



Activities and Accomplishments Report

FISCAL YEAR 2024

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Planning for the future of our Region – for transportation and related issues 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 an Association of Governments (AOG), 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 plans into reality.

The WFRC Council adopted agency goals for Fiscal Year 2024 (July 1, 2023 - June 30, 2024), and this report highlights the activities and accomplishments of WFRC’s members, staff, and partners in working towards those goals. These highlights are organized by each of the four primary FY24 goals, followed by a detailed “completion report” for all of WFRC’s activities. Reporting on our activities and accomplishments associated with these goals is an element of the accountability that WFRC has as a public agency.

WFRC is proud of the work we’ve done in close collaboration with our members and partners to serve our communities and Region!

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Goal Number One

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

11

Goal Number Two

Effectively administer ongoing plans & programs

19

Goal Number Three

Provide subject-matter expertise to federal, state, & local officials & policymakers

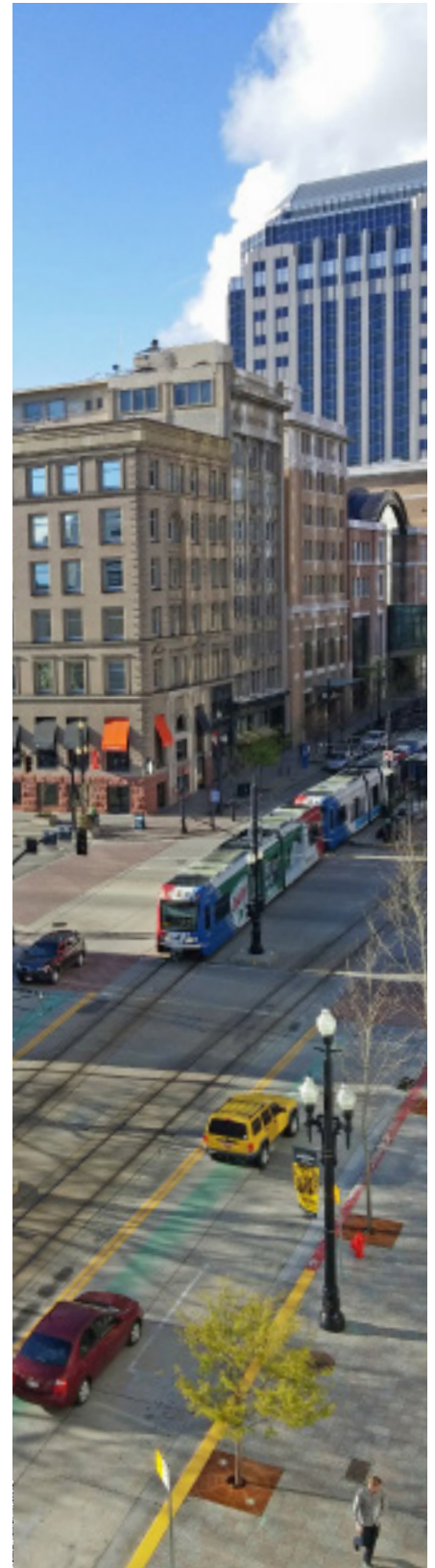
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Goal Number Four

Strive for organizational excellence

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FY2024 Unified Planning Work Program Completion Report



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FY 2024 Goals

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

- Support local communities to update their plans for growth and development.
 - Help communities to: (i) integrate their local transportation, housing, land use, economic development, and open space plans; (ii) implement their envisioned Wasatch Choice Vision centers; (iii) advance station area planning and certification; (iv) leverage public assets for healthier communities; (v) satisfy statutory requirements; and (vi) manage funding challenges, all while considering community preferences.
 - Provide high-quality data, tools, analysis, advice, and technical and financial resources.
 - Engage, inform, and facilitate collaboration among local governments, transportation agencies, and other public and private sector stakeholders.
- Communicate the needs and benefits of investment in Utah's multi-modal transportation system as reflected in Utah's Unified Transportation Plan.

2 Effectively administer ongoing plans and programs

- Continue the performance-based approach for WFRC plans and programs, including to: (i) monitor and share progress towards the adopted Wasatch Choice Vision goals; (ii) advance the use of “access to opportunities,” locally, regionally, and nationally, as a measure for planning and programming; and (iii) promote inclusive engagement in transportation planning processes and equitable access to affordable and reliable transportation options.
- Continue coordination and development of the 2023-2050 Utah's Unified Transportation Plan.
- Create a strategy for the four-year development of the next Wasatch Choice Vision and Regional Transportation Plan (RTP), with focuses that include (i) policy approaches to complement planned investments; (ii) innovative funding and financing strategies; (iii) multi-modal connectivity; (iv) regional trail network planning; and (v) addressing external forces.
- Develop the 2025-2030 Transportation Improvement Program (TIP), compiling prioritized road, transit, and active transportation projects (adopt summer 2024).
- Provide funding and technical support to communities through WFRC programs including: Surface Transportation Program (STP), Congestion Mitigation and Air Quality Program (CMAQ), Carbon Reduction Program (CRP), Transportation Alternatives Program (TAP), Community Development Block Grant (CDBG), Transportation and Land Use Connection Program (TLC), and Station Area Planning Technical Assistance (SAP).

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 VISION REGIONAL GOALS



Livable & healthy communities



Access to economic & educational opportunities



Manageable & reliable traffic conditions



Quality transportation choices



Safe, user-friendly streets



Clean air



Housing choices & affordable living expenses



Fiscally-responsible communities & infrastructure



Sustainable environment



Ample parks & public spaces

- Link economic opportunity with transportation and land use planning; pursue economic opportunities associated with the Wasatch Choice Vision, Utah's Coordinated Action Plan for Economic Vision 2030, and the 2023-2028 Regional Comprehensive Economic Development Strategy (CEDS).

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

- Coordinate with local, regional, state, and federal government partners to compete for discretionary grant programs, effectively implement provisions of the Infrastructure Investment and Jobs Act (IIJA), and advance federal transportation policies and strategies.
- Promote multi-modal transportation infrastructure investments and evaluate infrastructure funding and financing strategies at the national, state, regional, and local levels.
- Collaborate with local governments and transportation agencies to develop a comprehensive safety action plan that will facilitate local government abilities to obtain and dedicate additional resources to safety improvements.
- Advance the alignment of transportation policy and investment with housing, economic development, air quality, and land use decisions.
- Enhance forecasting and modeling of travel behavior and land use markets, including (i) preparing for the 2023/24 Household Travel Survey; and (ii) improving modeling of transportation mode choices and impact of urban form on travel behavior.
- Participate in regionally significant transportation and growth-related projects and activities including but not limited to major development plans (Point of the Mountain, Northwest Quadrant/Inland Port, and Falcon Hill); regionally significant transit/land use analyses (Long-Range Transit Plan; FrontRunner Forward, Future of LRT, and Mobility Hubs); multi-city active transportation plans; a variety of corridor studies linking roadways and land use, planning for housing choices and affordability; major roadway environmental work, such as the I-15 EIS - Farmington to Salt Lake City; planning for the Olympics; regionally significant water utilization planning; and the Guiding Our Growth statewide growth conversation.
- Improve air quality by assisting communities, households, and partners in their efforts to reduce emissions through transportation choices, development patterns, and technological changes.

4 Strive for organizational excellence.

- Ensure accountability and transparency to WFRC members in policy making and prudent, efficient use of resources. Maintain budget stability.
- Create and maintain a work environment that maximizes the health, happiness, and productivity of an excellent staff. Provide meaningful, constructive feedback through performance evaluations. Encourage priority professional development opportunities. Update employee compensation and performance evaluation practices as needed to ensure market competitiveness.
- Ensure compliance with applicable laws, regulations, and best practices.
- Maintain an appropriate balance between telecommuting and on-site office work.

Goal Number One

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

WFRC supported local communities to update their plans for growth and development. WFRC helped communities to (i) integrate their local transportation, housing, land use, economic development, and open space plans; (ii) implement their envisioned Wasatch Choice Vision centers; (iii) advance station area planning and certification; (iv) leverage public assets for healthier communities; (v) satisfy statutory requirements; and (vi) manage funding challenges – all while considering community preferences.

The Wasatch Front is a diverse mix of communities, from the metropolitan centers of Salt Lake City and Ogden to suburban cities and towns and rural communities. As rapid growth continues across the Wasatch Front, there is no one-size-fits-all approach.

Certain issues affect all of the Wasatch Front, such as transportation, our economy's health, housing affordability and air quality. The [Wasatch Choice Vision](#) is our shared regional vision in which each part of the Region has identified an approach that best suits their needs and desires. WFRC is working with communities all over the Region to build on the shared vision.

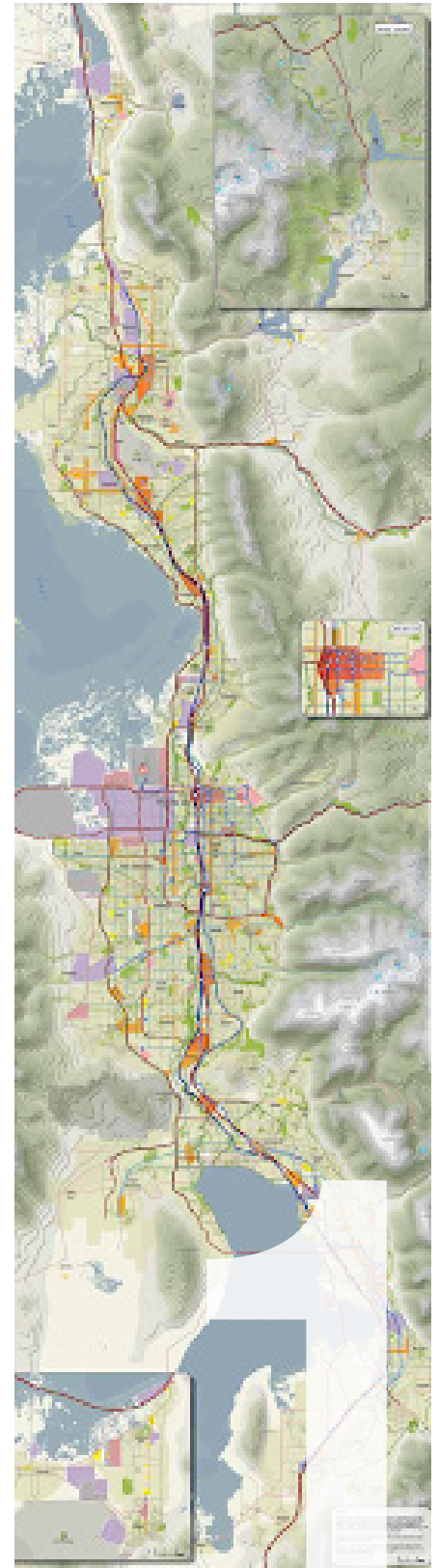
WFRC worked over the past year to update our inventory of general plans throughout our Region alongside other Associations of Government (AOGs) statewide. In fulfillment of an agreement with the Governor's Office of Planning and Budget (GOPB), we have increased our support to communities to update their general plans and understand current plan requirements.

WFRC worked with community organizations, business organizations, and transportation agencies to further regional collaboration around the Wasatch Choice Vision.

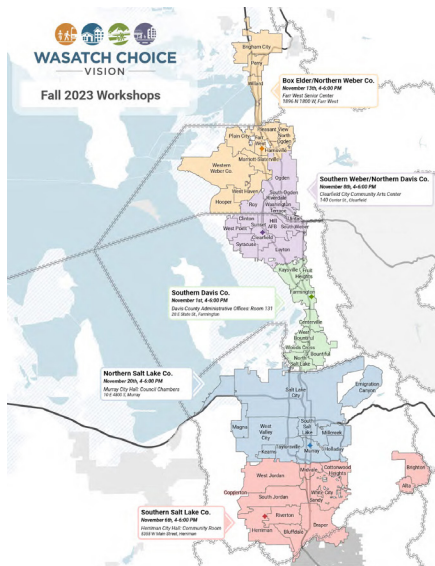
WFRC engaged, informed, and facilitated collaboration among local governments, transportation agencies, and other public and private sector stakeholders.

WFRC proactively engages with our communities, residents, and stakeholders to ensure our plans and programs are as effective and inclusive as possible, and reflect the varying needs and priorities around our region. 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 requested.

Five workshops were held in the fall of 2023 to get input on the development of [Beehive Bikeways](#), [Utah Trail Network](#), and [Parks and Public Space](#) from local leaders and staff from nearby communities in each part of the Region. These



[Wasatch Choice Vision Map](#)



Fall 2023 workshops were held to get input on transportation and public spaces from local communities.

workshops discussed regional progress in implementing the Wasatch Choice Vision and explored visionary trail and open space concepts. WFRC staff and the Trails Division at UDOT reviewed feedback from the workshops and stakeholder meetings. These annual workshops are scheduled for the fall of 2024.

WFRC helped support local implementation of the Wasatch Choice Vision through providing funding and technical assistance to communities through the Transportation and Land Use Connection and Station Area Planning funding programs.

The [Transportation and Land Use Connection \(TLC\) program](#) provides technical assistance to local communities in achieving their goals and planning for their futures. TLC provides a critical link between the broader Wasatch Choice Vision and the detailed opportunities and challenges at the local level. The TLC goals closely mirror the Wasatch Choice goals, as well as initiatives at the State level, such as Station Area Planning. The program assists cities with projects



Transportation and Land Use Connection Program: North Ogden City

Total Project Funds: \$262,250

North Ogden adopted its [South Town Commercial Center Plan](#) this year, a 2022 TLC project focusing on a vital commercial gateway. The Plan takes this vibrant community hub and enhances it with strategies for economic development, transportation connections, and daylighting a local stream. Market-driven approaches of the plan help North Ogden pursue project funding opportunities and ways to support local businesses. Along with the Commercial Center Plan, North Ogden has two previous TLC project awards. In 2015, the City pursued a new form-based code approach and in 2023 started working on an active transportation plan to expand walking and biking connections along with improved wayfinding, anticipated to be adopted by the City by the end of 2024.



that bridge the planning of transportation and land use, such as planning for housing and amenities along a multi-modal corridor. Plans that have been produced through TLC aim to enhance future quality of life throughout the region. TLC is a partnership between WFRC, Salt Lake County, UDOT, and UTA. To date, [155 projects](#) have been awarded in over 60 communities in our Region. **Explore ongoing and completed projects in our area using the new [TLC project map](#).**



Transportation and Land Use Connection Program: Tooele City

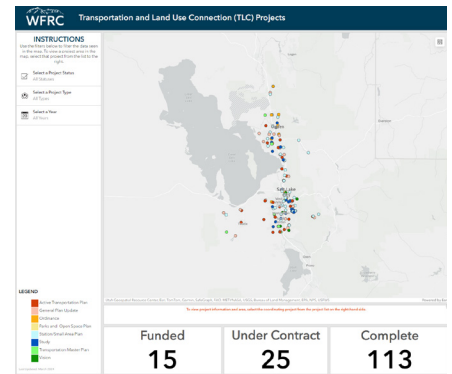
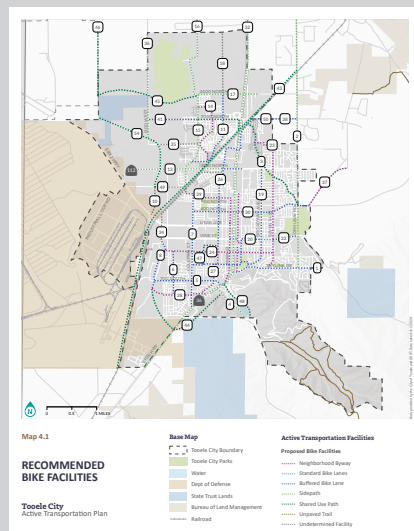
Total Project Funds: \$160,000

Tooele City Council and Mayor have officially adopted the [Tooele City Active Transportation Plan](#), a forward-thinking initiative that will enhance safety and accessibility for walking, biking, and rolling across the community.

The project steering committee spent significant time reviewing previous transportation plans and identifying existing active transportation facilities to bridge the gaps in the walking and biking infrastructure. Community input played a crucial role in shaping the plan, which incorporates these key goals:

- Leverage and expand existing assets
- Integrate active transportation into the city culture
- Leverage private development
- Create key connections
- Engage the community

The top pedestrian and bike recommendations were made with these goals in mind and are designed to ensure that the transportation network is safe, accessible, and well-connected, fostering a vibrant and active community.



The new [TLC project map](#) provides information on all ongoing and completed TLC projects.

STATION AREA PLAN CERTIFICATIONS

This past year, WFRC certified 22 new stations:

- 600 South
- 900 South
- Arena
- City Center
- Courthouse
- Gallivan Plaza
- North Temple Bridge/ Guadalupe
- Old Greektown
- Planetarium
- Temple Square
- 4800 W Old Bingham Hwy
- Farmington
- Midvale Center
- Midvale Fort Union
- Bingham Junction (Midvale and West Jordan)
- Historic Gardner
- Roy
- Ballpark
- North Temple
- Salt Lake Central
- Historic Gardner
- West Jordan City Center

The goals of the Wasatch Choice Vision - particularly enhancing choices for quality transportation, affordable housing, and access to economic opportunities - are advanced with [station area plans](#) (SAPs). They elevate the importance of transit-oriented communities in addressing tomorrow's growth while preserving today's quality of life. WFRC, the Mountainland Association of Governments (MAG), the Utah Transit Authority (UTA), and the Governor's Office of Economic Opportunity (GOEO), in collaboration with the Utah League of Cities and Towns (ULCT), partnered to further assist communities in their efforts to plan for transit-supportive communities in Wasatch Choice city and town centers. Since the passage of HB462 in the spring of 2022, this partnership has awarded over \$3.2 million to regional technical assistance projects to fulfill these new requirements for 40 station areas. **WFRC has now certified 24 Station Area Plans – 22 since last year.** All cities with a station or a significant portion of a station area



Station Area Plan Technical Assistance: **Ogden City**

Total Project Funds: \$250,000

Ogden City and UTA recently celebrated the opening of the region's second BRT line - the OGX. This line connects the Ogden FrontRunner station with the City's downtown, Weber State University, and McKay-Dee Hospital. Five of the line's stations have their own separate right-of-way and are therefore required to have a Station Area Plan (SAP) per Utah code. These include the three stations on the Weber State University campus and the two stations directly north on Harrison Blvd. The project will be a unique opportunity for the City to work with the University to develop a shared vision for the corridor. The City also intends to involve students from Ogden High School and Mount Ogden Junior High, schools that are directly adjacent to the Harrison Blvd stations; this will be a great opportunity to hear about the next generation's priorities. Harrison Blvd is currently a typical suburban arterial corridor, but the recent installation of the BRT line is giving the City a chance to reimagine the area as a more livable, centered place. As part of this work, the City is also updating their General Plan.



Image Source: Make Ogden Downtown Plan

are working on SAPs. In collaboration with MAG, a [new interactive map showing the planning status of each station](#) has been produced.

- Four new SAP technical assistance efforts were funded in the WFRC Region this past year, providing planning for 14 station areas. Those projects, as well as the nine efforts funded last year, are either completed or well underway, and will result in Station Area Plans that both meet state requirements and further the communities' visions.
- In June 2024, WFRC and MAG were awarded the 2024 Achievement Award for Station Area Planning at the National Association of Regional Councils meeting in Atlanta, GA.



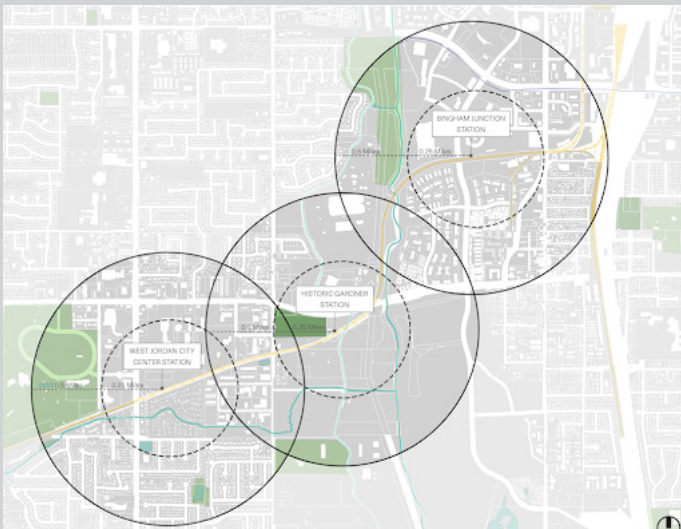
WFRC & MAG won an Achievement Award from National Association of Regional Councils for station area planning!



Station Area Plan Technical Assistance: **Midvale & West Jordan Joint Station Area Plan**

Total Project Funds: \$350,000

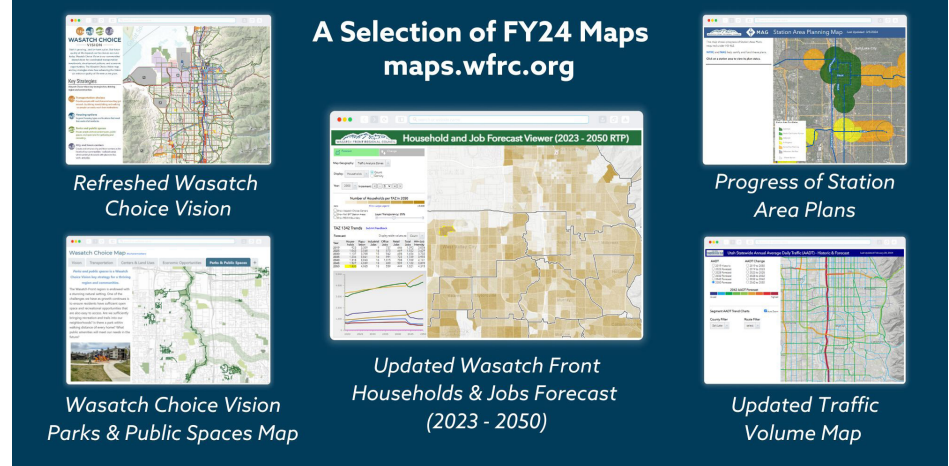
The cities of Midvale and West Jordan collaborated on a single [Station Area Plan](#) to cover three separate UTA TRAX stations: Bingham Junction, Historic Gardner, and West Jordan City Center. This project exemplifies the kind of local action and regional thinking that more closely aligns with how people live, work, and play in their daily lives - focused less on city boundaries and more on the system as a whole. The plan for the Bingham Junction station is to improve connections to Midvale's downtown area and create new office, residential, and mixed-use developments immediately adjacent to the station. The Historic Gardner SAP shows an existing asphalt plant redeveloping as an agriculture-based residential area to honor West Jordan's agricultural roots. The West Jordan City Center envisions an entirely new downtown for the city with homes, offices, restaurants, a park, and a pedestrian bridge over the adjacent highway to the City's civic center. This joint plan was certified by WFRC in March 2024.



WFRC provided high-quality data, tools, analysis, advice, and technical and financial resources.

Publishing and presenting regional tools and other information resources to a wide variety of audiences continues to be a primary focus of WFRC's Analytics Group. The WFRC map gallery (maps.wfrc.org) and Open Data site (data.wfrc.org) feature a wide variety of interactive and downloadable information resources – many of which have been featured in the Map of the Month series in WFRC's monthly newsletter.

The WFRC analytics team continued its Map of the Month series, highlighting more detailed regional information across a diverse set of map-based topics, including an updated Wasatch Front Households & Jobs Forecast (2023 - 2050), a refreshed Wasatch Choice Vision Web Map, Wasatch Choice Vision Parks & Public Spaces Map, progress of Station Area Plans required under HB 462 and more.



- WFRC developed and provided locally and regionally relevant information resources for member communities and partners to support integrated land use and transportation decision-making approaches in alignment with recently legislated requirements. These included:
 - Statewide historic and estimated traffic volumes and regional origin-to-destination travel patterns,
 - Statewide population and employment projections data,
 - Statewide mapping of “major transit investment corridors” and transit stations to assist in the development of transit-oriented development,
 - Projects in the current WFRC-area [2023-2050 Regional Transportation Plan](#) and [Transportation Improvement Program](#), and
 - [Access to Opportunities](#) (ATO) dataset and web applications that characterize the accessibility of jobs and essential amenities by both automobile and transit.

- WFRC supported the increased attention to Wasatch Front housing affordability and policy with three contributions. First, the [Housing Unit Inventory dataset was updated](#), and second, the [Housing Inventory Explorer web map](#) received a substantial update to increase speed and provide needed display and query options. Third, WFRC performed analyses included in the Office of the Legislative Auditor General's [Utah Housing Policy performance audit report](#).
- In October 2023, during the first-ever Utah Transportation Conference, Bill Hereth, Data Scientist, received the Keeping Utah Moving Through Better Mobility Award. The Keeping Utah Moving Through Better Mobility Award was given to those who embraced the vision of promoting mobility for users and modes of transportation by addressing issues such as large traffic events, natural disaster responses, innovative mobility methods, or assets designed with improved mobility as a principal goal. Bill was recognized for his work on creating an innovative web-based application for standardizing and coordinating the detailed manual review process for traffic volume forecasts for more than 8,000 roadway segments across all planning agencies in the state, including WFRC, other MPOs, and UDOT. Traffic volume forecasts play a significant role in improving mobility by helping transportation authorities, planners, and policymakers make informed decisions.
- Bert Granberg continues to serve as a regional government representative to the National Geospatial Advisory Committee and was appointed as Vice Chair in January 2024.



Bill Hereth with his Keeping Utah Moving Through Better Mobility Award!



Bert Granberg is Vice Chair of the National Geospatial Advisory Committee!



Wasatch Choice Great Streets

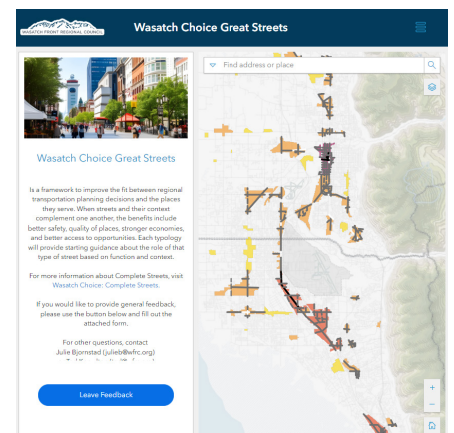
Wasatch Front Regional Council in collaboration with UDOT, UTA, and MAG

In 2023, WFRC collaborated with UDOT, UTA, and MAG to develop the [Wasatch Choice Great Streets framework](#).

Wasatch Choice Great Streets identifies ways to make decisions about street design and function in a way that complements the communities and places they serve. Great Streets includes a [typology map](#) and guidebook for the streets within each Wasatch Choice center. Great Streets is meant to be used collaboratively by partners throughout the Wasatch Front Region – local, regional, and state; public and private; large and small communities – to promote regional street planning and projects that reflect our shared values and balance our different needs.

Great Streets seeks to create a better fit between streets and the context that surrounds them. When streets and their context complement one another, the benefits are widespread. They include safety, quality of place, stronger economies, and access to opportunity, among many others.

The Great Streets framework has been shared with local planners throughout the Region.



As part of the Great Streets framework, an online typology map provides starting guidance about the role of each street based on function and context.

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Goal Number Two

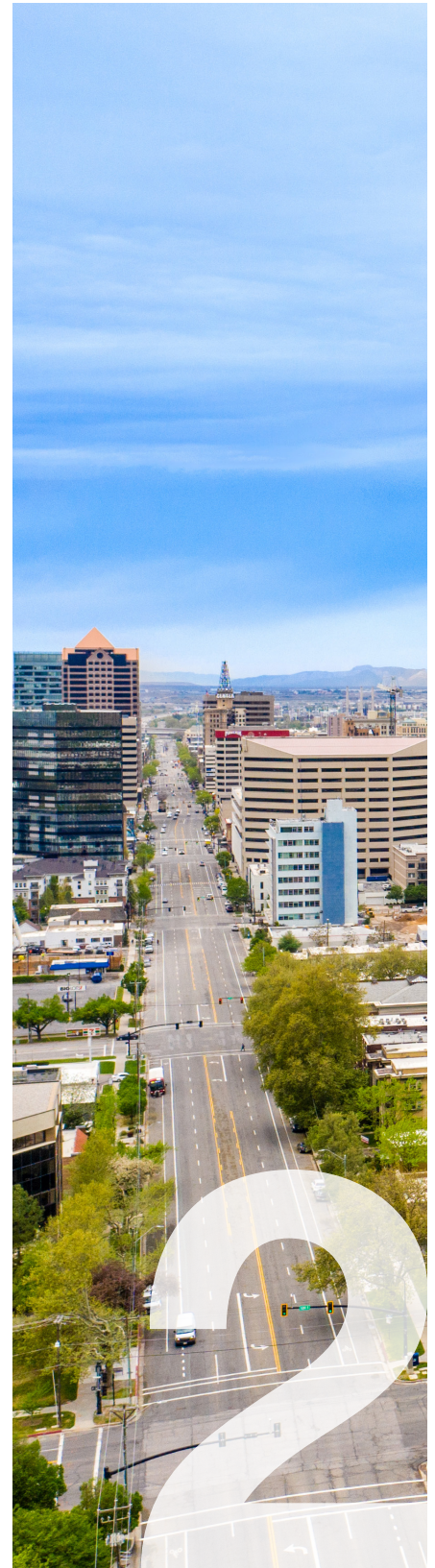
Effectively administer ongoing plans and programs.

WFRC and its partners finalized Utah's Unified Transportation Plan.

WFRC worked with the three other MPOs (MAG, Cache MPO, and Dixie MPO) in the State along with the transportation partners (Utah Department of Transportation (UDOT) and Utah Transit Authority (UTA)) to develop the [2023-2050 Utah's Unified Transportation Plan](#) released in September 2023 to communicate the benefits of investment in Utah's multimodal transportation system.

- Utah's Unified Transportation Plan partners worked together to develop common goals, planning time horizons, performance measures, and financial assumptions to make our plans consistent across the state while meeting local needs.
- Utah is among the fastest growing states in the country. How 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.
- The Unified Transportation Plan communicated the needs and benefits of investment in Utah's multi-modal transportation system.

The Unified Transportation Plan is built around the statewide transportation vision as a Pathway to Quality of Life. This Quality of Life Framework includes four main areas - better mobility, good health, connected communities, and a strong economy.

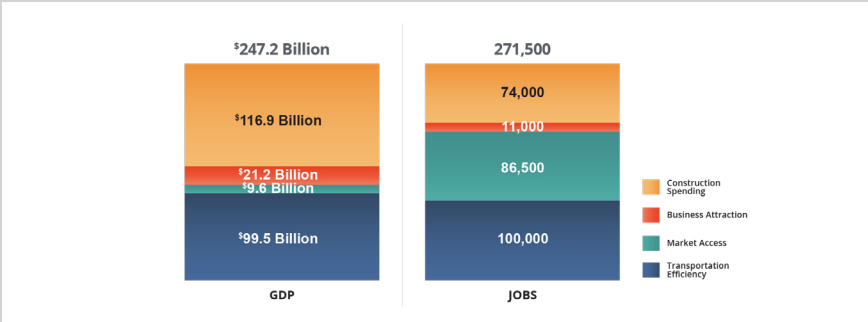




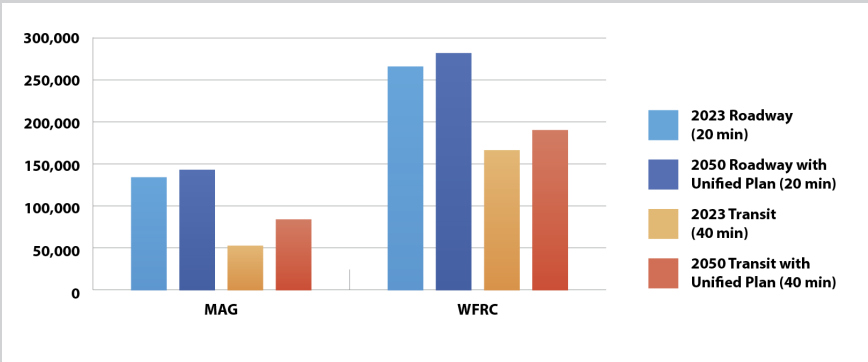
Benefits of the Unified Plan

Implementing the 2023 Utah's [Unified Transportation Plan](#) will have the following impacts:

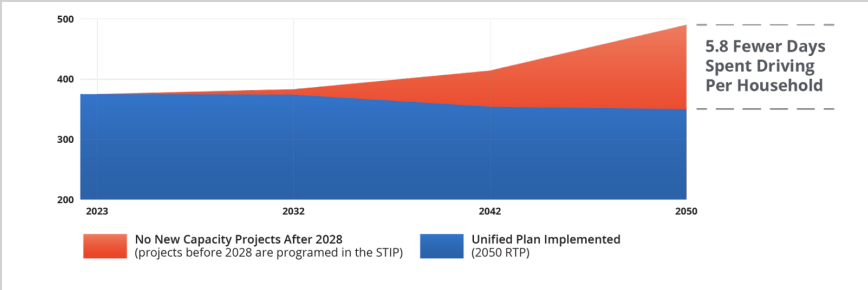
Economic Impact Created by Unified Plan Investment



Increased Job Access with the Unified Plan Investment



Driving Time Saved by Implementing the Unified Plan



Reduce Costs by Keeping Infrastructure in a State of Good Repair

STATE OF GOOD REPAIR

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

Invested in Preservation Now

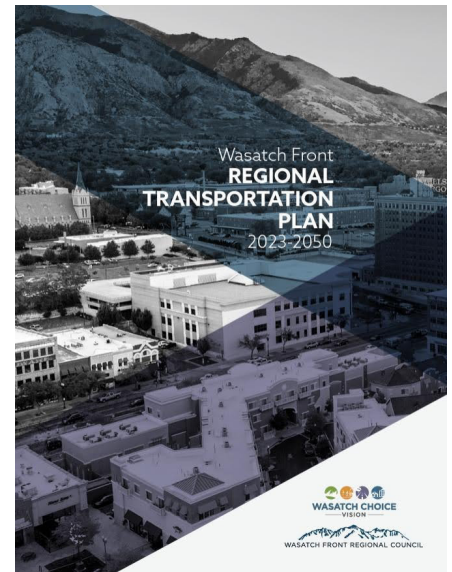
SAVES UP TO

In Reconstruction in the Future

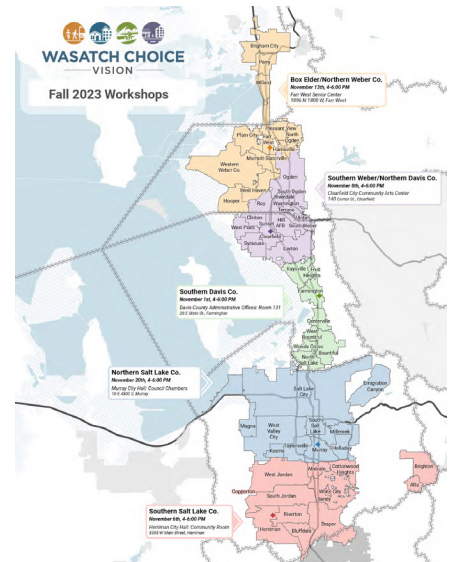
WFRC staff created a strategy for the four-year development of the next Wasatch Choice Vision and Regional Transportation Plan (RTP).

The next Wasatch Choice Vision and Regional Transportation Plan (RTP) has the following key process and substantive goals:

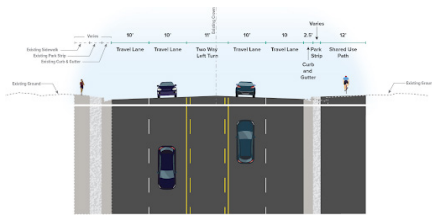
1. Regularly engage and communicate with partner agencies, stakeholders, and the public.
 2. Explore aspirational opportunities for multimodal transportation choices for state and local roads, transit, and active transportation, balanced with pragmatic consideration of context and costs.
 3. Coordinate transportation with city and town centers, housing options, parks and public spaces, and economic opportunities.
 4. Identify strategies to increase the resiliency of our Region in the face of future uncertainty and dynamic external forces.
 5. Explore policy approaches that optimize the performance of the transportation system.
 6. Forecast and measure impacts on quality of life to inform decision-making.
 7. Plan a balanced transportation system, including new projects, system enhancements, maintenance and operations, while maintaining funding flexibility to respond to changing circumstances.
- The 2023-2050 RTP was updated with 37 projects utilizing the [RTP Amendment Process, Amendment #1](#) to the 2023-2050 RTP is multimodal, and includes all amendment levels and projects from local communities, UDOT, and UTA. Project types include needs-based phasing updates, active transportation master plan updates, new FrontRunner grade-separated crossings updates, and updates aligning the I-15 Farmington to Salt Lake City and the Point of the Mountain Transit Environmental Studies.
 - Developing and releasing a new [RTP Projects Map](#). The RTP Project Viewer opens, by default, with a view of all projects, colored by the three project mode groups (roadway, transit, and active transportation). Users can toggle the map between a project mode coloring and a phasing period coloring and select just the modes and phases of their interest. The advanced filter within the map allows users to display projects meeting custom criteria with choices of project subcategories, phasing type, agency jurisdiction, cost, and rights-of-way needs.



The Region's current Regional Transportation Plan was adopted in May 2023 and amended in May 2024.

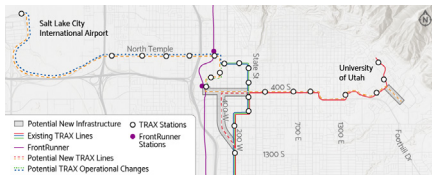


Fall 2023 workshops were held to get input on transportation and public spaces from local communities.



The 3900 South trail project will increase pedestrian and bicycle mobility across Salt Lake County.

Image source: Avenue Consultants



UTA is studying how to improve TRAX in downtown Salt Lake City and from the Salt Lake Airport to Research Park at the University of Utah.

Image source: techlinkstudy.com



Regional Transportation Plan: 3900 South Trail

Millcreek, Holladay, South Salt Lake, Taylorsville, & West Valley

Planning and funding significant active transportation projects in the Region continues to gain momentum. A great example is the [3900 South Trail](#), a 7.1 mile shared use path located in the cities of Millcreek, Holladay, South Salt Lake, Taylorsville, and West Valley. The project was first identified in the Midvalley Active Transportation Plan, a multi-city planning effort funded through the Transportation and Land Use Connection Program. Subsequently, the trail was placed in the Regional Transportation Plan as a Phase 1 project, due to its significant regional nature, connections to transit, and access to destinations. WFRC then convened stakeholders to discuss next steps and Salt Lake County committed to funding the initial design from the Jordan River Parkway to 2300 East. As the design was underway, WFRC and others were able to bring the project to the attention of the newly created Trails Division, located within UDOT. The Trails Division is tasked with executing the Utah Trail Network and has \$45 million a year to construct trail projects across the state. The project was placed on an initial list of projects across the state considered for funding and ultimately received \$10 million in the spring of 2023 to construct the first phase of the trail. The 3900 South Trail is just one example of the momentum behind active transportation projects in the Region.



Regional Transportation Plan: TechLink Study

Utah Transit Authority

UTA, in partnership with Salt Lake City (SLC), the University of Utah, WFRC, and UDOT, is conducting the [TechLink TRAX study](#) to improve east-west, downtown Salt Lake City, and regional TRAX connectivity in Salt Lake City. The project team is examining a host of alternatives (listed below) and will prepare a final report to proceed to the federal environmental process. These improved TRAX alternatives will increase mobility for riders in response to shifts in travel behavior.

The TechLink TRAX study builds on previous studies and plans and will analyze improvements including:

- Realignment of the TRAX Red Line, with new service through the Granary District to the Ballpark Station
- New TRAX Orange Line that connects the Salt Lake City International Airport to the University of Utah Research park
- Modified TRAX Blue and Green Line operations



Regional Transportation Plan: I-15 Farmington to Salt Lake City Environmental Impact Statement

Utah Department of Transportation

WFRC had the opportunity to coordinate with UDOT project team members to review and comment on the Purpose and Need document for the [I-15 Farmington to Salt Lake City Environmental Impact Statement \(EIS\)](#). Prior to developing the Purpose and Need, UDOT hosted two rounds of five Smart Growth Workshops with local communities and key stakeholders which included walk audits and workshops to evaluate conditions for pedestrian and bicycle use at strategic points along the project.

The EIS Team developed screening criteria and preliminary alternatives with a public comment period in the winter of 2023 followed by Local Area Working Group meetings to review the preferred alternatives. The draft EIS was made available in the fall of 2023 and completion of the Final EIS is anticipated in the summer of 2024.

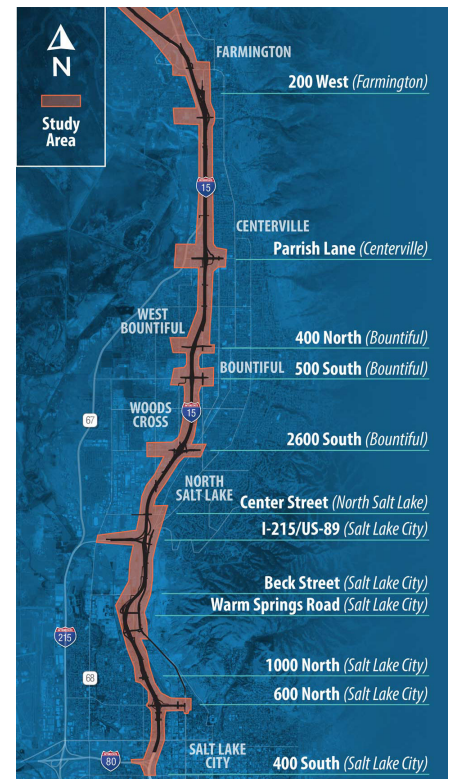
WFRC remains a key stakeholder in the development of this EIS and will continue to remain engaged with multiple staff members participating and coordinating with the EIS team.

WFRC developed and adopted the 2025-2030 Transportation Improvement Program (TIP) and provided funding and technical support to communities.

WFRC is responsible for allocating federal funding for priority transportation projects in our Region, primarily to local governments. In the fall, WFRC invited communities to apply for [Surface Transportation Program \(STP\)](#), [Congestion Mitigation and Air Quality Program \(CMAQ\)](#), [Transportation Alternatives Program \(TAP\)](#), and [Carbon Reduction Program \(CRP\)](#) funding to help construct their priority transportation projects. The WFRC staff and the Technical Advisory Committees (TACs) - composed of the region's municipal engineers and other professionals representing their respective agency or municipality - used these reports, approved technical criteria, an on-site field review of each project, and other relevant professional considerations to evaluate each of the projects submitted.

Based on this evaluation, the TACs made recommendations to the transportation coordinating committee (Trans Com) for their review, consideration, and recommendation to the WFRC Council for their approval of the new projects in each program. WFRC funding support for local communities:

42 PROJECTS = \$54.5 MILLION



The I-15 EIS studied mobility improvements along the I-15 corridor between Farmington and SLC and was amended into the RTP in May 2024.

Image source: UDOT

MORGAN COUNTY RURAL PLANNING ORGANIZATION

The Morgan County Rural Planning Organization (RPO), staffed by WFRC, has been working with Morgan County and Morgan City to establish two new prioritization processes - one for county corridor preservation funds and one for the newly-established 3rd quarter local option sales tax for transportation.

WFRC has also been working with Morgan City to develop a parks and trails master plan and a downtown small area plan through the TLC program.



These WFRC funding programs are just part of the 2024-2029 Transportation Improvement Program (TIP) that identifies over \$11 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. (Communities in Tooele and Morgan Counties access these funding programs through UDOT.) Throughout the year, WFRC collaborated closely with UDOT, UTA, cities, and counties to develop the TIP. These investments are essential to a well-functioning transportation system, which is the backbone of the economy and vital to improving overall quality of life.



Transportation Improvement Program: **Farmington Main Street**

Total Project Funds: \$10.8 Million

With \$8.4 million in funding support from WFRC, Farmington City has enhanced SR-106 (Main Street) with shoulders, curb and gutter, and sidewalk. The project will improve drainage and add pedestrian facilities to the section of Main Street between Park Lane and Shepard Lane. A pedestrian path connecting major roads, bus stops, and residential areas has been planned in addition to road shoulders for bikes. The City has worked with UDOT and consultants to design the project, right-of-way acquisition has commenced, and the project is expected to begin construction in the spring of 2025.





Transportation Improvement Program: **300 North Pedestrian Bridge**

Salt Lake City

In October of 2023, a ribbon cutting was held to celebrate the opening of the [300 North Pedestrian Bridge](#) in Salt Lake City. This project benefits students going to and from West High School, as the railroad tracks are a significant barrier between the school and the neighborhoods to the west. This project was successful following concerted efforts by Salt Lake City, UTA, WFRC, UDOT, Federal Transit Administration, and Union Pacific Railroad. WFRC provided financial and planning support. This project exemplifies something we're working towards in our Region -- making walking and biking more feasible for more people. It matters for air quality, public health, access to opportunities, and quality of life.

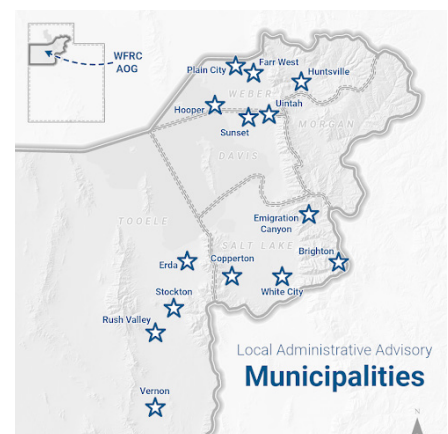


WFRC provided additional funding and technical support to local communities in the Region.

- The **Community Development Block Grant (CDBG)** provides funding to local communities to address the needs of low- and moderate-income populations, and support social service providers in Morgan, Tooele, and Weber Counties. In the last year, CDBG has funded four projects, including park improvement, a vehicle purchase for a donation center, and sewer/ water infrastructure work. These four projects, totaling just over \$800,000, will improve access to a park in a low-income community, allow a nonprofit to distribute donations to those in need, and replace aging utility infrastructure.
- The **Local Administrative Advisor (LAA)** program delivers proactive administrative support on a consistent basis to small cities and towns in the WFRC Region. The program launched in FY24 with the support of GOPB and ULCT, with the goal of improving efficiency and the effectiveness of local governments. A total of 15 communities received technical assistance to help meet the State of Utah's objectives around transparent and accessible government, water conservation, sustainable land use planning, and the provision of public safety and infrastructure services. Over 75 completed activities were recorded in FY24, with notable projects including grant acquisition assistance and the implementation of policies and procedures in multiple entities.

TOOELE VALLEY RURAL PLANNING ORGANIZATION

WFRC staff continued working with the Tooele Valley RPO to update the long range transportation plan for the Valley. This draft 2024-2050 Plan was shared with the public for their input during the month of May, 2024. Staff also facilitated dialogue regarding additional funding opportunities available through UDOT and via new discretionary grant programs resulting from the Infrastructure Investment and Jobs Act.



The Local Administrative Advisory program provides support to 15 communities throughout the Region.

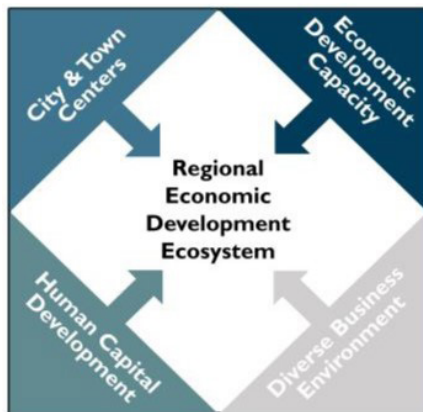




The Wasatch Choice Community Advisory Committee, September 2023.

Continued the performance-based approach for WFRC plans and programs, including (i) monitored and shared progress towards the adopted Wasatch Choice Vision goals; (ii) advanced the use of “access to opportunities,” locally, regionally and nationally, as a measure for planning and programming; and (iii) promoted inclusive engagement in transportation planning processes and equitable access to affordable and reliable transportation options.

- WFRC is developing a new performance monitoring program to monitor the implementation of the Wasatch Choice Vision. WFRC is finalizing a Performance Dashboard to track progress on the five key indicators across the Region and at city and county levels.
- Through the development of the 2023-2050 RTP, WFRC refined our performance-based planning by reassessing “needed” and “phased” projects to better align with our [Congestion Management Process](#), UDOT’s project prioritization process, community health considerations, and our equity-related work. We worked with UDOT and UTA on developing, measuring, meeting, and reporting federal performance targets. These metrics are detailed in [Appendix J](#) of the 2023-2050 RTP.
- Working with Wasatch Choice Vision Partners, WFRC continued working with the [Wasatch Choice Community Advisory Committee](#) to enhance engagement with communities from all corners of our Region and advise partner agencies on transportation and land use decisions. Following the foundational work laid in the first year, the Community Advisory Committee was further plugged into the Regional Transportation Planning process, UTA’s Five-Year Service Plan (5YSP) and Long Range Transit Plan (LRTP), and additional partner studies.



The Regional CEDS contains four elements to support improving the Region’s economic development ecosystem.

WFRC helped to link economic opportunity with transportation and land use planning through the Wasatch Front Economic Development District (WFEDD) and the creation of the 2023-2028 Regional Comprehensive Economic Development Strategy (CEDS).

The [Wasatch Front Economic Development District \(WFEDD\)](#) provides a direct link for local governments to apply for federal Economic Development Administration funding to create jobs and support economic development efforts. This past year, WFEDD completed the 2023-2028 Comprehensive Economic Development Strategy (CEDS), a collaboration between various stakeholders, including government agencies, private businesses, community organizations, and local communities. These stakeholders worked together to assess the current economic conditions, identify strengths and weaknesses, and determine the most effective strategies to promote economic opportunity. The five-year plan aims to actively link economic opportunity with land use planning and transportation, while acknowledging regional issues of growth, workforce, and diversification of business types. WFEDD will implement the tasks outlined in the CEDS and continue to pursue economic opportunities associated with the Wasatch Choice Vision and Utah’s Coordinated Action Plan for Economic Vision 2030.

Goal Number Three

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

WFRC worked with our national associations, federal Congressional delegation, and local partners to advance federal transportation policy, while also implementing the requirements and utilizing the opportunities provided in the Infrastructure Investment and Jobs Act (IIJA).

The passage of the IIJA in 2021 continues to provide stability and growth in federal transportation funding over the next several years, in addition to providing competitive discretionary grant funding. WFRC has been engaged in implementation of the IIJA in several ways:

- Providing information to federal, state, and local partners on the implementation of the infrastructure bill in Utah and what discretionary grant opportunities are available.
- Working with national associations to share best practices regarding IIJA implementation and grant competitiveness and look ahead to priorities for the next transportation authorizing legislation.
- Coordinating with partners to identify key transportation projects eligible for discretionary grant funding.
- Applying with or on behalf of our partners for regionally impactful transportation infrastructure and planning grants.

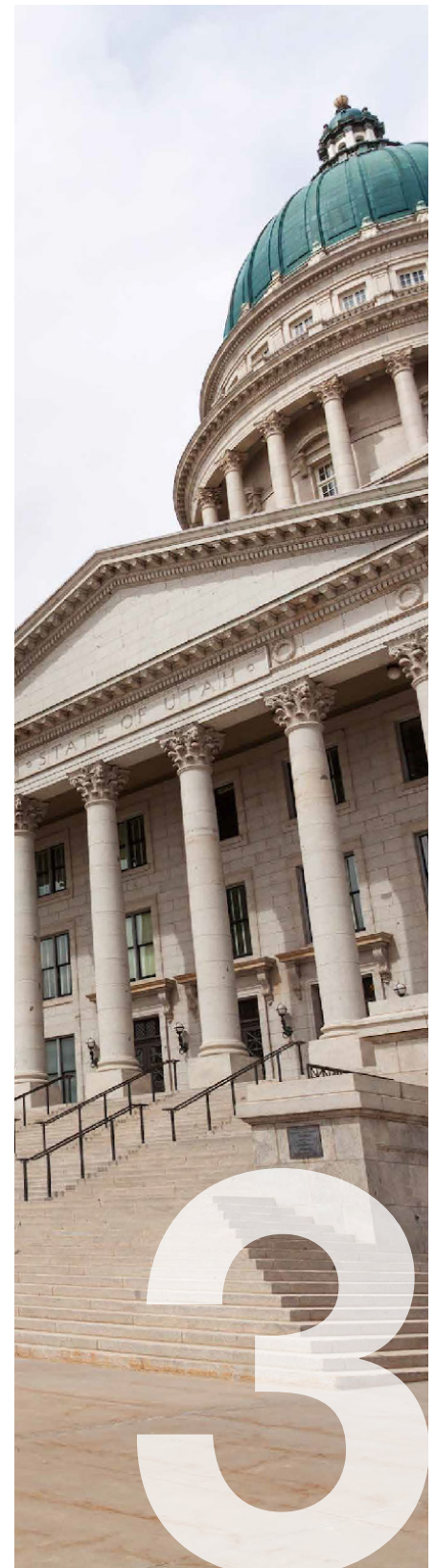
Members of WFRC leadership and staff, along with our partners at MAG, UODT and UTA, work regularly with each of Utah's congressional delegation members and their staffs on transportation plans and projects, including in the Wasatch Choice Vision and Utah's Unified Transportation Plan. WFRC shared our common federal grant priorities, including the FrontRunner strategic double-tracking project. We appreciate the collaboration with our congressional delegation to forward Utah's shared priorities.



WFRC met with Representative John Curtis in Washington, D.C. in February 2024 to share the updated Wasatch Choice Vision.



WFRC and MAG met with Representative Blake Moore in Washington, D.C. in February 2024 to discuss transportation priorities for Utah.





Senate President Stuart Adams and House Speaker Mike Schultz joined WFRC members and WFRC's partner agencies to provide an infrastructure preview for the 2024 legislative session.



Governor Cox signing housing and infrastructure legislation in the spring of 2024 alongside Utah's transportation partners, WFRC leadership and WFRC Council Members Senator Wayne Harper, and Representative Calvin Musselman. Legislation signed at the event included First Home Investment Zone, Housing and Transit Reinvestment Zone, and Transit Innovation Grant Pilot Program bills.



WFRC worked closely with our state legislators, local elected officials, and partners to help advance growth and transportation funding and policies during the 2023 interim and [2024 legislative session](#).

Some of the key outcomes from these efforts include the following:

- The Legislature continues to prioritize multimodal transportation funding with another year of significant investment. Consistent with [Utah's Unified Transportation Plan](#), significant additional funding was appropriated to invest in providing transportation choices for Utahns. Some key investments appropriated include:
 - \$775 million one-time and \$330 million ongoing to the state Transportation Investment Fund (TIF), providing new ongoing funding for the Transit Transportation Investment Fund (TTIF)
 - \$45 million ongoing to the Transit Transportation Investment Fund for commuter rail purposes
- WFRC was also instrumental in the development of several priority pieces of legislation which passed, including:
 - [SB 268](#), First Home Investment Zones (FHIZ) - a new tax increment tool to facilitate medium-density city and town centers and home ownership opportunities within a city by requiring certain affordability thresholds and owner occupancy requirements for new development within and outside of a FHIZ zone.
 - [SB 208](#), Housing and Transit Reinvestment Zone Amendments - enhances housing affordability requirements and modifies other provisions.
 - [HB 430](#), Local Transportation Services Amendments - establishes a new Transit Innovation Pilot Grants program.
 - [HB 488](#), Transportation Funding Amendments - provides ongoing additional funding to the Transit Transportation Investment Fund (TTIF), allows certain counties to use local option sales tax funding for public safety in addition to transportation, provides funding for a number of specific local transportation projects, and makes other changes.

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

In the 2024 Legislative Session, the Utah State Legislature provided \$45 million in on-going state transit funding to the Transit Transportation Investment Fund (TTIF) for commuter rail purposes. This new funding represents a significant - and now continuing - investment in the growth of our transit systems.

Participated in regionally significant transportation and growth-related projects and activities.

Projects and studies, such as the I-15 Farmington to Salt Lake City Environmental Impact Statement (EIS), that seek to plan for areas and specific corridors are a critical first step in RTP implementation. These studies endeavor to coordinate transportation decisions with land use planning to maximize the attainment of Wasatch Choice Vision regional goals. In addition to the I-15 EIS, WFRC participated in a variety of projects and studies, including the I-84/US-89 Environmental Study, the I-84 Mountain Green Environment Assessment (EA), the Point of the Mountain Transit EA, the North Utah County Point of the Mountain Freeway Study, Bangerter Highway Corridor Environment Study, and a variety of regional corridor studies.

WFRC facilitated or participated with partners on a variety of projects and studies that range from I-15 Mobility Alliance, Census 2020, Regional Active Transportation Count Program, Parking Modernization Guide, First-/Last-Mile Grant Application (and partnering on administering the grant), Context Sensitivity in Utah's Local and Regional Planning, and the study "Economic Impact of Transportation: Utah's Unified Transportation Plan." WFRC supports these efforts by providing modeling and analytical support, convening stakeholders and decision-makers, and contributing subject-matter expertise.

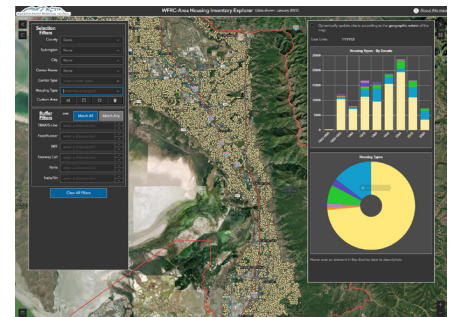
Enhanced forecasting and modeling of travel behavior and land use markets, including (i) preparing for the 2023-2024 Household Travel Survey; and (ii) improving modeling of transportation mode choices and impact of urban form on travel behavior.

One of the key roles played by WFRC is to ensure that regional information resources and sophisticated modeling tools are in place and up-to-date to support transportation, land use, and economic decision-making. Key activities in FY24 included:

- Completing and releasing Version 9.0 of the Wasatch Front Travel Demand Model as part of the 2023-2050 RTP adoption by the WFRC Council. Major updates included refinements and additions of traffic analysis zone (TAZ) geographic units, updates to the future road and transit network, and updates to model inputs and parameters to reflect a new 2019 base year.
- Developing and releasing the [regional housing and jobs forecast and the web map viewer](#), using the WFRC/MAG Real Estate Market Model (REMM), including a complete update of REMM's base year for existing land use conditions data to 2019. Related land use forecasting supporting work has included:
 - Updating the [WFRC Housing Inventory Explorer](#), a web map with a detailed inventory of existing regional housing stock, housing characteristics, and both recent and long-term trends;
 - Compiling, standardizing, and analyzing allowable development types and intensities in current city and county general plans and in Wasatch Choice Vision centers;
 - Processing the initial 2020 Census data release into user-friendly formats; and
 - Collecting input and feedback on the draft land use forecast from stakeholders including cities, counties, major developers, and the public.

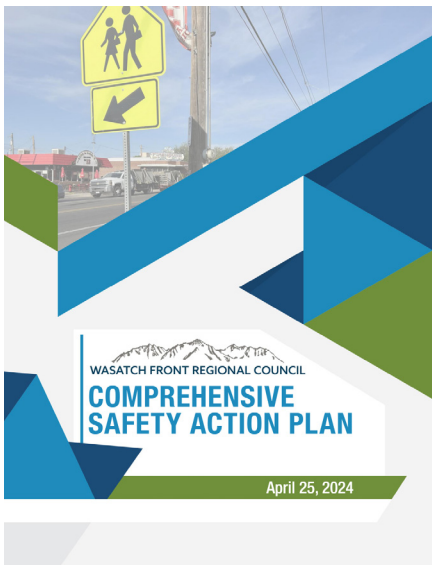


The Utah Parking Modernization Guidebook was developed to inform communities on why it is vital to take a fresh approach to parking and where and how policy options and strategies can be implemented.



The WFRC Housing Inventory Explorer allows anyone to explore housing trends across the Region.

- Providing land use and transportation modeling and mapping support to regional and local transportation plans and studies performed internally and by partner agencies and consultants. WFRC's Analytics staff provide statewide model-related supporting services to support interagency travel model development and coordination across agency planning managers and technical staff and coordination to transportation agencies under a memorandum of agreement with UDOT and MAG across the state.
- Maintaining traffic volume, congestion, and workplace accessibility projections and interactive maps. Analyzing and publishing anonymized, multimodal GPS/mobile device trip movement data licensed, together with transportation agency partners, from Streetlight.
- Leading a partnership with UDOT, UTA, and Utah's three other MPOs to fund and complete the 2023 statewide [Household Travel Survey \(HTS\)](#). The HTS gathered travel diaries from over 10,000 Utah household members and students. Results and documentation for the core travel survey, and follow-on attitudinal survey (3,250 respondents) are available on the [unifiedplan.org](#) website.



WFRC completed its first-ever Comprehensive Safety Action Plan!

Prepared a Comprehensive Safety Action Plan (CSAP) analyzing roadway safety needs and recommending improvements in Weber, Davis, Salt Lake, Tooele, Morgan, and southern Box Elder Counties.

As part of its ongoing efforts to make our roads safe for all users - drivers, bicyclists, and pedestrians - WFRC was awarded \$1 million in funding from the [Safe Streets and Roads for All \(SS4A\)](#) discretionary grant program to craft a regional safety plan. WFRC gathered feedback on road conditions and safety issues in a series of 12 local government workshops across the Region. This input, along with crash data, roadway risk factors, and other critical safety-related data sets covering Weber, Davis, Salt Lake, Tooele, Morgan, and southern Box Elder counties, resulted in WFRC's first-ever [Comprehensive Safety Action Plan \(CSAP\)](#).

The CSAP analyzes safety needs, identifies high-risk locations and factors contributing to crashes, and prioritizes strategies to address them. Formal adoption of a regional CSAP is a federal requirement for our communities to be eligible to apply for the Safe Streets and Roads for All (SS4A) discretionary grant program, which will help fund both Planning and Demonstration Grants or Implementation Grants.

The CSAP completion schedule was accelerated by several months, enabling several WFRC municipalities to apply for SS4A implementation grants in May. The CSAP is a valuable resource for including safety improvements for all projects in the RTP and TIP. Local planners and engineers can access the CSAP to identify high-risk safety corridors and intersections using multiple screening methods, and identify strategies to improve safety. The CSAP contains over 1,200 pages of crash data analysis, sample safety projects in every community in our Region, and interactive maps.

WFRC staff will update the CSAP regularly and report annually on safety project implementation and trends in fatalities and serious injuries on our roadways.

WFRC adopted a formal [resolution](#) to work toward reducing roadway fatalities and serious injuries by 2.5% annually as the Region strives for zero roadway fatalities.



2023 Utah Moves Household Travel Survey

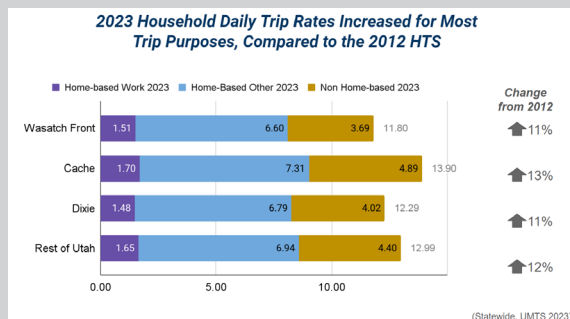
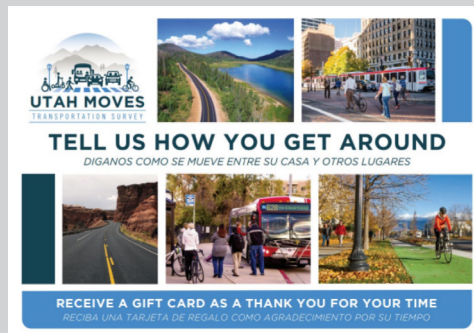
Total Project Funds: \$2 Million

About every ten years, Utah's transportation agencies partner to conduct a statewide survey that gathers daily travel patterns from residents across the state. This large, statistically-valid dataset of real world trip-making and other transportation-related questions directly informs Utah's regional travel models that support planning and policy making. WFRC led this project together with the nationally recognized survey firm, RSG, Inc.

A sample of results from the 2023 survey:

- **Travel patterns:** Weekday trips increased by 11% along the Wasatch Front. Trip lengths are shorter on average than in 2012.
- **Remote work:** 23.9% of the Wasatch Front workforce telecommutes two or more days a week.
- **E-Commerce:** Wasatch Front Households receive 2.2 package deliveries per week, of which 48% replace making a trip.
- **Support for multimodal investment:** Statewide, given a hypothetical extra \$100 to spend on transportation project options, on average \$44 was allocated to roadway projects, \$30 to transit initiatives, and \$26 to bicycle and pedestrian projects.

More information about the Household Travel Survey and its results can be found at <https://unifiedplan.org/household-travel-surveys/>.

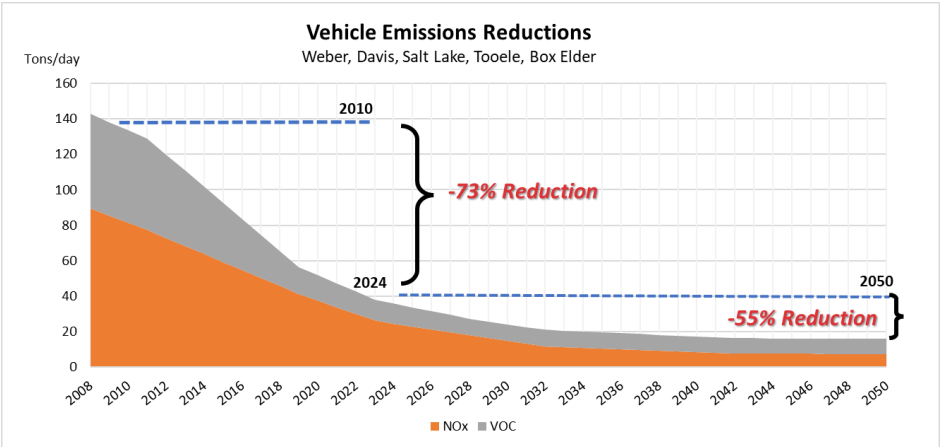


Improved air quality by assisting communities, households and partners in their efforts to reduce emissions through transportation choices, development patterns, and technological changes.

Utilizing approved technical criteria and information gathered during on-site field reviews, WFRC evaluated more than 15 projects for funding consideration through the [Congestion Mitigation Air Quality Program](#) and the [Carbon Reduction Program](#), which fund transportation-related [air quality](#) improvements. In consultation with the Trans Com Technical Advisory Committees, several of these projects, including bicycle and pedestrian facilities, intersection improvements, and transit expansion, were recommended for funding. Upon review and recommendation from Trans Com, the Regional Council approved these projects for funding.

WFRC worked with the Governor’s Office, Utah Division of Air Quality (UDAQ), UDOT, and others to address potential challenges with ozone air quality conformity.

Through improved vehicle emission standards, transportation investments such as transit and biking as detailed in Utah’s Unified Transportation Plan, and planned local land use, mobile source emissions will be dramatically reduced.



Vehicle emission estimates based on the MOVES4 model.

Goal Number Four

Strive for organizational excellence.

Maintained budget stability, transparency, and accountability and used resources prudently and efficiently.

WFRC operated with accountability and transparency to its members and the public in its decision-making and its use of resources, always striving to be prudent and efficient in its expenditures. WFRC continued its more than 25-year streak of unqualified audit opinions with no audit adjustments or deficiencies noted to management. WFRC maintained a stable budget and operated in adherence to all applicable laws, rules, and best practices.

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

WFRC managers provided meaningful and constructive feedback to employees through performance evaluations, formal quarterly check-ins, and semiannual evaluations.

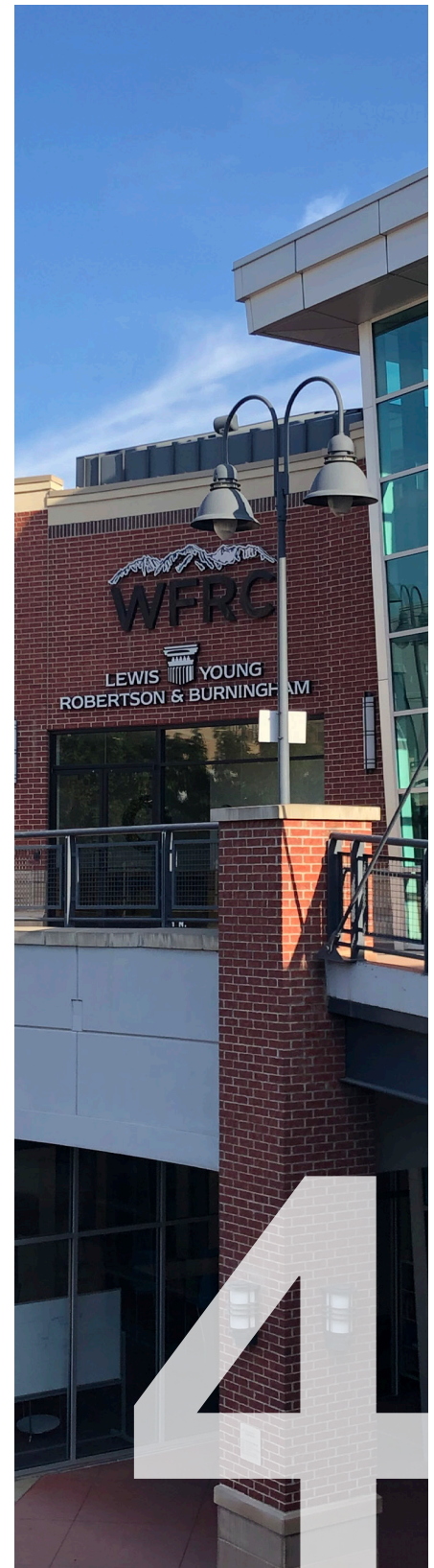
WFRC actively encourages professional development opportunities that expand personal and collective knowledge of policy, emerging concepts, and best practices, which help to improve WFRC's work and support of the Region. Staff are diligent in their recertification of professional licenses and certifications and were frequent speakers and participants at numerous workshops, seminars, conferences, and training opportunities. Internally, WFRC organized and provided training to all staff members using Clifton Strengths to improve internal and external communication and build on professional and personal strengths.

Maintained an appropriate balance between telecommuting and on-site office work.

WFRC has adopted a successful hybrid work schedule, working in the office on Tuesdays and Thursdays with the option of working remotely the rest of the week. WFRC uses Zoom, in-person, and hybrid options for meetings to accommodate all audiences and will continue using a variety of formats for public committee meetings, projects, and partner meetings.



WFRC continued to host hybrid-style Council and committee meetings.



WFRC hired four employees to fill vacant positions during the past year:

Chay Mosqueda - Long Range Planning

Madison Aviles - Local Administrative Advisor

Tim Watkins - Community and Economic Development

Matt Ryan - Community and Economic Development

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 look forward to continuing that work in the years to come.







We are deeply appreciative of the opportunity to serve our community.



WFRC staff look forward to working with our communities in the years to come!

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-  41 North Rio Grande Street
Salt Lake City, UT 84101
-  801.363.4250
-  wfr@wfr.org
-  wfr.org
-  @WasatchFrontRegionalCouncil
-  @WasatchCouncil
-  WFRvideo

FY2024

Unified Planning

Work Program

Completion Report

for the

Ogden - Layton and Salt Lake City
Urbanized Areas

prepared for

Federal Highway Administration
and Federal Transit Administration

in cooperation with

Utah Department of Transportation
and Utah Transit Authority

August 2024



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Section A: **Aministration and Coordination**

A.1 Wasatch Front Regional Council

On May 25, 2023, the Wasatch Front Regional Council (WFRC or Council) approved a budget and Unified Planning Work Program (UPWP) for FY2024. 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 2023 for FY2024.

Regular meetings of the Council were held on the following dates: August 24, 2023, October 26, 2023, January 25, 2024, March 28, 2024, and May 23, 2024. The Regional Growth Committee (RGC), the Transportation Coordinating Committee (Trans Com) and the Active Transportation Committee each held five meetings during FY2024. 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, met regularly throughout the fiscal year.

WFRC continued coordination with partner agencies, including Mountainland Association of Governments, UTA, UDOT, Utah Department of Environmental Quality, other MPOs, Utah League of Cities and Towns, Utah Association of Counties, 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 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 FY2023 was completed in October 2023 and copies of this audit were distributed to appropriate agencies. The Council's audit of the financial records for FY2024 is expected to be completed in October 2024 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, 2023 through June 30, 2024:

- Assisted WFRC to complete and sign Federal Aid Agreements for Annual UPWP. Administered and monitored monthly expenditures by WFRC of PL, STP and FTA Section 5303 funds, which are deposited into the Consolidated Planning Grant (CPG). Monitored and approved for payment the submitted WFRC 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, FTA, and FHWA regarding the PM 2.5 SIPs and the development of the new 8-hour Ozone SIP which includes the WFRC area.
- Worked with WFRC staff to prepare for an expected air quality conformity freeze related to ozone.
- Coordinated with WFRC the submittal of the annual CMAQ report to the FHWA (submitted March 2023). Coordinated with WFRC to complete CMAQ Performance Management Goals and Reporting Summary.
- Attended coordinating meetings of the Tooele Valley Rural Planning Organization (RPO), which is staffed by WFRC.

- Participated in the Unified Plan long-range planning process including all four MPOs, UDOT, and UTA. This includes work of the financial, active transportation, GIS, and external forces subcommittees.
- Continued to support the Interagency Modeling Coordinator position and collaborative modeling work.
- Worked with WFRC staff to explore context classification strategies through separate efforts at each agency.
- Collaborated with long-range planning staff in an update of UDOT's capacity project prioritization process.
- Jointly funded transportation and land use study projects through the Transportation and Land Use Connection and Technical Planning Assistance grant programs.
- Worked with active transportation staff to identify regionally-important active transportation projects.
- Continued work of joint interest through the Joint Projects Committee (see section D.2)

A.3 Utah Transit Authority

UTA's commitment is to provide opportunities for mobility to help in meeting the public transportation needs of the Wasatch Front area. Planning for these services is key to their success. UTA continues to find ways to improve transportation, alleviate traffic congestion, and improve air quality for all customers.

Documentation, Reports and Other Requirements

UTA prepares documentation to comply with all federal, state and local administrative requirements under this work item. These include the Unified Planning Work Program, Completion Reports, Annual Grants Status Report, Interlocal Agreements, Grant Applications, audit documentation, FTA Triennial Review documentation, FTA Certifications and Assurances, reports required for funding, agreements and contracts, meeting the various planning and project requirements, STP, CMAQ and TAP concept reports, various meetings and grant required public involvement. UTA has a Grants Management team to oversee the pursuit of grant opportunities. These functions are on-going.

National Transit Database (NTD) Data Collection and Reports

UTA will continue to collect data and perform surveys of the UTA system. Ridership reports are prepared monthly and reliability reports on the transit system will continue to be produced. All data needed for the National Transit Database (NTD) will be collected and electronically input into the federal NTD program. The strategic planning department collects park and ride counts generally one or two times per year. The usage report is available and will be used as an evaluation tool for prioritization of future park and ride lot needs.

Section B: Transit Planning

B.1 UTA Transit Planning

UTA Moves 2050/Long Range Transit Plan (LRTP)

UTA's agency-wide, 30-year long range plan was adopted by the UTA Board of Trustees in the beginning of 2024. The LRTP focuses on understanding and planning for future needs of the communities that UTA serves. In response to major public outreach and needs assessment, a Plan Network and a Vision Network were developed. The Plan Network is a financially constrained, three-phase investment and implementation prioritization plan for the system. The Vision Network is an unconstrained picture of a future UTA system that extends beyond projected 30-year funding availability. The LRTP is an ongoing UTA program which will be incorporated in the regional planning process and updated in sync with the 2027 Regional Transportation Plans.

Mobile Trip Planning

UTA is continuing its formal partnership with the Transit app company through a cooperative agreement. The Transit app provides the best options in the best layout, with real-time data for improved accuracy of transit trip building. UTA has procured a new mobile ticketing provider, Masabi, and now integration of mobile ticketing and trip planning takes place all in one on the Transit App.

Transit Oriented Development (TOD)/Station Area Planning

UTA continues to work with regional and local partners, to plan and implement transit-oriented development (TOD) projects. Such projects are prepared first by envisioning and planning how station areas may improve and catalyze TOD. As of July 2024, there have been 19 stations certified with a Station Area Plan and currently 46 stations in the active station area planning process.

Once a Station Area Plan is adopted by its Board of Trustees, UTA is able to proceed with the development of any properties that it controls within the respective station area. Currently, eight of these sites are active, with properties in some stage of the development process. Five sites include development phases either completed or under construction. Three sites are in planning with the respective cities and development partners. Three additional sites are being prepared for a request for proposal (RFP).

Active Transportation to Transit Plan

The Active Transportation to Transit Plan ("AT3P") Phase I was completed in the fall of 2023. The Plan has identified a framework to support comprehensive approaches to the quality, convenience, comfort, safety, and sense of dignity of using active transportation with transit. This framework guides evaluation of internal, external, physical, and non-physical elements which affect active transportation accessibility with transit. Additionally, a methodology and prioritization framework has been developed which uses quantitative data to assess need for active transportation improvements at systemwide stops and stations. UTA continues its ongoing collaboration with partners on local and regional active transportation efforts and updates.

Emergency Preparedness Planning

During the last twelve months, the UTA Emergency Management Program Manager (EMPM) assisted with updating multiple State Division of Emergency Management plans including ESF #1 (Transportation), ESF #9 (Search and Rescue), and the Basic State Emergency Operations Plan (EOP). Additionally, the UTA EMPM is participating in the FEMA required updates to the Weber and Salt Lake County's Pre-Hazard Mitigation plans.

UTA EMPM participates monthly with the Utah Emergency Operations Center (EOC) State Emergency Response Team (SERT) drills as an Emergency Support Function (ESF) #1 – Transportation representative as well as participating in multiple partner jurisdiction planning, response, training, and exercise projects. UTA continues to actively participate in the Utah Traffic Incident Management Coalition.

UTA Emergency Management oversees and updates the Emergency Preparedness Plan (EPP), Emergency Operations Plan (EOP), Continuity of Operations Plan (COOP), and several service units Emergency Response Plans (ERP). These plans are current or in process with required ERP updates.

Disaster training included commuter rail and bus involvement in the Transportation Security Administration (TSA) “Operation Avalanche” Full-Scale Exercise (September 2023). Participation in this exercise meets the criteria for FrontRunner for CFR 239.103 compliance. The Utah Bomb Squads, Delta Airlines, and Marathon Refineries also partnered for this exercise.

The summer of 2023 accomplished the opening of the Ogden Express (OGX) bus route. Prior to the opening of the OGX, EMPM conducted two separate exercises. Considering the use of electric buses we titled the Table-Top (TTX) and Full-Scale (FSE) exercises “It’s Electric!.” For the TTX, we conducted a two-hour virtual meeting with personnel from the National Highway Traffic Safety Administration (NHTSA) in Washington D.C. They provided the most recent data for Electric Vehicle (EV) fires and a study for future guidance. The FSE was conducted on site at Weber State University with presentations from Gillig, Ogden City Fire, and the President of the Utah Professional Towing Alliance (UPTA). Gillig provided a safety review of the new UTA EV buses. Ogden City Fire discussed their response plans for EV fires. The UPTA discussed proper towing procedures for electric vehicles after a collision or fire. Both exercises involved multiple response agencies from across the Wasatch Front as well as leadership from the American Public Transportation Association (APTA) and the Utah Fire Marshal’s Office.

To date, eighteen UTA employees have completed an Electric Vehicle Safety Awareness course provided through the UPTA and instructed by the Energy Security Agency (ESA).

Other exercises included facilitating onsite training on TRAX trains with local SWAT teams, simulated active shooter and terrorist training on the FrontRunner with the UTA Police Department, as well as planning and participation in the West Jordan earthquake Table-Top (March 2022) and Functional (June 2024) exercises. UTA assisted Primary Children’s Hospital with an onsite evaluation for potential evacuation of neonatal intensive care unit (NICU) patients in isolettes with Paratransit Buses.

UTA Emergency Management and Safety are fortunate to have been invited by the Leadership Acumen team to teach UTA personnel familiarization with the FEMA required Incident Command System (ICS). This instruction provides on-scene incident interaction and response in accidents involving UTA assets.

Lastly, UTA Emergency Management monitored the 2024 spring runoff conditions with the National Weather Service during the Wasatch Front Emergency Management meetings. UTA aligned with regional partners for a potential response which, due to how the spring temperatures unfolded, never became a significant issue for UTA. Program managers were informed of water flows, and we were constantly aware of the snow melt conditions.

UTA’s 2023 Transportation Agency Safety Plan (TASP)

In response to the recently passed bipartisan infrastructure law, Infrastructure Investment and Jobs Act, UTA established a Joint Safety Committee (JSC) following a joint labor-management process that consists of equal representatives from frontline and management employees. The committee is in work identifying and recommending mitigations for: safety risks, safety strategy improvements, and safety deficiencies. The JSC, UTA’s Board of Directors and the State Safety Oversight (SSO) program manager all reviewed and approved the updates to the 2023 TASP.

Rideshare Program Planning

The UTA Rideshare Department worked 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.

Special Services/ADA Strategic Planning

UTA Special Services provided community support through continued operations of UTA’s ADA Paratransit service that connects individuals with disabilities with employment, education, healthcare, and participation in the general community. Special Services also participates in regional planning through participation in Local Coordinating Councils comprised of Human Service providers for aging adults, people with disabilities and others as well as riders and other transportation providers and participation in URTA, the Utah Urban & Rural Specialized Transit Association, meetings and conference. Additionally, we assisted in the UTA Paratransit Forward study with funding provided through an FTA Areas of Persistent Poverty grant. Special services has acted as subject matter experts throughout the project including a robust public outreach and participation process. UTA also participated in a Paratransit Customer survey in conjunction with the American Bus Benchmarking Group to assess UTA Paratransit service from our customers’ perspectives. As part of Special Services, the Rideshare/Vanpool department assists in Transportation Demand Management (TDM) activities that reduce trips from single occupancy vehicles, resulting in reducing congestion and air pollution, and helping to create a better quality of life.

Transit Asset Management Plan

UTA has developed a comprehensive asset management system that is identifying current and future projects which will keep the existing system maintained and operating in a safe manner. The ability to successfully identify projects is continuously improved and refined as better and more accurate information is obtained from our stakeholders, both internal and external. UTA completed many projects during the past fiscal year and continues to schedule additional projects in the following categories for the next fiscal year, among others: grade crossing rehabilitations and replacements on the FrontRunner and TRAX systems, curved rail replacement on the TRAX system, traction power substation rehabilitations, FrontRunner and TRAX vehicle overhauls, facility rehabilitations, technician vehicle replacements, bus procurements, paratransit procurements, and vanpool vehicle replacements.

SRD Grant for Suicide Prevention

Last year, UTA installed Infrared Cameras at strategic locations to trigger alarms if trespassers are detected. There are six locations, three on TRAX and three on FrontRunner. These cameras trigger alarms and UTA dispatch that there is a person displaying pre-suicide behavior. Our dispatch teams respond by 1) alerting the operator to slow the train and 2) dispatching police to intervene directly and help the trespasser remain. This has been successfully implemented on multiple occasions, very possibly preventing a fatality and allowing the people to seek help.

More Hope Poles have been installed guiding at risk trespassers to suicide prevention hotlines, thus expanding our efforts to reach people who are experiencing a crisis on our rail lines.

All cameras have been installed and are now actively providing warnings when a trespasser is detected.

Additional fencing has been erected to discourage people from entering the rail corridors.

The main task for the project now is data collection. Data is being collected and shared with FTA to determine the efficacy of these cameras at preventing suicides. We have had a number of successes as well as a number of failures. We are analyzing incidents to perfect the system. We have run a number of drills to help our dispatch teams react quickly to the alarms and we have expanded staff watching our security cameras to minimize our response time. If it is determined that these cameras are indeed effective, then this program may be implemented in other transit agencies nationwide.

Additionally, we are looking for ways to reach out to the community and provide help to people before they enter our track in a crisis. These efforts are in an exploratory stage.

Environmental Sustainability

UTA made a monumental leap forward by embracing sustainability as a cornerstone of its strategic plan, encapsulated by the commitment to "Moving Utahans to a Better Quality of Life." This year marked the introduction of UTA's first official agency-wide sustainability policy, underscoring the agency's dedication to becoming better environmental stewards and fostering a more resilient future for communities along the Wasatch Front.

UTA is striving to make each ride more eco-friendly, as demonstrated by the Agency's Zero Emission Bus Transition Plan. A recent implementation step included the launch of the Ogden Express (OGX) bus rapid transit (BRT), featuring a 100% electric bus fleet, 22 enhanced stations, dedicated lanes, signal priority at 19 lights, and weekday 10-minute service. OGX sets a new standard for sustainable urban transit. Further electrification efforts saw UTA's Tooele On-Demand service transition to a fully electric fleet of ten vehicles.

In 2023, charters were established for both the Green Team and the Sustainability Steering Committee to define their roles and provide direction. The Green Team met monthly to discuss environmental issues, tour UTA facilities, and collaborate with community partners. Meanwhile, the Steering Committee guided the procurement process to hire a consultant for conducting a sustainability audit of UTA. The actions taken over the past twelve months by UTA sustainability staff and team members across the agency contribute to our goal of providing sustainable mobility solutions that protect the planet, strengthen our community, and enhance shared prosperity.

Bus Speed and Reliability Program (BSRP)

The Bus Speed and Reliability Program (BSRP) is a continuous effort to improve the performance of UTA bus routes through cost-effective interventions that address speed and reliability issues where they exist. In the past year, work focused on planning improvements for Routes 35 and 217, and work has initiated for identifying issues and solutions for Route 850. Interventions that are in the works include returned use of bus-only lanes on 3500 South and improved transit signal priority on Redwood Road, including a bus queue jump pilot at one intersection. This program involves frequent collaboration with UDOT and throughout the UTA to determine problems and solutions. Additional details available at <https://rideuta.com/bsrp>.

On-Board Survey

The On-Board Survey kicked off in the fall of 2023. UTA awarded a consulting services contract and then survey administration commenced February 2024 and concluded in April 2024. Data collected from the On-to-Off and Origin-Destination surveys is now being inspected and scrubbed in anticipation of analysis this summer.

Transit Signal Priority (TSP) Implementation

The Innovative Mobility Solutions (IMS) department published a TSP Master Plan in 2021 intended to improve the customer experience, improve operational efficiencies, and prepare UTA to adopt and implement future connected vehicle technologies. The strategic goal of IMS's TSP effort is to improve the customer experience through faster and more reliable buses.

The project team is working on the second phase of three deployment phases in partnership with UDOT. Next steps in 2024-5 include upgrading cellular vehicle-to-everything (C-V2X) TSP for UVX (830X) and buses along Redwood Road (217). The project team is planning approximately 80 new TSP installs for Salt Lake County bus routes including Routes 1, 2, 9, 33, 35, 39, and 200. Most of these new installs are made possible thanks to WFRC's STP and CMAQ grant allocations. All installations will be complete by the end of 2024 if schedules allow. The team also looks forward to preliminary 2024 speed and reliability results compared to 2023 baselines.

Microtransit Pilot Program Evaluations

The Innovative Mobility Solutions (IMS) department has partnered with Via to deploy UTA On Demand microtransit services in four zones: Southern Salt Lake County, Salt Lake City Westside, Tooele County, and South Davis County. Microtransit shared-ride services connect people to transit, expand access to jobs and essential services, improve accessible mobility options, and provide a high-quality customer experience as rated daily by riders.

In 2024-5 UTA On Demand zones will continue to be evaluated based on key performance indicators (KPIs) including cost per rider, availability, productivity, and on time pickup. UTA's microtransit ridership goal is a sustainable 10% increase per year per zone. Service improvements in 2024 include installation of vehicle video cameras for enhanced safety and security, and limited testing of Lyft/Uber overflow rides during demand surges for more flexibility and reliability.

Comprehensive reports are generated each month to highlight the service performance and customer experience of UTA On Demand. In addition, UTA's Long Range Transit Plan and Five-Year Service Plans identify additional opportunity zones for when/if incremental funding becomes available.

Tooele Electrification/FTA Low-No Project Delivery

In October of 2023 UTA and Tooele County began operating the vehicles funded by the FTA grant. The grant funded 11 vehicles and two high powered chargers with three charge ports per charger. The grant also funded the design and construction of overnight charging at the Tooele Downtown garage and UTA's Tooele facility. All major work is complete. Project close out is underway.

ARPA Grant/Equity Index

In the past fiscal year, UTA put out a request for proposals and awarded a consulting services contract in December 2023. The Route Restoration and Equity Index study kicked off in January 2024. The project is currently halfway through, set to be completed in December 2024. The consultant team is in the public engagement phase of the study, following alongside their completed public engagement plan. Throughout the beginning of this year, there has been internal data collected and analyzed to create the basis for the equity index tool, alongside the completion of the existing conditions report. The index itself is in its beginning stages, set to be tested with various scenarios in the fall.

B.2 Mobility Management

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

The Coordinated Human Service Public Transportation Plans were originally developed by the UTA Coordinated Mobility Department in 2017 for the Wasatch Front area. The Plans were updated and approved by the Local Coordinating Councils (LCCs) in 2022 for FFY 2022-2025. They cover the geographic areas of 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, which were created in collaboration with the local mobility councils and public outreach, identify various strategies to address needs in the Region for transportation disadvantaged persons including seniors, individuals with disabilities, low-income people and veterans. They also identify the local resources currently available to assist the disadvantaged groups with their transportation needs.

UTA continues its outreach with the Local Coordinating Councils (LCC) to support seniors, individuals with disabilities, low-income individuals and veterans. This will remain a focus for Mobility Management. This outreach will include 5310 grant opportunities and targeted efforts to increase the participation of individuals 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 LCCs include state and local agencies, stakeholders, consumers, and transportation providers from each of the USDOT 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.” WFRC staff participates in the Davis/Weber and Salt Lake Coordinating Councils and the Grant Management Advisory Team, in addition to providing other support as needed to UTA’s Mobility Management work.

The Coordinated Mobility staff participated in URSTA (Utah Urbanized and Rural Transit Association) to connect with Mobility Managers from around the state of Utah. Many connections were made at the annual conference in Kanab, Utah. Two staff members also attended the CTAA (Community Transportation Association of America) where nationwide Mobility Management connections were made. Mobility Management topics were presented at the conference.

RidePilot Lite

In 2021, development of RidePilot Lite was completed and moved to production. This version of RidePilot is a simpler version aimed at allowing the user to easily enter in required information for the 5310 grant program. This software is now being supported by a new vendor and will continue to support the 5310 subrecipients in vehicle reporting.

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. The UTA Coordinated Mobility Department participates on the BRAG Local Coordinating Council. 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.

BRAG and other AOGs were awarded Out and About funds for a statewide voucher program. UTA CM staff submitted the funding request on behalf of six AOGs. BRAG was also awarded ICAM funds for scheduling software that LCC participants in Davis and Weber counties will be allowed to use for specialized transportation.

Ongoing Outreach to Underrepresented Populations

UTA Mobility Management provides continued outreach to seniors, persons with disabilities, veterans, and low-income populations. This is done a number of ways including: Local Coordinating Councils, chairing the Utah Division of Aging and Adult Services (DAAS) Board, participation on the UTA Committee on Accessible Transportation (CAT), participation on the Operation Enduring Freedom/Operation Iraqi Freedom (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, 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 5310 large urbanized program is a joint effort between FTA, WFRC, MAG, UTA, the Grant Management Advisory Team (GMAT), and the Local Coordinating Councils to promote efficient use of grant funds and to ensure their fair and equitable distribution.

The FTA 5310 Grant was opened for applications in January 2024. Awards for this funding cycle were decided in April. Awardees should start drawing down funds by the end of summer 2024.

5310 Grant Awards

Acting as the pass through for 5310 Federal funds, the UTA Coordinated Mobility Department is continually in the process of managing subrecipients, overseeing grant compliance, and helping with the delivery of awarded vehicles/capital items. Vendors are catching up with vehicle orders. The CM department was able to deliver over 20 vans/accessible vehicles this last year.

The UTA CM department posted a Request For Bid (RFB) for accessible transit vans in the fall of 2023. A vendor was selected and is under contract. An initial order of 16 vehicles has been placed for awarded subrecipients.

The Coordinated Mobility Department is working diligently to close older federal grant awards as quickly as possible. The UTA CM staff was able to close six FTA 5310 grants in the past year. The staff has also worked persistently to get the grant cycle on a regular and reliable schedule. Moving forward, staff anticipates more timely close outs of grants.

Electronic Voucher (eVoucher) Phase 2 Development, Pilot, and Production Deployment

The UTA Coordinated Mobility Department is involved in a public/private partnership to develop an electronic voucher (eVoucher) system. In 2019 federal funds were awarded under the Innovative Coordinated Access and Mobility (ICAM) program. In 2020 UTA was awarded federal funds under the COVID-19 Research Grant program to develop Phase II. This phase will include creating native mobile apps for both Apple and Android devices, research the ability to pay for UTA fares as well as other Transportation Network Company (TNC) fares such as Uber and Lyft, and expand on the current development of eVoucher.

UTA piloted the eVoucher software that was completed in Phase I with Community Health Services of Florida and BRAG. 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.

Though there were setbacks in the development of eVoucher Phase II, a new vendor was selected through a competitive process to finish the eVoucher Phase II project. They meet regularly with the Project Manager and have been meeting project milestones. Staff is confident there will be a testable product by fall 2024.

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 UTA is also exploring the business case of using the e-voucher application as a “software as a service” (SaaS) revenue model. This model could create a financially self-sustaining program.

Comprehensive Specialized Transportation Plan Outcomes

During 2019 and 2020, a Comprehensive Specialized Transportation Plan was developed with consensus from key stakeholders, including the LCCs, across the Wasatch Front. It has identified human service transportation gaps for seniors and persons with disabilities and proposed transportation solutions. The plan will be a guide for a number of specialized transportation projects over the coming years. The below projects are related to the identified solutions in the plan.

UTA Donated Vehicle Program

Early in 2022 the Coordinated Mobility Department was assigned to administer UTA's Donated Vehicle Program (DVP). The CM department has streamlined the donation process. A DVP page has been created on the rideuta.com website, www.rideuta.com/donatedvehicle, where organizations can submit a request for a vehicle. This request goes directly to the CM department where the request is prioritized based on the intended use of the vehicle and when the request was submitted. Seven vehicles were awarded this year.

Centralized Information Call Center/Crisis Ride Provider for Salt Lake County as Identified in the Comprehensive Specialized Transportation Plan

Salt Lake County specialized transportation stakeholders identified the need for a stronger centralized transportation information center as well as a crisis trip fund for same day trips for seniors and persons with disabilities. United Way 211 (UW211) applied and was awarded funds for crisis trips from the FTA 5310 Grant. The UTA CM Department worked on scoping the project with UW211.

Due to staffing issues and reorganization issues within UTA and United Way, this project became delayed. It is anticipated to begin fall/winter 2023 rather than fall 2022.

After meeting with the Transportation Committee of the Utah Legislature, UTA Coordinated Mobility will be working with the UTA Paratransit Department to establish a call-in phone line to better direct citizens in need of accessible (ADA) transportation. This will be an evolving project with updates in future UPWPs.

A dedicated call-in referral phone line is now operational at UTA. This call-in line is answered by UTA Paratransit schedulers. The CM Project Manager has overseen the implementation of this phone line and will continue to manage this project as the temporary trips piece evolves. Temporary specialized transportation trips are expected to begin fall of 2024.

Travel Training FTA 5310 Grant Awards and Transition to the UTA Community Outreach Department

The UTA CM Department applied for two Travel Training related grant requests, which were both awarded. One grant request was awarded for an additional Travel Trainer. With the development of the Department and the growing public need, the UTA CM Department felt it was time for personnel expansion to better serve the at-risk communities of the Wasatch Front. UTA now has three Travel Trainers and a Travel Training Manager. This staff expansion has provided more trainings within the community to help potential riders use the public transportation services.

The second award is for the development of focused rail safety messaging targeted towards those with disabilities. It was brought to the Department's attention that persons with disabilities face unique challenges at the UTA rail stations. The Travel Trainers worked with the UTA PR Department and the Rail Safety Department to develop a community outreach strategy for this project. A video has been made to spotlight the mentioned safety issues and is now available to the public. A number of community members participated in the video and expressed their appreciation for this type of public service messaging.

Over time, the UTA Travel Trainers have been involved with many communities/agencies within the UTA service area. Much of this outreach has involved working with the UTA Community Engagement Department. UTA decided it was the appropriate time to move the Travel Trainers to the Community Engagement Department, which they did in the spring of 2022.

Though the Travel Trainers are no longer in the UTA CM department, the Travel Trainers applied for more funding during the application process in January. The Travel Trainers have been awarded additional funds so they can continue to serve the growing number of customers seeking training, particularly for those in the community with specialized needs.

Electric Vehicles for the Coordinated Mobility Department

The CM Department requested and was awarded FTA 5310 Grant funds for 2 electric vehicles (sedans) and 2 electric vehicle (EV) charging stations to be placed at the UTA Meadowbrook 1 building. These vehicles will be used by the CM staff for their mobility management outreach efforts. These vehicles will give CM staff better transportation access as the UTA white fleet is nonexistent at the Meadowbrook facility. Also, this project is in line with the goals of UTA's Zero Emission Plan.

The EV charging stations have been completed at Meadowbrook 1 and are currently being used by staff. Two EV vehicles were received in the fall of 2023. UTA CM staff and Travel Training staff are using the vehicles for grant-related trips.

Section C: Long-Range Planning

This section highlights the update of the Wasatch Choice Vision (C.2); development, collaboration, and coordination of the 2027-2050 Utah's Unified Transportation Plan; debrief and look ahead of the Wasatch Choice Vision and Regional Transportation Plan (RTP) processes and efforts; Amendment #1 to the 2023-2050 RTP; and the implementation of the first stage of the 2027-2050 Regional Transportation Plan (C.1); and the work of the Transportation and Land Use Connection Program (TLC) and station area planning efforts (C.3).

C.1 Regional Transportation Plan

WFRC initiated the 2027-2050 RTP process at the beginning of FY24 in consultation with the Utah Department of Transportation (UDOT), the Utah Transit Authority (UTA), the Mountainland Association of Governments (MAG), local communities, and a variety of stakeholders. The following process and schedule were adopted for development of the Wasatch Choice Vision and 2027-2050 RTP.

Wasatch Choice Vision and 2027-2050 Regional Transportation Plan Process and Schedule

Key process and substantive goals for the Wasatch Choice Vision and 2027-2050 RTP:

1. Regularly engage and communicate with partner agencies, stakeholders, and the public.
2. Explore aspirational opportunities for multimodal transportation choices for state and local roads, transit, and active transportation, balanced with pragmatic consideration of context and costs.
3. Coordinate transportation with city and town centers, housing options, parks and public spaces, and economic opportunities.
4. Identify strategies to increase the resiliency of our Region in the face of future uncertainty and dynamic external forces.
5. Explore policy approaches that optimize the performance of the transportation system.
6. Forecast and measure impacts on quality of life to inform decision-making.
7. Plan a balanced transportation system, including new projects, system enhancements, maintenance and operations, while maintaining funding flexibility to respond to changing circumstances.

The process is organized into three stages:

Stage 1 – Explore Our Future

2024	1Q	* External forces and policies efforts including: review, enhancement, and evaluation
		* Beehive Bikeways and Utah Trail Network
	2Q	* Develop Multi-modal Transportation and Land Use Scenarios
	3Q	* Initiate financial and phasing assumptions
4Q		* Engagement #1: Explore Our Future (External Forces/Policies/Scenarios/Aspirational Projects)
		* Coordination on additional planning factors

Stage 2 – Our Preferred Scenario

2025	1Q	* Refine city and town centers
		* Assess performance of projects and policies
		* Identify potential projects for Preferred Scenario
2Q		* Draft Preferred Scenario
		* Review Preferred Scenario projects through Great Streets framework
4Q		* Engagement #2: Draft Preferred Scenario
		* Finalize financial assumptions; land use forecasts; phasing criteria

Stage 3 – Phasing and Implementation Plan

2026	1Q	* Finalize project-level performance measures
		* Needs based phasing assessment
	2Q	* Draft phased and financially constrained projects
	4Q	* Engagement #3: Project Phasing
2027	1Q	* Formal Public Comment Period
	2Q	* Plan Final Approval
	3Q	* 6th Edition of Utah's Unified Transportation Plan
	4Q	* Engagement #4

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

Utah's Unified Transportation Plan

Utah's Unified Transportation Plan is a collaborative effort between transportation agencies across the state of Utah including the [Utah Department of Transportation \(UDOT\)](#), the [Wasatch Front Regional Council \(WFRC\)](#), the [Mountainland Association of Governments \(MAG\)](#), the [Dixie Metropolitan Planning Organization \(DMPO\)](#), the [Cache Metropolitan Planning Organization \(CMPO\)](#), and the [Utah Transit Authority \(UTA\)](#). Utah's Unified Transportation Plan partners worked together to develop common goals, planning time horizons, performance measures, and financial assumptions so that our plans are consistent across the state while meeting local needs. WFRC staff led and organized the Policy and Coordination Committee, which oversees and provides guidance to the seven subcommittees. WFRC staff chairs the Disruptive Forces and Active Transportation subcommittees, while actively participating in the Performance Measures, GIS, Communications, and Finance subcommittees.

The Finance subcommittee completed Utah's Unified Transportation Plan Financial Model and updated and refined the project costs for active transportation, transit, and roadways. The Communications subcommittee worked on overall messaging with the Policy and Coordination Committee. The GIS subcommittee developed a GIS schema, data needs, and colors for the Utah's Unified Transportation Plans interactive map. The Performance Measures Subcommittee coordinated safety, environmental, and transportation measures statewide. The Disruptive Forces subcommittee coordinated on the external forces research, modeling approach, and integration into individual MPO RTPs. The Active Transportation subcommittee focused on how to better consider and incorporate active transportation into Utah's Unified Transportation Plan Financial Model and gathered historic spending data on active transportation-specific projects. Additionally, the Active Transportation subcommittee defined how active transportation projects should be phased within Utah's Unified Transportation Plan.

Amendment Process Update

At the March 2024 Wasatch Front Regional Council (WFRC) meeting, the WFRC staff outlined proposed modifications and clarifications to the Regional Transportation Plan (RTP) amendment process. These three clarifications were approved:

1. Inclusion of amendments that only modify a project's needs-based phase (the timing of anticipated need independent of anticipated funding).
2. Clarification that Level 1 amendments (the least complex modifications), which are subject to the approval by the WFRC Executive Director, require consultation with affected communities and/or transportation agencies, the Federal Highway Administration, the Interagency Consultation Team, and the Regional Growth Committee (RGC) Chair and Vice-Chair.
3. Clarification that for Level 2 amendments, the existing regional emissions analysis remains valid, but that a new air quality conformity determination is required.

Amendment #1 to the 2023-2050 RTP

The RTP is the regional transportation element of the [Wasatch Choice Vision](#). Pursuant to the WFRC [RTP Amendment Process](#), project amendments are organized into three levels. "Level 1 - Staff modification," which are approved by the WFRC Executive Director in consultation with the RGC Chair and Vice Chair; "Level 2 - Board Modification" projects, which require approval by RGC; and "Level 3 - Full Amendment" projects, which require a 30-day public comment period prior to adoption by WFRC.

2023-2050 RTP Amendment #1 included a total of 37 project/plan requests which were approved and incorporated into the 2023-2050 RTP:

- Twelve Level 3 (full amendment of regionally significant projects) requests from Farmington City, the Utah Department of Transportation (UDOT), and the Utah Transit Authority (UTA), comprising three transit and nine roadway projects;
- Twelve Level 2 (board modifications of non-regionally significant projects) requests from local communities, UDOT, and UTA, comprising three transit and nine roadway projects; and
- Thirteen Level 1 (staff modifications) requests from local communities, UDOT, and UTA, comprising nine active transportation projects/plans and four transit projects.

The projects within Amendment #1 received review by the Federal Highway Administration; Interagency Consultation Team; WFRC Technical Advisory Committees (TACs); Regional Growth Committee (RGC); Box Elder, Davis, and Salt Lake County Councils of Governments (COGs); a formal public review and comment period; and the Wasatch Front Regional Council.

These proposed amendments were developed in consultation with, and at the request of, transportation partner agencies and the municipalities in the Region.

Financial Model

For the 2027-2050 RTP, WFRC, MAG, Dixie MPO, Cache MPO, UDOT, and UTA partnered to fund a new version of Utah's Unified Transportation Plan Financial Model with consultant assistance. This work was coordinated through the financial subcommittee for Utah's Unified Transportation Plan. The new version will include enhanced transit and active transportation components along with more refined preservation and maintenance costs and assumptions. In FY24, a request for proposals (RFP) was realized and a consultant was contracted to begin work on the model. The model is expected to be completed in December of 2025 and used during the phasing stage of the RTP process in 2026.

Transportation Partner and Stakeholder Meetings

WFRC continued to meet annually with the business community including the Chamber of Commerce groups like the Western Growth Coalition; community advisory groups like Trails Foundation Northern Utah (TFNU), Parley's Rails, Trails, and Tunnels (PRATT), Bike Utah, and the Utahns for Better Transportation (UBET); universities such as the University of Utah/Research Park, Salt Lake Community College, and Weber State University; and key land holding groups such as Rio Tinto, Larry H. Miller Group (Daybreak), the Point of the Mountain Development Commission, and the Inland Port Authority, and PRI/FRI/SLR (the LDS land holding groups).

Transportation partners will be involved in the development of identifying transportation and land use updates for the 2027-2050 RTP. Coordination efforts with UDOT and UTA occurred during all of FY24 to coordinate on debriefing the 2023-2050 RTP and looking ahead at the 2027-2050 RTP, amending the RTP, and creating strategies and scenarios to test. A WFRC, MAG, UDOT, and UTA leadership meeting occurred to give guidance to the planning process for the Wasatch Choice Vision update and 2027-2050 RTP update. Continued coordination with UDOT, UTA, and key stakeholders will happen during all three stages of the Wasatch Choice Vision and RTP process.

The Regional Growth Committee Technical Advisory Committees (RGC TACs) were utilized to provide updates and facilitate input and feedback from the local community planners.

WFRC has started to meet and coordinate with the Utah Inland Port Authority (UIPA) on a more regular basis. The goal of these meetings is to find out what their plans for the future are and how their plans coincide with the Wasatch Choice Vision and 2027-2050 RTP. WFRC will help ensure the areas the UIPA are developing and projected numbers will be included in the WCV projections and TDM.

Interactive Map

The 2023-2050 RTP interactive map was updated for each individual project to help provide users with additional project information. When clicking on a line or point project, updated information will include a simplified project name, small naming convention changes, functional classifications for roads, and further improvements to make for an easier user experience.

The 2023-2050 RTP, Wasatch Choice Vision, and Utah's Unified Transportation Plan interactive maps were updated to capture changes included in Amendment #1 to the 2023-2050 RTP.

Air Quality Conformity Memorandum

WFRC prepared [Air Quality Memorandum #42](#), the conformity analysis for Amendment #1 to the 2023-2050 RTP (see section G.1).

Website

WFRC staff completed updating the organization's website to incorporate the [2023-2050 RTP](#). These updates included information about external forces and policies, external forces scenario work, policy scenarios, drafting and evaluating the preferred scenario, assessing financial considerations, phasing projects, presenting impacts and benefits, and public comment opportunities. WFRC staff also provided a robust update to the performance measures space on the website, including a detailed discussion on federal performance measures, and regional transportation plan performance-based planning. The website also houses the 2023-2050 RTP document, the interactive map of projects, and the air quality conformity memorandum.

Performance Measures

The Wasatch Choice Vision goals and performance measures address the [ten goals](#) of the Vision. The Long-Range Planning and Analytics Groups at WFRC worked collaboratively to establish analysis and automation methods to make the performance measure process more efficient. WFRC spent significant effort to operationalize access to opportunity measures to better link transportation, land use, and economic development. WFRC continued work on developing monitoring plans for the Wasatch Choice Vision, including observed, regulatory, and planning aspects of the regional transportation system, land use, and economic development aspects of the Regional Vision.

During FY24, WFRC Long-Range Planning, Analytics, and Community and Economic Development Groups developed a performance dashboard to track progress on five key indicators across the Region and at city and county levels. The five key indicators are workplace accessibility (access to opportunities), transportation choices, household expenses (housing plus transportation costs), park availability, and strength of centers.

WFRC's performance-based planning and programming is rooted in federal performance measures being defined by FHWA and FTA. The Regional Council coordinated with UDOT and UTA to re-evaluate and update performance targets for each of the defined performance metrics. WFRC continues to incorporate federal requirements into regional planning and programming, and to collaborate with UDOT and UTA to ensure the plans and programs assist in meeting targets. WFRC collaborated with UDOT to update federal performance measure targets and reporting during FY24.

WFRC staff also completed an overhaul of the performance measure space on the WFRC website to make performance-related information easier to find and more transparent. This update includes information about federal performance measures and RTP performance-based planning.

Active Transportation Planning

The Regional Council has an Active Transportation Committee (ATC) which met five times in FY24. This Committee, made up of elected officials and staff as well as representatives from MAG, UDOT, Utah Department of Health (UDOH), and UTA, 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 federal fiscal year 2026 Transportation Alternative Program (TAP) applications, learned about the five principles of Dutch bicycle network design, learned about local planning efforts, reviewed Amendment #1 of the 2023 RTP, reviewed Utah Trail Network initial programming, learned about mobile active transportation tours, and promoted Utah Bike Month and the Golden Spoke Network of Trails.

WFRC staff participated in local planning efforts, in coordination with WFRC's Transportation and Land Use Connection Program, during FY24, processed Amendment #1 of the RTP, and participated in conference/event organizing committees for the Golden Spoke Ride. Additionally, with UDOT, UTA, MAG, and local communities, received a \$25 million Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant focused on improving first-/last-mile connections to transit in traditionally underserved areas. Staff also submitted an Active Transportation Infrastructure Investment (ATIIP) grant looking to design four high-comfort, high-safety bicycle facilities. A regional set of such facilities that connect Wasatch Choice Centers is also being explored with local communities and the effort is known as the Beehive Bikeways initiative.

Active transportation data collection, retention, and sharing has much room for improvement, and collaboration with partner agencies on this improvement is ongoing. WFRC, MAG, UTA, and UDOT are currently involved in developing an Active Transportation Count Program Guide that will inform the evolution of active transportation data collection and retention. The agencies are also collaborating on best practices for inventorying active transportation infrastructure resulting in a map with up-to-date information available to the public.

Scenario/Strategy Development

Within Stage 1 of the Wasatch Choice Vision and 2027-2050 RTP development, staff has developed a process to explore and test new, updates to, and aspirational roadway and transit projects. WFRC, in consultation with UDOT, UTA, and local

communities will test local street optimization and enhancements - including street connectivity, reviewing volumes and needs, crossings of major barriers like highways and canals, and coordination with transit and active transportation; freeway network optimization and enhancements - including high occupancy toll lanes network, adaptive ramp metering, reversible lanes, frontage roads, and new freeway connections review; development of a robust core bus network; and an aspirational look at a fixed guideway network. Initial strategies to test have been developed in FY24 with multiple iterations anticipated to take place in FY25. The strategies being tested will be taken to the 2024 fall workshops and ultimately be used to populate projects in the 2027-2050 RTP.

Increased Emphasis Areas

Safety

WFRC led a collaborative regional roadway safety study effort with local governments, UDOT, UTA, and a consultant team to prepare a Comprehensive Safety Action Plan (CSAP) (see section D.1).

In amendment #1 and #2 to the 2023-2027 RTP, UTA and WFRC identified various locations along the FrontRunner corridor for grade separated crossings to enhance safety for pedestrians, bicyclists, and road users. WFRC will continue to analyze information, along with recommended strategies to reduce crashes.

Freight

During FY24, various rail and freight planning activities were accomplished by WFRC in collaboration with UDOT, NASA, and other partners. WFRC has started to coordinate further with the Utah Inland Port Authority on land use, population and employment growth, and new distribution and manufacturing centers.

New technological advancements and changes in distribution and delivery has been a key research area in the exploration of external forces with transportation partners. Advanced Air Mobility (AAM) has become a focus point of the state of Utah, and WFRC is coordinating with partners on timelines, vertiport infrastructure, and realistic capabilities and impact AAM will have on the Wasatch Front. WFRC continues to respond to freight surveys from FHWA, AASHTO, and academic institutions. WFRC has begun planning for an expanded urban freight and local delivery study to understand this continually changing landscape and what member communities can do to prepare for future growth in online shopping and delivery in the Region. WFRC will continue to participate in the Utah Freight Advisory Committee and provide feedback and input where needed.

Local Plans

The WFRC staff has reviewed both comprehensive land use and transportation plans from the cities and counties throughout the Wasatch Front Region. The review of these plans has helped identify inconsistencies between the local plans and the RTP for both specific transportation projects (roadway, transit, and/or active transportation) and land use planning.

Ensuring broad community engagement

WFRC, in partnership with Wasatch Choice Vision partners, formed the Wasatch Choice Community Advisory Committee (WCCAC) to enhance engagement with communities from all corners of the Region in our planning processes, consider varying needs and perspectives, and provide input to transportation agencies on transportation and land use decisions.

The WCCAC convened six times in the previous fiscal year and engaged committee members on various transportation programs to increase community capacity building and engagement in long-range transportation planning and decision-making processes. The WCCAC will continue through FY25 with six planned meetings.

During FY24, the WCCAC learned about and provided feedback on the Wasatch Choice Vision, Utah Trail Network, UTA's Long Range Transit Plan, the beginning of the Mountainland Association of Governments and WFRC's Regional Transportation Plans (RTP)s, plus many other efforts. The WCCAC participated in an RTP mapping exercise to provide input for the 2027-2050 RTP. During this meeting on June 11, 2024 the WCCAC was updated on the anticipated RTP process and timeline. After the RTP review, the WCCAC members worked on providing feedback to the 2023-2050 RTP projects by proposing new ideas and looking at solutions for problem areas so the WFRC Long Range Planning team could take these ideas into consideration during the scenario testing phase of the 2027-2050 RTP.

Advanced Air Mobility and Aviation

WFRC is preparing and planning for Advanced Air Mobility (AAM). In FY24 Utah became one of the leaders in AAM with the announcement of the Air Logistics and Transportation Alliance (ALTA) in May 2024. The WFRC staff will be working closely with 47G, cities, and counties in WFRC's area of coverage to talk about future plans for AAM.

Starting in FY24 WFRC joined a study funded by NASA to help create educational materials designed to help cities understand what AAM is, how to inform the public about AAM, and what the steps are to implement AAM for package

delivery and passenger travel. The educational materials will come in the form of guidebooks, slideshows, and pamphlets. WFRC's goal with these educational materials is to help mitigate the unknowns of AAM and create a base understanding so more in-depth questions can be asked by cities when requesting help in starting an AAM plan.

WFRC is a partner agency in UDOT's Aeronautics Division AAM working groups. WFRC staff also attended UDOT's Aeronautics Conference in FY24 and presented on planning coordination between cities, transportation agencies, and the AAM industry.

The Salt Lake City Department of Airports convened a technical advisory committee meeting in FY24. WFRC was asked to participate and give feedback on the updated master plan for the South Valley Regional Airport. The new master plan will enhance aviation amenities, safety, and accessibility to the airport.

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 Vision establishes a shared blueprint for how land use, transportation, and economic development change through the year 2050. In addition, WFRC participated collaboratively in the statewide [Guiding Our Growth](#) process.

Refreshed Wasatch Choice Vision

During the August 2023 Wasatch Front Regional Council meeting, the broad refresh of the shared Wasatch Choice Vision was reviewed. The refreshed Vision stems from and incorporates both the new Regional Transportation Plan (RTP), and the updated future land use envisioned by cities, towns, and counties. It features a comprehensive new package of materials. During the meeting the Regional Council discussed how the Vision was produced and is utilized; the new communication materials, website and resources for the refreshed Vision; benefits that would stem from implementing the Vision; and near-term outreach activities that relate to the release of the refreshed Wasatch Choice Vision. The Wasatch Choice Vision website was updated and new printed Vision posters were available for local communities and transportation partners.

The Wasatch Choice Vision is the shared framework to prepare our communities and Region to address the challenges of growth and preserve and enhance quality of life for generations to come. The Vision was developed collaboratively with local governments, transportation agencies, and many other partners. Wasatch Choice is regional, long-range, and holistically addresses transportation, land use, economic opportunity, and parks and public spaces.

2023 also featured the launch of a [new website for the Vision](#). It provides an overview of the vision, the map, tools and resources, and case studies.

Guiding Our Growth

In 2021 through 2023, the State of Utah Governor's Office embarked on a statewide conversation about how to handle growth in ways that maintain our Quality of Life: Guiding Our Growth. WFRC participated leading the technical efforts. Guiding Our Growth engaged about 20,000 Utahans. It explored strategies to address affordability, water use, transportation, and open space. The results were consistent with core principles of Wasatch Choice like the focus on supporting strong city and town centers, and providing transportation choices (walk/bike and transit in addition to driving) to more people.

Wasatch Choice Vision Goals

Wasatch Choice has been a shared regional vision for the Wasatch Front for nearly two decades. 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 2023-2050 RTP was adopted in May 2023 as the transportation element of the Wasatch Choice Vision.

The Wasatch Choice Vision 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.

The Wasatch Choice Vision focuses on the following ten Regional Goals:

- Livable and healthy communities;

- Access to economic and educational opportunities;
- Manageable and reliable traffic conditions;
- Quality transportation choices;
- Safe, user friendly streets;
- Clean air;
- Housing choices and affordable living expenses;
- Fiscally responsible communities and infrastructure;
- Sustainable environment, including water, agricultural, and other natural resources; and,
- Ample parks, open spaces, and recreational opportunities.

These goals were used in the project selection process to develop the preferred scenario and to help guide the phasing of the 2023-2050 RTP. The criteria, weighting, and methodology utilizing these goals are slightly different by transportation mode.

WFRC also sets annual goals for the agency's planning work. Goal 1 for FY 2024 was to "Collaboratively advance the Wasatch Choice Vision as a framework for integrating transportation, land use, and economic development, to best address growth-related opportunities and challenges." This section outlines the advancement of this goal.

This framework of the overall Wasatch Choice Vision is in turn detailed within three component plans, 1) the Regional Transportation Plan (RTP), 2) the Comprehensive Economic Development Strategy, and 3) local general plans.

1) Regional Transportation Planning

In the last year, WFRC finalized and adopted the 2023-2050 RTP. This has involved completing development of the phased project lists in collaboration with transportation partners, local communities, stakeholders, and the public, assessing project impacts and benefits, and finalizing the 2023-2050 RTP document. This is discussed further in C.1.

2) Economic Development Activities.

The Comprehensive Economic Development Strategy (CEDS) is an integrated component of WC2050. The four-year CEDS (2023-2028) was adopted in fall 2023. This CEDS update is fully integrated with the Region's Wasatch Choice Vision.

There are four key anchors for improving the Region's economic development ecosystem in the 2023-2028 CEDS.

1. Promoting City and Town Centers
2. Facilitating Economic Development Capacity
3. Supporting Human Capital Development
4. Leveraging a Diverse Business Environment

3) Local Planning

In FY 2024 WFRC has continued its work assisting local governments including through the use of the partnership Transportation and Land Use Connection (TLC) program (which is partially funded by the FHWA Surface Transportation Program). Additional activities to support local planning and implementation of the Wasatch Choice Vision included the following.

WFRC, Mountainland AOG (MAG), UTA and the Governor's Office of Economic Opportunity partnered to further assist communities in their efforts to plan for transit supportive communities in the Wasatch Choice Centers. New station area planning requirements are addressed in House Bill 462 passed (2022) to address Utah's housing needs.

WFRC hosted five Wasatch Choice Workshops in fall 2023. These workshops brought local leaders and staff from nearby communities in each part of the Region together to discuss bike/ped planning needs and opportunities, and many other implementation issues that relate to the Wasatch Choice Vision.

In addition to the above, staff has worked with community organizations, business organizations, and transportation agencies to further regional collaboration around the Vision.

Section C.3 outlines ongoing use of the TLC program, which continues to support local governments by funding projects that implement the Wasatch Choice Vision, coordinate land use and transportation, reduce travel demand, and increase access to opportunity.

Technical Advisory Committees

During FY2024, the WFRC continued to work closely with both of its Regional Growth Committee Technical Advisory Committees (RGC TAC). Agenda items for FY2024 included briefings and presentations on the 2023-2050 RTP amendment, region-wide future land use map, Beehive Bikeways initiative, transit planning, new map resources on housing, Moderate Income Housing Reports, townhome development, population and employment demographics, the Wasatch Choice fall workshops, water status and growing water smart, TLC project brainstorming and award announcements, Transportation Improvement Program recommendations, Transportation Investment Fund/Transit Transportation Investment Fund (TIF/TTIF) project nominations, urban design machine learning, legislative session updates, Parking Modernization Study, Wasatch Choice Great Street, Guiding Our Growth initiative, broadband funding, and highlights from local communities.

Corridor Preservation

Staff continued to participate on the State Corridor Preservation Advisory Committee. This Committee makes corridor preservation purchase recommendations to the State Transportation Commission. The [2023-2050 RTP interactive map](#) includes the ability to view projects that need right-of-way and or corridor preservation needs.

C.3 Local Government Support

Transportation and Land Use Connection Program

In fiscal year 2024, 11 projects received Transportation and Land Use Connection Program (TLC) funding. The relationship with partners Salt Lake County, UDOT, and UTA is critical to the year over year success of the program and the projects it funds; their partnership provides TLC projects with key decision makers and helps define a path toward implementation. The TLC team also collaborated with UDOT in generating and awarding projects for statewide Technical Planning Assistance funding, enhancing the partnership and providing more support to 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 Vision and helps residents living throughout the Region enjoy a high quality of life through enhanced mobility, better air quality, and improved economic opportunities.

Over the past decade, the TLC program has worked with communities on 155 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, housing affordability and accessibility studies, and transportation master plans.

Station Area Planning

In 2022, HB462 gave WFRC the responsibility to certify each city's station area plans, and to provide technical assistance to communities to help them prepare their station area plans. Staff worked over the past year to solidify a process for certifying station area plans, consistent with WFRC-adopted policy. Twenty-two station areas were certified by the Wasatch Front Regional Council in fiscal year 2024. Additionally, staff began to work with partners including UTA, the Governor's Office of Economic Opportunity, and the Mountainland Association of Governments to provide technical assistance to cities at their request to produce station area plans. In the WFRC region, four projects were awarded this fiscal year that will produce plans for 14 stations. These projects are up and running, along with projects funded last year, and will result in station area plans consistent with state requirements and community vision.

Section D: Short-Range Planning and Programming

D.1 Transportation Management Systems

TSM/TDM Promotion

WFRC staff met with sponsors of eight projects in the urban area funded under the Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) programs 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 Mitigation & Air Quality/Carbon Reduction Programs

Based on the air quality benefit/cost and other benefits, the WFRC Council selected qualified transportation projects valued at a total of \$11.2 million for CMAQ funds in 2024 after evaluating several candidate projects with a total value of \$43 million. The approved projects include transit expansion, roundabouts, intersection operational improvements, pedestrian bridges, expanded bike rental operation, and multi-use trails.

The new Carbon Reduction Program provides funds for transportation projects that reduce CO2 emissions. Similar to the CMAQ program, transportation projects were selected on a benefit/cost basis, but in this case the benefit was identified as CO2 emission reductions alone. The WFRC Council selected qualified projects valued at \$4.3M based on TAC member recommendations. The approved projects include roundabouts, intersection operational improvements, and electric vehicle charging stations.

Traffic Management Committee

The Salt Lake Area 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 Area, as well as to address current operational issues.

Safety

WFRC led a collaborative regional roadway safety study effort with local governments, UDOT, UTA, and a consultant team to prepare a Comprehensive Safety Action Plan (CSAP). The CSAP was funded with a grant from the Safe Streets for All (SS4A) program. The completed CSAP meets the requirements for all local government jurisdictions in the WFRC area to be eligible to apply for SS4A implementation grants.

The CSAP identifies roadway safety risk factors at the regional and local level, identifies the high risk network, and recommends safety improvement strategies. The [CSAP is posted on the WFRC website](#) and will serve as a valuable reference document to improve safety features for all projects in the WFRC RTP and TIP.

D.2 Plan Refinement and Special Studies

Paratransit Forward Study

UTA was awarded an Areas of Persistent Poverty grant to research potential improvements to Paratransit service. These funds are now being used for this study, which is co-sponsored by the University of Utah and Via. The project is managed by UTA planning but involves other stakeholder departments. Alternatives for detailed analysis include outsourcing certain Paratransit trips to transportation network companies (TNC), comingling Paratransit and On Demand services, reduced fare, and scenarios for expansion of the Paratransit service area beyond $\frac{3}{4}$ mile of fixed-route services. Existing conditions assessment and stakeholder engagement are complete, and evaluation of alternatives is in progress. Work is expected to be completed in late summer or early fall.

Fare Collection Technology Study

Eight pilot Ticket Vending Machines (TVMs) have been installed and are functioning. The vendor has manufactured the majority of the remaining TVMs in preparation of mass install beginning July 2024. The On-board validators and platform validators are designed and the vendor has begun manufacturing the validators. Detailed planning and design for the replacement of the new fare collection back-office environment has been progressing. The back-office environment provides the functionality for riders and institutions to manage their accounts and for UTA customer support staff to support the system and accounts.

I-15 Mobility Alliance

WFRC participated in the multi-state I-15 Mobility Alliance. Multiple workshops included high-capacity transit and major infrastructure. Participants from these workshops included state, MPO, and transit agencies from California, Nevada, Arizona, and Utah. It is anticipated that this Alliance will continue coordination efforts into the following years.

Census 2020

WFRC Analytics staff processed the statewide 2020 Census Redistricting tract, block group, and block files to increase usability within GIS software. The updated files and metadata were provided to the Utah Geospatial Resource Center (State GIS office) and published at gis.utah.gov for public discovery and use. The resulting dataset is utilized to inform socioeconomic estimates and projections by Utah's transportation agencies. An additional dataset was created and similarly shared that summarizes racial/ethnic identification for each group recognized within the Census process. WFRC shared analysis on data quality anomalies related to housing unit counts in several Utah counties.

Regional Active Transportation Count Program

WFRC, in partnership with MAG, UTA, and UDOT, kicked off an effort to organize and create a coordinated count program in order to collaborate on a data collection, hosting/sharing program for the Region that is based on industry best practices and is responsive to the data available locally for active transportation. An industry survey has been released and ongoing agency outreach continues.

Parking Modernization

WFRC, in partnership with MAG, UTA, and UDOT, finalized the Parking Modernization Phase 2 Initiative. Phase 2 focused on identification and implementation of solutions that were identified in phase 1. In FY24, Phase 3 began, focusing on parking approaches at UTA transit stations. This work is expected to be completed in early FY25.

First-/Last-Mile Grant Application

WFRC, in partnership with MAG, UTA, and UDOT, prepared and submitted a RAISE Discretionary Grant application to support First-/Last-Mile Connections that improve communities' quality of life through access to opportunities and healthy transportation connections. At the end of June, it was announced by USDOT that this project was awarded.

Context Sensitivity in Utah's Local and Regional Planning

WFRC, in partnership with MAG, UTA, and UDOT, completed a study to identify ways project partners and local jurisdictions can improve compatibility of transportation improvements and community contexts. WFRC presented the resulting context sensitivity framework at multiple local conferences and has been working to incorporate the framework into the 2027 RTP process. This product came to be called "[Wasatch Choice Great Streets](#)."

Wasatch Choice Great Streets identifies ways to make decisions about street design and function in a way that complements the communities and places they serve. Great Streets includes a typology map and guidebook for the streets within each Wasatch Choice center. Great Streets is meant to be used collaboratively by partners throughout the Wasatch Front Region – local, regional, and state; public and private; large and small communities – to promote regional street planning and projects that reflect our shared values and balance our different needs.

Economic Impact of Transportation: Utah's Unified Transportation Plan

WFRC, in partnership with MAG, UTA, and UDOT, kicked off a study to understand the forecasted economic impacts and return on investments that would derive from the implementation of Utah's Unified Transportation Plan.

D.3 Transportation Improvement Program

The WFRC took the necessary steps to approve the 2024-2029 Transportation Improvement Program (TIP) in August 2023 along with the corresponding Air Quality Conformity Determination (Air Quality Memorandum 41a). Among other steps, this included a 30-day public comment period in July 2023. Along with the TIP approval, WFRC completed and approved the annual self-certification of the transportation planning process at its August 2023 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 2024-2029 TIP, the WFRC staff worked with UDOT to ensure that funding for projects in the existing four funded years (2024, 2025, 2026, and 2027) within the Wasatch Front Region was financially constrained and projects were on schedule.

In the fall of 2023, 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, Transportation Alternative Program (TAP), and the Carbon Reduction Program (CRP). 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 the CMAQ and CRP 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/virtual field review of each project, and other professional measurements and considerations. This year, the on-site field review with virtual participation enabled staff from WFRC, UDOT, FHWA, UTA, and local governments to meet with each project sponsor 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, TAP, and CRP 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, equity of funding distribution, complete systems, professional considerations, air quality benefits, and project cost. 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, TAP, CRP programs.

Once the Regional Council approved the draft programs, staff went to work with staff from UDOT and UTA to prepare the draft 2025-2030 TIP for public review and comment. Included in the draft 2025-2030 TIP with the STP, CMAQ, TAP, and CRP 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 2025-2030 TIP. The remainder of the TIP process and approval will occur in early FY2025.

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 2024 federal fiscal year, WFRC staff worked with UDOT and UTA to compile a list of projects that received funds during the previous fiscal year (2023). 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.

Section E: Project Coordination and Support

E.1 UDOT Environmental Studies

I-15 Farmington to Salt Lake City EIS

WFRC had the opportunity to coordinate with UDOT project team members to review and comment on the Purpose and Need document for the [I-15 Farmington to Salt Lake City Environmental Impact Statement \(EIS\)](#). Prior to developing the Purpose and Need, UDOT hosted two rounds of five Smart Growth Workshops with local communities and key stakeholders which included walk audits and workshops to evaluate conditions for pedestrian and bicycle use at strategic points along the project.

The EIS Team developed screening criteria and preliminary alternatives with a public comment period in the winter of 2023 followed by Local Area Working Group meetings to review the preferred alternatives. The draft EIS was made available in the fall of 2023 and completion of the Final EIS is anticipated in the summer of 2024.

WFRC remains a key stakeholder in the development of this EIS and will continue to remain engaged with multiple staff members participating and coordinating with the EIS team.

Bangerter Highway Corridor Environmental Study

WFRC had the opportunity to work with the UDOT Bangerter Highway Corridor project team to provide input on the environmental study. The final [State Environmental Study \(SES\) document](#) for 4100 South to California Avenue was released in the winter of 2023/2024.

I-84/US-89 Environmental Study

UDOT kicked off the [I-84/US-89 Environmental Study](#) in the spring of 2023. This study looked at transportation along US-89 from I-84 at the mouth of the Weber Canyon to the south end of Harrison Boulevard in South Ogden. Potential improvements to the I-84/US-89 interchange are being evaluated. An Active Transportation Workshop was held to focus on connections from the Weber River Parkway, US-89, and the communities in northeastern Davis County and southeastern Weber County.

Review of interchange alternatives and roadway improvements along with future analysis and recommendations took place in the winter of 2023/2024 with a final decision document completed in early 2024.

I-84 Mountain Green Interchange Environmental Assessment

The I-84 Mountain Green Interchange Environmental Assessment (EA) began in spring 2024 and will continue through the end of FY25. The purpose of the EA is to evaluate improvements to roadway network linkages and to assess ways to reduce out-of-direction travel in the Mountain Green area of Morgan County.

I-15 24th Street Interchange

UDOT completed the I-15; 24th Street Interchange Environmental Assessment (EA) in March of 2024. The EA looked at making physical improvements to the interstate, regional and local facilities in the general area, and to the south of the 24th Street interchange. UDOT examined current and 2050 traffic conditions with a build and no-build scenario. The no-build action assumed all transportation projects planned in the 2019-2050 RTP are built except for the upgraded interchange on I-15 at 24th Street. The proposed action would focus on decreasing delays and queueing times. This would be done by replacing the 24th Street interchange with a full direction single point urban interchange (SPUI) 800 feet south of the current interchange; the existing off ramps would be removed but the underpass would be kept for local connectivity; there would be improved pedestrian and bicycle routes and access; and the intersection at Pennsylvania Avenue and New Midland Drive would become a signalized T-intersection.

E.2 UTA Environmental Studies

Davis – Salt Lake City Community Connector

A categorical exclusion for the Davis-SLC Community Connector is ongoing and will be completed by late 2024 or early 2025. The project received entry into Project Development from FTA in February 2024 for the Capital Investment Grant

program in anticipation of applying for a Small Start Grant in 2025. The project was selected for TTIF funds, was also recommended for a portion to be funded through WFRC-administered programs, and will receive earmark funds for charging infrastructure.

Point of the Mountain Transit

In 2019, the study team developed and evaluated options for providing expanded high-capacity transit service in the Point of the Mountain area in southern Salt Lake County and northern Utah County.

In late 2020, the study team identified a Preferred Alternative defining the transit alignment and mode to meet the project's purpose and need. The Preferred Alternative was a 10-mile bus rapid transit (BRT) system connecting the FrontRunner Draper Station, the FrontRunner Lehi Station, and The Point development. In the 2022 legislative session, a bill was passed that required the project to evaluate both BRT and Rail for the corridor.

During the time period of June 2023 to July 2024 several activities advanced. In June 2023 a Transit Study Update was published that evaluated Light Rail Transit (LRT), BRT, and Diesel Multiple Unit (DMU) Trains for the project corridor. In December 2023 UDOT announced that the project would advance a phased approach, with LRT as the anticipated mode for the latter phase. All throughout this time UTA and UDOT have been working to advance environmental clearances. POM Transit advances under the oversight and direction of UDOT, and is managed by UTA.

Westside Express (5600 West) Express Bus

The work completed on the project over the past fiscal year was primarily focused on finalizing project scope with UDOT, completing the conceptual design, and drafting the CATEX document for FTA review. The CATEX was reviewed by FTA and comments have been addressed. UTA is awaiting final environmental approval. In addition, UTA has procured a final design consultant to progress the project design for advertising. Final design is scheduled to begin in July of this year with completion by April of 2025 and construction in 2026. Revenue operations are currently scheduled to begin in the fall of 2026.

The project team is working with the UTA grants department to execute grants and ensure the project funding is available. Vehicles for the project will consist of CNG buses from the recently awarded FY2023 Low or No Emission Grant.

S-Line Extension

A study for an extension of the S-Line Streetcar in Sugar House was started in 2015. In 2021, the legislature allocated \$12 million to fund an extension of the S-Line. In response UTA worked in close coordination with Salt Lake City (SLC) in 2022 on the route alternatives.

During the time period of June 2023 to July 2024 UTA completed/signed the environmental clearances, advanced property access arrangements with SLC/SLC RDA, developed/advertised a Progressive Design Build RFP, and received/evaluated contractor proposals. During this timeframe SLC also applied for additional TTIF funds, and the Utah Transportation Commission voted to approve an additional \$9.9 million in funds to the S-Line Extension as presented by UDOT.

No federal funding is planned for this project. UTA manages the S-Line Extension project with the oversight of UDOT, and with the active support of SLC.

TechLink Corridor Study

The project team identified four transit corridors in downtown Salt Lake City between the Salt Lake City International Airport, the University of Utah at Research Park, and the Granary District to provide both improved transit access between the east and west sides of Salt Lake City and improved regional connectivity via UTA's transit system. The project includes a new TRAX Orange line, realignment of the TRAX Red line, modifications to the TRAX Blue and Green line operations, and a small section of non-revenue rail for operational improvements during special events. The TechLink team participated in eight public events between November 2023 and June 2024 to educate the public and stakeholders about the project. An online survey of the four alternatives was conducted between February and May 2024 to gather public feedback on the proposed alternatives. Project work over the last year has also included high level environmental impacts for the study area to feed into the next phase of the project – NEPA and preliminary design. The preferred alternative should be determined by August 2024.

Section 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 final release work on version 9.0 of the official Wasatch Front Travel Demand Model (WF TDM) in August 2023. Version 9 was adopted by the Regional Council together with the 2023-2050 RTP earlier that May. The WF TDM is built to run on the Cube Voyager 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.

Version 9 builds on other recent enhancements such as: the addition of external force's parameters for connected and autonomous vehicles, ecommerce utilization, and telecommuting; recalibration of transit ridership behavior to the 2019 UTA Transit Onboard Survey; updated transit routes/schedule information and access/egress linkages; recalibration to the latest road volume information from UDOT; workplace Access To Opportunities metric calculations for congested and free flow travel periods, and roadway volume and transit ridership summary segments.

Version 9 work also included a regionwide refinement of traffic analysis zones (including the addition of 500 new zones), re-estimation and calibration of the model to updated base year conditions (2019), and updates of the model's transportation networks to reflect the new RTP. WFRC and partners finished substantial completion on version 9.0.2 of the TDM which will be released to the model users in early July 2024. This updated version includes the transportation project additions and modifications through the first round of amendments to the WFRC and MAG 2023 Regional Transportation Plans

Travel Model Coordination

WFRC continues to work with the region's travel model users group to apprise consultants, agencies, and researchers of anticipated new model enhancements and releases. WFRC Analytics staff lead or actively participate with the Utah Model Users Group (MUG), the statewide Interagency Model Policy and Interagency Model Technical Committees, and the recently organized Utah Data Scientists and Engineers in Transportation (uDEST) interest group that collaboratively explores automation and visualization techniques using python, R, and other programming tools.

Under the new Enterprise Modeling Services memorandum of agreement between WFRC, MAG, and UDOT, which took effect at the beginning of FY24, WFRC's modeling staff provide a range of tools, data products, and other technical services that seek to ensure a consistent approach to model development and applications across the state. Also under this agreement, WFRC staff have provided TDM training and advice to new and current technical staff at UDOT, MAG, and UTA in model development project scoping, consultant selection, and model application for larger regionally-significant projects including freeway reconstruction and fixed guideway transit, and land use studies.

Ongoing Model Development

- **Travel Model Network Updates:** WFRC updated the travel model network to keep in concurrence with the existing highway and transit systems and the latest projects included in the adopted 2023-2050 RTP and amendments. The model's road volume and new transit ridership summary segments are used to aggregate and smooth raw model results into a more user-friendly format and are updated in cadence with the network links to best reflect the updated system. A new scripted process was created to compare versions and quality control the TDM network.
- **Web-based Visualization Tool:** The new vizTool is a web-based tool to visualize the inputs and results from the TDM in a browser, reading in model results stored locally (localhost) or stored on a web server. The tool provides an array of auto and transit results and socioeconomic data to be filtered and displayed in map, graph, and tabular formats and allows for comparisons between model scenarios. The vizTool will be fully integrated into the TDM and TDM workflow for model appliers and planning users in version 9.1 of the TDM, expected later summer of 2024.
- **2023 Household Travel Survey:** The statewide Utah Moves Transportation Survey project was completed in spring of 2024 with delivery of final data products, web tools/documentation, and final report. All public facing survey resources are available from unifiedplan.org/household-travel-surveys including a summary presentation and 11 minute overview video. Additional work to prepare the survey results for use in TDM updates is underway and new information from the survey will be incorporated into the developmental and release versions of the official travel model that supports the

2027 RTP update. A non-disclosure agreement and request process was created to handle researcher and partner requests for sensitive information within the 2023 HTS datasets.

- **Mode Choice Update:** This is a multi-year project to update the mode choice model within the TDM. WFRC, working with its contractor, is pursuing two tracks to this project which focuses on the update of the TDM's most complex component, the Mode Choice submodel. Some early elements of the Mode Choice update project were included in the 8.3.2 model release. The auto-ownership submodel was updated in the v9.0 release of the model. The final and most substantive Mode Choice updates are expected to be incorporated in the v10 (beta) model expected at the midpoint of the four-year 2027 RTP cycle.
- **Location-based Services Data Subscription:** WFRC and state transportation agency partners concluded their contract with StreetLight data after 2 years, in FY23. WFRC worked on behalf of regional partners to extract and store origin-destination data for auto, transit, truck, bike, and pedestrian travel for a series of pre-Covid and post-Covid years (2019-2022). The WF Bike Model was calibrated using the StreetLight bike O/D trip count dataset. WFRC and MAG explored use of the StreetLight data for model calibration and validation of the WF TDM's freight model. Summary-level Streetlight data remains available in WFRC's public-facing web maps.

Model Application

WFRC continued to provide travel modeling application support to regional road and transit studies including running and sharing results for a scenario requested by Salt Lake City transportation planners that accelerated transit project implementation across Salt Lake County.

Travel modeling results were finalized for the official release of v9.0 that was adopted with the 2023-2050 Regional Transportation Plan, including validation reports, a documentation website, and completion of the official forecast for the WFRC area and assistance with the MAG area, using the new Art of Forecasting Tool for browser-based segment level visualization and adjustment ([video introduction to this tool](#)).

WFRC created, released, and/or updated interactive maps related to travel and land use modeling, including WFRC's housing and jobs (socioeconomic) forecast map. Originally created for the Wasatch Front, this map was expanded to provide visualization of statewide TAZ-level datasets created by UDOT and Utah's four MPOs. This map framework also has capabilities to gather and display stakeholder comments on future draft forecasts. Its advanced mode provided a detailed comparison between the 2019 official forecasts and the draft 2023 forecasts.

Other

WFRC continued to utilize commercially-available vehicle routing application programming interfaces (APIs) to capture travel speeds for future use in validating the WFTDM and other application areas. The [Models and Forecasting web page](#) received a significant update, and now includes links to the v9.0 and v9.0.1 documentation and many other resources.

WFRC continued participation and funding support of a UDOT-led research project to assess the feasibility and benefit of developing an activity-based travel model for the Wasatch Front.

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.

Section G: Technical Support and Services

G.1 Air Quality Analysis and Coordination

Conformity

The 2023-2050 WFRC Regional Transportation Plan was approved in May 2023, and was amended on May 23, 2024. WFRC staff prepared Air Quality Memorandum 42 for the amended 2023-2050 RTP, and Air Quality Memorandum 42a for the 2025-2030 TIP. Based on the analyses documented in these memos, all transportation projects within the amended 2023-2050 RTP and 2025-2030 TIP conform to the State Implementation Plan or the Environmental Protection Agency interim conformity guidelines for all pollutants in applicable non-attainment or maintenance areas.

WFRC made refinements to the MySQL code for preparation of input data files from the travel demand model for use in MOVES4, the current vehicle emissions model required by the Environmental Protection Agency (EPA). The MySQL application, designated TDM2MOVES_mysql, is faster than previous applications within the travel demand model and is more adaptable to coding modifications and improvements in the future. This application was shared by WFRC staff with other MOVES users in the state.

Technical Support

WFRC continues to support the DAQ in developing a State Implementation Plan (SIP) addressing ozone precursor emissions in the Northern Wasatch Front non-attainment area. WFRC provided DAQ with revised vehicle emission estimates for 2017 and 2026 using the MOVES4 vehicle emissions model to be included in the development of the latest iteration of the ozone SIP, now under the non-attainment designation of “serious.” WFRC in coordination with DAQ and EPA also updated transportation partners and Trans Com members of the timeline and potential limitations to transportation funding if the state is unable to show attainment of the ozone standard in the WFRC planning area which could lead EPA to potentially impose a “Conformity Freeze.”

Coordination

The Interagency Consultation Team (ICT) had five virtual meetings in the past fiscal year. In response to FHWA recommendations for improved procedures for Interagency Consultation, WFRC introduced a more detailed process for amendments to the RTP and the conformity analysis process. The improved procedures were successfully applied to Amendment #1 of the 2023-2050 RTP resulting in greater involvement for ICT members.

The ICT includes representatives from WFRC, MAG, Cache MPO, DAQ, UDOT, UTA, FHWA, FTA, and EPA. The ICT meets regularly to consult on air quality issues such as the modeling assumptions to be applied for SIP development, and review of conformity analysis documents. ICT members found that virtual meetings had the dual benefit of being more efficient and eliminating unnecessary vehicle emissions.

WFRC staff participated in several committees organized by other agencies that are promoting actions to improve air quality, such as the Governor’s U-CAIR program and the Intermountain West MPO group. WFRC also collaborates on air quality issues by regularly attending meetings of the Utah Air Quality Board.

UDOT Air Quality Coordinator

UDOT provides an Air Quality Coordinator to assist in coordinating transportation and air quality related issues between the MPO, UDOT, the Division of Air Quality, and the Environmental Protection Agency. 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 by WFRC and sent these reports to FHWA. UDOT reviewed and commented about WFRC’s air quality conformity analyses.

G.2 Socioeconomic and Transportation Data

WFRC continues its partnership with our neighboring MPO, Mountainland Association of Governments (MAG) to develop and support a shared, regionwide land use model -- the Real Estate Market Model (REMM) that runs on the UrbanSim 2.x open source software platform. This tool supports WFRC's official traffic analysis zone-level household and job (socioeconomic) projections that are packaged with the WF Travel Demand Model and are also available as Geographic Information System (GIS) layers that can be viewed and downloaded.

In FY24, the WFRC Analytics group continued implementing recommendations from the August 2019 expert peer review of REMM and its related processes. In FY20, WFRC staff updated REMM's source code to version 3.x of the Python programming language and ported the new and archive code to WFRC Analytics' public GitHub repository. In FY22, work continued to focus on a major effort to update REMM's base year data to reflect the 2019-20 county tax assessor parcel database, and creating a more efficient update process is nearing completion.

A Household and Job Forecast web map, developed in-house but now available with the statewide official TAZ-level forecast at unifiedplan.org, provides extensive capabilities for viewing the forecasted regional distribution of population, households and employment. The web map allows users to view elements of the forecast at the traffic analysis zone, city, large district, and county levels for any forecasted future year. It also provides summary graphs and tables and the ability to view counts, densities and changes in counts and densities between any two years or between the existing forecast and the draft forecast. The webmap's built in 'leave a comment' function was used to gather feedback from WFRC stakeholders in 2022 and 2023. Over 250 TAZ-specific comments were provided, mostly by city staff, for consideration in latter stages of refining the draft forecast. The final, official forecast was made available within the Household and Job Forecast web map tool after the WFRC Regional Council adoption of the 2023-2050 RTP.

WFRC staff use an in-house developed module for Urban Sim to assert larger in-process or very likely future development projects. This "in-the-pipeline" module can be used to assert near term development or single-owner properties that have good capital positioning and local government support. In addition, a similar "pipeline jobs" capability is being used to assert non-market driven employment for large government contract employment increases expected at Hill Air Force Base, which is a situation where REMM is not capable of accurate job location on its own. Pipeline project and job information was gathered in 2022 from public and private stakeholders utilizing online resources, one-on-one meetings, and the commenting function within the new Household and Job Forecast web map. Similar meetings are expected to be scheduled in 2025 and 2026 in preparation for 2027 RTP forecasting.

The team also used an automated process it developed for producing "progression metrics" in the form of graphs and other visualization techniques that summarize the REMM model's performance -- at fine geographic scales -- across each model run. WFRC REMM modelers continued to participate in national land use model coordination groups organized by the national Association of Metropolitan Planning Organizations (AMPO).

In addition, WFRC's REMM enhancement work included:

- FY24 re-estimation of REMM's location choice and price modules using residential MLS sales data obtained through the University of Utah Gardner Policy Institute and commercial real estate lease data. This process has been accomplished largely using a battery of statistical analysis automated in the python coding language. These results will be compared with similar analyses using machine-learning 'random forest' statistical techniques.
- Continued annual processing of job location data (count and sector) from the Department of Workforce Services (DWS) unemployment insurance contributor database
- Renewed annual statement of compliance with Department of Workforce Services MOU conditions to allow access to this protected dataset through May of 2025
- Continued improvement to processes that standardize county assessor tax parcel data that are needed for new base years and for asserting new development in the 1-3 years since the most recent base year
- Ongoing updates to WFRC's Generalized Future Land Use (GFLU) layer that is compiled and standardized from city and unincorporated area general plans into a region-wide GIS layer of allowable land uses and residential and commercial development intensity limits. This layer, together with the Wasatch Choice Center boundaries, guides and constrains future real estate development activity simulated with REMM
- Continued refinement of the process to inventory all housing units, informed primarily by the Tax Assessor parcel data, by type, size, value and year built. The first version of the Housing Unit Inventory dataset, proscribed by SB 164 passed during the 2021 general session of the state legislature, was released as a public facing web map (January

2022 Map of the Month) in partnership with the county assessors and the Utah Geographic Resource Center (UGRC), the state GIS office. The Housing Unit Inventory dataset was updated in fall of 2023 to reflect January 2022 conditions. The web map was significantly updated in January 2024 with additional search and display functionality, as well as processing performance gains.

- In FY23, WFRC and MAG contracted with a local, external consultant to perform a review of the draft 2023 - 2050 households and jobs forecast. WFRC reviewed the feedback received and made several changes relating to housing densities and employment numbers and ratios. Additional work is in progress toward these recommendations and those of the 2019 peer review panel.

G.3 GIS and Data Management

Geographic Information Systems (GIS) continued to serve WFRC's organizational and program area goals. WFRC's Analytics staff proactively responded to regional planning and data accessibility needs by building and sustaining information resources and interactive web map applications. GIS staff collaborated with program area staff, external partners, and stakeholders to visualize anticipated future conditions and deliver resources for decision-making.

Topics in the Map of the Month series in WFRC's monthly newsletter this past year have included:

- The updated Wasatch Choice Vision poster
- Wasatch Choice 'Centers and Land Uses' map
- Wasatch Choice 'Parks and Public Spaces' map
- Public comment maps for the draft versions of the TIP
- Station area planning requirements and process
- Updated Traffic Volume and Volume/Capacity web maps
- 2023 Taxable Sales data
- UTA Rail and BRT Transit Buildout History
- Updated Housing Unit Inventory web map and dataset
- The annual Golden Spoke regional trail ride
- Youth cycling league participation by high school teams

These and other map and data resources can be discovered and accessed in WFRC's Map gallery (maps.wfrc.org) and open data catalog (data.wfrc.org).

Long-Range Planning Support

WFRC staff provided GIS data and mapping support for the year-1 preparation activities relating to the 2027 Regional Transportation Plan. The Wasatch Choice interactive map and large format poster were updated to reflect the current, adopted RTP project sets and many other dataset updates. Mapping support was provided for the Wasatch Choice fall workshop exercises that focused on the active transportation system network and project needs. RTP Project datasets and interactive maps were updated to include Amendment #1 to the 2023-2050 RTP. The transportation project approval process continues to be informed by GIS-based analyses that score projects based on spatial proximity metrics, including the new Project-level ATO impact tool which was used to score all roadway and transit projects in support of phasing prioritization analyses.

WFRC's new RTP Project Viewer web map is designed to allow a diverse set of stakeholders to explore the transportation projects in the 2023 - 2050 RTP. It opens, by default, with a view of all projects, colored by the three project mode groups (roadway, transit, and active transportation). Users can toggle the map between a project mode coloring and a phasing period coloring and select just the modes and phases of their interest. Expanding the advanced filter within the map allows users to display projects meeting custom criteria with choices of project subcategories, phasing type, agency jurisdiction, cost, and rights-of-way needs. The map also has functionality that allows for project-specific public comment gathering during stakeholder engagement periods.

In addition, GIS support was provided for developing updates to the Tooele Valley Rural Planning Organization (RPO) long-range plan. Maps were designed to allow for comments on road, transit, and active transportation components of the long-range plan.

Short-Range Planning and Programming Support

GIS support aided in the development and public engagement processes of the annual Transportation Improvement Program (TIP). During the project application process, reference maps were created for committee presentations and on-site field reviews for CMAQ, STP, TAP, and CRP applications. For the annual draft TIP public comment period, an interactive map was built to provide a forum for public commenting.

Model Development Support

GIS resources strengthen the capabilities, reach and impact of the Wasatch Front travel demand model (TDM), Real Estate Market Model (REMM), and Bike Model. Analytics staff develop and maintain custom tools and applications to display model inputs and outputs in new and interesting ways. The traffic congestion forecast map shows modeled future congestion conditions for major roads in the WFRC area for a variety of time frames. The continuous count station factors map allows the user to display model factors for various selection options. The special generators map visualizes travel patterns to regional destinations that do not follow typical modeled traffic patterns. This map incorporated results from Street Light “big data” zone queries.

Other GIS Accomplishments

- Compiled online progress measure and demographic metric time series data for key regional metrics and a preliminary dashboard to introduce these metrics and visualize change in graph and map format.
- Added prepared maps in support of transportation-congressional and state district boundaries to the Wasatch Choice map. Supported WFRC’s Transportation and Land Use Connection program by providing data and mapping support.
- Geographic data and analytical support for follow-up activities to the Guiding our Growth campaign led by the Governor’s Office of Planning and Budget.
- Completed requirements and early prototype for a regional bikeways web map designed for mobile device and desktop display of bike facilities and their associated level of traffic stress.
- Provided tabular summaries of major transportation projects to the SLC 2034 Winter Olympics bid committee.
- Updated the unifiedplan.org website to include links to the statewide traffic volume forecast interactive map, statewide household and jobs TAZ forecast, and statewide household travel survey resources.
- Hosted a quarterly meeting of the Salt Lake GIS Users Group.
- Participated in the 2024 Maps on the Hill showcase in the state capitol rotunda.
- Participated in the USDOT BTS Active Transportation Data Model coordination efforts under the auspices of the Federal Geographic Information Committee.
- Represented regional government on the National Geospatial Advisory Committee

G.4 Technical Support to Local Governments

WFRC fulfilled requests for service throughout FY2024. Support was provided to help in various subarea and corridor studies. 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 Chamber of Commerce committees.

G.5 Tooele Valley Rural Planning Organization

WFRC staff continued working with the Tooele Valley RPO to update the long range transportation plan for the Valley. This draft 2024-2050 Plan was shared with the public for their input during the month of May, 2024 (see section H.). Staff also facilitated dialogue regarding additional funding opportunities available through UDOT and via new discretionary grant programs resulting from the Infrastructure Investment and Jobs Act.

G.6 Morgan County Rural Planning Organization

WFRC, with Morgan County, Morgan City, and UDOT, re-established the Morgan County RPO in FY 23. WFRC facilitated dialogue with the RPO about local option sales tax and corridor preservation prioritization, long-range plan updates, and funding opportunities available through UDOT and via new discretionary grant programs. WFRC staff has also worked with Morgan City to develop a trails master plan and a downtown small area plan. Staff is involved in both the Morgan County Active Transportation Advisory Board and the Morgan County Active Transportation Implementation Plan, and continues to help facilitate dialogue about emerging rural areas.

Section H. Public Involvement

In fiscal year 2024, 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 2024-2029 Transportation Improvement Program (TIP). WFRC placed public notices in local newspapers as well as distributed emails to interested people and groups, shared information in the WFRC monthly newsletter, posted information on the WFRC website, and published 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 2024-2029 TIP.

A formal public comment period was held for the Draft 2024-2050 Tooele Valley Long Range Transportation Program. WFRC placed public notices in local newspapers as well as distributed emails to interested people and groups, shared information in the WFRC and Tooele City monthly newsletters, posted information on the WFRC website, and published social media ads to notify the public of the opportunity to comment. All comments were carefully detailed, summarized, responded to, and will be submitted to the Tooele Valley Regional Planning Organization for consideration, prior to its adoption.

A formal public comment period was held for the Draft Amendment #1 to the 2023-2050 RTP. WFRC placed public notices in local newspapers as well as distributed emails to interested people and groups, shared information in the WFRC monthly newsletter, posted information on the WFRC website, and published social media ads to notify the public of the opportunity to comment. All comments were carefully collected, organized, submitted to WFRC for consideration, and included in the final publication of Amendment #1 to the 2023-2050 RTP.

Stakeholder Outreach Meetings and Workshops

WFRC sponsored two in-person open houses for the Draft 2024-2029 TIP in July of 2023. Representatives from WFRC, UDOT, and UTA were available to answer questions about the TIP projects. In addition, WFRC held five Wasatch Choice Vision fall workshops including each part of the Region with transportation partners, key stakeholders, and local elected officials and staff to get input on development of the [Beehive Bikeways](#), [Utah Trails Network](#), and [Parks and Public Space](#). Feedback from the workshops and stakeholder meetings was reviewed by WFRC staff and the Trails Division at UDOT. Representatives from WFRC, ULCT, UDOT, and UTA were on hand to answer any questions regarding the Vision.

Partner Events, Conferences, and Conventions

WFRC both attended and engaged virtually or in-person at events, conferences and conventions hosted by our partners, including the American Planning Association (APA), Utah Association of Counties (UAC), Utah League of Cities and Towns (ULCT), the National Association of Regional Councils (NARC), Association of Metropolitan Planning Organizations (AMPO), Utah Transportation Conference and others. Information about the Wasatch Choice Vision, RTP, and/or Utah's Unified Transportation Plan were shared at the various conferences and conventions.

Local Elected Officials

WFRC staff members made formal presentations regarding the Wasatch Choice Vision, plans, programs, and/or other transportation related issues 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 planning and investments.

Utah State Legislature

WFRC staff members made formal and informal presentations regarding transportation related issues to state legislative committees. In addition, WFRC staff provided technical support and information to state policy makers as they considered additional funding for transportation investments and changes to existing transportation and land-use policies.

Congressional Delegation

WFRC staff met with and advised the members and staff of Utah's congressional delegation on transportation, land-use, and planning related issues. Additionally, WFRC was able to coordinate with the delegation and staff on the state and local implementation of the federal Infrastructure Investment and Jobs Act.

Ongoing Presentation and Working Group Opportunities

WFRC staff participates in a variety of events sponsored by partners or other relevant organizations. Where there is alignment between WFRC's mission and message and an organization's planned schedule of activities, WFRC staff have presented on a variety of topics, ranging from high-level policy topics around transportation and community planning/visioning to specific agency activities, such as the Regional Transportation Plan or specific funding topics as examples. In addition, staff have sponsored WFRC-led small group engagement efforts such as ongoing meetings with the Wasatch Choice Partners and sub-regional meetings to engage local elected officials and staff in specific planning efforts.

Online Engagement Tools

WFRC staff successfully leveraged online engagement tools to educate the public and to solicit public comment on its plans and initiatives. For example, WFRC staff worked with UDOT to obtain GIS data for the TIP projects, creating an online interactive map that showcased the projects. WFRC also created a public comment layer so comments could be tied directly to the projects in a mapping environment.

Ongoing Website Updates

WFRC staff continues to provide subject-matter expertise to local governments and other stakeholders, including making a variety of resources and content available via wfrc.org. 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 continued, regional effort to implement the Wasatch Choice Vision, including its core strategies, WFRC staff provides regular, relevant messaging and links to resources via its social media channels. These channels include Facebook, Twitter, LinkedIn, YouTube, and Constant Contact. WFRC hosts all Council and committee meeting videos on its YouTube channel, cross-linking them to the Council and committee respective webpage for on-demand viewing.

WFRC also prepares and distributes a monthly e-newsletter to a list of more than 5,000 recipients. This furthers the messaging around quality of life and continues to build relationships with cities, counties, transportation partners, community-based organizations, and the private sector. Supplementing the newsletter is a Government Affairs newsletter that is sent periodically when the Utah State Legislature is in session, during the Summer Interim Session, and when important information is available to share.

Media Relations

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 2024, media ran dozens of news stories regarding the following topics:

- Wasatch Choice Vision
- Regional Transportation Plan
- Transportation Improvement Program
- Transportation funding
- Bicycle safety
- Infrastructure Investment and Jobs Act
- Comprehensive Safety Action Plan
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant
- Golden Spoke Ride Event

These media outlets included the Salt Lake Tribune, Deseret News, KUER NPR, Salt Lake City Weekly, Standard Examiner, KSL Newsradio, Utah Business, Building Salt Lake, and FOX13, to name a few. WFRC staff has tracked and documented all media and public outreach efforts.

Section 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 FY2024, WFRC staff completed the 2024 annual update of the region's Consolidated Plan which sets goals and reviews the outcomes of the previous year's goals, and helps inform the five-year Consolidated Plan that was updated in FY2020.

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.

I.2 Economic Development

With the support of WFRC staff, the Wasatch Front Economic Development District (WFEDD) committee has steered towards bolstering the region's economic vitality and ensuring continued eligibility for administrative funding from the U.S. Economic Development Administration (EDA). The focus remains on the implementation of the strategies and objectives outlined in the new 2023-2028 Comprehensive Economic Development Strategy (CEDS).

The CEDS serves as a unifying force, bringing together the public and private sectors in a shared economic roadmap. This comprehensive strategy not only strengthens regional economies but also integrates economic development plans, programs, and activities with the Wasatch Choice Vision, the long-range transportation plan, active transportation, amenities, and fiscal sustainability. In this endeavor, staff has been actively collaborating with local governments, elected officials, universities, and area chambers of commerce to align transportation, land use decisions, and economic development and enhance access to opportunities for residents in the region.

The WFEDD adopted the five-year Comprehensive Economic Development Strategy (CEDS) in September, 2023 and the Economic Development Administration (EDA) gave full approval for the plan in October 2023. Along with the plan, the annual progress report was submitted in April 2024 to the EDA. This report, which looks at budget information as well as annual progress towards the CEDS, was reviewed by the EDA and the WFEDD was found to be in compliance with the requirements from the EDA. In addition to the reporting requirements due in April, the annual benchmark data has been a priority for the WFEDD staff to update.

The WFEDD's annual objectives are as follows:

- Implement, update, and report on the Wasatch Front Regional Council/Wasatch Front Economic Development 2023-2028 Comprehensive Economic Development Strategy;
- Implement the key anchors and tasks within the 2023-2028 CEDS with a focus on City and Town Centers, Human Capital Development, Economic Development Capacity, and Diversification of the Business Environment which is intended to advance the economic development ecosystem for the next five years;
- Implement the new Regional Comprehensive Economic Development Strategy to include a more robust resilience plan to include not just natural disasters but economic resilience;
- Promote Wasatch Choice Vision as a coordinated growth, quality of life, and economic development strategy; and
- Integrate state, regional, and local transportation decisions with economic development efforts.

I.3 Local Administrative Assistance

The purpose of the Local Administrative Advisor (LAA) program is to improve the efficiency and effectiveness of local governments. Smaller cities and towns now receive proactive administrative support on a consistent basis. These small cities and towns lack the revenue to hire administrative staff but have many of the same needs and obligations as larger cities. Additional administrative support helps these communities meet the State of Utah's objectives around transparent and accessible government, water conservation, sustainable land use planning, and the provision of public safety and infrastructure services.

The annual objectives of the LAA Program are as follows:

1. Capacity Building: Enhance the administrative capabilities of qualifying local governments by providing targeted training and guidance to mayors, council members, and staff on Utah Code and public management best practices.
2. Enhancing Efficiency: Assist local governments in streamlining administrative processes, including personnel matters, budgeting, agenda setting, and policy development, to foster efficiency and effectiveness in public governance.
3. Goal Setting Support: Facilitate discussions with city leaders to establish clear goals and objectives for community development, ensuring alignment with the overall vision of the local government.
4. Project Management: Oversee the completion of work projects for communities, ensuring adherence to municipal policies and procedures, and obtaining approval from the local governing body as necessary.
5. Financial Management: Collaborate with local governments to establish and monitor budgets, ensuring compliance with state regulations and facilitating financial and technical assistance to achieve community goals.
6. Grant Facilitation: Provide support in identifying grant opportunities, completing grant compliance reports, and recommending strategies for securing financial assistance to support community programs and initiatives.
7. Community Engagement: Participate in city standing and ad hoc committees, attend and make presentations at city and town meetings to foster community engagement and transparency in governance.
8. Policy Compliance: Ensure that all work projects and assistance provided are in accordance with municipal policies, procedures, and state regulations, requiring attention to detail and thorough understanding of legal requirements.

Staff worked closely with member jurisdictions to introduce the Local Administrative Advisor program and cultivate relationships with elected and appointed officials and entity staff. Both proactive and reactive assistance was provided to cities and towns to help advance the LAA annual objectives in the 15 municipalities the program serves within the WFRC Region.

Staff assisted LAA municipalities on statutory requirements such as: the Moderate Income Housing Annual Report, SB 174 Subdivision Amendments, and General Plan updates.