



2023-2050 Regional Transportation Plan

RGC // October 20, 2022

Wasatch Choice Vision



Economic Development

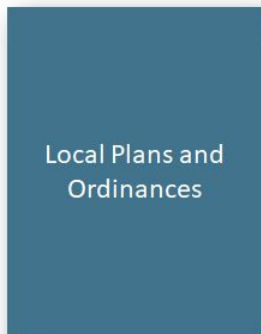
Comprehensive
Economic Development
Strategy



Land Use

Transportation
and Land Use
Connection

Local Plans and
Ordinances



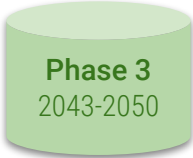
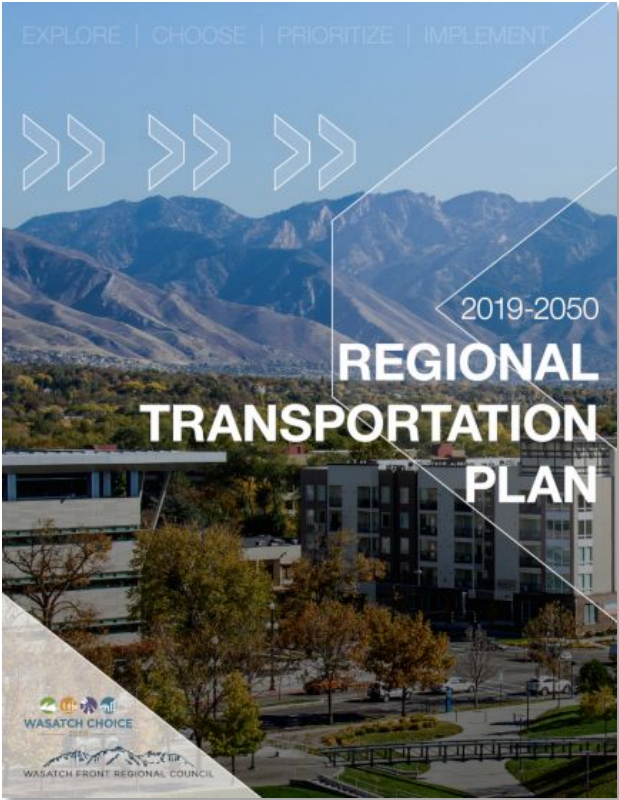
Transportation

Regional
Transportation
Plan

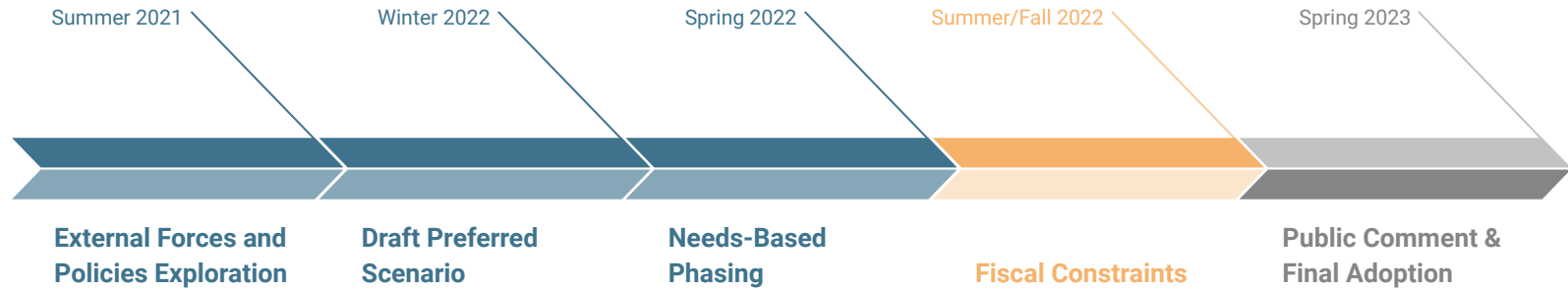


-  Livable and healthy communities
-  Access to economic and educational opportunities
-  Manageable and reliable traffic conditions
-  Quality transportation choices
-  Safe, user friendly streets
-  Clean air
-  Housing choices and affordable living expenses
-  Fiscally responsible communities and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

Regional Transportation Plan Overview



RTP Development Timeline



Assume Future Revenue and Project Costs

Existing Revenue	+	Assumed New Revenue	+	Project Costs
» Local option sales taxes		» Additional local option sales taxes		» Updated all modes on a per mile or as a point project
» Vehicle registration fees		» Vehicle registration fees		» Utilized historic and current construction material costs
» Motor fuel taxes (or equivalent)		» Other driver user fees		» Transit costs include operations
» Transit fares		» Federal transit grants		
» Federal funds				
» Developer contributions				
		Or equivalent		

Funding Available by Mode



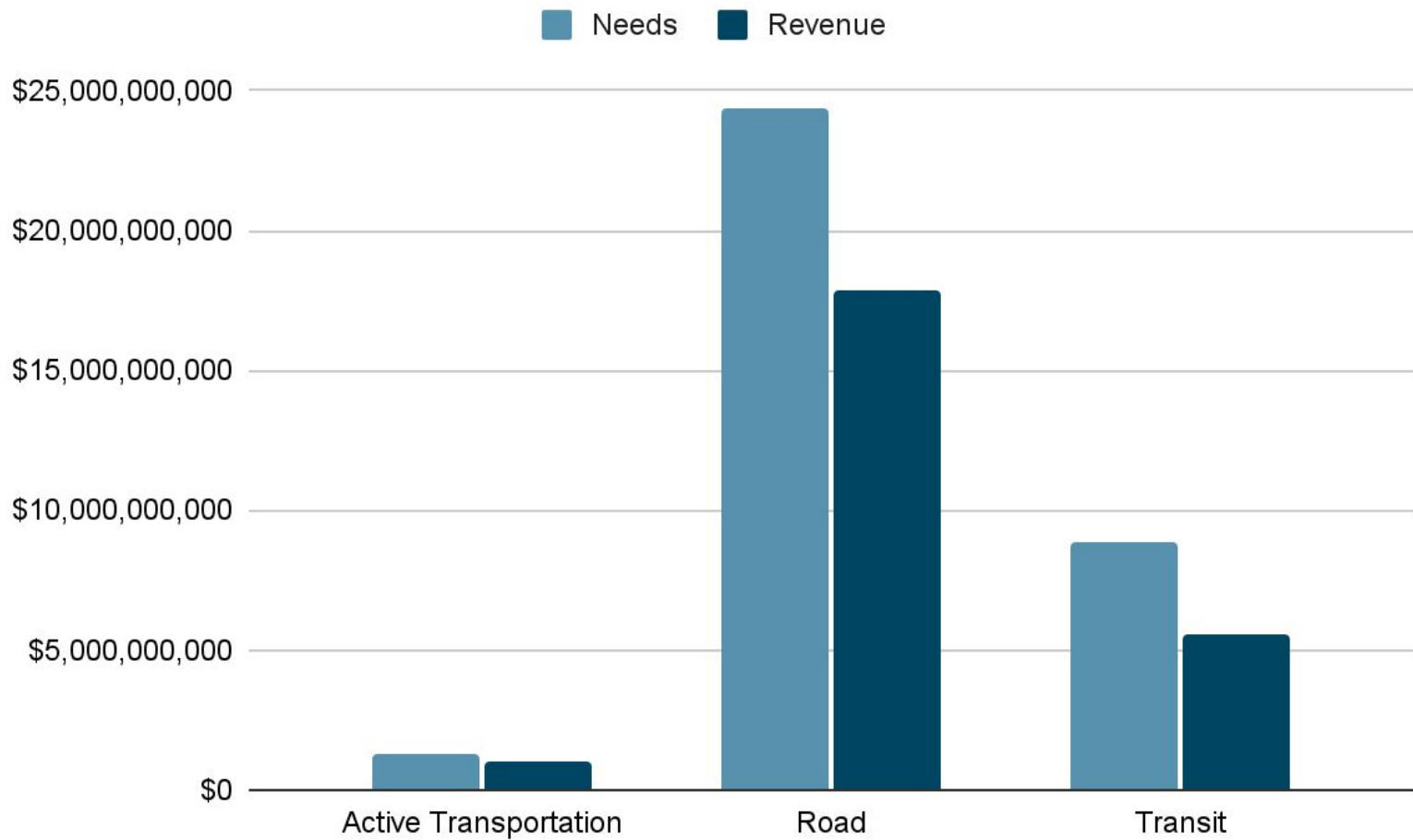
\$1.0 B



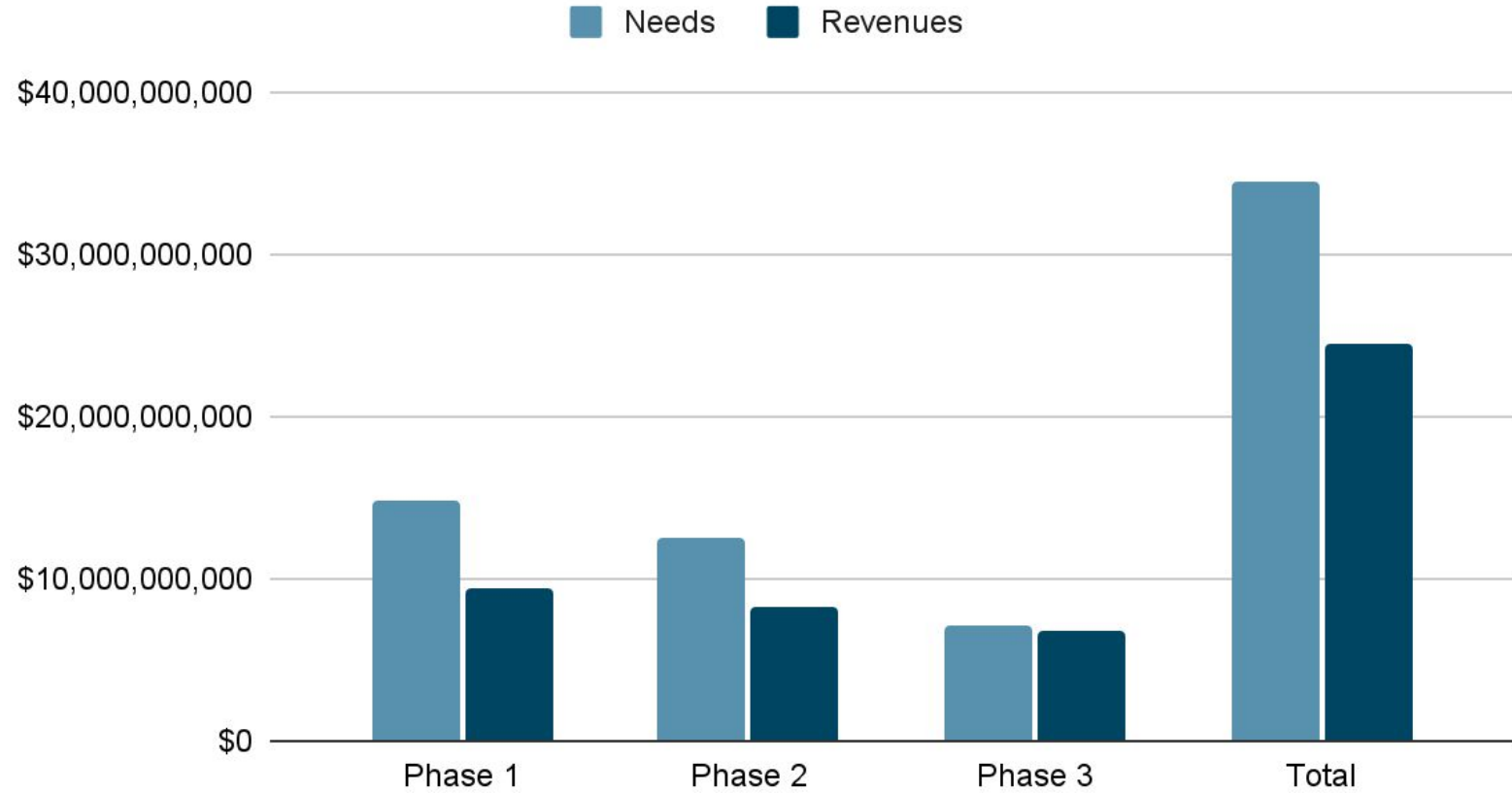
\$17.8 B



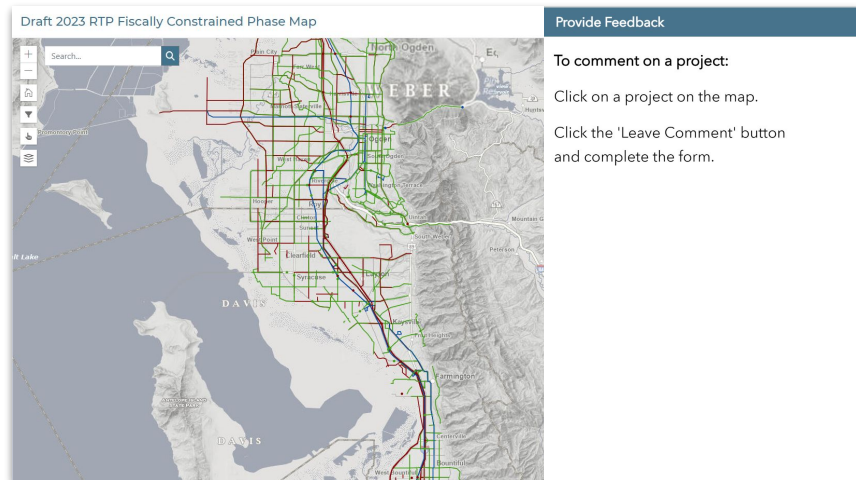
\$5.2 B



All Modes



Fiscally Constrained Phasing TAC Outreach Summary



Comment period: July 13th - Aug 5th
Interactive map
RGC TAC (Planners)
TransCom TAC (Engineers)

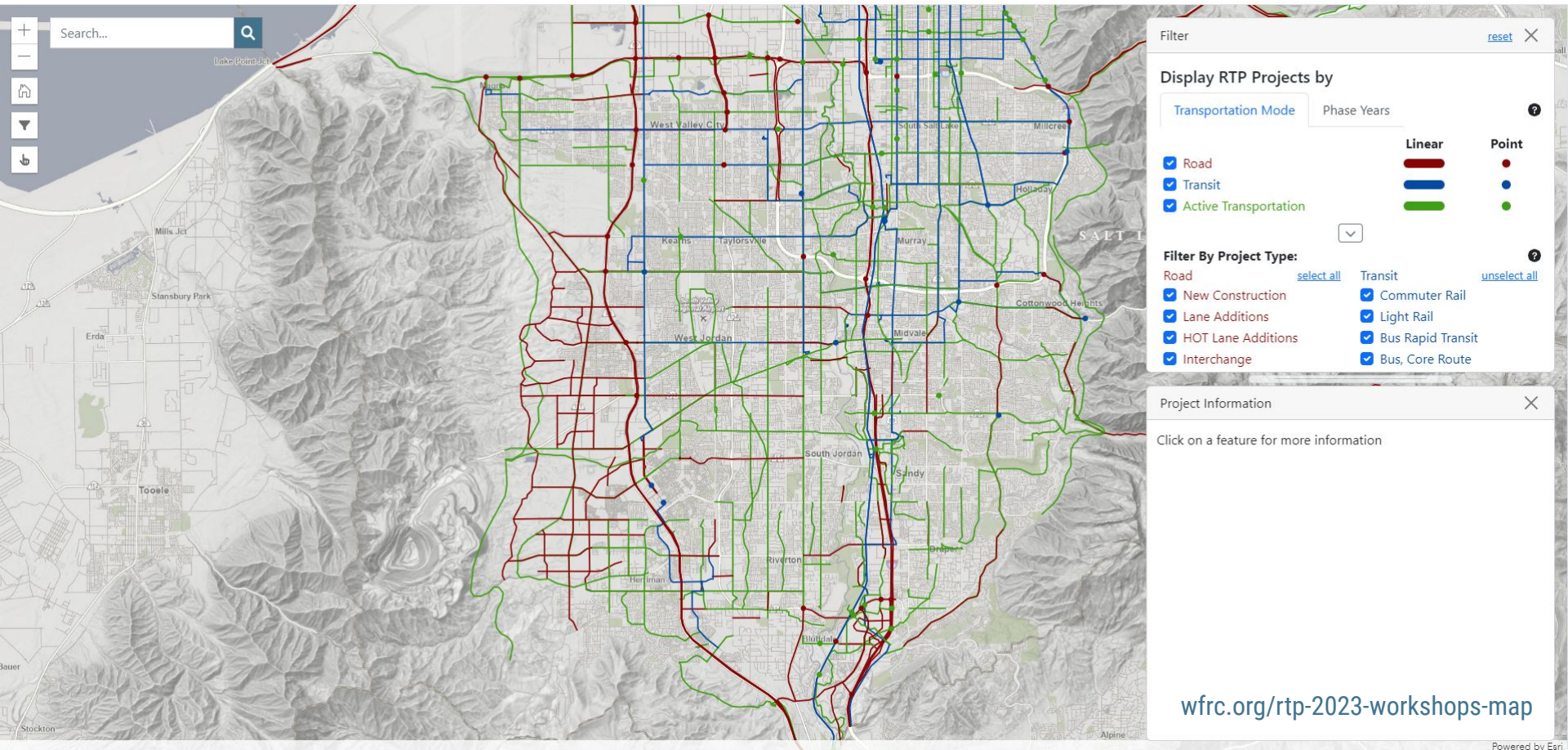


Roads: 86 comments

Transit: 11 comments

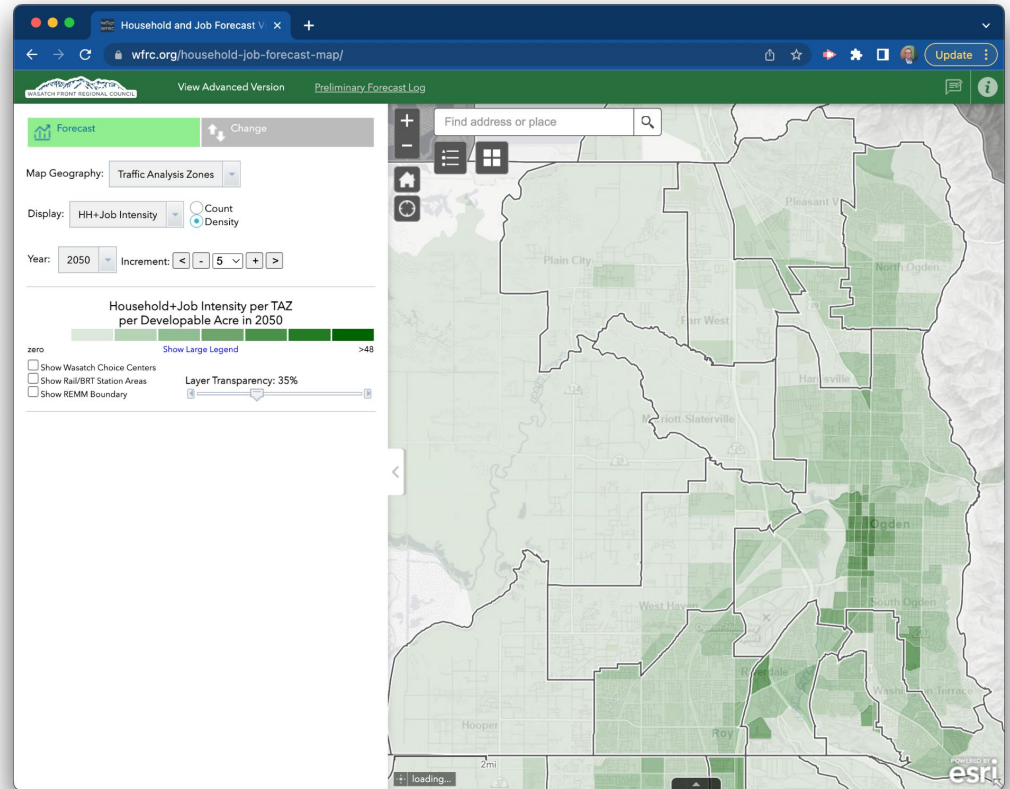
Active Transportation: 120 comments

Draft 2023 RTP Workshops Map



Draft RTP Household and Jobs Forecast

- » Population, Household, and Jobs
- » Annual, 2019 through 2050
- » Adheres to new GPI county-level projections
- » Factors include:
 - Existing market conditions
 - Local land use policy
 - Wasatch Choice centers
 - Stakeholder feedback

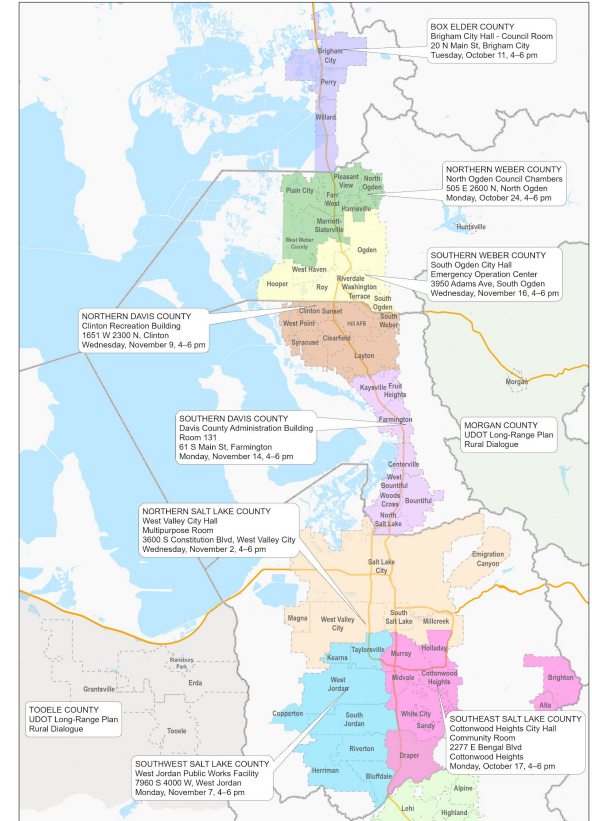


2022 Fall Workshop Dates

- ✓ 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



Wasatch Choice Transportation Workshops Fall 2022



Transportation Workshop Agenda

- 1** The Wasatch Choice Vision: the local basis for the Regional Transportation Plan
- 2** Emerging trends in transportation
- 3** Optimizing our transportation system through policies and innovations
- 4** Enhancing our transportation system through capacity-increasing projects
- 5** Next steps

Next Steps



Fall 2022

.....

Refine fiscal-constraint
project phasing

Comments by December 5th



Winter 2022/23

.....

Air quality conformity
&
Public comment period



Spring 2023

.....

May 25, 2023 adoption

Process Goals for Wasatch Choice and 2023-2050 RTP

- 1 Engage **communities, partner agencies**, stakeholders, and the public in the planning process.
- 2 Provide resources to help local communities to implement the Regional Vision.
- 3 Address external forces and uncertainties, including COVID19.
- 4 Explore policies, including changes in investment frameworks.
- 5 Coordinate regional transportation with local land use considerations and plans.
- 6 Utilize a performance-based approach to planning, including using performance measures to inform decisions.

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

Potential Policies to Optimize Transportation

STATE/ REGIONAL



Road Usage Charge



Managed Lanes



Fare Free
Transit



Congestion
Pricing

LOCAL



Centered
Development



Street
Connectivity



Local Street Design
Modifications



Parking
Modernization

Optimization Policies within the 2023-2050 RTP

- 1 Rationale for the policy idea
- 2 List of potential pros and cons
- 3 Identify next steps ranging from further exploration to initial implementation
- 4 Outline potential costs and responsibilities
- 5 Articulate tools and resources





2023-2050 Regional Transportation Plan

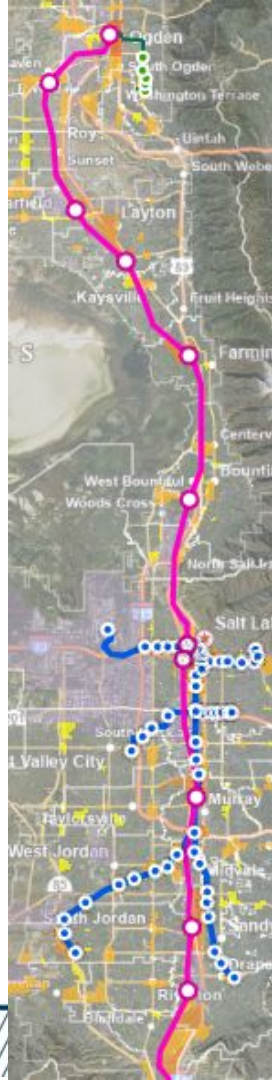
RGC // October 20, 2022

STATION AREA PLANNING

1. **SAP Overview and Progress Update**
2. **New technical assistance award**
3. **ACTION: Certification of Farmington Frontrunner SAP**

Regional Growth Committee: October 20th, 2022

Megan Townsend, Community and Economic Development Director
Wasatch Front Regional Council



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 mile radius**)
- 5-Year Implementation Plan
- Explanation of How the 4 Objectives Are Met
- Public Involvement and Stakeholder Engagement

SAP Technical Assistance

- **\$5M from GOEO over 2 years**
- Applications review by WFRC, MAG, UTA and GOEO
- Awards made on a rolling basis



SAP Technical Assistance Awards

NEW TECHNICAL ASSISTANCE

CLEARFIELD FRONTRUNNER STATION



SAP Progress Update

Of the 88 station areas:



23

Stations where station area planning has not yet been initiated



38

Stations with plans that pre-date HB462



26

Stations with plan(s) being prepared for adoption



0

SAPs adopted by municipality, pending SAP certification submission



1

SAPs submitted for certification review



0

SAPs certified by MPO



11

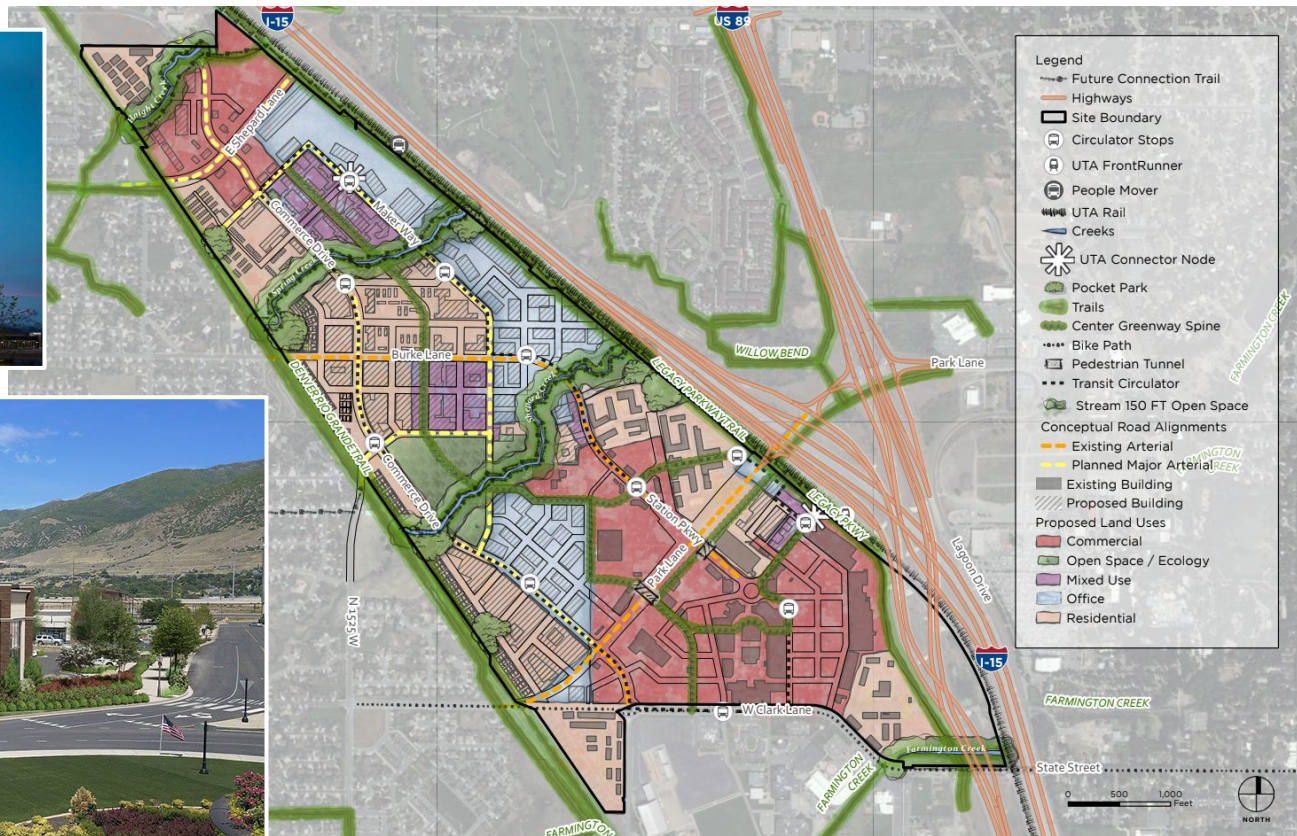
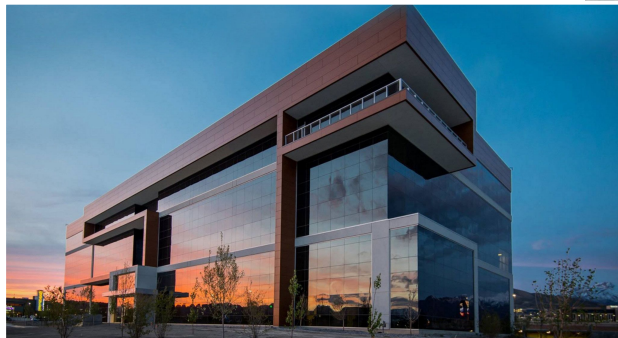
applications for SAP technical assistance received



\$1.435 million

in project funding through SAP technical assistance awards

Station Area Plan Certification: FARMINGTON



Staff Findings, Farmington SAP

Station Area Plan Certification Submission Form

HB462 Utah Housing Affordability Amendments (2022) requires cities with a fixed guideway transit station certification of elements of existing station area plans that fulfill the submission form addresses the statutorily required elements. Line items are where relevant.

requires cities to submit their Station Area Plan to the Metropolitan Planning Council. If the Plan or components fulfilling the requirements of the submission includes the submission of an adopted resolution stating that the plan meets the statutory requirements.



Staff Findings, Farmington SAP

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL CERTIFYING THAT THE FARMINGTON FRONTRUNNER STATION AREA PLAN IS IN COMPLIANCE WITH APPLICABLE STATUTORY REQUIREMENTS

WHEREAS, State statute, pursuant to HB462, requires that cities with "fixed guideway public transit" are required to plan ½ mile radius around a rail (FrontRunner, Trax, Streetcar) station, and ¼ mile radius around a bus rapid transit (which uses a separate right-of-way) station, including all of the components within the statute, and

WHEREAS, the statute allows for cities to adopt resolutions describing impracticabilities in fulfilling required components or demonstrating that prior actions satisfy required components, and

WHEREAS, the Metropolitan Planning Organization is responsible for reviewing and certifying that the Station Area Plan requirements have been fulfilled, in consultation with the Utah Transit Authority (UTA), and

WHEREAS, the Wasatch Front Regional Council (WFRC) is the officially designated Metropolitan Planning Organization for the Salt Lake/ West Valley and the Ogden/ Layton Urbanized Areas, and

WHEREAS, WFRC adopted a policy regarding its procedures and standards for the review of Station Area Plans on May 26, 2022, and

WHEREAS, Farmington City submitted to WFRC their FrontRunner Station Area Plan with all of the required components on September 28th, 2022, and

WHEREAS, consistent with WFRC's policy, WFRC has reviewed the Station Area Plan components submitted by Farmington, in consultation with UTA, and

WHEREAS, Farmington's FrontRunner Station Area Plan contains the required components, and/or statement of impracticability, and

WHEREAS, the Station Area Plan promotes the objectives identified in statute, including increasing the availability and affordability of housing, including moderate income housing; promoting sustainable environmental conditions; enhancing access to opportunities; and increasing transportation choices and connections, and

WHEREAS, the Regional Growth Committee determined that the requirements established by statute have been satisfied and has made a positive recommendation to the Wasatch Front Regional Council.

NOW THEREFORE LET IT BE RESOLVED, that the Wasatch Front Regional Council,

1. Certifies the Farmington FrontRunner Station Area Plan to be in compliance with the applicable provisions of statute.
2. A copy of this certification resolution shall be provided to Farmington City.

Mayor Jeff Silvestrini
Chair
Wasatch Front Regional Council

Andrew S. Gruber
Executive Director
Wasatch Front Regional Council

DATE: October 20th, 2022

FARMINGTON CHECKLIST	Is it met?	If no, why?	Prior Action?	If yes, re-submit?	Describe	Impracticable?	If yes, re-submit?	Staff has no impracticability	If no, why
a statement that describes any conditions that would make providing the station area plan in violation of the components above impracticable (see above #1, impracticable OR)	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
the resolution shows that the conditions are impracticable have been adopted by the municipality	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
includes a statement that explains how the station area plan provides that following a request (see above #2, checked #1 to determine whether those objectives have been met)	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
1. increasing the availability and affordability of housing, including moderate income housing	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
2. promoting sustainable environmental conditions	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
3. enhancing access to opportunities	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
4. increasing transportation choices and connections	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
includes Station Area Vision	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
Station Area Vision "shall include"									
consistent with objectives listed above	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
Vision describes the following:									
opportunities for the development of land within the station area under existing conditions	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
conditions on the development of land within the station area under existing conditions	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
the municipality's objectives for the transportation system within the station area and the future transportation system that meets those objectives	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
the municipality's objectives for land use within the station area and the future land uses that meet those objectives	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
the municipality's objectives for public and open spaces within the station area and the future public and open spaces that meet those objectives	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
the municipality's objectives for the development of land within the station area and the future development standards that meet those objectives	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
includes Map:	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
Map that depicts:									
the area within the municipality that is subject to the station area plan, provided that the station area plan may apply to areas outside of the station area	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
area is 1/2 mile (or 1/4 mile for BRT)	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		positive staff find the statement of impracticability addresses the ordinance within intent.
area within each station is needed to implement the station area plan	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
An implementation plan that specifies and describes each action needed within the next five years to implement the station area plan, and the party responsible for taking each action	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
including any actions to... not all actions will be applicable									
roadway and use regulations	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
major infrastructure improvements	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
roadway and other relevant sign documents	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
secure funding or develop strategies	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
establish design standards for development within the station area	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
provide environmental remediation	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
included signed ordinances that have an interest in the station area through public contract and community engagements, including:									
other impacted communities	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
UTA	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
WFO	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
ACT	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
owners of property within the station area	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
residents and business owners	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
affected residents (for Station Area Plan) and elements providing additional?	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>		
Recommendation to certify the BRT or NO, initial, date									YES, OCT 2022

Station Area Plan Certification: FARMINGTON

SUGGESTED MOTION:

“I make a motion to recommend the Farmington FrontRunner Station Area Plan to Wasatch Front Regional Council for certification.”

The background of the slide is an aerial photograph of a city, likely Salt Lake City, with a blue overlay. The city is visible in the foreground and middle ground, with a highway running through it. In the background, there are mountains under a clear blue sky.

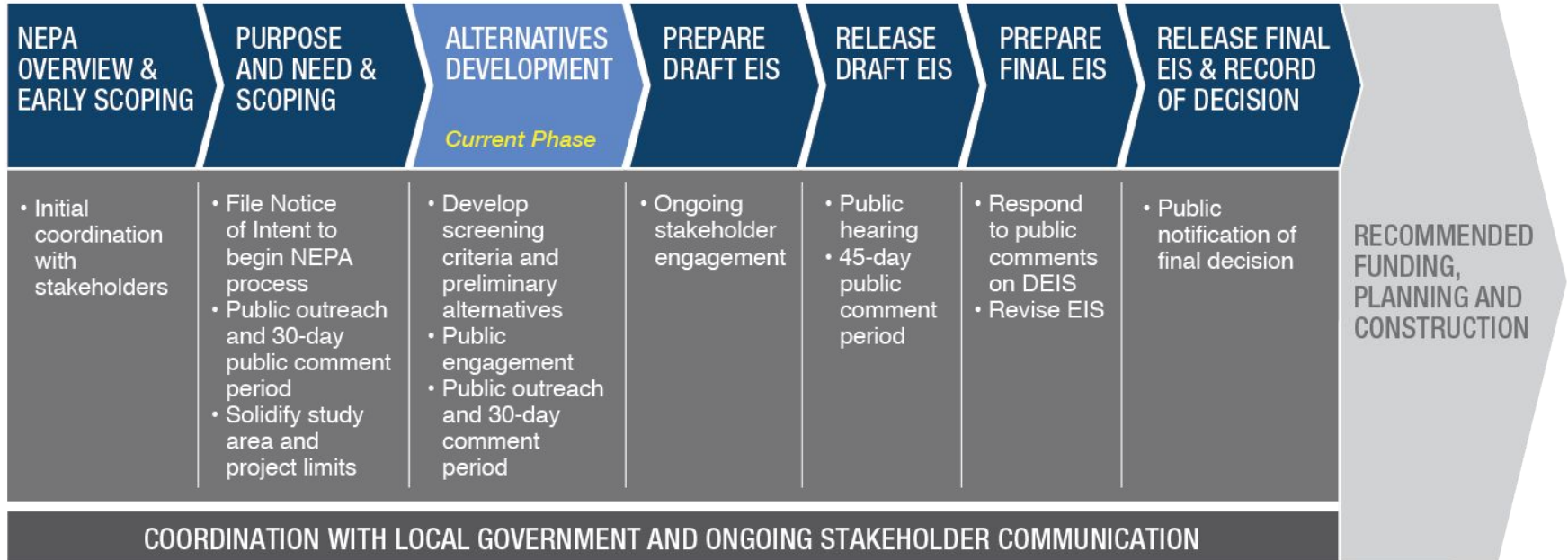
I-15 // ENVIRONMENTAL IMPACT STATEMENT

Farmington to Salt Lake City

Regional Growth Committee

10/20/2022

Environmental Study Timeline



Alternatives Overview

QUALITY OF LIFE FRAMEWORK



Better Mobility



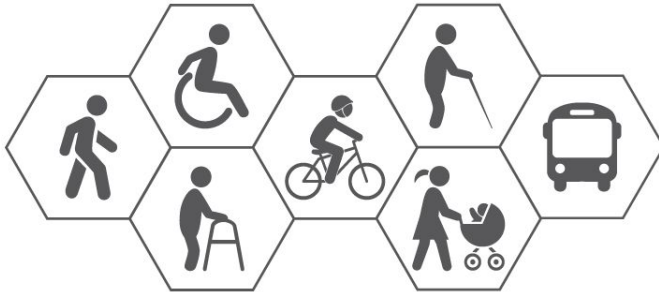
Good Health



Connected Communities



Strong Economy



**I-15 ENVIRONMENTAL
IMPACT STATEMENT**
Farmington to Salt Lake City



Alternatives Open Houses and Comment Period

Comment period November 10–December 16, 2022



November 14

Virtual Meeting

5:00-7:00 p.m.

Visit i15eis.udot.utah.gov
to learn how to participate



November 15

Rose Park Elementary

1105 West 1000 North

Salt Lake City

5:00-7:00 p.m.



November 16

South Davis

Recreation Center

550 North 200 West

Bountiful

5:00-7:00 p.m.



Study Team Contact Information



Phone: **385-220-5797**



Email: **i15eis@utah.gov**



Website: **i15eis.udot.utah.gov**



Join our Facebook group to stay up to date:
www.facebook.com/groups/udoti15eis



Point of the Mountain Transit

October 20, 2022

Update for
WFRC Regional Growth Committee

Transit Project Purpose

- Support economic development goals of region and communities
- Improve access and mobility between southern Salt Lake County and northern Utah County
- Connect to regional transit system
- Support transportation demands of population and employment growth



Timeline Overview

WHERE HAVE WE BEEN?

AUG 2019 - FEB 2021

- » Transit Study (Alternatives Analysis)
- » Initial Selection of Preferred Alternative

JUNE 2021 - FEB 2022

- » Conceptual Engineering and Refinements of Preferred Alternative
- » Initiated High-level Mode Review
- 🕒 August 2021: Last Steering Committee Meeting

MARCH 2022 - PRESENT

- » Recalibration to Meet HB 3 and 322
- » Began Rail Conceptual Engineering

WE ARE
HERE



WHERE ARE WE GOING?

PRESENT - DEC 2023

- » Revised Alternatives Analysis
- » Environmental Review
- » Ongoing Stakeholder and Public Engagement

Alignment and Modes

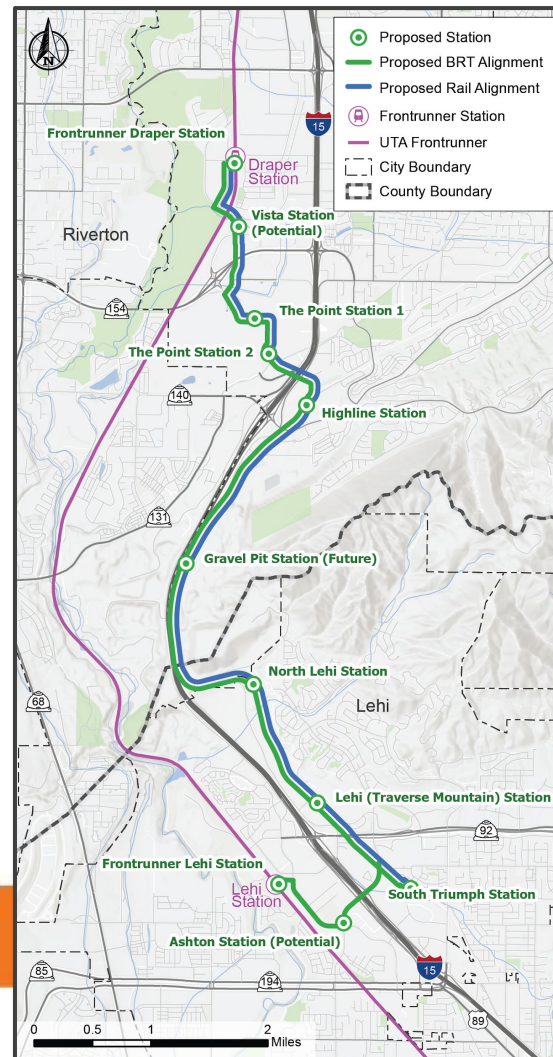
LRT (rail)



XMU (rail)



BRT



Revised Alternatives Evaluation

Key Evaluation Criteria

- Capital costs
- Operations costs and considerations
- Ridership
- Economic development
- Timing, funding, and implementation factors
- Regional connections
- Potential environmental effects

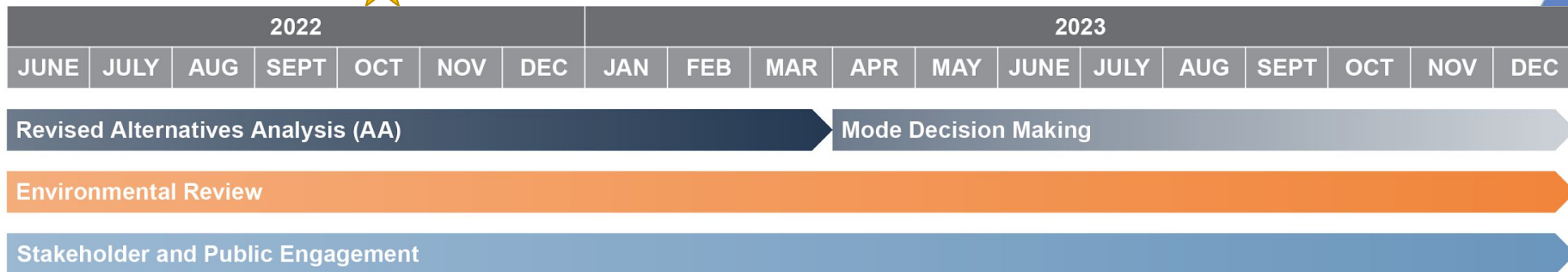


Environmental Review

- Preparing an **Environmental Assessment (EA)** in compliance with the National Environmental Policy Act (NEPA)
- Ensures the project is eligible for federal funding
- Considers potential impacts to built and natural environment



Schedule Overview



What does mode decision-making mean?

- Under HB 322, UDOT responsible for management of this project
- UDOT will take into consideration findings from: Revised AA, EA, and stakeholder/public engagement to guide decision

Thank you



2023 Household Travel Survey

Regional Growth Committee
October 20, 2022

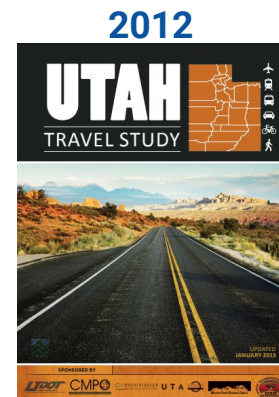
Bert Granberg
WFRC Analytics



Forecasting Future Transportation Performance

Our Regional Travel Models Needs:

- » Baseline system data
 - Observed volumes, speeds, ridership counts
 - Trip origins and destinations, including residential and employment locations
- » Future household and job locations & characteristics
 - Household size, ages, income groups, sector-specific employment
- » Household-level travel behavior and decision-making
 - Where? how? and why?
 - How do we expect travel will change as our region and infrastructure change?



Utah Household Travel Survey

- » Spring of 2023 (mid February to June)
- » 9,000+ households and 4,000 college students
- » Collaborative project of Utah's transportation agencies
- » RFQ-selected consultant → Resource Systems Group, Inc.



- + **Local planning**
- + **Academic Researchers**
- + **General Public**

2023 HTS Survey Approach

» Invitations

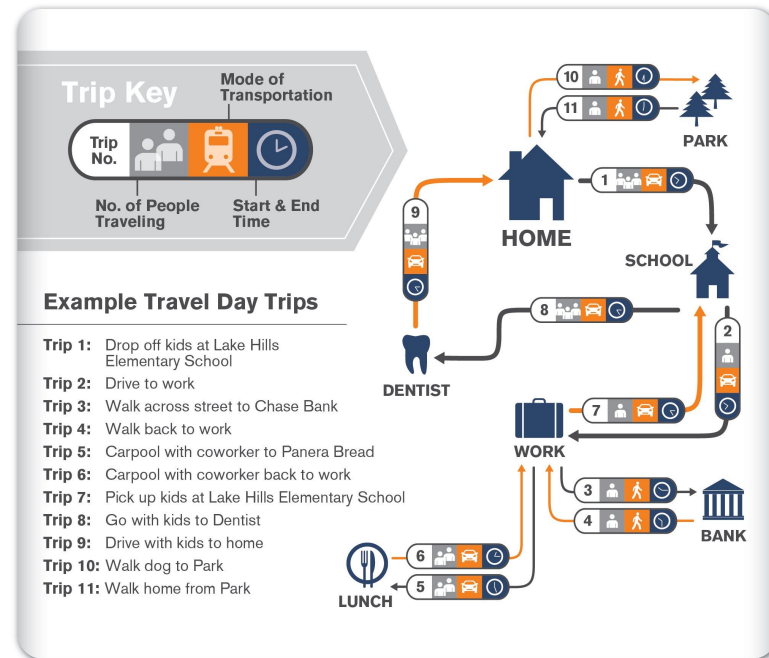
- Randomly-selected households
- Agency contact lists for hard-to-survey populations
- College directed student invitations

» Innovative travel diary approaches

- Smartphone-based app (7 day travel diary)
- Web-form and telephone interviews (1 day diary)
- Completion incentives

» Basic traveller / trip questions

» 10 - 15 topical survey questions



Project Phases

PHASE 1:

**ESTABLISH
HOUSEHOLD
TRAVEL SURVEY
REQUIREMENTS**

(Jul – Oct 2022)

PHASE 2:

**SURVEY DESIGN
AND PLAN**

(Winter 2023 - 2023)

PHASE 3:

**SURVEY
IMPLEMENTATION
AND FINAL
DELIVERABLES**

**(Spring / Summer
2023)**

Questions, comments

» WFRC 2023 HTS contact:

- Bert Granberg
- bgranberg@wfrc.org