Jeff Silvestrini, Chair Mayor, Millcreek

Jeff Scott, Vice Chair Commissioner, Box Elder County

Mark Allen Mayor, Washington Terrace

Dirk Burton Mayor, West Jordan

Mike Caldwell Mayor, Ogden

Robert Dahle Mayor, Holladay

Jim Harvey Commissioner, Weber County

Scott Jenkins Commissioner, Weber County

Erin Mendenhall Mayor, Salt Lake City

Mike Newton Commissioner, Morgan County

Kristie Overson Mayor, Taylorsville

Joy Petro Mayor, Layton

John Pohlman Mayor, Fruit Heights

Mark Shepherd Mayor, Clearfield

Bob Stevenson Commissioner, Davis County

Troy Walker Mayor, Draper

Scott Wardle Councilmember, Tooele County

Jenny Wilson Mayor, Salt Lake County

Aimee Winder Newton Councilmember, Salt Lake County

Senator Wayne Harper Utah State Senate

Representative Mike Schultz Utah House of Representatives

Carlton Christensen Utah Transit Authority

Carlos Braceras Utah Department of Transportation

Dawn Ramsey Utah League of Cities & Towns

Lorene Kamalu Utah Association of Counties

Ari Bruening Envision Utah

Laura Hanson State Planning Coordinator

Andrew Gruber Executive Director



REGIONAL GROWTH COMMITTEE AGENDA August 18, 2022

A meeting of the Regional Growth Committee will be held on Thursday, August 18, 2022 at 9:45am, at WFRC, 41 N Rio Grande Street, Salt Lake City and via Zoom

https://us02web.zoom.us/j/83703034814?pwd=MWFESm5NaHhqUmFGakRpTnFjZmJmdz09

Meeting ID: 837 0303 4814 Passcode: 630672 One tap mobile +16694449171,83703034814#

The agenda will be as follows:

 Introductions and consent agenda ACTION: Minutes of the RGC Meeting held May 19, 2022

- 2. Public comment
- 3. Wasatch Choice & the 2023-2050 Regional Transportation Plan
 - a. Regional Transportation Plan
 - b. Statewide Growth Conversation
 - c. Station Area Planning (per HB462) update
- 4. WFRC Funding Opportunities for Local Governments
- 5. Transportation Studies of Interest
- 6. Other Business and Adjournment Next RGC meeting: October 20, 2022

Upcoming events:

- WFRC Council Meeting, August 25, 2pm
- Joint Policy Advisory Committee Meeting, September 1, 11:30am
- Wasatch Front Economic Development District Meeting, September 21, 1:30pm
- ULCT Annual Conference October 5-7
- WFRC Active Transportation Meeting, October 12, 9:45am
- UDOT Annual Conference October 25-27
- AMPO Annual Conference October 25-28
- UAC Annual Conference November 14-18

Informational materials can be located on WFRC's website at www.wfrc.org.

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Wasatch Front Regional Council is holding public meetings in-person in its office, with a virtual option. Interested attendees are encouraged to visit www.wfrc.org/committees for more information.

Wasatch Front Regional Council es una organización de Oportunidad Igual. Se solicita la participación del público, sin importar la edád, el sexo, la discapacidad, la raza, colór o nacionalidad. Personas que requieren servicios de traducción deben contactar al Administrador de Título VI de WFRC por teléfono a 801-363-4250 (personas con discapacidad auditiva pueden llamar a Spanish Relay Utah - 1-888-346-3162) o por correo electrónico apearson@wfrc.org, por lo menos 72 horas antes de la reunión.

Wasatch Front Regional Council está teniendo las reuniones públicas en persona en la oficina, con la opción de atender virtualmente. Personas interesadas en atender, pueden visitar www.wfrc.org/committees para obtener más información.



DRAFT MINUTES Regional Growth Committee May 19, 2022

A meeting was held on Thursday, May 19, 2022, at WFRC Offices, 41 N. Rio Grande St, Salt Lake City, UT and also via Zoom.

The following were present:

MEMBERS AND ALTERNATES PRESENT		OTHER APPOINTED MEMBERS AND ALTERNATES				
Dennis Bott, Member (Brigham City)	no	Natalie Gochnour, Member Utah Transportation Commission	no			
Jeff Scott, Alternate (Box Elder County)	no	Kevin Van Tassell, Alternate Utah Transportation Commission	yes			
John Pohlman, Member (Fruit Heights)	yes	Beth Holbrook, Member Utah Transit Authority Board of Trustees	yes			
Kendalyn Harris, Alternate (Bountiful)	yes	Carlton Christensen, Alternate Utah Transit Authority Board of Trustees	yes			
Brian Horrocks, Member (North Salt Lake)	no	Erin Mendenhall, Member Utah Air Quality Board	no			
Brian Vincent, Alternate (West Point)	yes	Ari Bruening, Member Envision Utah	no			
Matt Wilson, Member (Morgan County)	yes	Ryan Beck, Alternate Envision Utah	no			
Mike Newton, Alternate (Morgan County)	no	NON-VOTING MEMBERS AND ALTERNATES PRESEN				
Jenny Wilson, Member (Salt Lake County)	yes	Ben Huot, Member Utah Department of Transportation	no			
Marcus Stevenson, Alternate (Midvale)	no	Andrea Olson, Alternate Utah Department of Transportation	no			
Dawn Ramsey, Member (South Jordan) Chair	yes	Russ Fox, Member Utah Transit Authority	yes			
Richard Snelgrove, Member (Salt Lake County)	yes	Kerry Doane, Alternate Utah Transit Authority	yes			
Monica Zoltanski, Member (Sandy)	yes	Bryce Bird, Staff Representative Utah Air Quality Board	no			
Lorin Palmer, Alternate (Herriman)	yes	Ivan Marrero, Member FHWA-Utah Division	no			
Dan Peay, Alternate (Magna)	no	Jennifer Elsken, Alternate FHWA-Utah Division	yes			
Cherie Wood, Alternate (South Salt Lake)	no	Natalie Hall Utah League of Cities and Towns	yes			
Brett Hales, Alternate (Murray)	yes	Dina Blaes Utah Association of Counties	no			
Kendall Thomas, Member (Tooele County)	no	Julie Fullmer, Vineyard Mayor Mountainland Association of Governments	no			
Ed Hansen, Alternate (Tooele City)	no	WFRC APPOINTMENTS FROM OTHER ORGANIZATIONS				
Jim Harvey, Member (Weber County)	yes	Robert Schmidt / Ibi Guevara, Utah Urban Lands Institute	yes			
Dale Fowers, Alternate (Hooper)	no	Laura Hanson, GOPB	no			
Robert Dandoy, Member (Roy) Vice Chair	no	Ginger Chinn, Utah Transportation Coalition	yes			
Gordan Cutler, Alternate (Uintah)	no	Reid Ewing, University of Utah	yes			

OTHER ATTENDEES PRESENT, including WFRC Staff:	
Tami Tran, Jeff Silvestrini, Andy Hulka, Jordan Backman,	WFRC: Andrew Gruber, Bert Granberg, Suzie Swim,
Evelyn Everton, Helen Peters, LaNiece Davenport,	Julie Bjornstad, Mikala Jordan, Rosie Hernandez,
Bret Millburn, Alysia Ducuara, Nichol Bourdeaux,	Bill Hereth, Jory Johner, Ted Knowlton, Andrea Pearson
Kent Andersen, Melinda Greenwood, Jaron Robertson,	
Jason Brown, Doug Hill, Rob Jolley	

1. Introductions and Consent Agenda [00:00:11]

Mayor Bob Dandoy, RGC Vice Chair began the meeting for Mayor Dawn Ramsey, who due to other commitments, will be joining later. The meeting was called to order at 9:48am. Introductions were made via roll call and roundtable for those joining in person. Mayor Natalie Hall was welcomed as the representative from Utah League of Cities & Towns.

2. ITEM 4: Wasatch Choice & the 2023-2050 Regional Transportation Plan [00:05:18]

Mayor Dandoy stated that Item 4 would be moved up on the agenda and covered by Jory Johner and Bert Granberg, both with WFRC.

- **a.** Forecasting the future [00:06:18] Mr. Johner discussed the forecasts that are made in the RTP that help us approximate the future. The RTP forecasts such things as:
 - 1) Where homes and jobs are anticipated to be located
 - 2) Where and how local transportation trips will occur
 - 3) The impacts of that transportation behavior, e.g., traffic congestion and air quality
 - 4) Anticipated transportation revenue
 - 5) Anticipated expense related to transportation construction
- **b. Prioritizing projects [00:14:55]** Mr. Granberg highlighted the forecasting impact on the RTP which transportation projects are planned and within which phase they are prioritized, among other things. Such as:
 - Why we forecast what we do.
 - The process of forecasting (for example: data, models, and use of community feedback).
 - Preliminary forecasting results.

ITEM 1 continued: ACTION: Minutes of the RGC Meeting held on March 17, 2022 [00:30:34] Mayor Dandoy entertained a motion to approve the minutes from the March meeting. Commissioner Jim Harvey made the motion, seconded by Reid Ewing, and the vote was unanimous in the affirmative.

3. ITEM 2: Public Comment [00:31:24]

Mayor Dandoy opened the meeting for public comments. There were none.

4. ITEM 3: New Research: How Utahns link growth, housing, and equity to their underlying values [00:31:42]

Mayor Dandoy introduced Jason Brown, with Envision Utah, who shared new research completed by Envision Utah that seeks to understand how Utahns link their experiences with growth and housing to their enduring underlying values. This type of research helps us better understand Utahns' various attitudes towards growth and has been used in the past to inform planning processes and related communications throughout Utah.

5. Station Area Planning (SAP) (per HB462) and WFRC's role [00:58:51]

Andrew Gruber and Megan Townsend, both with WFRC, discussed the purpose of <u>HB462</u> (Housing Affordability Amendments) and reviewed the SAP Requirements and WFRC's anticipated role in implementation:

1. Certification. The proposed process for WFRC's certification of local Station Area Plans as required by HB462. RGC discussed and endorsed the "reasonableness" standard of SAP review for certification.

Draft Minutes – Regional Growth Committee May 19, 2022 Page 3

2. Technical Assistance. The approach to administering technical assistance utilizing GOEO funds authorized by the legislation.

[01:47:07] ACTION: Mayor Dandoy entertained a motion to accept the Certification Process and Technical Assistance approach as outlined. Mayor Dawn Ramsey made the motion, which was seconded by Mayor Monica Zoltanski, and the vote was unanimous in the affirmative.

6. Other Business / Adjournment [01:49:04]

Mayor Dandoy brought attention to the upcoming events listed at the bottom of the agenda. He then entertained a motion to adjourn the meeting. A motion was made by Mayor Jon Pohlman and seconded by Mayor Brian Vincent, that the meeting be adjourned at . Motion passed unanimously. The meeting adjourned at 11:37am.

A recording of this meeting, as well as meeting materials, may be found on the WFRC website at www.wfrc.org

DATE: August 11, 2022

AGENDA ITEM: 3

SUBJECT: 2023-2050 Regional Transportation Plan (RTP) Update

PREPARED BY: Ted Knowlton, Jory Johner, and Megan Townsend

At the August 18th Regional Growth Committee (RGC) meeting, WFRC staff will provide an update on implementation activities of the <u>Wasatch Choice Vision</u> including the development of the Regional Transportation Plan (RTP) — the Wasatch Choice transportation element. This will discussion will have three parts:

- 1) The Regional Transportation Plan
- 2) Statewide Growth Conversation, and
- 3) Station Area Planning (per HB 462 on housing)

BACKGROUND:

The Wasatch Choice Vision is our shared framework to prepare our communities and Region to address the challenges of growth, prepare for uncertainties of the future, and preserve and enhance quality of life for generations to come. Through the Wasatch Choice, WFRC coordinates regional transportation planning with local land use and economic development efforts. The regional transportation element of the Wasatch Choice Vision is the officially adopted RTP. The RTP is adopted every four years – the next RTP will be adopted in May 2023 and will address transportation needs through the year 2050.

1) The Regional Transportation Plan

A central part of the development of the RTP is the phasing or prioritization of roadway, transit, and active transportation projects. A set of criteria rooted in the <u>ten Wasatch Choice Vision goals</u> forms the basis of this RTP prioritization process. WFRC has applied the phasing criteria to draft transportation projects and will seek review and input over the next few months.

2) Statewide Conversation about Growth.

Utah's Governor's Office of Planning and Budget (GOPB) is leading a "Statewide Conversation about Growth." This aims to 1) help residents understand the benefits of the Wasatch Choice and our integrated state transportation plan, Utah's Unified Transportation Plan, and to 2) ask residents about their key issues of concern as well as other 'big move' policy / investment decisions that Utah could explore that complement the Wasatch Choice regional vision.

3) Station Area Planning (per HB 462 on Housing)

RGC has been guiding WFRC's role in working with communities to implement the station area plan provisions of HB462 (housing bill from 2022). The station area plan requirements are consistent with your identification of Wasatch Choice centers. We'll provide a status update and next steps for communities that are advancing Station Area Planning.

RECOMMENDATION:

This item is for discussion only

CONTACT PERSON:

Ted Knowlton, 801-363-4250 ext. 1201, ted@wfrc.org
Jory Johner, 801-458-3090, jjohner@wfrc.org

Megan Townsend, 801-404-8926, mtownsend@wfrc.org

DATE: August 10, 2022

AGENDA ITEM: 4

SUBJECT: WFRC Funding Opportunities for Local Governments

PREPARED BY: Wayne Bennion

BACKGROUND:

The Wasatch Front Regional Council administers or assists with nine programs that provide resources for local governments, totaling approximately \$50 million annually. These programs include:

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

A brief presentation will be given about these programs at the RGC meeting on August 18th. More information regarding each of these programs is in the exhibit.

RECOMMENDATION:

This is an information item only.

CONTACT PERSON:

Wayne Bennion, 801-363-4250 x1112 or wbennion@wfrc.org

EXHIBIT:

WFRC Funding Programs Packet

^{*} New program



WFRC Funding Programs

The Wasatch Front Regional Council is responsible for administering 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 <u>Surface Transportation Program (STP)</u> 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 <u>Transportation and Land Use Connection (TLC)</u> 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 <u>Community Development Block Grant (CDBG)</u> 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 <u>Community Impact Board</u> 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 <u>Wasatch Front Economic Development District (WFEDD)</u> 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

Application Information

Funding Program	Purpose	Letter of Intent Due Date	Application Due Date	Year Funds Available	Approximate Funds Available to the Region Annually	Selection Process	Contact
Surface Transportation Program (STP)	Surface Transportation Improvements	September 29, 2022	December 8, 2022	2029	\$29,000,000 - \$33,000,000	Competitive	Ben Wuthrich bwuthrich@wfrc.org
Congestion Mitigation Air Quality (CMAQ)	Projects that reduce mobile source emissions	September 29, 2022	December 8, 2022	2029	\$7,000,000 - \$8,000,000	Competitive	Ben Wuthrich bwuthrich@wfrc.org
Transportation Alternatives Program (TAP)	Bicycle and Pedestrian Facilities	September 29, 2022	December 8, 2022	2025	\$3,000,000	Competitive	Ben Wuthrich bwuthrich@wfrc.org
Carbon Reduction Program (CRP)	Projects that reduce on-road CO2 emissions	September 29, 2022	December 8, 2022	2025	\$3,000,000 - \$4,000,000	Competitive	Ben Wuthrich bwuthrich@wfrc.org
Transportation and Land Use Connection (TLC)	Planning Assistance	September 29, 2022	December 8, 2022	2023	\$1,900,000	Competitive	Megan Townsend mtownsend@wfrc.org
Station Area Planning (SAP)	Planning Assistance for SAPs	N/A	Deadlines every 2 months	2022	Up to \$5million over 2 years	Non-Competitive	Megan Townsend mtownsend@wfrc.org
Community Development Block Grant Program (CDBG)	Housing and Community Development Activities	Mandatory How to Apply Workshop: 10/20/22, 3pm	January 31, 2023	2023	\$1,000,000	Competitive	Christy Dahlberg christy@wfrc.org
Community Impact Board (CIB)	Planning and Infrastructure Loans/Grants	Updated Capital Improvement Plan Each March	February, June, October	Ongoing	N/A	Competitive	Christy Dahlberg christy@wfrc.org
Economic Development Administration	Economic Development and Marketing Strategies	N/A	Ongoing	Ongoing	\$100,000+	Competitive	Marcia White mwhite@wfrc.org

Surface Transportation Program (STP)



Program Description

Provides funding that may be used for projects on Federal-aid eligible highways, transit capital improvements, and active transportation projects.

Program Eligibility

An eligible project sponsor must be a local government in the Ogden/ Layton Urbanized or Salt Lake/ West Valley Urbanized Area, the department of transportation, or the transit authority, or submit a letter in cooperation with one of these entities.

Eligible Activities

STP funds may be used for constructing new streets or widening, improving, or reconstructing existing streets classified as Federal Aid Eligible (FAE) freeways, highways, arterials or collectors (click here for the latest version of the FAE facilities map in your Urban Area). In addition, STP funds can be used for bridge replacement, intersection improvements, projects which reduce traffic demand, such as transit capital improvements and active transportation, and other projects as provided for in federal legislation. Major highway and transit capacity improvements must be identified in the first phase of the 2019-2050 RTP.

Funding

By population formula, the federal government currently apportions approximately \$10,000,000 - \$12,000,000 in Urban STP funds each year to the Ogden/ Layton Urbanized Area, and approximately \$20,000,000 - \$22,000,000 in the Salt Lake/ West Valley Urbanized Area. Funds are programmed over a six-year period and applicants currently will be competing for funds available in the federal fiscal year 2029.

Letters of Intent

In order for the WFRC staff to recommend whether a sponsor should submit an application, the "Letter of Intent" must include the project name, project limits, a brief project description, and an estimated cost. A list of all the projects appropriately submitted will be distributed to members of the Councils of Governments (COGs) and then reviewed by WFRC to determine program eligibility. Letters of Intent are due September 29, 2022 electronically. Form available here. This letter should be signed by the Mayor, Commissioner, or executive director of the sponsoring agency.

Applications

Sponsors of eligible projects will be notified and required to submit a new and/or updated "Project Evaluation Concept Report" and "Cost Estimation Form" for each project by **December 8, 2022**. These reports will be reviewed for completeness. The projects will be evaluated and scored by the WFRC staff according to the approved criteria prior to presenting information to the Technical Advisory Committees for review and recommendation. The projects and the recommendations will then be presented to the COGs for discussion and review, as well as to Trans Com for recommendation to the Regional Council.

Congestion Mitigation/Air Quality (CMAQ)



Program Overview

CMAQ provides federal funding for transportation projects and programs that reduce congestion and improve air quality.

Program Eligibility

An eligible project sponsor must be a local government in the <u>Ogden/Layton or Salt Lake/West Valley Urbanized Area</u>, the Utah Department of Transportation, or the Utah Transit Authority. Other entities can partner with eligible applicants.

Eligible Activities

Funds must be used for transportation projects which improve air quality within the Urbanized Area. Examples of eligible projects include transportation control measures in the State Air Quality Implementation Plan (SIP); construction/purchase of new public transportation facilities and equipment; construction of bicycle or pedestrian facilities serving commuter transportation needs; promotion of alternative travel modes, including ridesharing; Intelligent Transportation Systems (ITS); and certain traffic control measures, such as traffic signal coordination, intersection improvements, and incident management. The funds may not be used for major road widening.

Funding

By population formula, the U.S. Department of Transportation currently apportions approximately \$3,000,000 in CMAQ funds each year to the Ogden/ Layton Urbanized Area and approximately \$5,600,000 in the Salt Lake/ West Valley Urbanized Area. Funds are programmed over a six-year period and applicants currently will be applying for funds available in federal fiscal year 2029.

Letters of Intent

In order for the WFRC staff to recommend whether a sponsor should submit an application, the "Letter of Intent" must include the project name, project limits, a brief project description, and an estimated total project cost. A list of all the projects appropriately submitted will be distributed to members of the Councils of Governments (COGs) and will be reviewed by WFRC to determine program eligibility. Letters of Intent are due September 29, 2022 electronically. Form available here. This letter should be signed by the Mayor, County Commissioner, or executive director of the sponsoring agency.

Applications

Sponsors of eligible projects will be notified and required to submit a new and/or updated "Project Evaluation Concept Report," "Cost Estimation Form," and "Emissions Analysis Form" for each project by December 8, 2022. These forms will be reviewed for completeness and supporting documentation. The projects will be evaluated and scored by the WFRC staff according to the approved criteria prior to presenting information to the WFRC Technical Advisory Committees for review and recommendation. After this, the projects and recommendations will be presented to the COGs for input, and then to Trans Com for recommendation to the Regional Council.

Project Evaluation

Projects submitted to compete for CMAQ funds are scored based on annual emissions reduction benefit divided by project cost. The length of the project's effective life in years is included in the benefit/ cost calculation. Other benefits of a project such as safety, congestion relief, or synergy with other improvements, are also considered. Because the principal purpose of the CMAQ Program is to improve air quality by reducing mobile source emissions, applicants are encouraged to submit a project that will generate a significant air quality benefit. Examples of the air quality benefits from some past CMAQ-funded projects are included in this graph. Each project submitted is evaluated independently for its air quality benefit.

Transportation Alternatives Program (TAP)



Program Description

TAP funds are for the construction and planning of bicycle and pedestrian facilities.

Program Eligibility

An eligible project sponsor must be a local government in the Ogden/ Layton or Salt Lake/ West Valley Urbanized Area, the department of transportation, or the transit authority, or submit a letter in cooperation with one of these entities.

Eligible Activities

Funds may be used for construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure that will provide safe routes for non-drivers, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990. Funding eligibility includes Safe Routes to School infrastructure projects.

Funding

By population formula, the federal government currently apportions approximately \$1,100,000 in TAP funds each year to the Ogden/ Layton Urbanized Area and approximately \$2,000,000 to the Salt Lake/ West Valley Urbanized Area. Applicants will be competing for funds available in the federal fiscal year 2025.

Letters of Intent

In order for the WFRC staff to recommend whether a sponsor should submit an application, the "Letter of Intent" must include the project name, project limits, a brief project description, and an estimated cost. A list of all the projects appropriately submitted will be distributed to members of the Councils of Governments (COGs) and then reviewed by WFRC to determine program eligibility. Letters of Intent are due September 29, 2022 electronically. Form available here. This letter should be signed by the Mayor, Commissioner, or executive director of the sponsoring agency.

Applications

Sponsors of eligible projects will be notified and required to submit a new and/or updated "TAP Concept Report" and "Cost Estimation Form" for each project by **December 8, 2022**. These reports will be reviewed for completeness. The projects will be evaluated and scored by the WFRC staff according to the approved criteria prior to presenting information to the Technical Committees for review and recommendation. The projects and the recommendations will be presented to the COGs and the Active Transportation Committee for discussion and review, and then to Trans Com for recommendation to the Regional Council.

Staff Contact Ben Wuthrich, bwuthrich@wfrc.org, (801) 363-4230 x1121

Carbon Reduction Program (CAP)



Program Overview

CAP funding may be used on a wide range of projects that support the reduction of on-road CO2 emissions.

Program Eligibility

An eligible project sponsor must be a local government in the <u>Ogden/Layton or Salt Lake/West Valley Urbanized Area</u>, the Utah Department of Transportation, or the Utah Transit Authority. Other entities can partner with eligible applicants.

Eligible Activities

Funds must be used to reduce on-road CO2 emissions, which may include projects and strategies for safe, reliable, and cost-effective options to reduce traffic congestion by facilitating the use of alternatives to single-occupant vehicle trips, including public transportation facilities, pedestrian facilities, bicycle facilities, and shared or pooled vehicle trips within the Urbanized Area. Examples of eligible projects include traffic monitoring management, advanced truck stop electrification systems, construction/purchase of new public transportation facilities and equipment; construction of bicycle or pedestrian facilities, promotion of alternative travel modes, including ridesharing; Intelligent Transportation Systems (ITS); and certain traffic control measures such as traffic signal coordination, intersection improvements, and incident management. and certain types of projects to improve traffic flow that are eligible under the CMAQ program.

Funding

By population formula, the U.S. Department of Transportation currently apportions approximately \$1,400,000 in CMAQ funds each year to the Ogden/ Layton Urbanized Area and approximately \$2,600,000 in the Salt Lake/ West Valley Urbanized Area. Funds are programmed over a six-year period and applicants currently will be applying for funds available in federal fiscal year 2025.

Letters of Intent

In order for the WFRC staff to recommend whether a sponsor should submit an application, the "Letter of Intent" must include the project name, project limits, a brief project description, and an estimated total project cost. A list of all the projects appropriately submitted will be distributed to members of the Councils of Governments (COGs) and will be reviewed by WFRC to determine program eligibility. Letters of Intent are due September 29, 2022 electronically. Form available here. This letter should be signed by the Mayor, County Commissioner, or executive director of the sponsoring agency.

Applications

Sponsors of eligible projects will be notified and required to submit a new and/or updated "Project Evaluation Concept Report," "Cost Estimation Form," and "Emissions Analysis Form" for each project by December 8, 2022. These forms will be reviewed for completeness and supporting documentation. The projects will be evaluated and scored by the WFRC staff according to the approved criteria prior to presenting information to the WFRC Technical Advisory Committees for review and recommendation. After this, the projects and recommendations will be presented to the COGs for input, and then to Trans Com for recommendation to the Regional Council.

Project Evaluation

Because the principal purpose of the CAP Program is to reduce on-road CO2 emissions, applicants are encouraged to submit a project that will generate a significant air quality benefit; however, other benefits of a project such as safety of all roadway users, congestion relief, and consideration of unique circumstances affecting community members' mobility needs, or synergy with other improvements, are also considered.



Transportation and Land Use Connection



Program Description

The <u>Transportation and Land Use Connection (TLC)</u> program is a partnership between the Wasatch Front Regional Council (WFRC), Salt Lake County, Utah Department of Transportation, and Utah Transit Authority.

The TLC program provides planning 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. This approach is consistent with the Wasatch Choice Vision and helps residents living throughout the region enjoy a high quality of life through enhanced mobility, better air quality, and improved economic opportunities.

Program Eligibility

An eligible project sponsor must be a local government in Davis, Morgan, Salt Lake, Southern Box Elder, Tooele or Weber County. Multi-jurisdictional projects are encouraged.

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.

Eligible Activities

Funds may be used to provide technical assistance to complete visioning efforts, produce plans, conduct studies, amend policy, or engage in any pre-development activities that support the program goals.

Funding

Program funds have grown to \$1,900,000. The program is funded by the Wasatch Front Regional Council, Salt Lake County, the Utah Department of Transportation, and the Utah Transit Authority. Our partners have an active voice in the program and are integral to the successful implementation of TLC projects.

Application Process

A list of all the projects appropriately submitted will be distributed to members of the Councils of Governments (COGs) and then reviewed by a selection committee made up of program partners to determine program eligibility. Letters of Intent are due September 29, 2022. This letter should be signed by the chief elected official of the sponsoring community(ies). Sponsors of eligible projects will be notified and required to submit a new application for each project by December 8, 2022.

For more information

More details can be found on the program website <u>available here</u>. If you have any further questions or concerns regarding the program or project eligibility, please contact Megan Townsend, <u>mtownsend@wfrc.org</u>.

Station Area Planning Technical Assistance

Program Description

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 its general plan and zoning to implement the Station Area Plan.

Program Eligibility

Cities impacted by the Station Area Plan provisions of HB462.

Program Goals

- Increase the availability and affordability of housing, including moderate income housing.
- Promote sustainable environmental conditions.
- Enhance access to opportunities.
- Increase transportation choices and connections.

Eligible Activities

Projects must fulfill all or some of the SAP statutory requirements, help a city in preparing to do so, or implement any component of the city's SAP implementation plan. SAPs must include all of the elements summarized here.

Funding

WFRC and the Mountainland Association of Governments will work with the Utah Transit Authority and Governor's Office of Economic Opportunity to program \$5 million over two years.

Application Process

Funds will be programmed on a rolling basis, with review periods roughly every two months. The <u>application</u> will remain open until funds have run out.

For more information

More details can be found on the program website <u>available here</u>. If you have any further questions or concerns regarding the program or project eligibility, please contact Megan Townsend, <u>mtownsend@wfrc.org</u>.

Community Development Block Grant Program (CDBG)



Program Description

CDBG is funded under the Housing and Community Development Act of 1974 by the U.S. Department of Housing and Urban Development. The Governor elects to administer the program and delegates the administration to the Department of Workforce Services, Housing and Community Development Division. The purpose of the CDBG program is to assist in developing viable urban communities by providing decent housing, a suitable living environment, and expanding economic opportunities, principally for persons of low and moderate income.

Eligibility

Cities with a population of 50,000 or less and counties with a population of 200,000 or less qualify for the small cities program. Eligible entities in the Wasatch Front region include Morgan, Tooele, and Weber Counties and the cities within (excluding Ogden City). Nonprofits and Special Service Districts in these counties are eligible for up to 15% of WFRC's allocation, provided they are sponsored by an eligible city or county.

Eligible Activities

The following activities are eligible for funding: public services; planning; assistance to not-for-profits for community development activities; removal of barriers that restrict the accessibility of the elderly or handicapped; property acquisition for public purposes; construction or reconstruction of streets, water and sewer facilities, construction or reconstruction of parks and other public works in low income areas; demolition of buildings and improvements; rehabilitation of public and private buildings; and slum and blight removal.

Funding

The Wasatch Front region received approximately \$1,038,000 of CDBG funds in fiscal year 2022. The program is a competitive grant program; all applicants are required to submit an application for funding. All interested persons wishing to make an application must attend the region's How-to-Apply workshop on October 20, 2022 at 3:00 pm (likely virtually). In Utah, project prioritization is delegated to the local elected officials that make up a Regional Review Committee (RRC). This local rating and ranking process provides for maximum involvement of the public and local governments. In the Wasatch Front, the RRC is made up of two members from each county, nominated by their respective County Council of Governments. The RRC determines project eligibility, project ranking, and funding recommendations to the Utah Division of Housing and Community Development.

For More Information

Christy Dahlberg | 801-363-4250 x5005 | christy@wfrc.org

Community Impact Board

Program Description

CIB is a federal program that provides low interest loan and/or grant opportunities to communities that have federally leased land used for mineral extraction. The funding opportunities are to mitigate impacts due to the loss of tax revenue on these federally leased lands.

Eligibility

Communities with federally leased land used for mineral extraction. These communities are required to submit a capital improvement plan (CIP) each year outlining their funding priorities for the upcoming year and the next five years.

Eligible Activities

The following activities are eligible for funding: planning; construction or reconstruction of streets, water and sewer facilities, construction or reconstruction of parks and other public works; demolition of buildings and improvements; and rehabilitation of public buildings.

Funding

The Wasatch Front region is not very competitive for grants due to the small amount of federally leased land used for mineral extraction, but more so for low interest loans. If a community (Tooele County and Morgan County) have their CIP submitted each spring, the Board meets every February, June, and October to review applications.

For More Information

Christy Dahlberg | 801-363-4250 x5005 | christy@wfrc.org

Wasatch Front Economic Development District



Description

The Wasatch Front Economic Development District undertakes a regional approach to economic development with support of its member counties including Davis, Morgan, Salt Lake, Tooele, and Weber. The District operates under the auspice of the Wasatch Front Regional Council. The District received designation as the region's Economic Development District (EDD) from the U.S. Department of Commerce Economic Development Administration (EDA) in August 2014. The Wasatch Front Economic Development District is one of seven federally recognized economic development districts in Utah - every county in the State of Utah is now represented by a Regional Economic Development District.

Mission and Focus

The District's mission is to support economic development plans, promote long-term economic competitiveness, and attract federal monies in order to implement local plans. The District implements its mission through four key strategies that include: 1) Link development with transportation and other infrastructure, 2) Create fiscally sustainable places, 3) Provide amenities, and 4) Attract and retain businesses, and encourage innovation.

The District's focus is to further regional economic development activities through coordination of long-term planning activities, collaboration and partnerships, and the implementation of the region's regional economic development strategy known as a Comprehensive Economic Development Strategy (CEDS). The CEDS analyzes the region's strengths, weaknesses, opportunities, and challenges. This analysis allows the District to foster and implement local and regional goals that further comprehensive planning, economies of scale, capital investment, and regional competitiveness.

Eligibility

Eligible applicants include the state, political subdivisions of the state, Indian tribes, institutions of higher education, non-profit organizations acting in coordination with political subdivisions of the state, areas that are economically distressed, or import-impacted U.S. firms.

Investment Programs

The District assists entities in coordinating and developing competitive grant applications for the Economic Development Administration's investment programs. EDA is the only federal government agency focused exclusively on economic development. The EDD in partnership with EDA can play a critical role in fostering local and regional economic development efforts across the Wasatch Front region by supporting strategic investments that foster job creation and attract private investment particularly in economically distressed areas. EDA's investment programs 1) help distressed communities attract new industry and encourage business expansion, 2) build local and regional knowledge base, 3) assist in planning efforts, 4) analyze feasibility of potential economic developments, 5) fund market and/or environmental studies, planning / construction grants, revolving loan funds, 6) develop and implement business recovery strategies for the global marketplace.

Application Process

Filling out the CEDS <u>Project Form</u> is the first step in making a formal application to the U.S. Economic Development Administration. The District reviews and approves projects quarterly (February, May, August, and November) for inclusion into the region's Comprehensive Economic Development Strategy.

For More Information

Marcia White | 801-363-4250 x1126 | mwhite@wfrc.org | www.wfrc.org

DATE: August 4, 2022

AGENDA ITEM: 5

SUBJECT: Transportation Studies of Interest

PREPARED BY: Julie Bjornstad, Senior Transportation Planner

At the August 18th Regional Growth Committee (RGC) meeting, WFRC staff will provide a brief update on various transportation studies currently underway, including:

- Regional Zero-Fare Transit Study evaluates the operational, financial, and community impacts of zero-fare transit.
- Utah Parking Modernization Initiative seeks understanding of shifting parking needs in our rapidly changing society and the effects of parking on the economy, transportation behavior and the environment. This will include policy options and strategies for local communities.
- Urban Freight and Local Delivery Study seeks understanding of trends in urban goods movement, including the impact of e-commerce, as they relate to the Wasatch Front. The study will identify best practices for communities to accommodate urban freight while mitigating negative impacts.
- The Transportation and Land Use Context Study considers methods to reconcile
 potential incompatibilities between regional roads and adjacent land uses to increase
 economic opportunities, improve safety, and help communities achieve their vision.
- Regional Transit Signal Priority Study (TSP) TSP improves person throughput on a road and reduces roadway congestion. The study develops standard implementation approaches for TSP and explores how it can be applied to various transit modes and connected vehicle technology development.
- Bike Count Study to help us understand how much people are bicycling this will develop a program to collect bicycle counts across the Region.

These studies help transportation agencies and communities understand the implications of potential transportation planning or policy decisions. These are being introduced to RGC so that committee members are aware of their occurrence and also to gauge RGC interest in a later discussion of results for one or more of these studies.

BACKGROUND:

One of WFRC's FY23 organizational goals is to "provide subject-matter expertise to federal, state, and local officials and policymakers" through "participat[ing] in regionally significant transportation and growth-related projects and activities." The WFRC partners with other transportation agencies - the Mountainland Association of Governments, the Utah Department of Transportation, and the Utah Transit Authority - to fund regionally significant transportation studies. The intent for these studies is to provide information that supports the implementation of the Wasatch Choice Vision.

CONTACT PERSON:

Julie Bjornstad, 801-363-4250 ext. 1105, julieb@wfrc.org