



Long-Term Transportation Planning in Utah

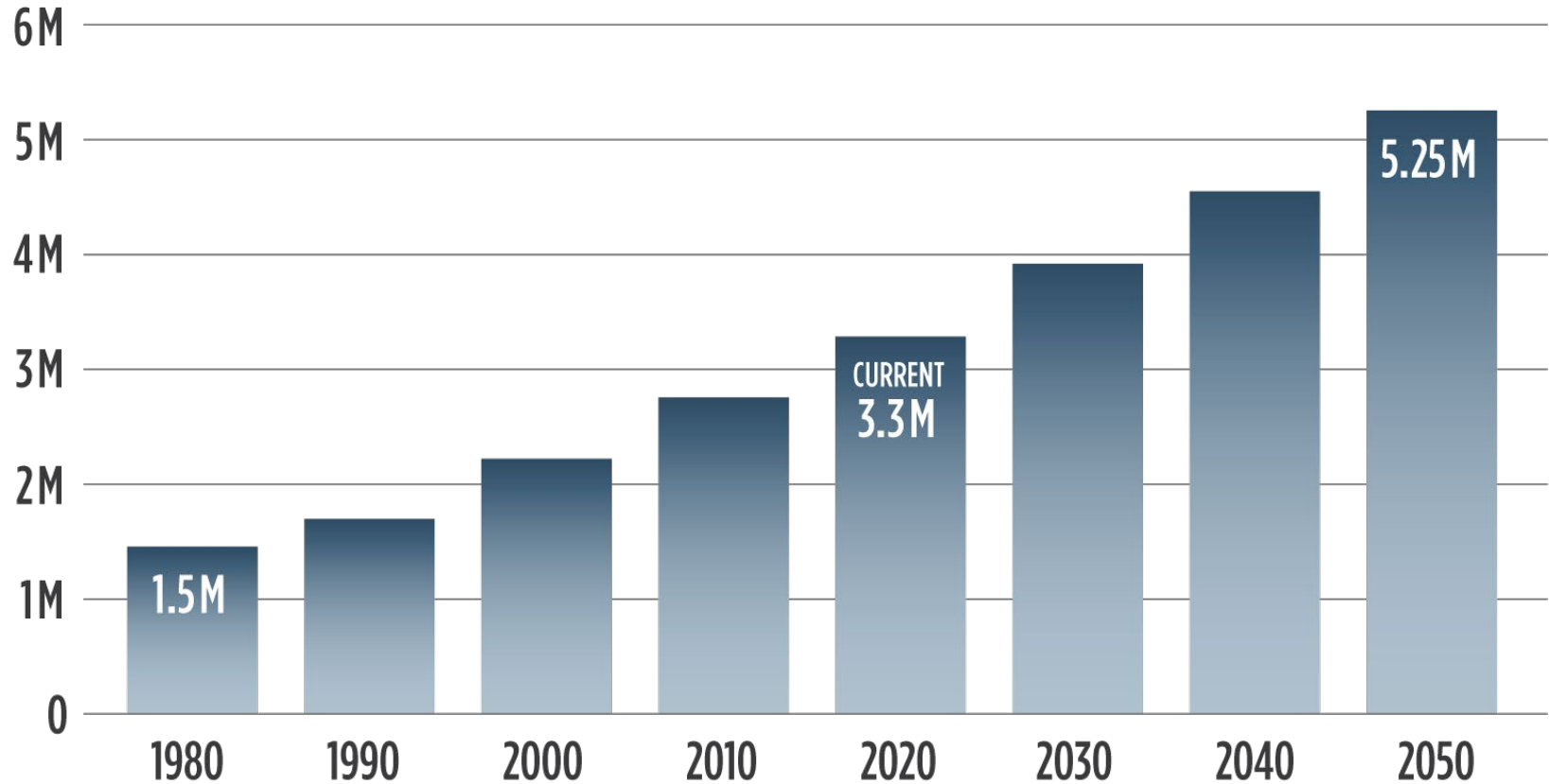
Transportation Interim Committee | September 16, 2020



WASATCH FRONT REGIONAL COUNCIL



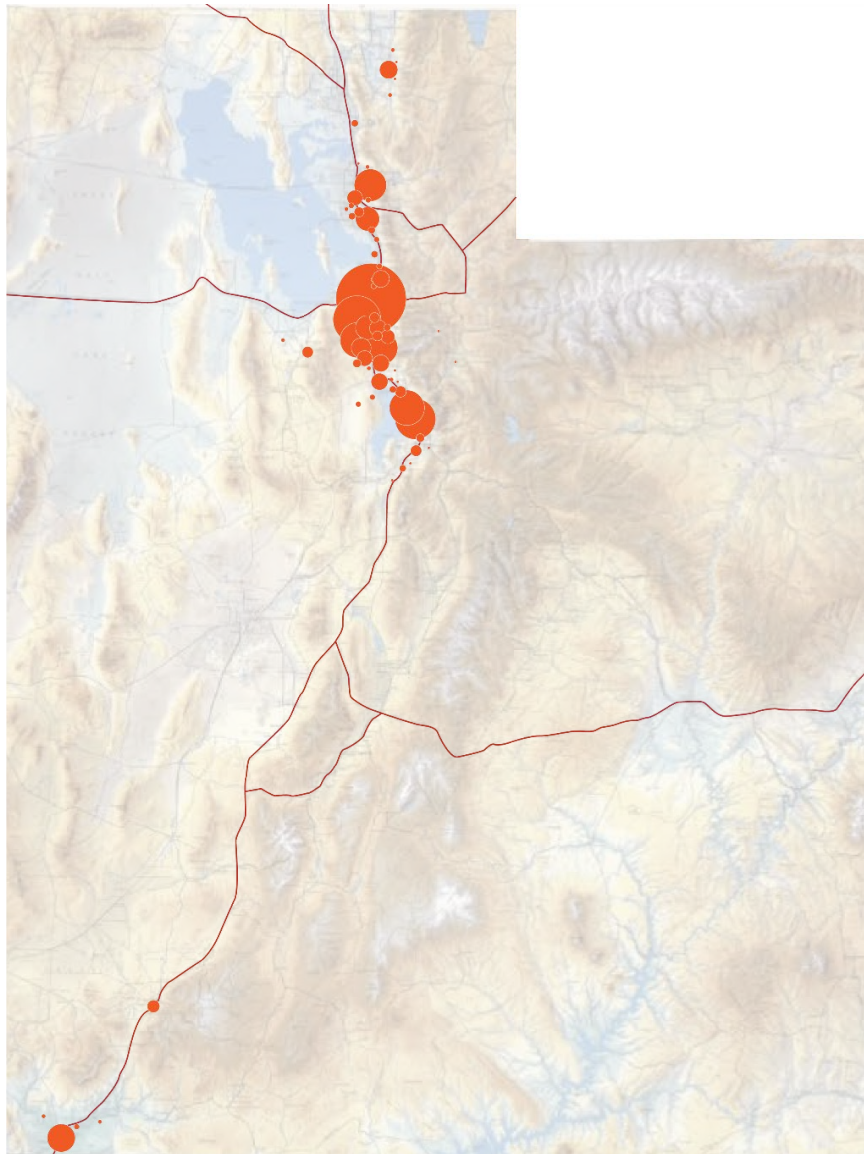
Population Growth



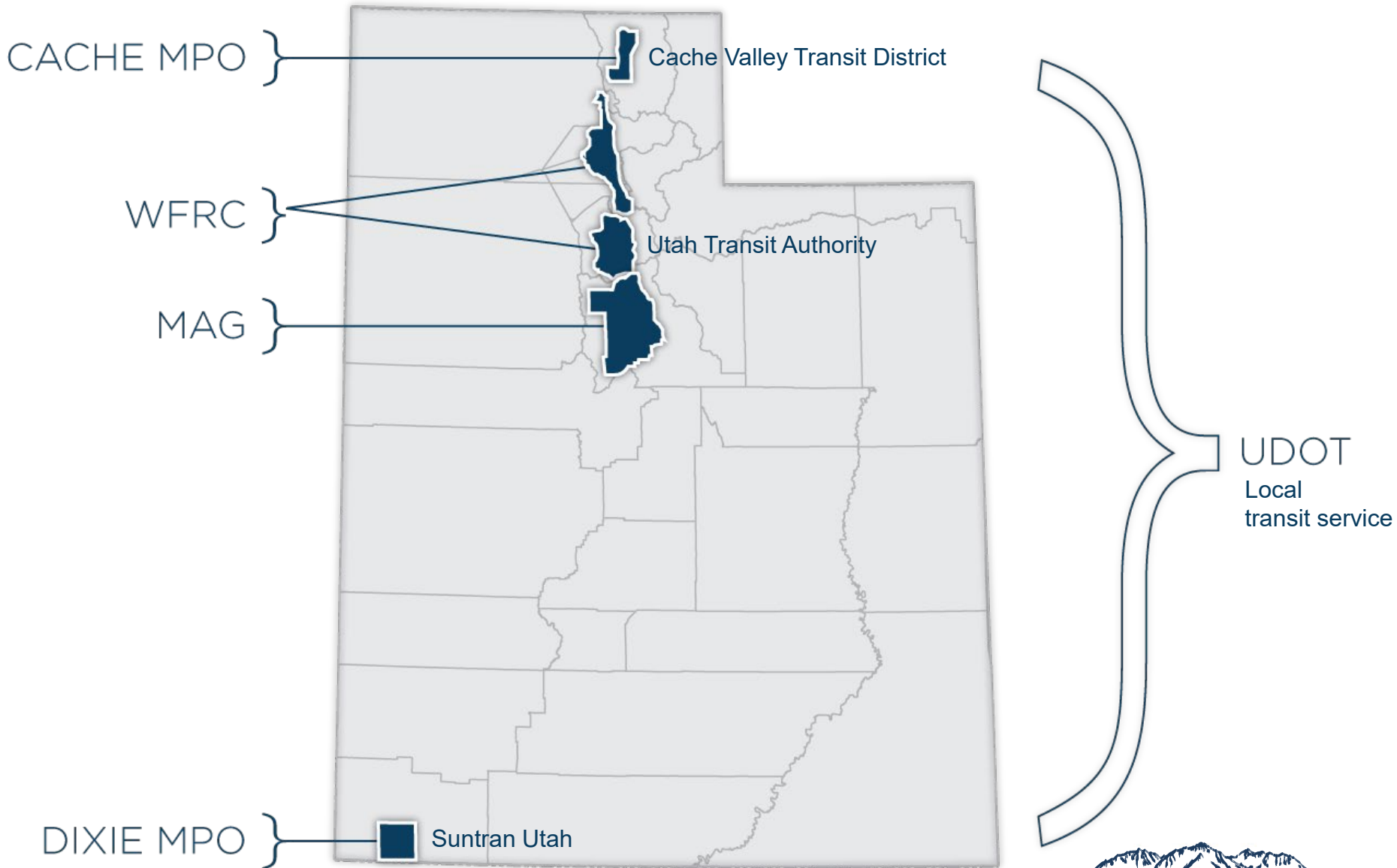
Utah's Geography



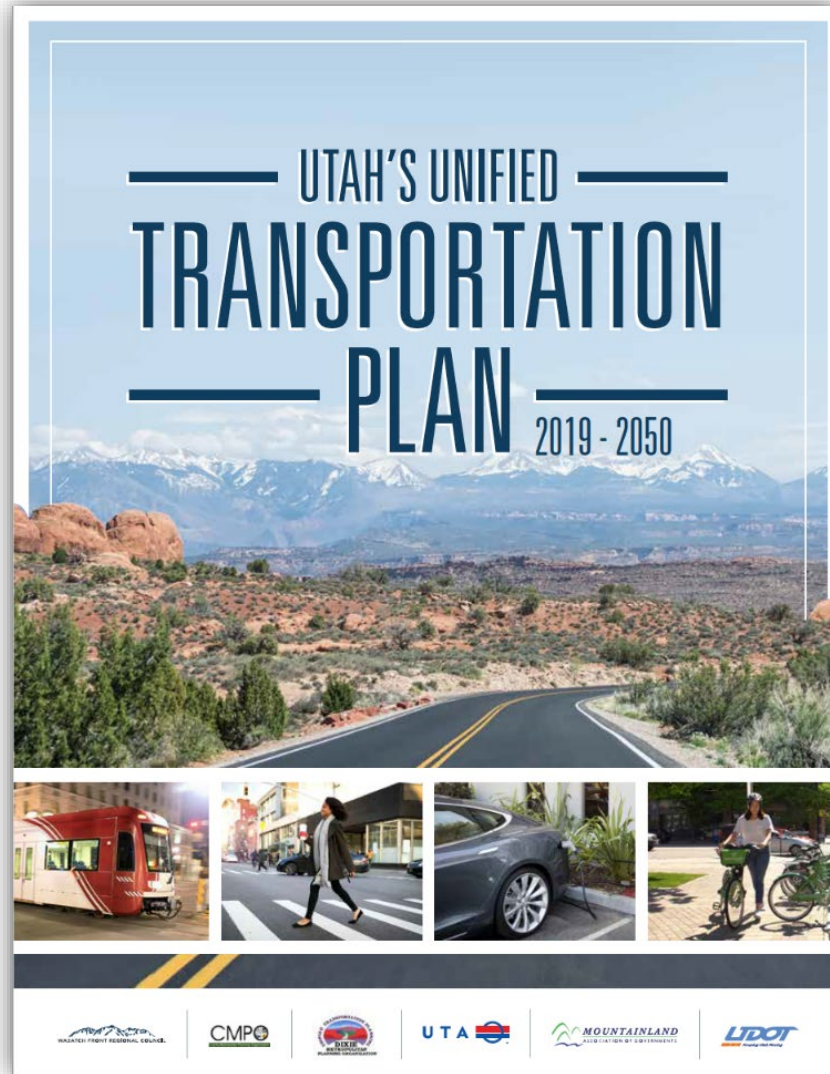
Population Distribution



Utah's Transportation Planning Organizations



Utah's Unified Transportation Plan



Utah's Unified Transportation Plan



UTAH'S UNIFIED TRANSPORTATION PLAN

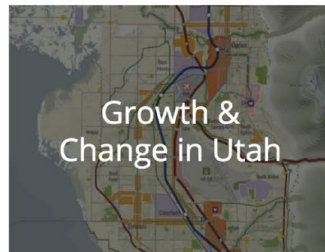
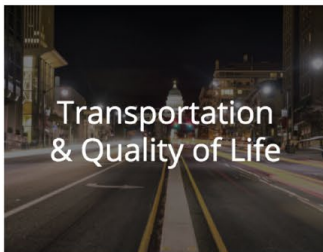


Transportation in Utah is more than just a way to get from one place to another; in our state, transportation is an integral part of our quality of life. Because of past investments in transportation, because of how we work together to plan and build the system, and because we are able to move freely both within and across our communities, transportation helps to deliver Utah's promise of life elevated.

[Purpose of the Unified Transportation Plan](#)

[View the Interactive Map](#)

[Download the Unified Plan](#)



Utah's Unified Transportation Plan

Unified Plan Viewer UTAH'S UNIFIED TRANSPORTATION PLAN

1 Highways

Highway Site Projects

- Phase 1 (2020-2030)
- Phase 2 (2031-2040)
- Phase 3 (2041-2050)
- Unfunded

Highway Linear Projects

- Phase 1 (2020-2030)
- Phase 2 (2031-2040)
- Phase 3 (2041-2050)
- Unfunded

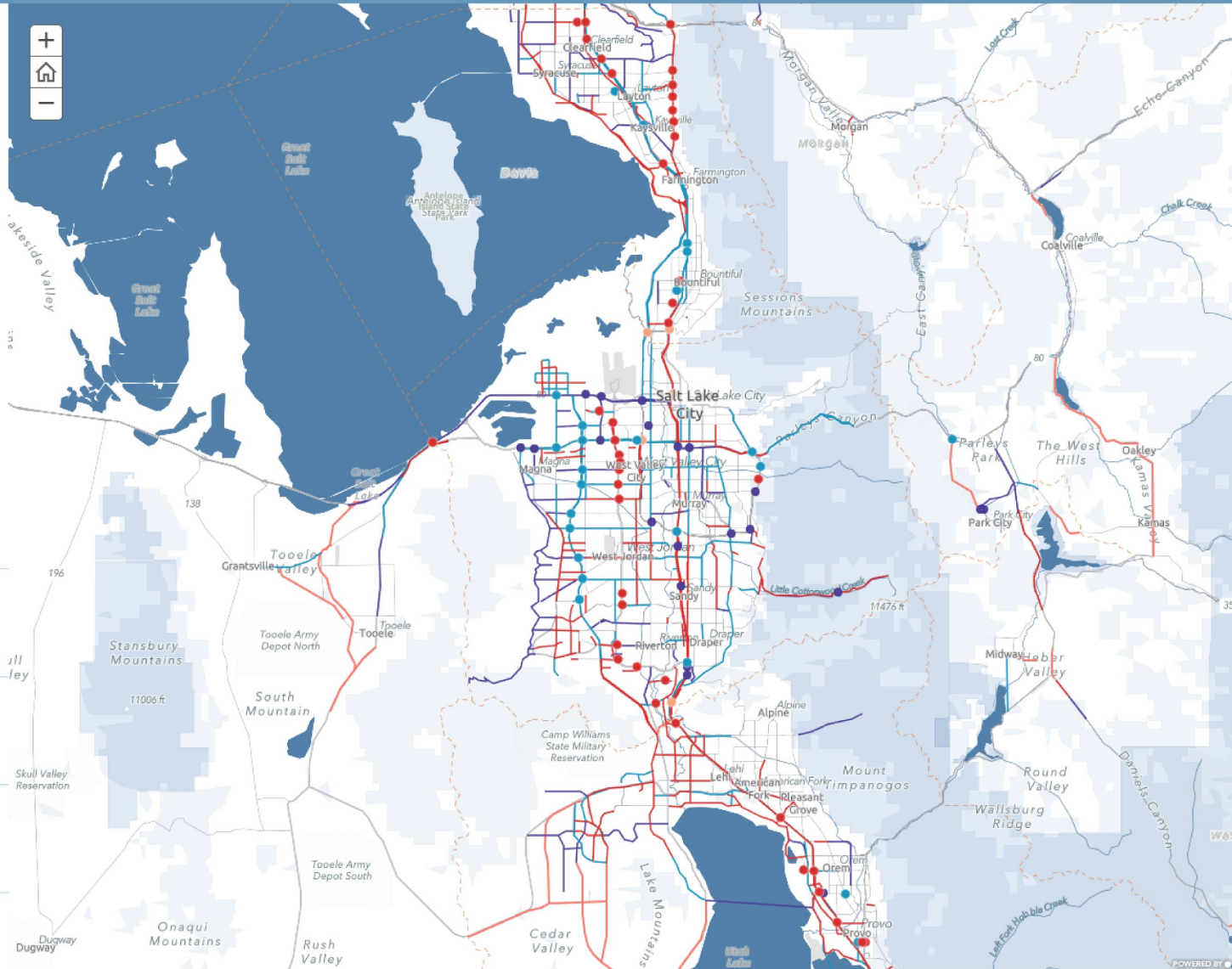
For more information please visit [UnifiedPlan.org](https://unifiedplan.org)

2 Transit

3 Active Transportation

4 Corridor Preservation

5 All Projects



Recognized Planning Approach



U.S. Department
Of Transportation

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**

Federal Transit Administration
Region VIII
12300 W. Dakota Ave., Suite 310
Lakewood, CO 80228
720-963-3330
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)

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.”

Key Components to the Planning Process

1. Goals and Performance Measurement
2. Transportation and Land Uses Interplay
3. Models: Projecting Utah's Transportation Future
4. Air Quality Modeling
5. Public Involvement

1. Goals and Performance Measurement



**Good
Health**



**Strong
Economy**



**Better
Mobility**



**Connected
Communities**

1. Goals and Performance Measurement

Goal

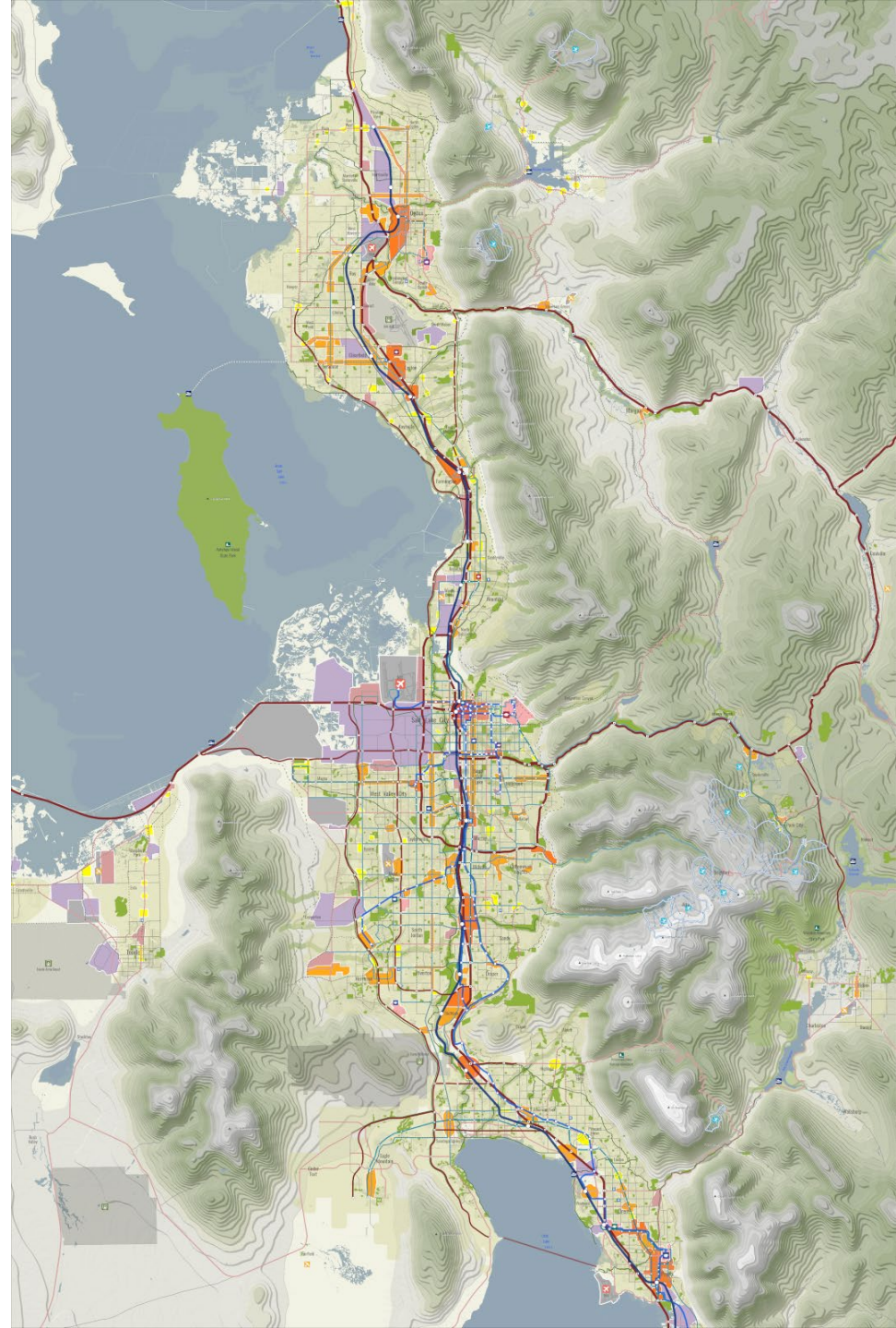
Key Performance Measures



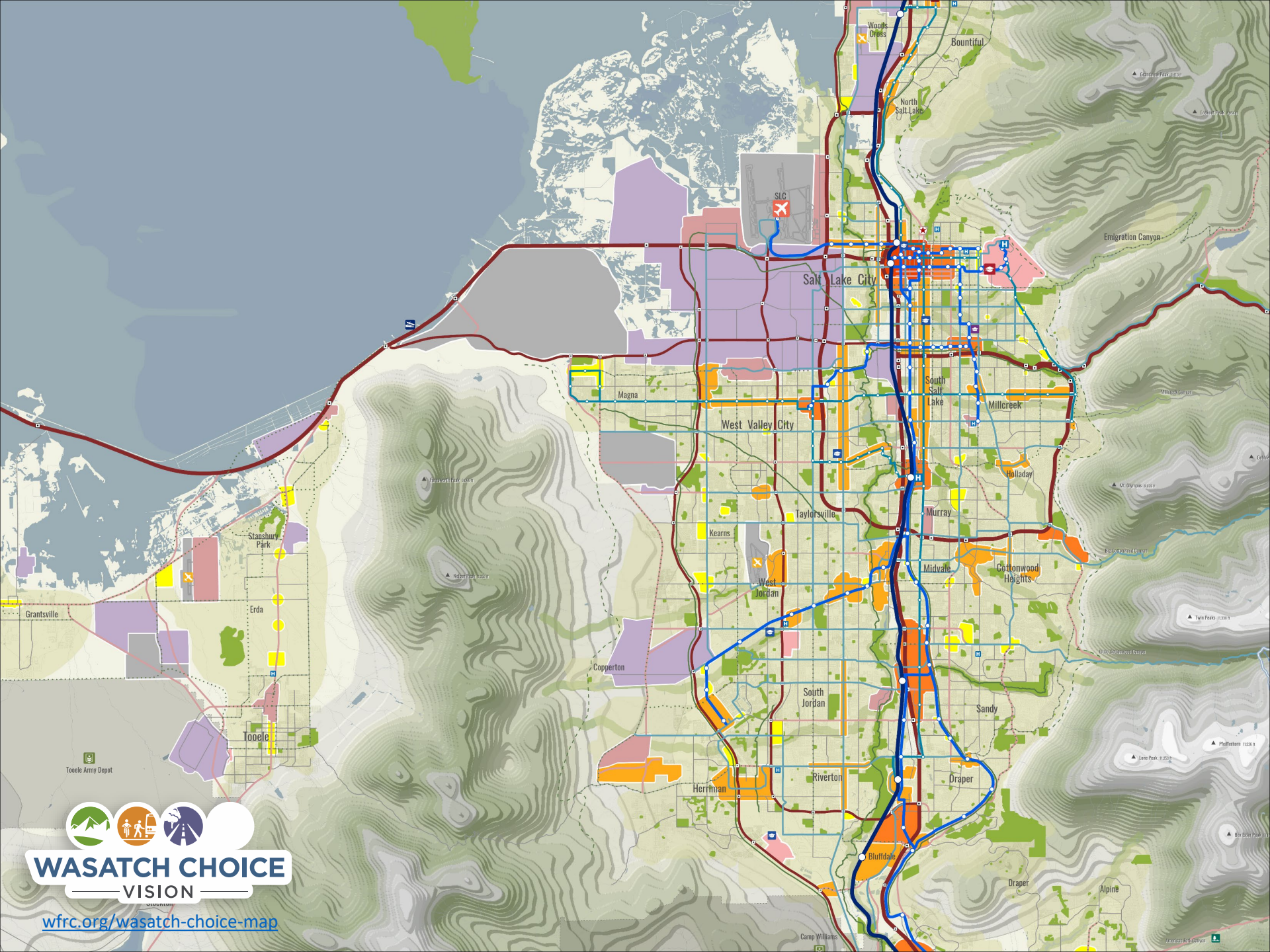
**Strong
Economy**

Increase the number of jobs and services that Utahns can access within a reasonable travel time

2. Transportation and Land Uses Interplay ...

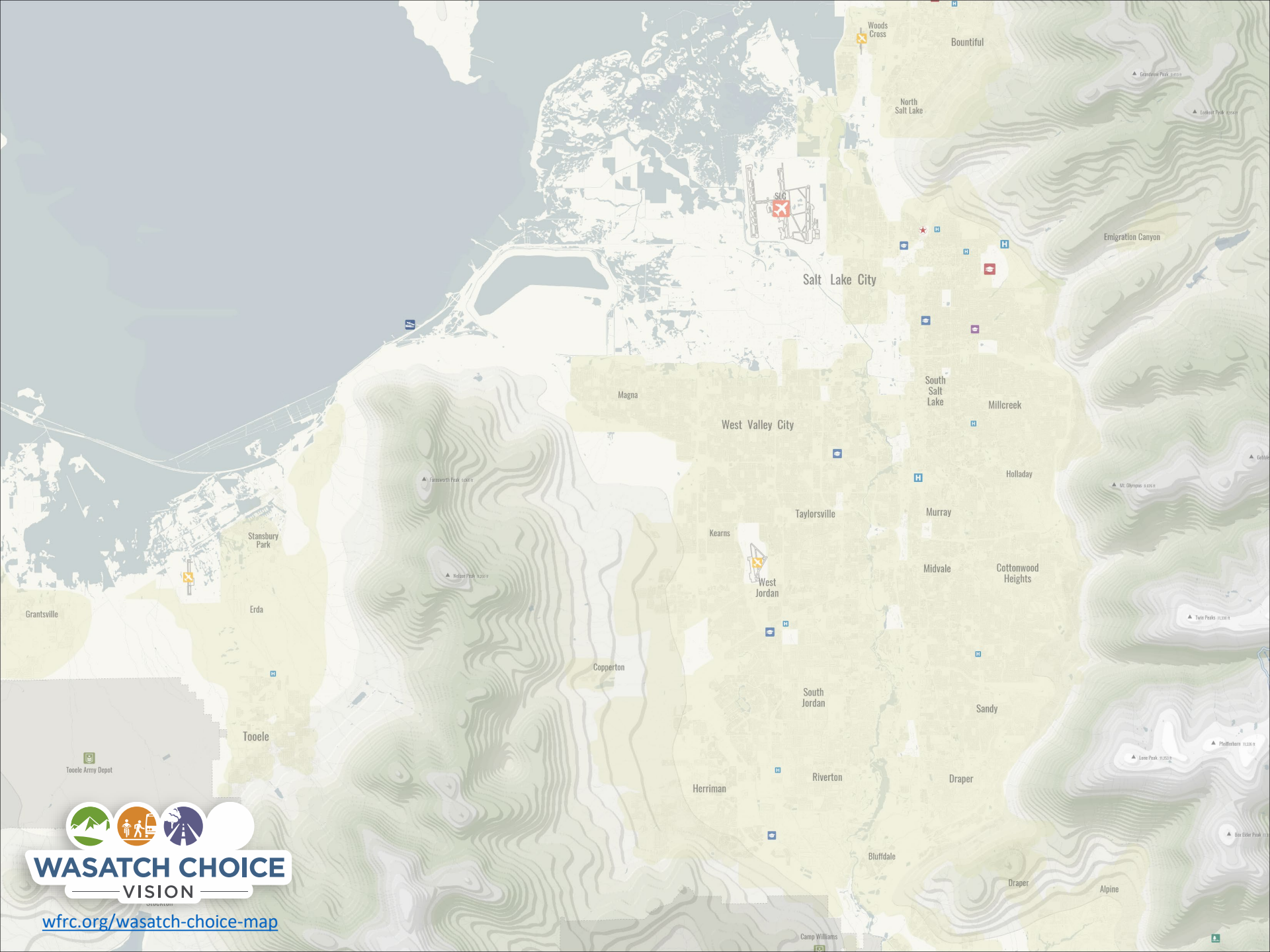


wfr.org/wasatch-choice-map



WASATCH CHOICE VISION

wfr.org/wasatch-choice-map



WASATCH CHOICE
VISION

wfrc.org/wasatch-choice-map



Tooele Army Depot

Grantsville

Stansbury Park

Erda

Tooele

Magna

West Valley City

Kearns

West Jordan

Copperton

Herriman

South Jordan

Riverton

Bluffdale

Taylorsville

Murray

Midvale

Draper

Sandy

South Salt Lake

Millcreek

Holladay

Cottonwood Heights

Draper

Alpine

Salt Lake City

Bountiful

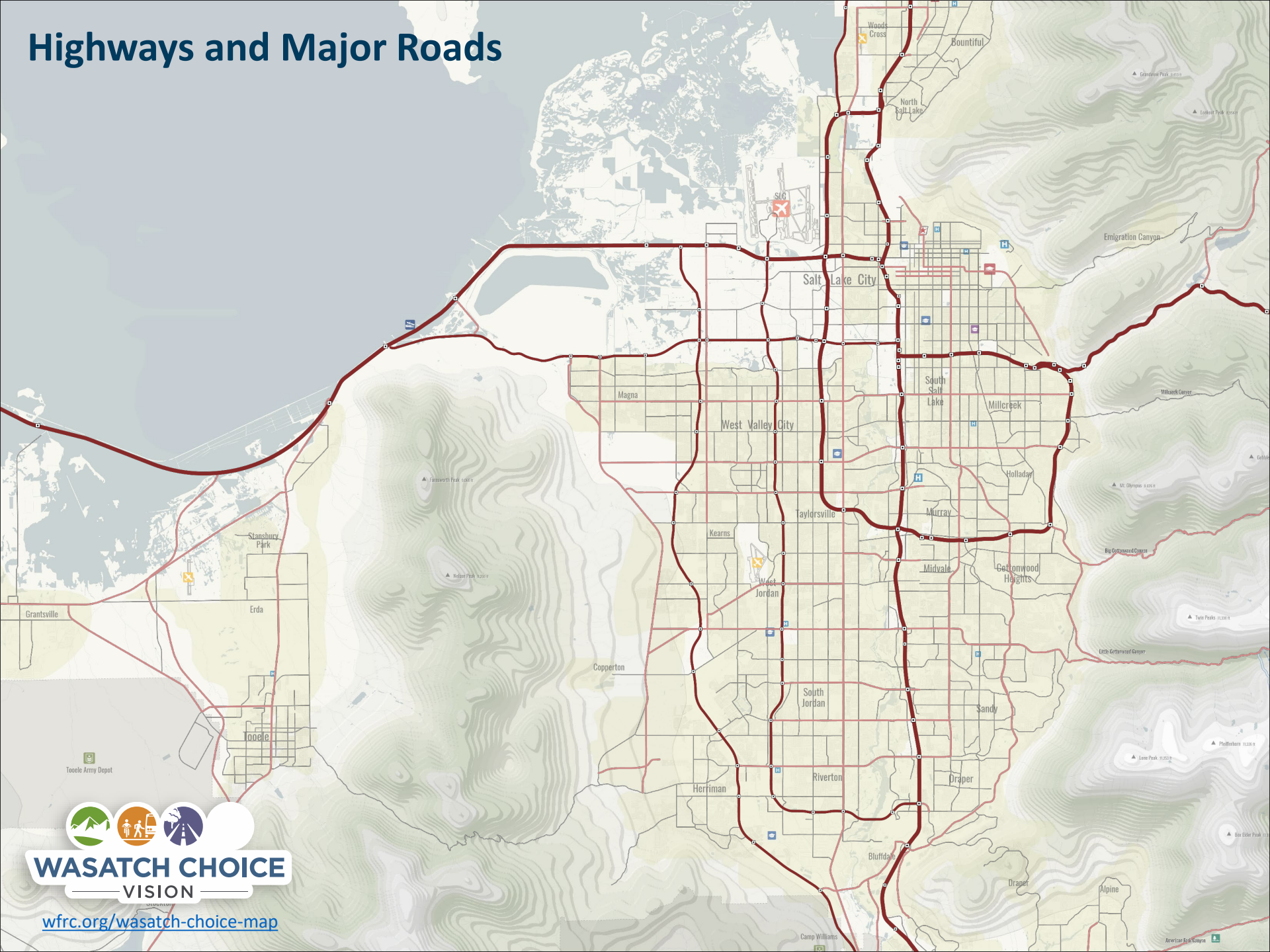
North Salt Lake

Emigration Canyon

Woods Cross

Camp Williams

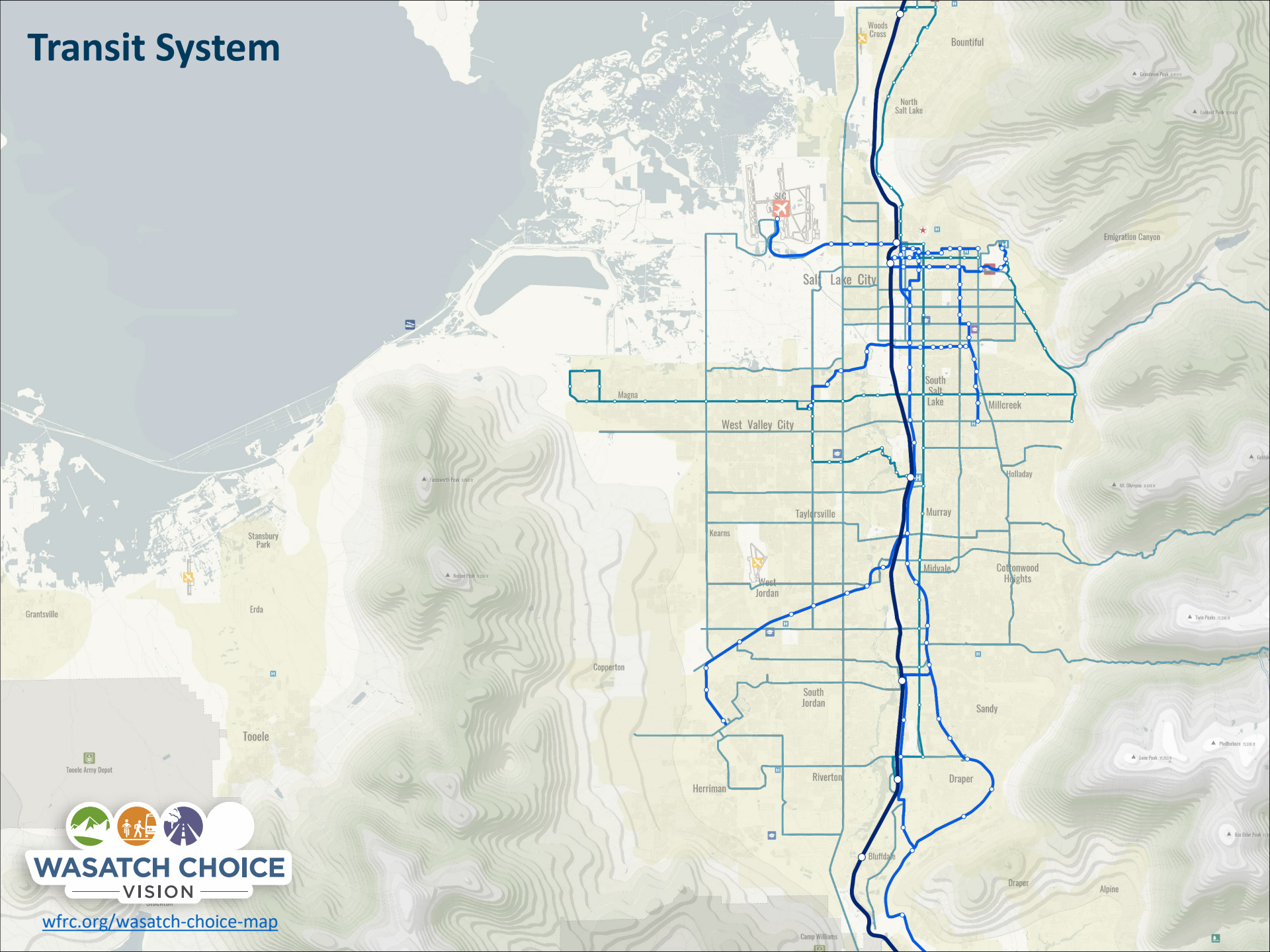
Highways and Major Roads



WASATCH CHOICE
VISION

wfr.org/wasatch-choice-map

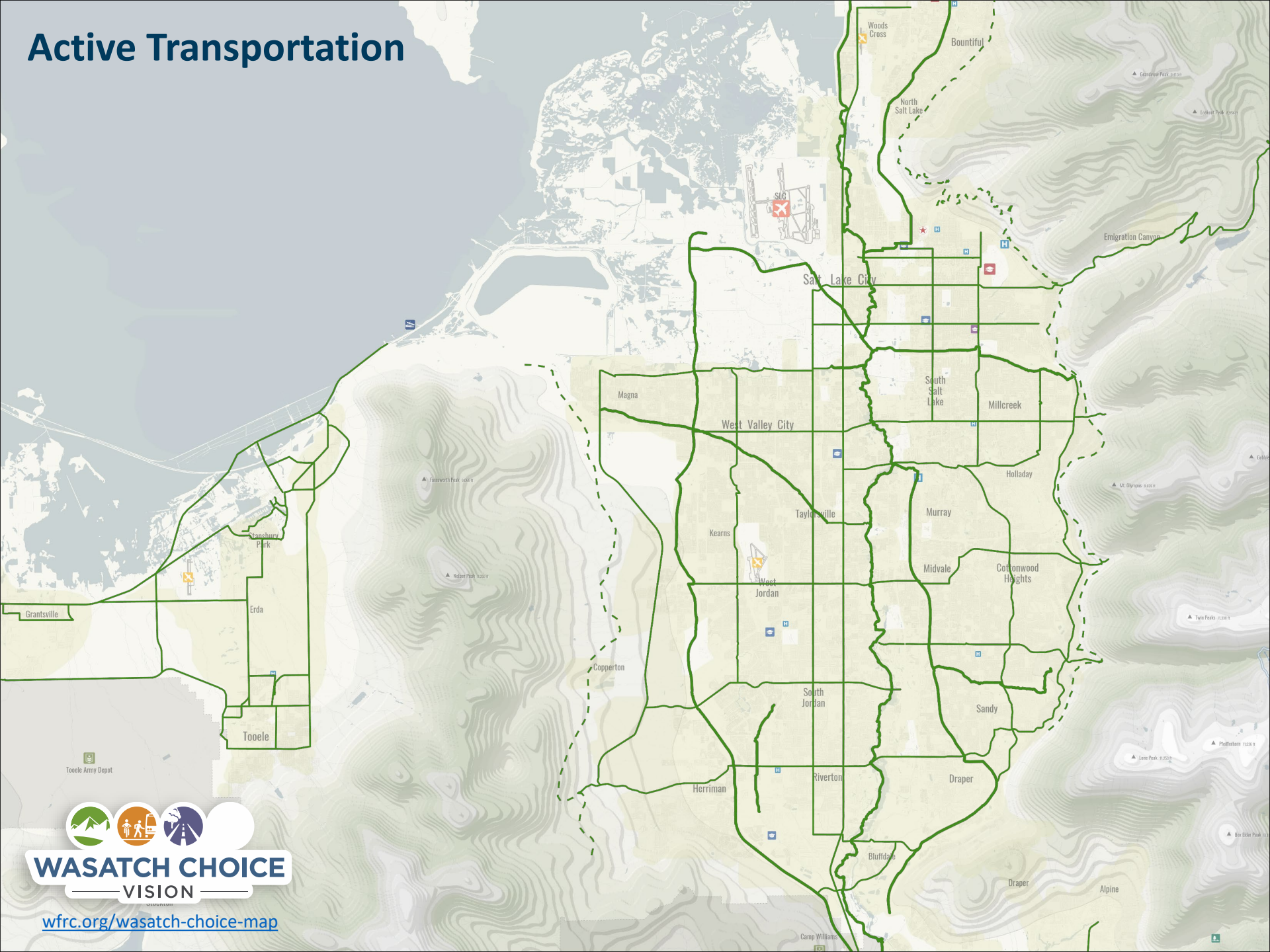
Transit System



WASATCH CHOICE
VISION

wfrc.org/wasatch-choice-map

Active Transportation



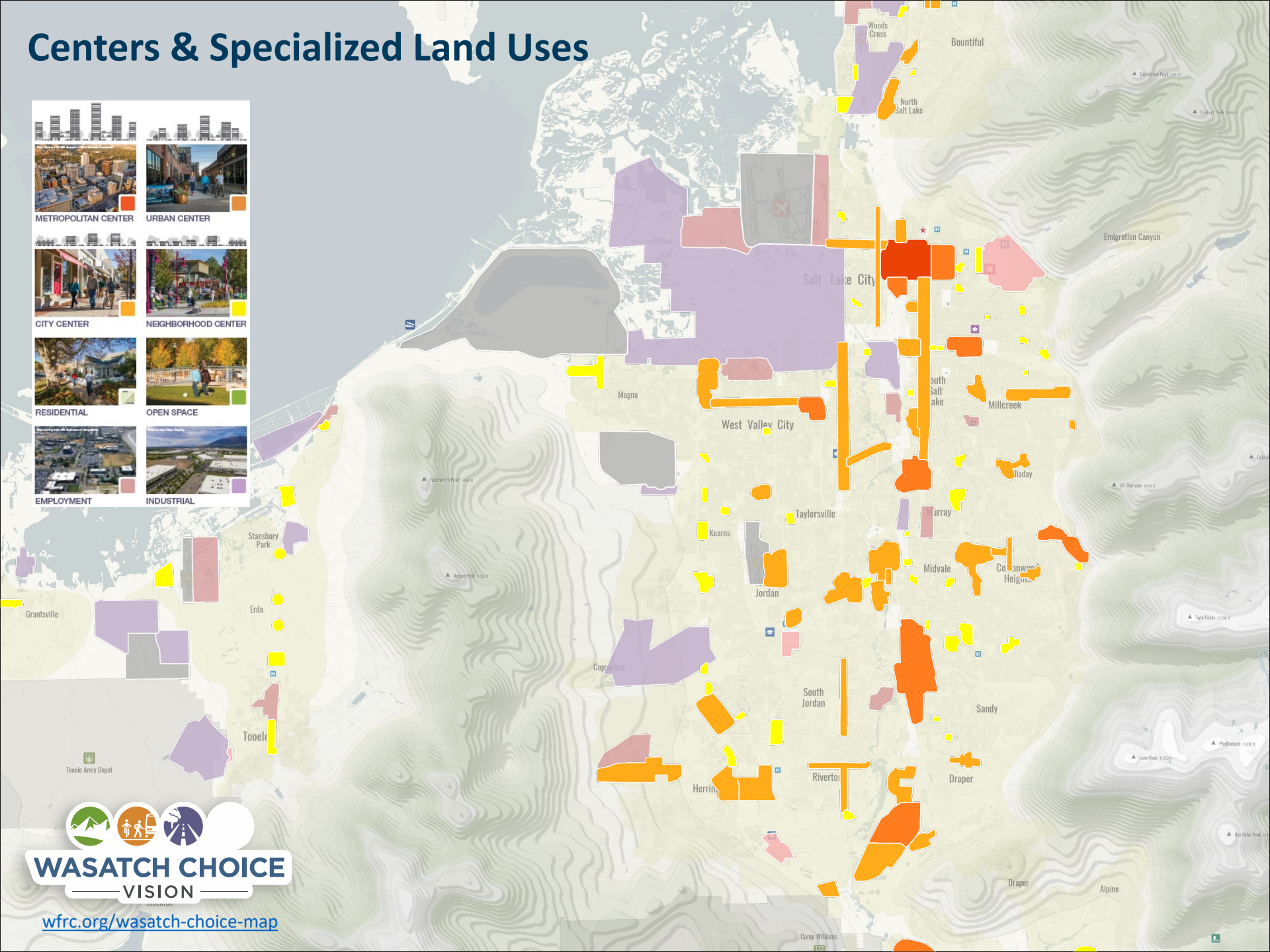
Tooele Army Depot



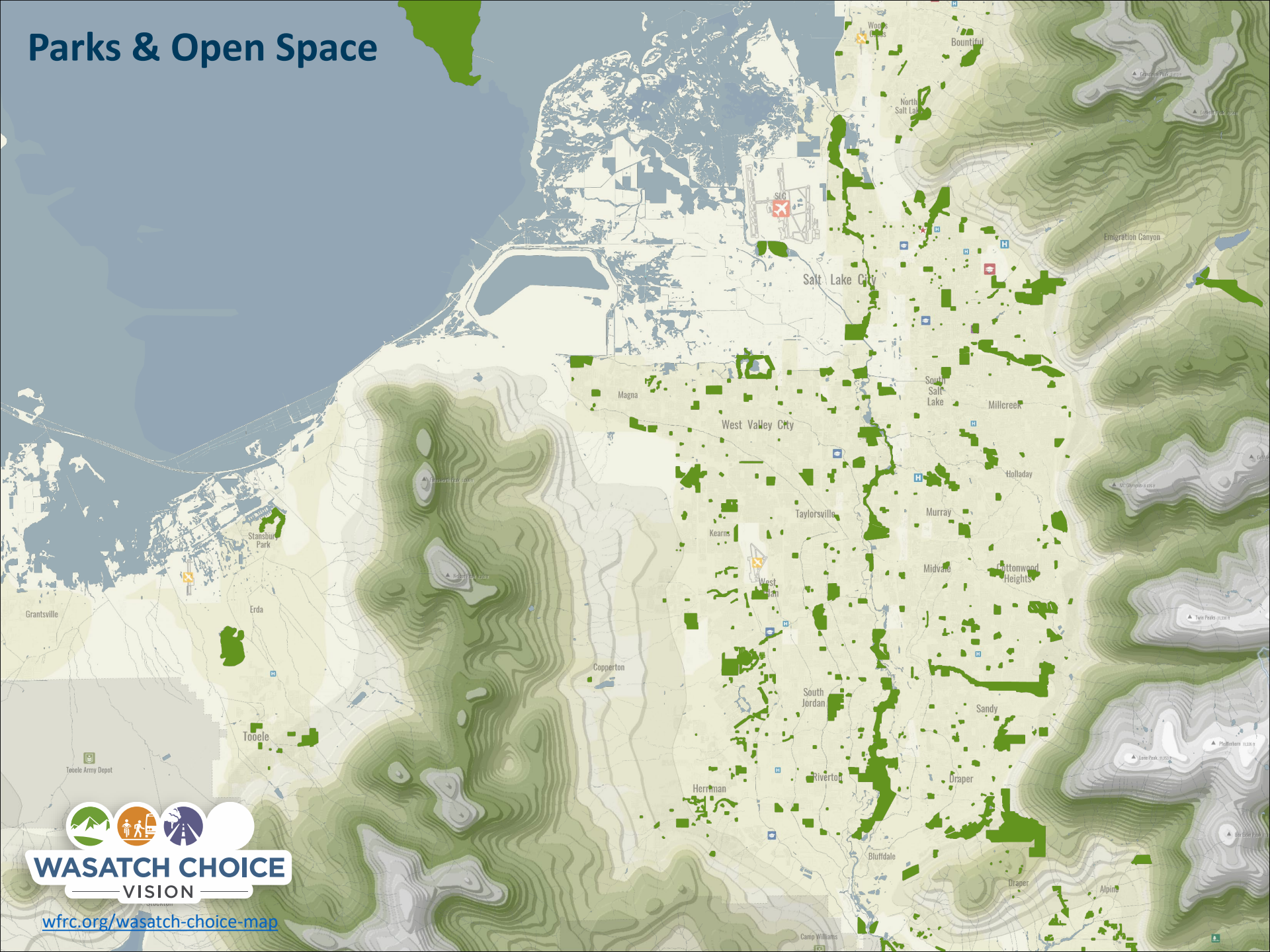
WASATCH CHOICE
VISION

wfrc.org/wasatch-choice-map

Centers & Specialized Land Uses

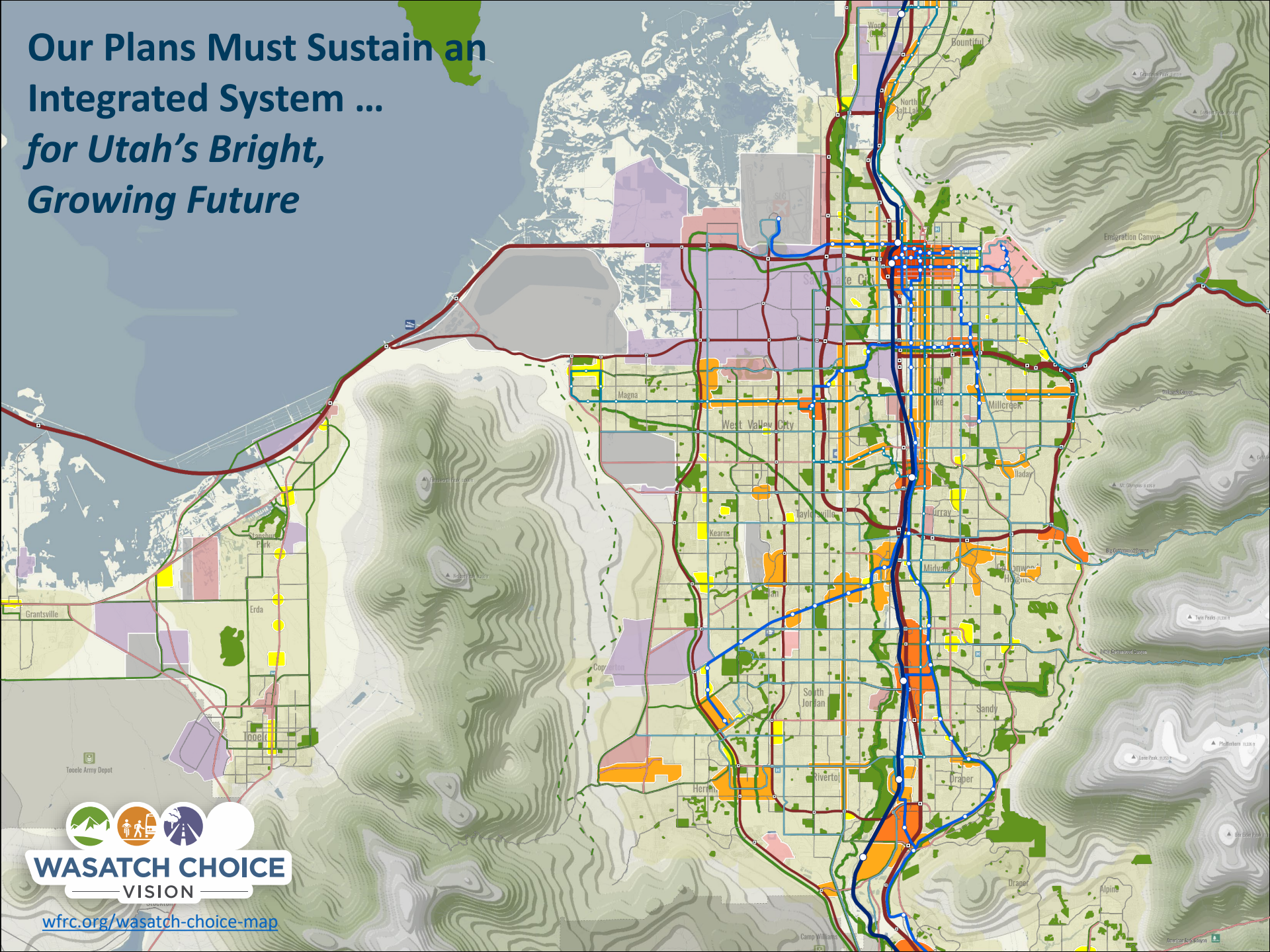


Parks & Open Space



wfrc.org/wasatch-choice-map

Our Plans Must Sustain an Integrated System ... for Utah's Bright, Growing Future



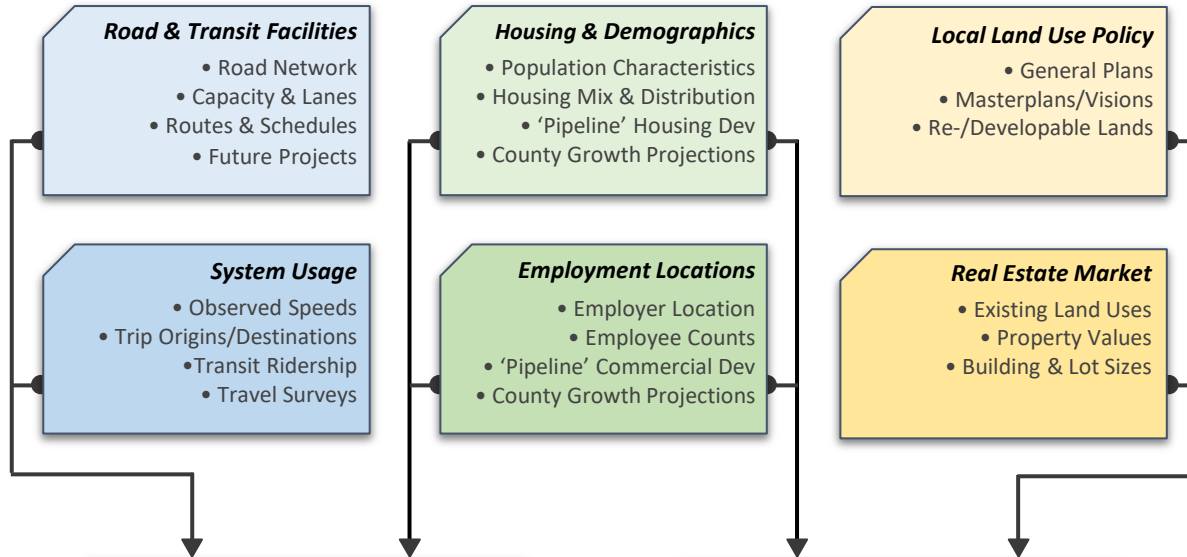
WASATCH CHOICE
VISION

wfr.org/wasatch-choice-map

3. Models: Projecting Utah's Transportation Future

Data

current conditions
future plans, and
county-level
projections



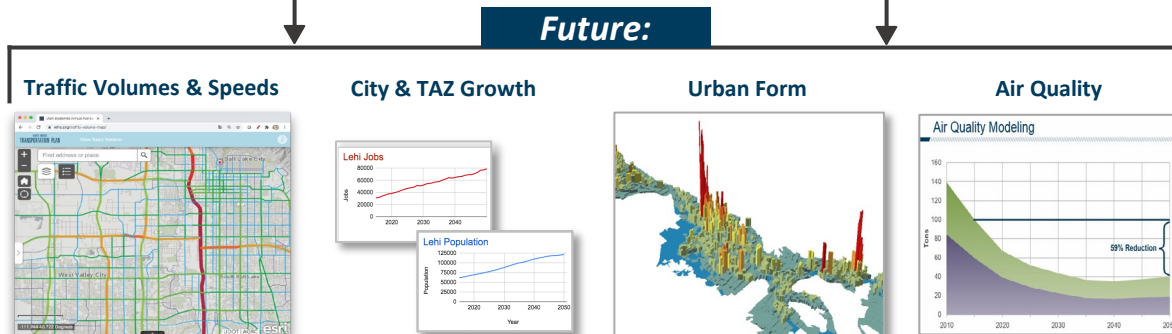
Software

regional simulations,
using local information,
model the future through
2050



Forecasts

household and job
distribution;
transportation system
performance;
scenario evaluation



Partners

City & County

- Planning Depts
- Tax Assessors

Regional

- Metropolitan Planning Organizations (MPOs)
- Transit Agencies

State

- UDOT
- University of Utah (GPI)
- Utah DEQ
- Utah Population Committee
- Workforce Services

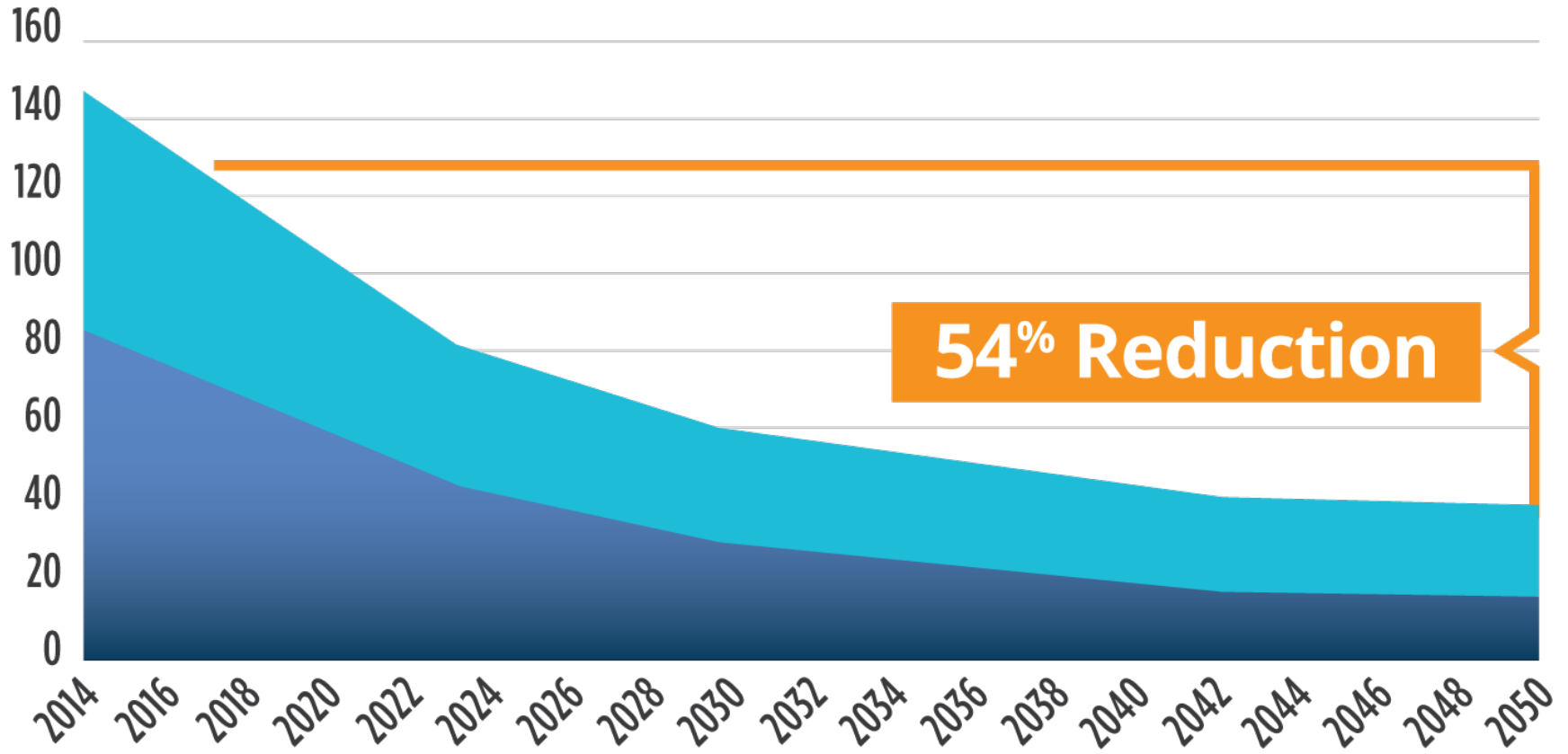
Federal

- Census Bureau
- FHWA & USDOT
- FTA

Private

- Consultants
- Data Providers
- Real Estate Experts

4. Air Quality Modeling



Mobile Source Emissions

VOC-Total NOx-Total

5. Public Involvement

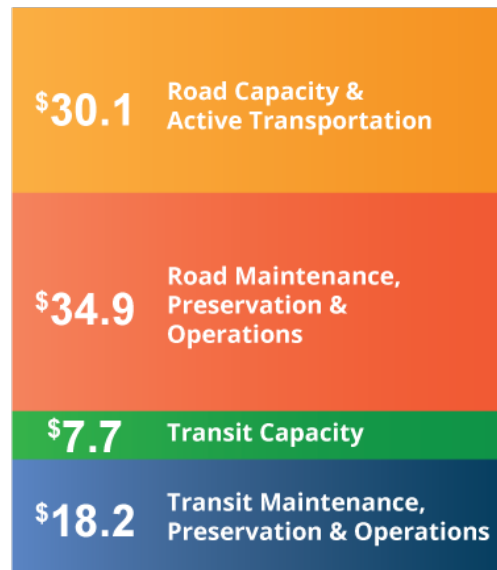


Unified Plan 2020-2050 Financial Overview

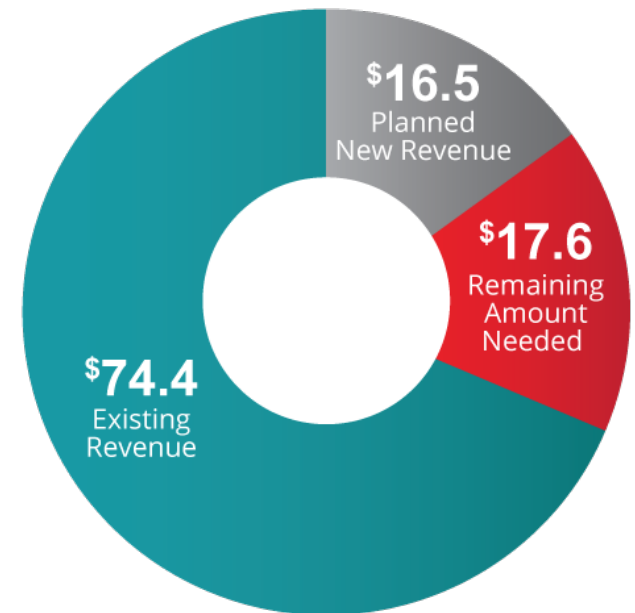
\$108.5 Billion Transportation Needs



\$90.9 Billion Prioritized Needs



Revenue

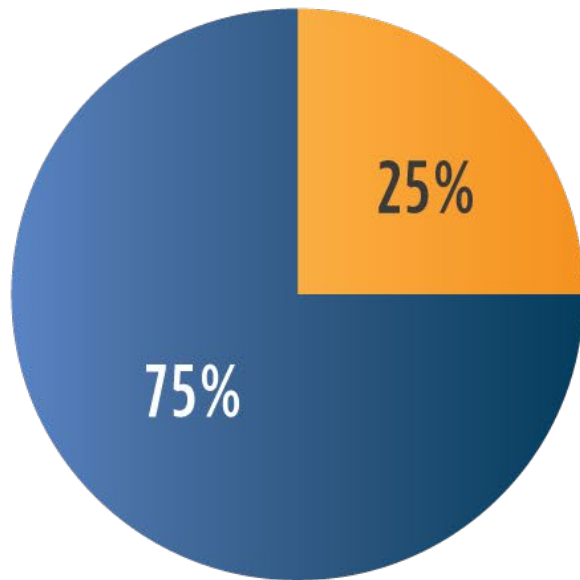


All totals in billions

Average Annual Transportation Funding

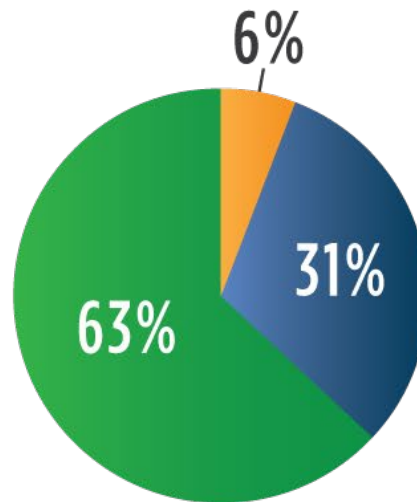
State Roads

\$1,450 Million



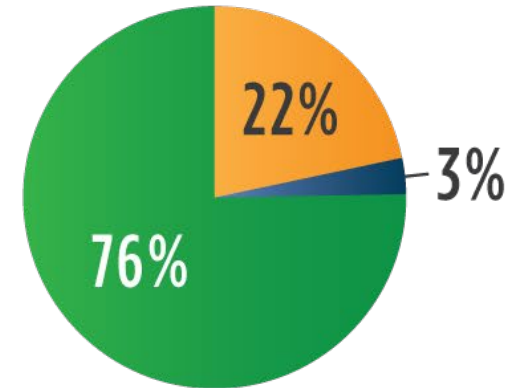
Local Roads




\$640 Million



Transit

\$540 Million



-  Federal funding sources include federal motor fuel tax, discretionary grants, and other formula programs
-  State funding sources include state motor fuel tax, vehicle registration, and state sales tax
-  Local funding sources include local options sales tax, general fund contributions, and transit fare box

Unified Plan Project Phasing

Unconstrained Project List



Prioritized Needs

Financial Constraints





Long-Term Transportation Planning in Utah

Transportation Interim Committee | September 16, 2020



WASATCH FRONT REGIONAL COUNCIL

