



Guiding Principles for the Regional Plan Update Process

Regional Growth Committee
January 18, 2024



WFRC Wasatch Choice Vision: Update Process (2024-2027)

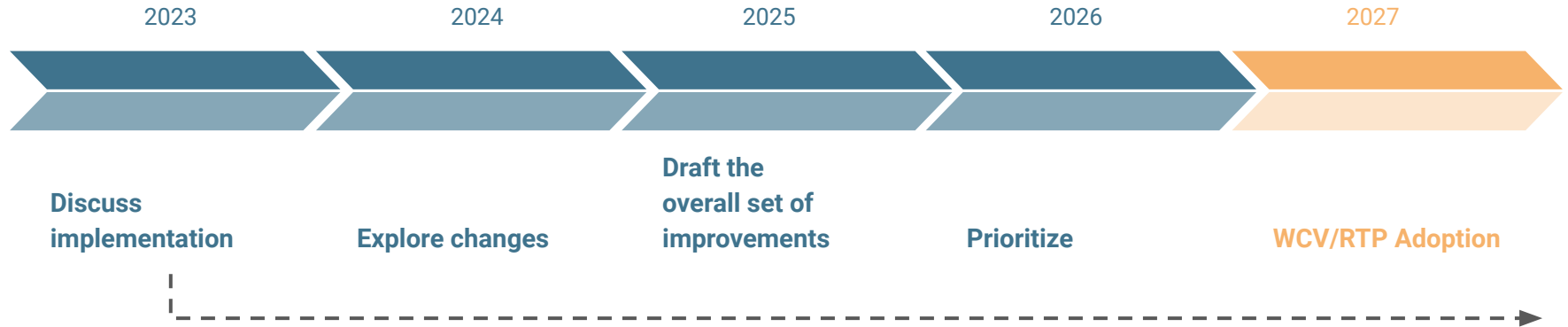
1 Summary from last RGC meeting:

“What issue(s) that relate to the WCV should we focus on in the next year+ ?”

2 Discuss guiding principles for the upcoming regional plan update



Wasatch Choice Vision and RTP Schedule





[Goals & Strategies](#)

[Tools & Resources](#) ▾

[Case Studies](#)

[Partners](#)

[Wasatch Choice Map](#)



Wasatch Choice Vision key strategies for a thriving region and communities:



Transportation Choices

Provide people with real choices in how they get around - by driving, transit, biking and walking - so people can easily reach their destinations.



Housing Options

Support housing types and locations that meet the needs of all residents.



Parks & Public Spaces

Ensure ample and convenient parks, public spaces, and open land for gathering and recreating.



City & Town Centers

Create and enhance city and town centers as the hearts of our communities – walkable areas where activity is focused, with places to live, work and play.

“In the issues in which you’d like to focus, what actions should we explore?”

October 2023 RGC

Coordinate

Coordinate actions between agencies involved in any plan. This is a problem no matter how good the plan is.

Create more integrated transportation plans on the local level.

Help cities think forward to future growth.

It is easy to see even in this setting there are many local concerns that need to be addressed. Then work for solutions.

The impact of local decisions on regional outcomes.

Communications

Most Cities have social media accounts repeat posts that promote the planning sessions that all can attend would boost awareness and also hopefully awareness and engagement

In the issues in which you'd like to focus, what actions should we explore?

October 2023 RGC

Strengthen Centers

Helping cities to develop centers

Development loans on infrastructure improvements for Town Centers

Support Local Governments

Some cities that have more space for housing do not have city planners, ED Directors, etc

Work with cities/mayors to understand significance of lay planning commissioners - ideas for selecting and training them and the collaboration with city councils

Support especially to cities that lack planners

Helping planning commissions & city councils with planning

In the issues in which you'd like to focus, what actions should we explore?

October 2023 RGC

Prepare for new technologies and uncertainty

Drone deliveries.

Electric vehicle charging network.

Thinking about the future, it seems as oil costs increase, we may see the popularity of electric or pedal assisted bikes. We may be wise to invest more into bike lanes.

Address environmental issues

Relationships between water available and population growth.

Heat islands. Problems with flip strip and rock mulch. Other states moving away from fake turf.

Transportation details

Cleaning distribution and last mile delivery fleets.

Street widths.

Guiding Principles

Focus areas as the plan is developed

Staff will report to RGC on how they are being addressed



Guiding Principles

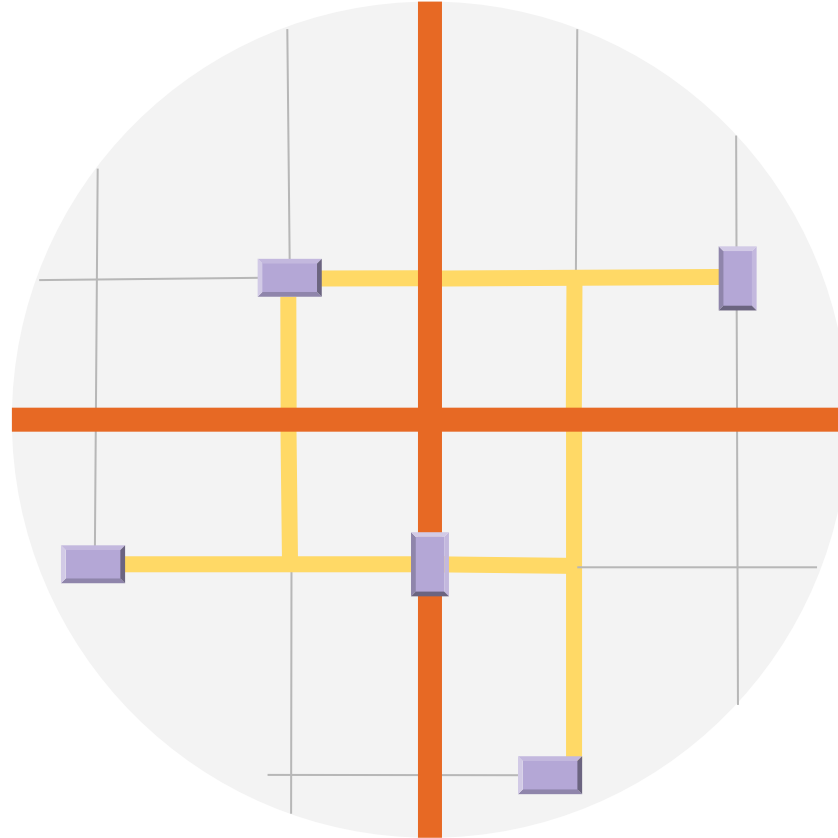
- 1** Engage and communicate
- 2** Coordinate
- 3** Multimodal transportation
- 4** Aspirational opportunities
- 5** Consider external forces and uncertainties
- 6** Explore “policies” too
- 7** Performance-based planning
- 8** Balance in planning

Guiding Principles

- 1** Regularly engage and communicate with partner agencies, stakeholders, communities, and the public.
- 2** Coordinate transportation, land use, and economic development.
- 3** Plan and fund multimodal transportation choices – state and local roads, transit, and active transportation.
- 4** Explore aspirational opportunities for transportation and land use, balanced with pragmatic consideration of costs.

Aspirational Planning Example

UTAH
TRAIL
NETWORK



Guiding Principles

- 5 Consider external forces and uncertainties to make collaborative decisions that are more resilient.
- 6 Explore policies that complement and optimize transportation investments.
- 7 Utilize a performance-based approach to planning and to understanding our implementation progress.
- 8 Balance planning for growth and transportation capacity, maintenance and operations, local needs, and flexibility in responding to changing circumstances when developing financially constrained transportation needs.

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STATION AREA PLANNING

ACTION: Certification of 13 Stations in Salt Lake City's Downtown

**Regional Growth Committee
JANUARY 18, 2024**

Megan Townsend, Community and Economic Development Director



WASATCH FRONT REGIONAL COUNCIL

SAP Progress Update

Of the 126 station areas*



26

Stations where
station area
planning has not
begun



27

Stations with
planning that pre-
dates HB462



56

Stations with
plan(s) being
prepared for
adoption



0

SAPs adopted
by municipality,
pending SAP
certification
submission



13

SAPs submitted
for
certification
review



4

SAPs certified by MPO



19

applications for SAP
technical assistance
received

Station Area Plan Goals



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



MPOs administer technical assistance in partnership with UTA and GOEO (\$5M)

Certification of Prior Actions

Satisfaction of SAP requirements can be done through actions taken before June 1, 2022. **Actions may include...**

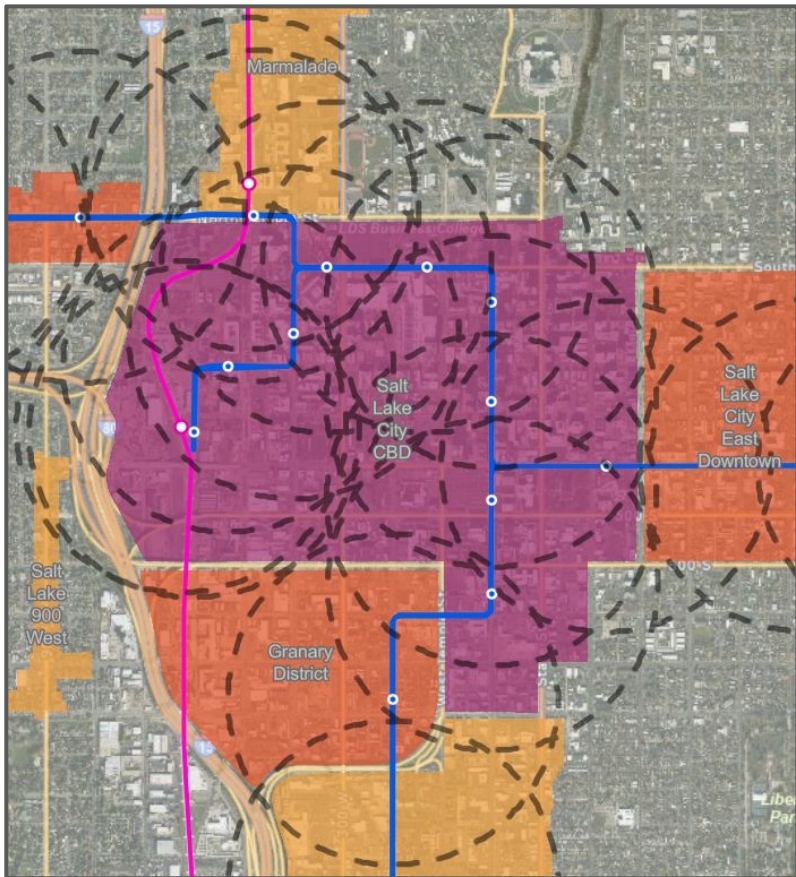
- adopted plans or ordinances
- approved land use applications
- agreements or financing
- investments, etc.

AND must **substantially promote each of the objectives**

AND be **relevant to making meaningful progress going forward**

The municipality must also adopt a resolution describing the actions

Station Area Plan Certification: SLC Downtown

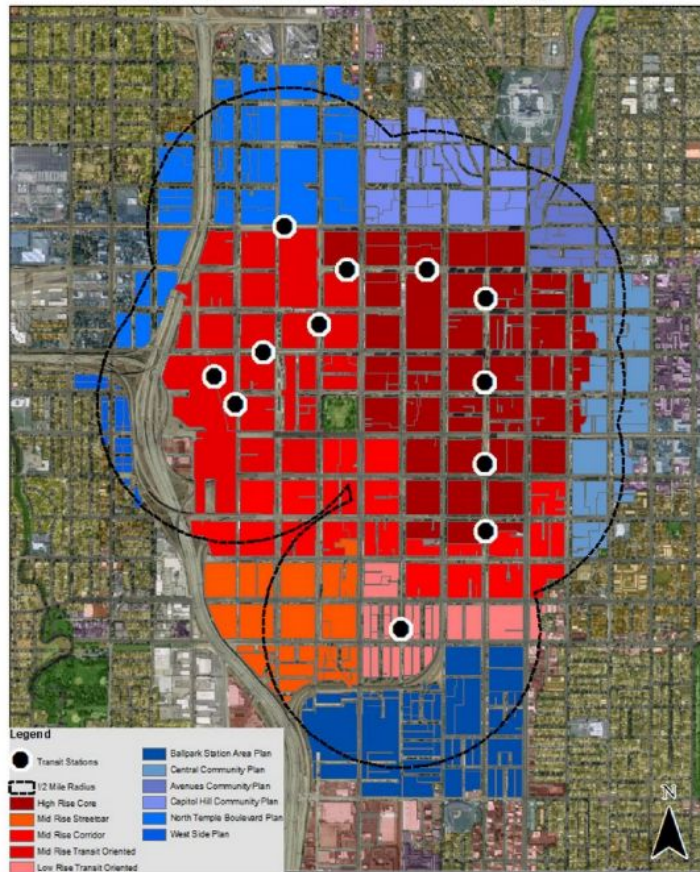


Stations included...

- 900 South
- 600 South
- Courthouse
- Gallivan Plaza
- City Center
- Temple Square
- Arena
- Planetarium
- Old Greek Town
- Salt Lake Central TRAX
- Salt Lake Central FrontRunner
- North Temple Bridge/Guadeloupe TRAX
- North Temple FrontRunner

Station Area Plan Certification: SLC Downtown

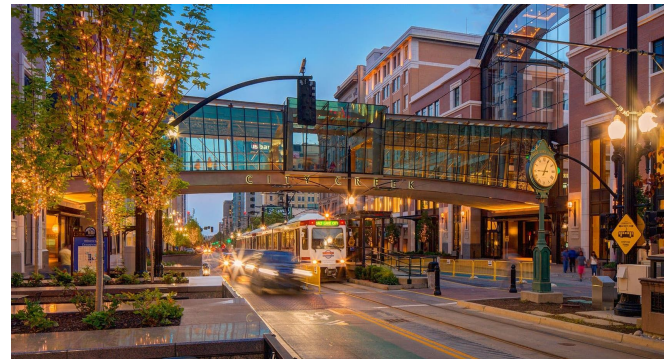
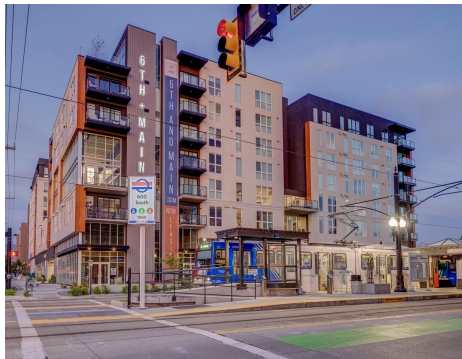
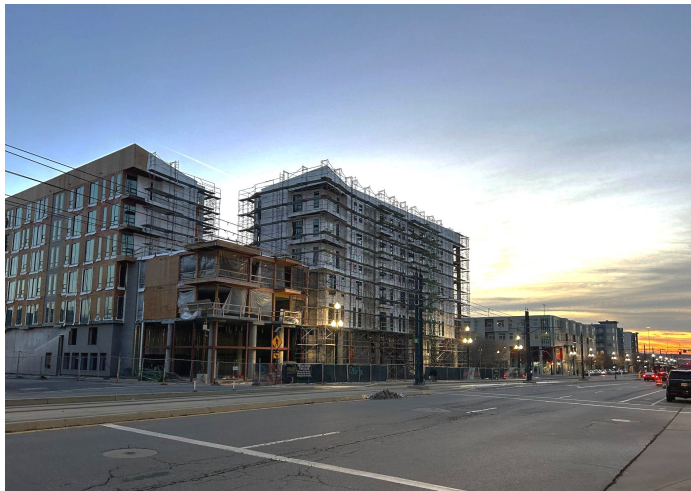
Downtown Plan and Surrounding Plans



Salt Lake City Planning Division 8/23/2023



Station Area Plan Certification: SLC Downtown



Staff Findings and Resolution

RESOLUTION OF THE WASATCH FRONT REGIONAL COUNCIL CERTIFYING THAT THE SALT LAKE CITY DOWNTOWN STATIONS IS IN COMPLIANCE WITH APPLICABLE STATUTORY REQUIREMENTS

WHEREAS, Utah Code 10-9a-403.1 requires cities with “fixed guideway public transit” to develop a Station Area Plan for the ½ mile radius around a rail (FrontRunner, Trax, Streetcar) station, and the 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 the conditions that exist that make fulfilling the requirements impracticable or demonstrating that prior actions substantially promote the objectives stated in the legislation, 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

Downtown Station Area Plan Certification



WASATCH FRONT REGIONAL COUNCIL Station Area Plan Certification Checklist

Station Name: Salt Lake City Downtown Stations	Satisfied?	If no, reasonable exclusion?	Prior Action?	If yes, resolution?	Describe	Impracticable?	If yes, resolution?	Staff rec re: impracticability	If no, why?
Includes a statement that explains how the station area plan promotes the following 4 objectives	<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 checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Increased allowable building heights, Funding Our Future bond money for affordable housing, reduced/eliminated parking minimums, reduced admin burden for projects that include affordable housing	<input type="checkbox"/>	<input type="checkbox"/>		
2. promoting sustainable environmental conditions	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Water-wise landscaping requirements, Green Loop under development, Pioneer Park improvements, reduced/eliminated minimum lot sizes, demolition and construction waste recycling	<input type="checkbox"/>	<input type="checkbox"/>		
3. enhancing access to opportunities	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Allowing/encouraging mixed use development, requiring midblock walkways, altering zoning to allow office re-use	<input type="checkbox"/>	<input type="checkbox"/>		
4. increasing transportation choices and connections	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Increased transit service and frequency, 200 S reconstruction, 300 S & 200 W protected bike lanes, Folsom Trail, Green Loop under development, 300 W and 9 Line separated bike facilities, Main St pedestrianization	<input type="checkbox"/>	<input type="checkbox"/>		

Station Area Plan Certification: SLC Downtown

SUGGESTED MOTION:

“I move to recommend the 13 downtown Salt Lake City Station Areas to Wasatch Front Regional Council for certification”

2024 LEGISLATIVE SESSION PREVIEW

Jan 16 – March 1

WFRC Role on Capitol Hill

- ***Technical Expert*** to aid lawmakers in informed decision-making
- ***Convener*** of transportation agencies, partners, and local leaders
- ***Advocate*** for appropriations and policies that further the Wasatch Choice Vision and Utah's Unified Transportation Plan



Legislative Landscape



Limited
Surplus

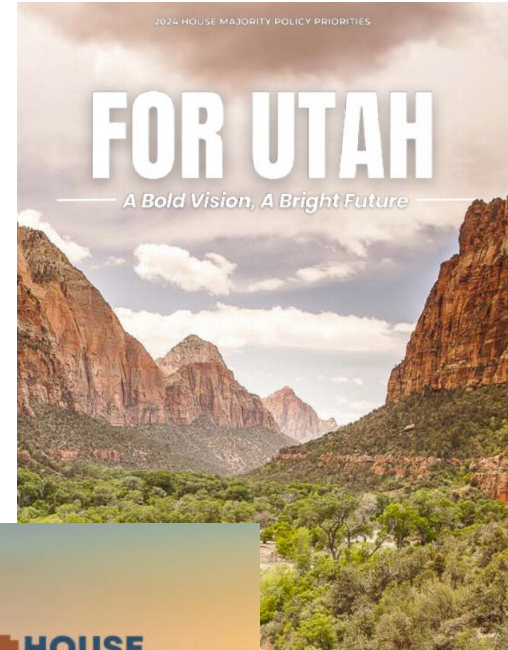
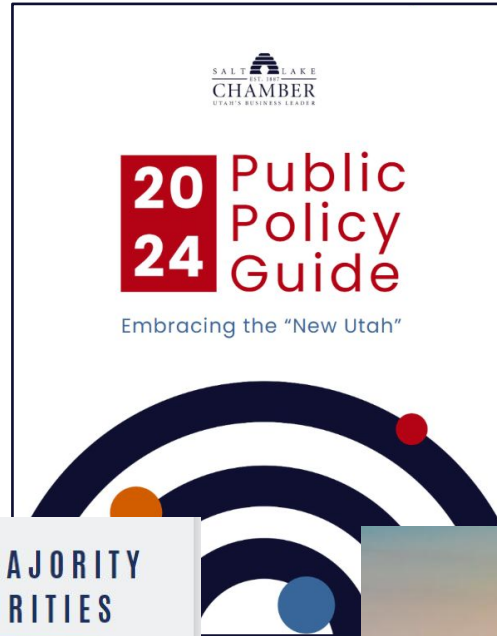


Building On
Previous
Investment



Housing
Focused

Legislative Priorities



Notable Things To Watch

- Multimodal Transportation Funding
 - Transit Transportation Investment Fund (TTIF)
- Local Transportation Funding
 - Transportation Utility Fee (TUF)
- Infrastructure Funding / Financing
 - State Infrastructure Bank
- Housing
 - TBD...

Helpful Resources

[Home](#)[About](#)[Committees](#)[Vision & Plans](#)[Programs](#)[Maps & Data](#)[Studies](#)[Public Involvement](#)[Contact](#)

The Wasatch Front Regional Council (WFRC) works closely with local, regional, state, and federal governments to promote legislative priorities and implement policies. WFRC works with its members and partners to support sound policies that are centered around or tied to transportation, such as land use, economic development, and air quality.

For additional information regarding government affairs, please contact [Miranda Jones Cox](#).

2024 Legislative Session Information and Resources

In preparation for the 2024 General Legislative Session which is slated to begin on Tuesday, January 16th, the Utah Legislature, Unified Economic Opportunity Commission, and other partners spent the interim studying various policy topics and providing recommendations. As a reminder, WFRC will track and engage on issues impacting transportation and land use planning in preparation for and during the session. In addition to receiving our weekly government affairs updates, please rely on this section to reference interim recommendations, and our bill and appropriations trackers.

[2024 Bill Tracker](#)[Appropriation Tracker](#)[Interim Policy Proposals](#)[Govt. Affairs Email List](#)

Bill Tracker

WFRC tracks bills that especially impact transportation and communities along the Wasatch Front during the legislative session.

- [2024 WFRC Bill Tracker](#)
- Previous Years: [2023](#), [2022](#), [2021](#), [2020](#), [2019](#), [2018](#)



Appropriations Tracker

WFRC tracks relevant funding item information as appropriations make their way

State Legislation and Policy

Recently Passed Growth Legislation



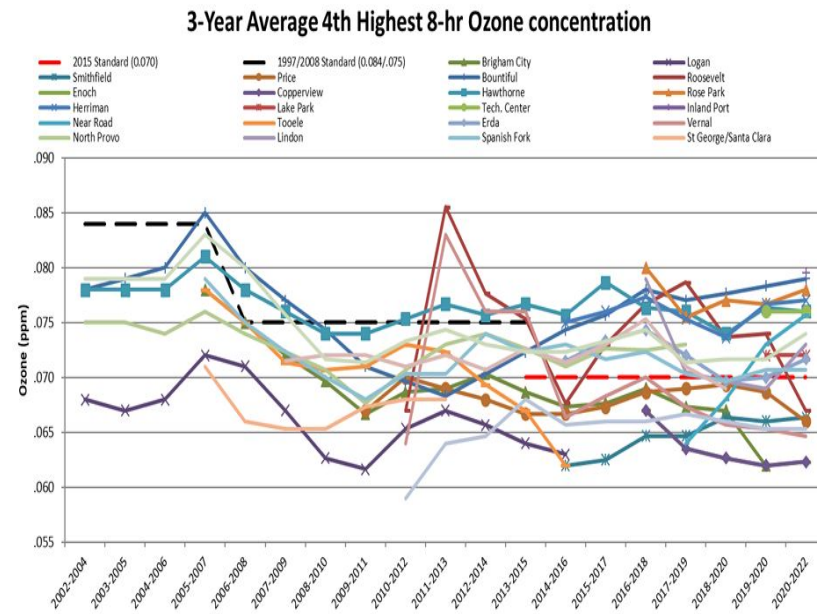
Summer Ozone Attainment and Transportation Conformity:

Emerging Transportation Planning Issue related to Clean Air Act Requirements

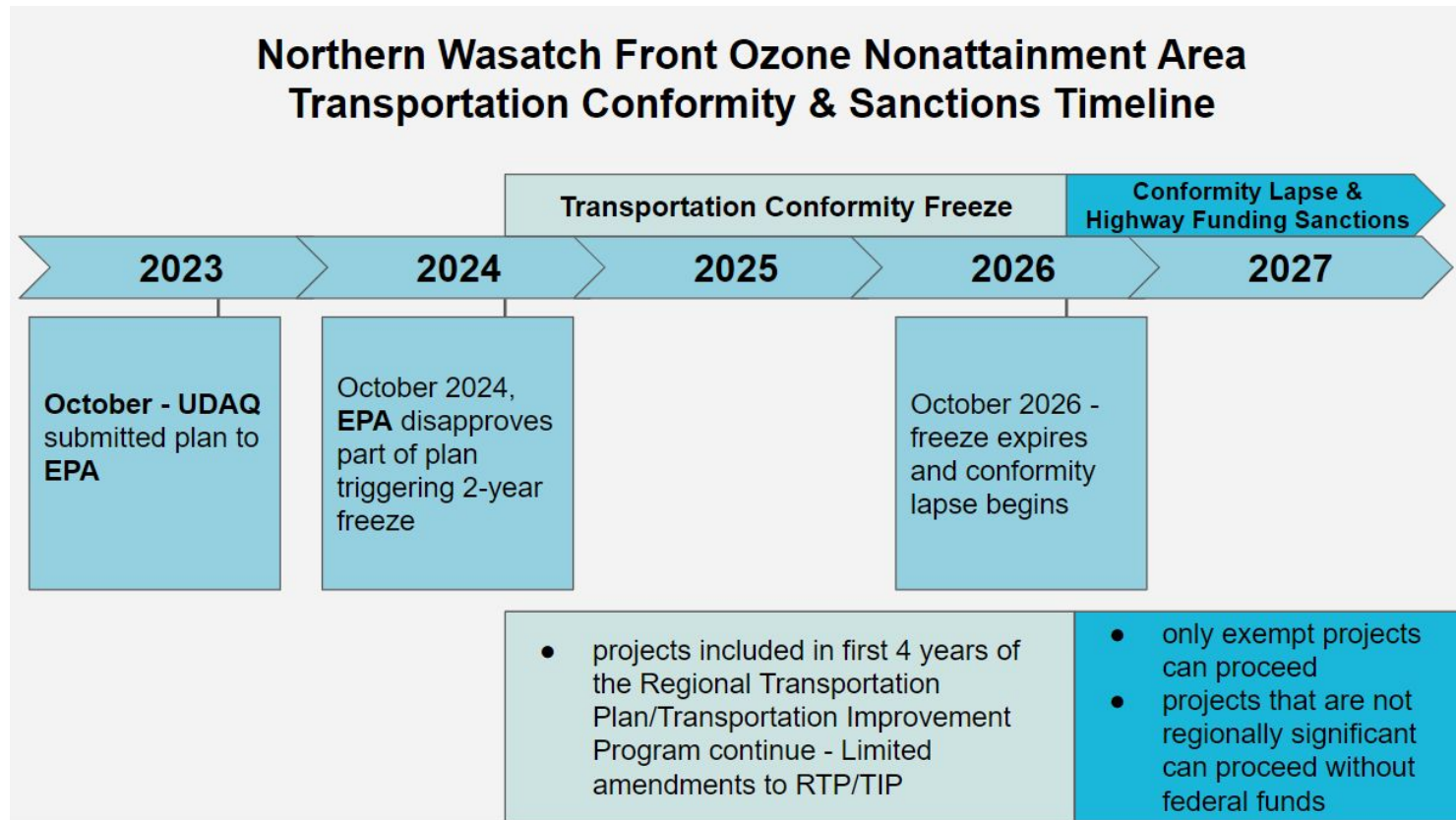
Federal Clean Air Standards: Impacts of Nonattainment on Transportation Projects

Issue: Utah is not able to meet the requirements of the Federal Clean Air Act

Impact: Limitations to transportation project construction and planning under the Federal Clean Air Act



Federal Clean Air Standards: Impacts of Nonattainment on Transportation Funding and Planning



Federal Clean Air Standards: Impacts of Nonattainment on Transportation Funding and Planning

Examples of Potentially Impacted Transportation Projects:

- I-15 reconstruction/widening Davis County
- Bangerter Multiple Interchanges
- MVC; Porter Rockwell to Old Bingham Hwy
- Front-Runner Forward
- Point of the Mountain transit
- 5600 West Core Bus Route

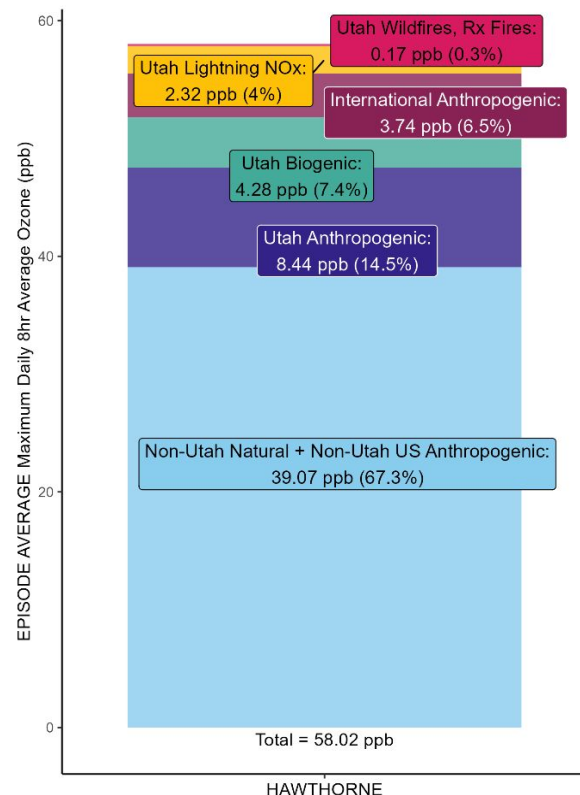
Local versus uncontrollable emissions

Summer ozone formation is driven by precursor emissions from local, transported and natural sources.

Only 14% of the emissions that drive ozone concentrations along the Wasatch Front are from Utah manmade sources.

What can be regulated by the state is about 5.8% of the total.

Most reasonable controls have already been implemented for winter PM2.5 particulate planning efforts



Strategy to Address Transportation Impacts

- Work to meet requirements with the State Implementation Planning tools that reduce emissions and show reasonable progress.
- Prepare a modeling demonstration of the impact of international transported emissions under CAA 179B.
- Litigation strategy based on EPA actions under international transport and plan reviews.
- Multistate letter/congressional actions to amend the prescriptive provisions of the Clean Air Act and EPA's implementing regulations.

Federal Clean Air Standards: Impacts of Nonattainment on Transportation Funding and Planning

- DEQ needs support for emission reduction rules and incentive programs to attempt to meet CAA requirements.
 - Rule R307-314 Limitations on Use of Two-Stroke Small Off-Road Engines in Yard Care Activities
 - Reallocate Incentive funding to purchase electric two-stroke equipment
 - FTE for State Implementation Plan Coordinator
 - Support funding plan for international transport modeling
- UDOT is working with transportation partners to ensure that transportation plans are updated before a potential freeze.