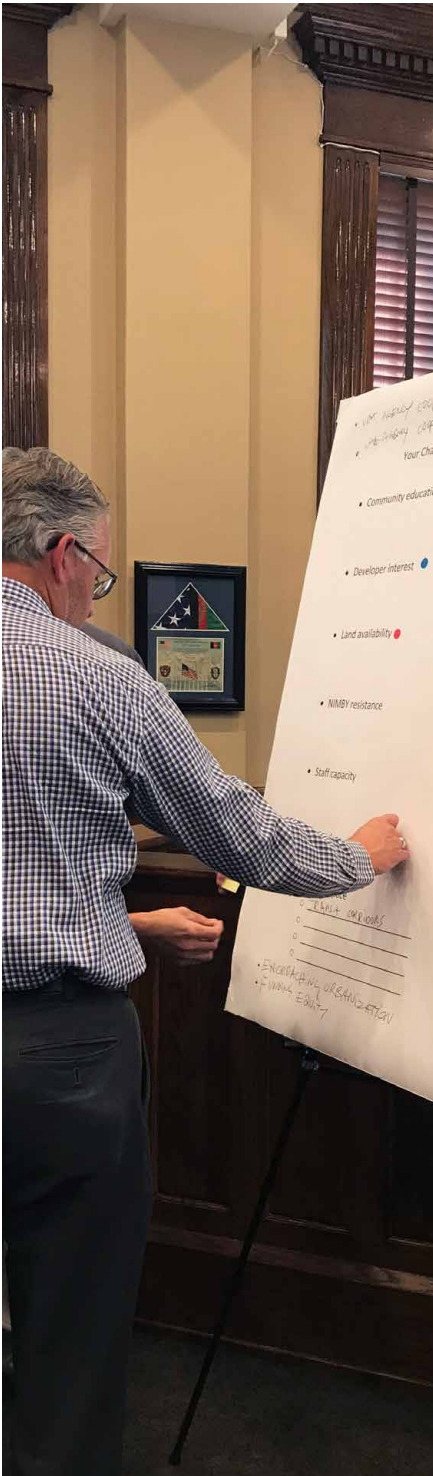




# Activities and Accomplishments Report

FISCAL YEAR 2020





Box Elder County Commissioner Jeff Scott provides comments at a Wasatch Choice workshop in Brigham City.



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Planning for the future of our region – for transportation and related areas of land use, economic development, air quality, and more – is a collaborative effort. As the designated Metropolitan Planning Organization (MPO) for Utah’s Wasatch Front, and as an Association of Governments, the Wasatch Front Regional Council (WFRC) is responsible for coordinating this planning process, and for providing funding and assistance to communities in the region so we can turn those plans into reality.

The WFRC Council adopted goals for the agency for Fiscal Year 2020 (July 1, 2019 - June 30, 2020); this report highlights the activities and accomplishments of WFRC’s members, staff, and partners in working towards those goals. This report provides highlights organized by each of the four primary FY20 goals, followed by a detailed “completion report” for all of WFRC’s activities.

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## FY2020 Unified Planning Work Program Completion Report

# Fiscal Year 2020 Goals

## 1. Collaboratively advance the Wasatch Choice Regional Vision as a regional framework for integrating transportation, land use, and economic development, to best address growth-related opportunities and challenges.

- a. **Engage, inform, and facilitate collaboration** among local governments, transportation agencies, and other public and private sector stakeholders.
- b. **Support community-level planning with technical and financial resources**, utilizing the Transportation and Land Use Connection Program (TLC) and other resources.
- c. **Communicate the needs and benefits of investment in Utah's multi-modal transportation system.**
- d. **Support the housing affordability work of local communities** with high-quality data and analysis as they align their general plans with regional/statewide transportation plans and population/employment projections, per SB34 (passed 2019).
- e. Work with UDOT, UTA, and other stakeholders to **update transportation policies and project prioritization processes**, per SB136 (passed 2018).

## 2. Develop and implement plans and programs

- a. **Finalize the 2019-2050 Utah's Unified Transportation Plan**, in collaboration with transportation partners (adopt fall 2019).
- b. **Initiate development of the 2023-2050 Regional Transportation Plan (RTP)**, including enhanced consideration of planning/environmental linkages, multi-modal project prioritization, technological innovations (e.g. connected, autonomous, shared, and electric mobility options), and use of "access to opportunities" as a measure for planning and programming.
- c. **Develop the 2021-2026 Transportation Improvement Program (TIP)**, compiling prioritized road, transit, and active transportation projects (adopt summer 2020).
- d. **Provide funding and technical support to communities** through programs including: Surface Transportation Program (STP), Congestion Mitigation and Air Quality Program (CMAQ), and Transportation Alternatives Program (TAP) (approve awards spring/summer 2020).
- e. **Implement the regional 2018-2023 Comprehensive Economic development Strategy (CEDS)**, linking economic development with transportation and land use planning, working through the Wasatch Front Economic Development District (WFEDD).
- f. **Refine the performance-based approach for WFRC plans and programs**, with a focus on finalizing a system to monitor and share progress toward the adopted Wasatch Choice Regional Vision goals.
- g. **Develop the 2020-2025 Community Development Block Grant (CDBG) Consolidated Plan** for the small cities CDBG program, identifying local community housing and community development needs tied to local and regional goals and objectives.

### MISSION STATEMENT

The Wasatch Front Regional Council builds consensus and enhances quality of life by developing and implementing visions and plans for a well-functioning multi-modal transportation system, livable communities, a strong economy, and a healthy environment.

### ROLES

To accomplish our mission, the Wasatch Front Regional Council serves the following roles.



#### Convener

We facilitate collaboration with our communities and partners.



#### Technical Expert

We are trusted subject-matter experts.



#### Planner

We proactively plan for the future of our region.



#### Implementer

We put visions and plans into action.

Wasatch Choice  
Regional Vision Goals



Access to economic and educational opportunities



Manageable and reliable traffic conditions



Quality transportation choices



Livable and healthy communities



Safe, user friendly streets



Clean air



Housing choices and affordable living expenses



Fiscally responsible communities and infrastructure



Ample parks, open spaces, and recreational opportunities



Sustainable environment, including water, agricultural, and other natural resources

### 3. Provide subject-matter expertise to federal, state, and local officials and policymakers

- a. Work with national associations and Utah partners to advance **reauthorization of federal transportation funding and policies**, focusing on funding stability with continued strong local and regional voice.
- b. Evaluate **transportation funding and financing** strategies at the state and local level, including local option transportation sales tax implementation, value capture, and tax reform.
- c. Enhance forecasting and modeling of travel behavior and land use markets, including improvements to forecasting bicycling use.
- d. Participate in transportation and growth-related projects and activities including but not limited to Point of the Mountain, Southwest Salt Lake County Vision, Central Wasatch Commission, Box Elder/Cache/Weber Transit Analysis, Ogden BRT/TOD, Davis-SL Connector BRT/TOD, Northwest Quadrant/Inland Port, Mid-Valley Active Transportation Plan, Commission on Housing Affordability, Housing Gap Coalition, UVision, I-15 statewide analysis, Census 2020, regional parking analysis, and other regional and local efforts.
- e. Improve air quality by assisting communities and partners in their efforts to reduce mobile source emissions through technological changes, transportation choices, and development patterns.

### 4. Strive for organizational excellence

- a. Ensure **accountability and transparency** to WFRC members in policy making and prudent, efficient use of resources. Maintain budget stability.
- b. Create a work environment that maximizes the health, happiness, and productivity of an **excellent staff**. Provide meaningful, constructive feedback to employees through performance evaluations. Encourage priority professional development opportunities.
- c. Ensure **compliance** with applicable laws, regulations, and best practices.



# Goal Number One

Collaboratively advance the Wasatch Choice Regional Vision as a framework for integrating transportation, land use, and economic development, to best address growth-related opportunities and challenges.

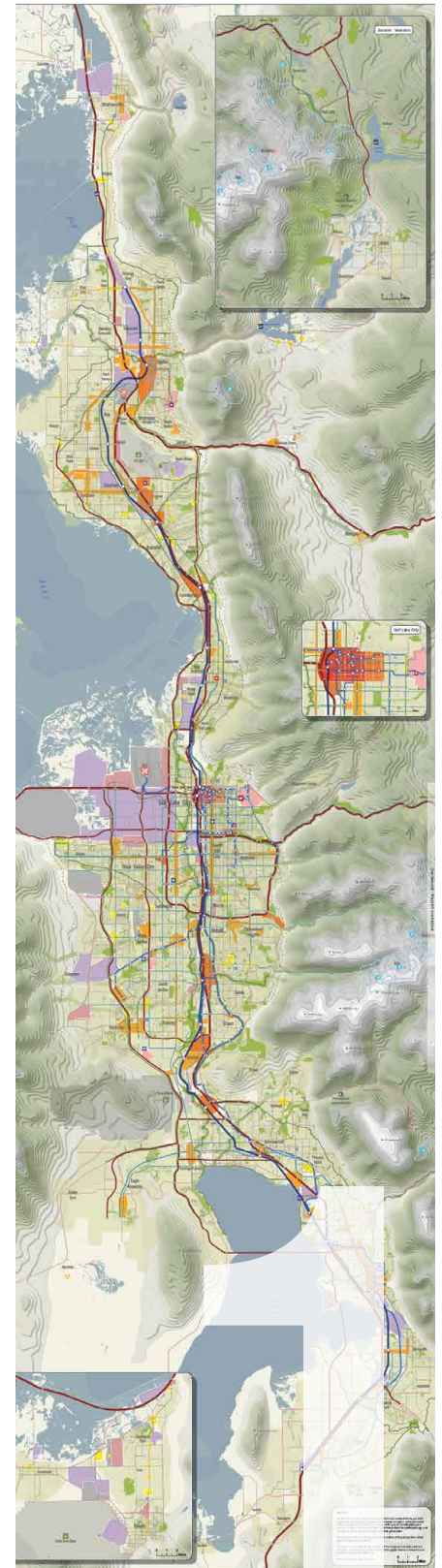
WFRC engaged, informed, and facilitated collaboration among local governments, transportation agencies, and other public and private sector stakeholders to plan for the future of our region.

The WFRC area is a diverse mix of communities, from the metropolitan center of Salt Lake City, to suburban cities and towns, to areas that maintain a rural character. There is no one-size-fits-all approach to handling Utah's nation-leading population growth. Certain issues are truly regional in nature, such as our economy, mobility, and air quality. But each part of the region has to develop approaches that best suit their needs and desires. Therefore, WFRC worked directly with communities all over the region. This included, but was not limited to:

- Hosted 10 subregional [Wasatch Choice](#) Implementation Workshops designed for local government leaders and key staff where we discussed transportation, land use, and economic development opportunities and challenges that each individual community was facing, with [presentations](#) and [packets](#) with specific data for each area of the region.
- Worked with community organizations, business organizations, and transportation agencies to further regional collaboration around the Vision.









Scott Hess from WFRC talks with local elected officials and staff in Weber County.



**WFRC supported community-level planning with technical and financial resources.**

- The [Wasatch Front Economic Development District](#) provides a direct link for our local governments to apply for federal Economic Development Administration funding to create jobs and support economic development efforts.
- The [Community Development Block Grant](#) provides funding to local communities to address the needs of low and moderate income populations and supports social service providers within Morgan, Tooele, and Weber Counties.
- The [Transportation and Land Use Connection \(TLC\)](#) program provides planning technical assistance to local communities to achieve their goals and plan for their futures. TLC provides a critical link between the broader Wasatch Choice Regional Vision and the detailed opportunities and challenges at the local level. TLC is a partnership between WFRC, Salt Lake County, Utah Department of Transportation (UDOT), and Utah Transit Authority (UTA). Here is a listing of the close to 100 TLC projects in over 60 communities in our region:

**TLC Project Outcomes, 2014-2020**

	Small Area and Transit Station Area Plans	35
	Ordinances	13
	Transportation/Active Transportation Master Plans	18
	Studies	11
	General Plan Updates	21
	Regional Vision	6

**WFRC worked with UDOT to develop the Transportation Investment Fund (TIF) and Transit Transportation Investment Fund (TTIF) prioritization processes, furthering multimodal transportation approaches and the integration of transportation, land use, and economic development.**

- In 2018, WFRC was directly involved in developing [SB136](#), which for the first time created state funding specifically for transit and active transportation, and also required a broadening of the criteria and processes through which state transportation funds are expended, to consider local land use and economic development.
- This year, we worked closely through the UDOT-led process, along with other stakeholders, to update and develop the TIF/TTIF prioritization processes.
- \$14M was programmed for active transportation and \$29M for transit.

**WFRC supported the housing affordability work of local communities as they align their general plans with regional/statewide transportation plans and population/employment projections, per [SB34](#) (passed 2019).**

- WFRC worked with our members and partners including local governments and state legislators, Utah League of Cities and Towns (ULCT), Utah Association of Counties (UAC), Utah Chapter of the American Planning Association, Salt Lake Chamber and other chambers of commerce, and the Department of Workforce Services to support statewide housing affordability efforts.
- WFRC provided extensive assistance to member cities and partners in providing information and creating resources related to SB34. We developed a [one-page summary](#) of the legislation, a moderate income housing planning implementation spreadsheet, and a new [online mapping tool](#) as a statewide resource to local governments that provided high-quality housing data and analysis including statewide population and employment projections, statewide mapping of “major transit investment corridors” and transit stations to assist in the development of transit-oriented development, and active transportation and "access to opportunities" data to assist in correlating local plans to state and regional transportation plans.

- WFRC created this interactive website and data portal to provide local communities with information they need to update their general plans to integrate the consideration of transportation and housing, as required by Senate Bill 34 (2019).

Data Resources for Coordinating Housing & Transportation (SB34)
→ City-Specific Data

**1** New General Plan Requirements for 2019

Senate Bill 34 (SB34) "Affordable Housing Modifications" encourages local communities to plan for housing for residents of all income levels and to coordinate that housing with transportation and job opportunities. To remain eligible for state transportation investments, general plans for affected cities and counties must include revisions to the required Land Use, Transportation and Traffic Circulation, and Moderate Income Housing (MIH) elements by December 1st. The following maps include information from WFRC to help you meet the requirements set forth by SB34. For further information on SB34 requirements, please see this [bill summary](#).

Image: <https://www.wfrc.org/>

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**2** 2019 - 2050 Regional Transportation Plan (RTP) Projects

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**3** Major Transit Investment Corridors and Stations

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**4** How Accessible are Places of Work?

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**5** Population Projections

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**6** Employment Projections

**WFRC is helping our region respond to, and prepare to recover from, the COVID-19 pandemic and economic recession.**

- Since the beginning of the pandemic, WFRC has been working with our Congressional delegation and national partners, the Governor and State Legislature, and our local partners to identify impacts and provide crucial resources to our communities, businesses, and residents. We've developed analyses of the short- and potential long-term impacts on transportation and communities, and developed policy considerations for local governments to plan for recovery.
- COVID-19 is substantially affecting travel behavior and land use. Many experts believe that some of these changes will endure. WFRC is tracking data on COVID-19 planning implications to help member communities and partner transportation agencies consider the long-term implications on community development and infrastructure planning and delivery. [One recent article](#) outlined some of WFRC's forecasts. The fundamentals of growth remain in Utah, although with market shifts from COVID-19. WFRC is also highlighting existing and new policy considerations as communities begin to consider modifications to general plans.
- The CARES ACT provided our Region with additional CDBG funding for Morgan, Weber, and Tootle Counties to provide rental assistance and small business grants to assist with response and recovery of COVID-19 impacts.

WFRC worked with our national member organizations and state and local partners including ULCT and UAC, to advocate for funding for state and local governments as well as for funding for infrastructure in a federal stimulus package. Here is a [letter](#) we sent to our members of Congress in support of COVID-19 stimulus funding for infrastructure projects and funding for local governments.

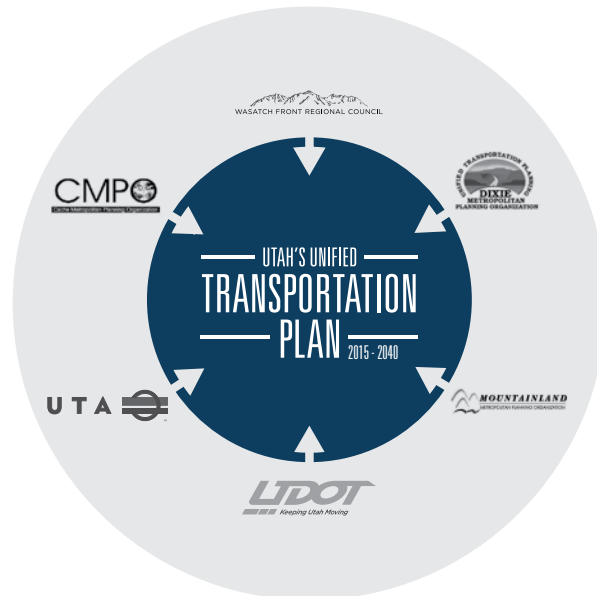


# Goal Number Two

## Effectively administer ongoing plans and programs.

Finalized the 2019-2050 Utah's Unified Transportation Plan in collaborating with all of Utah's transportation agencies.

- Utah's Unified Transportation Plan is a collaborative effort between transportation agencies across the state of Utah including the Utah Department of Transportation (UDOT), Wasatch Front Regional Council (WFRC), Mountainland Association of Governments (MAG), Dixie Metropolitan Planning Organization, Cache Metropolitan Planning Organization, and Utah Transit Authority (UTA).



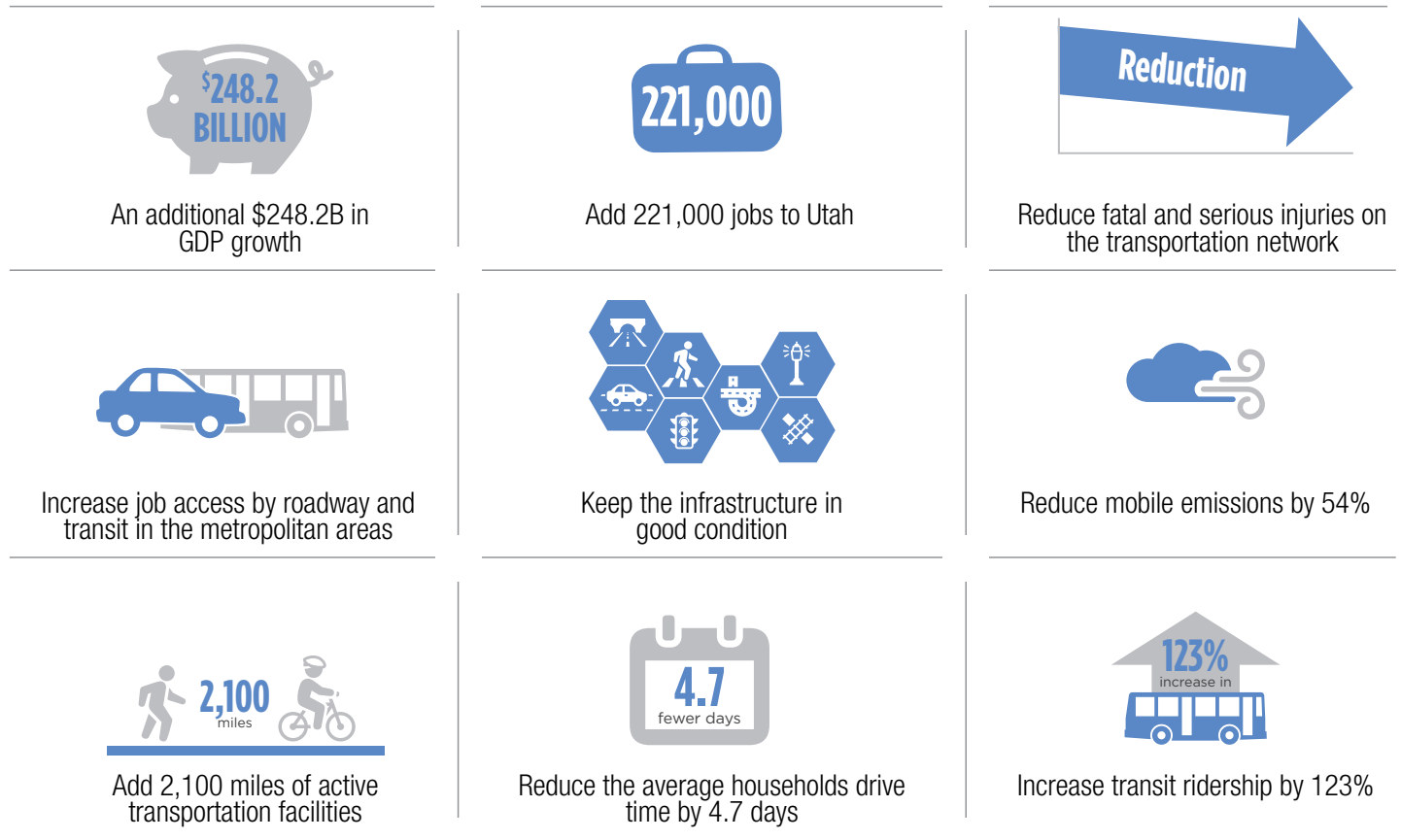
- Utah's Unified Plan partners worked together to develop common goals, planning time horizons, performance measures, and financial assumptions so that their plans are consistent across the state while meeting local needs. UDOT, UTA, and the Metropolitan Planning Organizations collaborate together to develop the statewide Unified Plan, while recognizing the distinct needs of different areas of the state.
- Utah is among the fastest growing states in the country. The way we grow and plan for the state's future will determine the quality of life residents experience. Utah's transportation agencies and local communities work together to ensure an excellent quality of life that includes good air quality, a vibrant economy, and affordable transportation choices for all Utahns.



## Benefits of the Unified Plan

Implementing Utah's Unified Transportation Plan will have the following impacts:

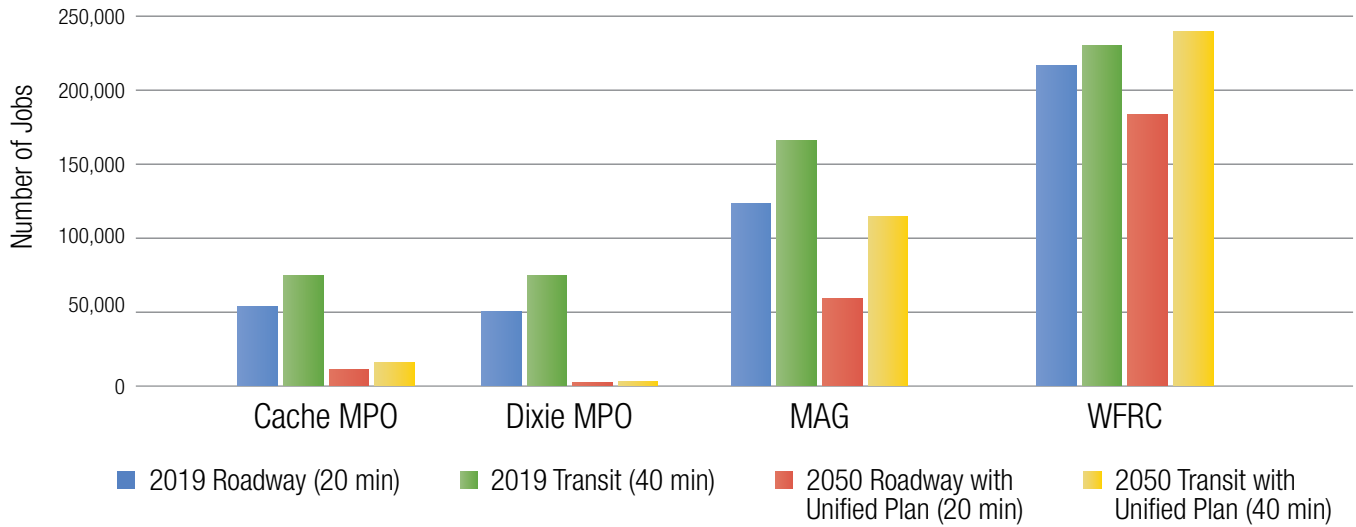
# OVER THE NEXT 30 YEARS



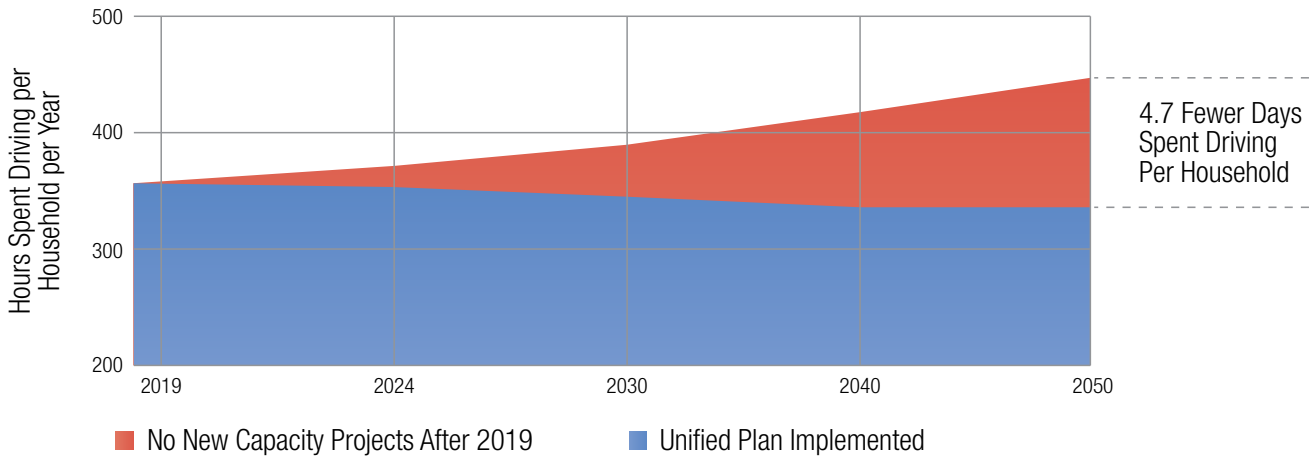
## Economic Impact Created by Unified Plan Investment



### Increased Job Access with the Unified Plan Investment (by Planning Jurisdiction)



### Driving Time Saved by Implementing the Unified Plan



### Reduced costs by keeping infrastructure in a state of good repair.



By keeping infrastructure in good condition and through consistent maintenance, we can save investment dollars in the future.

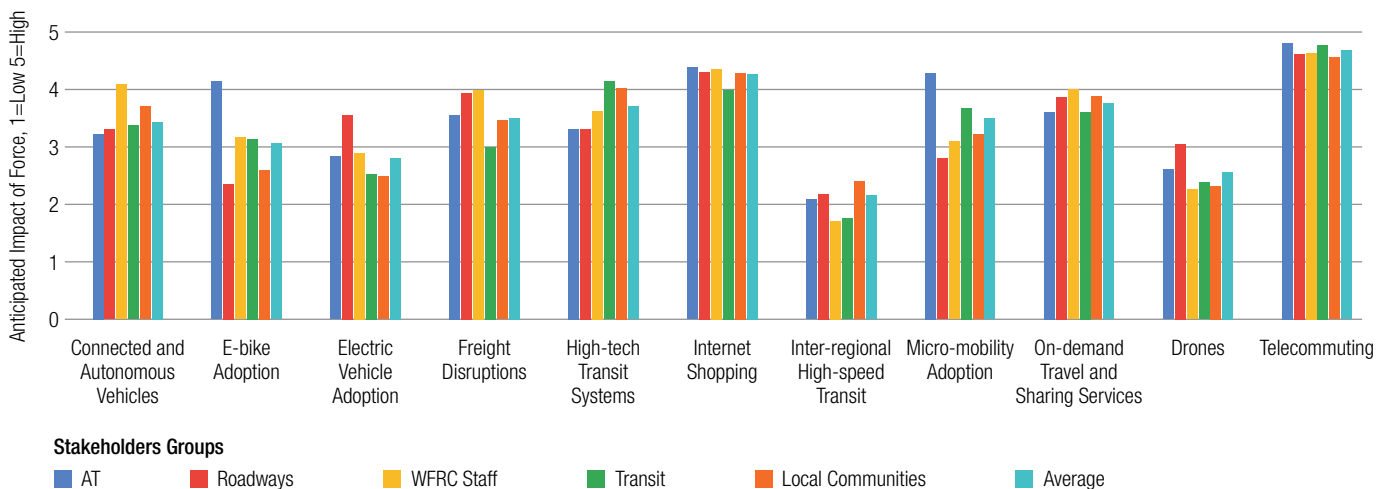

**SAVES UP TO**


Invested in Preservation Now
 In Reconstruction in the Future

**I Initiated development of the 2023-2050 Regional Transportation Plan (RTP).**

- Key process goals for the Wasatch Choice Regional Vision and 2023-2050 RTP update:
  - Engage communities, partner agencies, stakeholders, and the public in the planning process.
  - Provide resources to help local communities implement the Wasatch Choice Regional Vision.
  - Explore policies, including changes in investment frameworks.
  - Coordinate regional transportation with local land use considerations and plans.
  - Utilize a performance-based approach to planning, including using performance measures to inform interim decisions.
- Enhanced consideration of:
  - Multi-modal project prioritization.
  - Use of “access to opportunities” as a measure for planning and programming.
  - Exploring, understanding, and planning for disruptive external forces and uncertainties that would impact our transportation, land use, and economic development decisions. This has included utilizing a peer group approach to explore these disruptive forces, such as:
    - COVID-19
    - Market shifts, e.g., e-commerce, telecommuting
    - Transportation technological innovations, e.g. connected, autonomous, shared, and electric mobility options
    - Policy approaches, e.g., road usage charge, street connectivity, free-fare transit, modernization of parking regulations
  - WFRC has gathered initial research and literature on over 20 topic areas of external forces and policies in a draft [Guidebook](#) which is being discussed in peer groups. The purpose of the peer groups is to have meaningful dialogue on the identified influences and policies, develop consensus on which of these external forces is important to address, approximate the range of impacts from these forces, and determine whether these influences and policies should be tested through simulated scenarios. Scenarios would gauge the long-term effectiveness of the policies and prospective transportation projects by simulating how well they perform in the context of these external forces. Overall, this is an opportunity for communities, transportation agencies, and other stakeholders to come together to discuss how the Region should move forward, address future uncertainty, and become more resilient in the face of change.

**WFRC Peer Group Poll Results; Most Impactful “External Forces”**



## WFRC Peer Group Poll Results; Potential Policies to Accommodate the External Forces



For more information, [click here](#) for the WFRC development “Guidebook” on external forces.

### Provided funding and technical support to communities.

In the fall, WFRC invited communities to apply for Surface Transportation Program (STP), Congestion Mitigation and Air Quality Program (CMAQ), and Transportation Alternatives Program (TAP) funding to help construct their priority transportation projects. Submitted concept reports were evaluated with technical criteria and information from field reviews with local governments and other transportation professionals. After considering recommendations from the technical advisory committees, Trans Com recommended, and the Regional Council approved future funding for a number of projects across the region.

### WFRC funding support for local communities:

**35 PROJECTS = \$52 MILLION**

These WFRC funding programs are just part of the 2021-2025 Transportation Improvement Program (TIP) that identifies over \$4 billion in priority investments in roadway, transit, and active transportation infrastructure needed in the urbanized areas of Salt Lake, Davis, Weber, and southern Box Elder Counties. Throughout the year, WFRC worked in close collaboration with UDOT, UTA, cities, and counties to develop the TIP. The TIP helps the region meet current transportation needs while also addressing critical future priorities and growth. (Tooele and Morgan Counties are included in UDOT’s Statewide STIP.)

In addition to extensive analysis, modeling, and professional collaboration, WFRC proactively engages with our communities, residents, and stakeholders to ensure that our plans and programs are as effective and inclusive as possible. These efforts include public open houses in accessible locations, traditional media coverage, social media, and online tools such as interactive maps and visualization resources. Materials and information are offered in English and Spanish, and other languages as is requested.

# Goal Number Three

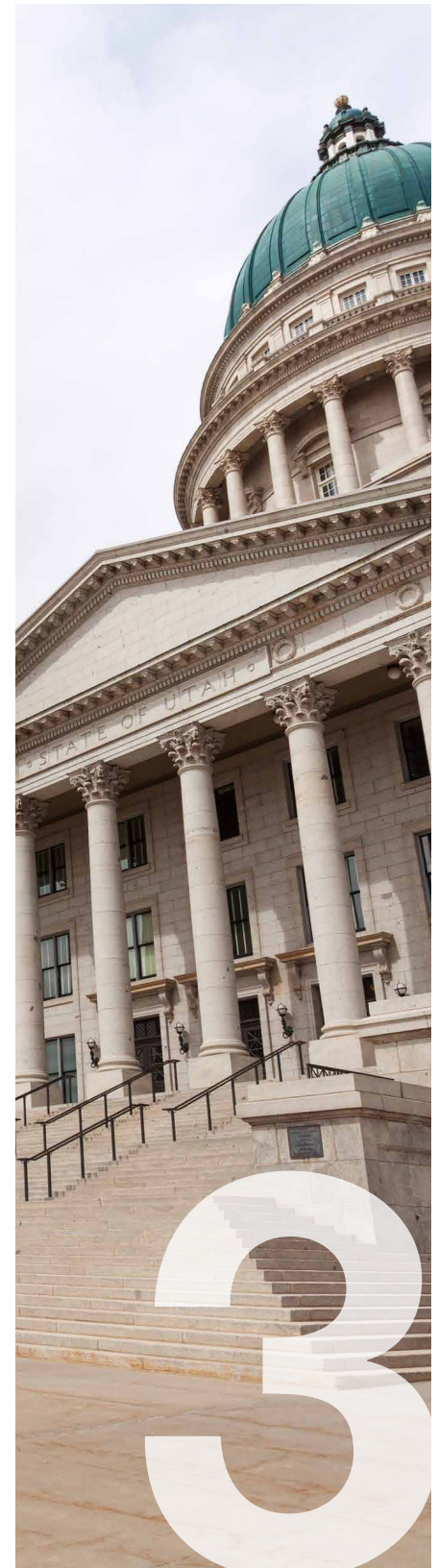
## Provide subject-matter expertise to federal, state, and local officials and policymakers.

WFRC worked with our national associations and local partners to advance federal transportation policy and funding reauthorization with an eye toward long-term funding stability and a strong state, regional, and local voice.

- WFRC worked with Utah's transportation agencies to develop a set of joint [Federal Transportation Reauthorization Principles](#). These principles reflect the collaborative approach of Utah's transportation agencies, and were supported and endorsed by the Utah League of Cities and Towns (ULCT), Utah Association of Counties (UAC), and leading private sector partners. These principles have been shared with our congressional delegation. The principles are, in summary:
  - Long-term and timely reauthorization
  - Sustainable funding mechanisms
  - Utilize existing formula-based programs with enhanced flexibility and multimodal funding
  - Streamline processes
  - Support and ensure state, regional, and local transportation agencies have the ability to harness innovation, data, and technology
- We developed a specific set of [transportation reauthorization policy priorities](#) and shared them with our delegation.
- We will continue to work with our federal and state members and partners to advocate these principles and priorities.

WFRC worked closely with our state legislators, local elected officials, and our partners to advance transportation funding and policy. Some of the key results include:

- Eliminating the cap on UTA transit-orientated development (TOD) sites, now allowing an opportunity for more municipalities to partner with UTA in the future TOD developments.
- Requiring UTA to incorporate into their TOD planning the consideration of the local government's moderate-income housing plan, and to conduct additional station-area planning in collaboration with the local government and the area Metropolitan Planning Organization, i.e., WFRC or MAG.



- Allowing Utah's State Transportation Commission to give priority consideration to funding projects that are part of a transit-oriented/supportive development and/or a Transportation Reinvestment Zone.
- Modifying provisions related to local option transportation sales taxes to provide more flexibility for local governments.
- Appropriations for technical planning assistance and for critical projects and studies.

These accomplishments build on progress made in previous years to increase state and local transportation funding, and to enhance the connection between transportation investment decisions and local land use and economic development.


**Enhanced forecasting and modeling of travel behavior and land use markets, including improvements to forecasting bicycling use.**

One of the key roles played by WFRC is to provide data and sophisticated modeling to aid in decision-making. Activities in FY20 included:

- Released travel demand model Version 8.3.1, official Regional Transportation Plan (RTP), socioeconomic and traffic forecast dataset, and accompanying webmap apps.
- Updated Real Estate Market Model (REMM) 2.0 (beta), hosted external REMM peer review panel, and refreshed region-wide layer of local general plans layers.
- Provided modeling support to UTA Transit Studies, such as Point of the Mountain transit study and Davis-Salt Lake City Connector.
- Collaborated with partners to create and release multiple region-wide, bike-related data resources, and begin Wasatch Front Bike Demand Model.
- Published Access to Opportunities web page, region-wide datasets, and subregional maps.
- Met calendar year 2019 goal of publishing 52+ datasets to WFRC's open data website: <https://data.wfrc.org>
- Host agency for Interagency Modeling Director (MAG, UDOT, UTA, WFRC).

August 29-30, 2019

**Real Estate Market Model Peer Review Report**



WASATCH FRONT REGIONAL COUNCIL

MAG

**Active Transportation GIS Data Resources**

GIS Bike Data | Facebook | Twitter | LinkedIn | WASATCH FRONT REGIONAL COUNCIL

Welcome | Existing Bike Features | Planned Bike Features | Future Bike Network | Bike Demand | Network Quality | Wasatch Bike Plan

**Why is Active Transportation data important?**

The goal of the regional bike and Active Transportation datasets assembled by UDOT, AGRC, WFRC, MAG, and others is to build information resources that can be used to inform not only cyclists, but also those tasked with planning and securing funding for future bike lanes, paths and routes.


Similar to the need for GIS road centerlines data, large area data aggregation and standardization of bike datasets allows for a better inventory—and better communication of—existing bike pathways and lanes, planned additions and enhancements, and the bike network's performance in serving community needs.

Active Transportation includes biking and pedestrian travel. While the current focus of this site is on biking-related information, we hope to add pedestrian data in the future.

**How should I use this data?**

Use these data resources to advance Active Transportation in your community! Here are some ideas:

- Identify areas in your community that may benefit from active transportation projects.
- Find gaps in the existing bike network, then find out if there is a planned project that will bridge the gap and



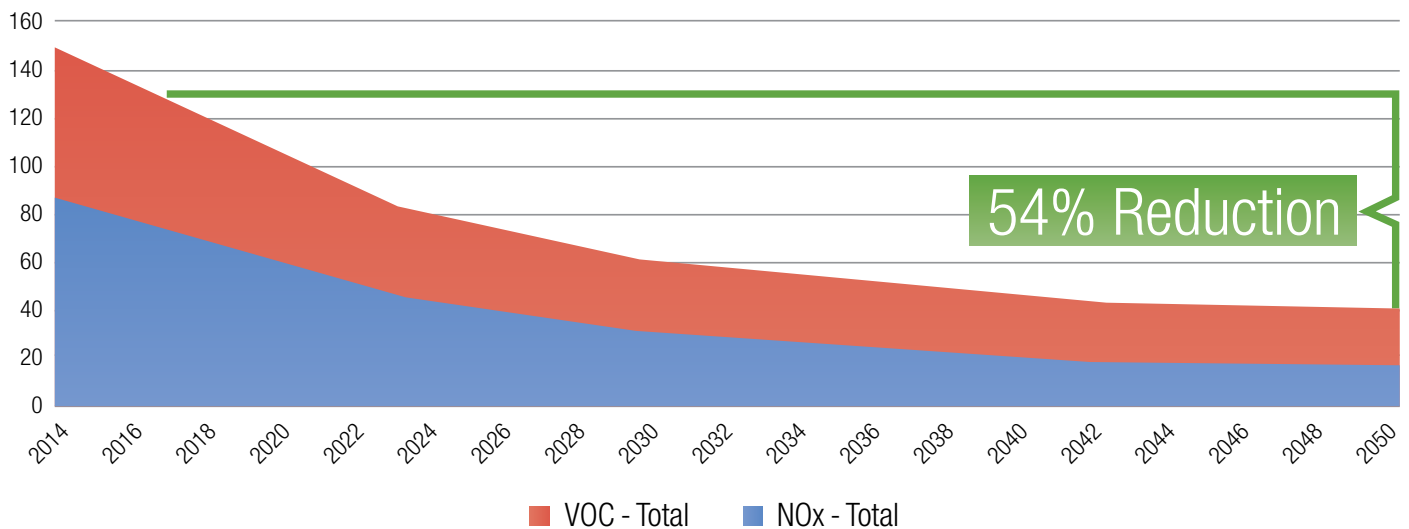
**Participated in key transportation and growth-related projects and activities.**

- Projects and studies that seek to plan for areas and specific corridors are a critical way that the Regional Transportation Plan is first implemented. These studies seek to coordinate transportation decisions with land use planning to maximize attainment of Wasatch Choice regional goals.
- WFRC has facilitated, or participated with partners on a variety of projects and studies that range from the Southwest Salt Lake County Vision, Central Wasatch Commission, Box Elder/Cache/Weber Transit Analysis, Ogden-WSU BRT/TOD, Davis-Salt Lake City Connector BRT/TOD, Northwest Quadrant/Inland Port, Mid-Valley Active Transportation Plan, Commission on Housing Affordability, Housing Gap Coalition, UVision, I-15 statewide analysis, Census 2020, regional parking analysis, and other regional and local efforts.
- WFRC supports these efforts in a broad variety of custom ways. These include modeling and analytical support, convening stakeholders and decision-makers, and providing subject matter expertise.

**Improve air quality by assisting communities and partners in their efforts to reduce mobile source emissions through technological changes, transportation choices, and development patterns.**

- WFRC increased outreach and coordination efforts in order to broaden awareness among local governments of the Congestion Mitigation Air Quality (CMAQ) Program, which funds transportation-related air quality improvements. Other enhancements were made to the CMAQ process, including increased technical consistency within the evaluation process, and enhanced consideration of additional project benefits.
- In addition, WFRC participated in development of the "Utah Roadmap" which identifies areas of opportunity to further reduce air emissions and ensure a healthy, productive, and prosperous future for all Utahns.
- Through technological channels, transportation investments, such as transit and biking, detailed in Utah's Unified Transportation Plan, and planned local land use mobile source emissions will be dramatically reduced:

**Projected Vehicle Emissions Reduced**





# Goal Number Four

## Strive for organizational excellence.

### ■ Maintained budget stability and used resources prudently and efficiently.

WFRC operated with accountability and transparency to its members and the public in its decision making and in its use of resources, always striving to be prudent and efficient in its expenditures. WFRC continued its 24-year streak of unqualified audit opinions with no audit adjustments or deficiencies noted to management. We maintained stability of our budget. We operated in adherence to all applicable laws, rules, and best practices in our operations.



### ■ Created a work environment that maximizes the health, happiness, and productivity of an excellent staff.

- Provided meaningful, constructive feedback to employees through performance evaluations. Performance evaluations continued to provide meaningful constructive feedback to employees through formal quarterly check-ins and semiannual evaluations.
- Encouraged priority professional development opportunities. Our commitment to professional development resulted in recertification of professional licenses and certifications. We also participated in numerous workshops, seminars, conferences, and training opportunities that expanded personal and collective knowledge of policy, emerging concepts, and best practices that have helped to improve WFRC's work and support of the Region. Additionally, we organized and provided quarterly training to all staff members on selective topics of importance in the workplace, including communicator, teamwork, and professional development.

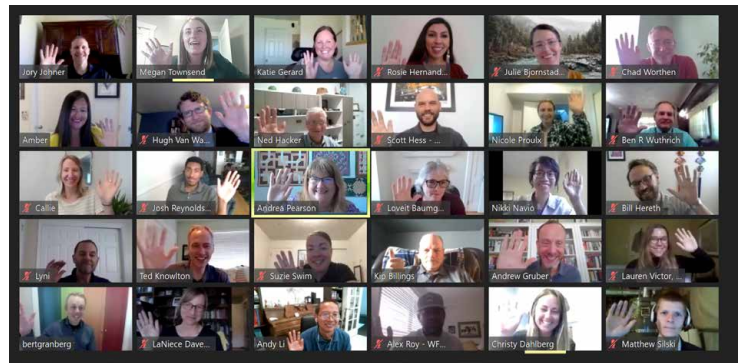




WFRC staff, pre-COVID-19.

- WFRC staff celebrated the one-year anniversary in our new office space. The new, inspiring work space and inviting, and inspirational conference areas enabled WFRC to host numerous large and small regionally significant meetings. The new space, while being more centrally located and served by multiple modes of transportation, has been embraced by the staff, WFRC one-year members, and our partners alike.

- During the second half of the year and arrival of COVID-19, our focus was on the health and safety of our staff and on continuing to provide excellent service to our members and region. Staff continued its focused regional support and productivity from their remote home work spaces. Without missing a beat, staff embraced the challenges of Zoom, hosted countless successful virtual yet formal public committee, project, and partner meetings, and developed eye-opening analysis related to the pandemic. As a result, telecommuting was a resounding success on many fronts.



WFRC staff in Zoom staff meeting.

- We have been able to hire five employees to fill vacant positions in Administration, Analytics/Modeling, and Long-Range Planning groups, during the past year. After comprehensive and national search processes, we are pleased to report that our hires are truly exceptional employees: Nikki Navio - Transportation Planner, Lauren Victor - Transportation Planner, Josh Reynolds - Modeler, Bill Hereth - Modeler, and Rosie Hernandez - Administrative Assistant.

**Thank you!**

WFRC’s staff is proud of the work we were able to do over the past year in close collaboration with WFRC’s members and our public and private-sector partners and stakeholders. We are deeply appreciative of the opportunity to serve our community.





WASATCH FRONT REGIONAL COUNCIL



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WASATCH FRONT REGIONAL COUNCIL

FY2020 UNIFIED PLANNING WORK  
PROGRAM COMPLETION REPORT

for the

OGDEN - LAYTON AND SALT LAKE - WEST VALLEY  
URBANIZED AREAS

prepared for

Federal Highway Administration  
and Federal Transit Administration

in cooperation with

Utah Department of Transportation  
and Utah Transit Authority

July 2020

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# A. ADMINISTRATION AND COORDINATION

## A.1 WASATCH FRONT REGIONAL COUNCIL

On May 23, 2019, the Wasatch Front Regional Council (WFRC or Council) approved a budget and Unified Planning Work Program (UPWP) for FY2020. This document was prepared by Council staff in coordination with the Utah Transit Authority (UTA) and the Utah Department of Transportation (UDOT). Contracts between WFRC and UDOT and between WFRC and UTA were completed in 2019 for FY2020.

On May 28, 2020, the Council approved a budget and work program for FY2021 that was prepared in coordination with the Utah Transit Authority and the Utah Department of Transportation.

Regular meetings of the Council were held on the following dates: August 22, 2019, October 24, 2019, January 23, 2020, March 26, 2020, and May 28, 2020. The Transportation Coordinating Committee (Trans Com) and the Regional Growth Committee (RGC) both held five meetings during FY2020. The Active Transportation Committee held six meetings during FY2020. Agendas, supporting technical documentation, and minutes were prepared for each meeting. Various other committees, including the Ogden-Layton and Salt Lake-West Valley Trans Com and RGC Technical Advisory Committees (TAC), met regularly throughout the fiscal year.

WFRC continued coordination with partner agencies, including Mountainland Association of Governments (MAG), UTA, UDOT, Utah Department of Environmental Quality, other Metro Planning Organizations (MPOs), Utah League of Cities and Towns (ULCT), Utah Association of Counties (UAC), Chambers of Commerce, Envision Utah, Governor's Office of Management and Budget, and others. Continuing from previous years, WFRC has agreements with UTA and MAG to provide technical assistance for transportation modeling needs. WFRC and MAG staff lead a Models Advisory Committee that includes staff members from WFRC, UTA, MAG, UDOT, and others for the purpose of collaborating on model improvements and applications. WFRC's Executive Director and other staff attend the Joint Policy Advisory Committee (JPAC), which met regularly throughout the year. Originally established to facilitate the coordination of transportation planning efforts of both WFRC and MAG at a policy level, including UDOT and UTA, the Committee was expanded to include the other two MPOs in the state. WFRC staff also regularly attends MAG Regional Planning Committee meetings, UTA Board and Committee meetings, and State Transportation Commission meetings.

During the year, the Council updated its Accounting and Administrative Policy and Personnel Policy to comply with best practices.

Council staff prepared and submitted monthly financial reports. An annual audit of the Council's financial records for FY2019 was completed in October 2019 and copies of this audit were distributed to appropriate agencies. The Council's audit of the financial records for FY2020 is expected to be completed in October 2020 whereupon copies will be distributed to the appropriate agencies.

## A.2 UTAH DEPARTMENT OF TRANSPORTATION

The following items were completed by UDOT planning staff from July 1, 2019 through June 30, 2020:

- Assisted WFRC to complete and sign Federal Aid Agreements for Annual UPWP. Administered and monitored monthly expenditures by WFRC of Planning (PL), Surface Transportation Program (STP), and FTA Section 5303 funds, which are deposited into the Consolidated Planning Grant (CPG). Monitored and approved for payment CPG invoices.
- Staff supported TACs, Trans Com, and Regional Growth Committee meetings.
- Performed Conformity Concurrency reviews on MPO conformity determinations.
- Assisted WFRC in interpreting and complying with updated air quality rules and regulations. Participated in Interagency Consultations with WFRC, DAQ, EPA, UTA, MAG, and FHWA's efforts to complete the PM10 Maintenance Plan, PM 2.5 SIP, and the development of the new 8-hour Ozone SIP.
- Coordinated with WFRC the submittal of the annual CMAQ report to the FHWA (submitted March 2020). Coordinated with WFRC to complete CMAQ Performance Management Goals and Reporting Summary.
- Attended coordinating meetings of the Tooele Valley Rural Planning Organization (RPO), and Morgan County-Ogden Valley RPO, which are staffed by WFRC.

## A.3 UTAH TRANSIT AUTHORITY

The following items were completed by UTA staff from July 1, 2019 through June 30, 2020:

- UTA's transit section in the TIP
- Completion report for FY2019
- FTA Certifications and Assurances for FY2020
- Annual budget
- National budget reviews
- Grant applications and related documentation, including STP and CMAQ concept reports
- Research on grant opportunities and distribution to project managers
- Review and distribution of Federal Registers and other guidance
- Various inter-local and cooperative agreements
- Public hearing notices and meetings
- Audit responses as needed
- Project management oversight meetings
- FY2020 Appropriations Request
- Attended regular WFRC policy and technical committee meetings
- Coordinated with WFRC in initial development of the 2023-2050 RTP
- Annual Grant Status Report
- Development of Grant Management Team
- Grants Management Committee Recommendations
- Annual Grant Status Report
- Title VI Report

# B. TRANSIT PLANNING

## B.1 UTA TRANSIT PLANNING

### Service Standards

The goal of service standards at UTA is to improve the effectiveness and efficiency of all UTA services. The Service Planning Department has recently implemented the Service Design Guidelines which define, measure, and evaluate all services against evaluation thresholds to help maximize the effectiveness and efficiency of the service. Service is designed and changed with these guidelines in mind to help make service more effective and efficient. Current updates to the Service Design Guidelines include revisions to reflect UTA's understanding of best practices for service design. UTA is also working to develop public-facing metrics to reflect the current and planned state of the system as it compares to the Service Design Guidelines.

### Transit Financial Plan (TFP)/Equity Analysis

UTA still uses a spreadsheet model, known as the Transit Financial Plan (TFP), to track all costs and revenues on an annual basis. The model uses growth assumptions to forecast the financial outlook of the agency into the future. UTA has also developed a separate spreadsheet tool to test future scenarios of potential additional costs and revenues for projects in the regional transportation plan and its financial assumptions, known as the Scenario Tool.

UTA's Service Area covers three urban areas, including all or part of six contiguous counties in Utah. Maintaining service equity across the entire service area is a high priority for UTA. In order to monitor UTA's efforts, an Equity Analysis tool was created. This tool is measuring UTA's effectiveness at maintaining an equitable balance between each county's financial contribution and the level of service it receives. The Equity Analysis includes all capital and operating costs and revenues as reported in the current official TFP. The Equity Analysis continues to be performed annually as part of the Comprehensive Annual Financial Report.

### Bus Stop Master Plan

The Bus Stop Master Plan contains recommendations for amenities to be completed in the near future and expands the scope of previous master plans by including not only upgrades but also by identifying location, spacing, and design of stops for improved service. It includes design guidelines for stop locations, shelters, and other amenities, as well as clearly defined evaluation criteria for prioritizing stop enhancements. UTA business units use the data, evaluation criteria, and design guidelines to allocate bus stop enhancement monies to the highest priority improvement locations.

Each year, the data is updated to reflect changing existing conditions or service. In-progress updates to the plan include revising amenity data to reflect those stops that have been improved in the last year and refreshing ridership data to reflect changing patterns in ridership due to service changes. Some design specifications are also being updated to reflect UTA's understanding of best practices for bus stops.

## Intelligent Transportation Systems (ITS)/Technology Plan

### Passenger Information Project

UTA believes that customer experience and schedule information are key factors in retaining and acquiring new riders. Providing UTA bus riders real time route departure information gives them the same information the rail customers have benefited from for years. UTA has identified locations to install passenger information electronic signage at major bus and multi-modal hubs. UTA has also received a CMAQ grant for the purchase and installation of this new electronic signage. UTA is currently awaiting for vendor responses to the RFP and new signage is anticipated to be installed Fall of 2020.

UTA would like to fund a phase II of the Passenger Information Project. Phase II focuses on utilizing the existing dot matrix displays located inside the 2018 and newer buses to display real time next stop information. This effort is being driven by two departments within UTA: Customer Experience and the Technology Office. These departments have been continuously collaborating to select the best locations and use of technology to enhance the passenger experience. This project is scheduled for planning research and implementation in 2020.

### On Board Technology Project

In the last year UTA has redesigned and redeveloped the software that will run on all trains, for both heavy and light rail. The software phase has been completed and is currently running on heavy rail (FrontRunner) vehicles, but more effort is needed to procure new hardware for light rail (TRAX) before installing and running the new software on those vehicles. Software for buses is currently in development and will soon be moved into testing.

UTA completed its investigation and has tested new hardware for all vehicles (rail and bus) and has identified a selection that will be installed on all vehicles. Installation in light rail and bus will start early in 2021 after the budget is made available.

### New Radio System

A feasibility study and business case has been completed over the past fiscal year to determine what direction UTA will take in replacing the current radio system. Three options have been identified to do further research in procuring a new system, UTA plans to bid on and procure a new radio system this coming year. UTA will use the UCA (Utah Communication Agency) radio network, or UTA will use a RoIP (radio over IP) network from ATT FirstNet. UTA plans to start its conversion and installation over to a new radio system in 2023 – 2025.

## Transit Oriented Development (TOD)/Station Area Planning

UTA and its partners completed construction of an 180,000 square foot office building at the South Jordan FrontRunner Station. This building fulfills the partnership's vision for the site, including 360,000 square feet of office, a 192-room, full-service hotel, and a mix of service retail uses. A 156-unit, mixed-use, affordable housing project at the 3900 South Meadowbrook TRAX Station in South Salt Lake City was completed as well. This project is a partnership with a non-profit organization dedicated to the housing, training, and employment of citizens with disabilities. The project includes housing units designed for residents with disabilities as well as training facilities for people on the autism spectrum. Construction has started on phase 2 at Jordan Valley TRAX in West Jordan, which will add 181 units to the site. Meanwhile, sites are being prepared for additional, mixed-use multifamily and office uses at Sandy Civic Center, with four new apartment buildings, service retail, as well as a shared parking garage.



UTA will continue its transit-oriented development (TOD) efforts, breaking ground on several new projects throughout the service area. In addition, UTA will continue to partner with communities on station area plans to prepare for future development consistent with regional and local planning efforts. The TOD Department with support from the Planning Department will be integral in this effort. These station area plans will be initiated by local communities and include all property owners in close proximity to stations. The goal of this planning effort is to holistically assess access, land use, zoning, etc., to help grow ridership on the transit system, provide more efficient use of land, and improve placemaking around stations. This will augment the first/last-mile planning work that addresses some of the connectivity gaps in the transportation system.

### **Active Transportation Planning**

UTA continues to develop a similar evaluation and assessment methodology to its Bus Stop Master Plan to assist in prioritizing locations where improved active transportation to a transit facility is warranted. The goal of this plan, similar to the First/Last-Mile Strategy Study of 2015, aims to identify opportunities for improved connectivity via active transportation to and from all UTA bus stop locations and station areas. UTA anticipates results and findings of active transportation planning efforts to be useful for conversation and collaboration with entities that have jurisdiction over areas surrounding UTA stops and stations.

### **Emergency Preparedness Planning**

UTA maintains a well-seasoned 2020 emergency management program based upon Emergency Operations Center (EOC) activations, emergency planning, real world responses, and ongoing collaboration and forecasting with partner agencies. The first six months of 2020 presented UTA with a system wide COVID-19 response, a 5.7 magnitude earthquake and aftershocks, and ongoing protests accompanied by occasional riots. UTA emergency management has procured large rations of PPE for ongoing law enforcement operations and response, actively participates in federal, state, and local briefings, and has coordinated physical and digital resources to partner agencies for ongoing response. UTA continues to promote Incident Command System (ICS) training to its first responder employees and the EOC staff in spite of the limitations imposed on group exercises and trainings due to the coronavirus. UTA is planning to conduct a Table Top Exercise (TTX) and a scaled down Full Scale Exercise (FSE) for the FrontRunner to meet FRA compliance requirements. UTA emergency management continues to reach out to partner organizations for new streams of grant funding for equipment updates and training opportunities.

### **Safety Planning**

UTA Safety continues to find, fix, and follow-up on hazards that affect its system, customers, and employees. Education has been our point of emphasis. The Safety Department has conducted several Safety Blitzes over the past year, along with attending two Safety Fairs in order to continue building its partnership with Utah Operation Lifesaver. Design and construction safety is still being addressed with Safety and Security Working Groups (SSWG's) for all relevant projects. The Department also continues to hold Accident Evaluation Groups (AEG's) to find root causes and to look for ways to prevent future incidents. Our newly adopted hotline, UTA's Confidential Close Call Reporting System (C3RS), continues to incorporate Safety Management System (SMS) principles into UTA's practices and culture.

## **Rideshare Program Planning**

The UTA Rideshare Department continued to promote transportation demand management strategies throughout the Wasatch Front by meeting with companies, agencies, and individuals on carpool and vanpool matching, discounted pass programs, flextime, telecommuting, and bike programs. UTA Rideshare partnered with UDOT and Research Park to create Research Park Connect and has had some discussion with some smaller cities and towns along the Wasatch front. The Rideshare team also began putting a greater emphasis on telecommuting due to the COVID-19 pandemic.

## **Special Services/ADA Strategic Planning**

To ensure compliance with the Americans with Disabilities Act (ADA) accessibility standards, UTA continues to design and build new projects using these guidelines. The Special Services and ADA Strategic Planning Department served as an integral role in the development of UTA's new Station Access Policy to ensure access to employment and services to all people regardless of disability. UTA also continues seeking guidance and feedback on disability related issues from its Committee on Accessible Transportation (CAT), as well as other public transit stakeholders from the disability community. The CAT adds valuable on-going advice to UTA as it plans for integrated as well as specialized services. The Committee offers support to decisions about FTA grant programs that assist in funding vehicles for paratransit (Section 5310) and implementing Flex Routes. UTA recognizes, values, and plans for all current and future riders. This feedback is a valuable resource to UTA in addressing accessibility issues throughout its system.

Policies and procedures are reviewed to assure a responsive and consistent paratransit service delivery system is in place. This transportation option is necessary for riders with disabilities who cannot independently access and use fixed routes for all of their transportation needs. UTA has also expanded its efforts to increase ridership and use of fixed route services by individuals with disabilities through ongoing travel training activities and continues to expand disability-related training for UTA operators and staff on best practices for service riders with disabilities and seniors.

## **Regional Air Quality Initiatives**

UTA is working closely with the Utah Division of Air Quality to develop a comprehensive planning tool to measure air quality benefits of transit. UTA is also be a part of the Salt Lake Chamber of Commerce Clean Air Committee which is engaged in reaching out to the private sector on new ways to promote transit as an option for their business.

Another affiliation that UTA is using in the effort to promote clean air is UCAIR, a statewide non-profit organization that provides grants and education opportunities for improving air quality. Programs that UTA will be supporting and promoting include PM2.5 reduction through alternative fuels, the Clear the Air Challenge, and the Salt Lake Chamber's Clean Air Champion Program. UTA is also applying for several air quality and emissions related federal grants including the Lo-No Emissions Vehicle grant as well as the EPA Diesel Emission Reduction Act (DERA) grant.

## **Asset Management Plan for State of Good Repair Initiatives**

UTA has developed a comprehensive asset management system that has been focused on identifying projects in order to keep the existing system maintained and operating in a safe manner. The Asset Management Plan has been demonstrating its ability to continuously and successfully identify internal projects that need improved and refined. This plan continues to advance as better and more accurate information is collected from the existing maintenance team.

## Environmental Sustainability

UTA's commitment to environmental sustainability is formally demonstrated by the agency's Bronze Sustainability status with the American Public Transportation Association (APTA). UTA was one of the first transit agencies to achieve certification with the International Organization for Standardization (ISO) with ISO 14001: Environmental Management Systems and ISO 9001: Quality Management Systems. These initiatives have strengthened UTA's commitment to implement practices that prevent pollution, preserve resources, promote recycling, and reduce waste generation. As a result, since 2007, UTA has reduced its electricity consumption by 25%, air pollution emissions from our bus fleet by 75%, and water consumption by 33%. In addition, we have identified 29 commodities for recycling, such as: aluminum, batteries, cardboard, used oil, tires, and white paper, just to name a few, but the list is continuing to grow. Sustainability for UTA means managing assets efficiently, minimizing environmental impacts, while maximizing economic growth and social progress. UTA recognizes that sustainability takes time and hard work. With firm resolve and setting annual targets to achieve our goals we become a part of a more sustainable future for both our employees and the Wasatch Front.

## Travel Demand and TBEST Modeling

The WFRC/MAG regional Travel Demand Model (TDM) and TBEST software are the long and short (respectively) term modeling applications UTA uses to create projections that will be used in the creation of future services. The TDM has been used in ongoing UTA efforts such as the Point of the Mountain Transit Study, Service Choices Study, and Tooele Valley Transit Feasibility Study for forecasting future demographics, land use patterns, and transit ridership trends. Through the RTP process, WFRC and MAG coordinate with UTA on ridership, access to opportunity, and other projections, which inform which projects have the greatest potential benefit. Representatives from UTA continually participate in interagency technical and policy modeling committees. UTA is also involved in Mode Choice Model Update efforts with WFRC and MAG.

TBEST ridership estimation models have been actively simulating travel demand at the individual stop-level while accounting for network connectivity, spatial and temporal accessibility, time-of-day variations, and route competition and complementarity. This modeling tool has been useful to observe the significant changes in ridership during the COVID-19 pandemic. TBEST has recently been used by UTA's Service Planning Department to forecast pandemic-related and short-term ridership shifts, along with identifying other significant impacts to the system when redrawing routes and moving stops within a five year horizon.

## B.2 MOBILITY MANAGEMENT

UTA Coordinated Mobility Management staff, plan, and support the coordination efforts among transportation providers and consumers to increase the efficiency and availability of human services transportation. UTA has been designated by the Governor of Utah to be a direct recipient of FTA section 5310 funds to enhance the transportation services for seniors and people with disabilities in Weber, Davis, Salt Lake, and Utah Counties.

The Coordinated Human Service Public Transportation Plans were developed in 2017 for the Wasatch Front area. It includes Weber, Davis, Salt Lake, and Utah counties. Other counties within the state have developed plans based on their Council of Governments area or county. The Coordinated Plans were created in collaboration with the local mobility councils and public outreach to identify various strategies to address needs in the region for transportation for disadvantaged persons including seniors, people with disabilities, low income people, and veterans. They also identified the local resources currently available to assist these disadvantaged groups with their transportation needs. UTA continues its outreach with the Local Coordinating Councils (LCC) to support seniors, people with disabilities, low income individuals, and veterans. This will remain a focus for Mobility Management. This outreach will include marketing efforts regarding the One-Click scheduling site, 5310 grant opportunities, and targeted efforts to increase the participation of people with disabilities, seniors, and veterans on the LCCs and in regional mobility decision making processes. This outreach will further coordination efforts, facilitate input on transportation needs, and provide educational opportunities about available transportation resources and how to access those resources.

The Local Coordinating Councils for Community Transportation (LCCs) include state and local agencies, stakeholders, consumers, and transportation providers from each of the U.S. DOT Urbanized Areas along the Wasatch Front. The mission of the LCCs is to “Foster, organize, and guide local and regional coordination efforts that directly or indirectly improve access and mobility for seniors, persons with disabilities, persons with low income, and/or veterans.”

### **Sustainable and active Mobility Councils in Davis, Tooele, Salt Lake, Utah, and Weber counties to improve outreach and provide guidance on implementing local projects**

UTA staff continue to work with the local Mobility Councils to improve outreach to their local communities. The FTA 5310 grant manager and specialist oversee the outreach and guidance of obtaining funding for coordinated projects. Mobility Coordinating councils help decide project priority and meet regularly.

### **Development of Local Coordinated Human Service Transportation Plans**

The 2017 Wasatch Mobility Plan identified needs and gaps in transportation services for seniors and people with disabilities in Weber, Davis, Salt Lake, and Utah Counties. The Mobility Plans will be updated and revised for 2021. The Plan will be used to guide the work of these local councils in increasing the coordination of human services transportation and improving mobility throughout the region, including allocation of FTA 5310 grant funding.

UTA staff has provided technical assistance and guidance to the Tooele Mobility Committee's efforts to update their coordinated human services transportation plan which will also be included in their regional transportation plan.

WFRC staff participates in the Davis/Weber and Salt Lake Mobility Councils and the Grant Management Advisory Team, in addition to providing other support as needed to UTA's Mobility Management work.

### **Integration of the updated Local Coordinated Human Services Transportation Plans for Davis, Salt Lake, Tooele, Utah, and Weber counties into the Regional Transportation Plans**

It is understood that as UTA is part of the Wasatch Front Regional Council (WFRC) and WFRC participates in said Councils, WFRC will be responsible for having the Local Coordinated Human Service Transportation Plans included and integrated into the Regional Transportation Plans.

### **Expanded Volunteer Driver Programs in Weber, Davis, and Utah counties**

Volunteer driver programs have been initiated in Weber and Davis counties as well as five area AOGs (Areas of Government). These efforts are to address the current unmet transportation needs in those areas. UTA has supported the initial operation of these programs with one time funding with the long term goal of having them become self-sustaining. UTA Mobility Management has made a fiscal request to the 2020 Utah State Legislature to fund these voucher programs. If the requested funding is awarded, UTA will administer the funds to the participating Statewide Voucher Program areas and oversee the program.

## **Expanded functionality and deployment of RidePilot the no-cost scheduling, dispatch, and grant reporting software for regional human services transportation providers**

UTA staff have collaborated with Tooele County to implement the Veterans Transportation and Community Living Initiative grant program. The agencies launched RidePilot, the scheduling, dispatch, and grant reporting software in December 2015. Work continues with Tooele County to improve the functionality of the software. In addition, UTA continues to work with Cambridge Systematics to develop upgrades to the software to allow for 5310 subrecipient reporting capability and eventually real time scheduling and an integrated payment system. Now including a RidePilot lite version to assist subrecipients of the 5310 program who need to report but do not need the software to dispatch. The RidePilot software is offered at no-cost (open source software) and requires minimal training.

## **Coordination with Bear River Association of Governments (BRAG) mobility management in Box Elder County**

UTA coordinates with BRAG as parts of Box Elder County are within the Ogden Layton Urbanized Area. Providers within the urbanized area in Box Elder County are included in the coordinated transportation activities and are encouraged to apply for FTA 5310 funds for projects included in their coordinated plan.

## **Ongoing outreach to underrepresented populations**

UTA Mobility Management continually outreaches to seniors, persons with disabilities, veterans, and low-income populations. This is done a number of ways including: public Local Coordinated Councils, participation on the UTA CAT Committee, participation on the OEF/OIF Veterans Coordination Council, participation on the United Way 211 Council, public event tables, speaking at community organizations, outreach for survey feedback, working with government agencies, partnerships with non-profit organization, Travel Training, etc.

## **FTA 5310 Funding Administration**

The goal of the Section 5310 program is to improve mobility for seniors and individuals with disabilities throughout the urbanized areas of Utah by removing barriers to transportation services and expanding the transportation mobility options available. The program requires coordination with other federally assisted programs and services in order to make the most efficient use of federal resources.

UTA (Coordinated Mobility Department) is the designated recipient for 5310 funds allocated to the three large urbanized areas of Utah. UTA's role includes administering, managing and programming these funds, and selecting and monitoring the implementation of funded projects. UTA also has a responsibility to ensure that all interested parties have a fair and equitable opportunity to apply, and if selected, receive a fair and equitable distribution of funds. Once funds are distributed, UTA is to ensure that all selected grant recipients comply with guidelines as defined by the FTA and any state or local authority. UTA is also responsible to ensure that the project review and selection process will include a determination that subrecipient projects are consistent with the Coordinated Human Services Transportation Plan.

Management of the of the 5310 large urbanized program is a joint effort between FTA, MPO's, UTA, GMAT, and the local coordinating councils to promote efficient use of grant funds and to ensure their fair and equitable distribution.

## **Completion of Travel Training curriculum/training materials**

Travel Training is a department within UTA Mobility Management. The goal of travel training is to train individuals how to independently ride the public transportation system. This service is available to anyone in the public, but most clients have some self-identified disability or challenge. There are two Travel Trainers. A curriculum and training materials are being developed as a foundation for the department as well as to assist the Travel Trainers with training the public and other travel trainers. The completed curriculum will allow for further expansion of the department as well as more outreach to the public.

## **Electronic voucher (eVoucher) program development, testing, and pilot deployment**

The UTA Coordinated Mobility Department is involved in a public/private partnership electronic voucher (eVoucher) system that was awarded federal funds for development. This system will include a mobile app and web-based interface for providers. This system will replace the current paper voucher processes.

This application does not currently exist either through privately or publicly developed sources. Voucher programs are prevalent throughout many communities in the United States. They are typically paper voucher programs requiring substantial administrative oversight. These can be subject to waste, fraud, and abuse.

UTA is currently piloting a paper voucher program in the State of Utah. Effectiveness of these programs has already been shown in both rural and urbanized areas of Utah. These projects lay the foundation and show the need and simplicity of an electronic voucher implementation.

This project could potentially benefit all paper voucher programs across the country. Additionally, there are other industries that could benefit from this type of application. Based on this large opportunity, we are also exploring the business case of using the eVoucher application as a “software as a service” (SaaS) revenue model. This model could create a financial self-sustaining program. The initial development will be completed with testing and pilot deployment taking place over the next year.

## **Completion of the Comprehensive Specialized Transportation Plan funded by the Utah State Legislature**

A comprehensive specialized transportation plan developed with consensus from key stakeholders across the Wasatch Front is needed to propose a solution for identified human service transportation gaps for seniors and persons with disabilities.

This plan will not focus on low-income populations although many in the cited populations have limited income. The plan will include incremental steps that can be carried out over time with corresponding costs outlined for each step. Many of the tactics in the plan may have the ability to be adapted for rural areas once they are fully implemented on the Wasatch Front.

The Coordinated Mobility Department of Utah Transit Authority (UTA) has been working and collaborating with Human Service Transportation providers in five counties across the Wasatch Front for five years. The current coordinated human services transportation plans include gaps, funding, and local projects within the existing constraints as solutions to identified issues, however, there has not been the means nor support for a comprehensive solution/plan to solve these transportation problems in their entirety.

The Coordinated Mobility Department of Utah Transit Authority (UTA) was awarded funding by the Utah State Legislature to develop the described plan. A Request for Proposal (RFP) was posted and the project was awarded to a third party contractor, RLS & Associates. The plan is being overseen by the department and will be completed in the coming year.

## **Legislative fiscal request during the Utah State Legislature Session for identified solutions from the completed Comprehensive Specialized Transportation Plan**

The result of the Comprehensive Specialized Transportation Plan will be an agreed upon solution for the identified transportation issues and gaps. UTA will propose to the Utah State Legislature a fiscal funding request to develop said transportation solutions. The fiscal ask will have consensus support across the many stakeholders involved.

# C. LONG RANGE PLANNING

## C.1 REGIONAL TRANSPORTATION PLAN

This section highlights the update of the Wasatch Choice Regional Vision and the development of the 2023-2050 Regional Transportation Plan (RTP) planning process, research and review of external forces, and policies that will influence the Wasatch Choice Regional Vision and 2023-2050 RTP, active transportation planning, rail and freight planning, completion of the 2019-2050 Utah’s Unified Transportation Plan, the kickoff of the 2023-2050 Unified Plan, update of the RTP amendment process, and amending the 2019-2050 RTP.

Early in FY2020, WFRC, in consultation with the Utah Department of Transportation (UDOT), the Utah Transit Authority (UTA), and the Mountainland Association of Governments (MAG), engaged local communities and a variety of stakeholders in reviewing the Wasatch Choice Regional Vision and the 2019-2050 RTP planning process and collaboration efforts, and in looking ahead at the 2023-2050 RTP process to assess what could be added, where more emphasis could be placed on existing items, and what could be removed. The following goals and schedule were adopted for development of the Wasatch Choice Regional Vision and 2023-2050 RTP.

### Wasatch Choice Regional Vision and 2023-2050 Regional Transportation Plan Process and Schedule

The key process goals for the Wasatch Choice Regional Vision and 2023-2050 RTP are to:

1. Engage communities, partner agencies, stakeholders, and the public in the planning process.
2. Provide resources to help local communities to implement the Regional Vision.
3. Address external forces and uncertainties, including COVID-19.
4. Explore policies, including changes in investment frameworks.
5. Coordinate regional transportation with local land use considerations and plans.
6. Utilize a performance-based approach to planning, including using performance measures to inform interim decisions.

The process is organized into three stages:

#### Stage 1 – Understanding Future Variability and Policies

2020	1Q	*	Identify/research external forces and policies related to transportation and land use
	2Q	*	Peer review, screening, grouping, and evaluation tools for external forces and policies
	3Q	*	Develop sketch scenarios
		*	COVID-19 Recovery Strategies
	4Q	*	Engagement #1 – Recovery / Implementation / Resources / External Forces / Policies
		*	Develop and coordinate financial and phasing assumptions
		*	Coordination on additional planning factors

Stage 2 – Scenarios

2021	1Q	*	Scenarios test projects and policies considering external forces
		*	Assess performance and resiliency
		*	Identify potential projects
	3Q	*	Draft Preferred Scenario
	4Q	*	Engagement #2 - Draft Preferred Scenario

Stage 3 – Phasing and Implementation Plan

2022	1Q	*	Finalize financial assumptions, land use forecasts, and project-level performance measures
	2Q	*	Engagement #3 - Finalize preferred scenario
	3Q	*	Draft phased and financially constrained projects
	4Q	*	Engagement #4 - project phasing
2023	1Q	*	Formal Public Comment Period
	2Q	*	Plan final approval
	3Q	*	5th Edition of Utah’s Unified Transportation Plan

Note: The time frames listed are approximate and overlap between the steps is anticipated.

**Wasatch Choice Regional Vision Goals**

Wasatch Choice has been a shared regional vision for the Wasatch Front for over fifteen years. Building on community values through an extensive public input process, Wasatch Choice established a blueprint for growth that supports a well-functioning economy, improves air quality, and enhances the overall quality of life for Utahns living across the Wasatch Front. With Utah’s rapid population growth, there is a strong need to work together to proactively plan for growth by implementing forward-thinking solutions now.

The Wasatch Choice Regional Vision better articulates how to make the vision a reality through recommended implementation strategies. The vision builds on the dynamic changes happening in local communities throughout the region (see section C.2). The Wasatch Choice Vision focuses on the following ten Regional Goals:

1. Livable and healthy communities;
2. Access to economic and educational opportunities;
3. Manageable and reliable traffic conditions;
4. Quality transportation choices;
5. Safe, user friendly streets;
6. Clean air;
7. Housing choices and affordable living expenses;
8. Fiscally responsible communities and infrastructure;
9. Sustainable environment, including water, agricultural, and other natural resources;
10. Ample parks, open spaces, and recreational opportunities.



## External Forces and Potential Policies Literature Review

In order to prepare the region to be more resilient to change, both anticipated and unanticipated, WFRC staff identified 11 external forces that have the potential to influence future transportation and land use planning and implementation. Additionally, staff identified 11 potential policies that could help address the impacts of those 11 external forces, among other relevant issues. Neither the external forces nor the policies to explore are listed in any particular order.

External Force	Policy to Explore
Connected and Autonomous Vehicles	App Development
Electric Bike Adoption	Congestion Pricing
Electric Vehicle Adoption	Curbside Management
Freight Disruptions (new logistics)	Fare-Free Transit
High-Tech Transit Systems	Local Street Design Modifications
Internet Shopping	Managed Lanes
Inter-Regional High-Speed Transit	Micro-Transit
New Micro-Mobility Adoption	Modernization of Parking Regulation
On-Demand Travel and Sharing Services	Road Usage Charge
Drones	Street Connectivity
Telecommuting	Subsidized Electric Bicycle Purchases

Once the initial forces and policies were identified, staff performed a literature review for each force and policy and created a [guidebook](#). Summaries for external forces in the guidebook included key findings, key considerations, what we know with higher certainty, what we know with lower certainty, and COVID-19 resilience. Summaries for policies to explore in the guidebook included key findings, key considerations, pros/cons, barriers to implementation, and applicability to external forces.

### Peer Group Review

In a spirit of collaboration, four peer groups were set up to receive feedback on the external forces and policies to explore. The group feedback was designed to inform which of the forces and policies WFRC should continue to engage with during the Wasatch Choice Regional Vision and Regional Transportation Plan planning processes. Group one was asked to look at the forces/policies with a local community lens, group two with an active transportation lens, group three with a transit and on-demand services lens, and group four with a roadway lens. Local experts from partner organizations, researchers, and local community staff were invited to participate in each group by attending two meetings, one for external forces and one for policy exploration. The guidebook was shared with all participants and they were asked to review prior to the meetings.

Each meeting involved a discussion of the relevant topics and polling of the peer group to see which external forces they believed to be most impactful over the 2050 planning horizon and which policies should be explored with policy makers.

Following the conclusion of all the group meetings, results from the polls along with comments received during the meetings were examined and informed the second version of the guidebook (written for a broader audience), and which external forces were used for sketch scenario planning.

### Sketch Scenarios

Following the peer group work, WFRC staff began creating sketch scenarios in order to look at potential outcomes of external forces adoption. Initial work looks at high and low rates of adoption. These scenarios will be brought to stakeholders in workshops during fall 2020.

### **Resiliency**

WFRC continued to address resiliency through targeted discussions on natural disasters, especially with the 5.7 magnitude earthquake occurring in March 2020 in the Salt Lake City-West Valley urbanized area. In addition, the COVID-19 pandemic has brought to light the importance of incorporating resiliency into the technical tools and into the foundations of the 2023-2050 RTP. WFRC staff continued to look at how these natural disasters may affect the overall performance of the Plan and will work with UDOT and UTA to determine how future innovations should affect projects in the Plan.

### **Transportation Partner Meetings**

WFRC staff met with all transportation partners to debrief on the 2019-2050 RTP and ensure successful coordination for the 2023-2050 RTP. Both UDOT Regions One and Two, along with the UDOT Planning Department, MAG, and UTA were given the opportunity to provide feedback on the 2019-2050 RTP and have an open discussion for improvements on the 2023-2050 RTP process. WFRC also met with the University of Utah for a debrief on the 2019-2050 RTP. In addition, transportation partners have been involved in the development of identifying external forces related to transportation and land use for the 2023-2050 RTP. Transportation partners participated and provided input in the peer review process and peer group meetings discussed above.

### **Website**

WFRC staff updated the organization's website to include the completed 2019-2050 RTP and the 2019-2050 Utah's Unified Transportation Plan. Updates and edits were also added to include the most up-to-date content information. Updates to the website are done periodically by WFRC staff.

### **Active Transportation Planning**

The Regional Council has established an Active Transportation Committee (ATC) which met six times in FY2020. This Committee, made up of elected officials and staff as well as representatives from Mountainland Association of Governments, Utah Department of Transportation, Utah Department of Health, and Utah Transit Authority, advised the Transportation Coordination Committee (Trans Com) and the Regional Growth Committee (RGC) on bicycle and pedestrian issues. Specifically, the Committee reviewed and provided feedback on the 2021-2026 Transportation Alternative Program applications and is scheduled to review the results of the External Forces and Potential Policies identified as part of the 2023-2050 RTP process. Additionally, the ATC approved and adopted goals for 2020 focused on planning bicycle and pedestrian infrastructure, funding construction of infrastructure, educating the public about active transportation, and coordinating on policies such as e-bike regulation. These adopted goals represent a targeted focus to move active transportation forward in a meaningful way.

The Active Transportation (AT) Planner participated in local planning efforts, in coordination with WFRC's Transportation and Land Use Connection Program, during FY2020 and reached out to West Valley, North Salt Lake, Centerville, Bountiful, West Jordan, and South Jordan regarding potential amendments to the active transportation projects in the RTP. Also, the Planner has been working with Salt Lake City and UDOT Region 2 to process an RTP amendment request from Salt Lake City.

WFRC worked closely with local communities to apply for UDOT TIF Active and TTIF First-Last-Mile project funding and has aided in project identification in the event that an infrastructure bonding bill is passed by the state legislature in response to the COVID-19 pandemic.

In the Fall of 2019, the AT Planner coordinated presentations at the Utah League of Cities and Towns Conference, American Public Works Association Utah Chapter Conference, and Move Utah Summit, and has also helped plan the Pedestrian Safety Summit hosted by UDOT. Additionally, WFRC staff organized and executed, along with Bike Utah, a Mobile Active Transportation Tour in Madison, WI, that was attended by local elected officials and staff along with UDOT staff.

In collaboration with WFRC's Analytics Team, progress was also made in developing a GIS schema that new local planning efforts could utilize for better integration with regional plans. This dovetailed with a review of overlapping planned routes identified in different planning efforts with different facilities recommended and determining which facility type would be used for analysis purposes.

## **Utah's Unified Transportation Plan**

WFRC staff helped finalize the 2019-2050 Utah's Unified Transportation Plan, in collaboration with transportation partners. Utah's Unified Transportation Plan is a collaborative effort between transportation agencies across the state of Utah including the Utah Department of Transportation (UDOT), Wasatch Front Regional Council (WFRC), the Mountainland Association of Governments (MAG), Dixie Metropolitan Planning Organization (DMPO), Cache Metropolitan Planning Organization (CMPO), and Utah Transit Authority (UTA). Utah's Unified Plan partners worked together to develop common goals, planning time horizons, performance measures and financial assumptions so that their plans are consistent across the state while meeting local needs. Then UDOT, UTA, and the Metropolitan Planning Organizations all agreed on which projects and needs to include in the Unified Plan, as well as timing, funding, and how to measure their effectiveness in meeting shared objectives. Efforts were undertaken by all of the MPO's, UDOT, and UTA to create subcommittees for better coordination. These subcommittees include finance, safety, active transportation, performance measures, communication, and GIS, for better coordination external forces and policies.

## **Increased Emphasis Areas**

### Safety

WFRC evaluated trends in safety data for locations and types of crashes to better inform the 2023-2050 RTP. WFRC will continue to make this trend information, along with recommended strategies to reduce crashes, available to local agencies. WFRC staff also coordinated with UDOT to receive United States Roadway Assessment Program (usRAP) Star Rating data they had processed.

### Freight

During this fiscal year, various rail and freight planning activities were accomplished by UDOT in collaboration with MPO partners. The Freight Advisory Committee met on March 26, 2020 and have planned future quarterly meetings. UDOT began a freight modeling and data collection study, with participation from the MPO's. New technological advancements and changes in distribution and delivery has been a key research area in the exploration of external forces with transportation partners. WFRC continues to respond to freight surveys from FHWA, AASHTO, and academic institutions.

## Local Plans

The WFRC staff conducted extensive review of both comprehensive land use and transportation plans from the cities and counties throughout the Wasatch Front Region. Specific 2023-2050 RTP project recommendations will be coordinated with these local plans.

## **RTP Amendment Process and Amendment #1**

During FY2020, WFRC in consultation with UDOT, UTA, local communities, and FHWA, updated the [amendment process](#) for the RTP and the Wasatch Choice Regional Vision. This update established a process to address periodic requests to revise the RTP and the Vision and will help reduce the time needed to review and determine whether an amendment should be made. There are three general sources for RTP or Wasatch Choice Regional Vision amendment requests: (1) local request from city or county elected officials that usually involve collector roads, minor arterials, general land use centers, or regionally significant centers; (2) environmental impact statements (EIS) or Transportation Improvement Program (TIP) amendments that make specific recommendations that would change the RTP project listing or phasing; and (3) periodic requests from the Utah State Legislature, UDOT, and UTA that require an amendment to the RTP for specific projects or the phasing of existing projects.

Some minor modifications can be made by WFRC staff without action by the Regional Council. Others do not require a new air quality conformity finding but do need an opportunity for public comment and approval by the Regional Growth Committee (RGC). Finally, some changes are significant enough to require a new air quality conformity finding and a full 30-day public comment period before Regional Council approval.

## Amendment #1 to the 2019-2050 RTP

The RGC updated the 2019-2050 RTP with Amendment #1. This amendment included two projects that fell within Level 1 - Staff Modifications and seven projects that fell within Level 2 - Board modifications during the Spring of 2020. No projects fell within the Level 3 - Full Amendment that required a 30-Day public comment or a revision to the Air Quality Conformity Analysis.

## C.2 GROWTH PLANNING

WFRC works to integrate land use and economic development considerations with its core transportation planning and programming functions. The Wasatch Choice Regional Vision establishes a shared blueprint for how land use, transportation, and economic development change through the year 2050. Wasatch Choice seeks to advance regional goals (see Section C.1). This Vision is in turn translated into three component plans: 1) the Regional Transportation Plan (RTP); 2) the Comprehensive Economic Development Strategy (CEDS); and 3) local general plans.

Goal #1 for WFRC during FY2020 was “Collaboratively advance the Wasatch Choice Regional Vision as a regional framework for integrating transportation, land use, and economic development, to best address growth-related opportunities and challenges.” This section describes this advancement.

### 1) RTP modifications

In the last year, WFRC has been working with stakeholders and partners to improve the resiliency of WFRC planning. This entails linking an exploration of external disruptive forces with the region’s shared vision Wasatch Choice Regional Vision. This is discussed in C.1.

### 2) Economic development activities

a. The CEDS is an integrated component of the Wasatch Choice Regional Vision. The CEDS was adopted in May 2019.

b. One of the newly adopted goals is “access to jobs and educational opportunities.” This goal has been translated into metrics to help inform where economic development best improves access to opportunities.

c. These activities are further detailed in I.2.

### 3) Local general plans

WFRC is working with the Wasatch Choice partners to help local governments as they address key planning challenges faced in this unique time of both rapid population growth and significant uncertainty stemming from the COVID-19.

## COVID-19 Recovery

COVID-19 is affecting communities in significant ways. This includes fiscal implications as well as short and potential long-term changes to the way people live, work, play, and travel within communities and the region. WFRC is identifying data and projections to help communities think through the implications on community development to inform effective development of general plans.

## The Challenge of Engagement in a Time of Growth and Crisis

Utah was the fastest growing state in the nation in the last decade. This creates challenges for housing, transportation, air quality, etc. COVID-19 will affect economic growth, but residential growth in Utah is predominantly internal. Local conversations about effectively accommodating growth while maintaining high quality of life can be challenging for several reasons:

1. People focus on the urgent issues of the moment, less about longer-term issues.
2. Participation is low, unless people have a direct stake in an outcome.
3. Regional impacts are often not considered in decision making.
4. Public processes can be expensive.
5. Ultimately, the level of controversy is high around accommodating growth pressures.
6. Negative messaging about the risks of change or growth can be contagious.

## New Statutory Requirements

In addition to these process challenges, communities have new requirements for their General Plans - including elements of [Senate Bill 34](#) Housing (2019) [relevant statutory sections for cities and counties noted below].

### 1. Moderate Income Housing (MIH) element:

- a. Affected communities shall plan and adopt a MIH element including strategies from a 'menu' of options by December 1, 2019 [10-9a-403(2)(b)(iii), 17-27a-403(2)(b)(ii)] with annual reporting thereafter.

### 2. Land Use element:

- a. Must now consider the long-term goals, distribution, and location of housing for residents of various income levels [10-9a-403(2)(a)(i), 17-27a-403(2)(a)(i)].

### 3. Transportation and Traffic Circulation element:

- a. Provide the general location and extent of active transportation facilities [10-9a-403(2)(a)(ii)(A), 17-27a-403(2)(a)(ii)(A)].
- b. Plan development around "[major transit investment corridors](#)" to improve connections between housing, employment, education, recreation, and commerce [10-9a-403(2)(a)(ii)(B), 17-27a-403(2)(a)(ii)(B)].
- c. Correlate the transportation plan with population and employment projections, and the proposed land use element [10-9a-403(2)(a)(ii)(D), 17-27a-403(2)(a)(ii)(C)].
- d. Consider the regional transportation plan developed by the region's metropolitan planning organization (MPO) or if outside an MPO, the plan developed by UDOT [10-9a-403(2)(d)(i), 17-27a-403(2)(d)(i)].

### 4. Parks and Open Space element:

May consider an environmental element that addresses natural resources (like parks and open space) as they update their general plan (preserving open space is a key Wasatch Choice strategy) [10-9a-403(3)(a)(i)(ii), 17-27a-403(3)(a)(i)(ii)]. Note: there has been increased demand, and communities have an enhanced understanding given the COVID-19 stay-at-home requirements, of the need for local parks, trails, and active transportation facilities. Communities may want to increase their planning for these opportunities given their increased use and popularity for remaining active and healthy and accessing nature close to where people live.

### 5. Vulnerable Communities element:

The needs of vulnerable communities are being considered in the development of these resources and in the implementation of Wasatch Choice, including local general plans. SB34 has improving life for vulnerable communities as the core of the bill. WFRC is also further utilizing access to opportunities framework to understand and improve plans and outcomes for vulnerable communities.

## Resources from the Wasatch Choice Regional Vision Partners

The Wasatch Choice partners include local governments, WFRC, MAG, ULCT, UAC, UDOT, UTA, ULI, the Salt Lake Chamber and other local chambers, APA Utah, GOMB, GPI, and others. The partners want to provide resources to assist communities in their local efforts to update their general plans and address growth-related issues. Over the past year, the partners discussed how best to accomplish this. WFRC and the partnership are in the process of providing resources including:

**1. Technical Assistance**, such as staff and consultant assistance in updating general plans and zoning, offering training, or in performing market analyses or technical studies. [\*The Transportation and Land Use Connection \(TLC\) Program\*](#) is an example of a key source of assistance (a partnership program with WFRC, Salt Lake County, UDOT, and UTA). This is further outlined in C.3.

**2. Public Engagement**, including community engagement strategies such as process guides, or electronic resources to assist in reaching out and engaging a broad public.

Social Distancing: Effective communication and online public engagement has heightened value when social distancing is being practiced and is preferred by residents.

**3. Communications**, including packaged messages like videos or infographics that discuss growth-related issues, community options, and tradeoffs and unintended consequences of potential decisions. The Wasatch Choice coalition may help disseminate communications.

**4. Analysis** of the outcomes of growth-related decisions. This could include:

- a. Current status in meeting quality of life objectives such as access to job or school opportunities, household affordability, air quality, and connections to parks and trails. Measuring progress highlights issues and helps communities understand strengths and areas needing improvement.
- b. Projected outcomes of plans and visions in meeting statutory requirements.
- c. Projected outcomes of potential decisions, such as fiscal impacts, to inform the public dialogue and decision-making.

## Technical Advisory Committees

During FY2020, the WFRC continued to work closely with both of its Regional Growth Committee Technical Advisory Committees (RGC-TAC). Agenda items for FY2020 included briefings and presentations on RTP amendments, TLC awards announcements, corridor preservation funds, small area meetings, legislative updates, comprehensive economic development strategies, fiscal year major planning efforts, active transportation planning, transportation improvement program projects, and updates from both the Utah Department of Transportation and the Utah Transit Authority.

## Corridor Preservation

Staff continued to participate on the State Corridor Preservation Advisory Committee, which makes corridor preservation recommendations to the State Transportation Commission.

## C.3 LOCAL GOVERNMENT SUPPORT

### Transportation and Land Use Connection Program

In FY2020, seventeen projects received TLC funding, three of which include multiple cities. The relationship with partners Salt Lake County, UDOT, and UTA continues to strengthen; their partnership provides TLC projects with key decision makers and helps define a path toward implementation. The TLC team collaborated with UDOT in generating projects for the first year of Technical Planning Assistance funding, enhancing the partnership and providing more support to our member communities.

The program helps communities implement changes to the built environment that reduce traffic on roads and enable more people to easily walk, bike, and use transit. This approach is consistent with the Wasatch Choice Regional Vision and helps residents living throughout the region enjoy a high quality of life through enhanced mobility, better air quality, and improved economic opportunities.

In FY2020, WFRC received over \$2 million in requests for funding, demonstrating the significant ongoing demand for WFRC and partner support in local planning efforts. Over the past several years, the TLC program has worked with communities on 82 projects. TLC project types include small area plans, transportation and active transportation master plans, ordinances updates, form-based codes, market analyses and more. The TLC program also offers in-house technical assistance to a few communities, utilizing WFRC expertise and stretching the available funds. To date these in-house projects have included general plans, ordinances, parking studies, and transportation master plans.



# D. SHORT RANGE PLANNING AND PROGRAMMING

## D.1 TRANSPORTATION MANAGEMENT SYSTEMS

### TSM/TDM Promotion

WFRC staff met with sponsors of urban area STP and CMAQ funded projects in West Jordan, Riverton, Magna, and Centerville to recommend transportation system management (TSM) and transportation demand management (TDM) strategies appropriate for their respective projects. Access management, pedestrian and bicycle facility improvements, transit access, intersection improvements, and traffic signal coordination are examples of the strategies addressed at these meetings. UDOT staff also attended the orientation meetings and shared potential safety improvements that could be considered in the respective projects.

### Congestion Management & Air Quality

Based on the air quality benefit/cost, WFRC selected \$7.9 million worth of CMAQ funded projects in 2020 after evaluating several candidate projects with a total cost of about \$27.5 million. These projects include transit operations, electric bus charging infrastructure, bikeshare stations, new sidewalk construction, and intersection improvements.

### System Performance

A report of highway and transit system performance and trends was prepared and presented to the TACs in January and Trans Com in February. The highway performance measures include daily VMT, VMT per capita, PM peak traffic speed, and an examination of VMT by trip purpose. Performance measures for transit include passengers by transit mode, annual passengers per capita, first and last mile by mode, and peak load factor by mode.

### Traffic Management Committee

The Salt Lake/West Valley traffic management technical committee is a subcommittee to WFRC's Trans Com technical advisory committee for this area. The subcommittee continued to help coordinate expanding and upgrading signal coordination, freeway traffic management, and traveler information systems in the Salt Lake/West Valley Area, as well as address current operational issues.

## D.2 PLAN REFINEMENT AND SPECIAL STUDIES

### Point of the Mountain Transit Study

UTA was asked by the Point of the Mountain Commission to evaluate transit service options to the Point of the Mountain (POM) region—an area north and south of the county line between Salt Lake and Utah Counties. In collaboration with UDOT, WFRC, MAG, Salt Lake County, Utah County, and other affected jurisdictions, UTA is conducting a study of potential public transit alternatives around the POM. In consultation with the public, the study is exploring and evaluating alternative transit alignments and modes; ultimately, leading to the selection of a Locally Preferred Alternative (LPA) corridor. The study estimates ridership, travel times, travel markets, land use, economics, conceptual engineering, and capital costs for the identified alternatives. Public and stakeholder outreach and input are a key component of the entire project. The study has been ongoing during this completion report timeframe.

## **Tooele Valley Transit Feasibility Study**

In partnership with Tooele County, Tooele City and Grantsville City, the Tooele Valley Transit Feasibility Study will identify current and future transit needs and priorities, and evaluate potential solutions for people traveling between Tooele Valley and Salt Lake Valley. The Study will define markets throughout the study area (transit dependent/car-free populations, commuters, etc.), assess transit demand for the defined markets, evaluate transit mode options to serve the defined markets, recommend an appropriate level of service, and provide a blueprint to implement recommended service through 2050. The study is still ongoing during this completion report timeframe and currently evaluating public transit alignments and mode options, along with capital costs for the identified alternatives.

## **Service Choices Study**

The UTA Service Choices Study, conducted in partnership with WFRC, UDOT, and MAG was conducted in order to make updates to UTA's bus network based on community input on what priorities the agency should focus on as it deploys bus service. The study kicked off late in 2018 and concluded in June of 2020. The study began with an analysis of the current bus network and a discussion of important policy questions regarding transit planning tradeoffs to be considered. This was followed by a robust outreach campaign, which included a wide variety of forms of in person engagement, as well as an online survey which received over 3,000 responses throughout the UTA service area. The feedback received during the outreach phase was used to guide the creation of a draft network plan, which was developed by agency staff with input from partner agencies and stakeholders.

A second round of public engagement to present the draft plan and solicit input was about to commence when the COVID-19 pandemic created a necessary shift in agency priorities. The dramatic change in travel patterns and financial resources brought on by the impacts of the pandemic has made the originally proposed beginning implementation date of the updated bus network of 2021 untenable. However, many of the ideas that came out of development of the plan are still valid, and may be incorporated into future UTA bus service planning.

An additional outcome of the study is recommendations for UTA's "Core Routes" contained in the MPOs' Regional Transportation Plans. These recommendations are expected to inform updated service standards, which will be incorporated into future planning.

## **Transit-Oriented Development**

UTA and its partners completed construction of an 180,000 square foot office building at the South Jordan FrontRunner Station. This building fulfills the partnership's vision for the site, including 360,000 square feet of office, a 192-room full-service hotel, and a mix of service retail uses. A 156-unit, mixed-use, affordable housing project at the 3900 South Meadowbrook TRAX Station in South Salt Lake City was completed as well. This project is a partnership with a non-profit organization dedicated to the housing, training, and employment of citizens with disabilities. The project includes housing units designed for residents with disabilities as well as training facilities for people on the autism spectrum. Construction has started on phase 2 at Jordan Valley TRAX in West Jordan, which will add 181 units to the site. Meanwhile, sites are being prepared for additional, mixed-use multifamily and office uses at Sandy Civic Center, with four new apartment buildings, service retail, as well as a shared parking garage.

UTA will continue its Transit-Oriented Development (TOD) efforts, breaking ground on several new projects throughout the service area. In addition, UTA will continue to partner with communities on station area plans to prepare for future development consistent with regional and local planning efforts. The TOD Department with support from the Planning Department will be integral in this effort. These station area plans will be initiated by local communities and include all property owners in close proximity to stations. The goal of this planning effort is to holistically assess access, land use, zoning, etc., to help grow ridership on the transit system, provide more efficient use of land, and improve place-making around stations. This will augment the first/last-mile planning work that addresses some of the connectivity gaps in the transportation system.

### **Future of Light Rail Transit Study**

UTA procured a professional services team led by LTK Incorporated to perform the Future of Light Rail Study. The study kicked off in March of 2020 with a consultant site visit and data gathering interviews over a three day period. Additional data has been gathered throughout the Spring months. LTK has investigated a few existing condition metrics, such as operating maintenance budgets, mean distance between failures, and rebuild programs compared UTA to peer transit agencies. Using that and general fleet information, they developed a light rail fleet decision-making strategy. Additionally, a full system simulation file has been created. An internal and external outreach plan has been developed and will be reported during the next fiscal year's completion report.

### **Box Elder-Cache-Weber County Transit Analysis**

This transit study was completed in this report year. The study consisted of stakeholder engagement, existing conditions, alternatives development and evaluation, and recommended project implementation. The existing conditions included a review of existing general plans and past studies. Alternatives considered included multiple bus service types and commuter rail. The study also evaluated the feasibility of linking to Cache Valley, which is outside the WFRC metropolitan area. The results indicate that the most appropriate transit services for the subject counties continues to be local and express bus due to ridership on rail alternatives being inadequate to justify the costs. Implementation recommendations include using preserved rail right of way for a trail, a pilot service to Cache Valley, bus stop improvements, and increased local bus service.

### **Station Access Policy**

UTA has begun creating a policy that will allow it (UTA) to focus on improving station access. This consists of a method for identifying infrastructural gaps using catchment area analysis; a set of Transportation Demand Management tools that may be used to incentivize active and micromobility modes of transportation; and establishing a set of design standards and recommendations that may be used to improve the functionality and consistency of infrastructure within station areas. Combined, these processes and tools will allow UTA to collaborate with cities and other stakeholders, improve connectivity within station areas, and ultimately enhance access to and from its stations. It is anticipated that this policy will be completed by Q1 of 2021. While the basic concepts and framework of the policy have been developed, UTA is currently refining the mechanics and nuances. To do this, UTA will be forming small work groups with cities and other stakeholders in the region, to ensure that the contents of the policy are both feasible and effective.

## Parking Modernization Initiative

In FY2020, WFRC, in collaboration with Mountainland Association of Governments, Ogden City, Salt Lake County, South Salt Lake City, the Utah Department of Transportation, and the Utah Transit Authority, began the Parking Modernization Study. This study seeks to provide local governments information to help them use parking more efficiently to reduce the footprint of development and provide positive benefits for transportation, the economy, and air quality. Activities completed in FY2020 included project kickoff, data collection, outreach to peer cities, and research, including best practices for parking and travel demand management.

## Park & Ride Master Plan Update

In 2014, a Park & Ride Master Plan was developed to plan for expansion, new development, and re-use of existing Park & Ride lots across UTA's service area. This document will be updated in UTA's FY2021 to better reflect the existing and projected demand for Park & Ride facilities and set the course for Park & Ride related policy. UTA is developing the Park & Ride Master Plan Update with focused guidance from Station Access Policy concepts and efforts.

## Active Transportation Planning

UTA continues to develop a similar evaluation and assessment methodology to its Bus Stop Master Plan to assist in prioritizing locations where improved active transportation to a transit facility is warranted. The goal of this plan, similar to the First/Last-Mile Strategy Study of 2015, aims to identify opportunities for improved connectivity via active transportation to and from all UTA bus stop locations and station areas. UTA anticipates results and findings of active transportation planning efforts to be useful for conversation and collaboration with entities that have jurisdiction over areas surrounding UTA stops and stations.

## Joint Projects Studies

The Joint Projects Committee (WFRC, MAG, UDOT, and UTA) committed to the scope, schedule, and budget for several new projects. Project agreements were drafted and signed for work to begin in the summer-fall of 2019. Projects including Bicycle and Pedestrian (aka Micromobility Toolset) Model Update, Mode Choice Model Update, Data Resource Consulting, Transit Oriented Development System Plan, and Core Routes continued to progress throughout the year at varying rates.

## D.3 TRANSPORTATION IMPROVEMENT PROGRAM

The WFRC took the necessary steps to approve the 2020-2025 Transportation Improvement Program (TIP) in August 2019 along with the corresponding Air Quality Conformity Determination (Air Quality Memorandum 39a). Among other steps, this included a 30-day public comment period in July 2019. Along with the TIP approval, WFRC completed and approved the annual self-certification of the transportation planning process at its August 2019 meeting. Monthly meetings between WFRC and UDOT staff members facilitated coordination on TIP/ STIP programming, modifications, and amendments. These included executive-level meetings and program management level meetings. WFRC staff also met regularly with UTA for TIP coordination. In developing the 2020-2025 TIP, the WFRC staff worked with UDOT to ensure that funding for projects in the existing four funded years (2020, 2021, 2022, and 2023) within the Wasatch Front Region was financially constrained and projects were on schedule.

In the fall of 2019, WFRC staff sent a request for a “Letter of Intent” from potential sponsors wishing projects to be considered for the Surface Transportation Program (STP), Congestion Mitigation/Air Quality (CMAQ) Program, and Transportation Alternative Program (TAP). Following a staff review to determine eligibility, project applicants were directed to access a “Project Evaluation Concept Report”, a “Project Cost Estimate Report”, and an “Emission Analysis Form” (for CMAQ applications), on the WFRC website and complete the appropriate information. Once the project concept reports were received and reviewed for completeness, staff began the evaluation process. This process involved a spreadsheet scoring of the projects based on approved technical criteria, an onsite field review of each project, and other professional measurements and considerations. The on-site field review enables staff from WFRC, UDOT, FHWA, UTA, and local governments to meet with each project sponsor on site to review the project concept, ask questions, and identify possible concerns, or alternate solutions.

Due to the number of projects submitted, WFRC staff reviewed a presentation of the projects with the Trans Com Technical Advisory Committees (TACs) in February. This introduction provided the TAC members with the resources and time to understand the projects in better detail and enable them to make sound recommendations in their March meetings where the TACs discussed the projects and developed recommendations for the draft STP, CMAQ, and TAP programs. Their recommendations are based on data, sound engineering, and the project environment. Some of the factors discussed to enable a recommendation included: safety, project sponsor priorities, coordination with other projects, additional funding coordination, and equity of funding distribution, complete systems, professional considerations, air quality benefits, and project cost. Following these meetings, the technical scoring and TAC recommendations were presented to each of the County Councils of Governments (COG) for their review and input. The project data and the TAC recommendations were then presented to the Transportation Coordinating Committee (Trans Com) for their review, discussion, and recommendation to the Wasatch Front Regional Council to include the proposed projects in the draft STP, CMAQ, and TAP programs.

Once the Regional Council approved the draft programs, staff went to work with staff from UDOT and UTA to prepare the draft 2021-2026 TIP for public review and comment. Included in the draft 2021-2026 TIP with the STP, CMAQ, and TAP programs are other federal-aid highway and state projects proposed by UDOT, and the federal transit projects proposed by UTA. The WFRC staff worked with these two agencies to compile the lists of other proposed projects for inclusion in the draft 2021-2026 TIP. The remainder of the TIP process and approval will occur in early FY2021.

In order to ensure that the TIP and Statewide Transportation Improvement Program (STIP) have all the necessary projects and to enhance proper TIP development, various meetings are held throughout the year between WFRC, UDOT, and UTA staff, as well individual project meetings throughout the region. WFRC staff also actively participates in monthly roadway and pavement management UDOT region meetings and the yearly region STIP workshops and the UDOT Commission workshops. WFRC staff also contact project sponsors and project managers on a regular basis to assist them in the project development process and minimize project delays.

During the early months of the 2020 federal fiscal year, WFRC staff worked with UDOT and UTA to compile a list of projects that received funds during the previous fiscal year (2019). This report of federal funds obligated was shared with Trans Com and the Regional Council. WFRC staff also prepared the annual summary report of CMAQ projects and submitted the report to UDOT for review and approval. UDOT then forwarded this to FHWA for their review and approval.

# E. PROJECT COORDINATION AND SUPPORT

## E.1 UDOT ENVIRONMENTAL STUDIES

### Little Cottonwood Canyon (LCC) EIS

As a participating agency to the UDOT-led Little Cottonwood Canyon (SR-210) EIS, WFRC provided assistance to UDOT by reviewing initial alternatives development and screening methodology documents, participating in agency scoping meetings, and coordinating with local governments.

During a more detailed review of the project area it was identified that regional mobility and equity between the Canyons indicated a need for a robust approach that was beyond the scope and immediate needs of LCC alone. UDOT revised the EIS and released a revised notice of intent (NOI) on the Federal Register to address the immediate challenges going forward including traffic congestion at key intersections, avalanche mitigation, trailhead parking, and Wasatch Boulevard improvements for mobility of commuters and neighborhoods.

With a more refined scope for the EIS, UDOT opened the public comment period, which was ultimately extended to accommodate public comment. A very well-attended public scoping meeting was held and the formal comment period ended June 14, 2019.

In October 2019, UDOT released a Draft Purpose and Need Chapter for the LCC EIS. Comments on the Draft Purpose and Need included the desire to see a more robust discussion of pedestrian and bicyclist data, evaluation of the safety of biking and walking users on roadway throughout versus only at trailheads or areas with on-street parking, and a thorough review of parking spaces and their uses, including the Utah Transit Authority's (UTA) Park-&-Ride lots both along Wasatch Boulevard and locations west.

During the winter of 2019 and into spring of 2020 alternatives were developed and screened. After considerable technical analysis and two levels of screening, a Draft Alternatives Development and Screening Report was released in June.

In addition to the UDOT EIS, the Central Wasatch Commission is pursuing a conceptual plan for a mountain transportation system to serve the Central Wasatch Mountains while integrating with the regional transportation system. The project will engage stakeholders while establishing transportation goals, and developing selection criteria, performance measures, and prioritization. Over the course of 2020, the Central Wasatch Commission aims to arrive at a proposed comprehensive year-round transportation system that includes the Salt Lake Valley, Big and Little Cottonwood Canyons, Parley's Canyon, and the Wasatch Back. Stakeholders and the public are actively engaged at every juncture during this process, including public comment periods on the scope, attributes, and objectives.

## E.2 UTA ENVIRONMENTAL STUDIES

### Ogden – Weber State Transit Corridor Environmental Assessment (EA)

In 2011, UTA published the Ogden-Weber State University Transit Corridor Draft Alternatives Analysis (AA) as part of evaluating options for improved public transportation service in Ogden City. In 2014 and 2015, UTA, in cooperation with Ogden City, Weber County, WFRC, UDOT, Weber State University, and McKay-Dee Hospital, updated the 2011 draft AA to identify a transit alternative that would best meet the transportation needs of the local community in terms of technical feasibility, costs, and benefits. The Locally Preferred Alternative (LPA) of bus rapid transit on 25th Street in Ogden was adopted through resolution by the Ogden City Council in July 2015. The WFRC RTP was also amended to incorporate the adopted Ogden-Weber State University LPA into the regional plan. The line would connect the Ogden Intermodal Center, Weber State University, and McKay-Dee Hospital via 25th Street, Harrison Boulevard, and an alignment through the university campus.

The EA was completed in 2018 and the FTA issued a Finding of No Significant Impact in February 2019. This finding completed the environmental review for the project. Final design/preconstruction has started and will be completed by November 2020. The project is estimated at \$115.5 million. UTA will be applying for the FTA Small Starts Grant. Other committed and potential funding include CMAQ, STP, Weber County, Ogden City, UDOT, Transit Transportation Investment Fund (TTIF), and Rocky Mountain Power. There is still a \$4.75 million funding gap and additional funding source will need to be examined. Construction can start once funding is secured.

### Davis – Salt Lake City Community Connector EA or CatEx

The Davis-SLC Community Connector Alternatives Analysis was completed in August 2014. The study recommended a 12-mile locally preferred alternative (LPA) of bus rapid transit (BRT) running from Woods Cross to Salt Lake City with approximately six miles of dedicated lane. The LPA was adopted through resolution by the Davis County Commission, and the cities of North Salt Lake, Bountiful, Salt Lake City, and Woods Cross. The environmental study for the 12-mile LPA has started. For the upcoming year, the project team will work with the project partners to refine the LPA, specifically to determine if the project should extend north to Farmington and southeast to the University of Utah. Once the project area is defined, the environmental impacts will be reviewed.

# F. TRAVEL FORECASTING

## Wasatch Front Travel Demand Model Enhancements

In collaboration with our partner agencies at Mountainland Association of Governments (MAG), UDOT, and UTA, WFRC completed work on version 8.3 of the official Wasatch Front Travel Demand Model (TDM) in August 2019. The TDM is built on the Cube software modeling platform and is used to inform forecasts of future travel patterns and volumes that help to shape the Regional Transportation Plan, as well as various transportation alternatives analyses and environmental studies.

In May 2020, WFRC and partners released version 8.3.1 of the TDM. This updated version includes the project additions and modifications expected within the first round of amendments to the WFRC and MAG 2019 Regional Transportation Plans. The 8.3.1 update includes other noteworthy enhancements such as: road segment-level summary capabilities for simplifying and mapping model results coordinated statewide with Utah Department of Transportation (UDOT), the ability to automatically recalculate Traffic Analysis Zone (TAZ-base) Access To Opportunities metrics with every model run, and a refresh of the detailed Model Inputs document. WFRC works with the region's travel model users group to apprise consultants, agencies, and researchers of new model releases.

## Travel Model Coordination

WFRC continued to host the Interagency Model Director (IMD) position that is co-funded by WFRC, UDOT, and MAG and charged with leading the coordination of model development and application across agencies. WFRC staff participated actively in monthly meetings of the Interagency Modeling Technical Committee and Interagency Modeling Policy Committee which meets approximately quarterly. The IMD led development of the Summit—Wasatch Travel Demand Model on behalf of UDOT.

A new models and forecasting webpage was created and added under the wfrc.org website's Programs section.

## Model Development

Three travel model development projects were funded and begun under addenda to the Joint Projects memorandum between UDOT, UTA, and MAG. They are:

- **Micromobility Toolset** - this project aims to develop a framework for active transportation and other micromobility mode modeling and other analysis. In FY2020, a needs analysis and implementation plan were completed. Additionally, work progressed on the phase 1 focus, a bike travel demand model for the combined WFRC/MAG travel model space. Significant work was completed by WFRC and its consultant for the bike model in the following areas: model design, programming the model in Python programming language, microzone definition and characterization, a node/link network analysis dataset, and other key bike-related input data (see Section G.3 for detailed description of bicycle data enhancements).
- **Mode Choice Update** - this is an 18-month project to update the mode choice model within the TDM. An external contractor was selected and a contract, including scope of work and project schedule were finalized. Initial data preparation work in support of this project was begun.
- **Big Data Consultant** - WFRC contributed funding and participated in selecting a consultant now under contract with UDOT to advise the partners on new and emerging datasets and data gathering methods in the build up to the planned 2022 Household Travel Survey. WFRC staff attended an all-day, onsite training with the consultant in March 2020.



## Model Application

WFRC provided travel modeling application support to several UTA transit studies including the Point of the Mountain Transit Study and the South Davis-Salt Lake City Community Connector BRT study. WFRC also assisted UTA in performing a required 'after study' for the 2013 Draper light rail extension.

WFRC provided travel modeling and REMM application support to UDOT for a phasing analysis of Mountain View Corridor and Bangerter Highway in the Regional Transportation Plan. Travel modeling support was also provided for project evaluation for the 2019-2050 Regional Transportation Plan Amendment #1 as well as the 2026 TIP/STP project evaluation.

WFRC collaborated with UDOT to create the first statewide GIS layer of traffic analysis segments. This dataset translates model results and forecasts to logical, true-shape sections of Utah roadway. This dataset was published to WFRC's [data.wfrc.org](https://data.wfrc.org) website and also includes traffic history and volume for any WFRC/MAG modeled road. All volumes in this dataset are expressed as Average Annual Daily Traffic (AADT) counts, but seasonal and other volume adjustment factors are also accessible within the same dataset.

WFRC's new Traffic Volume web map (<https://wfrc.org/traffic-volume-map>) allows anyone to access forecasted and observed data for most major roads in the WFRC area from the traffic analysis segments mentioned above. This new viewer allows you to look at future years as well as changes in volume between years. Selecting any road summary segment from the county-based dropdown lists will graph out the history and volume for any modeled road. This new application was featured in WFRC's newsletter as the June map of the month.

## Other

WFRC continued to utilize commercially-available vehicle routing application programming interfaces (APIs) to capture travel speeds for future use in validating the Wasatch Front Travel Demand Model and other application areas. WFRC Analytics staff provided a comparison of COVID and pre-COVID travel times within the region, as part of the WFRC white paper: COVID-19: Transportation and Air Quality Impacts.

WFRC Analytics staff participated in additional stakeholder agency committees, including UDOT's Transportation Investment Fund (TIF) and Transit TIF prioritization model subcommittees.

The Real Estate Market Model (REMM) is WFRC's land use forecasting tool that supports the development of WFRC and MAG's forecasts for population, households, and employment. Activities to enhance REMM are covered in Section G.2.

# G. TECHNICAL SUPPORT AND SERVICES

## G.1 AIR QUALITY ANALYSIS AND COORDINATION

### Conformity

The 2050 WFRC Regional Transportation Plan (RTP) was approved May 2019. The new RTP required extensive work related to the air quality conformity analysis: updated travel model analysis, a revised data extraction program for the new version of the travel model, applying new and more detailed Average Annual Daily Traffic (AADT) factors from UDOT, updated vehicle emissions modeling and air quality conformity analysis, and a complete public comment process. WFRC staff prepared Air Quality Memorandum 39 for the 2019-2050 RTP; and Air Quality Memorandum 39a for the corresponding TIP, and these documents were made final in August 2019. A draft of Air Quality Memorandum 39b for the 2021-2026 TIP was prepared in June 2020.

### Technical Support

WFRC continues to support the Utah Division of Air Quality (DAQ) in developing a State Implementation Plan addressing PM<sub>2.5</sub> emissions in the Salt Lake non-attainment area. WFRC provided to DAQ revised vehicle emission estimates for 2019, 2026, and 2035 to be used with the PM<sub>2.5</sub> maintenance plan. DAQ will use this new information to determine if the Salt Lake area can be re-designated as a moderate PM<sub>2.5</sub> non-attainment area.

Portions of the WFRC area have also been designated as marginal non-attainment for ozone pollution. WFRC is supporting the DAQ to address ozone pollution by providing an emissions inventory for ozone conditions for the 2017 base year.

WFRC staff was invited to participate as a technical expert in the Utah State Legislature task force to address air quality and climate change. The task force was led by the Kem C. Gardner Policy Institute. Air quality strategies recommendations were evaluated and prioritized in the Utah Roadmap document. WFRC staff also provided review and comment to the Utah Inland Port Business Plan.

### Coordination

The Interagency Consultation Team (ICT) had three meetings in the past fiscal year, August, November, and March. The ICT includes representatives from WFRC, MAG, Cache MPO, DAQ, UDOT, UTA, FHWA, FTA, and EPA. The ICT will continue to meet regularly to consult on air quality issues such as the modeling assumptions to be applied for SIP development and review of conformity analysis documents.

WFRC staff participated in several committees organized by other agencies that are promoting actions to improve air quality, such as the Governor'sUCAIR program and the Utah Clean Air Action Team (CAAT). WFRC also collaborates on air quality issues by regularly attending meetings of the Utah Air Quality Board.

## Air Quality Report

WFRC staff reported air quality conditions and vehicle emission trends to the Wasatch Front Regional Council in October 2019. WFRC staff also analyzed the air quality impacts of the reduced traffic and vehicle emissions that resulted from the COVID-19 stay-at-home directive and shared this information with the Joint Policy Advisory Committee and the Utah Clean Air Committee.

## UDOT Air Quality Coordinator

UDOT provides an Air Quality Coordinator who assists in coordinating transportation and air quality related issues between the MPO, UDOT, the DAQ, and the EPA. The coordinator represents UDOT at meetings with DAQ and the Interagency Consultation Team. The coordinator also works with the MPO and DAQ in the development of SIP updates, the CMAQ project selection and review process, and the review of various air quality “hot spot” project analyses.

During the year, UDOT reviewed and issued concurrency reports on conformity determinations prepared for the TIP and RTP and sent these reports to FHWA. UDOT reviewed and concurred with WFRC’s air quality conformity analyses.

## G.2 SOCIOECONOMIC AND TRANSPORTATION DATA

WFRC continues to partner with our neighboring MPO, Mountainland Association of Governments (MAG), to develop and support a shared, region-wide land use model. This tool supports WFRC’s official traffic analysis zone-level socioeconomic projections that are packaged with the Wasatch Front Travel Demand Model and are also available as GIS layers that can be viewed and downloaded.

WFRC and MAG hosted an expert peer review of REMM and its related processes in August 2019. Three land use modelers from comparable MPOs (Albuquerque, Detroit, Phoenix) were provided with [REMM 1.0’s newly developed documentation](#) in advance of a two day in-person review seminar that featured presentations from and discussion among the panelists and WFRC/MAG area stakeholder agencies. The review concluded that REMM is well within best practices for land use modeling and recommended potential future areas of enhancement as captured in the [2019 REMM Peer Review report](#) produced by WFRC staff.

In FY2020, the Analytics group focused its work on three specific recommendations from the Peer Review panel that were included in the Peer Review report:

- Make REMM’s base year data update more efficient and more productive.
- Make the REMM codebase online where others may see/review it.
- MPOs working on the UrbanSim platform should have more, regular coordination.
- Formalize a quality control and review process of the input data and results.

In addition to hosting the review panel, WFRC’s REMM enhancement work toward these ends included:

- Improving and automating the process used to locate jobs from the Department of Workforce Services (DWS) unemployment insurance contributor database.
- Updating a memorandum of understanding with DWS to allow access to this protected dataset through May of 2025.
- Working to improve processes to standardize county assessor tax parcel data that will be used to establish a new 2019 base year.

- Working with two University of Utah Geography Department capstone course students to gather updated city general plans and create a GIS layer of allowable land uses and residential and commercial development intensity limits. This layer will guide and constrain future real estate development activity simulated with REMM.
- Porting REMM's code base to Python 3.x programming language, greatly streamlining the installation/setup process for REMM, moving all REMM code to a public-facing GitHub repository, adding a GUI interface for REMM users, and testing results.

## Other

Continued to coordinate with the University of Utah Gardener Policy Institute (GPI) on demographic forecasting. WFRC supports GPI's efforts to create county-level population and employment forecasts and uses the resulting data as control totals for future years within REMM. WFRC and GPI also coordinated to review proposed 2020 Census Tract divisions through the Census Bureau's PSAP program, and submitted additional changes in several high growth areas.

WFRC presented its population, employment, and access to opportunities data resources at the Utah League of Cities and Towns annual conference sessions on general plan revisions and newly legislated moderate income housing requirements.

Attended and presented at Lincoln Land Institute's Consortium for Scenario Planning annual conference. Authored paper for Interoperability workgroup, entitled "Tax Parcel Records for Land Use and Transportation Planning."

## G.3 GIS AND DATABASE MANAGEMENT

GIS continues to serve WFRC's organizational and program area goals. WFRC's Analytics staff use GIS to build valued information resources and interactive web map applications working collaboratively with program area staff and external partners and stakeholders.

### Open Data Goals

WFRC GIS staff worked internally and with external partners to complete the calendar year goal of adding 52 datasets to the [data.wfrc.org](https://data.wfrc.org) open data website by the end of its first year (it was initiated at the beginning of 2019).

### Long Range Planning Support

Geographic Information Systems (GIS) software was used by WFRC staff to provide data and mapping support for the year-1 preparation activities relating to the 2023-2050 Regional Transportation Plan, Wasatch Choice Regional Vision, Utah Unified Transportation Plan, Transportation Improvement Program, and other WFRC programs. Staff also used GIS capabilities to visualize anticipated future conditions and deliver resources for decision-making.

The Analytics group produced small-area Access to Opportunities analysis and maps for WFRC fall Wasatch Choice community workshops. Maps were also made to communicate the first round of project and land use amendments to the 2019 RTP.

WFRC GIS staff contributed project information in GIS form to Utah's Unified Transportation Plan in the statewide, structured data format. This information was used for an updated Unified Plan interactive web map.

WFRC released the Wasatch Choice Regional Vision interactive web map, an innovative, integrated series of five maps that portray the built out 2050 transportation network and land uses. A six-foot Wasatch Choice wall poster and map was also finalized and sustained with RTP-related amendments and other changes. This poster will be distributed to Wasatch Choice partners when work-at-office resumes post-COVID restrictions.

### **Short Range Planning and Programming Support**

GIS support was provided for the formulation and public engagement portions of the annual Transportation Improvement Program (TIP). Field maps were created for TIP onsite reviews with STP, CMAQ, and TAP project applications for the Salt Lake City-West Valley City and Ogden-Layton urbanized areas. For the annual TIP public comment period, an interactive map was built to provide a forum for public commenting.

### **Active Transportation Support**

A new interactive web map (<https://www.bikeutah.org/wbp>), developed by Wasatch Front Regional Council and hosted by Bike Utah, allows residents to easily check the status of Active Transportation planning in their area, access completed plan documents and maps, and information about funded plan development projects. The map shows communities with completed Active Transportation plans and those with funded projects for AT plan development. This map allows direct access to more information about any of the AT plans as the map links to completed plans and details about AT planning projects in progress.

WFRC and UDOT led a broad ranging effort to greatly improve active transportation facilities GIS layers with specific emphasis to bicycling infrastructure. Layers that were completed or significantly updated include:

- Existing On-street Bike Lanes and Near-street Bike Paths
- Existing and Planned Off-street Bike Paths
- Planned Bike Lanes and Pathways for the WFRC Area
- WFRC-area Bike Plan Areas (mentioned above)
- Multimodal Network
- Wasatch Front Bike and Pedestrian Demand Score (a refresh of the 2013 UCATS scoring)

### **Other GIS Accomplishments:**

- Transportation corridor and mode maps for the Central Wasatch Commission mountain transportation system study
- Parks and open space analysis for Utah League of Cities and Towns conference
- Project award and status updates to the WFRC's Transportation and Land Use Connection program GIS layers and interactive map
- Maps for the new Access to Opportunities (ATO) webpage ([wfr.org/ato](http://wfr.org/ato)), including 2019, 2050, and 'change' maps for TAZ-based ATO measures, and updated Vulnerable Communities maps

## **G.4 TECHNICAL SUPPORT TO LOCAL GOVERNMENTS**

WFRC fulfilled requests for service throughout FY2020. Support was provided to help in studies such as the Box Elder-Cache-Weber County Transit Study, the Point of the Mountain Transit Study, and the Northeast Tooele County Study. Traffic and socioeconomic information and forecasts were provided to interested persons and agencies. Assistance was provided on an as-needed basis to local municipalities, state agencies, school districts, and others. As stated in the Work Program, priority was given to services that assisted in implementation of supporting plans and local projects.

The WFRC staff attended Council of Governments and similar meetings in each county, providing information as requested and also seeking input on various plans and programs. WFRC staff contributed to discussions on transportation needs and priorities in various committees, such as multiple Chamber of Commerce committees.

## **G.5 TOOELE VALLEY RURAL PLANNING ORGANIZATION**

WFRC and UDOT coordinated in conducting an application and evaluation process for the Congestion Mitigation Air Quality funds that UDOT administers for Northeast Tooele County. Staff coordinated RPO meetings that facilitated this process as well as information exchange regarding ongoing transportation projects and studies occurring in the Tooele Valley.

## **G.6 MORGAN COUNTY-OGDEN VALLEY RURAL PLANNING ORGANIZATION**

In FY2020, WFRC with Morgan County, Morgan City, Weber County, Huntsville Town, and UDOT finalized a prioritized, long-range transportation plan for the RPO. Staff coordinated several RPO meetings in facilitating this plan. WFRC also led efforts in facilitating dialogue between the RPO members and UDOT, discussing ongoing projects, exploring funding opportunities, and providing technical assistance.

# H. PUBLIC INVOLVEMENT

In FY2020, Wasatch Front Regional Council (WFRC) staff led and participated in numerous successful public involvement efforts including, but not limited to, the following:

## Formal Public Comment Periods

A formal public comment period was held for the Draft 2020-2025 Transportation Improvement Program (TIP). WFRC placed public notices in local newspapers as well as distributed emails to interested people and groups, posted information on the WFRC website, and generated organic social media ads to notify the public of the opportunity to comment. All comments were carefully detailed, summarized, responded to, and submitted to WFRC for consideration, prior to adoption of the 2020-2025 TIP.

## Stakeholder Outreach Meetings and Workshops

WFRC staff shared information regarding visions, plans, and programs with hundreds of stakeholders at outreach meetings across the region, including several hosted by the Utah Department of Transportation (UDOT) and Utah Transit Authority (UTA).

WFRC sponsored two in-person public open houses for the Draft 2020-2025 TIP in July of 2019. Representatives from WFRC, UDOT, and UTA were available to answer questions about the TIP projects via the open houses held in Ogden and Salt Lake City.

In addition, WFRC held ten Wasatch Choice Regional Vision Implementation workshops for each part of the region with transportation partners, key stakeholders, and local elected officials and staff to explore land use, economic development, and transportation challenges and opportunities in each area. These workshops also discussed changes to state law that affect both requirements in general plans and eligibility for transportation funding. Representatives from WFRC, Utah League of Cities and Towns, UDOT, and UTA were on hand to answer any questions regarding the Vision.

## Partner Events, Conferences, and Conventions

The third annual Golden Spoke Bicycle Ride was postponed due to COVID-19. However, with May being Bike Month, WFRC encouraged people to ride. The Golden Spoke ride is tentatively planned for the Fall of 2020 and will include over 100 miles of safe, separated, and connected multi-use trails.

WFRC and its partners sponsored an exhibit booth at the American Planning Association (APA) Utah, Utah Association of Counties (UAC), Utah League of Cities and Towns (ULCT), and UDOT conferences and conventions. The Wasatch Choice Regional Vision, Regional Transportation Plan (RTP), and/or Utah's Unified Transportation Plan were on display at the various conferences and conventions.

## Local Elected Officials

WFRC staff members made formal presentations regarding the Wasatch Choice Regional Vision, plans, and programs to the respective county councils of governments in Davis, Salt Lake, and Weber Counties. In addition, WFRC representatives met with local elected officials in southern Box Elder, Morgan, and Tooele Counties. Upon request, WFRC staff provided technical support and information to local elected officials regarding transportation and transportation investments.

## Utah State Legislature

WFRC staff members made formal and informal presentations regarding transportation and related issues to legislative caucuses (in Davis, Salt Lake, and Weber Counties), and state legislative transportation committees. In addition, WFRC staff provided technical support and information to state policy makers as they considered methods to provide additional funding for transportation investments.

## Congressional Delegation

WFRC staff met with and advised the members and staff of Utah's congressional delegation. In this outreach, WFRC staff reiterated the importance of a robust and long-term transportation reauthorization and appropriation bill. Staff also explained the importance of backfill funding for state and local governments as a result of COVID-19; and suggested that transportation funding be provided to state and local governments as transportation projects are an excellent way to stimulate the economy.

## Online Engagement Tools

WFRC staff successfully leveraged online engagement tools, such as public comment layers on an interactive map, to educate the public and to solicit public comment. For example, working with UDOT, WFRC staff again obtained GIS data for the TIP projects and created an online interactive map showcasing the data and an added public comment layer.

## New Website

WFRC staff continues to provide technical, subject-matter expertise to local governments and other stakeholders. Recurrent, effective, and strategic content is generated to continue updating the website. Utilizing a plugin, real-time translation into Chinese (simplified), Croatian, Korean, Serbian, Spanish, and Vietnamese languages is available. Additionally, numerous general, committee, vision, plan, and program publications, as well as links to studies and data, are available in PDF and/or interactive formats on the website.

## Social Media and Email Campaigns

In an effort to communicate the needs and benefits of investing in Utah's multi-modal transportation system and to continue to build relationships with cities, counties, transportation partners, community-based organizations, and the private sector, regular, effective, and strategic communications content, complete with corresponding graphics, was created and shared via social media platforms, as well as email campaigns. Using Facebook, Twitter, and Constant Contact, information regarding WFRC's vision, plans, programs, activities, and events was distributed.

## Media

WFRC staff worked with various media outlets to keep the public informed of opportunities to give input on WFRC's planning efforts and to tell the story of positive outcomes in the region. During fiscal year 2020, media ran dozens of news stories regarding the following topics:

- Wasatch Choice Regional Vision
- Regional Transportation Plan
- Transportation Improvement Program

These media outlets included Davis Clipper, Deseret News, KSL, Good4Utah, KUTV, Salt Lake Tribune, Standard Examiner, Utah Business, Utah Policy, and Utah Public Radio. WFRC staff have tracked and documented all media and public outreach efforts.



# I. COMMUNITY DEVELOPMENT

## I.1 COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) PROGRAM

The WFRC staff continued to administer the State Housing and Urban Development Division's federal CDBG program for Tooele, Weber (excluding Ogden City), and Morgan Counties. During FY2020, WFRC staff completed the 2020 annual update of the region's Consolidated Plan as well as the Five-Year Consolidated Plan which reviews the outcomes of the previous five-year goals, and sets goals for the next five years.

Staff worked closely with member jurisdictions in order to gain their feedback and ensure a better understanding of local needs for the Plan update. Staff also held introductory and grantee workshops to familiarize applicants with the CDBG program and application and contract requirements in order to ensure compliance with state and federal rules and regulations. Assistance was provided to prospective applicants, primarily cities and counties, during the CDBG application process, project development, survey development, and public hearings. Applicant projects were then reviewed to ensure compliance.

Staff provided administrative assistance to the region's Regional Review Committee (RRC). Staff worked to ensure the Committee's membership was up to date, members were informed and actively participated in the CDBG program, policy, application process, etc. For example, the Committee is responsible for: reviewing projects to ensure they are eligible and meet regional goals and objectives, updating the region's rating and ranking criteria, updating regional goals, and ensuring project funding levels are consistent with the region's appropriation.

Lastly, in response to COVID-19, the CDBG Small Cities program received additional funding through the CARES Act. With leadership from the RRC, we worked to administer those funds in an effort to mitigate the impacts of COVID-19 and will continue to do so in FY2021.

## I.2 ECONOMIC DEVELOPMENT

Staff administered the Wasatch Front Economic Development District (WFEDD) in order to better support the region's economic vitality and remain eligible for administrative funding from the U.S. Economic Development Administration (EDA). Staff began implementation of strategies and objectives contained within the region's five-year 2018-2023 Comprehensive Economic Development Strategy (CEDS). The CEDS brings together public and private sectors to create an economic roadmap that strengthens regional economies and integrates economic development plans, programs, and activities with the Wasatch Choice Regional Vision and long-range transportation plan. Staff worked with local governments and Chambers of Commerce to align transportation and land use decisions in order to improve access to opportunities for residents in the region.

**The District's annual objectives for 2020 are as follows:**

1. Advance, update, and report on the 2018-2023 Comprehensive Economic Development Strategy;
2. Promote Wasatch Choice Regional Vision as a coordinated growth, quality of life, and economic development strategy;
3. Integrate state, regional, and local transportation decisions with economic development efforts to improve access between workforce, housing, and jobs; and,
4. Inform state, regional, and local stakeholders about economic development plans and strategies.

**Integration of Economic Development with Transportation and Land Use Efforts**

Since 2014, the WFEDD has continued to build on the work to implement and integrate economic development strategies into WFRC's long and short-range initiatives including the Wasatch Choice Regional Vision, Regional Transportation Plan, and Comprehensive Economic Development Strategy.

The 2018-2023 CEDS focuses on four key strategies:

1. Link development with transportation and other infrastructure;
2. Create fiscally sustainable places;
3. Provide amenities; and,
4. Attract and retain businesses and encourage innovation.

Strategy 1 focuses on coordinating transportation, infrastructure, and land-use decisions to enhance household's access to jobs and educational opportunities and employers' access to the workforce and customers. Strategy 2 focuses on revenues and expenses that are balanced and sustainable for households, communities, and the region. Strategy 3 focuses on maintaining quality of life elements that attract skilled labor by encouraging more walkable cities, open space preservation, and improved air and water quality. Strategy 4 focuses on supporting and encouraging business retention, job creation, workforce development, and innovation by partnering and information sharing. The implementation of all four strategies relies on effective partnerships and continues to promote the importance of centered development.

**Administer the Economic Development District and Staff the Committees**

Staff administered the EDA grant and managed the Board and Strategy Committee membership, meetings, and awareness. Staff coordinated, integrated, and collaborated with the region's members and partners to achieve economies of scale, leverage resources, share data and analysis, and promote regional collaboration of strategic goals and objectives. In the first quarter of 2020 COVID-19 changed the dynamic for regional economic development. Conversations with partners became more important than ever before to come together and develop implementable steps to move our economy forward.

Staff spent significant time between March and June working with local government partners on coordinated EDA applications to maximize and leverage the \$1.5B in CARES Act funding EDA received. Staff coordinated on a regional Revolving Loan Fund application as well as applied for additional funding for the District to administer from 2020-2022.

The additional funds will be used to offer technical assistance to local communities to modify their economic development strategies to be more resilient, targeted, and equitable, and to enhance the resiliency of the region's Comprehensive Economic Development Strategy.