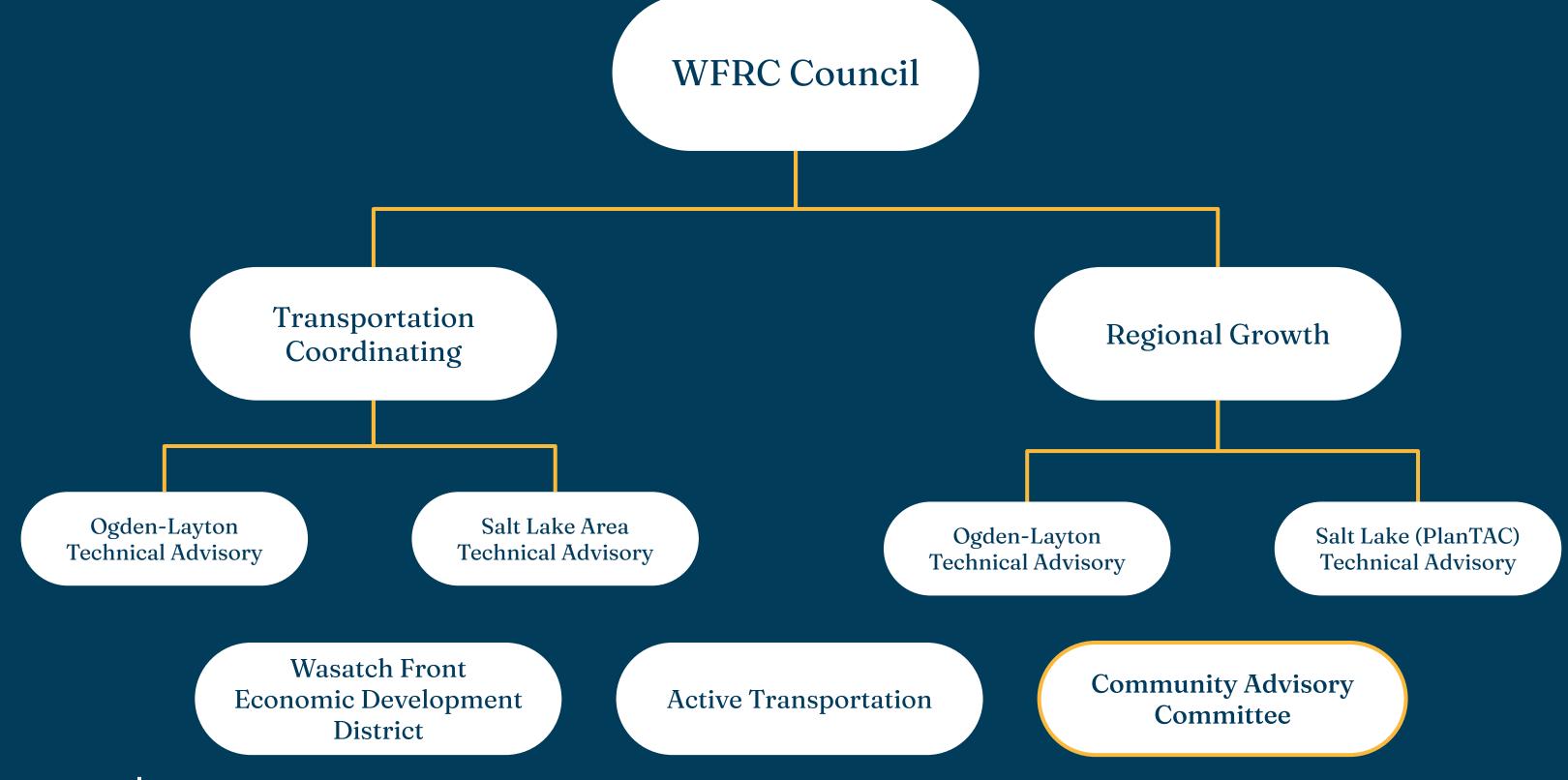


UNDERSTANDING RGC ROLES:

PLANNING & ANALYTICS IMPLEMENT ENGAGE

COUNCIL & COMMITTEES





STEERING COMMITTEE FOR THE VISION



Utah is growing . . . and we have a plan!

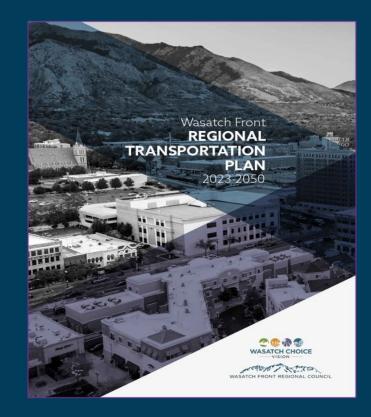


WASATCH CHOICE -VISION -

Transportation



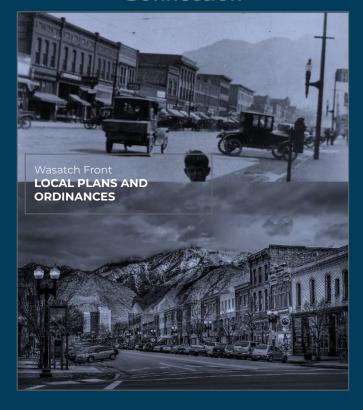
Regional Transportation Plan



Land Use

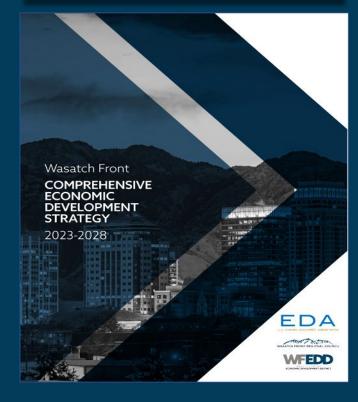


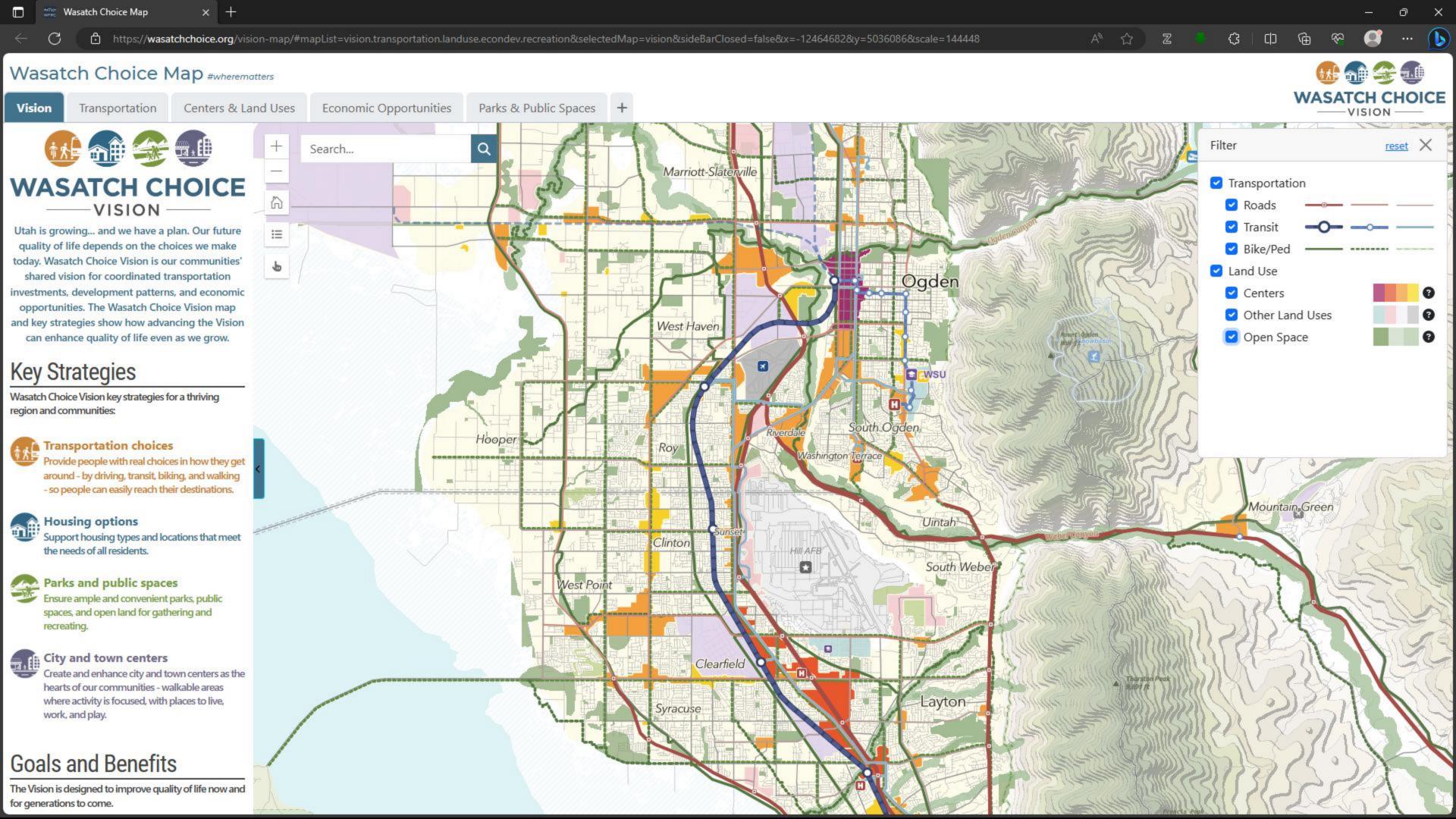
Transportation & Land Use Connection

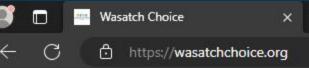


Economic Development

Comprehensive Economic **Development Strategy**









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.

STEERING COMMITTEE FOR REGIONAL TRANSPORTATION PLAN



PART OF UTAH'S UNIFIED
TRANSPORTATION PLAN



Roadways



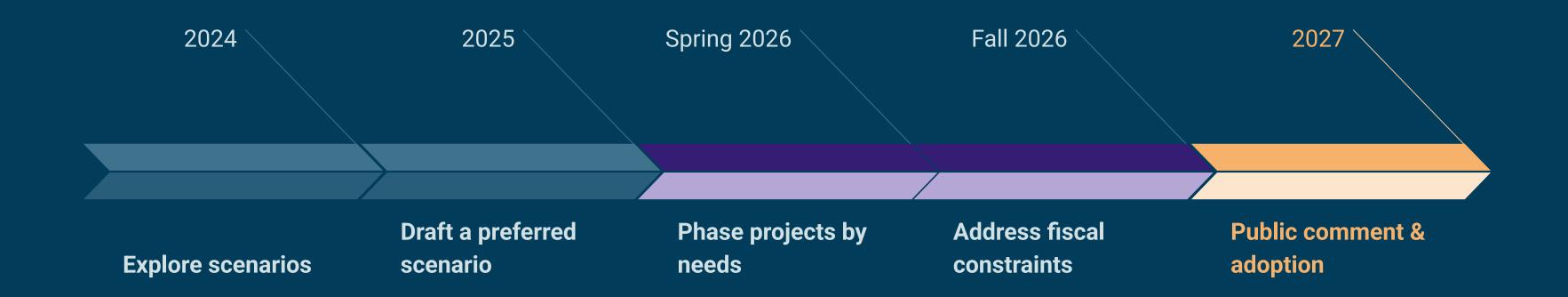
Transit



Active Transportation

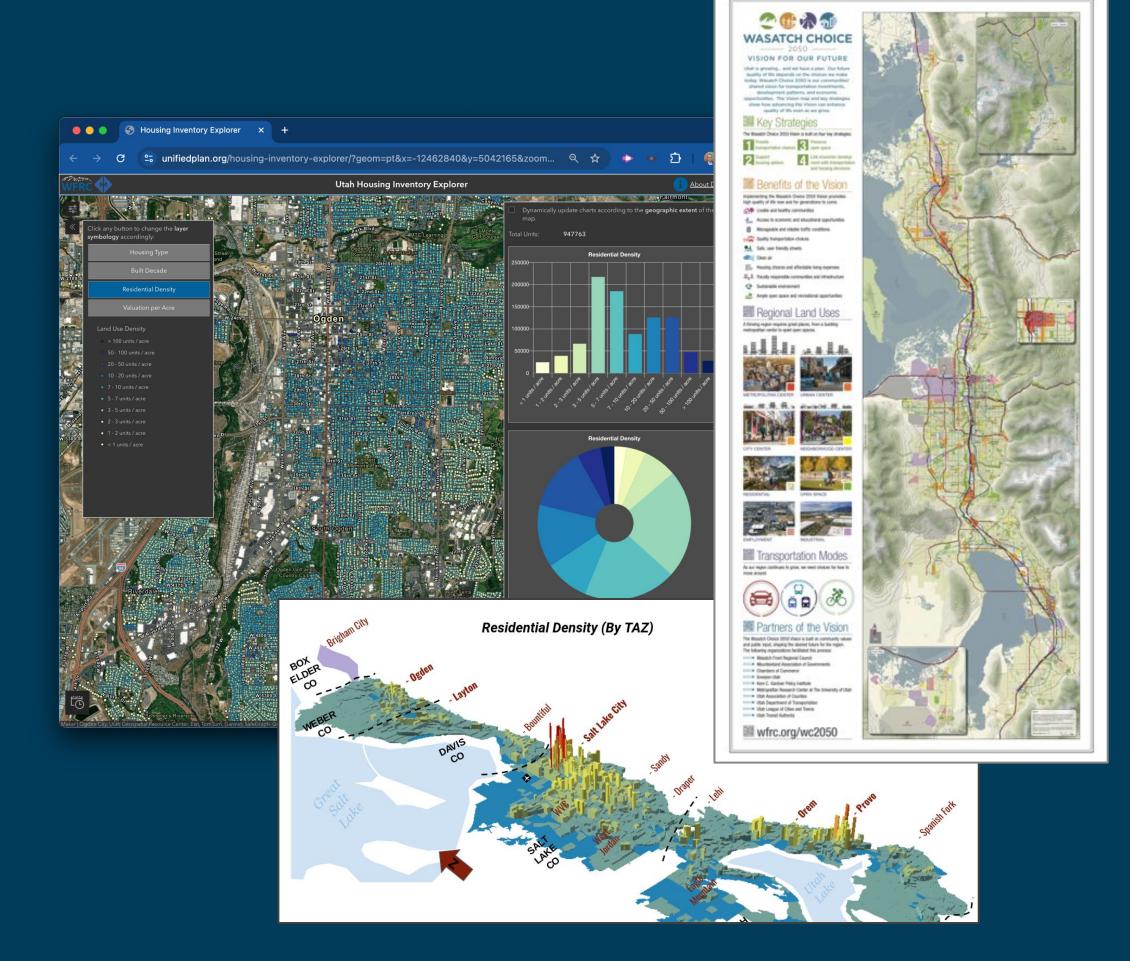


RTP PROCESS



ADVISE WFRC ANALYTICS

- Understand and share transportation and land use conditions
- Provide data and tools that inform
- Explore future scenarios



MPLEMENT

WHERE WE PUT VISIONS & PLANS
INTO PRACTICE



ADVISE "TLC"

Planning technical assistance program

LAND USE + TRANSPORTATION + ECONOMIC DEVELOPMENT

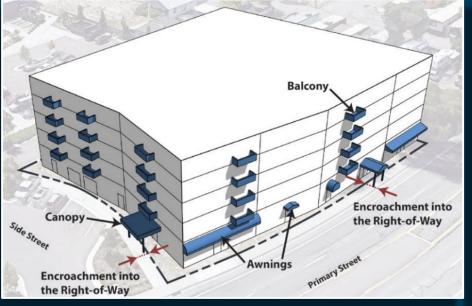


Ordinances Plans Design

Implementation Strategies

















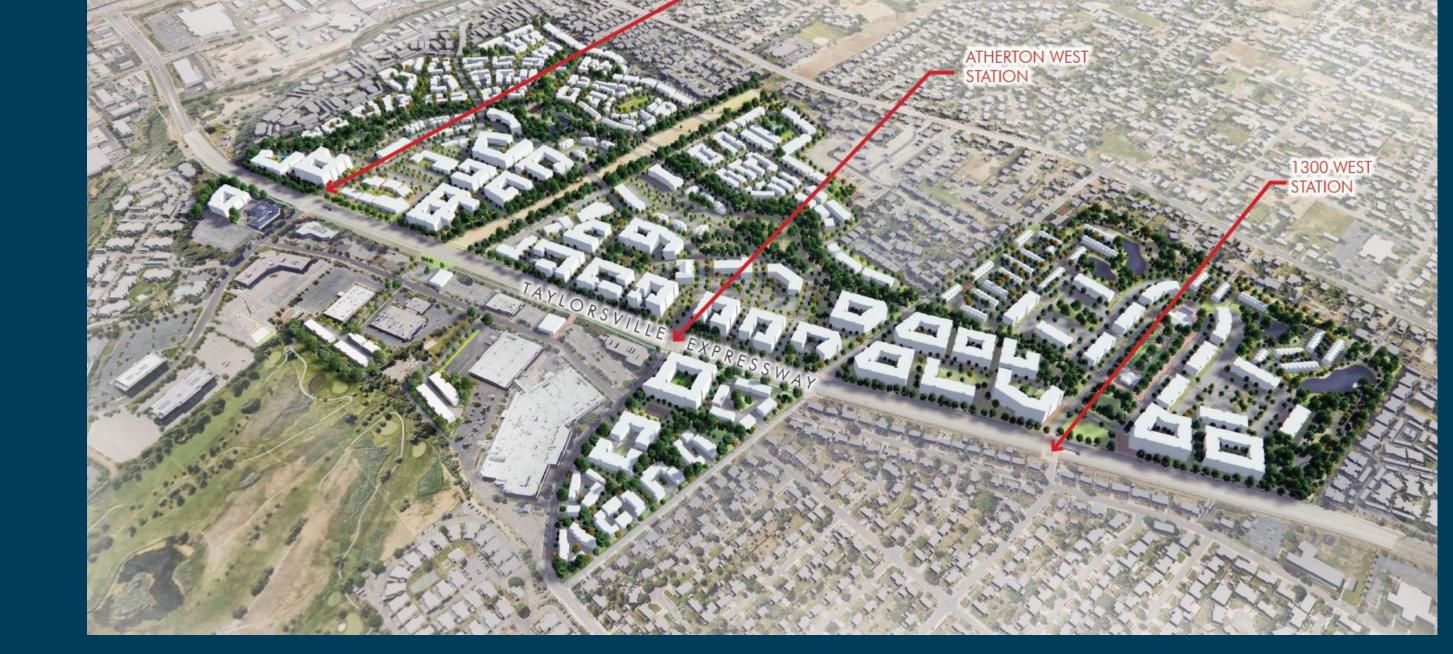


CERTIFY STATION AREA PLANS, "SAP"

WFRC supports communities in fulfilling state SAP requirements, and certifying plans.

½ mile around Rail stations

. % mile around BRT stations





ENGAGE

GETTING THE RIGHT PEOPLE TOGETHER



CONSIDER HOW WE ENGAGE (TO BUILD CONSENSUS)

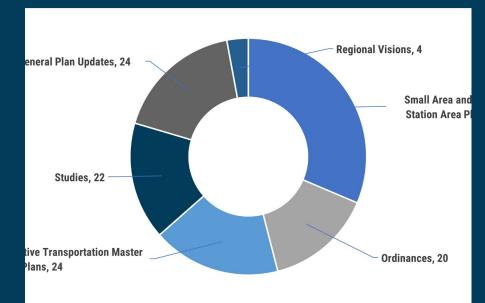
Committees

Studies & Special Projects

Open Houses & Surveys

Workshops









EXPLORE POLICY/GOVERNMENT AFFAIRS

WFRC:

- Provides subject matter expertise to elected officials for more informed decision making
- Advocates for appropriations and policies consistent with the Wasatch Choice Vision and Utah's Unified Transportation Plan
- Analyzes federal, state, and local policies for WFRC members, including bill and appropriation tracking and regular government affairs updates
- Coordinates with national association partners to adopt best practices

RGC ROLES INCLUDE:

- Steering Committee for the Wasatch Choice Vision
 - Including the Regional Transportation Plan ("RTP")
- Explore our region's growth challenges
- Advise WFRC Analytics
- Advise Transportation Land Use Connection Program ("TLC")
- Certify Station Area Plans ("SAP")
- Consider how WFRC engages
- Explore policy/intergovernmental affairs

QUESTIONS/ DISCUSSION

• Join at:

slido.com #2906264







45 Days

582 Passed Bills

\$30.8 Billion Budget

"Building on Previous Investment"

Funding & Appropriations

\$400+ Million for Transportation Infrastructure







Affordable Housing
Grant Program Bond
Authorization
\$70M



SR-89 (300W) \$300M



Other Local Projects \$100M+

Key Legislation

SB195, Transportation Funding Amend. (Harper)

This transportation omnibus makes the following changes:

- Requires connectivity planning in municipal general plans
- Clarifies station area planning (SAP) reporting
- Prohibits SLC from proceeding on "highway reduction" projects unless approved by UDOT in a mobility plan
- Increases the TIF sales tax earmark from 20.68% to 27.68%, and backs out a previously appropriated \$330M GF
- Pushes back start date of Transit Innovation Grant program
- Allows TIF funds to be used for corridor preservation
- Funds specific local projects
- Clarifies who has responsibility to maintain street lighting systems

HB502, Transp. & Infrastructure Funding (Teuscher)

- Makes changes to the "5th5th" local option sales tax
- Funds specific transportation and infrastructure projects
 - source: County of the First Class Infrastructure Bank
 - source: County of the First Class Highway Projects Fund
 - source: Transportation Investment Fund
- Creates an affordable housing infrastructure grant program for Salt Lake County
 - authorizes \$70M in transportation bonds for program
 - creates a board to approve grants (UDOT, GOEO, Steve W.)
- Funds a public transit hub, including ingress and egress in the Big Cottonwood Canyon area using revenue growth from CCTIF



SB 26 HTRZ Amendments (Harper)

- Refinements to existing HTRZ statute, e.g., 25% family units, more budget and finance details.
- Enables a Convention Center Reinvestment Zone (CCRZ) in SLC or Sandy City
 - GOEO proposes CCRZ to HTRZ board
 - Captures property and sales tax increment for zone improvements and debt
 - Allows for a public infrastructure district to finance zone
- Allows Salt Lake County to use .05% of the 4th quarter local option sales tax for revitalization of the Salt Lake Convention Center and surrounding projects

SB174, Transportation Governance (Harper)

- Clarifies governance roles of UTA Executive Director, Board of Trustees, and Local Advisory Council.
- Requires UDOT oversight and supervision for all large public transit fixed guideway capital development projects, including those without state funding
 - allows UDOT to delegate responsibility of projects to UTA while maintaining oversight



SB96, Advanced Air Mobility Amendments (Harper)

- Directs UDOT to conduct a community outreach and public education campaign
 - shares benefits of AAM as a transportation mode
 - outlines state-driven initiatives
 - highlights potential impacts to economy
 - identifies potential phasing for AAM system
- Directs UDOT to create an AAM toolkit for political subdivisions
 - model ordinances
 - best practices
 - available resources

HB379 Population Data Amendments (Gricius)

- Would defer to population projections from the Utah Population Committee rather than to the Census Bureau (current practice)
 - Would apply to B&C road and transportation local option sales tax apportionment
 - Potential to change distribution



HB290, Bike Lane Safety Amendments (Mauga)

- Defines "Bicycle Lane" as a designated lane for exclusive use of bicycle, electric bicycle and motor assisted scooter traffic.
- Adds as a moving violation for (1) driving within a bike lane, and (2) obstructing a bike lane - except in certain circumstances
- Promotes improved biking safety
- Enables transportation choices



SB229, Corridor Preservation Amend. (Christofferson)

- Clarifies that corridor preservation land purchases can be for highway or fixed guideway transit
 - Important for FrontRunner project and other transit projects in fast-growing areas
 - Corridor Preservation Funding \$20M (ongoing) from TIF to Marda Dillree Corridor Preservation Fund (SB 2)



HB37 Utah Housing Amendments (Dunnigan)

- Requires GOPB to coordinate the creation of a state housing plan, which may include development of regional housing plans
 - Enable connected communities
 - Promote a holistic and regional approach to housing
 - Acknowledge cross-issue policy alignment
 - Maintain a long-range vision
- Makes changes to MIHP + other changes



HB542 Economic Dev. Amend (Hawkins)

- Repeals the Unified Economic Opportunity Commission (UEOC)
- Statewide economic development efforts absorbed and expanded in GOEO:
 - Targeted industry strategy
 - ED performance metrics
 - Analyze long-term population and economic growth and plan for anticipated impacts
 - Align economic strategy with statewide water strategy
 - Ensure ED efforts are targeted at rural utah
- Moves broadband under UDOT



PLANNING TECHNICAL ASSISTANCE

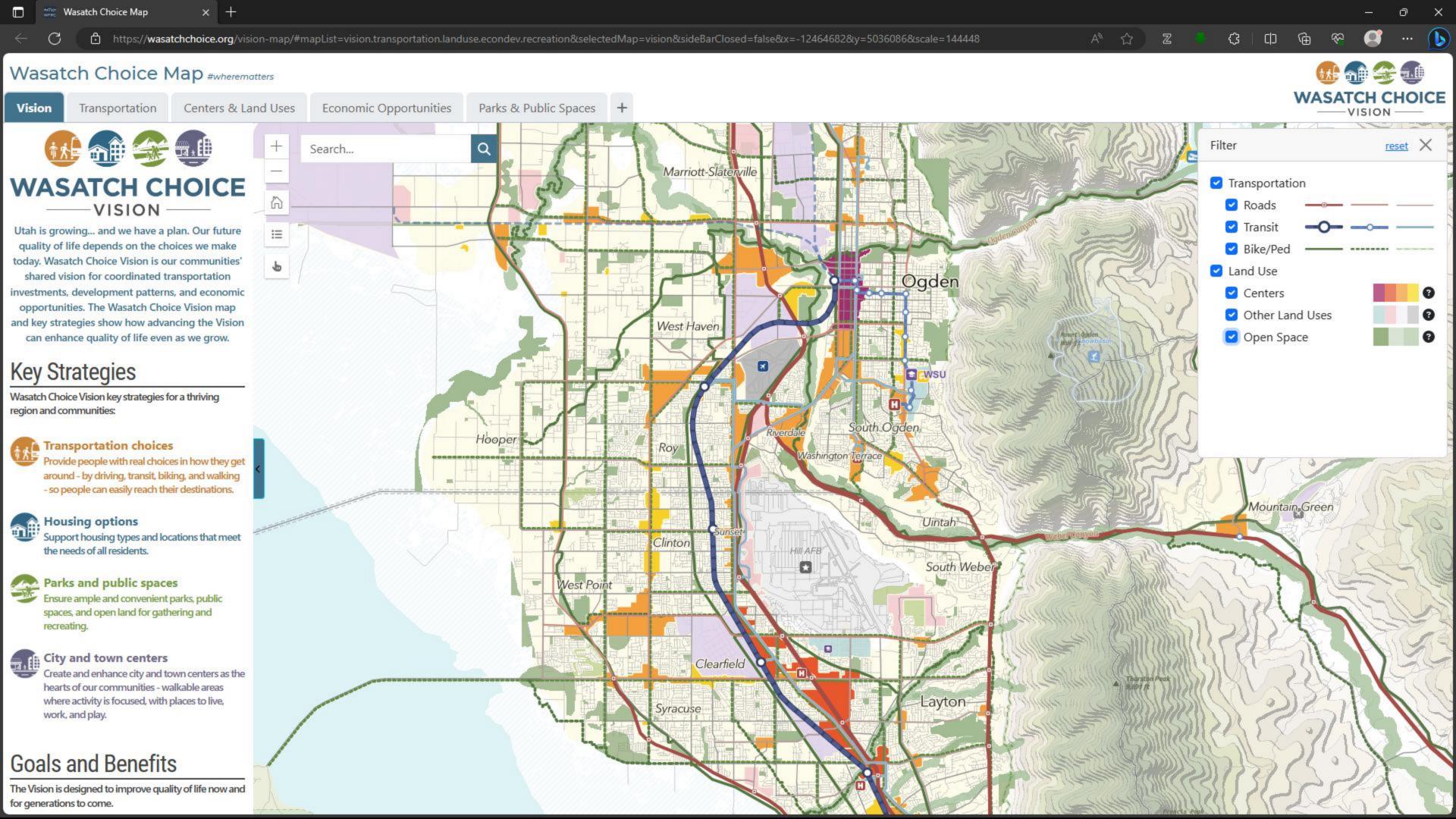
LAND USE + TRANSPORTATION + ECONOMIC DEVELOPMENT

Transportation and Land Use Connection region wide, competitive technical assistance program

Station Area Planning surrounding fixed transit and BRT, rolling applications

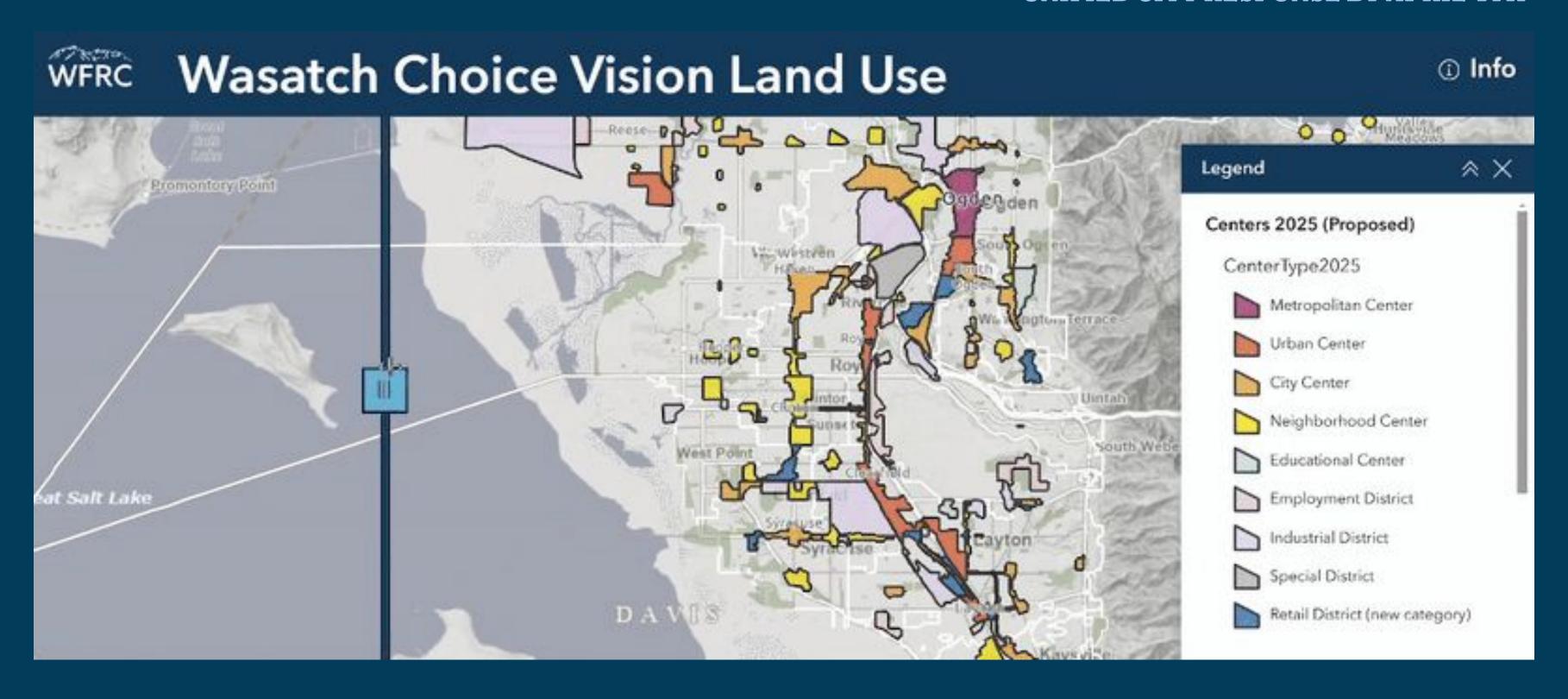
Other staff support and expertise reach out!





Wasatch Choice Vision: Land Use Update

UNIFIED CITY RESPONSE BY APRIL 4TH





Planning technical assistance program linking:

LAND USE + TRANSPORTATION + ECONOMIC DEVELOPMENT



- 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.















Plans

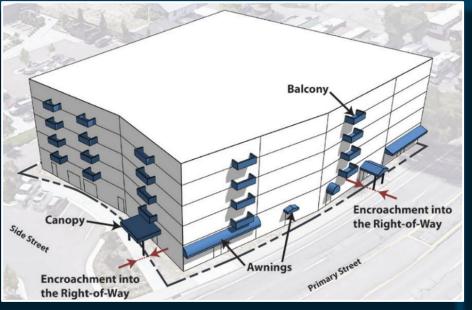
Design

Ordinances

Implementation Strategies





















INSTRUCTIONS

Use the filters below to filter the data seen in the map. To view a project area in the map, select that project from the list to the right.



Select a Project Status

All Statuses



Select a Project Type

All Types



Select a Year

All Years

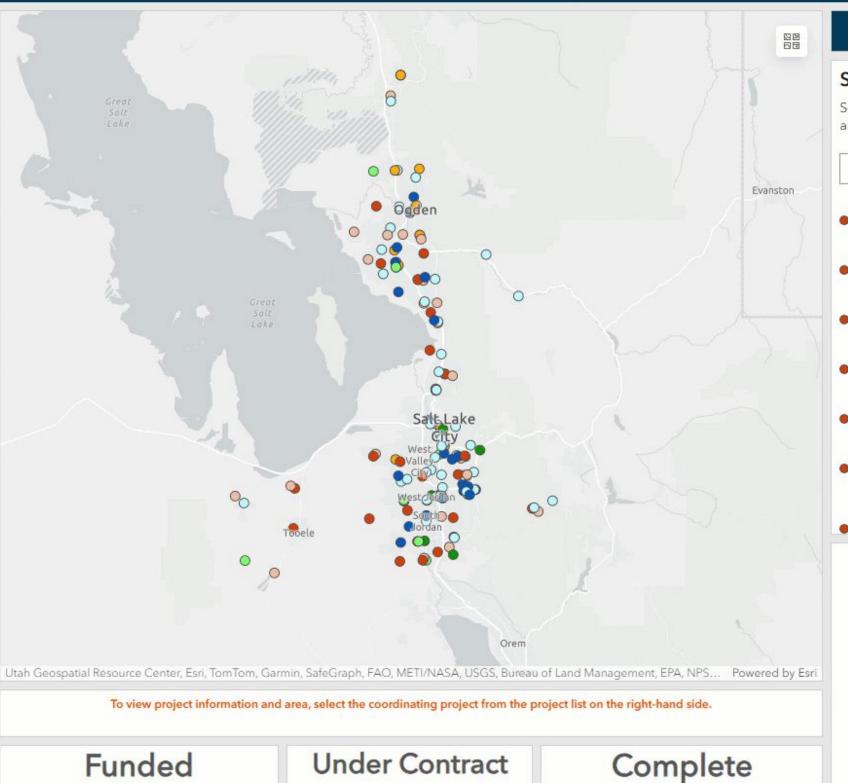
LEGEND

Active Transportation Plan
General Plan Update
Ordinance
Parks and Open Space Plan
Station/Small Area Plan
Study

Transportation Master Plan

Vision

Last Updated: March 2024



All Projects

SELECTION LIST

Select a project from this list to view the area on the map. To view another area, deselect your previous selection, and click on a new project.

Q Search...

- Alta
- Core Active Transportation Implementation Plan
- Bluffdale
- Bluffdale Active Transportation Plan
- Copperton
- Active Transportation Plan and Connectivity Ordinance
- Davis County
- **Active Transportation Plan**
- Draper
- River to Range Corridor Draper City Connections
- Herriman
- Active Transportation Plan

Hooper, Marriott-Slaterville, North Ogden, Plain City, Roy, Weber County, West

Haven

Select a project from the list above to view details.

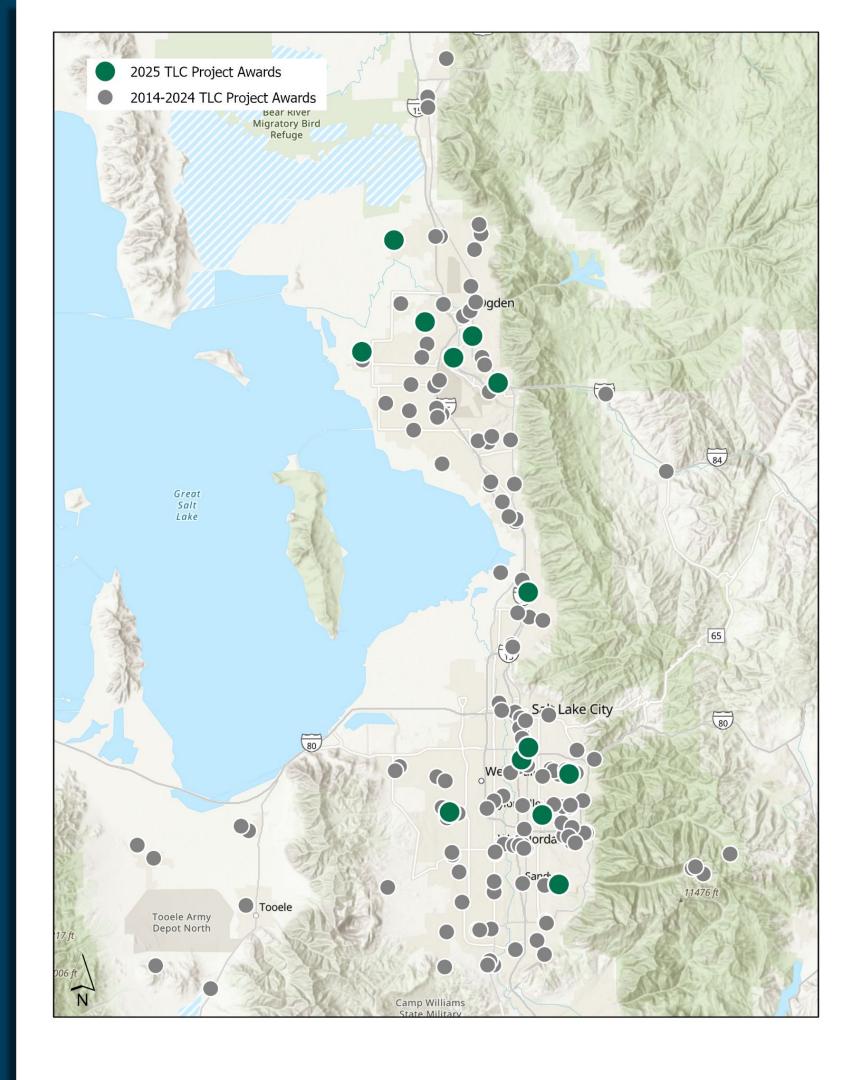
2025 TLC Awards

13 projects!

\$1,767K in project funds!

\$1,552k tlc \$214k local match

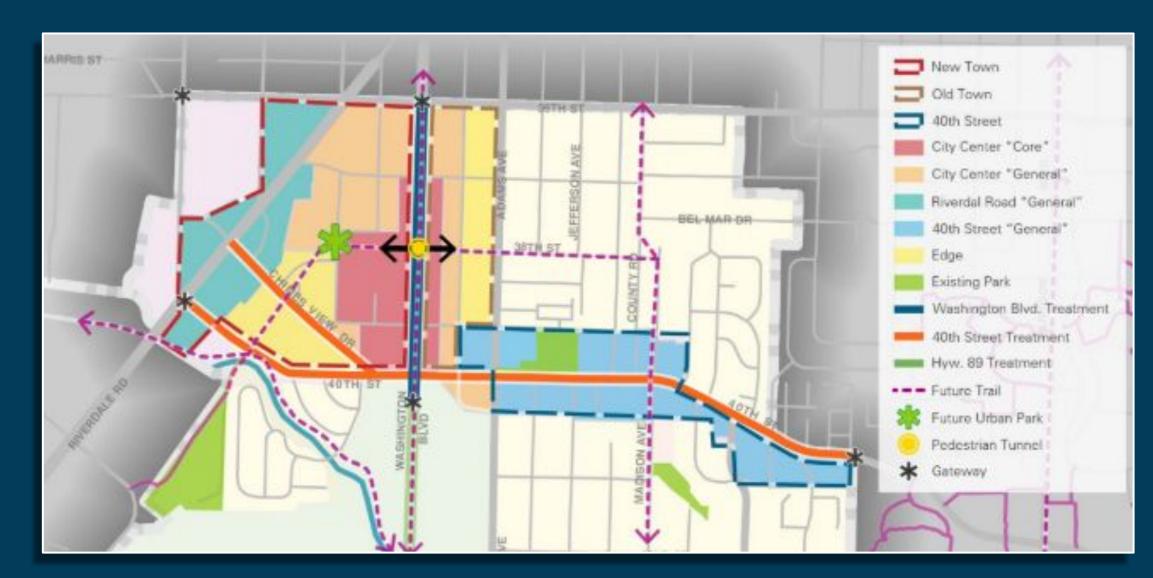




2025 TLC Awards: Small Area Plans, Centers

- Murray Oakwood Village Center Small Area Plan
 - o \$102.5k TLC, \$110k total
- Riverdale "Stringtown" Master Plan
 - o \$200k TLC, \$260k total
- South Ogden City Center Master Plan
 - \$110k TLC, \$120k total





2025 TLC Awards: City Wide Plans and Ordinances

- Millcreek ADA Transition Plan
 - o \$13.25k TLC, \$14.25 total
- Sandy Land Development Code Update
 - \$200k TLC, \$325k total
- South Salt Lake City Zoning Ordinance Update
 - \$250k TLC, \$275k total
- Hooper Zoning Ordinance and Design Standards
 - \$90k TLC, \$100k total
- Plain City General Plan and Land Use Code Update
 - o \$120k TLC, \$130k total
- Uintah General Plan
 - WFRC staff time
- West Haven Land Use Analysis
 - o \$50k TLC, \$56.7k total



2025 TLC Awards: Contextual Transportation

- Kearns 5400 South Corridor Study
 - \$120k TLC, \$150k total
- South Davis Greenway Feasibility Study
 - \$115k TLC, \$145k total
- Municipal Services District Transportation Master Plan
 - \$200k TLC, \$300k total





PLANNING TECHNICAL ASSISTANCE

LAND USE + TRANSPORTATION + ECONOMIC DEVELOPMENT

Transportation and Land Use Connection region wide, competitive technical assistance program

Station Area Planning surrounding fixed transit and BRT, rolling applications

Other staff support and expertise reach out!



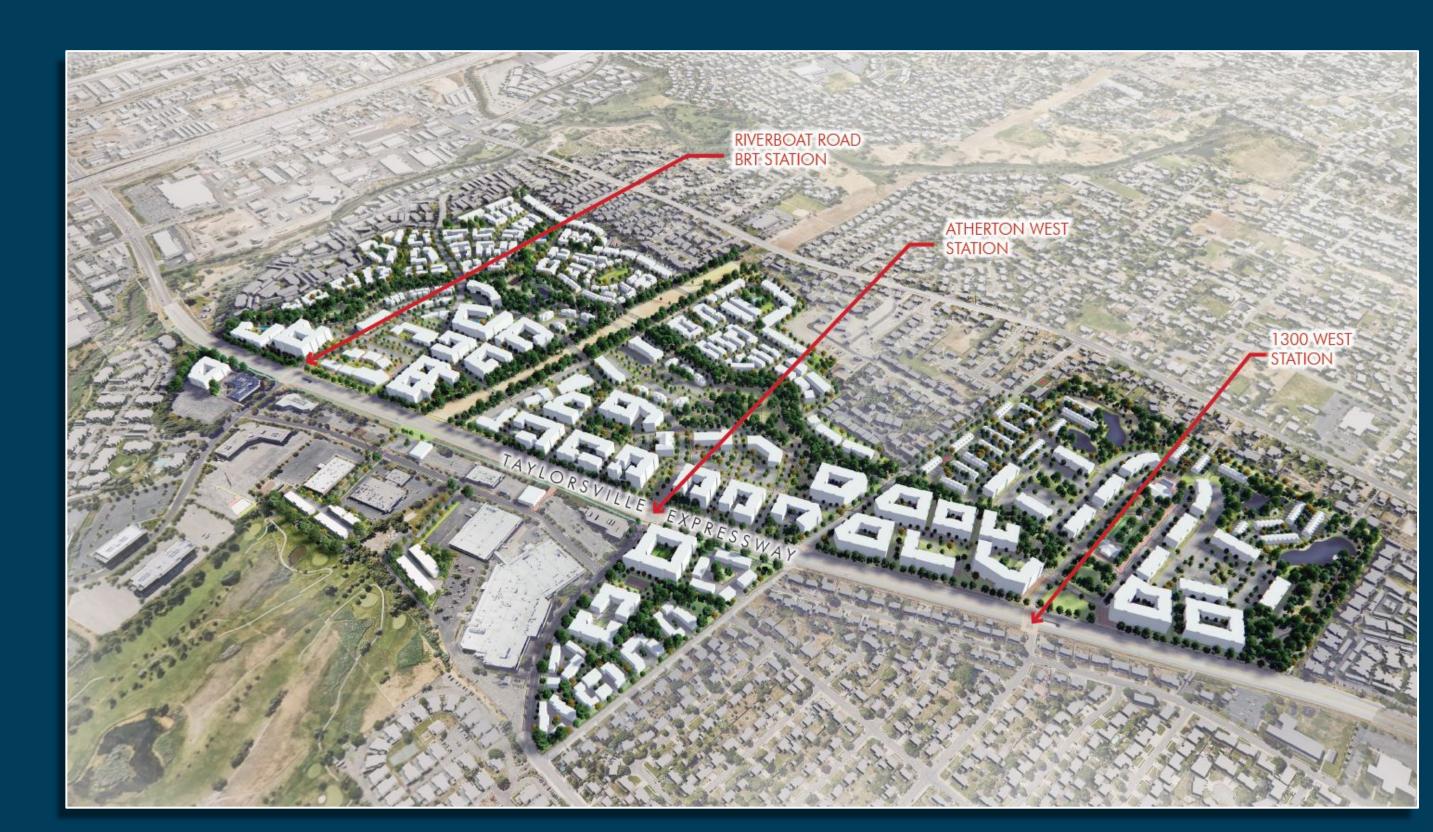
STATION AREA PLANNING, "SAP"

Supporting communities in fulfilling SAP requirements under state code, and certifying plans.

½ mile around Rail stations

1/4 mile around
BRT stations





STATION AREA PLANNING, "SAP"

Objectives

- Increase availability and affordability of housing
- Promote sustainable
 environmental conditions
- Enhance access to opportunities
- Increase transportation choices and connections

Plan Components

- 1. Vision
- 2. Area map
- 3. 5-year implementation plan
- 4. Statement describing how objectives are achieved
- 5. Public/stakeholder engagement



SAP PROGRESS TO DATE

Of the 127 station areas*

20

Stations where station area planning has not begun 20

Stations with planning that pre-dates HB462 49

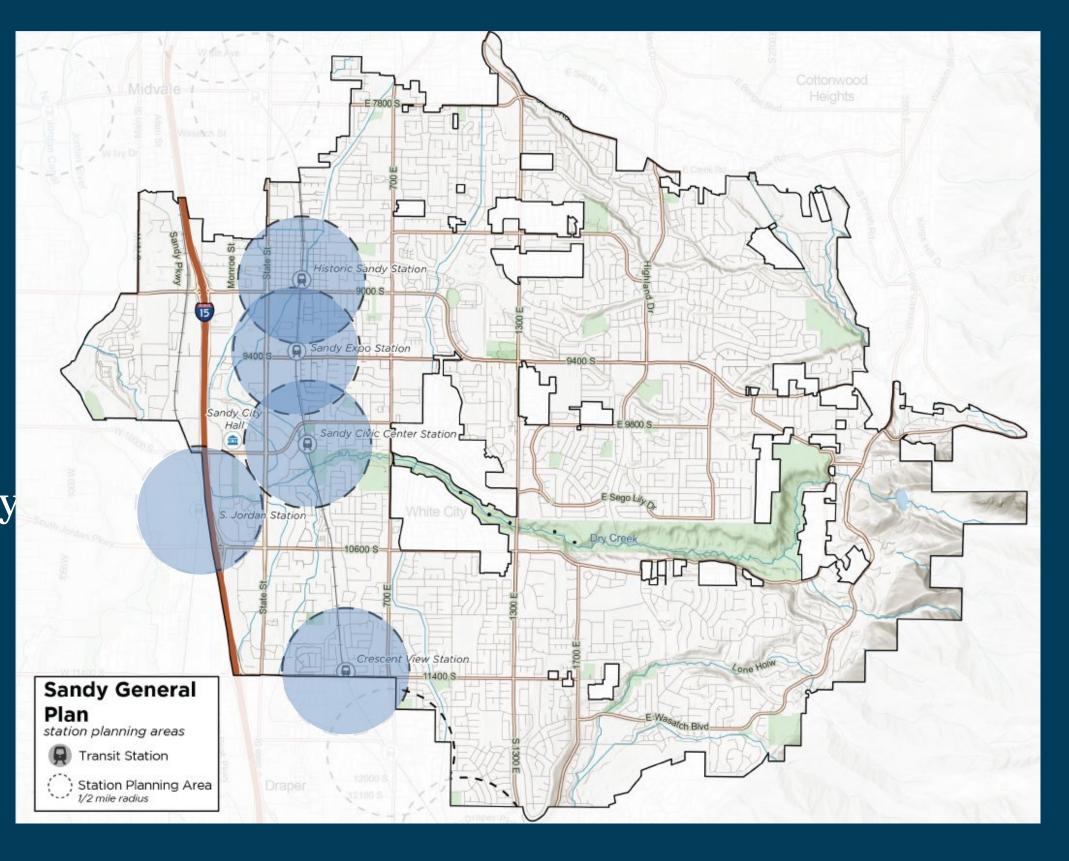
SAPs being prepared for adoption 5

SAPs submitted for certification 33

SAPs certified by MPO



- Historic Sandy TRAX
- Sandy Expo TRAX
- Sandy Civic Center TRAX
- Crescent View TRAX
- South Jordan FrontRunner Sandy portion

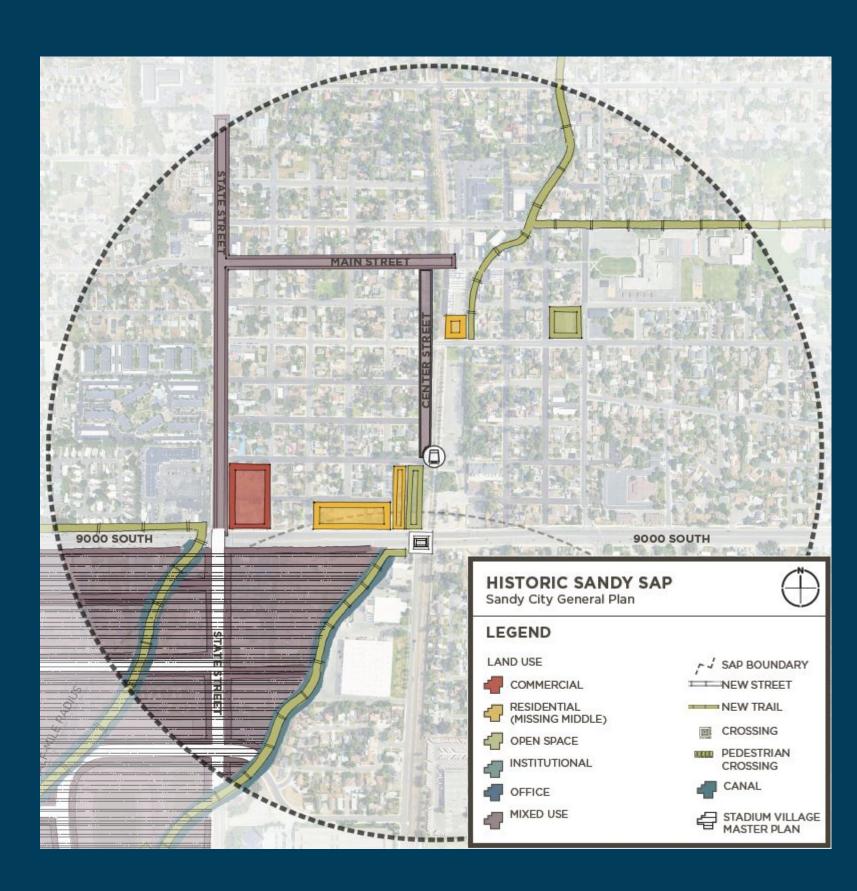




Historic Sandy TRAX

- Preservation of surrounding single-family neighborhood
- Targeted infill development on vacant/publicly-owned property
- Mixed-use corridors on State, Main, & Center St
- Trail along East Jordan Canal

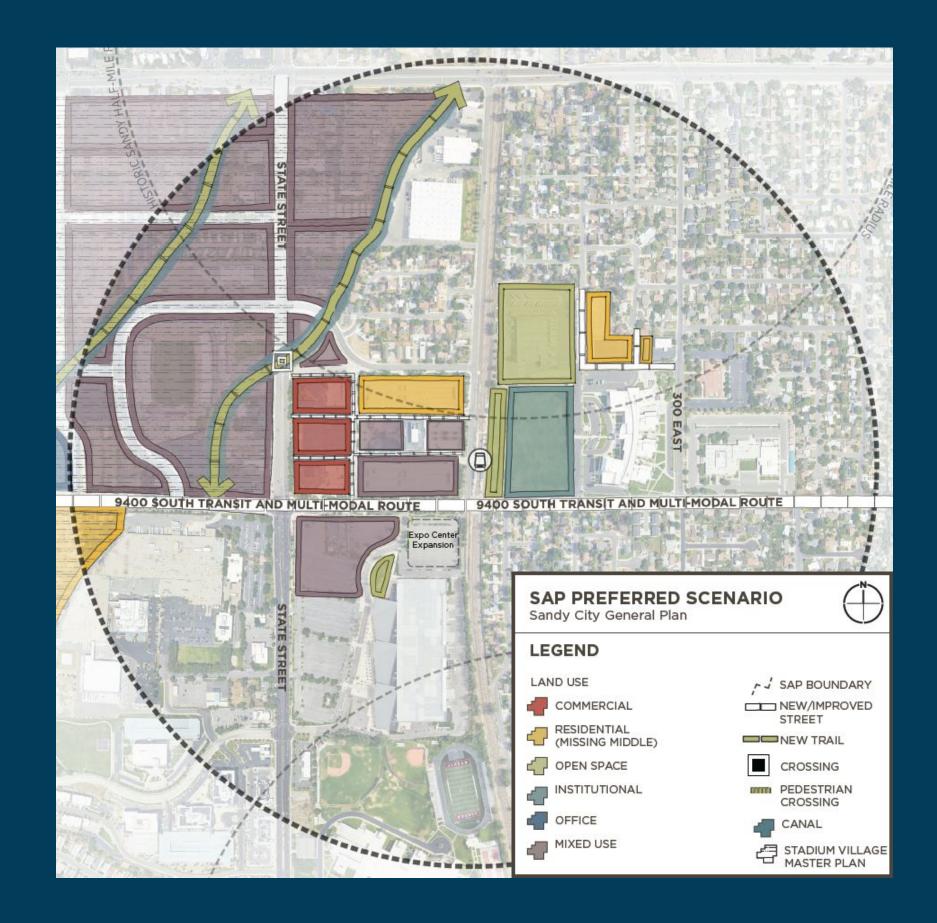
Residential	22 - 31 homes
Commercial	46.6k - 107.3k sq ft
Park space	.5 acre



Sandy Expo TRAX

- Incorporates Stadium Village Master Plan
- Update 9400 S as multimodal corridor with transit connection between Cairns and LCC
- Enhanced access to stadium from station

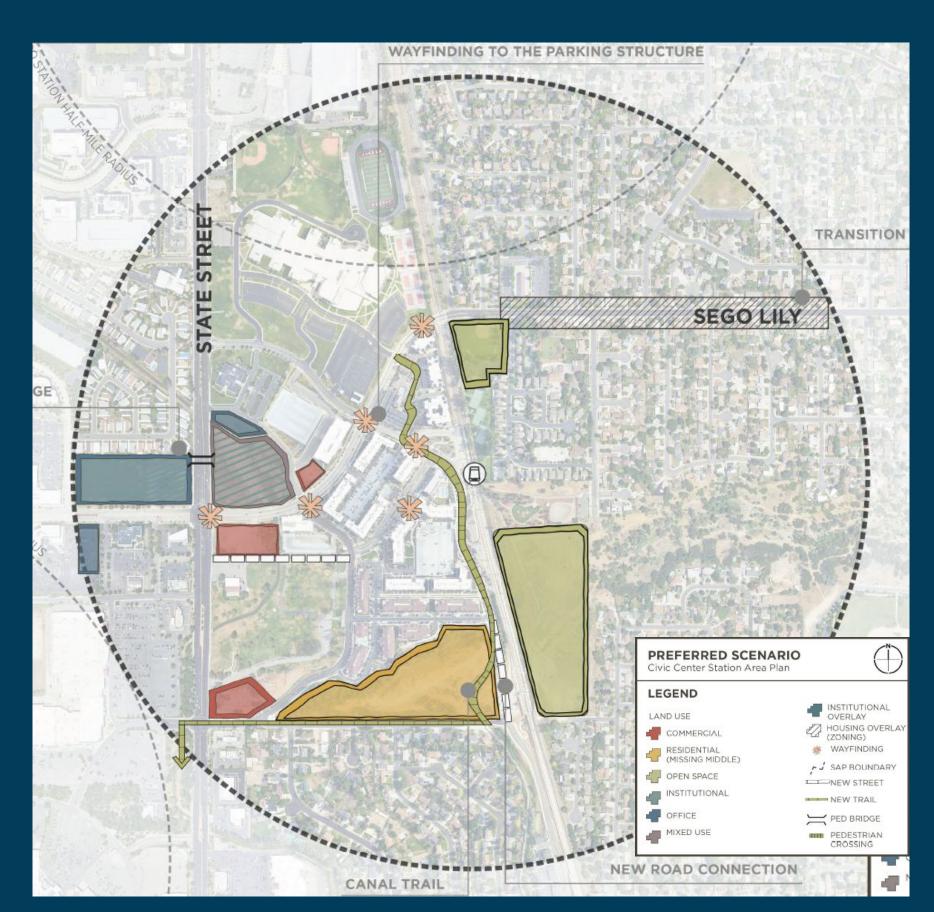
Residential	3,643 - 3,913 homes
Commercial	728k - 1.2mil sq ft
Office	1.75mil - 1.95mil sq ft



Sandy Civic Center TRAX

- Satellite campus or office space
- New bike park by Dimple Dell
- Pedestrian bridge over State St
- New road & trail connections to station from South

Residential	120 - 190 homes
Commercial	114k - 227k sq ft
Office	902k - 1.2mil sq ft
Open Space	10.4 acres



Crescent View TRAX

- New connections to station & Porter Rockwell Trail
- Redevelopment opportunity at Crescent Middle School & UTA lot
- Enhanced open space at school & Pond Park

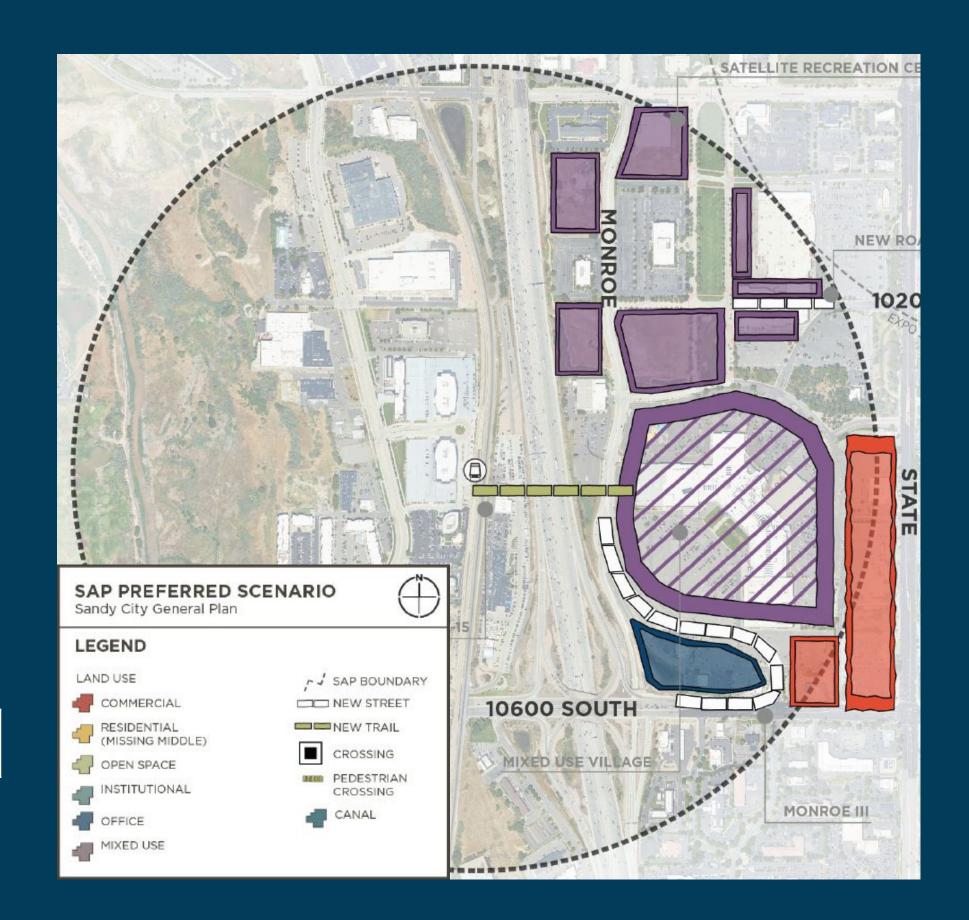
Residential	55 - 90 homes
Commercial	1,680 - 3,360 sq ft
Open Space	6.4 - 8 acres



South Jordan FrontRunner

- Pedestrian bridge over FrontRunner
- Will work with SEG to redevelop Shops at South Town
- Implement HTRZ, provide affordable housing
- Improved internal street network

Residential 1,141 - 2,862 homes



Suggested Motion

"I move to recommend the certification of the Sandy Station Area Plan to the Wasatch Front Regional Council."





Regional Growth Committee
March 20, 2025

Bert Granberg, WFRC Analytics



Activity-based Model (ABM) Integration Project

In this brief update:

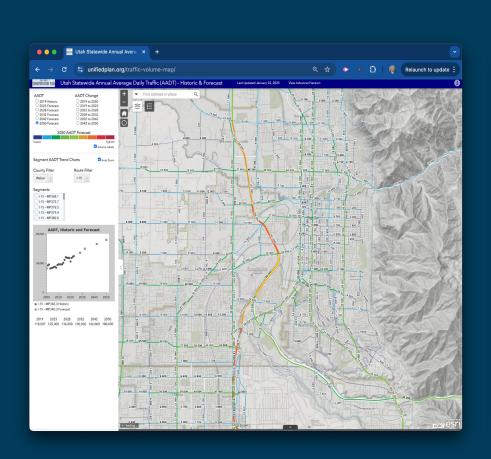
- The WF travel model uses & development history
- ABM integration project goals & benefits
- How & when?
- Next steps

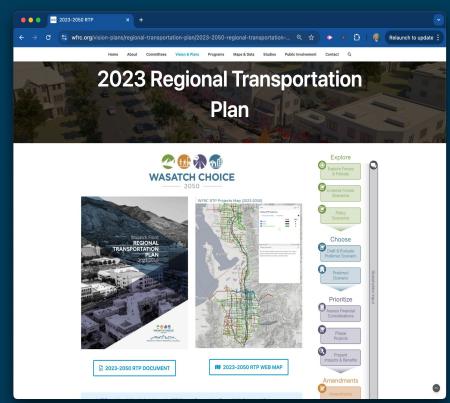
Major Supporting Roles of Our Travel

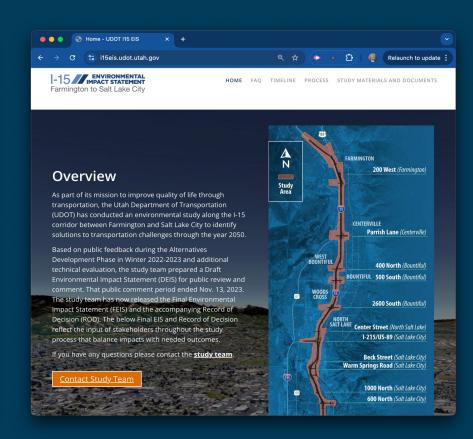
Model:
Forecast Future
Traffic Volumes and
Transit Use

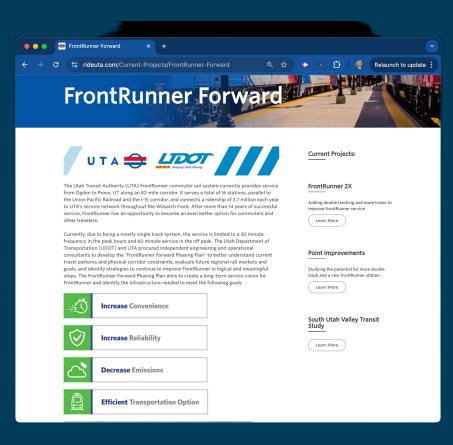
Evaluate RTP Projects

Project-specific Environmental Studies Air Quality
Conformity
Determinations









Our Travel model are key tools to supporting effective project investments

Q: When was the first WF travel model implemented?

A: 1960 →

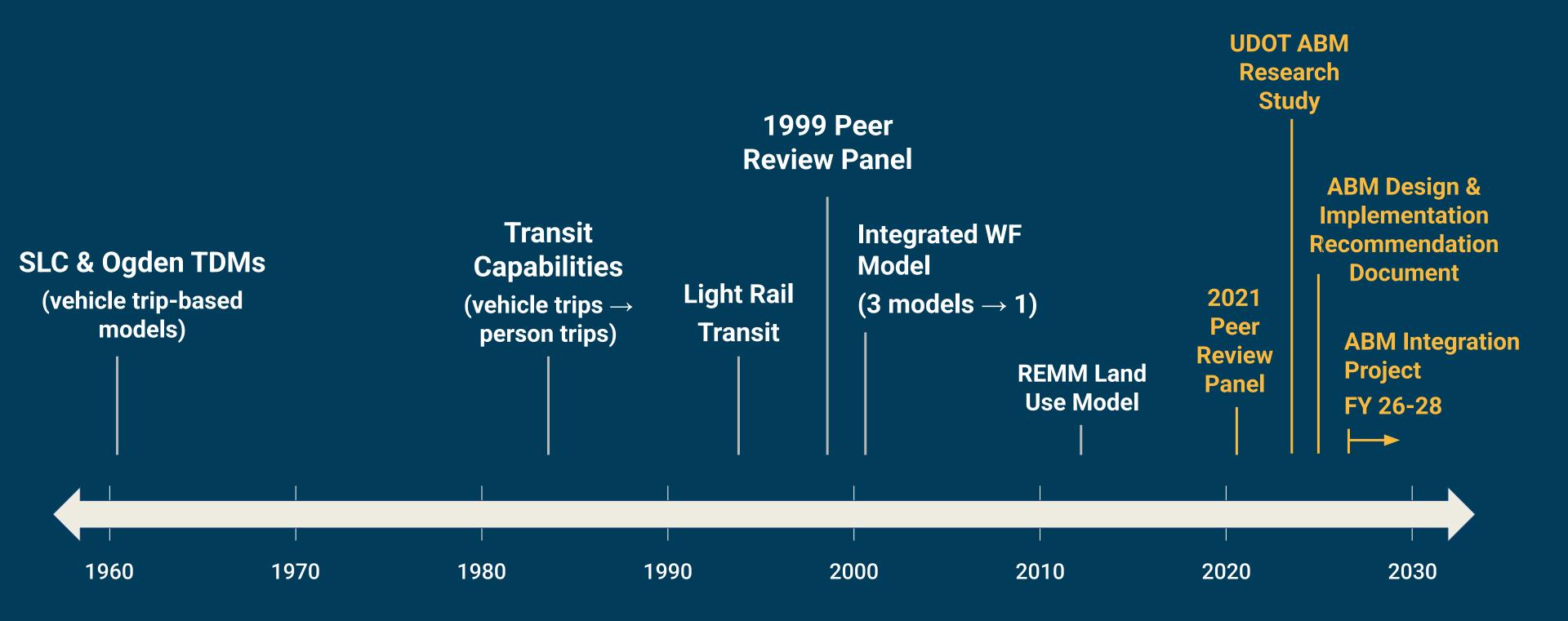
- Traffic Analysis
- Planning the Interstate Freeway system

By 1969, there were 9 freeway interchanges in our area

Since its inception, the WF travel model has served our region well, due to continued upkeep & upgrades



WF Travel Model Timeline (approximate)



Other Milestones Not Shown: Computing advances, Provo TDM (1960's), Tolling for MVC Study (early 2010's), Telecommuting & Emerging Trends (early 2020's).

The Activity-based Model (ABM) project is a <u>major upgrade</u>

Benefits:

- · Modernized simulation of resident/household travel decisions:
 - A more realistic representation of travel including "trip chaining"
 - New & emerging travel choices and patterns
 - o Tolling, road user charges, and transit fares
- Integrates with current and new visualization tools
- Keeping with state-of-the-practice
- Future enhancements funded jointly with other major MPOs

ABM Project Goals:

 WF Travel Model is updated with an ABM capabilities by Summer 2029

 WF Travel Model is with ABM ready to be the primary model to support the 2031 - 2060 RTP planning process



ABM Project Next Steps...

- 3 year project
- Anticipated consulting costs of \$1.1 M (based on initial design exercise)
- Jointly funded by Wasatch Front transportation agencies
- Project begins this Summer











Thank you

Bert Granberg, bgranberg@wfrc.org

WASATCH FRONT REGIONAL COUNCIL