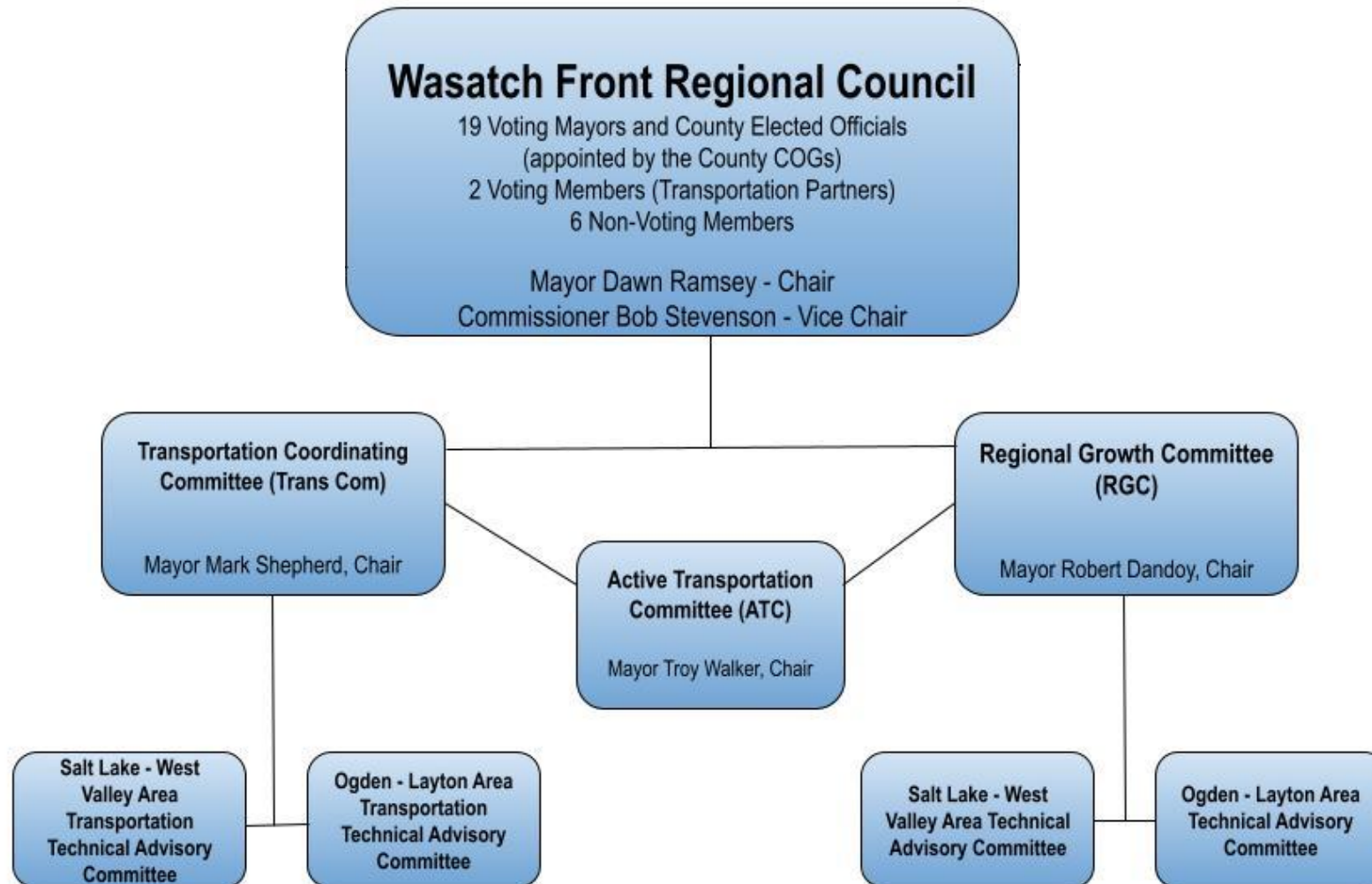




RGC Role and Responsibilities

March 15, 2023 // wfrc.org

RGC's role within WFRC



RGC: Guide the Process of Formulating the



Economic Development

Comprehensive
Economic Development
Strategy



Land Use

Transportation
and Land Use
Connection

Local Plans and
Ordinances

Transportation

Regional
Transportation
Plan



RGC: Explore how actions can achieve Wasatch Choice Goals



Healthy Communities



**Manageable
Traffic**



**Safe
Streets**



**Housing
Choice**



**Sustainable
Environment**



**Access to
Opportunities**



**Transportation
Choice**



Clean Air



**Fiscally
Responsible**



**Parks & Open
Spaces**



RGC Role and Responsibilities

March 15, 2023 // wfrc.org



WFRC 2023 Utah Legislative Session Review

45 Days

575 Passed Bills

\$29.4 Billion Budget

See our 2023 Legislative Session Wrap Up [HERE](#)



WASATCH FRONT REGIONAL COUNCIL

Overview

1. Funding and Appropriations

- Shared principles for Infrastructure Investment
- Transportation Appropriations
- Other Appropriations

2. Key Legislation

- SB 185, Transportation Amendments (Utah Trails Network)
- SB 260, Transportation Funding Requirements (5th 5th)
- SB 84, Housing and Transit Reinvestment Zone Amendments (HTRZ)
- HB 301, Transportation Tax Amendments (Gas tax cut + EV charge tax)
- SB 175, Rural Transportation Infrastructure Fund (RTIF)
- SB 27, Transportation Revisions (SAP clarifications +)
- HB 44, Corridor Preservation Amendments
- SB 125, Transportation Infrastructure Amendments (USU electrification)

Funding and Appropriations



WASATCH FRONT REGIONAL COUNCIL

Shared Principles for Infrastructure Investment

Invest in
Infrastructure

Support Multi-Modal
Transportation
Choices

Utilize the
Professional
Planning and
Prioritization Process

Be Fiscally Prudent

\$1.6+ Billion for Transportation Infrastructure



Transp. Debt Repayment
\$800M



Active Transportation
\$45M 1x
\$45M ongoing



Commuter Rail
\$200M for POM station
+ doubletracking



**Cottonwood Canyon
Transportation**
\$150M



Other Projects
\$241M



**Rural B&C Roads
(RTIF)**
\$40M 1X
\$3.5M ongoing

Other Growth Related Appropriations

- **\$60M - Transportation Corridor Preservation**
- **\$500M – Water Resources** *(including ag optimization, water reuse and desalination, infrastructure, and metering)*
- **\$200M – Housing and Homelessness** *(including LIHTC, first time homebuyer program deeply affordable housing, housing preservation, and housing preservation fund)*
- **\$108M – The Point of the Mountain Core Infrastructure**
- **\$1.58M – Shared Local Administrative Advisor** *(provide support to 145 cities and towns without management staff)*
- **\$1M – Regional Roadway Grid Network Study** *(joint MAG, WFRC, Dixie, and Cache MPO connectivity study)*

Key Legislation



WASATCH FRONT REGIONAL COUNCIL

SB185, Transportation Amendments (Harper)

- Provides the **requirements and funding mechanism to establish the Utah Trail Network** as proposed by UDOT and Governor Cox
 - Creates a long-term, stable funding source for trails by creating the Active Transportation Investment Fund (ATIF) with a transfer of 5% of the TIF, (\$45M ongoing)
 - Funding is to be used for planning, design, construction, and maintenance of paved pedestrian or paved non-motorized trails prioritized through the Transportation Commission
- Provides local distribution of Road Usage Charge revenues
- Expands State Infrastructure Bank to greenfield development
- Other various changes

See our WFRC summary of SB185 [HERE](#)

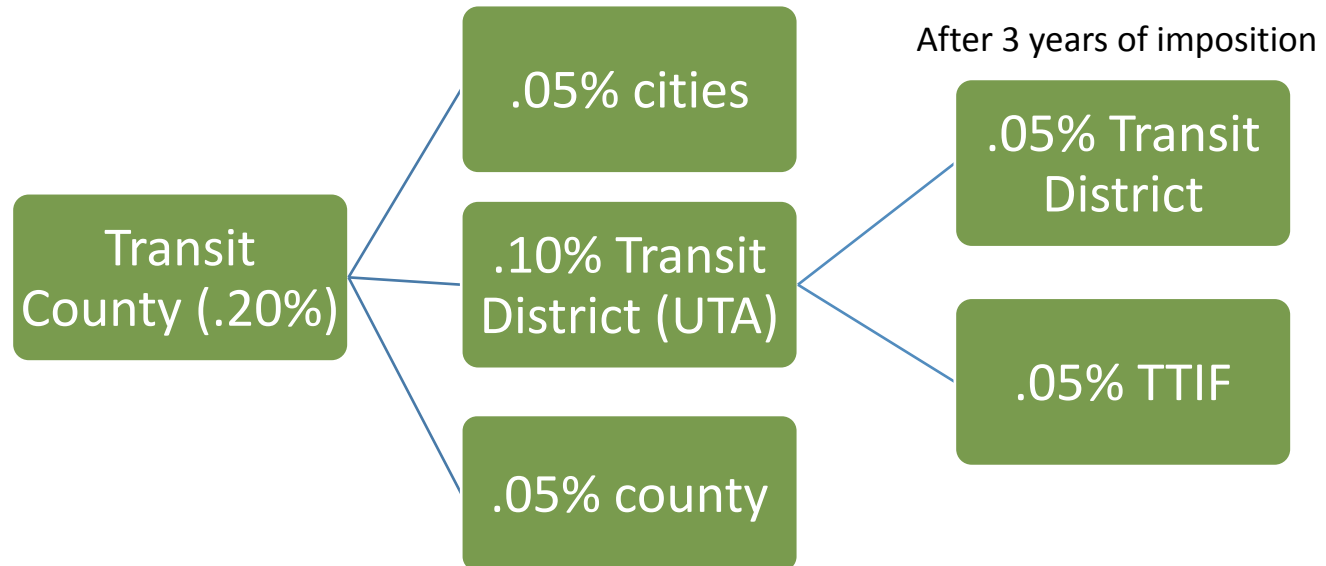
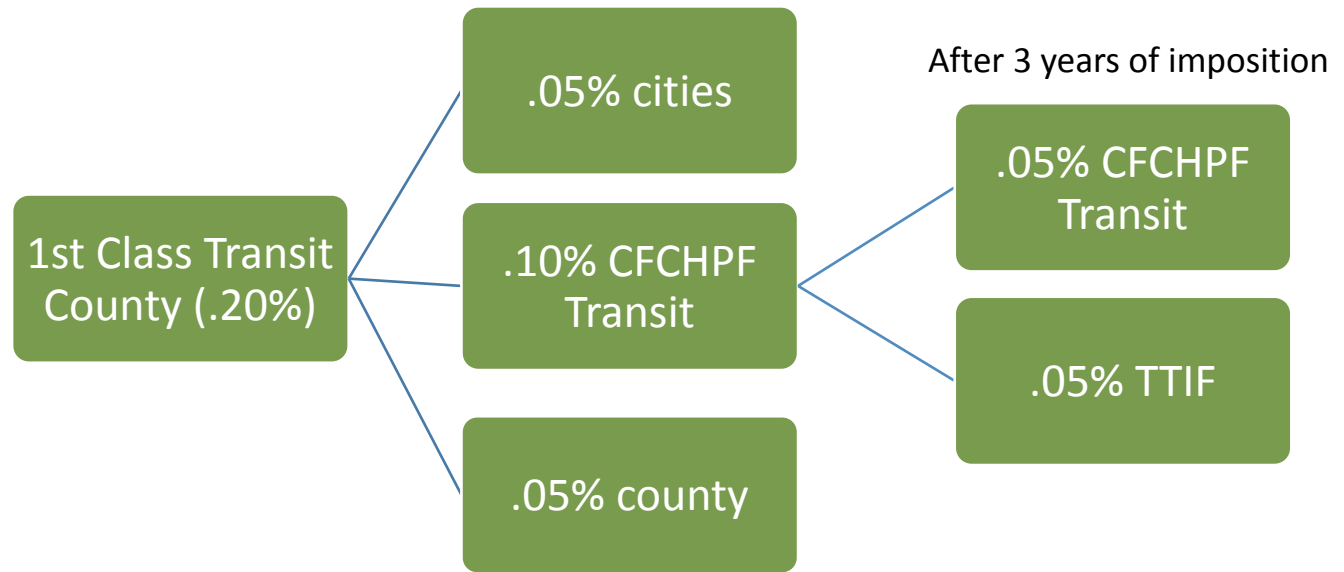


SB260, Transportation Funding Requirements (Cullimore)

This bill **modifies the .20% local option transportation sales tax, also known as the “5th 5th”**, which is currently only imposed in Summit County, and can only be used for transit service. The bill does the following:

- Eliminates the imposition deadline of June 2023
- Allows counties with transit service to divide funds between cities, counties, and transit
- Allows counties without transit to divide between cities and counties for transportation services
- The subsequent charts describe the distribution ☐

See our WFRC summary of SB260 [HERE](#)





Partial Transit
County(.20%)

Transit Area

.05% Transit

.075% Cities

.075% County

No Transit

.08% Cities

.12% County

17

other Counties

County without
transit(.20%)

.08% cities

.12% County

HB301, Transportation Tax Amendments (Schultz)

1. Provides temporary gas tax relief

- Decreases tax by ~2 cents per gallon on July 1, 2023
- Establishes more gradual increase in gas tax than would have otherwise happened
- Equates to \$32M tax cut in 2024, and \$24M in 2025
- Relief from inflationary pressures + recent gas prices

2. Establishes a 12.5% tax on retail EV charging

- Only taxed at retail charging station
- Intended to tax drivers not paying for impact on roads through gas tax

3. Increases vehicle registration fees by \$7

- Provides additional long term funding stability
- \$2 of increase funds the RTIF (Rural infrastructure fund)

SB84, HTRZ Amendments (Harper)

This bill amends proposal requirements of Housing and Transit Reinvestment Zones, which is the tool enabling a portion of incremental tax revenue growth to be captured over a period of time to support costs of development around light rail, commuter rail, and bus rapid transit (BRT) stations.

- Requires that a proposed HTRZ be at a BRT, light rail, or commuter rail station that is included in the respective metropolitan planning organization's adopted long-range transportation plan and the transit district's five-year plan.
- Adds additional objectives that an HTRZ should promote, including walkability, improvement in parking, and fulfillment of moderate income housing plans.
- Clarifies the number of allowable HTRZ at bus rapid transit station
- Requires GOEO to provide notice of an HTRZ proposal to certain entities
- Clarifies membership of an HTRZ committee.
- Allows the HTRZ committee to request certain changes to an HTRZ proposal

See our WFRC summary of SB84 [HERE](#)

SB27, Transportation Revisions (Harper)

- Amends the Station Area Planning (SAP) statute, which was passed in HB462 of the 2022 General Session and requires cities to plan around their fixed guideway transit stations. The bill clarifies:
 - the number of moderate income housing strategies required for cities with fixed guideway transit
 - the percentage of acreage in a qualifying land use application that must be within a station area
 - how previous actions are treated in meeting SAP requirements, specifically for cities that already developed plans for their station areas
- Reduces the Transit Transportation Investment Fund (TTIF) local match rate from 40% to 30%.
- Requires that a municipality send their adopted or modified general plans or qualifying land use applications to an Association of Government (AOG).
- Makes various technical changes to Utah Department of Transportation code, including safety measures in relation to snowplows and towing provision.

Other Priority Transportation Bills

- **SB175, Rural Transportation Infrastructure Fund (Owens):** creates and funds the Rural Transportation Investment Fund (RTIF) which provides transportation funding for 3rd-6th class counties, distributed like B&C road funds.
- **SB125, Transportation Infrastructure Amendments (Wilson):** designates the ASPIRE Engineering Research Center at Utah State University as the research center for strategic planning and electrification for transportation infrastructure in the state, to develop a *strategic master plan for transportation electrification in Utah*.
- **HB44, Corridor Preservation Amendments (Christofferson):** allows UDOT to preserve corridors 40 years ahead of the need, as opposed to the current 30 year purchasing outlook allowed, and provides that UDOT can utilize corridor preservation funds to be used for administrative costs of the fund.
- **HB 433, Public Land Geographic Data Amendments (Spendlove):** requires UGRC and GOPB to create a statewide interactive map and dataset depicting publicly owned property in Utah.

Safety Action Plan

- WFRC partnering with municipalities, UDOT, and UTA
- To prevent fatal and serious injury (F&SI) crashes
 - A. ***goal and timeline*** for eliminating F&SI crashes;
 - B. ***analysis*** of crashes and risk factors;
 - C. extensive ***public and stakeholder engagement***;
 - D. identification of ***strategies and project types***;
 - E. mechanisms for ***evaluating & reporting*** the outcomes.



Safe Streets for All (SS4A)

- \$1.0B annually (FY22-26)
- Nationally competitive grants
- Primarily for local governments
- Comprehensive Safety ***Action Plan***
 - WFRC awarded \$775,000

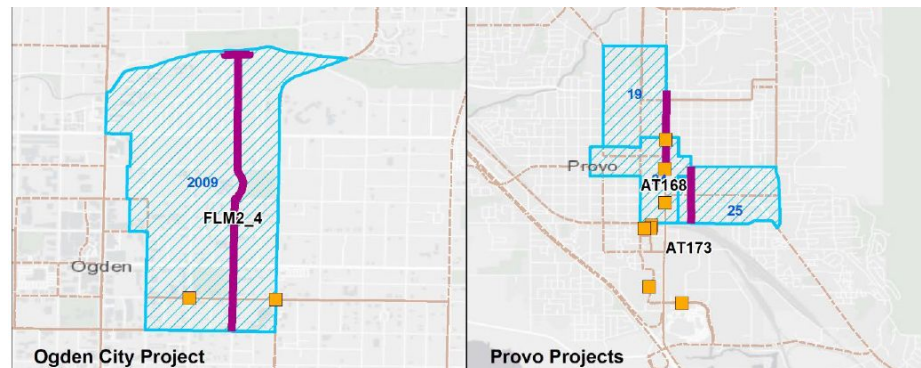
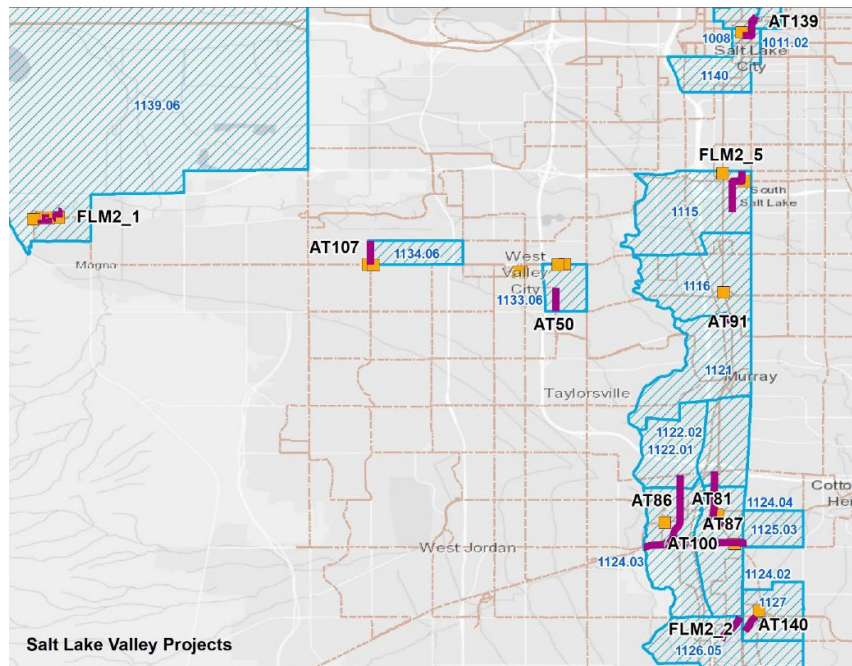


SS4A – Next Steps

- April/ May 2023 - WFRC/FHWA grant agreement
- May/ June 2023 - advertise RFSQ
- June/ July 2023 - select consultant team
- May 2024 - complete Action Plan
- Summer 2024 - cities/counties eligible to apply
for SS4A implementation grant



RAISE Grant: First-/Last-Mile Transit Connections



Legend

- First Mile, Last Mile Projects
- Project Census Tracts
- Benefited Transit Stations
- UTA Routes



2023-2050 Regional Transportation Plan

RGC // March 16, 2023

Wasatch Choice Vision



Economic Development

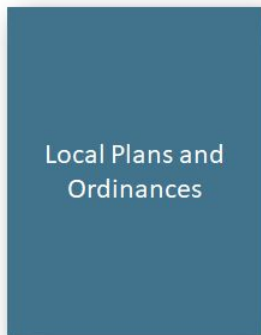
Comprehensive
Economic Development
Strategy



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

2023 Wasatch Choice Vision Communications

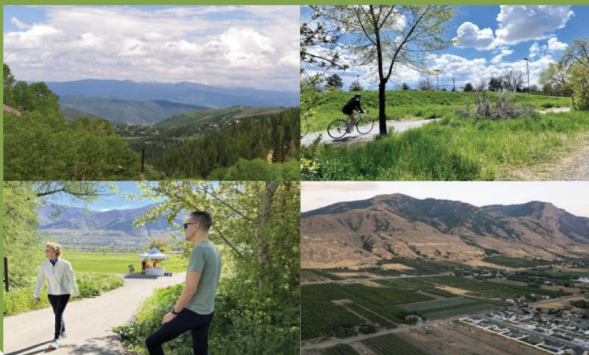
Provide Transportation Choices



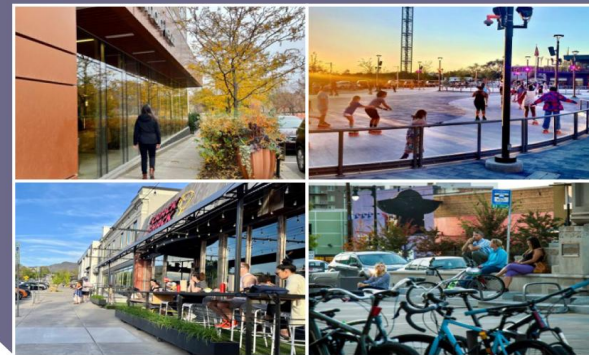
Support Housing Options



Preserve Open Space

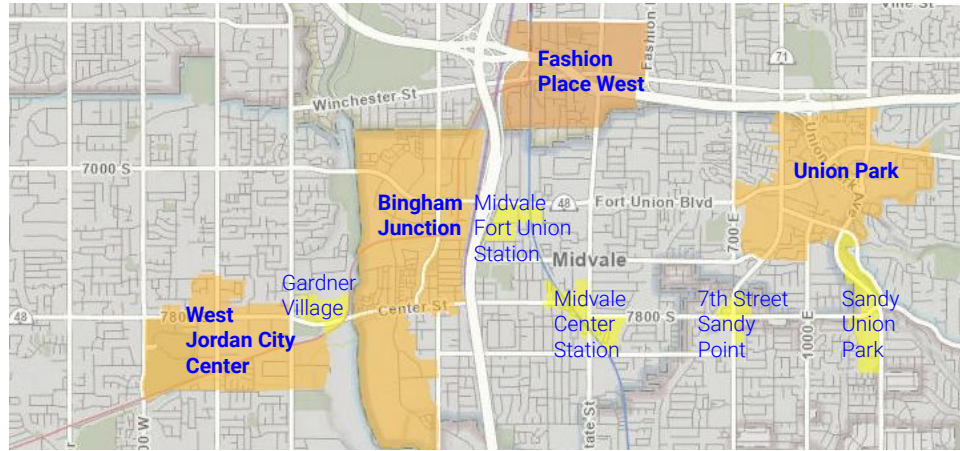


Strengthen Centers of Communities



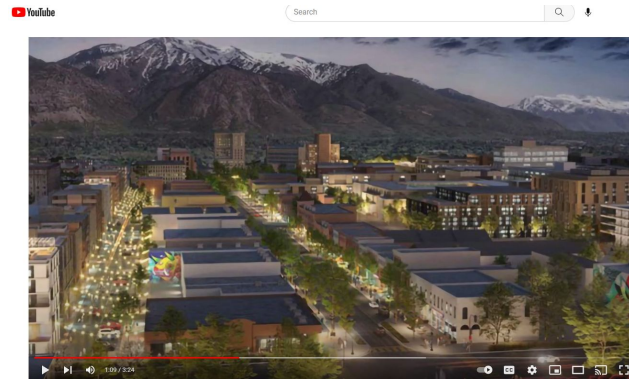
Wasatch Choice Vision - May Release, with adoption of the RTP

New Vision map

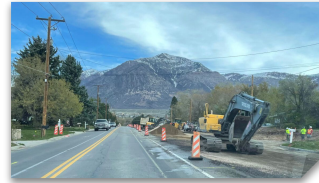


New Wasatch Choice Center Boundaries and Names

New website and video



2023 Wasatch Choice Vision - *Transportation*



Cities &
Counties



U T A



Regional Transportation Plan Overview



Four-Year Cycle



Financially Constrained



Air Quality




Considers Land Use

Phase 1
2023-2032

Phase 2
2033-2042

Phase 3
2043-2050

Unfunded
2050+

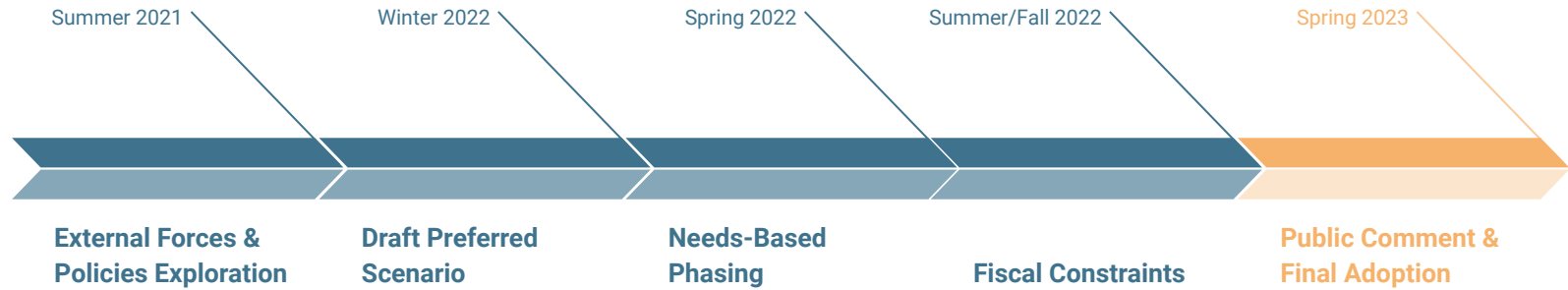


TRANSPORTATION
IMPROVEMENT
PROGRAM

+

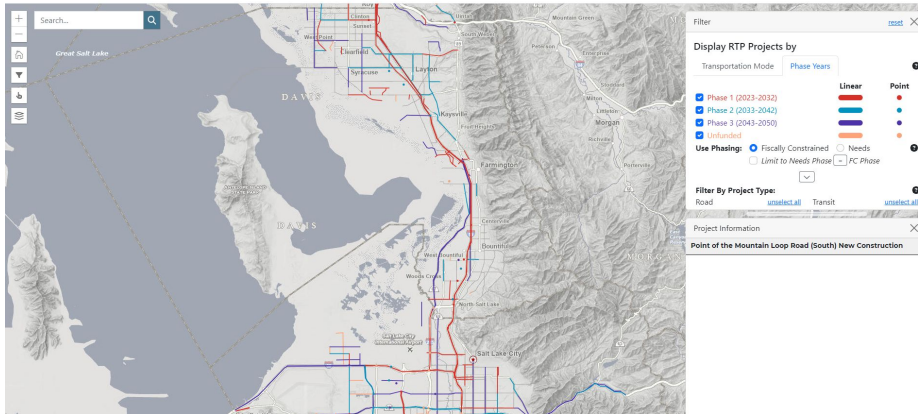
OTHER TOP
PRIORITIES

RTP Development Timeline



Public Comment Summary

Draft 2023 RTP Map



3200 total comments (2020-2023)

Comment period:

January 27th - February 26th

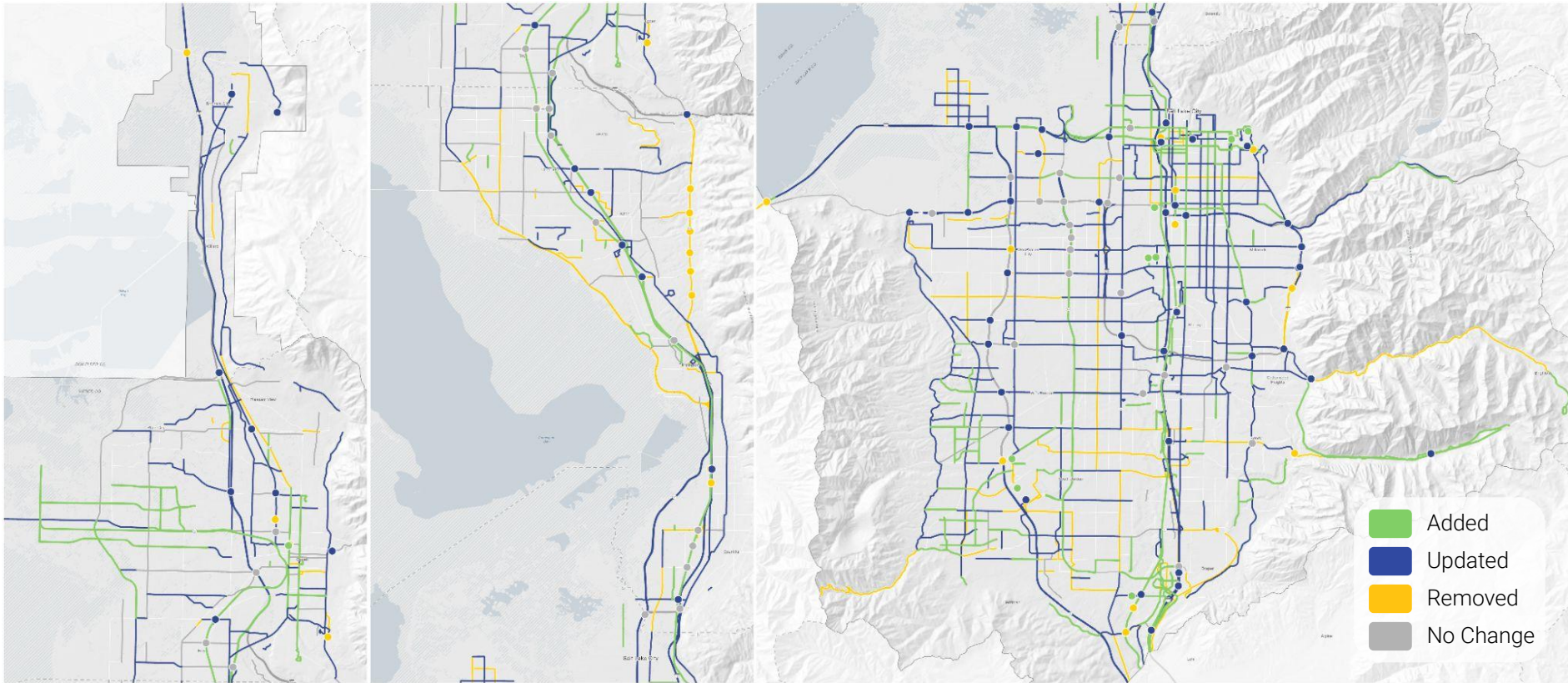
- Interactive map
- Draft 2023-2050 RTP
- Draft AQ Conformity Memorandum #41

Over 1600 comments



Little Cottonwood Canyon EIS Interest

Improvements and changes from the 2019 RTP to the 2023 RTP



Next Steps



Winter 2023

Review Public Comments
Finalize RTP Documentation



Spring 2023

RGC and Regional Council
Review - May
May 25, 2023 adoption



Summer/Fall 2023

Unified Plan Coordination
and Outreach

RTP and EIS FAQ



bit.ly/wfrceis

2023-2050 Regional Transportation Plan and the Little Cottonwood Canyon Environmental Impact Statement



WFRC is developing the 2023-2050 Regional Transportation Plan (RTP). Questions have been raised about how the RTP reflects the Little Cottonwood Canyon (LCC) Environmental Impact Statement (EIS). This sheet addresses those frequently asked questions.

What is the Regional Transportation Plan?

The RTP is the long-term strategy for our region's future transportation system, from now to 2050. WFRC works in partnership with local governments, transportation agencies, community organizations, and residents to develop the Plan, which identifies transportation needs and roadway, transit, and pedestrian/bicycle facilities. The RTP is part of the federally established planning and project development process. Federal regulations require all regionally significant transportation projects to be included in the RTP.

What is an Environmental Impact Statement (EIS)?

An EIS is a detailed environmental study and process, under the National Environmental Policy Act (NEPA), to evaluate potential impacts of certain types of proposed transportation projects. UDOT has assumed the federal responsibility for conducting NEPA environmental studies on transportation projects in Utah.

What's the role of WFRC, as a Metropolitan Planning Organization (MPO), with regard to an EIS?

The MPO is required to include in the RTP all regionally significant transportation elements currently identified in an EIS or other NEPA environmental process. The MPO is then responsible for verifying that the RTP – with the EIS elements included – satisfies regional air quality and fiscal requirements. This is pursuant to federal regulations, legal guidance, and decades of consistent practice.

What does the draft 2023-2050 RTP show for Little Cottonwood Canyon (LCC)?

All the transportation-related elements from UDOT's final EIS are reflected in the draft RTP, including:

- Phase 1 (2023-2032): enhanced bus service, tolling/congestion-based pricing, roadway improvements, and a mobility hub
- Phase 2 (2032-2042): avalanche snow sheds and trailhead improvements
- Phase 3 (2042-2050): gondola and base station parking

If the EIS for Little Cottonwood Canyon changes, the RTP will also be changed.

Does the RTP approve or fund a gondola?

No. The draft 2023-2050 RTP does not approve or provide funding for a gondola in LCC, nor does it allocate future funds for the project. It simply reflects the EIS at this point in time, and reflects the EIS cost estimates for projects. In the recently concluded 2023 Utah Legislative Session, funding was provided for projects identified in Phase 1 of the LCC EIS, including enhanced bus service, tolling, a mobility hub, and resort bus stops for Big and Little Cottonwood Canyons.

What happens to public comments submitted during the RTP comment period?

WFRC reviews and considers public input throughout the development of the RTP. Comments relating to the LCC EIS process and outcomes are shared with UDOT as the EIS lead agency. All public comments will be published in the final RTP document.

What happens next in the Regional Transportation Plan process?

WFRC is scheduled to finalize and adopt the RTP in May 2023.

20230313

wfrc.org



WASATCH CHOICE
VISION

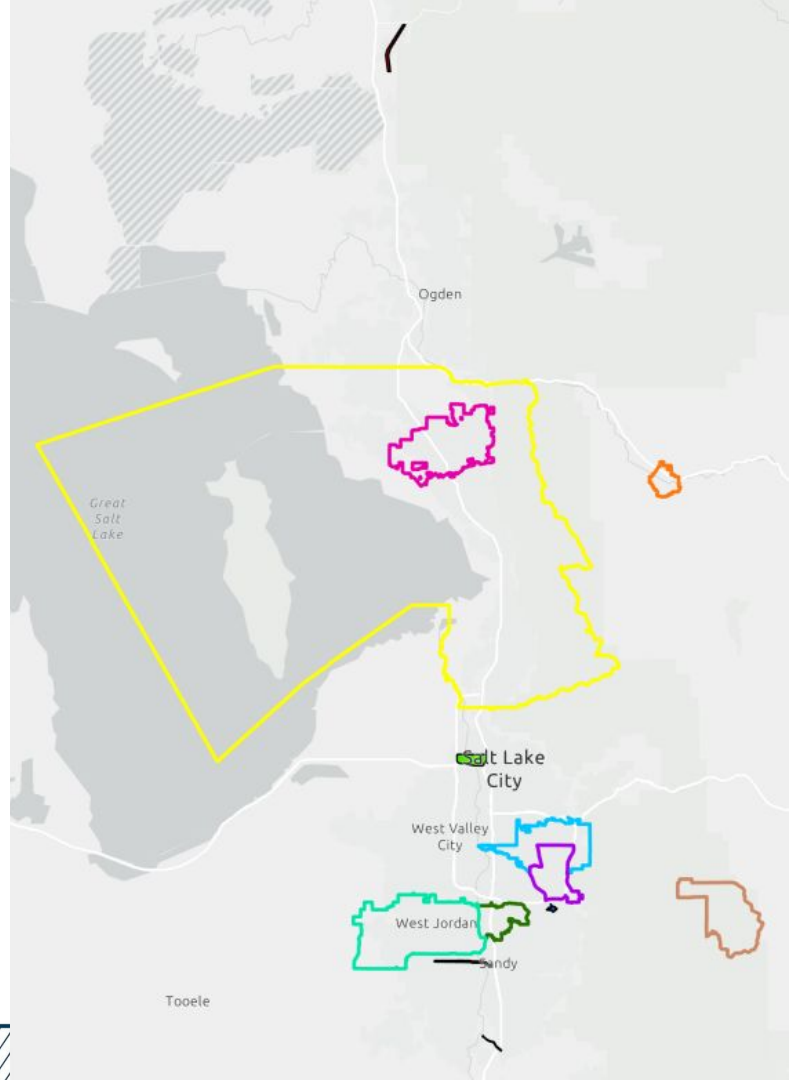


TRANSPORTATION AND LAND USE CONNECTION

2023 Awards

**Regional Growth Committee:
March 16th, 2023**

**Megan Townsend,
Community and Economic Development
Director**



2023 Awards



TRANSPORTATION
AND
LAND USE CONNECTION

\$2,101,745

Region-Wide TLC + IHC Funding

\$254,255

Local Match

\$2,356,000

Total

- **13 awards**
- **2 regional, WFRC-led efforts**



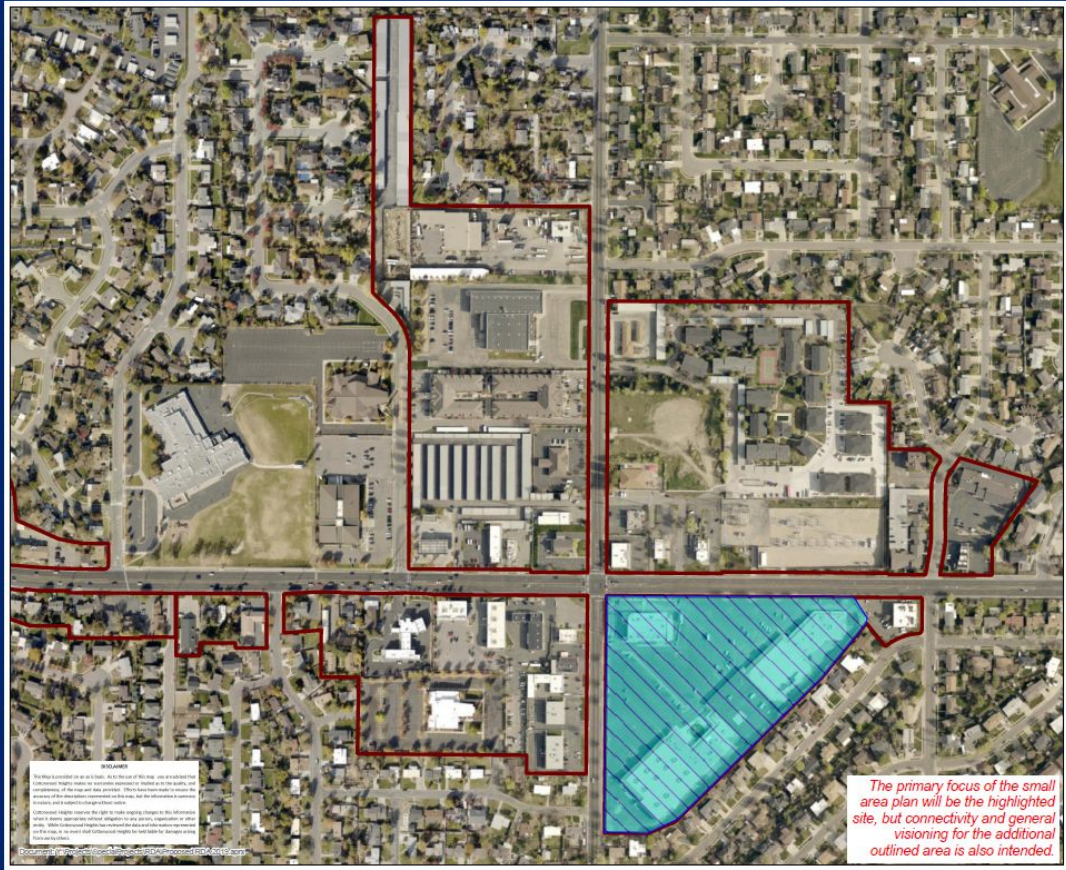
Cottonwood Heights Town Center Master Plan; Canal Study*



Retail Area

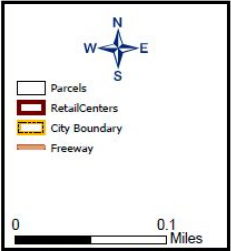
Published:
03 December 2021
Sources:
Utah State AGRC
Cottonwood Heights

Cottonwood Heights
2277 E Bengal Blvd
Cottonwood Heights, UT 84015
(801) 944-7200

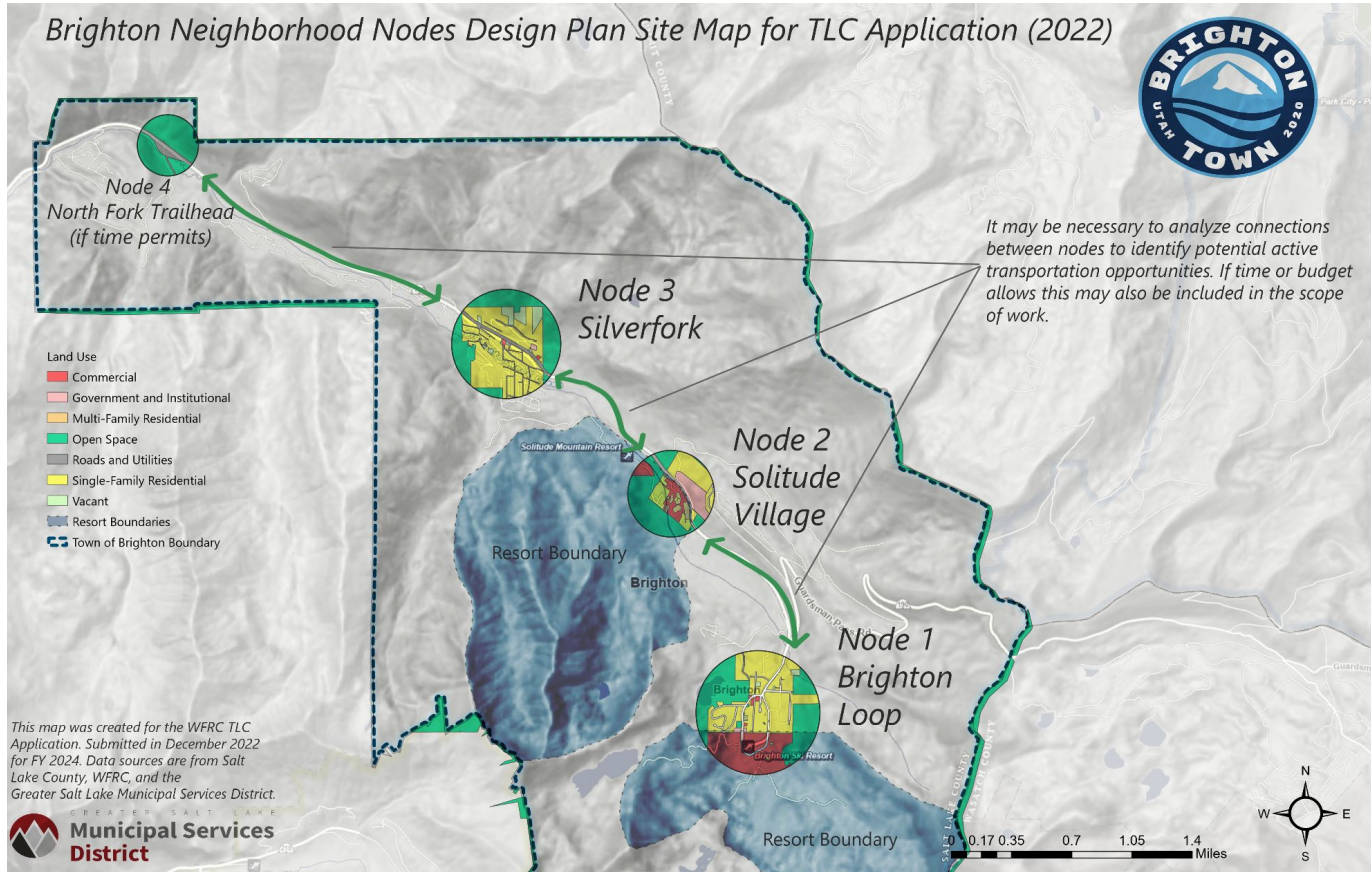


Cottonwood Heights
Fort Union Blvd and 2300 E
Retail Area

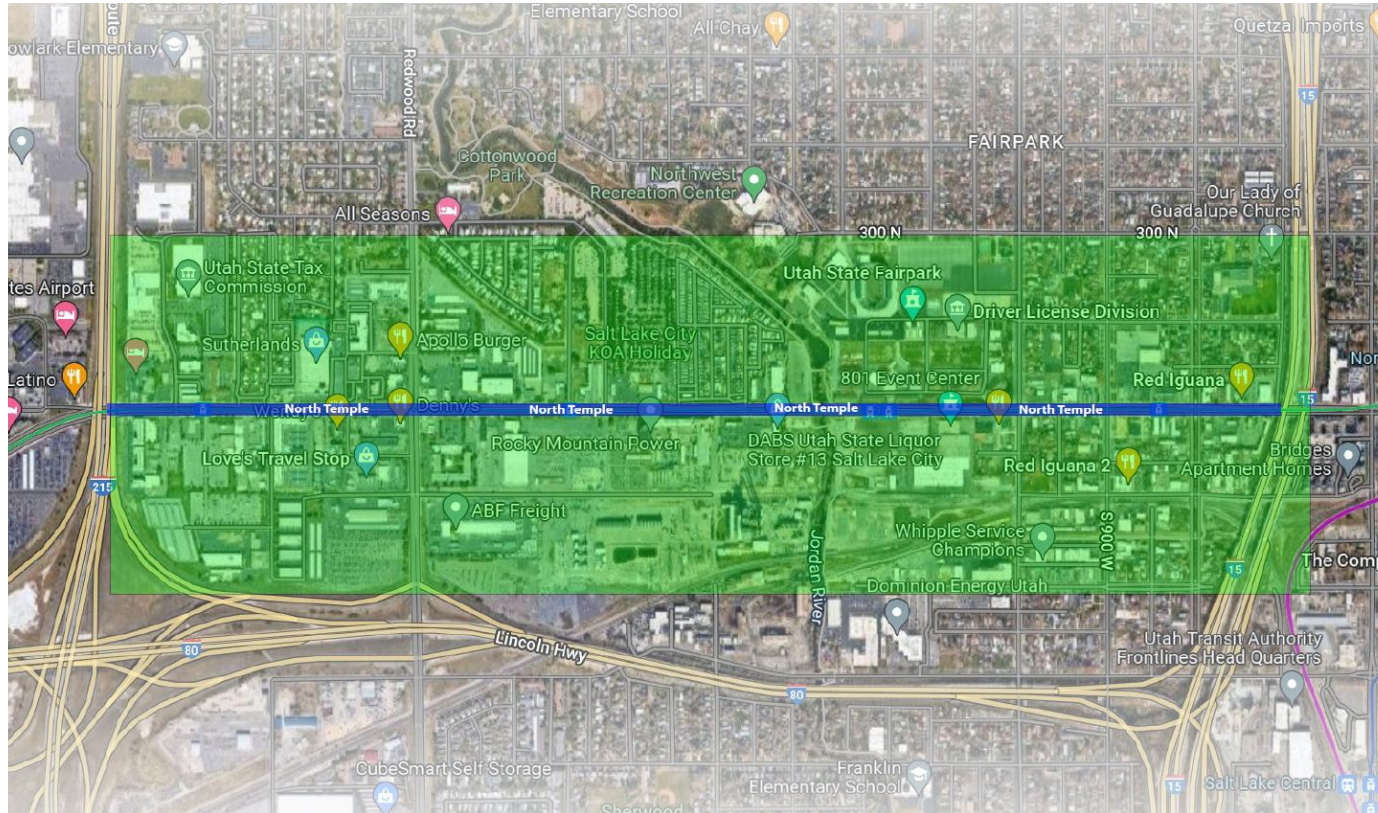
Total acreage:
72.71



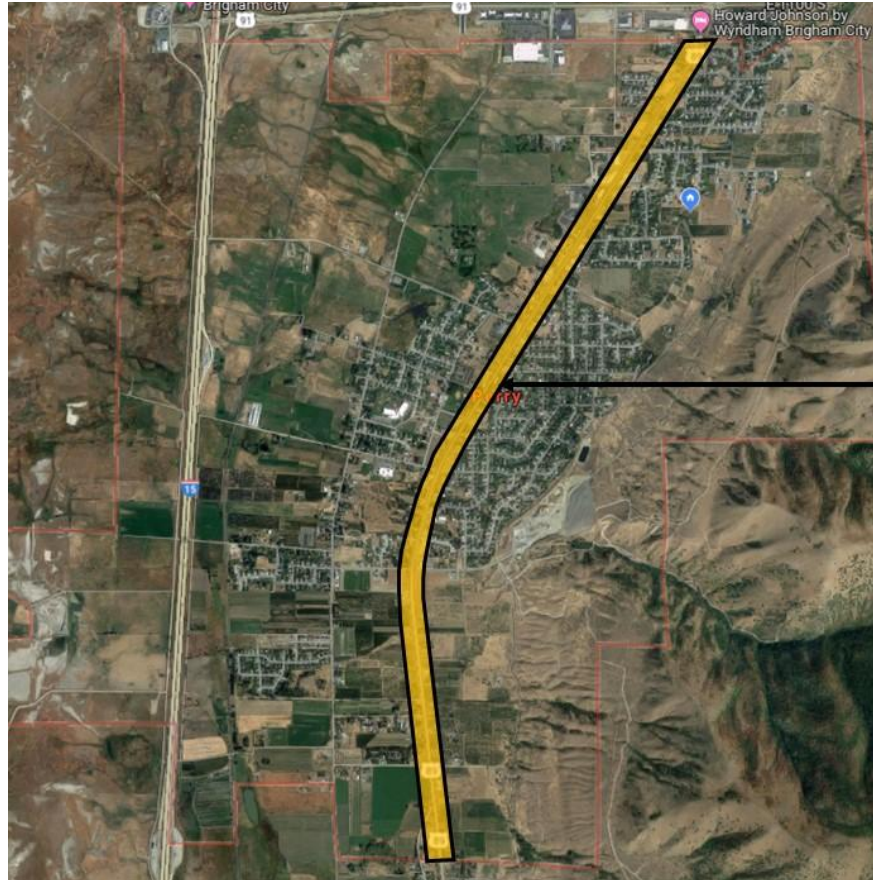
Brighton Neighborhood Nodes Design Plan



SLC North Temple Economic Revitalization Plan



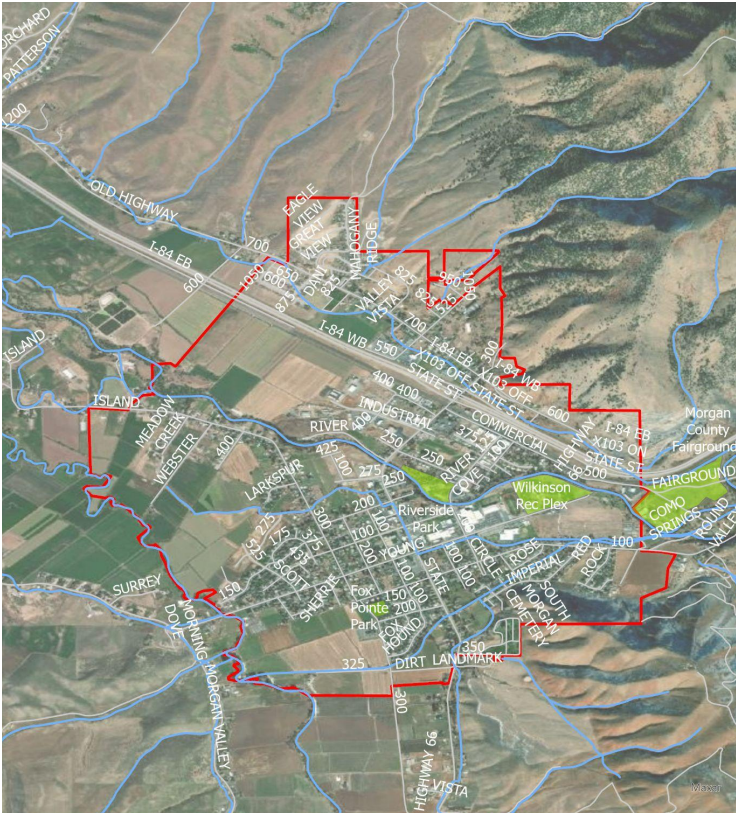
Perry Highway 89 Master Plan



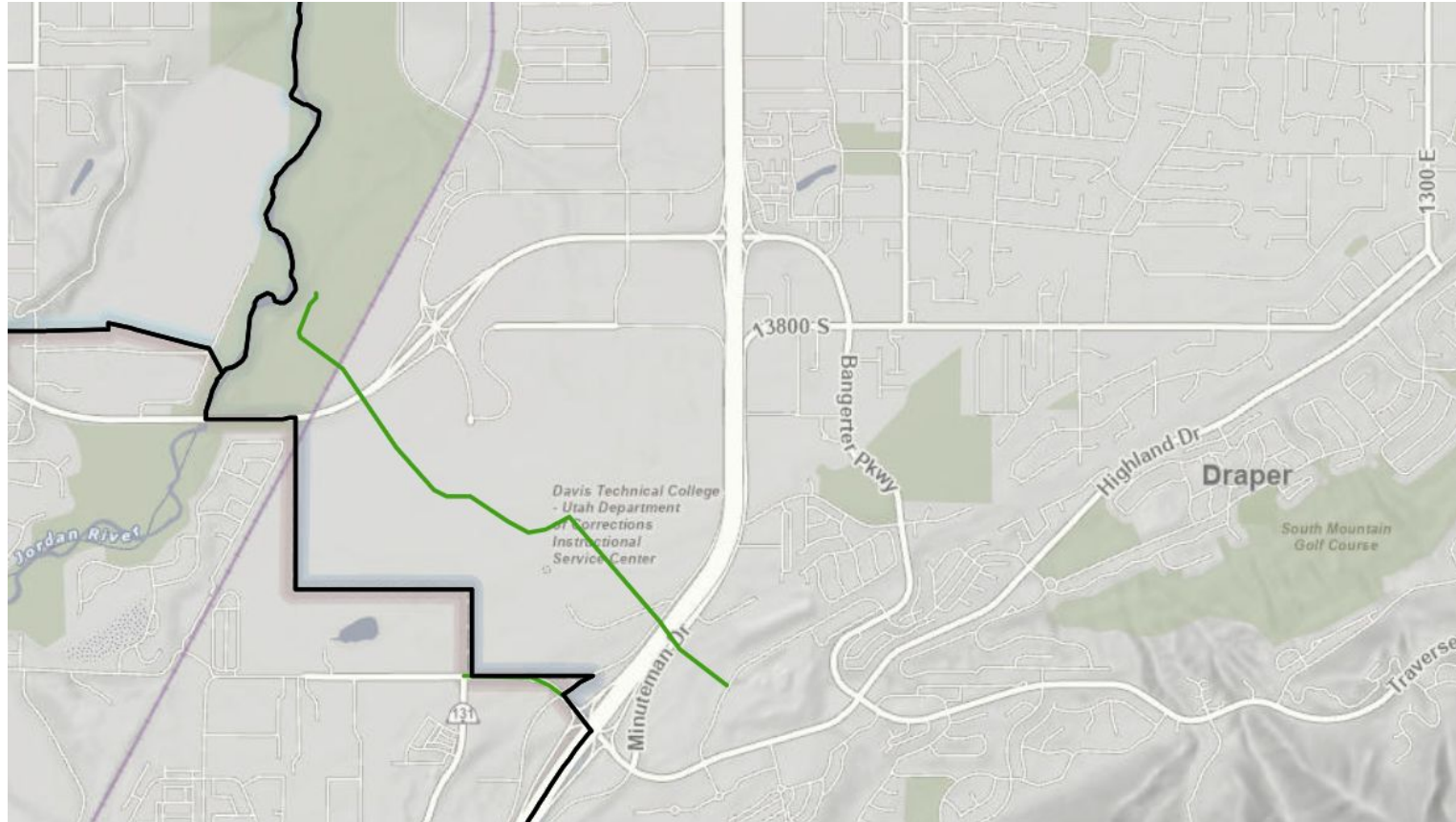
**PROJECT
AREA**

Morgan City Downtown Plan & Design Standards;

Parks and Trails Plan



Draper River to Range Corridor Study



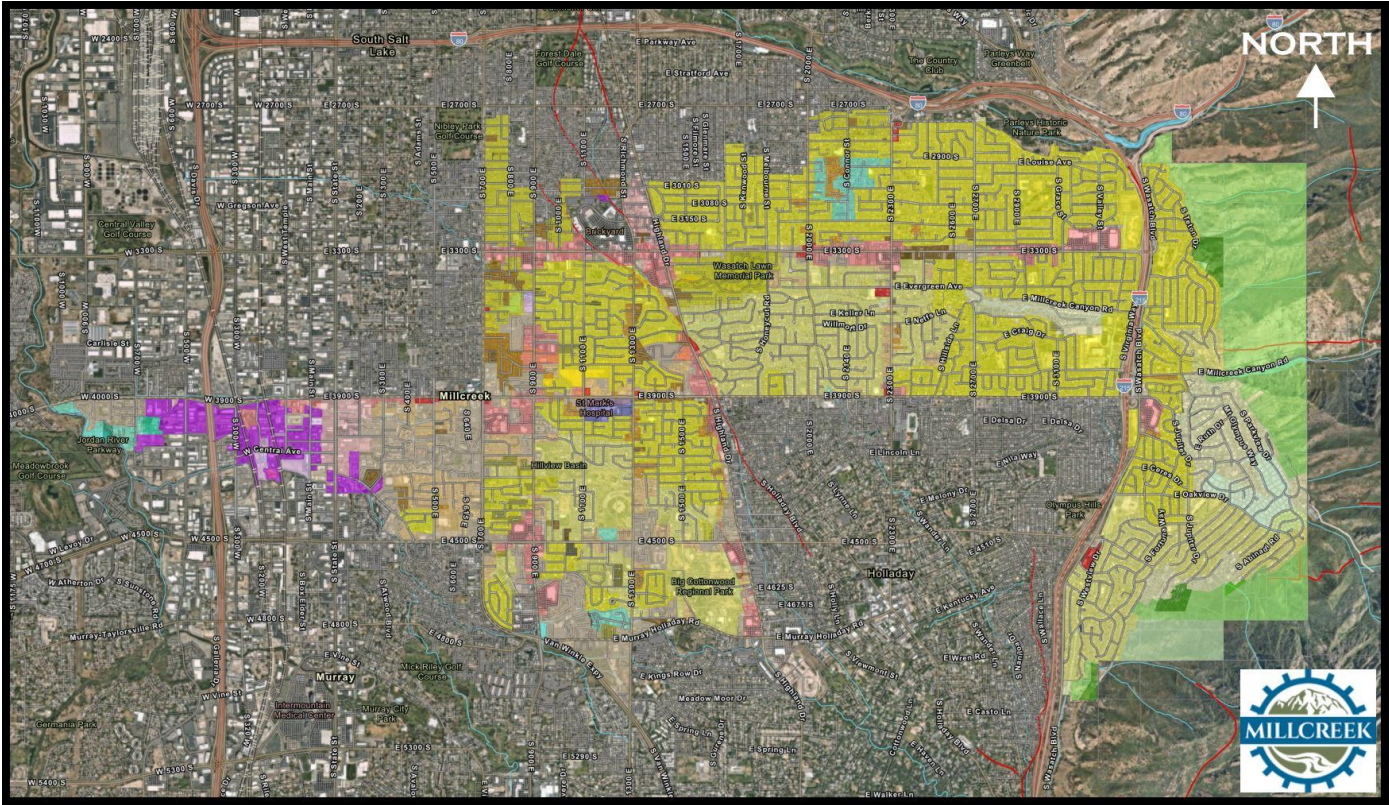
Midvale Master Transportation Plan



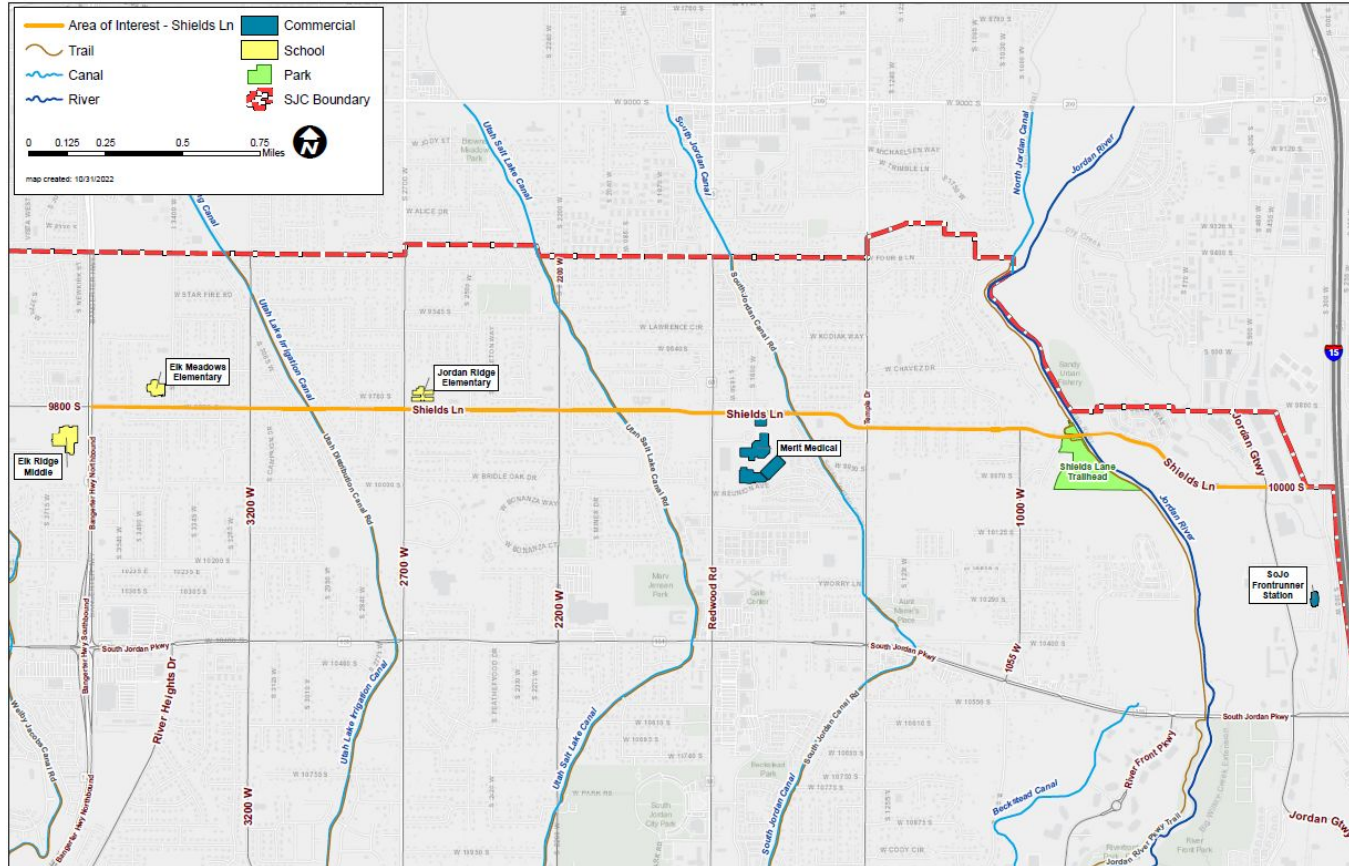
SOURCE: MHTN

State Street Connection to UTA's Midvale Center TRAX Station

Millcreek Master Trail and Sidewalk Implementation Plan



South Jordan Shield's Lane Solutions Development Study



West Jordan Safe Street Study and Implementation Plan



Davis County Active Transportation Plan*



Holladay General Plan Update with Data Visualization



City Home
Collective

Layton Long Range Economic Development Plan



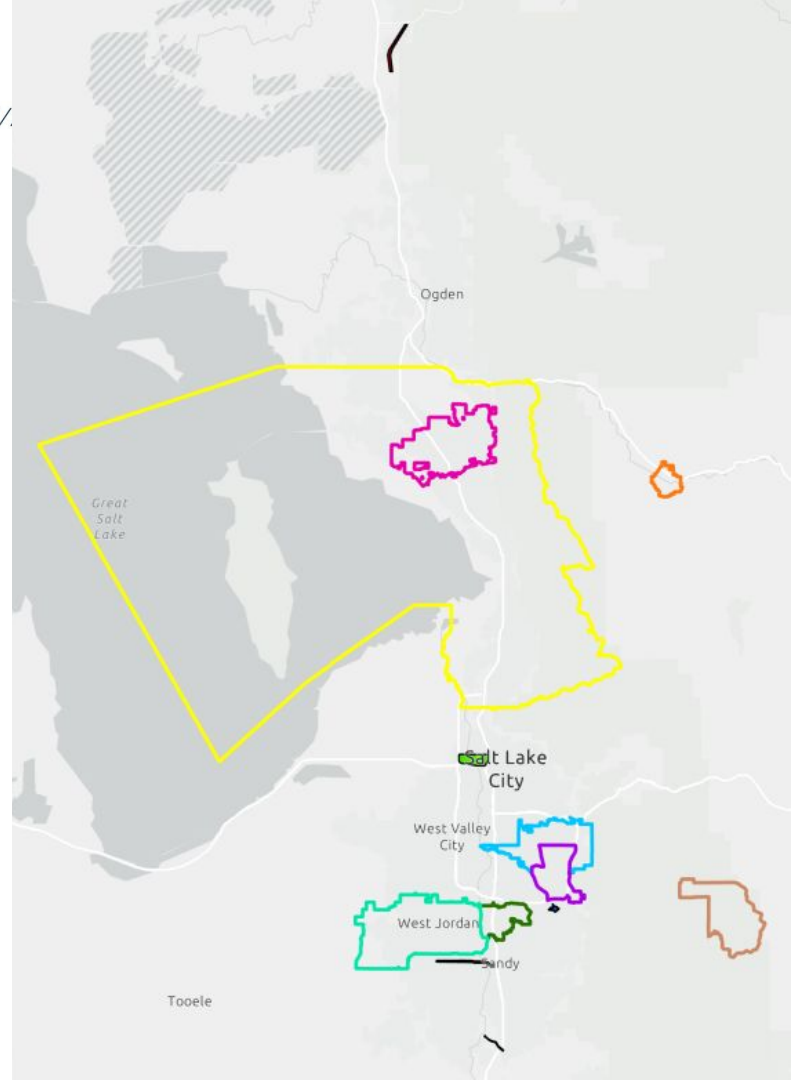
TLC Projects Map

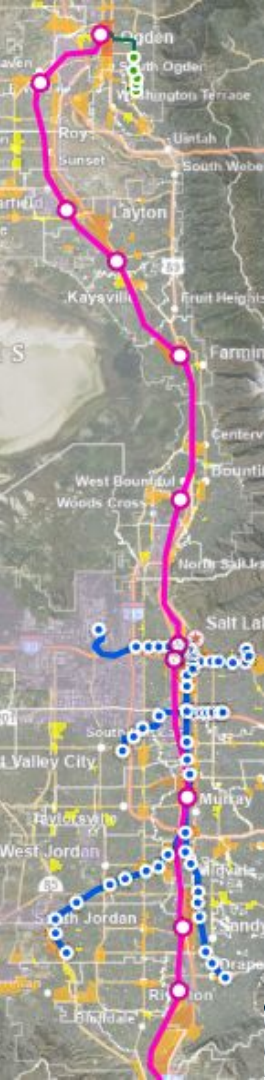
WFRC.ORG/TLC



Transportation and Land Use Connection Projects Map

The Transportation and Land
Use Connection **interactive
map** shows the location of and
contains information for all of
the projects awarded to date.





STATION AREA PLANNING UPDATE

- 1. SAP Update: Awarded Technical Assistance Projects**
- 2. ACTION: WFRC Station Area Plan Certification Policy**

SAP Update

Of the 91 station areas:



21

Stations where station area planning has not yet been initiated



38

Stations with plans that pre-date HB462



29

Stations with plan(s) being prepared for adoption



1

SAPs adopted by municipality, pending SAP certification submission



0

SAPs submitted for certification review



2

*SAPs certified by MPO
**Farmington
FrontRunner Station
SLC Ballpark TRAX
Station***

40/91

Station areas have received technical assistance* to fund planning activities around their station areas.

**Funded through the existing WFRC Transportation and Land Use Connection (TLC) program or the new, GOEO-funded Station Area Plan Technical Assistance program.*

SAP Awarded Project: West Jordan

TRAX Station: 5600 W Old Bingham Hwy



<https://www.flickr.com/photos/33970903@N02/7317772838>

SAP Awarded Project: Taylorsville

BRT Stations: 1300 West | Atherton West | River Boat Road



SAP Policy Change: SB27 and Prior Actions

***“Substantially promote”* 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

And... demonstrate that prior actions are *“still relevant”*

SAP Policy Change

SUGGESTED MOTION

“I make a motion to recommend the Council approve the proposed amendment to the WFRC Station Area Plan Certification Policy.”