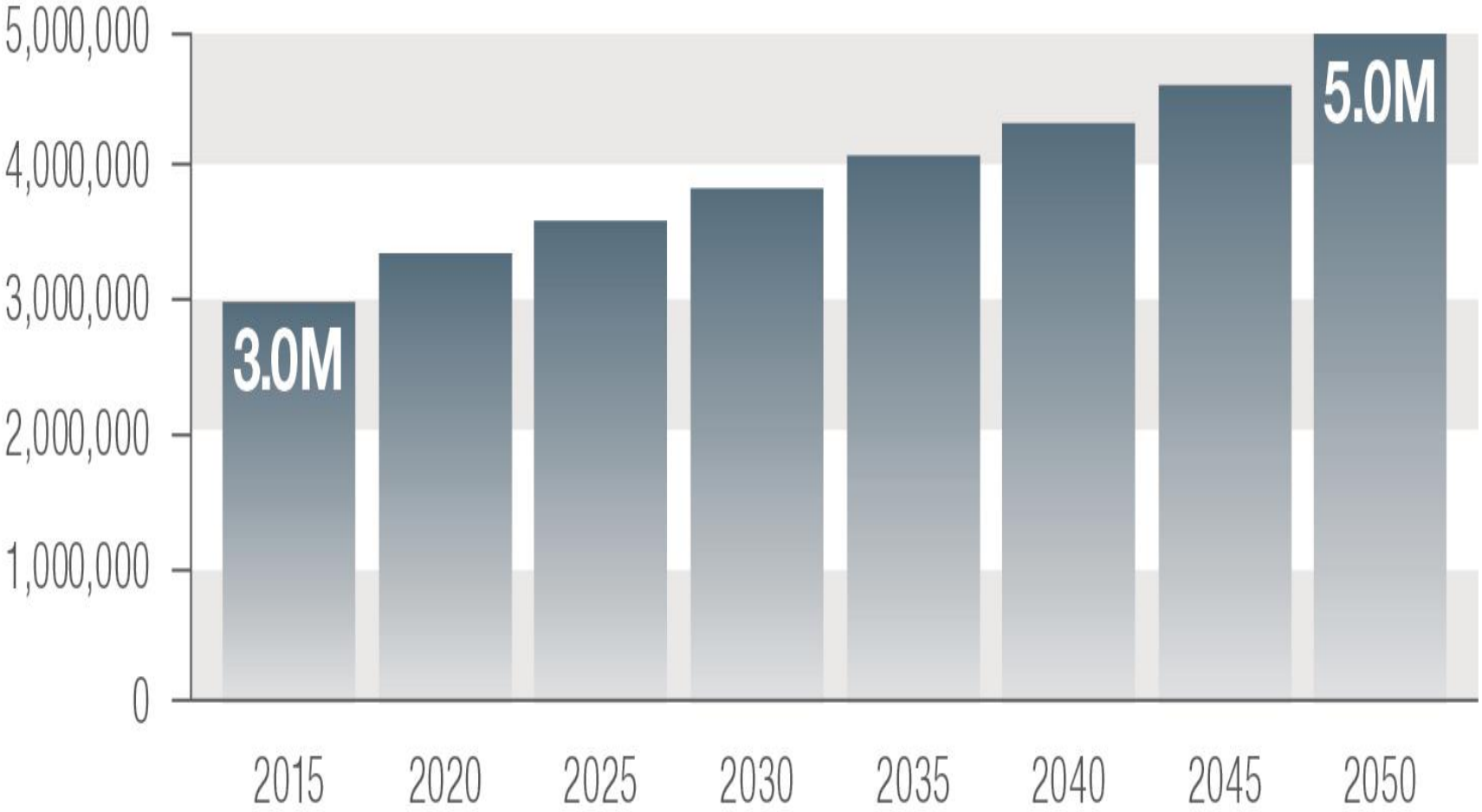
Long-Term Transportation Planning in Utah

Transportation Interim Committee | May 15, 2019

WASATCH FRONT REGIONAL COUNCIL

Population Growth



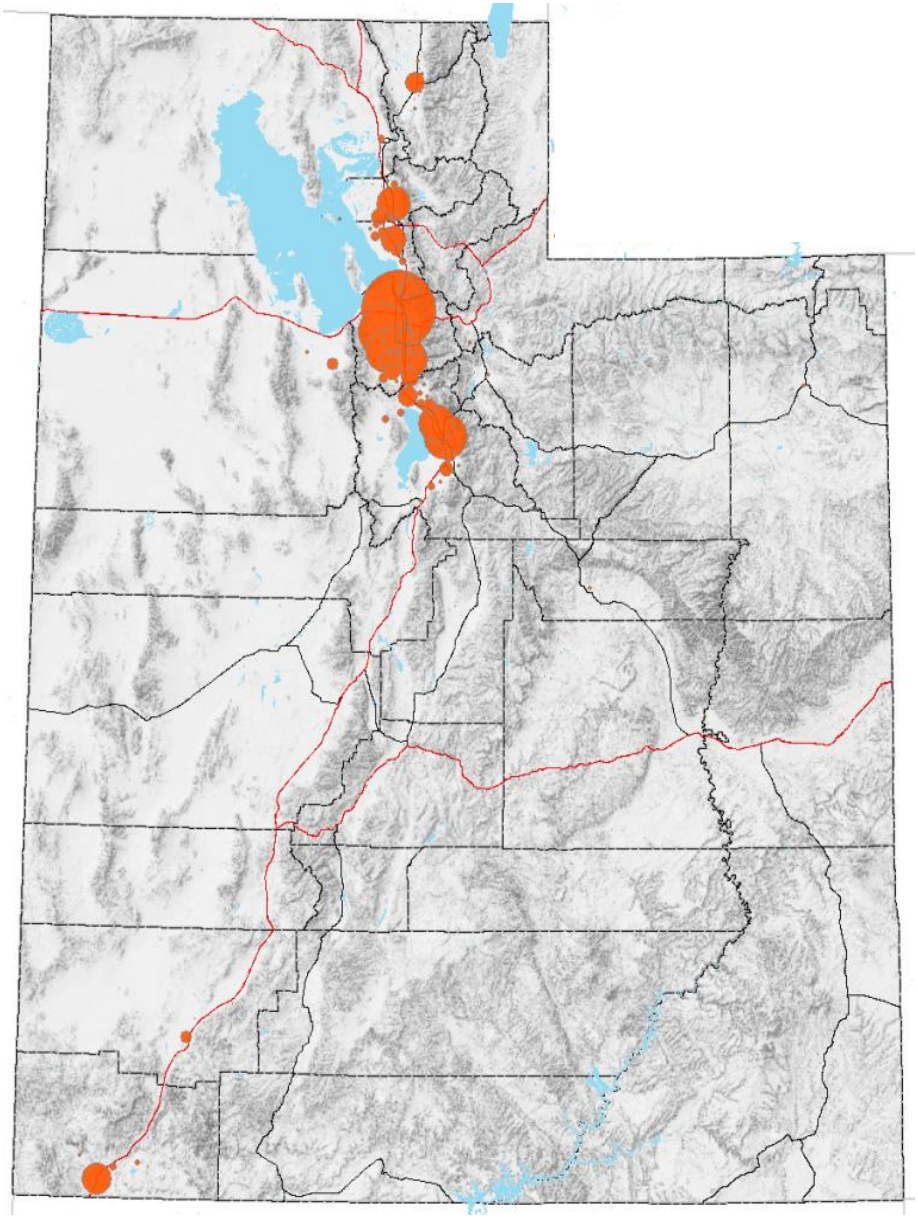
Source: Kem C. Gardner Policy Institute at The University of Utah. http://gardner.utah.edu/population-projections.

WASATCH FRONT REGIONAL COUNCIL

Utah’s Geography

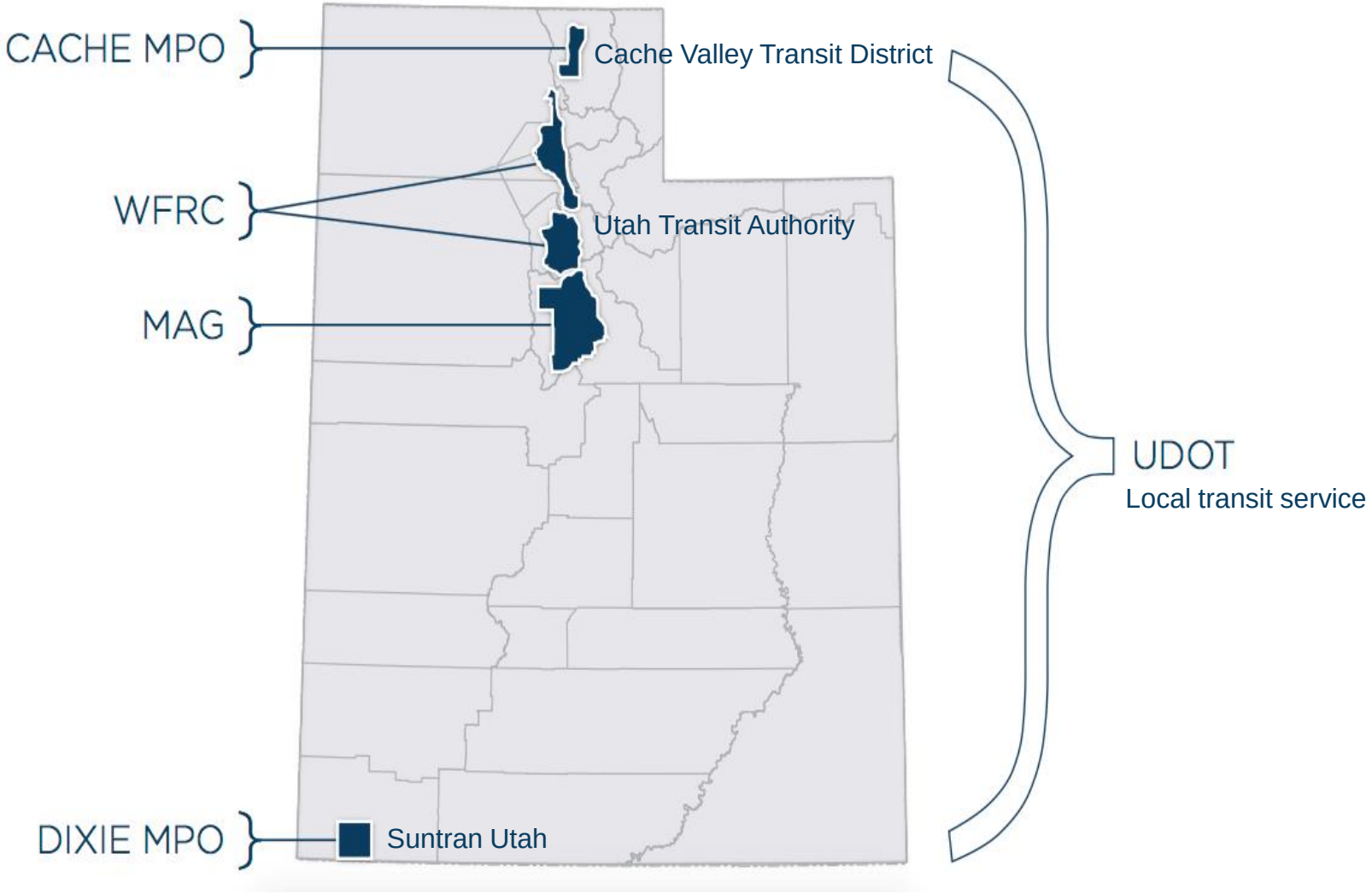
WASATCH FRONT REGIONAL COUNCIL

Population Distribution



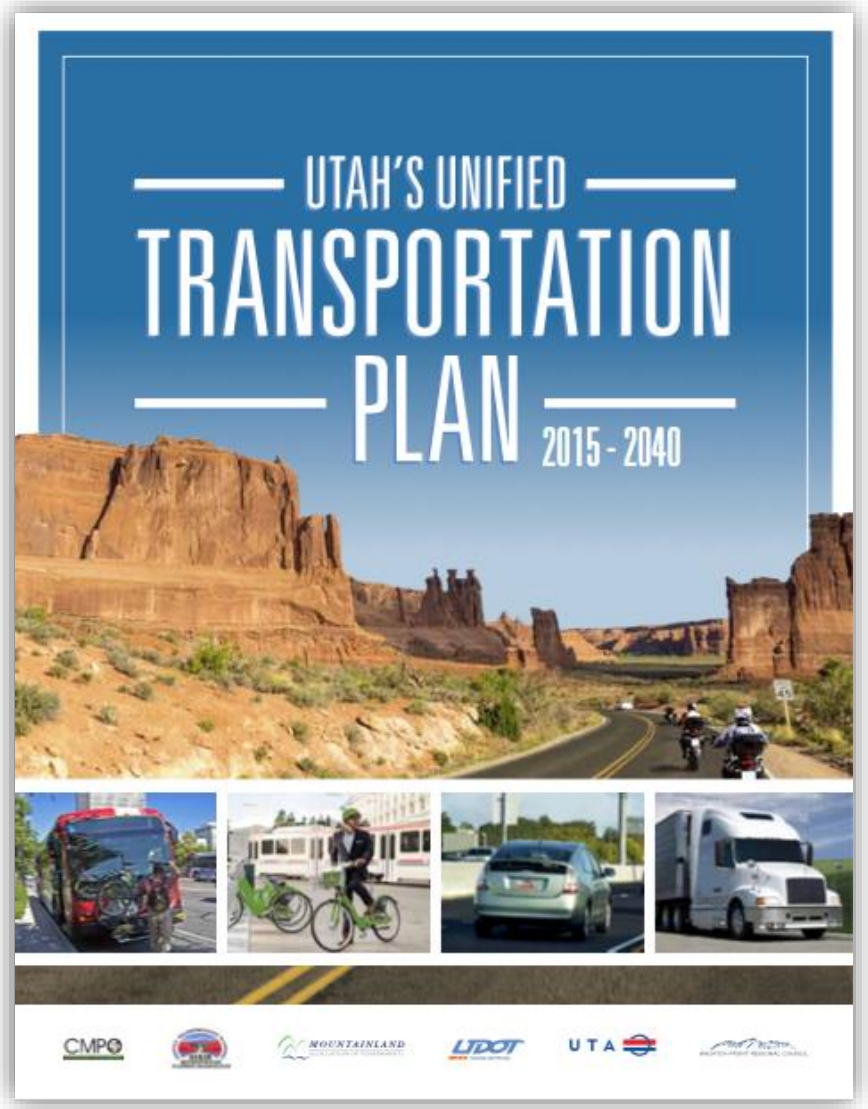
WASATCH FRONT REGIONAL COUNCIL

Utah's Transportation Planning Organizations



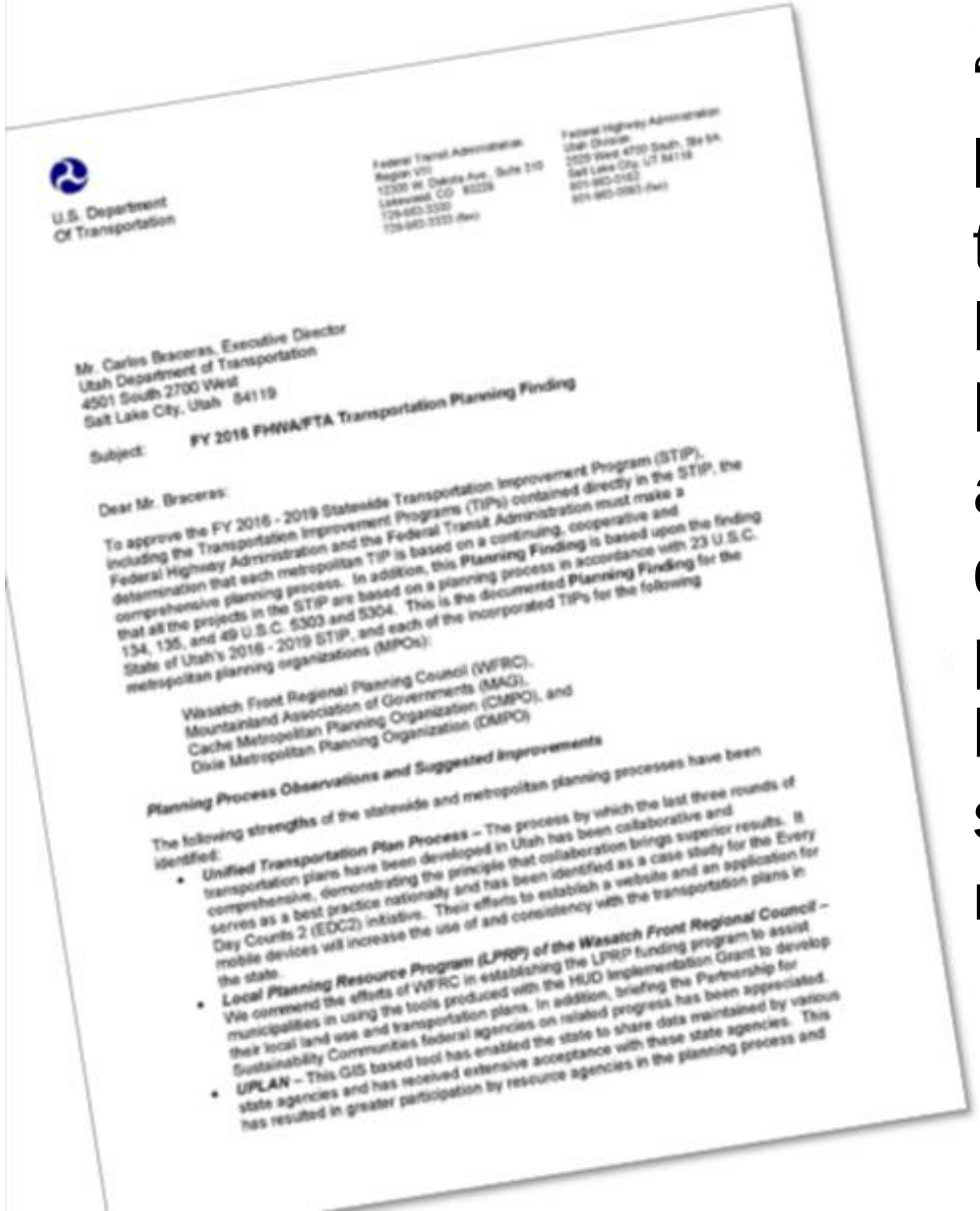
WASATCH FRONT REGIONAL COUNCIL

Collaborative Planning



WASATCH FRONT REGIONAL COUNCIL

Recognized Planning Approach



U.S. Department
Of Transportation

Federal Transit Administration
Region VIII
12300 W. Dakota Ave., Suite 310
Lakewood, CO 80228
720-963-3300
720-963-3333 (fax)

Federal Highway Administration
Utah Division
2520 West 4700 South, Ste 9A
Salt Lake City, UT 84118
801-963-0182
801-963-0093 (fax)

Mr. Carlos Braceras, Executive Director
Utah Department of Transportation
4501 South 2700 West
Salt Lake City, Utah 84119

Subject: **FY 2016 FHWA/FTA Transportation Planning Finding**

Dear Mr. Braceras:

To approve the FY 2016 - 2019 Statewide Transportation Improvement Program (STIP), including the Transportation Improvement Programs (TIPs) contained directly in the STIP, the Federal Highway Administration and the Federal Transit Administration must make a determination that each metropolitan TIP is based on a continuing, cooperative and comprehensive planning process. In addition, this **Planning Finding** is based upon the finding that all the projects in the STIP are based on a planning process in accordance with 23 U.S.C. 134, 135, and 49 U.S.C. 5303 and 5304. This is the documented **Planning Finding** for the State of Utah's 2016 - 2019 STIP, and each of the incorporated TIPs for the following metropolitan planning organizations (MPOs):

Wasatch Front Regional Planning Council (WFRC),
Mountainland Association of Governments (MAG),
Cache Metropolitan Planning Organization (CMPO), and
Dixie Metropolitan Planning Organization (DMPO)

Planning Process Observations and Suggested Improvements

The following strengths of the statewide and metropolitan planning processes have been identified:

- ***Unified Transportation Plan Process*** – The process by which the last three rounds of transportation plans have been developed in Utah has been collaborative and comprehensive, demonstrating the principle that collaboration brings superior results. It serves as a best practice nationally and has been identified as a case study for the Every Day Counts 2 (EDC2) initiative. Their efforts to establish a website and an application for mobile devices will increase the use of and consistency with the transportation plans in the state.
- ***Local Planning Resource Program (LPRP) of the Wasatch Front Regional Council*** – We commend the efforts of WFRC in establishing the LPRP funding program to assist municipalities in using the tools produced with the HUD Implementation Grant to develop their local land use and transportation plans. In addition, briefing the Partnership for Sustainability Communities federal agencies on related progress has been appreciated.
- ***UPLAN*** – This GIS based tool has enabled the state to share data maintained by various state agencies and has received extensive acceptance with these state agencies. This has resulted in greater participation by resource agencies in the planning process and

"The process by which the last three rounds of transportation plans have been developed in Utah has been collaborative and comprehensive, demonstrating the principle that collaboration brings superior results. It serves as a best practice nationally."

WASATCH FRONT REGIONAL COUNCIL

Performance Based Planning and Goals

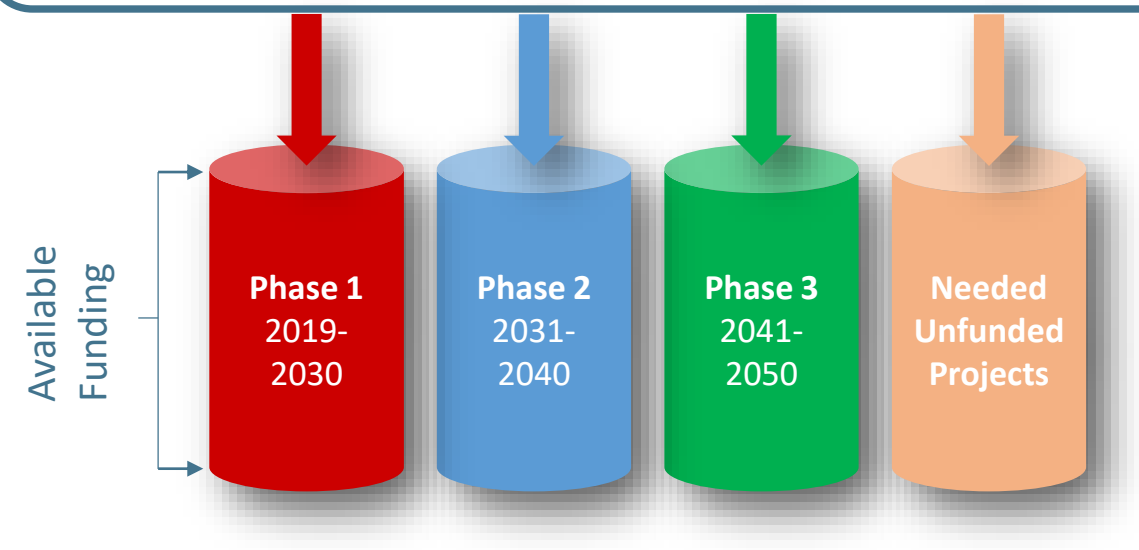
Goals	Key Objectives	Key Perfomance Measures
Safety	Reduce the number of fatal and serious injuries on the transportation system	Fatalities + serious injuries per capita
Economic Vitality	Increase the number of jobs and services that Utahns can reach within a certain travel time	Increase the number of jobs and services that Utahns can reach within a certain travel time
State of Good Repair	Keep infrastructure in good condition	Cost/benefit savings from proper maintenance
Air Quality	Reduce emissions that adversely affect health, quality of life and the economy	Key mobile source ozone and $PM_{2.5}$ emissions
Mobility & Accessibility	Reduce the likelihood of driving long distances daily	Vehicle miles traveled per capita
	Increase the share of trips using non-single-occupant vehicle modes	Commute mode split percentages

WASATCH FRONT REGIONAL COUNCIL

Needs and Financial Constraint

Planning and Prioritization

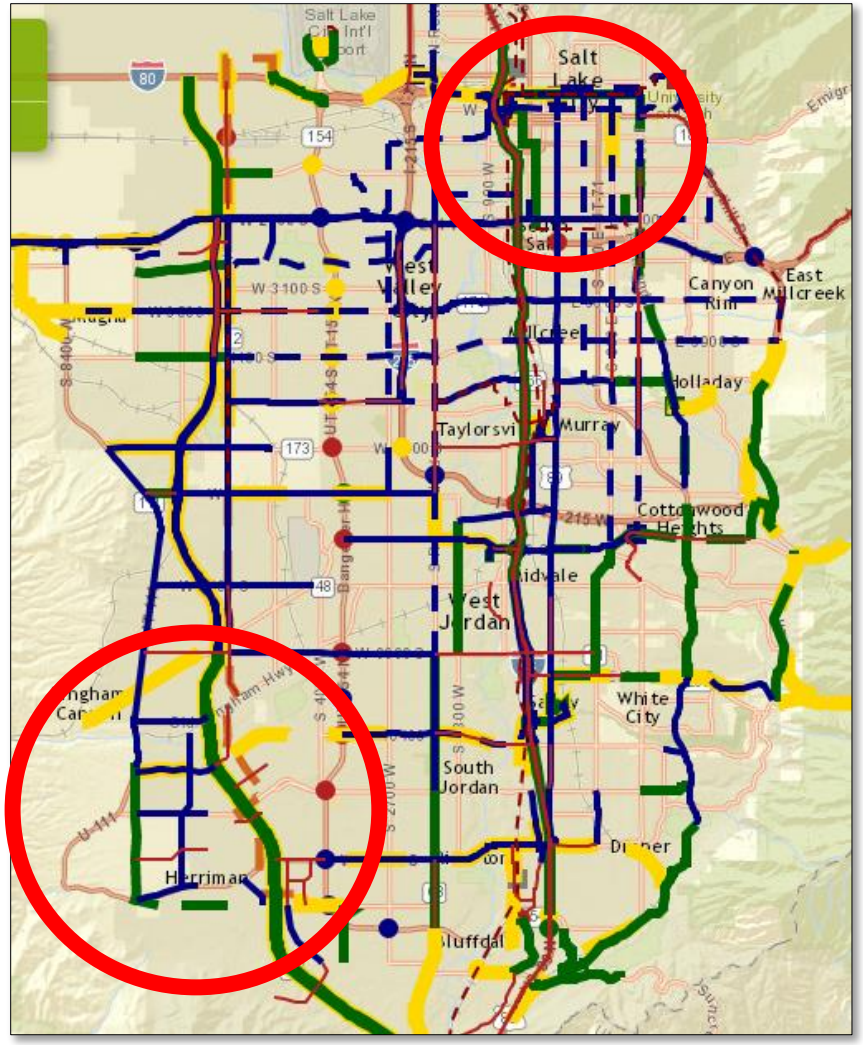
- Needs prioritized based on population and employment growth
- Financially constrained based on projected revenues
- Projects and corridor preservation beyond 2050



Public Involvement

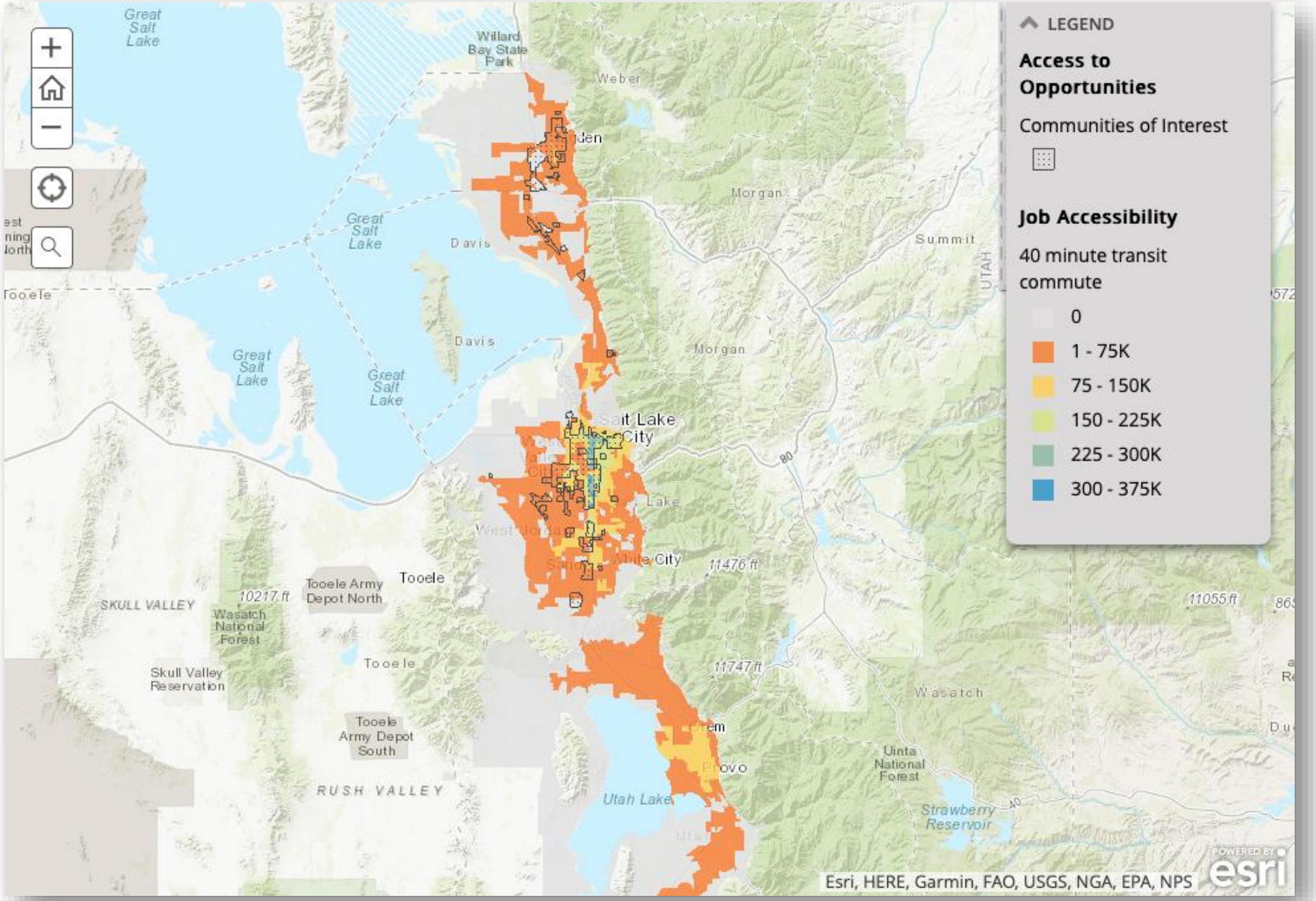
WASATCH FRONT REGIONAL COUNCIL

Transportation and Land Use Connection

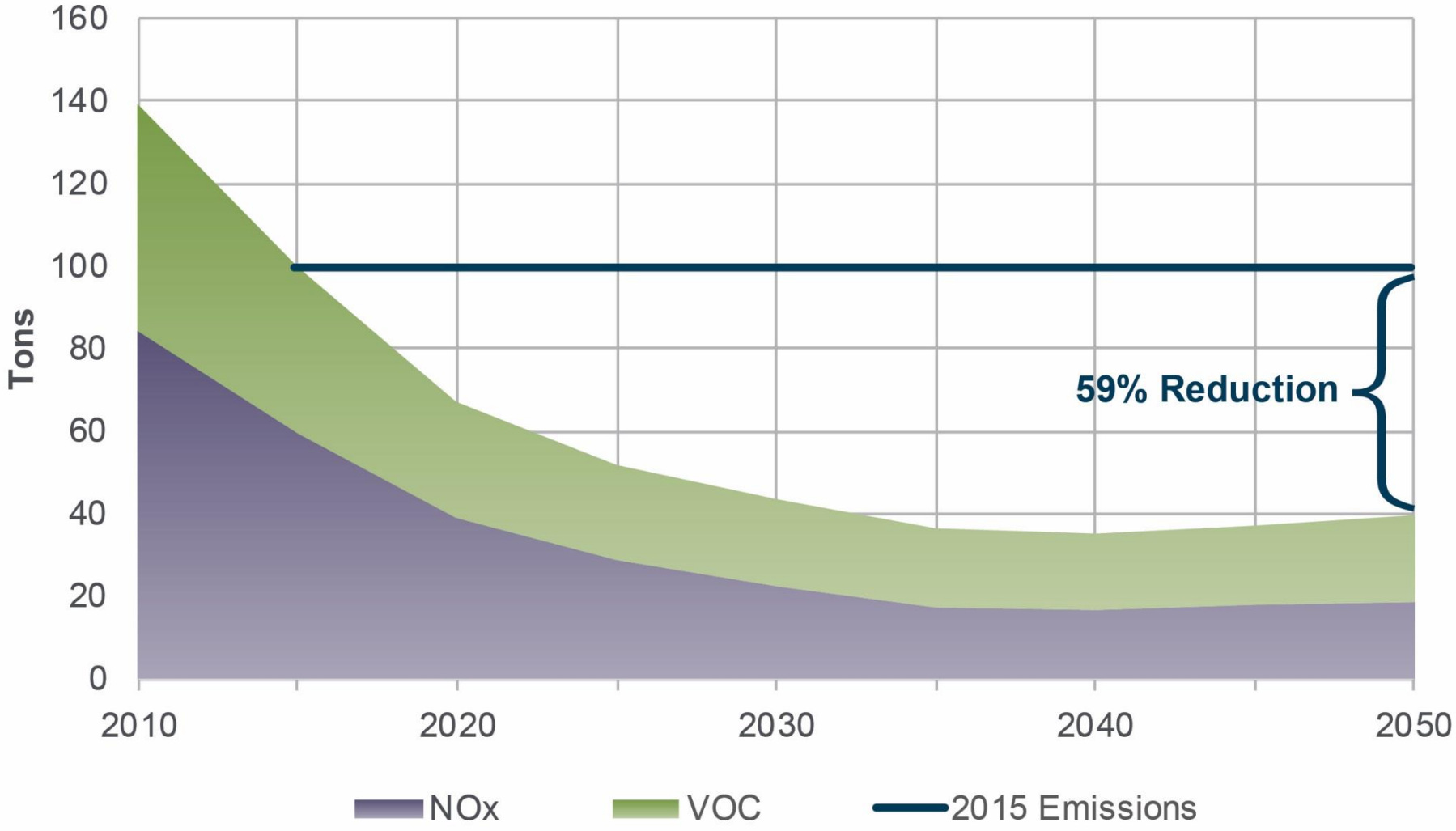


WASATCH FRONT REGIONAL COUNCIL

Sophisticated Modeling



Air Quality Modeling



WASATCH FRONT REGIONAL COUNCIL

Legislation

SB136 (2018) – Statewide Transportation Planning & Programming

Enhances connection between *planning* and *programming*

- Increased consideration of projected economic and population growth in project programming and funding

Enhances connection between *transportation* and *land use*

- Increased consideration of local land use that advances long-range plans, vision and goals

Facilitates multi-modal coordination and investment

- State funding for roads, transit active transportation

SB34 (2019) – Local General Planning & Housing

Improves transportation connections and coordination between housing and employment, education, etc. Locals must:

- Consider regional long-range plans when developing local transportation plan
- Correlate transportation plan with population and employment projections and local land use
- Plan residential and commercial development around major transit investment corridors
- Adopt and report on a moderate income housing plan in order to receive TIF / TTIF funds

Long-Term Transportation Planning in Utah

Transportation Interim Committee | May 15, 2019

WASATCH FRONT REGIONAL COUNCIL