



# **MPO and Transit Partnerships: The Wasatch Front Way** **2013 AMPO Annual Conference**

Matt Sibul, Chief Planning Officer, Utah Transit Authority

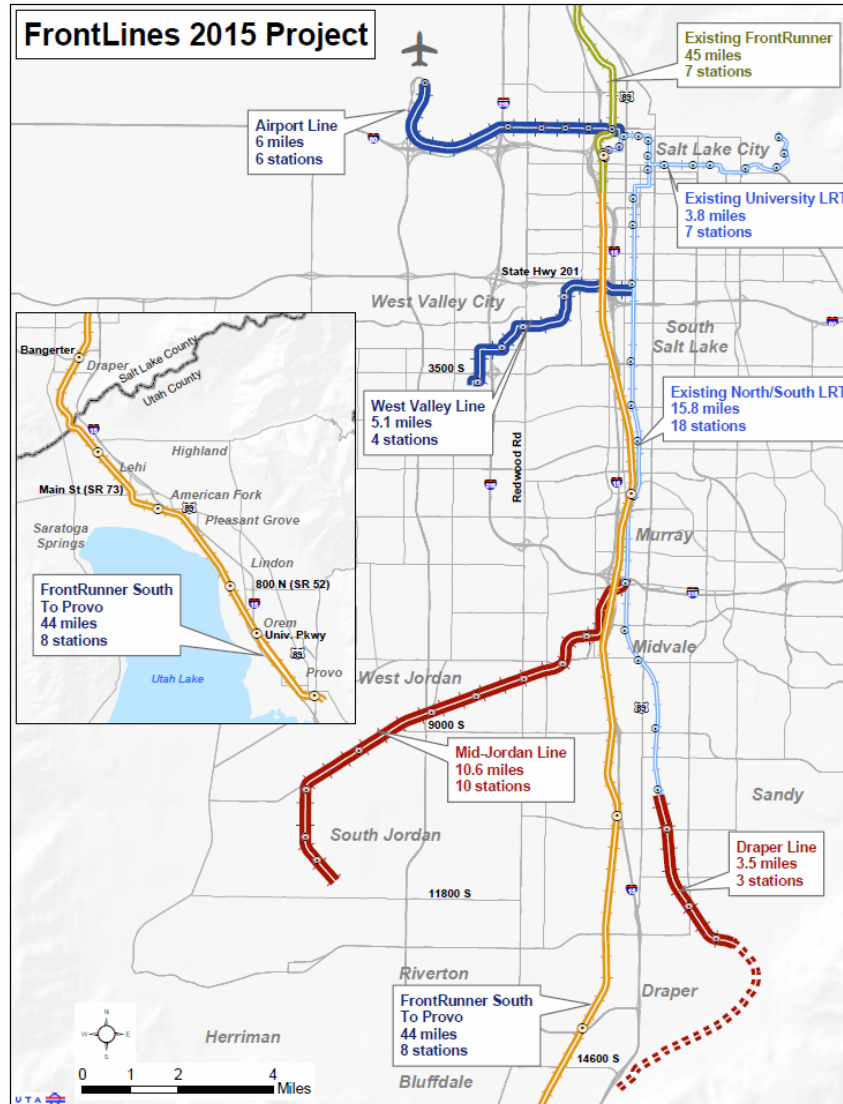
Ted Knowlton, Deputy Director, Wasatch Front Regional Council

# Topics



- Transit Agency Representation on MPO Boards
  - Required vs Realistic...
- Transit Agency vs Vision
- The Special Sauce of Collaboration
  - Past
  - Present
  - Future

# FrontLines 2015 Program Draws to a Conclusion...



# Transit Agency and MPO Boards: The letter of the law



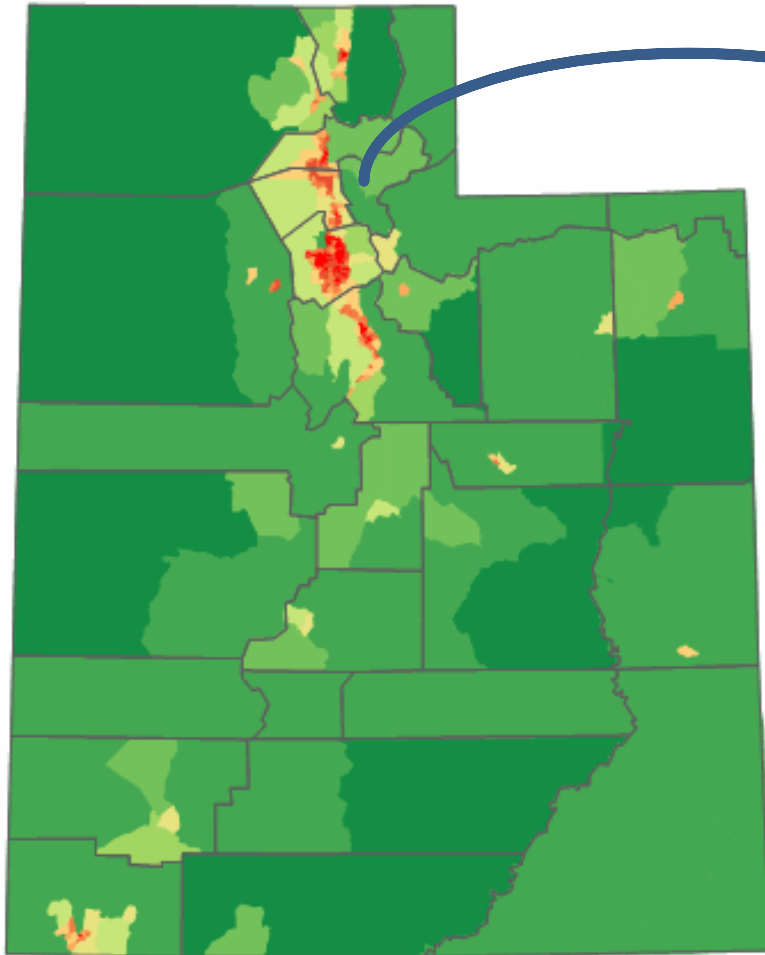
## Chapter 53, Title 49, USC, as amended by MAP-21:

### § 5303. Metropolitan transportation planning

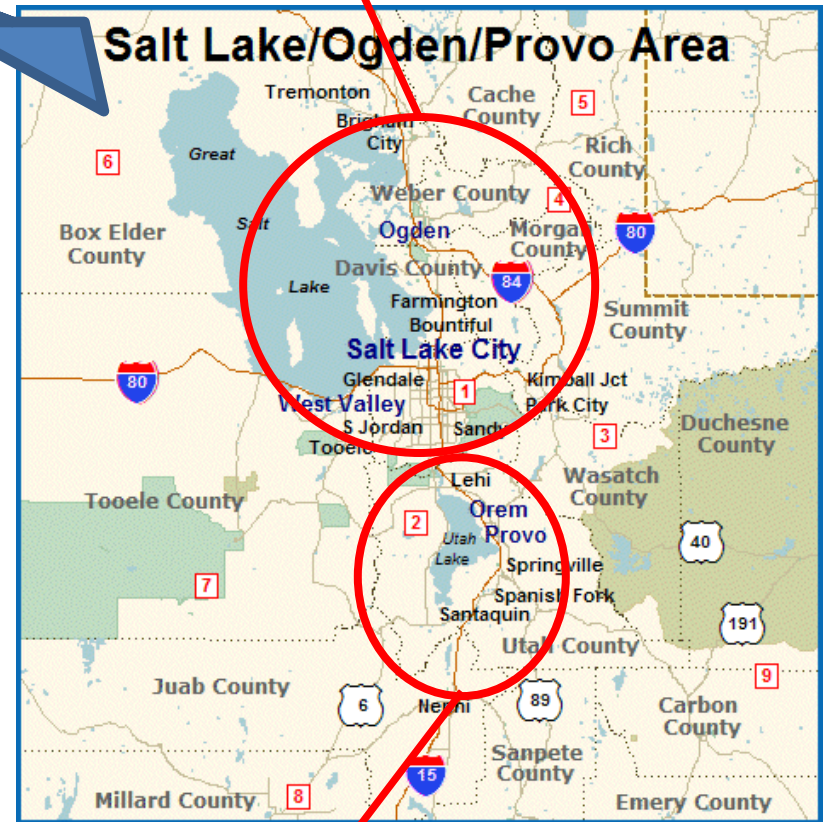
- (2) STRUCTURE.—
- Not later than 2 years after the date of enactment of the Federal Public Transportation Act of 2012, each metropolitan planning organization that serves an area designated as a transportation management area shall consist of—
  - (A) local elected officials;
  - (B) officials of public agencies that administer or operate major modes of transportation in the metropolitan area, **including representation by providers of public transportation**; and
  - (C) appropriate State officials.



# Transit Agency and MPO Boards: How it is Structured in Utah



**WFRC**



**MAG**

# UTA Representation



Website input given to FTA:

- *“Given our experience, the WFRC would recommend that the U.S. DOT and FTA allow as much flexibility as possible for individual MPOs to decide how best to include representation from transit and other transportation agencies on the MPO.”*

# Vision—UTA's Perspective



- Vision
  - Make transit more accessible and frequent;
  - Make transit easy to use;
  - Integrate transit with biking, walking, and car sharing (1<sup>st</sup>/last mile solutions)
  - Build a community around transit stations and corridors.

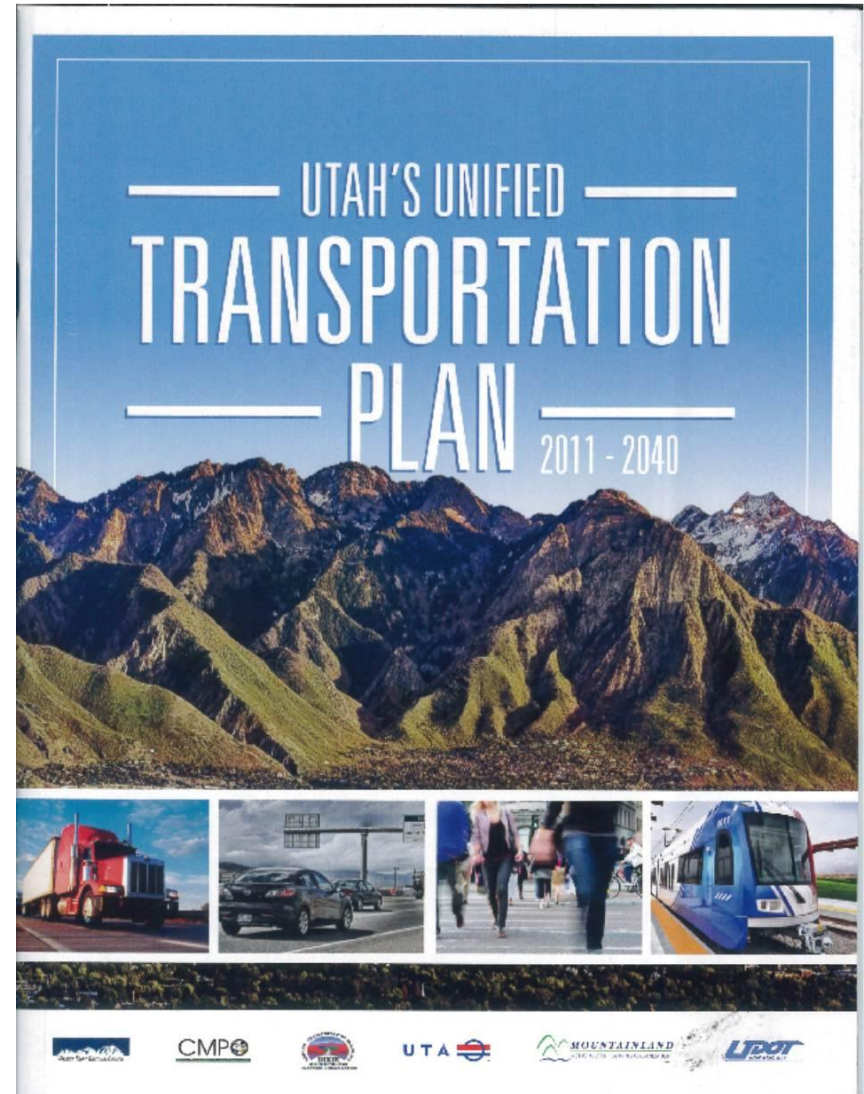
**Make transit the first choice.**



# Unified Transportation Plan and the Wasatch Choice for 2040



- UDOT
- 4 MPOs
- Roads, Transit, and Preservation/  
Maintenance
- Common assumptions





# Performance Measures—Don't Be Afraid...



NATIONAL PERFORMANCE GOALS MAP-21		PLANNING STRATEGIES MAP-21		STATE GOALS-UDOT		TRANSIT GOALS-UTA		GROWTH PRINCIPLES WC 2040		MPO RECOMMENDED SCENARIO GOALS	
1	SAFETY	2	SAFETY	3	IMPROVE SAFETY	3	SAFETY	5	HEALTH AND SAFETY	1	SAFETY, HEALTH, AND SECURITY
		3	SECURITY								
2	INFRASTRUCTURE CONDITION	8	PRESERVATION	1	PRESERVE INFRASTRUCTURE	6	SOGR	1	WELL MAINTAINED	2	STATE OF GOOD REPAIR
3	CONGESTION REDUCTION	4	ACCESSIBILITY	2	OPTIMIZE MOBILITY	1	RIDERSHIP	2	MOBILITY	3	MOBILITY AND ACCESSIBILITY
4	SYSTEM RELIABILITY	6	CONNECTIVITY			2	IMPLEMENT RTP				
5	REDUCED PROJECT DELAYS	7	EFFICIENT SYSTEM MANAGEMENT			3	INVESTMENT PER RIDER	1	EFFICIENT	5	COST EFFICIENCY
6	FREIGHT AND ECONOMIC VITALITY	1	ECONOMIC VITALITY	4	STRENGTHEN THE ECONOMY			7	COLLABORATION		
7	ENVIRONMENTAL SUSTAINABILITY	5	ENVIRONMENT			6	SUSTAINABILITY	6	REGIONAL ECONOMY	4	ECONOMIC VITALITY
								9	ENVIRONMENT	6	ENVIRONMENTAL SUSTAINABILITY
								8	SENSE OF COMMUNITY	7	URBAN FORM AND COMMUNITY
						5	COMMUNITY DEV.	3	INTEGRATE LAND USE AND TRANSPORT		
								4	HOUSING FOR ALL		
								7	COLLABORATION		
						4	REVENUE DEVELOPMENT				

# Performance Based Planning: Moving Forward in Utah



M-21	UDOT	UTA	GP	
				1 HEALTH, SAFETY AND SECURITY
				2 STATE OF GOOD REPAIR
				3 MOBILITY & ACCESSIBILITY
				4 ECONOMIC VITALITY
				5 COST EFFICIENCY
				6 ENVIRONMENTAL SUSTAINABILITY
				7 URBAN FORM AND COMMUNITY

# A Deep-Dive Collaboration: Regional Vision and Sustainable Communities Grant



## Building The Future We Want

**Vision**

**Challenge and Opportunity**

**Growth Principles for a Bright Future**

**Growth Principles Core to Life**

**Emission Utah's 20 Strategy**

## The Greater Wasatch Vision for 2040

The Greater Wasatch is a region stretching from Weber County south to Utah County and from Tooele County east to the Wasatch Back. We compete economically with other regions, compete for jobs and housing markets, and share the same air and water. Where and how we shape tomorrow's neighborhoods, communities, and economic centers within our region will dramatically affect the quality of our lives, including how much time and money we spend getting around the quality of the air we breathe, and the choices we have available to live, work, shop and play.

## Wasatch CHOICE for 2040

**Highlights**

**Greenpace**

**Centers**

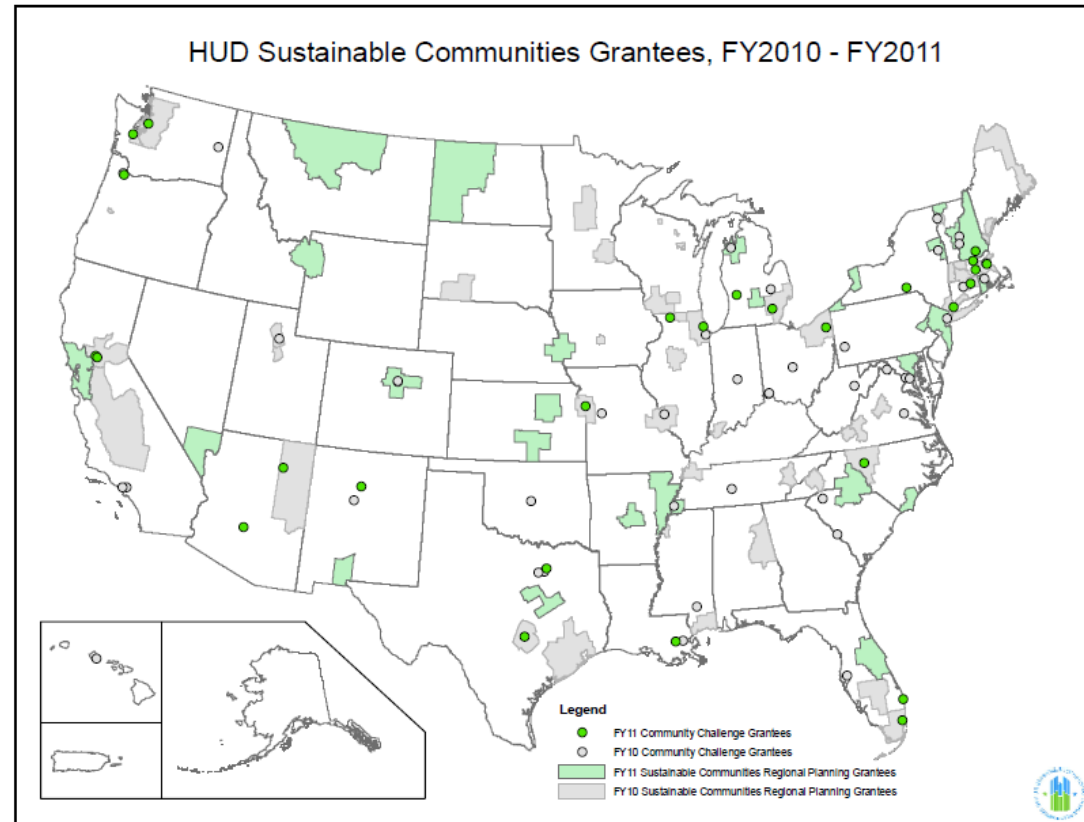
**Mountain Corridor**

**Smart Community**

**Peak Forest Community**

**Communities**

**Realizing The Wasatch Choice for 2040**



# Utah: collaboration is our special sauce



- 1997: Envision Utah
  - involved 18,000 participants
- 2005: Wasatch Choice for 2040
  - formalized the Vision
- 2011: Unified Transportation Plan
- 2012: 5 Million Sustainable Communities Grant
- 2014: Envision Utah 2

BROOKINGS | UNLV

BROOKINGS MOUNTAIN WEST

December 2012

## The Utah Model: Lessons for Regional Planning

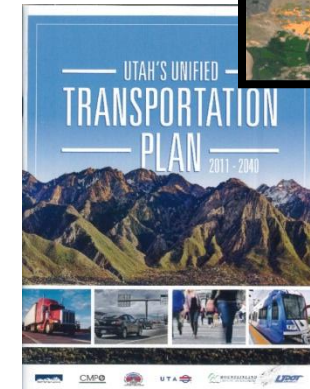
BRENDA SCHEER

### Summary

Utah has become an unlikely leader in regional planning through a voluntary partnership of key leaders, agencies, and organizations. Given that regional planning efforts have often met with strong reactions from residents, the success of Envision Utah—the regional planning in Utah—in transportation management holds lessons for other regions.

Envision Utah adopted several regional planning efforts from other states called the “Utah model” of col-

*“Inclusive, political tact, and its appeal to values makes Envision Utah an intriguing model for regional governance.”*

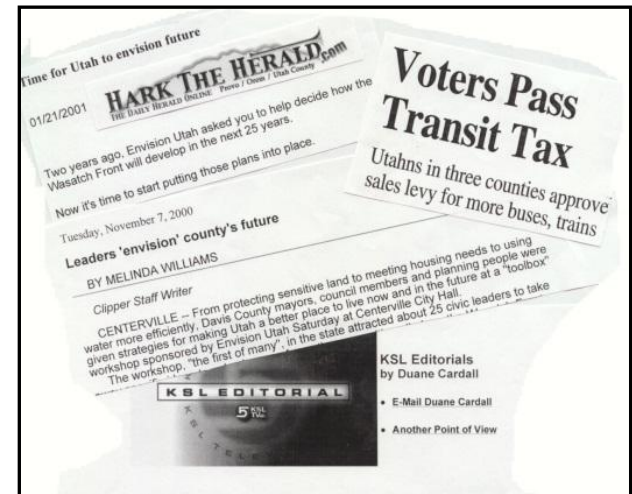




# Lessons from 20 years of Collaboration



- Benefits of a strong and *neutral* convener
- Build coalitions before advocating
- Balance the coalitions
- Create momentum
  - High level participation
  - “this is where decisions will be made”
- Magnify the benefits of collaboration
  - Unison chorus = stronger voice





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