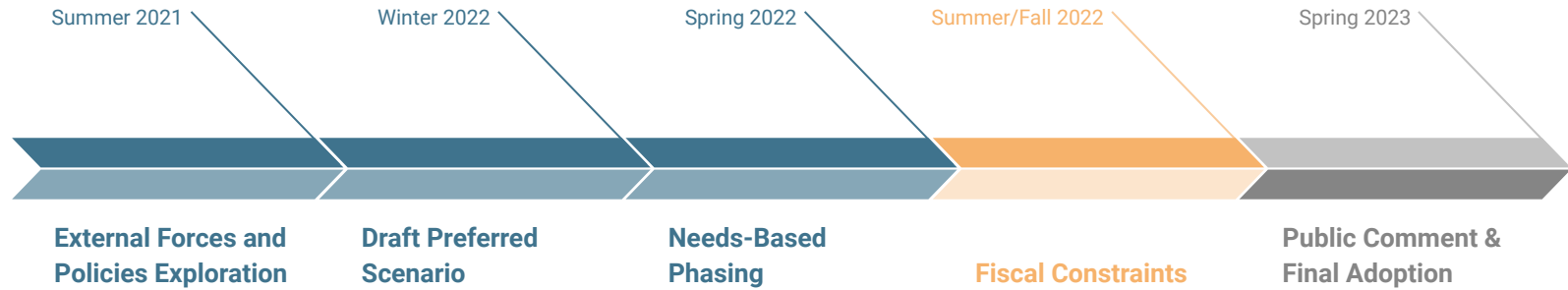


- Growth Rates (sales taxes, fuel taxes, registration fees, federal funding, etc.)
- Project costs and operating expenses
- Assumed new local option sales taxes
- State funding for active transportation (TIF AT, TTIF FLM)
- IIJA

Needs vs. Revenue



RTP Development Timeline



Next Steps



Fall 2022

Workshops and
stakeholder outreach

Unified Plan coordination



Winter 2023

Public comment period



Spring 2023

May 25, 2023 adoption

Small-Area Workshops



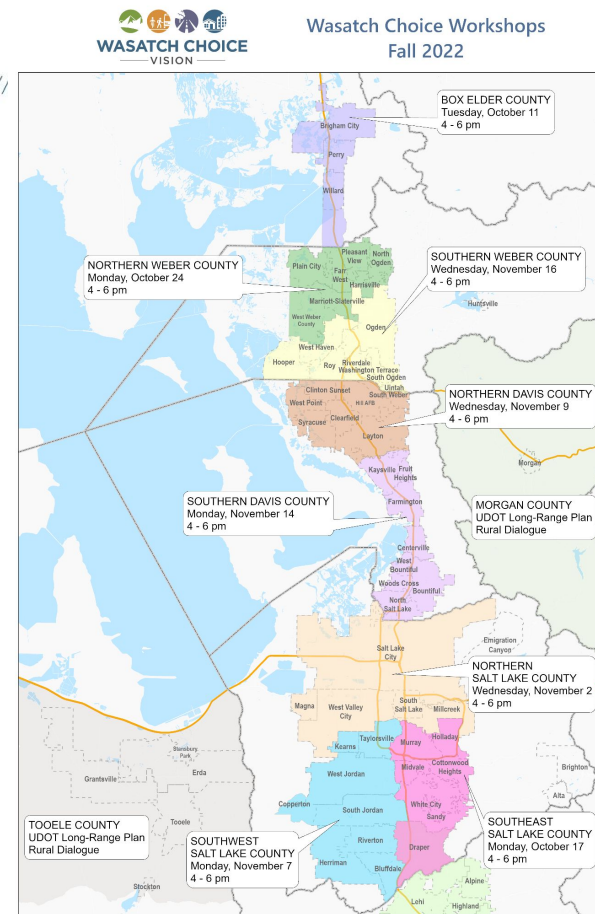
Groups of 4-9 communities

- Mayors and County Commissioners
- City Council
- Planning Commission
- Key Staff (City Managers, Economic Development, Planners, Engineers)
- UDOT + UTA

How else might we utilize this unique opportunity?

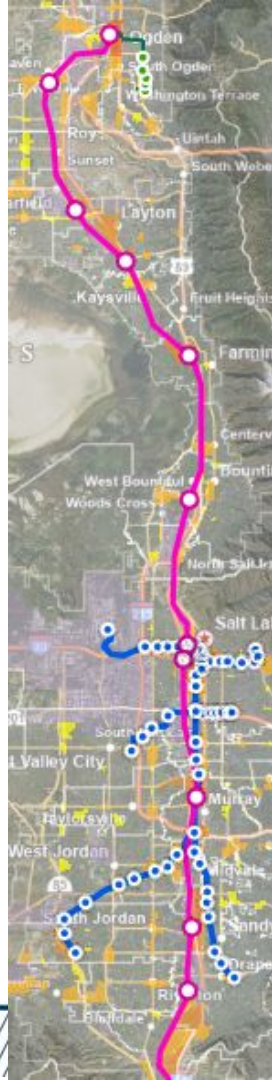
2022 Fall Workshop Dates

- Box Elder Co - Tuesday, October 11
- Southeast Salt Lake Co - Monday, October 17
- Northern Weber Co - Monday, October 24
- Northern Salt Lake Co - Wednesday, November 2
- Southwest Salt Lake Co - Monday, November 7
- Northern Davis Co - Wednesday, November 9
- Southern Davis Co - Monday, November 14
- Southern Weber Co - Wednesday, November 16



STATION AREA PLANNING UPDATE

Wasatch Front Regional Council Meeting | August 25th, 2022
Megan Townsend, Community and Economic Development Director



Station Area Plan Goals and Components



STATION AREA PLAN GOALS

1. Increase the availability and affordability of housing
2. Promote sustainable environmental conditions
3. Enhance access to opportunities
4. Increase transportation choices and connections



SAP COMPONENTS

- Vision
- Map (**rail: ½ mile radius** or **BRT: ¼**)
- 5-Year Implementation Plan
- Explanation of How the 4 Objectives Are Met
- Public Involvement and Stakeholder Engagement

Station Area Planning Technical Assistance

- **\$5M from GOEO over 2 years**
- Application review by WFRC, MAG, UTA and GOEO
- Awards will be made roughly every two months



SAP Technical Assistance Awards

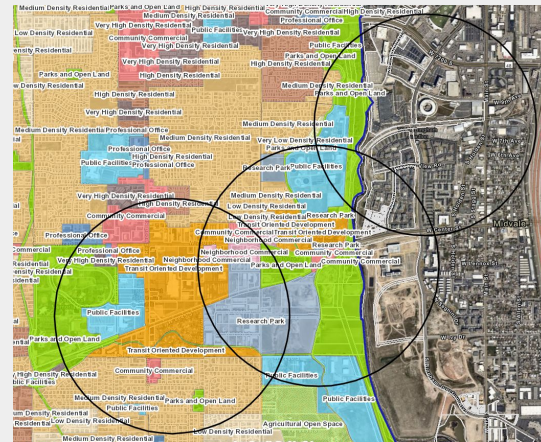
FIRST ROUND OF TECHNICAL ASSISTANCE, DEADLINE JULY 18TH, 2022

COMMUNITY	STATION(S)
Pleasant View City	Pleasant View FrontRunner
Roy City	Roy FrontRunner
Murray City, Millcreek City	Murray North Station
Midvale City	Midvale Ft. Union & Midvale Center
West Jordan City, Midvale City	West Jordan City Center, Historic Gardner, Bingham Junction

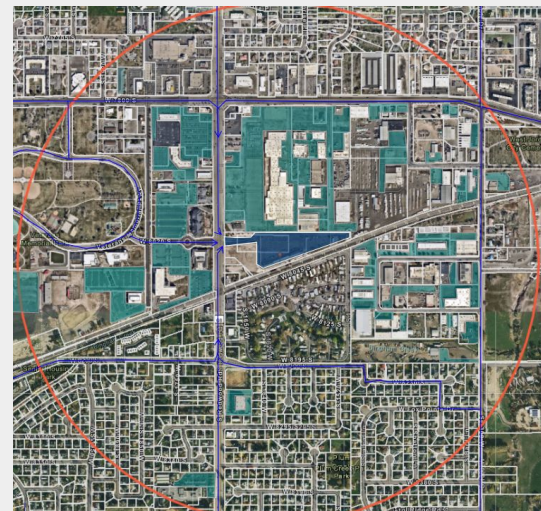
Project Highlight– West Jordan & Midvale

WEST JORDAN CENTER, HISTORIC GARDNER, & BINGHAM JUNCTION STATIONS

- Fulfilling all requirements of HB462 for SAP for all 3 stations
- Begins September 1, 2022
 - 9-12 month timeline



Station areas &
current future land
use plans



West Jordan City
Center Station area &
surface parking



FUNDING & TECHNICAL ASSISTANCE PROGRAMS FISCAL YEAR 2023



WASATCH FRONT REGIONAL COUNCIL

WFRC Funding & Technical Assistance Programs

- Surface Transportation Program (STP) *
 - Congestion Mitigation Air Quality (CMAQ)
 - Carbon Reduction Program (CRP) *new*
 - Transportation Alternatives Program (TAP)
 - Transportation & Land Use Connection Program (TLC)
- Station Area Plan Technical Assistance (SAP) *new*
 - Community Development Block Grant Program (CDBG)
 - Community Impact Board (CIB)
 - Wasatch Front Economic Development District (WFEDD)

* These five programs are on the same annual application cycle.


WFRC Funding Program Deadlines

We're Here



For more information...

<https://wfrc.org/Programs/WFRCFundingProgramsPacket2022.pdf>



WFRC Funding Programs

The Wasatch Front Regional Council is responsible for administering and assisting with nine programs that provide funding and resources for local governments. These are briefly described below, with additional detail on timelines, eligibility, etc. shown on the following pages.

The [Surface Transportation Program \(STP\)](#) provides funding that may be used for projects on Federal-aid eligible highways, transit capital improvements, and active transportation projects.

The [Congestion Mitigation Air Quality \(CMAQ\)](#) provides funding for transportation projects that improve air quality.

The [Transportation Alternatives Program \(TAP\)](#) funds construction and planning of bicycle and pedestrian facilities.

The [Carbon Reduction Program \(CRP\)](#) provides funding for transportation projects that reduce on-road carbon dioxide emissions.

The [Transportation and Land Use Connection \(TLC\)](#) supports local governments with technical assistance to integrate land use planning and regional transportation, implementing the Wasatch Choice Vision. The TLC program is made available through a partnership with Salt Lake County, the Utah Transit Authority, and the Utah Department of Transportation.

[Station Area Plan Technical Assistance \(SAP\)](#) is available through WFRC on a rolling basis from July 2022 to July 2024, in partnership with the Governor's Office of Economic Opportunity, the Utah Transit Authority, and the Mountainland Association of Governments. As of 2022 cities with a fixed-guideway public transit station (rail or BRT) must develop a Station Area Plan for that station and update their general plan and zoning to implement the Station Area Plan.

The [Community Development Block Grant \(CDBG\)](#) Small Cities Program provides funding to local governments and public service providers for a variety of housing, infrastructure, public service, and community development projects that principally benefit low to moderate-income persons in Morgan, Tooele, and Weber Counties, excluding the entitlement city of Ogden.

The [Community Impact Board](#) Program provides grants and low interest loans to communities that have federally leased land used for mineral extraction to help make up for a loss of tax revenue that cannot be collected on that leased land.

The [Wasatch Front Economic Development District \(WFEDD\)](#) is a federally recognized Economic Development District created to foster regional economic developments and assist eligible entities in developing competitive grant applications from the U.S. Department of Commerce Economic Development Administration.

General application milestones for the first five programs are:

Letter of Intent due September 29, 2022

Application due December 8, 2022

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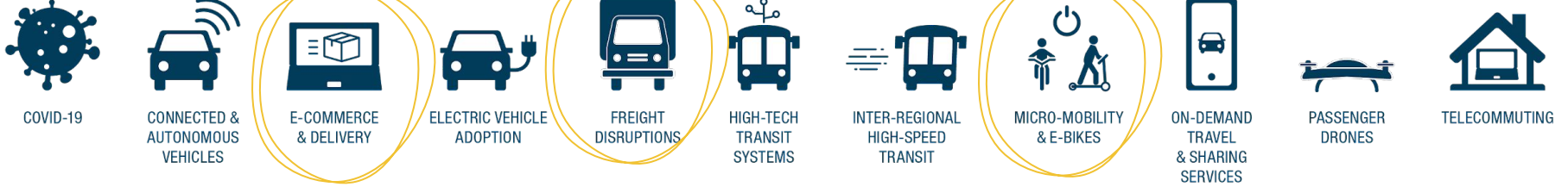
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Transportation Studies

Regional Growth Committee // August 18, 2022

EXTERNAL FORCES



EXTERNAL POLICIES



Current and Upcoming Studies

- 1 Regional Zero-Fare Transit Study
- 2 Utah Parking Modernization Study (Phase 2)
- 3 Urban Freight and Delivery Study
- 4 Transportation and Land Use Context Sensitivity Study
- 5 Regional Transit Signal Prioritization Study
- 6 Regional Bike Counter Study

Regional Zero-Fare Study

Purpose Evaluate the operational, financial, and community impacts of zero-fare transit

Partners MAG, UDOT, UTA, and WFRC

Timeline End of year



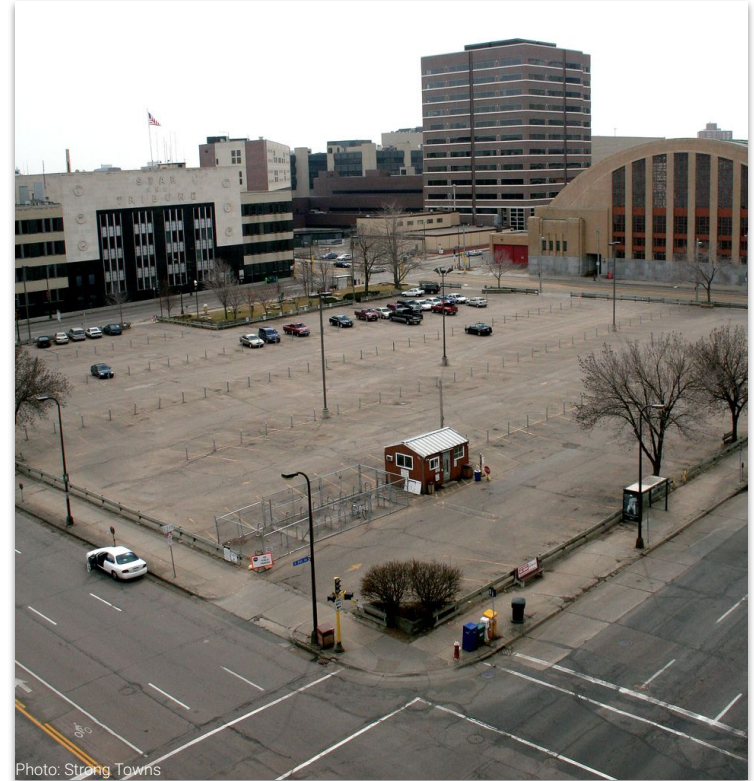
Utah Parking Modernization Study

Purpose Understand shifting parking needs and the effects on the economy, transportation behavior and the environment.

Explore policy options and strategies for local communities.

Partners MAG, UDOT, UTA, WFRC, and Salt Lake County

Timeline End of year



Urban Freight and Delivery Study

Purpose Understand trends in urban goods movement, including the impact of e-commerce.

Identify best practices for communities to accommodate urban freight and mitigate impacts.

Partners WFRM, with participation by MAG and UDOT

Timeline End of year



Transportation and Land Use Context Study

Purpose Consider methods to reconcile potential incompatibilities between regional roads and adjacent land uses to increase economic opportunities, improve safety, and help communities achieve their vision.

Partners WFRC, with participation by MAG and UDOT

Timeline Early 2023

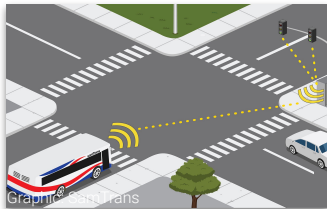


Photo: WFRC

Upcoming Studies

Regional Transit Signal Prioritization Study

- Purpose** Develop standard implementation approaches for TSP
- Explore application of various transit modes and connected vehicles
- Partners** MAG, UDOT, UTA, and WFRC
- Timeline** RFQ in late Summer/early Fall 2022



Regional Bike Count Program Study

- Purpose** Develop plan relating to bike data collection, storage, and maintenance among partners
- Partners** MAG, UDOT, UTA, and WFRC
- Timeline** RFQ in early Fall 2022

